

2022 台北捷運公司年報 ANNUAL REPORT





智慧脈動 會思考的城市 Taipei: A Smart City, Capable of Thought

搭上台北捷運,深入城市地景人文,感受新舊時光交疊的魅力, 這是一座兼容多元文化的世界城市、隨著時間演進思考的台北, 科技與智慧不停的脈動,台北捷運正是其中亮眼的一道傳遞源。

Let Taipei Metro transport you deep into the urban landscape and culture, to experience the charm of overlapping generations. This is a global city that embraces diverse cultures, evolving its thinking throughout time. Taipei Metro shines as a radiant conduit of the steady pulse of technology and intelligence.









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Message from Top Management 首長的話

董事長的話 Words from the Chairman

台北捷運營運迄今,以扎實的軌道專業奠定堅實的營運基礎,不論是在營運 或維修領域皆有高品質表現,2022年除了系統營運可靠度連年創新高、與 國外軌道同業並駕齊驅外,疫情肆虐下,卓越的營運表現也深受民眾肯定, 更連續5年達成旅客高滿意度且零負評表現。

在迎接未來多變且富挑戰的環境,我們持續強化企業經營體質及核心競爭 力,在兼顧安全、品質與服務的基礎下,除了善用創新科技推動多元服務升 級,以前瞻的數位思維建構智慧運輸、打造以人為本的友善運輸系統外,亦 將致力升級交通與生活的優質服務。

From its founding to the present, Taipei Metro has laid a solid foundation for operations with its strong rail expertise, delivering high-quality performance in both operations and maintenance fields. In 2022, not only did we achieve a new record in operational reliability, measured in mean car kilometers between service-delay failure of more than 5 minutes (MKBF), we also stood shoulder to shoulder with international rail peers. Our excellent operational performance amid the pandemic has gained the recognition of the general public, allowing us to achieve a 5-year consecutive streak of high passenger satisfaction ratings and zero negative reviews.

We continue to strengthen our business management and core competitiveness to face the volatile and trying landscape of the future. While simultaneously ensuring our system's safety, quality, and services, we have leveraged innovative technologies to upgrade various services, as well as embraced forward-looking digital strategies to develop a smart peopleoriented, user-friendly transportation network. We will tirelessly dedicate ourselves to providing high quality services that improve the quality of public transit and daily life.









透過公司持續推動多元化商業模式及開展生活事業,進而開創場站空間再利 用與新價值;另亦藉由線形公園延伸改造,強化社區參與及社會關懷,並以 開展中的士林站、劍潭站及劍南路站多元目標開發,豐富周邊生活機能,未 來更將結合「Station as a City」的概念,將車站打造為旅客生活中的微型城 市,提升民眾日常生活的便利性,強化台北捷運與美好生活的連結。

展望未來,台北捷運將以安全的運輸服務為導向、豐富的便利生活為藍圖, 在力求業務精進的同時,響應政府2050淨零碳排政策,積極推動再生能源、 綠運具資源共享等措施,在環境永續之基礎上,落實公司治理與員工及社 會關懷之經營理念。

Taipei Metro will further persevere in the implementation of diverse business models and establishment of our lifestyle business, and pioneer the repurposing of station space to impart greater value. We have fostered engagement with communities and supported social care through the expansion and renovation of the various Linear Parks. We are also spurring the development of a growing array of amenities throughout the areas surrounding our Shilin, Jiantan and Jiannan Road Station TOD projects. In the future, we have plans to shape our stations into micro-cities patterned after the "Station as a City" concept, making daily life even more convenient for the public, and strengthening the link between a wonderful life and Taipei Metro.

Looking to the future, Taipei Metro will give prominence to the provision of safer transportation services and convenience within daily life, while also aligning with the government's 2050 netzero emissions policy. We are actively promoting renewable energy and the sharing of green transportation resources, and are committed to implementing ESG strategies that include corporate governance, employee welfare, and social outreach initiatives.

