引領
Guidance

在日新月異的年代裡，

求新求變是公共工程委員會不變的方向，

也因為不斷的改革、轉變，

讓流程簡化、效能提升，

使台灣未來的競爭力更強。

In a time of rapid changes,
PCC continues to seek advancements
Our ongoing efforts in adjustments and
conformation to trends
enable simplified procedures and
improved efficiencies,
and hence strengthens Taiwan's future
competitiveness

國家重要交通門戶—臺灣桃園國際機場第一航廈改善工程專案計畫
工程主辦機關：交通部民用航空局
計畫期程：實施期程為97-101年，預計98年中辦理工程招標，101年完工啟用。
經費：約為新台幣22億元
預期效益：屆時，桃園國際機場第一與第二航廈可共同提供一年約3,200萬人次之國際水準服務容量，並創造具有國際級水準之國家門戶。

回首過往　開創未來

去年，是充滿挑戰的一年，金融風暴持續影響全球，氣候變遷在國際間釀成重大災害也時有所聞，處在如此劇變的環境下，所幸我們的政府與民間能攜手合作，共同為恢復經濟成長與降低國內失業率而努力，讓全球不景氣的衝擊能減到最低。

為加速擴大公共建設投資，提升政府執行效能，以活絡經濟，增加就業機會，並為我國下一波的經濟發展提供新的動能，政府在98年度投入公共建設的金額比以往大幅增加，98年度公共工程的決標金額達5690億元，較往年平均3700億元多出53.78%，而公共工程的執行率更高達91.57%，創下近五年的新高；政府採購案流廢標的比例，從97年的36%降至98年底的3%，亦展現出極佳的效率。

在品質方面，98年度一億元以上公共工程列為甲等的比例，從1月份的14.63%至年底增加為51.43%，道路平整度的不合格率在97年2月竟有87%，經過本會會同相關部會與縣市政府的強力查核，以及執行推動道路平整方案，要求道路路面管線之人手孔蓋減量、檢討道路施工程序等作為，至98年底已降至26%。一年多以來，為提升公共工程品質與效率，本會積極檢討研擬推動策略，逐步建立公共工程全生命週期管控機制，目前已逐漸見成效。

隨著新興經濟體的持續快速成長，全球化競爭將愈趨激烈，加以國內人口的加速老化及全球溫室氣體效應的升高，台灣面臨的經濟、環境及社會的各項課題與挑戰將更加嚴峻。99年度公共建設預算規模高達6657億元，如何將效率及品質再向上提升，達成執行率93%的設定目標，將成為本會的工作重點。

Memorizing lessons of the Past Opening up the Future

Last year was a year filled with challenges as the financial tsunami ravaged the world and climate change brought on disastrous natural calamities. In this environment of drastic change, the people and government of Taiwan worked hand in hand to restore economic growth and lower the domestic unemployment rate, and thus reduce the impact of the global recession to a minimum.

Through speed up the expansion of infrastructure investment and enhance the performance of government implementation so as to enliven the economy, increase job opportunities, and provide new momentum for Taiwan's next wave of economic development, the government greatly increased the amount of its infrastructure investment in 2009. The total value of bids awarded for public construction in 2009 reached NT$569.0 billion, 53.78% more than the average annual amount of NT$370.0 billion for the past five years. The implementation rate for public construction in 2009 was 91.57%, a five-year high, and the rate of failed or cancelled government procurement tenders dropped from 36% in 2008 to 3% in 2009.

In the area of quality, the ratio of infrastructure projects costing NT$100 million and above that were given a grade of "A" rose from 14.63% in January to 51.43% at the end of the year. The road smoothness nonconformance rate was a high 87% in February 2008; following stringent inspections by the PCC and other related ministries, commissions, and local governments, the implementation of the Smooth Roads Project, a demand to reduce the number of manholes in road surfaces, a review of road construction procedures, and other measures, the rate had dropped to 26% by the end of 2009. For more than a year, the PCC has been actively reviewing, formulating, and implementing strategies to enhance the quality and efficiency of public construction, and has been gradually setting up an infrastructure life-cycle control mechanism that is now beginning to show results.

Globalized competition is becoming ever more intense along with the rapid growth of the emerging economies, and with the accelerated ageing of Taiwan's population and the heightened global effects of greenhouse gases, Taiwan will be faced with increasingly severe economic, environmental, and social issues and challenges. The public construction budget for 2010 is a high NT$665.7 billion, and a key task for the PCC will be to continue boosting efficiency and quality, and to reach the targeted implementation rate of 93%.

