

出國報告(出國類別:其他)

出席亞太經濟合作(APEC)
運輸及能源部長聯席會議暨
第 7 次運輸部長會議
出國報告

服務機關:交通部運輸研究所

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派赴國家:美國

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內容摘要：

APEC首次舉辦由運輸部長與能源部長共同參與之TEMC會議係以「邁向能源效率、低碳永續運輸的未來」為主題，如何使APEC區域內的運輸部門更為潔淨且更具能源效率，為本次會議聚焦的重點，會議最後共同發表一份行動議程，具體指出APEC未來運輸與能源部門之發展願景及共同行動方向，作為APEC進一步追求綠色成長的基石。TMM7之會議主題為「APEC區域安全、保安及永續之平衡」，會中分別就「運輸系統之災害預防、應變與復原」、「綠色成長和運輸創新」、「聯合國十年道路安全行動」、「女性於運輸領域參與」、「監管合作」、「強化區域經濟整合與貿易」等議題進行討論，會議最後並共同發表TMM7部長宣言，指出未來的願景及行動方向，作為各會員體共同努力的目標。我代表團並藉此拓展與APEC會員體間之政策、技術交流與產業發展之契機，此次會議上達成之國際共識作法，可提供我國在節能減碳及能源效率方面交通施政相關工作推動之參據。

本文電子檔已上傳至公務出國報告資訊網

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壹、前言

面對氣候變遷的威脅，全球相繼透過跨領域的整合性政策思維，以追求永續發展願景。在此背景下，亞太經濟合作(APEC)於今(100)年9月12日至9月14日於美國舊金山舉辦運輸與能源部長級相關會議，計有來自APEC全體21個會員體之運輸部長、能源部長或其能源及運輸部門企業代表與會，期能透過仰賴能源甚深之運輸部門與能源部門共同對話，集思廣益，尋求更具前瞻性之整合思維。我方代表團由本部毛治國部長與經濟部施顏祥部長共同率團參加13日運輸及能源部長聯席會議(JOINT TRANSPORTATION & ENERGY MINISTERIAL CONFERENCE, TEMC)，二位部長並分別在會議中針對「為適合居住之低碳社區發展具能源效率之運輸系統」以及「驅動低碳運輸—電力、生質燃料與天然氣」等兩項主要議題，與各會員體分享我國之施政執行經驗與相關成效。另由本部毛治國部長率團參加14日第7次運輸部長會議(7TH APEC TRANSPORTATION MINISTERIAL MEETING, TMM7)。本次交通部代表團成員包括：外交部、交通部路政司、航政司、民航局、運輸研究所、東吳大學、中華航空公司與陽明海運公司等相關產官學研單位計14人共同組成，代表團成員與任務分派請參見附件1。

APEC首次舉辦由運輸部長與能源部長共同參與之TEMC會議係以「邁向能源效率、低碳永續運輸的未來」為主題，本會議召開背景係源於APEC區域內的快速都市化與經濟成長，導致運輸需求隨之持續上升，並對區域內能源消費、石油進口與碳排放等帶來急迫的壓力，因此，如何使APEC區域內的運輸部門更為潔淨且更具能源效率，為本次會議聚焦的重點，本部毛部長應主辦國之邀請，於「公私圓桌會議2：為適合居住低碳社區發展具能

源效率之運輸系統」議題優先發言；會議最後共同發表一份行動議程，具體指出 APEC 未來運輸與能源部門之發展願景及共同行動方向，作為 APEC 進一步追求綠色成長的基石。

TMM7 之會議主題為「APEC 區域安全、保安及永續之平衡」，會中分別就「運輸系統之災害預防、應變與復原」、「綠色成長和運輸創新」、「聯合國十年道路安全行動」、「女性於運輸領域參與」、「監管合作」、「強化區域經濟整合與貿易」等議題進行討論，本部毛部長應主辦國之邀請，分別就「特殊議題：運輸系統之災害預防、應變與復原」優先發言，並於「議題 I：綠色成長和運輸創新」下之第 1 子題「1.將運輸創新付諸行動」場次發表引言報告。會議最後並共同發表 TMM7 部長宣言，指出未來的願景及行動方向，作為各會員體共同努力的目標。

針對各項會議所安排之重要議題，我代表團已準備充分的討論資料，於會場中與各國代表交換寶貴意見，透過經驗分享與意見交流，拓展與 APEC 會員體間之政策、技術交流與產業發展之契機，並積極地攜手建立更具效率的運輸與能源未來，此次會議上達成之國際共識作法，亦可提供我國在節能減碳、能源效率方面交通施政相關工作推動之參據。此外，利用本次會議期間亦與 APEC 會員體安排進行雙邊會談，就運輸相關議題強化與 APEC 會員體之合作，積極推動國際交流與合作等廣泛交換意見，成果相當豐碩。同時與會之日本國土運輸部次長亦於會議空檔期間，主動向毛治國部長就 311 日本震災期間我國對日本之協助表達感謝之意。

貳、會議概要

一、運輸及能源部長聯席會議（TEMC）

1. 會議議程安排

（1）歡迎晚宴

時間：9 月 12 日（星期一）18:00~21:00

地點：California Academy of Science

（2）會議

時間：9 月 13 日(星期二)

地點：舊金山 WESTIN ST. FRANCIS 飯店

08:00~08:30 歡迎致詞及開幕致詞

08:30~09:30 公私圓桌會議 1: 願景建立－運輸在潔淨能源未來之扮演角色

09:30~10:45 公私圓桌會議 2: 為適合居住低碳社區發展具能源效率之運輸系統

10:45~11:15 茶敘時間及全體合影

11:15~12:30 公私圓桌會議 3: 驅動低碳運輸－電力、生質燃料與天然氣

12:30~13:45 午餐

13:45~15:00 公私圓桌論壇 4:綠色供應鏈－能源效率貨運

15:00~15:30 付諸行動－提出運輸與能源部長行動議程

15:30 閉幕

（3）參訪活動

時間：9 月 13 日(星期二) 16:00~21:00

地點：參觀 FedEx 中心之綠色運輸與創意展示

2. 參與會議經過

運輸與能源部長聯席會議之會議主題為「邁向能源效率、低碳永續運輸的未來」，並就「願景建立—運輸在潔淨能源未來之扮演角色」、「為適合居住低碳社區發展具能源效率之運輸系統」、「驅動低碳運輸—電力、生質燃料與天然氣」、「綠色供應鏈—能源效率貨運」等四項議題進行討論，本會議採公私部門對話方式進行，因此每一個議程均包括各國運輸或能源部長及相關私部門 CEO，針對特定的運輸部門能源議題進行討論對話。謹將大會各項議題討論重點臚陳如後：

(1) 公私圓桌會議 1：

願景建立—運輸在潔淨能源未來之扮演角色

加拿大、菲律賓、新加坡、日本、韓國等六國部長與私部門代表陸續發言，各會員體咸認同為因應快速成長的運輸需求，APEC 區域的運輸模式應由私人運具轉為大眾運輸，亦強調政府宜創造誘因，以促進提升燃料效率與燃料轉換之措施，如擴大生質燃料與電動車之開發與使用，以降低此區域對石油進口之依賴，並減少碳排放。

此議程主席—美國能源部朱棣文（Steven CHU）部長總結表示，在技術與政策引領下，APEC 地區需致力追求運輸成長及相關電力需求與石油消費及碳排放脫鉤；有鑒於 APEC 地區未來將會面臨快速都市化的挑戰，因此將公共運輸系統的完善設計納入都市規劃之中，將可帶來龐大的節能減碳機會。

(2) 公私圓桌會議 2：

為適合居住低碳社區發展具能源效率之運輸系統

該議程源起於低碳社區正在整個 APEC 地區發展中，故在此議題下討論運輸面向之適居性相關課題，如大眾運輸導向之土地使用發展 (Transit-Oriented Development, TOD)、大眾運輸路廊的擴充、自行車道與人行步道的發展等，其中對於適合居住社區在減少能源消耗與碳排放之潛力是討論的重點。

本議程由美國運輸部長 Ray LAHOOD 主持，並由舊金山都市規劃委員會執行董事 Steve HEMINGER 與亞太能源研究中心主席小林健二(Kenji KOBAYASHI)引言，引言報告後，議程中登記優先發言的印尼運輸部代表(因印尼運輸部長尚未抵達，由其團員代表報告)、越南工業與貿易部長武輝煌(Vu Huy HOANG)、泰國運輸部常務次長 Chamroon TANPAISALKIT 等公部門代表優先發言，之後由私部門之東日本鐵路公司副主席 Masaki Ogata、日立美國分公司董事長 Takashi HATCHOJI 與美國公共交通協會副會長 Arthur GUZZETT 等發言。

本部毛治國部長應地主國邀請，介紹我國「公路公共運輸發展計畫」與「東部自行車路網示範計畫」等推動經驗，表明我國極為願意與所有會員體共同分享推動綠色人本交通環境之經驗，並期與各會員體合作，共同促進適合居住低碳社區之發展。最後主席總結表示，各會員體應改變以往以車為主的思維，推動公共運輸、自行車道與人行步道等綠色運輸之發展。

(3) 公私圓桌會議 3：

驅動低碳運輸－電力、生質燃料與天然氣

加拿大、中國、印尼、澳洲等國部長/代表與企業界代

表陸續發言，強調發展生質燃料與電動車可減少石油依賴的機會、生質燃料與電動車擴大使用的關鍵障礙、所需的基礎設施，如充電站，以及克服上述障礙的建議策略。

經濟部施顏祥部長應地主國邀請，發言說明我國當前生質燃料技術進展，與推動電動車之政策規劃，並強調APEC地區強化生質燃料發展環境的建構，如經濟誘因與農業及鄉村政策等，有助促進生質燃料發展。此外，有鑒於電動車的規格、標準、企業經營模式在各國均有差異，將不利於電動車之發展，因此，建議APEC進行電動車規格標準調和合作，將有助於全面推動電動車之早日實現。最後主席總結表示，肯定在技術或企業獲利上，發展生質燃料或電動車均具有極大的潛力。

(4) 公私圓桌會議 4：綠色供應鏈－能源效率貨運

該議程考量許多APEC區域企業降低其能源成本和碳足跡的方式，主要是透過系統化的努力以改善貨運物流，並將公路貨車貨運轉移到能源密集度較低之運輸工具如船與鐵路，同時也掌握到各會員體對於清淨有效率油電混合或電動貨車之使用有逐漸增加之趨勢。因此，於本議程中以探討近期具能源效率貨運之倡議與最佳實務為討論重點。

美國運輸助理部長與越南等國代表陸續發言，強調貨運能源效率的創新作法、近期倡議與最佳作業。最後主席總結表示，在貨運方面能源效率的改善，是經濟與環境雙贏的策略，因此鼓勵各會員體相互合作推動綠色供應鏈與改善貨運能源效率。

3. TEMC 行動議程重點

本次 TEMC 會議之主題為「APEC 邁向能源效率、低碳永續運輸的未來」，分別就「願景建立-運輸在清淨能源未來之扮演角色」、「為適合居住低碳社區發展具能源效率之運輸系統」、「驅動低碳運輸－電力、生質燃料與天然氣」、「綠色供應鏈－能源效率貨運」提出願景及行動方向，並經與會各會員體一致通過，有關「運輸與能源部長行動議程」內容如附件 2，茲摘述重點內容如下：

在「願景建立-運輸在清淨能源未來之扮演角色」部分，應遵照 2007 年 APEC 領袖們同意在 2005 年至 2030 年間，降低本區域經濟產出的能源密集度至少 25% 的目標；指示能源工作小組 (Energy Working Group, EWG) 與運輸工作小組 (Transportation Working Group, TPT-WG) 評估 APEC 會員體可採行的措施，以使運輸部門更具能源效率，並確認其他可以合作的領域。另遵照 APEC 經濟領袖與部長們在 2009 年「在中期合理化或撤除會鼓勵能源浪費的化石燃料補貼，並提供基礎能源服務給需要的人」之宣示，避免因補貼機制造成的浪費，並透過 EWG 發展自願性報告機制的活動。

在「為適合居住低碳社區發展具能源效率之運輸系統」部分，指示 EWG 與 TPT-WG 發展績效評估方法，以研究適居性導向對運輸時間、能源使用與碳排放的影響，並在 2012 年前提出初步可用的措施，以供運輸與能源部長檢視。指示 EWG 與 TPT-WG 發展降低 APEC 地區都市乘客的旅行時間、能源花費與碳排放之最佳範例。指示 TPT-WG 研究大眾運輸導向發展、公車捷運系統、自行車道與人行道之擴大使用，將其納入運輸部門能源密集度下降潛力之評估。

