



新臺鐵 · 心服務

*New Taiwan Railways
Starts from Heart*

臺灣鐵路管理局立足環島鐵路網

全方位整合車站的區位優勢

未來將秉持「服務」與「創新」的精神

持續提供「安全」及「準確」的運輸服務

打拼「經營運輸本業及相關附業之雙核心事業」願景

建構「以顧客滿意為導向之優質大眾運輸系統」

以期永遠和您一起「新」心相印

Connecting Taiwan with TRA's Island-round Rail Network

Fully Integrated Stations in Superior Locations

Embracing the Spirit of Service and Innovation

Providing Safe and High-precision Transportation Services

Building Core Transportation and Peripheral Operations

Providing Passengers with High-quality, Customer-oriented Transportation Services

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*New Taiwan Railways
Starts from Heart*

序言 [Foreword]



Innovating and Evolving into a New Era

*Innovating and Evolving
into a New Era*

求新求變・開創新局

民國96年我們歡度了臺灣鐵路120週年，慶祝活動從6月9日的鐵路節慶祝大會開始，直到6月27日「二度蜜月之旅」，從北到南繞東，前後19天，在臺北、臺中、高雄、花蓮與宜蘭，隨著CK124的軌跡，與旅客及民衆一同完成「臺灣鐵路120週年軌跡風華再現」之旅。同時，民國96年也是臺灣鐵路史上一道重要分水嶺，隨著高速鐵路的通車與北宜高開放客運，從有關的統計資料，我們感受到了沈重的壓力。

客運所受到的影響最為明顯，相較於95年，旅客人數有0.4%的成長，但延人公里數卻下跌了4.3%，客運收入也掉了4.6%，可見短途旅次的成長高過中、長途旅次的衰退。雖然短途旅次所增加的收益彌補不了中、長途旅次流失的票款，但也顯示臺鐵配合政府捷運化政策有了初步的成效。

一直以來，貨運營收所占比例本就不高（只有客運量的7%），去年的營收更是減少了將近13%，這是個警訊，意味在高鐵營運後，臺鐵可多做貨運生意的預期不但沒有實現，反而更有每下愈況的趨勢。當然貨車車廂老舊，以及都會地區鐵路高架化與地下化工程規劃造成貨場與貨運站減少是主因，但我們的貨運確有再加把勁，以提昇產能的必要。

Innovating and Evolving into a New Era

2007 was the 120th anniversary of railways in Taiwan. Celebrations began with the Railway Festival on June 9 and lasted until the June 27th "Second honeymoon trip". From north to south and east, over 19 days, in Taipei, Taichung, Kaohsiung, Hualien and Yilan, the "Recreating the Splendor of Taiwan Railways" journey of the CK124 steam train allowed passengers and the public to join in the 120th anniversary celebrations. 2007 was also a watershed in the history of railways in Taiwan with the opening of the high-speed railway and the Taipei-Yilan Highway putting Taiwan Railways Administration under substantial pressure, as statistics show.

Passenger transport has been most clearly affected. Although passenger numbers increased on 2006 by 0.4%, person-kilometers fell by 4.3% and passenger transport revenue fell by 4.6%, showing that the number of short journeys is growing faster than medium distance ones and the number of long journeys is falling. Although the profit from short journeys cannot compensate for the lost profit from medium and long journeys, it also shows that the TRA's coordination with the government's promotion of subways has had initial success.



其實不止是貨運，96年4月14日本局依行政院財經小組建議舉辦了「臺鐵再生計畫研討會」，共分強化財務規劃與管理、旅客市場定位與開發、新技術與運輸品質改革、資產活化與新事業開發等4場次，廣邀產、政、學界代表提供建言，總結而成本局今後據以執行的「再生計畫」，期待能逐漸振衰起蔽，往上提昇。

相較於前一年，稍微有點成效的是行車事故減少了3%強，其中責任事故並未減少，此應與去年下半年起嚴格禁止隱匿事故不報有關；今年起，此項數字應能逐年下降，因為同時期我們開始貫徹依「標準作業程序」(SOP)工作，並訂定計點制度，要求主管確實執行。另外，行車事故死傷人數也未見減少，其中又以民眾行走於路線與平交道事故為最多，針對這兩項事故，我們已對重要事故地點補強圍籬及監控，今年起也希望能看到成效。

從民國96年的整個大環境來看，在運輸市場上，尤其是西部幹線，臺鐵今後的營收較難有大幅成長的空間，但在附業經營方面則非常有可為。去年，在交通部與行政院的支持下，我們積極推動鐵路法部分條文修正，希望突破鐵路土地開發利用之困境及限制，以使本局有法源可以更多元的進行土地開發業務，期望未來在附業收益方面能大幅成長，最終能與運輸營收並駕齊驅，無奈事與願違，有待今年再作努力，以竟全功，朝向成為「經營運輸本業及相關附業之雙核心事業，以顧客滿意為導向之優質大眾運輸系統」的目標跨進一大步。

局長
范植谷
謹識

Freight transport revenue has always accounted for a relatively small proportion of total revenues (only 7% of passenger revenue) and revenues last year were down by 13%. This was a warning showing that the hopes that TRA could do more freight transport business after the start of operations of the high-speed railway have not only been realized and that the business has actually declining. Of course, the age of freight wagons and the reduction in freight yards and freight stations as a result of the elevation and move underground of urban railway lines are the main reasons, but it is still necessary for us to double our efforts with regards to freight transport and upgrade capacity.

On June 14 2007, the TRA held the "TRA Regeneration Plan Seminar" recommended by the Executive Yuan's Finance and Economics Group". Four seminars were held focusing on strengthening of financial planning and management, passenger market positioning and development, new technology and transport quality reform and asset revitalization and new business development, with representatives from industry, government and academia invited to make suggestions. The recommendations put forward in the seminars were used as the basis for the "TRA Regeneration Plan" that is being implemented in the hope of gradually turning around TRA's fortunes.

One improvement on the year before is that train operating accidents reduced by 3%. Liability accidents did not see a reduction and the reason for this is that the strict implementation of a rule prohibiting the non-reporting of accidents in the second half of last year. This figure should begin to gradually show a reduction starting from this year because we have begun implementing risk management work according to "Standard Operating Procedure" and set a points based system that managers are required to implement. Also, there was no reduction in the number of people injured or killed as a result of train operation accidents. Most of these involved people walking on the tracks or were crossing accidents. Strengthening of barriers and monitoring has been implemented at places prone to accidents and it is hoped that this year results can be seen.

Looking at the overall environment in 2007, it is clear that it will be hard for TRA to achieve big increases in revenues in the transport business, especially on the Western main line, however subsidiary business have good potential. Last year, supported by the Ministry of Transport and Communications and the Executive Yuan, we actively promoted amendment of some articles in the Railway Act, hoping to relax some restrictions on railway land use and development, allowing the TRA to engage in more diverse land development business on a legal foundation. The hope was that large increases in revenue from subsidiary businesses could be achieved and this revenue would grow to be of the same importance as transport industry revenue. However, results did not meet expectations and this year extra effort is needed for TRA to make big strides to achieve the objective of becoming a "double-core enterprise consisting of transport and subsidiary businesses and a customer satisfaction oriented high quality mass transportation system."