真誠、效率、同理心
Sincerity, Efficiency, Empathy

「永續、減碳」已經成為21世紀全球的道德基準，馬總統更揭示「實施節能減碳、永續台灣環境」是政府必須持續推動的工作，公共工程屬大規模之國家建設，較之單一的建築體，對環境影響更大，尤應帶頭來實踐永續發展及節能減碳。行政院吳敦義院長也特別強調，「真誠、效率、同理心」就是為民公僕者應該隨時念茲在茲，且全力以赴的事，政府執行力是人民檢驗執政團隊的重要指標，要展現高效率的執行力，才能符合國家需要及人民的期待！

一、真誠－用心為全國公共工程品質而努力

（一）提升公共工程全生命週期品質

（二）推動公共工程技術服務品質之提升

（三）興利防弊，建構優質採購環境

（四）永續公共工程，節能減碳不缺席

二、效率－積極進取，展現行動力

（一）加強促進民間參與公共建設

（二）加速公共建設，提高預算執行率

（三）提升工程審議效率

三、同理心－傾聽人民的聲音

（一）主動發掘基層問題

（二）落實管考逐案檢討

（三）推動道路平整方案

（四）積極訪查、協助重建

Sustainability and carbon reduction have become the global ethical foundation for the 21st century. President Ying-jeou Ma has stated that the implementation of energy conservation and carbon reduction, and the sustainability of Taiwan's environment, are tasks that the government must constantly pursue. The infrastructure involves large-scale national construction that has a far greater impact on the environment than any single structure, and for this reason it should take the lead in carrying out sustainable development, energy conservation, and carbon reduction. Premier Dun-yih Wu has also emphasized that "sincerity, efficiency, and empathy" are principles that should be forever

in the minds of public servants, and something that they should strive for assiduities; the government's implementation ability is an important index that the people use in judging the governing team, and only a high efficiency of implementation can meet the needs of the country and the expectations of the people.

1. Sincerity – Striving diligently for quality in the national infrastructure

(1)Enhancement of life-cycle quality of the public construction

(2)Promotion of the enhancement of technical service quality in public construction

(3)Promotion of benefit and prevention of corruption to build a quality procurement environment

(4)Energy conservation and carbon reduction for a sustainable infrastructure

2. Efficiency – Vigorous progress and expression of action

(1)Strengthened promotion of private participation in infrastructure projects

(2)Acceleration of public construction and heightening of budget implementation rate

(3)Enhancement of construction review efficiency

3. Empathy – Listening to the voices of the people

(1)Proactive pinpointing of local and basic-level issues

(2)Implementation of case review in investigative checking

(3)Implementation of the Smooth Roads Project

(4)Active investigative visits and assistance in reconstruction

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② 副主任委員陳振川
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④ 主任秘書吳國安

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省道台64線

興建期程：81年1月至98年9月

總經費：482億元

Provincial Highway No. 64

Construction timetable: January 1992 ~ September 2009

Total cost: NT$48.2 billion

效益：沿線經過八里、蘆洲、五股、新莊、三重、板橋、中和、永和、新店9個鄉鎮市，並串連中山高五股交流道與北二高中和交流道，從山區的新店到八里海邊，只要30分鐘車程，足足比通車前節省50分鐘，大幅縮減北縣城鄉距離。

Benefits: The expressway runs through nine cities, towns, and townships: Bali, Luzhou, Wugu, Xinzhuang, Sanchong, Banqiao, Zhonghe, Yonghe, and Xindian. It links the Wugu interchange of Freeway 1 with the Zhonghe interchange of Freeway 3 and reaches from the mountains of Xindian to the seashore of Bali, cutting traveling time along the route to just 30 minutes, saving a full 50 minutes and vastly reducing urban and rural distances in Taipei County.

（齊伯林攝）

省道台64線（別稱東西向快速公路八里新店線）、新店八里快速道路，為台灣12條東西向快速公路之一，起於台北縣八里鄉台北港，迄於台北縣中和市秀朗橋，全長28.3公里。

Provincial Highway 64 (also known as the Bali-Xindian Expressway) is one of Taiwan's 12 east-west expressways. It runs 28.3 kilometers from the Port of Taipei in Bali Township to the Youlang Bridge in Zhonghe City, Taipei County.

