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The network (all links are external) All MRT lines are owned by the same company and you can transfer between the lines. Fares depend on the number of stations and the distance you travel, so you need to decide where you go when buying tickets. Pay attention to the directions of trains, especially on the red line (Danshui Line). Trains southbound on the Red Line (Danshui Line) run through the CKS Memorial Hall, both through the service of either the Orange Line (Junge Line) or the Green Line (Xindian Line). Northern trains on the red line go to Danshui, but some go only to Beit. Airport to All International Flights arrive at Taoyuan International Airport in Taoyuan County about 1 hour west of Taipei. The high-speed railway is in operation, but it does not connect to the airport. From the airport the easiest way to get by bus to Taipei station. Some airlines offer buses to Taipei as part of your ticket. Six bus companies provide transfers between Taoyuan Airport and Taipei, as indicated here. Evervoyage Fe Go Express Taiwan Bus Corporation Taoyuan Bus Corporation to you Air Bus United Highway Bus Songshan Airport, where most domestic flights depart from Taipei. Flights can be purchased at the front desk. The nearest metro station of Chungshan High School (Chongshan Kuochong) Intercity Trains All long-distance trains in Taiwan are provided by the Taiwan Railway Company. There are express trains, slow trains and several classes in between. Slow trains will stop at all Taipei area stations: Banqiao (Panchiao), Taipei Main Station, and Songshan Station. If you want to travel on fast trains, head to Taipei's main train station, where all trains stop. Round line (yellow line): - Phase 2: Metro, 20.5 km, 15 stations. Taipei zoo Dapinglin and Wugu Industrial Park Jiannan Road Sanying Line: Elevated 14.3 km route from the southern end of the Dingpu Metro Line 5 to Yingge southeast of Taoyuan (12 stations). Construction began at the end of 2016 and was completed in 2023. In June 2016, a turnkey contract was signed with the ARH consortium led by Ansaldo STS, which includes RSEA Engineering Corp and Hitachi. Ansaldo will supply CBTC alarms, telecommunications, power sources, platform screen doors, automatic fare collection system, SCADA and equipment depot, Hitachi will deliver 29 twin-wheel trains. For more information and long-term projects visit The Danhai Light Rail Wikipedia: a partially elevated tram system under construction connecting the northern end of the Vicky Metro Red Line system in Taiwan's Taipei MetroA C381 shares near BeitouOverviewNative name臺北捷運 IOwnerTaipei city governmentLocaleTaipei and New Taipei, typeRapid transitNumber lines6 (2019) Chungshan Chungshan TaipeiWebsiteenglish.metro.taipeiOperationBegan operation1996-03-28Operator (ы)Тайбэй Быстрая транзитная корпорацияCharacterGrade-отделенныйНумбер транспортных средств217,5 поездов длиной6 вагонов трексов2Track колеи1,435 мм (4 фута 8 1/2 дюйма) стандартный калибровочный радиус кривизны200 метров (656 футов) в час (20 миль / ч) nТор скорость90 километров в час (56 миль / ч) Официальная карта Тайбэй МетроТрадиционный китайско臺北捷運Используемый китайско台北捷运ТранскриптурсСтандарт МандаринХанью ПиньинТибей JiéyùnВоротого去ㄉㄞˊ ㄓㄧˋ ㄘㄟˊ ㄌㄩˋ ㄩˋ ` Wade-GilesT'ai2-peí3 Chieh2-y'n4Tongyong ПиньинТяйбей Цзяян ХаккаРоманизацияТи-пет Chiár-yunSouthern МинХоккиен РОJT'i-pak Chiát-nТа Инэй быстрая транзитная системаТрадиционная китайская臺北大眾捷运系統Узвлённая китайская台北大众捷运系统СтранскриптумСтандарт МандаринХанью ПиньинТибей Дёнг Цзян XitóngВоротого去ㄉㄞˊ ㄓㄧˋ ㄉㄞˊ ㄌㄩˋ ㄩˋ ` Wade-GilesT'ai2-peí3 Ta4-chung4 Chieh2-y'n4 Hsi4-t'ung3HakkaRomanizationТей-пет Тай-зун Chiár-юн Хе-тхангСутхерн МинХоккиен ПОЙти Пак Тоа-чианг Chiát-Ен Хё-Тхёнг Тайбэй Массовый быстрый транзит (MRT), « » » фирменные как Тайбэй метро , »l » является система метро, выступающей Тайбэй и Нью-Тайбэй, Тайвань, управляется государственной Корпорацией быстрого транзита Тайбэя, который также работает Maokong Гондола. Taipei Metro was the first subway system in Taiwan. The original network was approved for construction in 1986, and work began two years later. The