在「驅動低碳運輸－電力、生質燃料與天然氣」部分，指示 EWG 與 TPT-WG 發展研究適當的策略、方法及最佳實務，在生命

週期評估基礎上，促進具效率的和使用替代燃料的車輛（包括電動車）。支持並歡迎 APEC 的努力，透過簡化進口少量非銷售之先進及替代燃料示範車輛相關之程序與規範，以加速 APEC 地區引進能源效率車輛。指示 EWG 與 TPT-WG 合作，配合國際民用航空組織，為航空交通管理的現代化與航空生質燃料的發展，提出最佳實務，以限制或減少全程航空階段的环境足跡。

在「綠色供應鏈－能源效率貨運」方面，指示 EWG 與 TPT-WG 與產業諮商，發展貨物運輸能源效率改善的策略與最佳實務。指示 TPT-WG 在迄今已實施的策略基礎上，包括擴張基礎建設及規劃加速複合貨物運輸連結性，以發展 APEC 促進複合貨物運輸之最佳實務。建議執行全球衛星導航系統建置次級專家小組 (GIT) 之 2010~2015「在發展無縫運輸系統中，採用包括全球導航衛星系統技術措施之策略」。指示 EWG 與 TPT-WG 與 APEC 企業諮詢委員會合作，為同意設定自願性目標的貨運業者建立一網絡，以降低其能源使用並將其成本節約、能源節約及減碳策略等績效加以建檔。

二、第 7 次運輸部長會議（TMM7）

1. 會議議程安排

時間：2011 年 9 月 14 月(星期三)

地點：舊金山 WESTIN ST. FRANCIS 飯店

08:00~08:30 開幕致詞及確認議程；APEC2011 與未來專題報告

08:30~09:15 特殊議題-運輸系統之災害預防、應變與復原

09:15~09:30 全體部長合影

09:30~10:00 茶敘時間

10:00~10:45 議題一：綠色成長與運輸創新；子題 1：將運輸創新付

諸行動

10:45~11:30 特殊議題-聯合國十年道路安全行動

11:30~13:00 午餐時間

13:00~13:45 特別討論議題:女性於運輸領域之角色

13:45~15:15 議題二：監管合作；子題 1:航空與航空貨物保安。子題
2:強化海運及港口設施保安。子題 3:航空安全

15:15~15:45 茶敘時間

15:45~16:45 議題三：強化區域經濟整合;子題 1:空運服務自由化。子
題 2:實體區域經濟整合:籌措運輸建設資金

16:45~17:15 聯合宣言內容討論

17:15~17:20 發表部長聯合宣言

17:20~17:25 俄羅斯報告 APEC2012 整備情形

17:25~17:30 閉幕致詞

17:30 閉幕

2. 參與會議經過

第 7 次運輸部長會議由美國舊金山市長 Edwin LEE 致歡迎詞，續由美國運輸部長 Ray LAHOOD 進行開幕致詞，接著由 APEC 秘書處的執行總裁 Ambassador Muhamad NOOR 進行「APEC2011 與未來」專題報告，揭示 APEC 在運輸方面的優先工作，包括供應鏈連結架構行動計畫以及反恐工作等。會議議程區分為三大議題、兩個特殊議題與一個特別討論議題，最後討論並通過運輸部長聯合宣言，並由美國運輸部助理部長代理進行閉幕致詞後結束。謹將大會各項議題討論重點臚陳如後：

(1) 三大議題進行情形摘述如下：

議題一主題為「綠色成長與運輸創新」，首先由中國大陸交通運輸部長李盛霖(LI Shenglin)以「中國大陸綠色運輸發展策略」為題進行引言報告。之後進行本議題下的唯一子

題「將運輸創新付諸行動」，本部毛治國部長應主辦國之邀請，進行「中華臺北之綠色運輸創新」引言報告，報告內容重點係將本部近期之相關施政成果如公路公共運輸發展計畫、推動低碳觀光島計畫、東部自行車計畫、臺灣好行計畫、優質低碳觀光智慧運輸服務計畫等加以整合，展現我國近年來以創新思維與科技應用於生活與觀光等綠色成長與創新成果。之後加拿大運輸部長 Denis LEBEL 與俄羅斯運輸部次長 Andrey NEDOSEKOV 分別發言分享看法。

議題二為「加強監管合作」，其中包含 3 個討論子題，說明如下：

- i. 子題1為「航空與航空貨物保安」，由美國國土安全部代表進行引言報告，之後世界海關組織法規及便捷化副主席 Dr. Susanne AIGNER、澳洲駐美大使 Kim BEAZLEY、加拿大運輸部長 Denis LEBEL、日本國土運輸部次長 Akihiro OHATA、泰國運輸部常務次長 Chamroon TANPAISALKIT，先後發言分享看法。
- ii. 子題2為「強化海運及港口設施保安」，仍由美國國土安全部代表進行引言報告，接著巴布亞紐幾內亞勞工與運輸部次長 Philip Habon、菲律賓運輸部次長以及秘魯駐美大使先後發言分享看法。
- iii. 子題3為「航空安全」，由美國貿易與發展局長 Lee ZAK、美國聯邦航空局國際事務與環境助理署長 Julie Oettinger 與國際航空運輸協會代表進行引言報告。

議題三為「強化區域經濟整合」，其中包含 2 項子題，

分述如下：

- i. 子題1為「空運服務自由化」，由新加坡運輸部長呂德耀(LUI Tuck Yew)進行引言報告，紐西蘭運輸部長 Martin MATTHEWS、日本國土運輸部次長 Akihiro OHATA與通用航空製造協會總裁兼首席執行長Peter BUNCE發言分享看法。
- ii. 子題2為「實體區域經濟整合:籌措運輸建設資金」，由越南運輸部副部長NGO THINH DUC進行引言報告，之後由香港運輸及住宅局長鄭汝樺(Eva CHENG)、美國貿易與發展局長Lee ZAK、美國軌道協會總裁兼首席執行長Edward HAMBERGER、世界貨運協會總裁Ronald WIDDOWS、ABAC企業諮詢委員會貿易小組代表、韓國國土交通與海運部次長Hee-Kuk KIM先後發言分享看法。

(2) 兩項特殊議題進行情形摘述如下：

第一項特殊議題為「運輸系統之災害預防、應變與修復」，由日本國土運輸部次長 Akihiro OHATA 引言報告，議題中除了智利運輸部次長 Ms. Gloria HUTT、中國大陸交通運輸部長李盛霖(LI Shenglin)、印尼運輸部長 Freddy NUMBERI 與紐西蘭運輸部長 Martin MATTHEWS 發言外，本部毛治國部長特別發言說明我政府防災預警之流域管理及風險管理發展經驗，報告內容重點強調隨著氣候急遽變遷，全球災害頻傳，公路管理之觀念與方式必需要與時俱進，爰針對防災觀念上一改以往之被動等候通報為主動預警應變，且整體之防災思維著重於預警，因此要如何取得足夠之預警前置時間以利動員應變等議題，於會中說明並與各會

員體分享我國具體作法。

第二項特殊議題為「聯合國十年道路安全行動」，由世界衛生組織的 Dr. Etienne KRUG 與越南運輸部次長 Ngo Thinh DUC 進行引言報告，之後澳洲駐美大使 Kim BEAZLEY、印尼運輸部長 Freddy NUMBERI 以及泰國運輸部常務次長 Chamroon TANPAISALKIT 發言分享看法。

(3) 一項特別議題進行情形摘述如下：

該議題係以「女性於運輸領域之角色」為題，討論女性在 APEC 運輸領域的重要角色，並揭示 APEC 運輸部長可以鼓勵更多女性加入的方法。美國運輸部長 Ray LAHOOD 進行簡介之後，由美國運輸部空運與國際事務助理部長 Susan KURLAND 進行引言報告，之後加拿大溫哥華都會港主席 Marcella SZEL、香港運輸與住宅局長鄭汝樺(Eva CHENG)、智利運輸部次長 Gloria HUTT、美國國土安全部次長 Jane Holl LUTE 與波音公司商業發展與策略整合副總裁 Nicole PIASECKI 先後發言分享看法。

3. TMM7 部長聯合宣言重點

本次 TMM7 會議之主題為「APEC 區域安全、保安及永續之平衡」，部長聯合宣言內容經與會各會員體一致通過，分別就「運輸系統之災害預防、應變與復原」、「綠色成長和運輸創新」、「聯合國十年道路安全行動」、「女性於運輸領域」、「監管合作」、「強化區域經濟整合與貿易」等議題提出願景及行動方向。有關「第 7 次運輸部長會議部長聯合宣言」內容如附件 3，茲摘述重點內容如下：

在「運輸系統之災害預防、應變與復原」部分，強調建立亞

太區域必須發展最佳之運輸系統以更妥善應對自然災害共識之重要性。支持 APEC 緊急應變工作小組及其他相關小組，幫助亞太區域進行更妥善的準備，並藉由降低災害風險及建立企業與社會的抗災能力，從緊急事件與災難中復原。

在「綠色成長和運輸創新」部分，鼓勵 TPT-WG 評估可以更為妥善運用先進與新興科技以減少運輸活動之污染排放，同時維持運輸系統永續發展之各種方法；重申對於運輸與能源部長聯席會議同意之推動 APEC 邁向能源效率、低碳永續運輸未來的行動議程之承諾，指示 TPT-WG 與 EWG 合作，落實行動議程以保護環境並確保本區域之永續發展與長期成長，同時鼓勵 TPT-WG 和其他工作小組強化合作，整合 APEC 各經濟體有關能源效率的努力。

在「聯合國十年道路安全行動」部分，強調 2011-2020 聯合國十年道路安全行動 (United Nations Decade of Action for Road Safety, 2011-2020) 的重要性，同意評估推動道路安全計畫，並在各經濟體內提高道路安全工作的機會，並指示 TPT-WG 給予道路安全工作優先的關注。同時，強烈鼓勵各經濟體參加聯合國歐洲經濟委員會的車輛法規調和論壇。

在「女性於運輸領域」部分，希望鼓勵且激發更多女性加入此領域。指示 TPT-WG 藉由定期對話與討論，分享交流各會員體有關促進女性於運輸領域角色之各種方法。各經濟體應根據其個別情況來制定計畫和方案，並整合這些成果至 APEC 相關論壇。

在「監管合作」部分，指示 TPT-WG 加強與相關國際組織之合作，確保監管改善之成果能夠與國際規範同步，並與良好的監管實務一致。另外，指示 TPT-WG 持續努力強化運輸安全與保安的方法，包括科技運用、人力資源發展與訓練和最佳實務分享。

指示 TPT-WG 與其他 APEC 論壇、世界關務組織(WCO)、國際標準組織(ISO)、國際民用航空組織(ICAO)及國際海事組織(IMO)等國際組織合作，以強化全球供應鏈。

在「強化區域經濟整合與貿易」部分，指示 TPT-WG 持續努力強化各種運輸方式的無縫連結性，以確保人與貨物安全、穩定及有效率的流通，同時改善自然資源的保護並減緩對環境的影響。指示 TPT-WG 優先推動 APEC 供應鏈連結架構行動計畫中與運輸相關的行動計畫，以期實現 2010 年 APEC 領袖所承諾的目標，亦即在時間與成本方面，於 2015 年改善供應鏈效能 10%。

叁、出席會議成果

一、此次交通部對於 TEMC 及 TMM7 會議之參與重點，係根據 2010 年 APEC 領袖會議揭櫫以區域經濟整合、新成長策略、人類安全等基本願景目標以及 APEC2011 年主題，包括加速區域經濟整合及拓展貿易、促進綠色成長、推展法規謀合及合作，就綠色永續、創新、以及安全等成長策略及緊急應變議題，選定交通部之相關施政重點與各會員體分享我國之相關成效。

1. TEMC 部分

毛部長於「公私圓桌會議 2：為適合居住低碳社區發展具能源效率之運輸系統」議題場次優先發言，主要回應 2010 年 APEC 領袖宣言中，主張綠色永續成長之新成長策略議題以及 APEC2011 年促進綠色成長議題。主要分享交流近期之相關施政成果，包括公路公共運輸發展政策有關提升公共運輸服務品質推動內容、內政部營建署「辦理市區道路人行及自行車環境建置與改善」及本部「東部自行車路網示範計畫」等以公共運輸、自行車、步行等綠色運輸為主之人本交通環境推動理念與作法。

2. TMM7 部分

毛部長於 TMM7 會議中優先發言／引言報告之議題場次計有 2 場，分別說明如下：

(1)「特殊議題：運輸系統之災害預防、應變與復原」

本議題之發言內容係回應 2010 年 APEC 領袖宣言中，主張安全成長策略及緊急應變之人類安全議題。主要分享我國在「防災預警之流域管理及風險管理」之先進作法，隨著氣候急

