

Ford Lio Ho Motor Co., Ltd --- Taiwan

福特六和汽車股份有限公司 – 臺灣



2010 and 2011 Greenhouse Gas Inventory
2010 以及 2011 年度溫室氣體盤查報告書

Executive Summary 摘要：

Ford Lio Ho Motor Co., Ltd. (Ford Lio Ho, hereafter) is proud to present its first Greenhouse Gas (GHG) emissions inventory. Ford Lio Ho is the first domestic carmaker in Taiwan to sign a new carbon emission reduction initiative introduced by Taiwan EPA. Ford Lio Ho believes that the starting point of a corporate GHG strategy is to better understand its emissions. Ford Lio Ho is aware of the importance of Climate Change and is committed to the continuous improvement in its environmental performance and sharing the results with others.

福特六和汽車股份有限公司（以下簡稱“福特六和”）在此隆重發佈第一份溫室氣體 GHG 排放盤查報告。福特六和是台灣第一家車輛組裝廠簽署由臺灣環保署推動的二氧化碳自願性減量協議。福特六和相信公司的 GHG 策略出發點是為了更好地瞭解自身排放情況。福特六和已經認識到氣候變化的重要性，並且承諾將持續地改進自身環境績效，同時與大眾分享結果。

Ford is proud to participate in different greenhouse gas management initiatives worldwide including: The Mexican GHG Program, The Philippines Greenhouse Gas Accounting and Reporting Program (PhilGARP), The Australian National Greenhouse Emissions Reporting System (NGERS), The Climate Registry (TCR), The Brazilian GHG Program, The EU Emissions Trading Scheme (EU ETS), and The Canadian GHG Emissions Reporting Program (GHGRP).

福特汽車公司非常榮幸地參與了各種世界 GHG 管理計畫，包括芝加哥氣候交易所（CCX）、墨西哥 GHG 計畫、菲律賓 GHG 核算與報告計畫（PhilGARP）、澳大利亞國內溫室排放報告系統、氣候登記（TCR）、巴西 GHG 計畫、歐盟排放交易計畫（EU ETS）以及加拿大溫室氣體排放報告計畫(GHGRP)。

The 2010 and 2011 GHG inventory includes Ford Lio Ho data from 2007-2011. Total emissions increased by over 20.2% from 2009 to 2010, in addition, 2011 total

emissions were 4.3% lower than that of in 2010. 2010 and 2011 total emissions decreased over 14.2% and 17.9% from the baseline period (2007), respectively, due to production decreases.

2010 年以及 2011 年 GHG 盤查報告包括福特六和 2007 至 2011 年度的資料。GHG 排放總量從 2009 年到 2010 年上升 20.2%以上；另外，2011 年的排放比 2010 年降低了 4.3%。由於產量降低，2010 以及 2011 年的排放總量分別比自基準時期（2007 年）以來下降了 14.2%以及 17.9%以上。

2010 emissions intensity (per unit) decreased by over 11.1% since 2009, while emission intensity in 2011 was 2.4% lower than that of in 2010. 2010 emission intensity increased only 2.2% from the baseline period (2007), while 2011 emission intensity decreased 0.6% when compared to the baseline, although the production volume decreased.

2010 年排放強度（每單位）比 2009 年下降 11.1%以上，2011 年的排放強度比 2010 年降低 2.4%。雖然產量降低，2010 以及 2011 年的排放強度仍然分別比自基準時期（2007 年）以來下降了 2.2%以及 0.6%以上。

Ford Lio Ho will provide annual updates as it continues to strive to maintain and exceed its environmental standards.