Chairman, Shiao-Lien Chao

董事長 趙紹廉



總經理的話 Words from the President

2022 年台北捷運持續推展智慧營運與數位創新兩大主軸,秉持著「安全可 靠的旅運服務」的核心價值、加上「創新求變」的思維,從A朝A+邁進, 並致力提升台北捷運的安全、品質及服務,邁向永續經營。

台北捷運自 1996 年通車營運以來,累積了豐富的營運經驗與能量,在全世 界 41 個城市、45 個地鐵捷運系統組成的「COMET 國際地鐵聯盟」評比中, 台北捷運的可靠度表現名列前茅,2022 年可靠度指標 MKBF 1,645.9 萬車 廂公里再創新高,相當於捷運列車繞行地球 75 趟才發生1件5分鐘以上延 誤事件。如此高標準的營運績效有賴本公司不斷精進智慧維修及科技創新 應用服務,研發多項領先捷運同業之創新研發技術服務,並透過管理制度 建立、跨部門的協力合作,不斷精進優化,方能達成。

Throughout 2022, Taipei Metro has continued to implement smart operations and digital innovation. Upholding our ideology of "safe and reliable transportation services" while fueled by our mindset of "making changes through innovation," we have steadily worked to enhance ourselves from an A-grade to an A+. As we dedicate our efforts to ensuring the safety, quality, and services of the Taipei Metro, we are also taking steps to move towards sustainable operations.

We have amassed an abundance of strength and knowledge since operations began in 1996. In the Community of Metros (COMET), an organization comprising 45 metro systems from 41 cities worldwide, Taipei Metro ranks at the top in terms of car kilometers between service-delay failure of more than five minutes (MKBF), attaining a record high of 16.459 million car-kilometers in 2022—in other words, for every 75 times the Taipei Metro circles the Earth, we would only encounter one delay lasting longer than five minutes. Such a high standard of operational performance is only possible due to constant technological innovations to facilitate smart maintenance and applications. We have pioneered an array of cutting-edge services and technology unique to the industry, which are the culmination of efforts to consistently optimize firm-wide mechanisms, establishment management systems, and collaborate among internal departments.









目前系統平均每日服務旅客 200 萬人次、累計運量已達 125 億人次,身負 串聯連結大台北地區路網及生活圈的關鍵任務,將持續秉持「以人為本」 理念優化服務及營運流程,升級旅客服務體驗。根據英國文化雜誌「Time Out」發布最新調查結果,台北捷運於全球 50 座城市公共運輸系統中名列 第8,台北捷運持續為台北帶來更多正向改變,成為台北引以為傲的城市名 片之一。

台北捷運不只是運輸工具,更是串聯民眾生活的重要媒介。未來將持續以 創新思維迎接各項機會與挑戰,跳出既有的運作模式創造永續經營,成為 這座城市最美好的陪伴與存在。

At present, the system serves an average 2 million passengers daily, with a cumulative ridership exceeding 12.5 billion. We shoulder the vital responsibility of connecting the road network and living circles within the Greater Taipei Area. Upholding our "people-first" principle, we will continue to optimize services and operations, enhancing the overall passenger experience. According to the latest survey results published by *Time Out*, a cultural magazine in the United Kingdom, Taipei Metro ranks 8th among 50 urban public transportation systems around the world. The Metro has consistently inspiring positive changes in the city, proudly standing as one of Taipei's impressive achievements.

Taipei Metro is not just a means of transportation—it is an integral conduit that connects people's everyday lives. Moving forward, we will continue to face future opportunities and challenges with innovative ways of thinking, think outside the box to create a sustainable business model, and become the city's finest companion.

President, Ching-Shinn Huang

總經理 黃清信

量清信 C.S. Kuang



Vision, Mission, and Core Values 願景、使命 與核心價値

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願景、使命與核心價值 Vision, Mission, and Core Values

願景

「一流捷運,美好台北」

台北捷運將以開放創新之觀念與服務,支持城市居 住、工作、休閒及運輸等機能發展,同時融和在地 精神,型塑更美好的城市生活與文化。

使命

「提供安全、可靠、親切的運輸服務,追求永 續發展」

以運輸本業為基礎,發展多元服務,善盡企業社會 責任,與顧客、社區、員工、股東及供應商共同成 長與發展。

核心價值

「正直誠信、團隊合作、創新卓越、開放共享」

正直誠信

對於合作夥伴秉持公正、堅守承諾;對於公司同仁 講求公平合理,建立真誠互信的企業文化。

團隊合作

發揮全員參與、全員服務的團體合作精神,主動關 懷與協助,成為共同成長的強力後盾。

創新卓越

以務實的態度、前瞻的視野及創新的思維,掌握市 場趨勢及社會脈動,追求進步與卓越。

開放共享

鼓勵開放多元,落實共享理念,凝聚社區共好、城 市共榮的推進力量。



Vision

"A world-class metro, a wonderful Taipei"

With a service philosophy of openness and innovation, the Taipei Metro supports Taipei City's all-round development for better living, working, recreation, and transportation. We integrate the local spirit to forge a brighter urban culture.

