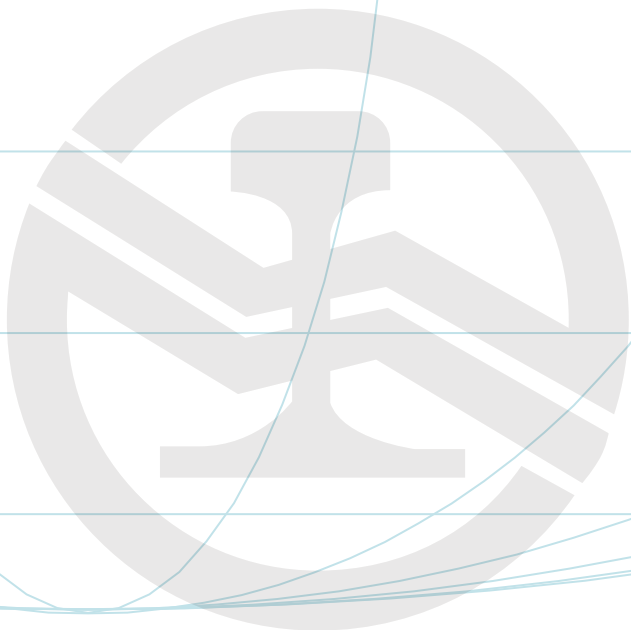


交通部鐵路改建工程局 2011 局務概況



Annual Report of
Railway Reconstruction Bureau, MOTC



ISO 9001

2011

交通部鐵路改建工程局 局務概況



Annual Report of
Railway Reconstruction Bureau, MOTC



交通部鐵路改建工程局
Railway Reconstruction Bureau
ISO 9001 Ministry of Transportation and Communications





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局長序 Preface

局長 Director General

許從逸
Hsu, Chun yat

再啓新頁 領航者

民國72年本局建制成立，前身為「交通部臺北市區地下鐵路工程處」，長期扮演著改建臺灣鐵路、加速現代化的重要推手。歷經二十八載，在全體同仁孜孜不懈下，戮力完成各項重大交通建設，也交出亮麗的成績單，在國家成長發展的艱辛歷程中，貢獻良多，工程團隊也得以在工作歷練中茁壯、堅強，個人無限感佩。

本局執行之國家重大交通建設，除了先後完成的「臺北車站地下化專案」、「松山專案」與「萬板專案」，及即將完工的「南港專案」之外，目前執行中15項計畫及規劃中2項計畫，已在既定的期程內陸續推動，在同仁的焚膏繼晷的趲趕，去（99）年8月完成新左營場站啓用，本（100）年元月完成第一條銜接高鐵、臺鐵的臺南沙崙支線鐵路，及第二條11月初完成之新竹六家支線及內灣支線鐵路。本局目前業務範圍涵蓋全省，除辦理全省都會區鐵路立體化、捷運化及東部鐵路快速化暨車站效能提升等計畫，同時也參與高速鐵路、捷運建設的興建，工程繁雜、艱鉅，仍有賴全體同仁的無畏艱鉅、不辭辛勞的努力，再創歷史佳績。

配合行政院組織改造計畫，本局將與高速鐵路工程局合併成立「鐵道局」，掌理全國鐵路規劃和管理重責，職掌事項除原有鐵道工程業務外，並納入鐵道監理及鐵道產管等業務，使鐵道局之組織更臻健全，建構臺灣整體鐵道網，未來任務亦將隨之顯著增加，作業亦將面臨更險峻的挑戰，期盼全體同仁，仍廣續優良傳承，擔起政府交付之重責，並在既有的基礎上，繼續努力。值此「局務概況」付梓之際，分享心得與同仁共勉之。

Charting a New Course After a Page is Turned

The Railway Reconstruction Bureau (RRB), Ministry of Transportation and Communications should be traced back to the Taipei Railway Underground Project Office, which was set up in 1983. Over the decades it has played a key role in improving and modernizing Taiwan's railways. The concerted hard work of each and everyone at the RRB during the past nearly 30 years has left an outstanding track record of completing many important projects. There is no ruling out the RRB team's contribution to the country's pursuit of growth and development. In turn, people of the RRB have also emerged even stronger and more confident. I, more than anyone else, appreciate and admire their devotion.

After completion of the "Taipei Railway Underground Project," "Songshan Project" and "Wanhua-Banqiao Project," the Nangang Eastern Extension Project is about to draw to a close soon. Another 14 ongoing projects and two prospective projects are also moving forward as scheduled. Thanks to the diligent work of the RRB team, a new Zuoying Station was completed and became operational in August 2010. The January 2011 completion of the Tainan-Shalun Branch Line linking the services of HSR Tainan Station and TRA Tainan Station, the first of its kind in Taiwan, is due to be followed by a second such service, or TRA the Hsinchu Liujia and Neiwan Branch Line, by the end of October. The RRB undertakes various projects throughout Taiwan—urban railway grade separation, TRA Rapid Transit Systematization in metropolitan areas, and the speeding up of rail services and Railway overall service Efficiency Improvement in eastern Taiwan. Meanwhile, it is involved in construction of Taiwan High Speed Rail tracks and various rapid transit networks. Complicated and daunting as these projects may be, the RRB team is to be counted on doing their job fearlessly and competently.

In tandem with an Executive Yuan (Cabinet) initiative to streamline the government structure, the RRB and the MOTC's Bureau of High Speed Rail are due to be merged in 2012 into a Railway Bureau, Ministry of Transportation and Construction, that will oversee the planning and management of railways nationwide. On top of railway construction, the prospective agency is also to be entrusted with the supervision and management of railway-related industries. All these more demanding duties must constitute a formidable challenge. But each and everyone at the RRB must not recoil at this prospect. We have a legacy to uphold. Building on what has been achieved all these years, we will do our best to accomplish whatever new assignments given by the government. I'd like to take advantage of this occasion—our Annual Report going to print—as a moment of sharing and resolution. That is, we vow to keep up a proud track record.



臺鐵臺南沙崙支線計畫空照圖

組織與職掌

建設鐵道的英雄

交通部鐵路改建工程局（簡稱鐵工局），其前身為民國72年7月1日成立的「交通部臺北市區地下鐵路工程處」（簡稱地鐵處），當時主要負責臺北市區鐵路地下化計畫的規劃與執行，也是我國第一個鐵路專業工程機構。

臺灣省政府精省後，地鐵處於88年7月1日納編原臺灣省交通處的東部鐵路改善工程局，並改名「東部工程處」，專責辦理東部鐵路改善工程。91年1月1日，始奉行政院核定更改為今日鐵工局名銜，業務職掌並隨之修訂為全國重大鐵路改建工程之綜合規劃、設計與施工等。96年2月5日，另設置「南部工程處」，專責推動高雄、屏東等地工程。98年7月1日成立「中部工程處」，推動臺中、彰化、嘉義、臺南等地工程。

鐵工局為一鐵路建設與改善工程之專責機關，業務範圍涵蓋五都直轄市在內的全省各都會區，於鐵路工程完成後，將相關設施移交臺灣鐵路管理局營運使用。

配合行政院組織改造作業，整合中央機關鐵道人力，健全鐵道運輸之發展，鐵工局及高鐵局合併成立鐵道局。業務範圍除既有之執行各項鐵路改建（善）工程業務外，另納入鐵道監理及產管業務，並執行鐵道系統相關技術研究發展、技術整合與規範研訂等事宜，以健全完整之專業鐵道組織。



Organization & Duties

Men Who Lay the Rail Tracks

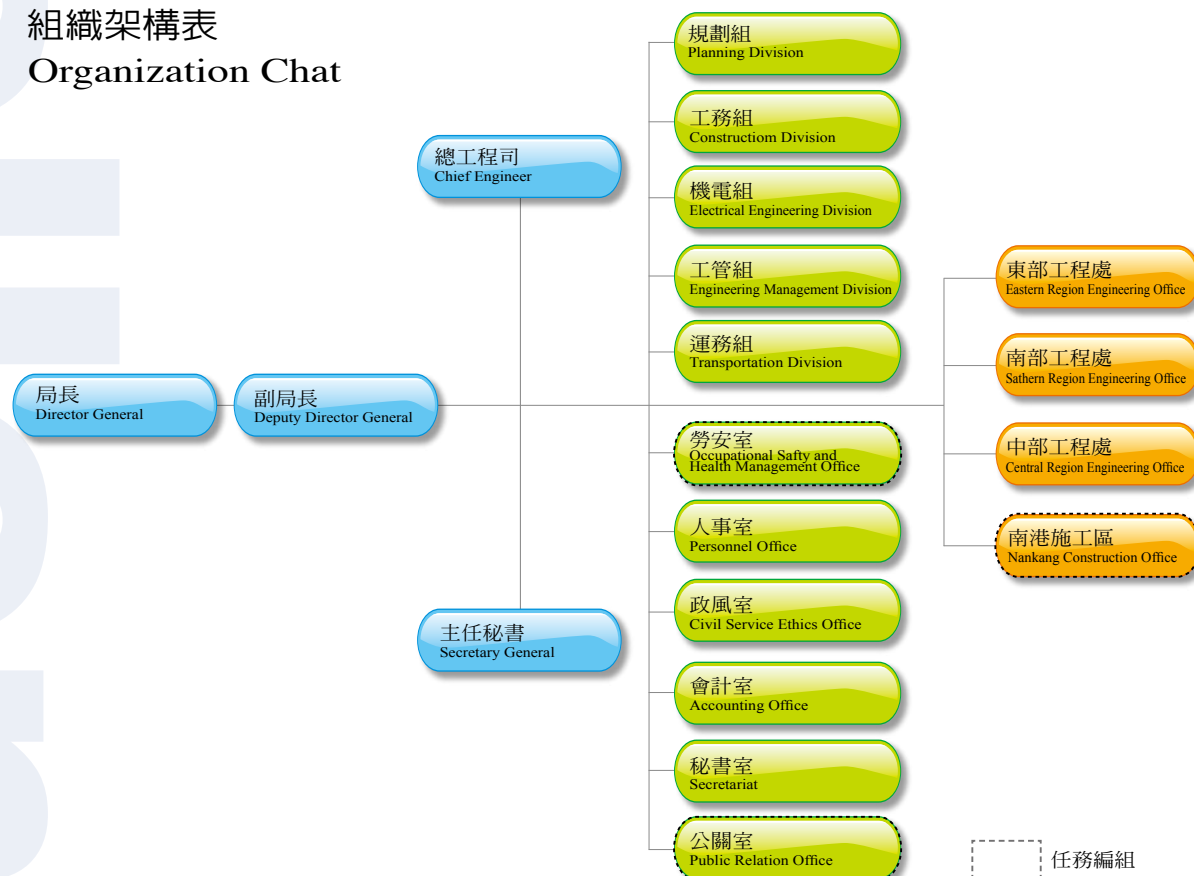
The Taipei Railway Underground Project Office (TRUPO), the precursor of the Railway Reconstruction Bureau (RRB), Ministry of Transportation and Communications, was established on July 1, 1983. As Taiwan's first agency specializing in railway engineering, the TRUPO was responsible for the planning and implementation of moving underground rail tracks in Taipei.

After the streamlining of the Taiwan Provincial Government, the TRUPO was combined with the East Railway Improvement Engineering Bureau of the former Taiwan Provincial Transportation Administration on July 1, 1999. Named the Eastern Region Engineering Office, the new entity was responsible for implementing railway improvement projects in eastern Taiwan. After its Cabinet-approved name change to the RRB on January 1, 2002, it was officially called upon to plan, design and undertake railway reconstruction nationwide. On February 5, 2007, a separate Southern Region Engineering Office was set up to undertake projects in Kaohsiung and Pingtung. It was followed by the establishment, on July 1, 2009, of the Central Region Engineering Office that was given the responsibility of implementing projects in Taichung, Changhua, Chiayi and Tainan.

The RRB is charged with constructing and improving railways in metropolitan areas throughout Taiwan, including Taipei and Kaohsiung that are placed under the direct jurisdiction of the Executive Yuan (Cabinet). After a given railway engineering project is completed, operation of related facilities is then turned over to the Taiwan Railways Administration (TRA).

In tandem with a Cabinet initiative to streamline the government structure, the RRB and the MOTC's Bureau of High Speed Rail are due to be merged in 2012 into a new Railway Bureau. In addition to railway reconstruction and improvement, the prospective agency is also to be entrusted with the supervision and management of all railways and railway-related industries. To attain a better-rounded railway structure, it will also undertake R&D, integrate technologies and map out pertinent regulations.

組織架構表
Organization Chart



2011局務概況—城市好行 躍萬里 RRB Update 2011—Connecting Cities Far and Wide

從北到南，由東到西；
穿越千山，行經萬里，
一步一腳印地為每個縣市鄉鎮，致力奉獻，
建構無遠弗屆的高速運輸時代，提升生活新價值，
綻放每座城市的魅力與生命力。

From north to south, From east to west, tracks are laid over great distances and across mountains. Inch by inch, railroads find their way into every city, county and township. The advent of a new era of far-reaching, high-speed transport adds new dimensions to everyday life. Every city in Taiwan can now share with passengers and residents a beauty and vitality uniquely of its own.