福特六和將每年提供更新資料，並繼續努力保持和超越自身的環境標準。

Table of Contents

目錄

Introduction 介紹.....	6
Ford Lio Ho 福特六和.....	8
Corporate Climate Change Initiatives 集團氣候變化管理計畫:.....	10
Methodology 方法.....	14
Base Year 基準年.....	16
GHG Emissions Data GHG 排放資料.....	17
Data Analysis 資料分析.....	20
Conclusions 結論.....	22

List of Figures

Figure 1: Ford Focus.....	9
Figure 2: Ford Mondeo.....	9
Figure 3: Ford Fiesta.....	9
Figure 4: Ford Escape.....	9
Figure 5 :Mazda 3.....	9
Figure 6: Mazda 5.....	9
Figure 7: Ford Lio Ho Total GHG Emissions.....	21
Figure 8: Ford Lio Ho GHG Emissions Intensity.....	21

List of Tables

Table 1: Emission Factors.....	15
Table 2: Direct and Indirect Emissions Baseline.....	16
Table 3: Ford Lio Ho Energy Consumption From 2007-2011.....	18
Table 4: Ford Lio Ho Total Emissions and Emission Intensity.....	19

圖表目錄

圖 1：福特 FocusFocus.....	9
圖 2：福特 MondeoMondeo	9
圖 3：福特 FiestaFiesta.....	9
圖 4：福特 Escape	9
圖 5：Mazda 3	9
圖 6：Mazda 5	9
圖 7：福特六和 GHG 排放總量.....	21
圖 8：福特六和 GHG 排放強度.....	21

表格目錄

表 1：排放指標.....	15
表 2：直接和間接排放基準值	16
表 3：福特六和 2007-2011 年能耗	18
表 4：福特六和排放總量及排放強度.....	19

Introduction 介紹

On November 20, 1972, Lio Ho Motor Company and Ford group formally signed the joint agreement at Ford headquarter in Michigan, U.S. A. and officially established "Ford Lio Ho Motor Company"(Ford Lio Ho) on Dec. 1, 1972. In 1973, Ford Lio Ho introduced the first locally manufactured sedan "Cortina" and in 1986, the company fulfilled the first factory expansion and production capacity soared to 120,000 vehicles per year. Currently Ford Lio Ho manufactures Ford Fiesta, Ford Focus , Mazda 3, Ford Mondeo, Ford Escape, and Mazda 5.

1972 年 11 月 20 日，六和汽車公司與福特集團於福特密西根總部簽署了合同，並於 1972 年 12 月 1 日正式成立福特六和汽車公司，福特六和於 1973 年首度推出在地生產的跑天下，並在 1986 年完成第一次擴廠，提升產至每年 12 萬輛，福特六和出產的高品質汽車，有小型轎車如 Ford Fiesta、中型轎車如 Ford Focus、Mazda 3，中大型轎車如 Ford Mondeo、休旅車如 Ford Escape、Mazda 5。

Ford Lio Ho has garnered several significant national awards, such as the National Quality Award in 2003, the permanent award on Environmental Protection Enterprise, and Service Excellence award in 2004. Ford Lio Ho became ISO 14001 certified in 1997 and became the first car company in Taiwan to receive TS16949:2002 and ISO14001:2004 integrated certifications in 2005. In 2008, Ford Lio Ho received OHSAS18001 certification. One of the most important initiatives undertaken by Ford Lio Ho is the implementation of the ISO 14001 environmental management standard, where all aspects of the facility are included: air emissions, waste, water, and energy. In order to remain certified, a facility must undergo a surveillance audit each year that ensures adherence to guidelines, and measures the plant's progress.

福特六和歷年來獲得許多重要獎項，例如於 2003 年榮獲行政院「國家品質獎」、2004 年榮獲天下雜誌「卓越服務獎」及「企業環保獎」終身成就獎，福特六和於 1997 年取得 ISO14001 認證，並於 2005 年 4 月率先通過稽核，成為國內第一家同時獲得歐、美、日三大市場認可的 TS16949:2002 品質管理及國際最新版本環保管理之 ISO14001:2004 兩大系統整合驗證的中心車廠。2008 年更加入 OHSAS 18001 職業安全衛生管理系統，與 TS 16949:2nd/ISO 14001:2004 完成整合驗證。福特六和採取的最重要舉措之一是執行了 ISO 14001 環境管理標準，該標準涵蓋了工廠環境管理的各個方面，包括大氣排放、廢棄物、水和能源。為了維護該認證，工廠每年進行一次監督審核以確保工廠達標，同時衡量工廠所取得的進步。

Ford Lio Ho is the first domestic carmaker in Taiwan to sign a new carbon emission reduction initiative introduced by EPA. The program calls on car companies operating in Taiwan to voluntarily reduce their CO2 emission levels by 10 to 15% by 2015.