first line was opened in 1996, and by 2000, 62 stations were in operation on three main lines. Over the next nine years, the number of passengers increased by 70%. Since 2008, the network has expanded to 131 stations, and the number of passengers has increased by another 66%. The system is often praised for its safety, reliability and quality. It has become effective in alleviating traffic congestion in Taipei, with more than two million trips made daily. The system has also proven to be effective as a catalyst for urban renewal. The History Of The Proposal and Construction Original Network Plan approved by the executive yuan in 1986 The idea of building the Taipei Metro was first put forward at a press conference on June 28, 1968, where Minister of Transport and Communications Sun Yun-suan announced his ministry's plans to begin exploring the possibility of building a fast transit network in the Taipei area; however, the plan was postponed because of financial problems and the belief that such a system was not urgently needed at the time. With the increase in traffic congestion that accompanied economic growth in the 1970s, the need for a rapid transit system has become In February 1977, the Institute of Transportation (IOT) of the Ministry of Transport and Communications (MOTC) published a preliminary report on the rapid transport system, which produced five lines, including U1, U2, U3, S1 and S2, to form a rough sketch of the planned corridors, resulting in the first plan of a rapid transit system for Taipei. In 1981, IOT invited British Mass Transit Consultants (BMTС) and China Engineering Consultants, Inc. to form a team and sell an in-depth preliminary report study. In 1982, the Taipei City Government commissioned the National University of Chiao Tung to conduct a study and feasibility study of medium-capacity rapid transit systems. In January 1984, the university proposed an initial project for a medium-capacity rapid transit system in Taipei City, including plans for the Wenhu line and the Tamsui-Xinyi medium-capacity metro line. On March 1, 1985, the Executive Council for Economic Planning and Development (CEPD) signed a contract with the Taipei Transit Council (TTC), consisting of three U.S. consulting firms, for a general study of the rapid transit system in the capital Taipei. In addition to the adjustments made to the original proposal, the Wenhu medium-power metro line was included in the network. In 1986, the original construction of the Taipei Metro CEPD network was adopted by the renminbi executive, although network corridors have not yet been installed. The budget of the project was 441.7 billion NT\$. On 27 June 1986, the Rapid Transit Preparatory Office was established and formally established as the Department of Rapid Transit Systems (DORTS) on 23 February 1987 for the operation, planning, design and construction of the system. In addition to preparing for the construction of the metro, DORTS also made small changes to the subway corridor. The six lines proposed in the initial network were: the Tamsui line and the Xinjiang line (U1 and U2 lines), the Chunghe line (U3 line), the Nangang line and the Banqiao line (line S1) and The Husband (now the Wenhu Line (Wenhu Intermediate Line), the totaling 79 stations and 76.8 kilometers (47.7 mi) the length of the route, including 34.4 kilometers (21.4 mi) of elevated railway, 9.5 km (5.9 miles) at ground level and 44.2 km (27.5 miles) underground. The Neihu Line Corridor was approved later in 1990. On 27 June 1994, the Taipei Rapid Transit Corporation (TTRTC) was established to monitor the operation of the Taipei Metro system. On 27 May 1986, the executive yuan approved the original development plan for the system. The land was broken and construction began on December 15, 1988. The growing traffic problems of the time, exacerbated by road closures due to the construction of TRTS, led to what became widely known as the dark age of Taipei traffic. TRTS has been the focus of political debate his construction and soon soon the opening of its first line in 1996 due to incidents such as a



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