Director General

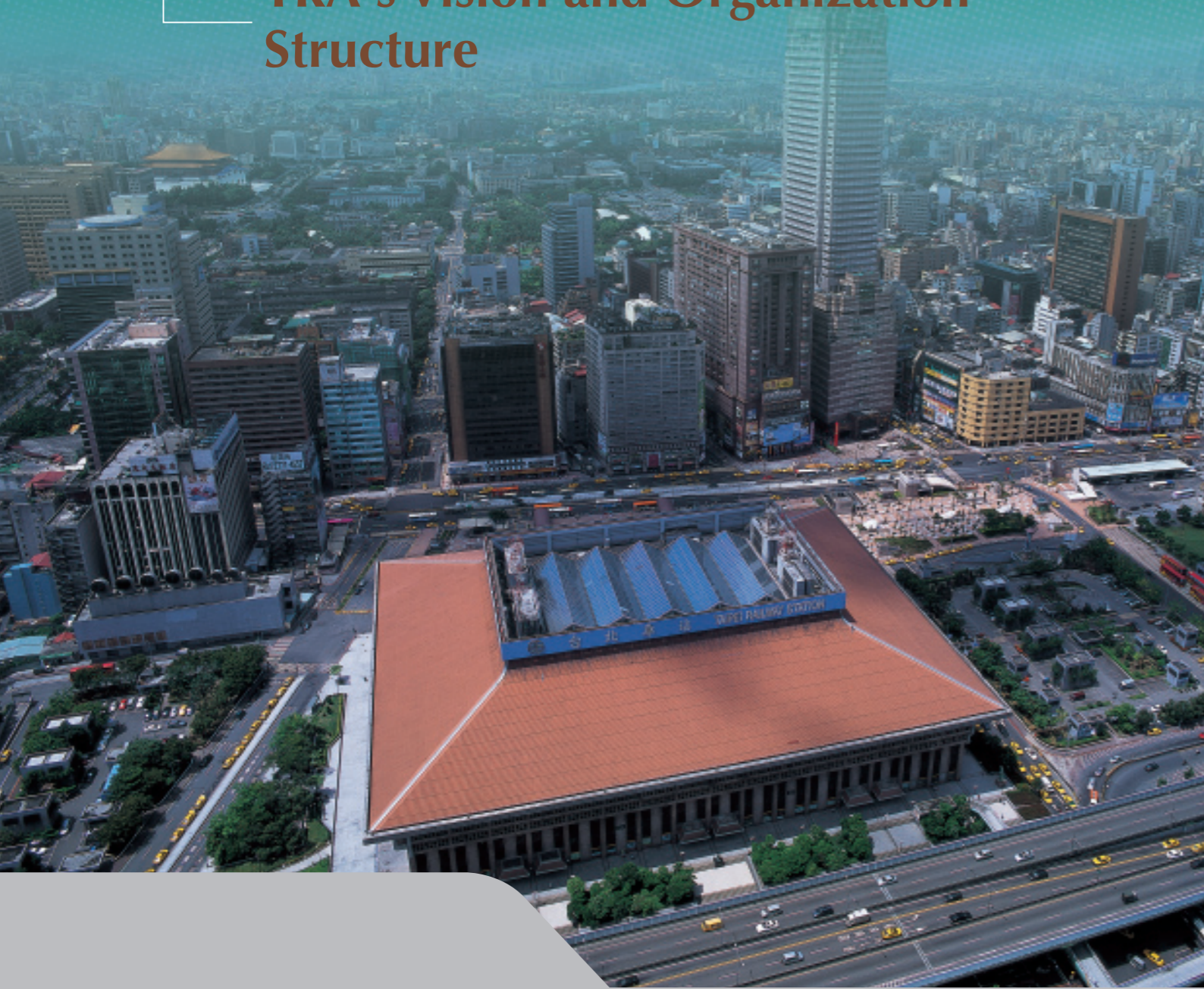
Jan. Chih-ku

以專業的經營團隊·再造組織活力



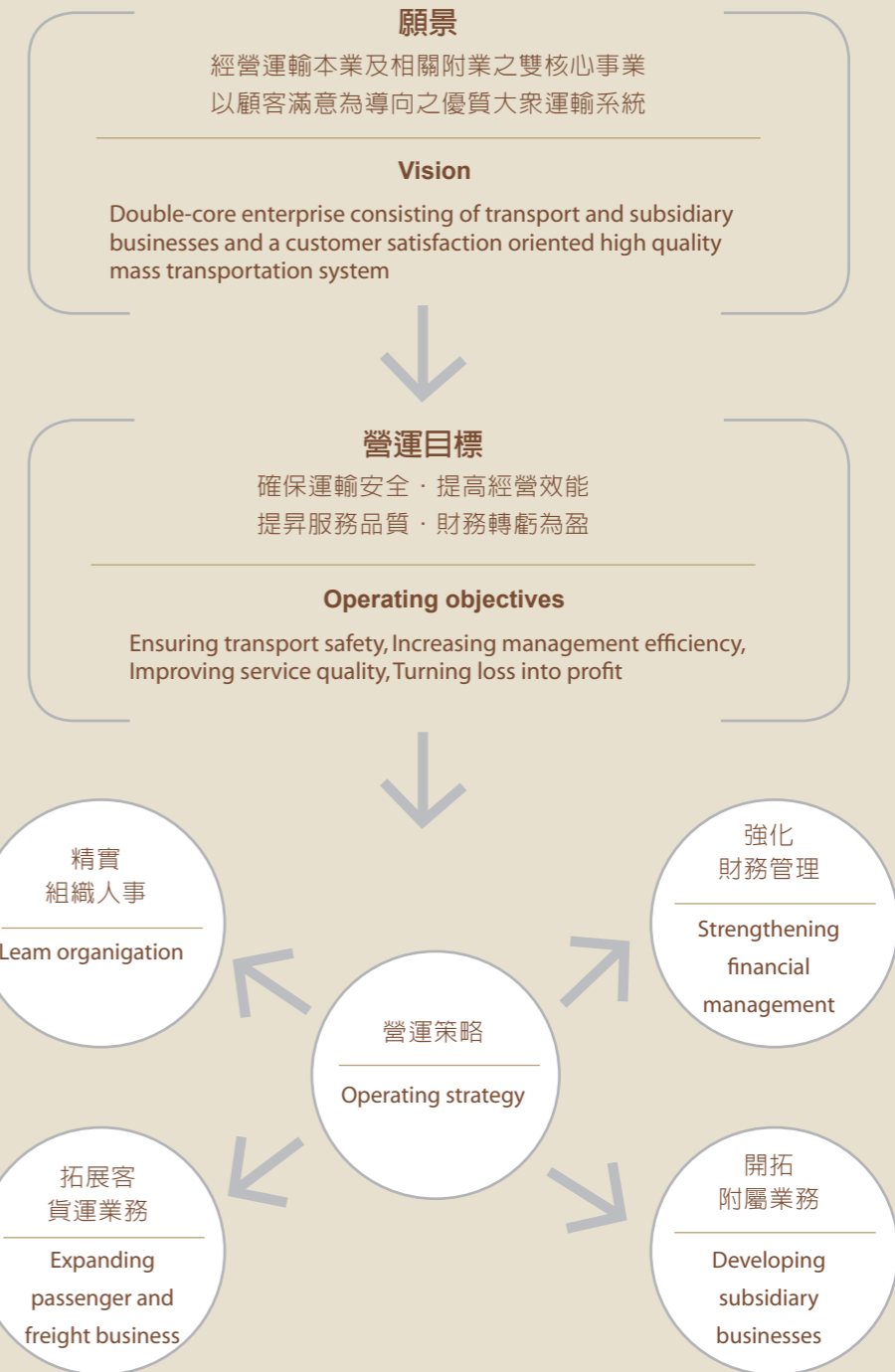
臺鐵的願景與組織架構

TRA's Vision and Organization Structure



一、臺鐵的願景、營運目標與營運策略

TRA's vision, business goal and business strategies



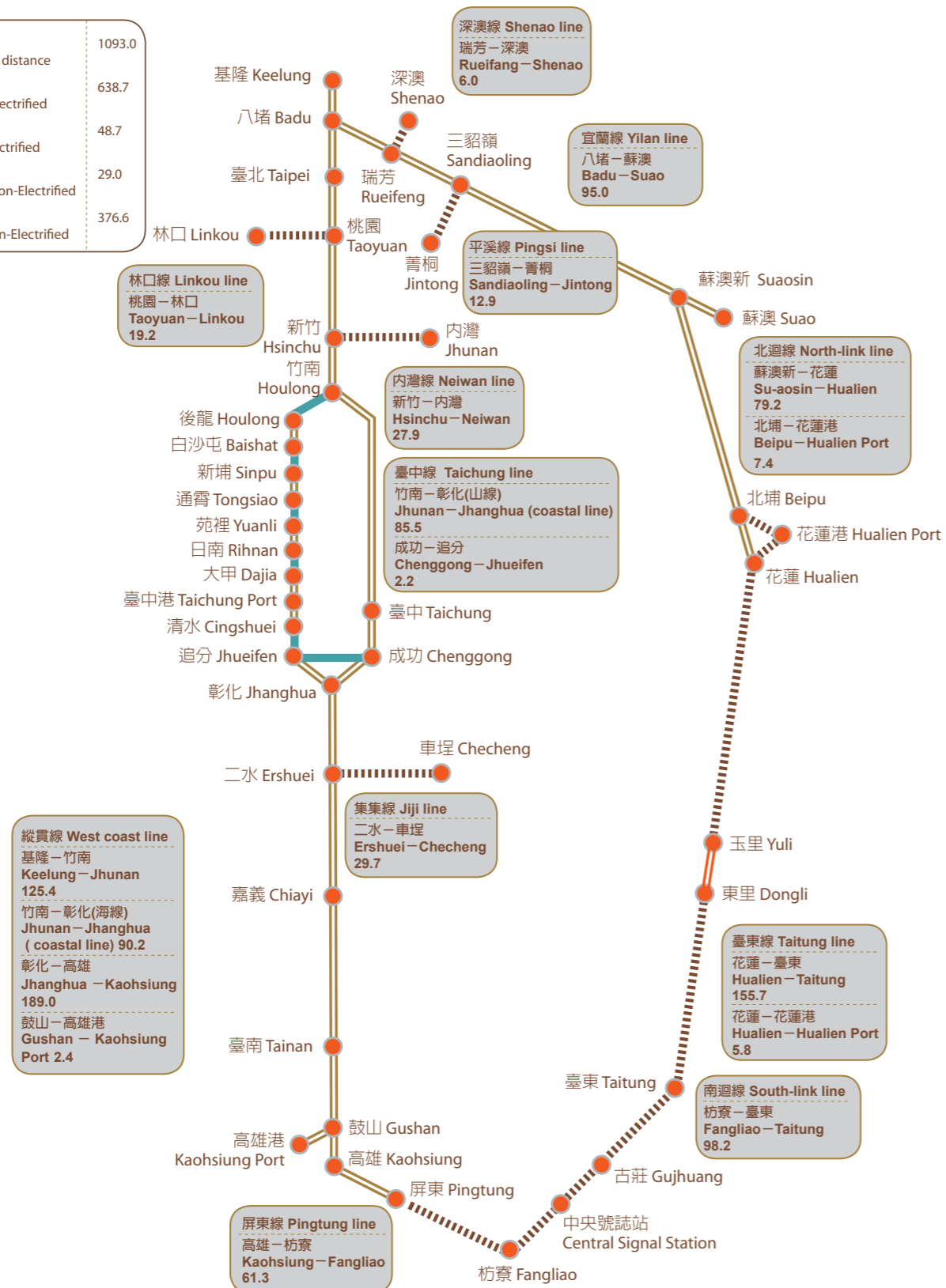
二、營業設施概況

Facility introduction

營業里程合計 Total operating distance	1093.0
雙線電氣化 Double Track Electrified	638.7
單線電氣化 Single Track Electrified	48.7
雙線非電氣化 Double Track Non-Electrified	29.0
單線非電氣化 Single Track Non-Electrified	376.6

營業里程 Operating distance

單位：公里 Unit: km
民國96年底 End of 2007



(一) 營業里程：1,093公里

雙線：667.7公里

單線：425.3公里

電化區間：687.4公里

非電化區間：405.6公里

車站：219站（特等站3站，
一等站29站，二等以下187站）

平交道：635處（有人看守32處，
自動柵欄528處，自動警鈴75處）



(二) 機車車輛

》機車

現有機車307輛，平均車齡26.77年。為確保行車安全及維持運能，已奉行政院核准「臺鐵汰換機車（客貨兩用）及貨車計畫」汰換機車50輛。

》客車

現有客車2,181輛（城際客車1,321輛、區間客車860輛），平均車齡20.22年。為提升服務品質，正辦理「臺鐵東線購置城際及區間客車計畫」，以改善運能不足之窘況。

》貨車

原有貨車2,421輛，平均車齡32.71年，97年度擬再報廢481輛，屆時實有數僅1,940輛，逐步以「貨主自備貨車運輸」為主。

》車輛運用效率

本年動力車運用效率85.91%，較上年85.08%，增加0.83%，其中電力機車86.38%，推拉式電力機車81.38%，柴電機車84.68%，柴液機車79.63%，電聯車87.28%，傾斜式電聯車98.35%，柴油客車87.28%。

客車72.54%，較上年73.58%，減少1.04%。

推拉式客車87.93%，較上年90.49%，減少2.56%。

貨車75.7%，較上年73.96%，增加1.74%。

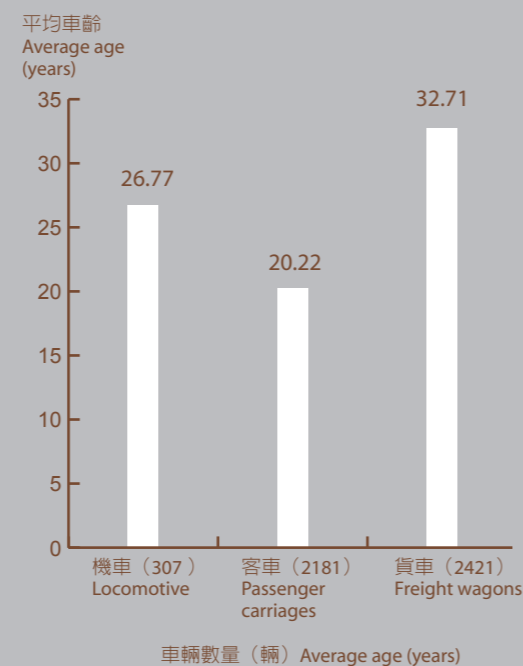
(三) 組織架構及人員

交通部臺灣鐵路管理局暨分支機構組織條例（通則）於93年7月1日施行，採「分處制」，現有一級單位13個，直屬機構2個，分支機構43個。

臺鐵局編制員額16,330人，預算員額14,222人，96年底之員工共有13,221人。

臺鐵機車車輛平均車齡

Average age of TRA carriages/wagons



(2) Rolling stock

》 Locomotive

TRA currently has 307 locomotives, the average age of which is 26.77 years old. Under the Executive Yuan-approved "TRA locomotive (dual passenger and freight use) and freight wagon renewal plan" 50 locomotives have been taken out of service.

》 Passenger carriages

TRA currently has 2,1281 (1,321 intercity train and 860 commuter carriages), the average age of which is 20.22 years old. To raise service quality, the "TRA east main line inter-city and commuter train purchase plan" is currently being implemented to improve the problem of insufficient transport capacity.

》 Freight wagons

TRA has 2,421 freight wagons, the average age of which is 32.71 years old. In 2008, 481 are to be taken out of service, which will leave 1,940. A gradual move towards "Freight owners providing the freight wagons" will be made.

》 Rolling Stock operating efficiency

Rolling Stock operating efficiency was 85.91% in 2007, up by 0.83% on 2006's 85.08%. Electric locomotive efficiency was 86.38%, Push-Pull electric locomotive was 81.38%, diesel locomotive 84.68%, diesel hydraulic locomotive 79.63%, EMU efficiency was 87.28%, tilting EMU was 98.35% and diesel passenger carriages was 87.28%; Passenger carriages efficiency was 72.54% down by 1.04% on last year's 73.58%; Push-Pull passenger carriages efficiency was 87.93%, down by 2.56% on last year's 90.49%; Freight wagons efficiency was 75.7%, up by 1.74% on last year's 73.96%.

(3) Organization and personnel

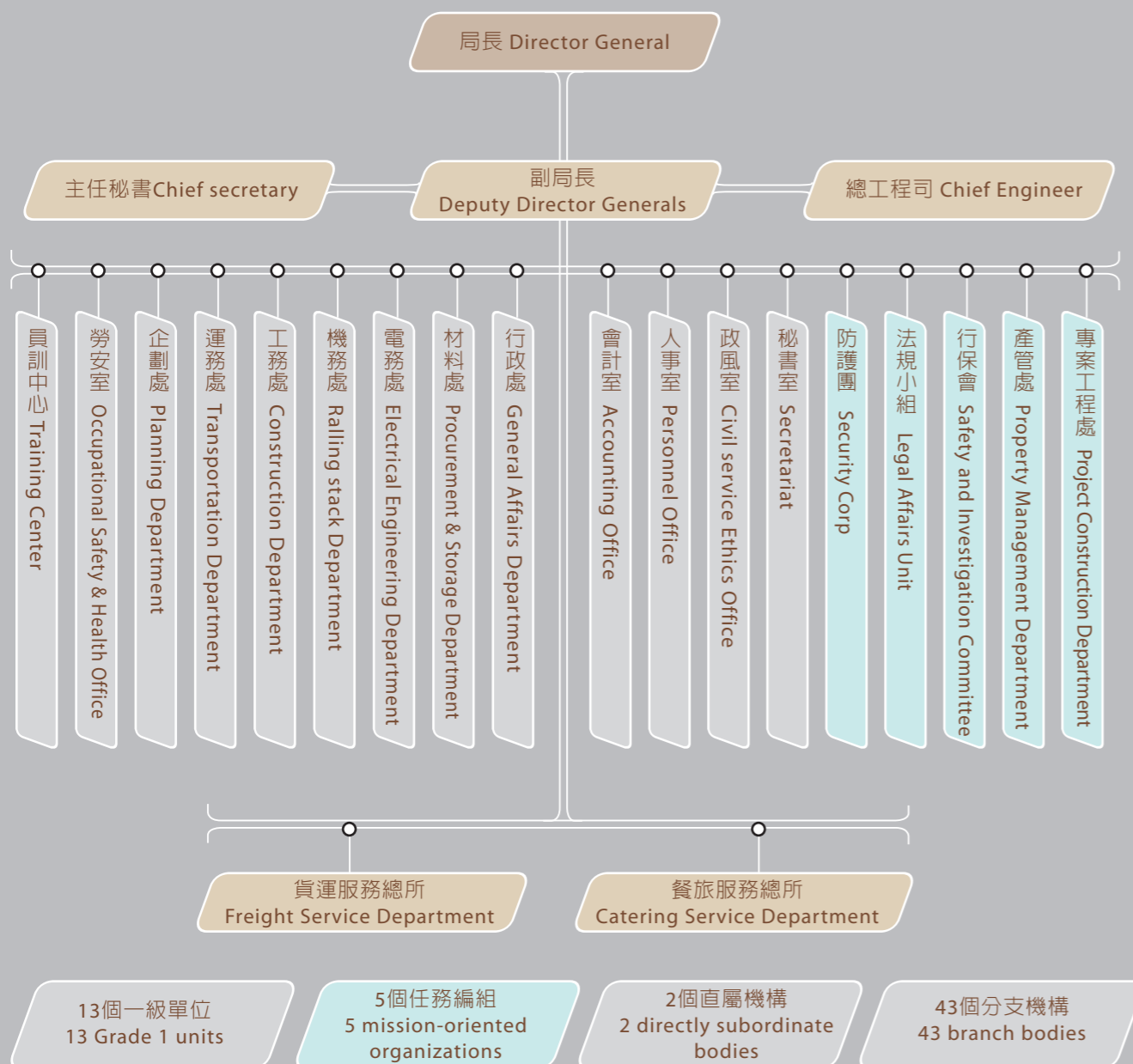
The "Organizational rules for TRA and branch bodies (general rules)" were implemented on July 1, 2004. TRA operates a "departmental system". It has 13 Grade 1 units, two directly subordinate bodies and 43 branch bodies.

TRA has 16,330 authorized and 14,222 budgeted personnel. At the end of 2007, TRA had 13,221 employees.



三、臺鐵局組織架構

TRA organizational structure



四、勞工安全與衛生

》加強安全衛生訓練

- 工安週系列活動

「96年全國職場安全週」（簡稱工安週）宣導活動，結合鐵路120週年，於96年6月8日於臺北車站大廳舉行「臺鐵慶祝120週年鐵路節暨提昇工安減災宣導大會」慶祝大會，會中安排「全民減災鬥陣來，共創職場好未來」相聲表演，傳達提昇工安減災的重要性，藉此彰顯本局保障勞工職場安全與健康的重視與關懷。

- 加強本局勞工安全衛生教育訓練

96年度本局規劃由員工訓練中心辦理勞工安全衛生教育訓練，課程包括：甲種勞工安全衛生業務主管班76人、丙種勞工安全衛生業務主管班340人；另為免舟車之苦並節省公帑本年度勞安人員在職教育訓練分4區辦理—東區（花蓮工務段）、北區（員訓中心）、中區（彰化機務段）、南區（高雄工務段）—共268人參訓，頗獲好評。

IV. Labors" safety and hygiene

》Strengthening of safety and health training

- Work safety week activities

On June 8, 2007 the "120th anniversary of Taiwan railways and Labor safety promotion assembly" was held in Taipei station's main hall. It combined a "National Workplace Safety week" promotional activity and the 120th anniversary of railway in Taiwan celebrations. During the assembly a "National accident reduction, creating a good future for the workplace" cross-talk performance was arranged, spreading the message that improving labor safety and reducing industrial accidents is important, showing the importance with which the TRA regards labor health and safety.