福特六和是台灣第一家車輛組裝廠簽署二氧化碳自願性減量協議，該協議由台灣環保署推動，承諾引進及產製低碳車輛供國內消費者選購，並透過調整銷售策略，達成至 2015 年減少 10 至 15% 二氧化碳排放量之目標。

This GHG inventory includes data for Ford Lio Ho plant. Ford Lio Ho recognizes the importance of the climate change issue and will continue to work on reducing GHG emissions of our vehicles and facilities by way of introducing advanced technology vehicles and improving energy efficiency in manufacturing operations.

本盤查報告包括福特六和工廠的資料。福特六和認識到氣候變化問題的重要性，並將通過引進含有先進技術的汽車和提高生產過程中的能效來繼續減少其汽車和工廠的 GHG 排放。

Ford Lio Ho 福特六和

Product: Ford Focus, Ford Mondeo, Ford Fiesta, Ford Escape, Mazda 3, Mazda 5

Founded: 1972

Plant Capacity: 57,000 units/year (One shift)

Operation: Assembly

Employees: 1,343 employees (June, 2011)

Site: 346,171 m²

Floor Space: 137,263m²

ISO 14001 Certified: 1997

產品：福特 Focus、福特 Mondeo、福特 Fiesta、福特 Escape、Mazda3、Mazda5

成立年份：1972 年

產能：5.7 萬/年（一班制）

作業：汽車組裝

員工人數：1,343 人（2011 年 6 月）

占地面積：34.6 萬平方米

建築面積：13.7 萬平方米

ISO 14001 認證年份：1997 年



Figure 1: Ford Focus
圖 1 : 福特 Focus



Figure 2: Ford Mondeo
圖 2 : 福特 Mondeo



Figure 3: Ford Fiesta
圖 3 : 福特 Fiesta



Figure 4: Ford Escape
圖 4 : 福特 Escape



Figure 5 : Mazda 3
圖 5 : Mazda 3



Figure 6: Mazda 5
圖 6 : Mazda 5

Corporate Climate Change Initiatives 集團氣候變化管理計畫:

Ford believes that climate change is a serious environmental issue and recognizes that it is not possible to wait for all the scientific uncertainties to be resolved. Ford Motor Company is actively participating in various programs around the world and gaining considerable experience in GHG reporting. Some of the initiatives are listed below:

福特汽車公司相信氣候變化是一個嚴重的環境問題，並認為我們不能等待所有的科學不確定性明朗以後再來行動。福特汽車公司正積極地參與全世界各種 GHG 計畫並獲得了一定的 GHG 報告的經驗。以下是我們參與過的部分 GHG 管理計畫：

Chicago Climate Exchange (CCX):

The Chicago Climate Exchange (CCX) was a greenhouse gas (GHG) emission reduction and trading program for emission sources and projects in North America. It was a self-regulated, rules based exchange designed and governed by CCX members. These members made a voluntary, legally binding commitment to reduce their emissions of greenhouse gases by six percent below the 2000 baseline year by 2010. Ford was the first and only auto manufacturing participant in this program. The exchange was closed in November 2010.

