

高速鐵路

2007

Taiwan HSR Launches a New Era

台灣高速鐵路啟航新紀元



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高速鐵路建設成果系列畫冊1

台灣高速鐵路啟航新紀元

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Taiwan HSR Launches a New Era

發行人：龐家驊
發行所：交通部高速鐵路工程局
地址：台北縣板橋市縣民大道二段7號9樓
電話：(+886-2)80723333 轉8261
網址：http://www.hsr.gov.tw

指導委員：胡湘麟

審查小組

召集人：盧湘華
副召集人：陳錦勝
委員：朱登子 郭保麟 范揚明 曾繁鐘 廖崑亮 何松原
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總編輯：黃孝思
文字編輯：鄭雯文 李宏仁 吳明憲 詹子瑩 賴美孜 范姜燮
美術設計：賴小萍
美工題字：廖銘星
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Guiding Member：Hsiang-Ling Hu

Screening team

Convener：Hsiang-Hwa Lu
Deputy Convener：Ching-Shen Chen
Committee Member：Daniel Chu, Vincent Kuo, Yang-Ming Fan, Fan-Cuunh Tseng,
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Ming-Feng Hsu, Cheng-Liang Ni

Managing Editor：Hsiao-Shih Huang
Editor：Wen-Wen Cheng, Hong-Jen Lee, Michael Wu, Sabrina Chan, Meei-Tze Lai,
Hsieh Fan Chiang
Art Designer：Hsiao-Ping Lai
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交通部高速鐵路工程局
Bureau of High Speed Rail, MOTC



台灣高鐵
TAIWAN HIGH SPEED RAIL

是政府與民間的美妙合奏
是軌道與人文的極速雙舞
是台灣與國際的完美接軌

An elegant performance between government and the citizens
A graceful duet between rail and society
An amicable cooperation between Taiwanese and international partners

是城鄉的拉近
是區域經濟的再造
是歷史的新起點

Bringing city and countryside closer in harmony
Rebuilding regional economies
A new starting point in the island's history

南北若比鄰
往來皆繁榮

Making north and south closer neighbors
And delivering a universal prosperity

高鐵啟航新紀元 速奔新天地!

The HSR has launched a new era in speed and convenience!

高速鐵路

台灣高速鐵路啟航新紀元
Taiwan HSR Launches a New Era



序 · PREFACE



部長序

台灣鐵路始建於清光緒13年(1887)，由巡撫劉銘傳所倡導，歷時5年終於清光緒17年完成台北至基隆28.6公里的路線。回首先人歷經艱辛，克服萬難，開啟台灣鐵路之先，120年後，台北至左營全長345公里，時速高達300公里的台灣高鐵順利通車營運，不僅開創台灣軌道運輸史的新猷，更代表我國交通運輸「質」與「量」的大躍進。

其實運輸工具對於人類的影響絕對不止於「交通」而已，在高鐵之前，台灣運輸史上最近一次影響我國經濟及區域發展並造成重大結構性改變的運輸系統，正是六〇年代完工的中山高速公路，它不僅是國人生活中不可或缺的重要運輸工具，更是奠定我國經濟發展的重要基石。如今，台灣高鐵再一次將西部走廊的時空距離大幅短至90分鐘，我們堅信這樣的一個運輸工具，絕對會再一次發揮重要而且深遠的影響，更將是引領國人邁向優質新生活，我們稱之為「高鐵優質新生活」的重要連結。

本部高鐵局為記錄這台灣軌道運輸史上重要的一頁，特別編撰「高速鐵路建設成果系列畫冊」乙書，全書以影像圖片為主，輔以淺顯易懂的文字解說，內容包括種種現代化鐵路設施及營運運作的介紹，正是認識台灣高鐵及保留台灣高鐵之美的絕佳典藏，爰特為序，以茲推薦。

