

JULY 7月  
2010

# 歐盟通訊

EU NEWSLETTER



- 2 持台灣護照者免申根簽證邁出第一步  
First Step Towards Schengen Visa Exemption for Taiwanese Passport Holders
- 4 下一波天空產業高峰論壇  
The Galileo Executive Forum in Taiwan
- 6 比利時對歐洲建構的貢獻  
Belgium's Contribution to the Building of Europe
- 8 歐盟快速警示系統確保消費者安全  
EU's Rapid Alert System for Consumer Safety
- 10 泛歐車輛緊急呼救系統－拯救生命的方案  
eCall, a Life-saving Solution
- 12 葡萄牙福爾摩沙河口自然公園  
Ria Formosa Natural Park, Portugal

## First Step Towards Schengen Visa Exemption for Taiwanese Passport Holders



On 5 July the European Commission announced its proposal to add Taiwan to the list of countries and territories whose citizens are not required to have a short-term visa. If the proposal is approved by both the European Parliament and the Council of the European Union, Taiwanese passport holders will no longer need visas when travelling to an EU Member State for 90 days or less.

Taiwanese passport holders already enjoy short-term visa-free entry to two of the EU's Member States: the UK and Ireland. Neither of these countries is a member of the Schengen agreement and they have both chosen to grant visa waivers to Taiwanese citizens. If the proposal is approved, not only would Taiwanese passport holders be able to travel to all 25 Schengen Member States (including three non-EU members: Iceland, Norway and Switzerland), but they would also be able to visit the three EU Member States who are not yet members of the Schengen agreement, Bulgaria, Cyprus and Romania. This means that Taiwanese people would be able to travel to thirty European countries without a visa.

The EU is a major travelling destination for Taiwanese visitors. Last year, 174,697 visas were issued to Taiwanese travellers to the EU. The EU is also Taiwan's fourth trading partner, as well as being Taiwan's largest source of foreign direct investment. According to Cecilia Malmstrom, the Home Affairs Commissioner, the proposal will 'enhance

*EU relations with Taiwan. It will contribute towards strengthening our trade and investment relations as well as people-to-people contact.'*

The Commission's proposal was the first step towards waiving visa obligations for Taiwanese passport holders. The decision will only be effective when both the European Parliament and the Justice and Home Affairs Council have adopted the same terms as the Commission proposal. There are no timeframes for these procedures.

The decision-making process of the European Parliament is slightly different from that of the Council. While the European Parliament requires only a simple majority to approve the Commission's proposal, the Council would need a qualified majority (255 votes out of a total of 345). The allocation of each Member State's vote is in accordance with its population and GDP.

However, if the proposal is adopted by both institutions, it will mean that Taiwanese passport holders may enter the EU without visas for short-term visits. If Taiwanese passport holders intend to live, work or conduct long-term studies in the EU, then visas will still be required.

In the meantime, Taiwanese passport holders still need to apply for visas to enter EU Member States other than the UK and Ireland.

## 持台灣護照者免申根簽證邁出第一步

歐盟執委會於7月5日提案，將台灣地區納入短期停留免申請申根簽證國家及地區的名單中。若歐洲議會及歐盟理事會通過此提案，持有台灣護照者可免簽證入境歐洲申根國家停留長達90天。

持台灣護照者已享有兩個歐盟會員國英國與愛爾蘭的短期停留免簽證待遇。這兩國都不是申根公約國家，已准許台灣人民短期免簽證入境。待此提案通過後，台灣護照持有人不僅可免簽證入境25個申根公約會員國（包含三個非歐盟國家：冰島、挪威及瑞士在內），還能入境三個非申根會員國的歐盟國家：保加利亞、賽普勒斯及羅馬尼亞。換言之，台灣人民共可於歐洲30個國家享有短期停留免簽證的待遇。

歐盟國家是台灣旅客的主要旅遊地點，去年對台灣人民核發了174,697件簽證。歐盟也是台灣第四大貿易夥伴，更是台灣最大的直接投資體。歐盟內政執行委員 Cecilia Malmstrom 表示，此