芝加哥氣候交易所 (CCX):

芝加哥氣候交易所 (CCX) 是北美地區的 GHG 減排與交易系統。CCX 是由會員設計和治理，自願形成的一套交易體系。這些成員自願地通過法律約定的承諾在 2010 年前，基於 2000 年的基準值消減 GHG 排放量 6%。福特汽車公司是第一家，也是唯一一家參與這個計畫的汽車製造公司。這個交易所已於 2010 年 11 月關閉。

Mexico GHG Pilot Program:

The Mexico GHG Program started as a two year partnership between La Secretaria de Medio Ambiente y Recursos Naturales (SEMARNAT), World Resources Institute (WRI) and World Business Council for Sustainable Development (WBCSD). It is a voluntary program established to help Mexican companies to quantify greenhouse gas emissions. Ford Motor Company was proud to be the only auto manufacturer to participate in the first phase of the program where we are committed to reporting emissions annually.

墨西哥 GHG 試驗計畫：

墨西哥 GHG 試驗計畫是由 La Secretaria de Medio Ambiente y Recursos Naturales (SEMARNAT)、世界資源研究所 (WRI) 和世界永續發展工商理事會 (WBCSD) 發起的為期兩年的合作計畫。作為一個自願性計畫，墨西哥 GHG 試驗計畫的成立旨在協助墨西哥企業計算其 GHG 排放量。福特汽車公司是唯一一家參與該計畫的第一階段的汽車製造企業，並承諾每年報告其排放量。

EU Emissions Trading Scheme (EU ETS):

Ford participates in the EU ETS which commenced in January 2005 and is one of the policies being introduced across Europe to reduce emissions of carbon dioxide and other greenhouse gases. The second phase of this program runs from 2008-2012 and coincides with the first Kyoto Commitment Period. Details of the third phase of the program, beginning in 2013, are currently being finalized.

歐盟排放權交易方案(EU ETS):

福特汽車公司參與的 EU ETS 於 2005 年 1 月正式啟動，是歐洲減少二氧化碳和其它 GHG 排放的方針的其中一個。該方案的第二階段於 2008 年到 2012 年實施，這一時期也是《京都議定書》首次正式實施的時間。該方案的第三期最近已經完成，由 2013 年開始。

Canadian Voluntary Challenge and Registry:

Ford voluntarily reported GHG emissions to the Canadian Voluntary Challenge and Registry (VCR) from 1999 to 2006. Over the years, it received the highest level of achievement in the reporting system, which includes two Leadership Awards in the Automotive Manufacturing Sector category as well as qualifying as a Silver Champion level Reporter in 1999 and Gold Champion Level Reporter from 2000 to 2003, 2005 & 2006. The Challenge Registry ceased taking submissions effective, January 1, 2012. Ford now participates in the Canadian Greenhouse Gas Reporting Program.

加拿大 GHG 挑戰與登記:

從 1999 年起到 2006 年，福特汽車公司自願向加拿大 GHG 挑戰與登記（VCR）報告其年度 GHG 排放量。時至今日，福特汽車公司已經在 VCR 的報告系統裡取得最高級別的成績，包括獲得汽車行業兩次「領導力獎」，1999 年獲得報告「銀牌獎」以及在 2000~2003 年,2005~2006 年報告「金牌獎」。加拿大挑戰與登記已經於 2012 年 1 月 1 日停止。福特汽車公司現正參加加拿大溫室氣體報告計畫。

Philippines GHG Program

The Philippine Greenhouse Gas Accounting and Reporting Program (PhilGARP) partnership between Klima Climate Change Center of the Manila Observatory, Philippine Business for the Environment, the Department of the Environment and Natural Resources, Department of Energy, WBCSD, and WRI – was launched in November 2006.

菲律賓 GHG 計畫：

菲律賓 GHG 計算與報告計畫（PhilGARP）由馬尼拉天文臺的 Klima 氣候變化中心、菲律賓環境商務部、環境與自然資源部、能源部、WBCSD 和 WRI 於 2006 年 11 月聯合發起。

The Climate Registry (TCR)

The Climate Registry is a nonprofit organization that establishes consistent, transparent standards throughout North America for businesses and governments to calculate, verify and publicly report their carbon footprints in a single, unified registry. Ford became a founding member in 2008 and was the first auto manufacturing participant in the program. In 2011, Ford became a Climate Registered member of TCR with the independent third party verification of all of Ford's North American GHG emissions.