基隆車站南口站體

執行中▶▶北部

■ 基隆火車站都市更新站區遷建

為推動示範性「都市更新旗艦計畫」，並加速基隆火車站及周邊地區之都市更新，打造基隆市交通轉運中心新契機，帶動基隆港轉型成為觀光親水性港口，藉以強化基隆市海洋城市印象，行政院98年2月核定「基隆火車站都市更新站區遷建計畫」計畫，綜合規劃於98年11月核定。100年4月16日跨17日完成臨時月臺及臨時軌切換啓用，車站細部設計作業陸續辦理，預定102年6月完工。

計畫內容主要係將基隆車站站體南移至忠一路以南，月臺向北延伸並設置簡易出入口，以利銜接西岸碼頭海運之旅客，計畫範圍涵蓋臺鐵縱貫線的基隆站至三坑站，全長約1.5公里。



基隆車站增設臨時月臺

Underway▶▶Northern Region

■ Keelung Station Relocation Project

In February 2009, the Executive Yuan approved “the Keelung Railway Station Resonstruction Project.” Intended as a model for urban renewal nationwide, it is designed to breathe new life into the existing station and its vicinity at a faster clip. While revamping the city’s role as a transportation hub, it is also meant to restore Keelung as an inviting city on the seashore and to transform Keelung Harbor into a port for tourism and waterfront leisure. A master plan was adopted in November 2009. Detailed design of the project unfolded after temporary platforms and rail tracks were officially put to use at the midnight of April 16, 2011. Completion is set for June 2013.

The project is intended mainly to relocate Keelung Station southward, to south of Zhongyi Road, while extending its platforms northward and adding exits and entrances to serve people coming from and going to the West Passenger Terminal. The project covers a stretch of about 1.5 kilometers from Keelung Station to Sankeng Station.



南港車站鳥瞰



新松山車站鳥瞰

■ 臺北鐵路地下化東延南港工程（南港專案）

臺北鐵路地下化東延南港工程（簡稱南港專案），係賡續鐵路地下化自72年起將臺北車站華山至萬華縱貫鐵路移入地下、松山專案自華山東延松山消除鐵路橫越北市東區之隔閡、萬板專案改進萬華及板橋間道路交通壅塞等三大區段之後續延伸工程。南港專案之規劃興建，自87年11月起，歷經12年餘，至100年8月全部竣工，並配合新增平面道路（市民大道）於10月全面啓用通車。這一長達28年的鐵路地下化工程，在鐵路發展史及對大臺北地區之繁榮發展，極具指標性意義，不但可使大臺北都會區原鐵路兩側地區重新縫合，大幅改善交通及市容景觀，對於促進區域整體開發、減少環境污染及提升工程技術有莫大助益。而南港專案則對建構南港交通轉運中心、擴大南港經貿園區功能，以及發展南港成爲臺北東區新副都心等民生關鍵性作用。

南港專案西起臺北市基隆路，東迄臺鐵七堵車站，全長19.4公里。工程內容包括改建臺鐵松山至南港間地下化設施、汐止至五堵間高架化設施，同時興建松山及南港地下車站、汐止及五堵高架車站、七堵平面車站，並新建五堵貨場及七堵調車場。更重要的是，本案配合辦理臺北捷運隧道共構施工及高鐵南港站先期工程，建構南港地區交通運輸網絡，達成三鐵共站目標。南港專案竣工將爲歷經28年大臺北都會區鐵路地下化工程劃下句點，爲交通建設再立典範。

■ Taipei Urban District Underground Railway Nangang Extension Project (Nangang Project)

The Nangang Extension of the Taipei Railway Underground Project (the Nangang Project) is a continuation of three major urban railway underground projects which started in 1983 and include: the underground relocation of the Huashan – Wanhua section, the Songshan Project to remove barriers separating the eastern part of Taipei City, and the WanBan Project to alleviate traffic congestion between Wanhua and Banqiao. The Nangang Project took more than 12 years (November 1998 - August 2011) for planning and construction to be fully completed. Together, these three ambitious 28-year railway underground projects carry significant meaning to the history of railway development in Taiwan and the prosperity of Taipei City. By connecting areas originally separated by railways and improving the traffic and landscape of the metropolitan area, these projects help enhance the overall development of different districts, minimize air-pollution and advance construction techniques. In fact, the Nangang Project plays a key role in creating a transportation and transit center in Nangang, as well as expanding the functions of the Nangang Trade Park and developing Nangang as a new center in the metropolitan area

Starting from Keelung Road in Taipei City and heading eastward to the Taiwan Railway Qidu Station in Keelung, the Nangang Project covers a total length of 19.4 kilometers and includes reconstruction of underground facilities between Songshan and Nangang, along with elevated facilities between Xizhi and Wudu, and the construction of Songshan and Nanagang underground stations, Xizhi and Wudu elevated stations, Qidu at-grade station as well as the Wudu freight yard and Qidu Marshaling Yard. More importantly, the project accommodates works for co-construction of Taipei Rapid Transit System tunnel facilities and the Taiwan High Speed Rail's Nangang Station facilities, achieving the goal of establishing a hub for three different forms of rail transportation. The completion of the Nangang Project marks an end to 28 years of the underground railway work in Taipei City, setting a new model for transportation infrastructure.



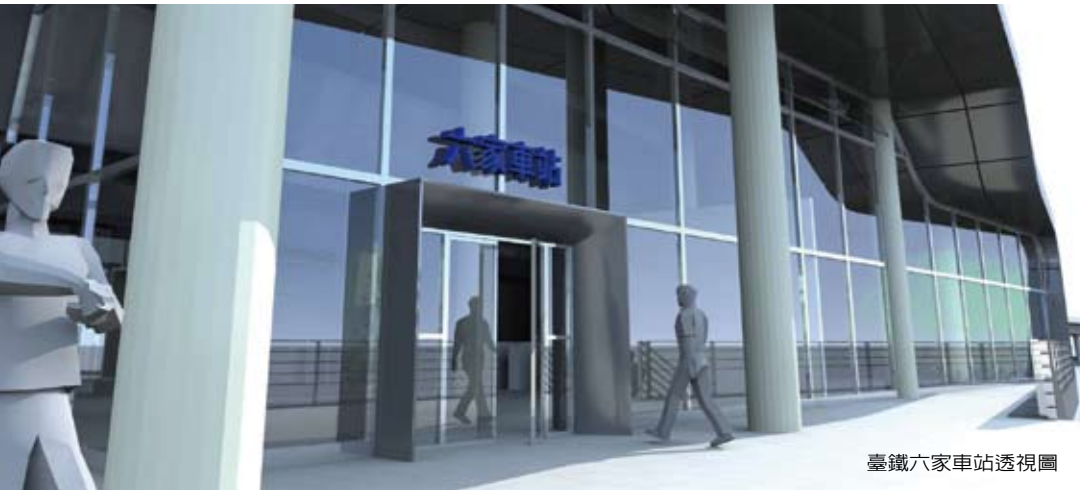
南港車站臺、高鐵北側出入口廣場全景鳥瞰



向陽路-南港站間平面道路工程施作



已通車之松山車站



臺鐵六家車站透視圖

■ 臺鐵新竹內灣支線改善（內灣計畫）

為串聯高鐵新竹站特定區與新竹市、新竹科學園區等重大交通鐵路運輸網路，93年9月27日行政院核定本計畫，利用臺鐵新竹內灣支線既有路線重新準備運行，自新竹車站起至竹中車站分岔，往北與高速鐵路平行並延伸至高鐵新竹站（臺鐵六家站），以作為高鐵新竹站聯外交通之軌道運輸系統。

內灣計畫可涵蓋六家支線及內灣支線，主要在六家支線採高架路廊，可消除新竹站至竹中站8處平交道，並依臺鐵雙線鐵路電氣化標準規劃設計，有助於提升環境及生活品質，沿線設有四座高架車站：六家站、竹中站、竹科（新莊）站、世博（千甲）站，以及一座平面車站：北新竹站，全長11.1公里。全線預定於100年11月通車啓用。

■ TRA Hsinchu-Neiwan Branch Line Improvement Project (Neiwan Project)

On September 27, 2004, the Executive Yuan approved the TRA Hsinchu-Neiwan Branch Line Improvement Project to link Taiwan High Speed Rail's Hsinchu Station to a well-connected railway network that covers Hsinchu City and the Hsinchu Science Park. Making use of the existing Hsinchu-Neiwan Branch Line, it begins with the TRA's Hsinchu Station and branches out, at Zhuzhong Station, to a northward extension in parallel with the high speed rail to Taiwan High Speed Rail's Hsinchu Station (the TRA's Liujia Station).

The Neiwan Project adopts an elevated corridor, thus eliminating eight level crossings between Hsinchu Station and Zhuzhong Station. Undertaken in compliance with TRA standards for electrified double-track railways, it will help to improve the area's quality of living and environment. Five elevated stations—North Hsinchu, Qianjia, Xinzhuang, Zhuzhong, and Liujia—are to be built along this 11.1-kilometer stretch. The project's viaduct and station structures have largely been completed, and subsequent construction on the stations, operational facilities and tracks, as well as mechatronics engineering work are now under way. The new Hsinchu-Neiwan Branch Line is scheduled to be put to use a bit earlier than planned in October 2011.



北新竹站至竹科（新莊）站段完成現況



六家車站通廊模擬示意圖



內灣高架工程軌道鋪設及電車線完成



竹科（新莊）站至竹中站段完成現況

執行中▶▶中部

員林鐵路高架化（員林計畫）

為促使彰化員林市區整體都市更新發展不受鐵路阻隔影響，並大幅提升土地利用價值，行政院於95年2月13日核定員林鐵路高架化計畫。

員林計畫北起北勢路平交道，南至員林大排，全長約3.98公里，除鐵路改建高架，新建員林車站以外，並消除既有的3處平交道、5處地下道及1處公路橋，對消除平交道肇事、交通延滯及車輛耗油等，均將有顯著效益。員林車站臨時月臺及臨時軌已於99年1月13日跨14日切換啟用，並完成高架橋及高架車站主體工程用地取得，目前廣續施作高架橋工程，預定103年完工。



員林車站臨時月臺現況

Underway▶▶Central Region

Yuanlin Railway Elevation Project (Yuanlin Project)

On February 13, 2006, the Executive Yuan approved the Yuanlin Railway Elevation Project to promote urban renewal of Yuanlin, Changhua County and the efficiency of land use there.

The Yuanlin Project, covering about 3.98 kilometers in length, extends from the level crossing of Beishi Road in the north to the Yuanlin Drainage Channel in the south. In addition to elevating the railroad and rebuilding Yuanlin Station, it is intended to remove three level crossings, five underpasses and one highway bridge. This in turn will help prevent accidents at the crossings, traffic delays and fuel waste. On January 13, 2010, makeshift platforms and temporary rail tracks were put to use at Yuanlin Station. After the acquisition of land meant for viaducts and the new elevated station, viaduct construction is now under way. Completion is slated for 2014.



員林車站透視圖



五權車站鳥瞰模擬圖



潭子車站鳥瞰圖

■ 臺中鐵路高架化（臺中計畫）

為因應臺鐵轉型以及臺中、豐原車站地區都市更新需求，並整合都會區運輸系統，同時消除鐵路對於市區發展之阻隔，行政院於95年2月13日核定臺中鐵路高架化計畫。

臺中計畫自臺中市豐原站以北，經臺中站至大慶站以南，全長21.2公里，除臺中舊站列為古蹟原地保留，及全線鐵路高架外，共消除17處平交道，新建豐原、潭子、太原、臺中、大慶5座車站，另規劃增設豐南、頭家厝站、松竹、精武與五權5座通勤車站。完成後，可改善交通擁塞、提供都會區快鐵之便捷交通、消除鐵路沿線發展之阻礙，均衡都市發展、改善市容景觀、提昇都會區環境生活品質、都市土地利用價值及促進經濟發展。永久軌細設於98年1月展開，大原、精武段高架橋工程於98年9月開工，並陸續辦理主體工程發包施工等作業，99年度完成都市計畫變更作業暨用地取得作業，並將豐原段切換至臨時軌營運，目前永久軌及高架橋工程已發包施工中，陸續辦理車站細部設計及施工。全線預定106年完工。



豐原站臨時車站施作情形



潭子段臨時軌道工程



太原至精武高架段上構箱型樑施工

■ Taichung Metropolitan Area Elevated Railway Project (Taichung Project)

On February 13, 2006, the Executive Yuan approved the Taichung Metropolitan Area Elevated Railway Project. In addition to accommodating the way of operating transformation, the project is also meant to facilitate urban renewal in areas near the original Taichung and Fengyuan stations, consolidates the region's metropolitan transport networks, and removes the impediment to regional development posed by rail tracks.

