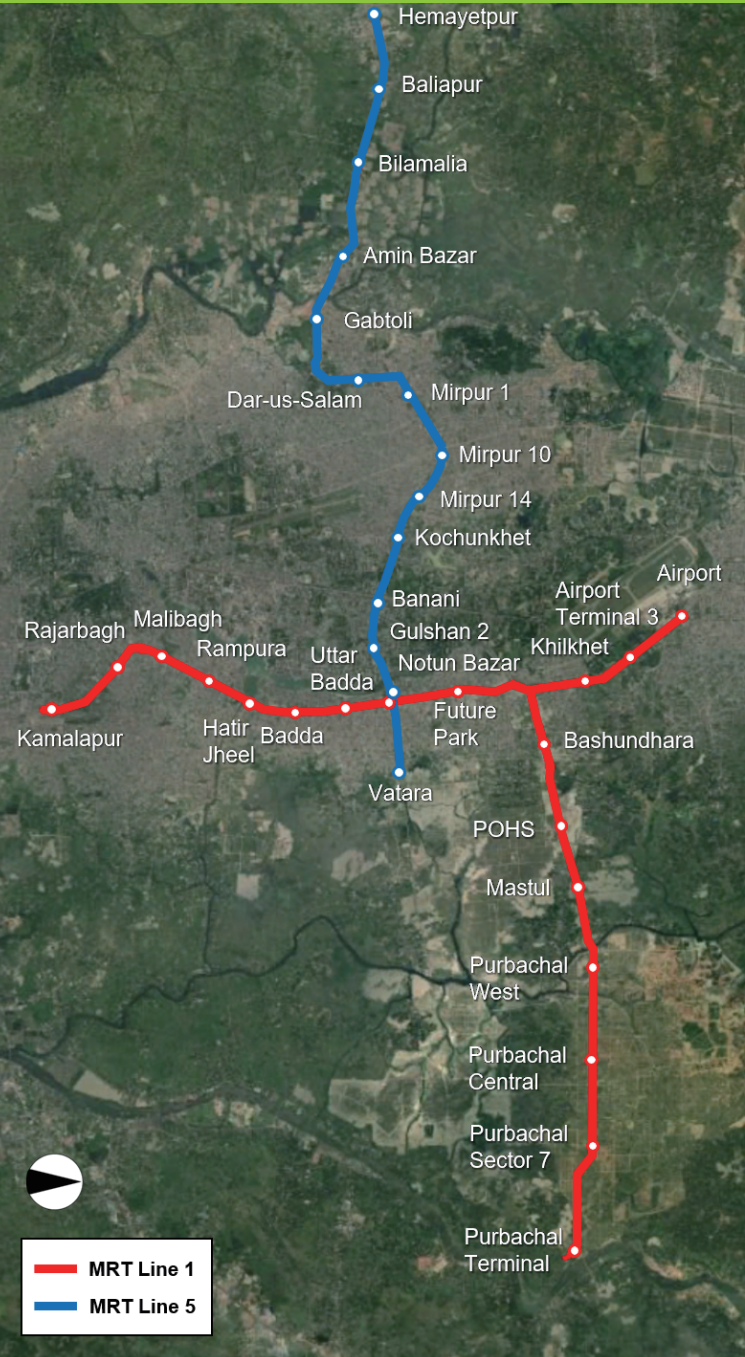


Route Map (MRT Line 1 and Line 5)



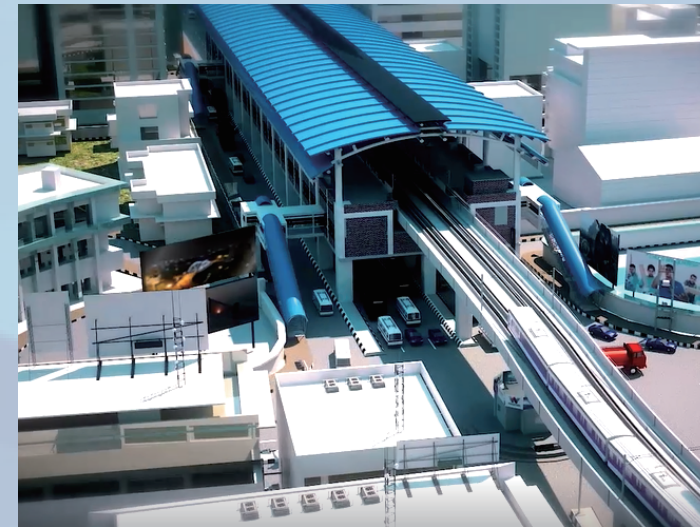
Dhaka, the capital of Bangladesh, is the most densely populated city in the world with about 43,500 people per square kilometer. To meet the transportation demand of such a huge population, a high-quality mass rapid transit system is needed. However, because there is none, the number of private vehicles has increased rapidly, causing severe traffic congestion, stunted economic development, and degraded environment.

To develop an efficient, integrated, and modern transit system in and around the capital city, the Dhaka Transport Coordination Authority (DTCA) formulated a 20-year strategic transport plan (STP) in 2005. In 2016, the STP was revised to adjust to prevailing transport needs. Under the revised STP (RSTP), five mass rapid transit (MRT) and two bus rapid transit (BRT) lines were proposed, and MRT Line and BRT Line 3 have been constructing. Following the 2 line, MRT Line 1 and Line 5 are the next priority projects of the Bangladesh government. In line with this, the Japan International Cooperation Agency (JICA) conducted a feasibility study to determine their alignments and station locations.

