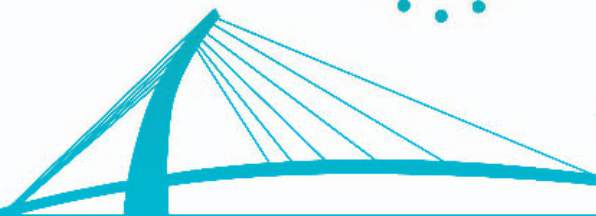
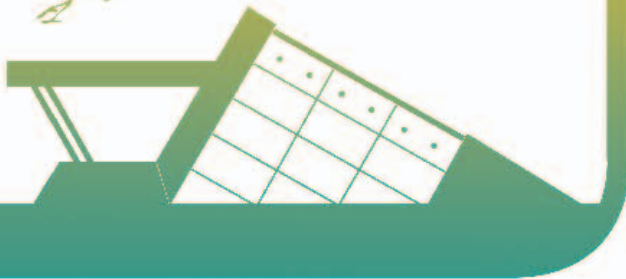




METRO TAIPEI

2010 ANNUAL REPORT
臺北捷運公司年報
TAIPEI RAPID TRANSIT CORPORATION



METRO

2010 ANNUAL REPORT
臺北捷運公司年報
TAIPEI RAPID TRANSIT CORPORATION

TAIPEI

使命、願景與 經營理念

使命

「提供安全、可靠、親切的高品質運輸服務」
是公司的使命，也是我們的任務與存在的價值。

願景

我們以「臺北捷運、世界一流」為願景，
期能成為國際級領導品牌的地鐵公司。

經營理念

我們面對顧客的態度及承諾是「顧客至上、品質第一」，
以高品質的創新服務，滿足並激發顧客的需求。





Our Mission, Vision, and Management Concept

Mission

Providing a safe, reliable, cordial, and high-quality transport service is more than just our mission, it is our duty and the reason for our existence.

Vision

We aim to develop TRTC into a first-class corporation that serves as an international leader in the field of mass transit.

Management Concept

We pledge that our customers come first and we believe in quality above all. TRTC strives to meet our passengers' every need by providing outstanding, innovative services.

METRO TAIPEI

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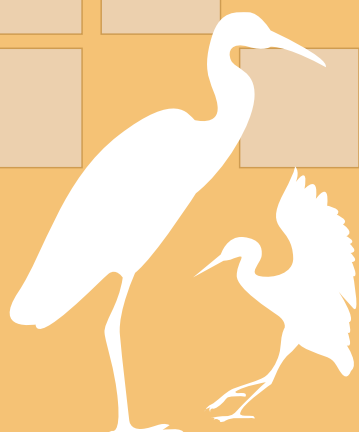
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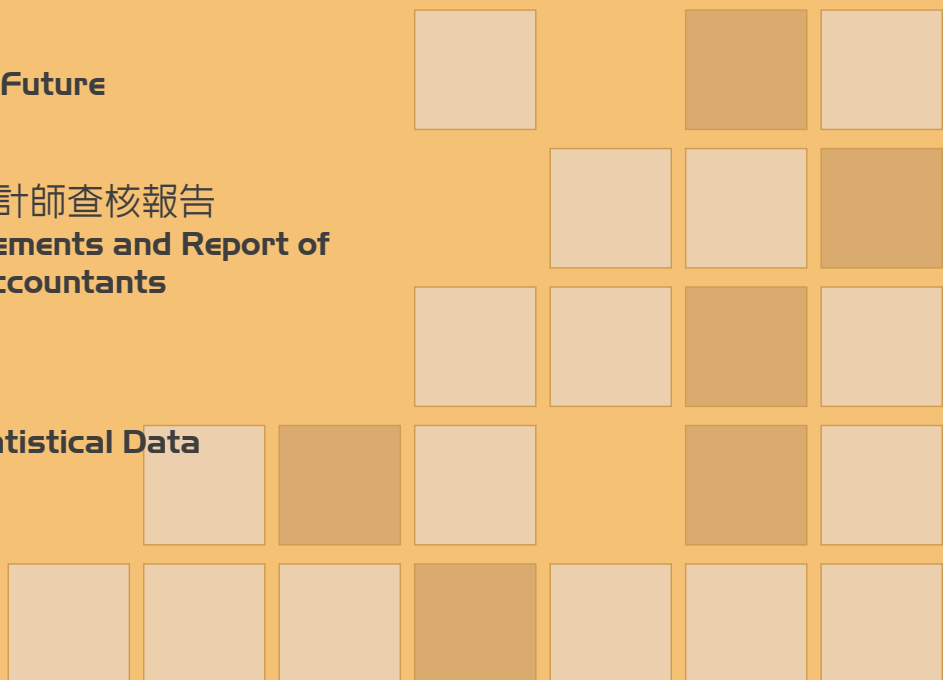
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首長 的話

Messages from Company Heads



董事長的話

2010 年是臺北捷運營運重要的里程碑，在這一年裡，除了克服文湖線營運整合問題外，同步擴展營運路網里程數，正式突破 100 公里，使大臺北都會區的軌道交通更便利，對民衆服務品質更為提升。

2010 年 4 月 22 日臺北捷運累計總載客運量超過 40 億人次，2010 年 11 月 3 日蘆洲線正式加入營運後，全年年運量首度突破 5 億人次，創下歷史新猷，這是一個重要的指標。2011 年臺北捷運將正式成為 CoMET 都會軌道運輸標竿聯盟會員，與紐約、巴黎、倫敦等大型都會之地鐵系統進行經驗與技術交流。提供旅客安全的優質乘車環境及服務，持續強化設施設備，確保系統安全與穩定，係本公司經營的首要任務，2010 年捷運系統經營在公司全體同仁努力下更為進步，系統穩定度指標「每發生一件行車延誤 5 分鐘以上事件之平均行駛車廂公里數」(MKBF)，首度超過 200 萬車廂公里，這是臺北捷運自 1996 年通車營運以來最佳之成績。

貓空纜車於 2008 年 10 月 1 日因颱風停駛，經遷移一根塔柱，確認系統運轉測試及模擬演練安全均無虞後，於 2010 年 3 月 30 日正式復駛營運。我們為提供優質及安全的服務，從周邊環境、系統安全、資訊提供、乘車空間等方面進行改善，讓貓空纜車服務升級後再出發。此外，為使旅客能盡情飽覽臺北最美麗的山線美景之一，推出 30 臺水晶車廂，以斬新「貓纜之眼」，帶給旅客更多的驚奇與艷麗，讓貓空纜車更有特色，為貓空地區再次帶來觀光人潮，累計總載客運量也於 12 月 31 日跨年夜突破 800 萬人次。

這幾年來，臺北捷運以企業化方式經營，觸角多元化的方向努力，除運輸本業外，轉投資悠遊卡投資控股公司及捷邦管理顧問公司，對於轉投資之事業，不斷持續深耕播種。臺北悠遊卡於 2010 年 4 月 1 日起，首次跨足小額消費服務，除大眾運輸系統外，廣泛應用於超商、超市等消費通路，不但提供旅客運輸付費的便利性，亦延伸服務至日常消費，與悠遊卡持卡人建立更綿密的服務關係。另捷邦管理顧問公司則持續累積更多顧問服務實績，積極拓展服務範圍，提供專業之技術諮詢服務，厚植公司發展利基。

學習是企業成長的動力之一，在全球化資訊即時傳輸的時代，臺北捷運也自我期許成為更具國際觀、技術更先進的運輸服務業。2010 年積極參與國際會議，如 Nova 新興軌道運輸標竿聯盟年會及管理會議、公共交通國際聯會 (UITP)、美國大眾運輸協會 (APTA) 軌道會議等，與國外運輸業者進行經驗交流及標竿學習。此外，亦受邀於上海世界博覽會展區與國際交通業者共同宣導大眾運輸對都市永續發展之重要性與卓越貢獻。2011 年本公司將主辦 Nova 新興軌道運輸標竿聯盟年會，邀集 10 多個國際會員參加，交換寶貴營運經驗與專業技術，藉以達到行銷臺北及臺北捷運的目的。

自 1996 年木柵線正式通車以來，捷運一直扮演著引領城市發展的重要角色，目前營運通車里程數已超過 100 公里，後續路線將於 2011 至 2014 年間陸續通車，臺北捷運在大臺北都會區交通運輸扮演的角色將更形重要。愈多捷運路線的通車，意味著都市機能活絡、土地使用效能提升及民衆都市生活圈擴展等，轉變將更為迅速，進而帶動臺北都會區展現國際都市新風貌。我們將持續創新精進，積極提升服務品質，讓臺北捷運服務不只是世界首屈一指的運輸系統，更能成為全體國人的驕傲。

蔡輝昇



A Word from the Chairman

After many years of operation, the Taipei Rapid Transit Corporation (TRTC) marked a number of major milestones in 2010. In addition to overcoming problems that arose from integrating two different operating systems on Taipei Metro's Wenzhou Line, the metro also increased the length of its network. It broke through the 100-kilometer mark, making transportation in the Greater Taipei metropolitan area more convenient and raising people's quality of life.

On April 22, 2010, Taipei Metro's accumulated ridership surpassed 4 billion. After the Luzhou Line became operational on Nov. 3, 2010, the total ridership over a one-year period exceeded 500 million for the first time. This means that the Taipei Metro will be able to become a member of the CoMET program of international railway benchmarking, enabling it to conduct technical exchanges with officials from large metro systems in some of the world's best-known cities, like New York, Paris, and London. In its role of operating the Taipei Metro, TRTC's main responsibilities include providing passengers with a transport environment and service that are safe and of high quality, while continuing to enhance facilities and equipment and ensure the system's safety and stability. In 2010, through the hard work of all company employees, the metro became more stable. The system's reliability rate, based on the average number of car-kilometers traveled between incidents causing delays of five minutes or more (mean kilometer between failure, or MKBF), exceeded 2 million car-kilometers for the first time. It marked the metro's best-ever performance.

On Oct. 1, 2008, service was suspended on the Maokong Gondola because of damage the system sustained during a typhoon. After moving tower T16, the city government looked at system operational test results to verify that there were no safety problems, the gondola officially started running again on March 30, 2010. To provide higher-quality, safer service, TRTC worked to improve the surrounding environment and system safety while offering more information and a better travel experience. The changes meant an improved gondola system when service resumed. In addition, passengers could fully enjoy Taipei's best mountain scenery, 30 transparent cars were added to the line. The all-new "Eyes of Maokong Gondola" transparent cars allow for a more amazing ride and make the gondola even more special. Reopening the service meant a new influx of tourists to the Maokong area and gave the gondola a chance to exceed 8 million total trips, which it did on Dec. 31.

TRTC has always operated in the manner of a private corporation and worked hard to expand the scope of its operations. Apart from the transit industry, it has invested in the EasyCard Investment Holding Corporation and the Metro Consulting Service Corporation. When it comes to realizing and managing its investments, TRTC is continually trying to strengthen its market presence. Starting from April 1, 2010, the EasyCard Corporation expanded to servicing the small-value purchases market. In addition to mass transit systems, EasyCards can be used at convenience stores, supermarkets and other sales outlets. They not only continue to make it convenient for people to pay transportation fees, they have expanded to servicing the everyday consumer market. The added services mean an even closer relationship with EasyCard holders. The Metro Consulting Service Corporation has also built on its achievements in the consulting industry while expanding its service scope, establishing the foundations of future growth.

Learning is one of the driving forces behind industrial growth. In this age of globalization, where information can be transmitted almost instantaneously, TRTC is also striving to become a transit provider that has a more international outlook and can adapt to emerging technological advances. In 2010, it actively participated in international conferences as a way of exchanging information on experiences with foreign transit providers and learning about their benchmarking methods. Conferences it joined included those held by the Nova international rail consortiums and the International Association of Public Transport (UITP) and the American Public Transportation Association (APTA) public transit groups. TRTC was also invited to participate in an exhibition at the Shanghai World Expo. In the exhibition, it joined international transit providers in highlighting the importance and valuable contributions of mass transit to sustainable urban development. In 2011, TRTC will again host Nova's annual meeting. More than ten subway providers from around the world will be invited to the meeting, where TRTC will be able to absorb valuable information related to running a metro system. It will also be able to achieve its goals of promoting Taipei and the Taipei Metro.

Starting with the launch of the Muzha Line in 1996, TRTC has played an important role in leading urban development. The length of track it operates has already exceeded 100-kilometers, and more lines will continue to open, one-after-another, between 2011 and 2014. TRTC's role in the Greater Taipei metropolitan area is likewise important. As more and more metro lines open, it is promoting rapid change. There is an increased vitality in urban areas, land usage efficiency is on the rise and a wider diversity of lifestyle choices has been made available to city residents, resulting in a new, more international urban style for the Greater Taipei metropolitan area. As these changes take place, TRTC will continue to innovate and forge ahead while raising service quality. Through these efforts, Taipei Metro will become not only one of the world's top transit systems, but also a service that makes all Taipei residents proud.

Hsiu-Sheng Tsay

總經理的話

蘆洲線於 2010 年 11 月通車後，縮短了臺北市區與三重、蘆洲等周邊市鎮間的運輸時間，大臺北生活圈的民衆生活亦隨之更形便利、緊密。臺北捷運總營運里程數達 100.8 公里，營運車站數增至 93 個（含 4 個主要轉乘車站），平均日運量突破 150 萬人次，在路網逐步擴張與旅客數量持續增加之際，提供安全、可靠、舒適、便捷的捷運運輸服務，仍然是臺北捷運致力追求及自我鞭策勵進的目標。

「安全、可靠」是臺北捷運最重視的一環。從旅客進入捷運車站、乘車、出站整個過程中，力求旅客平安相隨，因此，對於日常維修、演練、設施設備改善，均秉持兢兢業業、審慎細酌、務求完美的精神努力。

2010 年精進的作為，包括啓用圓山站、國父紀念館站及市政府站之月臺門，完成高運量 1,250 處車站月臺與車廂間隙改善作業等；另以前瞻的作為規劃於 2015 年前增加 15 個車站月臺門建置工程，因應捷運路網擴展所帶來的大量旅客。此外，專案改善中運量文湖線之系統穩定度及服務水準，使 2010 年系統穩定度指標達 132.4 萬車廂公里數，為原木柵線正式營運後第 8 年（2003 年）才達到之水準。

「舒適、便捷」是吸引旅客選擇臺北捷運的首要因素。依實際旅運需求，彈性加開班車，提供密集的班次服務，2010 年 12 月起，原木柵線 VAL256 電聯車完成改裝測試，正式加入中運量文湖線的服務行列，尖峰列車班距縮短至 2 分 29 秒，明顯舒緩文湖線尖峰時段人潮。此外，為串聯都會區各休閒自行車步道，讓臺北捷運與民衆的休閒結合，自 2010 年 4 月及 12 月起假日全日開放自行車，另再增 7 個開放車站（全系統共 33 個車站），便利民衆享受範圍更廣的自行車之旅。

營造貼心親切的乘車環境，著重旅客細緻的感受，2010 年期間進行車廂空間的人性化改善、車站廁所軟硬體增設、車站照明更新及電子媒體顯示器汰換等，均以提供旅客貼心的服務為依歸。而捷運是現代化的科技產品，免不了給人生硬感受的刻板印象，為此，臺北捷運也致力加強車站及周邊環境美化，適時結合時令或活動，營造豐富的視覺空間，讓旅客在急促的城市脈動中，感受一些軟性及活躍的色彩。配合 2010 年臺北國際花卉博覽會，除一系列的彩繪列車外，亦將花博展區主要入口的圓山站，以花卉元素進行車站大廳、站外圓柱之佈置，讓旅客搭車時能感受到博覽會的氣息。

2010 年 3 月 30 日貓空纜車恢復營運，同年 12 月通過 ISO9001 驗證，透過系統運轉及維護作業程序之標準化，目前貓空纜車平均可用度已達 99.9% 以上。除了系統安全與運轉順暢外，藉由全新的彩繪車廂與 30 臺「貓纜之眼」水晶車廂之推出，以及纜車站周邊整體景觀改善、遊客服務中心設置、景觀水舞噴泉等，使重新出發的貓空纜車，能更符合民衆的期待。依復駛後之問卷調查結果顯示，高達 95.8% 的旅客會向親友推薦、94.3% 的旅客表示未來願意再次搭乘；且為不負民衆的支持與期望，首度配合跨年延長營運至 2011 年 1 月 1 日凌晨 1 時，當天晚上 9 時，貓空纜車系統累計運量同時突破 800 萬人次，在在顯示民衆對貓空纜車復駛後的信賴與喜愛。臺北小巨蛋 2010 年除創下使用人數 104 萬餘人之新紀錄外，場館使用率高達 85.8%，亦為啓用以來之最高紀錄。我們將持續進行設施設備之改善與場館多元化之使用，讓小巨蛋除了是國際級的表演場館外，更是民衆生活上最想親近的空間。

一路走來，臺北捷運秉持追求卓越的精神及以客為尊的服務態度，持續獲得旅客的認同與鼓勵，2010 年的旅客滿意度為 94.7%。展望未來，我與全體同仁將持續迎向挑戰及勇於突破，並致力傳播優質捷運文化，讓大臺北地區民衆獲取高效率且全方位之服務，享受捷運帶來之高品質美好生活。

譚國光



A Word from the President

When the Luzhou Line opened in November 2010, it reduced the travel time between central areas of Taipei and surrounding satellite cities such as Sanchong and Luzhou, making life for people in the Greater Taipei area more convenient and bringing everyone closer together. The new line also brought the total length of track operating on the metro to 100.8 kilometers and the total number of stations to 93 (including four main transit stations), with average daily ridership surpassing 1.5 million. As the network gradually expands and passenger volume continues to increase, TRTC keeps striving toward its goal of providing safe, reliable, comfortable and convenient metro service.

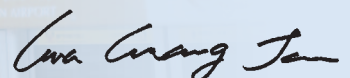
TRTC has always placed safety and reliability foremost. From the moment when passengers enter the metro station to when they leave the station at their destination, TRTC strives to provide a pleasant journey. It does not want to let system or equipment problems or other issues impair this experience. Therefore, TRTC carries out daily maintenance, conducts drills, and works to improve the facilities and equipment in a prudent, conscientious and meticulous manner. Improvements made in 2010 include installing platform screen doors at Yuanshan, Sun Yat-Sen Memorial Hall and Taipei City Hall stations and remodeling the gap between the platform and train at 1,250 locations on the high-capacity system. Looking toward the future, TRTC plans to install platform screen doors at 15 more stations by 2015, in order to ensure safety as passenger capacity increases in line with network expansion. In addition, over the past year, TRTC completed projects to improve stability and service quality on the medium-capacity Wenhua Line. These projects raised stability on the line to 1.324 million car-kilometers, a level of stability that the Muzha Line did not reach until 2003, after it had been running for eight years.

The main reasons that passengers choose Taipei Metro are its comfort and convenience. To this end, TRTC continues to assess transit needs and remain flexible in adding additional trains as it works toward providing closely spaced runs. Starting from December 2010, the VAL256 trains that had been part of the original Muzha Line entered into service on the medium-capacity Wenhua Line following the completion of refurbishing and testing. Headway at peak hours was cut to two minutes and 29 seconds, reducing pressure on trains and crowding on platforms during rush hours. Moreover, to better connect with recreational bicycle paths in the metropolitan area and bring the metro closer to the leisure needs of people, in April 2010, TRTC started allowing passengers to bring bicycles on the trains at designated stations throughout the day on weekends and holidays. Then, in December of the same year, it added seven more stations that allowed bicycle access, bringing the total number of bicycle-friendly stations on the network to 33 and making it easier for people to enjoy trips in more places around the Taipei City area.

Another area that TRTC is focusing on as part of its efforts to improve perception of the metro is creating a thoughtful, friendly transit environment. To achieve this, in 2010, it carried out many improvement projects, including making trains more comfortable for people to use, remodeling and improving station restrooms, and replacing old station lighting fixtures and electronic media displays. The purpose of these changes was to provide passengers with thoughtful service during their journey. Another point to keep in mind is that the metro is a modern, technology-centered service. For this reason, it can give a stiff impression congruent with being a part of the urban environment. To avoid this, TRTC does everything it can to improve the appearance of stations and their surrounding area. When possible, TRTC combines these beautifying efforts with the season or with events happening at the time. Its goal is to create a space that is visually rich, so that passengers stuck in the busy expanse of the city can enjoy vivid, colorful images. For example, TRTC undertook projects in 2010 in conjunction with the International Taipei Flora Expo, including designing a series of colorful trains themed after the expo and decorating the station hall and outside pillars at Yuanshan Station, which is near the Flora Expo site so that passengers can feel the event while taking the train.

On March 30, 2010, the Maokong Gondola resumed operations, and in December of the same year it received ISO 9001 certification. By standardizing procedures and fully implementing system operations and maintenance tasks, the average availability rate of Maokong Gondola is above 99.9 percent. As it was focusing on system safety and smooth operations, TRTC also worked hard to make sure the gondola would be able to meet people's expectations when it resumed operations. Efforts to transform the system included introducing new painted cars and 30 "Eyes of Maokong Gondola" transparent cars, carrying out comprehensive landscaping improvements around Taipei Zoo Station, setting up a tourist service center, and adding fountains. The results of a survey conducted after operations resumed showed that 95.8 percent of respondents would recommend the gondola to family and friends and 94.3 percent would like to ride the gondola again. Also, to maintain support and meet people's expectations, for the first time the gondola extended service on New Year's Eve to 1am. During this extended opening period at 9pm, accumulated ridership on the Maokong Gondola exceeded 8 million, demonstrating the trust and fondness people retained for the system after it resumed operations. The Taipei Arena achieved a couple of records in 2010, including most users ever, with more than 1.04 million, and highest usage rate, at 85.8 percent. We will continue to improve facilities and equipment and expand the variety of activities held there, and make the arena become a world-class performance facility and a lifestyle space that the city's residents love.

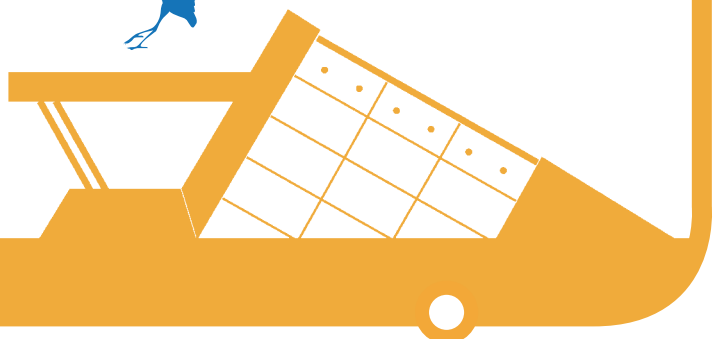
TRTC has always been committed to achieving the best. Its service attitude of respecting customers continues to receive both recognition and encouragement, as shown in customer satisfaction rating 94.7 percent in 2010. As we look toward the future, I along with all of my colleagues will continue to meet challenges and strive for breakthroughs. TRTC will do everything it can to spread an outstanding metro culture so Greater Taipei residents can enjoy efficient, comprehensive service and the high quality of life that the metro brings.



組織
架構



STRUCTURE AND ORGANIZATION

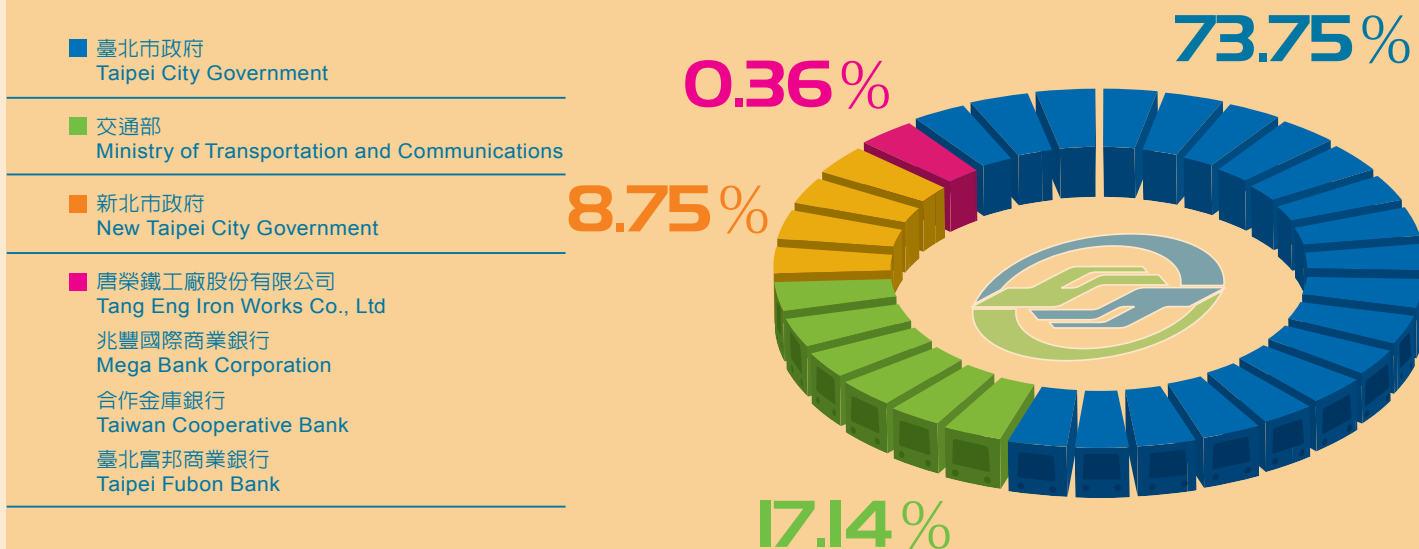




資本額與股東結構 Capitalization and Ownership Structure

股東名稱 Shareholder	總投資金額 (元) Total Investment (NT\$)	百分比 Percentage
臺北市府 Taipei City Government	6,898,247,860	73.75%
交通部 Ministry of Transportation and Communications	1,603,560,000	17.14%
新北市政府 New Taipei City Government	818,483,750	8.75%
唐榮鐵工廠股份有限公司 Tang Eng Iron Works Co., Ltd	33,407,500	0.36%
兆豐國際商業銀行 Mega Bank Corporation	133,630	
合作金庫銀行 Taiwan Cooperative Bank	133,630	
臺北富邦商業銀行股份有限公司 Taipei Fubon Bank	133,630	
合計 Total	9,354,100,000	100%

資本結構圖 Capitalization Structure



公司登記資本額新臺幣 100 億元，分為 10 億股，每股面額 10 元。成立初期實收資本額 70 億元，經 2001 年 9 月及 2002 年 11 月，分別將盈餘轉增資 20 億 1,600 萬元及 3 億 3,810 萬元。至 2010 年底止，實收資本額總計為新臺幣 93 億 5,410 萬元。

TRTC's registered capital is NT\$10 billion, spread among 1 billion shares, with each share valued at NT\$10. In the early phase following TRTC's establishment, paid-in capital totaled NT\$7 billion. Following transfers from profits to capital in September 2001 and November 2002, capital increased by NT\$2.016 billion and NT\$338.1 million, respectively. Through the end of 2010, paid-in capital totaled NT\$9,354,100,000.





董事會 Board of Directors

董事會成員 Board Members

董事長 Chairman	蔡輝昇 Huel-Sheng Tsay
常務董事 Standing Directors	李四川 (新北市政府副市長) Shu-Chuan Lee (Deputy Mayor of New Taipei City Government)
	陳武正 (開南大學觀光運輸學院院長) Wu-Cheng Chen (Dean of School of Transportation and Tourism, Kainan University)
	黃台生 (交通大學交通運輸研究所副教授) Tai-Sheng Huang (Associate Professor of Institute of Traffic and Transportation, National Chiao Tung University)
	楊煒東 (交通部總務司司長) Hsi-Tung Yang (Director of Department of General Affairs, Ministry of Transportation and Communications)
董事 Directors	羊曉東 (旺旺中時媒體集團總管理處執行副總) Hsiao-Tung Yang (Executive Vice President, Head Management Department, Want Want China Times Media Group)
	吳盟分 (交通部公路總局局長) Men-Feng Wu (Director of Directorate General of Highways, Ministry of Transportation and Communications)
	陳政庸 (臺北市政府交通局副局长) Jeng-Long Chen (Deputy Commissioner, Department of Transportation, Taipei City Government)
	陳椿亮 (臺北市政府捷運工程局局長) Richard C. L. Chen (Commissioner of Department of Rapid Transit Systems, Taipei City Government)
	葉慶元 (臺北市政府法規會主任委員) Ching-Yuan Yeh (Chairman of Law and Regulation Commission, Taipei City Government)
	蔣士宜 (唐榮鐵工廠(股)公司代行董事長) Shih-Yi Chiang (Acting Chairman of Tang Eng Iron Works Co., Ltd.)
	謝秀能 (臺北市政府警察局局長) Hsiu-Neng Hsieh (Commissioner of Taipei City Police Department)
	簡志安 (臺北大眾捷運股份有限公司工會理事) Chih-An Chien (Council Member, Taipei Rapid Transit Corporation Union)
	譚國光 (臺北大眾捷運股份有限公司總經理) Gwa-Guang Tan (President of Taipei Rapid Transit Corporation)
常務監察人 Standing Auditor	梁秀菊 (臺北市政府主計處副處長) Hsiu-Chu Liang (Deputy Commissioner of Department of Budget, Accounting and Statistics, Taipei City Government)
監察人 Auditors	伍家志 (交通部統計處專門委員) Chia-Chih Wu (Expert Committee, Department of Statistics, Ministry of Transportation and Communications)
	李永成 (臺北市政府財政局副局長) Yung-Chen Li (Deputy Commissioner, Department of Finance, Taipei City Government)
	韓英俊 (臺北市政府人事處處長) Yieng-Chen Han (Commissioner of Personnel Department, Taipei City Government)

註：以 2010.12.31 在任董事會成員名單為準，並依姓氏筆劃順序排列。

Note: Board members as of Dec. 31, 2010. Arranged based on the number of strokes in the member's Chinese surname.

組織架構 Structure and Organization

臺北捷運擔負改善都市交通動線、活絡城市機能及促進都會發展等市政政策配合之任務，除運輸本業積極屢創營運佳績外，亦先後接受臺北市政府委託經營貓空纜車及臺北小巨蛋，公司經營逐步走向多角化，朝實現「臺北捷運、世界一流」願景而努力。

TRTC is dedicated to improving urban transportation and city functioning while promoting urban development. Apart from striving for high operational marks in the metro transit industry, TRTC has also accepted commissions from the Taipei City Government to run the Maokong Gondola and the Taipei Arena. It is gradually extending the range of its business as it works toward achieving its vision of becoming a world-class corporation.

人力概況 Workforce Overview

1. 總員工數

Total Number of Employees : 4,591 人

2. 員工性別統計

Gender : 男 Male 3,770 人，女 Female 821 人

3. 員工年齡統計

Average Age : 平均 35.60 歲

4. 員工教育程度統計 Education Statistics

博士Doctorate : 3人

碩士Master : 582人

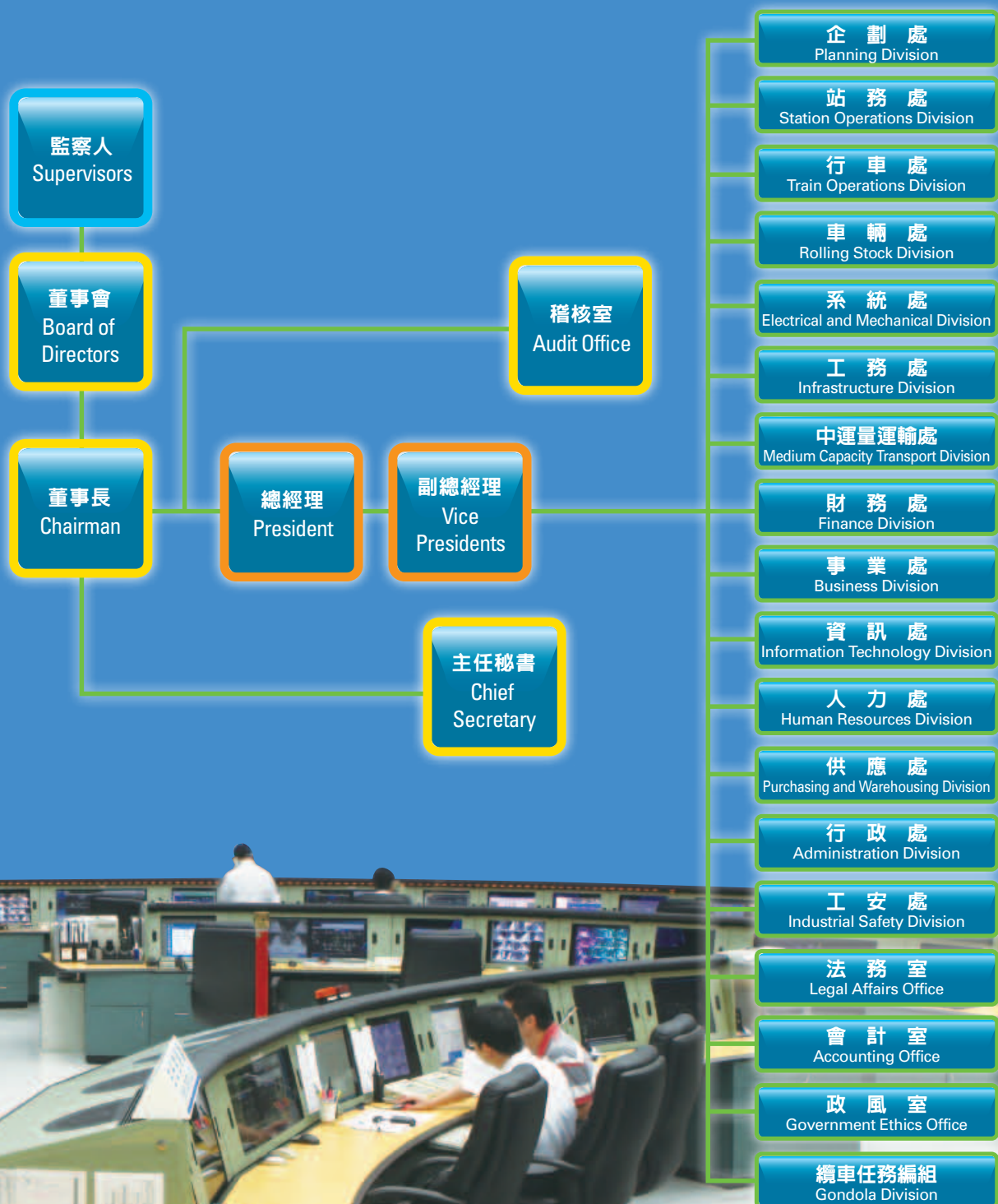
大學Bachelor : 2,278人

專科College : 1,281人

高中職Senior High School/Vocational School : 435人

國中Junior High School : 12人





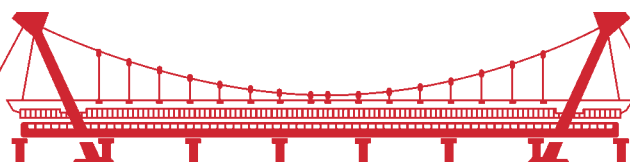
共計 19 單位：14 處、4 室、1 任務編組

Total of 19 units, including 15 divisions and 4 offices

重要
紀事



SIGNIFICANT EVENTS





2010.2 發行「愛臺北」系列紀念商品 TRTC Issues Its "Love Taipei" Souvenir Series



2010 年 2 月 9 日以「愛臺北」為主題，首度將 LOVE 臺北的概念搭配紅色愛心，創造出全新圖像，推出「臺北捷運精品 - 愛臺北系列」17 項 31 款紀念商品。

With "Love Taipei" as its theme, on Feb. 9, 2010, TRTC combined the "Love Taipei" concept with a red heart for the first time. The result was an entirely new style. 17 souvenirs and 31 models made up the "Love Taipei" series.

2010.3 貓空纜車恢復營運 Maokong Gondola Resumes Service



2008 年貓空纜車因遭受颱風襲擊而暫停營運，於 2010 年 3 月 30 日正式恢復營運，除全新動物彩繪車廂外，推出 1 部可 360 度欣賞貓空美景的「水晶車廂」，帶給民眾嶄新之搭乘體驗，並重新帶動貓空地區之觀光人潮。

Service was suspended on the Maokong Gondola in 2008 because of typhoon damage. It resumed operations on March 30, 2010. Apart from having its cars decorated with an all-new animal theme, one entirely transparent "crystal car" that provides a 360-degree panoramic view of Maokong was added to the line. The changes provided passengers with a brand new riding experience and helped to reinvigorate tourism to the Maokong area.

