

## 臺南市政府「每日聽 · 英語廣播」文字稿

### 十月份廣播主題(一)：高架輕量單軌-台南公共運輸的最後一塊拼圖

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#### Monorail Will Complete Tainan's Public Transport

Tainan City Government is actively planning the construction of a monorail system as the final piece of a comprehensive public transport network in Tainan. With the addition of the monorail, residents and visitors will have a full array of public transport options to take them around the city with the utmost convenience.

Feasibility studies for two lines of the monorail system have already been completed, and will soon be submitted to the Ministry of Transportation and Communications for review and approval. One, the Green Line, will run horizontally across the city, and the other, the Blue Line, will have a circular route around the city.

Taking account of Tainan's particular traffic and road features, it is anticipated that a straddle-beam monorail will be chosen as the best type of monorail for the city. The straddle-beam monorail, in which the train straddles a reinforced concrete beam, is the most common type of monorail in use today. The construction of this monorail is expected to put in place the last piece of the jigsaw for the rapid transitization of Tainan's public transport system.

In the City Government's current plans, the Green Line will cover a distance of 11.9 km between the Pingshih terminus station and Tainan City Hall, passing through East, North, West Central and Anping Districts. The Blue Line will have the same end stations, but will run along a much longer circular course of 27.3 km through East, North, West Central, Anping, South and Rende Districts.

A key advantage of the straddle-beam type of monorail is that it can be well fitted in with Tainan's narrow and short-sectioned roads, and can be well matched with the city's particular traffic conditions. It also has the significant advantages of costing less and requiring a shorter time for construction. As further pluses, its impact on the cityscape and environment will be relatively slight, and it will be better able to meet the city's future transport needs.

The City Government's blueprint for rapid transitizing Tainan's public transport system has five main elements. The first four consist of turning the bus and TRA train services into rapid transit systems, developing transfer stations, and integrating ticketing. The fifth and final part is the planning of a monorail network for an "advanced transport system." The City Government will spare no effort in pushing forward and completing this last piece of the jigsaw, to endow Tainan with the rapid transit public transport system it envisions for the city.

## 全力推動高架輕量單軌設置 台南公共運輸的最後一塊拼圖

為了讓臺南市民享有更便捷的運輸服務，市政府積極規劃高架輕量化的單軌系統建置，期盼完成「捷運化公共運輸系統」的最後一塊拼圖。

市政府並已完成「綠線-府城橫貫線」與「藍線-中華環線」2條路線的可行性研究，即將陳報交通部審核。

考量到臺南的交通與道路特色，預計採高架跨座式單軌系統(Straddle-beam Monorail)，綠線起迄點為平實轉運站-永華市政中心，約11.9公里，行經東區、北區、中西區、安平區；藍線起迄點為永華市政中心-平實轉運站，以環狀線路規劃，約27.3公里，行經東區、北區、中西區、安平區、南區、仁德區。

綠線與藍線2條單軌路線傾向採高架跨座式單軌系統，優點是可滿足台南交通及道路路幅窄、街廓短的特性，工程期較短，建設成本較低，此外，對都市景觀及環境衝擊較小，亦較符合未來都市旅運需求。

市政府全力推動「捷運化公共運輸系統」，包含公車捷運化、台鐵捷運化、轉運站開發及票證整合等五大面向，最後一部分就是「先進運輸系統」的單軌路網規劃，因此市府將全力推動，完成「捷運化公共運輸系統」的最後一塊拼圖。

中文資料來源：臺南市政府全球資訊網市政新聞  
英文資料編譯：臺南市政府第二官方語言專案辦公室