氣候變化註冊組織 (TCR)

北美的氣候變化註冊組織 (TCR) 提供精準和透明的 GHG 排放測量方法，並保證各行業和地區使用一致的度量法。氣候變化註冊組織的下屬統計機構即支持自願的，也支持法定的管理計畫。福特汽車公司是氣候變化註冊組織的創始成員，也是第一家加入該組織的汽車製造商。福特在 2011 年由獨立協力廠商驗證了所有福特北美溫室氣體排放量之後，成為氣候變化組織的註冊成員。

Brazilian GHG Reporting Program

The Brazil Greenhouse Gas program is a partnership of Brazil's Ministry of Environment, the Brazilian Business Council for Sustainable Development, the Fundação Getúlio Vargas, the World Business Council on Sustainable Development, and the World Resources Institute (WRI). Ford of Brazil is proud to be the first automobile company in Brazil to voluntarily report its Facility Greenhouse Gas (GHG) emissions.

巴西 GHG 報告計畫

巴西 GHG 計畫由巴西環境部、巴西永續發展商業理事會、the Fundação Getúlio Vargas、WBCSD 和 WRI 共同發起。巴西的福特汽車公司是巴西國內第一家自願報告其 GHG 排放量的汽車製造商。

Methodology 方法

Ford Lio Ho uses a best in class energy monitoring system and an industry-leading Global Emissions Manager (GEM) database to ensure environmental metrics such as CO₂ emissions are tracked consistently. All energy data contained in this report is available within GEM and it is tracked and revised by the facility. The emissions data reported was generated following the GHG calculation tools developed by the World Resources Institute (WRI). Note that WRI electricity emission factor changes every year and we will use the factor provided for each reporting year, starting in 2007.

福特六和運用最高等級的能源監控系統和行業領先的全球排放管理（GEM）資料庫，以確保環境因素例如二氧化碳排放量得到持續一致的跟蹤。本報告的所有能來源資料均包含在 GEM 裡，並通過工廠進行跟蹤和修正。本報告的排放資料是通過世界能源研究院（WRI）建立的 GHG 計算工具計算得出。請注意，WRI 的電排放係數每年都會產生變化，所以我們從 2007 年開始每年運用更新的係數來計算。

This report includes "direct" emissions characterized as scope 1 in the WRI/WBCSD protocol and "indirect" or scope 2 emissions from the same protocol. All CO₂ emissions are included and reported in units of metric tons of carbon dioxide (CO₂). Other GHG applicable to combustion processes, CH₄ and N₂O, are estimated to be less than 1% of the total emissions and hence considered negligible. Other emission sources such as HFCs from refrigerant leakages during the initial vehicle fill process for the air conditioning units are also considered minimal at less than 1.7% of total emissions. PFCs and SF₆ do not apply to the company's manufacturing facilities. Emission factors in Table 1 were used to calculate CO₂ emissions.

本報告包括由 WRI 和 WBCSD 協議裡定義為範圍一的「直接」排放源和範圍二的「間接」排放源。報告裡所有的二氧化碳排放量單位均為公制噸二氧化碳當量。其它 GHG，例如甲烷和一氧化二氮的排放估量在總排放量的 1% 以下，因此忽略不計。其它排

放源，如在汽車空調初填充製冷劑時滲漏的含氟烴類，其排放量可視為總排放量 1.7%以下。本公司的製造工廠沒有使用到全氟烴類和六氟化硫。表 1 裡的排放指標是用作二氧化碳排放量的計算。

Table 1: Emission Factors

表 1：排放指標

Fuel 燃料	Emission Factor 排放指標
Natural Gas 天然氣	<i>0.001885tCO₂/m³</i>
Fuel Oil 汽油/石油	<i>0.002676tCO₂/l</i>
Electricity (2007) 電 (2007)	<i>0.000632tCO₂/KWh</i>
Electricity (2008) 電(2008)	<i>0.000631tCO₂/KWh</i>
Electricity (2009) 電 (2009)	<i>0.000616tCO₂/KWh</i>
Electricity (2010) 電 (2010)	<i>0.000612tCO₂/KWh</i>
Note: From WRI/WBCSD 來源：WRI和WBCSD	

Base Year 基準年

Ford Lio Ho began operations in 1972 and has increased production since then. We have selected 2007 year as our representative baseline going forward. Table 2 shows the direct and indirect emissions used to obtain the baseline. Note: Direct emissions are those generated on site (i.e. from gas and petroleum fuel use). Indirect emissions are those generated off site but attributable to car manufacturing (i.e. electricity used on site).