遽變遷，全球災害頻傳，鑒於近年來辛樂克、莫拉克、梅姬颱風所挾帶之超大豪雨，陸續造成台灣地區公路及橋梁嚴重災情及人員傷亡。公路管理之觀念與方式必需要與時俱進，爰針對防災觀念上一改以往之被動等候通報為主動預警應變，且整體之防災思維著重於預警，因此要如何取得足夠之預警前置時間以利動員應變等議題，於會中說明並與各會員體分享我國具體作法。

(2)「議題 I：綠色成長和運輸創新」

「子題1.將運輸創新付諸行動」

本議題之引言內容係回應 2010 年 APEC 領袖宣言中，主張綠色永續及創新成長策略議題以及 APEC2011 年促進綠色成長議題。主要分享交流近期之相關施政成果，包括公路公共運輸發展計畫、推動低碳觀光島計畫、東部自行車計畫、臺灣好行計畫、優質低碳觀光智慧運輸服務計畫等，展現我國近年來以創新思維與科技應用於提升運輸服務、促進觀光旅遊及休閒生活等綠色成長與創新成果。

二、本次 TEMC 及 TMM7 之議程安排相當緊湊，本部毛部長及團員亦充分利用時間，與越南及墨西哥進行雙邊會談，針對雙方關切的議題互相交換意見，促進彼此了解，以及建立長久情誼，未來並可共同努力發展雙方之運輸部門工作，並於 APEC 中推動相關活動，創造雙贏。

三、毛部長與代表團成員於 9 月 12 日上午參訪舊金山國際機場，首先聽取管理當局簡報舊金山機場管理組織、營運績效及未來發展願景；隨即安排機場空間設計、旅客服務設施、指示標誌系統、公共運輸系統等實地參觀，該機場以旅客為中心、永續與在地化之設計理念，塑造舊金山國際機場成為一成功導入綠

建築以及處處為旅客著想的機場，相關機場軟硬體建設及管理思維值得國內借鏡。

四、9月12日下午2時，在舊金山臺北經濟文化辦事處新聞組彭組長滂沱協助下，毛部長於舊金山君悅飯店接受舊金山當地媒體訪問，包括世界日報(陳運璞小姐)、中央通訊社(吳協晶先生)與星島日報(施秋羽先生)。毛部長首先揭示本次組團參加APEC TEMC與TMM7會議之任務，之後記者就臺灣機場之改善構想、臺灣高鐵之成功因素、風險與期望以及部長對於臺灣觀光之推動願景等提問，毛部長並一一詳細解說回答記者提問，並說明對各項課題之改善推動構想，記者會歷時約1小時後圓滿結束。

五、會議期間，日本國土運輸部次長Akihiro OHATA利用議程空檔主動向毛部長就311日本震災期間我國對日本之協助表示感謝之意，同時毛部長並與日方交換高鐵之經營經驗，並向日本表達我國高鐵之成功，可視為日本新幹線技術輸出的成功案例。

肆、心得與建議

一、心得

1. 低碳社區與能源效率之運輸系統為未來推動運輸部門節能減碳之重要課題

透過大眾運輸導向之土地使用發展(Transit-Oriented Development, TOD)、大眾運輸路廊的擴充、自行車道與人行步道的發展等，來推動低碳社區之建置以及提高運輸系統之能源效率，在減少能源消耗與碳排放方面具有很大大之潛力。從舊金山都市規劃委員會執行董事 Steve HEMINGER 在 TEMC 「公私圓桌會議 2：為適合居住低碳社區發展具能源效率之運輸系統」議題的發言內容可以得知，美國在推動城市的節能減碳，第一步是建立完善法規配套，其城市減碳之理念，是除了要降低溫室氣體排放之外，同時還要確保地區的發展以及創造就業機會；其次是提高私人運具使用成本，例如提高過橋費以及油價上漲時即造成公共運輸使用率上升的現象；第三是要加強教育宣導與政府的大力推動。而亞太能源研究中心主席小林健二(Kenji KOBAYASHI)的引言內容則強調事前規劃的重要性，透過良好的城市規劃以降低運輸系統的能源消耗，並需及早行動，透過低碳運輸、運具轉移、能源效率運具的發展，做出更大的節能減碳貢獻。

2. 重型貨車之能源效率受到重視

從 NHTSA 主任在 TEMC 「公私圓桌會議 4：供應鏈的綠化－能源效率貨運」議題的發言內容可以得知，在推動運輸部門節能運具方面，除了目前各國已經進行能源效率管制的小型車輛外，對於重型貨車也要開始推動能源效率管制。美國現正

與加拿大合作，與汽車製造業者協商推動重型貨車的能源效率標準草案，預計 2014~2019 年推出的重型貨車都將遵守新的能源效率標準法規。

3. 能源智慧社區倡議將做為整合型低碳發展的合作平台基礎，促進更多能源相關的跨領域合作

2010 年底美國總統歐巴馬與日本前首相菅直人宣布，將共同推動「能源智慧社區倡議」，此倡議包括智慧運輸、智慧建築、智慧電網與智慧就業與消費者等四大主軸計畫，以及日本主導之低碳示範城鎮計畫。此一倡議著重從整體社區/城市規劃的能源消費、輸送供應等層面，透過示範計畫、技術標準調查、資訊分享等方式，達到更有效率、更智慧的能源使用模式。本次運輸與能源部長聯席會議通過之行動議程中，肯定能源智慧社區倡議下的子計畫行動，包括效能都市運輸網絡、智慧電網互通性與電動車充電基礎設施、電動車運輸路徑圖與電動車示範計畫、能源效率貨運計畫等正進行之合作，並期待在此基礎上，產出具體的合作成果，並開拓更廣泛的後續合作機會。可以預期的是，此能源智慧社區倡議發展的活動，將有利為 APEC 地區後續能源整體發展，建立一個更調和及具一致性的規範及標準環境，以促進先進能源運輸、建築、電網技術等的擴大使用。

4. 會議期間透過經驗分享與意見交流，成功拓展與 APEC 各會員體間之合作關係

第 7 次運輸部長會議，今年主題為「APEC 區域安全、保安及永續之平衡」，交通部毛部長應邀，分別就「特殊議題：運輸系統之災害預防、應變與復原」優先發言，與各會員體分享「我國防災預警之流域管理及風險管理」推動經驗，並於「議

題 I：綠色成長和運輸創新」下之第 1 子題：「1.將運輸創新付諸行動」場次發表「我國綠色運輸創新」之專題引言報告，展現我國近年來以創新思維與科技應用於生活與觀光等綠色成長與創新成果。會議最後各會員體之運輸部長並共同發表運輸部長會議聯合宣言，指出未來的願景及行動方向，作為各會員體共同努力的目標。代表團於會議期間與各國代表互動交換寶貴意見，透過經驗分享與意見交流，拓展與 APEC 會員體政策、技術交流與產業發展之契機，積極地攜手建立更具效率的運輸與能源未來，並藉此會議達成之國際共識作法，提供我國未來於節能減碳、能源效率及綠色成長與創新等施政相關工作推動之參據。

二、建議

1.與主要會員體之合作，參與低碳社區與低碳運輸之發展

低碳社區需要低碳運輸系統之配合，而在推動低碳社區之規劃方面，若能擷取國外進行整體低碳社區規劃與發展之執行經驗，可以強化我國推動低碳社區之規劃與推動。美國與日本近年於「能源工作小組(EWG)」積極推動「能源智慧社區倡議行動網路(ESCI Action Network)」，其中包括「智慧運輸(Smart Transport)」、「智慧建築(Smart Buildings)」、「智慧電網(Smart Grids)」與「智慧就業與消費者(Smart Jobs & Consumers)」四項主題。日本更在此網路架構下，與中國大陸合作，在中國大陸的天津于家堡推動「低碳示範城鎮(Low Carbon Model Towns, LCMT)」。而美國於本(100)年度 6 月份要求我方加入 EWG 的「能源智慧社區倡議行動網路(ESCI Action Network)」，並於 APEC 架構下運作。有關「能源智慧社區倡議行動網路(ESCI Action Network)」部分，目前我方已由經建

會主政，以我方與美國合作方式，推動辦理「能源智慧社區倡議知識分享平臺(Knowledge Sharing Platform for Energy Smart Communities Initiative)」。後續建議透過經建會於參與本項工作之過程中，彙整美日低碳社區規劃與發展之執行經驗，供國內相關部會參考。

2.掌握國際公私部門對能源議題跨領域合作治理的動向，以提升我國參與 APEC 能源合作之能量

本次運輸與能源部長聯席會議除了是 APEC 首次辦理運輸與能源跨領域部長級會議之外，亦廣泛邀請各會員體重要企業代表與公部門官員進行對話。為強化運輸能源效率之提升，以及相關先進運輸及能源技術的應用，公私部門有共識的面向包括：在先進汽車技術(如電動車)方面，各會員體應在各自發展相關標準規範之前，先建立國際標準規範之調和；政府與企業應強化合作，以鼓勵改善燃料效率與環境績效的活動持續發展；政府政策應為綠色能源技術提供穩定的政策與誘因，以鼓勵產業界極大化投資及加速消費者採用相關商品。從上述共識可以看出，發展穩定的、可預期的且具一致性的綠能投資與貿易環境，以促進相關產業發展，是各會員體政府與企業界戮力合作的重點，特別是當前全球經濟再度面臨不確定，且失業問題為許多會員體政策優先因應的重大議題。因此，可預期未來 APEC 能源合作，不僅將朝跨領域發展，更將著重可以帶來產業經濟發展效果的政策措施，是故如何利用我國技術與產業發展經驗，參與並積極提出創新的能源跨領域治理政策，將是我國維持在 APEC 場域內能源合作動能的關鍵。

3.APEC 未來重點工作項目可供國內相關單位參考

TEMC 會議之主題為「APEC 邁向能源效率、低碳永續

運輸的未來」，此次 APEC 各會員體出席 TEMC 會議之運輸及能源部長已就「願景建立-運輸在清淨能源未來之扮演角色」、「為適合居住之低碳社區發展具能源效率之運輸系統」、「驅動低碳運輸」、「綠化供應鏈-能源效率貨運」等議題，共同發表 TEMC 行動議程。TMM7 會議之主題為「APEC 區域安全、保安及永續之平衡」，此次 APEC 各會員體出席 TMM7 會議之運輸部長已分別就「運輸系統之災害預防、應變與復原」、「綠色成長和運輸創新」、「聯合國十年道路安全行動」、「女性於運輸領域」、「監管合作」、「強化區域經濟整合與貿易」等議題，共同發表 TMM7 部長宣言。前述行動議程與運輸部長宣言，明確指出未來的願景及行動方向，這些重點工作項目可供國內相關單位參考。

附件 1、代表團成員與任務分派

單位	姓名	主要任務
交通部	毛部長治國	參加運輸及能源部長聯席會議(TEMC)、第 7 次運輸部長會議(TMM7) 及雙邊會談。
	毛錢瑩瑩	陪同部長出席晚宴及相關活動。
	陳司長彥伯	襄助部長出席運輸及能源部長聯席會議(TEMC)、第 7 次運輸部長會議(TMM7) 。
	何專門委員淑萍	襄助部長出席運輸及能源部長聯席會議(TEMC)、第 7 次運輸部長會議(TMM7) 及雙邊會談、9 月 12 日雙邊會談重點與電報內容之整理。
	蔡警官維軒	協助部長聯繫及訊息傳遞等相關行政事務。
交通部 運輸研究所	林所長志明	襄助部長出席運輸及能源部長聯席會議(TEMC)、第 7 次運輸部長會議(TMM7) 及雙邊會談；綜理全團事務。
	林主任秘書繼國	襄助部長出席運輸及能源部長聯席會議(TEMC)、第 7 次運輸部長會議(TMM7) 及雙邊會談；代表團對外溝通聯繫、新聞聯絡與各項行政事務監督與執行。
	陳組長其華	襄助處理各項團務、撰寫會議紀錄、新聞稿/電報發送、國內聯繫及代表團行政業務；活動拍照。
	楊研究員智凱	襄助處理各項團務、撰寫會議紀錄、新聞稿/電報發送、國內聯繫及代表團行政業務；活動拍照。
民用 航空局	方主任秘書志文	襄助部長出席運輸及能源部長聯席會議(TEMC)、第 7 次運輸部長會議(TMM7)及雙邊會談、9 月 12 日雙邊會談重點與電報內容之綜整。
東吳 大學	賈教授凱傑	提供代表團出席運輸及能源部長聯席會議(TEMC)、第 7 次運輸部長會議(TMM7) 及雙邊會談之諮詢；撰寫會議紀錄及支援行政業務；活動拍照。
中華 航空	楊副總經理辰	襄助部長出席運輸及能源部長聯席會議(TEMC)、第 7 次運輸部長會議(TMM7) 之諮詢。
陽明海運美 洲分公司	吳總經理清泉	襄助部長出席運輸及能源部長聯席會議(TEMC)、第 7 次運輸部長會議(TMM7) 之諮詢。
外交部 國組司	黃簡任秘書峻昇	隨團全程出席運輸及能源部長聯席會議(TEMC)、第 7 次運輸部長會議(TMM7) 及技術諮詢。

附件 2、運輸與能源部長行動議程

APEC MINISTERIAL CONFERENCE ON TRANSPORTATION AND ENERGY

September 13, 2011

San Francisco, California, United States of America

ACTION AGENDA TO MOVE APEC TOWARD AN ENERGY EFFICIENT, SUSTAINABLE, LOW-CARBON TRANSPORT FUTURE

1. STRENGTHENING TRANSPORTATION'S ROLE IN A CLEAN-ENERGY FUTURE

1.1 We, the APEC Energy Ministers and Transportation Ministers, met in San Francisco on September 13, 2011 in a Public-Private Dialogue with members of the APEC business community, non-profit organizations, municipal planning authorities and academia to consider measures for making transport in the APEC region cleaner and more energy efficient. Cleaner and more energy efficient transportation can help to reduce energy use, oil imports and carbon emissions in our rapidly growing urban areas, in the movement of goods and people both within and between our economies, and in air travel across the region.

