

高速鐵路

都會印象

The Impression of THSR Cities







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of THSR Cities



交通部高速鐵路工程局編著



高速鐵路建設成果系列畫冊5

都會印象

HSR Project Results Pictorial Volume 5  
The Impression of THSR Cities

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交通部高速鐵路工程局編著





# 序 · PREFACE



## 部長序

交通的意涵包括運輸transportation及通信communication，它的目的是要幫助人類彼此之間有更好的聯結，進而產生合作，共同提升整個生活的環境及品質。臺灣高速鐵路的興建與營運，便是運用科技突破時空的限制，建構出臺灣人民全新的生活型態。

政府為使高鐵車站地區成為結合交通轉運、工作、居住與休閒功能之高品質生活空間，乃於高橋桃園、新竹、臺中、嘉義及臺南車站周邊劃設總面積1,507.53公頃之車站特定區，同時為提升各特定區與市中心之交通及發展條件，除致力於聯外道路之改善及興建工程外，並規劃有產業專用區、商業區、住宅區等多元土地使用，將高鐵站區塑造為政府推動後ECFA時代黃金十年的重要舞臺。

臺灣的高速鐵路不僅僅是一條高速的運輸軌道，更是臺灣都會區域重整與經濟產業全面升級的表徵，同時也是臺灣與世界共同面對全球暖化與燃料高漲等環保議題的先鋒。高速鐵路建設成果系列畫冊5是一本蒐集高速鐵路沿線車站地區城鄉發展的影像集，也是高鐵建設成果紀錄的一部分，冀透過對都會人文歷史紀錄的回顧，闡述高鐵沿線城市的地標景觀；同時展現政府過去對於提升車站特定區聯外交通系統的努力成果，並擘劃出桃園、新竹、臺中、嘉義及臺南車站特定區之未來發展遠景。本系列畫冊就像是高鐵列車，精準的引領讀者進行一趟「臺灣之美」的高速旅程。

交通部 部長

毛治國

謹識

## Preface by Minister

Traffic, including transportation and communication, is to help build better connection between human beings, generate cooperative relationship and enhance living environment and quality. The construction and operation of Taiwan High Speed Rail has developed a new life style of people in Taiwan by utilizing technology to break through the limitation of time.

In order to facilitate the station districts of high speed rail into high quality living areas incorporating transportation, work, life, and leisure, the government has designed a total size of 1,507.53 Hectare of station districts around Taoyuan, Hsinchu, Taichung, Chiayi, and Tainan stations; meanwhile, the government is also dedicated to enhance the transportation and development of each station districts and the corresponding city centers, including the improvement and construction of access roads and the plan for diversified uses of land for industrial, commercial and residential districts. Station districts of high-speed rail are the important stages for the government to promote Golden Ten Years in the post-ECFA period.

The high-speed rail in Taiwan is not only a high-speed transportation track, but also an symbolism for the rearrangement of urban areas of Taiwan and the upgrade of economic industries. Moreover, it is the pioneer leading Taiwan and the other parts of the world to face environmental issues such as global warming and increase of fuel prices. "The Impression of THSR Cities – Volume 5" is a collection of urban and rural development in the areas of high speed rail stations and also a partial record of the construction result of high-speed rail. By reviewing the historical records of urban culture and history, it is expected to illustrate the landscape of railway cities, to demonstrate government's contribution on enhancing traffic system in station districts, and to draw the future vision toward the development of Taoyuan, Hsinchu, Taichung, Chiayi, and Tainan station districts. Those volumes are as accurate as high-speed rail to guide readers into a high-speed trip for the "beauty of Taiwan".