As approved by the government, MRT Line 1 will be composed of two routes: Airport Line and Purbachal Line. The Airport Line will connect two main transportation hubs, the international airport and Kamalapur. The Purbachal Line will connect the center of Dhaka to a large-scale development project, which is the Purbachal New Town. MRT Line 5 is expected to improve the accessibility from west to east. These two projects are considered indispensable to alleviating traffic



Mass Rapid Transit (MRT Line 1 and Line 5)



Dhaka Mass Transit Company Limited (DMTCL)
Dhaka Transport Coordination Authority (DTCA)

Road Transport and Highway Division
Ministry of Road Transport and Bridges



MRT Line 1 Route Summary

Airport Line

The Airport Line, which will run through an underground tunnel, starts at the Kamalapur station of Bangladesh National Railway (BR), travel westward under the Outer Circular Road, turn northward under the Rampura DIT Road and Pragati Sharani Road, cross the Kuril fly-over, and continue under the New Airport Road to its destination, which is the Dhaka International Airport.

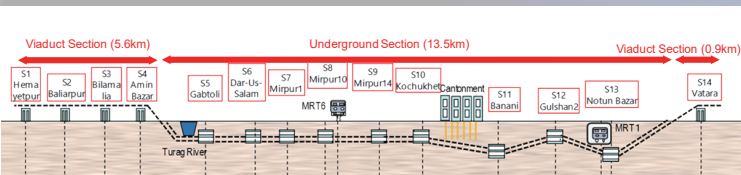
Purbachal Line

The Airport Line will branch off to the Purbachal Line at Notun Bazar. The four tunnels to be laid out horizontally leading up to Future Park will compose of upper and lower tiers, with the upper tier for the Purbachal Line and the lower tier for the Airport Line.

The elevated section of the Purbachal Line will begin at the above-ground exit/entrance to be built on the east side of the Kuril flyover and will proceed eastward directly above the median strip of the Purbachal Highway toward the Purbachal Terminal station.

MRT Line 5 Route Summary

MRT Line 5 will comprise both underground and viaduct sections. The underground section will be from Gabtoli to Notun Bazar due to the areas' high density, and the viaduct sections will be from Hemayetpur to Amin Bazar and from Notun Bazar to Vatar.

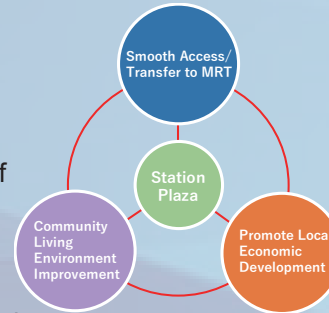


Route Plan of MRT Line 5

Transit-oriented Development

The concept of transit-oriented development (TOD) is broadly defined as urban/regional development that promotes public transport and narrowly as high-density, mixed-use, compact urban area development. It comprises high-density residential areas; accessibility to public, commercial, and business facilities; and high-quality pedestrian network around rail stations. Central to this concept is the development of station plazas, for which appropriate off-road spaces adjacent to the stations are secured, to improve access to public transport, develop the surrounding communities, and boost local economies.

TOD in Japanese and European cities has been practiced for a long time now. Although the understanding of TOD in developing countries vary, the common notions include access to public transport, mixed land uses, high density, multimodal transport, public space, and



Facilities

The MRT has many facilities which enhance comfortability, safety, and accessibility. The universal design is one that improves accessibility for all, and it includes escalators, elevators, and warning tile blocks, among others. In addition, platform screen doors (PSDs) and automatic gates will be provided to ensure safety and comfortability. A rapid-rail pass will also be used to enter the stations and improve connectivity with other public transportation modes.



Automatic Gate



PSD



RapidP

MRT Line 1 at a Glance

Length	Total : 30.6km Underground: 18.8 km, Viaduct: 11.8km
Total Stations	Total Station : 19 Airport Line: 12 Purbachal Line: 7 (excluding Future Park Sta.)
Name of Stations	Airport, Airport Terminal 3, Khilkhet, Future Park, Notun Bazar, Uttar Badda, Badda, Hatir Jheel, Rampura, Malibagh, Rajarbagh, Kamalapur, Bashundhara, POHS, Mastul, Purbachal West, Purbachal Central, Purbachal Sector 7, Purbachal Terminal
Tavel Time	Airport Line(from Kamalapur to Airport): 24 minutes 40 seconds Purbachal Line(from Purbachal to Kamalapur): 36 minutes 10 seconds

MRT Line 5 at a Glance

Length	Total: 20.0km Underground:13.5km, Viaduct: 6.5km
Total Stations	Total Station: 13
Name of Stations	Hemayetpur, Baliapur, Bilamalia, Amin Bazar, Gabtoli, Dar-us-salam, Mirpur1, Mirpur10, Mirpur14, Kochukhet, Banani, Gulshan2, Notun Bazar, Vatar
Tavel Time	Form Hemayetpur to Vatar 30 minutes 30 seconds