2010.4 臺北捷運系統累計運量突破 40 億人次 Taipei Metro Accumulated Ridership Exceeds 4 Billion



2010 年 4 月 22 日臺北捷運累計運量突破 40 億人次，為感謝並回饋旅客，自 4 月 22 日至 5 月 31 日為期 40 天，於網站及商品館推出「臺北捷運慶祝運量突破 40 億，商品館 4 大獻禮同歡慶」優惠活動，同時以電子多媒體播放系統、跑馬燈、月臺電視動畫、燈箱及 Upaper 傳達「捷運 40 億個感謝」訊息。

On April 22, 2010, Taipei Metro's accumulated ridership exceeded 4 billion. To thank passengers and give something back, TRTC held a special activity called "Four Gift-giving Celebrations at the Taipei Metro Souvenir Shop to Mark 4 Billion Passengers." The event was held over a period of 40 days from April 22 to May 31 on the metro's website and at its souvenir shops. TRTC also put up multimedia thank you messages for hitting 4 billion passengers, including on the metro system's news-ticker style displays, platform TVs, and light boxes, as well as in Upaper.

2010.4 假日全時段開放攜帶自行車搭乘 Bikes Permitted On Weekends



自 2010 年 4 月 24 日起增加開放假日下午尖峰時段（下午 4 時至晚間 7 時），旅客假日全天（週六、週日及國定假日早上 6 時至營運結束）均可攜帶自行車搭乘高運量捷運系統。

Starting from April 24, 2010, TRTC began letting passengers carry bicycles onto the metro during peak weekend and holiday hours (from 4pm to 7pm). The change meant that passengers could bring bicycles onto the high-capacity metro system on all holidays and weekends all-day long (from 6am to closing time).

2010.5 Taipei's 2010 Company Excellence Award for Promoting Worker Safety and Health



積極推行各項安全衛生工作，工程及勞務廠商工作全年零職災創歷年來最低紀錄，榮獲 2010 年臺北市「推行勞工安全衛生優良單位」、「工安創意獎」及「勞工安全衛生優良人員」等 3 項殊榮。

TRTC works to provide a safe, healthy working environment. Over the entire year, there were no major injuries among construction and labor firms working for the metro, a record low. The performance enabled TRTC to win three 2010 Taipei City awards, including the Company Excellence Award for Promoting Worker Safety and Health, the Worker Safety Innovation Award, and the Personnel Excellence Award for Worker Safety and Health.

2010.8 舉辦第 6 屆捷運盃街舞大賽 6th Metro Street Dance Competition



2010 年 8 月 21 日舉行第 6 屆捷運盃街舞大賽決賽，總計吸引 202 隊報名參加（少年組 129 隊、青年組 73 隊）。經過初、複賽，少年組及青年組，分別選出前 3 名各 1 隊及優勝隊伍 2 隊。本屆突破以往賽事模式，首次與新加坡及馬來西亞合作，邀請當地街舞比賽優勝隊伍來臺北參加決賽，打造臺灣最大的街舞盛會。

On Aug. 21, 2010, the TRTC held its 6th Metro Street Dance Competition. A total of 202 teams registered to participate (including 129 in the children's division and 73 in the youth division). Preliminary and semifinal rounds were held to choose the top three contestants and two honorable mentions for each age group. Breaking from previous competition formats, this was the first time the event was held in cooperation with Singapore and Malaysia, with top teams from those countries invited to Taipei to compete in the finals. It ended up being Taiwan's biggest street dancing event.

2010.9



榮獲績優公廁總評鑑交通類特優及優等殊榮

TRTC Wins in the Transportation Category of the Excellent Public Restroom Awards

捷運文湖線松山機場站女廁及淡水線石牌站男女廁分別榮獲臺北市 2010 年度績優公廁總評鑑交通類特優及優等殊榮。

TRTC was honored in Taipei City's 2010 Excellent Public Restroom Awards. In the transportation category, the women's restroom at the Wenhua Line's Songshan Station won an excellence award and the men's and women's restrooms at the Danshui Line's Shipai Station won first-rate awards.

2010.9



通過哺集乳室優良認證

Metro Stations Obtain Taipei's Breastfeeding Room Excellence Certification

捷運臺北車站、忠孝復興站、動物園站及臺北小巨蛋等 4 處哺集乳室，於 2010 年 9 月 23 日通過臺北市政府優良認證。

The breastfeeding rooms at Taipei Main, Zhongxiao Fuxing and Taipei Zoo stations and at Taipei Arena obtained the Taipei City Government's excellence certification on Sept. 23, 2010.

2010.10



啓用圓山站、國父紀念館站及市政府站月臺門

Platform Doors at Yuanshan, Sun Yat-Sen and Taipei City Hall Stations Commence Operation

圓山站、國父紀念館站及市政府站等 3 站月臺門正式完工啓用，充分保障旅客之候車安全。

The metro officially started to use platform doors at Yuanshan, Sun Yat-Sen Memorial Hall and Taipei City Hall stations. The barriers increase safety for passengers waiting for the train.

2010.11



榮獲經濟部工業局第 23 屆全國團結圈活動競賽「金塔獎」及「銅塔獎」

TRTC wins a golden and bronze tower prize at 23rd Nationwide Quality Control Circle Rally and Competition

參加 2010 年經濟部工業局第 23 屆全國團結圈活動競賽，以「降低 301 型電聯車空調系統暫態故障件數」及「提升控制員事故處理指令完整率」榮獲金塔獎及銅塔獎。

TRTC won a golden and bronze tower prize with the topic "finding ways to lower occurrences of temporary air conditioning breakdowns on 301-type trains" and "increasing the thoroughness of incident management instructions given by control room personnel" at the 23rd Nationwide Quality Control Circle Rally and Competition, 2010.

2010.11



蘆洲線（蘆洲站 - 忠孝新生站）通車營運

The Luzhou Line (Luzhou Station to Zhongxiao Xinsheng Station) Opens

蘆洲線（蘆洲站 - 忠孝新生站）於 2010 年 11 月 3 日通車，全長 12.5 公里，11 個車站，全線為地下段，臺北捷運系統總營運長度增加為 100.8 公里，為慶祝蘆洲線通車及鼓勵民衆搭乘大眾捷運系統，自通車日至 12 月 2 日止進行為期 1 個月之免費試乘。

The Luzhou Line (Luzhou Station to Zhongxiao Xinsheng Station) opened on Nov. 3, 2010. The line is 12.5 kilometers long, has 11 stations and is entirely underground. With the addition of the new line, the total length of the network increased to 100.8 kilometers. To celebrate the opening and encourage people to use this new transport link, riding the line was free for one month, from the opening until Dec. 2.

2010.11



「貓纜之眼」水晶車廂上線營運

"Eyes of Maokong Gondola" Transparent Cars Enter Service

2010 年 11 月 2 日推出 20 臺「貓纜之眼」水晶車廂，廣受好評，故於 11 月 6 日起再增加 10 臺，合計共 30 臺車廂上線營運，帶給民衆不同之貓空驚奇之旅。

Twenty additional "Eyes of Maokong Gondola" transparent cars went into service on Nov. 2, 2010. The cars were well received, and another 10 were added on Nov. 6, bringing the total to 30. The transparent cars give passengers on the gondola an entirely new experience.



2010.11



啓用部分車站之第二出入口

Second Entryways Open at Three Stations

因應民衆需求，淡水線石牌站、芝山站及唭哩岸站第二出入口分別於 11 月 20 日及 25 日啓用。

To better meet customer needs, TRTC added a second exit and entryway to a number of metro stations. Work was completed and new entrances opened at the Danshui Line's Shipai, Zhishan and Qilian stations on Nov. 20 and 25.

2010.12



VAL256 電聯車加入文湖線營運

VAL256 Trains Added to the Wenhua Line

2010 年 12 月 26 日中運量原木柵線 51 對 VAL256 電聯車加入文湖線營運，縮短尖峰列車班距，提升尖峰運能。

Fifty-one pairs of VAL256 trains that had been part of the Muzha Line went into service on the Wenhua Line on Dec. 26, 2010. The new trains cut peak-time headway, thereby enhancing service.

2010.12



增加開放 7 個車站假日攜帶自行車搭乘捷運

Seven More Stations Allow Bicycles on Weekends

配合蘆洲線通車營運，自 2010 年 12 月 4 日增加蘆洲線、淡水線及南港線等 7 個車站假日攜帶自行車搭乘捷運，加上原已開放之 26 個車站，假日開放自行車進出之高運量捷運車站增為 33 個（轉乘站以 1 站計）。

Following the opening of the Luzhou Line on Dec. 4, 2010, seven stations from the Luzhou, Danshui and Nangang lines started allowing passengers to bring their bikes on the metro during weekends and holidays. When added to the 26 stations that already allowed bikes, the total number of stations on high-capacity lines permitting bicycles on weekends and holidays increased to 33 (including one transfer station).

2010.12



年運量突破 5 億人次

Ridership for the Year Exceeds 500 Million

2010 年 12 月 29 日臺北捷運年運量正式突破 5 億人次，創下通車以來年運量之最高紀錄，依國際軌道運輸標竿聯盟以年運量 5 億人次為分界，臺北捷運將成為 Nova/CoMET 軌道運輸標竿聯盟中之 CoMET 會員，未來將與紐約、倫敦、巴黎、莫斯科等國際城市地鐵系統進行交流。

On Dec. 29, 2010, ridership for the year officially exceeded 500 million for the first time ever. With international rail consortiums using an annual ridership of 500 million as a separation standard, the milestone signified that Taipei Metro could look forward to joining the CoMET rail consortium. When that occurs, Taipei Metro will be able to exchange information with the metro systems in cities such as New York, London, Paris and Moscow.

2010.12



貓空纜車旅運量突破 800 萬人次

Accumulated Ridership on the Maokong Gondola Exceeds 8 Million

2010 年 12 月 31 日貓空纜車累計旅運量突破 800 萬人次，同時配合跨年，首度延長營運時間至 2011 年 1 月 1 日凌晨 1 時。

Accumulated ridership on the Maokong Gondola exceeded 8 million on Dec. 31, 2010. Also, in accord with the Taipei City Government's New Year's Eve activities, TRTC extended gondola service hours until 1am on Jan. 1, 2011. It was the first time the gondola offered extended service hours on New Year's Eve.

2010.12



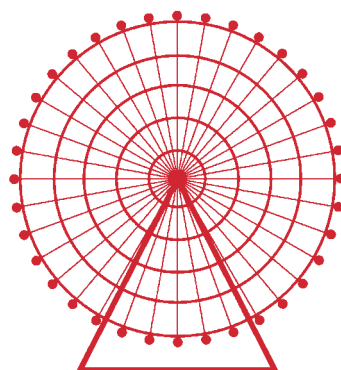
單日運量突破歷史新高

A Record Set for Single-day Ridership

臺北捷運於 2011 跨年晚會活動提供 24 小時營運不中斷之服務，自 2010 年 12 月 31 日上午 6 時至 2011 年 1 月 1 日上午 6 時，共計疏運旅客 250 萬餘人次，創下單日運量歷史新高。

To accommodate New Year's Eve activities, the metro remained open for 24 hours. From 6am on Dec. 31, 2010, until 6am the following day, more than 2.5 million people took the service, setting a single-day record.

營運 概況



OPERATIONS OVERVIEW



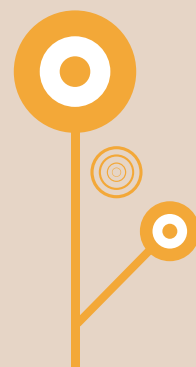


2010 年營運通車路線，計有文湖線、淡水線、新店線、中和線、南港線、小南門線、板橋線、土城線及蘆洲線等 9 條路線，營運里程數達 100.8 公里（建設里程為 105.4 公里），營運車站數 93 個（含臺北車站、忠孝復興站、忠孝新生站及民權西路站 4 個主要轉運站）。

蘆洲線（蘆洲站 - 忠孝新生站）於 2010 年 11 月 3 日通車，全長 12.5 公里，11 個車站，將捷運路網延伸至三重、蘆洲地區，從蘆洲站搭乘捷運至民權西路站僅需約 12 分鐘，至忠孝新生站約 19 分鐘，大幅縮短三重、蘆洲居民至臺北都會中心之旅運時間。

There were nine metro lines operational in 2010, including the Wenzhu, Danshui, Xindian, Zhonghe, Nangang, Xiaonanmen, Banqiao, Tucheng and Luzhou lines. The network spanned 100.8 kilometers (the total track constructed measured 105.4 kilometers) and there were 93 stations (including the four main transfer stations, Taipei Main, Zhongxiao Fuxing, Zhongxiao Xinsheng and Minquan West Road).

Operations began on the Luzhou Line (from Luzhou Station to Zhongxiao Xinsheng Station) on Nov. 3, 2010. The 12.5-kilometer line had 11 stations and extended the metro network to the Sanchong and Luzhou areas. In addition, it provided traveling time of 12 minutes from Luzhou Station to Minquan West Road Station and 19 minutes from Luzhou Station to Zhongxiao Xinsheng Station. The line drastically cut down on travel time for Luzhou and Sanchong residents to reach central areas of Taipei.



路網圖 Taipei Metro Route Map



列車行駛區段 Terminal Stations

- 1 南港展覽館 Taipei Nangang Exhibition Center 動物園 Taipei Zoo
- 2 淡水 Danshui 新店 Xindian
- 3 北投 Beitou 南勢角 Nanshihiao
- 4 南港 Nangang 永寧 Yongning
- 5 南港 Nangang 亞東醫院 Far Eastern Hospital
- 6 西門 Ximen 中正紀念堂 Chiang Kai-Shek Memorial Hall
- 7 北投 Beitou 新北投 Xinbeitou
- 8 七張 Qizhang 小碧潭 Xiaobitan
- 9 蘆洲 Luzhou 忠孝新生 Zhongxiao Xinsheng

- 自行車進出站 Bicycle Access
- 免費換乘公車 Free Shuttle Bus

運輸本業

臺北捷運系統 2010 年旅運量持續成長，全年計有 5 億 546 萬 6,450 人次，平均日運量為 138 萬 4,840 人次，較 2009 年平均日運量 126 萬 7,048 人次，增加 11 萬 7,792 人次，成長率約為 9.30%。

高運量方面，全年總運量為 4 億 4,631 萬餘人次，平均日運量 122 萬 2 千餘人次，較 2009 年平均日運量 114 萬 9 千餘人次，增加 7 萬 3 千餘人次，成長率約為 6.33%。

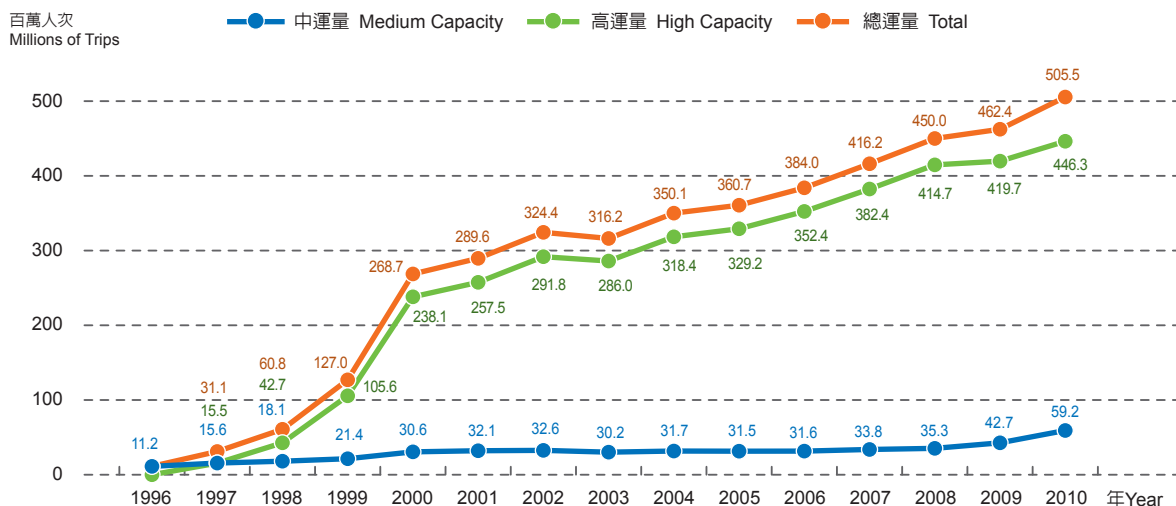
中運量方面（文湖線），全年總運量為 5,915 萬餘人次，平均日運量 16 萬 2 千餘人次，較 2009 年 11 萬 7 千餘人次，增加 4 萬 5 千餘人次，成長率約為 9.43%，主要原因應與系統可靠度增加有關。

2010 年 11 月 3 日蘆洲線通車後，至年底全系統平均日運量為 160 萬 8 千餘人次，較蘆洲線通車前平均日運量 134 萬 1 千餘人次，增加 26 萬 7 千餘人次，成長率約為 19.91%。

配合臺北市政府 2010 年 12 月 31 日「臺北最 HIGH 新年城 -2011 跨年晚會活動」跨年系列活動，臺北捷運亦提供 24 小時營運不打烊之運輸服務。自 2010 年 12 月 31 日上午 6 時至 2011 年 1 月 1 日上午 6 時，共計疏運旅客 250 萬餘人次，較 2010 年跨年夜當日增加 33 萬餘人次，再創歷史紀錄。



歷年總運量 Total Ridership by Year





Core Transport Business

Ridership continued to rise in 2010, with total ridership for the year reaching 505,466,450 for an average daily ridership of 1,384,840. Compared to 2009's average of 1,267,048, average daily ridership increased by 117,792, or 9.30 percent.

Ridership on the metro's high-capacity systems was 446,310,000, with a daily average of 1,222,000, an increase of 73,000 or 6.33 percent compared to 2009's daily average of 1,149,000.

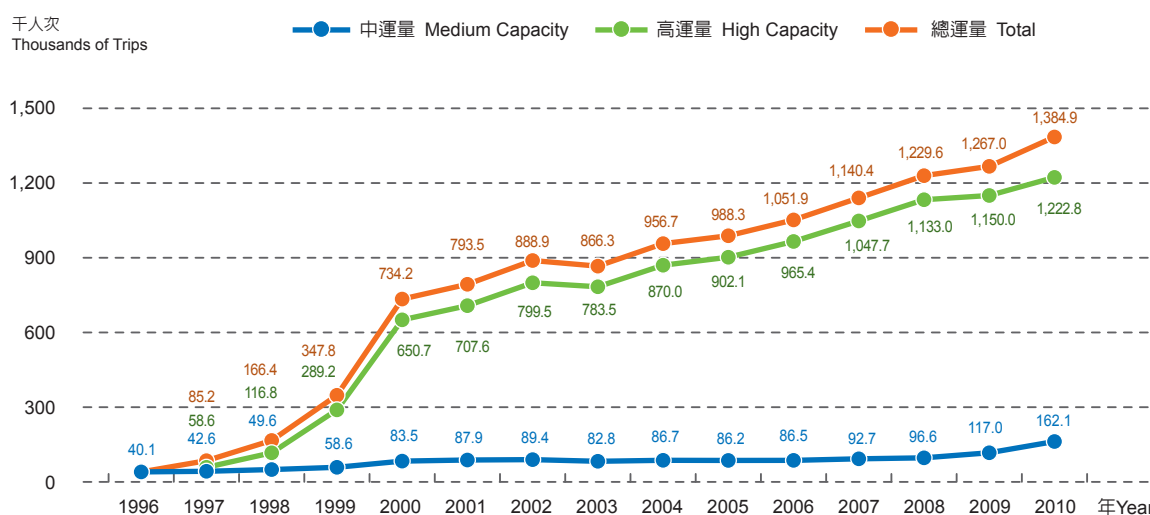


On the medium-capacity system (the Wenzhou Line), total ridership in 2010 was 59,150,000, with an average daily ridership of 162,000, an increase of 45,000, or 9.43 percent, compared to 2009's daily average of 117,000. The main reason for the increase was the increase in system reliability.

After the Luzhou Line began running on Nov. 3, 2010, average daily ridership on the entire network was 1,608,000, an increase of 267,000, or 19.91 percent, compared to the daily average of 1,341,000 before the line started running.

TRTC provided 24-hour service on the metro to accommodate New Year's activities held in conjunction with the 2011 Taipei City New Year's Eve Party. Ridership was 2.5 million between 6am on Dec. 31, 2010, and 6am on Jan. 1, 2011, an increase of 330,000 from 2010's New Year's volume and another record.

平均日運量 Average Daily Ridership by Year

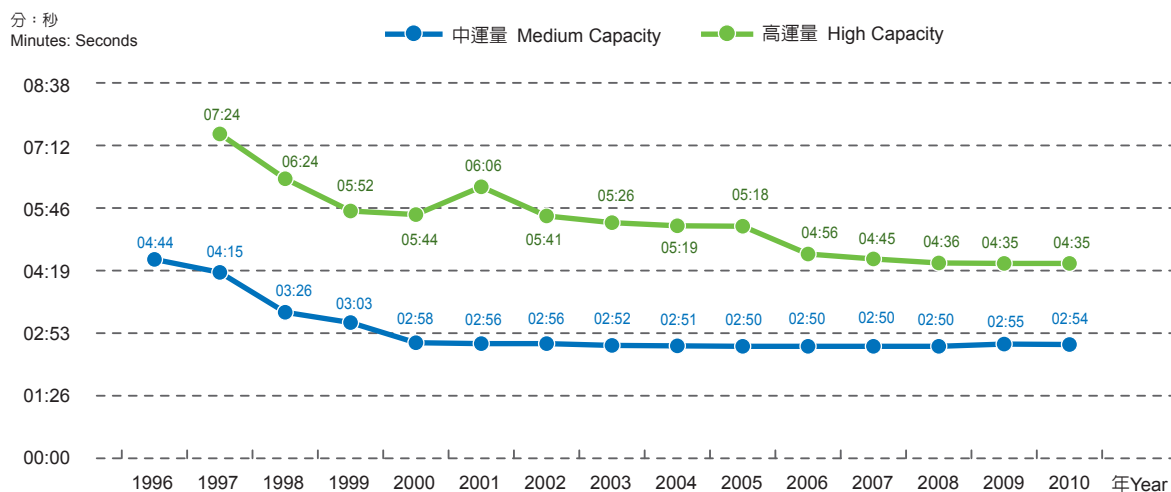


2010 年中、高運量平均尖峰班距，分別為 2 分 54 秒及 4 分 35 秒，離峰平均班距為 4 分 18 秒及 5 分 35 秒，兩者均符合系統目標值（中運量尖峰 2-4 分鐘、離峰 4-7 分鐘；高運量尖峰 3-7 分鐘、離峰 5-10 分鐘）。

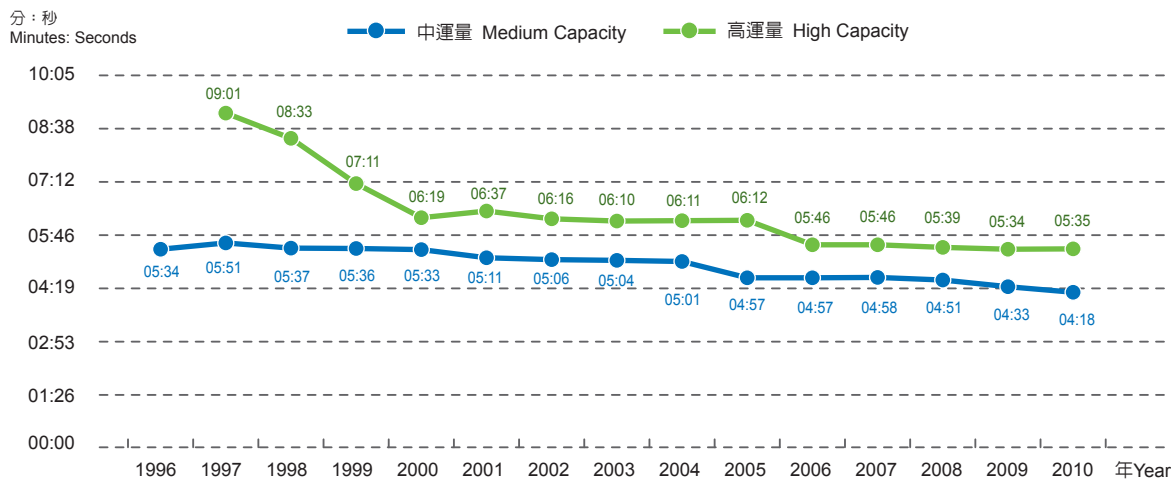
2010 年 12 月 26 日中運量原木柵線 51 對 VAL256 電聯車正式加入文湖線營運，尖峰班距縮短為 2 分 29 秒，有效提升文湖線尖峰運能，滿足旅運需求。



歷年平均尖峰班距 Average Headway During Peak Hours by Year



歷年平均離峰班距 Average Headway During Off-peak Hours by Year



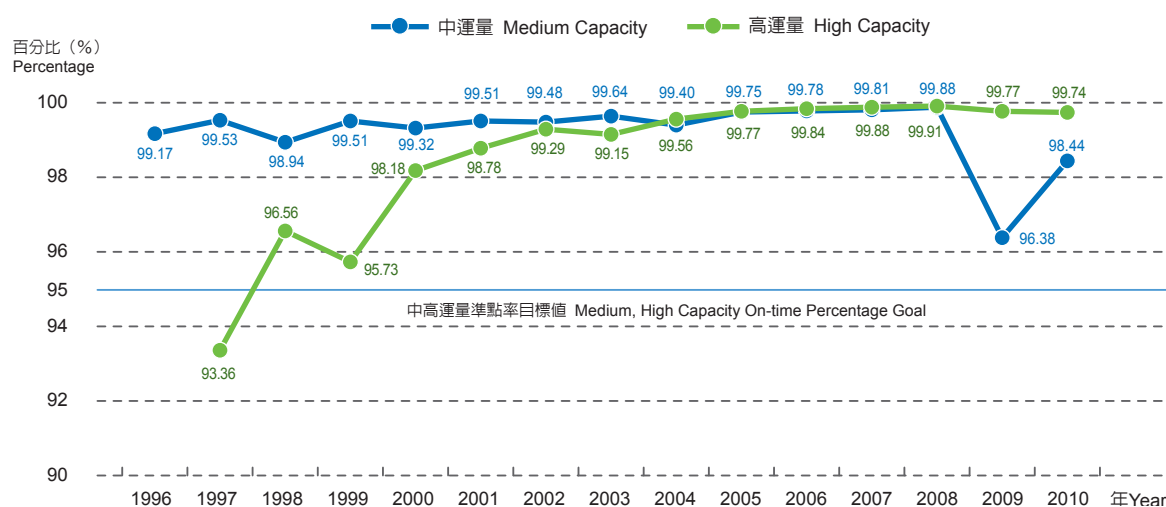


The average peak-hours headways on the medium- and high-capacity systems in 2010 were two minutes 54 seconds and four minutes 35 seconds, respectively. Average off-peak headways were four minutes and 18 seconds and five minutes and 35 seconds. The averages met system goals of two to four minutes for peak headway and four to seven minutes for off-peak headway on the medium-capacity system, and three to seven minutes for peak-hours headway and five to 10 minutes for off-peak headway on the high-capacity system.



Fifty-one VAL256 revamped trains that had been part of the Muzha Line went into operation on the medium-capacity Wenzhou Line on Dec. 26, 2010. The average peak-hours headway on the medium-capacity line was reduced to two minutes 29 seconds. This met customer needs by enhancing transit service during peak hours on the Wenzhou Line.

歷年平均準點率變化情形 Average On-time Percentage by Year



附屬事業

除捷運運輸本業外，臺北捷運致力於廣告、停車場、販賣店及地下商店街等附屬事業經營，藉由多角化經營增加盈餘，同時提供旅客多元化之服務。

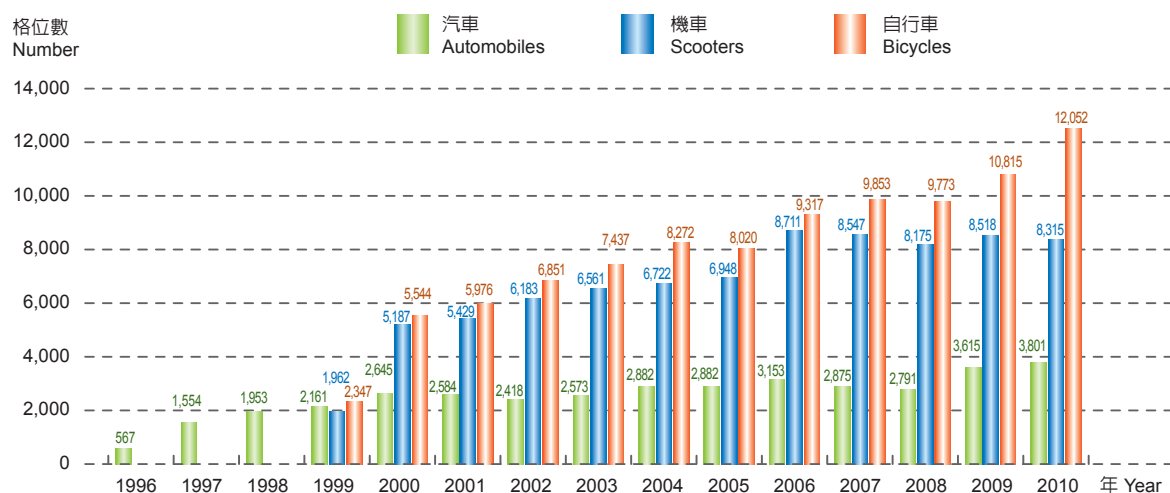
廣告類型包括燈箱、海報、壁貼、電子多媒體、彩繪列車等不同形式，以提供旅客豐富多樣的廣告與生活資訊。

車站月臺電子多媒體顯示系統（EMDS），播放內容包括列車到離站資訊、日期、時刻顯示等，以跑馬燈方式揭出國際新聞、英語新聞，同時亦播放本公司、市政宣傳及公益短片，以提供候車旅客豐富之動態資訊。

捷運轉乘停車場主要以提供旅客使用各種不同運具轉搭捷運之停車需求為主。臺北捷運計有 20 處汽車收費轉乘停車場、38 處機車轉乘停車場，所有轉乘停車場均提供悠遊卡繳費服務，其中並有 12 處轉乘停車場採悠遊卡及自動繳費機並行收費，以滿足外縣市到臺北觀光之旅客無悠遊卡繳費之不便。



轉乘停車場歷年格位數 Number of Parking Spaces by Year





Affiliated Businesses

Besides its core transit business, TRTC is involved in a number of affiliated businesses, including advertising, parking lots, shops and underground shopping malls. The multi-faceted operations help it to increase profits and provide customers with a wide range of services.

Advertisements available on the metro include light box displays, posters, wall stickers, multimedia ads and decorated trains. These provide varied and abundant promotional and lifestyle information.

Broadcast content shown on the electronic multimedia display system offered on station platforms includes details about incoming trains, the date and time. News-ticker displays provide international and English news reports while the system also shows short promotional and public welfare videos provided by TRTC and the city government. The service gives passengers waiting for trains abundant information that is constantly being updated.

TRTC provides park-and-ride lots at stations to meet the parking needs of users of all types of transportation who want to ride the metro. The metro has 20 fee-based park-and-ride car lots and 38 park-and-ride scooter lots. Each of the lots provides EasyCard payment service, and 12 accept payments using both EasyCards and automatic payment machines in order to better serve tourists who come to Taipei and do not have an EasyCard.



在販賣店方面，除便利商店外，亦提供生活百貨、書籍等多元服務，期滿足旅客多樣需求，同時保留部分店舖予社會福利公益團體創業經營。至 2010 年底，捷運及貓纜全系統計有 127 間販賣店，提供搭乘捷運之旅客更便捷的消費服務。

目前臺北捷運地下商店街包括東區地下街及中山地下街兩處，其中東區地下街因為處臺北市東區商業精華區，故各店舖之業種以現代、時尚為主軸，符合區域特性；另中山地下街則為臺北地區最大的地下書城，並與臺北當代藝術館規劃微型展場「地下實驗·創意秀場」及「文創聚落區」，將地下街營造成為藝術、書香洋溢的文化購物環境。

為提供旅客舒適便捷徒步環境與行走空間，2010 年完成之連通案件包含市府轉運站連通捷運市政府站 2 號出入口。受理中之移設連通申請案件包括新光三越百貨臺北南西分公司與捷運中山站 3 號出入口連通案等。

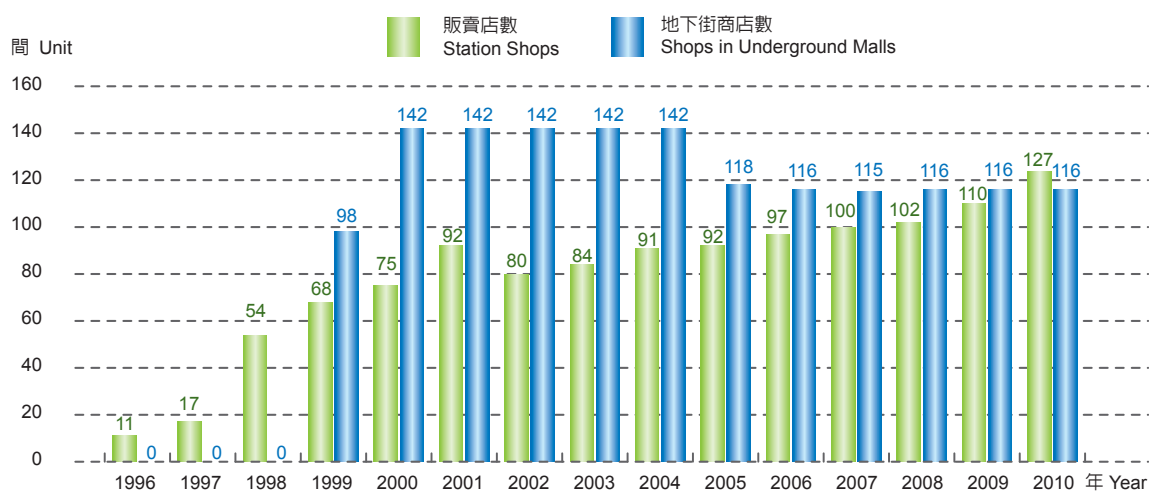
臺北捷運紀念商品於臺北車站、小巨蛋和忠孝復興站 3 處捷運商品館銷售，2010 年並配合貓空纜車復駛，於纜車服務中心內附設商品館，結合貓空特色推出貓纜周邊紀念商品。此外，推出臺北捷運精品系列商品，並首度將 LOVE 臺北概念融入商品中。

除此之外，附屬事業亦包含行動電話服務場地出租、車站金融服務、代售 IC 卡票証服務等。



歷年販賣店及地下街商店數量

Number of Station Shops and Shops in Underground Shopping Malls by Year



註：2005 年起地下街商店數量減少係因站前地下街改移交由臺北市府市場管理處管理。

Note: The number of shops in underground shopping malls decreased in 2005 because that is when the Taipei City Government Market Administration Office took over management of the Station Front Metro Mall.



For shopping, metro customers have a variety of options, including convenience stores, general merchandise department stores and bookshops. TRTC also reserves some storefronts for charitable organizations. At the end of 2010, there were 127 stores in Taipei Metro and Maokong Gondola stations, providing convenient service to passengers.

Apart from its station shops, TRTC also provides customers with the chance to browse underground shopping malls. Taipei Metro has two of these malls, the East Metro Mall and the Zhongshan Metro Mall. The East Metro Mall sits in a part of Taipei City's eastern district renowned for its leading businesses and luxurious stores. To fit in with the area, the shops in the mall are modern and fashionable. The Zhongshan Metro Mall features Taipei's largest underground book market, a cultural and creative village, and a micro-exhibition area called MOCA Studio, which is a collaboration between TRTC and the Taipei Museum of Contemporary Art. Together, these facilities turn the Zhongshan Metro Mall into a cultural shopping zone known for its artistic and literary characteristics.

To provide passengers with comfortable, convenient walkways, TRTC finished a new building link in 2010 -- the walkway between the Taipei City Hall Bus Station and Exit 2 of Taipei City Hall Station. Also, a relocation and connection project that is in the application process is a link between Shin Kong Mitsukoshi's Taipei Nanxi store and Exit 3 of Zhongshan Station.