1.2 APEC Leaders agreed in 2007 to reduce the energy intensity of economic output across the region by at least 25 percent between 2005 and 2030. The APEC Energy Working Group has sponsored analysis which appears to indicate that a substantial further reduction in energy intensity could be achieved. Yet energy demand in the APEC region is growing even faster than we anticipated. We therefore direct the Energy Working Group to conduct further intensive discussion towards the APEC Leaders' Meeting in November for setting a new energy intensity goal considerably exceeding that of 2007.

1.3 Since transportation accounts for a substantial share of total energy use and greenhouse gas emissions, we direct the Energy Working Group and Transportation Working Group to assess the measures APEC economies could take in the transportation sector to be more energy efficient, and to identify additional areas of collaboration.

1.4 APEC Leaders and Energy Ministers committed in 2009 “to rationalize and phase out over the medium term fossil fuel subsidies that encourage wasteful consumption, while recognizing the importance of providing those in need with essential energy services.” Since many existing fossil fuel subsidies encourage wasteful consumption of fuel for transport, we acknowledge the Energy Working Group’s cooperation with the International Energy Agency to analyze the economic costs associated with fossil fuel subsidies in APEC and to consider best practices for eliminating such subsidies while protecting the poor. Building upon this activity, we direct the Energy Working Group to develop a voluntary reporting mechanism on reduction and phaseout of fossil fuel subsidies to be presented to APEC Leaders in November, consistent with approaches in the G20.

2. DEVELOPING ENERGY EFFICIENT TRANSPORT SYSTEMS FOR LIVABLE LOW-CARBON COMMUNITIES

2.1 Livable communities with Transit-Oriented Development (TOD), expanded mass transit corridors, wide use of information and communications technology (ICT), intelligent transportation systems (ITS), bicycle paths and walkways can improve safety and quality of life in the rapidly urbanizing APEC region while also reducing energy use, carbon emissions and travel times. We therefore direct the Transportation Working Group and Energy Working Group to develop performance measures for gauging the impact of livability-driven interventions to reduce transport times, energy use and carbon emissions, and to have initial measures available for review by Energy Ministers in 2012 and Transportation Ministers in 2013.

2.2 We welcome the decision by a number of member economies to support and participate in the Energy-Smart Communities Initiative (ESCI), which was jointly launched by the leaders of the United States and Japan on the occasion of the APEC Leaders’ Meeting held in Yokohama in 2010. We look for further development of activities under this initiative to be reported to Leaders in 2011. We also underline the successful progress of the APEC Low-Carbon Model Town (LCMT) Project, which was proposed by Japan and endorsed by the Ninth Energy Ministers Meeting (EMM-9). In order to realize a low-carbon economy, it is vital that we implement low-carbon technologies in a comprehensive manner to target an entire town. We expect best practices obtained by this APEC project to serve as models to the world.

2.3 We direct the Energy Working Group and Transportation Working Group to develop best practices for reducing energy consumption and carbon emissions in the APEC region, building upon the LCMT Project, working through and further promoting the ESCI, and obtaining expert advice through the Cooperative Energy Efficiency Design for Sustainability (CEEDS) project. We note the cooperative project already begun under ESCI on energy efficient urban transport networks. We also note the ESCI work on smart grids to advance the interoperability of power grids and electric vehicle charging infrastructure. We direct the Energy Working Group and the Transportation Working Group to consider additional activities based on the results of the Ministerial Conference and related meetings.

2.4 We further direct the Transportation Working Group to study the expanded use of TOD, Bus Rapid Transit (BRT), bicycle lanes and walkways which can be incorporated into an assessment of the potential for reduced intensity of energy use in the transportation sector. We look forward to the results of the cooperative projects already underway on the energy, transport and environmental benefits of TOD and BRT and encourage follow-up activities.

3. POWERING LOW-CARBON TRANSPORT

3.1 A key strategy for reducing the energy and carbon intensity of transport is to promote the introduction of biofuels, natural gas vehicles, and electric drive vehicles, within a comprehensive framework that also includes measures to improve the efficiency of vehicles and traffic systems. We are encouraged that an increasing number of APEC economies are introducing automotive fuel economy and greenhouse gas regulations. We therefore direct the Energy Working Group and Transportation Working Group to identify and study appropriate strategies, approaches and best practices for promoting efficient and alternative-fueled vehicles, including electric drive vehicles, based on life cycle assessments. In this regard, we note the projects on electromobility roadmaps and electric drive vehicle demonstrations that are included under the Energy Smart Communities Initiative.

3.2 We support and welcome efforts to facilitate the introduction of energy-efficient vehicles throughout the APEC region by streamlining procedures and regulations related to the importation of small numbers of

non-salable advanced and alternative fueled demonstration motor vehicles with adequate level of safety, and call on officials to identify common elements of procedures and regulations in this regard by the November Leaders' Summit.

3.3 We note that the increasing reliance on electric vehicles to meet the fuel economy and greenhouse gas standards and the need to maintain consumer confidence in these vehicles requires taking precautionary steps to ensure that their introduction onto the public roads is accomplished safely. In taking such steps, we encourage the development of harmonized approaches to addressing the safety of electric vehicles.

3.4 The Energy Working Group's Biofuels Task Force has found that second-generation biofuels from farm and forest residues could potentially displace two-fifths of gasoline use and one-fifth of crude oil imports in the APEC region while generating substantial employment opportunities. We therefore urge the Energy Working Group and individual APEC economies to consider and assess in greater detail this resource and employment potential that could practically be developed over time, while ensuring carbon-reduction, stable supply and cost-effectiveness according to life cycle assessments.

3.5 APEC economies have supported the leading efforts of the International Civil Aviation Organization (ICAO) and International Maritime Organisation (IMO) to address the impact of international aviation and shipping on climate change. These include the ICAO Assembly Resolution A37-19, which set a global goal of 2 percent annual fuel efficiency improvements through 2020 while laying a roadmap for measures to limit aviation emissions; the industry's goal to keep global net carbon emissions from international aviation level after 2020; and the IMO's recent adoption of energy efficiency measures for ships. [APEC economies have also worked through the United Nations Framework Convention on Climate (UNFCCC) to address international transport emissions.] We therefore direct the Energy Working Group and Transportation Working Group to cooperate on best practices for both the modernization of air traffic management and the development of aviation biofuels, in coordination with ICAO, to limit or reduce the environmental footprint for all phases of flight, from gate to gate.

4. GREENING THE SUPPLY CHAIN: ENERGY EFFICIENT FREIGHT TRANSPORTATION

4.1 Freight transportation accounts for a substantial share of energy use in the APEC region. We therefore direct the Energy Working Group and Transportation Working Group, in consultation with industry, to consider strategies and best practices for energy efficiency improvement in freight transportation. We note the project on energy efficient freight transport under the Energy Smart Communities Initiative. We look forward to the results of the cooperative project underway on intermodal freight transport, and to follow-up activities.

4.2 Several APEC economies have implemented intermodal freight strategies to reduce the energy intensity and environmental impacts of freight transport by encouraging freight shippers to shift where practical from energy-intensive transport modes like trucks to energy-efficient modes like rail, barge and ship. We therefore direct the Transportation Working Group to develop best practices for promoting intermodal freight in APEC based on the strategies that have been implemented to date, such as infrastructure expansion and planning to facilitate intermodal freight connectivity.

4.3 We also recommend implementing the Global Navigation Satellite System Implementation Team's 2010 – 2015 "Strategy for the Adoption of Measures to Include GNSS Technologies in the Development of Seamless Transportation Systems".

4.4 Many companies in APEC economies have implemented green logistics strategies to ensure that their trucks, rail cars, ships and planes are more optimally loaded on each trip they make, thereby increasing the overall fuel efficiency of freight transport operations. We therefore direct the Energy Working Group and Transportation Working Group to work with the APEC Business Advisory Council (ABAC) to establish a network of freight transporters who agree to develop best practices for reducing their energy use and to document their cost-saving, energy-saving and carbon-reducing strategies, in cooperation with ESCI.

附件 3、第 7 次運輸部長會議部長聯合宣言

7TH APEC TRANSPORTATION MINISTERIAL MEETING
San Francisco, California, United States of America
September 14, 2011

MINISTERIAL JOINT STATEMENT

As Ministers responsible for transportation in the APEC region, we met in San Francisco, United States of America, on September 14, 2011, to continue our work towards a safe, secure, seamless, and sustainable transportation system in support of the Bogor Goals of free and open trade and investment in our region.

The dynamism of the Asia-Pacific region has made it a driving force for growth in the world economy. As a significant economic enabler, transportation has been instrumental in our region's recovery and resurgence following the recent economic and financial crisis. It has also been key to our preparedness, resilience and response to the tragic natural disasters which the Asia-Pacific region has suffered since we last met, including the Great East Japan Earthquake and the other extraordinary events in Australia, Chile, China, New Zealand and the United States, among others. These unpredictable events can occur anywhere at any time and have the capacity to affect us all.

We highlighted the importance of learning from past experiences, committing to ongoing improvement, and formulating a common understanding of requirements for the development of respective optimal transportation systems in order to better respond to future natural disasters in the region. In this effort, we support the important work of the APEC Emergency Preparedness Working Group and others to help enable the region to better

prepare for and recover from emergencies and disasters by helping to reduce the risk of disasters and building business and community resilience.

We note that at the November 2010 Ministerial Meeting in Yokohama, Japan, APEC Leaders recognized that the full potential of women to contribute to the regional economy remains unrealized. This is particularly true in transportation, a key driver of economic growth. The transportation field offers women an opportunity to combine policy and law with science, engineering and innovation. We recognize that while some women have achieved prominence in this field, stronger outreach and other measures need to be developed and implemented to ensure that APEC economies take full advantage of the abilities of current and future generations of potential women leaders. We welcome the establishment of a regular dialogue on Women in Transportation as part of the TPTWG meetings and direct the TPTWG to exchange information regarding initiatives, outreach and measures that are taken within each economy to increase the role of women in transportation; develop a compendium of best practices that member economies can adapt to their particular circumstances as they develop their own initiatives and programs and integrate these efforts into the larger APEC dialogue and efforts on this issue.

In the fulfillment of our directives and those of our Leaders, we recognize the progress that has been achieved since our last meeting in 2009 by the Transportation Working Group (TPTWG), which this year marks its twentieth anniversary.

Promoting Green Growth and Innovation in Transportation

We emphasize the contribution of safe, secure, seamless, and sustainable transportation to the implementation of all five attributes of the APEC Leaders' Growth Strategy: Balanced, Inclusive, Sustainable, Innovative, and Secure Growth. In this context, we recognize the contribution of "Green Growth" to the sustainable development of the APEC region.

We welcome the role of the APEC Port Services Network (APSN) in promoting greener ports, including through the Workshop on Green Ports, Collaborating for Environmental Leadership, to be held in San Francisco on September 19, 2011. We support the continuing work of the APSN and encourage all APEC member economies to participate in this important initiative in facilitating co-operation and communication amongst ports and related sectors in the region.