- Strengthening of TRA labor safety and health education and training

This year the TRA Staff Training Center organized labor safety courses including a course for Grade A labor safety managers in which 76 people took part and a course for Grade B labor safety managers in which 340 people took part. Also, to reduce traveling time and effort and save government money labor safety training this year was held in four areas "East (Hualien Construction depot), North (Staff Training Center), Central (Jhanghua rolling stock branch) and South (Kaohsiung Construction depot)". 269 people took part in training and it was well-received.

》落實執行勞工安全衛生管理工作

96年除了實施定期與不定期之巡視訪查業務、列席參與各地區管理單位之勞工安全衛生委員會外，目前更有效系統管理，辦理交叉查核與跨區查核、並請花蓮工務、電務、機務導入OSHAS系列管理及推動勞安資訊系統，期能使各主管、機構重視勞工安全衛生業務並解決勞安問題。

五、重要專案推動

》推行本局6S活動

依據行政院「臺鐵提升效能專案小組」指示強化自主管理及工作能力推動6S運動。96年9月，訂定本局推行6S（安全、整理、整頓、清潔、清掃、教養）活動方案函請同仁全力配合。

》加強推動節約能源行動

依據行政院96年8月22日第3055次會議「永續發展能源政策」報告案之決定及院長提示，配合本局辦公室做環保運動計畫，加強宣導「拯救地球、造福子孫」的觀念，積極實施省電、省水、省紙等措施，均已獲具體成效。



》 Implementation of labor safety and health management work

In 2007 in addition to regular and irregular inspections and participation in labor health and safety committees of labor safety bodies in various areas, in addition effective system management, cross inspection cross-area inspection are carried out and Hualien construction, Electrical engineering and rolling stock branches have been instructed to introduce OSHA series management and promote a labor safety information system with the aim of making every manager and unit stress labor health and safety and solve labor safety problems.

V. Driven of significant case

》 Promoting TRA's 6S activity

TRA is implementing the 6S movement in accordance with instructions from the Executive Yuan's "TRA Efficiency Raising Plan Team" to improve autonomous management and work ability. In September 2007 TRA's 6S promotion plan was set and staff were requested in a letter to fully cooperate.

》 Strengthened promotion of energy saving

According to the decisions relating to the "Sustainable Development Energy Policy" report case and instructions from the Premier in meeting No. 3055 of the Executive Yuan on August 22, 2007 and in coordination with the TRA's green office movement, strengthened promotion of "Save the Earth, Benefit Future Generations" concepts was carried out and power, water and paper saving measures actively implemented. Concrete results have been achieved.



》加強推動環境清潔

配合推行辦公室做環保運動及清淨家園活動訂定每月第1個星期五為環境清潔日，發動大掃除，加強辦公廳舍周圍50公尺內環境清潔，拆除違規小廣告及向地方環保局提報髒亂點並辦理臺鐵大樓3-6樓公廁綠美化考評。

》力行業務改進及節流方案，以降低虧損

業務採自動化及外包，基層用人以約僱進用並勵行節流方案，以有效創造收入及降低經營成本，減少虧損。

》自行辦理「臺鐵旅客意向調查」及「臺鐵車站旅客滿意度調查」，落實「以客為尊」之經營理念

96年4月辦理「臺鐵旅客意向調查」，調查結果顯示，各項服務滿意度較95年大幅提昇，其中以「車站空間環境」及「網路訂票情形」分別上升11.3及9.6個百分點最多。96年10月辦理「臺鐵車站旅客滿意度調查」，調查結果顯示，旅客對「車站人員服務態度」及「車站軟硬體服務設施」均有不錯評價，其滿意度大都達七成九以上。

》配合行政院辦理「95年工商及服務業普查」

配合行政院主計處辦理「95年工商及服務業普查」，本次普查表計查填258份，抽樣調查表包括運輸及倉儲業、營造、製造及商業等4業別，計查填6份。受查單位包括全局、所屬各單位及於本局車站內設立營業據點之廠商，本次調查期間自96年4月展開，並於6月初圓滿完成調查填報作業，函送交通部彙辦。

》配合業務需求，研編應用統計分析

研編「高鐵試營運半價期間臺鐵營運受影響狀況」、「北宜高速公路雪山隧道段通車後對臺鐵營運之影響」、「臺鐵自動售票機營運狀況分析」、「高鐵通車後各運具營運消長狀況分析」與「95年臺鐵重要業務統計指標分析」五種報告。

》Strengthened promotion of environmental cleanliness

In coordination with the green office movement and clean home activity Friday of the first week of each month has been designate as environment cleaning day. On this day through cleaning work is carried out covering an area within 50 meters of the offices, removing illegal advertisements and reporting dirty places to the Environmental Protection Agency and a toilet beautification assessment is carried out of the toilets on floors 3-6 of the TRA head office.

》Implementation of work improvement and saving plans to reduce losses

Business was automated and outsourced, low-level service personnel were employed on a contract basis and also saving plans were energetically implemented to effectively create revenue and lower operating costs to reduce loses.

》"TRA Passenger Opinion Survey" and "TRA Train Station Satisfaction Survey" by TRA, implementing the "Respect the Customer" management idea.

The results of the "TRA Passenger Opinion Survey" carried out in April, 2007 showed that satisfaction level for every service item had improved on 2006 and "Station Space Environment" and "On-line Ticket Booking Situation" were up by 11.3% and 9.6%. The results of the "TRA Train Station Satisfaction Survey" carried out in October, 2007 showed that over 79% of passengers were satisfied with "The Service Attitude of Station Staff" and "Station Software and Hardware Service Facilities".

》Coordination with the Executive Yuan's 2006 Industrial and commercial and serviceindustry survey

In coordination with the DGBAS's "2006 Industry, Commerce and Service Industry Service Survey" 258 questionnaires were filled in. Random questionnaires were completed in the transport, storage, construction and commerce categories. The survey began in April 2007, including all TRA units, all subsidiary units and all companies with a business outlet in TRA stations, and was completed in June, the completed questionnaires were passed to the MOTC for compiling..

》Compiling applied statistical analysis in coordination with work requirements

Five reports—"The effect on TRA operations of half-price trail operation period of Taiwan high-speed railway", "The effect on TRA operations of the opening the Taipei-Yilan Highway's Syueshan Tunnel" "Operating situation of TRA's automatic ticket machines", "Analysis of the operating situation of various transport tools after the opening of Taiwan high-speed railway" and "Analysis of TRA's important business statistical indicators in 2006" were compiled.



創新未來 提昇績效 · 擘劃鐵道藍圖



96年營運績效報告

2007 Achievements Report



一、客貨運業務

Passenger and Freight transport business

96與95年度客貨運營收比較表

Table comparing passenger and freight revenue in 2007 and 2006

單位：萬 Unit:10,000 NTS

項目 Item		95年 2006	96年 2007	比較 comparison
客運 Passengers	人數 number	16,899	16,969	0.4%
	延人公里 Passenger-km	933,917	893,739	-4.3%
	收入 revenue	1,527,135	1,456,118	-4.6%
	噸數 tonnage	1,287	1,143	-11.1%
貨運 Freight	延噸公里 Ton-km	98,718	88,174	-10.7%
	收入 revenue	116,489	101,414	-12.9%
客貨運收入合計 Total passenger and freight income		1,643,624	1,557,532	-5.2%

96年營運量較去年增減原因分析如下

》客運

本年高鐵正式通車營運，改變了西部走廊客運運輸市場結構，中長程旅客流失，本局為因應運輸市場的變化，利用既有設施調整轉型，改以短途通勤運輸市場為主，並在都會區路段設置捷運化通勤車站，客運人數較去年成長，可見策略已逐漸奏效。

- 北宜高速公路通車，並於96年11月16日開放大客車營運，宜蘭線呈現下滑趨勢。
- 綜合上述因素，本年客運人數較上年增加0.42%，延人公里及客運收入則較上年分別減少4.30%及4.65%。

The reasons for increase/loss in volume in 2007 are described below

》Passenger

The opening of the high-speed railway in 2007 changed the passenger market structure in west Taiwan and resulted in TRA's loss of medium and long distance passengers. In response to transport market changes, TRA has changed to a focus on the short distance and commuter market, adjusting and transforming existing facilities and has established "MRT-type" station in urban areas. Passenger numbers showed a slight increase on the year before, showing the strategy is gradually achieving success.

- The Taipei-Yilan Highway opened and began allowing large passenger vehicles on November 16, 2007 after which the Yilan line's passenger numbers have shown a downward trend.
- As a result of the above factors, passenger numbers increased by 0.42% on 2006 while passenger-kilometer and passenger transport revenues were down by 4.30% and 4.65% on the year before.

》貨運

- 本局因財務困窘，機車、貨車老舊，無力換新，在「臺鐵汰換機車及貨車計畫」中貨車暫緩辦理採購情況下，貨運運能逐年下降。
- 因機車、貨車等運能不足，及配合封鎖路線進行維修工程，需停駛大量貨主自備貨車之計畫輸送列次，嚴重影響營收。
- 配合政府鐵路地下化政策，臺北都會區各站因貨場被迫取消而停辦貨運業務，肇使貨櫃、水泥、砂石等貨源流失。
- 受國內部分產業生產線外移，原物料需求降低，致運量銳減。
- 基隆港區鐵路配合都市開發計畫停用拆除，進口雜糧改採公路運輸貨源流失。高雄港站為配合高雄市政府都市開發計畫及輕軌捷運計畫，正研議陸續停辦貨運業務。96年3月配合高鐵興建六家站銜接路線，停辦內灣線貨運業務。
- 綜合上述因素，致本年度貨運噸數、延噸公里及貨運收入，較上年度分別減少11.15%、10.68%及12.94%。

二、附業經營

臺鐵目前所經營之附屬事業可分為以下三大類，分由產管處、貨運服務總所及餐旅服務總所三個單位經營：

1. 場站房地出租運用——停車場、閒置房產、車站廣場等出租業務。
2. 其他車站商務——車站商店、廣告、餐廳、鐵路便當、紀念商品及快遞等車旅商務。
3. 不動產開發業務
 - 適用促參法——南港車站BOT、臺北車站2樓商場ROT、交九用地開發案。
 - 適用都市更新條例——舊板橋車站宿舍區。

》 Freight

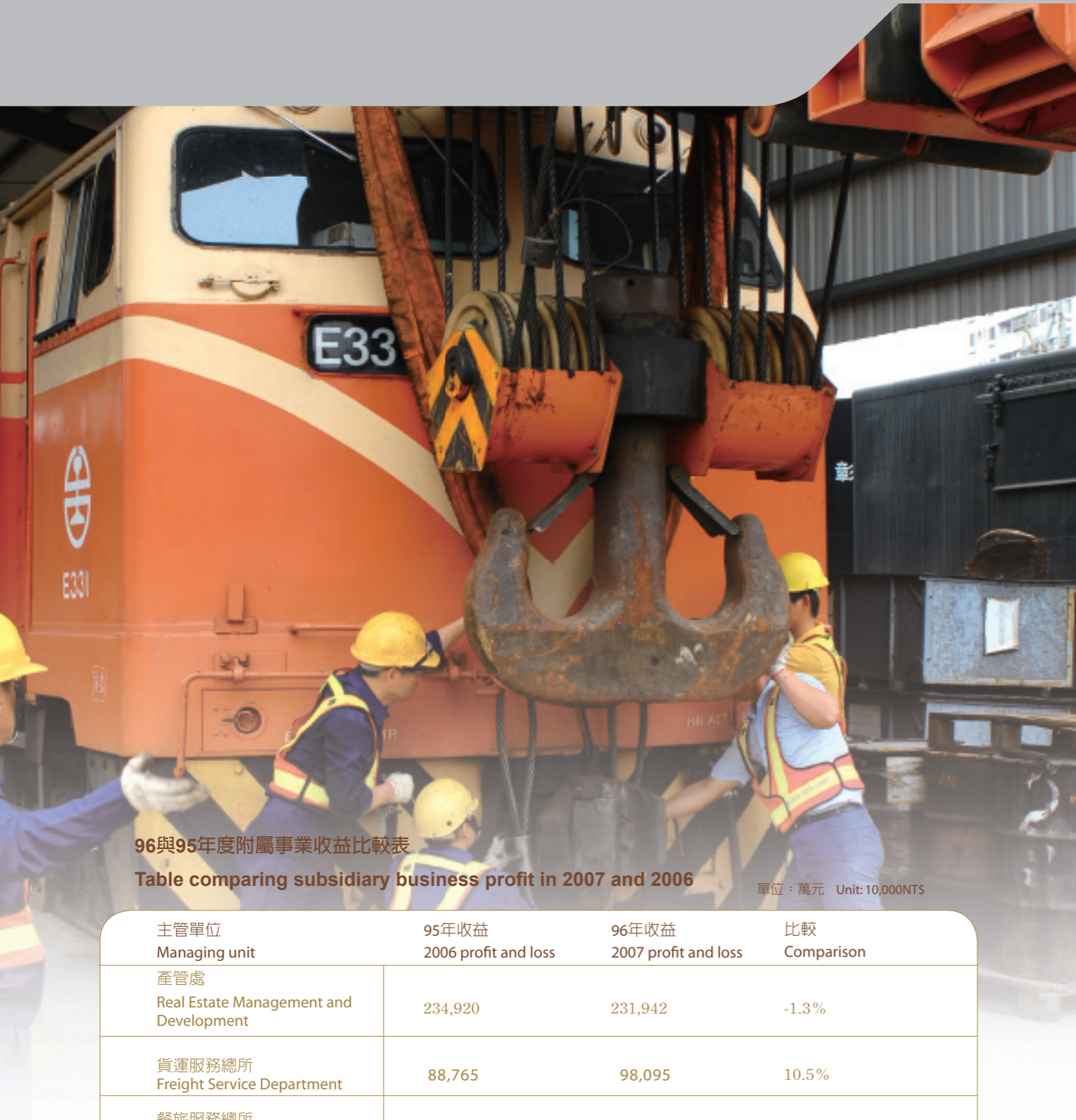
- Due to financial difficulties TRA is unable to purchase new locomotives and freight wagons to replace old ones. As a result of the delayed renewal of freight wagons under the "TRA Locomotive and Freight Train Renewal Plan" freight transport capacity is decreasing year by year.
- As a result of the closure of lines for maintenance a large number of freight trains provided by freight owners had to be cancelled, seriously affecting revenues.
- In coordination with the government policy of moving railway lines underground, some stations in Taipei have been forced to cancel freight transport services because of the closure of freight yards, leading to the loss of container, cement and gravel transport business.
- As a result of the move overseas of some industrial production lines, materials demand has decreased causing a sharp fall in transport volume.
- In coordination with urban development plans, Keelung port railway was closed and the tracks removed, resulting in a loss of cereal transport business, with cereal now transported by road. A step-by-step winding down of Kaoshiung port station's freight business is being considered in coordination with urban development and light rail rapid transit system plans. In March 2007 the building of a railway link to the high-speed railway led to the termination of freight transport on the Neiwan line.
- The above factors resulted in freight tonnage, ton-kilometer and freight transport revenue decreasing by 11.15%, 10.68% and 12.94%.