Spanning a total of 21.2 kilometers, the Taichung Project begins north of Fengyuan Station of former Taichung County, runs past Taichung Station, and extends to south of Daqing Station. A highlight is that the original Taichung Station will be preserved as a historical site. with the entire length elevated, a total of 17 level crossings will be eliminated. On top of five regular stations—Fengyuan, Tanzi, Taiyuan, Taichung and Daqing, another five will be added for commuters: Fengnan, Toujiacuo, Songzhu, Jingwu and Wuquan. After completion, the project is expected to help facilitate metropolitan transportation by easing traffic congestion and balance urban development by removing barriers (rail tracks) along the route. An improved cityscape that thus results certainly goes a long way toward raising the quality of living and environment; and the more efficient use of land will surely help foster economic growth. Detailed design of permanent tracks began in January 2009, and viaduct construction in the Taiyuan and Jingwu sections kicked off in September 2009. These were followed by contract-awarding for more items of the main project subsequently. In 2010, urban planning alteration and land acquisition were completed, and temporary tracks in the Fengyuan section were officially open to trains. With construction on permanent tracks and viaducts under way, detailed design and construction of the stations are also due to be undertaken as scheduled. Completion of the entire project is set for 2017.



臺中計畫之通勤車站島式月臺透視圖



臺南車站透視圖

執行中▶▶南部

■ 臺南市區鐵路地下化（臺南計畫）

因應臺南車站地區都市更新需求，並整合都會區運輸系統，提供更為便捷的現代化交通，行政院於93年6月核定辦理臺南市區鐵路地下化計畫。

臺南計畫自中華陸橋（永康橋）南端至生產路南端，全長約8.23公里，除鐵路改建地下化，臺南舊站將列為古蹟原地保留，並設置臺南站，另新增林森、南臺南2處通勤車站，共消除既有9處平交道、4處地下道。刻正辦理都市計畫變更作業及細部設計作業，並施作保安站改善等先期工程。全線預定106年完工。

■ 臺鐵臺南沙崙支線（沙崙計畫）

為銜接高鐵臺南站與臺鐵車站，發展臺南都會區聯外交通以及滿足南科園區旅運需求，並做為臺南都會區捷運系統先期計畫，行政院於93年11月5日核定臺鐵臺南沙崙支線計畫。

沙崙計畫長約6.5公里，包括改建臺鐵中洲車站以及新建長榮大學、沙崙2處高架車站，其中除臺鐵中洲站內部分為地面段外，其餘均為高架段。100年元月2日在馬總統英九、吳院長敦義、毛部長治國及臺南市賴市長共同主持下，提前通車啟用。



臺南車站示意圖



臺鐵沙崙支線通車啓用典禮



高鐵與臺鐵平行高架橋景觀

Underway ▶ Southern Region

■ Taiwan Urban District Railway Underground Project (Tainan Project)

In June 2004, the Executive Yuan approved the Taiwan Urban District Railway Underground Project to accommodate urban renewal of the Tainan Station area and to consolidate metropolitan transportation networks to provide more convenient services.

The Tainan Project, spanning approximately 8.23 kilometers, extends from south of the Zhonghua Bridge (Yongkang Bridge) to south of Shengchan Road. In addition to moving the railway underground, it will preserve the existing Tainan Station as a historical site and establish a new one alongside two new stations meant for commuters: Linsen and South Tainan. As a result, nine level crossings and four underpasses are to be eliminated. While the Tainan Project's urban planning alteration and detailed design are still under way, construction on such pilot projects as improving Baoan Station already kicked off. Completion of the entire project is set for 2017.

■ TRA Tainan-Shalun Branch Line Project (Shalun Project)

On November 5, 2004, the Executive Yuan approved the TRA Tainan-Shalun Branch Line Project to build a link between Taiwan High Speed Rail and TRA services. It is also intended as a prelude to Tainan's prospective MRT network, thereby promoting its external links and serving passenger traffic to and from the Southern Taiwan Science Park.

Spanning about 6.5 kilometers, the Shalun Project features reconstruction of the TRA's Zhongzhou Station and construction of two new elevated stations—Chang Jung Christian University and Shalun. With the exception of Zhongzhou Station that has a ground section, the entire stretch of the project is elevated. Co-hosted by President Ma Ying-jeou, Premier Wu Den-yih, Minister of Transportation and Communications Mao Chi-kuo and Tainan Mayor Lai Ching-te, it was put to use ahead of schedule on January 2, 2011.

■ 高雄鐵路地下化計畫

為促進高雄市整體都市發展與建構整合高雄都會區交通路網，行政院於95年1月19日核定高雄鐵路地下化計畫。

高雄計畫自臺鐵高雄左營車站以南的葆禎路至正義路，長約9.75公里，興建單孔雙軌隧道1座，增設內惟、美術館、鼓山、三塊厝、民族及大順等6處通勤車站，並進行高雄車站（含高雄捷運R11永久站）地下化工程，目前陸續辦理都市計畫變更與用地取得相關作業、高雄地下化車站主體工程細部設計，並陸續完成九如路段臺鐵隧道先期工程、臨時軌路基工程、植栽處理、行車調度無線電話系統、高雄車站先期工程，並廢辦理高雄車站發包施工。全部工程預定106年完工。

■ 高雄市區鐵路地下化延伸左營計畫

為考量高鐵通車所帶來之地區交通問題，並促進左營地區都市發展，囿於兩計畫存有路線規劃、預算經費及進度等控管之資源整合執行一致性，行政院於98年2月16日核定辦理高雄鐵路地下化延伸左營計畫。

左營延伸計畫自新左營車站至葆禎路，長約4.13公里，沿線內惟、左營站改為地下化，各路段車站及隧道工程自98年6月起展開，並陸續辦理發包施工等作業。目前陸續進行新左營站場電車線系統、新左營站場號誌繼電連鎖設備增設等工程，並完成2次階段性切換，全線隧道已陸續展開施工。另左營延伸計畫目前辦理辦理工程細部設計、用地取得及發包施工相關作業。



高雄車站透視圖



舊愛河橋墩柱遷離作業



鼓山車站—鼓鳴水秀意象



大順車站透視圖—探索頻道意象



大順車站透視圖—探索頻道意象



中華三路段北側連續壁施工作業



連續壁TYPEST1S03挖掘

■ Kaohsiung Urban Railway Underground Project (Kaohsiung Project)

On January 19, 2006, the Executive Yuan approved the Kaohsiung Urban Railway Underground Project with a view to promoting the city's overall development and consolidating its metropolitan transportation network.

The Kaohsiung Project, extending from Baozhen Road, south of Zuoying Station, to Zhengyi Road, covers a distance of approximately 9.75 kilometers. Alongside a twin-track tunnel, it will construct six commuter stations—Neiwei, MFA, Gushan, Sankuaicuo, Minzu and Dashun—as well as move underground Kaohsiung Station (R11 Station of Kaohsiung MRT included). In 2010, urban planning alteration and land acquisition were completed, and detailed design of moving Kaohsiung Station underground was undertaken. Also completed were a preparatory project for the TRA tunnel in the Jiuru Road section, groundwork for temporary tracks, cultivation of plants, a wireless telephone system for allocating trains, and a pilot project for Kaohsiung Station. Meanwhile, more contracts were awarded for construction on Kaohsiung Station. Completion of the entire project is slated for 2017.

■ Kaohsiung Urban Railway Zuoying Extension Project (Zuoying Project)

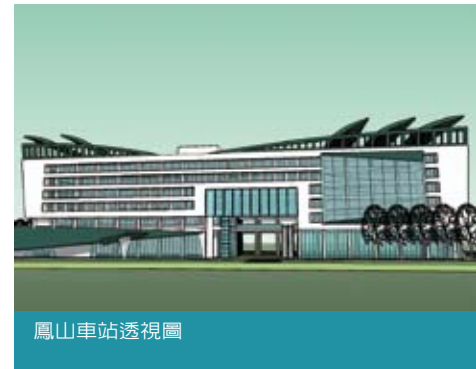
On February 16, 2009, the Executive Yuan approved the Kaohsiung Urban Railway Zuoying Extension Project. Besides consolidating resources and upholding consistency in route planning, budgeting and schedule control, the project is also intended to tackle regional problems posed by the launch of Taiwan High Speed Rail services and foster development of the Zuoying area.

The Zuoying Extension Project runs from the xin Zuoying Station to Baozhen Road, a length of 4.13 kilometers, with the Neiwei and Zuoying stations to be moved underground. Construction on these stations and tunnels has been initiated in stages since June 2009, with contracts awarded and construction launched on an ongoing basis. Installation of electrical train cables, signal systems and electricity relay interlocks at the xin Zuoying Station proceeded well into 2010. On top of two-stage switching to temporary tracks, construction on tunnels throughout the entire route also kicked off. Separately, detailed planning, land acquisition and contract-awarding are also being undertaken for the remainder of the Zuoying Extension Project.

■ 高雄市區鐵路地下化延伸鳳山計畫

為延續高雄市區鐵路地下化範圍，串聯高雄縣市鐵路廊帶周邊整體發展，促進縣市共榮，行政院於96年11月19日同意鳳山計畫可行性研究，核定後續規劃方式採地下化方案辦理。

本計畫範圍係延續高雄市區鐵路地下化計畫至鳳山站，於鳳山車站以東經武路維新陸橋後爬昇，於建國路大智陸橋銜接平面既有軌道，自臺鐵縱貫線里程UK408+660至 UK412+943處，全長約4.3公里，計畫內容包括改建鳳山車站為地下化車站，高雄市正義路與澄清路間新增地下化通勤車站一座。98年9月完成綜合規劃報告，並於99年12月16日奉行政院核定，目前辦理工程細部設計、用地取得相關作業，預定100年底陸續發包施工，預計於106年與高雄計畫同時通車營運。



鳳山車站透視圖



屏東車站透視圖

■ 臺鐵高雄－屏東潮州捷運化（潮州計畫）

為改善屏東地區的鐵路交通，並建構高雄至潮州間便捷的通勤系統，行政院於92年12月15日核定臺鐵高雄－屏東潮州捷運化計畫，將高雄車站臺鐵西幹線始發功能移設潮州，並自屏東延伸雙軌電化至潮州，後因配合政策將屏東車站高架化，於96年5月7日核定修正計畫，將屏東現有鐵路全線高架化。

潮州計畫自屏東站至潮州基地，全長約19.37公里，主要包括2大工程，一是屏東潮州間17公里的鐵路擴建為雙軌電化，另一為興建面積34.67公頃的「屏東潮州車輛基地」，以取代高雄機檢段，成為臺鐵西幹線始發站及南部重要基地，此外，全線採鐵路高架化，改建屏東、歸來、麟洛、西勢、竹田、潮州等6處高架車站，消除20處平交道。99年完成潮州車輛基地整地工程，並辦理都市計畫變更與用地取得相關作業及細部設計作業，潮州車輛基地工程甫完成發包作業，刻進行施工中。全部工程預定104年完工。



潮州車站



麟洛高架車站施工



竹田高架車站施工



竹田段箱型梁施工



竹田段箱型梁施工

■ Kaohsiung Urban Railway Fengshan Extension Project (Fengshan Project)

On November 19, 2007, the Executive Yuan gave its nod over the feasibility study on the Kaohsiung Urban Railway Fengshan Extension Project. The objective is to make a better-connected railway corridor across the city and county of Kaohsiung by expanding the scope of the original project for moving underground rail tracks in the southern port city. Mutual prosperity is promised for both city and county.

Under the Fengshan Project, the railway is to start climbing after passing the Weixin Overpass on Jingwu Road and connect with the existing ground tracks at the Dazhi Overpass on Jianguo Road. On the TRA's North-South Line, it is a stretch of about 4.3 kilometers between the two points marked UK408+660 and UK412+943 respectively. Besides moving underground Fengshan Station, it will add one underground commuter station between Zhengyi Road and Chengching Road. Its master plan, completed in September 2009, secured Executive Yuan approval on December 16, 2010. Detailed design and land acquisition are now under way. With contract-awarding set for the end of 2011, it is expected to become operational alongside the Kaohsiung Project in 2017.

■ TRA Kaohsiung-Pingtung Chaozhou Rapid Transit Systematization Construction Project

On December 15, 2003, the Executive Yuan approved the MRT Transformation of TRA Kaohsiung-Chaozhou, Pingtung County Section Project with a view to improving railway traffic in Pingtung and creating a convenient commuter route between Kaohsiung and Chaozhou. In practice, Chaozhou would replace Kaohsiung as the southern starting point of the TRA's North-South Line, and there would be an extension in the electrified double-track railway from Pingtung to Chaozhou. Based on a modified version of the Chaozhou Project approved on May 7, 2007, the entire section in Pingtung County would be elevated.

Covering a length of approximately 19.37 kilometers from Pingtung Station to the prospective Chaozhou Coach Yard, the Chaozhou Project comprises two sections. One is to upgrade the 17-kilometer-long railway between Pingtung and Chaozhou to an electrified double-track one and the other is to build a 34.67-hectare Chaozhou Coach Yard that will replace the Kaohsiung inspection division as the terminal for the TRA's North-South Line and its operational base in southern Taiwan. With the entire route elevated, six stations—Pingtung, Guilai, Linluo, Xishi, Zhutian and Chaozhou—will be rebuilt, thus eliminating a total of 20 level crossings. Land preparation for the Chaozhou Coach Yard was completed on February 2, 2010. With urban planning alteration, land acquisition and detailed design also completed, the entire project is slated to draw to a close in 2015.