提案能強化歐盟與台灣關係，不管是在經濟或貿易層面，或是人與人的交流都可相得益彰。

歐盟執委會的此項提案成為持有台灣護照者也得以免簽證的第一步，但全案仍需經過歐洲議會及歐洲司法與內政理事會通過採納生效，而程序上並無時限。

歐洲議會的決議程序與歐盟理事會有些微差異。歐洲議會只需以簡單多數決議執委會的提案，然而理事會必須以條件多數決的方式作出決定（345票數中需255票通過），每個會員國的票數是根據人口及國內生產總值所分配。

若歐洲議會及歐盟理事會皆通過此案，代表台灣護照持有人將可短期免簽證前往歐盟國家旅遊，但若居住、工作或長期進修仍須申請簽證。

提案未通過前，國人前往歐盟國家，除了英國及愛爾蘭之外，仍須申請簽證。



## The Galileo Executive Forum in Taiwan

Imagine a satellite navigation system that is accurate to within a metre and can guide rescue services to the exact location of an accident, a system that is purely for civilian use and will enable countless lives to be saved. This system is already being constructed and is known as Galileo.

The Galileo project is a European Union initiative to launch a European-financed global satellite navigation system (GNSS) entirely under civilian control, with much improved navigation and global positioning services. It will be interoperable with the US Global Positioning System (GPS) and the Russian GLONASS, which are the two other global satellite navigation systems, created mainly for military use. The new Galileo system will offer five service levels: open access navigation, commercial navigation, safety of life navigation, public-regulated navigation, and search and rescue navigation.

The European Commission began this project back in 2002 and has already launched two test satellites. The first services are expected to be available in 2014, when an initial constellation of 18 satellites are in orbit. The complete constellation will have 30 satellites in all.

While the satellite system's infrastructure will be built by the EU, end products such as navigators and mobile phones, components within these products and new software programmes all need to be produced by industrial partners. In order to facilitate synergies between the infrastructure and future applications, the European Economic and Trade Office (EETO) and the Industrial Technology Research Institute (ITRI) organised on 27 and 28 April 2010 the Galileo Executive Forum on the European Global Navigation Satellite System. Participants included both European and Taiwanese officials and business leaders. It was the first collaborative event on the Galileo Project between the European Union and Taiwan. The event successfully informed potential collaborators from Taiwan's industries of the latest developments in the Galileo Project.

M.C. Wu, Director-General of the Department of Industrial Technology, MOEA, indicated that civilian controlled GNSS is an area with immense growth potential and is set to emerge as a key infrastructure technology in the near future. As well as new designs and development, the Galileo system

requires a whole new set of hardware and applications to be manufactured, thus providing great opportunities for technology-related businesses in both Europe and Taiwan.

Guy Ledoux, Head of the EETO, said that the Galileo project will bring huge economic opportunities to Taiwanese industry. Independent surveys indicate that the value of additional business in receivers, applications and services is expected to amount to 90 billion euros between 2010 and 2027. The great advantage of Taiwan is that it has a global market share of 85% of the production of portable navigation devices. Moreover, as a world leader in the information and communication industry, Taiwan is developing innovative applications linking cell-phones with satellite navigation systems. This makes Taiwan a key partner in the development of Galileo user-end devices and applications.

The Galileo Executive Forum provided a platform for relevant industries in the EU and Taiwan to exchange information and to explore opportunities for collaboration. The forum featured two keynote sessions: 'Presenting an overview of the programme'; and 'Addressing the market outlook'. An additional session covered the area of innovative navigation services co-presented by Mu-Piao Shih, vice president of Chunghwa Telecom and Michel Bosco, Deputy Head of Unit at the European Commission. The forum ended with one-on-one meetings, which allowed related businesses to discuss cooperation possibilities in the near future.

Among the participants were representatives of the European Commission's Directorate-General for Enterprise & Industry and leading companies in related fields such as Septentrio, T-System, Chunghwa Telecom and Quanta.