We also note the opportunities afforded by innovation and advanced technologies and behavior change initiatives which aid the development of more environmentally friendly transportation systems. We encourage the TPTWG to assess ways in which better use can be made of advanced and emerging technologies to reduce emissions from transport whilst continuing to maintain the sustainable growth of transportation systems.

In responding to APEC Leaders directions at Yokohama, Japan, in November 2010, to promote energy efficient transport, we direct the TPTWG to give priority to developing and promoting fuel efficient transport practices, including the use of alternative fuels as well as the development of corresponding energy efficient transport infrastructure.

We reiterate our commitment to the Action Agenda To Move APEC Toward An Energy Efficient, Sustainable, Low-Carbon Transport Future, as agreed with our APEC energy colleagues at our joint Transportation and Energy Ministerial Conference in San Francisco, California, on September 13, 2011. In this regard, we direct the TPTWG, in collaboration with the Energy Working Group, to implement the Action Agenda in order to protect the environment and ensure sustainable, long-term growth in the region.

We encourage stronger cross-sectoral collaboration of TPTWG with other Working Groups to consolidate efforts for energy efficiency in APEC economies.

Enhancing Regulatory Cooperation

We recognize the importance to trade facilitation of aligning domestic standards to relevant international standards where possible, and collaboration in other international fora in this regard. We direct the TPTWG enhance its cooperative efforts by focusing on concrete results to improve regulatory outcomes consistent with international obligations and with good regulatory practice.

We recognize the need for targeted transport regulatory reform and investment in transport infrastructure to improve supply chain connectivity as a key means of achieving free and open trade.

We acknowledge the importance of transportation safety and security while ensuring the facilitation of trade and movement of people and goods across the region and the world.

We instruct the TPTWG to continue its efforts to enhance transportation safety and security measures in all modes of transport, including the use of technology, human resources development and training, and sharing of best practices.

We urge economies to comply with the standards and recommended practices of the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO), and we instruct the TPTWG to collaborate with these organizations in the areas of security, safety and the environment where appropriate.

We also urge the TPTWG to intensify activities in the field of rail and road transport security, which is regarded as an integral part of the seamless transportation of passengers and cargo by international routes

We recognize and underscore the importance of ongoing collaboration between the TPTWG and the APEC Counter-Terrorism Task Force.

We recognize that global supply chains are strategically and inherently intermodal and encompass goods, conveyances, facilities, communication

services. and hubs within the entire transportation environment. This necessitates better integration among all stakeholders to ensure seamless security and enhanced facilitation across all modes. We instruct the TPTWG to collaborate with other APEC fora, the World Customs Organization (WCO), the International Organization for Standardization (ISO), ICAO and IMO as they continue to work toward strengthening the global supply chain.

More specifically, we instruct the TPTWG to give high priority to enhancing economies' abilities to identify, assess, and share information on threats to transportation facilities, vehicles, people and cargo, to prevent and combat acts of unlawful interference while respecting national laws and privacy; to work toward alignment of international standards to facilitate trade and minimize vulnerabilities; and to work together and with partners on trade recovery and facilitation.

We wish to highlight the importance of the United Nations Decade of Action for Road Safety, 2011-2020. We agree to assess opportunities to launch road safety initiatives and increase road safety efforts in our respective economies and direct the TPTWG to give high priority to address such efforts.

We also strongly encourage economies to participate in the World Forum for Harmonization of Vehicle Standards (WP 29) of the United Nations Economic Commission for Europe (UNECE).

Strengthening Regional Economic Integration

In support of APEC's work to strengthen regional economic integration towards the promotion of free and open trade and investment, we reaffirm our commitment to promote greater liberalization within all modes of the transportation sector in the APEC region while removing barriers to trade and investment, where possible.

We note the importance of a continued commitment to the development of human capacity and other resources to support and operate a safe and efficient global supply chain system to enhance and facilitate trade.

We encourage capacity building efforts in support of the Bogor Goals through the ongoing implementation of the APEC Common Principles for Shipping Policy. We acknowledge, in particular, recent significant achievements, including the development of Guidelines Related to Liner Shipping, which are intended for voluntary adoption by economies to enhance free and open trade in the APEC region.

We also express our support for enhancing seamless interconnectivity among the modes and direct the TPTWG to continue its work to ensure the safe, secure and efficient movement of people and goods, while improving the conservation of natural resources and mitigating environmental impacts.

We particularly stress the importance of enhancing physical connectivity through reducing choke points and integrating markets through the implementation of the APEC Supply-Chain Connectivity Framework Action Plan, to which the transportation sector is a key contributor. We instruct the TPTWG to give high priority to implementing the transport-related elements of the Action Plan with a view to achieving the goal of a ten percent improvement in supply chain performance by 2015 in terms of reducing the time, cost, and uncertainty of moving goods and services through the Asia-Pacific region as committed to by APEC Leaders in 2010.

We also encourage member economies to assess ways in which transport infrastructure investments can be prioritized and further increased, including through the wider utilization of well-functioning Public-Private Partnerships (PPPs).

We want to maximize the potential of air services to be an enabler of commerce and economic growth. Liberalized international aviation regimes support the development of air services networks across the region. We urge

all Economies to evaluate the desirability of eliminating restrictions on the ability of air service providers to respond to market demands. We note that the Multilateral Agreement on the Liberalization of International Air Transportation, to which Economies can accede on a full or all-cargo basis, is available to allow Economies to institute a liberal aviation operating environment quickly with multiple partners.

We recognize the potential that exists for the business aviation industry to have a significant positive economic impact in the APEC region. APEC economies, however, are only beginning to consider the importance of developing a network of compatible regulatory frameworks, which is essential for the operational flexibility that is the core benefit of business aviation. Major Asian centers of trade could be connected for business travellers in an unprecedented, time-saving manner. Business aviation can also serve to open the door to global commerce for smaller communities and rural populations that need access to major cities and manufacturing centers. We welcome the initiative in the TPTWG to promote and support the growth of business aviation operations, as a positive contribution to economic activity and trade in the region. We urge the TPTWG to focus expeditiously on identifying the benefits of business aviation and then working to develop and implement an APEC-wide set of agreed core principles that will apply to business aviation operations.

Finally, we reiterate our appreciation for the work of the TPTWG which is made possible through the active and sustained cooperation of APEC member economies. We remain committed, as a community, to continuing to assist each other through the TPTWG other APEC fora and international organizations on issues of mutual concern. We agree to meet again in 2013 to continue to work towards the achievement of our goals.

附件 4、運輸及能源部長會議：「公私圓桌會議 2：為適合居住低碳社區發展具能源效率之運輸系統」毛部長發言書面資料

公私圓桌 2：為適合居住低碳社區發展具能源效率之運輸系統

Round Table 2:

Developing Energy Efficient Transportation Systems for Livable Low-Carbon Communities

Honorable Chairman, Fellow Ministers of Transport and Energy,
Distinguished Delegates, Ladies and Gentlemen:

主席，尊敬的部長與卓越的代表們：

According to the International Energy Agency, the transportation sector consumed 27.3 percent of the world's energy in 2008. Therefore, when we pursue the development of low carbon communities, the role of the transportation system is of great importance. In recent years, Chinese Taipei has actively sought to develop "Green Transport" systems such as public transportation, pedestrian and bicycle transportation systems. These are human or people oriented (as opposed to vehicle oriented) transportation system strategies, that are an integral part of our efforts to create livable low carbon communities.

根據國際能源總署報告，2008 年世界各國運輸部門之能源消耗佔比平均為 27.3%，因此，在推動低碳社區時，運輸系統扮演重要的角色。近年來中華臺北努力建立以公共運輸、自行車、步行等綠色運輸為主之人本導向交通環境，以協助營造適合居住之低碳社區。

In 2010, the Ministry of Transportation and Communications commenced the implementation of its 3 year “Highway Public Transportation Development Program”. This program focuses on goals such as “Improvements to the Public Transport Environment (Vehicles and Facilities)”, “Forging People’s Habits toward and Attracting Usage in Public Transportation”, “Providing Basic Public Transport Services to the Socially Disadvantaged”, and “Improved Seamless Service Quality”. Through the many projects included in this program, we strengthen the operations and the utilization of public transportation across all of Chinese Taipei. A sample of projects include: (1) providing operational subsidies to public bus services in remote areas or low density urban areas, in order to maintain basic public transportation services for all people, (2) providing subsidies to local governments for the reconstruction of bus station facilities that will improve the environment for waiting bus passengers, (3) integrating fare collection between different public transport systems, where multiple contactless fare cards can be used among the different bus services, rapid transit, and railway services, and (4) providing subsidies to encourage replacement of existing buses with low emission and low floor buses, including electric buses.

為了改善公共運輸服務品質，中華臺北自 2010 年起推動「公路公共運輸發展計畫」，針對「公共運輸環境改善」、「公共運輸使用吸引與習慣培養」、「提供基本民行需求及弱勢族群照護」及「優質運輸服務」等目標研訂各項執行措施，例如：提供各地偏遠地區與服務性路線營運虧損足額補貼、補助整建候車設施、推

動公共運輸電子票證多卡通整合計畫、鼓勵加速汰換低地板之油電混合或電動公車等，透過計畫執行達成強化公共運輸業者體質與提昇公共運輸使用率等效益。

Since 2009, our Ministry has worked on the implementation of an “East Taiwan Biking Trail Program”. This is a leading program to create a network of recreational bicycle paths across all of Chinese Taipei, and it integrates “Green Transport” concepts with tourism development strategies, allowing visitors to experience more in-depth discoveries into our featured tourism sites through public transportation, bicycles, and footpaths. One could call it a strategy for “slow tourism”, and in the future, it is intended that such “Green Transport” concepts will extend from recreational transport into the transport environment of daily life, and from East Coastline to all of Chinese Taipei.

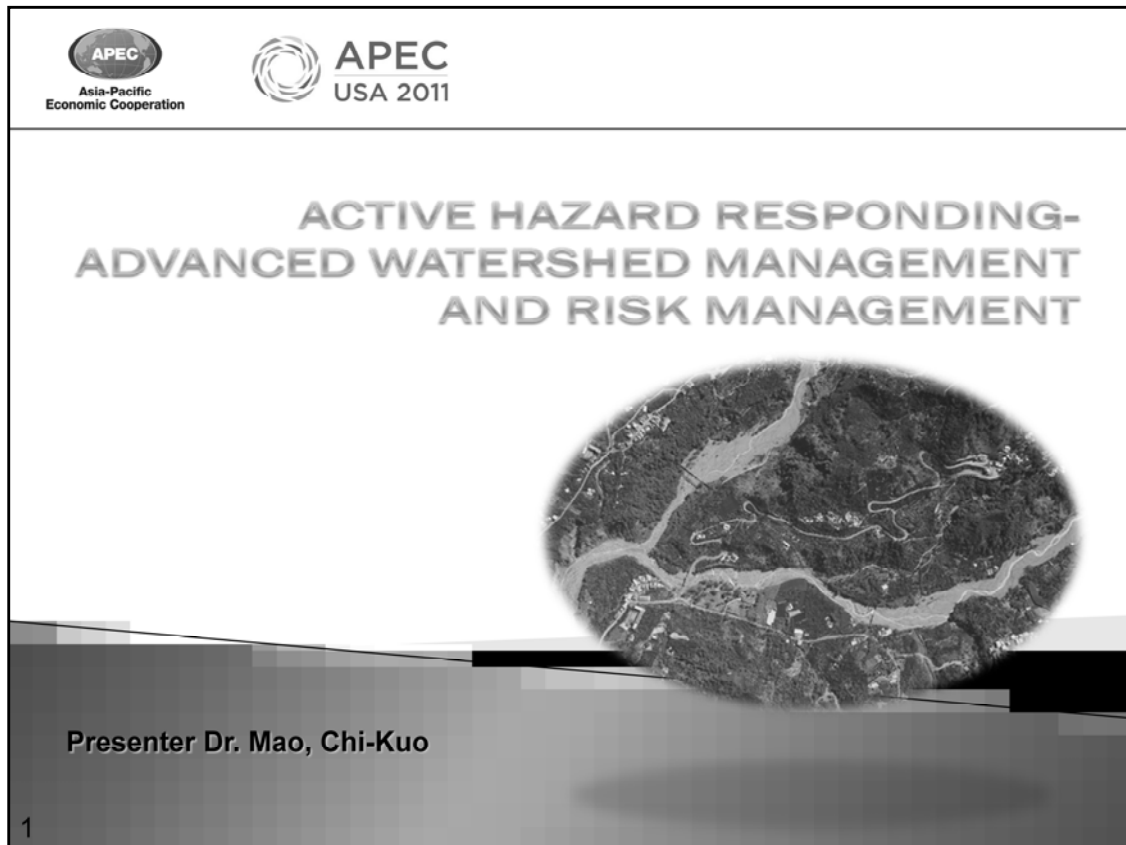
為鼓勵社會大眾使用自行車與步行等無碳運輸，中華臺北除了持續推動「辦理市區道路人行及自行車環境建置與改善」計畫外，自 2009 年起推動「東部自行車路網示範計畫」，透過適地、分階段之方式建立以綠色運具（公共運輸、自行車、步行）為主之人本導向交通環境，並建置環島休閒自行車道系統，結合「慢遊」旅遊趨勢，發展各特色景點的深度之旅，期能以「由遊憩到生活，由東部到全國」之模式，推動全臺自行車島。

It is through such strategic programs that we in Chinese Taipei are embarking on a trajectory toward Green Transport development, and the creation of livable low carbon communities. We are most willing to share our experiences, and we look forward to cooperating with

fellow APEC members to promote livable low carbon communities in the region.