福特六和於 1972 年投產並逐漸提高產量。我們選擇 2007 年分別作為我們的基準年。表 2 顯示了用作計算基準值的直接和間接排放。注：直接排放來自廠內（如燃燒天然氣以及石油類燃料）。間接排放代表那些並不在廠區產生但歸於汽車製造的排放（如廠區用電）。

Table 2: Direct and Indirect Emissions Baseline

表 2：直接和間接排放基準值

Direct Emissions (metric tCO ₂) 直接排放 (噸 CO ₂)	Indirect Emissions (metric tCO ₂) 間接排放(噸 CO ₂)	Production 產量
2007 年	2007 年	2007 年
5,799	19,426	45,347

GHG Emissions Data GHG 排放資料

Ford Lio Ho was constructed with state of the art technology that allows the plants to operate in an energy efficient manner. Ford Lio Ho's internal energy management and control process allows the plants to monitor energy usage throughout the facilities and identify areas that can be improved.

福特六和運用最先進的技術建造工廠使其運作可以達到高效節能。福特六和的內部能源管理和控制流程可以監控工廠內各部門的能源使用並識別出可以改進的地方。

Ford Lio Ho is committed to improving energy efficiency and reducing its GHG emissions. The plants have implemented several projects in recent years to reduce energy consumption (electricity, fuel oil and natural gas) including:

- Assign responsible person to turn off office / plant lighting, printer, copy machine, fountain machine;
- Use non-power slide chute to transfer intake manifold to replace power rollers;
- Relocate Offices to the same building;
- Replace current T8 office lights with LED and T5 fluorescents;
- Automatic shutdown PC at 9:00pm every day after reminder message on screen from IT.

福特六和致力於提高能效並減少溫室氣體排放。工廠在近年實施了幾個減低能耗（電，油以及天然氣）的措施，包括：

- 指定責任人負責熄燈、關印表機、影印機以及飲水機；
- 用非電動滑道取代電動滾軸來搬運進氣歧管；
- 將辦公室搬至同一幢樓；

- 用 LED 以及 T5 日光燈管取代現有的 T8 燈；
- 每晚 9 點 IT 的提示資訊顯示之後自動關閉電腦。

Table 3 below summarizes Ford Lio Ho energy consumption from 2007-2011.

表 3 匯總了福特六和 2007—2011 年度的能耗。

Table 3: Ford Lio Ho Energy Consumption From 2007-2011

表 3：福特六和 2007-2011 年能耗

Period 年份	Production 產量	Natural Gas (m ³) 天然氣 (m3)	Fuel Oil (l) 燃油 (l)	Electricity(KWH) 電力 (KWH)
2007	45,347	1,088,947	1,400,000	30,738,000
2008	20,642	673,895	1,050,000	22,204,800
2009	28,150	784,524	1,000,000	22,483,200
2010	38,090	1,001,869	1,300,000	26,604,707
2011	37,473	942,463	1,250,000	25,491,600
Total	169,702	4,491,698	6,000,000	127,522,307

Direct Emissions:

Direct Emissions result from combusting fuels at Ford Lio Ho site including natural gas and fuel oil.

直接排放：

福特六和的直接排放來自燃燒天然氣以及燃油的排放。

Indirect Emissions:

Ford Lio Ho Indirect Emissions include all emissions generated outside the site's perimeter such as emissions from burning fossil fuel to generate electricity. Ford Lio Ho continuously monitors its electricity consumption. However the rate of energy

consumption depends heavily on production, and if production increases, so will energy consumption. Table 4 shows direct and indirect emissions per year from 2007-2011.