## 下一波天空產業高峰論壇



想像一下，有個精確度高達一米之內的衛星導航系統、它能準確引導救援團隊抵達事故地點；這個系統純粹提供一般民眾使用，並且能使無數生命獲救。這個正在興建中的導航系統名為「伽利略衛星導航系統」。

歐洲聯盟發起伽利略計畫的目的，是要結合先進的導航與全球定位服務，打造出歐洲資助，且非軍方機構控管的全球衛星導航系統。伽利略導航系統同時亦可與美國的全球定位系統與俄國的格洛納斯衛星導航系統相容，這兩個現有的全球衛星導航系統一開始都是因軍方需求而生。新的伽利略系統將提供五個導航服務：開放式導航、商業導航、生命安全導航、公共規範導航以及搜救導航等。

歐盟執委會於2002年開始執行伽利略計畫，目前已發射兩枚測試衛星，可望在2014年18座衛星上軌道時，啓用第一波服務。預計發射總衛星數量為30枚。

歐盟負責打造衛星系統的基礎建設，而終端產品則需工業夥伴生產製造，例如導航器、手機、相關零件以及新的軟體等。為促進基礎建設與應用產品的結合，歐洲經貿辦事處與工研院於2010年4月27與28日舉辦「下一波天空產業高峰論壇」。與會者包含台灣與歐洲的政府官員與相

關產業的領導者。這是歐盟與台灣第一次針對伽利略計畫攜手合作。本論壇成功讓台灣相關產業得知伽利略計畫的最新發展，這些產業也有機會成為歐洲合作對象。

經濟部技術處吳名機處長表示，由民間控制的全球衛星導航系統有著無限的成長潛力，在短期內也將成為基礎建設科技的重點。伽利略系統需要設計、發展和製造一系列新的硬體與應

用設施，可謂替台歐相關科技產業提供絕佳的機會。

歐洲經貿辦事處處長李篤表示，伽利略計畫會為台灣工業創造極大的經濟機會。獨立調查機構指出，從2010到2027年間，導航接收器、應用科技與服務產值預估將高達900億歐元。台灣的手持導航裝置全球市占率高達85%，因此擁有絕佳優勢。再者，台灣身為全球資訊通訊產業的龍頭，目前正發展連結手機與導航系統的創新應用產品。這也讓台灣成為伽利略計畫中，使用者裝置與應用發展的重要夥伴。

此論壇提供了歐盟與台灣相關產業交換資訊、探索合作機會的平台。論壇的兩個重點主題為「縱觀伽利略計畫」以及「衛星導航市場展望」。另一個主題為「創新的導航服務」，由中華電信副總經理石木標以及歐盟執委會衛星導航計畫處副處長 Michel Bosco 共同主持。論壇的最後是企業一對一會談，讓相關產業得以討論未來合作的可能性。

此次論壇的與會者包含歐盟執委會產業總署代表，以及國內外相關企業龍頭，如歐盟廠商 Septentrio 與 T-System，以及中華電信和廣達。

## Belgium's Contribution to the Building of Europe



On 4 June 2010, at a lunch-time event hosted by the European Union Centre in Taiwan in commemoration of the 60th anniversary of the Schuman Plan, the Director of the Belgian Office in Taipei, Mr Benoit Ryelandt, gave a speech entitled 'Belgium and the building of Europe, 1950-2010'.

Mr Ryelandt presented his speech from two different angles: Belgium's perception of Europe and Belgium's commitment to an integrated Europe. Below is a summary of Mr Ryelandt's words.

### ***Belgium's Perception of Europe***

The Belgians perceive themselves as belonging to the wider European family. This perception is heavily influenced by their historical background, as well as their cultural and sociological characteristics, and enhanced by a lack of deep-rooted nationalism amongst Belgians.

In view of its strategic location at the cross-roads of Europe, as well as its economic assets, Belgium has been a disputed territory, where opposing European powers have fought for centuries to bring the territory under their control. Hence, when Belgium came into being in 1830, it was a decision designed to settle the territorial disputes and secure peace and stability across the European continent, rather than the result of a process of national unification.

The socio-political evolution of Belgium resulted in a plurilingual society encompassing French, Dutch (or Flemish), and German cultures and traditions. With different ethnic groups living together in a single nation, Belgium has been going through a process of successive state reforms since the 1970s. Today, Belgium has been transformed from a unitary to a federal state consisting of Communities (responsible for culture, education and social affairs) and Regions (responsible for the economy, infrastructure, environment protection, etc).