Mao Chih-kuo

Minister

Ministry of Transportation and Communications





## 局長序

高鐵通車後，每月旅客人次已由96年營運初期約130萬人次成長至100年10月的372萬人次，同時累積運輸旅客近1.5億人次；高鐵利用率的提升，顯示其已成為臺灣西部走廊最重要的中長程運輸系統，拉近了臺北至高雄的距離。身為這個國家的公民，我們有責任發展出對所居之地的空間道德感；身為這個國家交通建設的公僕，我們更有打造貼近人民需要的運具，以創造空間擴大感的使命。全世界公共運輸的設計都是以城市為中心，然後發展出綿密的交通網絡，隨之帶動當地經濟與人口的變遷，創造出因為時空與速度改變所帶來的便利與繁榮。高鐵自96年1月開始正式營運後，成為臺灣西部城市走廊重要的交通工具，各車站已成為城際轉運之重要節點。

臺灣是一個美麗的島國，在悠長的歷史中，每一個城市都展現各種由不同文化交織的歷史美感，高速鐵路的建設從規劃到完工營運長達近20年，對於古蹟文化與生態環境的維護始終不遺餘力，因為我們瞭解，「移動」其實是一種美學；它幫助人們快速的移動到達下一站，是為留下更多的時間，讓人們有更多時間「停駐」下來，去看一看那屬於這城市的美麗風景。讀者透過本書將可看到高鐵沿線主要都市之城鄉景觀風貌新頁、透過第二次交通革命帶給人們的新生活型態，及過去幾年政府對於車站特定區改善聯外交通系統及無縫接駁轉乘的成果。

本書得以順利付梓，特別感謝在編輯期間提供專業協助的臺灣高鐵公司代表，及局內為此書不辭辛勞努力付出的同仁。最後要對曾參與高鐵計畫規劃設計、施工、營運及站區開發等各階段的人員獻上最高的敬意。期盼本書的出版，可以引領國人深刻體驗高鐵沿線城鄉風貌與地標建築之美，並親身感受高鐵一日生活圈逐漸形成的作息改變與快意人生。

交通部高速鐵路工程局 局長

朱旭

謹識

## Preface by Director General

After the operation of high-speed rail, the monthly ridership has been increased from 1.3 million in 2007 to 3.72 million in Oct. 2011, accumulating ridership is approximately 150 million. The increasing of utilization rate indicates that high speed rail has become an important transportation for mid and long distance trips and shorten the distance between Taipei and Kaohsiung. As the citizens of this country, we have responsibilities to develop morality for where we live; as public servants of the transportation of this country, we have missions to create transportation close to the demand of people and sense of expanded space. The design of public transportation globally is centered at cities and further develops intense transportation network, driving the development of local economic and population and building convenient and prosperity due to the change of time and speed. The high-speed rail has become an important transportation in western corridor, and each station has become an important point among cities since commencement in January 2007.

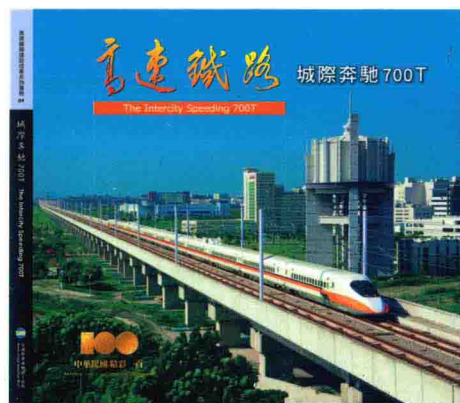
Taiwan is a beautiful island. In our long history, every city has different beauty generated from different cultures. The construction of high-speed rail from planning to completion took 20 years. Great efforts have been made to preserve heritage and environment because we understand "moving" is an art, and helping people move to next stop rapidly is to save much time for people to "stop" and enjoy the beauty of the cities. From this volume, readers will see the landscape of urban and rural views of railway cities, the new life style changed by transportation, and the improvement of access roads the seamless transit of station districts dedicated by the government.

I would like to specially thank to the representative of Taiwan High Speed Rail Corporation and colleagues of the Bureau who were dedicated to this volume. Finally, I would like to send my greatest respect to everyone who was involved in the planning, construction, operation, and development of station districts. I hope this book will guide our people to experience the urban and rural views, the beauty of landscape of railway cities, and the living style of "One Day Living Area" formed from high-speed rail.