For passengers looking for a memento of their journey, Taipei Metro souvenirs are available at the Metro Souvenir Shops at Taipei Main Station, the Taipei Arena and Zhongxiao Fuxing Station. Plus, in line with the reopening of the Maokong Gondola in 2010, an all-new store was opened at the Maokong Gondola Service Center. Items at the center incorporate special Maokong characteristics. Also available are Taipei Metro specialty souvenir lines, including an all-new line that integrates the "Love Taipei" concept into a souvenir series.

Other affiliated businesses include site rentals for cellular services and station financial services along with sales outlets for IC card tickets.



轉投資事業

悠遊卡投資控股股份有限公司

因應「電子票證發行管理條例」於 2009 年 1 月 23 日公佈施行，轉投資之悠遊卡公司，參考香港八達通控股公司之管理模式，調整其組織架構，以新設「悠遊卡投資控股股份有限公司」（下稱「控股公司」）之方式與悠遊卡公司進行股份轉換，並將悠遊卡公司持有之全部股份轉予控股公司，而悠遊卡公司則成為控股公司百分之百持股之子公司，專營發行電子票證等特許業務。

目前控股公司主要營業項目為一般投資業，轉投資包括 100% 持股之悠遊卡公司以及持股 6% 的捷邦公司，以滿足大臺北地區之大眾運輸旅客票證整合需求，期以運輸使用為基礎，擴展至大臺北地區外及增進小額消費金融應用市場等投資目的。

鑑於目前電子票證系統，正處於快速發展階段且為國內新興產業，悠遊卡公司於 2010 年 4 月 1 日提供小額消費服務，悠遊卡除做為支付大眾運具票價，亦可用於國內各主要通路消費，已成為民眾生活中不可或缺的卡片之一。因此，控股公司充分運用電子票證資源，轉投資紅利積點公司，以建立完整的消費履歷資料庫，透過 coupon 券、email、簡訊等行銷手法，結合紅利積點公司合資夥伴之行銷能力與經驗，提供良好顧客關係管理及其他行銷服務。

控股公司 2010 年稅後純益約為 2 億 1,540 萬元，與 2009 年稅後純益約 1 億 5,270 萬元相較，大幅成長 41% 以上，本公司依股權認列投資收益約 6,019 萬元。





Investments

EasyCard Investment Holding Corporation, Ltd.

After the Issuance and Management of Electronic Monetary Cards Act was announced and put into practice on Jan. 23, 2009, the EasyCard Corporation (in which TRTC held shares) decided to alter its organizational structure, in line with the management model of Hong Kong's Octopus Holdings Limited. The EasyCard Investment Holding Corporation, Ltd. (referred to as the Holding Co. below) was established and undertook a shares swap with the EasyCard Corporation. All of EasyCard Corporation's shares were handed over to the Holding Co., making the EasyCard Corporation a full subsidiary of the Holding Co. The EasyCard Corporation then began to concentrate on issuing electronic monetary cards and other specialized services.



The Holding Co.'s primary scope of business is general investing. Its investments include 100 percent of EasyCard Corporation shares and 6 percent of Metro Consulting Service Corporation shares. The aim of the Holding Co. is to invest in enterprises that help satisfy the comprehensive ticketing needs of passengers on public transport systems in the Greater Taipei area. Using public transport as a foundation, it has expanded its target range to include regions outside of the Greater Taipei area and made inroads into serving as a financial tool in the small-value purchases market.

Electronic monetary card systems are in a period of rapid growth and are a rising domestic industry. The EasyCard Corporation, a unit of the Holding Co., started to provide small-value purchase services on April 1, 2010. In addition to serving as a public transport fee payment tool, EasyCards can be used in many domestic consumer channels. They are closely connected with people's everyday lives and have become one of the necessary cards that people carry. For these reasons, the Holding Co. is using resources connected to electronic monetary cards to invest in an accumulated purchase incentives company. It will build a complete consumer purchase information database and use coupons, emails and text messages along with the marketing strengths and experience of its joint-venture partners to effectively manage customer relations and other promotional services.

The Holding Co.'s after-tax net profits for 2010 amounted to NT\$215.40 million, growth of more than 41 percent compared to the previous year's NT\$152.70 million. Based on the equity TRTC held in the Holding Co., its investment gains were approximately NT\$60.19 million.

捷邦管理顧問公司

臺北捷運於國內軌道顧問服務已累積相當經驗與實績，為逐步向外開發亞太地區市場，以擴大經營之利基，2005 年 11 月 24 日轉投資成立「捷邦管理顧問股份有限公司」，公司登記資本額新臺幣 7,000 萬元，實收資本額為新臺幣 5,000 萬元，本公司持股 20% 為最大股東。

該公司成立以來，已對國內外軌道系統業者提供多項技術顧問服務，包括高雄捷運、臺灣高鐵、桃園機場聯外捷運、重慶軌道、南京地鐵、瀋陽地鐵、武漢地鐵技術服務案等，獲得業者正面肯定。

2010 年提供技術服務包括：南京地鐵公司研發中心建置案；保加利亞、羅馬尼亞、克羅埃西亞及塞爾維亞等東南歐四國首都市政府主管大眾運輸官員，來臺研習臺北市大眾運輸制度與實務（電子票務 e-ticketing）案；西安地鐵公司高階主管培訓案；安排新加坡地鐵公司維修部門主管來臺為期 5 日觀摩活動；接待無錫市政府官員來臺參訪觀摩；澳門基建辦公室（澳門政府）委請本公司辦理文湖線噪音量測顧問案等。2010 年稅後純益約為 221 萬元，與 2009 年稅後純益約 201 萬元相較，略為增加，本公司依股權認列投資收益約 44 萬元。

未來該公司將持續積極爭取國內外軌道技術諮詢服務，並以成為亞太地區專業之大眾運輸管理顧問服務團隊為公司主要目標。





Metro Consulting Service Corporation

TRTC has accumulated considerable experience and made extensive achievements in the domestic rail consulting industry. To extend its market for railway operations consulting to the entire Asia-Pacific region and expand its operations niche, on Nov. 24, 2005, TRTC invested in and helped establish the Metro Consulting Service Corporation, Ltd. Registered capital was NT\$70 million and paid-in capital was NT\$50 million. TRTC held a 20 percent stake in the corporation, making it the largest shareholder.

Since its establishment, Metro Consulting has provided technical consulting service to a number of domestic and foreign rail operators, including the Kaohsiung Metro, the Taiwan High Speed Rail, the Taoyuan International Airport Access MRT System and the Chongqing, Nanjing and Shenyang metro systems. After providing service, Metro Consulting has received positive feedback.

Metro Consulting carried out a number of technical service projects in 2010. Cases included establishment of the Nanjing Metro Corporation's research center and hosting a visit by city government officials in charge of overseeing mass transit from the capitals of four southeast European countries of Bulgaria, Romania, Croatia and Serbia. The officials came to Taipei City to research its mass transit system and practices, such as e-ticketing. Metro Consulting also held a training course for upper-level supervisors from the Xian Metro Corporation and arranged for maintenance supervisors from Singapore Metro to come to Taiwan and take part in observation activities over a five-day period. Wuxi city government officials also came on an observation mission. In addition, the Macau Special Administrative Region government's Transportation Infrastructure Office commissioned TRTC to offer consulting services related to tests it had carried out to measure noise volume from the Wenhua Line. Metro Consulting's after-tax net profits for 2010 were NT\$2.21 million, a slight increase from the previous year's amount of NT\$2.01 million. Based on the equity TRTC held in the Holding Co., its investment gains were approximately NT\$440,000.

In the future, Metro Consulting will continue to pursue opportunities to provide railway technical support service. Its goal is to become the most professional mass transit management consulting service team in the Asia-Pacific region.



財務收支狀況

2010 年總收入約 125.9 億元，包括營業收入約 123.2 億元及營業外收入約 2.7 億元。營業收入包含運輸收入約 107.1 億元與其他營業收入約 16.1 億元。2010 年總支出約 121.8 億元，包含營業成本約 98.5 億元、營業費用約 23.1 億元及營業外費用約 0.2 億元。2010 年稅後純益約 4.1 億元。

運輸收入

2010 年運輸收入 107 億 1 千萬餘元，平均日營收 2,934 萬餘元，較 2009 年平均每日 2,708 萬餘元約增加 8.35%。

隨著路網可及性增加，平均日運量穩定成長，歷年來運輸收入亦呈現增加趨勢。

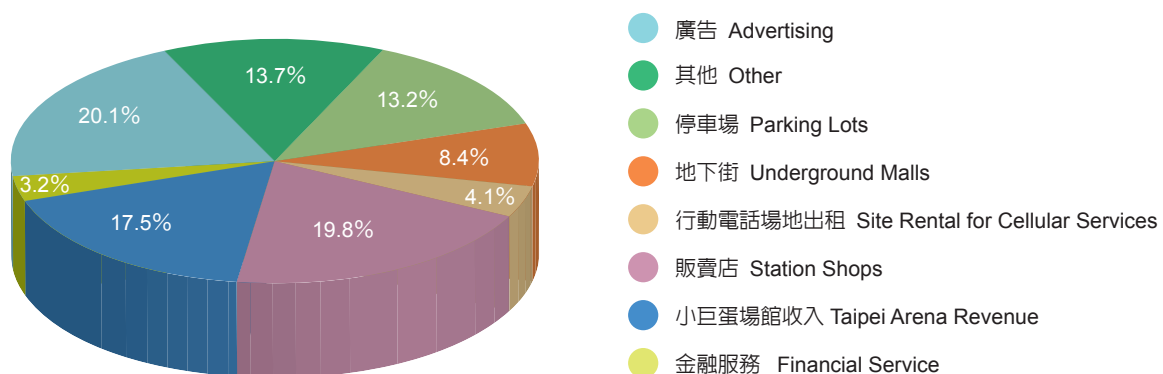
其他營業收入

2010 年其他營業收入合計 16 億餘元，主要項目包含廣告、地下街、小巨蛋場館使用費、販賣店、停車場等。

營業外收入

2010 年營業外收入約 2.7 億元，其中財務收入約 1.4 億元，其他營業外收入約 1.3 億元，在財務收入方面，其中利息收入約 0.5 億元（36%）、租賃收入約 0.3 億元（21%）、投資收益約 0.6 億元（43%）。本公司財務投資首重風險考量，2010 年雖仍處於全球金融風暴後之低利環境，惟積極選取兼顧風險及收益商品之原則下，整體投資報酬率仍高出一般定期存款之報酬率。

其他營業收入所佔比例 Other Operating Revenue and Distribution (%)



註：2010 年度會計科目調整將市府補貼之貓空纜車決算虧損數認列於「其他營業收入」項目（約 9,000 萬元），為避免誤差，本表係排除該金額後計算其他營業收入項目比例。

Note: In 2010, accounting practice changes assigned city government subsidies to offset Maokong Gondola settlement losses as "other operating revenue" (approximately NT\$90 million). To avoid a discrepancy, for uses of this table, that amount is deducted from the affiliated business operating revenue.



Financial Revenue and Expenditure

Total revenue was NT\$12.59 billion in 2010, with operating income of NT\$12.32 billion and non-operating income of NT\$270 million. Operating income included transportation income of NT\$10.71 billion and NT\$1.61 billion from affiliated businesses. Total expenditures in 2010 were NT\$12.18 billion, including operating costs of NT\$9.85 billion, operating expenses of NT\$2.31 billion and non-operating expenses of NT\$20 million. In 2010, after-tax profit was NT\$406 million.

Fare Revenue

Fare revenue in 2010 was NT\$10.71 billion and the average daily fare revenue was NT\$29.34 million, an increase of 8.35 percent compared to 2009's average of NT\$27.08 million.

As network accessibility has increased over the years, and along with capacity, fare revenue has been increasing.

Other Operating Revenue

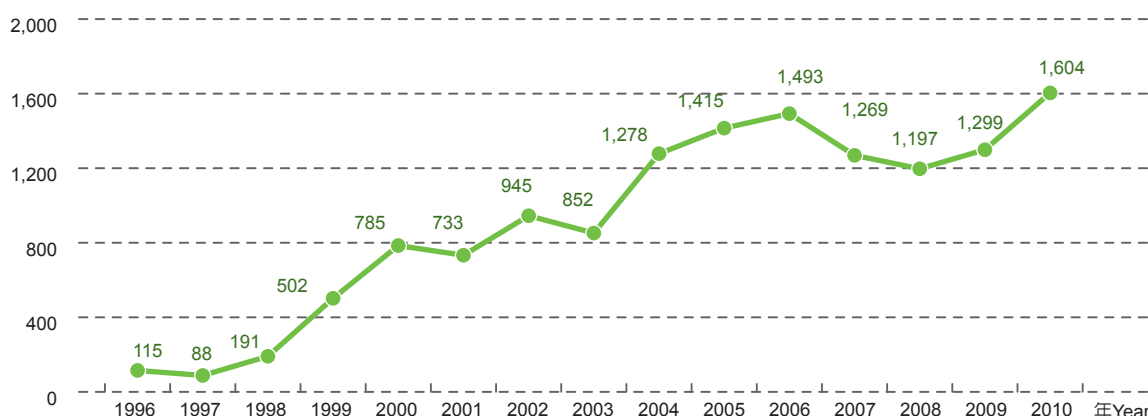
Operating revenue from affiliated businesses was NT\$1.6 billion in 2010. Key sources included advertising, underground shopping malls, Taipei Arena usage fees, station stores and parking lots.

Non-operating Income

In 2010, non-operating income was NT\$270 million, of which NT\$140 million was financial income and the other NT\$130 million from non-financial income. The financial income was composed of NT\$50 million from interest (36 percent), NT\$30 million from rental income (21 percent) and NT\$60 million from investments (43 percent). When making financial investments, TRTC gave the greatest consideration to risk. Interest rates have remained low this year following the global financial crisis. TRTC kept in mind both risk and benefits when it pursued investments, however, and its overall investment return was still higher than the return on regular fixed deposits.

歷年其他營業收入 Revenue from Other Operating Revenue by Year

百萬元
Millions of NT\$



租金支付

臺北市政府將臺北捷運系統以出租方式委由本公司經營管理。依公營大眾捷運股份有限公司設置管理條例第 15 條規定：「產權屬政府所有之大眾捷運系統，由政府以出租方式提供捷運公司使用。但在捷運公司開始營運 5 年內，階段性路網尚未完成者，得以無償借用方式供其使用。捷運公司負責捷運系統財產與設備之維護，及系統設備之重置。」，本公司與臺北市政府於 1996 年起 5 年內，以每年每條路線 1 元之租金經營管理。自第 6 年起，重新簽訂「臺北都會區大眾捷運系統財產租賃契約書」，租賃期間自 2001 年 3 月 28 日起至 2010 年 12 月 31 日止，負責相關財產之維護管理與系統設備之重置，租金按提撥之重置經費及營業收入百分之 4 計收，並得視營運狀況，每 2 年由雙方協議後調整之。2010 年繳交 26.66 億元之租金，全數撥入「臺北市臺北都會區捷運固定資產重置基金」，作為捷運系統未來設備汰舊換新之主要財源，以確保捷運系統永續經營，至 2010 年底止，累積繳交之租金已達 239.13 億元。



歷年來台北捷運系統租金 Rental Expenditures by Year

年度 Year	1996-2000	2001	2002	2003	2004	2005
租金 Rental Fee	各線租金 1 元 NT\$1 for Each Line	20.21 億元 NT\$2.021 billion	23.56 億元 NT\$2.356 billion	23.43 億元 NT\$2.343 billion	23.76 億元 NT\$2.376 billion	23.91 億元 NT\$2.391 billion

年度 Year	2006	2007	2008	2009	2010	總計 Total
租金 Rental Fee	24.17 億元 NT\$2.417 billion	24.35 億元 NT\$2.435 billion	24.49 億元 NT\$2.449 billion	24.58 億元 NT\$2.458 billion	26.66 億元 NT\$2.666 billion	239.13 億元 NT\$23.913 billion



Rental Expenditures

The Taipei City government rents the metro network to TRTC for it to operate and manage. Article 15 of the Statute Governing the Establishment and Management of Public Mass Transit Corporations says:

“The government retains ownership of all mass transit metro systems, and it rents the systems for use by mass transit corporations. Within the first five years of the transit corporation taking over operations, any transit networks that are being built in stages and are not yet completed must be rented to the transit corporation free of charge. The transit corporation is responsible for maintaining the property and facilities of the transit network and necessary replacement of equipment on the system.” For five years starting from 1996, TRTC paid the Taipei City Government a nominal rental fee of NT\$1 per line. Starting in the sixth year, it renegotiated the Taipei Metropolitan Area Mass Rapid Transit System Property Rental Agreement, which had a validity period from March 28, 2001, to Dec. 31, 2010. Under the terms of the contract, TRTC was responsible for maintenance and management and replacing worn out and outdated parts, and the rent was based on equipment replacement costs and 4 percent of operating income. Every two years the two sides met to renegotiate terms. In 2010, TRTC paid NT\$2.666 billion in rental fees. The entire amount went into the Taipei Metropolitan Area Rapid Transit Fixed Asset Replacement Fund to serve as the main financial source for costs associated with replacing equipment on the metro to ensure sustainable operations. At the end of 2010, the total amount of rent that had been paid into the fund was NT\$23.913 billion.



轉乘優惠

為提高搭乘大眾運輸工具誘因，持續提供持悠遊卡旅客捷運與公車雙向轉乘定額優惠，凡持普通悠遊卡之旅客，無論搭捷運轉乘公車或搭公車轉乘捷運，在轉乘優惠容許時間 1 小時內，每趟可享有額度 8 元之優惠。持學生悠遊卡者，則享優惠額度 6 元；持愛心悠遊卡、愛心陪伴卡、敬老卡及優待卡者，每次可享轉乘優惠 4 元。至 2010 年年底，使用捷運與公車雙向轉乘優惠的人數，已由初期 17.02 萬人 / 日成長至 44.41 萬人 / 日，顯示實施捷運與公車雙向轉乘優惠政策，對鼓勵民衆搭乘大眾運輸工具已產生實質之成效。

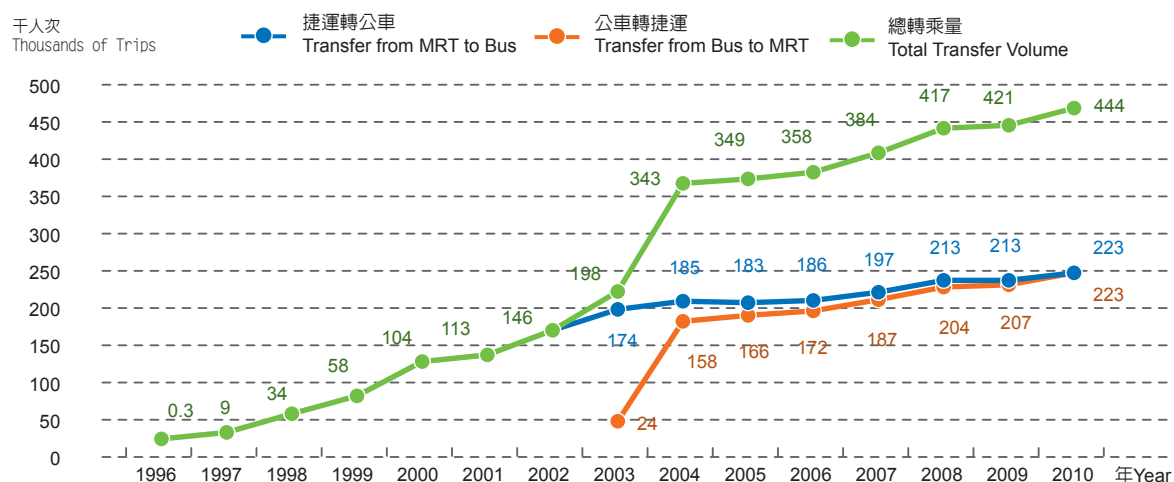
為配合臺北市政府交通政策，自 2002 年起轉乘優惠費用（含捷運轉公車及公車轉捷運的所有優惠費用），由本公司全額負擔，2010 年支付 10.65 億元，自轉乘優惠措施實施迄今，總計已支付金額為 83.37 億元。

盈餘狀況

1996 年通車初期連續 2 年營運有虧損，隨著路網逐漸擴增，自 1998 年開始轉虧為盈，並自 2001 年起，開始繳納新契約租金及支付全額轉乘優惠費用，除 2003 年受 SARS 因素影響，稅後盈餘降至 3.6 億餘元外，2002 年至 2008 年稅後盈餘大致維持在 6 至 8 億元的獲利水平，2009 年則因文湖線採全新控制系統營運通車，公司於通車前即投入大量人力等前置成本及營運初期系統較不穩定，運量成長不如預期等因素，稅後盈餘降至 2.9 億餘元，2010 年文湖線營運逐步趨於穩定及蘆洲線通車運量上升之情勢下，稅後盈餘增至 4.0 億餘元。



歷年來轉乘旅次數 Transfer Passenger Volume by Year





Transfer Discounts

To encourage mass transit system usage, TRTC offers discounts for people using their EasyCard to transfer between the metro and bus systems. Passengers using a regular EasyCard receive an NT\$8 discount if they transfer within a one-hour time period, regardless of whether they transfer from the metro to a bus or vice versa. Passengers using a student EasyCard can get a discount of NT\$6, and those holding a Charity, Escort, Senior or Concessionaire card can get a discount of NT\$4. The number of people who took advantage of the opportunity to receive discounts on transfers increased from 170,200 per day when the program first started to 444,100 per day at the end of 2010, showing that the program has had a substantial effect on promoting public transport usage.

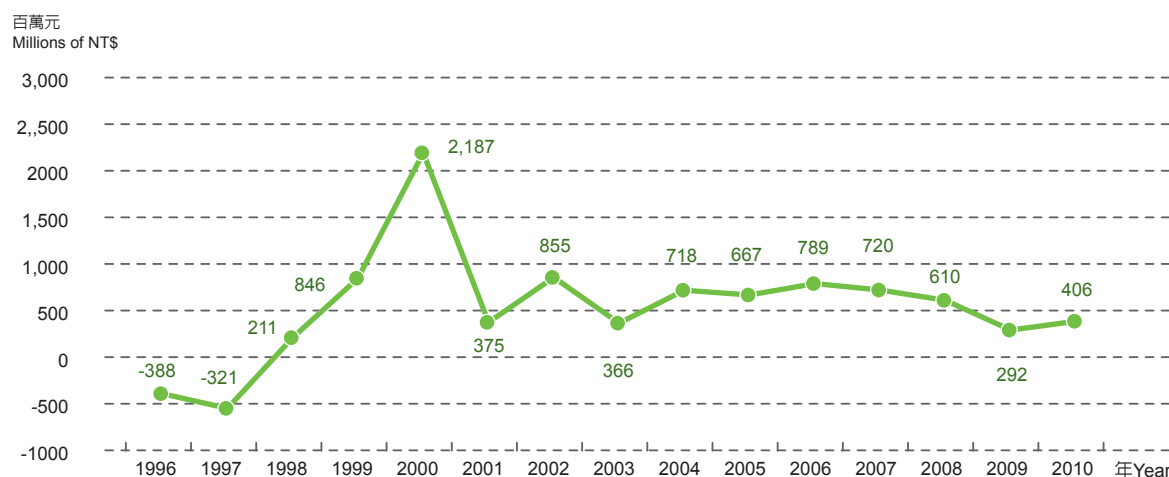
In accordance with the Taipei City Government's transportation policy, in 2002 TRTC began to shoulder the entire cost of the transfer discounts (metro to bus transfers and vice versa). The cost of the transfer discounts was NT\$1.065 billion in 2010, bringing the accumulated total cost of the program to NT\$8.337 billion.



Profit Overview

TRTC operated at a loss for the first two years after operations began in 1996, but began to turn a profit in 1998 as the network gradually expanded. In 2001, profits were affected when TRTC began to pay rental fees and cover the cost of transfer discounts, but apart from 2003, when profits fell to NT\$360 million owing to SARS, from 2002 to 2008, after-tax profits stayed between NT\$600 and NT\$800 million. In 2009, the Neihu section of the Wenhua Line began running. Before operations began, TRTC committed a large amount of manpower and start-up funds. At the start of operations, the Wenhua Line was relatively unstable, which caused ridership growth to fall short of expectations, lowering after-tax profits to NT\$290 million. In 2010, however, as the Wenhua Line gradually stabilized and capacity increased with the opening of the Luzhou Line, after-tax profits increased to NT\$406 million.

歷年來稅後純益金額 After-tax Profits by Year



註：1996-2009 年為經審計處審定之審定數，2010 年為自行決算數。

Note: The Taipei Municipality Audit Division, Department of Audit, examined the balances from 1996 to 2009. Accounts for 2010 were self-prepared.

經營
成果



OPERATING ACHIEVEMENTS





臺北捷運近年來致力於營造安全、便利、舒適之乘車環境，2010 年亦持續強化現有設施設備，並提升服務品質，使民衆感受到更貼心之服務。

Over the years TRTC has striven to provide a safe, convenient, and comfortable travel environment. In 2010, it continued to enhance its existing facilities and equipment and raise service quality, so passengers could enjoy better and more considerate service.



系統安全

提高服務品質及建立安全運輸環境，除執行設備保養維修、電聯車大修作業外，戮力推動行車延誤 5 分鐘以上事件次數降低專案，針對每一行車事件追蹤改善，並辦理多重災難模擬演練及加強人員訓練。

System Safety

To improve service quality and establish a safe transport environment, apart from carrying out system equipment and train maintenance and repair work, TRTC strives to reduce the occurrence of metro delays that last five or more minutes, find the cause of each train incident and make improvements. It also holds disaster simulation drills and works to strengthen employee training.

提昇系統可靠度

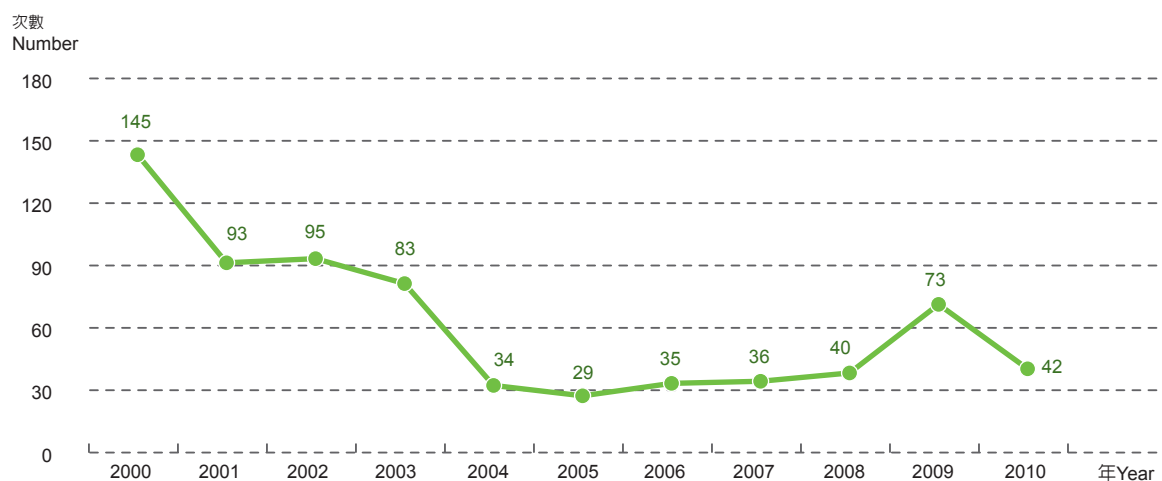
定期執行捷運系統各項設施設備保養維修工作，維持系統穩定運轉，2010 年持續推動「捷運系統營運可靠度專案管理計畫」，訂定「每發生一件行車延誤 5 分鐘以上事件之平均行駛車廂公里數」應高於 120 萬車廂公里目標，在全體同仁努力下，2010 年共發生 42 件行車延誤 5 分鐘以上事件，「每發生一件行車延誤 5 分鐘以上事件之平均行駛車廂公里數」達 200 萬 4,589 車廂公里，這為通車營運以來歷年最佳之成績。

針對文湖線通車初期之故障事件，2010 年持續進行相關系統如電聯車系統、通訊（含網路）系統、號誌系統、電力系統、輔助電力設備（含不斷電系統）等改善，2010 年 7 月更新行控電腦軟體及電力連結軟體，完成相容之行控電腦備用主機採購與建置。此外，在完成文湖線系統及設備改善作業期間，則以派遣隨車人員伴隨列車、派員駐點監控重要設備、疏導及管制車站人潮、電聯車專案檢查改善等營運措施，因應系統突發狀況，經過齊心協力努力，文湖線中運量系統 2010 年延誤 5 分鐘以上兩行車事件間車廂公里數為 132 萬 3,605 車廂公里。



2000 年至 2010 年延誤 5 分鐘以上行車事件次數

Number of Delays Lasting Five Minutes or More by Year (2000 to 2010)





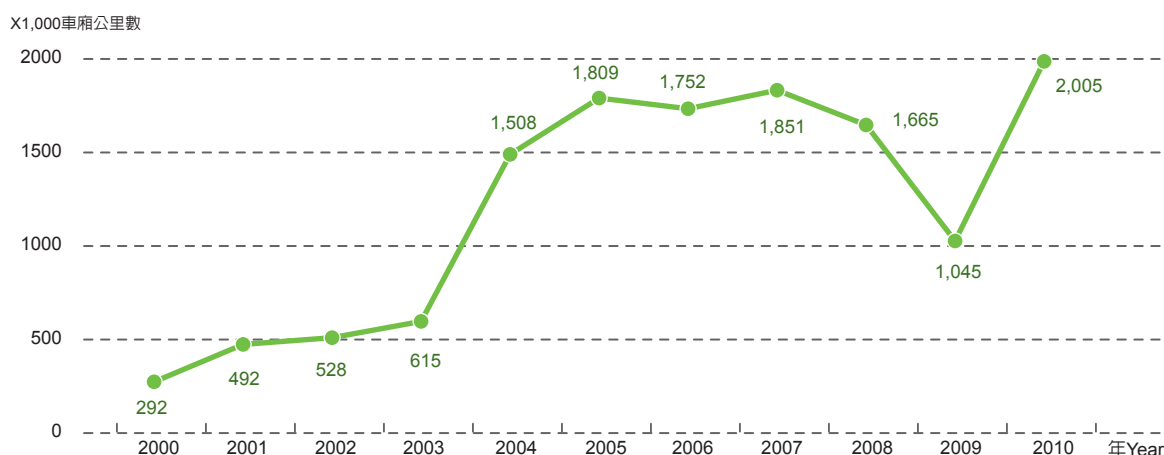
Raising System Stability

TRTC carries out regular system facility and equipment maintenance and repair work. To ensure stability, in 2010, TRTC continued to implement its Metro System Operations Stability Management Plan. It also set a standard of raising its mean kilometers between failures (MKBF, or the number of kilometers a train travels on average between incidents that delay its service by five or more minutes) to above 1.2 million car-kilometers. Through the hard work of all employees, in 2010 there were only 42 incidents where trains were delayed by five or more minutes, enabling the MKBF to reach 2,004,589 car-kilometers, the system's best-ever rating.

To solve the malfunctions that occurred when the Wenhua Line began operating, in 2010, TRTC continued to improve the line's train system, communication (including network communication) system, signal system, power supply system, and auxiliary power supply equipment (including the uninterruptible power supply). In July 2010, TRTC updated the control center computer software and power connection software, plus it completed purchase and installation of a compatible control room computer reserve mainframe. Moreover, while completing improvements to the Wenhua Line system and equipment, TRTC deployed attendants on trains. The attendants were sent to monitor key equipment, direct and manage passenger crowds at the stations, and carry out inspections and improvements on the trains. By responding to sudden system problems, through the hard work of all employees, the Wenhua Line's MKBF for 2010 reached 1,323,605 car-kilometers.



2000 年至 2010 年兩行車事件間車廂公里數趨勢圖 Mean Kilometers Between Failure by Year (2000 to 2010)



【平均兩事件間車廂公里數 = 列車全年行駛之總車廂公里數 (car-km) / 全年總事件次數】

(Mean kilometers between failure = total car kilometers traveled in the year / total number incidents during that year)

註：2009 年由於文湖線新舊系統整合測試，故降至 104 萬 5 千車廂公里

Note: Tests to integrate the old and new systems on the Wenhua Line were behind the MKBF drop to 1,045,000 car-kilometers in 2009.

強化旅客月臺候車安全

為持續建構安全可靠之候車環境，避免因車站人潮眾多發生旅客或物品掉落軌道事件，繼 2006 年啟用捷運臺北車站、忠孝復興站主要轉乘站增設之月臺門，2010 年亦正式完工啟用圓山站、國父紀念館站及市政府站等 3 站之月臺門；且為因應後續路網通車之運量增長，規劃自 2011 年起，於 4 年內建置完成 15 個車站（36 側月臺）之月臺門，持續提供更安全之乘車環境。

其餘未設置月臺門之高運量車站，亦已於 2008 年 9 月完成自行研發且為世界首創之「月臺區軌道侵入偵測預警系統」：至 2010 年 12 月底，已成功偵測到 179 起人員侵入事件，透過自動發出警告及時告知訊息，有效降低人員或物品侵入軌道意外所造成之損失與延誤事件發生。

辦理多重災害模擬演練暨稽查防颱防洪作業

為防範災害發生，減低人員傷亡及財產損失，2010 年於臺北捷運系統及臺北小巨蛋共完成 28 場次多重災難模擬演練，模擬情境涵蓋系統運轉事故、天然災害及營運危安事件等類型，使第一線人員熟練特殊緊急狀況之應變處理程序。此外，本公司與消防、救護、警察等單位，熟悉協調通報運作方式，俾利真實災害發生時，能將傷亡及損失減至最低。

為維護颱風季節與防汛期間系統之運轉安全，除防洪設備、設施定期保養檢修外，每年度定期防颱防洪整備作業稽查，以達提前預防準備之效。

改善高運量車站月臺與車廂間隙

為避免旅客不慎踏入車廂與月臺間隙而受傷，於月臺與列車間隙較大之車門處，增設橡膠支撐墊，2010 年共計完成 1,250 車門處之改善作業。





Enhancing Platform Safety

To provide a safe and reliable environment for passengers waiting for the train to arrive, and to avoid people or items falling onto the tracks, TRTC completed installation of platform screen doors at the two main transfer stations, Taipei Main

Station and Zhongxiao Fuxing Station in 2006. Continuing with this effort, TRTC completed installation and began operating platform screen doors at Yuanshan, Sun Yat-Sen Memorial Hall and Taipei City Hall stations. In response to increased capacity as the network grows, TRTC plans to add platform doors at an additional 15 stations (including 36 platform sides) within four years, with work starting in 2011. These improvements will enable TRTC to maintain a safe riding environment.



At high-capacity system stations that do not have platform screen doors, installation of the world's first Track Intrusion Detection System, developed by TRTC, was finished in September 2008. Through the end of December 2010, the system detected 179 incidents of track intrusions. When people or objects did intrude onto the tracks, automatic warning alarms and immediate alerts sent to station attendants effectively lowered losses and reduced delays.

Disaster Simulation Drills and Typhoon/Flood Disaster Prevention Inspections

To prepare for disasters and reduce injury, death and property loss, in 2010, the Taipei Metro system and Taipei Arena jointly completed 28 disaster simulation drills. Situations included system error, natural disasters and operational crisis. The purpose of the drills was to ensure that personnel on the first line of defense against a disaster could become proficient in responding to and handling emergencies. In addition, TRTC and fire, ambulance and police units familiarized themselves with necessary procedures so that they could minimize death, injury and property damage in the case of a real disaster.

To ensure operational safety during the typhoon season and floods, apart from carrying out regular maintenance and repair work on flood-prevention equipment and facilities, every year TRTC conducts regular typhoon and flood disaster preparedness inspections. The inspections ensure the effectiveness of precautionary measures.

Modifying the Gap Between Platforms and Trains on the High-capacity System

To avoid accidental injury from passengers stepping in the gap between the platform and train, in 2010 TRTC added rubber support pads at 1,250 locations near doors where the gap between the platform and train was relatively large.