林邊溪橋結構完成情形（左側為臺鐵現有林邊溪橋）



林邊溪北岸至埕子第一排水間橋面翼版三角支撐架施作工程



南二高橋下至林邊溪北端引道段鋪軌施工



林邊車站與林邊溪橋透視圖

■ 林邊溪橋改建（林邊計畫）

由於臺鐵林邊溪橋興建於1940年代，為一單線非電化鋼梁橋，橋梁高程僅約2公尺，軌面高度甚至低於兩側堤防，遇颱風豪雨時常需關閉防水閘門，造成南迴鐵路停駛，行政院於95年11月15日核定辦理林邊溪橋改建計畫，以解決林邊溪橋防洪淨高不足造成鐵路路軌淹水問題。

林邊計畫自鎮安車站至佳冬車站，全長約4.6公里，除林邊車站及林邊段鐵路改為高架，林邊溪橋則配合防洪計畫予以改建提高約5公尺，以徹底解決水患影響鐵路行車安全問題，全線均已發包施工，預定100年12月先行通車，計畫於101年6月完工。

■ TRA Linbian Railway Bridge Improvement Project

Built in the 1940s, the TRA's Linbian Railway Bridge is a single-track, non-electrified structure of steel beams that is only two meters in height. As the rail tracks are even lower than the protective embankments on either side, concern over flooding caused by typhoons or torrential rain often necessitates closing the bridge to traffic, thus disrupting the South Link Line. To resolve this problem, the Executive Yuan approved the TRA Linbian Railway Bridge Improvement Project on November 5, 2006.

The Linbian Project stretches from Zhenan Station to Jiadong Station, a distance of approximately 4.6 kilometers. Alongside the elevation of Linbian Station and the Linbian section of the railway, the Linbian Railway Bridge would be reconstructed at a level about five meters higher than where it used to be so that flooding will no longer threaten railway security. With construction under way throughout the route, the first trains are scheduled to begin running in December 2011. Completion of the entire project is set for June 2012.



花東線鐵路瓶頸路段雙軌化暨全線電氣化計劃—山里隧道首要路段貫通及祈福儀式

吉安車站透視圖

執行中▶▶東部

■ 花東鐵路瓶頸路段雙軌化暨電氣化

為提升東部地區鐵路運輸服務品質，促進花東觀光旅遊發展，並完成全島快速運輸骨幹，以滿足未來東部地區快速運輸需求，行政院於97年3月13日核定實施花東鐵路電氣化工程。

計畫範圍自臺鐵花蓮站至臺東站，進行鐵路全線電氣化及瓶頸路段雙軌化工程，並興建雙軌隧道4座，橋樑3座，全長約155.46公里。主體隧道工程自98年12月展開，並陸續完成細設作業辦理發包，99年起自強隧道及月美段截彎取直工程陸續開工，並辦理相關工程用地取得作業，所有工程將於100年全面展開，為使旅客儘早享受本計畫之效益，全線電氣化預定102年底提前通車，整體計畫於104年3月完成。

Underway▶▶Eastern Region

■ Hualien-Taitung Line Electrification Project

On March 13, 2008, the Executive Yuan approved the Hualien-Taitung Line Electrification Project in a bid to upgrade railway services in eastern Taiwan and thus further promote the tourism industry there. Not only completing a modern railway network islandwide, it is also meant to accommodate fast-growing demand for rapid transport in this part of the island.

Spanning about 155.46 kilometers from Hualien Station to Taitung Station, the project will electrify the entire route, lay double tracks in the narrower sections, and build four double-track tunnels and three bridges. Construction of the tunnels kicked off in December 2009, followed by detailed design and contract-awarding for other sub-projects. In 2010, construction on the Ziqiang Tunnel and a straight railway section to replace an existing winding one at Yuemei got under way. With land already acquired for other items of the project as well, across-the-board construction is due to commence in 2011. To have passengers benefit from this project at an early date, electrification of the Hualien-Taitung Line is expected to be completed ahead of schedule at the end of 2013. Completion of the entire project is set for March 2015.



花蓮車站透視圖

■ 花東鐵路整體服務效能提升

為強化花東地區鐵路運輸效能，提高臺鐵花東線列車搭乘率，並落實政府節能減碳政策，建構自行車與鐵路運輸系統之整合旅遊，以確保東部地區永續發展，爰規劃辦理花東鐵路整體服務效能提升計畫，並於99年3月12日奉行政院核定。

計畫範圍涵蓋花蓮新城站至臺東站，全長約190公里，將沿線各車站重新換裝及改建，塑造花東地區各鐵路車站成為觀光旅遊之樞紐，並結合地方文化特色，規劃「一鄉一特色」，藉以促進地方觀光產業發展，帶動地方經濟。本計畫已優先完成自行車臨時補給站。並將5處及臺東車站電扶梯改善工程分別於99年8月10日、10月25日竣工啓用。花東沿線車站委設及監造技服務案，為吸引優質設計團隊，並廣納各界意見，對打造花東特色車站進行深入交流，於8月28、29日召開評選委員會勘覽「花東新車站運動」座談會，以及10月28日辦理招標及評選作業，已陸續發包設計中。本計畫29個車站將分年陸續完成，以利儘早服務旅客，全部工程預定103年12月完成。



新城（太魯閣）車站透視圖



壽豐車站透視圖



關山車站透視圖





玉里車站月臺透視圖

■ Hualien-Taitung Line Railway Overall Services Efficiency Improvement Project

As the title suggests, the Hualien-Taitung Line Railway Overall Services Efficiency Improvement Project is devised to strengthen railway transport in Hualien and Taitung and to solicit more people to make use of the Hualien-Taitung Line. In line with the government initiative of energy conservation and carbon reduction, it is also designed to help promote travel that combines biking and railway transport so that eastern Taiwan can expect to enjoy sustainable development over time.

The project spans a length of approximately 190 kilometers from Xincheng Station in Hualien to Taitung Station. All stations along the route will be rebuilt and given a new look that befits their intended role as transportation hubs for tourists. In other words, the new stations are supposed to help attain the goal of “one township, one characteristic,” giving a boost to local tourism and the local economy at the same time. Detailed design kicked off after the master plan of the project secured Executive Yuan approval on March 12, 2010. Makeshift supply stations meant for cyclists along the Hualien-Taitung Line were completed on August 10, 2010, and a revamped escalator system at Taitung Station became operational on October 25, 2010. Separately, a screening committee met on August 28-29 to discuss how best to come up with truly unique railway stations along the Hualien-Taitung Line. A symposium on the New Train Stations in Hualien and Taitung Movement was held concurrently. In addition to soliciting views from the general public, the purpose was to attract competent teams to bid for detailed design of the stations and supervision of their construction. Bidding and screening of interested contractors on October 28, 2010 was followed by the awarding of one contract after another. While the 29 railway stations of the project will be completed and open to passengers in stages, completion of the entire project is slated for December 2014.



壽豐車站高架臨時軌路基回滾壓施工



嘉義車站鳥瞰圖

▶▶ 規劃中

■ 嘉義市區鐵路高架化（嘉義計畫）

基於改善平交道所造成的交通瓶頸，並提升嘉義市區土地利用價值及環境生活品質，強化整體經濟發展力，行政院乃於93年6月核定辦理嘉義市區鐵路高架化計畫先期規劃作業。

嘉義計畫自牛稠溪北端至新車輛基地南端，全長約10.9公里，除鐵路改建高架，另新建2處高架車站（嘉北、嘉義）、1處地面車站（北回），以及新建水上（嘉義）車輛基地，共消除7處平交道、4處地下道、3處陸橋，也將促成鐵路沿線14處橫交道路的完整利用。本案環境影響說明書，環保署於99年11月同意備查，綜合規劃報告刻正補充財務計畫資料，完成後依程序報部核轉行政院審議。

▶▶ In Planning Phase

■ Chiayi Urban Area Elevated Railway Project (Chiayi Project)

In June 2004, the Executive Yuan gave the go-ahead to early planning of the Chiayi Urban Area Elevated Railway Project. In addition to removing traffic bottlenecks by eliminating railway crossings, it is designed to put land in the city to optimal use, enhance the quality of living and environment, and give a boost to economic development.

The Chiayi Project spans approximately 10.9 kilometers, from the northern tip of the Niuchou River to south of the new train service base being planned. It aims to elevate the railway, build two new elevated stations (Jiabei and Chiayi) and one new ground station (Beihui), and bring in a new train service base at Shuishang Township. In so doing, it will remove seven level crossings, four underpasses and three overpasses, and make possible better-rounded use of 14 railway-intersected roads. In November 2010, the Environmental Protection Administration agreed to list the exposition of environmental impact on the project for future reference. Financial planning data intended to supplement the master plan of the project is being prepared for submitting to the MOTC and then to the Executive Yuan for deliberation.

■ 南迴線鐵路電氣化計畫

繼「花車電氣化工程」之後，並因應恆春半島觀光旅遊及紓緩臺1及26線公路運輸，94年9月辦理「臺鐵潮州－枋寮電氣化計畫」可行性研究，98年7月29日奉行政院「臺鐵南迴線鐵路電氣化可行性研究」原則同意採單軌電氣化方案為推動方案。目前正辦理綜合規劃中，預計100年8月完成，將併「潮州至枋寮段」電氣化案報院，核定後即可辦理設計作業。

本計畫貫穿臺灣中央山脈並行經東部海岸區，西起屏東枋寮站，東迄臺東新站止，全長約98公里。中央隧道西口至古莊站間長16.76公里為雙線路段，其餘採現行單線運轉。沿線設置13車站(枋寮、加祿、內獅、枋山、古莊、大武、瀧溪、金崙、太麻里、知本、康樂、臺東新)，2處交會站(枋野、菩安)及2處號誌站(富山、多良)。

■ The South Link Line Electrification Project

In September 2005, the RRB launched a feasibility study on the “TRA Chaozhou-Fangliao Electrification Project” that was intended to advance tourism on the Hengchun peninsula and ease congestion on Taiwan Provincial Highway No. 1 and No. 26. On July 29, 2009, the Executive Yuan gave its nod over the “Feasibility Study on the TRA South Link Line Electrification Project,” agreeing in principle to usher in a single-track system. A master plan is being drafted and due to be completed in August 2011. The RRB is set to integrate the project with the one intended for the Chaozhou-Fangliao section. Detailed design will proceed upon approval by the Executive Yuan.

A stretch of about 98 kilometers from Fangliao, Pingtung in the west to the new Taitung Station in the east, the project will run across the Central Mountain Range and pass through the East Coast. Between the Central Tunnel Western Opening and Guzhuang Station will be a 16.76-kilometer, double-track section covered by a single-track system. There will be a total of 13 stations (Fangliao, Jialu, Neishi, Fangshan, Guzhuang, Dawu, Longxi, Jinlun, Taimali, Zhiben, Kangle, and the new Taitung Station), two junctions (Fangye and Puan), and two sign stops (Fushan and Duoliang).

▶▶ 已竣工

■ 臺北市區鐵路地下化工程（臺北車站地下化、松山專案、萬板專案）

臺北市是臺灣的首善都會區，然而鐵路縱貫線、平交道、場站等設施橫互其中，除造成交通之瓶頸與阻隔，也影響市容環境，因此，行政院於72年1月25日核定辦理臺北市區鐵路（含臺北車站）地下化工程，將華山至萬華車站間長4.42公里路段移入地下，並於78年9月通車啓用。

爲擴大鐵路地下化成效，77年7月20日復奉核定辦理自華山向東延伸至松山之專案工程，全長5.33公里，並興建供高鐵及臺鐵使用之雙軌隧道各1座，於83年6月完工，而鐵路地下化後所騰空的鐵路廊帶，則改建成爲高架的東西向快速道路—市民大道，並於86年9月7日全線通車。

另以促進萬華及板橋地區都市發展爲目的之萬板專案，則於81年9月14日奉行政院核定開工，將萬華至板橋間原有鐵路設施地下化，全長約15.38公里，88年7月21日完成臺鐵地下化通車營運，92年4月完成高鐵隧道工程交付，93年12月底全部完工，其中萬華車站地下化，鐵路隧道上方騰空之廊帶興建成爲萬板幹道（艋舺大道—華翠大橋—縣民大道），於91年7月7日全線通車，樹林客車場成爲臺鐵東西部幹線列車的綜合整備基地，另興建新板橋車站，隨著縣府大樓啓用，已形成新臺北市交通、商業、文化及行政中心。

南港專案臺鐵隧道於97年9月21日完工通車，至此，臺北市區鐵路平交道全部消除，提升沿線週邊土地發展價值，增加政府稅收及促進都市更新發展與繁榮。



松山車站



南港車站北側及高鐵出入口全景

▶▶ Finished Projects

■ Taipei Railway Underground Project (Taipei Station Underground Construction, Shongshan Project, Wanban Project)

Regardless of its status as the most important city in Taiwan, Taipei used to be crisscrossed by the TRA's North-South Line, level crossings and other railroad-related facilities. More than just an eyesore, these were often blamed for causing traffic bottlenecks and barriers. As such, the Executive Yuan approved the Taipei Railway Underground Project on January 25, 1983. The 4.42-kilometer stretch between Huashan Station and Wanhua Station was moved underground and open to trains in September 1989.