Subsidiary business management

TRA's subsidiary businesses can be divided into three main categories, separately managed by the Real Estate Management and Development Department and Freight Service Department and Catering Service Department.

- (1) Leasing out of station real estate——leasing out of car parks, idle real estate and station squares
- (2) Other station business——station shops, advertisements, restaurants, railway lunch boxes, souvenirs and courier service
- (3) Real estate development business
 - Applying the Act for Promotion of Private Participation in Infrastructure Projects —— Nangang railway station BOT, Taipei railway station second floor shopping center ROT, No. 9 site transportation facility joint venture.
 - Applying urban renewal regulations ——Staff dormitory area near old Banciao railway station





三、營運損益分析

Profit and loss analysis

(一) 與前一年度損益比較

(1) Compared to the profit and loss situation of the year before

96與95年損益比較表

Table comparing profit and loss in 2007 and 2006

單位：萬元 Unit: 10,000NT\$

項目 Item	95年 2006	96年 2007	比較 Comparison
客運收入 Passenger transport revenue	1,527,135	1,456,118	-4.7%
貨運收入 Freight transport revenues	116,489	101,414	-12.9%
其他營業收入 Other operating revenue	447,071	506,461	13.3%
營業外收入 Non-operating revenue	264,671	228,147	-13.8%
總收入 Total revenue	2,355,367	2,292,140	-2.7%
營業成本 Operating costs	2,647,277	2,589,522	-2.2%
營業費用 Operating expenses	139,818	106,048	-23.9%
營業外費用 Non-operating expenses	582,433	1,065,116	82.9%
總支出 Total expenditure	3,369,528	3,760,686	11.6%
損益 Profit and loss	-1,014,161	-1,468,545	44.8%

- 本年度較上(95)年度虧損增加45億餘元，主要原因是認列轉投資之亞太電信資產減損損失40億元。
- 本年度總收入較上年度減少6億3,226萬元，主因是客、貨運收入減少7億8,301萬元，其他營業收入增加主要係營業資產租金收入增加3億6,685萬元。
- 本年度總支出較上年度增加39億1,158萬元，主要係營業外費用大幅增加，其中又以認列轉投資之亞太電信資產減損損失40億元為最。其他尚有利息增加5億8,116萬元，用人費用則減少2億1,550萬元。
 - This year losses increased by over NT\$ 4.5 billion on 2006, mainly because of recognition of asset impairment of over NT\$4 billion from re-investment in Asia-Pacific Telecom.
 - This year total revenue was down by 632.226 million on 2006, the main reason being a fall of NT\$ 783.01 in passenger and freight transport revenues. The increase in other operating revenue was mainly the result of an increase of NT\$366.85 million in asset leasing revenue
 - This year total expenditure increased by NT\$3.911 billion, mainly as a result of a big increase in non-operating expenses, with recognition of NT\$4 billion asset impairment from re-investment in Asia-Pacific Telecom the largest. Interest expenditure increased by NT\$ 581.16 million while employing expenses reduced by NT\$ 215.5 million.

96與95年度附屬事業收益比較表

Table comparing subsidiary business profit in 2007 and 2006

單位：萬元 Unit: 10,000NT\$

主管單位 Managing unit	95年收益 2006 profit and loss	96年收益 2007 profit and loss	比較 Comparison
產管處 Real Estate Management and Development	234,920	231,942	-1.3%
貨運服務總所 Freight Service Department	88,765	98,095	10.5%
餐旅服務總所 Catering Service Department	163,936	164,596	0.4%
合計 Total	487,621	494,633	1.4%



(二) 開拓附屬業務的契機

相較於95年度，客貨運營收有相當程度的下降，附業收益則略有增加，展望未來，由於客貨運業務受限於市場競爭因素，成長空間不大，但附業收益擴展空間可期，尤其在土地開發方面，依據現有法令積極推動的開發案有：

1. 促參建設方面：已完成簽約4案，計有93年度「臺北車站特定專用區交九用地開發案」、95年度「南港車站民間參與建設營運案」、「臺北站二樓附屬商場營運案」及96年度「松山車站民間參與建設營運案」。
2. 都市更新建設方面：96年7月4日經內政部提報行政院通過推動四大指標性都市更新案，包括本局基隆火車站暨西二西三碼頭、臺北南港高鐵沿線再開發及臺鐵高雄臨港沿線再開發等三地，將打造成「商旅新都心」、「金融管理及數位通訊」、「臺灣智埠中樞」及「優質住商新天地」，對提昇國家競爭力極具指標性。
3. 場站多目標使用方面：除已辦理出租經營使用鶯歌站、羅東站、高雄臨時站、汐止站等站，「臺中車站站區」95、96年已陸續辦理出租使用。
4. 不動產開發前置規劃作業部分：廣續辦理「花蓮市六期重劃旅館區民間參與興建營運案」、「彰化車站扇形車庫古蹟保存區促進民間參與建設營運案」委託專業顧問辦理可行性評估、先期規劃作業，後續將配合地方政府都市發展規劃、交通建設計畫等檢討、規劃及研選開發基地。
5. 積極推動鐵路法部分條文修正，以突破鐵路土地開發利用之困境及限制，以使本局有法源可以更多元的進行土地開發業務，期望未來在附業收益方面能大幅成長，最終能與運輸營收並駕齊驅，完成我們的願景，成為「經營運輸本業及相關附業之雙核心事業，以顧客滿意為導向之優質大眾運輸系統」。

(2) Opportunity to develop subsidiary businesses

Compared to 2006, freight transport revenue showed a marked decline, while subsidiary business revenue increased slightly. Looking to the future, passenger transport business is limited by competition which leaves little room for growth, however, there is room for growth in profit from subsidiary businesses, especially land development. Development cases being implemented on the basis of existing laws include:

- A) Promoting private investment in construction: Contract signing for four cases was completed—2004's "Taipei Railway Station Designated Special Use Zone Jiaojiu land development case", 2006's "Private participation in the construction and operation of Nangang Railway Station" "Taipei Railway Station second floor shopping center operation case" and 2007's "Private participation in the construction and operation of Songshan Railway Station".
- B) Urban renewal construction case: On July 4, 2007 the Executive Yuan approved four major urban renewal cases, including TRA's Keelung railway station and West 2 and West 3 docks, redevelopment of land along the high-speed railway line in Nangang and redevelopment of land along TRA tracks near Kaohsiung port. The land will be turned into the "Business Travel New City Center", "Financial Management and Digital Communications Center", "Taiwan Knowledge Hub" and "Quality Residential and Business New World", major developments that will help upgrade national competitiveness.
- C) Diverse use of stations: Yingge, Luodong, Kaohsiung temporary station, Sizhi station areas have been leased out, in 2006 and 2007 Taichung railway station area was also leased out for use.
- D) Pre-development preparatory planning work for real estate: professional consultants have been commissioned to carry out feasibility studies, initial planning work for "Hualien stage six re-zoning hotel zone private participation in construction and operation case" and "Jhanghua railway station fan-shaped historic relax private participation in construction and operation case". In the future land for development will be reviewed, planned and selected according to local government urban development and transport construction planning.
- E) TRA is actively promoting the amendment of some of the Railway Act's articles to relax limitations on land development, allowing TRA to engage in diverse land development business. The aim is to see large increase in subsidiary business profit, eventually making them as important as transport business revenues, realizing TRA's vision of building a "double-core enterprise consisting of transport and subsidiary businesses and a customer satisfaction oriented high quality mass transportation system."



四、運輸效率評估

Transport efficiency

(一) 客貨列車統計

(1) Passenger and freight train statistics

項目 Item		95年 2006	96年 2007	比較 comparison
列車 Train	列車次數 Train number	383,439	392,180	2.28%
	列車公里 Train kilometers	38,180,000	40,530,000	6.14%
	客車準點率 Passenger train punctuality rate	92%	91.45%	-0.55%
	貨車準點率 Freight train punctuality rate	99.88%	100%	0.12%
客車 Passenger carriage	每日客車公里 Daily passenger train km	811,774	808,485	-0.41%
	每日客座公里 Daily seat-km	40,600,000	40,220,000	-0.96%
	客座利用率 Seat use rate	63.02%	60.89%	-2.13%
貨車 Freight wagon	每日貨車公里 Daily freight train km	215536	194333	-9.84
	每車平均週轉日數 Average turnaround days per train	1.51	1.68	11.26%
	每車平均停站時間 Average length stop at station per train	11.82時 (hours)	10.91時 (hours)	-7.70%
	每列車平均載重噸數 Average train load in tons	206	186	-9.70%

(二) 行車事故

1. 事故總件數：本年度共835件，較前一年減少27件，減少3.13%。
2. 事故類別：以電力機車故障182件最多，占21.80%；其次為電車故障144件，占17.25%；再次為受傷件數63件（占7.54%）、列車延誤件數60件（占7.19%），其餘各類件數所占比率均在7%以下。
3. 傷亡人數：本年行車事故死傷人數182人，與上年人數相同。就肇事原因分析，以行走路綫死傷51人最多，占28.02%；其次依序為強越平交道死傷44人（占24.18%）、行車事故22人（占12.09%），其餘各類均在10%以下。

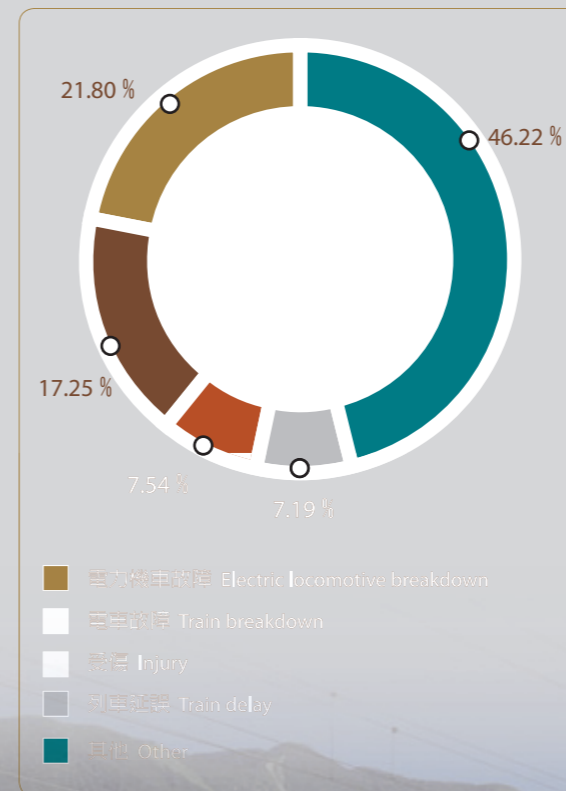
(2) Train operation accidents

- A) Total number of accidents: 835 this year, 27 fewer than the previous year, a reduction of 3.13%.
- B) Accident type: The most numerous accident was electric locomotive breakdown, with 182 cases accounting for 21.80% of the total. The second most numerous was train accidents, 144 cases accounting for 17.25%, followed by 63 injury cases (7.54%), 60 cases of train delay (7.19%). Other types of accident each accounted for under 7% of the total.
- C) Number of injured and dead: This year train operation accidents resulted in 182 cases of injury or death, the same as the year before. The main cause was people walking on the tracks, with 51 people killed or injured, accounting for 28.02%. The other causes, in descending order, were forcibly going through a level crossing which resulted in 44 deaths and injuries (24.18%), train operation accidents which resulted in 22 deaths and injuries (12.09%) and other causes that each accounted for under 10% of the total.

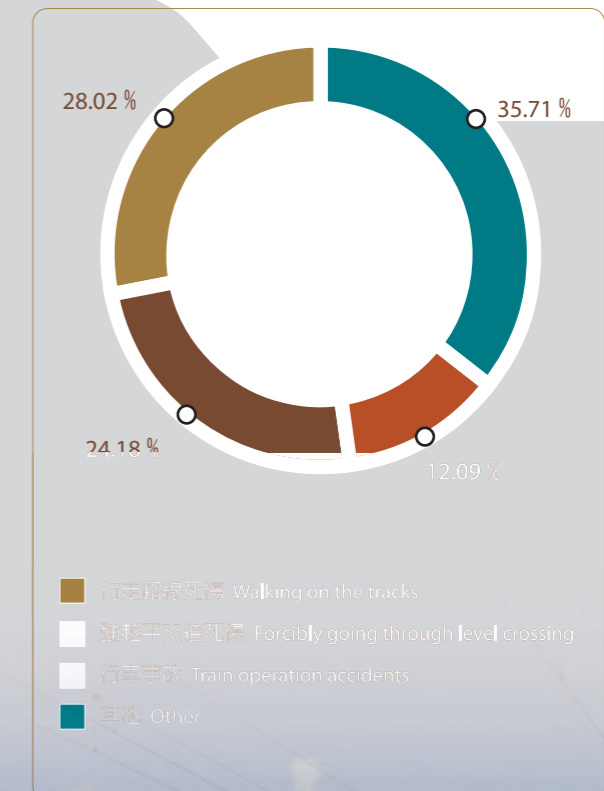
4. 每百萬動力車公里平均事故：本年每百萬動力車行駛公里平均事故件數為11.12件，較上年11.23件，減少0.11件，減少率為0.98%；其中責任事故平均為0.52件，較上年0.51件，增加0.01件，又責任事故占總件數4.67%，較上年之4.52%，增加0.15個百分點。

D) Average accidents per 1 million motive power-kilometers: There was an average of 11.12 accidents per million motive power-kilometers this year, down by 0.11 cases or 0.98% on 11.23 last year. There were 0.52 liability accidents, up by 0.01 cases on the 0.51 cases of last year. Liability accidents accounted for 4.67% of accidents, up by 0.15% on the 4.52% of last year.