台灣高鐵通車營運迄今，載運旅客已突破1,000萬人次，包括安全、運轉及服務等多項指標表現均與國際水準不相上下，本人也要特別在此期勉台灣高鐵公司確實做好行車運轉與安全、加強提昇服務品質、努力提供最優質的運輸服務，相信唯有不斷的進步才能創造國人、民間機構及政府三贏的BOT良好典範。

交通部 部長

吳唯

謹識

Preface by Minister

Building of the Taiwan railway commenced in the 13th year of the Guangxu emperor of Qing Dynasty (1887). It was organized and promoted by the Imperial Inspector Ming-Chuan Liou. It took five years to construct the 28.6 km railway section from Taipei to Keelung and this was completed in the 17th year of the Guangxu emperor. Our forefathers' experienced hardship and overcome extreme difficulties but through their effects led to Taiwan having their own railway. One hundred and twenty years later, the Taiwan High Speed Rail from Taipei to Zuoying with a length of 345 km and trains running at 300 km per hour is finally operational. Not only does this success open a new page for Taiwan's transportation history, but also it represents great progress and improvement in quality and quantity of our transport system.

In fact, the impact of transport modes on people is not just in the aspect of "transportation". Before Taiwan High Speed Rail was built, the most important transport system resulting in transformation on our economic and regional development in recent decades was National Expressway No. 1, built in the 1970's. Not only has this freeway become crucial and necessary for citizen's transportation, but also it has established itself as an important foundation of Taiwan's economic development. Now, Taiwan High Speed Rail makes a new breakthrough – shortening the journey between the north and the south to 90 minutes. We believe that such a transportation mode once more brings its full play and profound influence linking Taiwanese people towards an excellent new life, so call "Taiwan High Speed Rail Super-Quality New Life."

To record the important page for Taiwan's railway transportation history, our Bureau of High Speed Rail have composed a special "HSR Project Results Pictorial". This book mainly focuses on visual images accompanied by helpful texts which people can easily understand. This Pictorial's content includes introductions to various modern railway facilities, management and operation. Therefore, it is an excellent collection of how to understand Taiwan High Speed Rail and to retain its beauty. I am here to write the preface and recommend this Pictorial.

From the opening until now, Taiwan High Speed Rail has had over 10 million passengers. Its safety, operation, services and other performance are well up to international standards. I would like to encourage Taiwan High Speed Rail Corporation to keep the superb conditions of vehicle operation and safety, to raise service quality, and to supply the best transportation service. Only with continuous improvement can 'triple wins' – for the citizens, the private sector and the Government – be fulfilled.

Dullis Tsai

Minister

Ministry of Transportation and Communications



局長序

「速度」是台灣高鐵給我們的第一印象，但是除了速度之外呢？你我的目光一定也曾經為它造型流線的700T列車、精緻現代的車內空間、貫穿南北的壯觀路線、寬敞明亮的新穎車站、充滿活力的高鐵員工……等充滿新奇、美麗的影像而停留。

台灣高鐵是我國邁向現代化先進軌道運輸過程中極為重要的里程碑，它是一個全新的系統，路線自台北南港到高雄左營全長345公里，車站建築極具風格，值得一提的是新竹車站更曾代表台灣參加威尼斯建築雙年展，備受國際建築界矚目。當700T列車以300公里的時速奔馳台灣南北，由空中俯瞰宛如飛躍的巨龍，景象壯麗，憾動人心。

為紀錄並留下台灣高鐵的美麗身影，在推動執行這樣一個深具意義的重大建設過程中，本局特別由專人拍攝紀錄高鐵通車首班營運列車的歷史畫面、高鐵列車、車站及路線等現代化設施的照片、高鐵營運人員認真投入的影像，並加註解說文案，編撰成冊，除見證台灣軌道運輸的進步外，更期盼與國人，特別是眾多的鐵道迷，分享更多的高鐵知識及台灣高鐵美麗與感性的一面。

