

「碳有錢」的時代來了！

講座心得

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這個講座令人印象深刻，講座從碳費的優勢和劣勢開始，到如何解決台灣的碳排放問題，都講得非常清楚，因為我可以對照台灣和我的國家——印尼的空汙狀況。

正如我從講座中所聽到的，为了更好地控制和減少溫室氣體排放，台灣的環保機關創建了「國家因應氣候變遷行動綱領」、「溫室氣體減量行動計劃」和「溫室氣體排放管制行動方案」等因應措施，針對六個主要領域：能源、製造業、交通、住宅和商業建築、農業和環境管理。這些舉措將每五年審查一次，促進政府內部的跨部合作。

我對講師所討論的溫室氣體減量行動計劃中的一項相當感興趣，目前《溫室氣體減排和管理法》規定，台灣的長期減排目標是到 2050 年，將碳排放量降低到 2005 年排放量的 50%，此計劃把目標修訂到 2050 年實現溫室氣體零排放，這也是台灣的決心宣言。計劃中，為了實現這樣的目標，台灣當局各級政府應與每個公民、企業和組織合作，共同促進減碳，發展負碳排技術，

並促進全球合作。這個計劃的應用之一是運用台灣的大眾運輸工具來取代私人交通工具，因為大眾運輸都有既定的時刻表可據此計算減碳數據，能有效地減少碳排放，我認為鼓勵大家使用大眾運輸工具，是相當有效的方式。

與台灣的碳排放控制相比，印尼大多數的政府並不真正關心平民。例如，印尼的道路經常破損，導致一些交通工具無法順利通行。另一個例子是：台灣人非常勤奮，是有紀律地在管理垃圾。在台灣，有垃圾分類制度，但印尼則沒有。沒有垃圾分類制度的後果是大多數人並不會真正關心周圍的環境，在印尼，有些人還隨意亂丟垃圾，這使得印尼許多街道，遇到下雨時，經常因為垃圾充斥，阻塞排水系統而導致淹水。此外，印尼由於缺乏大眾運輸工具，所以許多道路經常出現塞車的狀況。為了管控印尼的交通和碳排放，應該建立更多的大眾運輸工具。

我希望這次講座後，有更多的印尼人了解及重視環保的議題，應該向台灣人學習，遵守環保紀律，多多關心自己的國家。🍀

※ 註：本文原文為英文，編者們為了讓讀者易讀，部分段落、文字、語境與原文直譯不同。



Experience from the Lecture

In my opinion, this lecture is so impressive because I can differentiate the air pollution between Taiwan and my country Indonesia. This lecture explained everything clearly started from the advantages and disadvantages of the carbon consumptions to how to solve the problems of carbon emissions in Taiwan.

As I heard from the lecture, in order to better control and reduce greenhouse gas emissions, Taiwan's Environmental Protection Administration created the National Climate Change Action Guidelines, Greenhouse Gas Reduction Action Plan, and Greenhouse Gas Emissions Control Action Program targeting six major fields: energy, manufacturing, transportation, residential and commercial buildings, agriculture, and environment management. The initiatives, which are to be reviewed once every five years, facilitate cross-ministerial cooperation within government.

I am quite interested in one of the plans discussed by the lecturer about Greenhouse Gas Reduction Action Plan. The Greenhouse Gas Reduction and Management Act currently specifies that the national long-term reduction goal is to, by 2050, lower carbon emissions to 50% of the amount emitted in 2005. The revisions will change the target to zero greenhouse gas emissions by 2050, which is a declaration of Taiwan's determination. To achieve such a goal, government authorities of all levels should collaborate with every citizen, enterprise, and organization to jointly facilitate emission reduction, develop negative emission

technology, and promote global cooperation. One of the applications of this plan is that I can see a lot of public transportations in Taiwan rather than private transportations. I think that it is so efficient because it is not only reducing the carbon emission, but also it is quite efficient using the public transportations because they have their own schedule.

Comparing to the carbon emission control in Taiwan, most of the government in Indonesia don't really care about the civilians. For example, the roads in Indonesia are often broken which made some transportations not efficient to pass. Another example is that people in Taiwan is very diligent and really discipline of controlling their rubbish and there is a rubbish classification in Taiwan, however in Indonesia there is no rubbish classification. The consequences of no rubbish classification in Indonesia is that most people don't really care about their surroundings and some people also throw rubbish on the streets which made most streets in Indonesia fill with flood when it is raining.

My hope after participating this lecture is that more Indonesia people will aware about the situations in their country and they should learn from Taiwan people for being discipline and being caring about their country. Moreover, Indonesia doesn't have much public transportations and there is often traffic in some streets because the lack of public transportations. In order to control the traffic in Indonesia and carbon emission in Indonesia, more public transportations should be created.