

Traffic Chaos in Taiwan

Despite the overall positive reputation Taiwan has on an international scale, it has often been criticized for its dangerous roads. Multiple countries have made a point of warning visitors in Taiwan to be careful even when on sidewalks. A Facebook page founded in 2021 recently went viral in Taiwan for addressing this issue. The page “Taiwan is a living hell for pedestrians” has been liked by over 18,000 accounts and has about 26,000 followers.

The lack of pavements and consistent walkways for pedestrians is a major issue. While over 40% of roads in urban areas have sidewalks, they are often narrow and full of parked scooters, blocked by lamp posts and transformer boxes, or used by storefronts to display signs and plants. These situations force pedestrians to walk onto car lanes. Other areas only have sidewalks with painted lines on the road to designate a pedestrian walkway or bike path.

These road safety issues primarily lie in how Taiwan road design is still focused heavily on prioritizing private vehicles over public transportation,



cyclists, and pedestrians. Taiwan Traffic Safety Association (TTSA) points out that the government is still “thinking like a developing country, where roads are usually designed for cars and trucks.” Local Taiwanese media have even coined the term “traffic war” to describe how the traffic conditions and high number of fatalities can make walking feel like being on a battlefield.

TTSA suggests that better infrastructure and enhancing drivers’ education are more necessary than implementing more laws and enforcing fines. Ultimately, since Taiwanese people are raised to believe that cars have the right of way, there is no concept of pedestrian rights. For meaningful change, people need to stand up and fight for their rights to safely cross the street and walk along the sidewalk.

Reading Comprehension

- () 1. What's the purpose of the second paragraph? (main idea)
- (A) To explain why roads in Taiwan are dangerous for pedestrians.
 - (B) To point out a number of deadly flaws in the road design in Taiwan.
 - (C) To show that Taiwan is striving to improve road safety for pedestrians.
 - (D) To urge the Taiwan government to build as many sidewalks as possible.
- () 2. According to this passage, which of the following is **NOT** true? (supporting details)
- (A) Sidewalks in Taiwan are often narrow and blocked by lamp posts.
 - (B) The term “traffic war” was actually invented by a Facebook page in 2021.
 - (C) Foreign visitors to Taiwan are warned to be careful even when on sidewalks.
 - (D) TTSA argues that the Taiwan government is still thinking like a developing country.
3. Which word in the third paragraph means “deaths caused by violence or by accidents”? (fill in) (words in context)
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4. 請根據文章內容，從文章中選出一個單詞 (word)，填入下列句子的空格，並視語法需要作適當的字形變化，使句子語意完整、語法正確，且符合全文文意。(fill in) (words in context)

TTSA's __ (A) __ is that it's more important now to build better infrastructure and improve drivers' education.

What's more, since a great majority of Taiwanese people hold the __ (B) __ that cars have the right of way, they don't have the concept of pedestrian rights.

(A) _____ (B) _____

Vocabulary and Phrases

1. chaos *n.* 混亂;無秩序狀態

2. criticize *v.* 批評，指責

3. go viral *phr.* 病毒式傳播

4. pedestrian *n.* 行人，步行者

5. consistent *adj.* 一致的

6. public transportation *phr.* 大眾運輸

7. coin *v.* 創造

8. infrastructure *n.* 基礎建設

9. implement *v.* 實施，執行

International Travel Resumes As Pandemic Panic Ends

As the pandemic panic winds down, countries around the world have begun working towards resuming their normal levels of operation, and reopening borders for tourists again. Taiwan is no different. Taoyuan International Airport estimates there will be about 30 million passenger trips passing through the airport this year, a few million more than the 1 expectation of about 28 million.

While passenger volume has not yet reached pre-pandemic levels, the current amount in 2023 thus far is nearly 70% of 2019's. There has been significant 2 in flights from Taiwan to North America, Southeast Asia, Northeast Asia, and the Middle East. However, travel across the Taiwan Strait during summer vacation, what is normally peak travel time, remained 3 compared with these other regions. Travel to China, Hong Kong, and Macau in 2023 was only about half of the amount when compared with the same period in 2019.