Daniel H. Ju

Director General

Bureau of High Speed Rail, MOTC









# 導言 · INTRODUCTION

「高速鐵路建設成果系列畫冊」於高速鐵路通車營運起，逐年將臺灣南北高速鐵路建設相關成果分類彙集重要影像編製成冊，已經完成之4冊內容主題，皆以高速鐵路主體建設成果為主，畫冊1「高速鐵路啟航新紀元」介紹車站及營運設施；畫冊2「工程之美」則是工程施工期間所記錄之重要工法；畫冊3「空中導覽」乃由空中鳥瞰路線沿線重要路段之硬體建設容貌；畫冊4「城際奔馳700T」紀錄700T列車之誕生、運送、測試至營運各階段過程。如果您曾經閱讀上述4冊內容，對高速鐵路建設應有相當了解，尤其高鐵車站、維修基地、列車、高架橋等印象深刻，但對於高速鐵路沿線車站所在地各大都會之人文景觀則較難得知，所以，本畫冊有別於前述4冊之高鐵主體建設，除了將高鐵車站及列車中屬於歡樂、溫馨、愛情、音樂、藝術、公益性之活動剪影分享外，更將帶領讀者以臺灣高速鐵路沿線各大都會為「點」，包含其人文歷史古蹟、車站特定區、聯外交通等，奔馳之700T列車連貫沿線城鄉為「線」，架構新高速交通運輸路廊相關建設成果，呈現臺灣西部高鐵運輸廊帶人文景觀之建國百年新風貌。

本畫冊以高鐵車站所在都會為單元，由北至南依序為首善之都-臺北市、閃耀新城-新北市、國際門戶-桃園、科技重鎮-新竹、文化大城-臺中市、田園城市-嘉義、歷史古都-臺南市、港都城市-高雄市，呈現其獨特之歷史情懷、古蹟建築、遊憩景點、生態景觀、都會風情或田園景緻；相關聯外交通系統，包括新建傳統鐵路支線、都會捷運、高鐵接駁公車以及正進行之臺灣桃園國際機場聯外捷運系統工程建設；此外，每個高鐵車站特定區的開發，更將帶動以車站為核心之發展動能，也是相關不動產開發投資者眼中的明日之星。

寶島臺灣是這麼多樣而令人著迷，且高速鐵路已經肩負西部走廊各大都會之主要交通運輸任務，透過已建構完成之運輸路網，可以快速且舒適地帶您到達目的地。

Ever since the beginning of Taiwan High Speed Rail's (THSR's) operation, year-by-year, important photos of THSR-related construction achievements have been categorized and compiled into pictorial albums. All four previously completed albums have mainly focused on the construction achievements of THSR. Among them, Pictorial Volume 1, "Taiwan HSR Launches a New Era", introduces the stations and the operation facilities. Pictorial Volume 2, "The Beauty of Construction", records the key construction methods-implemented during the constructions stage. Pictorial Volume 3, "Taiwan High Speed Rail From The Air", features bird's eye views of important infrastructure facilities along the route of THSR. Pictorial Volume 4, "The Intercity Speeding 700T", documents train 700T's stages of prototype, mass production, delivery, tests, trial run, and operation. If you ever read the four albums, you should have quite an understanding of THSR constructions, holding particularly deep impressions in aspects of the THSR stations, the maintenance bases, the trains and the bridges but being less knowledgeable on the people and cultural aspects of metropolises where the THSR stations are located in. Therefore, differing from the previous four volumes focusing on the constructions, this volume shares event clips of joy, warmth, love, music, arts and charity that have taken place at the stations and in the trains, will regard the metropolises along the THSR as "points", leading the readers into each metropolis' cultural and historical heritages, station district, traffic accesses and others. Further, with the running 700T lining up the cities and towns along the route, correlated construction achievements summed up a new high speed transportation network, presenting the new look of humanistic landscape of THSR transportation corridor along Western Taiwan R.O.C. centennial.

