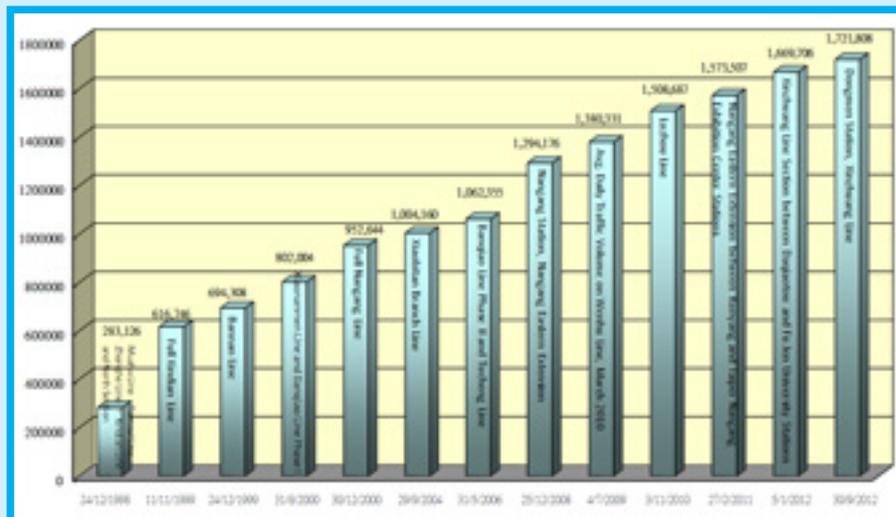


Innovative Measures and Improvements

Operational Mode of the Orange Line Adjusted Upon Opening of Dongmen Station

1. Increasing Taipei MRT Traffic Volume

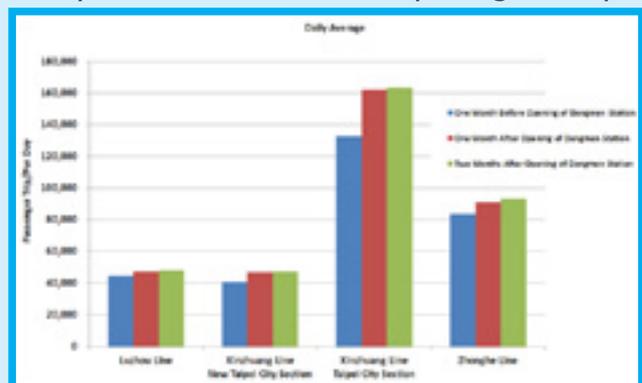
After opening of Dongmen Station on September 30, 2012, the Taipei MRT operational mode was adjusted to “Nanshijiao-Luzhou” and “Nanshijiao-Fu Jen University.” Extended operation changed the latter mode to “Nanshijiao-Huilong” on June 29, 2013. Organization of the Taipei MRT by color has contributed to an increase in the overall network’s average daily traffic volume by 100,000 passenger trips, from 1.6 million to 1.7 million. The change demonstrates how a more comprehensive MRT network can lead to an increase in passenger traffic.



Taipei MRT route traffic volume after two months of operation

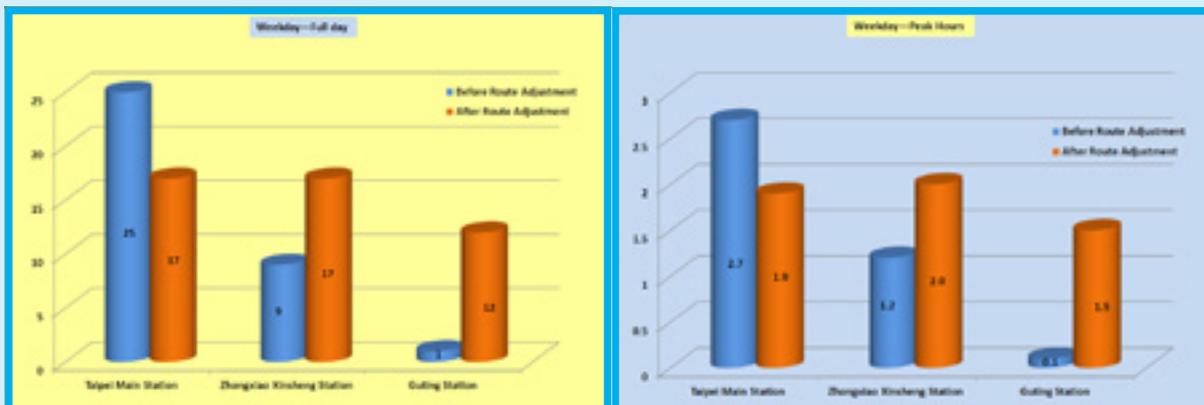
2. Higher Traffic Volume on the Zhonghe, Xinzhuang and Luzhou Lines

According to the “Traffic Characteristics Analysis Before and After Opening of Taipei MRT Xinzhuang Line’s Dongmen Station,” which was conducted by Taipei City Department of Transportation in March 2013, after opening of Dongmen Station, organization of the Taipei MRT by color raised overall traffic volume on the Zhonghe line by 10%. Passenger traffic at each station on the Luzhou line, the New Taipei City and Taipei sections of the Xinzhuang line, and the Zhonghe line saw a progressive increase.