To maximize the benefits thus created, the Executive Yuan approved extending the project eastward from Huashan Station to Songshan Station, or 5.33 kilometers in length, on July 20, 1988. A double-track tunnel was to be built for Taiwan High Speed Rail and the TRA respectively. These were completed in June 1994. The railway corridor thus vacated was converted into an elevated east-west expressway—Civic Boulevard—that was open to traffic on September 7, 1997.

Intended to spur the development of Wanhua and Banqiao, the Wanban Project kicked off with Executive Yuan approval on September 14, 1992. The 15.38-kilometer-long railway from Wanhua to Banciao was moved underground and open to traffic on July 21, 1999. The tunnel meant for Taiwan High Speed Rail was completed and delivered accordingly in April 2003. The Wanban Project drew to a close at the end of 2004. With Wanhua Station moved underground, the vacated railway corridor was converted into a new trunk road linking Wanhua and Banqiao (Mengjia Boulevard—Huacui Bridge—Xianmin Boulevard) that was open to traffic on July 7, 2002. For its part, the Shulin Coach Yard emerged a central base for the TRA to coordinate trains serving its western and eastern trunk lines. Separately, with the County Government Building put to use, the area surrounding the new Banciao Station is increasingly a hub of transportation, commerce and culture, as well as government affairs.

The TRA tunnel of the Nangang Project was open to trains on September 21, 2008, thus eliminating the last level crossing in Taipei. In turn, it has made a substantial contribution to increasing the value of land along the original railway route, raising tax revenue and promoting the city's development and prosperity at large.



冬山車站站前景觀

■ 東部鐵路改善計畫（東改計畫、東改後續計畫）

為改善北迴鐵路運輸擁擠及提高花東線鐵路路線標準，以提升東部鐵路運輸效能，並強化東部地區資源開發，行政院於80年1月30日核定東部鐵路改善計畫，計畫範圍涵蓋臺灣東半部（八堵至臺東），長337公里，主要工程包括北迴線鐵路（蘇澳至花蓮）擴建雙軌，基隆八堵至花蓮間電氣化，八堵至臺東間路線重軌化，以及號誌自動化等，92年7月4日電氣化通車啓用，93年12月底完工，尤其值得一提的是，其中新觀音隧道長10.307公里，為臺灣最長之鐵路雙軌隧道，而新永春隧道更歷經國內外隧道工程史上罕見的巨量湧水崩塌災變，在在顯現出鐵工局突破困境以達成使命的毅力與決心。

東改後續計畫（冬山站場提高改建工程）係配合宜蘭縣政府發展觀光事業，全力推動冬山森林公園之關建，行政院於92年6月30日核定，將冬山車站及前後路段提高，並消除南興、東城二、東城一等3處平交道，第一階段於96年12月切換高架營運，全部工程於98年3月完成。冬山高架車站連續圓弧的棚架造型，配合周邊景觀美化，使冬山鄉成為冬山河風景區之旅遊門戶。





■ Eastern Railway Improvement Project (ERIP, ERIP Continuation Project)

On January 30, 1991, the Executive Yuan approved the Eastern Railway Improvement Project. In addition to alleviating the growing burden on the TRA's North Link Line and upgrading rail services in Hualien and Taitung, the project was designed to help develop eastern Taiwan by enhancing the carrying capacity for railway transportation. Stretching 337 kilometers from Badu to Taitung, the project features expanding the North Link Line to a double-track railway (between Suao and Hualien), introducing electrified services from Badu to Hualien, fitting the Badu-Taitung section with heavy rail, and automating the entire signal system. Ahead of completion of the entire project at the end of 2004, electrified trains started running on July 4, 2003. It is noteworthy that the New Guanyin Tunnel spans 10.307 kilometers, longer than any other double-track railroad tunnel in Taiwan. Also of interest is the New Yongchun Tunnel, which managed to survive catastrophic collapses caused by water inflows of a magnitude rarely seen over the course of tunnel construction either in Taiwan or abroad. To be sure, these hardships helped highlight the RRB's perseverance and determination to overcome whatever setbacks and accomplish its mission.

On June 30, 2003, the Executive Yuan approved the ERIP Continuation Project (Dongshan Station Elevation Project) to give a boost to the Yilan County Government's bid for tourism and its development of the Dongshan River Forest Park. In addition to elevating Dongshan Station and the immediate section of the railway, it would eliminate three level crossings on Nanxing Road, Dongcheng 2nd Road and Dongcheng 1st Road. First-phase switching to the newly elevated railway took place in December 2007 before the entire project was completed in March 2009. The elevated Dongshan Station, a new landmark featuring a beautiful canopy of steel arches, has now rightfully come under the spotlight as Dongshan Township plays host to numerous visitors to the Dongshan River Scenic Area.



花蓮玉里客城拱橋

精實的五大工程總隊

鐵工局所有的鐵道興建完全是自辦工程，由組織內部的五大工程團隊負責新建、改建與維護，包括電務工程總隊、測量工程總隊、鋪軌工程總隊、電力工程總隊、號誌工程總隊，由於鐵道新建必須在一定時間內完成，因此施工前必須充分討論、慎密周詳的規劃；施工中為了達成目標必須日夜趕工、勤奮不懈，團隊間還要合作無間、應變求速，長期以來，五大工程總隊已成為講求效率、優良精實的工程團隊。

當鐵道需要改變路線，必須先興建一條「臨時軌道」，讓火車持續行走，然後拆掉原來的鐵道，再建立新的「永久軌道」，因此需要完成切換、施工，再切換的作業流程，五大團隊必須群策群力完成工作，從封鎖斷電、切軌，而後試車，檢查標誌及號誌後解鎖，各團隊必須適切地銜接流程，以讓新鐵道能夠在最後通車日順利通車。

■ 電務工程總隊

管轄的範圍包括車站及車站間的電信系統、監控系統、隧道通風系統。負責業務包含上述系統發包規範、設計準則審定、自辦工程自行規劃設計及系統檢測、維護、切換業務及相關技術的研發。

每當執行路線及車站切換前，電務工程總隊在不影響臺鐵重要電信、監控系統之運轉前提下，事前現場會勘確認、規劃程序，以及詳盡的切換計劃，並採先建後拆同步切換的方式進行切換作業，切換工作需於路線及車站切換啟用日前完成，以維持通訊系統正常的運轉，以便後續號誌CTC、電力遙控切換。



電務隊隧道通風工程配置盤檢測



號誌電動轉轍器附件間隙調整



測量隊測量支距離確定軌道已就定位

The RRB's Five Engineering Group

The Railway Reconstruction Bureau undertakes all railroad construction on its own. There are five engineering brigades entrusted with the duties of construction, reconstruction and maintenance. They are the Electrification Engineering Brigade, Survey Engineering Brigade, Track-Laying Engineering Brigade, Power Engineering Brigade and Signal Engineering Brigade. More often than not, a new railroad is to be constructed by a given deadline. Detailed discussion and meticulous planning are both required before construction gets under way. Sometimes construction work is supposed to proceed day and night in order to meet the deadline. Teamwork is thus imperative and the brigades must make timely adjustment when warranted. Over the years the five engineering brigades have proven themselves professionals committed to efficiency and precision.

When a railway needs to be re-routed, temporary tracks must be constructed so that rail services will not be disrupted. Only then can the old tracks be removed and new, permanent tracks be laid. It is a process of shifting tracks, laying tracks and shifting tracks again. And once again the five engineering brigades can only count on teamwork to get the job done. Step by step—switching off power, shifting tracks, conducting test runs, checking marks and signals, and unlocking the system again, they must see to it that the entire project progress seamlessly so that the new railway can be open to trains on schedule.

■ Electrical Engineering Group

Entrusted with telecommunications, surveillance and tunnel ventilation systems between stations, it is responsible for drafting criteria of bidding, setting design guidelines, and planning and designing projects to be undertaken by the RRB itself. It is also responsible for the testing, maintenance and switch of the said systems and the R&D of related technologies.

When it is called upon to undertake a re-routing of tracks or the switch of train stations, the brigade always gives top priority not to disrupting the Taiwan Railway Administration's telecommunications and surveillance systems. As such, it will first undertake a thorough on-site inspection before starting to lay down work procedures and come up with a comprehensive switch plan. "Construction first, demolition later; simultaneous switch" is a rule of the thumb. The brigade is supposed to complete its job ahead of the launch of a new route or station so that the communications system can be kept operational, a prerequisite to the subsequent remote switch of signals and electrical power.



切換作業及行車安全防護講習



測量隊測量支距

■ 測量工程總隊

測量著重標準，軌道位置及高度之正確與否，造成後續施工淨空不足等問題，將直接影響營運安全，必須分毫不差，以確保火車行駛安全與乘客的舒適。進行切換工程時，測量人員優先測量並確認各設施之位置及相對關係，以利各種工作之銜接。在鋪軌的同時，測量人員必須配合檢查軌道有無偏離，鋪軌工程完成後，測量人再做最後的全盤檢查，以確保工程準確無誤。

■ 鋪軌工程總隊

負責新建軌道鋪設工程，先鋪設臨時軌道，再鋪設永久軌道，完成後，再將軌道切換至永久營運並將臨時軌道撤除。在鐵道鋪設的過程，電力隊也同時開始作業，形成交互進行工程的情況，長期以來，團隊間已培養成良好的工作默契與熟練度。切換前透過充分溝通協調，以避免相互干擾的情形發生。

■ 電力工程總隊

電力工程隊主要的工作是負責有關臺鐵列車行駛的電力牽引工作，其工作有變電站、電車線等新設及改善，爲了維持臺鐵列車正常的營運，俟夜間列車停駛後，辦理單線列車斷電封鎖施工，另一單線仍然維持營運，工作人員經常處於高風險中工作，因此事前必須做好工作安全教育之準備，避免意外發生。

■ 號誌工程總隊

專責維護列車安全運轉，與提升號誌設施的運能。臺鐵的號誌以控制系統分成三層，第一層是自動進路設定系統（ARS），第二層是中央集中控制（CDC）猶如人的腦神經中樞，管理整體環島鐵路的行車調度，控制全省所有行車號誌；第三層是就地控制，設置在各車站。由於北中東南各車站的系統差異大，一旦建立新號誌系統，就必須重新設計系統，也因此在此短時間內完成新系統大大考驗號誌從業人員的能力。

爲了使新軌道能正常行駛，五大團隊在施工的過程中不僅要專注、有效率地完成工作，受限於時程的考量，更要排除可能的風險，風雨無阻地趕工完成。在歷經多次惡劣環境施工的考驗後，更凸顯五大工程團隊克服萬難的工作精神與達成精實工程品質的決心。



號誌隊號誌電動轉軌器附件間隙調整

■ Survey Engineering Group

Survey is all about precision and accuracy. The accuracy of track position and height weighs heavily on subsequent work and, as such, train safety and passenger comfort. When a switching operation gets under way, surveyors must first check and verify the position of various facilities and their relationship to one another. Likewise, surveyors must check if a deviation has occurred when tracks are being laid. After track-laying is completed, surveyors are supposed to conduct a final examination to ensure that the entire project has been carried out with precision and accuracy.

■ Track Engineering Group

When it comes to laying tracks, it is often called upon to proceed with temporary tracks before going on to permanent ones. Only after permanent tracks are open to trains can the temporary ones be removed. Over the course of track-laying, the Power Engineering Brigade is also supposed to start working simultaneously. Therefore, communication and coordination between the two is essential lest accidental interference with their work may occur. Over the years the two brigades have nurtured a solid mutual understanding and familiarity.

■ Power Engineering Group

Charged with providing TRA trains with electrical power, it is responsible for installing and improving transformation substations and power lines. In order not to disrupt train services in the daytime, the brigade often has to have its technicians work at night with a partial suspension of power supply. That is, trains will continue to run on an adjacent rail when the technicians proceed with their work. Given this high exposure to risk, it is imperative to have them take every precaution against undesirable accidents even before they start.

■ Traffic Signal Engineering Group

Its central mission is to ensure the safe running of trains by keeping up a reliable signal system. The TRA runs on a three-tier signal system that comprises an automatic route selection (ARS) system; a centralized and distributed control (CDC) system that acts like the human brain and oversees train allocation islandwide through the control of all the railway signals; and the on-site control system at every station. Given the substantial differences among station systems in different parts of the country, there is no underestimating the complexity inherent in the introduction of a new signal system. As such, ushering in a new system in a short period of time invariably poses as a formidable challenge to technicians of the Signal Engineering Brigade.

To ensure smooth and safe train services on new tracks, the five engineering brigades are constantly called upon to work with the utmost devotion and efficiency. Rain or shine, they must meet their deadline while doing their best to keep all sorts of danger to a minimum. Having endured the test of countless hardships, they have honored an unwavering commitment to rising above difficulties and doing their job with precision and accuracy.



