

# A Word from the Commissioner



## Better Quality Achieved Via Safe and Excellent MRT Construction

Extensive effort by DORTS contributed to great progress on the Taipei MRT system in 2014. Opening of the final section of the Xinzhuang line, between Fu Jen University and Huilong stations, and the Xinyi line has eased overcrowding on the Bannan line during peak hours while providing comprehensive transfer services. Tourists attracted to surrounding areas boost economic prosperity along the route. The Songshan line, the last major puzzle piece of the Taipei MRT network, opened on November 15, 2014. Following the Xinyi line, the Songshan line is the third east-west route of the Taipei MRT network. Most of the new route runs along Nanjing East and West roads, where bustling commercial businesses flank on both sides. The Songshan line consists of eight underground stations, six of which are transfer stations, demonstrating the vital role it plays in connecting to other lines and transportation systems.

By 2014, most of the Taipei MRT network was completed. Total network length was 134.6 km, 129.8 km of which was operational with 116 stations. Opening of the Songshan line allowed Green line sections between Xindian and Songshan stations to be linked. Concurrent adoption of the Red line operational mode from Tamsui to Xiangshan meant the five major MRT lines were operated independently and organized by color. Each route has a designated platform to facilitate easy recognition. Transfer stations in central Taipei increased to 12, making intra-station transfer easier for passengers while alleviating crowding on some routes during peak hours. The resulting transportation environment was better and more comfortable.

Completion of the Tucheng extension to Dingpu was one of DORTS' major goals in 2015. For commissioned construction, civil and structural works of the Taiwan Taoyuan International Airport line section from Sanchong to Taipei were completed and finishing work and environmental control systems were underway. DORTS planned to progressively complete these tasks on schedule so the route could be handed over to the Bureau of High Speed Rail for integrated tests prior to opening.

In 2014, construction of the Circular line Phase I, Wanda-Zhonghe-Shulin line Phase I, Xinyi eastern extension, and Taichung MRT Wuri-Wenxi-Beitun line went smoothly. For construction of Xinzhuang Depot, the Professional Geotechnical Engineers Associations was commissioned to monitor safety. Reappraisals were conducted on JD projects: Twin Towers at Taipei Main Station Parcels C1 and D1 and MeHAS at Xindian Depot. Comprehensive planning was completed on the Minsheng-Xizhi line, Sanying line, and Ankeng line, which are envisioned as becoming part of the three rings and three lines. For each of these projects, DORTS sought to win approval from the central government.



It is a great pleasure for me to return to the DORTS team 23 years after I first left. As we use professional knowledge and standards to advance, we will continue to collect updated information. By adopting new Internet technology to understand public views, MRT construction will keep pace with changing times.

For example, when cooperating with contractors, we should understand and solve problems from their perspective to win their trust and respect. As we strictly uphold our commitment to rooting out illicit profiteering, we will facilitate early completion and operations, benefitting ourselves, the contractors and the people who use the MRT. As DORTS expands business, we should abandon the rigidity of looking at ourselves only as a client and instead consider all possible challenges from the standpoint of a contractor. I believe the mutual trust generated will create unlimited possibilities.

It has been more than a quarter century since DORTS was established on February 23, 1987. Having accumulated 27 years of experience and progress, Taipei MRT faces the dual challenges of accommodating heritage and innovation. DORTS staff is encouraged to maintain a commitment to MRT construction based on professional knowledge and management, so we can meet new challenges while creating new benchmarks. As we strive to improve urban public transport, we will build an excellent and more user-friendly MRT.

*Chou Lie-liung*

**Commissioner**