創新服務

營造便利與舒適的乘車環境，為本公司向來努力之目標，以往執行之提升服務品質措施，深獲社會各界重視與肯定。2010 年持續推動多項創新及貼心的服務措施，主要辦理項目包括：

增設車站第二出入口

鑑於淡水線自 1997 年通車至今，乘車旅客人數日益增加，部分車站單一出口設計已不敷使用需求，為使旅客更順暢進出車站，部份車站進行增設第二出入口工程，分別於 2010 年 11 月正式完工啟用石碑站、芝山站及唎岸站，提高旅客進出車站之便利性。

持續闢駛免費換乘公車

由於捷運南港線南港站與文湖線南港展覽館站間尚未連通，2009 年 7 月 4 日文湖線通車日起，配合市府政策於南港展覽館站與南港站間闢駛換乘公車，平常日尖峰時段每 3 分鐘一班，離峰時段與例假日約 5 至 8 分鐘一班，採兩站間雙向對開、中途不停靠發車方式，提供民衆便捷之大眾旅運服務。2010 年平均日運量約 5,400 人次，累計搭乘人數達 197 萬人次。

開發高低差自行車架

為提高捷運車站周邊自行車停車空間使用率，自行研發設計高低差自行車架，將原單層車架間距由 45 公分縮短為 35 公分，於 2009 年起試辦設置，因實施成效良好，2010 年持續改裝及增設，至 2010 年底止，高低差車架計有 4,776 座。

增設哺集乳室

為符合旅客需求，並維護婦女於公共場所母乳哺育之權益，2010 年於西門站、市政府站、南港站及劍潭站設置哺集乳室，合計全系統共 11 個車站設置哺集乳室，後續將持續保障女性公開哺乳權，於運量較大的轉運車站設置哺集乳室，讓搭乘捷運的哺乳媽媽獲得妥善照顧。



Innovative Services

TRTC has always worked hard to offer a convenient and comfortable travel environment for its passengers, and the public has approved of previous measures it has implemented to improve services. In 2010, TRTC continued to put forward innovative and friendly service policies. Key measures included:

Adding a Second Entry/Exit to Stations

The number of riders on the Taipei Metro has steadily increased since the Danshui Line opened in 1997. Increased ridership has made having only a single entry and exit at some stations inadequate. To make it easier for passengers to enter and exit stations, TRTC added a second entry and exit to some stations. In November 2010, second entries and exits were completed and went into use at Shipai, Zhishan and Qilian stations, making service more convenient for passengers using these stations.

Continuing Free Shuttle Buses

Shuttle bus service was offered between the Taipei Nangang Exhibition Center and Nangang stations starting from July 4, 2009, when the Wenhua Line opened for service. The service was offered in line with city government policy and because train service connecting the Nangang and Wenhua lines had not yet opened. Buses arrived every three minutes during peak times on weekdays and every five to eight minutes during weekends and off-peak hours. The buses traveled between the two stations without making any stops, providing a convenient, economic way of traveling between the stations. Average daily ridership on the buses was 5,400 in 2010, with 1.97 million total trips.

Adding Two-level Bike Racks

TRTC designed and developed two-level bike racks in order to increase usage rate of bicycle parking spaces near metro stations. The new racks reduce the 45-centimeter gap between parking spaces on single-level bike racks to 35 centimeters. They were added on a trial basis starting in 2009, and a positive response from users led TRTC to continue adding more the following year. By the end of 2010, it had installed 4,776 of the two-level bike racks.

Adding Breastfeeding Rooms

To meet passenger needs and assist women in their right to breastfeed in public places, in 2010, TRTC added breastfeeding rooms to the Ximen, Taipei City Hall, Nangang and Jiantan stations. The additions brought the total number of stations on the network with breastfeeding rooms to 11. To continue safeguarding a woman's right to breastfeed, TRTC will add breastfeeding rooms at transfer stations, where capacity tends to be higher. These rooms will mean better care for breastfeeding mothers who ride the metro.



設施設備

改善列車設備

為增進電聯車系統安全及確保正常運作，除例行維修保養作業外，各型電聯車均依大修排程執行大修作業，2010 年高運量完成 6 年大修作業之列車計 47.5 列，中運量原木柵線 VAL256 電聯車，亦配合文湖線進行改裝作業，2010 年 12 月 26 日加入文湖線營運。統計 2010 年中高運量列車妥善率，分別為 86.5% 及 94.3%。

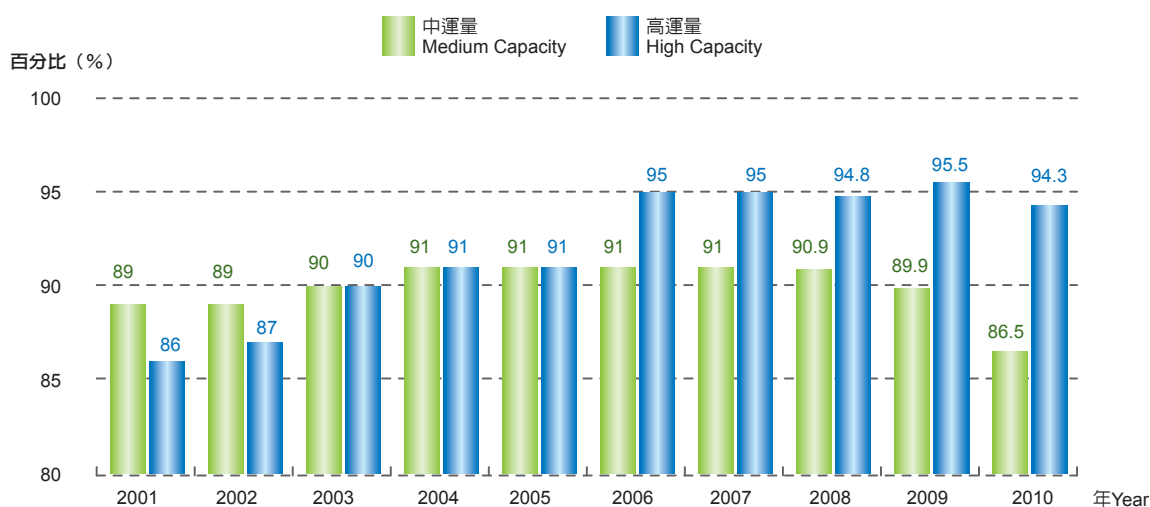
電聯車廂內之照明及空調良窳，直接影響旅客乘車舒適度，2010 年完成高運量 301 型電聯車廂內之系統照明改善作業，車廂內平均照度增加約 25%；另 321 及 341 型電聯車則增設空調出風口節流器，避免冷氣風口直接吹向旅客造成不適之感。

改善車站環境

維持安全、明亮及清潔的乘車環境，一直是臺北捷運的堅持，因此，2010 年持續進行淡水線及文湖線天花板及照明改善作業，讓旅客在明亮的車站候車，2010 年完成文湖線中山國中站至動物園站各車站天花板照明改善作業。

在旅客候車月臺，自 2005 年起裝設電子多媒體顯示系統，隨著科技進步，2010 年進行 62 個車站 270 面播放顯示器汰換，以提供清楚之資訊畫面。另配合新路線通車，新增 20 個車站 87 面播放顯示器。

列車妥善率 Train Availability Rate



【中運量列車妥善率 = 平均可用對車數 / 總對車數】

Medium-capacity train availability rates = average number of usable train pairs / total number of train pairs

【高運量列車妥善率 = 平均可用列車數 / 總列車數】

High-capacity train availability rates = average number of usable trains / total number of trains



Facilities and Equipment

Train Facilities

To enhance system safety and ensure operations run smoothly, trains undergo regular maintenance and overhauls. In 2010, 47.5 trains on the high-capacity system underwent their six-year overhaul program. On the medium-capacity system, VAL256 trains that had been part of the Muzha Line were overhauled to fit into the new Wenhua Line. These trains began running on the Wenhua Line on Dec. 26, 2010. As a result, the availability rates on the medium- and high-capacity systems were 86.5 and 94.3 percent, respectively.

Lighting and air conditioning quality in the trains have a direct effect on passenger comfort. In 2010, TRTC completed work to improve the lighting on 301-type trains on the high-capacity system, raising illumination on the trains to 25 percent. It also added vent controls to air conditioning units on 321- and 341-type trains to prevent the AC vents from blowing directly on passengers and causing discomfort.

Improving the Station Environment

TRTC has always insisted on offering a safe, bright and clean riding environment. For these reasons, in 2010 it continued to carry out ceiling and lighting fixture repair work along the Danshui and Wenhua lines, so passengers can enjoy a bright station environment while waiting for their train. In 2010, ceiling and lighting fixture refurbishing was finished at all stations on the Wenhua Line between Zhongshan Junior High School and Taipei Zoo stations.

TRTC began adding multimedia display systems on station platforms in 2005. Improved technology became available since then, leading TRTC to upgrade old display systems in 2010, with the new systems providing clearer images for broadcasting information. These system upgrades were carried out on 270 broadcast display units at 62 stations. Also, another 87 broadcast display units were added at 20 stations because of operations beginning on new lines.



此外，車站廁所亦是旅客乘車外的重要使用空間，自 2007 年以來持續進行廁間裝修及空間改善，並增加獨立式無障礙兼親子廁所，2010 年完成臺北車站、西門站及公館站 3 個車站之改善工程，全系統累計完成 11 個車站及 2 處地下街，男女廁間的比例，由原興建時之 1:1.48 提高至 1:2.1。

為維護弱視者及年長者於上下樓梯時之安全，除於樓梯增設止滑設施外，亦同時使用明顯對比顏色，提供旅客行走時更佳的辨識度。至 2010 年 12 月底止，完成 63 座車站及 3 處地下街工程。

營運減噪措施

為降低捷運營運噪音，除電聯車車輛進行減噪措施外，平面段及高架段進行隔音牆建置工程，避免對鄰近居民造成影響，2010 年施作淡水線 4,358 公尺，累計已完成 17,871 公尺。文湖線木柵段部分施作 4,068 公尺，累計已完成 4,808 公尺，噪音改善工程完工後，最大環境音量平均可降低 8~12 分貝。

優化系統設備

機電設備之正常運作是營運之基本要件，為維持捷運系統機電設備之高可用度，2010 年度辦理 14 項機電重置作業，包含水電消防系統、電梯及電扶梯系統、供電系統及通訊系統。

捷運車站各側月臺均設有 2 個緊急停車按鈕，當發生緊急事故時，旅客可按壓按鈕阻止電聯車進站，惟站務人員無法於第一時間辨認啟動位置，影響事件處理速度。為改善此一狀況，2010 年 11 月完成淡水、新店、中和及板南線車站，共計 123 組月臺緊急停車按鈕標示牌增設警示燈，使站務人員於詢問處內，即可透過監視系統確認緊急停車按鈕啟動位置，縮短月臺緊急停車按鈕復歸時間。

電子电路板的修復速度，攸關營運成本支出及系統正常運作，歷年來持續進行电路板檢修治具開發及檢修技能提升作業，2010 年完成測試設備（治具）等 6 項設備開發建置作業，提升維修作業效能。2010 年完成电路板預防檢修 4,157 件，較 2009 年 3,282 件增加 26.7%，故障檢修件數亦由 2,000 件降低為 1,558 件，降低比率 22.1%。





In addition to facilities for riding the train, restrooms are an important part of the stations. Since 2007, TRTC has been refurbishing its restroom facilities and making other interior design modifications, with the aim of increasing the number of independent restrooms made especially for the handicapped and parents with small children. It completed refurbishments in 2010 at Taipei Main, Ximen and Gongguan stations, bringing the total number of stations with fully renovated restrooms to 11, along with two underground malls. Following the changes, the ratio of men's to women's restrooms on the metro network has increased from 1 to 1.48 during initial construction to 1 to 2.1.

To ensure the safety of the visually impaired and elderly, TRTC added anti-slip strips to stairs along with contrasting colors that help passengers see the stairway better. Through the end of December 2010, it had completed work on the stairways at 63 stations and three areas of the underground malls.



Noise Reduction Efforts

TRTC's noise reduction efforts include cutting noise both on and off the trains, including adding sound barriers along the tracks at both street-level and elevated portions of the metro. In 2010, it added barriers stretching 4,358 meters to the Danshui Line, bringing the total length of barriers on the line to 17,871 meters. On the Muzha portion of the Wenhui Line, TRTC added barriers stretching 4,068 meters, bringing the total length of its barriers to 4,808 meters. Where barriers are completed, maximum noise levels can be reduced by 8 to 12 decibels.

Enhancing System Equipment

Electrical equipment is a vital part of the metro, so maintaining its usability is a necessary part of preserving normal operations. In 2010, TRTC carried out 14 electrical equipment replacement projects, including work to the water, electric and firefighting systems, elevators and escalators, the power supply, and the communication system.

There are two emergency buttons to stop trains on each side of metro station platforms. If an emergency occurs, passengers can press one of the buttons to alert station personnel. But there was a problem -- personnel had no way to immediately know which button had been activated. Instead, they had to go down to the platform and check each area, affecting the speed at which they could manage the problem. To improve this situation, TRTC finished work in November 2010 on 123 sets of emergency buttons at stations along the Danshui, Xindian, Zhonghe, and Bannan lines. It added emergency lights to signs that mark the buttons, which meant that by looking at the security monitors, station personnel in the inquiry area could see which button had been activated. The change led to a reduction in time needed to return to normal operations following activation of one of the emergency buttons.

Another factor which affects system stability, along with operation costs and expenditures, is the speed at which circuit boards are fixed. For this reason, TRTC continues to develop inspection and repair tools while working to enhance inspection and repair techniques. In 2010, it finished six inspection tool projects, including both design and installation. These projects are able to raise the efficiency and effectiveness of maintenance and repair work. Also in 2010, TRTC conducted preventive maintenance on 4,157 circuit boards, an increase of 26.7 percent over the 3,282 from 2009. Meanwhile, the number of faulty circuit boards that required repairs dropped to 1,558, a drop of 22.1 percent from the 2,000 in 2010.

經營效能

永續經營為企業經營主要目標，為達成此目標，積極提升公司經營效能，推動良好管理措施，加強資訊化自動作業流程，以建構企業永續經營之堅實基礎。

提案制度

為鼓勵員工發揮創意及培養積極改善之精神，自 1996 年開始實施提案獎勵制度，採二階段審核方式，第一階段獎勵員工主動發現問題，提出改善方案，第二階段則針對創意與預期效益優良之提案進行審查並給予獎勵。2010 年全年提案件數共 1,122 件，獲獎件數 842 件。

為鼓勵重大改善提案能有效施行，針對實行成效良好之提案，舉辦「2010 年績優提案發表評選會」，由提案人與提案實施單位共同報名參與角逐，2010 年計有 17 案報名參賽，經評審委員會初審前 6 名參加總決賽，由評審委員及與會同仁，共同票選出年度績優提案前 3 名，分別獲頒獎金 8 萬、5 萬及 3 萬元。

同仁提案「提升時刻表製作效率」乙案，以「時刻表製作裝置」為名申請專利，2010 年 4 月 11 日通過經濟部智慧財產局審核，成功申請專利，為公司長期深耕技術、鼓勵同仁自主研發之成果。另 2010 年 9 月 11 日全國首創「設置廁所使用狀態顯示系統」案，亦成功申請專利，且經媒體廣泛報導，為主動發掘民衆需求、提升服務品質之具體成果展現。

品管圈活動

為鼓勵員工發揮團隊合作及自主改善的精神，推動品管圈活動，由員工自行組圈，透過全體成員腦力激盪、集思廣益，不斷追求工作方法改善與革新。2010 年共完成 80 件品管圈改善案，有效提升品質改善績效，為公司帶來許多有形及無形效益，其中車輛處車輛一廠北投場光明圈「降低 301 型電聯車空調系統暫態故障件數」品管圈改善案，參加 2010 年經濟部工業局「第 23 屆全國團結圈活動競賽」，榮獲全國團結圈活動競賽最高榮譽「金塔獎」；另行車處行控中心柳暗花明又一圈，亦以「提升控制員事故處理指令完整率」品管圈改善案，榮獲全國團結圈活動競賽「銅塔獎」。





Operational Efficiency

Sustainable operations are a goal of any enterprise. To realize this goal, TRTC took the initiative to improve operational effectiveness, implement sound management practices, and enhance the digitization of automated operation procedures to build a solid foundation for sustainable operations.

Encouraging New Ideas

To encourage innovation among employees and active participation in improving the Taipei Metro, in 2006 TRTC began providing incentives for employees to submit proposals for improvement projects. The program employs a two-phase judging system. The first phase rewards employees for finding problems on their own and proposing ways to solve them. In the second phase, especially innovative and beneficial proposals are further reviewed and their authors rewarded. In 2010, a total of 1,122 proposals were submitted, 842 of which were awarded.

To encourage the effective implementation of large-scale improvement proposals, TRTC held the 2010 Presentation and Judging of Outstanding Proposals Event to recognize proposals that led to clear benefits. Both the person who submitted the proposal and the department responsible for implementing it were invited to attend. In 2009, 17 proposals were submitted for competition. The selection committee chose six proposals for final consideration, and then the committee along with staff present at the event voted on the three most outstanding proposals. Awards for the winners were NT\$80,000, NT\$50,000 and NT\$30,000.

A proposal by TRTC employees on April 11, 2010, for making time schedule production more efficient led to a patent application under the name "Time Schedule Production and Installation." The patent was awarded after the proposal passed review by the Intellectual Property Office, Ministry of Economic Affairs. It was one example of how long-term, extensive technical development by TRTC has led to independent research results from employees. Another came in Sept. 11, 2010, when TRTC introduced the country's first system for displaying restroom occupancy. It also was awarded a patent and received extensive media attention, exhibiting a concrete example of how TRTC works to understand people's needs and raise service quality.

Quality Control Circles

To foster an environment of teamwork and cooperation while encouraging employees to take the initiative to make improvements, TRTC promotes quality control circles. Employees form their own groups to pool wisdom and brainstorm to try to find better work methods and innovations. In 2010, a total of 80 circles met that were

effective in raising quality and bringing both tangible and intangible benefits to the company. One circle, the Beitou Guangming Quality Control Circle from Rolling Stock Plant 1 of the Rolling Stock Division, was responsible for finding ways to lower occurrences of temporary air conditioning breakdowns on 301-type trains. Its effort won a golden tower, the highest honor at the 23rd Nationwide Quality Control Circle Rally and Competition, put on by the Industrial Development Bureau under the Ministry of Economic Affairs. Another group, the Train Operations Division Control Center Hope Circle, won a bronze tower at the competition for its efforts to increase the thoroughness of incident management instructions given by control room personnel.



旅客意見

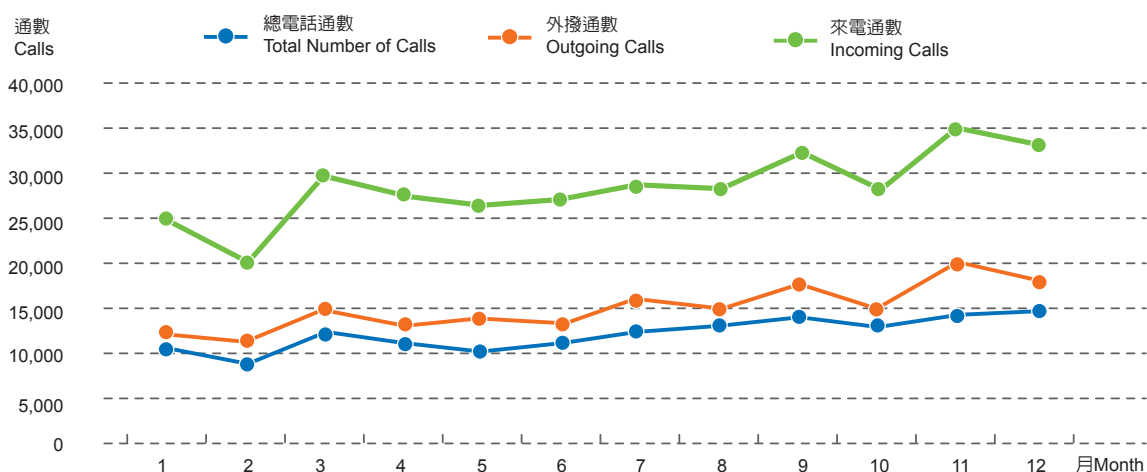
為維護捷運服務品質並提供民衆暢通意見管道，提供包含 24 小時客服專線、公司電子信箱、市長信箱及各捷運車站內旅客意見表等多元諮詢及反映管道，各項旅客意見之回復，亦建立單一窗口，以提升回復之效率。

2010 年計處理旅客意見 206,161 件，包含旅客意見表共 6,517 件、公司電子信箱 3,127 件、市長信箱 3,173 件及客服專線 193,344 件（來電通數）。24 小時客服中心 2010 年總電話量為 341,556 通，每月平均通話量約 28,463 通，其中民衆來電主要詢問內容包括反映人員服務態度、詢問營運時間、班距及系統運作資訊等。



2010 年客服中心電話量趨勢圖

Customer Service Center Call Volume in 2010 by Month

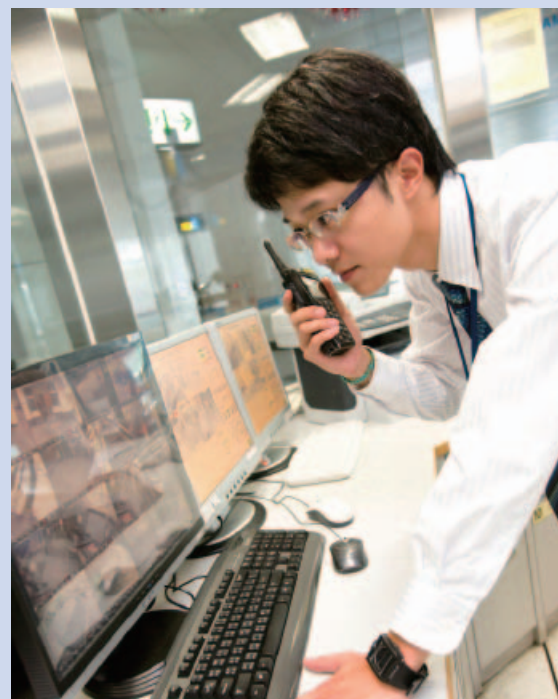




Passenger Opinions

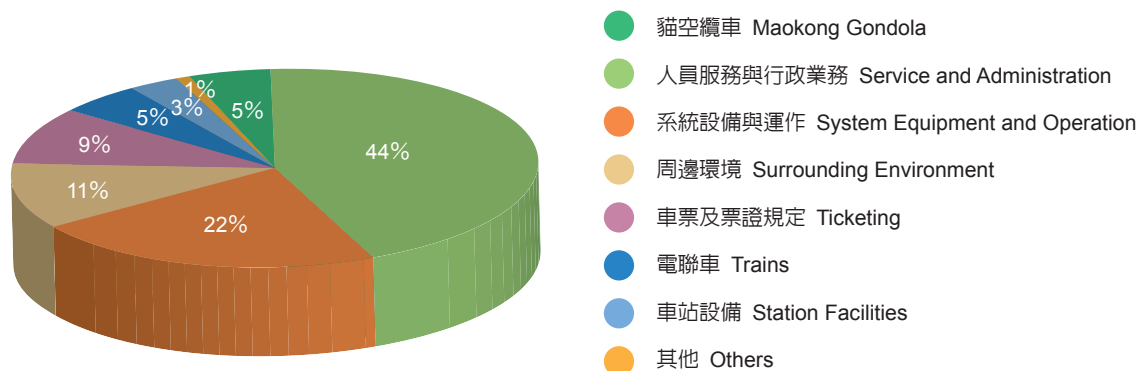
To maintain exceptional service quality and provide customers with an opportunity to express their opinions, TRTC provides a diverse range of communication channels, including a 24-hour customer service hotline and an electronic company mailbox. There are also suggestion forms available at each of the metro stations, or people can choose to send a letter online to the mayor's mailbox. Also, TRTC set up a single conduit for responding to customer opinions as a way of raising efficiency.

In 2010, TRTC received 206,161 opinions from customers, including 6,517 passenger opinion forms, 3,127 e-mails to the company mailbox, 3,173 letters to the mayor's mailbox and 193,344 calls to the customer service hotline. In addition, TRTC's 24-hour customer service center received 341,556 calls, for a monthly average of 28,463. Reasons for calls included feedback on the attitude of personnel and inquiries concerning opening hours, headway and systems operations.



2010 年客服中心處理旅客意見類別

Categories of Calls Handled by the Customer Service Center in 2010



員工培育及教育訓練

透過新進人員訓練、專業訓練、知能補充訓練、管理及人文訓練、安衛訓練及服務訓練等 6 大訓練課程，使員工完整具備工作所需能力，有效執行工作要求並增加工作效率。2010 年訓練計畫共計開辦 1,509 班期、訓練總人次為 36,193 人次。在第一線服務之同仁，亦透過訓練需求分析、課程規範設計、訓練教材發展、技能合格授證建立、訓練執行及成效評估等系統化訓練作業，建構完整之訓練體系，使專業人員能有效保持中高運量捷運系統操作與維護技能，確實達成系統服務指標。

在強化主管業務知能與管理職能方面，2010 年共辦理 4 梯次新任及職務調整中階主管訓練及 3 梯次新任基層主管訓練，共調訓主管 179 人。2010 年辦理 1 梯次高階主管研討會、4 梯次中階主管研討會及 6 梯次基層主管研討會，調訓主管 836 人，研討會重點以公司近程內需處理之重點業務為主軸，加強主管所需知能。





Employee Cultivation and Training

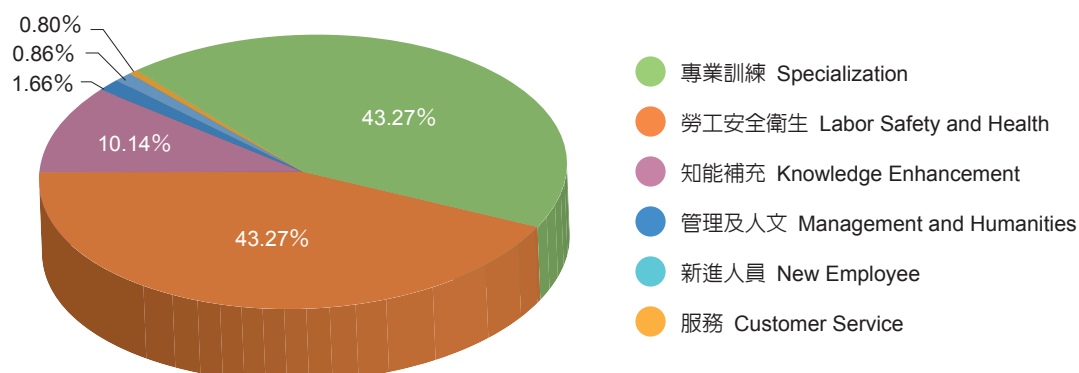
Through training programs for new employees, specialization, knowledge enhancement, management and people skills, labor safety and health, and customer service training, TRTC can ensure that its employees have all the skills needed to succeed at their jobs while building an effective and more efficient workforce. In 2010, TRTC held a total of 1,509 training courses, which were attended 36,193 times. For service staff who interact directly with customers, it developed a systemized training program by first analyzing training needs, designing a suitable curriculum and training materials, establishing technical qualification certificate standards, and finally carrying out the training sessions and assessing their effectiveness. The result was a complete training system that gives personnel the necessary tools to effectively manage the metro's medium- and high-capacity systems while maintaining their technical skills. In turn, staff can then meet system service standards.

To enhance business and leadership capabilities of company management, in 2010 TRTC held four courses for new or transferred mid-level managers and three courses for new entry-level managers. In total, 179 people received training. Also in 2010, TRTC held one forum for upper-level managers, four forums for mid-level managers and six for entry-level managers, providing training to a total of 836 people. Main topics covered in the forums included key short-term projects. In the end, the forums effectively enhanced manager knowledge.



2010 年員工受訓類別比例

2010 Employee Training Courses by Category



節能作為

節能減碳為近年來全球最關注之議題，行政院中程施政計畫亦將推動綠色人本運輸為未來重點發展方向，近年來除積極鼓勵民衆使用大眾運輸工具外，亦執行一些節能之作為。

推廣綠色運具

為鼓勵民衆使用無污染綠色運具，推廣多元休閒遊憩活動，臺北捷運自 2004 年 1 月 17 日起，首開亞洲捷運系統之先例，在國定例假日下午 4 時前，開放 15 個車站供旅客攜帶自行車進出站及搭乘捷運，2007 年 7 月 21 日起，增加開放假日晚間 7 時以後至當天營運結束為止之時段；2008 年 3 月 1 日起增加開放 12 個車站攜帶自行車進出站及搭乘捷運並調降票價（1 人 1 票）為 80 元。2010 年 4 月改為假日全時段均開放攜帶自行車搭捷運，並於同年 12 月開放蘆洲線 7 個車站，全系統假日合計開放 33 個車站。2010 年全年自行車總運量為 80,519 人次。

創造綠色騎跡

為響應國際無車日活動，臺北市政府交通局及新北市政府交通局舉辦 2010 年度國際無車日系列活動，公司協辦相關行銷活動（包括開放自行車上捷運之車站、提供捷運場站供活動資訊宣傳及拍攝等），以提升民衆使用大眾運輸之意願。

除配合於自行車騎乘活動當日增加新埔站開放民衆攜帶自行車進出車站外，另預先研擬相關人潮管制計畫，以因應活動當天大量人潮，使民衆充分感受大眾運輸之便利性，共同創造綠色騎跡。





Energy-saving Practices

Saving energy and reducing carbon emissions have been key global topics over the past several years. The Executive Yuan's mid-term administrative plan includes promoting green transportation models as one of its primary future development paths. To help achieve these ends, TRTC has not only been encouraging people to use mass transit but also implementing energy-saving practices.

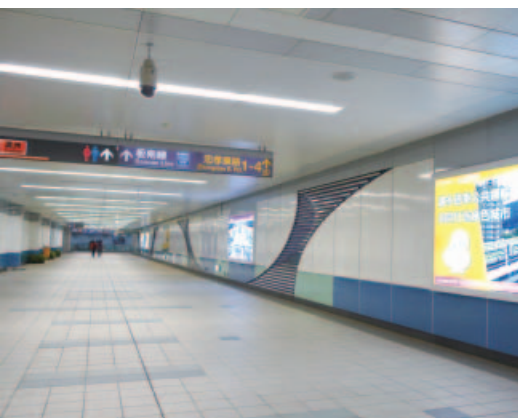
Promoting Green Transportation

To encourage people to use green, non-polluting forms of transportation and to promote healthy recreational activities, on Jan. 17, 2004, Taipei Metro became the first rapid transit system in Asia to allow bicycles on its trains. People could take their bicycles on or off the metro on weekends and holidays before 4pm at 15 designated stations. From July 21, 2007, the hours were extended to include the time period from 7pm to close. Twelve more stations were added to the plan on March 1, 2008, and the price of bringing a bicycle onto the metro was reduced to NT\$80 (one ticket covering both the bike and the person). Then, in April 2010, peak afternoon hours on weekends and holidays (from 4pm to 7pm) were added. People can bring bicycles onto the metro on all holidays and weekends. In December of the same year in response to the opening of the Luzhou Line, seven more stations joined the program, bringing the total number of bike-friendly stations on the metro to 33. In 2010, people took 80,519 trips on the metro with a bike.

Producing a Green Miracle

The Department of Transportation of Taipei City and New Taipei City Government jointly held a series of events to commemorate the 2010 World Car-free Day. TRTC assisted in these events by opening more stations to bicycles, offering metro spaces and stations for holding activities, spreading information and filming. These measures raised people's desire to take public transport.

To accommodate cycling events that were happening on that day, TRTC opened up Xinpu Station for people to take their bikes on and off the metro. It also formulated crowd management plans ahead of the event to better respond to the expected large volume of people. The result gave people a chance to experience the convenience of mass transit. Together, participants were able to produce a green miracle.



設置太陽能發電設施

北投機廠頂樓設置太陽能發電設施，自 2010 年 7 月 10 日開始併聯發電，截至 2010 年 12 月 31 日止，總發電量為 21,374 千瓦小時，二氧化碳減量 13,252 公斤，對應森林面積為 8,595 平方公尺，實質效益顯著。同時，太陽能板亦對辦公室發揮遮蔭蔽日之效果，有效降低室內溫度，減低空調系統熱負荷，發揮節能減碳效能。

公司内部節能措施

戮力執行公司内部節能措施，對於照明設備、空調系統及電扶梯系統等用電，以 2006 年度為基準，以逐年減少 2% 為目標。2010 年實際用電量減少 33,552,548 千瓦小時，節省電費 8 千餘萬元，較 2006 年減少用電度數 8%，達成符合節約能源計畫設定之目標。



本公司内部節能措施之具體成效

Results of TRTC Internal Energy Consumption Reduction Measures

年度 Year	目標 ¹ Target	計劃減少電量（度） Planned Estimated Reduction (Unit)	實際達成 Actual Reduction %	實際減少量（度） Actual Estimated Reduction (Unit)	估計減碳量 ² （公噸） Estimated Reduction in CO ₂ Emissions (Metric Tons)	節省電費 ³ （仟元） Energy Cost Reduction (Thousands of NT\$)
2007	-1%	-4,187,696	-1.09%	-4,563,691	-2,907	-10,177
2008	-2%	-8,375,392	-3.63%	-15,210,778	-9,674	-33,920
2009	-6%	-25,126,178	-6.70%	-28,073,390	-17,490	-68,780
2010	-8%	-33,501,572	-8.01%	-33,552,548	-20,903	-80,526

註1：市府2007年6月頒訂目標為以2006年為基準，用電逐年減少1%，2009年3月修訂為以2006年為基準，用電逐年減少2%

註2：CO₂排放量係依經濟部能源局「電力排放係數」公佈：

2007年每度電排放CO₂：0.637kg

2008年每度電排放CO₂：0.636kg

2009年每度電排放CO₂：0.623kg

2010年尚未公佈，故依2009年標準計算

註3：2007~2008年每度電平均單價2.23元；2009年每度電平均單價2.45元；2010年每度電平均單價2.4元。

Note 1: In June 2007, the city government called for annual electricity use reduction of 1 percent, using 2006 as the baseline year. In March 2009, it revised the target to an annual reduction of 2 percent, keeping 2006 as the base year.

Note 2: Carbon dioxide emission figures are based on the emission intensity per kilowatt-hour of electricity announced by the Bureau of Energy, Ministry of Economic Affairs:

2007: 0.637 kg of CO₂ emitted per kWh of electricity

2008: 0.636 kg of CO₂ emitted per kWh of electricity

2009: 0.623 kg of CO₂ emitted per kWh of electricity

2010: Not yet announced, so the figure from 2009 was used

Note 3: From 2007 to 2008, the average cost of 1 kilowatt-hour of electricity was NT\$2.23, in 2009 the average cost was NT\$2.45, and in 2010 it was NT\$2.4.



Installing Solar Generators

TRTC set up solar generators on the roof of the Beitou Depot that started to produce electricity on July 10, 2010. As of Dec. 31, 2010, the generators had produced 21,374 kilowatt-hours of electricity, cutting carbon emissions by 13,252 kilograms, equivalent to the carbon-reducing power of 8,595-square-meters of forest. The result shows that the generators had produced a noticeable effect. The solar cells also helped blocked sunlight from penetrating the building, producing a cooling effect indoors that lowered the heat burden on air conditioners, thereby producing additional energy-saving, carbon-reducing effects.

Internal Electricity Reduction Measures

TRTC strives to implement electricity reduction measures, which include increasing the efficiency of lighting fixtures, air conditioning systems, escalators, etc. Using 2006 as a base year, it set a target of 2 percent annual electricity use reduction. In 2010, TRTC cut its real electricity usage by 33,552,548 kilowatt-hours, saving more than NT\$80 million in electricity costs and representing an 8 percent drop when compared to 2006, meaning it achieved the target set out in its electricity reduction plan.



公共關係
與行銷活動



PUBLIC RELATIONS
AND MARKETING
ACTIVITIES





為鼓勵民衆藉由了解捷運系統各項設施設備，進而成為捷運忠實顧客，持續舉辦各式參訪及行銷活動，提供多樣性文化及休閒活動，展現科技運輸外之人文空間，以縮短民衆與捷運系統間距離。

TRTC continued to hold a variety of marketing activities to provide opportunities for the public to get a behind-the-scenes look at the Taipei Metro. Through these interactions, people can gain a deeper understanding of the metro's system facilities and equipment, encouraging them to become loyal metro riders. Hosting a diverse array of cultural and recreational activities brings the metro closer to its passengers, turning it into a cultural space as well as a mass transit provider.