In this volume, cities where THSR stations are located in are introduced as units of focus north-southbound from Taipei City – the capital, New Taipei City – a glittering new city, Taoyuan – the national gateway, Hsinchu – the technology oriented city, Taichung city– the city of culture, Chiayi – a pastoral city, Tainan city– the historical capital, and Kaohsiung city– the harbor city. These cities are presented in aspects of unique city flavour, historical buildings, recreational attractions, ecological landscapes, urban features or rural sceneries and they are introduced of their traffic access systems respectively including some open branch lines of traditional railway (TRA), the Mass Rapid Transit (MRT) systems, the THSR shuttle buses and the undergoing Taiwan Taoyuan International Airport Access MRT System. In addition, the development of each THSR Station Districts will not only inject energy of developing areas around the station but also become the real estate developers' brightest star of future.

Taiwan, the Formosa, is diversified and charming. The THSR has been bonded to the major transportation tasks between the metropolises along the western corridor, you can be transported to the destination efficiently and comfortably via the existing traffic network.



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速度美學

The Beauty of Speeding

速度，是人類對時空變換的嚮往。

行旅，是人類對生活之美的禮讚。

人類從早期的步行到各式各樣的交通工具出現，對速度的渴求越來越多。高速鐵路的出現，讓地面上的交通有如鷹展翅，高速飛馳般的進步。

臺灣是一個四面環海的高山島國，早期的臺灣多以對海外運進行經濟交易，開啟世界對臺灣的認識，因此才有「一府二鹿三艋舺」俗諺。而臺灣本島對內的交通網路則要從19世紀劉銘傳開始籌建臺灣第一條鐵路後，才正式開啟了島內內部運輸的扉頁，在當時人才與技術都不足的情形下，臺灣的軌道運輸網絡以長達一世紀的時間，完全滲透人們的生活圈，活絡了臺灣的整體經濟發展！而隨著人們對時空轉移的熱烈渴望、能源效能與環保意識的抬頭，政府開始規劃籌建高速鐵路，並期待藉以重塑及整合各個都會區域的產經形態，轉移都會核心，促進整體經濟繁榮，落實高速大眾運輸網路的願景，為臺灣西部走廊打造全新的一日生活圈。

96年，因著高速鐵路的全線通車，人們可以一早從臺北出發，先到新竹吃碗米香四溢的貢丸米粉湯當早點，再到臺中趕赴會議，隨後到臺南賞水雉或欣賞古廟之美，傍晚時分，則到高雄愛河邊，隨晚風徐徐，散步於城市光廊的星光點點中，感到倦意來襲之前，時速300公里的高鐵列車，已在晚上10點左右，送你回到臺北溫暖的家中。

透過速度所帶來的便利，行旅者擁有更多時間，得以慢慢品味地方人文風貌，細細沉吟古今歷史的絕代風華，體會生活中應有的速度美學，這是高速鐵路帶給臺灣的奇蹟，也是臺灣交通史上的偉大進步。

Speed, the humans’ longing for spatial and temporal transformations.

Travel, the mankind’s appreciating for the beauty of life.

From the walking of early days on to the emergence of various transportations , the mankind’s yearning for speed has increased tremendously. With the coming of the high speed rail, on-land travel has advanced swiftly like an eagle soaring with outstretched wings.

Taiwan, as an island nation surrounded by seas,carried out economic trades mostly by marine transports early on, which had opened up the world’s understanding to Taiwan, leading to a native saying “First Fu (Tainan), Second Lu (Lugang), Third Mengjia (Wanhua)”. As for the transportation network within the island, then Chin Dynasty Governor in Taiwan Liu Ming-chuan officially kicked off the development of the island’s internal transportations with his first construction of Taiwan’s railway in the 19th century. Being insufficient in talents and skills at the time, it took Taiwan’s railway transport network a century long to fully merge with the people’s daily life and to invigorate Taiwan’s overall economical development. Moreover, following the earnest desire of people for spatial-temporal shifts and the rising awareness for energy efficiency and environmental protection, the government started to plan building the high speed rail and anticipated the shifting of urban cores by reshaping and integrating the industrial and economic patterns of the urban areas, creating an all-new one-day living circle in the west corridor areas.

