

# Convenient and Smooth Inter-city Transportation

“A year has passed since I first came to Taipei. Remembering when I separated from her, I feel lost and confused, sad tears flowing down. Though I am a man of high ambition, though I am a man of high ambition, I still feel sorrow in my heart...”

---“*Wandering to Taipei*”

From the 1950s to the 1970s, when Taiwan was going through its economic upswing, people from the central and southern parts of Taiwan, the so-called “xia-gang-ren” (“those from down under”), came in hordes to Taipei City to work or study. They came to Taipei City by train or by bus, and the first place they reached was the “Hou-huo-che-zhan” (the Rear Entrance of the Taipei Main Station). The Bus Station by the Rear Entrance of the Taipei Main Station was rather humble at the time, but it served as a breeding ground for many stories of people who wandered to Taipei with but a single suitcase in hand, and after years of struggling, would return home prosperous. Over time, the Rear Entrance of the Taipei Main Station has had its ups and downs, and the small, old, dirty, and very ordinary Bus Station has transformed into the “Taipei Bus Station,” a well-lighted, beautiful modern building that is a major transportation hub for western Taiwan. Its layout and scale are typical of the bus terminal of a metropolitan area, aptly demonstrating the coming of age in Taipei’s inter-city transportation.

## Five Bus Stations: New Hubs of Inter-city Transportation

With the development of time, Taipei City has become the focal point of migration from country to city as well as some areas have become the transportation hubs for arriving and leaving Taipei city transportation hub. With the assemblage of freeway and intercity bus routes, the streets around the Taipei Main Station became congested and passenger-waiting areas and space for dispatching became over-crowded. To relieve the congestion on the streets and meet demand of transportation in the thriving districts in Taipei City, the Taipei City Government mapped out five bus stations. These stations as public buildings for bus companies operating their bus systems to overcome the lack of space for dispatching by lease were constructed under a BOT model (Build, Operate and Transfer). Inter-city buses can now be dispatched in each station according to the specific features of the area, with the network

intergration of buses and the MRT, a more efficient transportation service is available with shorter bus routes. This relieves the congestion of city traffic and offers a more comfortable, convenient and seamless bus-riding experience for Taipei residents.

The five bus stations in Taipei City are the Taipei Bus Station, the Taipei City Hall Bus Station, the Taipei Zoo Bus Station, the Yuanshan Transit Plaza, and the Nangang Bus Station (under construction), each having its distinctive characteristics and special operating functions. The following descriptions indicate the role each plays in their respective area.



## Taipei Bus Station

### A Three-dimensional Bus Station with the Highest Transfer Volume in Taiwan

The Taipei Bus Station which as the door of Taipei City began its operations on August 19, 2009. It is a land located at the north of the Taipei Main Station co-owned by the Central Government and the Taipei City Government. It was developed under the BOT model, and it offers 38 routes along the freeway system run by 11 bus companies. It offers bus routes from Taipei to cities in both eastern and western Taiwan, and is a platform to transfer between the Taiwan High Speed Rail, Taiwan Railway, Taipei MRT and the future MRT to the airport. It provides a complete inter-city transportation system.

The construction of the Taipei Bus Station cost more than NT\$10 billion, and the result is a transport tower with the highest transfer volume in Taiwan. It has 30 ticket windows and 48 station platforms. The RFID (Radio Frequency Identification) system is in operation to ensure the smooth of traffic flow when buses enter the station. Each bus is installed with an RFID tag so that it can be identified by the control center of the bus station, besides, the control center of the bus station can provide oversight for all operations and promote the safety of passengers and vehicles.

To ensure smooth operations for the Taipei Bus Station and life in Greater Taipei, including the area north of Taoyuan, and to decrease congestion in the areas surrounding the Taipei Main Station, the Kuokuang Motor Transportation Company rebuilt the Taipei West Bus Station by separating it into Terminal A and Terminal B (originally Taipei East Station and Taipei West Station of the Kuokuang Motor Transportation Company). The company then separated 10 routes served at north Taiwan from Taoyuan to Terminal A which started operation on January 20, 2010.