The process of federal state reform has evolved in parallel with the building of Europe. Belgium's political system has experienced simultaneous transfers of powers upwards to supranational EU institutions and downwards to federated bodies. While this development has reduced the capacity of Belgian central government, it has progressively strengthened Belgian's belief that major policies are better managed at the European level, in turn reinforcing Belgium's belief in a more integrated Europe.

### ***Belgium's Commitment to an Integrated Europe***

Belgium was actively involved in the initial phases of the building of Europe and began to exert more influence over the process under the impulse of former Foreign Minister, Paul-Henri Spaak.

Belgium's vision was not limited to the continent of Europe, but also encompassed the concept of an Atlantic Europe based on a strong alliance with America. As one of the founding fathers of the EU, Spaak viewed nationalism as the greatest obstacle to the development of a system that would bring peace and stability across continents. He believed that uniting European countries in a supranational structure was the most effective way to lift Europe out of weakness and restore it to its former place and influence as a fully-fledged partner of the United States of America.

Spaak's far-sighted vision of European integration inspired Belgium's European policy in three ways: the whole process of building Europe is geared towards the objective of political integration; secondly, it is necessary to strengthen the supranational institutional model; and thirdly, a privileged dialogue should be maintained amongst the Benelux group, including the Netherlands and Luxembourg.

Recently, the EU has been widely criticised for its poor performance at the Copenhagen Summit on climate change and its apparent indecisiveness with respect to the current financial turmoils. These difficulties have highlighted the need to strengthen the EU institutions and achieve a more politically integrated Europe.

On the 60th anniversary of the Schuman Plan, Mr Ryelandt hoped that people would remember the origins and the meaning of the EU. He also emphasised that the only way to tackle efficiently the many challenges that lie ahead was through institutionalised cooperation between the nations of Europe.

## 比利時對歐洲建構的貢獻

台灣歐洲聯盟中心於今年六月四日舉行午餐餐會，以紀念舒曼計畫六十週年。比利時台北辦事處處長李瀾 (Benoit Ryelandt) 在餐會中發表演講，題目為「1950年至2010年比利時與歐盟建構」。

李瀾處長的演講可分為下列兩部份，分別是「比利時的歐洲觀，與比利時對歐洲整合的貢獻」。以下為李瀾處長此次演講的摘要。

### 比利時的歐洲觀

比利時人民認為自己屬於廣義歐洲的一份子。這種歐洲觀深受該國歷史背景以及文化、社會特點所影響；而欠缺濃厚的國家主義更加強了比利時人民的歐洲觀。

比利時位於歐洲的十字路口，其策略性地理位置與經濟實力讓比利時在數世紀以來的歐洲強權征戰中，成為各國所欲控制的紛擾之地。因此，基於平息領土糾紛以及維持歐洲大陸的和平與穩定，各國於1830年決定讓比利時獨立，這並不是比利時自身國家統一的結果。

比利時的社政改革造就出一個擁有多元語言（法文、荷蘭文以及德文）、文化與傳統的社會。由於國內擁有多元族群，比利時自70年代起就開始實施一連串的國家改革。現今的比利時已經成功從單一國家轉型為聯邦國，由社區政府（管轄文化、教育以及社會事務）與行政區政府（負責經

濟、公共基礎建設、環境保護等事務）所組成。

在進行聯邦國改革過程中，比利時也同時推動歐洲的建構。比利時的政治系統同時經歷兩種政權的轉移，也就是向上轉移至超國家的歐盟機構，以及向下轉移到聯邦組織。這種發展減少了比利時中央政府的實權，但逐漸強化了比利時人民的信念，認為重大政策的制定必須以歐洲的層級為考量，這也間接加強比利時人推廣歐洲整合的信念。

### 比利時對歐洲整合的貢獻

比利時一直積極參與歐洲建構的初步過程，並在前外交部長史巴克 (Paul-Henri Spaak) 的積極推動下，對此建構歐洲造成更大影響。

比利時的目標不只侷限在歐陸上，更由於與美洲的穩固的聯盟關係，而將視野擴大至大西洋歐洲。史巴克身為歐盟的創始者之一，他認為必須成立可為歐陸帶來和平與穩定的組織，而此組織最大的障礙就是國家主義。他主張將歐洲各國整合在一個超國家的架構內，如此一來，可有效解決歐洲的弱點並恢復其原有地位與影響力，成為美國成熟的合作夥伴。