事故類別
accident type



傷亡人數
Number of people injured or killed

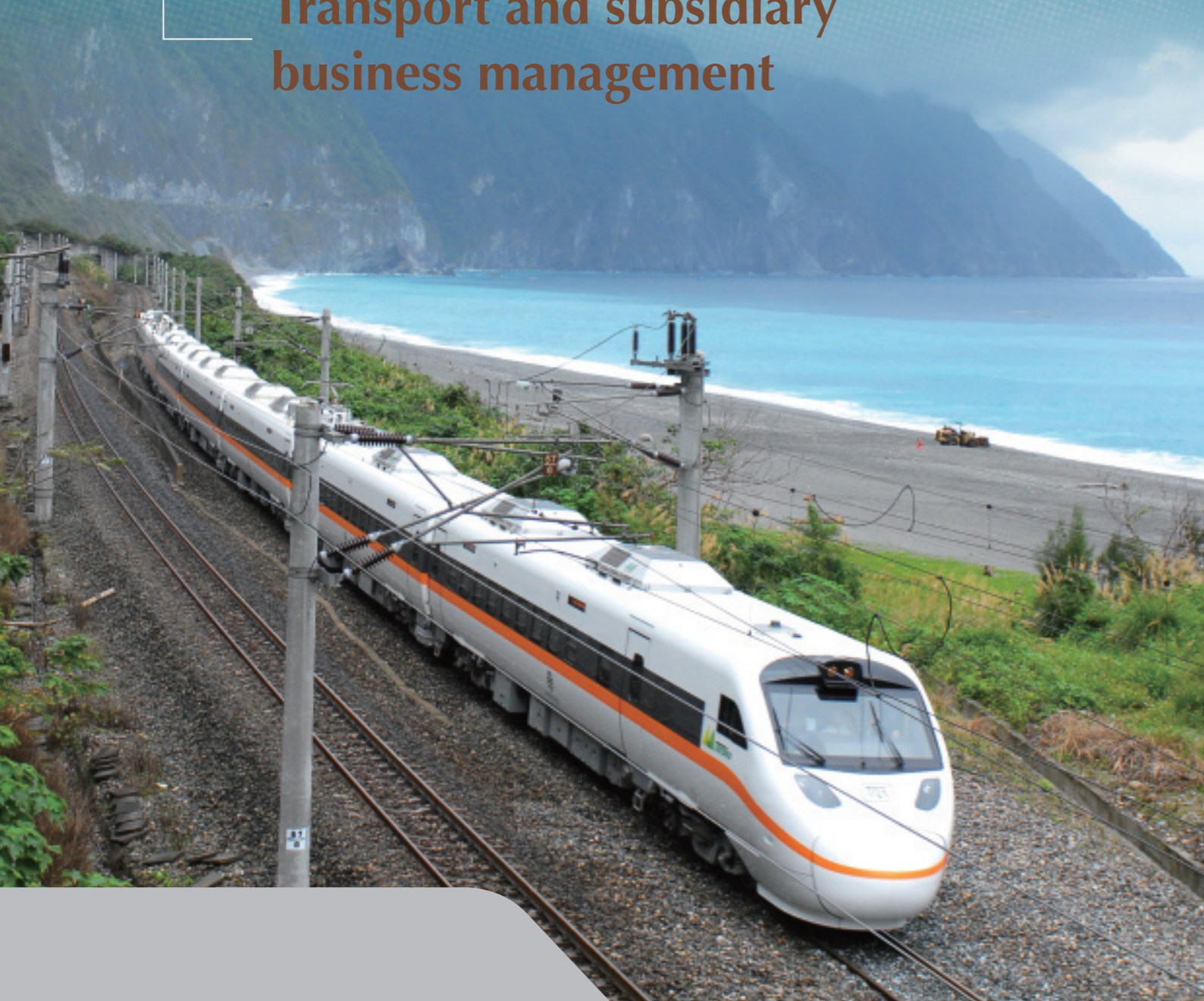


雙核心事業以多角化經營·奏收宏效

»

» 各事業體運作概況

Transport and subsidiary business management



一、客運方面

1. 96年5月8日起第1批24輛太魯閣列車加入營運。營運初期每週一開行7列次，週二至週四開行6列次，週五及週六開行8列次，週日則增加至9列次。
2. 配合「臺鐵捷運化」政策，百福站及汐科站分別於5月8日、12月30日起正式啟用，並辦理客運業務。新採購160輛EMU700型通勤電聯車，自96年8月起分批加入營運。
3. 推動團體及觀光列車業務
 - 96年團體旅客74萬5千人，較95年成長4%；團體營收約2億7千萬元，較95年增加4%。
 - 96年本局臺北=花蓮、臺北=知本（東方美人號）暨臺北=枋寮（總裁一號）等3線觀光列車計服務19萬人，營收約1億元。
 - 96年2月1日推出「商務車廂」專車案，至96年12月31日止共計受理109團次（旅客計16,630人），營收計875萬元；96年6月至12月辦理「商務車旅客滿意度調查」有效樣本計578份，調查結果顯示旅客對商務列車整體觀感「很滿意」及「滿意」之比例高達87.89%。

I .Passenger transport

- A) From May 8, 2007, the first batch of 24 Taroko Express carriages entered service. Seven trains run on Monday, six, Tuesday to Thursday, eight on Friday and Saturday and nine on Sunday.
- B) In coordination with the policy to make the TRA system like a mass rapid transport system, Baifu and Sike stations opened to passengers on May 8 and December 30, respectively. The newly-purchased 160 EMU 700 commuter train carriages entered service in August, 2007.
- C) Promoting group and tourist train business
 - In 2007, the number of group passengers was 745,000, up by 4% on 2006. Revenue from group passengers was around NT\$270 million, up by 4% on 2006.
 - In 2007, the TRA's -Taipei-Hualien, Taipei-Zhiben (President 1) and Taipei-Fangliao (Eastern Beauty) tourist trains carried 190,000 passengers, bringing in around NT\$100 million in revenues.
 - On February 1, 2007 special trains with "Business carriages" were introduced and up to December 31, 109 groups had been served (16,630 passengers), bringing in revenue of NT\$8.75 million. The December 2007 "business traveler satisfaction survey" had 578 valid responses. The results showed that 87.89% of respondents were "very satisfied" or "satisfied" with business train overall feeling.



4. 推動票務自動化

- 完成嘉義－高雄間6站及新烏日、三坑、五堵、山佳等站自動驗票系統並完成驗收作業，截至目前共計有47站裝設228道驗票閘門。
- 96年12月5日完成招標，辦理增補高雄運務段及部分新設捷運化車站之自動驗票系統，即新增鳳山、屏東、楠梓、百福等4站16道閘門。
- 完成背磁式自動售票機140台購置案。
- 辦理電腦售票終端機（TPT）背磁案工作，於6月13日完成招標作業。
- 規劃辦理嘉義以南區間之自動售票機改裝背磁案（81台），於96年12月13日決標。

二、貨運方面

1. 調整經營政策，充分運用資源，均衡發展鐵路貨物運輸。
2. 改善基本設施，適度補充基本運能、運用資訊作業系統改善車輛裝卸技術、完善站場規劃等方向改善，以提供優質的貨物運輸環境。
3. 爭取東砂西運業務，減少停開貨物列車，以避免現有貨源流失。
4. 鼓勵貨主自備貨車，協助貨主改進裝卸設備，以提高貨車運用效率。
5. 進行改造閒置貨車以增加運能，藉以滿足市場需求。
6. 縮短車輛週轉天數以提昇利用率，縮短裝卸與在站停留時間，藉以提高貨車運能及砂石運輸效率。
7. 配合大宗貨物輸運計畫需求，開行專列貨車，以提昇運輸效率。

三、財產管理

1. 積極處理各地區可騰空之眷舍房地，96年度計標售23筆眷舍房地，得款約10億4,800餘萬元，增裕路局營收。



D) Promotion of ticketing automation

- The installation of automatic ticket checking systems at 6 stations between Jiayi and Kaohsiung, New Wurih Station, Sankeng Station, Wudu Station, and Shanjia Station has been completed after a test run. Two hundred and twenty-eight automatic gates have been installed at 47 stations until the end of 2007.
- The tender process for installation of 16 automatic gates at Fongshan Station, Pingtung Station, Nanzih Station, and Baifu Station was completed on Dec. 5, 2007.
- Procurement of 140 magnetic ticket-issuing machines has been completed.
- The contract was signed in Dec., 2007 to procure and install new ticket printing terminals (TPT) that can print magnetic tickets at 14 main stations on west trunk line.
- On Dec. 20, 2007 the contract was signed to update 81 automatic ticket issuing machines at stations to the south of Jiayi.

II .Freight transport

- A) Adjusting management strategy, fully utilizing resources and achieving balanced development of railway freight transport.
- B) Improving infrastructure, suitably supplementing basic transport capacity, using IT to strengthen train loading and unloading and complete station planning to provide a high-quality freight transport environment.
- C) Striving to transport gravel from east Taiwan to west Taiwan, reducing the number of cancelled freight trains to avoid losing freight business.
- D) Encouraging freight owners to have their own freight wagons, helping freight owners improve loading and unloading equipment to improve freight transport efficiency.
- E) Upgrade idle freight wagons to increase transport capacity and meet market requirements.
- F) Increase use rate by shortening the number of wagon turnaround days: Reducing the time spent unloading and loading in stations to increase freight transport efficiency and gravel transport efficiency.
- G) Running special freight trains in coordination with bulk freight transport plans to increase transport efficiency.

III .Property management

- A) Actively disposing of staff family housing real estate all over Taiwan. In 2007, 23 pieces of dispensable real estate were sold, bringing in revenue of around NT\$1.48 billion, boosting TRA revenues.



- 2.配合國家重大交通建設及地方政府都市計畫更新需要，由各公務機關依規定辦理有償撥用土地，計得款8,525餘萬元。
- 3.本局96年度標、讓售臺北市中山區長安段4小段240-2地號等國有土地，計得款14億5,000餘萬元。



四、貨運服務

》運輸業務

本年度鐵路承攬運送量為789萬公噸，較上年度347萬公噸，增加442萬公噸，增加率為128%。本年度承攬運量高度成長係因砂石增加所致。

》倉儲業務

本局倉儲業務已由倉儲保管業務轉型為倉庫出租業務，截至96年底共有245間倉庫，其中出租倉庫174間，其他為自用、借用或閒置，本年度倉儲業務累計營收7,857萬元，較上年同期7,668萬元，增加189萬元。

》停車場業務

為改善車站週邊交通秩序暨服務商旅，規劃車站區域土地設置停車場，截至96年底全線共有79處停車場，累計停車場租金收入為1億7,764萬元，較去年同期收入1億6,536萬元，增加1,228萬元。

》房地業務

利用本局沿線閒置空地、站房、房舍等，在不妨礙原有使用目的原則下規劃辦理出租，96年度營收2億2,412萬元，較上年同期收入1億8,650萬元，增加3,762萬元。

》廣告業務

在不妨礙站車秩序與行車安全及破壞建物結構範圍內，妥善利用空間規劃燈箱、多媒體及海報招貼等廣告標的出租，本年度廣告租金累計收入為5,252萬元，較上年同期3,681萬元，增加1,571萬元。

- B) In coordination with major transport construction projects and local urban development plans, various public departments used TRA land with compensation, for which over NT\$85.25 million was received.
- C) In 2007, TRA sold state owned land including land number 240-2 parcel, Chang-an section, in Taipei's Zhongshan District, receiving over NT\$1.45 billion.

IV. Freight services

》Transport business

This year the freight tonnage transported by TRA was 7.89 million tons, up by 4.42million tons on the 3.47 million tons of last year. The 128% increase was a result of an increase in gravel transport business.

》Storage business

TRA's storage business has transformed into warehouse leasing business from storage business. At the end of 2007, TRA had 245 warehouses, of which 174 were leased out and the others were either used by TRA, loaned to others to use or idle. Accumulated storage business revenue in 2007 was NT\$78.57 million, up by NT\$1.89 million on last year's NT\$76.68 million.

》Car park business

To improve traffic order around stations and serve business travelers, car parks have been established on land near stations. As of the end of 2007, TRA had 79 car parks and accumulated leasing income totaled NT\$177.64 million, up by NT\$12.28 million on 2006's same period NT\$165.36 million.

》Real estate business

Unused land, station buildings and other buildings along tracks have been leased out when this does not interfere with existing use, bringing in NT\$224.12 million revenue in 2007, up by NT\$37.62 million on 2006's NT\$186.50 million.

》Advertising business

With the precondition that station order, train safety or building structure are not affected, light boxes, multi-media and boards have been installed for advertising and been leased out for advertisements, bringing in NT\$52.52 million in 2007, up by NT\$15.71 million on 2006's NT\$36.81 million.