Mission

"Providing safe, reliable, and friendly transportation services while pursuing sustainable development"

We are diversifying our services and fulfilling our corporate social responsibilities on the basis of our core transportation services. We aim to grow and develop in partnership with our customers, communities, employees, shareholders, and suppliers.

Core Values

"Integrity, teamwork, innovation, openness, and sharing"

Integrity

Honoring our commitments, and being fair and just to our partners and employees, creating a corporate culture of sincerity and mutual trust.

Teamwork

Creating synergy and realizing the full potential of each team member through full participation and involvement, providing proactive care and assistance for employees for mutual growth and support.

Innovation

Being in sync with the latest market developments and social trends for continuous improvement and excellence by being pragmatic, progressive, and innovative.

Openness and sharing

Promoting openness and diversity, implementing the vision of a sharing culture, and fostering a sense of community for mutual prosperity between Taipei City and our company.





Data and Figures 數字快覽

存約建度資料, 你來決定怎麼用。 ^{保護你的服私,}這才是 iPhone。

Color!

· 忠孝復興

數字快覽 Data and Figures







Organizational Structure 組織架構

資本額與股東結構 Capital and Ownership Structure

股東名稱 Shareholder	總投資金額(元) Total Investment (NT\$)	百分比 Percentage (%)
臺北市政府 / Taipei City Government	7,374,571,430	73.75%
交通部 / Ministry of Transportation and Communications	1,714,285,710	17.14%
新北市政府 / New Taipei City Government (NTCG)	875,000,000	8.75%
唐榮鐵工廠股份有限公司 / Tang Eng Iron Works Co., Ltd.	35,714,280	
兆豐國際商業銀行股份有限公司 / Mega International Commercial Bank Co., Ltd.	142,860	0.26%
合作金庫商業銀行股份有限公司 / Taiwan Cooperative Bank Co., Ltd.	142,860	0.36%
台北富邦商業銀行股份有限公司 / Taipei Fubon Commercial Bank Co., Ltd.	142,860	-
合計 / Total	10,000,000,000	100%

註1:本公司於1994年7月27日成立,股東持股比例依初期路網投資建設出資比例分配。

註 2:公司登記資本額新臺幣 100 億元,實收資本額總計新臺幣 100 億元。

註 3:2000 年台灣省精省,省府將所占 17.14% 股份,移轉給交通部持有。

Note 1: TRTC was established on July 27, 1994. Shareholding ratios were calculated according to the ratio of capital invested in the construction of the railway network.

Note 2: The company's registered capital is NT\$10 billion, and paid-up capital is NT\$10 billion.

Note 3: The Taiwan Provincial Government was streamlined in 2000, with the Provincial Government transferring its 17.14% shares to the Ministry of Transportation and Communications.





董事會 Board of Directors



職稱 Title	姓名 Name
董事長 Chairman	趙紹廉(台北捷運公司董事長) Shiao-Lien Chao (Chairman, Taipei Rapid Transit Corporation)
	黃清信 (台北捷運公司總經理) Ching-Shinn Huang (President, Taipei Rapid Transit Corporation)
	鄭德發(臺北市政府捷運工程局局長) De-Fa Cheng (Commissioner, Department of Rapid Transit Systems, Taipei City Government)
董事	游適銘 (臺北市政府財政局局長) Shih-Ming You (Commissioner, Department of Finance, Taipei City Government)
Directors	邱美珠(臺北市政府主計處副處長) Mei-Chu Chiu (Deputy Commissioner, Department of Budget, Accounting and Statistics, Taipei City Government
	黃如妙(臺北市政府交通局專門委員) Ju-Miao Huang (Senior Specialist, Department of Transportation, Taipei City Government)
	邱裕鈞 (陽明交通大學運輸與物流管理學系教授) Yu-Chiun Chiou (Professor, Department of Transportation and Logistics Management, National Yang Ming Chiao Tung University University)

