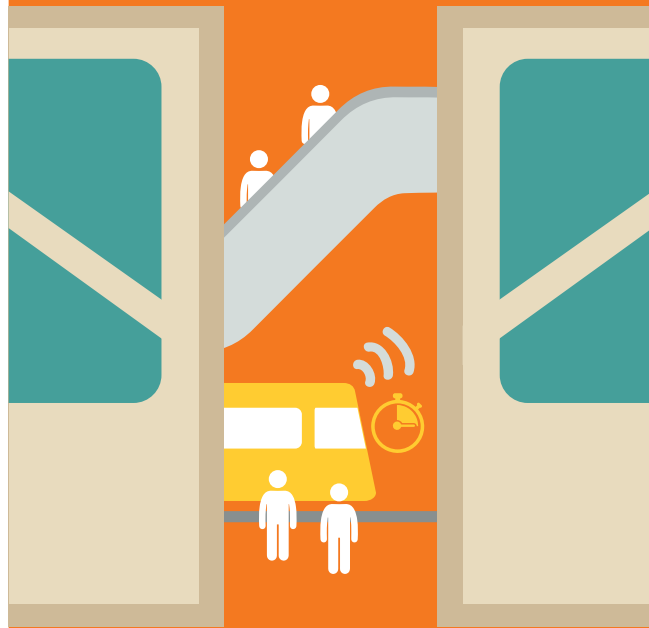




PAVING THE WAY FOR BETTER JOURNEYS



SMRT is renewing the **North-South and East-West Lines (NSEWL)**, Singapore's oldest, longest and most heavily utilised MRT lines.

The multi-year, multi-project efforts take place every night even as the rail network continues to serve passengers for around 20 hours each day. The transformation of the NSEWL is a complex engineering project, said to be the biggest modernisation programme on a "live" MRT system anywhere in the world.

SMRT's renewed railway system will provide passengers



**Shorter
waiting times**



**Smoother
transitions**



More trains



**Track
improvements**
*(For greater reliability
and comfort)*

More trains for better journeys

New trains will be added to the existing fleet of 141 trains. More trains mean greater frequency and higher capacity. Existing power cables will also be replaced with larger capacity ones to accommodate the increase in power demand.



Better journeys have smoother transitions

Wooden sleepers have been replaced with concrete sleepers since April 2015. Journey times on the NSL have reduced by 10%. Sleeper replacement on the EWL will be completed by the end of 2016.

At the stations, escalators and platform screen doors are being refurbished to improve the reliability of these essential station features, bringing about smoother transitions in and out of trains and stations.



Track improvements for better journeys

Make it more reliable

SMRT is replacing the Third Rail, which supplies electrical power to the trains operating on the rail line. The installation of the new traction power system is expected to be completed in early 2017. Passengers can look forward to smoother and more reliable journeys.

Make it more comfortable

We have implemented more effective ways to clean the air conditioning systems. The use of new sensors allows our teams to detect defects faster and rectify issues sooner.

Better journeys have shorter waiting times

The new signalling system will substantially improve the capacity of the NSEWL to run trains at shorter intervals. This would mean shorter waiting times. Re-signalling is expected to be completed on the NSL in 2017 and on the EWL in 2018.

|| I work at night to replace worn-out wooden sleepers that support train tracks with new concrete ones that will give passengers smoother train rides. My team and I are changing out some 188,000 wooden sleepers. We finished the North-South Line in 2015, and aim to complete the East-West Line by the end of 2016. **||**

— Koh Heng Quan, 23, Assistant Engineer



Follow our rail transformation journey online:



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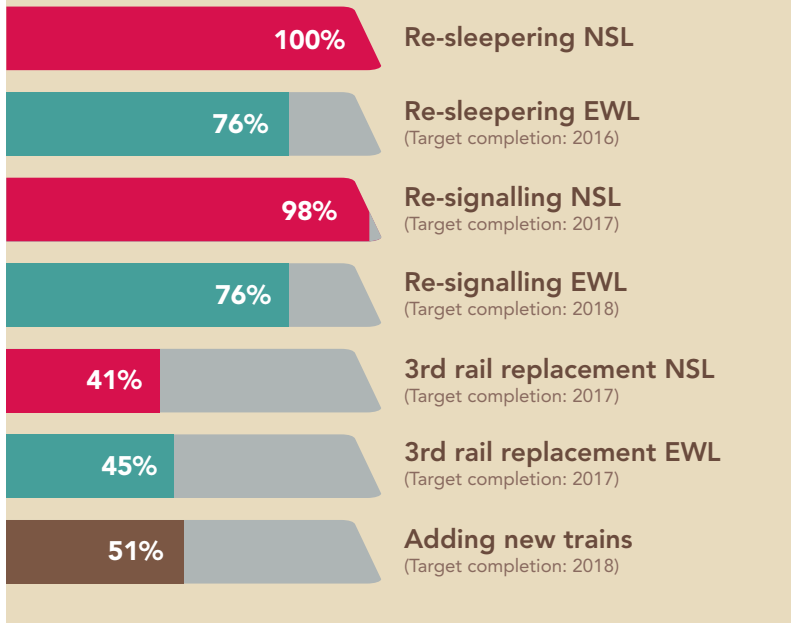


@SMRTSingapore



SMRT

SMRT is on track to bring you better journeys through these rail renewal projects.



Correct as at 31 August 2016



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Submissions close on 31 December 2016. Results will be announced on blog.smrt.com.sg in January 2017.