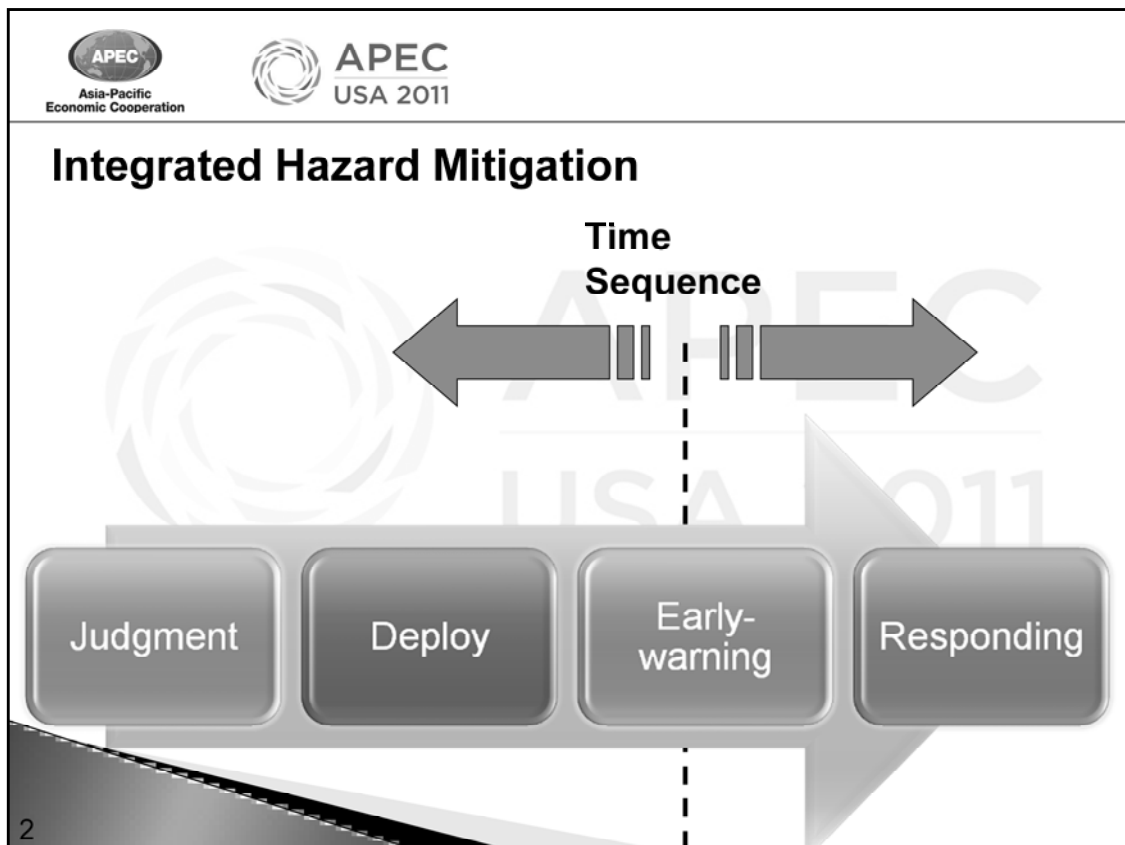
中華臺北透過上述之推動措施，期能構建完善之綠色人本交通環境，進而營造適宜居住的低碳社區。中華臺北極為願意與所有會員體共同分享推動綠色人本交通環境之經驗，並期與各會員體合作，共同促進適合居住之低碳社區之發展。

附件5、第7次運輸部長會議：「特殊議題-運輸系統之災害預防、應變與修復」毛部長發言書面資料



Honorable Chairman, Fellow APEC Member
Economy Ministers, Distinguished Guests, Ladies
and Gentlemen:

Chinese Taipei intends to share experience in
active hazard responding scheme. By learning from
recent typhoon events, advanced watershed
management and risk management programs have
been developed to successfully execute traffic
control for bridges and mountain highways during
extreme natural weather conditions.

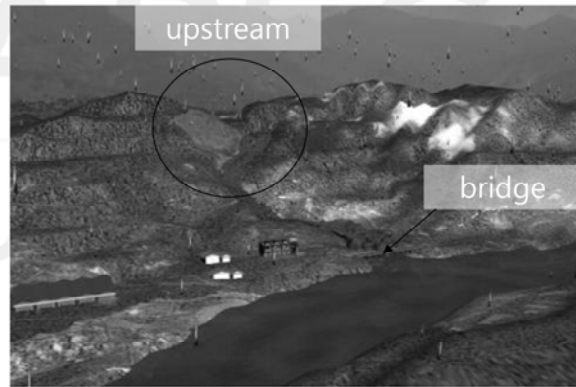


We have an average of 3 to 4 typhoon landings each year, the resulting heavy rains and floods often have severe impacts on transportation safety. Thus, an effort on hazard prevention and preparation strategies was implemented to acquire more time for mitigation mobilization and evacuation.

Upon a natural hazard like typhoon event, firstly, a judgment on high risk bridges or highway mountain section has to be made. Secondly, hazard mitigation resources are deployed in optimization. Thirdly, early-warning is announced for preparation and for necessary evacuation. Finally, hazard responding is arranged in an efficient manner.

Watershed Management for Highway Bridges

- ▶ Active risk management scheme could be installed for midstream and downstream bridges by monitoring rainfall and river flow conditions in the upstream area.
- ▶ Historical rainfall patterns and critical flow conditions were collected and analyzed to identify potential hazard pattern .



Wei F. Lee et al, 2010

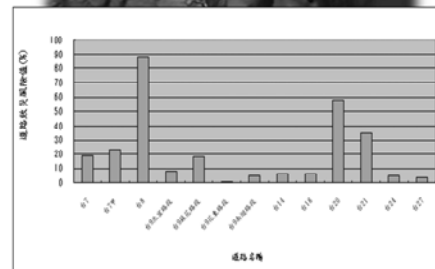
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“Watershed area management” is introduced. Principles of such a method are to take advantages of long river path from upstream to downstream. Instead of monitoring rainfall and flow condition at the bridge sites, active risk management scheme could be installed for midstream and downstream bridges by monitoring rainfall and river flow conditions in the upstream area.

Historical rainfall patterns and critical flow conditions were also collected and analyzed to identify potential hazard pattern, as well as threshold values of rainfall indices such as accumulated rainfall, rainfall intensity, and reoccurrence of hazard rainfall events.

Active Risk Management for Mountain Highways

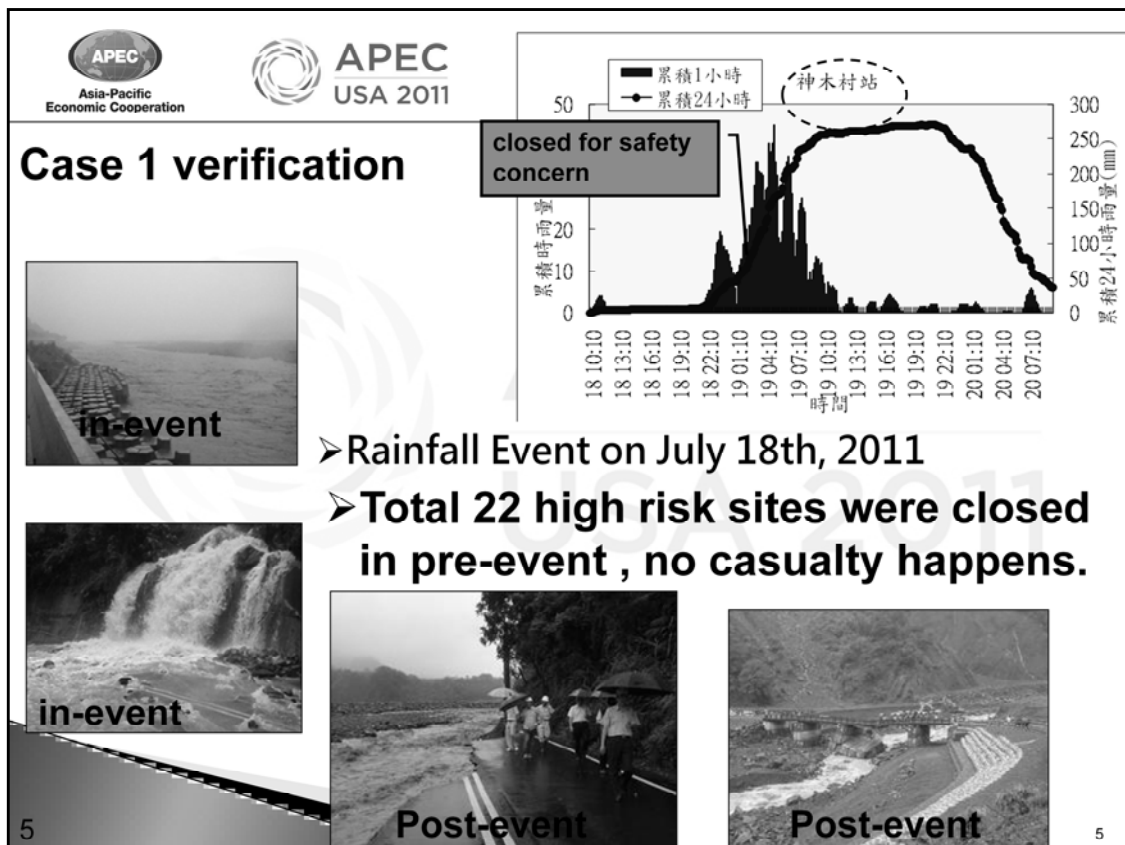
- ▶ To monitor and equip high risk mountain highway sections based on data of historical hazard events and damage scales
- ▶ Protocol of responding program is divided into early warning, warning, and action three levels, with according threshold rainfall indices.



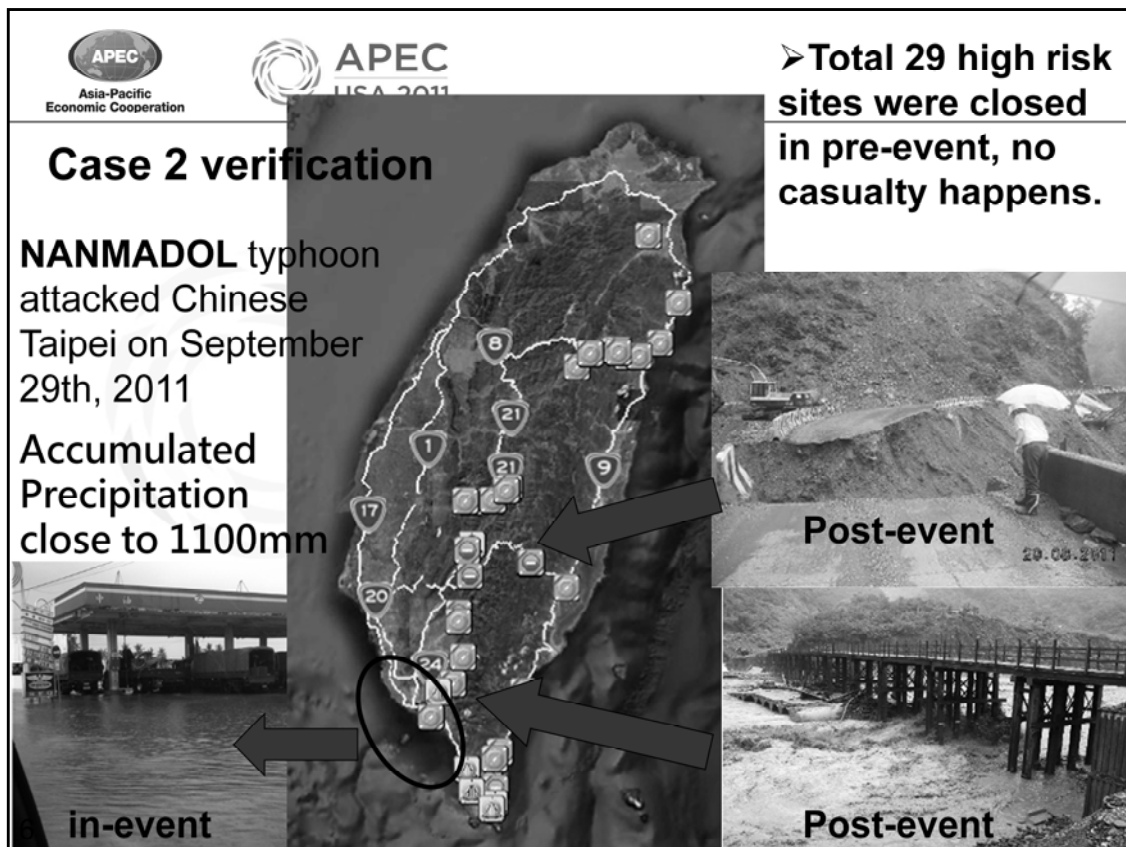
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Concept of active risk management is to monitor and equip high risk mountain highway sections based on data of historical hazard events and damage scales. Threshold rainfall indices were determined based on these historical hazard data. Hazard preventing and emergency recovery supplies could be then deployed to these selected control points. And active responding actions could be mobilized in a much more efficient manner.