鋪軌道礮道施工



電務隊隧道通風工程消音器及風門



鋪軌隊廖文來獲選交通部建國百年紀錄片專題報導人物之一，頒獎典禮後與毛部長及周副局長合影

研究成果及績優事績—茁壯翱翔 英雄榜 Research Results & Achievements—Those Who Stand Out

團隊日日奮力耕耘，揮灑下的滴滴汗水，
用愛心來灌溉，以熱情為養分，
讓種子在烈陽狂風中逐漸茁壯，
終於結出一顆顆甜美的果實，
與全民共同分享豐碩的成果。

The RRB team is committed to daily labor. Their belief is that they are not sweating for nothing. Like cultivating a plantation, they put in their care and passion so that their crop can grow and endure the test of the elements. At the end of the day, the fruits thus reaped are for the entire population to share.



99年	<ul style="list-style-type: none"> ◎ 99年工程優良獎 / 臺鐵沙崙支線二標統包工程 / 中國工程師學會 / 99.06 ◎ 99.12.28松山車站土建、機電及昆陽街至基隆路段隧道水電工程「第十屆公共工程金質獎」公共工程品質優良獎-建築類 ◎ 99年度工程施工品質查核 / 太原站至精武站間鐵路高架工程 / 優良獎 / 交通部 / 100
98年	<ul style="list-style-type: none"> ◎ 98年工程優良獎 / 南港專案汐止至板橋道通風系統工程（臺鐵隧道工程部分） / 中國工程師學會 / 98.06 ◎ 98年度工程施工品質查核/松山車站土建及機電工程、林邊溪橋改善計畫第二標工程、豐原段臨時工程 / 交通部 / 優良獎 / 99.04
97年	<ul style="list-style-type: none"> ◎ 97年度金路獎傑出工程鐵路類 / 南港專案七堵車站工程 / 第2名 / 交通部 / 97.09 ◎ 97年度金路獎傑出工程鐵路類 / 高雄車站（高雄捷運紅線R11車站） / 第3名 / 交通部 / 97.09 ◎ 97年工程優良獎 / 南港專案七堵車站工程 / 中國工程師學會 / 97.06
2010	<ul style="list-style-type: none"> ◎ 2010 Engineering Excellence Awards/Lot No. 2 (design and construction) of the “TRA Tainan-Shalun Branch Line Project” /Chinese Institute of Engineers/June 2010 ◎ December 28, 2010: Excellence in Engineering Award (Architecture), one of the 10th Public Construction Golden Quality Awards presented by the Public Construction Commission, for the civil and mechatronics engineering projects of Songshan Station as well as the water and electricity project for the tunnel between Kunyang Street and Keelung Road ◎ 2010 Review of Project Execution Quality/Taiyuan Station-Jingwu Station Railway Elevation Project/Excellence Award/Ministry of Transportation and Communications/2011
2009	<ul style="list-style-type: none"> ◎ 2009 Excellence in Engineering Award / Nangang Project, Sijhih-Banciao Railway Ventilation System Project (TRA Tunnel Project section) / Chinese Institute of Engineers / June 2009 ◎ 2009 Public Works Quality Inspection / Songshan Station civil, mechanical and electrical engineering, Linbian Railway Bridge Reconstruction Project Phase 2, Fengyuan section temporary works / April 2010
2008	<ul style="list-style-type: none"> ◎ 2008 Golden Road Award for Outstanding Railway Engineering / Nangang Project, Cidu Station project / Second Place / MOTC / September 2008 ◎ 2008 Golden Road Award for Outstanding Railway Engineering/ Kaohsiung Station (Kaonsiung MRT Red Line station R11)/ Third Place / MOTC / September 2008 ◎ 2008 Award of Excellence Engineering / Nangang Project, Cidu Station project / Chinese Institute of Engineers / June 2008

<p>96年</p>	<ul style="list-style-type: none"> ◎ 96年度工程施工品質查核 / 臺鐵臺南沙崙支線計畫工程第二標、臺鐵新竹內灣支線改善計畫第二標、臺鐵新竹內灣支線改善計畫第三標 / 優良獎 / 交通部 / 97.03 ◎ 96年度工程施工品質查核 / 松山車站土建及機電工程，南港客車場段隧道及共同管道併標工程 / 優良獎 / 交通部 / 97.03 ◎ 96年度工程施工品質查核 / 汐科園區站工程、研究院路段隧道工程、南港車站地下化土建及機電工程 / 優良獎 / 交通部 / 97.03 ◎ 96年9月交通部所屬各一級行政機關96年績效考評 / 第一名 / 交通部 / 97.09 ◎ 96年度金路獎傑出工程鐵路類 / 南港專案汐止高架鐵路工程 / 第2名 / 交通部 / 96.08 ◎ 96年度金路獎傑出工程鐵路類 / 臺鐵左營新站土建及機電工程 / 第3名 / 交通部 / 96.08 ◎ 96年工程優良獎 / 南港專案汐止段山岳隊道工程 / 中國工程學會 / 96.06 ◎ 96年工程優良獎 / 高雄車站捷運R11站土建工程 / 中國工程學會暨各專門工程學會 / 96.06
<p>95年</p>	<ul style="list-style-type: none"> ◎ 95年度金路獎傑出工程鐵路類 / 七堵機務設施及七堵調車場水電工程 / 第一名 ◎ 95年度施工品質查核 / 南港專案七堵車站工程 / 特優工程獎 / 交通部 / 96.04 ◎ 95年度施工品質查核 / 高雄車站（捷運R11車站）土建工程 / 特優工程獎 / 交通部 / 96.04
<p>94年</p>	<ul style="list-style-type: none"> ◎ 94年度第4屆金檔獎 / 機關檔案管理 / 行政院研考會檔案管理局 / 95.08 ◎ 94年度施工品質查核 / 高雄車站（捷運R11車站）土建工程 / 特優工程獎 / 交通部 / 95.03 ◎ 94年度金路獎傑出工程鐵路類 / 臺鐵花蓮車站月臺雨棚改建工程 / 第1名 / 交通部 / 94.09 ◎ 94年工程優良獎 / 臺鐵左營新站土建及機電工程 / 中國工程師學會 / 94.06

2007

- ◎ 2007 Public Works Quality Inspection/ TRA Tainan Shalun Branch Line Project Phase 2, TRA Hsinchu Neiwan Branch Line Improvement Project Phase 2, TRA Hsinchu Neiwan Branch Line Improvement Project Phase 3 / Award of Excellence / MOTC / March 2008
- ◎ 2007 Public Works Quality Inspection / Songshan Station civil, mechanical and electrical engineering, Nangang coach yard tunnel and common conduit / Award of Excellence / MOTC / March 2008
- ◎ 2007 Public Works Quality Inspection / Sike Science Park Station, Yanjiu Yuan Road Tunnel project, Nangang Station underground civil, mechanical, and electrical engineering / Award of Excellence / MOTC/ March 2008
- ◎ September 2007 performance evaluation of administrative bodies under the MOTC / First Place / MOTC / September 2009
- ◎ 2007 Golden Road Award for Outstanding Railway Engineering / Nangang Project, Sike Elevated Railway / Second Place / MOTC / August 2007
- ◎ 2007 Golden Road Award for Outstanding Railway Engineering / TRA New Zuoying Station civil, mechanical and electrical engineering / Third Place / MOTC/ August 2007
- ◎ 2007 Award for Excellence in Engineering / Nangang Project, Sike mountain ramp / Chinese Institute of Engineers / June 2007
- ◎ 2007 Award for Excellence in Engineering / Kaohsiung Station, MRT R11 Station civil engineering / Chinese Institute of Engineers / June 2007

2006

- ◎ 2006 Golden Way Awards (Railway)/construction of auxiliary facilities at Qidu and water and power supply facilities at Qidu Marshalling Yard/No. 1 Spot
- ◎ 2006 Public Works Quality Inspection / Nangang Project, Cidu Station / Outstanding Engineering Award / MOTC / April 2007
- ◎ 2006 Public Works Quality Inspection / Kaohsiung Station (MRT R11 Station) civil engineering / Outstanding Engineering Award / MOTC / April 2007

2005

- ◎ 2005 4th Archives Management Quality Awards / Government Agent Archives Management / National Archives Administration, Research, Development and Evaluation Commission, Executive Yuan / August 2006
- ◎ 2005 Public Works Quality Inspection / Kaohsiung Station (MRT R11 Station) civil engineering / Outstanding Engineering Award / MOTC / March 2006
- ◎ 2005 Golden Road Award for Outstanding Railway Engineering / TRA Hualien Station platform rain shelter reconstruction / First Place / MOTC / September 2005
- ◎ 2005 Award for Excellence in Engineering / TRA New Zuoying Station civil, mechanical, and electrical engineering / Chinese Institute of Engineers / June 2005

未來願景—夢想展望 無極限

Vision—Dreams Have No Boundaries

全體上下同心，肩負著重責大任，

蛻變與成長沒有極限；

拉起全民雙手，一同描繪藍圖，

真摯地勾勒燦爛未來。

展現磅礴氣勢，堅持永續經營，

全力朝著夢想昂首闊步。

Sharing the same aspirations and obligations, all members of the RRB team recognize that there are no limits over change and betterment. Joining hands with the populace, they are set to persist with the task of bringing about a brighter future for Taiwan. With confidence and determination, it will do its share in striving for Taiwan's sustainable development. For the RRB, there are dreams that wait to be realized.



隨著臺北鐵路地下化工程進入尾聲，鐵工局的工程卻逐步進入高峰期，北中南東四個戰線全面展開，包含15項執行中的計畫、2項規劃中的計畫、7項可行性研究中的計畫。其中，執行中的計畫內有9項獲行政院納入「振興經濟方案－擴大公共建設投資計畫」，分別為花東鐵路雙軌化暨電氣化、花東車站服務效能提昇、高雄鐵路地下化（含左營）、臺南沙崙支線新建、臺中鐵路高架化、新竹內灣支線改善、基隆車站遷移、南港鐵路地下化等，本局同仁任務之重大、業務之繁重，可見一斑。

過去的鐵路地下化工程，原只定位在消除既有平交道、和縫合鐵路兩側交通；但是，現階段在政策上，鐵路立體化已被賦予新世紀、現代化的新任務，那就是讓車站周邊的舊市區脫胎換骨、重新換妝活化。

As Taipei urban district underground railway project near completion, the RRB engineering work is at its height, with engineering work being carried out in north, central, south and east Taiwan including 13 projects implementation, four projects in the planning phase and night projects under feasibility study. Of the plans being implemented, nine have been brought under the Executive Yuan's "Economic Revitalization Policy - Project to Expand Investment in Public Works". They are Hualien-Taitung Line Electrification Project, Hualien-Taitung Line Railway Overall Service Efficiency Improvement Project, Kaohsiung Urban District Underground Railway Project(Zuoying~Fongshan), TRA Tainan Shalun Branch Line Project, Taichung Metropolitan Area Elevation Railway Project, Hsinchu Neiwan Branch line Improvement Project, The Keelung Station Reconstruction Project and Taipei Urban District Underground Railway Nangang Extension Project. It is obvious that the staff of the RRB face a heavy and complex workload.

Previously, the railway underground projects were intended only to surface level crossings to improve traffic flow, however, policy gives railway grade separation a new modern mission, that is transforming and revitalizing old city areas.



內惟站





在推動鐵路改建計畫的同時，鐵工局和地方政府也建立溝通平臺，擔負起都市建設的任務，整合各車站地區和鐵路沿線騰空土地的都市更新，期望新車站完成後，成為都市的多元生活中心，同時具備交通中心、商業中心、觀光中心、都會和地方特色意象等多元價值。像板橋車站代表第二代的車站改建，結合都市計畫變更、車站本身及周邊整體開發，成為新世紀都會鐵路車站改建的指標。

未來鐵道局的成立，接續鐵工局的重責大任之一，就是完成環島鐵路的電氣化、動力一元化；而第三代的車站除了結合都市更新的都會車站之外，更朝向結合臺鐵捷運化的通勤車站、結合高鐵接駁需求的兩鐵接駁站、以及結合觀光的鐵道與鐵馬站等。此外，鐵路建設基金、立體化建設準則、內部作業制度化與標準化的建立、新技術新工法的引進等，都有待同仁共同努力。

願藉本局計畫概況出刊之際，在「優質傳承、卓越創新」願景下，以「安全、廉正、績效、團結」的工作目標，與同仁共勉之。

Consequently, while the Railway Reconstruction Project is being promoted, the RRB and local government have established a platform for communication, taken on responsibility for urban construction and are integrating the renewal of station areas and idle space along tracks, with the aim of making new stations diverse life centers with transport, commercial, tourism center functions and urban and local characteristics. An example is the rebuilding of Banciao second generation station that, combined with urban planning changes and the development at overall station and surroundings, has created a model example of urban railway station rebuilding in Taiwan in the 21st Century.

