

第 18 屆亞洲船東年會

部長致詞稿參考資料 (98.5.26)

交通部

The 18th Asian Shipowners' Forum

Reference information for Minister's speech

The Ministry of Transportation and Communications

大會主席王理事長、各位貴賓、各位航運界先進、各位女士、各位先生，大家好：

Honorable Chairman Wang, distinguished guests, senior members of the shipping industry, and ladies and gentlemen,

很榮幸參加深受世界航運界矚目的亞洲船東年會，這個組織的成員聚集了全球重要的海運航運公司，依據 2008 年聯合國海運報告(Review of Maritime Transport, 2008)統計資料顯示，全球前 20 大海運公司中，亞洲地區即佔有 14 家，亞洲船東營運船舶數更佔全球的 36% 以上，相關數據都可顯示亞洲船東影響全球海運市場的重要性。今年由臺灣主辦的第 18 屆亞洲船東年會，是由位居亞洲海運公司第 1 名、全球排名第 4 名的我國長榮海運公司董事長王龍雄先生 擔任本屆年會主席，具有的特殊意義。

I am most delighted to take part in the Asian Shipowners' Forum that receives high regard from the world shipping industry, while the membership of this organization has gathered the most important shipping companies of the world. According to the statistic information from the Review of Maritime Transportation of the UN, Asia has accounted for 14 of the top 20 shipping companies in the world, while the number of vessels in operation by Asian shipowners has further amounted to more than 36% worldwide. All of these figures have well demonstrated the importance of Asian shipowners as they can impact on the global shipping market. The 18th Asian Shipowners' Forum this year is hosted by Taiwan, and it should render special significance as Mr. Arnold Wang , Chairman of the Evergreen Marine Corp.(Taiwan) that seizes the top first position in Asian

shipping and top fourth position in global shipping, will be acting as the chairman for this conference.

去年在全球經濟不景氣以及金融海嘯的衝擊之下，我國各國際商港營運量貨物裝卸量一共有 6 億 6,827 萬噸，貨櫃裝卸量共有 1,298 萬 TEU，其中高雄港貨櫃裝卸約為 968 萬 TEU，基隆港也有 206 萬 TEU 的運量，顯示我港埠在國際間仍具有相當競爭力。去年共有 61 家進駐各港自由貿易港區並開始營運，截至年底，海、空自由貿易港區貿易值高達 1130 億元，充分展現海運扮演我對外貿易關鍵角色。Under the impact of global economic recession and financial hurricane last year, the operation volume of cargo handling capacity of commercial harbors of our country and the rest of the world has amounted to 668,270,000 tons, while the loading and unloading volume of container reaches 12,980,000 TEU. Amongst them, the loading and unloading volume at Kaoshiung Harbor is about 9,680,000 TEU and that of Keelung Harbor is 2,060,000, showing that our harbors remain to be most competitive in the world. Besides, there are as many as 61 commercial establishments last years that have taken residence into free trade zone of each harbor, and begun operation. By the end of last years, the trading value of these sea and air free trade zones has reached NT\$113 billion, fully demonstrating the crucial role that shipping has played in our foreign trade.

為了創造航商有利經營環境及降低航商營運成本，交通部持續檢討修正各項航港法規，期使我國港埠經營管理、船舶檢查發證、船員權益、航業經營制度等相關法制更能順應國際自由化、便捷化的潮流。去年 12 月 15 日起兩岸開始進行海運直航，藉由這個契機，我國積極以擴大公共建設等措施，維持國內經濟動能。目前交通部正加速辦理高雄港洲際貨櫃中心計畫，全案預算高達 241 億元並引進民間投資 102 億元，預計完工後擁有 4 座深達 16 公尺的深水碼頭，將可擴充現有能量以確保海運樞紐港地位。另為達成航港作業電子化及無紙化目標，交通部亦經由航港單一窗口服務平台 (MTNet) 提供業者 24 小時全年無休電子化、自動化服務，未來更將推動航港資訊系統整體發展計畫，以提昇相關軟、硬體服務品質與能量。In order to create more beneficial operation environment for shipowers and to lower their operation cost, the Ministry of Transportation and Communications will continue to review and modify each of the harbor regulations so that the management and operation of our ports and harbors, license issue of vessel inspection, interest of seafarers, and relevant legal provision for shipping management can be rendered towards the approach of internationalization, liberalization, and with greater convenience..

Since the ban on direct shipping cross the Strait was lifted on 15 December last year, our country has, taken advantage of the opportunity, actively expanded public construction works and other measures so as to maintain the domestic economic momentum. Presently, the Ministry of Transportation and Communication is speeding up facilitating inter-state container center project at Kaohsiung, and the budget of the entire project should amount to as much as NT\$24.1 billion, with NT\$10.21 billion capital from private sector. When the center is completed, it is expected there will be four 16 feet deep-water piers, and they can have expanded current capacity as well as ensure the position of shipping hub. On the other hand, the Ministry of Transportation and Communications has, to achieve electronization of harbor and paperless operation, conducted itself through single-window service platform (MTNet), and it should provide the shipping company with 24-hour year-round electronic and automatic service. In the future, the ministry should further promote the integral development project of information system for harbor so as to enhance the service quality and volume for both software and hardware.

鑑於國際反恐議題成為國際焦點，在國際海運保安方面，交通部已依「全球貿易安全與便捷標準架構」(SAFE Framework)標準，於各港落實國際船舶與港口設施保全章程(ISPS Code)，並配合貨櫃安全倡議(Container Security Initiative, CSI)與大港倡議(Megaports Initiative)等計畫，在各國際商港建置自動化系統與設備，確保整體資訊系統安全並提供優質便捷服務。本部目前配合國際海事組織，加速建立全球海上遇險及安全系統，並結合國際衛星輔助搜救系統，以確保船舶航行安全，強化整體海難救助作業效率。

In view of the fact that international anti-terrorism has become the focus of the world, the Ministry of Transportation and Communications has followed the criteria of SAFE Framework for international shipping security, and it has realized ISPS Code at each international harbor and harbor security facility regulations. In addition, the ministry has also cope with container security initiative (CSI) and Megaport Initiative projects as it installs automatic system and equipment in each international harbor to ensure the safety of integral information system and provide favorable and convenient service. Most of all, the ministry has worked with international maritime organization recently to speed up establish global danger-encounter and safety system at sea, and integrated auxiliary searching system with international satellite to safeguard navigation safety of vessel and strengthen the operation efficiency of integral marine rescue.

臺灣地區位居東南亞及東北亞航線的關鍵位置，可提供各國航商作為航線配置及營運佈局重要港口，亦可藉由境外航運中心營運之模式，將大陸生產之原物料經由臺灣地區境外航運中心或自由貿易港區加工、重整後，以海運方式轉運至第三地，建議各位亞洲地區船東考量將我國主要港口作為營運航線據點之一，將可大幅縮短海運運輸時間及距離。最後，謹祝各位航運界的先進朋友們身體健康，並祝大會圓滿成功，謝謝！

Taiwan is located at the very crucial position of the north-east and south-east shipping routes, which can provide itself as an important harbor with the distribution of shipping routes and operation deployment for shipping companies of the world. Besides, the operation model of off-shore shipping center can also resorted to so that raw materials produced in mainland China can be processed or re-organized at the off-shore shipping center or free trade zone of Taiwan, which are then transported to the third country. It is thus suggested that shipowners in Asia can consider to place our major harbors as one of your bases at your operation routes so that we can help to largely shorten your time and distance of maritime transportation. Last but not the least, I should like to extend my best wishes to the best health of every member from the industry, and very success to your Forum. Thank you!