It is worth mentioning that the Taipei Bus Station is a state-of-the-art complex transfer center, offering a diverse range of services at shopping malls, movie theaters, and hotels. As the transfer center that integrates eastbound and westbound routes, it is a valuable source of revenue for the government, and is a primary example of a public transport station that really works.

### Taipei City Hall Bus Station

#### A New Traffic Landmark in the East District of Taipei City

The Taipei City Hall Bus Station, a new transit landmark of the East District of Taipei City that opened to the public on August 5, 2010, is located at the intersection of Zhongxiao East Road and Keelung Road and was constructed next to the Taipei City Hall Station of the MRT system. It is a major passageway to Xinyi District that connects the transportation systems of Taipei City and other major cities of Northern and Eastern Taiwan. As the hub that integrates city buses, the MRT system, and freeway bus routes of short and medium distance, it offers a convenient transportation environment for commuters, business people. The freeway buses can run from Taipei City Hall Bus Station to Freeways No. 1, 3, and 5 directly without circling around the downtown area, thereby saving commuters precious time otherwise spent on the bus.

Taipei City Hall Bus Station also constructed under BOT model as a complex transfer center that offers transportation services, department stores and shopping malls, and hotels. Integrating transport and business, it has expanded and created many benefits in the East District. Its pleasant pedestrian walkways and attractively landscaped squares have helped transform Taipei into a traveler-friendly international metropolis.

### Taipei Zoo Bus Station

#### The Touring and Recreation Center of South Taipei

Located at the junction of the Muzha Interchange, the Wanfang Interchange, and the Xinyi Expressway of Taipei City, the Taipei Zoo Bus Station serves as the terminal of Wenshan-Neihu Line of the MRT system of Taipei City and the terminal of numerous bus routes. Most passengers take city buses to Gongguan, the Taipei Main Station, Taipei City Hall, and Xindian.





There are three freeway buses that take passengers to Taishan, Shulin, and other areas. During the Chinese New Year holidays, sky lanterns and Zhi-nan Temple special buses provide transport services here. Distinct from the traditional bus shelters along Exclusive Bus Lanes throughout the city, the major structure of the Taipei Zoo Bus Station looks like a long covered corridor, offering better shelter to passengers from intense sunlight and rain showers.

The Taipei Zoo Bus Station which began operating on March 20, 2010 is adjacent to the Taipei Zoo, the Maokong Gondola, the Riverside Bikeway of Jingmei River, etc. It attracts about 3.5 million passengers annually. It not only provides the transportation needs of commuters, but also the center of recreation and tourism for the surrounding areas.

## **Yaunshan Transit Plaza**

### **The Transfer Center of the Taipei International Flora Expo and the Northern Datong District**

Right next to Yuanshan Station of the MRT system, the Yuanshan Transit Plaza provides access to the exhibition area of “2010 Taipei International Flora Expo” and the Cultural Park Area of the northern Datong District. Serving as the hub for these two major cultural recreation areas, the plaza is promoting local development and creating a new look for Yuanshan.

The Yuanshan Transit Plaza began operations on October 9, 2010, offering service with three freeway bus routes and three shuttle buses. It also offers other transport facilities, such as a taxi stand by the roadside, and island-style bus platforms, among others. Local buses take tourists to the cultural and historical areas of the North Datong District where they can experience the charm of Confucian temples.

## **Nangang Bus Station**

### **An Important Transport Station for the Nangang Commerce and Trade Park**

In response to the increase of transportation demand stemming from the linking of the three major railways (Taiwan Railway, Taiwan High Speed Rail, and Taipei MRT), the Taipei City Government began plans for the Nangang Bus Station at the Nangang Train Station. This station offers transport services to commuters and tourists, as it provides medium and long distance inter-city transportation. The proposed site will offer bus routes to Keelung, Eastern Taiwan, and the major cities of Western Taiwan. It will also serve those commuters to Songshan, Xizhi, Neihu, Academia Sinica in Nangang, and the Nangang Commerce and Trade Park.

These five bus stations provide Taipei City with a well-organized network of inter-city transportation serving commuters and tourists and connecting Western and Eastern Taiwan. These transit nodes have greatly improved Taipei’s traffic while promoting business in nearby areas. As centers of transportation, they facilitate the creation of a new life style of a great modern metropolitan city.

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