臺北港貨櫃儲運中心(BOT)

契約期間：92年8月28日至142年8月27日

Port of Taipei Container Terminal (BOT)

Contract period: Aug. 28, 2003 ~ Aug. 27, 2053

主辦機關：交通部基隆港務局
民間機構：臺北港貨櫃碼頭（股）公司
民投金額：203億元

Agency in charge: Keelung Harbor Bureau, Ministry of Transportation and Communications
Private organization: Taipei Port Container Terminal Corp.
Private investment: NT$20.3 billion

效益：

- ►約可創造1,282個就業機會
- ►增加政府稅金收入：土地租金和每年增加至少4.2億權利金。
- ►節省政府支出：預計每年節省營運人力成本約9億元，且可節省約203.3億元港埠基礎設施投資經費。
- ►其他：改善每年約145萬TEU貨櫃「南北拖運」不經濟現象，大量節省航商、貨主內陸運輸成本，紓解高速公路負荷；並引進金融、保險、倉儲、運輸、進出口貿易、物流相關產業進駐鄰近腹地，使各類型大型加工區、物流中心及產業於鄰近區建廠，帶動地方繁榮。

Benefits:

- ►Generation of approximately 1,282 jobs
- ►Increase in government tax revenue: Land lease and at least NT$420 million per year in royalty fees
- ►Saving of government spending: Saving of approximately NT$900 million per year in labor costs and about NT$20.33 billion in harbor infrastructure investment
- ►Others: Improvement of the uneconomically inefficient north-south transport of approximately 1.45 million TEU containers per year, greatly reducing inland transportation costs for shipping companies and shippers, and alleviating the burden on freeways. The container terminal will also attract financial, insurance, warehousing, transportation, import and export, and logistics companies to set up business in the neighboring hinterland, spurring the building of large processing zones, logistics centers, and industrial facilities in nearby areas, thus stimulating the local economy.