公共關係

民衆及外賓參訪

為使各國能對臺北捷運更加認識，亦配合外交部及臺北市政府辦理外賓接待，2010 年計接待外賓參訪團體 127 團（2,218 人次）。其中，國外來賓 57 團（624 人次）、大陸來賓 36 團（480 人次）、國內機關團體及學校 34 團（1,114 人次）。

另外，為讓民衆對捷運系統有進一步瞭解與體驗，推廣校外教學暨捷運教育，亦開放辦理「捷運之旅」參訪活動。由專人引導參觀捷運高運量行車控制中心、車站設備及電聯車維修廠，且不收費用，2010 年計有 116 團（5,372 人次）來訪。

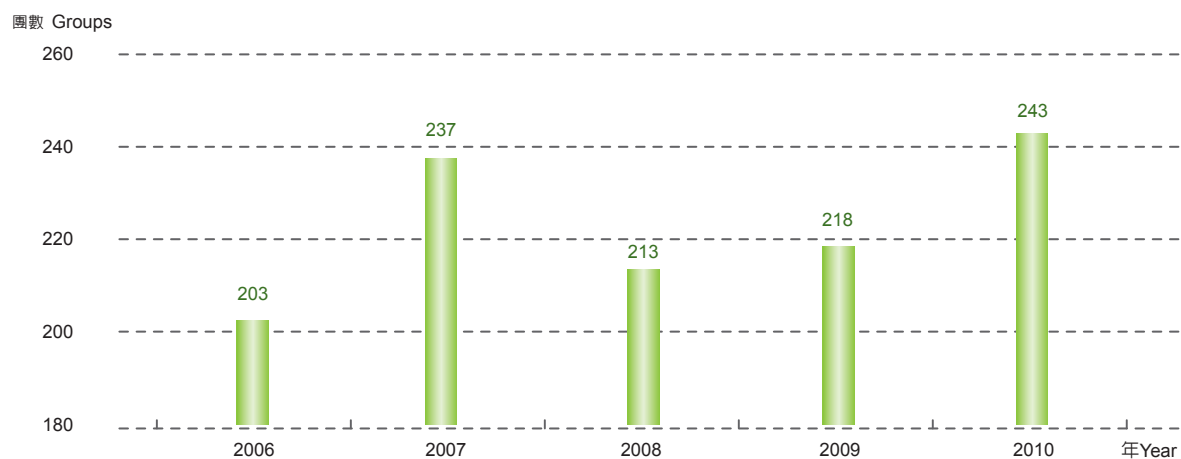
車站定期開放民衆參觀

自 2004 年起推動「車站定期開放民衆參觀計畫」，邀請車站鄰近里民、社區發展協會及學校學生等團體，參訪捷運車站，並由專人帶領解說，使民衆熟悉車站緊急逃生路徑、逃生避難標誌、消防防災器材及緊急狀況人員疏散作業等。當車站發生緊急狀況時，可協助通報、處置或引導其他旅客正確的逃生路徑，除可增進民衆緊急狀況之逃生能力外，亦達到與周邊鄰里、學校良好互動之目的。2010 年共舉辦 111 梯次，參訪人數達 4,326 人次。



近 5 年外賓參訪暨捷運之旅團數

Special Guests and Riding on the Metro Tours During the Past 5 Years





Public Relations

Visits by the General Public and Special Guests

TRTC welcomes visitors to improve global recognition of the Taipei Metro and assist the Ministry of Foreign Affairs and the Taipei City Government in hosting foreign guests. In 2010, the metro hosted 127 groups (2,218 people), including 57 foreign delegations (624 people), 36 mainland China delegations (480 people), and 34 local agencies, organizations and schools (1,114 people).

In addition, to advance the general public's understanding and experience of the metro system, TRTC offers metro learning activities for school field trips and holds "Riding on the Metro" tours. Professionals introduce guests to the high-capacity system control center, station equipment and the train maintenance and repair plant. All of the tours are free of charge, and, in 2010, a total of 116 groups (5,372 people) took part.

Regularly Scheduled Public Visits

TRTC has promoted regular visits by members of the public to metro stations since 2004. It has invited residents living near stations, community development associations and students to attend guided metro tours. People who take the tours are able to familiarize themselves with emergency exit routes and signs, firefighting equipment and evacuation procedures. In the event of an emergency, they can assist in circulating information, handling the situation or guiding other passengers along the proper evacuation route. Apart from improving the ability of people to evacuate in the event of an emergency, the visits help promote positive interaction between schools and the community nearby metro stations. In 2010, 4,326 people took part in a total of 111 tours.



配合城市行銷協助提供場地拍攝

臺北捷運系統及小巨蛋拍攝申請案，分別於 2007 年 10 月 1 日及 2008 年 9 月 1 日起開始收費。為鼓勵影視拍攝及城市行銷，給予電影委員會協拍案短期使用（一週內）免收場地費及超過一週使用費以五折計算之優惠。另自 2009 年 10 月 23 日起，亦給予電影委員會協拍案拍攝臺北小巨蛋主副館水電空調費半價之優惠。

2010 年 1 月至 12 月止，受理之拍攝申請案共有 182 件（捷運系統 169 件、小巨蛋 13 件），總收入為 774,375 元。其中電影委員會協拍案計有 24 件（捷運系統 22 件、小巨蛋 2 件），優惠減免總金額達 1,294,663 元。

北投會館積極拓展客源

北投會館位於北投機廠內，基於回饋市民及資源有效運用，2002 年 7 月 14 日正式對外開放，主要提供場地租借使用，包括訓練教室、演講廳、綜合會議廳、學員宿舍、籃球場、羽球場、桌球室、撞球室、韻律教室、迴力球場、健身房、兒童遊樂場、游泳池及逃生體驗營。2010 年提供教室租借 3,317 間次，學員宿舍住宿 9,417 人日，訓練活動中心活動使用 162,305 人次，逃生體驗營參訪 31,321 人次。





TRTC Provides Filming Locations, Assistance in Line With City Marketing Plans

The Taipei Metro system and the Taipei Arena began collecting fees for people applying to use facilities for filming starting from Oct. 1, 2007, and Sept. 1, 2008, respectively. To encourage movie and television filming and city marketing projects, TRTC offered the Taipei Film Commission short-term location usage (one week or less) free of charge. For projects extending beyond one week, it provided the commission with a half-price discount. In addition, it offered the commission a half-price discount on water, electricity and air conditioning usage for filming at the Taipei Arena's main and auxiliary areas starting from Oct. 23, 2009.

TRTC handled a total of 182 filming applications between January and December of 2010, with 169 applying to the metro and 13 to Taipei Arena. Total revenue from filming was NT\$774,375. The Taipei Film Commission assisted on 24 of the cases (22 on the metro and two at the arena). TRTC offered a total of NT\$1,294,663 in discounts.

Beitou Resort Expands Customer Range

The Beitou Resort, located in the Beitou Depot, was opened to the public on July 14, 2002, as a way of giving back to the community and effectively using company resources. Facilities available for the public to rent include training classrooms, a lecture hall, a multi-purpose conference room, student dormitories, basketball and badminton courts, table tennis, billiards, an aerobics room, squash courts, a fitness center, a children's play area, a swimming pool, and evacuation training facilities. In 2010, the classrooms were rented out 3,317 times, guests stayed at the dormitories a total of 9,417 days, and people used the training and activities center on 162,305 occasions. In addition, people participated in evacuation training 31,321 times.



企業行銷

優質文化宣導

辦理「2009 捷運心文化運動 -SHOW 出心動力」創意徵件活動，徵件時間自 2009 年 11 月 3 日起至 2010 年 2 月 23 日止，總獎勵金高達 65 萬元，其中創意四格漫畫大賽有 767 件作品參賽、30 秒創意動畫有 189 件、創意海報 769 件，反應相當熱烈。徵件活動結束後，將四格漫畫及海報得獎作品安排於捷運藝文廊展出，延續活動效益。另為鼓勵全民參加，辦理上傳照片抽獎活動，透過該活動讓民眾瞭解車站各項宣導告示及內涵意義，內化為安全與禮儀。



捷運形象宣傳

辦理第 6 屆捷運盃街舞大賽，邀請亞洲女王天團「S.H.E」代言，於 2010 年 7 月 17、18 日於劍南路站辦理初賽，7 月 31 日複賽，8 月 21 日舉行決賽，總計吸引 202 隊報名參加（少年組 129 隊、青年組 73 隊）。本屆突破以往賽事模式，首次與新加坡及馬來西亞合作，邀請當地街舞比賽優勝隊伍來臺北參加街舞大賽決賽，讓臺灣與海外之隊伍在比賽中相互觀摩及交流，打造臺灣最大的街舞盛會。

人文藝術推廣

與臺北市政府合作，以 2010 臺北國際花卉博覽會等主題，推出 2 階段各 4 個月之 6 列及 10 列公益彩繪列車，彩繪圖案採用晴空萬里的臺北天空、絢爛晚霞與沈靜月空等 3 種不同色調，輔以熱鬧繽紛的大、小花朵為元素，彩繪出臺北市著名景點與建築物，為捷運系統及臺北街頭換上新妝。另裝修忠孝復興站和中山站藝文廊，利用燈光及視覺效果呈現藝文廊展示空間，增添車站藝文氣息，同時結合國際知名故宮文物，於臺北車站展示，吸引民眾駐足欣賞。





Enterprise Marketing

Excellent Cultural Promotions

TRTC hosted the 2009 creative open artwork activity Show -- The Heart of the Metro Activity. Pieces were accepted between Nov. 3, 2009, and Feb. 23, 2010, with a total prize value of NT\$650,000. The response was strong, with 767 pieces presented in the yonkoma manga contest, 189 in the 30-second creative animation contest, and 769 in the creative poster contest. After the time period ended for accepting works, TRTC displayed winning yonkoma manga and poster entries in the metro's art corridor, prolonging benefits of the activity. In addition, to encourage greater participation, TRTC held a photo upload prize draw. Through these activities, people were able to better grasp station promotions and announcements, understand the meaning behind them, and internalize safety and etiquette awareness.

Spreading the Metro's Image

For the 6th Metro Street Dance Competition, TRTC invited the members of S.H.E., one of Asia's leading girl bands, to serve as spokeswomen. Preliminaries were held on July 17 and 18, 2010, at Jiannan Road Station, semifinals on July 31 and finals on Aug. 21. A total of 202 teams registered, including 129 in the children's division and 73 in the youth division. Breaking from previous formats, this was the first year the event was held in conjunction with Singapore and Malaysia. Teams that finished well in their street dance competitions were invited to Taipei to compete in the finals, giving Taiwanese and foreign teams the chance to interact, observe and exchange ideas through competition. It ended up being Taiwan's biggest street dancing event.

Promoting Culture and Arts

TRTC continues to roll out painted cars for the public benefit in cooperation with the Taipei City Government. Using the 2010 Taipei International Flora Expo as a theme, it introduced 6 and 10 painted cars over two stages. The three color schemes used for the cars were the clear Taipei sky, cloud cover at sunset, and the silent moon, each of which were transformed using vast and various arrangements of different-sized flowers. The cars depicted famous Taipei landmarks and buildings, giving a new look to the metro system and the streets of Taipei.



經驗交流

臺北捷運多年來厚植之營運及維修經驗已深獲民衆肯定，為持續精進，積極與國內外運輸專業領域業者進行交流，汲取寶貴意見及經驗作為未來經營發展策略之參考。

Nova 國際聯盟活動

積極參與 Nova 新興軌道運輸標竿聯盟之各項活動，充分與世界各重要城市地鐵營運單位進行經驗分享與標竿學習。交流方式包括重要績效指標比較、營運經驗交流問卷、個案研討及年度會議等。

2010 年上海世界博覽會

公共交通國際聯會（UITP）於 2010 年上海世界博覽會（5 月 1 日至 10 月 30 日）設置展區，宣傳大眾運輸對都市永續發展之重要與貢獻，本公司亦受邀參與相關活動。根據上海世界博覽會及 UITP 主題，製作臺北捷運上海世界博覽會短片、參展海報等於上海世博展覽館展出，並以 UITP 提供之系列文宣為底圖設計海報 200 張及燈片 15 幅於捷運車站刊登，參與展覽除呈現公司致力節能減碳及推動捷運文化之努力外，更可與世界接軌，達到城市行銷之目的。

國際會議參與

參加 2010 年 CBTC 世界大會、2010 年第 6 屆公共交通國際聯會亞太區會議及 2010 年 APTA 軌道會議，分別針對國外 CBTC 系統營運經驗、全球化趨勢對亞太區大眾運輸發展造成之影響及軌道運輸之營運與維修等議題進行研討。此外，於 2010 年 5 月中東軌道會議發表演說，介紹臺北捷運及分享文湖線系統整合經驗，並於 2010 年 12 月首次參加 UITP 組織下地鐵分會會議，於會中介紹臺北捷運系統，以加強與 UITP 其他地鐵業者交流，並參訪巴塞隆納地鐵，作為中運量系統營運與服務品質再提升之參考。



Experience Exchange

The hard work TRTC has put into the Taipei Metro and the maintenance experience it has gained over the years have already received deep public affirmation. To keep progressing, it holds exchanges with experts in the transit field from Taiwan and overseas to absorb valuable opinions and experience for use in developing future strategies.

Nova International Consortium Activities

TRTC actively participates in events arranged by Nova. It also shares experiences and exchanges benchmarking ideas with metro operators from major cities around the world. Exchanges include comparing performance norms, using questionnaires to communicate operations experience, discussion of particular cases and year-end meetings.

2010 Shanghai World Expo

The International Association of Public Transport (UITP) set up an exhibit at the 2010 Shanghai World Expo (from May 1 to Oct. 30) in order to promulgate the key contributions mass transit systems make toward urban sustainable development. TRTC was also invited to take part. Based on the theme UITP was using at the World Expo, TRTC produced a short video on the Taipei Metro for the expo along with posters and other items. Meanwhile, it used a series of promotional materials provided by UITP as a background to design 200 posters and 15 light boxes to display in metro stations. Joining the exhibition gave TRTC a chance to publicize its efforts to save energy, cut carbon emissions and promote metro culture while also providing a platform for it to interact with the rest of the world and promote Taipei City.

Joining International Meetings

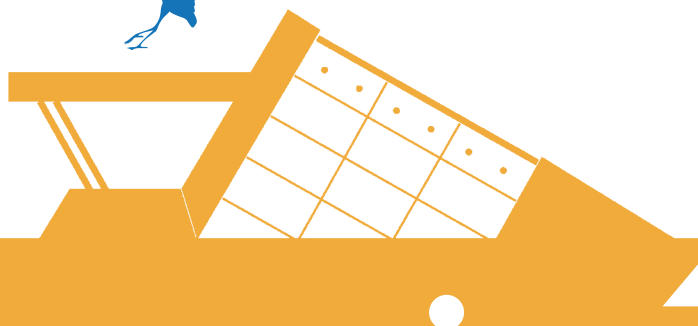
TRTC took part in the 2010 CBTC World Congress, the 2010 6th UITP Asia-Pacific Congress and the American Public Transportation Association (APTA) 2010 Expo. At these meetings, TRTC joined discussions on operational experience using the CBTC system in foreign countries, the impact of globalization on public transit development in the Asia-Pacific region, and rail system operations and maintenance. Also, at the Middle East Rail 2010 conference in May, TRTC introduced the Taipei Metro and shared its experiences in combining systems on the Wenhua Line. Moreover, in December 2010, TRTC attended the UITP Metropolitan Railways Assembly for the first time. At the meeting, TRTC introduced the Taipei Metro system and enhanced exchange efforts with other metro operators that are a part of UITP. While in Spain for the meeting, officials had a chance to visit Barcelona's metro system, using the experience as a reference point for future efforts to improve operations and service quality on the medium-capacity system.



蘆洲線
通車



LUZHOU LINE
OPENS





臺北捷運蘆洲線（蘆洲站 - 忠孝新生站）於 2010 年 11 月 3 日通車營運。蘆洲線（含新莊市區段）均採地下高運量捷運系統興建，全長 12.5 公里，11 個車站，通車後捷運路網延伸至蘆洲、三重地區，與既有之淡水線（民權西路站）、南港線（忠孝新生站）銜接轉乘，未來連通中和線後更可與新店線（古亭站）、松山線（松江南京站）、信義線（東門站）交會，形成四通八達之捷運路網，不僅可以紓解大臺北地區交通，並為地方帶來繁榮與便利。

The Taipei Metro's Luzhou Line (Luzhou Station to Zhongxiao Xinsheng Station) commenced operations on Nov. 3, 2010. The line (including the Xinzhuang Line city section) is a high-capacity system that is entirely underground. It is 12.5 kilometers long and has 11 stations. After opening, it expanded the metro's network to include the Luzhou and Sanchong areas and it is linked to the Danshui Line (Minquan West Road Station) and the Nangang Line (Zhongxiao Xinsheng Station). In the future, after it expands to connect with the Zhonghe Line, it will be able to converge with the Xindian Line (Guting Station), the Songshan Line (Songjiang-Nanjing Station) and the Xinyi Line (Dongmen Station), resulting in a metro network that is accessible from all directions. At that time, it not only will be able to relieve traffic in the Greater Taipei area but also will bring prosperity and convenience to the region.





新路線營運通車是民衆的殷切期盼，臺北捷運也秉持謹慎的態度，辦理蘆洲線通車準備作業，包括系統穩定性測試、土建、機電等設施設備點移交、營運異常狀況模擬演練與初履勘等準備作業，同時辦理相關人力進用、培訓，提昇同仁對於各項設備與規章程序之熟悉度，強化整體應變能力及系統穩定度，以提供旅客更優質運送服務。蘆洲線 2010 年 8 月 23 日完成初勘前預檢作業，9 月 5 日臺北市政府初勘、10 月 17 日交通部履勘，11 月 3 日正式通車營運。

為讓因蘆洲線通車而轉換交通運具模式之旅客，有足夠時間習慣捷運新動線，實施為期一個月之免費試乘活動，民衆持悠遊卡由蘆洲線（含新莊線市區段）11 站進出，行經蘆洲線和新莊線市區段之里程免費，鼓勵民衆前往體驗蘆洲線的舒適便利，提供蘆洲及三重地區民衆享受便捷、可靠及安全運輸服務。





Although Greater Taipei residents looked forward to the early opening of the Luzhou Line, TRTC maintained vigilance during preparations, including conducting system reliability tests and civil engineering work; supervising the handing over of electric machinery and other facilities and equipment to regular operators; holding drills to practice handling abnormalities that could arise during operations; and carrying out preliminary inspection preparations. New personnel were hired and trained, raising the staff's familiarity with rules and procedures related to each piece of equipment. The training measures strengthened overall response ability, in turn enhancing system stability and providing passengers with higher-quality transit service. TRTC completed its preliminary inspections preparation work on Aug. 23, 2010, followed by the Taipei City Government's preliminary inspections on Sept. 5 and inspections by the Ministry of Transportation and Communications on Oct. 17. The line officially began operating on Nov. 3.

The opening of the Luzhou Line changed Taipei's transit system. To give people sufficient time to get used to the new line, TRTC offered a one-month free trial period (applicable to people with an EasyCard who entered or exited on any of the 11 Luzhou Line stations, including the Xinzhuang Line city section, and covering the distance they rode on the Luzhou Line and the Xinzhuang Line city section). The promotion encouraged people to try out the new line and experience its comfort and convenience. It also gave people in Luzhou and Sanchong the chance to enjoy fast, reliable, and safe transit service.



受託事
業經營



COMMISSIONED BUSINESS OPERATIONS





貓空纜車

2007 年 7 月 4 日貓空纜車正式營運通車，為臺北市第一個兼具交通與觀光功能之纜車，全長 4.03 公里，係臺灣最長之空中纜車，共有 6 個車站，包含 4 個供旅客進出之車站及 2 個轉角站。

貓空纜車通車營運後，即成為國內熱門的觀光遊憩景點之一，廣受民衆喜愛，以不到 1 年的時間，累計載客量突破 500 萬人次，然而 2008 年 9 月底貓空地區連續遭受辛樂克及薔蜜颱風襲擊，T16 塔柱下方發生土石滑落現象，自 2008 年 10 月 1 日起暫停營運。停駛期間除由臺北市政府進行 T16 塔柱遷移、萬壽路邊坡整治等工程外，積極檢測系統、改善貓空纜車周邊環境，復駛後提供更安全且優質服務。

Maokong Gondola

When the Maokong Gondola formally opened on July 4, 2007, it became Taipei City's first tourist cable car. The line extends 4.03 kilometers, making it Taiwan's longest cable-car system. It has six stations, including four passenger stations and two corner stations.

After beginning operations, the Maokong Gondola became one of the country's most popular tourist destinations. The response enabled ridership to break through the 5 million mark within the system's first year of operations. But then, in September 2008, the Maokong area was hit by two strong typhoons, Sinlaku and Jangmi. A landslide occurred under tower T16, leading officials to suspend service starting from Oct. 1. During the stoppage, the Taipei City Government moved T16 and carried out slope-repair work beside Wanshou Road. Meanwhile, TRTC tested the gondola system and improved the surrounding environment, in the hope of providing a safer, and more enjoyable riding experience when service resumed.



系統檢測及改善

為確保貓空纜車系統復駛之營運安全，由法國原廠 POMA 公司專案技術指導，完成電氣年檢、機械年檢（載重測試）、場站年檢及車廂年檢，2010 年 2 月 24 日至 3 月 1 日連續試運轉，經 POMA 公司於 3 月 4 日確認，系統已達可營運條件。

停駛期間所執行的安全升級作為，包括增設冠狀齒輪救援系統，提昇貓空纜車系統緊急狀況處理能力；建置地震警報系統，與捷運系統 10 處地震儀及中央氣象局地震警報系統同步連線，即時掌握地震資訊；建立塔柱及邊坡「陸、海、空」監測機制，安裝「傾斜盤自動監測系統」、「地層傾斜管」及架設「定位監測稜鏡」，監測貓纜系統塔柱及周邊坡地穩定安全；進行水保巡檢及維護程序等，確保貓空纜車之營運安全。

此外，為確認營運安全無虞，復駛前由市府聘請 11 位專家學者擔任履勘委員，分成土建、機電及營運組，2010 年 3 月 4 日履勘。經文件檢查、現場勘查及模擬演練後，營運前須改善事項 3 項，一般改善事項 6 項，建議參考事項 14 項，營運前須改善事項於 2010 年 3 月 11 日完成改善作業，並經「中華民國土木技師公會全國聯合會」判定貓空纜車恢復營運應屬安全無虞後，2010 年 3 月 30 日正式復駛。





System Inspections and Improvements

To ensure operational safety of the Maokong Gondola once operations resumed, TRTC carried out a series of annual tests under the guidance of the French system manufacturer POMA, including electric, machinery (load tests), station and car tests. The work was carried out from Feb. 24 to March 1, 2010. After POMA verified the test results on March 4, the system was ready to resume operations.

While the system was shut down, TRTC carried out a number of safety upgrades, including adding a crown gear support system, enhancing emergency response capabilities, installing an earthquake warning system, and setting up links to 10 earthquake warning devices on the metro system and the Central Weather Bureau's earthquake warning system. The improvements enable workers on the gondola to immediately receive earthquake-related information. Moreover, operators installed a land, sea and air monitoring mechanism. The mechanism includes an automatic tilt plate monitoring system, strata inclinometers and location monitoring prisms for monitoring stability and safety of gondola towers and surrounding slopes. As an additional safety measure, TRTC added extra water management inspections and improved maintenance procedures.

To ensure that operations could begin again without any safety concerns, the city government invited 11 experts and scholars to serve on an inspection committee. The committee was broken down into civil engineering, machinery and operations groups and conducted inspections on March 4, 2010. After looking over documents and conducting on-site investigation and simulated drills, the committee pointed out three improvements that needed to be made before operations resumed, six general improvements, and 14 recommended items. The items that needed to be improved before resuming operations were finished on March 11, 2010. After Taiwan's Chinese Union of Professional Civil Engineer Associations determined that there were no further safety concerns, the Maokong Gondola formally resumed operations on March 30, 2010.



乘車環境改善

除增進系統安全外，為使貓空再度成為民衆喜愛的觀光景點之一，亦進行多項車站周邊及乘車環境之改善作業，希望旅客可以有耳目一新的驚艷之旅，除將車站內外指標、標誌、標線等更新外，亦於動物園站外牆，設置動物造型 LED 燈及音樂鐘，營造休閒遊憩之歡樂氛圍。纜車車廂則以 10 種不同可愛造型動物彩繪車廂，提供民衆搭乘新鮮感。另臺北自來水事業處於臺北市立動物園西側設置景觀水舞噴泉，結合聲光，呈現 12 款噴泉與流瀑表演，提供民衆不同之視覺饗宴。

為使旅客能盡覽貓空美麗的山景，3 月 30 日復駛後，推出 1 臺透明水晶車廂，後續並於 11 月以「貓纜之眼」再推出 30 臺水晶車廂上線營運，感謝及回饋民衆支持。





Riding Environment Improvements

Apart from enhancing system safety, TRTC carried out numerous improvements to the station surroundings and the riding environment to once again turn the Maokong Gondola into a beloved tourist attraction. The hope was to provide a breathtaking journey for both the eyes and the ears. Measures included replacing directional markings, signs and lines both inside and outside of stations and creating a more recreational atmosphere by installing animal-shaped LED lights and a musical clock along the outer wall of Taipei Zoo Station. A feeling of freshness was added to the riding experience by decorating the gondola cars with 10 different cute animal paintings. In addition, the Taipei Water Department installed landscaping fountains on the west side of Taipei Zoo. The fountains combine sound and light to make 12 water performances, giving people the chance to enjoy an unusual viewing experience. To provide riders on the gondola with even more beautiful mountain scenery, after operations began on March 30, TRTC launched one transparent car. Later, on Nov., it launched 30 more of the “Eyes of Maokong Gondola” cars as a thank you to customers for their support.



行銷活動

自 2010 年 3 月 23 日至 3 月 28 日止，連續 6 天舉辦免費搭乘活動，每天開放 1 萬人次搭乘體驗，旅客分別於纜車動物園站及貓空站現場抽取號碼牌，並依號碼牌時間進站搭乘。另外，為使里鄰長瞭解貓纜復駛後之安全及環境改善狀況，特別安排里鄰長、文山區當地民衆及身障弱勢團體等 2010 年 3 月 29 日參觀市政建設並搭乘貓空纜車，對於升級版貓空纜車，民衆一致表滿意及肯定，且為增進臺北市學生對貓空生態環境之認識，鼓勵學生遊憩貓空，配合市府政策推動暑期搭乘纜車優惠方案，分別給予免費至 5 折不等之優惠。

通過 ISO 9001 驗證作業

為提昇貓空纜車系統服務品質，於 2010 年 7 月 29 日向經濟部標準檢驗局（簡稱標檢局）申請將「貓空纜車系統」納入 ISO 9001 驗證範圍，9 月 10 日通過標檢局初評、11 月 5 日該局赴貓空纜車進行 ISO 9001 評鑑，經該局評鑑結果，符合驗證標準，原核定之認可登錄範圍，增加貓空纜車系統運轉及維修服務，並於 2010 年 12 月 7 日由標檢局發予 ISO 9001 驗證證書。





Marketing Activities

For six days from March 23 to 28, 2010, TRTC held a promotional activity on the gondola, opening it to 10,000 riders for a free ride. At both the gondola's Taipei Zoo and Maokong stations, passengers took a number and then returned to the station to take the gondola based on their number in the queue. In addition, to give nearby community leaders a chance to understand the safety and environmental improvements made to the gondola ahead of resuming service, the leaders, along with people living in Wenshan District and disabled and disadvantaged groups, were invited to attend a special tour of city government buildings and ride the gondola. The event took place on March 29, 2010, and people who participated expressed satisfaction and approval about the improved Maokong Gondola. Also, to raise awareness of Maokong's environment among Taipei City students and encourage them to spend time in Maokong, TRTC offered discounts on the gondola during the summer vacation, in line with a city government request. Discounts ranged from free rides to half price discounts.

Receiving ISO 9001 Certification

To raise service quality on the Maokong Gondola, TRTC applied to the Bureau of Standards, Metrology and Inspection, Ministry of Economic Affairs, for the gondola system to be included under the ISO 9001 quality management system. TRTC made the application on July 29, 2010, and it passed the bureau's initial assessment on Sept. 10. On Nov. 5, the bureau went to the gondola site to gather information. Its evaluation showed that the gondola met the standards for certification. In addition to items that had previously met approval, the bureau determined that the gondola system's operations and maintenance service met the necessary standards. On Dec. 7, 2010, it gave TRTC the ISO 9001 certification credentials.





臺北小巨蛋

臺北小巨蛋為我國第一座國際性大型綜合體育館，可容納約 15,000 席觀眾座位之體育、展覽、集會、藝術表演及演唱會等多用途體育館，館內規劃 2,000 多坪商業營業空間，可供民衆用餐、購物與休閒使用。副館冰宮是臺灣唯一符合國際標準的冰場，看臺區人數可容納 800 位觀眾，滑冰人數可達 400 人，平時除提供民衆休閒的場所外，可作為訓練國家選手及培育滑冰人才，同時開設各類冰上課程，讓喜歡冰上運動的民衆有多元之選擇。

2008 年 9 月 1 日臺北市政府將臺北小巨蛋委託本公司經營，委託期間自 2008 年 9 月 1 日至 2010 年 12 月 31 日止。由於本公司營運績效良好，日前市府繼續委託本公司營運，續約至 2012 年 12 月 31 日止。

營運成果

臺北小巨蛋主場館依活動性質，提供各種類型檔期舉辦，包括不同類型演唱會、娛樂藝文表演、體育賽事、其他大型集會活動與公益活動等。2010 年度主場館之使用人數達 77 萬 5,524 人，冰上樂園達 27 萬 524 人，總使用人數達 104 萬 6,048 人，較 2009 年度 102 萬 2,643 人增加 2 萬 3,405 人（增加 2.3%）。2010 年度場館使用天數 313 日，場館使用率為 85.8%，較 2009 年度 78.1% 上升 7.7 個百分點，並創歷年新高。

除場館外，亦經營商店、廣告與停車場，其中場館內共計 23 間販賣店，截至 2010 年 12 月 31 日止，已出租店鋪共計 22 間，出租面積為 2073.76 坪（總出租面積為 2,285.37 坪），出租率由 2009 年度之 50.1% 大幅提升至 90.7%。



Taipei Arena

The Taipei Arena is Taiwan's first large-scale international multi-use arena. It can seat approximately 15,000 people for sporting events, exhibitions, meetings, cultural performances and concerts. More than 2,000 ping (6,611 square meters) have been set aside for commercial use, providing space to eat, shop and relax. The auxiliary Ice Land is Taiwan's only ice rink that conforms to international standards. There is space for 800 spectators in the stands and up to 400 people can use the ice rink. Aside from serving as a public recreational facility, the rink serves as a training ground for national team athletes and cultivating new skaters. A wide range of classes are offered, giving people who enjoy skating sports a variety of choices.

The Taipei City Government commissioned TRTC to operate the arena from Sept. 1, 2008 to Dec. 31, 2010. Owing to TRTC's positive track record, the city government renewed its contract to run the arena, lasting through to Dec. 31, 2012.

Operating Achievements

The main hall of the Taipei Arena was built to hold events. It is available for a wide range of activities, including concerts, entertainment and cultural performances, sporting competitions and other large-scale gatherings and public welfare functions. In 2010, the attendance rate reached 775,524 at the main hall of the Taipei Arena and 270,524 in Ice Land, for a total of 1,046,048, an increase of 23,405, or 2.3 percent, from the previous year's attendance of 1,022,643. The arena was used 313 days in 2010 for a usage rate of 85.8 percent, an increase of 7.7 percentage points from 2009's usage rate of 78.1 percent and a new high.

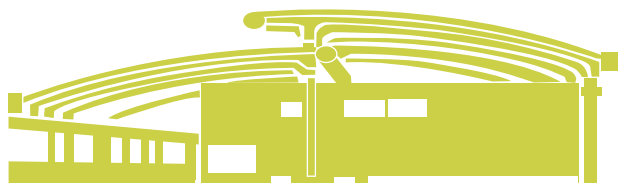
In addition to the main hall and Ice Land, TRTC is involved in advertising and operating shops and the parking lot at the arena. There are 23 spaces for shops in the arena, and, through Dec. 31, 2010, 22 of these had been rented out. The total space rented out was 2,073.76 ping, out of an available 2,285.37 ping, bringing the usage rate to 90.7 percent and representing a significant jump from 2009's usage rate of 50.1 percent.



未來 展望



LOOKING TO THE FUTURE



2010 年 11 月 3 日蘆洲線加入營運，代表第二階段路網正式啟動，2011 年 2 月捷運南港線東延段至南港展覽館站通車營運，環狀路網亦已成形，未來幾年將是臺北捷運另一階段快速擴張期，在 2015 年新莊線丹鳳站及迴龍站通車前，每年均有新路線通車，包括新莊線、信義線、松山線及土城線延伸頂埔段等，屆時大臺北風貌將有大幅改變，民衆能享受範圍更廣與便利之運輸服務。此外，隨著路網總營運長度突破 100 公里且年運量正式跨越 5 億人次之際，臺北捷運將由 Nova 新興軌道運輸標竿聯盟提升至 CoMET 都會軌道運輸標竿聯盟，與紐約、倫敦、巴黎、莫斯科等國際城市地鐵系統在同一會議桌交換營運經驗，開啓臺北捷運另一個新紀元。

身為大臺北地區之運輸骨幹，臺北捷運與民衆生活密不可分，扮演著引領都會發展之重要角色，累積豐富堅實的營運經驗，臺北捷運多年來專注於強化系統安全，提升自主維修能力與核心競爭力，以期帶給民衆安心舒適之旅程服務，同時聚焦於旅客需求，持續以提供高品質之運輸服務為目標，並推出多項貼心服務。除本業營運實績外，委託經營之「貓空纜車」及「臺北小巨蛋」，亦讓公司累積其他業種營運管理經驗，提供市民多元優質之休閒生活選擇。轉投資之「悠遊卡投資控股公司」，其悠遊卡功能擴大為兼具小額消費功能之電子錢包，成為與民衆息息相關之「生活卡」，豐富便利民衆每一程之生活所需，「捷邦管理顧問公司」則逐步朝新利基市場發展，為亞太地區軌道同業提供專業技術及營運規劃諮詢服務。

臺北捷運形塑出獨特城市魅力，乾淨舒適之乘車空間、美侖美奐之車站及藝文空間，成功地緩和緊湊的都市生活節奏，伴隨著旅客上下班、閱讀、購物、休憩及出遊無數的美好時光。展望未來，持續鞏固本業及強化附屬事業發展，不斷精進各項服務措施，成為優質運輸系統營運領導者，並結合商業、休閒及文化等不同元素多角化經營，逐步朝優質生活提供者邁進，秉持永續經營的服務精神，實踐安全、可靠、舒適、便捷之人本為主運輸願景。



When operations began on the Luzhou Line on Nov. 3, 2010, it signified the opening of the second-stage network expansion. In 2011, the Nangang Line's Eastern Extension to the Taipei Nangang Exhibition Center Station began operations, meaning the Circular Line had already begun to take shape. The next several years mark another period of rapid growth for Taipei Metro. Before Xinzhuang Line's Danfeng and Huilong stations begin service in 2015, a new line will begin operating every year, including the Xinzhuang, Xinyi, Songshan lines, and the Tucheng Line's Dingpu Extension. When these developments are complete, the entire feeling of Greater Taipei will again be transformed. Residents will be able to enjoy mass transit service that is more expansive and more convenient. In addition, to operating lines that now exceed 100 kilometers in length and with a yearly ridership of more than 500 million, Taipei Metro will be able to progress from being a member of the Nova consortium of medium-sized metro systems to one of CoMET, a consortium consisting of large metro systems. Once it is a member of CoMET, Taipei Metro will be able to study and grow together with the metro systems in cities like New York, London, Paris and Moscow. It will mark the start of a new era for the Taipei Metro.