After the establishment of the Railway Bureau in the future, one of the major tasks will be the full electrification of the round-island railway and unification of power source. The third generation stations will include urban stations rebuilt as part of urban renewal plans, TRA's commuter stations with rapid transit systematization, Taiwan High Speed Rail shuttle stations and stations for tourists and cyclist. In addition, effort is still required from RRB staff with regards to the railway construction fund, railway grade separation rules, building of systems for internal work and standardization and introduction of new engineering methods.

On the occasion of the publication of the RRB annual report, it is hoped that all RRB staff will continue to pursue the vision of "passing on excellence and outstanding innovation" and pursue the work objectives "safety, honesty, performance, unity."



大事紀

Major Events

1月

- 99.01.01 南港專案松山車站南廣場地下停車場開工。
- 99.01.06 立法院交通委員會考察新竹地方建設及「臺鐵新竹內灣支線改善計畫」執行情形。
- 99.03.12 行政院核定「花東線鐵路整體服務效能提升計畫」綜合規劃案。
- 99.01.08 南迴鐵路電氣化計畫綜合規劃展開作業。
- 99.01.09 工程會范主委良鏘訪查「臺鐵臺南沙崙支線計畫」執行情形。
- 99.01.14 「員林市區鐵路高架化計畫」完成臨時軌切換作業。
- 99.01.15 98年度交通部「振興經濟重大交通建設計畫主題網站」，本局榮獲網頁競賽優勝（第3名）榮譽。
- 99.01.16 「花東線鐵路整體服務效能提昇計畫」自強隧道土建工程開工。
- 99.01.22 「花東線鐵路整體服務效能提昇計畫」月美截彎取直土建工程開工。
- 99.01.29 交通部毛部長治國聽取「高雄市區鐵路地下化計畫」高雄車站造型及規劃構想。

2月

- 99.02.2~3 交通部張次長邱春視察花東地區交通建設。
- 99.02.12 行政院核定「花東線鐵路整體服務效能提昇計畫」綜合規劃。
- 99.02.28 行政院吳院長敦義視察「臺鐵臺南沙崙支線計畫」工程。

3月

- 99.03.12 監察院交通及採購委員會林召集委員鉅銀、杜委員善良，巡察「花東線鐵路瓶頸路段雙軌化暨全線電氣化」與「花東線鐵路整體服務效能提升計畫」。
- 99.03.15 行政院環境保護署環境督察總隊辦理「臺中都會區鐵路高架捷運化計畫」環境影響評估監督現地查核。
- 99.03.22 本局推動多項國家重要計畫，為確保工程品質，建立標準作業程序。該品質管理系統於99.3.22 ISO-9001認證，達成局處全面ISO認證程序。
- 99.03.29 監察院交通及採購委員會林召集委員鉅銀率同10位監察委員巡察高屏地區交通建設「臺鐵林邊溪橋改善計畫」、「臺鐵高雄屏東潮州捷運化建設計畫」及「高雄市區鐵路地下化計畫」等施工及執行情形。

4月

- 99.04.13 「基隆火車站都市更新站區遷移計畫」工程細部設計展開作業。
- 99.04.14 立法院交通委員會考察「臺鐵臺南沙崙支線計畫」及「臺南市區鐵路地下化計畫」。

Jan.	2010 Jan. 1	Construction on the South Square Underground Parking Lot at Songshan Station, part of the Nangang Project, kicked off.
	2010 Jan. 6	Parliamentarians from the Transportation Committee at the Legislative Committee inspected ongoing projects in Hsinchu, including the “TRA Hsinchu-Neiwan Branch Line Improvement Project.”
	2010 March 12	The Executive Yuan (Cabinet) approved the master plan of the “Hualien-Taitung Line Railway Overall Service Efficiency Improvement Project.”
	2010 Jan. 8	The RRB awarded contracts to the successful bidder for technical services necessitated by the master plan of the “South Link Railway Electrification Project.”
	2010 Jan. 9	Public Construction Commission, Executive Yuan Minister Fan Liang-shiow inspected the “TRA Tainan-Shalun Branch Line Project” in progress.
	2010 Jan. 14	Temporary tracks intended for the “Yuanlin Urban District Elevated Railway Project” were officially put to use.
	2010 Jan. 15	The RRB won 3rd place in the webpage category of the 2009 competition for websites featuring major transportation projects meant to stimulate the economy, an event organized by the MOTC.
	2010 Jan. 16	Construction on the Ziqiang Tunnel, part of the “Hualien-Taitung Line Railway Overall Service Efficiency Improvement Project,” kicked off.
	2010 Jan. 22	A civil engineering to replace winding sections with straight ones at Yuemei, part of the “Hualien-Taitung Line Railway Overall Service Efficiency Improvement Project,” kicked off.
	2010 Jan. 29	Minister of MOTC Mao Chi-kuo was briefed about the RRB’s blueprint for a new Kaohsiung Station, part of the “Kaohsiung Urban District Underground Railway Project.”
Feb.	2010 Feb. 2-3	Deputy Minister of MOTC Chang Chiou-chien inspected transportation projects in Hualien and Taitung.
	2010 Feb. 12	The Executive Yuan approved the master plan of the “Hualien-Taitung Line Railway Overall Service Efficiency Improvement Project.”
	2010 Feb. 28	Premier of The Executive Yuan Wu Den-yih inspected the “TRA Tainan-Shalun Branch Line Project” in progress.
Mar.	2010 Mar. 12	Lin Chu-liang, convener of the Transportation and Procurement Committee at the Control Yuan, and fellow ombudsman Tu Shan-liang inspected the “Hualien-Taitung Line Electrification Project” and “Hualien-Taitung Line Railway Overall Service Efficiency Improvement Project.”
	2010 Mar. 15	An Environmental Protection Administration team conducted an on-the-spot inspection, or a follow-up check for its environmental impact assessment, of the “Taichung Elevated Railway Project.”
	2010 Mar. 22	The RRB’s quality management system, meant to uphold construction quality and create an SOP for various projects, won ISO-9001 certification.
	2010 Mar. 29	Lin Chu-liang, convener of the Transportation and Procurement Committee at the Control Yuan, and 10 fellow ombudsmen inspected ongoing transportation projects in Kaohsiung and Pingdong, including the “TRA Linbian River Bridge Improvement Project,” “TRA Kaohsiung-Pingdong Chaozhou Rapid Transit Systematization Construction Project,” and “Kaohsiung Urban District Underground Railway Project.”
Apr.	2010 Apr. 13	Detailed design of the “Keelung Station Reconstruction Project” got under way.
	2010 Apr. 14	Parliamentarians from the Transportation Committee at the Legislative Yuan inspected the “TRA Tainan-Shalun Branch Line Project” and “Tainan Urban District Underground Railway Project.”



4月

- 99.04.14 行政院環保署現地查核「臺鐵高雄-屏東潮州捷運化建設計畫」環境影響評估辦理情形。
- 99.04.26 立法院曾副院長永權主持「臺鐵高雄-屏東潮州捷運化建設計畫」屏東車站新建工程暨鐵路高架化之說明會。
- 99.04.30 交通部複審「高雄市區鐵路地下化計畫第一標（鼓山站、三塊厝站、民族站、大順站）」及「高雄市區鐵路地下化計畫第三標（美術館站）」公共藝術設置計畫書修訂案。

5月

- 99.05.12~13 立法院交通委員會考察臺東地區交通建設（考察「花東線鐵路瓶頸路段雙軌化暨全線電氣化」車站工程）。
- 99.05.18 「臺南市區鐵路地下化計畫」工程細部設計展開作業。
- 99.05.18 「嘉義市區鐵路高架化計畫」綜合規劃報告書報部審議。
- 99.05.24 行政院吳院長敦義聽取「高雄市區鐵路地下化計畫」高雄車站段工程簡報。

6月

- 99.06.08 交通部毛部長治國視察「臺鐵新竹內灣支線改善計畫」工程。
- 99.06.20 交通部張次長邱春視察「花東線鐵路整體服務效能提升計畫」自行車臨時補給站工程施工情形。
- 99.06.29 「員林市區鐵路高架化計畫」永久軌高架橋工程開工。
- 99.06.29 99年度交通工程環境影響評估追蹤考核，現地勘察「臺鐵臺南沙崙支線計畫」。

7月

- 99.07.06 行政院環境保護署督察總隊實施環境影響評估監督業務，辦理「花東線鐵路電氣化瓶頸路段雙軌化暨全線電氣化計畫」環評及差異分析承諾事項現勘。
- 99.07.13 行政院核定「臺鐵林邊溪橋改善計畫」修正計畫。
- 99.07.26 行政院范政務委員兼工程會主委良銹訪視「臺中都會區鐵路高架捷運化計畫」工程。

8月

- 99.08.02 「花東線鐵路瓶頸路段雙軌化暨全線電氣化」壽豐高架臨時軌土建工程開工。
- 99.08.17 交通部毛部長治國視察「新左營站場增設工程」及「臺鐵林邊溪橋改善計畫」施工情形。
- 99.08.18 「新左營站場增設工程」於8月17日啓用，新左營站成爲南迴鐵路始發站。

Apr.

- 2010 Apr. 14 An Environmental Protection Administration team conducted an inspection for its environmental impact assessment of the “TRA Kaohsiung-Pingdong Chaozhou Rapid Transit Systematization Construction Project.”
- 2010 Apr. 26 Deputy Speaker of the Legislative Yuan Tseng Yung-chuan chaired a briefing meant for the general public on construction of a new Pingtung Station as well as railway elevation, both part of the “TRA Kaohsiung-Pingdong Chaozhou Rapid Transit Systematization Construction Project.”
- 2010 Apr. 30 The MOTC conducted another review of a revised proposal for public art installations at the Gushan, Sankuaicuo, Minzu, Dashun and KMFA stations after rail tracks in Kaohsiung are moved underground.

May

- 2010 May 12-13 Parliamentarians from the Transportation Committee at the Legislative Yuan inspected transportation projects in Taitung, particularly the “Hualien-Taitung Line Electrification Project.”
- 2010 May 18 Detailed design of the “Tainan Urban District Underground Railway Project” got under way.
- 2010 May 18 The RRB submitted a master plan of the “Chiayi Urban District Elevated Railway Project” to the MOTC for deliberation.
- 2010 May 24 Premier of Executive Yuan Wu Den-yih was briefed about progress of the Kaohsiung Station portion of the “Kaohsiung Urban District Underground Railway Project.”

Jun.

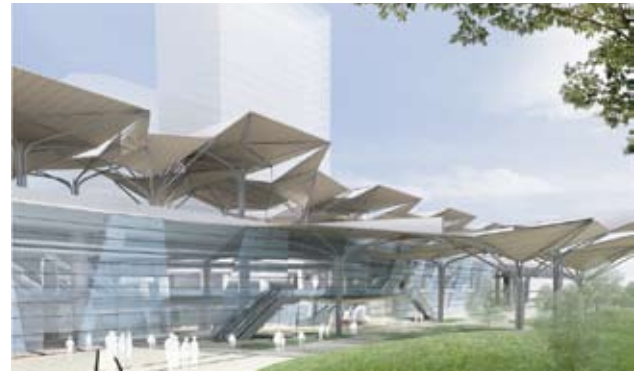
- 2010 Jun. 8 Minister of MOTC Mao Chi-kuo inspected the “TRA Hsinchu-Neiwan Branch Line Improvement Project.”
- 2010 Jun. 20 Deputy Ministry of Transportation and Communications Chang Chiou-chien inspected ongoing construction of a makeshift supply center for cyclists, which is part of the “Hualien-Taitung Line Railway Overall Service Efficiency Improvement Project.”
- 2010 Jun. 29 Construction of permanent tracks intended for the “Yuanlin Urban District Elevated Railway Project” kicked off.
- 2010 Jun. 29 An inspection for the environmental impact assessment of transportation projects was made of the “TRA Tainan-Shalun Branch Line Project.”

Jul.

- 2010 Jul. 6 An Environmental Protection Administration team conducted an inspection for its environmental impact assessment of the “Hualien-Taitung Line Electrification Project.”
- 2010 Jul. 13 The Executive Yuan approved the first revision to the “TRA Linbian River Bridge Improvement Project.”
- 2010 Jul. 26 Public Construction Commission Minister Fan Liang-shiow inspected the “Metropolitan Area Elevated Railway Project.”

Aug.

- 2010 Aug. 2 Construction on temporary, elevated tracks of the Shoufeng section, part of the “Hualien-Taitung Line Electrification Project,” kicked off.
- 2010 Aug. 17 Minister of MOTC Mao Chi-kuo inspected the “Kaohsiung Underground Railway Zuoying Extension Project” and “TRA Linbian River Bridge Improvement Project.”
- 2010 Aug. 17 A modified “Yuanlin Urban District Elevated Railway Project” was submitted to the Executive Yuan for deliberation.
- 2010 Aug. 18 The new Zuoying Station went into operation and became the starting point of the TRA’s South Link services.