》貨運服務收支及損益

96年度貨運服務總計收入為7億1,614萬元，總支出為4億6,463萬元，盈餘為2億5,151萬元，較上年度盈餘7,496萬元，盈餘增加1億7,655萬元。

五、餐旅服務

》拓展多樣化商品銷售部分

96年鐵路節（96年6月份）活動期間，鐵路商品銷售總額計2,363萬元；自96年11月7日起至96年12月31日止，委託統一超商經營全省31站40個販賣部販售26種鐵路商品，銷售總額計29萬元。

》懷舊便當

- 96年5月份配合太魯閣號首航，推出太魯閣號紀念便當12,000份，並與統一超商股份有限公司合作於96年6月6日至7月17日在全省各7-11門市接受民眾訂購太魯閣號紀念便當。96年6月份配合鐵路節推出臺灣鐵路120週年紀念便當，96年8月配合EMU700型電聯車加入營運，推出EMU700電車通車紀念便當3,000份，頗受民眾好評。
- 餐廳積極創新便當菜色，推出各式主題便當，如太極養生便當、日式烏龍炒麵等，亦獲行旅喜愛。

》開發商標授權，創造鐵路附加價值

運用本局商標，授權廠商製作、販售或使用於相關商品，以收取授權金，除可增裕營收外，亦藉由鐵路商標之價值，提升鐵路形象，擴展多元經營方向。96年度辦理6件授權案件，分別授權製作「臺灣鐵路120週年紀念郵摺」、「120週年雙甲子珍藏版紀念郵票」、「太魯閣號首航紀念套票」、「觀光列車東方美人號模型」、「基本組R100普通車」、「萬用隨身包」等鐵路商品，授權金共計81萬元。



》 Freight services revenue and expenditure and profit and loss freight service total revenue in 2007 was NT\$716.14 million, total expenditure was NT\$464.63 million, giving a profit of NT\$251.51 million. Profit increased by NT\$176.55 million on the NT\$74.96 million profit of the year before.

V. Catering service

》 Expanding sales of diverse merchandise

During Railway Festival 2007 (June) NT\$ 23.63 million worth of railway merchandise was sold. From November 7 to December 31, NT\$290,000 worth of 26 railway merchandise items was sold by the 40 snops in 31 stations.

》 Nostalgic lunch boxes

- In May, 2007, to commemorate the maiden journey of the Taroko Express, 12,000 Taroko Express commemorative lunch boxes were sold. From June 6th to July 17th, the public could order Taroko Express souvenirs in advance at 7-Eleven stores all over Taiwan. In June 2007, a 120th anniversary commemorative lunch box was introduced. In August, in coordination with the entering into service of EMU700 trains, EMU700 commemorative lunchboxes were sold and these too were praised by passengers.
- Restaurants are actively developing new dishes and introducing themed lunchboxes, for example Tai chi healthful lunchboxes and Japanese-style oolong fried noodle lunchboxes, which have been warmly received by passengers.

》 Development of trademark licensing, creating railway value added.

Using the TRA trademark and licensing companies to make, sell or use related merchandise and receiving a royalty, boosts revenue and also improves the image of TRA by using the value of the TRA trademark and diversifies operations. In 2007, TRA completed six licensing cases, licensing the production of "Taiwan Railway 120th Anniversary Commemorative Stamp Holder" "120th Anniversary Commemorative Stamps", "Taroko Express Maiden Journey Stamp Set", "Model of Eastern Beauty Tourist Train", "Basic R100 Train" and "Multiple Use Bag". NT\$810,000 in royalties was received in 2007.

掌握市場脈動・建設與穩固安全運輸的基礎

»

重大工程與建設投資

Significant Engineering and Construction Investment



一、重大專案計畫

(一) 臺鐵都會區捷運化暨區域鐵路先期建設計畫

1. 山佳隧道主體結構於96年7月10日完成、斗六跨站工程主體結構於96年9月30日完成。
2. 捷運化通勤車站百福站與汐科站分別於96年5月8日與12月30日正式通車啓用。
3. 軌道施工機械購置：於96年度完成購置。
4. 增購通勤電車60輛：於96年11月19日完成累計交車60輛。



(二) 臺鐵新烏日站興建工程計畫

1. 站場工程於95年7月28日完工。
2. 東西正線軌道於95年2月17日及3月17日完成切換，新烏日站南北道岔群於95年8月4日鋪設完畢。
3. 銜接高鐵烏日站之通廊於96年10月24日施作完成。



(三) 臺灣鐵路更新軌道結構計畫

1. 後紅溪橋鋼樑橋改建工程於96年1月9日完工。
2. 大湖口溪橋改建工程於96年7月25日雙線切換通車。

I . Major investment and construction

(1) Initial construction plan for making TRA's urban system and regional railway like a mass rapid transport system

- A) The main structure of Shanjia Tunnel was completed on July 10. Douliou cross-station main structure completed on September 30.
- B) Rapid transit-style commuter stations Baifu and Sike stations began operating on May 8th and December 30 respectively.
- C) Track engineering machinery procurement: completed in 2007.
- D) Purchase of 60 additional electric commuter train carriages: All 60 delivered by November 19th

(2) TRA's new Wuri station building plan

- A) Station engineering work completed on July 28, 2006
- B) Switching of east and west main lines completed on February 17 and March 17, 2006
- C) Completion of Wuri station north and south turnout groups on August 4, 2006.
- D) Corridor to Wuri high-speed railway station completed on October 24.

(3) TRA's track structure renewal plan

- A) Houhong River steel bridge rebuilding work completed on January 9, 2007.
- B) Dahukou River bridge rebuilding completed and opened to trains in both directions on July 25, 2007.
- C) Shiniu River bridge rebuilding completed and opened to trains in both directions on November 13, 2007.

3. 石牛溪橋改建工程於96年11月13日雙線切換通車。
4. 牛稠溪橋改建工程於96年12月11日雙線切換通車。
5. 車行支流鋼樑改建工程(含車行溪支流)於96年12月14日完工。
6. 抽換50公斤鋼軌共計185.022公里。
7. 抽換60公斤鋼軌共計161.794公里。
8. 道床改善已完成346.816公里。
9. 橋樑改建電務配合工程完成4件、竹南~談文間路基改建電務配合工程完成1件、K205附近路基改善電務配合工程完成5件、K375附近路基改善電務配合工程完成1件。

(四) 臺鐵都會區捷運化暨區域鐵路後續建設計畫(基隆-苗栗)

1. 香山站臨時天橋新建工程於96年6月完成。
2. 長潭坑及第一竹圍橋後續改善工程於96年7月完成。
3. 埔心站臺電消防設施防火門工程於96年9月完成。
4. K97+856~K98+006景觀及路基改善工程於96年3月完成。
5. 板橋-香山間沿線安全廊道改善工程於96年9月完成。
6. 沿線環境景觀及安全設施改善工程(內壢舊倉一期環境清理部分)於96年4月完成。
7. 苑裡等站沿線環境景觀及安全設施改善工程於96年3月完成。
8. 臺北機務段自動洗車機及排水系統改善工程於96年7月完成。
9. 新竹機務段維修庫第4-7股北端進庫線軌道改善工程於96年1月完成。
10. 新竹機務段廢水處理場及車箱糞尿真空抽取設備改善工程於96年2月完成。
11. 捷運化後續計畫後龍變電站69KV輸電線鐵塔油漆工程於96年3月完成。
12. 七堵總機室主電纜充氣機增設工程於96年4月完成。



- D) Niuchou River bridge rebuilding completed and opened to trains in both directions on December 11, 2007.
- E) 185.022 km of rails replaced with 50/kg.
- F) 161.794 km of rails replaced with 60/kg
- G) Track bed improvement work completed on 346.816 km of track.
- H) Electrical engineering work on four rebuilt bridges completed. Electrical engineering work following improvement of track foundation between Jhunan and Tanwen completed. Electrical engineering work following improvement of track foundation near K375.

(4) Follow-up construction plan for making TRA's urban system and regional railway (Keelung-Miaoli) like a mass rapid transport system.

- A) Siangshan station temporary pedestrian bridge completed in June, 2007.
- B) Changtankeng and first Jhuwei bridge follow-up improvement work completed in July, 2007.
- C) Pusin station Taipower fire wall engineering work completed in September, 2007
- D) K97+856~K98+006 landscape and track foundation improvement engineering work completed in March, 2007.
- E) Banciao—Siangshan safety corridor improvement engineering work completed in September, 2007.
- F) Landscaping along tracks and safety equipment improvement engineering work (old Neili warehouse first stage clear-up work) completed in April, 2007
- G) Landscaping along tracks and safety equipment improvement engineering work at Yuanli station etc completed in March, 2007
- H) Taipei rolling stock branch automatic carriage washing equipment and drainage improvement engineering work completed in July, 2007.
- I) Improvement of Hsinchu rolling stock branch repair workshop 4-7 north side entry tracks completed in January.
- J) Hsinchu rolling stock branch water treatment plant and carriage faeces and urine vacuum extraction equipment improvement work completed in February, 2007.
- K) Painting of the 69KV cable tower of Houlong dual transformers as part of the plan to make TRA's system like a mass rapid transport system completed in March, 2007.
- L) Cidu main exchange cable compressor addition engineering work completed in April, 2007.



二、工務工程

》平交道路面改善

拆除與封閉平交道設備22處，另辦理完成10處第一種平交道改設為三甲平交道；更新平交道版並配合道路拓寬平交道6處計14股道及辦理沿線617處平交道路面之經常養護、維修等。

》軌道養護工程

96年抽換枕木74,920根，抽換鋼軌162,385.5公尺，補充道碴長度717.85公里，用碴數量80,164.2立方公尺，抽換道岔95套。

》鋼樑橋改建

96年度持續辦理下新港溪橋（後龍市區鐵路高架）、長潭坑橋及豆子埔溪橋改建工程。

三、機務工程

》車輛改善

1. 各型柴聯車（DR2800-3100型）及電聯車EMU300型192輛設備更新工程屬於延續性計畫（94-97年），已決標簽約，由中鋼公司承辦中。
2. 集集線列車車廂（DR1000型6輛）安裝旅遊導覽系統工程已決標簽約正施工中，預定97年5月底前完工。

》東線購置城際及區間客車計畫

1. 已交車電聯車48輛。
2. 廠段設備部分已完工部分計有花蓮機務段空調機檢修室新建工程等51件及CNC輪對加工專用機等維修設備採購案等34件，施工中計12件、招標中計15件。
3. 客車站名播報器更新工程計有250臺，已於96年12月24日全部完工。

》臺鐵都會區捷運化暨區域鐵路先期建設計畫增購通勤電聯車60輛案已於96年12月28日交清。



II .Construction

》 Crossing road surface improvement

22 crossings closed and removed. Also, 10 places with Type 1 crossing turned into type 3A level crossings. Six level crossings were widened to match road width, involving 14 tracks. Also, regular maintenance of the road surface of 617 level crossings was carried out.

》 Track maintenance

74,920 sleepers were replaced and 162,385.5 meters of (steel) rail were replaced in 2007. Ballast was added along 717.85 km of track. 80,164.2 cubic meters of ballast was used. 96 turnouts were replaced.

》 Rebuilding of steel beam bridges

In 2007 rebuilding work continued on Siasingang river bridge (central Houlong's elevated track) Changtankeng bridge and Douzihpu river bridge.

III .Rolling stock

》 Carriage improvement

- A) Equipment renewal on 192 DMUs (from type DR2800 to DR 3100) and type 300 EMUs. This is an ongoing project (2005-2008). Contracts have been signed and China Steel is undertaking the work.
- B) The contract to carry out the work to install tourist guidance systems in six Jiji line carriages (DR1000) is underway and will be completed before the end of May 2008.

》 East line inter-city and commuter train carriage purchase plan

- A) 48 carriages already delivered.
- B) 51 workshop and depot engineering cases completed, including building of new air-conditioning repair room for Hualien rolling stock branch and 34 repair equipment purchase cases including purchase of a CNC wheel machine, work is underway on 12 and invitation to tender issued for 15 cases.
- C) Passenger train carriage public address system renewal work, involving 250 systems, completed on December 24, 2007.

》 All 60 EMU carriages as part of the plan to make TRA's services like a mass rapid transport system services and regional railway initial plan delivered by December 28, 2007.

》汰換機車及貨車計畫

1. 廠、段設備部分已完工部分計有100噸同步抬高機更新工程等28件及印刷電路板短路整修設備等維修設備採購案等66件。
2. 廠、段設備部分含彰化機務段、花蓮機務段及臺北機務段等維修站場整建工程，其中花蓮機務段模擬機室整建等工程已全部完工，正辦理驗收等後續工作。

》代辦工程部分

1. 七堵貨物編組業務移轉至新竹站與蘇澳新站站場改善工程總經費計1億363萬元，鐵工局已撥付全數費用。預計可於97年4月竣工。
2. 南港專案代辦工程部分(全權代辦)
 - 七堵機務段駕駛模擬機房新建工程委託規劃設計及監造已完成細部設計工作，因建築用地內尚有非屬本局土地，目前辦理土地有償撥用中，預計97年6月發包施工，98年10月底竣工。
 - 七堵基地維修庫高架檢查臺防護網新設工程，鐵工局已撥款，待鐵工局完成驗收後，才辦理發包施作。

四、電務工程

》號誌

1. 全線電腦化中央行車控制系統(Centralized Traffic control : CTC)已啓用，並由早期分散式調度提升至中央控制集中化調度。
2. 列車自動防護系統(ATP)已全部啓用，列車防護已由舊ATW/ATS單點式防護提升至新ATP連續性防護。
3. 站場聯鎖系統設備改善，已完成將現用之繼電聯鎖裝置更新為電子聯鎖裝置。
4. 計軸器已啓用，並完成軌道電路雙重化，提升列車偵測之穩定度。

》 Locomotive and freight wagon renewal plan

- A) 28cases of 100 ton synchronized lift renewal cases and 66 printed circuit board repair equipment procurement cases completed.
- B) hanghua rolling stock branch, Hualien rolling stock branch and Taipei rolling stock branch workshop engineering work carried out. The building of the Hualien rolling stock branch simulator room was completed and acceptance inspection and follow-up work is currently being carried out.

》 Outsourced engineering

- A) Cidu freight train formation will be transferred to Hsinchu and Suao New stations and station improvement will be carried out at these two stations. The total budget is NT\$103.63 million, all of which has been paid by Railway Construction Bureau. Work will be completed by April 2008.
- B) Nangang project outsourced engineering work (full authority outsourcing)
 - The detailed design work for Cidu depot's new driving simulator machine room, has been completed. Some of the building site land still does not belong to TRA and the use with compensation process is underway. It is estimated that contracts will be issued and work will begin in June 2008. Work will be completed at the end of October 2009.
 - The Railway Construction Bureau has already allocated the funds for new elevated inspection platform protection net in Cidu repair workshop and a contract will be awarded when the repair workshop engineering work acceptance inspection is completed.