The Taipei Metro forms the backbone of mass transit in the Greater Taipei area. It is an integral part of people's lifestyle and a key urban development leader. With rich and abundant experience operating a metro system behind it, for years TRTC has been focusing on enhancing system safety, improving its ability to carry out its own repairs and strengthening its competitiveness. The goal is to provide customers with comfortable transit service that makes them feel at ease. At the same time, TRTC has focused on customer needs while promoting friendly service measures, all as it heads toward its goal of continuing to provide a high-quality transit service. Apart from working toward its accomplishments in the rail transit field, TRTC accepted commissions to run the Maokong Gondola and the Taipei Arena. This work has enabled TRTC to accumulate operations management experience in other fields while providing Taipei area residents with a greater variety of high-quality recreational and lifestyle activities to choose from. Investments TRTC has made include the EasyCard Investment Holding Corporation. The functions of the EasyCard have expanded to include the small-value purchase market, enabling it to serve as an electronic wallet. The added features have made the EasyCard even more convenient and closely integrated with people's lives, essentially turning it into a "lifestyle card." Another company TRTC holds a stake in, the Metro Consulting Service Corporation, has enabled it to gradually develop new market niches. Through Metro Consulting, TRTC is able to provide other rail operators in the Asia-Pacific area with professional technical and operational planning and consulting service.

TRTC has helped Taipei to develop its unique urban charm. By providing a clean, comfortable metro riding environment along with beautiful stations and art exhibition spaces, it successfully tempers the rushed pace of urban life. TRTC is there for people when they head to work and leave, and for their reading, shopping and recreational needs. Many beautiful journeys start with TRTC. Looking to the future, TRTC will continue to strengthen its primary industry and enhance development of affiliated businesses. It will dedicate itself to launching new service measures as it works toward becoming a leader in providing excellent mass transit service. TRTC will combine business, relaxation and culture as it strives to build its operations so that it covers many different areas. As it gradually advances in its efforts to provide people with a high-quality lifestyle, it will adhere to the service principle of sustainable operations, so it can continue fulfilling its vision of providing a people-friendly transit service that is safe, reliable, comfortable, and convenient.

財務報表暨會計師查核報告

Financial Statements and Report of Independent Accountants

臺北大眾捷運股份有限公司
財務報表暨會計師查核報告
2010 年度及 2009 年度

(100) 財審報字第 10003581 號

臺北大眾捷運股份有限公司 公鑒：

臺北大眾捷運股份有限公司民國 2010 年 12 月 31 日之資產負債表，暨民國 2010 年 1 月 1 日至 12 月 31 日之損益表、業主權益變動表及現金流量表，業經本會計師查核竣事。上開財務報表之編製係管理階層之責任，本會計師之責任則為根據查核結果對上開財務報表表示意見。貴公司採權益法評價之長期股權投資，其所認列之投資損益，係依該等公司所委任其他會計師查核之財務報表評價而得，本會計師並未查核該等財務報表；民國 99 年度依據其他會計師查核之財務報表所認列之投資收益為新台幣 60,635 千元；截至民國 2010 年 12 月 31 日之長期股權投資餘額為新台幣 368,257 千元。臺北大眾捷運股份有限公司民國 98 年度財務報表係依審計部審定數予以附列以供參考，與本會計師查定數之差異請詳附註二十。

本會計師係依照「會計師查核簽證財務報表規則」及中華民國一般公認審計準則規劃並執行查核工作，以合理確信財務報表有無重大不實表達。此項查核工作包括以抽查方式獲取財務報表所列金額及所揭露事項之查核證據、評估管理階層編製財務報表所採用之會計原則及所作之重大會計估計，暨評估財務報表整體之表達。本會計師相信此項查核工作及其他會計師之查核報告可對所表示之意見提供合理之依據。

依本會計師之意見，基於本會計師之查核結果及其他會計師之查核報告，第一段所述 2010 年度財務報表在所有重大方面係依照「商業會計法」、「商業會計處理準則」及中華民國一般公認會計原則編製，足以允當表達臺北大眾捷運股份有限公司民國 2010 年 12 月 31 日之財務狀況，暨 2010 年 1 月 1 日至 12 月 31 日之經營成果與現金流量。

資誠聯合會計師事務所

會計師



2011 年 3 月 30 日

For the convenience of readers and for information purpose only, the auditors' report and the accompanying financial statements have been translated into English from the original Chinese version prepared and used in the Republic of China. In the event of any discrepancy between the English version and the original Chinese version or any differences in the interpretation of the two versions, the Chinese-language auditors' report and financial statements shall prevail.

Report of Independent Accountants Translated from Chinese

To the Board of Directors and Stockholders of Taipei Rapid Transit Corporation

We have audited the accompanying balance sheet of Taipei Rapid Transit Corporation as of December 31, 2010, and the related statements of income, of changes in stockholders' equity, and of cash flows for the year then ended. These financial statements are the responsibility of the Company's management. Our responsibility is to express an opinion on these financial statements based on our audit. We did not audit the 2010 financial statements of long-term investments accounted for under the equity method. These long-term investments amounted to \$368,257,000 as of December 31, 2010, and the related investment income was \$60,635,000 for the year then ended. The financial statements of these investee companies were audited by other auditors, whose reports thereon have been furnished to us and our opinion expressed herein, insofar as it relates to the amounts included in the financial statements for these long-term investments are based solely on the reports of the other auditors. The 2009 financial statements were also examined by the Taipei Municipality Audit Division. The differences from the audited amounts are described in Note 20.

We conducted our audit in accordance with the "Rules Governing the Examination of Financial Statements by Certified Public Accountants" and generally accepted auditing standards in the Republic of China. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit and the reports of the other auditors provide a reasonable basis for our opinion.

In our opinion, based on our audit and the reports of the other auditors, the 2010 financial statements referred to above present fairly, in all material respects, the financial position of Taipei Rapid Transit Corporation as of December 31, 2010, and the results of its operations and its cash flows for the year then ended in conformity with the Business Entity Accounting Law, Regulation on Business Entity Accounting Handling and generally accepted accounting principles in the Republic of China.

PricewaterhouseCoopers, Taiwan

March 30, 2011

The accompanying financial statements are not intended to present the financial position and results of operations and cash flows in accordance with accounting principles generally accepted in countries and jurisdictions other than the Republic of China. The standards, procedures and practices in the Republic of China governing the audit of such financial statements may differ from those generally accepted in countries and jurisdictions other than the Republic of China. Accordingly, the accompanying financial statements and report of independent accountants are not intended for use by those who are not informed about the accounting principles or auditing standards generally accepted in the Republic of China, and their applications in practice.

As the financial statements are the responsibility of the management, PricewaterhouseCoopers cannot accept any liability for the use of, or reliance on, the English translation or for any errors or misunderstandings that may derive from the translation.

資產負債表

	2010 年 12 月 31 日		2009 年 12 月 31 日 (審計處審定數)	
	金額	%	金額	%
資產				
流動資產				
現金 (附註四)	326,512	2	\$ 182,391	1
備供出售金融資產 - 流動 (附註五)	2,595,623	17	3,475,211	24
持有至到期日金融資產 - 流動 (附註六)	733,897	5	299,910	2
應收款項 (附註十六及十八)				
應收帳款	105,747	1	81,105	1
其他應收款	219,780	1	150,834	1
存貨 (附註七)	1,913,201	13	1,951,364	14
預付款項	<u>233,093</u>	<u>2</u>	<u>223,338</u>	<u>2</u>
流動資產合計	<u>6,127,853</u>	<u>41</u>	<u>6,364,153</u>	<u>45</u>
基金、投資及長期應收款				
持有至到期日之金融資產 - 非流動 (附註六)	969,939	7	1,836,257	13
採權益法之長期投資 (附註八)	<u>368,257</u>	<u>2</u>	<u>178,757</u>	<u>1</u>
基金長期投資及應收款合計	<u>1,338,196</u>	<u>9</u>	<u>2,015,014</u>	<u>14</u>
固定資產 (附註九)				
房屋及建築	26,985	-	28,162	-
機械及設備	500,523	3	417,852	3
交通及運輸設備	3,532,188	23	3,699,606	26
什項設備	108,654	1	84,611	1
租賃權益改良	1,009,590	7	1,030,515	7
購建中固定資產	<u>2,184,913</u>	<u>15</u>	<u>379,149</u>	<u>3</u>
固定資產合計	<u>7,362,853</u>	<u>49</u>	<u>5,639,895</u>	<u>40</u>
無形資產 (附註十及十四)	<u>140,152</u>	<u>1</u>	<u>220,401</u>	<u>1</u>
其他資產				
什項資產 (附註十一)	1,837	-	1,769	-
遞延資產 (附註十二及十六)	<u>6,009</u>	<u>-</u>	<u>7,607</u>	<u>-</u>
其他資產合計	<u>7,846</u>	<u>-</u>	<u>9,376</u>	<u>-</u>
資產總計	<u>\$ 14,976,900</u>	<u>100</u>	<u>\$ 14,248,839</u>	<u>100</u>

單位：新臺幣仟元

	2010 年 12 月 31 日		2009 年 12 月 31 日 (審計處審定數)	
	金額	%	金額	%
負債及股東權益				
流動負債				
應付款項				
應付帳款	\$ 62,247	-	\$ 78,472	1
應付所得稅(附註十六)	-	-	35,922	-
應付費用(附註十三及十八)	1,652,830	11	1,334,899	10
其他應付款	134,329	1	185,900	1
應付代收款(附註十八)	<u>603,620</u>	<u>4</u>	<u>319,882</u>	<u>2</u>
應付款項合計	2,453,026	16	1,955,075	14
預收款項(附註十八)	<u>347,948</u>	<u>2</u>	<u>383,160</u>	<u>2</u>
流動負債合計	<u>2,800,974</u>	<u>18</u>	<u>2,338,235</u>	<u>16</u>
長期負債				
長期債務				
應計退休金負債(附註十四)	<u>124,573</u>	<u>1</u>	<u>185,961</u>	<u>1</u>
長期負債合計	<u>124,573</u>	<u>1</u>	<u>185,961</u>	<u>1</u>
其他負債				
什項負債				
存入保證金	403,963	3	377,324	3
其他負債(附註十八)	<u>18,173</u>	<u>-</u>	<u>13,235</u>	<u>-</u>
其他負債合計	<u>422,136</u>	<u>3</u>	<u>390,559</u>	<u>3</u>
負債總計	<u>3,347,683</u>	<u>22</u>	<u>2,914,755</u>	<u>20</u>
業主權益				
資本	9,354,100	63	9,354,100	66
資本公積	3,448	-	-	-
保留盈餘(附註十五)				
已指撥保留盈餘	826,437	6	797,233	6
未指撥保留盈餘	1,410,725	9	1,165,155	8
業主權益其他項目				
金融商品未實現損益(附註五)	<u>34,507</u>	<u>-</u>	<u>17,596</u>	<u>-</u>
業主權益總計	<u>11,629,217</u>	<u>78</u>	<u>11,334,084</u>	<u>80</u>
重大承諾及或有事項(附註十九)				
負債及股東權益總計	<u>\$ 14,976,900</u>	<u>100</u>	<u>\$ 14,248,839</u>	<u>100</u>

TAIPEI RAPID TRANSIT CORPORATION BALANCE SHEETS DECEMBER 31,

(Expressed in thousands of New Taiwan dollars; the 2008 balances were examined by the Taipei Municipality Audit Division)

	2010		2009	
	Amount	%	Amount	%
ASSETS				
Current Assets				
Cash (Note 4)	326,512	2	\$ 182,391	1
Available-for-sale financial assets-current (Note 5)	2,595,623	17	3,475,211	24
Held-to-maturity financial assets-current (Note 6)	733,897	5	299,910	2
Receivables (Notes 16 and 18)				
Accounts receivable-net	105,747	1	81,105	1
Other receivables	219,780	1	150,834	1
Inventories-net (Note 7)	1,913,201	13	1,951,364	14
Prepayments	<u>233,093</u>	<u>2</u>	<u>223,338</u>	<u>2</u>
	<u>6,127,853</u>	<u>41</u>	<u>6,364,153</u>	<u>45</u>
Funds, Investments and Long-term Receivables				
Held-to-maturity financial assets-non-current (Note 6)	969,939	7	1,836,257	13
Long-term equity investments accounted for under the equity method (Note 8)	<u>368,257</u>	<u>2</u>	<u>178,757</u>	<u>1</u>
	<u>1,338,196</u>	<u>9</u>	<u>2,015,014</u>	<u>14</u>
Fixed Assets (Note 9)				
Buildings and improvements	26,985	-	28,162	-
Machinery and equipment	500,523	3	417,852	3
Transportation equipment	3,532,188	23	3,699,606	26
Miscellaneous equipment	108,654	1	84,611	1
Leasehold improvements	1,009,590	7	1,030,515	7
Construction in progress and prepayments	<u>2,184,913</u>	<u>15</u>	<u>379,149</u>	<u>3</u>
	<u>7,362,853</u>	<u>49</u>	<u>5,639,895</u>	<u>40</u>
Intangible Assets (Notes 10 and 14)	<u>140,152</u>	<u>1</u>	<u>220,401</u>	<u>1</u>
Other Assets	1,837	-	1,769	-
Miscellaneous assets (Note 11)	<u>6,009</u>	<u>-</u>	<u>7,607</u>	<u>-</u>
Deferred assets (Notes 12 and 16)	<u>7,846</u>	<u>-</u>	<u>9,376</u>	<u>-</u>
TOTAL ASSETS	<u>\$ 14,976,900</u>	<u>100</u>	<u>\$ 14,248,839</u>	<u>100</u>

	2010		2009	
	Amount	%	Amount	%
LIABILITIES AND STOCKHOLDERS' EQUITY				
Current Liabilities				
Accounts payable	\$ 62,247	-	\$ 78,472	1
Income tax payable (Note 16)	-	-	35,922	-
Accrued expenses (Notes 13 and 18)	1,652,830	11	1,334,899	10
Other payables	134,329	1	185,900	1
Receipts under custody (Note 18)	<u>603,620</u>	<u>4</u>	<u>319,882</u>	<u>2</u>
	2,453,026	16	1,955,075	14
Unearned revenue (Note 18)	<u>347,948</u>	<u>2</u>	<u>383,160</u>	<u>2</u>
	<u>2,800,974</u>	<u>18</u>	<u>2,338,235</u>	<u>16</u>
Long-term Liability				
Accrued pension liability (Note 14)	<u>124,573</u>	<u>1</u>	<u>185,961</u>	<u>1</u>
Other Liabilities				
Miscellaneous liabilities				
Deposits in	403,963	3	377,324	3
Other liabilities – others (Note 18)	<u>18,173</u>	<u>-</u>	<u>13,235</u>	<u>-</u>
	<u>422,136</u>	<u>3</u>	<u>390,559</u>	<u>3</u>
Total liabilities	<u>3,347,683</u>	<u>22</u>	<u>2,914,755</u>	<u>20</u>
Stockholders' equity				
Common stock	9,354,100	63	9,354,100	66
Additional paid in capital	3,448	-	-	-
Retained earnings (Note 15)				
Appropriated retained earnings	826,437	6	797,233	6
Unappropriated retained earnings	1,410,725	9	1,165,155	8
Unrealized gain or loss on financial assets (Note 5)	<u>34,507</u>	<u>-</u>	<u>17,596</u>	<u>-</u>
Total stockholders' equity	<u>11,629,217</u>	<u>78</u>	<u>11,334,084</u>	<u>80</u>
Commitments (Note 19)				
TOTAL LIABILITIES AND STOCKHOLDERS' EQUITY	<u>\$ 14,976,900</u>	<u>100</u>	<u>\$ 14,248,839</u>	<u>100</u>

損益表

2010 年及 2009 年 1 月 1 日至 12 月 31 日
單位：新臺幣仟元

	2010 年度		2009 年度 (審計處審定數)	
	金額	%	金額	%
營業收入				
運輸收入	\$ 10,710,917	87	\$ 9,886,726	88
其他營業收入 (附註十八)	1,604,991	13	1,298,739	12
營業收入合計	12,315,908	100	11,185,465	100
營業成本 (附註七、十七及十八)				
輸儲成本	(9,083,497)	(74)	(8,385,877)	(75)
其他營業成本	(762,675)	(6)	(581,447)	(5)
營業成本合計	(9,846,172)	(80)	(8,967,324)	(80)
營業毛利	2,469,736	20	2,218,141	20
營業費用 (附註十七及十八)				
行銷費用	(1,066,237)	(9)	(1,010,561)	(9)
業務費用	(667,352)	(5)	(667,379)	(6)
管理費用	(447,940)	(4)	(453,939)	(4)
其他營業費用	(127,179)	(1)	(115,147)	(1)
營業費用合計	(2,308,708)	(19)	(2,247,026)	(20)
營業淨利 (損)	161,028	1	28,885	-
營業外收入及利益				
財務收入				
利息收入	48,797	-	64,666	1
採權益法評價之投資收益				
(附註八)	60,635	1	43,161	-
股利收入	-	-	619	-
租賃收入	27,682	-	33,718	-
處分資產利益	2,175	-	44,804	-
兌換利益	-	-	248	-
其他營業外收入 (附註十八)	129,732	1	205,429	2
營業外收入及利益合計	269,021	2	392,645	3
營業外費用及損失				
財務費用				
利息費用	(61)	-	(48)	-
兌換損失	(797)	-	-	-
其他營業外費用	(21,862)	-	(14,954)	-
營業外費用及損失合計	(22,720)	-	(15,002)	-
稅前純益	407,329	3	348,758	3
所得稅費用 (附註十六)	(1,598)	-	(56,723)	-
本期純益	\$ 405,731	3	\$ 292,035	3

TAIPEI RAPID TRANSIT CORPORATION STATEMENTS OF INCOME FOR THE YEARS ENDED DECEMBER 31,

(Expressed in thousands of New Taiwan Dollars; the 2009 balances were examined by the Taipei Municipality Audit Division)

	2010		2009	
	Amount	%	Amount	%
Operating revenues				
Fare revenues	\$ 10,710,917	87	\$ 9,886,726	88
Other operating revenues (Note 18)	1,604,991	13	1,298,739	12
	<u>12,315,908</u>	<u>100</u>	<u>11,185,465</u>	<u>100</u>
Operating costs (Notes 7, 17 and 18)				
Transportation costs	(9,083,497)	(74)	(8,385,877)	(75)
Other operating costs	(762,675)	(6)	(581,447)	(5)
	<u>(9,846,172)</u>	<u>(80)</u>	<u>(8,967,324)</u>	<u>(80)</u>
Gross profit	<u>2,469,736</u>	<u>20</u>	<u>2,218,141</u>	<u>20</u>
Operating expenses (Notes 17 and 18)				
Selling	(1,066,237)	(9)	(1,010,561)	(9)
Operating outlay	(667,352)	(5)	(667,379)	(6)
Administrative	(447,940)	(4)	(453,939)	(4)
Other operating expenses	(127,179)	(1)	(115,147)	(1)
	<u>(2,308,708)</u>	<u>(19)</u>	<u>(2,247,026)</u>	<u>(20)</u>
Operating income (loss)	<u>(161,028)</u>	<u>1</u>	<u>28,885</u>	<u>-</u>
Non-operating income				
Financial income				
Interest income	48,797	-	64,666	1
Investment income accounted for under the equity method (Note 8)	60,635	1	43,161	-
Dividend income	-	-	619	-
Rental revenue	27,682	-	33,718	-
Gain on disposal of assets	2,175	-	44,804	-
Exchange gain	-	-	248	-
Other non-operating income (Note 18)	<u>129,732</u>	<u>1</u>	<u>205,429</u>	<u>2</u>
Total non-operating income	<u>269,021</u>	<u>2</u>	<u>392,645</u>	<u>3</u>
Non-operating expenses				
Financial expense				
Interest expense	(61)	-	(48)	-
Exchange loss	(797)	-	-	-
Other non-operating expense	(21,862)	-	(14,954)	-
Total non-operating expenses	<u>(22,720)</u>	<u>-</u>	<u>(15,002)</u>	<u>-</u>
Income before income tax	<u>407,329</u>	<u>3</u>	<u>348,758</u>	<u>3</u>
Income tax expense (Note 16)	<u>(1,598)</u>	<u>-</u>	<u>(56,723)</u>	<u>-</u>
Net income	<u>\$ 405,731</u>	<u>3</u>	<u>\$ 292,035</u>	<u>3</u>

The accompanying notes are an integral part of these financial statements.
See PricewaterhouseCoopers' audit report dated March 30, 2011.

業主權益變動表

2010 年及 2009 年 1 月 1 日至 12 月 31 日
單位：新臺幣仟元

	保留盈餘					
	資本	資本公積	已指撥保留盈餘	未指撥保留盈餘	金融資產之未實現損益	合計
2009 年度						
2009 年 1 月 1 日餘額 (審計處審定數)	\$ 9,354,100	\$ -	\$ 736,179	\$ 1,209,184	\$ 528	\$ 11,299,991
2008 年盈餘指撥及分配						
法定盈餘公積	-	-	61,054	(61,054)	-	-
現金股利	-	-	-	(275,010)	-	(275,010)
2009 年度純益	-	-	-	292,035	-	292,035
備供出售金融資產未實現損益之變動	-	-	-	-	7,492	7,492
依持股比例認列被投資公司備供出售金融資產未實現損益之變動	-	-	-	-	9,576	9,576
2009 年 12 月 31 日餘額	<u>\$ 9,354,100</u>	<u>\$ -</u>	<u>\$ 797,233</u>	<u>\$ 1,165,155</u>	<u>\$ 17,596</u>	<u>\$ 11,334,084</u>
2010 年度						
2010 年 1 月 1 日餘額 (審計處審定數)	\$ 9,354,100	\$ -	\$ 797,233	\$ 1,165,155	\$ 17,596	\$ 11,334,084
2009 年盈餘指撥及分配						
法定盈餘公積	-	-	29,204	(29,204)	-	-
現金股利	-	-	-	(130,957)	-	(130,957)
2010 年度純益	-	-	-	405,731	-	405,731
備供出售金融資產未實現損益之變動	-	-	-	-	17,134	17,134
採權益法認列股權比例變動之調整	-	3,448	-	-	-	3,448
依持股比例認列被投資公司備供出售金融資產未實現損益之變動	-	-	-	-	(223)	(223)
2010 年 12 月 31 日餘額	<u>\$ 9,354,100</u>	<u>\$ 3,448</u>	<u>\$ 826,437</u>	<u>\$ 1,410,725</u>	<u>\$ 34,507</u>	<u>\$ 11,629,217</u>

TAIPEI RAPID TRANSIT CORPORATION STATEMENTS OF CHANGES IN STOCKHOLDERS' EQUITY FOR THE YEARS ENDED DECEMBER 31, 2010 AND 2009

(Expressed in thousands of New Taiwan dollars; the 2009 balances were examined by the Taipei Municipality Audit Division)

	Retained earnings					
	Common stock	Additional paid-in capital	Appropriated retained earnings	Unappropriated retained earnings	Unrealized gain or loss on financial assets	Total
Balance at January 1, 2009	\$ 9,354,100	\$ -	\$ 736,179	\$ 1,209,184	\$ 528	\$ 11,299,991
Appropriations of 2008 net income:						
Legal reserve	-	-	61,054	(61,054)	-	-
Cash dividends	-	-	-	(275,010)	-	(275,010)
Net income for 2009	-	-	-	292,035	-	292,035
Unrealized gain on available-for-sale financial assets	-	-	-	-	7,492	7,492
Proportional adjustments for investee companies' unrealized gain on available-for-sale financial assets	-	-	-	-	9,576	9,576
Balance at December 31, 2009	<u>\$ 9,354,100</u>	<u>\$ -</u>	<u>\$ 797,233</u>	<u>\$ 1,165,155</u>	<u>\$ 17,596</u>	<u>\$11,334,084</u>
Appropriations of 2009 net income:						
Legal reserve	-	-	29,204	(29,204)	-	-
Cash dividends	-	-	-	(130,957)	-	(130,957)
Net income for 2010	-	-	-	405,731	-	405,731
Unrealized gain on available-for-sale financial assets	-	-	-	-	17,134	17,134
Change in ownership percentage of long-term equity investments accounted for under equity method	-	3,448	-	-	-	3,448
Proportional adjustments for investee companies' unrealized loss on available-for-sale financial assets	-	-	-	-	(223)	(223)
Balance at December 31, 2010	<u>\$ 9,354,100</u>	<u>\$ 3,448</u>	<u>\$ 826,437</u>	<u>\$ 1,410,725</u>	<u>\$ 34,507</u>	<u>\$ 11,629,217</u>

The accompanying notes are an integral part of these financial statements.
See PricewaterhouseCoopers' audit report dated March 30, 2011.

現金流量表

2010 年及 2009 年 1 月 1 日至 12 月 31 日
單位：新臺幣仟元

	2010 年度	2009 年度 (審計處審定數)
營業活動之現金流量		
本期淨利	\$ 405,731	\$ 292,035
調整項目		
提存各項準備	(6,700)	(36,251)
提列備抵呆帳及損失	2,893	1,097
折舊、折耗及減損	486,667	486,094
攤銷	27,558	39,178
處理資產損失(利益)	9,614	(39,271)
其他	(65,930)	(48,343)
資產及負債科目之變動		
流動資產淨增	(60,303)	(266,074)
流動負債淨增	462,740	298,377
遞延所得稅資產淨減	1,598	13,473
營業活動之淨現金流入	1,263,868	740,315
投資活動之現金流量		
流動金融資產淨減(增)	1,198,900	(529,547)
減少長期投資	133,000	33,000
無形資產及其他資產淨增	(9,776)	(6,560)
減少固定資產及遞耗資產	198	111
其他投資活動之現金流入	360	520
增加基金及長期應收款	(126,000)	(500,000)
增加固定資產及遞耗資產	(2,217,049)	(413,680)
投資活動之淨現金流出	(1,020,367)	(1,416,156)
融資活動之現金流量		
其他負債淨增	31,577	40,051
發放現金股利	(130,957)	(275,010)
融資活動之淨現金流出	(99,380)	(234,959)
本期現金增加(減少)	144,121	(910,800)
期初現金餘額	182,391	1,093,191
期末現金餘額	\$ 326,512	\$ 182,391
現金流量資訊之補充揭露		
本期支付利息	\$ 61	\$ 48
本期支付所得稅	\$ 41,259	\$ 101,909
部分影響現金流量之投資活動		
購置固定資產及遞耗資產	\$ 2,221,345	\$ 418,030
受贈資產	(4,296)	(4,350)
本期支付現金	\$ 2,217,049	\$ 413,680

TAIPEI RAPID TRANSIT CORPORATION STATEMENTS OF CASH FLOWS FOR THE YEARS ENDED DECEMBER 31,

(Expressed in thousands of New Taiwan dollars; the 2008 balances were examined by the Taipei Municipality Audit Division)

	2010	2009
Cash flows from operating activities:		
Net income	\$ 405,731	\$ 292,035
Adjustments to reconcile net income to net cash provided by operating activities:		
Provision for reserve	(6,700)	(36,251)
Provision for bad debts	2,893	1,097
Depreciation and depletion	486,667	486,094
Amortization	27,558	39,178
Loss (gain) on disposal of fixed assets	9,614	(39,271)
Others	(65,930)	(48,343)
Net increase in current assets	(60,303)	(266,074)
Net increase in current liabilities	462,740	298,377
Net change in deferred income tax assets	1,598	13,473
Net cash provided by operating activities	1,263,868	740,315
Cash flows from investing activities:		
Net decrease (increase) in available-for-sale financial assets	1,198,900	(529,547)
Net decrease in long-term investments	133,000	33,000
Net increase in intangible assets and other assets	(9,776)	(6,560)
Decrease in fixed assets and deferred assets	198	111
Cash provided by other investing activities	360	520
Increase in funds and long-term receivables	(126,000)	(500,000)
Increase in fixed assets and deferred assets	(2,217,049)	(413,680)
Net cash used in investing activities	(1,020,367)	(1,416,156)
Cash flows from financing activities:		
Net increase in other liabilities	31,577	40,051
Payment of cash dividends	(130,957)	(275,010)
Net cash used in financing activities	(99,380)	(234,959)
Net increase (decrease) in cash	144,121	(910,800)
Cash at beginning of year	182,391	1,093,191
Cash at end of year	\$ 326,512	\$ 182,391
Supplemental disclosures of cash flow information:		
Cash paid during the year for:		
Interest	\$ 61	\$ 48
Income tax	\$ 41,259	\$ 101,909
Investing activities with partial cash payment:		
Acquisition of fixed assets and deferred assets	\$ 2,221,345	\$ 418,030
Less: donated assets	(4,296)	(4,350)
Cash paid	\$ 2,217,049	\$ 413,680

The accompanying notes are an integral part of these financial statements.

See PricewaterhouseCoopers' audit report dated March 30, 2011.

財務報表附註

2010 年及 2009 年 12 月 31 日（2009 年度之財務報表，係依審計部臺北市審計處審定數列示）

單位：新臺幣仟元（除特別註明者外）

一、組織沿革

（一）本公司於 1994 年 7 月 27 日核准設立，經歷次增減資後，截至 2010 年 12 月 31 日止實收資本額為 \$9,354,100，主要營業項目為大眾捷運系統旅客運送業務、大眾捷運系統營運管理之顧問諮詢業務、百貨買賣、廣告企劃、代理、製作、看板出租及停車場業務之經營。本公司營運之主要財產係向臺北市府承租，契約期間自 2001 年 3 月至 2010 年 12 月止，另於 2011 年 1 月 1 日簽訂臺北都會區大眾捷運系統財產租賃備忘錄，自簽訂日起生效，為期六個月，雙方應經協商後於備忘有效期間屆至前，儘速簽訂租賃契約。

（二）臺北市府為本公司持股 73.75% 之主要股東。

（三）截至 2010 年及 2009 年 12 月 31 日止，本公司員工人數分別為 4,591 及 4,077 人。

二、會計政策

本公司為公營事業，會計處理及財務報表係依照政府機關對公營事業會計事務頒布之各項法令辦理，前項法令未規定者，則按「商業會計法」、「商業會計處理準則」及中華民國一般公認會計原則處理。每年決算並須經審計部臺北市審計處之審查，審定後始告確定。本公司截至 2009 年度止之帳冊，業經審計部臺北市審計處審查完竣，因此 2010 年度資產負債表科目之期初餘額係依上述經審計處審定之 2009 年度期末餘額為準。重要會計政策彙總說明如下：

（一）資產及負債區分流動及非流動之分類標準

1. 資產符合下列條件之一者，列為流動資產；資產不屬於流動資產者為非流動資產：

- （1）因營業所產生之資產，預期將於正常營業週期中變現、消耗或意圖出售者。
- （2）主要為交易目的而持有者。
- （3）預期於資產負債表日後十二個月內將變現者。
- （4）現金或約當現金，但於資產負債表日後逾十二個月用以交換、清償負債或受有其他限制者除外。

2. 負債符合下列條件之一者，列為流動負債；負債不屬於流動負債者為非流動負債：

- （1）因營業而發生之債務，預期將於正常營業週期中清償者。
- （2）主要為交易目的而發生者。
- （3）須於資產負債表日後十二個月內清償者。
- （4）不能無條件延期至資產負債表日後逾十二個月清償之負債。

（二）外幣交易

1. 本公司以新台幣為記帳單位，外幣交易按交易當日之即期匯率折算成新台幣入帳，其與實際收付時之兌換差異，列為當年度損益。
2. 期末就外幣貨幣性資產或負債餘額，按資產負債表日之即期匯率評價調整，因調整而產生之兌換差額列為當年度損益。

（三）備供出售金融資產

1. 係採交易日會計，於原始認列時，將金融商品以公平價值衡量，並加計取得之交易成本。
2. 備供出售金融資產係以公平價值評價，且其價值變動列為股東權益調整項目，累積之利益或損失於金融資產除列時，列入當期損益。上市 / 上櫃股票、封閉型基金及存託憑證係以資產負債表日公開市場之收盤價為公平價值。開放型基金係以資產負債表日該基金淨資產價值為公平價值。
3. 若有減損之客觀證據，則認列減損損失。若後續期間減損金額減少，屬權益商品之減損減少金額，認列為股東權益調整項目；屬債務商品之減損減少金額，若明顯與認列減損後發生之事件有關，則予以迴轉並認列為當期損益。

TAIPEI RAPID TRANSIT CORPORATION NOTES TO FINANCIAL STATEMENTS

DECEMBER 31, 2010 AND 2009

(Expressed in thousands of New Taiwan dollars, except as otherwise indicated; the 2009 balances were examined by the Taipei Municipality Audit Division)

1. HISTORY AND ORGANIZATION

The Company was incorporated in the Republic of China ("ROC") as a company limited by shares on July 27, 1994. The Company's registered and issued capital at December 31, 2010 amounted to \$9,354,100. The major business activities of the Company include the provision of public rapid transit services, public rapid transit business consulting service, sales of general merchandise, advertising, and the leasing of signboards and parking lots. Major operating properties of the Company are leased from the Taipei City Government and the lease terms cover the period from March 2001 to December 2010. Besides, the Company signed a Taipei metro system property lease memorandum with Taipei City Government on January 1, 2011, which is valid for six months after the signing date. The two parties have to sign a formal lease contract before the expiry of the memorandum.

The Taipei City Government owns 73.75% of the Company's outstanding shares.

As of December 31, 2010 and 2009, the Company had 4,591 and 4,077 employees, respectively.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

As a government operated enterprise, accounting and financial statements are prepared in accordance with the laws and regulations issued by the government. Matters not provided therein shall be treated in accordance with the Business Entity Accounting Law, Regulation on Business Entity Accounting Handling and accounting principles generally accepted in the Republic of China. The accounts are subject to annual examinations by the Taipei Municipality Audit Division (TMAD), Department of Audit. The 2009 balances were examined by the TMAD. The beginning balances in the 2010 balance sheet are subject to the 2009 balances examined by the TMAD. The summary of significant accounting policies is as follows:

1) Criteria for classifying assets and liabilities as current or non-current items

A. Assets that meet one of the following criteria are classified as current assets; otherwise they are classified as non-current assets

- (1) Assets arising from operating activities that are expected to be realized or consumed, or are intended to be sold within the normal operating cycle;
- (2) Assets held mainly for trading purposes;
- (3) Assets that are expected to be realized within twelve months from the balance sheet date;
- (4) Cash and cash equivalents, excluding restricted cash and cash equivalents and those that are to be exchanged or used to pay off liabilities more than twelve months after the balance sheet date.

B. Liabilities that meet one of the following criteria are classified as current liabilities; otherwise they are classified as non-current liabilities:

- (1) Liabilities arising from operating activities that are expected to be paid off within the normal operating cycle;
- (2) Liabilities arising mainly from trading activities;
- (3) Liabilities that are to be paid off within twelve months from the balance sheet date;
- (4) Liabilities for which the repayment date cannot be extended unconditionally to more than twelve months after the balance sheet date.

2) Foreign currency transactions

- (1) The Company maintains its accounts in New Taiwan dollars. Transactions denominated in foreign currencies are translated into New Taiwan dollars at the spot exchange rates prevailing at the transaction dates.
- (2) Receivables, other monetary assets and liabilities denominated in foreign currencies are translated at the spot exchange rates prevailing at the balance sheet date. Exchange gains or losses are recognized in profit or loss.

3) Available-for-sale financial assets

- (1) Available-for-sale financial assets are recognized using trade date accounting and are initially stated at fair value plus transaction costs that are directly attributable to the acquisition of the financial asset.
- (2) The financial assets are remeasured and stated at fair value, and the gain or loss is recognized in equity, until the financial asset is derecognized, at which time the cumulative gain or loss previously recognized in equity shall be recognized in profit or loss. The fair values of listed stocks, OTC stocks and closed-end mutual funds are based on latest quoted fair prices of the accounting period. The fair values of open-end and balanced mutual funds are based on the net asset value at the balance sheet date.
- (3) If there is any objective evidence that the financial asset is impaired, the cumulative loss that had been recognized directly in equity shall be transferred from equity to profit or loss. When the fair value of an equity instrument subsequently increases, impairment losses recognized previously in profit or loss shall not be reversed. When the fair value of a debt instrument subsequently increases and the increase can be objectively related to an event occurring after the impairment loss was recognized in profit or loss, the impairment loss shall be reversed to the extent of the loss recognized in profit or loss.