間接排放：

福特六和的間接排放包括廠外產生的全部排放，例如用來發電的化石燃料。福特六和長期監控其用電量。但是用電量受生產影響較大，生產量加大，用電量也隨之增大。表 4 顯示了工廠 2007—2011 年的直接以及間接排放量。

Table 4: Ford Lio Ho Total Emissions and Emission Intensity

表 4：福特六和排放總量及排放強度

Year 年份	Total Emission (tCO ₂) 排放總量 (噸 CO ₂)		Emission Intensity (tCO ₂ /unit) 排放強度 (噸 CO ₂ /車)
	Direct Emissions (tCO ₂) 直接排放 (噸 CO ₂)	Indirect Emissions (tCO ₂) 間接排放 (噸 CO ₂)	
2007	5,799	19,426	0.56
2008	4,080	14,011	0.88
2009	4,155	13,849	0.64
2010	5,367	16,282	0.57
2011	5,121	15,601	0.55

Disclaimer: The calculation is based on electricity emission factors provided by WRI every year. The most updated WRI 2010 emission factor was used for 2011 emission calculations.
 注: 所有排放總量的計算都是基於 WRI 每年更新的係數. 2011 年的排放計算是基於最更新的 2010 年排放係數.

Data Analysis 資料分析

Ford Lio Ho site experienced a 35.3% production increase from 2009 to 2010. And the production decrease 1.6% in 2011 when compared to 2010. Table 3 shows Ford Lio Ho production data from 2007-2011.

福特六和 2010 年的產量比 2009 年增長了 35.3%，但是 2011 年的產量比 2010 年下降了 1.6%；表 3 顯示了福特六和從 2007 年至 2011 年的產量數據。

Total emissions increased by over 20.2% from 2009 to 2010, in addition, 2011 total emissions were 4.3% lower than that of in 2010. 2010 and 2011 total emissions decreased over 14.2% and 17.9% from the baseline period (2007), respectively, due to production decreases. Figure 7 below shows Lio Ho Total Emissions trends from 2007 to 2011.

福特六和 CO₂ 2010 年總排放量比 2009 年增加了 20.2%，另，2011 年的總排放量比 2010 年減少了 4.3%；由於減產的關係，2010 以及 2011 年的排放總量比基準年 2007 分別下降了 14.2% 以及 17.9%；圖 7 顯示了福特六和從 2007 年至 2011 年的排放總量趨勢。

Emission intensity is calculated by dividing total emissions by the number of production units (vehicles built). As shown in Figure 8, 2010 emissions intensity (per unit) decreased by over 11.1% since 2009, while emission intensity in 2011 was 2.4% lower than that of in 2010. 2010 emission intensities increased only 2.2% from the baseline period (2007), while 2011 emission intensity decreased 0.6% when compared to the baseline, although the production volume decreased.

排放強度的計算是基於排放總量除以生產單位的個數（即汽車）。如圖 8 所示，2010 年的排放強度（每單位）比 2009 年下降了 11.1%，2011 年的排放強度相比 2010

