

考試科目	專業英文	所別	地政學系	考試時間	5月12日(六)第 / 節
------	------	----	------	------	---------------

(一) Please answer the following questions in Chinese after you have read the excerpt.

1. To summarize the chief points. (25%)
2. Please describe your opinion of the excerpt. (25%)

The question of why one should study environmental and resource economics hinges on whether existing academic disciplines are adequate for examining the environmental problem. One can look toward conventional economics and other social sciences and one can look toward the natural sciences, but none of these disciplines is independently capable of analyzing and developing solutions to environmental and resource problems.

Study of natural sciences, such as ecology, is not sufficient to completely analyze the problem, because these sciences do not include analysis of human behavior. Although understanding the natural sciences is essential to the understanding of the impacts of human activity, natural science studies do not include how human activity responds to changes in the economic and natural environment.

On the other hand, economics is often defined as the study of the allocation of scarce resources. If so, why do we need to study environmental and natural resources separately? Aren't the guiding principles developed in microeconomics sufficient to correctly allocate our environmental and natural resources?

The answer is that there are important differences between environmental resources and conventional goods, which need to be examined differentially. For example, the rules that define optimality in the allocation of private goods are essentially static in nature. Today's decision of how many DVDs to produce in the current period does not substantially affect the ability to produce DVDs in some future period. The decision of how much oil to produce and consume in the current period, however, has important implications for the future. First, the amount of oil taken out of the ground today affects our ability to take oil out of the ground in the future. Also, the amount of oil consumed today affects the level of carbon dioxide in the atmosphere, which will lead to a future warming of the earth's climate. The answer goes far beyond this dynamic issue, however.

備

註 試題隨卷繳交

【請注意，背面還有試題】

考試科目	專業英文	所別	地政學系	考試時間	5月12日(六) 第 1 節
------	------	----	------	------	----------------

That many decisions regarding environmental resources are irreversible further complicates analysis, particularly when viewed in the context of the dynamic issues already discussed. For example, the market producing insufficient DVDs in one period would not interfere with the ability to produce DVDs or enjoy using DVDs in the future. Any loss in social welfare that was created by that production decision need not be carried forward to future periods. Let's assume, however, that the current demand for preserving giant redwood forests (each redwood tree is several hundred to more than a thousand years old) is low, so we decide to cut them for export to Japan. This action is irreversible. Once these forests are cut, it will take many hundreds of years for them to become reestablished, and there is a significant probability that they will never become reestablished. No matter how high the future demand is for intact giant redwood forests, it is impossible to provide the forests. Other examples of irreversible events or actions include the generation of nuclear wastes (which retain their radioactivity for hundreds of thousands of years), the destruction of tropical rain forests, global warming, the extinction of species, and the release into the environment of toxic substances such as dioxins (toxic chemicals) and DDT (a persistent pesticide).

(二) Please answer the following questions in Chinese after you have read the excerpt.

1. To summarize the chief points. (25%)
2. Please describe your opinion of the excerpt. (25%)

In order for an urban area to realize the agglomeration economies that make it productive, its transportation system must provide for the kinds of movements that integrate activities across space. Increasingly, rapid change and the importance of information in modern urban production requires movements that are flexible and varied. These are precisely the kinds of forces that combine with personal convenience to support a widespread demand for travel in individualized vehicles.

The severity of today's urban traffic congestion interferes with this role of the transportation system. Productivity is diminished from what it could be. Coping mechanisms such as trip rescheduling and greater decentralization are to some degree inefficient, in part because they reduce the close interconnectedness of activities that fuel the agglomeration economies of a healthy urban area.

考試科目	專業英文	所別	地政系	考試時間	5月12日(六)第1節
------	------	----	-----	------	-------------

Current policies are unable to cope with the magnitude of the problem. Attempts to lure people into other modes, even with grandly expensive rail transit systems, are impotent against the convenience of individualized motor vehicles. The incentives are insufficient to draw many people out of cars, and they are overwhelmed by latent demand on the part of people immune to the particular incentive being offered. Capacity expansion creates significant benefits, but is often too expensive and too damaging to the environment.

The policies that would be most effective are those that apply negative incentives to a large portion of peak-hour highway users. Parking pricing and congestion pricing can both rely on a large research base for confirmation of their likely effectiveness. Both encounter strong political resistance, although parking pricing seems somewhat more amenable to designing a scheme, such as Shoup's cash out, that has few losers. Congestion pricing has many losers, making it more difficult, though perhaps not impossible, to design a package of revenue uses that is understandable, credible, and capable of offsetting the losses for most groups of citizens.

The politics of pricing policies have recently been more encouraging, but it is still unlikely that they will be adopted soon in anything like a full-scale application. So what is there in the meantime?

There are some modest policies that can make a modest difference. Specialized transit and paratransit services have shown some promise for attracting riders with little or no subsidy. High-occupancy vehicle lanes can offer carpools and busses a premium service, saving them time and money and improving the patronage and financial viability of bus transit. Such lanes may also provide a limited niche for introducing congestion pricing, by offering solo drivers the option of using these faster lanes for a fee, as is being planned for two freeways in southern California (Fielding and Klein, 1993). Privatization of some transit services, and elimination of regulatory barriers to organized ridesharing services such as shuttle vans, can increase the range of options offered for flexible travel within existing subsidy requirements.

Policies such as these, approached with realistic goals and with an eye on keeping costs and regulatory burdens reasonable, may in combination offer substantial relief until better solutions become possible.

考 試 科 目	土地政策分析	所 別	地政學系	考 試 時 間	5 月 12 日(六) 第 二 節
---------	--------	-----	------	---------	-------------------

請論述以下四題，每題 25 分。

1、請問何謂新自由主義 (new liberalism)？它對於台灣的土地政策產生了什麼樣的影響？

請論述之。(25 分)

2、請問何謂公共利益 (public interest)？該如何來界定或找尋公共利益？不同的規劃理論

(planning theories) 如何來回答上述問題？請論述之。(25 分)

3、近日來台北市士林區文林苑都市更新案引起社會諸多的關注，請問，你認為本案的問題

本質在哪裡？請論述之。(25 分)

4、土地徵收條例第四條第二項規定，「...開發範圍經中央主管機關核定者，得先行區段徵收，並於區段徵收公告期滿後一年內發布實施都市計畫，不受都市計畫法第五十二條規定

之限制」，請問，這會產生什麼問題？請論述之。(25 分)

備

註

試 題 隨 卷 繳 交

考 試 科 目	土地經濟分析	所 別	地政學系	考 試 時 間	5月12日(六) 第三節
---------	--------	-----	------	---------	--------------

一、請寫出三位土地經濟學家（或以研究土地著名的學者）的名字。首先說明選擇他們的理由，之後陳述他們的基本背景（國籍、年代等）以及主要學說。（50分）

二、做為生產要素的一種，土地的經濟特色為何？又這些特色如何影響土地市場的結構和結果？（25分）

三、加重土地或是建物持有稅賦（例如地價稅或房屋稅），可以影響土地利用或是不動產價格嗎？請說明理由。（25分）