（四）持有至到期日金融資產

1. 係採交易日會計，於原始認列時，將金融商品以公平價值衡量，並加計取得之交易成本。
2. 備供出售金融資產係以公平價值評價，且其價值變動列為股東權益調整項目，累積之利益或損失於金融資產除列時，列入當期損益。上市 / 上櫃股票、封閉型基金及存託憑證係以資產負債表日公開市場之收盤價為公平價值。開放型基金係以資產負債表日該基金淨資產價值為公平價值。
3. 若有減損之客觀證據，則認列減損損失。若後續期間減損金額減少，屬權益商品之減損減少金額，認列為股東權益調整項目；屬債務商品之減損減少金額，若明顯與認列減損後發生之事件有關，則予以迴轉並認列為當期損益。

（五）應收帳款

係因出售商品、勞務或出租資產而發生之應收帳款，按設算利率計算其折現值為入帳基礎，惟到期日在一年以內者，其折現值與到期值差異不大，則不依折現值評價

（六）備抵呆帳

備抵呆帳係依據過去實際發生呆帳之經驗，衡量資產負債表日應收票據、應收帳款等各項債權之帳齡情形及其收回可能性，予以評估提列。

（七）存貨

包括銷售之商品存貨及營業上供內部使用非以出售為目的之消耗性及非消耗性物料、燃料等。存貨採永續盤存制，平時以實際取得成本為入帳基礎，成本之計算採移動平均法。期末商品存貨採成本與淨變現價值孰低衡量，比較成本與淨變現價值孰低時，採逐項比較法。營業上供內部使用非以出售為目的之消耗性及非消耗性物料及燃料等，就呆滯及過時部分提列備抵呆滯損失。

（八）採權益法評價之長期股權投資

持有被投資公司有表決權股份比例達 20% 以上或具有重大影響力者，採權益法評價。

（九）固定資產

1. 固定資產以取得成本為入帳基礎，並將購建期間之有關利息資本化。凡支出效益及於以後各期之重大改良或大修支出列為資本支出，經常性維護或修理支出則列為當期費用。
2. 以資本租賃方式承租之固定資產將各期租金資本化為租賃資產並認列租賃負債。
3. 折舊按行政院主計處訂頒之「財物標準分類」最低使用年限，加計一年殘值採平均法提列。租賃權益改良依租約年限或估計使用年限較短者按平均法攤銷。主要固定資產耐用年限除房屋及建築物為 30 年外，餘為 2 年至 25 年。固定資產處分損益列為當期營業外收支項下。

（十）無形資產

電腦軟體成本按預計使用年限平均攤銷。

（十一）收入成本認列

運輸收入於勞務提供後，認列為收入；捷運車站及車廂廣告收入依契約期間，認列為收入；捷運車站之販賣店、地下街及行動電話場地租金依租約期間認列為收入。成本及費用則依權責發生制於發生時認列為當期費用。受託經營貓空纜車及臺北小巨蛋之營運收入及成本，參照審計部臺北市審計處審定，以總額分別列示於本公司之財務報表。

4) Held-to-maturity financial assets

- (1) Held-to-maturity financial asset is recognized or derecognized using trade date accounting and is stated initially at its fair value plus transaction costs that are directly attributable to the acquisition of the financial asset.
- (2) The financial assets are carried at amortized cost.
- (3) If there is any objective evidence that the financial asset is impaired, the impairment loss is recognized in profit or loss. If the fair value of the financial asset subsequently increases and the increase can be objectively related to an event occurring after the impairment loss was recognized in profit or loss, the impairment loss shall be reversed to the extent of the loss previously recognized in profit or loss.

5) Accounts receivable

Accounts receivable represent claims resulting from the sale of goods, services or lease assets. The fair value of accounts receivable shall be calculated based on the imputed interest rate. Accounts receivable which are collectible within one year, where the difference between the fair value and the value at maturity is insignificant and trading is also frequent, need not be measured at fair value.

6) Allowance for doubtful accounts

Allowance for doubtful accounts is provided based on an evaluation of the collectibility and aging analysis of notes and accounts receivable at the balance sheet date.

7) Inventories

Inventories include merchandise for sale and consumable and non-consumable materials and fuel for internal use. The perpetual inventory system is adopted for inventory recognition.

Inventories are stated at cost, which is determined using the moving-average method. At the end of period, merchandise for sale is evaluated at the lower of cost or net realizable value, and the individual item approach is used in the comparison of cost and net realizable value. Allowance for obsolescence is provided for slow-moving items of the consumable and non-consumable materials and fuel for internal use.

8) Long-term equity investments accounted for under the equity method

Long-term equity investments in which the Company holds more than 20% of the investee company's voting shares or has the ability to exercise significant influence on the investee's operations are accounted for under the equity method.

9) Fixed assets

Fixed assets are stated at cost. Interest incurred during the construction or installation of the assets is capitalized. Maintenance and repairs are expensed when incurred; major additions, renewals and improvements are capitalized and depreciated accordingly.

Capital leases are capitalized at the present value of all payments and lease obligations payable thereon.

Depreciation is provided using the straight-line method over the estimated minimum useful lives of the assets regulated by Directorate General of Budget, Accounting and Statistics, Executive Yuan, R.O.C. Leasehold improvements are depreciated based on the shorter of the lease term or the estimated useful lives. The estimated useful lives are 2-25 years for the major fixed assets, except for buildings which is 30 years. Gain or loss on disposal of fixed assets is recognized as non-operating income or loss.

10) Intangible assets

The cost of computer software is capitalized and amortized under the straight-line method over the estimated useful lives of the assets.

11) Revenue, cost and expense recognition

Fare revenues are recognized when service has been provided. Advertising revenues from stations and carriages are recognized in accordance with the terms of the contracts. Rental revenues from MRT station shops, underground shopping malls, and base for mobile phone facilities are accounted for in accordance with the terms of the leases. Costs and expenses are recognized as incurred. In accordance with the financial statements examined by the Taipei Municipality Audit Division, revenues and costs related to the Maokong Gondola and the Taipei Arena commissioned by the Taipei City Government are expressed at gross amount.

（十二） 退休金計劃及淨退休金成本

退休金辦法屬確定給付退休辦法者，係依據精算結果認列淨退休金成本，淨退休金成本包括當期服務成本、利息成本、基金資產之預期報酬及未認列過渡性淨給付義務與退休金損益之攤銷數。未認列過渡性淨給付義務按 22 年攤提。退休金辦法屬確定提撥退休辦法者，則依權責發生基礎將應提撥之退休基金數額認為當期之退休金成本。

（十三） 所得稅

1. 本公司依財務會計準則公報第 22 號「所得稅之會計處理準則」之規定，作跨期間與同期間之所得稅分攤。將可減除暫時性差異、虧損扣抵、所得稅抵減及應課稅暫時性差異所產生之所得稅影響數，認為遞延所得稅資產或負債。另對遞延所得稅資產評估其可能實現性，設置備抵評價科目，以淨額列於資產負債表。當稅法修正時，於公布日之年度按新規定將遞延所得稅負債或資產重新計算，因而產生之遞延所得負債或資產之變動影響數，列入當期繼續營業部門之所得稅費用（利益）。
2. 因購置設備所產生之所得稅抵減依財務會計準則公報第 12 號「所得稅抵減之會計處理準則」採當期認列法處理。
3. 以前年度溢、低估之所得稅，列為當年度所得稅費用之調整項目。
4. 1998 年度（含）以後未分配盈餘依所得稅法加徵 10% 之所得稅，列為股東會決議盈餘分配案年度之所得稅費用。
5. 依所得基本稅額條例計算之稅額超過一般所得額部份，列為當期所得稅費用。

（十四） 會計估計

本公司於編製財務報表時，業已依照中華民國一般公認會計原則之規定，對財務報表所列金額及或有事項，作必要之衡量、評估與揭露，其中包括若干假設及估計之採用，惟該等假設及估計與實際結果可能存有差異。

（十五） 非金融資產減損

1. 本公司所擁有資產當環境變更或某事件發生而顯示其可回收金額低於其帳面價值時，即認列減損損失。可回收金額係指一項資產之淨公平價值或其使用價值，兩者較高者。淨公平價值係指一項資產在公平交易之情況下可收到之淨處分金額，而使用價值係指將一項資產在未來可使用年限內可產生之預計現金流量予以折現計算。
2. 當以前年度認列資產減損之情況不再存在時，則在以前年度提列損失金額之範圍內予以迴轉。已認列之商譽減損損失不予迴轉。

（十六） 員工分紅及董監酬勞

本公司員工分紅及董監酬勞成本，依 2007 年 3 月 16 日財團法人中華民國會計研究發展基金會（96）基秘字第 052 號函「員工分紅及董監酬勞會計處理」之規定，於具法律義務或推定義務且金額可合理估計時，認為費用及負債。嗣後股東會決議實際配發金額與估列金額有重大差異時，則列為次年度之損益。

12) Provision for pension and severance liabilities

Under the defined benefit pension plan, net periodic pension costs are recognized in accordance with the actuarial calculations. Net periodic pension costs include service cost, interest cost, expected return on plan assets, and amortization of unrecognized net transition obligation and gains or losses on plan assets. Unrecognized net transition obligation is amortized on a straight-line basis over 22 years. Under the defined contribution pension plan, net periodic pension costs are recognized as incurred.

13) Income tax

- (1) The Company adopted R.O.C. SFAS No. 22, "Accounting for Income Tax" , whereby deferred tax assets and liabilities are recorded under the asset and liability method with respect to temporary differences, tax losses available to be carried forward and income tax credits. A valuation allowance is then provided for deferred tax assets to the extent that it is more likely than not that the tax benefits will not be realized. Deferred tax assets and liabilities are divided into current or non-current according to the classification of the related liability or asset or based on the expected length of time before it is recovered. When a change in the tax laws is enacted, the deferred tax liability or asset is recomputed accordingly in the period of change. The difference between the new amount and the original amount, that is, the effect of changes in the deferred tax liability or asset, is recognized as an adjustment to current income tax expense (benefit) .
- (2) In accordance with R.O.C. SFAS No. 12, "Accounting for Investment Tax Credits" , investment tax credits resulting from the expenditures for acquisition of machinery or technology, research and development, and employee trainings are recognized as incurred.
- (3) Over or under provision of prior year's income tax liabilities is included in current year's income tax expense.
- (4) An additional 10% corporate income tax is levied on the unappropriated retained earnings from January 1, 1998. The income tax expense is recognized after the closing of the annual stockholders' meeting.
- (5) The Company adopted the "Income Basic Tax Act" . If the amount of basic tax is more than the amount of regular income tax, the difference is recognized as additional income tax in the current year.

14) Use of estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements, and reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

15) Impairment of non-financial assets

The Company recognizes impairment loss when there is indication that the recoverable amount of an asset is less than its carrying amount. The recoverable amount is the higher of the fair value less costs to sell and value in use. The fair value less costs to sell is the amount obtainable from the sale of the asset in an arm's length transaction after deducting any direct incremental disposal costs. The value in use is the present value of estimated future cash flows to be derived from continuing use of the asset and from its disposal at the end of its useful life.

When the impairment no longer exists, the impairment loss recognized in prior years shall be recovered.

16) Employees' bonuses and directors' and supervisors' remuneration

The Company adopted EITF 96-052 of the Accounting Research and Development Foundation, R.O.C., dated March 16, 2007, "Accounting for Employees' Bonuses and Directors' and Supervisors' Remuneration" , whereby the costs of employees' bonuses and directors' and supervisors' remuneration are accounted for as expenses and liabilities, provided that such recognition is required under legal or constructive obligation and the amounts can be estimated reasonably. However, if the accrued amounts for employees' bonuses and directors' and supervisors' remuneration are significantly different from the actual distributed amounts resolved by the stockholders at their annual stockholders' meeting subsequently, the differences shall be recognized as gain or loss in the following year.

三、會計變動之理由及其影響

本公司自 2009 年 1 月 1 日起，採用新修訂之財務會計準則公報第十號「存貨之會計處理準則」，此項會計原則變動對本公司 2009 年度財務報表並無重大影響。

四、現金

	2010 年 12 月 31 日	2009 年 12 月 31 日
零用金、活期及支票存款	\$ 326,512	\$ 182,391

五、備供出售金融資產－流動

	2010 年 12 月 31 日	2009 年 12 月 31 日
受益憑證	\$ 2,541,872	\$ 3,430,357
上市櫃公司股票	18,948	27,185
	2,560,820	3,457,542
備供出售金融資產評價調整	34,803	17,669
	\$ 2,595,623	\$ 3,475,211

2010 年 12 月 31 日業主權益其他項目下之金融商品未實現損益 \$34,507，包含本公司認列備供出售金融資產評價 \$34,803 及依持股比例認列被投資公司備供出售金融資產未實現損失 \$296。

六、持有至到期日金融資產

	2010 年 12 月 31 日	2009 年 12 月 31 日
流動項目：		
公司債	\$ 433,897	\$ 99,910
金融債券	300,000	200,000
	733,897	299,910
非流動項目：		
公司債	689,939	1,256,257
金融債券	280,000	580,000
	969,939	1,836,257
合計	\$ 1,703,836	\$ 2,136,167

七、存貨

	2010 年 12 月 31 日	2009 年 12 月 31 日
物料及燃料	\$ 1,913,495	\$ 1,956,947
商品存貨	3,605	3,459
	1,917,100	1,960,406
減：備抵呆滯損失	(3,899)	(9,042)
	\$ 1,913,201	\$ 1,951,364

當期認列之存貨相關費損：

	2010 年	2009 年
輸儲成本	\$ 9,092,401	\$ 8,420,686
其他營業成本	762,798	581,429
存貨呆滯回升利益	(5,143)	(34,792)
減：領用時帳列營業費用及營業外費用及損失之呆滯（損失）回升利益	(3,884)	1
	\$ 9,846,172	\$ 8,967,324

3. EFFECT OF CHANGE IN ACCOUNTING PRINCIPLE

Effective January 1, 2009, the Company adopted the amendments to R.O.C. SFAS No. 10, "Accounting for Inventories". The adoption of SFAS No. 10 had no effect on the financial statements as of and for the year ended December 31, 2009.

4. CASH

	December 31, 2010	December 31, 2009
Petty cash, checking accounts and demand deposits	\$ 326,512	\$ 182,391

5. AVAILABLE-FOR-SALE FINANCIAL ASSETS-CURRENT

	December 31, 2010	December 31, 2009
Beneficiary certificates	\$ 2,541,872	\$ 3,430,357
Listed stocks	18,948	27,185
	2,560,820	3,457,542
Unrealized gain or loss on financial assets	34,803	17,669
	\$ 2,595,623	\$ 3,475,211

As of December 31, 2010, the unrealized gain on financial assets of \$34,507 is comprised of the Company's unrealized gain on available-for-sale financial assets of \$34,803 and proportional adjustments for investee companies' unrealized loss on available-for-sale financial assets of \$296.

6. HELD-TO-MATURITY FINANCIAL ASSETS

	December 31, 2010	December 31, 2009
Current:		
Corporate bonds	\$ 433,897	\$ 99,910
Financial bonds	300,000	200,000
	733,897	299,910
Non-current:		
Corporate bonds	689,939	1,256,257
Financial bonds	280,000	580,000
	969,939	1,836,257
	\$ 1,703,836	\$ 2,136,167

7. INVENTORIES-NET

	December 31, 2010	December 31, 2009
Materials and fuel	\$ 1,913,495	\$ 1,956,947
Merchandise	3,605	3,459
	1,917,100	1,960,406
Less: Allowance for inventory obsolescence	(3,899)	(9,042)
	\$ 1,913,201	\$ 1,951,364

Expense and loss incurred on inventories for the years ended December 31, 2010 and 2009 were as follows:

	For the years ended December 31	
	2010	2009
Transportation costs	\$ 9,092,401	\$ 8,420,686
Other operating costs	762,798	581,429
Gain from price recovery	(5,143)	(34,792)
(Loss) gain from price recovery of use recorded as operating expenses and non-operating expenses	(3,884)	1
	\$ 9,846,172	\$ 8,967,324

八、採權益法之長期股權投資

被投資公司	2010 年 12 月 31 日		2009 年 12 月 31 日	
	帳列數	持股比例	帳列數	持股比例
悠遊卡投資控股(股)公司	\$ 357,908	27.49%	\$ 168,267	28.00%
捷邦管理顧問(股)公司	10,349	20.00%	10,490	20.00%
合計	<u>\$ 368,257</u>		<u>\$ 178,757</u>	

- 悠遊卡(股)公司於 2009 年 12 月 1 日辦理股份轉讓予悠遊卡投資控股(股)公司，以 1 股普通股換發悠遊卡投資控股(股)公司普通股股票 1 股。
- 本公司採權益法評價之悠遊卡投資控股(股)公司，2010 年 9 月辦理現金增資，本公司以每股 \$25 元購入 5,040,000 股，使得持股比例由 28.00% 降為 27.49%。
- 上述採權益法評價之被投資公司所認列之投資收益，係採用其他會計師查核簽證之財務報表評價而得，2010 及 2009 年度分別認列投資收益 \$60,635 及 \$43,161。

九、固定資產

資產名稱	2010 年 12 月 31 日		
	原始成本	累計折舊	帳面價值
房屋及建築	\$ 36,484	(\$ 9,499)	\$ 26,985
機械及設備	1,228,692	(728,169)	500,523
交通及運輸設備	4,360,082	(827,894)	3,532,188
什項設備	228,086	(119,432)	108,654
租賃權益改良	2,144,577	(1,134,987)	1,009,590
購建中固定資產	<u>2,184,913</u>	<u>-</u>	<u>2,184,913</u>
	<u>\$ 10,182,834</u>	<u>(\$ 2,819,981)</u>	<u>\$ 7,362,853</u>

資產名稱	2009 年 12 月 31 日		
	原始成本	累計折舊	帳面價值
房屋及建築	\$ 36,484	(\$ 8,322)	\$ 28,162
機械及設備	1,232,339	(814,487)	417,852
交通及運輸設備	4,339,090	(639,484)	3,699,606
什項設備	192,716	(108,105)	84,611
租賃權益改良	2,018,450	(987,935)	1,030,515
購建中固定資產	<u>379,149</u>	<u>-</u>	<u>379,149</u>
	<u>\$ 8,198,228</u>	<u>(\$ 2,558,333)</u>	<u>\$ 5,639,895</u>

2010 年及 2009 年度之租賃權益改良，係本公司向臺北市政府承租臺北都會區大眾捷運系統，為改善營運流程所從事車站及維修場主體建築設施所作之改良。

十、無形資產

	2010 年 12 月 31 日	2009 年 12 月 31 日
電腦軟體成本	\$ 20,583	\$ 41,000
遞延退休金成本	<u>119,569</u>	<u>179,401</u>
	<u>\$ 140,152</u>	<u>\$ 220,401</u>

本公司於 2005 年度起陸續採購電腦軟體建立 ERP 系統，按預計使用年限平均攤提。

8. LONG-TERM EQUITY INVESTMENTS ACCOUNTED FOR THE EQUITY METHOD

Investments	December 31, 2010		December 31, 2009	
	Amount	percentage of Ownership	Amount	percentage of Ownership
EasyCard Investment Holding Co., Ltd.	\$ 357,908	27.49%	\$ 168,267	28.00%
Metro Taipei Consulting Service Ltd. (MTCS)	10,349	20.00%	10,490	20.00%
	<u>\$ 368,257</u>		<u>\$ 178,757</u>	

1. EasyCard Corporation had transferred the common stock to EasyCard Investment Holding Co., Ltd. on December 1, 2009. The common stock exchange rate was 1:1.
2. EasyCard Investment Holding Co., Ltd., an investee of the Company accounted for under the equity method, made capital increase in September, 2010 from issuance of new common stock. The Company subscribed for 5,040,000 shares at 25 dollars per share, so that the Company's ownership rate is decreased from 28.00% to 27.49%.
3. The investment income recognized based on the financial statements audited by other auditors for the years ended December 31, 2010 and 2009 was \$60,635 and \$43,161, respectively.

9. FIXED ASSETS-NET

1) Fixed assets

	December 31, 2010		
	Cost	Accumulated depreciation	Net book value
Buildings and improvements	\$ 36,484	(\$ 9,499)	\$ 26,985
Machinery and equipment	1,228,692	(728,169)	500,523
Transportation equipment	4,360,082	(827,894)	3,532,188
Miscellaneous equipment	228,086	(119,432)	108,654
Leasehold improvements	2,144,577	(1,134,987)	1,009,590
Construction in progress and prepayments for business facilities	<u>2,184,913</u>	<u>-</u>	<u>2,184,913</u>
	<u>\$ 10,182,834</u>	<u>(\$ 2,819,981)</u>	<u>\$ 7,362,853</u>

	December 31, 2009		
	Cost	Accumulated depreciation	Net book value
Buildings and improvements	\$ 36,484	(\$ 8,322)	\$ 28,162
Machinery and equipment	1,232,339	(814,487)	417,852
Transportation equipment	4,339,090	(639,484)	3,699,606
Miscellaneous equipment	192,716	(108,105)	84,611
Leasehold improvements	2,018,450	(987,935)	1,030,515
Construction in progress and prepayments for business facilities	<u>379,149</u>	<u>-</u>	<u>379,149</u>
	<u>\$ 8,198,228</u>	<u>(\$ 2,558,333)</u>	<u>\$ 5,639,895</u>

- 2) In 2010 and 2009, the leasehold improvements pertain to MRT stations and the related construction of Taipei Metropolitan Rapid Transit Systems (TMRTS) leased from the Taipei City Government.

10. INTANGIBLE ASSETS

	December 31, 2010	December 31, 2009
Computer software cost	\$ 20,583	\$ 41,000
Deferred pension cost	<u>119,569</u>	<u>179,401</u>
	<u>\$ 140,152</u>	<u>\$ 220,401</u>

The Company purchased computer software for the ERP system in 2005. The cost is amortized under a straight-line basis over the estimated useful lives.

十一、什項資產

	2010 年 12 月 31 日	2009 年 12 月 31 日
催收款項－淨額	\$ -	\$ -
存出保證金	946	1,087
其他	891	682
	<u>\$ 1,837</u>	<u>\$ 1,769</u>

截至 2010 年及 2009 年 12 月 31 日止，催收款項分別為 \$32,609 及 \$30,042，已全數提列備抵呆帳。

十二、遞延資產

	2010 年 12 月 31 日	2009 年 12 月 31 日
遞延所得稅資產	<u>\$ 6,009</u>	<u>\$ 7,607</u>

十三、應付費用

	2010 年 12 月 31 日	2009 年 12 月 31 日
應付薪資及獎金	\$ 861,222	\$ 769,407
應付重置租金	46,221	39,670
應付雙向轉乘優惠費用	98,078	93,181
應付水電費	112,313	99,993
應付其他費用	<u>534,996</u>	<u>332,648</u>
	<u>\$ 1,652,830</u>	<u>\$ 1,334,899</u>

十四、退休金計劃

(一) 本公司依據「勞動基準法」之規定，訂有確定給付之退休辦法，適用於 2005 年 7 月 1 日實施「勞工退休金條例」前所有正式員工之服務年資，以及於實施「勞工退休金條例」後選擇繼續適用勞動基準法員工之後續服務年資。員工符合退休條件者，退休金之支付係根據服務年資及退休前 6 個月之平均薪資計算，15 年以內（含）之服務年資每滿一年給予兩個基數，超過 15 年之服務年資每滿一年給予一個基數，惟累積最高以 45 個基數為限。本公司 2010 及 2009 年度分別按月就薪資總額 10.5% 及 12.3% 提撥退休基金，以勞工退休準備金監督委員會之名義專戶儲存於台灣銀行。

本公司依精算報告認列之相關資訊如下：

(1) 本公司以 2010 年及 2009 年 12 月 31 日為衡量日完成精算評估，其計算淨退休金成本所採用之精算假設如下：

	精算衡量日	
	2010 年 12 月 31 日	2009 年 12 月 31 日
折現率	2%	2.25%
退休基金預期報酬率	2%	2.25%
薪資調整率	1.5%	1.60%

11. MISCELLANEOUS ASSETS

	December 31, 2010	December 31, 2009
Call receivables-net	\$ -	\$ -
Deposits	946	1,087
Others	891	682
	<u>\$ 1,837</u>	<u>\$ 1,769</u>

As of December 31, 2010 and 2009, call receivables amounted to \$32,609 and 30,042, respectively, which were fully provided with allowance.

12. DEFERRED ASSETS

	December 31, 2010	December 31, 2009
Deferred income tax assets	<u>\$ 6,009</u>	<u>\$ 7,607</u>

13. ACCRUED EXPENSES

	December 31, 2010	December 31, 2009
Accrued salary and bonus	\$ 861,222	\$ 769,407
Accrued rental expense	46,221	39,670
Accrued double-way fare discount for transferring passenger between Metro and bus	98,078	93,181
Accrued utilities expenses	112,313	99,993
Other accrued expenses	534,996	332,648
	<u>\$ 1,652,830</u>	<u>\$ 1,334,899</u>

14. RETIREMENT PLAN

- 1) The Company has a non-contributory and funded defined benefit pension plan in accordance with the Labor Standards Law, covering all regular employees. Under the defined benefit plan, two units are accrued for each year of service for the first 15 years and one unit for each additional year thereafter, subject to a maximum of 45 units. Pension benefits are based on the number of units accrued and the average monthly salaries and wages of the last 6 months prior to retirement. The Company contributes monthly an amount equal to 10.5% and 12.3% in 2010 and 2009, respectively of the employees' monthly salaries and wages to the retirement fund deposited with Bank of Taiwan, the trustee.
- 2) The related actuarial assumptions used to calculate the net periodic pension cost and pension obligation on the measurement dates as of December 31, 2010 and 2009 are as follows:

	December 31, 2010	December 31, 2009
Discount rate	2%	2.25%
Expected rate of return on plan assets	2%	2.25%
Future salary increase rate	1.5%	1.60%

(2) 退休基金提撥狀況表如下：

	2010 年 12 月 31 日	2009 年 12 月 31 日
給付義務：		
既得給付義務	(\$ 180,227)	(\$ 149,651)
非既得給付義務	(1,860,473)	(1,753,617)
累積給付義務	(2,040,700)	(1,903,268)
未來薪資增加之影響數	(737,413)	(642,572)
預計給付義務	(2,778,113)	(2,545,840)
退休基金資產公平價值	1,916,538	1,717,588
提撥狀況	(861,575)	(828,252)
未認列過渡性淨給付義務	203,615	213,796
未認列退休金損失	644,271	598,728
未認列前期服務成本	8,685	9,168
補列之應計退休金負債	(119,569)	(179,401)
應計退休金負債	(\$ 124,573)	(\$ 185,961)
既得給付	\$ 198,096	(\$ 172,765)

(3) 2010 年及 2009 年度淨退休金成本組成如下：

	2010 年 12 月 31 日	2009 年 12 月 31 日
服務成本	\$ 138,238	\$ 142,393
利息成本	57,281	64,146
基金資產之預期報酬	(38,645)	(22,244)
未認列過渡性淨給付義務攤銷	10,181	10,181
前期服務成本攤銷數	483	483
退休金損失攤銷數	17,221	17,851
當期淨退休金成本	\$ 184,759	\$ 212,810

(二) 自 2005 年 7 月 1 日起，本公司依據「勞工退休金條例」，訂有確定提撥之退休辦法，適用於本國籍之員工。本公司就員工選擇適用「勞工退休金條例」所定之勞工退休金制度部分，每月按不低於薪資之 6% 提繳勞工退休金至勞保局員工個人帳戶，員工退休金之支付依員工個人之退休金專戶及累積收益之金額採月退休金或一次退休金方式領取。2010 年及 2009 年度，本公司依上開退休金辦法認列之退休金成本分別為 \$64,742 及 \$44,805。

十五、保留盈餘

- (一) 依本公司章程規定，年度盈餘於完納一切稅捐並彌補虧損後，應先提存 10% 法定盈餘公積及相關特別盈餘公積，如有餘額由董事會擬定分配案，提請股東會決議分配之。
- (二) 依公司法規定，法定盈餘公積累積至資本額為止；除彌補公司虧損及撥充資本外，不得使用之，惟撥充資本時，以此項公積已達實收資本額 50%，並以撥充其半數為限。
- (三) 本公司 2010 年及 2009 年度經股東會決議，分別發放股東現金股利每股 0.14 元及每股 0.294 元。
- (四) 自 1998 年度起，本公司當年度之盈餘如未作分配或分配後尚有餘額者，應就該未分配盈餘加徵 10% 營利事業所得稅，未分配盈餘加徵之稅額得計入當年度股東可扣抵稅額帳戶。截至 2010 年及 2009 年 12 月 31 日有關未分配盈餘及股東可扣抵稅額資訊如下：

	2010 年 12 月 31 日	2009 年 12 月 31 日
1998 年及以後年度未分配盈餘		
A. 已加徵 10% 營業事業所得稅	\$ 1,004,994	\$ 873,120
B. 未加徵 10% 營業事業所得稅	405,731	292,035
	\$ 1,410,725	\$ 1,165,155
股東可扣抵稅額帳戶餘額	\$ 170,694	\$ 155,578

	2010 年度 (預計)	2009 年度 (實際)
盈餘分配之稅額扣抵比率	12.10%	16.99%

3) Pension-related assets and obligations are as follows:

	December 31, 2010	December 31, 2009
Benefit obligations:		
Vested benefit obligation	(\$ 180,227)	(\$ 149,651)
Non-vested benefit obligation	(1,860,473)	(1,753,617)
Accumulated benefit obligation	(2,040,700)	(1,903,268)
Additional benefits based on future salaries	(737,413)	(642,572)
Projected benefit obligation	(2,778,113)	(2,545,840)
Plan assets at fair value	1,916,538	1,717,588
Funded status	(861,575)	(828,252)
Unrecognized net transition obligation	203,615	213,796
Unrecognized loss on plan assets	644,271	598,728
Unrecognized prior service cost	8,685	9,168
Additional liability	(119,569)	(179,401)
Reserve for pension	(\$ 124,573)	(\$ 185,961)
Vested benefit	(\$ 198,096)	(\$ 172,765)

4) Net periodic pension costs for the years ended December 31, 2010 and 2009 were as follows:

	For the years ended December 31,	
	2010	2009
Service cost	\$ 138,238	\$ 142,393
Interest cost	57,281	64,146
Expected return on plan assets	(38,645)	(22,244)
Amortization of unrecognized net transition obligation	10,181	10,181
Amortization of prior service cost	483	483
Amortization of loss on plan assets	17,221	17,851
Net pension cost	\$ 184,759	\$ 212,810

5) Effective July 1, 2005, the Company established a defined contribution pension plan (the "New Plan") under the Labor Pension Act. Participants under the old plan have the option to be covered under the New Plan. Under the New Plan, the Company contributes monthly an amount based on 6% of the employees' monthly salaries and wages to the employees' individual pension accounts at the Bureau of Labor Insurance. The benefits accrued are portable upon termination of employment. The net pension cost recognized under the defined contribution plan for the years ended December 31, 2010 and 2009 amounted to \$64,742 and \$44,805, respectively.

15. RETAINED EARNINGS

Under the Company's Articles of Incorporation, the current year's earnings after paying all taxes, offsetting prior years' operating losses and setting aside 10% as legal reserve, if any, shall be allocated based on the proposal of the board of directors and approved by the Company's shareholders.

Pursuant to the ROC Company Law, the legal reserve must be used exclusively to offset losses and can not be used for any other purpose, except that one-half of the legal reserve may be capitalized based on a resolution at the stockholders' meeting when the legal reserve equals at least 50% of paid-in capital.

As approved at the stockholders' meeting held in 2010 and 2009, the Company distributed \$0.14 and \$0.294 cash dividends per share, respectively.

The Taiwan imputation tax system requires that any undistributed current earnings, of a company derived on or after January 1, 1998 be subject to an additional 10% corporate income tax if the earnings are not distributed in the following year. This 10% additional tax on undistributed earnings paid by the Company may be used as tax credit by the foreign stockholders against the withholding tax on dividends. In addition, the individual domestic shareholders can claim a proportionate share in the Company's corporate income tax, including the 10% additional tax, as tax credit against their individual income tax liability effective 1998.

As of December 31, 2010 and 2009, the Company's undistributed earnings and imputation tax credit account balance were as follows:

	December 31, 2010	December 31, 2009
Undistributed earnings		
-had been assessed with a 10% incometax	\$ 1,004,994	\$ 873,120
-had not been assessed with a 10% incometax	405,731	292,035
	\$ 1,410,725	\$ 1,165,155
Imputation tax credit	\$ 170,694	\$ 155,578
Creditable tax ratio	12.10%	16.99%
	(Estimated)	(Actual)

由於本公司得分配予股東之可扣抵稅額，應以股息紅利分配日之股東可扣抵稅額帳戶之餘額為計算基礎，是以本公司之股東於受配民國 98 年度盈餘時，所適用之扣抵稅額比率，尚須調至獲配股利或盈餘日前本公司依所得稅法規
定可能產生之各項股東可扣抵稅額。

十六、所得稅

(一) 所得稅費用及應付所得稅：

	2010 年度		2009 年度	
稅前純益按法定稅率計算之所得稅	\$	69,246	\$	87,180
永久性差異之所得稅影響數	(12,258)	(20,425)
稅法修正之所得稅影響數		1,141		1,901
投資抵減所得稅影響數	(69,718)	(39,744)
分離課稅款		-		363
未分配盈餘加徵 10%		13,187		27,448
所得稅費用		1,598		56,723
遞延所得稅資產淨變動數	(1,598)	(13,473)
預付稅款	(5,338)	(6,965)
分離課稅款		-	(363)
應(退)付所得稅(表列其他應收款)	(\$	5,338)	\$	35,922

(二) 遞延所得稅資產：

	2010 年 12 月 31 日		2009 年 12 月 31 日	
遞延所得稅資產—非流動—淨額	\$	6,009	\$	7,607

(三) 遞延所得稅資產之明細如下：

	2010 年 12 月 31 日		2009 年 12 月 31 日	
	金額	所得稅影響數	金額	所得稅影響數
備抵呆帳	\$ 31,226	\$ 5,308	\$ 28,930	\$ 5,786
存貨備抵損失	3,899	663	9,042	1,808
其他	221	38	65	13
	<u>\$ 35,346</u>	<u>\$ 6,009</u>	<u>\$ 38,037</u>	<u>\$ 7,607</u>

(四) 本公司營利事業所得稅業經稅捐稽徵機關核定至 2009 年度。

十七、用人、折舊及攤銷費用

	2010 年度		
	營業成本	營業費用	合計
用人費用			
薪資費用	\$ 2,745,923	\$ 603,283	\$ 3,349,206
勞健保費用	207,731	42,987	250,718
退休金費用	202,923	48,193	251,116
其他用人費用	122,199	51,585	173,784
折舊費用	426,815	59,852	486,667
攤銷費用	7	27,551	27,558
	<u>\$ 3,705,598</u>	<u>\$ 833,451</u>	<u>\$ 4,539,049</u>

The actual creditable tax ratio should be calculated based on the imputation tax credit account balance on dividend distribution date. As a result, the tax credit stockholders can claim when they received the 2009 earnings distribution should be recorded according to the Income Tax Law until the dividend distribution date.

16. INCOME TAX

Income tax expense and income tax (refundable) payable are as follows:

	2010	2009
Income before income tax at statutory tax rate	\$ 69,246	\$ 87,180
Tax effect of permanent differences	(12,258)	(20,425)
Tax effect of enacted change in tax laws	1,141	1,901
Tax effect of investment tax credits	(69,718)	(39,744)
Income tax on separately taxed income	-	363
10% income tax on prior year's undistributed earnings	13,187	27,448
Income tax expense	1,598	56,723
Net changes of deferred income tax assets	(1,598)	(13,473)
Prepaid and withholding of income tax	(5,338)	(6,965)
Income tax on separately taxed income	-	(363)
Income tax (refundable) payable	<u>(\$ 5,338)</u>	<u>\$ 35,922</u>

Deferred tax assets are as follows:

	December 31, 2010	December 31, 2009
Deferred income tax assets-non-current	<u>\$ 6,009</u>	<u>\$ 7,607</u>

The details of temporary differences resulting in deferred income tax assets are as follows:

	December 31, 2010		December 31, 2009	
	Amount	Tax Effect	Amount	Tax Effect
Allowance for doubtful accounts	\$ 31,226	\$ 5,308	\$ 28,930	\$ 5,786
Provision for inventory obsolescence	3,899	663	9,042	1,808
Others	<u>221</u>	<u>38</u>	<u>65</u>	<u>13</u>
	<u>\$ 35,346</u>	<u>\$ 6,009</u>	<u>\$ 38,037</u>	<u>\$ 7,607</u>

The Company's income tax returns through 2006 have been approved by the Tax Authority.