Since the full operation of THSR in 2007, people can depart from Taipei at morning, get off Hsinchu enjoying a bowl of savory meatball and rice noodle soup for breakfast, then take train again to Taichung for a meeting, observe pheasant-tailed jacanas or enjoy the beauty of old temples in Tainan afterwards, at evening, standing aside the Love River (Aihe) in Kaohsiung, strolling in a breezy night under the starry sky, and before you get hit by weariness, the THSR train will take you back to sweet home in Taipei running at 300km/hr. possibly by 10 o’clock at the night.

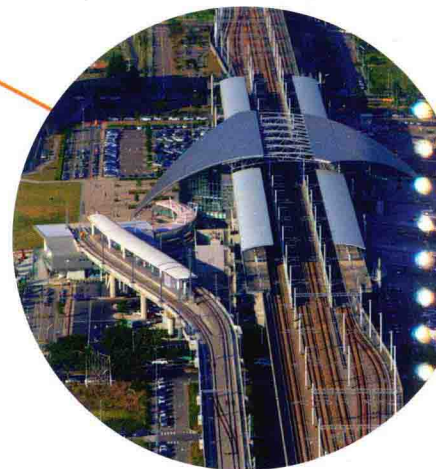
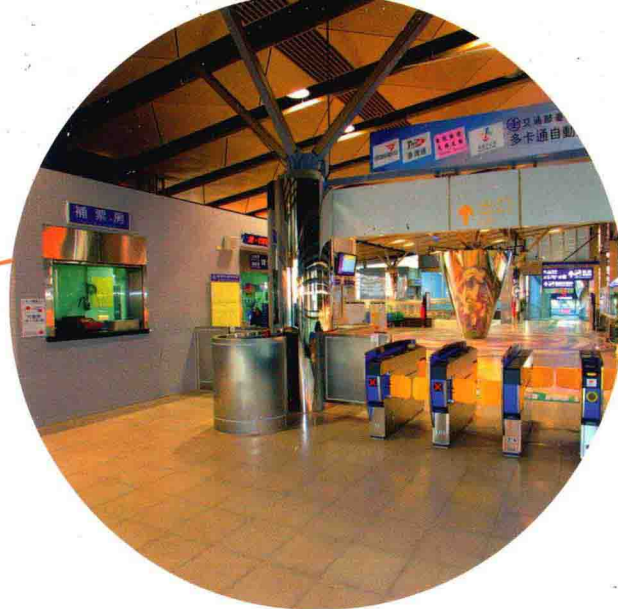
With speed-bringing convenience, travelers can have more time to appreciate leisurely the humanistic flair of a region, to carefully dwell upon the uniqueness and elegance of ancient and modern eras, and to experience the aesthetics of speed in life. This is the miracle that high speed rail has generated for Taiwan, and it is also a great progress in the history of transportation for the mankind.





TAIWAN





## 聯外交通

### Traffic Access



因應高鐵旅客進出站區轉乘交通之需求，建立各高鐵車站健全之聯外運輸網，交通部因而積極推動高鐵站區之聯外交通系統，主要包含聯外道路改善計畫、軌道運輸計畫，以及公路客運路線等。其中「高速鐵路站區聯外道路系統改善計畫」係包含桃園、新竹、臺中、嘉義、臺南及左營等6站30項聯外道路工程，後來又加入了新增苗栗、彰化及雲林3站等12項道路工程，總經費達新台幣486.42億元，總改善長度約171.2公里。這些道路除可提高車站聯絡道路之服務水準、消除運輸瓶頸外，也疏導都市地區過境交通壓力，裨益了都市發展與土地使用。

在軌道運輸方面，則充份利用現有規劃或興建中之臺鐵及都會區捷運，作為高鐵聯外大眾運輸主幹；目前已在新竹及臺南站分別興建了內灣及沙崙支線，旅客便可在臺北、板橋、新竹、臺中、臺南及左營等6站轉乘臺鐵列車；另臺北、板橋、左營站尚有都會區捷運系統做為接駁，而桃園與臺中站則正興建機場捷運與捷運綠線以為銜接；高鐵旅客得以使用快速、便利的軌道運輸系統到達目的地。