史巴克對歐洲整合的真知灼見在三個方面影響了比利時的歐洲政策，首先是歐洲建構的整個過程為朝向政治整合的目標前進、其次是強化超國家架構模式，第三則是維持與荷蘭、盧森堡（荷比盧）的特許對話。

歐盟在哥本哈根氣候變遷會議上表現不佳，且對金融海嘯缺乏明確的應變措施，都成為近來為人詬病的話題。這些問題彰顯出強化歐盟，讓全歐洲在政治上更加整合的迫切需要。

在舒曼計畫的六十週年，李瀾處長期望大家都能銘記歐盟的起源與意義。他也強調，唯有透過歐洲各國間制度化的合作，才可有效解決往後的諸多挑戰。



## EU's Rapid Alert System for Consumer Safety

What happens when a toy risks endangering children that play with it? Or when, because of design defects, car brakes do not work as they should? The Rapid Alert System RAPEX is the EU's answer to ensure consumer safety in its internal market.

RAPEX is a rapid alert system for dangerous consumer products with the exception of food, pharmaceutical and medical devices which aims at the prompt exchange of information in the event of serious risk to consumer health and safety at EU level. This European-level coordination adds value to surveillance and enforcement actions taken at national level and increases the overall safety level of consumer goods placed on the European market. Thirty countries currently participate in this system, including all EU Member States and the European Free Trade Association (EFTA) countries: Iceland, Liechtenstein and Norway.



The main objective of the RAPEX system is to ensure that only safe consumer products are placed on the European internal market. These non-food consumer products include toys, cosmetics, electrical appliances, personal protective equipment, machinery, motor vehicles, etc. When a product in widespread use, such as a dehumidifier, is found to have a major electrical defect posing a threat to consumers, the appropriate authorities can limit the release of the product onto the market, withdraw and recall the faulty product, or issue warnings. The National Contact Point (NCP) of the country concerned must then notify the European Commission (Directorate-General for Health and Consumer Protection) of the risks to which consumers are exposed as well as the measures taken by the surveillance authority to prevent risks

and accidents.

The European Commission then examines the information provided in accordance with the General Product Safety Directive (GPSD) and the RAPEX guidelines and checks that it is complete. If the examination conducted by the Commission is validated, information is circulated to the National Contact Points in each EU Member State and the participating countries. All RAPEX Contact Points then forward this information to the appropriate national authorities, who then check whether the notified product is on the market and if it is necessary to take further action. The results of these market surveillance activities, including additional information relevant for other national authorities, are then reported back to the Commission through the RAPEX system.

RAPEX is also used to exchange information about any preventive or restrictive measures taken voluntarily by producers and distributors in relation to dangerous products, without the intervention of the public authorities.

In their professional capacity, producers and distributors are best placed to determine whether their products are dangerous or not. This obligation on the part of economic operators to inform the authorities about dangerous products is a key element in the market monitoring procedure set up by the GPSD. National authorities are able to address the risks posed by dangerous products and can assess whether or not additional measures are necessary. In an effort to simplify the practical application of the notification procedure, a new online business application has been developed for economic operators allowing them to submit notifications to national authorities throughout Europe via the Internet.

The European Commission will publicise the information it receives, once validated, to the National Contact Points of all the other EU Member States and the other countries participating in this system. The RAPEX website publishes weekly overviews of RAPEX notifications on unsafe products as well as product safety news and information about major events held in the consumer arena at: ([http://ec.europa.eu/consumers/dyna/rapex/rapex\\_archives\\_en.cfm](http://ec.europa.eu/consumers/dyna/rapex/rapex_archives_en.cfm)).