IV. Electrical engineering

》 Signals

- A) A Centralized Traffic Control (CTC) has begun operating on all lines. Scattered dispatch has been upgraded to centrally-controlled dispatch.
- B) ATP have all begun operating. Train protection has been upgraded from old ATW/ATS to continuous ATP protection.
- C) Station interlocking system equipment has been improved. Existing relay interlocking devices have been upgrade to electronic interlocking devices.
- D) Axle counters have begun operating. Dual track circuits have been installed, making train monitoring more stable.



》電訊

1. 環島光纜及102P高遮蔽電纜芯線與環島傳輸網路設備(SDH)維護保養工作。
2. 電訊機械設備維護保養：包括沿線電話箱，數位式全電子自動交換機，車站站場電訊設備，有線調度電話系統，行車調度無線電話系統。
3. 車站站體內機電系統設備(含中央監控、空調、電梯、隧道通風及高低壓電力系統)維護保養。
4. 本局行車調度無線電話系統採購案已於96年11月2日完成最後驗收作業。
5. 配合鐵工局及捷運化區域鐵路建設計畫有關通訊、照明設備施工。

》電力

1. 配合臺鐵都會區捷運化工程，辦理山佳站、湖口站、新豐站等電力設備改善工程，提高供電品質，以維行車安全。
2. 完成臺北車站開關及控制箱更新工程。
3. 完成購置電車線輕型高架平臺車5輛，提升電車線維修效率及縮短故障搶修時間。
4. 69KV輸電線路改以非自備用戶供電，已辦理完成鐵彰線、鐵榴線變更為非自備用戶供電，降低本局維護保養成本。

》 Telecommunications

- A) Maintenance of round-the-island optic fiber and 102P high shielded cable core and round-the-island transmission network equipment (SDH).
- B) Communication signal equipment maintenance: including trackside telephones, digital fully electronic automatic exchanges, station communication signal equipment, cable dispatch telephone system and train dispatch wireless system.
- C) Maintenance of station internal electrical and mechanical equipment (including central monitoring, air-conditioning, elevators, tunnel ventilation and high and low voltage power systems).
- D) Final inspection work for the TRA train dispatch wireless telephone system completed on November 2, 2007. °
- E) Communication and lighting work in coordination with the "Rapid transit-ization and regional railway construction plan"

》 Power

- A) In coordination with the effort to make TRA's urban services like mass rapid transport services, power equipment improvement work has been carried out at Shanjia, Hukou and Sinfeng stations, increasing power quality to ensure train operation safety.
- B) Taipei station switch and control box engineering work completed.
- C) Five lift table cars purchased for catenary maintenance.
- D) 69KV power transmission circuits changed to non-single user power supply equipment. Jhanghua line and Shiliou line station transformer stations and relevant grids have been changed to non-single user power supply equipment reducing TRA maintenance costs. °





提昇經營效能計畫

Increasing Management Efficiency Project



一、臺鐵再生計畫

本局為澈底解決長期以來所面臨之經營困境，曾於92年間提出「臺鐵公司化計畫」，但因現階段之政經環境並無法配合，僅能以公司化為長期目標。另為因應高鐵競爭，短期內就財務之改善；運輸營運之調整；臺鐵土地及其他資產之活化等問題有所突破，故研提「臺鐵再生計畫」。

96年4月14日並依行政院財經小組建議於臺鐵大樓舉辦「臺鐵再生計畫研討會」，共分強化財務規劃與管理、旅客市場定位與開發、新技術與運輸品質改革、資產活化與新事業開發等4場次，廣邀產、政、學界提供建言。彙整各界意見後「臺鐵再生計畫」主要內容如下：

(一) 組織人事面

1. 基層組織架構合理化。
2. 產業管理處法制化。
3. 強化核心職能。

(二) 客貨運經營面

》強化安全管理

- 建構以安全為核心的風險管理制度。
- 減少行車事故。
- 降低勞安事故。



I . TRA regeneration plan

To thoroughly resolve the long-term management difficulties that have affected TRA, in 2003 the "TRA Corporatization Plan" was put forward, however because of lack of economic and political support, corporatization became a long-term goal. To meet competition from the high-speed railway, improve the short-term financial situation, adjust the transport operation and effectively use TRA land and other resources, the "TRA Regeneration Plan" has been formulated.

On April 14, 2007, at the suggestion of the Finance and Economics Group of the Executive Yuan, the "TRA Regeneration Plan Seminar" was held.

The seminar was held in four stages, one focusing on financial planning and management, one on passenger market position and development, one on new technology and transport quality reform and one on asset reuse and new business development. A number of figures from industry, government and academia were invited.

Collecting together various opinions, the main contents of the "TRA Regeneration Plan" are:

(1) Organization and personnel

- A) Rationalization of low-level structure.
- B) Real Estate Management and Development Department legalization
- C) Strengthening core skills

(2) Passenger and Freight transport management

》Strengthening of safety management

- Building a safety-centered risk management system.
- Reducing train operation accidents.
- Reducing occupational accidents

》提高市場競爭力

- 調整票價結構，研擬臺鐵票價結構合理化方案，實施「區段票制度」。
- 簡化車種及票種。
- 推動臺鐵捷運化—增設通勤車站，增購區間電車以提供都會區及臺高鐵路轉乘之大量便捷運輸服務。
- 加速票務自動化。
- 推動票證整合，整合臺鐵、高鐵、捷運及公車票證，以利旅客一票到底。
- 強化中程運輸市場。
- 加強東部及東西部跨線運輸。
- 拓展觀光旅次。
- 拓展東砂西運等貨運業務。
- 爭取桃園(中正)機場捷運委託營運。
- 研議軌距標準化，以達成提(高)速(度)及與國際標準接軌之功能。

》全面提昇服務品質

- 研議全面委託便利商店代售車票。
- 提高列車準點率。
- 提高旅客整體滿意度。
- 提昇新購車輛品質。
- 建構臺鐵知識管理系統。

(三) 附屬業務面

》資產活化利用

- 加強場站房舍出租運用。
- 規劃推動不動產租金債權證券化。
- 推動民間參與電子商務暨無線上網。

》加速土地開發

- 場站及土地開發：合作開發案、促參建設案、都市更新案。
- 增修訂鐵路法第7-1、7-2、7-3及第21條，可加速及擴大土地資產開發。

(四) 財務管理面

1. 積極開源增裕營收，落實撙節降低支出，以提升營運績效。
2. 強化財務分析，以明確釐清臺鐵、現任經營者之經營責任。
3. 擴大電腦技術性運用，提供財務會計資訊及會計管理資訊，供管理決策運用。

》 Raising market competitiveness

- Adjusting price structure, formulating a plan for reasonable TRA ticket prices, implementing a "Territory Rate System".
- Simplification of train and ticket type.
- Making TRA services like rapid transport system—increasing the number of commuter stations, procuring electric commuter trains to provide large-scale convenient services to a large number of urban and high-speed railway transfer passengers.
- Acceleration of ticketing automation.
- Promotion of ticket integration, integration of TRA, high-speed railway, MRT and bus tickets allowing passengers to use one ticket all-the-way.
- Strengthening TRA's competitiveness in the medium distance transport market.
- Strengthening east line and east-west inter-line transport
- Expanding the number of tourist passengers
- Expanding "Gravel from the East Transported to the West" business
- Competing for the contract to operate the Taoyuan International Airport (CKS) MRT line.
- Deliberating track gauge standardization to increase speed and match the international standard.

》 Raising service quality

- Deliberating entrusting convenience stores to sell tickets
- Raising train punctuality.
- Raising overall passenger satisfaction rate.
- Procuring high quality carriages
- Establishing a TRA knowledge management system

(3) Subsidiary businesses

》 Re-use of property

- Strengthening leasing out of station buildings
- Securitization of real estate leasing income debt rights.
- Promotion of private participation in e-business and wireless Internet access.

》 Accelerating land development

- Station and land development—joint development, promotion of private participation in construction cases and urban renewal cases.
- Amendment of Railway Act articles 7-1,7-2, 7-3 and 21 allowing faster and more extensive development of land resources.

(4) Financial management

- A) Actively developing new revenue sources and lowering expenditure to improve operating performance.
- B) Strengthening financial analysis to make clear the management responsibilities of TRA and current leaders.
- C) Expanding computer use, providing financial and accounting information and accounting management information for use in management.



二、「新臺鐵·心服務」活動——安全 準確 服務 創新

96年度精選業務推動主題選定為「新臺鐵·心服務」，透過提升服務品質、便捷服務程序及活化服務型式等方案，對內制定各項標準作業程序，強化教育訓練，使全體同仁從「心」出發，凝聚改革風氣；用「心」服務對外展現出愛心與貼心的服務措施，以「新臺鐵·心服務」為主軸，樹立本路嶄新優質之企業形象。訂定11月為「臺鐵服務品質月」，於各站舉辦最優服務人員票選活動，並製作海報、布旗等文宣品於各個車站張貼，第一線服務人員並配戴「smile 新臺鐵 心服務」的微笑徽章，以安全、準確、服務、創新四個目標用心服務為臺鐵帶來新氣象。

三、配合環島鐵路觀光旅遊線計畫

(一) 整體計畫執行狀況

- 1.中長程計畫修正：「舊山線復駛」子計畫擬變更分為兩階段執行，第一階段僅復駛至舊泰安站，第二階段俟后里端用地取得後再接軌至后里站。
- 2.96年度預算執行情形：可支用預算數174,376千元，至年底實支數157,262千元，預算執行率90.18%。

(二) 各子項計畫執行狀況

》鐵路風華再造

- 改善全線11個重點車站（基隆、鶯歌、臺北、彰化、二水、枋寮、瑞芳、羅東、池上、關山、臺東站）站場設施。
- 完成25個車站LED列車資訊顯示系統建置。

》提升觀光列車搭乘率：本局委由旅行社包租經營，開行臺北＝花蓮、臺北＝知本(東方美人號)、臺北＝枋寮(總裁1號)等商務車專車，規劃鐵路旅遊套裝行程，96年度搭乘人數達19萬人次以上。

》三支線營運觀光化：已於96年11月27日陳報交通部先期規劃報告與多目標使用計畫，刻正由交通部審核中。

》舊山線復駛暨委託民間投資經營規劃兩端站用地委由地方政府辦理土地徵收事宜。

》於96年11月1日配合觀光局芒花季活動，規劃發行東北角（瑞芳－頭城）一日券。

II. "New TRA, service from the heart" activity

In 2007 the business promotion theme was "New TRA, Service From the Heart". Through raising service quality, fast and convenient service process and revitalized service modes and the setting of various standardized work processes and strengthening of staff training, staffs have been encouraged to provide service "From the Heart" and a reform atmosphere created throughout TRA. With warm and caring service measures from the "Heart", TRA has been given a high-quality new corporate image. November has been set as the "TRA Service Quality Month" in which votes were held to select the best service personnel at each station and posters, flags and other promotional materials were placed in station. Front-line service staff also wore "Smile, New TRA, Service From the Heart" badges. The service objectives safety, punctuality, quality service and innovation have brought a new atmosphere to TRA.

III. Round-the-island railway tourism plan

(1) Overall plan execution situation

- A) Mid-long-term plan adjusted: "Separating the Reuse of Old Mountain Line" sub-plan in to two parts is being considered. The first stage will see services to old Taian station and, when the required land has been acquired at the Houli end, the line will be extended to Houli.
- B) 2007 budget execution situation: Usable budget was NT\$174,376,000. By year end, NT\$157,262,000 had actually been used. Budget execution rate was 90.18%.

(2) Various sub- plan execution situation

》Railway splendor recreated

- Station facilities in 11 main stations improved (Keelung, Yingge, Taipei, Jhanghua, Ershuei, Fangliao, Rueifang, Luodong, Chishang, Guanshan and Taitung)
- Installation of LED information display systems completed in 25 stations.

》Raising tourist train use rate: The TRA has entrusted travel service operators to manage the Taipei-Hualien, Taipei-Jhiben and Taipei-Fanglio tourist trains and plan railway travel itineraries. In 2007 over 190,000 passengers were carried.

》Tourist orientation of three branch line operations: Initial planning and multi-objective use reports passed to the MOTC for review.

》Local government has been entrusted with compulsory purchase of land for the stations at each end of the old mountain line, the reopening of which is planned.

》On November 11, 2007, a northeast coast (Rueifang-Toucheng) one-day ticket was issued in coordination with the Silver Grass Festival.



鐵道印象

Images of Railway



臺鐵120週年慶祝活動

為了與旅客共同歡度臺灣鐵路120週年，本局擴大舉辦了慶祝活動，從6月9日的鐵路節慶祝大會開始，直到6月27日「二度蜜月之旅」，從北到南繞東，前後19天，在臺北、臺中、高雄、花蓮與宜蘭，隨著CK124的軌跡，與旅客及民眾一同完成「臺灣鐵路120週年軌跡風華再現」之旅。

(一) 飛揚鐵路情，展現新活力

96年是臺灣鐵路雙甲子（120）年，臺鐵局以「飛揚鐵路情，展現新活力」感恩關懷、回饋社會為主題，出動珍貴的CK124蒸汽火車陪伴大家共渡佳節，於部分區間售票載客，重點車站靜態展示，並搭配相關慶祝活動及紀念文物展售。

蒸汽火車CK124環島緬懷之旅的售票載客行程如次：



Series of activities to celebrate the 120th anniversary of railways in Taiwan

2007 was the 120th anniversary of railways in Taiwan. Celebrations began with the Railway Festival on June 9 and lasted until the June 27th Second "Honeymoon Trip". From north to south and east, over 19 days, in Taipei, Taichung, Kaohsiung, Hualien and Yilan, the "Recreating the Splendor of Taiwan Railways" journey of the CK124 steam train allowed passengers and the public to join in the 120th anniversary celebrations.