在公路客運部分，高鐵營運初期在兼顧轉乘便利性及業者營運成本考量下，完成公車客運路線延伸整合方案，並請客運業者配合高鐵班次調整公車時刻表。臺灣高鐵公司亦自98年4月1日起與快捷公車客運業者合作，推出快捷公車免費搭乘優惠，在桃園、新竹、臺中、嘉義以及臺南等5站共10條公車路線，以路線直捷、班次密集方式，提供高鐵旅客優質的轉乘服務，促使公車搭乘使用率大幅提升，深受旅客歡迎。

因此，民眾可在家利用網路或到附近的便利超商購票、取票後，利用各式接駁轉乘工具到達高鐵車站搭乘高鐵，再利用轉乘工具抵達目的地；而站內的貼心乘車導引更提供老弱與行動不便者安心的服務，此外，桃園站還開辦了預辦登機服務，多元性的服務提升了旅運的品質及旅客的滿意度。







In response to passengers' needs to make transfer at the stations, the the Ministry of Communication (MOTC) has been aggressively promoting the traffic access system for each THSR Station Area, and as a result, a soundly developed transportation network for incoming and outgoing traffic at the stations has been established. The access systems mainly includes road improvement plans, rail transport plans and highway bus routes. Among them, the THSR Station Area Traffic Access System Improvement Program, operating on a total budget of 48.642 billion NT dollars for a total improvement length of 171.2km, is comprised of 30 access road projects at 6 THSR stations, including Taoyuan, Hsinchu, Taichung, Chiayi, Tainan and Zuoying Stations, and 12 road projects for three additional stations which are Miaoli, Changhua and Yunlin Stations. Besides being able to boost the service level of roads and to remove transportation bottlenecks, these roads can also release the pressures caused by the passing traffic in urban areas, facilitating urban development and land use.

With respect to rail transport, the TRA and MRT systems in operation or under planning are fully utilized to serve as the major access of public transportation to THSR. Presently, Neiwan and Shalun branches respectively linking to Hsinchu Station and Tainan Station have been completed, thus, passengers can access via TRA trains at 6 stations: Taipei, Banciao, Hsinchu, Taichung, Tainan and Zuoying. In addition, the MRT systems are provided in Taipei, Banciao and Zuoying stations to shuttle passengers, whereas the Taoyuan International Airport MRT Access System and the Taichung MRT Green Line are under construction for future access in Taoyuan and Taichung stations. With rapid and convenient rail access systems, THSR passengers can reach their destinations promptly.

In the aspect of highway buses, while taking into consideration both of the transfer convenience and the operation costs, THSR completed the highway bus route extension and integration plan and requested bus operators to coordinate with the THSR by adjusting their bus schedules during THSR's initial period of operation. Beginning April 1, 2009, Taiwan High Speed Rail Corporation (THSRC) also works with shuttle bus operators to provide free shuttle bus services, operating 10 bus routes at 5 stations – Taoyuan, Hsinchu, Taichung, Chiayi and Tainan. By operating direct and frequent shuttle buses, THSR passengers are provided with quality transfer services, and the rate of bus usage has increased significantly as a result, becoming popular among the passengers.

Therefore, people can get to THSR stations, after having purchased and received their tickets online at home or at a nearby convenience store, for their train rides by a variety of transfer/shuttle vehicles and can then reach their destinations by again taking transfer vehicles. Moreover, the friendly guidance within the stations also serves as mind-easing service for elderly, children and handicapped passengers. In addition, Taoyuan Station has also implemented an advance flight check-in service, providing diversified services that have improved both the travel quality and traveler's satisfaction.