## 歐盟快速警示系統確保消費者安全

若有種玩具可能對孩童造成危害時該怎麼辦？或某款汽車因設計缺失而無法正常運作煞車時又該如何是好？RAPEX 快速警示系統正是歐盟為確保其內部市場消費者的安全所提出的對策。

RAPEX 是一個針對危險消費品—不含食品、藥物、醫療器具—所設立的快速警示系統，旨在歐盟標準規範下，當發生對消費者健康與安全有嚴重危害的產品時，會員國之間可迅速交換訊息。這項歐盟層級的通報制度，強化國家層級的監督與強制行動，並提升歐洲市場內消費品的整體安全標準。目前共有30個國家加入此警示系統，包括所有歐盟會員國，以及歐洲自由貿易聯盟的三個成員國：冰島、列支敦斯登以及挪威。

RAPEX 系統的主要目標，在於確保只有安全的非食品類消費性產品於歐盟市場內販售，包含玩具、化妝品、電器產品、個人保護裝備、機械製品、汽車等。舉例來說，當像除濕機這類普及品被發現有重大的電器瑕疵，對消費者安全造成威脅時，有關當局可限制該產品的販售、召回有問題的產品，或發佈警告訊息。國家聯絡據點則必須將事件通報歐盟的健康與消費者保護總署，告知消費者可能面臨的風險，以及監督機關對於預防危險與意外所採取的措施為何。歐盟執委會則會遵照一般產品安全指令以及 RAPEX 指導準則，著手檢驗所接獲的訊息是否完全。若該訊息

經執委會檢驗後獲證實，就會在各歐盟會員國以及參與此系統的國家之間傳佈。所有 RAPEX 聯絡據點會將訊息傳遞至各國內權責單位，由其確認被通報的產品是否仍流通於市面，以及是否有必要採取進一步的行動。這些市場監督活動的結果，包括適用於其他機關的訊息，則會再接再厲透過 RAPEX 系統回報予執委會。

RAPEX 也同樣適用於未經主管機關介入，由危險商品的製造商或經銷商主動提供的預防與限制措施之訊息交換。

身為專業人士，由製造商與經銷商來判斷其製品是否具有危險性最為適合。一般產品安全指令能否發揮市場監督之責，關鍵在於產業經營者通報義務之規定。主管機關能掌控危險製品之風險，並評估是否有採取進一步措施之必要。為了簡化實務上的通報程序，一套新的線上企業專用快速警示系統已完成建置，讓產業經營者能透過網際網路發送訊息給全歐洲主管機關。

歐盟執委會則會公告已經證實的訊息給各歐盟會員國與其他參與此系統國家的國家聯絡據點。RAPEX 的官方網站，每週提供消費者危險產品之項目，以及防範風險之資訊以及消費者論壇中的主要活動訊息。[http://ec.europa.eu/consumers/dyna/rapex/rapex\\_archives\\_en.cfm](http://ec.europa.eu/consumers/dyna/rapex/rapex_archives_en.cfm)



## eCall, a Life-saving Solution

Over 39,000 people were killed and 1.7 million were injured on European roads in 2008. The economic loss caused by motor vehicle crashes amounts to more than 180 billion euros per year.

These numbers can be greatly reduced by improving the notification system for road accidents and speeding up emergency services response. This is why the European Commission is urging for full implementation across Europe of the in-car emergency calling system, eCall, by 2014.

eCall, which has been identified as one of the priorities of the European eSafety programme, is a project established by the European Commission to provide rapid assistance to motorists involved in a collision anywhere within in Europe. It is an interoperable in-vehicle system which is triggered automatically when a serious accident occurs. When activated, the in-vehicle sensor automatically dials the single emergency number 112 and makes a voice connection to the nearest emergency centre (known as a Public Safety Answering Point – PSAP). Even if the motorist is unconscious or unable to speak to the operator at the centre, a minimum set of incident data (MDS) is transmitted to guarantee a speedy reaction from the emergency service, ambulance and police. The MDS includes the following information:

- time of the incident
- precise location and direction
- vehicle identification
- service provider identifier
- eCall qualifier (indicates whether an eCall has been initiated manually or automatically).



The call to the emergency centre can also be made manually. Anyone who witnesses an accident can report it by pressing a button inside the car. When eCall is in normal sleep mode, it does not allow vehicle localisation to take place, except in the event of an emergency. In this way instantaneous medical aid is ensured without any violation of privacy.

The aim of the system is to make drastic cuts in emergency response time, save lives and reduce the severity of injuries. Studies suggest that with eCall response time in rural areas will be cut by 50% and in urban areas by 40%. Estimates even predict that once the system is fully deployed in all vehicles brands sold in Europe, up to 2,500 lives could be saved and the severity of injuries could be reduced by 10% to 15% throughout Europe.