	賴淑芳 (德明財經科技大學副教授兼流通管理系主任) Shu-Fang Lai (Director, Department of Distribution Management, Takming University of Science and Technology)
董事 Directors	王玉芬 (臺北市政府都市發展局局長) Yu-Fen Wang (Commissioner, Department of Urban Development, Taipei City Government)
	陳淑慧 (臺北市政府觀光傳播局局長) Shu-Hui Chen (Commissioner, Department of Information and Tourism, Taipei City Government)
	簡志安 (台北捷運公司企業工會委員) Chih-An Chien (Union Committee Member, Taipei Rapid Transit Corporation)
	邱文燕 (台北捷運公司企業工會委員) Wen-Yen Chiu (Union Committee Member, Taipei Rapid Transit Corporation)
	陳彥伯 (交通部政務次長) Yen-Po Chen (Political Deputy Minister, Ministry of Transportation and Communications)
	杜微 (交通部台灣鐵路管理局局長) Tu Wei (Director-General, Taiwan Railway Administration, Ministry of Transportation and Communications)
	鍾鳴時 (新北市政府交通局局長) Ming-Shi Chung (Commissioner, Department of Transportation, New Taipei City Government)
	俞振華 (臺北市政府研究發展考核委員會主任委員) Chen-Hua Yu (Chairperson, Research, Development and Evaluation Commission, Taipei City Government)
	戴智琪 (臺北市政府法務局副局長) Chih-Chi Tai (Deputy Commissioner, Department of Legal Affairs, Taipei City Government)
監察人 Supervisors	李花書 (臺北市政府人事處副處長) Hua-Shu Li (Deputy Commissioner, Department of Personnel, Taipei City Government
	王穆衡 (交通部參事) Mu-Heng Wang (Counselor, Ministry of Transportation and Communications)
	李政安 (新北市政府捷運工程局局長) Cheng-An Lee (Commissioner, Department of Rapid Transit Systems, New Taipei City Government)

(以 2023 年 8 月 31 日在任名單為主) (Based on the list of Board Members as of August 31, 2023)

經營團隊

Business Team

職稱	姓名
Title	Name
總經理	黃清信
President	Ching-Shinn Huang
	楊秦恒 Chin-Heng Yang
副總經理	洪育銘 Yu-Ming Hung
Vice President	詹文滔 Wen-Tau Jan
	陳建財 Chien-Tsai Chen
主任秘書	許怡美
Chief Secretary	I-Mei Hsu
稽核長	羅啟倫
Auditor General of Audit Office	Chii-Lune Luo
經營企劃處處長	黃雅芬
Director of Corporate Planning Division	Ya-Fen Huang
站務處處長	胡正倫
Director of Station Operations Division	Cheng-Lun Hu
行車處處長	陳忠助
Director of Train Operations Division	Chung-Chu Chen
車輛處處長	塗同銘
Director of Rolling Stock Division	Tung-Ming Tu
系統處處長	施政延
Director of Operations Engineering Division	Zheng-Yan,Shi
電機處處長	趙孟成
Director of Station Engineering Division	Meng-Cheng Chao
工務處處長	洪銘遠
Director of Infrastructure Division	Ming-Yuan Hung
人力資源處處長	王秋惠
Director of Human Resources Division	Chiou-Huey Wang
資訊處處長	謝興盛
Director of Information Technology Division	Hsing-Sheng Hsieh
供應處處長	楊泰良
Director of Purchasing and Warehousing Division	Tai-Liang Yang
工安處處長	傅敏雄
Director of Industrial Safety Division	Min-Hsiung Fu

財務處處長	林榮輝
Director of Finance Division	Jung-Hui Lin
會計處處長	姚惠芳
Director of Accounting Division	Hui-Fang Yao
法政處處長	張必然
Director of Legal Affairs and Government Ethics Division	Pi-Lan Chang
行政處處長	胡宗禮
Director of Administration Division	Tsong-Li Hu
商業發展處處長	吳俊佑
Director of Commercial Development Division	Chun-Yu Wu
新事業開發處處長	馮兆興
Director of Lifestyle Business Division	Chao-Hsin Feng
遊憩休閒事業處處長	黃景南
Director of Leisure Tourism Business Division	Ching-Nan Huang

(以 2023 年 9 月 5 日在任名單為主)

(Based on the list of active employees as of September 5, 2023)

人力統計 Workforce Statistics



(以 2022 年 12 月 31 日在職人數為準)

(Based on the number of active employees as of December 31, 2022)



Operation Overview 營運概況

運輸本業 Transportation

營運路網

台北捷運共有6條路線,包含文湖線(棕線)、淡水 信義線(紅線)、松山新店線(綠線)、中和新蘆線 (橘線)、板南線(藍線)及環狀線(黃線),營運 里程146.2公里,營運車站131個。

Operational Network

Taipei Metro has 6 lines: Wenhu Line (Brown), Tamsui-Xinyi Line (Red), Songshan-Xindian Line (Green), Zhonghe-Xinlu Line (Orange), Bannan Line (Blue), and Circular Line (Yellow). The network's total operational length is 146.2 km, with 131 stations in operation.





