

將世界帶向台灣，讓台灣航向世界



中華民國輪船商業同業公會全國聯合會自民國36年創建迄今屆滿一甲子。60年來，本會的各項會務得以順利推動，進而促進國內航運業之發展並對國家經貿繁榮作出貢獻，首先應該歸功於歷任理事長的卓越領導，以及各理監事、全體會員與工作人員的共同努力與合作。再者，對於經常提供本會各項指導與協助的業務主管機關，包括交通部、高雄港務局、基隆港務局、台中港務局、花蓮港務局、財政部關稅總局、行政院大陸委員會等與其他相關民間航運團體，本會也謹致十二萬分的感謝。

航運業是全世界最國際化也是最自由開放的行業。航運業的景氣更是世界經貿走勢的重要指標。近十年來，全球航運市場由於世界工廠—中國大陸的崛起，而有了結構性的轉變。台灣航商基於實際經營所需，不得不將國輪改掛外旗，以權宜輪型態掛靠兩岸港口，導致國輪噸位急遽下降，不禁令人憂心忡忡，因為海運係國家的第二海軍，是協助國家走向世界的最佳載具，更是提供民眾美好生活的連結者。

台灣雖是蕞爾小島，但卻充滿無限活力，諸多產業享譽國際，航運業就是其中之一。本會作為民間航運業者之發聲器與

政府主管機關間之溝通橋樑，為了台灣航運業的永續經營與國家經貿發展之考量，有義務在此懇切敦請政府發揮大智慧，拋開政治爭議，務實地協商解決兩岸通航的技術性問題，儘速實現海上直航，以提升國內各港口與航運業的全球競爭力，並有效解決國輪銳減的情況。

國際經貿往來有百分之九十係透過海運運輸完成。根據歷史經驗得知，凡是海運發達的國家也都是文明先進的國家。台灣四面環海，係典型的海島型經濟國家，唯有善加利用其豐富的海洋資源與發揮其地理戰略地位，才能在競爭激烈的全球經貿賽局中勝出。不論過去、現在或未來，台灣航運業者早已做好準備，團結合作，以台灣為中心，向外構建一個最綿密便捷的海上運輸網，將世界帶向台灣，讓台灣航向世界。

中華民國輪船商業同業公會全國聯合會 理事長

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Bring the World to Taiwan and Let Taiwan Sail Around the World



The National Association of Chinese Shipowners was established in 1947 and for 60 years its affairs have run smoothly. This has facilitated the development of transportation businesses based in Taiwan and also contributed to the nation's commercial and economic prosperity. Firstly, we need to acknowledge the excellent leadership of the ex-Chairmans and the magnificent performance of the directors and supervisors, staff and workers. Moreover, we owe a great deal of gratitude to the business institutions who offered advice and assistance, including the Ministry of Transportation and Communications, Kaohsiung Harbor Bureau, Keelung Harbor Bureau, Taichung Harbor Bureau, Hualien Harbor Bureau, the Directorate General of Customs, the Mainland Affairs Council and private transportation groups, too many to name individually.

The transportation business is the most international and most liberal business worldwide. A boom in transportation is one important indicator for businesses trends worldwide. For the past 10 years, the global transportation market has seen a structural change due to the rise of the world's main factory: Mainland China. Taiwan ship owners need to fly foreign flags instead of the nation's flag due to the strict conditions applying to the operation of vessels between Mainland China and Taiwan, leading to a decline in the size of the Taiwan-flag fleet. It is a worrying situation, since ocean shipping is the country's second national navy and an optimal tool that acts as a route to a better life.

Although Taiwan is a small island, it is full of vitality. Many local businesses are famous worldwide and its transportation

companies are foremost amongst them. As the spokesman for private ship owners and the communicative bridge with governmental institutions, we ask the government to think wisely, eliminate political disputes and negotiate and solve any technical problems concerning the Taiwan Straits. We urge them to realize that direct sea links are important in halting the decline in our country's competitiveness.

90% of international trade and commerce depends on shipping. According to history and experience, nations with a well-developed shipping industry are also the most civilized and developed nations. Taiwan is surrounded by sea and is a typical island nation; only better utilization of its rich oceanic resources and the elaborate geographical strategies can bring the country triumph in the highly competitive race for global trade and commerce. Regardless of the past, Taiwan ship owners are prepared to come together and build a close and rapid oceanic shipping network based in Taiwan, bringing the world to Taiwan and letting Taiwan sail around the world.



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