Protocol of responding program is divided into early warning, warning, and action three levels, based on threshold rainfall indices. At present, we have total 64 monitoring sections throughout all mountain highways.



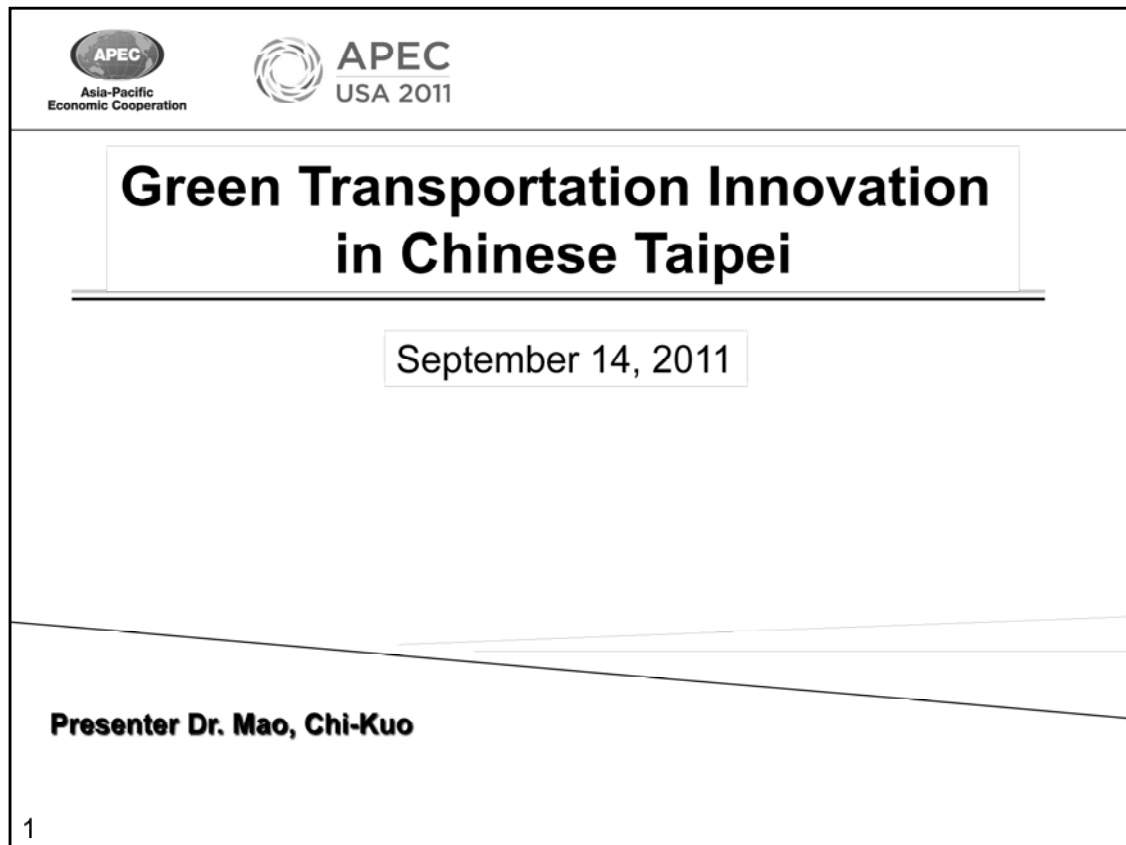
The proposed method has been successfully adapted in recent Typhoon and heavy rainfall events. The first case was the rainfall event on July 18th, 2011. Traffic control was applied earlier when upstream area of river reached preset early warning criteria. Totally, 22 high risk sites were closed for safety concern and 9 sites among them did occur damages. As a result of such risk management program acts, no casualty happens.



The second case is that **NANMADOL** typhoon attacked the island on September 29th, 2011.

The accumulated precipitation was close to 1100 millimeters in a 48 hour period. Totally, 29 high risk sites were closed for safety concern and 9 sites among them did occur damages. Similarly, as such risk management program acts, no casualty happens.

附件6、第7次運輸部長會議：「議題一：綠色成長與運輸創新」毛部長引言簡報資料



Honorable Chairman, Fellow APEC Member Economy Ministers, Distinguished Guests, Ladies and Gentlemen:

I am most honored to have this opportunity to join “The 7th APEC Transportation Ministerial Meeting”, and to share Chinese-Taipei’s experience in today’s theme of “Promoting Green Growth and Transportation Innovation: Putting Transport Innovation to Work”. Indeed, today’s theme is profoundly meaningful for the future development of the Asia Pacific Region, and I take this opportunity to express our appreciation and respect for our host member’s Transportation Secretary, Mr. Ray LaHood, for their effort in organizing this event.

- **“Green” goes beyond an environmental protection concept, we are working to turn it into a “life-style”**
- **Chinese Taipei have actively pursued the development of public transportation as our main Green Transportation Policy**
- **The development in “Smart Transport” leads Chinese Taipei into a new era of “Smart Living”**

With the global trend toward carbon reduction and energy conservation, the pursuit of green, sustainable transportation has become central part of transportation policy all across the world. We in Chinese Taipei have actively pursued the development of public transportation as our main Green Transportation Policy, while we have also channeled considerable resources toward ITS (Intelligent Transportation Systems) innovations, where we are applying recent information and communication technology to our transportation system.

- **Public Transportation System Plan**
- **Off-shore Island Electric Motorcycle Promotion Program**
- **Green Tourism Transport**
- **Bicycle-Friendly Environment**
- **Seamless Green Tourism Transport System in Sun Moon Lake**

3

In Chinese Taipei, “Green” goes beyond an environmental protection concept, we are working to turn it into a “life-style”.

We would like to share our innovative concepts in Green Transportation

• Public Transportation System Plan

The 3-year public transportation system plan has been launched since 2010, and that is focused on

- Improvements to public transport infrastructure
- Increasing the ridership of public transport by changing the general public's travel behavior
- Providing public transport services to the socially disadvantaged
- Seamless public transport service



4

Since 2010, we have dramatically increased our efforts to develop our road-based public transportation system with a 3-year plan. Through the various projects under this plan, it is anticipated that we will reduce carbon emissions in the transport sector.


• Public Transportation System Plan


An integrated electronic fare collecting system provides seamless service among rapid transit, railway and bus to the general public




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We have made substantial progress since 2010 in the integration of transportation fares between different public transport systems, where multiple contactless fare cards can be used among the different rapid transit, railway and bus services; it is our goal to create a completely seamless public transport environment.


 APEC
 Asia-Pacific
 Economic Cooperation


 APEC
 USA 2011

- **Off-shore Island Electric Motorcycle Promotion Program**
 - Implementing an “Off-shore Island Electric Motorcycle Promotion Program” in Green Island to achieve “Green Transport Island”



6

To the southeast of Chinese Taipei, we have a beautiful little off-shore island called “Green Island”.

This island is 15 square-kilometers in area, and in 2010, it received close to 328,000 tourists, creating considerable pollution problem on the island. In response to such problem, we have recently begun the implementation of an Program that will eventually replace all petrol-burning motorcycles with electric motorcycles; making Green Island truly “Green Transport Island”.

- **Green Tourism Transport**

- Promoting “Green Tourism Transport” by offering shuttle bus services among recreation areas and major public transport terminals

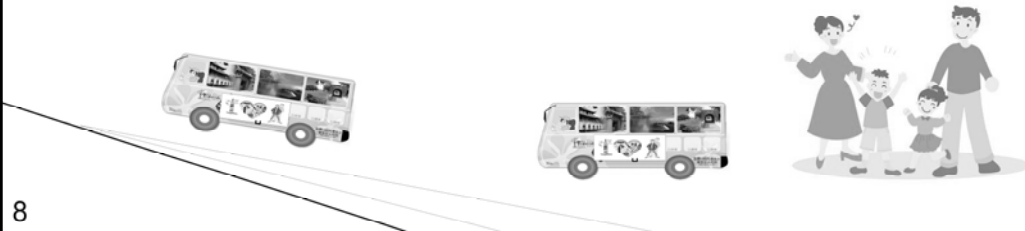


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Furthermore, since 2008, as part of our effort to promote “Green Tourism Transport”, we have implemented a program to offer “Tourism Shuttle Bus” services that connect our main tourism areas with major public transport terminals, such as our high speed rail and railway stations.

● Green Tourism Transport

- These shuttle services encourage travelers to use public transportation through special tour packages
- 20 shuttle lines have been implemented in 10 local jurisdictions with considerable patronage
- Total passengers in 2010 : 760 Thousands
2011 (from January to June) : 400 Thousands



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These shuttle services encourage travelers to use public transportation through special tour packages, where tourists enjoy not only transport services, but also a rich tourism experience at an attractive price.

So far, 20 shuttle lines have been implemented in 10 local jurisdictions with considerable patronage.

- **Bicycle-Friendly Environment**

- Providing island-wide “bicycle-friendly” environment with dedicated bicycle paths, seamless connection to public transport, and bicycle travel information system



The promotion of non-motorized transport systems, such as cycling, is also an important part of Chinese Taipei's “Green Transport Policy”. It is note-worthy that we have developed a substantial network of leisure or tourism bicycle paths across the island.

● Bicycle-Friendly Environment

- Along our beautiful Pacific (Eastern) Coastline alone, we have developed 867 kilometers of dedicated bicycle paths
- Chinese Taipei will be holding the “2011 Cycling Festival” along our Pacific Coast



10

Along our beautiful Pacific (Eastern) Coastline alone, we have developed 867 kilometers of dedicated bicycle paths. These developments have been integrated with connections with “bicycle-friendly” bus and rail services.



In November of this year, when the weather is “just right” for cycling, we will be holding the “2011 Cycling Festival” along our Pacific Coast, and all of you are cordially invited to visit us, and experience a unique cycling, nature and cultural tour!

- **Seamless Green Tourism Transport System in Sun Moon Lake**

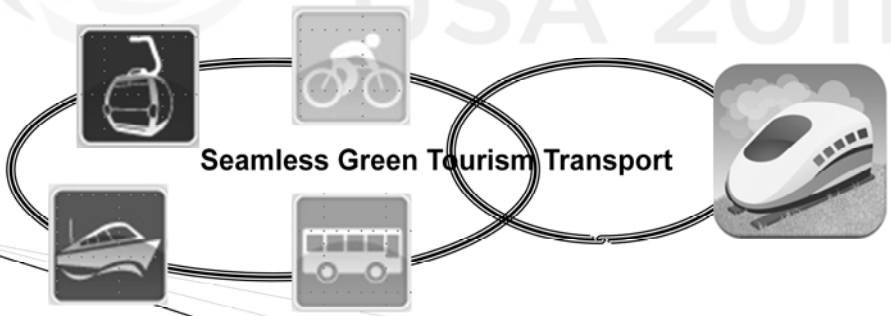


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Lastly, please allow me introduce the “Seamless Green Tourism Transport System” that we have developed for our most beautiful Sun Moon Lake, in the central high altitude mountain ranges. It is an area visited by over 7 million tourists each year, and has been plagued by traffic problems in the past.