桃園國際機場聯外捷運系統

計畫經費：1138億元

計畫期程：92年6月至104年10月

Taoyuan Airport Mass Rapid Transit Project

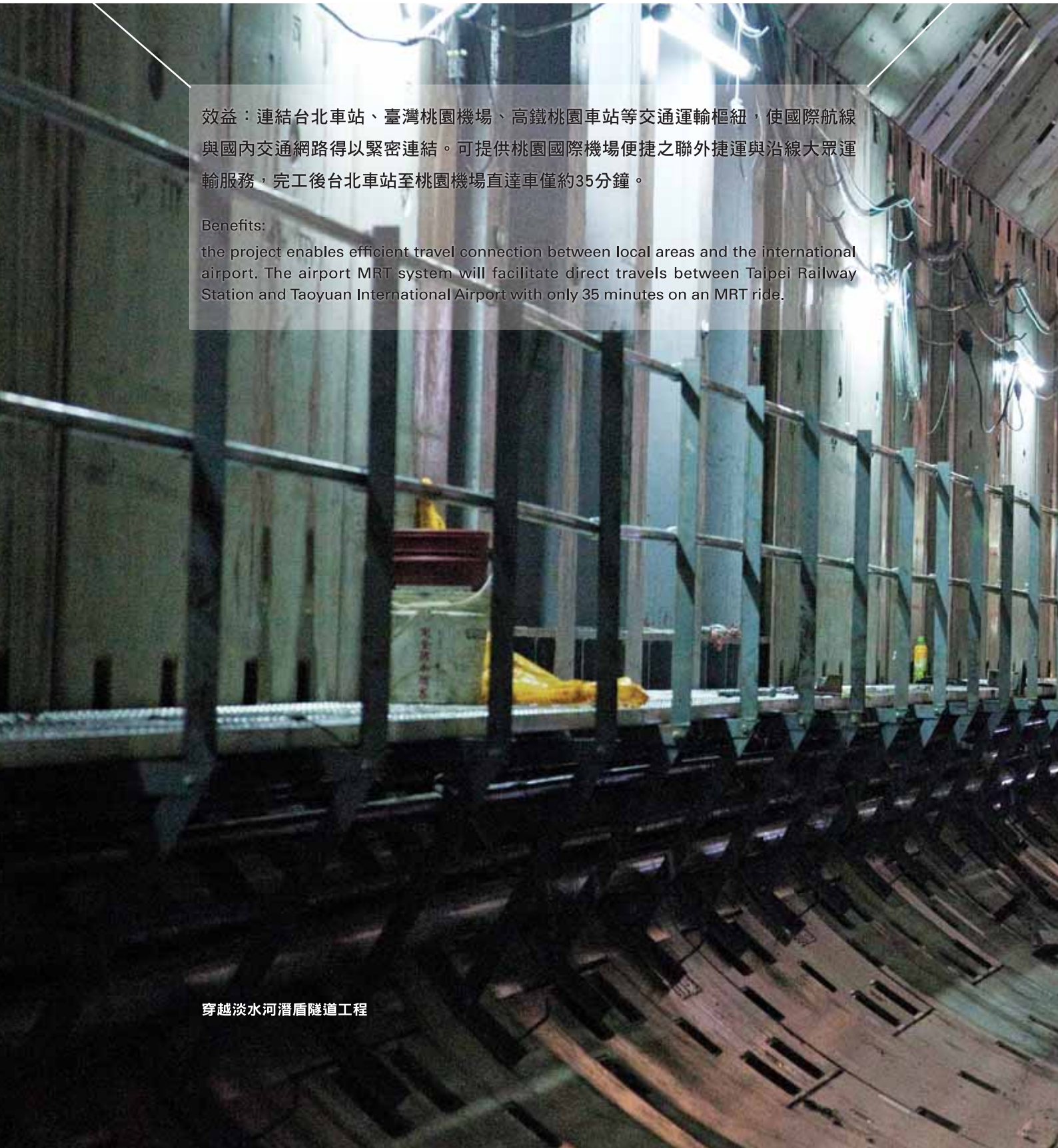
Estimated Cost: NT$113.8 billion

Duration: 2003 to October, 2115

效益：連結台北車站、臺灣桃園機場、高鐵桃園車站等交通運輸樞紐，使國際航線與國內交通網路得以緊密連結。可提供桃園國際機場便捷之聯外捷運與沿線大眾運輸服務，完工後台北車站至桃園機場直達車僅約35分鐘。

Benefits:

the project enables efficient travel connection between local areas and the international airport. The airport MRT system will facilitate direct travels between Taipei Railway Station and Taoyuan International Airport with only 35 minutes on an MRT ride.



穿越淡水河潛盾隧道工程

效益：

＊使用屋頂覆土植栽、綠化牆面，可減低室內溫度4-6度。

＊屋頂設置太陽能光電板，容量95.76度，每年預估約可產生再生能源119,686.74度。

＊使用高透水磚，規劃雨水收集系統，收集容量為1,632m3，以花博展期191天計，可節省約9,104元。

Benefits:

Adopting the green roof concept to reduce room temperature by 4˚C to 6˚C.

About 95.76 kilowatt-hours of energy can be collected through rooftop solar panels, accumulating up to 119,686.74 kilowatt-hours of electricity in a year.

The water-permeable bricks gather about1,632m2 of rainwater, which collectively saves $9,104 for 191 days of expo duration.

花博新生三館

—夢想館、未來館、生活館

興建日期：97年12月18日至99月4月30日

Three Xinshang Halls at International Flora Expo

– Dream Hall, Future Hall, Living Hall

Construction period: Dec. 18, 2008 ~ Apr. 30, 2010

以「自然與人類兼容並蓄」為設計理念，是國內首座智慧型節能建築，運用替代能源、保留基地老樹並以生態手法展現園藝多樣性及曲線造型，精準而具現代感的建築融入自然環境的精采表現，獲得鑽石級綠建築候選證書的最高榮譽。

Built under the design concept of mutual tolerance between nature and man, this is the first intelligent energy-conserving building in Taiwan. It uses alternative energy, preserves old trees on the site, and employs ecological methods to express the multiversity and curving forms of garden arts, with a building that melds precisely with the natural environment yet is pervaded with an exciting modern feel. It has been nominated for diamond-degree green building award.

台北聽障奧運主場館

興建期程：96年2月至98年6月

總經費：30億元

2009 Taipei Deaflympics Main Stadium

Construction period: February 2007 ~ June 2009

Total cost: NT$3 billion

效益：位於敦化北路、八德路、北寧路、南京東路之間的台北田徑場，96年2月拆除原址重建，可容納2萬2000人，設施包括400公尺田徑場兼足球場、300公尺暖身田徑場，並獲得國際田徑總會一級認證，是全世界第54個、國內第二個取得這項認證的競賽場地。

Benefits:

The Taipei Stadium, bounded by Dunhua North Road, Bade Road, Beining Road, and Nanjing East Road, was dismantled in February of 2007 to provide for the construction of a stadium with a capacity of 22,000 and the facilities included a 400-meter track/football field and a 300-meter warm-up court. The new stadium received first-class certification from the International Association of Athletics Federation, making it the 54th stadium in the world and 2nd in Taiwan to receive this distinction.