(1) Railway charm, showing new vitality

In celebration of the 120th anniversary of railways Taiwan the TRA organized the "Railway Charm, Showing New Vitality" activity to show gratitude to the public and repay society TRA brought the CK124 steam train out of retirement to celebrate the occasion together with the public. The public had an opportunity to ride on the steam train on certain routes and the train was put on display in major stations. Celebratory activities and souvenirs were sold and artifacts exhibited and sold.

CK 124 steam train's round-the-island nostalgic journey's passenger carrying routers were as follows:

》基隆站出發

- 6月9日(星期六): 為首航班次, 基隆站 10時37分出發, 11時11分抵達松山站。
- 6月10日(星期日): 列車行經成追線, 為同時行駛山線與海線的紀念班次, 臺中站 10時17分出發, 經由成追線行駛, 追分站 10時38分抵達、11時10分出發, 大甲站 12時01分抵達、12時33分出發, 彰化站 13時20分抵達。
- 6月16日(星期六): 本班車為行駛高雄臨港線的特別班次, 屏東站 11時05分出發, 高雄站 11時33分抵達、12時05分出發, 新左營站 12時17分抵達、13時20分出發, 高雄港站 13時40分抵達、14時15分出發, 高雄站 14時50分抵達。
- 6月18日(星期一): 為第一班行駛花蓮港線的載客列車, 花蓮站 9時整出發, 行經花蓮港站、北埔站, 於 9時50分抵達花蓮站。

為配合CK124環島緬懷之旅, 特別發行紀念套票, 包含紀念車票、CK124乘車證、不鏽鋼紀念便當盒等紀念商品。

》Setting off from Keelung station

- June 9th (Saturday): The maiden service departed from Keelung at 10.37 am and arrived at Songshan station at 11.11am.
- June 10 (Sunday): This Cheng-Jhuei Line train was a commemorative train that took both the mountain line and the coastal lines. This departed from Taichung station at 10.17 am, traveling on the Cheng-Jhuei arriving at Jhuefei at 10.38am, setting off at 11.10 am, arriving Dajia station at 12.01 pm, setting off 12.33pm and arriving Jhanghua at 1.20pm.
- June 16 (Saturday): This special service operated on the Kaohsiung port line. It departed from Pingtung at 11.05 am and arrived at Kaohsiung station at 11.33am, departing at 12.05 pm, arriving at New Zuoying station at 12.17pm, departing at 1.20 pm, arriving at Kaohsiung port station at 1.30 pm and departing at 2.15pm, arriving at Kaohsiung station at 2.50pm.
- On June 18 (Monday): The first passenger train to operate on the Hualien port line set off from Hualien station at 9am. After passing through Hualien port station and Beipu station it returned to Hualien station at 9.50am.

Sets of commemorative tickets were issues to commemorate the CK124 round-the-island trip, including commemorative tickets, CK 124 passenger pass and a stainless steel lunch box.



(二) 鐵路牽手情, 喜洋洋二度蜜月之旅

「鐵路牽手情, 喜洋洋二度蜜月之旅」於 96 年 6 月 27 日圓滿落幕。這次本局花費許多人力、心力, 特別免費招待 87 對「相戀在鐵路」且結為連理者, 搭乘最火紅的「喜洋洋蜜月專車」由臺北前往花蓮, 並搭配 2 天 1 夜的自費觀光旅程, 充滿了溫馨與歡樂。

(2) "Holding Hands, a Happy Railway Second Honeymoon Journey"

This came to a perfect end on June 27th, 2007. For this activity the TRA expended a lot of time and effort to host 90 couples who had met on a train or in a station and later married. Full of excitement, they traveled from Taipei to Hualien on the "Happy Honeymoon Special Train" on a self-financed two day and one night trip to Hualien. A happy time was had by all.

(三) 紀念標誌與郵戳

(3) Commemorative logo and post marks The 120th anniversary activity logo



結合車站與火車造型的郵戳, 供有興趣的民眾收集與保存
Postage marks shaped like trains and stations were provided for collection by interested people.



» 臺鐵96年大事紀要

月	日	大事紀要
1	1	晚點賠償標準由80分鐘改為60分鐘，仍維持全額退票。
1	10	臺鐵局空調通勤電聯車160輛購車案，第一批日製樣車8輛於1月5日自日本啓運，抵達基隆港後，本日下船，下午自基隆站出發迴送至新豐整備及測試。
1	21	為配合七堵站第二階段工程切換完竣啟用及八堵＝七堵間三軌化，小幅調整部分列車時刻。
1	21	八堵站（一等站）調整為二等站。
1	23	於花蓮站舉行太魯閣號交車典禮，由行政院蘇貞昌院長主持。
2	1	推出「臺鐵商務專車」，提供機關團體、公司行號搭配旅遊行程使用。
2	15-28	1.春節疏運原計劃加開553列次，實際加開613列次，運能增加45.8%。 2.客運營收合計766,074,891元，每日平均54,719,635元，最高營收日（2月21日農曆正月初四）達69,956,918元。 3.合計451,429,541人公里，每日平均32,244,967人公里，車輛整備率達成85.94%。
3	1	內灣線停駛，竹東-內灣間維持行駛。
3	2	日本JR九州鐵路股份有限公司資深總經理本田修一先生率團20人訪問本局。
3	21	「交通事業人員資位職務薪給表」（臺灣鐵路管理局專用）業於民國96年3月5日由考試院會同行政院修正發布，並溯自民國93年7月1日生效，本局於本日函轉各單位周知。
3	26	自動驗票系統建置案，嘉義、新營、臺南、岡山、高雄五站啟用；停止發售通用定期票。
4	1	停止發行各級列車回數票。

» Record of Major events, 2007

Month	day	Record of Major events
1	1	A revised regulation comes into effect. Passengers delayed by trains more than 60 minutes have rights to claim damages of their train fare. The original standard is 80 minutes.
1	10	The first batch of eight carriages out of 160 commuter electric multiple units purchased by TRA from Japan, arrived from Japan on January 5th. They were unloaded on this day and were transported in the afternoon to Hsinchu for fitting and testing.
1	21	Some train times changed in coordination with the completion of Stage 2 switching device construction work at Cidu station and the laying of a third track between Cidu and Badu.
1	21	Badu station (Grade 1) lowered to a Grade 2 station.
1	23	Taroko Express handover ceremony held at Hualien station, hosted by Premier Su Jhen-chang.
2	1	Beginning to provide organizations and enterprises with "TRA Business Train" service.
2	15-28	1. 553 extra trains were planned for the Chinese New Year. 613 were actually operated, an increase in capacity of 45.8% 2. Passenger transport revenue was NT\$766,074,891, NT\$ 54,719,635 per day on average. The highest single day revenue was February 21 when revenue was NT\$ 69,956,918. 3. Total of 451,429,541 person-kilometers, a daily average of 2,244,967. Carriage was 85.94%.
3	1	Train services terminated on the Neiwan line except between Jhudong and Neiwan
3	2	TRA visited by a group of 20 people from JR's Kyushu railway company led the senior President Honda Shuichi
3	21	The amended "Transport Business Personnel Salary Table" (specially used by the TRA) was announced by the Examination Yuan and the Executive Yuan on March 5, 2007. This was backdated to July 1, 2004 and the TRA notified its various units.
3	26	Automatic ticket inspection systems begin operation in Jiayi, Sinying, Tainan, Gangshan and Kaohsiung stations. sales of general-use fixed term tickets ended.
4	1	Issuing of return tickets for all types of train ended

月	日	大事紀要
4	1-30	配合行政院辦理「95年工商及服務業普查」查填作業。
4	12	重新修訂之「本局各段、廠、所、隊、中心員工服務手冊」。
4	14	本日本局辦理「再生計畫」研討會，邀請產、政、學、研等共計360人參與。
4	20	傾斜式電聯車48輛，第1批24輛驗收完成。
4	26	本日上午10時於本局演藝廳舉行慶祝96年五一勞動節大會，表揚模範勞工計68人。
5	8	1. 配合業務需要，五堵至七堵間增設百福站（簡易站），自本日起營運，並指定七堵站為管理站。 2. 本局購置之48輛傾斜式列車，第一批24輛於本日正式加入東線營運。
6	6	圖書館開幕，本日上午9:00由局長率一級主管親自主持揭幕儀式。
6	8	慶祝96年鐵路節120週年大會，於6月8日（星期五）、10日（星期日）、16日（星期六）、18日（星期一）、24日（星期日）上午，分別在臺北地區（臺北站旅客大廳北邊）、中部地區（臺中站）、南部地區（屏東站）、花蓮地區（花蓮站）、宜蘭地區（宜蘭站）舉行慶祝大會。
6	8	本日起配合CK124蒸汽機車環島活動，分別於基隆、臺北、臺中、高雄、屏東、花蓮、二水等站舉辦鐵路商品銷售會；另與統一超商合作辦理預購活動。
6	26	為慶祝96年鐵路節120週年紀念，舉辦「鐵路牽手情，二度蜜月之旅」，邀請87對相戀在鐵路且結為連理者免費搭乘商務專車，展開臺北-花蓮兩天一夜、二度蜜月之旅。
6	27	范副局長植谷奉派接任本局局長，於本日交接後上任。
7	18	全省31站40販賣部委託經營招標作業，本日由統一超商股份有限公司得標，合約期間自96年9月28日至101年9月27日。
8	4	本局96年基層服務員甄試於本日分3個考區辦理甄試。

Month	day	Record of Major events
4	1-30	Checking and questionnaire filling in work in coordination with the "2006 Industry and Commerce and Service Industry survey".
4	12	Revision of "TRA Department, Workshop, Office, Team and Center Personnel Service Manual "
4	14	TRA's "Regeneration Seminar" held on this day. 360 from industry, government, academia and research attended.
4	20	Acceptance inspection completed for first batch of 24 tilting electric multiple unit carriages out of 48.
4	26	At 10 am a May 1st Labor Day Assembly was held in the Performance Hall, during which 68 model workers were praised.
5	8	1. To meet business requirements Baifu station (basic station) opened on this day between Wudu and Cidu, with Cidu designated as the managing station. 2. The first batch of 24 tilting train carriages of 48 purchased from Japan come into operation on the east line.
6	8	Library opens. The Director General hosted the opening ceremony at 9am accompanied by Grade 1 managers.
6	8	The 2007 Railway Festival 120th Anniversary Assembly was held in Taipei (north edge of the Taipei railway station passenger hall) on June 8 (Friday), central Taiwan (Taichung station) on June 10 (Sunday) , south Taiwan (Pingtung station) on June 16th (Saturday), Hualien (Hualien station) on June 18th and Yilan (Yilan station) on June 24 th
6	8	On this day, in coordination with the start of the CK124 steam train's round-the-island activity, railway promotional items sales exhibitions were held in Keelung, Taipei, Taichung, Kaohsiung, Pingtung, Hualien and Ershuei. In cooperation with 7-Eleven advanced purchase were also possible.
6	26	To celebrate the 120th anniversary of railways in Taiwan the 2007 "Holding Hands, Second Honeymoon Trip" activity was held. 87 couples who met on a train or in a station and married set off on a two day one-night second honeymoon trip to Hualien from Taipei.
6	27	Frank Fan takes up the position of TRA Director General on this day.
7	18	Bids were invited for the right to operate 40 shops in 31 stations island-wide held. The contract was won on this day by 7-Eleven. The contract will run from September 2007 to September 27, 2013.





月	日	大事紀要
8	22	96年基層服務員甄試放榜錄取業務員（事務）等類科216名；另業務員（運務）第一試錄取人員144人，須於9月8日參加第二試，預定擇錄取48人。
8	28	EMU700型電車首航典禮於花蓮站舉辦。
8	29	EMU700型電車正式加入營運，每日行駛於新竹=花蓮間二列次。
9	1	開辦花蓮至樹林間「人車同行」業務。
9	14	本局96年基層服務員甄試，業務員（運務）第二階段口試於9月8日在員工訓練中心舉行，9月14日放榜，計錄取正取48名，備取46名。
10	16-31	自10月16日起至31日止，辦理「臺鐵車站旅客滿意度調查」實地面訪工作，於調查期間內圓滿完成。
10	17	深澳支線自本日起停用。
10	26	臺北車站2樓微風美食廣場於本日開始試賣。
11	1	發行東北角一日券。
11	1	開始服務品質月活動，舉辦票選最優服務人員，並藉考核評比，提升整體服務品質。
12	15-21	辦理96年度12月「臺鐵旅客意向調查」實地訪查作業，抽取自強號及莒光號列車計16列於車上進行調查工作。
12	18	傾斜式電聯車48輛交車8輛(累計交車48輛)。
12	26	宜蘭線冬山站場提高案第一階段切換完成，高架站場第2、3、4股道及第2月臺啟用。
12	30	為配合業務需要，南港、汐止間增設汐科站（簡易站），自96年12月30日起啓用營運，並指定汐止站為管理站。

Month	day	Record of Major events
8	4	TRA's 2007 low level employee recruitment examination held in three areas today.
8	22	The names of 216 successful candidates in the 2007 personnel selection examinations for various categories of (business) sales personnel were posted. Also,144 candidates in the first sales personnel (transport) selection examination passed and were required to take part in a second examination on September 8th, with the number of accepted candidates set at 48.
8	28	Ceremony to celebrate the maiden journey of the EMU700 type train held in Hualien station.
8	29	EMU700 type train formally begins operation. Two trains operate between Hualien and Hsinchu every day.
9	14	Second stage oral examination for selection of low-level sales personnel (transport affairs) held in the Staff Training Center on September 8. Results announced on September 14. 48 candidates were accepted with 46 in reserve.
10	16-31	From October 16 to 31 the interviewing work for the "TRA Railway Station Traveler Satisfaction Survey" was successfully carried out.
10	17	Shenao branch line ceases operating on this day.
10	26	Trail sales in Breeze food hall on second floor of Taipei railway station
11	1	Quality month activities begun. Vote for best service personnel held and quality raised through performance evaluation.
12	15-21	December 2007 "TRA Passenger Opinion Survey" interview work carried out on 16 Tse-chiang and Jhuguang trains.
12	18	Eight more tilting EMU carriages delivered (bringing the total to 48)
12	26	First stage switching as part of Yilan line Dongshan station raising work completed. 2,3 and 4 elevated tracks and platform 2 begin operation.
12	30	In coordination with business requirements Sike station (basic station) between Nangang and Sizhi begins operating. Sizhi station is the managing station.

鐵路年鑑

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