年又下降了 2.4%；雖然產量降低，2010 年以及 2011 年的排放強度仍然分別比基準時期（2007 年）低 2.2%和 0.6%左右。

Figure 7: Ford Lio Ho Total GHG Emissions

圖 7：福特六和 GHG 排放總量

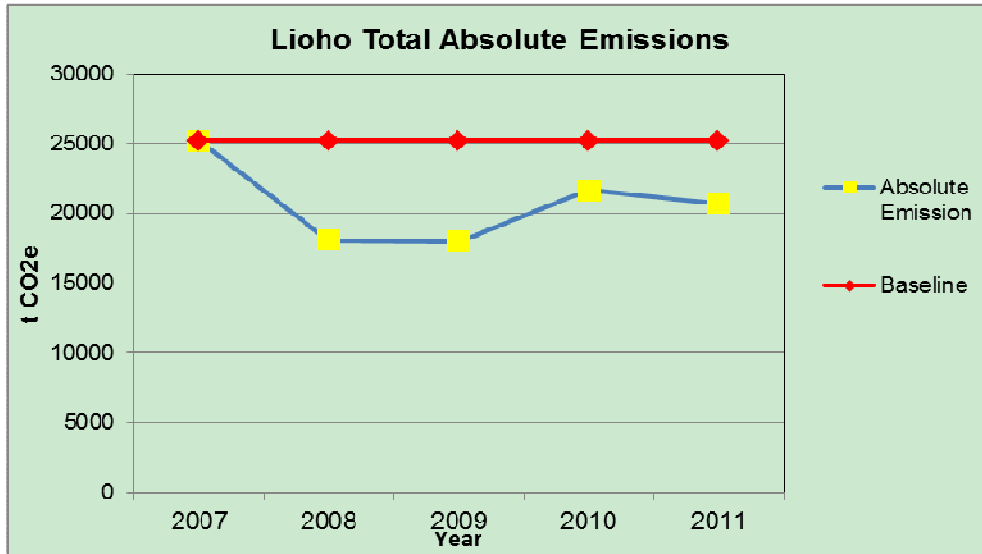
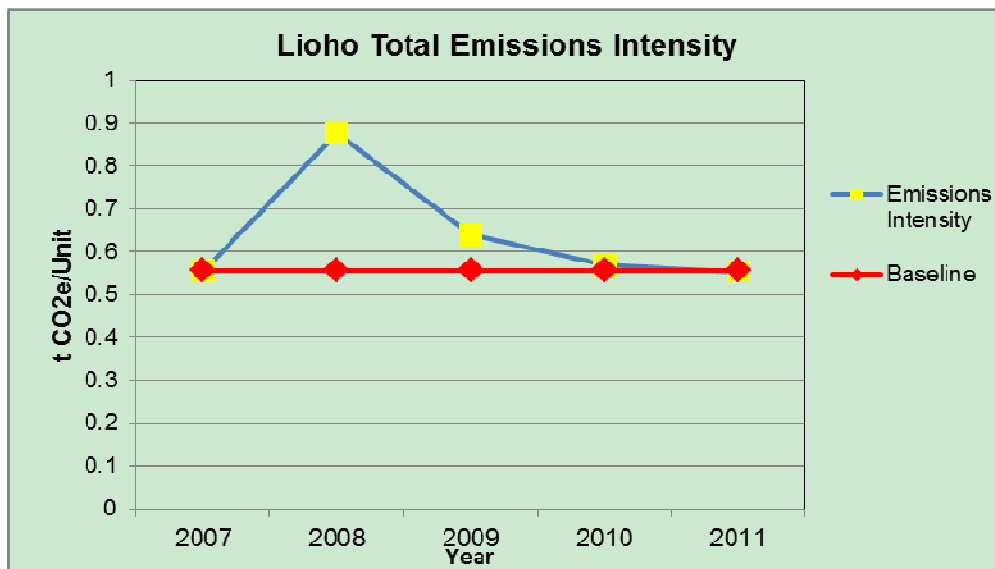


Figure 8: Ford Lio Ho GHG Emissions Intensity

圖 8：福特六和 GHG 排放強度



Conclusions 結論

Ford Lio Ho is proud to present its first GHG emissions inventory building upon prior achievement to voluntarily report its facility GHG emissions in Taiwan. Lio Ho recognizes the importance of the climate change issue and supports emissions reporting. Lio Ho is committed to improving energy efficiency, reducing GHG emissions, and maintaining and exceeding its environmental standards.

福特六和作為自願公佈其工廠 GHG 排放的汽車公司，現隆重發佈第一份 GHG 排放盤查報告。福特六和認識到氣候變化問題的重要性，並支持 GHG 排放的公佈。福特六和致力於提高能效，減少溫室氣體排放，同時保持並超越自身的環境標準。