最後要提的是，這本書冊內每一張照片所呈現的影像，其實都是許多無名英雄在背後默默的努力與無盡的付出所得到的豐收果實。所以，本人特別要藉這本書冊的出版，感謝本局歷任首長董萍、毛治國、林崇一、廖慶隆、何煥軒、吳福祥，及所有曾經參與高鐵建設及營運的人，同時也要期勉所有的高鐵同仁堅守信念，努力提供國人安全、快速、準確的高速運輸服務。

交通部高速鐵路工程局 局長

龐家輝

謹識

Preface by Director General

Speed is the first impression most people get when they see an HSR train. But what about apart from speed? You and I have certainly gazed at least once on the sublimely aerodynamic 700T trains, the exquisitely modern passenger compartments, the imposing tracks linking the country from north to south, the spacious and well-lit stations, and the spirited HSR employees—all these things reflect the novelty and aesthetic power that shape the HSR's image.

The opening of the HSR is an extremely important milestone in Taiwan's process of adopting advanced modern rail transportation. The HSR is an all-new system linking Nankang in the suburbs of Taipei with Zuoying District in Kaohsiung. The line has a full length of 345 km. The new stations all have appealing and very distinctive architectural styles. It should be remembered that Hsinchu Station represented Taiwan at the Venice Architecture Biennale, and received very favorable attention from the international architectural community. When the 700T train are racing north and south at their full speed of 300 kph, from the air they seem to have the majesty and swift grace of flying dragons.

This Bureau has specially engaged professionals to produce a photographic record of the HSR's first formal public train. This volume contains scenes that capture the beauty of the HSR, and also preserves a deeply meaningful historical event in the development of Taiwan. The photographs of the modern HSR trains, stations, and track, the serious and committed demeanors of the HSR operators, and the explanatory text on these pages bear witness to a great step forward in Taiwan's rail transportation. We also hope with this volume to share more knowledge about the HSR, along with its beauty and sensory appeal, with citizens in all walks of life, especially the many railroad enthusiasts.

Lastly, it needs to be mentioned that each photo in this book actually shows the achievements of many nameless heroes who gave their all without any hope of recognition. I would especially like to take advantage of the publication of this volume to mention the ex-heads of BOHSR—Ping Tong, Chi-Kuo Mao, Chung-Yih Lin, Ching-Lung Liao, Nuan-Hsuan Ho, and Fu-Hsiang Wu—along with all the individuals who participated in the construction and operation of the HSR, and also encourage all my colleagues at the HSR to stick to their ideals and work hard to provide citizens with a safe, fast, and on-time high-speed transportation service.

Jar-Hwa, Pang

Director General

Bureau of High Speed Rail, MOTC

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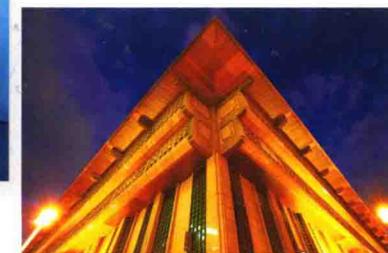
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福爾摩莎