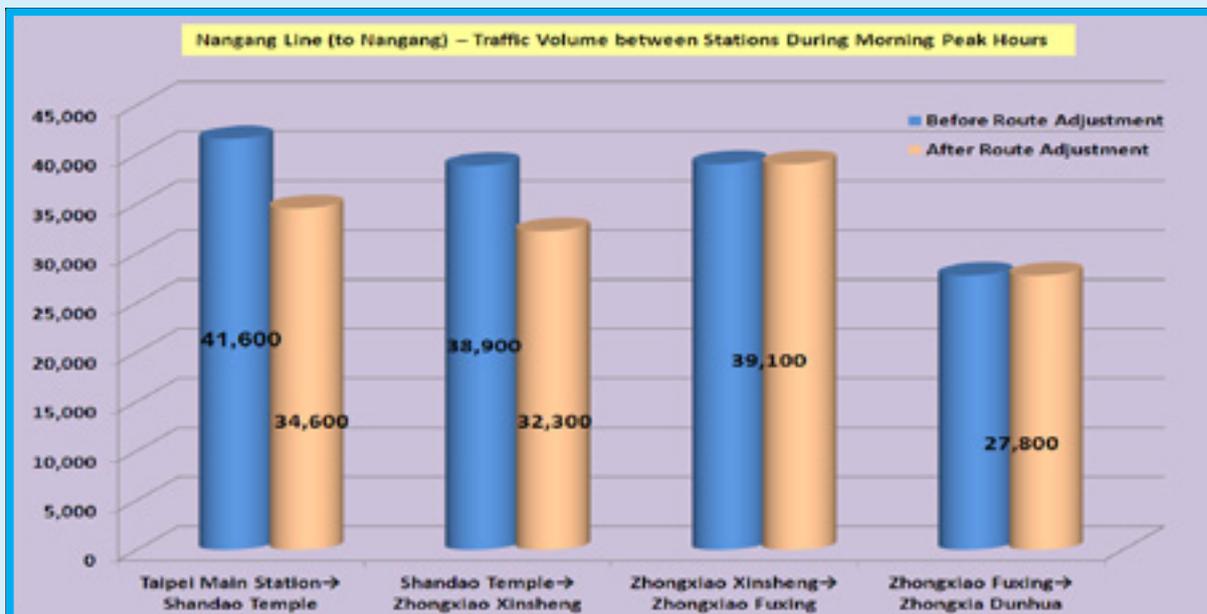
Daily traffic volume on the Zhonghe-Xinlu Line

3. Alleviating Crowding at Taipei Main Station



Comparison of traffic volume at Taipei Main Station before and after opening of Dongmen Station

4. Alleviating Crowding on the Nangang Line



Comparison of traffic volume between stations on the Nangang Line before and after opening of Dongmen Station



Innovations and Improvements to Electrical & Mechanical Systems

1. Electric Multiple Unit (EMU) System

(1) Car body features added to boost quality of the new generation of EMUs are as follows: Protective boards to the bottom edge of the head; sleek head covers; three-dimensional larger windshield glass; a decorative window to the upper emergency door with strengthened glass that is the same color as the windshield glass.



EMU frontal appearance of the Songshan and Xinyi lines



EMU frontal appearance of in-service EMUs (Model 371)

(2) New EMU features that raise convenience and comfort for passengers are as follows: Adjustment from singular to tri-vertical poles; changing of horizontal handrails to circular, semi-circular and elliptical shapes; provision of more accessible space for passengers standing at the aisle near train doors.



Handrails in the EMUs on the Songshan and Xinyi lines



Handrails on the in-service EMUs (Model 371)

(3) For aesthetic and energy-saving reasons, LED lighting and T5 fluorescent tubes were used on MRT trains. The new lighting system features high electrical efficiency and greater energy conservation. It came at a higher cost but has a longer lifespan.

(4) The exterior of the gangway between cars uses three-dimensional arc-cladding lining boards to improve aesthetic appearance and reduce the chance of interference for passengers.

- (5) Multi-function racks on the trains are composed of a stainless steel, aluminum alloy. Compared to previous models, the new racks have a more delicate appearance, a 10-centimeter reduction in height, and narrower bar gaps. Bike mounts were also added.

2. Platform Screen Doors

- (1) For an aesthetically pleasing appearance, platform screen doors were designed to feature floor-to-ceiling glass without a frame.
- (2) Taking platform screen doors featuring flat and smooth appearance into consideration, pressure relief valves are set with a “push forward and flip downward” on/off mode to facilitate passenger evacuation in case of emergency.
- (3) An on/off indicator added to the emergency gate of the platform screen door facilitates station staff recognition.

3. Power Supply System

- (1) A highly secure and reliable gas insulation transformer (GIT) was adopted for the first time.
- (2) A temperature sensing system for 22kV high voltage cables was applied to the Xinyi line.
- (3) A warning system for high impedance detection DC cables was applied to the Xinyi line.

Media Reporting and Management System

Development of the MRT media reporting and management system was completed in April 2013. MRT-related information is collected from electronic and print media and then provided via computer and mobile phone for reference by DORTS’ first-level heads and staff responsible for communicating with City Council and the Legislative Yuan. By tracking public opinion and media reports as they develop, the system not only strengthens news response capabilities but also allows for responses to negative reports to be provided to supervisors and related staff of DORTS and subordinate project offices in a timely manner, thereby strengthening external communication .