8月

- 99.08.23~24 交通部張次長邱春視察「花東線鐵路整體服務效能提升計畫」自強隧道及山里隧道工程。
- 99.08.28~29 辦理「花東新車站運動座談會」，由本局分別假花蓮及臺東邀請地方立委、民意代表、官員、記者、民眾等參與。

9月

- 99.09.02 屏東站增設第0股道暨行控室EP號誌切換施工。
- 99.09.14 為推動「花東新車站運動」，辦理「花東線鐵路整體服務效能提升計畫」委託細部設計及監造技術服務案評選活動公告。
- 99.09.21 高雄市都市發展局舉辦「2010大高雄鐵路地下化論壇」邀請交通部張次長邱春及許局長俊逸致詞，並參訪本局「高雄市區鐵路地下化計畫」鼓山站工程。

10月

- 99.10.26 監察院交通及採購委員會巡察「臺鐵新竹內灣支線計畫」北新竹站及六家站施工情形。
- 99.10.27 行政院公共工程委員會訪查「花東線鐵路瓶頸路段雙軌化暨全線電氣化」、「花東鐵路整體服務效能提昇計畫」工程執行情形。
- 99.10.30 於臺鐵新左營站廣場前辦理「2010環保新鐵路·廉政向前行」活動，並參觀「高雄市區鐵路地下化計畫」臺鐵美術館站工程。

11月

- 99.11.05 召開「高雄市區鐵路地下化計畫」都市發展專案小組第四次委員會議，由交通部張次長及高雄市林副市長共同主持，交通部、本局、臺鐵局及高雄市政府等單位代表參加。
- 99.11.5 「鐵路立體化建設及周邊土地開發計畫先期作業審查要點」（草案），行政院經建會審查原則同意，以鼓勵地方政府都市更新及土地開發益，挹注建設經費或鐵路營運成本，並帶動地方都市發展。
- 99.11.19 交通部毛部長治國視察「臺鐵沙崙支線計畫」通車前試運轉情形及「臺中都會區鐵路高架捷運化計畫」太原站至精武站間鐵路高架工程。
- 99.11.26 監察院交通及採購委員巡察南港車站工程施工情形。

12月

- 99.12.06 辦理「花東線鐵路瓶頸路段雙軌化暨全線電氣化計畫」鳳林站至光復站路段工程開工。
- 99.12.06~07 交通部辦理「臺鐵臺南沙崙支線計畫」履勘作業。
- 99.12.14 交通部辦理「99年度列管施政計畫年度評核」實地訪查潮州計畫。
- 99.12.16 行政院核定「高雄鐵路地下化延伸鳳山計畫」綜合規劃報告。
- 99.12.25 行政院公共工程委員會范主委良銹視察「臺中都會區鐵路高架捷運化計畫」工程。
- 99.12.27 臺中高架化計畫豐原站臨時軌三階段切換完成。

Aug.	<p>2010 Aug. 23-24</p> <p>2010 Aug. 28-29</p>	<p>Deputy Minister of MOTC Chang Chiou-chien inspected construction on the Ziqiang Tunnel and Shanli Tunnel, both part of the “Hualien-Taitung Line Railway Overall Service Efficiency Improvement Project.”</p> <p>The RRB held a forum on the “New Train Stations in Hualien and Taitung Movement,” with parliamentarians, local officials, reporters and residents invited to attend.</p>
Sep.	<p>2010 Sep. 2</p> <p>2010 Sep. 14</p> <p>2010 Sep. 21</p>	<p>A newly added track zero and a signal control room became operational at Pingdong Station.</p> <p>In a bid to promote the “New Train Stations in Hualien and Taitung Movement,” the RRB announced its invitation of bidders for detailed design and construction supervision of the “Hualien-Taitung Line Railway Overall Service Efficiency Improvement Project.”</p> <p>The Urban Development Bureau, Kaohsiung City Government held a forum on moving rail tracks in the city underground. Deputy Minister of MOTC Chang Chiou-chien and RRB Director General Hsu Chun-yat were invited to address the occasion, after which participants visited Gushan Station, which is part of the “Kaohsiung Urban District Underground Railway Project,” under construction.</p>
Oct.	<p>2010 Oct. 26</p> <p>2010 Oct. 27</p> <p>2010 Oct. 30</p>	<p>Members of the Transportation and Procurement Committee at the Control Yuan inspected construction on North Hsinchu Station and Liujia Station, both part of the “TRA Hsinchu-Neiwan Branch Line Improvement Project.”</p> <p>A Public Construction Commission, Executive Yuan inspected the “Hualien-Taitung Line Expansion and Electrification Project” and “Hualien-Taitung Line Railway Overall Service Efficiency Improvement Project.”</p> <p>An RRB-hosted event designed to rally the public to help combat corruption and vote-buying was held in front of the TRA’s new Zuoying Station. Participants were invited to visit the TRA’s KMFA Station, part of the “Kaohsiung Urban District Underground Railway Project,” under construction.</p>
Nov.	<p>2010 Nov. 5</p> <p>2010 Nov. 5</p> <p>2010 Nov. 19</p> <p>2010 Nov. 26</p>	<p>Jointly chaired by Deputy Minister of MOTC Chang Chiou-chien and Kaohsiung Deputy Mayor Lin Ren-yih, the urban development Bureau of the “Kaohsiung Urban District Underground Railway Project” convened a fourth meeting. Attendees included representatives from the MOTC, the RRB, the TRA and the Kaohsiung City Government.</p> <p>The Council for Economic Planning and Development, Executive Yuan gave preliminary approval to a draft package of Guidelines for Screening Preparations for Railroad Grade Separation Projects and Vicinity Development. The objective is to encourage local governments to channel proceeds from urban renewal and land development toward defraying the costs of such development and railway operation, in turn helping foster growth of their respective communities.</p> <p>Minister of MOTC Mao Chi-kuo inspected a trial run on the TRA Tainan-Shalun Branch Line ahead of its commencement of operation. construction on the Taiyuan Station-Jingwu Station section of the “Taichung Elevated Railway Project.”</p> <p>Members of the Transportation and Procurement Committee at the Control Yuan inspected Nangang Station under construction.</p>
Dec.	<p>2010 Dec. 6</p> <p>2010 Dec. 6-7</p> <p>2010 Dec. 14</p> <p>2010 Dec. 16</p> <p>2010 Dec. 25</p> <p>2010 Dec. 27</p>	<p>Construction on the Fenglin Station-Guangfu Station section of the “Hualien-Taido ng Line and Electrification Project” kicked off.</p> <p>A pre-operation inspection was made of the TRA Tainan-Shalun Branch Line.</p> <p>The MOTC undertook an inspection at TRA Kaohsiung-Pingdong Chaozhou Rapid Transit Systematization Construction Project, which is part of key projects on the ministry’s 2010 watchlist.</p> <p>The Executive Yuan approved the RRB’s master plan for the “Kaohsiung Urban District Underground Railway Project.”</p> <p>The Public Construction Commission Minister Fan Liang-shiow inspected the “Taichung Elevated Railway Project.”</p> <p>Switching to temporary tracks in three phases was completed at Fengyuan Station.</p>



1月

- 100.1.2 馬總統英九主持鐵工局「臺鐵沙崙支線」通車典禮。
- 100.1.3 鐵工局辦理「臺南計畫」項下先期工程之保安車站周邊改善工程開工。
- 100.1.17 行政院三組會同工程會、經建會現場勘察臺鐵沙崙支線計畫執行情形。
- 100.1.17 交通部毛部長治國視察花東鐵路建設。

2月

- 100.2.24 行政院吳院長敦義聽取交通部簡報鐵工局辦理之「嘉義市區鐵路高架計畫案相關事宜」。

3月

- 100.3.12 馬總統英九視察花東線鐵路電氣化山里隧道工程。
- 100.3.16 高雄計畫都市發展專案小組第5次委員會議，由交通部張次長邱春及高雄市劉副市長世芳共同主持，研商鐵工局辦理之高雄車站大型拱頂維管權屬等議題。

4月

- 100.4.8 交通部金路獎「臺鐵臺南沙崙支線計畫工程（設計施工統包）第一標」傑出工程類實地複評。
- 100.4.20 交通部張次長邱春主持研商「嘉義計畫推動小組」相關事宜會議。

5月

- 100.5.9 立法院交通委員會考察花東鐵路電氣化工程並與地方人士座談。
- 100.5.13-14 交通部張次長邱春視察花東鐵路電氣化工程，為工程推動順利拜訪地方人士。
- 100.5.23 臺灣省林主席政則及行政院東部辦公室人員視察花東鐵路電氣化自強隧道工程施工。
- 100.5.30 花東鐵路電氣化工程山里隧道重大突破，通過隧道關鍵淺覆蓋破碎地形，鐵工局許局長俊逸至現場主持祈福及慶祝儀式。

6月

- 100.6.18 交通部毛部長治國視察花東鐵路電氣化光復隧道工程，並慰勉工程人員的辛勞。
- 100.6.23 行政院公共工程委員會辦理不定期施工查核鐵工局「潮州段鐵路高架化工程」。
- 100.6.23 交通部100年度「推動勞工安全衛生優良公共工程選拔」推薦鐵工局「青海路段及九如路段鐵路地下化工程」參與評選。

7月

- 100.7.6 交通部毛部長治國視察臺鐵新竹內灣支線通車前準備事宜。
- 100.7.24 馬總統英九出席高雄市楠梓區宏南活動中心舉辦之「與高雄鄉親有約座談會」，交通部郭蔡次長文以及鐵工局周副局長、伍處長陪同。

Jan.	2011 Jan. 02	President Ma Ying-jeou presided over the inauguration ceremony of the TRA Tainan-Shalun Branch Line.
	2011 Jan. 03	Construction on improving the vicinity in Baoan Station, an early item of the “Tainan Urban District Underground Project,” kicked off.
	2011 Jan. 17	The Third Division, Executive Yuan joined the Public Construction Commission and the Council for Economic Planning and Development for an on-the-spot inspection of the Tainan Shalun Branch Line project.
	2011 Jan. 17	Minister of Transportation and Communications Mao Chi-kuo inspected railway projects in Hualien and Taitung.
Feb.	2011 Feb. 24	Premier Wu Den-yih was briefed by the Ministry of Transportation and Communications about the RRB’s Chiayi Urban District Elevated Railway project.
Mar.	2011 Mar. 12	President Ma Ying-jeou inspected construction on the Shanli Tunnel, part of the Hualien-Taitung Line Electrification Project.
	2011 Mar. 16	Deputy Minister of Transportation and Communications Chang Chiou-chien and Kaohsiung City Deputy Mayor Liu Shyh-fang co-chaired the fifth meeting of the city’s urban development task force set up under the Kaohsiung project. High on the agenda was which agency should be charged with the maintenance and management of the massive arch-shaped top of Kaohsiung Station being constructed by the RRB.
Apr.	2011 Apr. 08	Lot No. 1 (design and construction) of the “TRA Tainan-Shalun Branch Line Project” underwent on-the-spot reevaluation as a candidate for the MOTC Golden Road Awards.
	2011 Apr. 20	Deputy Minister of Transportation and Communications Chang Chiou-chien chaired a meeting to discuss matters related to the “Chiayi Urban District Underground Railway Project Implementation Team.”
May	2011 May 09	Parliamentarians from the Transportation Committee at the Legislative Yuan inspected Hualien-Taitung Line electrification project in progress and met with local representatives.
	2011 May 13-14	Deputy Minister of Transportation and Communications Chang Chiou-chien inspected Hualien-Taitung Line electrification project in progress and called on local leaders.
	2011 May 23	Taiwan Province Governor Lin Junq-tzer and officials from the Eastern Taiwan Services Center, Executive Yuan inspected construction on the Ziqiang Tunnel, part of the Hualien-Taitung Line electrification project in Hualien and Taitung.
	2011 May 30	A breakthrough was made in the construction on the Shanli Tunnel, part of the Hualien-Taitung Line electrification project, as technicians succeeded in pushing it through thin, fragmental layers of topographical formations. RRB Director General Hsu Chun-yat came to the site for a ceremony of prayer and celebration.
Jun.	2011 Jun. 18	Minister of Transportation and Communications Mao Chi-kuo inspected construction on the Guangfu Tunnel, part of the Hualien-Taitung Line electrification project, and extended his gratitude to workers on the site.
	2011 Jun. 23	The Public Construction Commission conducted an unscheduled inspection of the RRB’s “TRA Kaohsiung-Pingtung Chaozhou Rapid Transit Systemization Construction Project.”
	2011 Jun. 23	Conducted by RRB, Kaohsiung Urban District Underground Railway Project on Moving Underground Rail Tracks Along Qinghai Road and Jiuru Road was chosen as a candidate for the MOTC’s 2011 appraisal of excellent public works in terms of labor safety and hygiene.
Jul.	2011 Jul. 6	Minister of Transportation and Communications Mao Chi-kuo inspected preparations for opening the TRA Hsinchu-Neiwan Branch Line project to trains.
	2011 Jul. 24	President Ma Ying-jeou, accompanied by Deputy Minister of Transportation and Communications Kuo-Tsai wen and the RRB’s Deputy Director General Chou and Division Director Wu, attended a gathering of residents in Nanzi District, Kaohsiung City.

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