The European Commission, realising the importance of eCall, also proposed joint public-private sector actions to improve road safety. In fact, introducing this system in all cars will not only benefit consumers, but also businesses, by enabling car makers and telecom industries to offer new upgraded applications and services.

To date, twenty Member States (Austria, Belgium, Cyprus, Czech Republic, Denmark, Estonia, Finland, Germany, Greece, Italy, Lithuania, Luxemburg, Malta, Portugal, Romania, Slovakia, Slovenia, Spain, the Netherlands and Sweden) and three other European countries (Iceland, Norway and Switzerland), have signed the eCall Memorandum of Understanding, thus committing themselves to working together towards implementing this life-saving system.

## 泛歐車輛緊急呼救系統—拯救生命的方案



基本資料包含以下資訊：

- 一、事故發生的時間
- 二、事故發生的確切地點與方向
- 三、車輛識別
- 四、服務供應商標識
- 五、緊急呼救系統之發報者(可顯示系統是經由手動或自動啟動)

呼救系統亦可手動控制。發生意外時，目擊者只要按下車內的按鈕裝置，就可以向中心報案。當呼救系統處於睡眠模式時，除非緊急事件發生，系統不會洩漏車輛位置，如此在提供即時救援之餘，亦同時保障個人隱私。

2008年，歐洲有超過39,000人於車禍中喪生，170萬人受傷。每年交通事故所造成的經濟損失就超過1800億歐元。

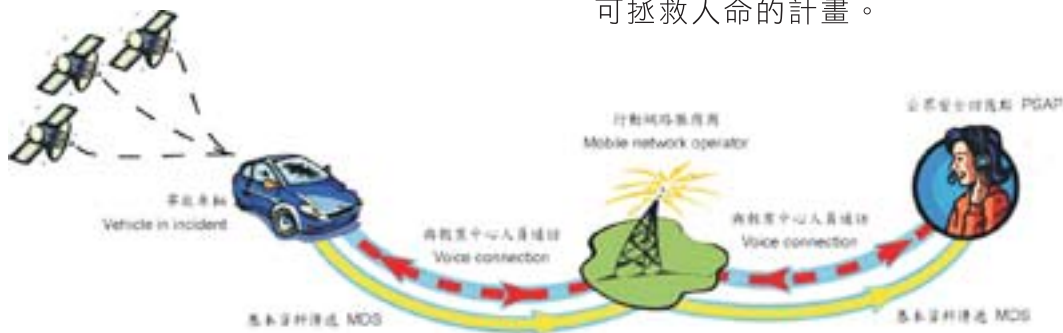
若改善車禍通報系統並加速緊急救援服務的反應時間，上述的人員傷亡與相關經濟損失可望大幅減少。這就是歐盟執委會敦促在2014年前，全面實施泛歐車輛緊急呼救系統(eCall)的原因。

泛歐車輛緊急呼救系統為歐盟道路安全計劃的首要任務，歐盟執委會旨在讓駕駛人於全歐洲任何地方發生車禍時，得以迅速獲得救援。此車內系統能安裝在任何廠牌車輛裡，在發生重大車禍時，系統會自行啟動；此時，車內感應器會自動播號至泛歐統一緊急號碼112，通知最近的緊急事故報案中心（稱為公眾安全回應點）。即使駕駛失去意識，或無法與中心人員通話，系統也會即時將基本資料轉送給報案中心，以確保最迅速的緊急救援、消防車或警力支援。

此系統旨在大幅縮減緊急救難的反應時間，拯救生命並減輕傷者的受傷程度。根據研究顯示，在郊區可縮減50%、市區則可減少40%的救難反應時間。當所有於歐洲境內銷售的車輛都安裝了此呼救系統，預估將可拯救2,500條人命，而受傷的程度也可減少10-15%。

鑑於車輛緊急呼救系統的重要性，歐盟執委會也提議建立公私部門合作以增進道路安全。事實上，讓所有車輛裝置緊急呼救系統不僅有利提升行車安全，也為車輛製造商及電信業者製造新商機，提供消費者新產品和服務。