In early September 2023, Taiwan has reopened its borders to Chinese tourists that are entering from a third location, and Chinese nationals that live 4,

Fill in the Blanks



such as in Hong Kong or Macau, are able to apply to enter Taiwan as tourists. Travel between Taiwan and China have been largely stagnant over the past three years, mostly because of the COVID-19 pandemic. In fact, China halted independent travel to Taiwan in 2019, even before the pandemic lockdowns, and suspended group travel in 2020. It wasn't until May 2023 that Chinese travel 5 were allowed to once again start working with Taiwan group tourists.

(A) original	(B) slow	(C) abroad	(D) agents	(E) growth
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1. _____ 2. _____ 3. _____ 4. _____ 5. _____

Vocabulary and Phrases

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|--------------------------------|--------------------------------------|--------------------------------------|
| 1. wind down <i>phr.</i> 進展慢下來 | 5. peak travel time <i>phr.</i> 旅遊高峰 | 7. halt <i>v.</i> 停止 |
| 2. passenger <i>n.</i> 乘客 | 6. stagnant <i>adj.</i> 停滯的，不發展的 | 8. lockdown <i>n.</i> (地區) 因緊急情況而被封鎖 |
| 3. expectation <i>n.</i> 預期 | | 9. suspend <i>v.</i> 停止，暫停 |
| 4. volume <i>n.</i> 總數，總量 | | |

譯 臺灣的交通亂象

儘管臺灣在國際規模上總體來說享有良好聲譽，但卻經常因其危險的道路而受到批評。多個國家都提醒遊客，在臺灣即使在人行道上也要小心。一個在2021年成立的Facebook專頁最近在臺灣瘋傳，提出了這個議題。「臺灣是個行人地獄」專頁已被超過18,000個帳戶按讚，並擁有約26,000名追隨者。

缺乏人行道和一致的行人通道是一個主要問題。雖然都市地區超過百分之四十的道路都有人行道，但它們通常很狹窄，還停滿了摩托車，被路燈和變壓器箱擋住、或者被店面用來展示招牌和擺放植物。這些情況迫使行人走上車道。其他地區只有在道路上畫幾條線來劃定人行道或自行車道。

這些道路安全問題主要在於臺灣道路設計仍然優先考慮自駕車而不是大眾運輸、自行車騎士和行人。臺灣交通安全協會 (TTSA) 指出，當前政府仍然「像發展中國家一樣思考，那裡的道路往往是為汽車和卡車設計的」。臺灣當地媒體甚至創造了「交通戰爭」這個詞來形容交通狀況和高死亡人數如何讓走個路都好像上戰場一樣。

臺灣交通安全協會建議，改善基礎設施和加強駕駛的教育比實施更多法律和執行罰款更為必要。歸根究底，由於臺灣人從小就相信汽車才有路權，因此並沒有行人權利的概念。為了實行有意義的改變，人們需要站出來捍衛自身安全過路以及沿著人行道行走的權利。

譯 隨著疫情恐慌結束，國際旅行恢復

隨著疫情恐慌逐漸平息，世界各國已經開始努力恢復正常運作水平，並重新向遊客開放邊境。臺灣也不例外。桃園國際機場預計今年將有約3000萬人次的旅客通過此機場，比原本預計的約2800萬人次增加了數百萬。

雖然客運量尚未達到疫情前的水平，但2023年目前的客運量已接近2019年的百分之七十。臺灣飛往北美、東南亞、東北亞和中東的航班大幅成長。然而，通常是旅遊高峰期的暑假期間，與其他地區相比，海峽兩岸的旅遊仍然緩慢。與2019年同期相比，2023年前往中國大陸、香港和澳門的旅遊量僅為2019年同期的一半左右。

2023年9月上旬，臺灣對從第三地入境的中國遊客重新開放邊境，居住在香港、澳門等海外的中國公民可以申請以遊客身分進入臺灣。過去三年，臺灣和中國大陸之間的旅行基本上停滯不前，主要原因是新冠肺炎大流行。事實上，中國甚至在疫情封鎖之前就已於2019年停止了赴臺自由行，並於2020年暫停了對臺團體旅遊。直到2023年5月，中國的旅行社才獲准重新與臺灣旅遊團體接洽。

閱讀測驗解答：1. A 2. B 3. fatalities 4. suggestion; belief

文意選填解答：1. A 2. E 3. B 4. C 5. D

Acknowledgments

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