17. PERSONNEL, DEPRECIATION AND AMORTIZATION EXPENSES

	2010		
	Operating costs	Operating expenses	Total
Personnel expenses			
Salaries	\$ 2,745,923	\$ 603,283	\$ 3,349,206
Labor and health insurances	207,731	42,987	250,718
Pension and retirement	202,923	48,193	251,116
Others	122,199	51,585	173,784
Depreciation	426,815	59,852	486,667
Amortization	<u>7</u>	<u>27,551</u>	<u>27,558</u>
	<u>\$ 3,705,598</u>	<u>\$ 833,451</u>	<u>\$ 4,539,049</u>

	2009 年度		
	營業成本	營業費用	合計
用人費用			
薪資費用	\$ 2,424,475	\$ 584,724	\$ 3,009,199
勞健保費用	172,881	39,179	212,060
退休金費用	206,563	52,527	259,090
其他用人費用	108,090	47,725	155,815
折舊費用	421,742	64,352	486,094
攤銷費用	7	40,040	40,047
	<u>\$ 3,333,758</u>	<u>\$ 828,547</u>	<u>\$ 4,162,305</u>

十八、關係人交易

(一) 關係人之名稱及關係

關係人名稱	與本公司之關係
臺北市府	本公司持股 73.75% 之主要股東
新北市政府	本公司持股 8.75% 之股東
悠遊卡投資控股股份有限公司	本公司採權益法評價之被投資公司
悠遊卡股份有限公司	悠遊卡投資控股股份有限公司之轉投資事業
捷邦管理顧問股份有限公司	本公司採權益法評價之被投資公司
大都會汽車客運股份有限公司	臺北市府之轉投資事業

(二) 與關係人間之重大交易事項

1. 財產租賃

本公司於 2001 年 10 月與臺北市府簽訂臺北都會區大眾捷運系統財產租賃契約，契約期間自 2001 年 3 月至 2010 年 12 月止。租金為重置經費加計營業收入百分之四，全數繳入重置基金專戶；重置經費係依重置基金管理委員會核定重置計畫內容提撥，2010 及 2009 年度分別為 \$2,200,000 及 \$2,115,000。2010 及 2009 年度之租金支出為 \$2,665,806 及 \$2,458,292 (表列輸儲成本及其他營業成本)，2010 年及 2009 年 12 月 31 日應付租金為 \$46,221 及 \$39,670，業分別於 2011 年 1 月及 2010 年 1 月支付。另於 2011 年 1 月 1 日簽訂租賃備忘錄，自簽訂日起生效，為期六個月，雙方應經協商後於備忘錄有效期間屆至前，儘速簽訂租賃契約。

2. 臺北 IC 卡票證整合業務委託契約

本公司為配合臺北市府推動「台北 IC 卡票證整合專案」，與悠遊卡股份有限公司簽訂台北 IC 卡票證整合業務委託契約，合作辦理票證製作、發行、處理資訊及營業收入撥付等業務。依契約規定有關悠遊卡票證業務產生之重大交易事項如下：

(1) 其他營業收入

	2010 年度		2009 年度	
	金額	佔營業收入 %	金額	佔營業收入 %
代售悠遊卡佣金收入	\$ 53,468	-	\$ 48,768	-
加值機場地租金收入	2,081	-	1,904	-
	<u>\$ 55,549</u>	<u>-</u>	<u>\$ 50,672</u>	<u>-</u>

(2) 其他營業成本及業務費用

	2010 年度		2009 年度	
	金額	佔該科目 %	金額	佔該科目 %
手續費－悠遊卡清算 手續費	<u>\$ 152,646</u>	<u>10.67</u>	<u>\$ 150,872</u>	<u>12.08</u>

	2009		
	Operating costs	Operating expenses	Total
Personnel expenses			
Salaries	\$ 2,424,475	\$ 584,724	\$ 3,009,199
Labor and health insurances	172,881	39,179	212,060
Pension and retirement	206,563	52,527	259,090
Others	108,090	47,725	155,815
Depreciation	421,742	64,352	486,094
Amortization	7	40,040	40,047
	<u>\$ 3,333,758</u>	<u>\$ 828,547</u>	<u>\$ 4,162,305</u>

18. RELATED PARTY TRANSACTIONS

1) Names and relationship of major related parties

Name of Related Parties	Relationship
Taipei City Government (TCG)	Majority stockholder
New Taipei City Government (TPC)	Investor of the Company for 8.75%
EasyCard Investment Holding Co., Ltd.	Investee accounted for under the equity method
EasyCard Corporation	Investee of the EasyCard Investment Holding Co., Ltd.
Metro Taipei Consulting Service Ltd. (MTCS)	Investee accounted for under the equity method
Metropolitan Transport Corporation (MTC)	Investee of TCG

2) Summary of significant transactions and balances with related parties

A. Property lease

The Company entered into an agreement with the Taipei City Government (TCG) to lease properties of the Taipei Metropolitan Rapid Transit Systems (TMRTS) in October 2001. The lease term is from March 2001 to December 31, 2010. Rental is charged based on the replacement fee plus 4% of operating revenue, which is deposited into the replacement account. Replacement fee is contributed according to the replacement plan that was authorized by the Replacement Fund Management Commission. For 2010 and 2009, replacement fee was \$2,200,000 and \$2,115,000, respectively. In 2010 and 2009, the rental expense was \$2,665,806 and \$2,458,292, respectively, which were recorded as "Transportation cost" and "Other operating costs". As of December 31, 2010 and 2009, the rental expense payable was \$46,221 and \$39,670, which were paid in January 2011 and 2010, respectively. Besides, the Company signed a Taipei metro system property lease memorandum with TCG on January 1, 2011, which is valid for six months after the signing date. The two parties have to sign a formal lease contract before the expiry of the memorandum.

B. Taipei IC Card Integration Business Agreement (the Agreement)

In compliance with the Taipei IC Card Integration Project of the Taipei City Government, the Company signed a contract with EasyCard Corp. for the manufacture and issuance of tickets, data processing, and cash disbursements. The major transactions under the Agreement are as follows:

(1) Other operating revenue:

	2010		2009	
	Amount	% of operating income	Amount	% of operating income
Commissions from sales of EasyCards	\$ 53,468	-	\$ 48,768	-
Rental revenue for lease of site for ticketing machine	2,081	-	1,904	-
	<u>\$ 55,549</u>	<u>-</u>	<u>\$ 50,672</u>	<u>-</u>

(2) Operating expense:

	2010		2009	
	Amount	% of operating income	Amount	% of operating income
Operating outlay:				
Handling charges for EasyCards	<u>\$ 152,646</u>	<u>10.67</u>	<u>\$ 150,872</u>	<u>12.08</u>

(3) 預收款項

依上述合約約定，悠遊卡股份有限公司應按其每月月底預收悠遊卡加值款餘額一定比例暫存本公司。截至 2010 年及 2009 年 12 月 31 日，本公司預收之款項為 \$280,681 及 \$253,140，表列預收款項。另 2007 年 11 月本公司與悠遊卡股份有限公司完成台北 IC 卡票證整合業務委託契約續約（至 2011 年 3 月），悠遊卡股份有限公司支付本公司悠遊聯名卡交通權利金 \$179,080（含營業稅）。2009 年 12 月 31 日預收款項 \$55,314，表列預收款項；2010 年及 2009 年度，權利金收入分別為 \$55,314 及 \$55,314，表列其他業外收入。

(4) 本公司因上述交易產生之各項資產負債餘額如下：

	2010 年 12 月 31 日		2009 年度 12 月 31 日	
	金額	佔各科目 %	金額	佔各科目 %
應收帳款	\$ 34,403	32.53	\$ 20,863	25.72
其他應收款	\$ 12,256	5.58	\$ 16,465	10.92
應付費用	\$ 25,547	1.55	\$ 14,136	1.06
預收款項	\$ 281,171	80.81	\$ 308,454	80.50

本公司與關係人交易之付款期限如下：代售悠遊卡款項（表列應付費用）為悠遊卡售出後次一工作日結算付款；悠遊卡清算手續費及加值機場地租金收入為每月結算於次月付款。

3. 捷運與公車雙向轉乘優惠費用

本公司 2010 年及 2009 年度因辦理捷運與公車雙向轉乘優惠措施，支付予大都會汽車股份有限公司之業務宣導費（表列行銷費用）分別為 \$86,158 及 \$80,966；2010 年及 2009 年 12 月 31 日尚未支付之款項餘額分別為（表列應付費用）為 \$15,985 及 \$14,765。

4. 應收款項 / 其他應收款 / 應付代收款

截至 2010 年及 2009 年 12 月 31 日止，本公司因辦理臺北市府交通局、社會局、財政局、捷運局及新北市政府社會局所委託代辦事項（敬老票、愛心票及愛心陪伴票補助款及代辦設備工程等），代理收付之款項餘額如下：

	2010 年 12 月 31 日	2009 年 12 月 31 日
敬老票、愛心票及愛心陪伴票等應收款項	\$ 54,658	\$ 32,257
設備工程應付代收款	\$ 576,469	\$ 305,232
設備工程其他應收款	\$ 161,899	\$ 94,353
暫收款項（表列其他負債）	\$ 8,630	\$ 1,964

5. 臺北市貓空纜車系統委託經營管理契約

本公司於 2006 年 12 月為配合臺北市府提昇貓空地區休閒遊憩品質、改善地區交通及確保纜車系統服務品質，依臺北市空中纜車系統營運管理辦法與相關法令之規定，受臺北市府委託經營貓空纜車系統，並於 2007 年 7 月 4 日正式營運。依契約規定，本公司每年於會計年度結束後六個月內，檢附財務收支損益狀況，送臺北市府審核。若有盈餘，應先提撥前述稅後剩餘之百分之二十，作為本公司相關人員提升經營效能之激勵，其餘應全額給付臺北市府；若有虧損，應由臺北市府全額補助本公司。2008 年 9 月間連續遭到辛樂克及薔蜜颱風衝擊，造成邊坡沖刷狀況，纜車系統自 2008 年 10 月 1 日下午起暫停營運；纜車系統停駛期間，臺北市府進行了 T16 塔柱遷移及萬壽路 75 巷後方邊坡整治工程，並委託中華民國土木技師公會全國聯合會完成總體檢查執行計畫，已確定恢復營運安全無虞，另 2010 年 3 月 4 日完成復駛履勘檢查作業，並於 2010 年 3 月 30 日正式恢復營運。2010 年及 2009 年度本公司受託經營貓空纜車之營運結果如下：

(3) Unearned revenue:

In accordance with the Agreement, EasyCard Corp. deposits a certain percentage of advance receipts of EasyCards with the Company. As of December 31, 2010 and 2009, the advance receipts were \$280,681 and \$253,140, respectively, listed under the unearned revenue account. In November 2007, the Company has extended the Agreement with EasyCard Corp. to March 2011, and EasyCard Corp. paid royalty fee for EasyCards amounting to \$179,080 (including business tax) to the Company. As of December 31, 2009, the advance receipts for royalty was \$55,314, listed under the unearned revenue account. In 2010 and 2009, the royalty revenue was \$55,314 and \$55,314, respectively, which was recorded as "Other non-operating income".

(4) The balances resulting from the above transactions are as follows:

	December 31, 2010		December 31, 2009	
	Amount	% of operating income	Amount	% of operating income
Accounts receivable	\$ 34,403	32.53	\$ 20,863	25.72
Other accounts receivable	\$ 12,256	5.58	\$ 16,465	10.92
Accrued expenses	\$ 25,547	1.55	\$ 14,136	1.06
Unearned revenue	\$ 281,171	80.81	\$ 308,454	80.50

The payment terms for related parties are as follows: Payments for purchases of EasyCards (recorded as "Other payables") net of commissions are due 10 days after purchase. The handling charges for EasyCards and rental revenue are due in the following month.

C. Fare discount expense for passenger using MRT and public buses

The Company incurred promotion expenses (charged to "Selling expenses") to MTC for fare discount to passengers using MRT and public buses in the amount of \$86,158 and \$80,966 in 2010 and 2009, respectively. As of December 31, 2010 and 2009, the unpaid fair discount expenses (recorded as "Accrued expenses") were \$15,985 and \$14,765, respectively.

D. Receivables/other receivables/receipts on hand

As of December 31, 2010 and 2009, the Company was engaged to handle certain business activities for the Department of Transportation, TCG, Department of Social Welfare, TCG, Department of Finance, TCG, Department of Rapid Transit Systems, TCG and Department of Social Welfare, TPC. The related account balances (subsidies for tickets for senior, charity and escort and reimbursement for purchases of equipment, etc.) are as follows:

	December 31, 2010	December 31, 2009
Receivables for senior, charity and escort tickets	\$ 54,658	\$ 32,257
Advance receipts for construction of facilities	\$ 576,469	\$ 305,232
Other receivables for construction of facilities	\$ 161,899	\$ 94,353
Temporary credit (recorded as "Other payables")	\$ 8,630	\$ 1,964

E. Maokong Gondola Mandatory Management Contract

In order to promote the quality of recreation in Maokong, improve the traffic control, and maintain the service quality of the Maokong Gondola, Taipei City Government (TCG) entered into a management contract with the Company and appointed the Company to operate the Maokong Gondola in accordance with the Taipei Gondola Transport Business Policing Method and related regulations in December 2006. The operation of the Maokong Gondola started on July 4, 2007.

In accordance with the contract, the Company should provide TCG with the financial statements for Maokong Gondola operations within six months after the end of a fiscal year. Of the current year's earnings, if any, 20% of the remaining amount shall be set aside as the Company's performance bonus for management efficiency. The remaining amount shall be returned to TCG. Losses, if any, shall be reimbursed to the Company by the TCG. The Maokong Gondola had been suspended from noon of October 1, 2008 due to the scouring out of hillside during the Typhoon Sinlaku and Jangmi. During the suspension, TCG moved the base of "T16" pillar and renovated the slope construction behind the lane 75, Wanshou Road. TCG appointed the Chinese Union of Professional Civil Engineer Associations to complete the overall inspection and confirmed the safety for re-operation. Further, they had completed the inspection for re-operation on March 4, 2010 and the Maokong Gondola started operating again on March 30, 2010. In 2010 and 2009, the operating results of Maokong Gondola are as follows:

	2010 年度	2009 年度
貓空纜車營業總收入（註）	\$ 88,373	\$ 114
貓空纜車營業總支出	(187,004)	(67,765)
虧損	(\$ 98,631)	(\$ 67,651)

註：2009 年度係賠償收入。

6. 臺北小巨蛋委託經營管理契約

本公司於 2008 年 9 月 1 日為配合臺北市政府管理臺北小巨蛋，受臺北市政府委託經營臺北小巨蛋。依契約規定，本公司每年於會計年度結束後六個月內，檢附財務收支損益狀況，送臺北市政府審核。若有盈餘，應先提撥前述稅後剩餘之百分之二十，作為本公司相關人員提升經營效能之激勵，其餘應全額給付臺北市政府；若有虧損，應由臺北市政府全額補助本公司。2010 年及 2009 年度本公司受託經營臺北小巨蛋之營運結果如下：

	2010 年度	2009 年度
臺北小巨蛋營業總收入	\$ 338,884	\$ 283,285
臺北小巨蛋營業總支出	(291,958)	(248,149)
結餘	\$ 46,926	\$ 35,136

十九、重大承諾事項及或有事項

（一）截至 2010 年 12 月 31 日，本公司為購買物料及設備已開立尚未使用之信用狀金額為 \$3,550。

（二）本公司以營業租賃方式承租交易請詳附註十八（二）1。

二十、財務報表表達

（一）金融商品之公平價值

	2010 年 12 月 31 日		
	公平價值		
	帳面價值	公開報價決定之金額	評價方法估計金額
非衍生性金融商品			
資產			
公平價值與帳面價值相等之金融資產	\$ 652,039	\$ -	\$ 652,039
備供出售金融商品	2,595,623	2,595,623	-
持有至到期日之金融資產	1,703,836	-	1,703,836
負債			
公平價值與帳面價值相等之金融負債	2,453,026	-	2,453,026

	2009 年 12 月 31 日		
	公平價值		
	帳面價值	公開報價決定之金額	評價方法估計金額
非衍生性金融商品			
資產			
公平價值與帳面價值相等之金融資產	\$ 414,330	\$ -	\$ 414,330
備供出售金融商品	3,475,211	3,475,211	-
持有至到期日之金融資產	2,136,167	-	2,136,167
負債			
公平價值與帳面價值相等之金融負債	1,919,153	-	1,919,153

本公司估計金融商品公平價值所使用之方法及假設如下：

	2010	2009
Operating revenues (Note)	\$ 88,373	\$ 114
Operating costs	(187,004)	(67,765)
Gross loss	(\$ 98,631)	(\$ 67,651)

Note: The 2009 amount represents compensation revenue.

F. Taipei Arena Mandatory Management Contract

TCG entered into a management contract with the Company and appointed the Company to operate the Taipei Arena on September 1, 2008.

In accordance with the contract, the Company should provide TCG with the financial statements for Taipei Arena operations within six months after the end of a fiscal year. Of the current year's earnings, 20% of the remaining amount shall be set aside as the Company's performance bonus for management efficiency. The remaining amount shall be returned to TCG. Losses, if any, shall be reimbursed to the Company by the TCG. In 2010 and 2009, the operating results of Taipei Arena are as follows:

	2010	2009
Operating revenues	\$ 338,884	\$ 283,285
Operating costs	(291,958)	(248,149)
Gross profit	\$ 46,926	\$ 35,136

19. COMMITMENTS

- 1) As of December 31, 2010, the unused balance of the Company's letters of credit for the purchase of materials and fixed assets was \$3,550.
- 2) For operating lease agreements, please refer to Note 18.2) .A.

20. FINANCIAL STATEMENT PRESENTATION

- 1) Fair value of the financial instruments

	December 31, 2010		
	Fair value		
	Book value	Quotations in an active market	Estimated using a valuation technique
Non-derivative financial instruments			
Assets			
Financial assets with fair values equal to book values	\$ 652,039	\$ -	\$ 652,039
Available-for-sale financial assets	2,595,623	2,595,623	-
Held-to-maturity financial assets	1,703,836	-	1,703,836
Liabilities			
Financial liabilities with fair values equal to book values	2,453,026	-	2,453,026

	December 31, 2009		
	Fair value		
	Book value	Quotations in an active market	Estimated using a valuation technique
Non-derivative financial instruments			
Assets			
Financial assets with fair values equal to book values	\$ 414,330	\$ -	\$ 414,330
Available-for-sale financial assets	3,475,211	3,475,211	-
Held-to-maturity financial assets	2,136,167	-	2,136,167
Liabilities			
Financial liabilities with fair values equal to book values	1,919,153	-	1,919,153

The methods and assumptions used to estimate the fair values of the above financial instruments are summarized below:

1. 短期金融商品因折現值影響不大，故以帳面價值估計其公平價值。此方法應用於現金、應收款項、應付帳款、應付費用、其他應付款項及應付代收款。
2. 備供出售金融資產如有活絡市場公開報價時，則以此市場價格為公平價值。若無市場價格可供參考時，則採用評價方法估計。
3. 持有至到期日金融資產如有活絡市場公開報價時，則以此市場價格為公平價值。若無市場價格可供參考時，則以約定買回價格為公平價值。

（二）財務風險控制及避險策略（含財務避險）

本公司採用全面風險管理與控制系統，以清楚辨認、衡量並控制本公司所有各種風險（包含市場風險、信用風險、流動性風險及現金流量風險），使本公司之管理階層能有效從事控制並衡量市場風險、信用風險、流動性風險及現金流量風險。

本公司管理當局為能有效控管各種市場風險管理目標，以達到最佳化之風險部位、維持適當流動性部位及集中管理所有市場風險，係經適當考慮經濟環境、競爭狀況及市場價值風險之影響下，達到最佳化之風險部位、維持適當流動性部位及集中管理所有市場風險。

為了達成風險管理之目標，本公司採取之控管策略如下：

信用風險

本公司訂有嚴格之徵信評估政策，僅與信用狀況良好之交易相對人進行交易，且適時運用債權保全措施，以降低信用風險。

（三）重大財務風險資訊

1. 市場風險

（1）匯率風險

本公司主要之營運收入及成本以新台幣計價，無匯率風險。

（2）利率風險

本公司從事之債券投資，均為固定利率，其目的為利率變動時可獲取利息收入為主，故持有期間無現金流量風險，但有公平價值變動風險，本公司 2010 年 12 月 31 日持有固定利率之債券投資計 \$1,703,836。

（3）價格風險

本公司投資之權益商品，受市場價格變動之影響，惟本公司業已設置停損點，故預期不致發生重大之市場風險。

2. 信用風險

（1）本公司投資之政府債券，預期交易相對人不致發生違約，故發生信用風險之可能性極低，而最大之信用風險金額為其帳面價值。

（2）本公司投資之公司債或金融債券，其發行人之信用評等良好，預期交易相對人不致發生違約，故發生信用風險之可能性極低，而最大之信用風險金額為其帳面價值。

（3）本公司應收款項債務人之信用良好，因此經評估並無重大之信用風險，而最大之信用風險金額為其帳面價值。

3. 流動性風險

本公司投資之備供出售金融資產均具活絡市場，可輕易在市場上以接近公平價值之價格迅速出售金融資產，預期不致產生重大之流動性風險。另本公司投資之採權益法之長期股權投資均無活絡市場，故預期具有重大之流動性風險，惟金額不重大對公司影響不大。

4. 利率變動之現金流量風險

本公司無具有利率變動之交易，無利率變動之現金流量風險。

1. For short-term instruments, the fair values were determined based on their carrying values because of the short maturities of the instruments. This method was applied to cash, receivables, accounts payable, accrued expenses, other payables, and receipts under custody.
2. Available-for-sale financial assets are regarded as quoted in an active market if quoted prices are readily and regularly available from an exchange, dealer, broker, industry group, pricing service or regulatory agency, and those prices represent actual and regularly occurring market transactions on an arm's length basis. If the market for a financial instrument is not active, an entity establishes fair value using a valuation technique.
3. Held-to-maturity financial assets are regarded as quoted in an active market if quoted prices are readily and regularly available from an exchange, dealer, broker, industry group, pricing service or regulatory agency, and those prices represent actual and regularly occurring market transactions on an arm's length basis. If the market for a financial instrument is not active, an entity establishes fair value using a valuation technique.

2) Procedure of financial risk control and hedge

The Company adopts overall risk management and control system to identify and measure a variety of financial risks (including market risk, credit risk, liquidity risk and cash flow interest rate risk) . The Company's management can control and measure these risks effectively.

To control the risk management objectives of a variety of market risks effectively, the Company's management considers the economic environment, competition and market value risk to achieve the best position of investment risk, maintain investment of excess liquidity and control of overall market risk.

To meet its risk management objectives, the Company adopts the following strategy to control financial risk:

Credit risk

The Company has a stringent credit policy in place. Transactions are conducted only with counterparties with good credit conditions. Appropriate measures are also undertaken where necessary to protect the Company's credit rights and thereby mitigate credit risk.

3) Information of material financial risk

A. Market risk

(1) Foreign exchange risk

Major revenues and costs of the Company are denominated in New Taiwan dollars, thus there is no foreign exchange risk.

(2) Interest risk

The Company invests in fixed interest rate bonds. The objective is to earn the interest revenue when the rate changes. Therefore, there is no cash flow risk in the holding period, but there is a fair value risk. The Company's held-to-maturity financial assets as of December 31, 2010 amounted \$1,703,836.

(3) Price risk

The Company is exposed to equity securities price risk because of investments held by the Company and classified on the balance sheet either as available-for-sale or at fair value through profit or loss. The Company sets limits to control the transaction volume and stop-loss amount of derivatives to reduce its market risk.

B. Credit risk

(1) The Company has lower significant concentrations of credit risk, due to investment in government bonds. The maximum loss to the Company is the total book value.

(2) The Company has lower significant concentrations of credit risk due to investment in company and financial bonds, whose credit ratings are good. The maximum loss to the Company is the total amount of all book value.

(3) The Company has lower significant concentrations of credit risk. Transactions are conducted only with counterparties with good credit conditions. The maximum loss to the Company is the book value of receivables.

C. Liquidity risk

The Company invests in available-for-sale financial assets which are traded in active markets and can be readily converted into certain amount of cash approximate to their fair values. The liquidity risk exposure is low. The Company's long-term equity investments accounted for under the equity method are not traded in active markets. The liquidity exposure is high, but the amount is not material to the financial statements.

D. Interest-bearing cash flow risk

As the Company has no interest-bearing transactions, there are no concentrations of interest-bearing cash flow risk.

(四) 財務報表之審定調整及重編

1. 本公司 2009 年度之決算，業於 2010 年 8 月 3 日經審計部臺北市審計處 (以下簡稱審計處) 審定完竣，並依指示將應予調整事項追補入帳，有關重編財務報表之明細如下：

	會計師查核數	調整金額	審計處審定數	說明
資產負債表				
資產				
流動資產	\$ 6,364,214	(\$ 61)	\$ 6,364,153	
基金長期投資及應收款	2,015,014	-	2,015,014	
固定資產	5,639,895	-	5,639,895	
無形資產	220,401	-	220,401	
其他資產	9,094	282	9,376	
資產總計	\$ 14,248,618	\$ 221	\$ 14,248,839	
負債				
流動負債	\$ 2,336,192	\$ 2,043	\$ 2,338,235	3
長期負債	185,961	-	185,961	
其他負債	390,603	(44)	390,559	
負債合計	2,912,756	1,999	2,914,755	
業主權益	11,335,862	(1,778)	11,334,084	2 及 3
負債及業主權益總計	\$ 14,248,618	\$ 221	\$ 14,248,839	

	會計師查核數	調整金額	審計處審定數	說明
損益表				
營業收入	\$ 11,185,465	\$ -	\$ 11,185,465	
營業成本	(8,999,550)	32,226	(8,967,324)	1
營業毛利	2,185,915	32,226	2,218,141	
營業費用	(2,214,617)	(32,409)	(2,247,026)	1
營業淨損	(28,702)	(183)	(28,885)	
營業外收入及利益	391,722	923	392,645	
營業外費用及損失	(13,905)	(1,097)	(15,002)	2
稅前純益	349,115	(357)	348,758	
所得稅費用	(55,302)	(1,421)	(56,723)	3
本期純益	\$ 293,813	(\$ 1,778)	\$ 292,035	

註：若調整金額未達 \$1,000，則未加以說明。

2. 調整金額說明：

- (1) 審計處將存貨評價回升利益從「業務費用」轉列「輸儲成本」\$32,361。
- (2) 審計處對應收款予以提列呆帳損失，增列「其他營業外費用」\$1,097 並相對提列「備抵呆帳 - 催收款項」。
- (3) 經上述調項及其他經臺北市府及審計部臺北市審計處調整結果，合計減少稅前淨利 \$357，故相對調整「所得稅費用」及「應付所得稅」\$1,421。

4) Financial statement presentation

The accounts for the year ended December 31, 2009 were examined by TMAD of the Ministry of Audit on August 3, 2010. Certain accounts in the 2009 financial statements were restated to conform with the adjustments made by TMAD.

	Balance per audited financial statements	Adjustments	Balance per examination by TMAD	Note
Balance Sheets				
Assets				
Current assets	\$ 6,364,214	(\$ 61)	\$ 6,364,153	
Fund, investments and long-term receivables	2,015,014	-	2,015,014	
Fixed assets	5,639,895	-	5,639,895	
Intangible assets	220,401	-	220,401	
Other assets	9,094	282	9,376	
Total assets	<u>\$ 14,248,618</u>	<u>\$ 221</u>	<u>\$ 14,248,839</u>	
Liabilities				
Current liabilities	\$ 2,336,192	\$ 2,043	\$ 2,338,235	c
Long-term liabilities	185,961	-	185,961	
Other liabilities	390,603	(44)	390,559	
Total liabilities	<u>2,912,756</u>	<u>1,999</u>	<u>2,914,755</u>	
Stockholders' equity	<u>11,335,862</u>	<u>(1,778)</u>	<u>11,334,084</u>	b&c
Total liabilities and stockholders' equity	<u>\$ 14,248,618</u>	<u>\$ 221</u>	<u>\$ 14,248,839</u>	
Statements of Income				
Operating revenue	\$ 11,185,465	\$ -	\$ 11,185,465	
Operating cost	(8,999,550)	32,226	(8,967,324)	a
Gross profit	2,185,915	32,226	2,218,141	
Operating expenses	(2,214,617)	(32,409)	(2,247,026)	a
Operating income	(28,702)	(183)	(28,885)	
Non-operating income	391,722	923	329,645	
Non-operating expenses	(13,905)	(1,097)	(15,002)	b
Income before income tax	349,115	(357)	348,723	
Income tax expense	(55,302)	(1,421)	(56,723)	c
Net income	<u>\$ 293,813</u>	<u>(\$ 1,778)</u>	<u>\$ 292,035</u>	

Note: For adjustments below \$1,000, no explanation was provided.

Note a: TMAD reclassified gain from price recovery of inventory of \$32,361 from "Cost of sales" to "Transportation & warehousing cost" .

Note b: TMAD recognized bad debt provision of \$1,097 for accounts receivable by debiting "other non-operating expenses" and crediting "allowance for doubtful accounts – overdue receivables" .

Note c: As a result of the adjustments listed above and other adjustments made by TCG and TMAD, income before income tax, income tax payable, and income tax expense decreased by \$357, \$1,421, and \$1,421, respectively.

營運路線基本資料 Significant Statistical Data

路線長度 Route Length	中運量 Medium Capacity		高運量 High Capacity			全系統 Entire System	單位 Unit
營運總長度 Total length of MRT network	25.2		75.6			100.8	公里 Km
高架段 Elevated Section	21.1		11.5			32.6	公里 Km
平面段 Ground Level Section	—		9.2			9.2	公里 Km
地下段 Underground Section	4.1		54.9			59.0	公里 Km
工程總長度 Total Length of Project						105.4	公里 Km
車站數 Number of Stations	中運量 Medium Capacity		高運量 High Capacity			全系統 Entire System	單位 Unit
總車站數 Total Number of Stations	24		69			93 ¹	站 Station
高架段 Elevated Section	22		10			32	站 Station
平面段 Ground Level Section	—		7			7	站 Station
地下段 Underground Section	2		52			54	站 Station
電聯車 Trains	中運量 Medium Capacity		高運量 High Capacity			全系統 Entire System	單位 Unit
列車種類 Train Model	VAL-256	CITYFLO 650	301型 Model	321型 Model	341型 Model	371型 Model	
列車數 Number of Trains	25.5	50.5	22	36	6	44.5	列車 Train
每列車車廂數 Number of Carriages per Train	4	4	6	6	6	6 (3) ²	車廂 Carriage
車廂數 Number of Carriages	102	202	132	216	36	267	車廂 Carriage
每列車座位數 Seats per Train	80	76	352	352	352	308	人 Person
每列車載客容量 Passenger Capacity per Train	456	424	2,200	2,200	2,200	2,222	人 Person
最大爬坡 Maximum Gradient	6%	6%	3%	3%	3%	3%	
最小曲率半徑 Minimum Curvature Radius	30	30	200	200	200	200	公尺 m
平均時速 Average Speed	31	33	34	34	34	34	公里/小時 Km/Hr
最高設計時速 Maximum Designed Speed	80	80	90	90	90	90	公里/小時 Km/Hr
機廠 Depots	中運量 Medium Capacity		高運量 High Capacity			全系統 Entire System	單位 Unit
機廠數 Number of Depots	2		6			8	座 Depot
機廠面積 Total Area	13.31		127.97			141.28	公頃 Hectares
附屬事業 Affiliated Enterprises	中運量 Medium Capacity		高運量 High Capacity			全系統 Entire System	單位 Unit
販賣店 Station Shop Spaces	21		106			127	家 Store
廣告 Advertising							
車站廣告 Station Advertisements	167		832			999	幅 Piece
車廂廣告 On-Board Advertisements	1,818		9,078			10,896	幅 Piece
停車場 Parking Lots							
機車車位 Motorcycle Spaces	989		7,326			8,315	格 Unit
汽車車位 Automobile Spaces	1,517		2,284			3,801	格 Unit
地下街 Underground Malls							
店舖家數 Number of Shop Spaces	—		116			116	家 Store
店舖面積 Total Shop Space Area	—		8,729			8,729	平方公尺 m ²

註 1: 含臺北車站、忠孝復興站、忠孝新生站、民權西路站 4 個主要轉乘站。

註 2: 2006 年 7 月 22 日起，以 371 型 3 車組電聯車共計 3 列車於新北投和小碧潭支線上線營運。

Note 1: Includes the four main transfer stations: Taipei Main Station, Zhongxiao Fuxing Station, Zhongxiao Xinsheng Station, and Minguan W. Rd. Station.

Note 2: On 22 July 2006, three sets of 371 model Electrical Multiple Units consisting of three cars each began operations on the Xinbeitou and Xiaobitan Branch Lines.

營運數據 Operating Statistics (2010.01.01-2010.12.31)

營運時間 Operating Duration	中運量 Medium Capacity		高運量 High Capacity		單位 Unit	
每日營運時數 Daily Operating Duration	18 (6:00~24:00)		18 (6:00~24:00)		小時	
列車運轉時間 Train Time Statistics	中運量 Medium Capacity		高運量 High Capacity			
停靠車站 Station Stop Duration	25~60 秒 sec	臺北車站 Taipei Main Station 忠孝復興站 Zhongxiao Fuxing 其餘各站 Other Stations	40-50秒 40-50 sec 40-50秒 40-50 sec 18-35秒 18-35 sec			
單向行駛 One-Way Trip Duration	45 分30 秒 45 min 30 sec	淡水-新店 Danshui – Xindian 北投-南勢角 Beitou – Nanshijiao 南港-永寧 Nangang – Yongnig 南港-亞東醫院 Nangang – Far Eastern Hospital 蘆洲-忠孝新生 Luzhou – Zhongxiao Xinsheng	55分22秒 55 min 22 sec 35分42秒 35 min 42 sec 40分19秒 40 min 19 sec 33分12秒 33 min 12 sec 20分48秒 20 min 48 sec			
雙向行駛 Round Trip Duration	96 分 min	淡水-新店 Danshui – Xindian 北投-南勢角 Beitou – Nanshijiao 南港-永寧 Nangang – Yongnig 南港-亞東醫院 Nangang – Far Eastern Hospital 蘆洲-忠孝新生 Luzhou – Zhongxiao Xinsheng	110分44秒 110min 44 sec 71分24秒 71min 24 sec 80分38秒 80min 38 sec 66分24秒 66min 24 sec 41分36秒 41min 36 sec			
端點折返 Turnaround Time	1 分30 秒 1 min 30 sec	210-480秒 sec				
運量 Ridership	中運量 Medium Capacity		高運量 High Capacity		全系統 Entire System	單位 Unit
年度總運量 Annual Ridership	59,150,826		446,315,624		505,466,450	人次 Trip
日平均運量 Average Daily Ridership	162,057		1,222,783		1,384,840	人次 Trip
平常日每日平均運量 Average Weekday Ridership	176,795		1,269,750		1,446,545	人次 Trip
例假日每日平均運量 Average Weekend and Holiday Ridership	128,766		1,116,687		1,245,453	人次 Trip
車輛使用 Train Usage	中運量 Medium Capacity		高運量 High Capacity		全系統 Entire System	單位 Unit
列車總行駛班次 Total Number of Train Runs	194,637		683,925 (主線行駛 Main Line Transits 439,986)		878,562	班 Run
平均每日班次 Average Daily Runs	533		1,874 (主線行駛 Main Line Transits 1,205)		2,407	班 Run
總延車公里 Total Train Kilometers	4,963,517		10,833,264		15,796,781	延車公里 Train-Km
系統服務水準 Service Performance	中運量 Medium Capacity		高運量 High Capacity		全系統 Entire System	單位 Unit
平均尖峰列車班距 Average Peak Headway	2分55秒 2 min 55 sec		4分35秒 4 min 35 sec			
平均離峰列車班距 Average Off-Peak Headway	4分33秒 4 min 33 sec		5分34秒 5 min 34 sec			
行車速率 Train Speed	33.63		33.98			公里/小時 Km/Hr
準點率 On-Time Rate	98.44%		99.74%			
尖峰平均承載率 Average Loading Rate During Peak Hours	5.09		4.28			人/平方公尺 Person/m²
一般事故率 Minor Incidents	0.60		0.28		0.38	件/百萬公里 Incident/Million Km
重大事故率 Major Incidents	0		0.00		0	件/百萬公里 Incident/Million Km
總延人公里 Total Passenger Kilometers	461,371,712		3,661,817,497		4,123,189,209	延人公里 Passenger-Km
其他 Other Statistics					全系統 Entire System	單位 Unit
平均票價 (稅後) Average Ticket Price (After-tax)					22.25	元 NTD
平均旅次長度 Average Trip Length					8.16	公里 Km

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