高鐵新紀元

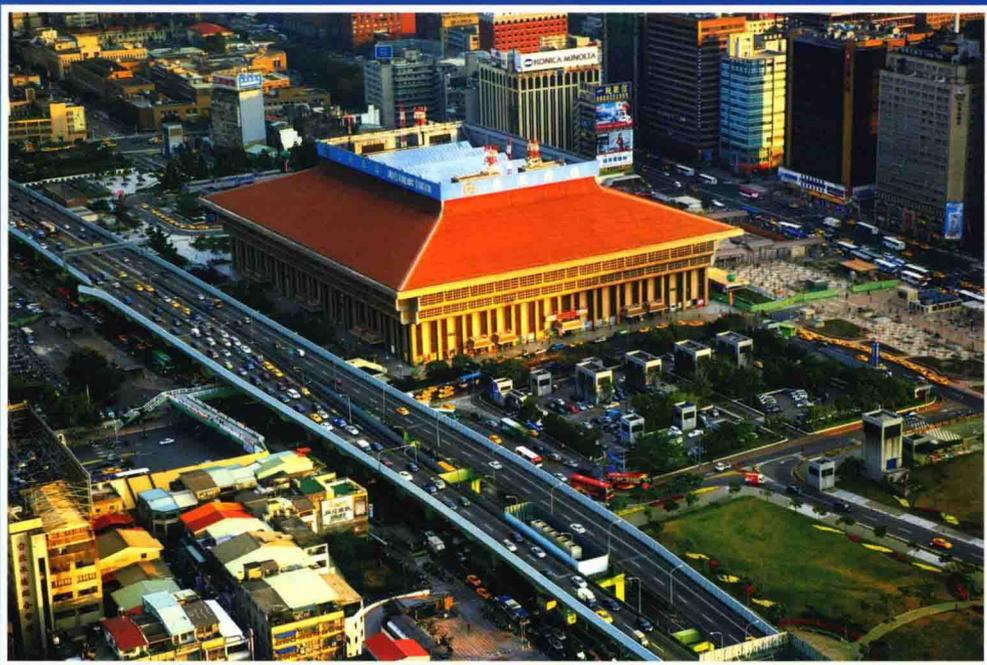
台灣，福爾摩莎，美麗之島

鳥瞰台灣，群山疊翠，百分之七十的丘陵和高山，蘊含了豐富的自然資源，卻也滯礙了陸上交通的運輸發展。三、四十年來，台灣的陸上交通出現許多重要的交通建設，它們把台灣串連成北、中、南3大都會區，也同時創造了台灣的經濟奇蹟。

隨著人口及社會經濟發展，台灣西部走廊城際之間公路交通流量繁重、鐵路運輸不敷需求、空中運輸飽和，台灣西部走廊需要一條更便捷、安全、舒適的現代化運輸系統。於是興建高速鐵路成為台灣邁入21世紀的首要任務。

2007年通車營運的高速鐵路目前共有8個車站，分別是台北、板橋、桃園、新竹、台中、嘉義、台南和左營，它們是各有意象風貌、地方風情且各具特色功能的新車站。新車站造就了新市鎮，新市鎮創造了新都會，新都會帶來新生活，於是無所謂都市和庄腳、無所謂故鄉與他鄉；福爾摩莎、美麗之島處處芳馥、地地爭豔，台灣新天地焉然形成！





TAIPEI



台北站

BANCIAO



板橋站

TAOYUAN



桃園站

HSINCHU



新竹站

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CHIAYI

嘉義站

TAINAN

台南站





Formosa

the New HSR Era

Taiwan, Formosa, the beautiful island

Seventy percent of the island of Taiwan is covered by lushly-vegetated hills and mountains. While Taiwan's mountains are rich in natural resources, the vast mountains have long been obstacles for the development of land transportation on the island. Nevertheless, communication infrastructure has improved immensely over the past three or four decades, and has linked Taiwan's northern, central, and southern urban areas, helping create Taiwan's economic miracle.

Due to the growing population and bustling socio-economic development, inter-city highways in Taiwan's western corridor are congested with traffic. Conventional railways cannot keep up with demand, and air transportation is saturated. The time had therefore long been ripe for a safe, convenient, comfortable, and up-to-date transportation system in Taiwan's western corridor. This is why building a High Speed Railway has been such an important mission for Taiwan at the turn of the 21st century.

The HSR had eight stations when trains began running in 2007. Each of the stations at Taipei, Banciao, Taoyuan, Hsinchu, Taichung, Chiayi, Tainan, and Zuoying features a different and distinctive multifunctional architecture reflecting local characteristics. New communities springing up around the new stations are creating new urban areas, generating new vitality, and eradicating differences between city and country. We can look forward to an entirely enhanced and even more beautiful island of Formosa, full of vibrant places with varied features and attractions.