# 高鐵車站特定區

## THSR Station Districts

高速鐵路自96年通車以來，大幅縮短我國西部走廊之旅行時間與成本，朝向一日生活圈的型態大步開展；為掌握高鐵車站周邊地區合理發展之契機，政府同時於桃園、新竹、臺中、嘉義及臺南車站規劃設置五個車站特定區，依據經建會99年「國土空間發展策略計畫」之上位指導方針，各特定區已定位為我國西部城市廊帶來居住、產業發展的新核心，利用高鐵快速、準點、環保等特色，與特定區廣大的發展腹地，五個車站特定區將成為我國進入後ECFA時代政府打造黃金十年的最佳舞台。

高鐵車站特定區之開發，為高鐵通車後政府持續推動高鐵相關土地開發計畫之重點工作，高鐵桃園站利用其四小時航程可抵達東亞主要城市之優勢，將發展為跨國企業及台商經營亞洲市場之決策及營運中心。高鐵新竹站結合生物醫學科技園區，以及臺灣大學、交通大學、清華大學、臺灣科技大學等知名大專院校等優勢，朝向生技、科技研發之目標邁進。高鐵臺中站於縣市合併升格後，配合特定區所擁有的交通區位優勢，預計引進觀光旅遊服務、娛樂零售、產業研發、商業服務及地方行政等產業及機構，成為適合遊憩、觀光、購物之國際城市。高鐵嘉義站，結合周邊阿里山、故宮南院之觀光資源，在以農業及觀光為地方主要產業特色下，作為行銷地方特色產業之櫥窗。高鐵臺南站在市府積極推動新能源政策下，臺南市發展綠色能源產業研發-生產產業鏈逐漸形成，具市場及政策之發展優勢，將作為臺灣發展綠能產業研發與營運的主要基地，成為推廣綠色生態社區示範點。

高鐵各特定區結合地方優勢產業，一步一腳印的持續引進民間廠商開發，在政府與民間攜手努力下，未來必可成為臺灣西部走廊明日新星。



The THSR has significantly shortened the time and cost of the travel in Western Taiwan and made great strides towards the development of a one-day living circle since operation in 2007. To get the great opportunity for an adequately development in THSR station surrounding areas, the government established 5 THSR Station Districts at Taoyuan, Hsinchu, Taichung, Chiayi and Tainan. According to the master guidelines of Council for Economic Planning and Development (CEPD's) 2010 'Strategic Plan for National Spatial Development', each station district has been designated as the new cores of living and industrial developments for those cities. By utilizing the features of THSR for being fast, punctual and environmentally-friendly, and combined with their hinterlands of these districts, the 5 THSR Station Districts will be the great stage of 'a golden decade' for Republic of China R.O.C entering into the post-Economic Cooperation Framework Agreement (ECFA) era.

The developments of THSR Station Districts are the key of the government on its effort to continue promoting THSR-associated land development projects following the operational of THSR. Taoyuan THSR Station will develop a decision and operation Centre for multinational corporations and Taiwanese businesses operating in Asian market by taking advantage of its 4-hour flight time to the various main cities in East Asia. Hsinchu THSR Station will achieve the goal of biotechnology and technology Research and Development (R&D) by integrating biomedical tech park and renowned institutions, National Taiwan University (NTU), National Chiao Tung University (NCTU), National Tsing Hua University (NTHU) and National Taiwan University of Science and Technology (NTUST). Following merging of Taichung City and Taichung County, Taichung THSR Station, by taking advantage of the location of the district, will expect to introduce industries and institutions related to tourism and travel, entertainment retail, industrial R&D, commercial service and local administration, becoming an international city suitable for recreation, sightseeing and shopping. While keeping to local industrial features – being mainly agriculture and tourism propelled, Chiayi THSR Station integrates local tourism resources, as provided by Ali Mountain and National Palace Museum Southern Branch, to become the window display for marketing local specialties. Under the local government's active promotion of the new energy policy and as Tainan City drives the development of green energy industries - with the industrial chain (R&D and production) gradually shaping up to give it developmental advantages in market and in policy, Tainan THSR Station will function as the main base for the R&D and the operations of green energy industries in Taiwan, becoming the demonstration spot for promoting green eco-community..

Each THSR Station District integrates local dominant industries and introduces private investment step by step. Under the partnership between public and the private sector, for certain in futur, these station districts will be the shining stars of tomorrow in Taiwan's western corridor.