The system features a “land, water, and aerial” travel experience, where it integrates walking paths with a round-the-lake circulation bus service, tour boat rides, and an aerial gondola system to a new long distance and tour bus terminal



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The new transport system implemented in 2010 features a “land, water, and aerial” travel experience, where it integrates walking paths with a round-the-lake circulation bus service, tour boat rides, and an aerial gondola system to a new long distance and tour bus terminal.

Attractive tour packages that include rides on all of the transport modes are offered, and the core concept for this transport system is to encourage travelers to “ride and tour”, or at least to “park and tour”, the beautiful Sun Moon Lake and its surrounding mountains.

- Chinese Taipei have formally entered a new era of “Low Carbon Smart Transport” development
- In the future, we will continue to adopt innovative concepts to develop low carbon intelligent transport systems that are both user friendly and environmentally friendly

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In conclusion, I would like to say that we in Chinese Taipei have formally entered a new era of “Low Carbon Smart Transport” development. In the future, we will continue to adopt innovative concepts to develop low carbon intelligent transport systems that are both user friendly and environmentally friendly.

Finally, I wish success for this meeting, and good health and happiness to all of you.

附件 7、代表團行程表

【簡要行程】

日期	時間	行程內容
9 月 9 日	23:10 (臺北時間)	部長及夫人搭乘華航 CI004 班機出發
	19:50 (當地時間)	部長及夫人抵達舊金山
9 月 11 日	23:10 (臺北時間)	其餘團員搭乘華航 CI004 班機出發
	19:50 (當地時間)	團員抵達舊金山，美方提供廂型車接送團員往返機場與飯店。
	22:00~22:30	團務會議 (經濟部團員、交通部團員、駐外支援人員)
9 月 12 日	08:30~11:00	參訪舊金山國際機場
	11:30~13:30	駐美代表處宴請代表團
	下午(待確認)	中墨雙邊會談(尚待外交部外館協助聯繫確認)
	16:00	中越雙邊會談 (地點: Hyatt 飯店)
	17:45~18:00	Hyatt 飯店集合前往晚宴會場 California Academy of Science
	18:00~21:00	歡迎晚宴
9 月 13 日	08:00~15:30	參加 TEMC 運輸及能源部長論壇會議
	15:30	會場 Westin St. Francis 大廳集合，前往參訪
	16:00~21:00	參觀 FedEx 中心之綠色運輸與創意展示 (人數限制：部長、林所長志明、何專門委員淑萍、蔡警官維軒等 4 人出席)
9 月 14 日	08:00~17:30	參加 TMM7 第七次運輸部長會議
	19:00	部長及夫人將受邀參加婦女高峰會開幕及晚宴
	22:00	團員驅車前往機場報到 (部長、夫人及隨扈三位於晚宴後前往機場)
9 月 15 日	01:35 (當地時間)	搭乘華航 CI003 班機返國
9 月 16 日	05:30 (臺北時間)	抵達桃園機場

【詳細行程】

時間：100 年 9 月 9-16 日

會議地點：美國加州舊金山聖弗朗西斯威斯汀（Westin ST. Francis）酒店

住宿地點：美國加州舊金山凱悅(Hyatt Regency)飯店

更新日期：2011/09/05

日期 Date	時間 Time	毛部長行程 Itinerary for Minister Mao	團員行程 Itinerary for the delegates	備註
9/9 (五)	23:10	於桃園國際機場第 2 航站 搭乘華航 CI4 班機出發 預計 19:50 抵達舊金山國 際機場，駐美代表處與舊 金山辦事處同仁接機。		舊金山辦事處將負 責接送機。 聯絡人：黃莉芳組 長 (H)(415)652-7363 (O)(415)364-5620
9/11 (日)	23:10 (台北)	毛部長與夫人安排私人行 程	於桃園國際機場第 2 航站搭 乘華航 CI4 班機出發 除毛部長與夫人先行抵達 外，其餘本部團員包括：外 交部黃簡任秘書峻昇、陳司 長彥伯、何專門委員淑萍、 蔡警官維軒、林所長志明、 林主秘繼國、陳組長其華、 楊研究員智凱、方主秘志 文、東吳大學賈教授凱傑、 中華航空楊副總辰、陽明吳 總經理清泉，合計 12 位。 經濟部團員包括：施部長顏 祥、經濟部張參事厚純、能 源局王副局長運銘、高專門 委員淑芳、陳科長炯曉、工 業局盧科長文燦、工業技術 研究院童所長遷祥、李組長 宏台、曾經理文丁、台灣經 濟研究院王助理研究員琬 靈、李助理研究員玲瑜，合 計 11 位。	美方提供廂型車接 送團員往返機場與 飯店。 大會另提供會場往 返旅館之接駁車
	19:50	毛部長與夫人前往凱悅 (Hyatt Regency)飯店與 全團團員會合	抵達舊金山國際機場 團員旅館登記 Hotel check-in time is 3:00 PM Hyatt Regency San Francisco 5 Embarcadero Center San Francisco, California 94111	部長房間聯絡飯店 經理： Ria Pasco, Manager ria.pasco@hyatt.com Tel: (415) 291-6556 Fax: (415) 283-2028

	22:00		安排團務會議（中秋茶會），地點:外交部承租之飯店會議室。	觀光局駐外辦事處負責準備。參加人員包括經濟部團員、交通部團員及駐外支援人員。
9/12 (一)	08:30~11:00	參訪舊金山國際機場 8:30 駐舊金山辦事處提供接車服務，自旅館前往舊金山機場→9:00 抵 SFO 機場→9:00-9:30 機場當局簡報→9:30-11:00 機場當局安排實地參觀/介紹→11:00 駐舊金山辦事處提供接車服務，自機場前往餐廳		1.部長夫人 9 月 12 日至 14 日行程由觀光局駐舊金山辦事處安排及陪同。 觀光局駐舊金山辦事處游昱湘主任(女) info@visittaiwan.org 手機： 1415-6948130 電話： 1415-3645625 2.行程原則將參觀安檢/環保，惟機場表示參訪日期因適逢 911 十週年前後，日前機場接獲國土安全部要求提升安全等級，因此部份參觀路線恐會與上次葉次長來訪不同。
	11:30~13:30	駐美代表處宴請經濟部與本部全團團員		(地點尚未確認)
	--	與墨西哥進行雙邊會談 墨國運輸部長（待確認） Mr. Dioniso Perez-Jacome Friscione		(時間尚待外交部聯繫確認) 地點：Hyatt 飯店會議室
	16:00	與越南進行雙邊會談 運輸部第一副部長（已確認） Mr. NGO Thinh Duc		地點：Hyatt 飯店會議室
	17:45~18:00	於飯店集合搭乘巴士前往晚宴會場 California Academy of Science		
	18:00~21:00	歡迎晚宴(著正式服裝)		
9/13 (二)	運輸及能源部長論壇會議（T E M C）			
	08:00~08:30	1. 歡迎致詞：加州州長 Jerry Brown 2. 開幕致詞：美國運輸部長Ray Lahood和美國能源部長Steven Chu開幕致詞。 Venue: The Westin St. Francis 335 Powell Street, San Francisco, California 94102		

08:30~09:30	公私圓桌會議 1：運輸部門在潔淨能源未來的角色	本部出席團員： 林所長志明、陳司長彥伯、何專門委員淑萍	經濟部負責議題
09:30~10:45	公私圓桌會議 2：為適合居住低碳社區發展具能源效率之運輸系統 <u>毛部長為 Lead-Off Commentators 之一，優先發言</u>	本部出席團員： 林所長志明、陳司長彥伯、賈教授凱傑、楊研究員智凱	交通部負責議題
10:45~11:15	茶敘時間/全體部長合影		
11:15~12:30	公私圓桌會議 3：低碳運輸之動力—生質燃料與電力 <u>施部長為 Lead-Off Commentators 之一，優先發言</u>	本部出席團員： 林所長志明、陳司長彥伯、中華航空楊副總辰	經濟部負責議題
12:30~13:45	午餐		午宴之座位安排方面，政府代表將會與各會體部長們是否坐一起則尚待確認。
13:45~15:00	公私圓桌會議 4：供應鏈的綠化—能源效率貨運	本部出席團員： 林所長志明、陳司長彥伯、何專門委員淑萍、陽明吳總經理清泉	交通部負責議題
15:00~15:30	通過行動綱領：PUTTING WORDS INTO ACTION ※提出 APEC 邁向能源效率、低碳永續運輸未來之行動議程		
15:30	閉幕 ADJOURMENT		
15:30	於 Westin St. Francis 大廳集合 *請攜帶護照		參訪活動及晚宴將有參加人數之限制(合計 8 人)
16:00~17:30	出發前往 Harbor Bay Ferry Terminal, Alameda，轉乘燃料電池公車前往 FedEx 中心 15:30Westin St. Francis 大廳集合(需檢查護照)→16:00 至舊金山渡船大樓→16:15 碼頭 B 搭乘紅白遊艇→17:00 出發前往 Alameda 的 Harbor 灣遊艇碼頭→17:30 紅白遊艇停靠 Alameda 的 Harbor 灣遊艇碼頭→搭乘燃料電池公車前往 FedEx 中心(5 至 7 分鐘)(需檢查護照)		
18:00~20:30	參觀 FedEx 中心之綠色運輸與創意展示，包括次世代航機與電動車		晚餐自 18:45 供應，活動帳篷設有開胃小點
20:30~21:00	返回舊金山(車程約 30 分)		

9/14 (三)	第七次運輸部長會議 (TMM 7)		
	08:00~08:30	歡迎致詞: 舊金山市長 Edwin Lee 開幕致詞: 美國運輸部長 Ray Lahood APEC2011 與未來專題報告 Venue: The Westin St. Francis 335 Powell Street, San Francisco, California 94102	
	08:30~09:15	特殊議題-運輸系統之災害預防、應變與修復 <u>毛部長於 Interventions 依會場情形優先發言</u>	本部出席團員: 林所長志明、陳司長彥伯、何專門委員淑萍、華航楊副總經理辰、陽明吳總經理清泉
	09:15~09:30	全體部長合影	
	09:30~10:00	茶敘時間	
	10:00~10:45	議題一: 綠色成長與運輸創新 子題 1: 將運輸創新付諸行動 <u>毛部長擔任 Kick-Off Speaker 引言 5-7 分鐘</u>	本部出席團員: 林所長志明、陳司長彥伯、賈教授凱傑、華航楊副總經理辰、陽明吳總經理清泉
	10:45~11:30	特殊議題-聯合國十年道路安全行動	本部出席團員: 林所長志明、陳司長彥伯、賈教授凱傑、華航楊副總經理辰、陽明吳總經理清泉
	11:30~13:00	午餐時間	部長與代表團團長將有座位安排; 各會員體部長們是否坐一起則尚待確認。
	13:00~13:45	特別討論議題: 女性於運輸領域之角色	本部出席團員: 陳司長彥伯、林所長志明、賈教授凱傑、華航楊副總經理辰、陽明吳總經理清泉
	13:45~15:15	議題二: 監管合作 子題 1: 航空與航空貨物保安。 子題 2: 強化海運及港口設施保安	本部出席團員: 林所長志明、方主秘志文、何專門委員淑萍、華航楊副總經理辰、陽明吳總經理清泉 本部出席團員: 林所長志明、何專門委員淑萍、賈教授凱傑、華航楊副總經理辰、陽明吳總經理清泉

		子題 3：航空安全	本部出席團員： 林所長志明、方主秘志文、 何專門委員淑萍、華航楊副 總經理辰、陽明吳總經理清 泉	
	15:15~15:45	茶敘時間		
	15:45~16:45	議題三：強化區域經濟整合		
		子題 1:空運服務自由化。	本部出席團員： 林所長志明、方主秘志文、 何專門委員淑萍、華航楊副 總經理辰、陽明吳總經理清 泉	
		子題 2:實體區域經濟整 合:籌措運輸建設資金	本部出席團員： 林所長志明、陳司長彥伯、 何專門委員淑萍、華航楊副 總經理辰、陽明吳總經理清 泉	
	16:45~17:15	會員體部長討論聯合宣言內容		
	17:15~17:20	會員體部長發佈聯合宣言與新聞稿		
	17:20~17:25	俄羅斯報告 APEC2012 整備情形		
	17:25~17:30	閉幕致詞：美國運輸部長 Ray Lahood		
	22:00	團員辦理退房並驅車前往機場。		
9/15 (四)	01:35	搭乘華航 CI003 班機返國		
9/16 (五)	05:30	抵達桃園機場		

【備註】有關服裝相關規定，於本次會議之行政公報第 17 點中載明：所有 SOM3 會議與社交活動的服裝規定皆為正式服裝，除特殊活動邀請函中另行註明。