截至目前為止，二十個歐盟會員國（奧地利、比利時、賽普勒斯、捷克共和國、丹麥、愛沙尼亞、芬蘭、德國、希臘、義大利、立陶宛、盧森堡、馬爾他、葡萄牙、羅馬尼亞、斯洛伐克、斯洛維尼亞、西班牙、荷蘭和瑞典），以及其他三個歐洲國家（冰島、挪威和瑞士）都已簽署泛歐車輛緊急呼救系統的備忘錄，承諾加緊落實此項可拯救人命的計畫。



## 葡萄牙福爾摩沙河口自然公園 Ria Formosa Natural Park, Portugal



福爾摩沙河口自然公園因富有多元化的生態系統及處於獨特的地理位置，而被阿爾加維市視為自然瑰寶。這風景優美的自然天堂綿延60公里，範圍從隸屬羅雷城 (Loulé council) 的安考海灘 (Ancão) 直到聖安東尼奧雷阿爾城 (Vila Real de Santo António council) 的曼塔羅塔區 (Manta Rota)，並成為候鳥及稀有鳥類的棲息地。

此外，福爾摩沙河口自然公園被評選為國家公園，因它的面積超過170平方公里，並且是數百種候鳥從春天到秋天的中途歇腳處。它同時更扮演該區域的經濟要角，不僅吸引觀光客前來，並提供海產養殖場及法魯港的經濟效益。

它的海濱走廊從法魯 (Faro)、巴雷塔 (Barreta)、古拉德拉 (Culatra)、阿摩納 (Armona) 直到塔維拉 (Tavira)，形成天然

的海濱屏障，它的後方就是無盡的沙丘，沙丘後面是迷宮般的瀉湖區及小沙島群、潮間帶及河渠。低水潮時會出現更多沿海景觀，因海水直灌入地表形成許多沼澤濕地及鹽沼。有著如此豐饒的地質，難怪福爾摩沙河口會吸引許多生物前來，因它能提供各種生物的食物來源及不同鹽度的環境。

**休閒娛樂：**許多塔維拉島上的小鎮如卡巴那 (Cabanas de Tavira)，鎮上林立酒吧、咖啡館及餐廳等，散佈在河口及遍佈濱區的內陸地區。

**海灘風光：**阿爾加維東岸以天氣宜人著稱，終年陽光普照，冬暖夏涼，讓福爾摩沙的海灘因此遠近馳名，包括羅布河灘 (Vale do Lobo)、法魯島 (Faro Island)、古拉德拉 (Culatra)、巴里爾 (Barril)、塔維拉島 (Tavira)、塔維拉島的卡巴那 (Cabanas de Tavira)、老卡塞拉 (Cacela Velha) 及曼塔羅塔 (Manta Rota)。

The Ria Formosa Park is one of the most beautiful natural wealths of the Algarve, both for the variety of its ecosystems and for its singular location. This incredible natural paradise spreads along 60 km, from the Ancão area (belonging to Loulé council) to the Manta Rota zone (on the Vila Real de Santo António council) and is the shelter for migratory and rare bird species.

The Ria Formosa is a designated Natural Park of over 170 km<sup>2</sup> and a stopping place for hundreds of different birds during the spring and autumn migratory periods.

However Ria Formosa also plays an important role in the region's economy. Beyond the tourist use the system also supports other economic activities like seafood farms and the port of Faro.

The beaches of the isles of Faro, Barreta, Culatra, Armona and Tavira form a natural barrier to the Ocean. Behind are the vast expanses of dunes and after those a labyrinth of lagoons and small sand isles, mud flats and canals. At low tide other salty habitats are uncovered, because the sea penetrates right up to land, forming marches and salt marshes. With such physical diversity, it is not surprising that the Formosa Estuary attracts such a variety of life forms, that were able to adapt their needs to the food resources available and to the various degrees of salinity.

**Entertainment** - Little villages and towns in the area, like Cabanas de Tavira, have a large number of bars, cafés and restaurants which run along the riverfront and are also dotted around a couple of blocks inland.

**Beaches** - The coast of east Algarve has a remarkably mild climate, with sunny days all year round. Winters are usually mild and summers are not very hot. Because of these features, beaches in the Ria Formosa area are well known, like Vale do Lobo, Faro Island, Culatra, Barril, Tavira Island, Cabanas de Tavira, Cacela Velha and Manta Rota.



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