系統營運穩定度

台北捷運長期致力於提供安全、可靠、親切的運輸 服務,用心為旅客打造最安全穩定的運輸系統。 2022 年高運量及文湖線營運可靠度指標 MKBF(每 發生1次延誤5分鐘以上事件之平均行駛車廂公 里數)為1645.9 萬車廂公里,相當於可靠度高達 99.9994%,為通車歷年最佳表現,另環狀線可靠度 指標 MKBF為590 萬車廂公里,顯見台北捷運系統 穩定度已與國際軌道同業並駕齊驅。

System Operation Stability

Taipei Metro is committed to the provision of safe, reliable, and friendly transportation services, doubling its efforts to build the safest and most stable passenger transportation system. Our high ridership and MKBF (mean car-kilometers between service-delay failure of more than 5 minutes) of 16.459 million car-kilometers for the high-capacity and Wenhu lines in 2022 indicate a 99.9994% reliability rate, which is the best performance for the network up to the present time. In addition, the MKBF of the Circular Line measured 5.9 million car-kilometers, which demonstrates that the stability of the Taipei Metro system has kept pace with international rail industry standards.

每發生1次延誤5分鐘以上事件之 平均行駛車廂公里數(MKBF)

Mean Car-Kilometers between Service-Delay Failure of More than 5 Minutes (MKBF)





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運量 Ridership



1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022

平均日運量 Average Daily Ridership 總運量 Total Ridership ■ 淡水信義線、松山新店線、中和新蘆線、板南線 Tamsui-Xinyi, Songshan-Xindian, Zhonghe-Xinlu, & Bannan Lines 文湖線 Wenhu Line ■ 環狀線 Circular Line 單位:千人次 Unit: thousand trips 2500 2163.3 2021.8 2044.0 2097.2 1955.1 1900 7 **1965.8** 1815.3 1837.4 1885.7 1861.7 1761.3 1678.4 206.6 206.6 183.4 1608.9 1739.6 1656.8 1455.1 1413.9 1279.2 154.2 2000 1645.4 1544.0 38.9 1551.8 1454.5 195.6 1365.4 40.9 1384.8 141.2 186.4 1229.6 1267.0 1222.8 34.8 1500 **1140.4** 1133.0 1150.0 162.1 1051.9 1047.7 988.3 956.7 965.4 888.9 902.1 866.3 870.0 793.5 799.5 734.2 783.5 1000 705.6 650.7 82.8 83.5 347.8 289.2 500 166.4 58.0 85.2 116.8 42.6 42.6 40.1 40.1 L 1 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022

班距水準 Headways









附屬事業 Affiliated Businesses

車站商業空間

1、販賣店及地下街

捷運系統內設有販賣店 229 間,結合休閒、遊憩、 生活、文化、餐飲等多元服務,提供不同業種之販 賣店型式,包含百貨零售、文教娛樂及特色餐飲等 商家,滿足旅客多樣化需求。除販賣店外,位於台 北車站至雙連站間之中山地下街、位於忠孝復興站 至忠孝敦化站間之東區地下街及位於中華路一段之 西門地下街,設有店舖 210 間,其中 2022 年 12 月 誠品生活進駐東區地下街,於第6至7號廣場區間 (17 間店舖),打造新生活微型商場。

Commercial Areas in Metro Stations

1. Retail Shops and Underground Malls

There are currently 229 retail shops in the Taipei Metro system which provide a variety of services ranging from recreation, leisure, daily necessities, culture, to food and drinks. The wide assortment of establishments meet the diverse needs of passengers and include department and retail stores, shops that sell cultural or recreational goods, or specialty restaurants. Alongside the previously mentioned shops, our underground malls—the Zhongshan Metro Mall, East Metro Mall, and Ximen Metro Mall—host another 210 stores. The new addition of *eslite spectrum* into East Metro Mall in December 2022 created a new mini shopping area between Squares No. 6 and No. 7 (adding 17 stores to the total).



台北捷運在市府政策引領下積極開闢捷運商業空間、創造租金收入,提高車站商業價值。2022 年陸續於站內新增5處實體店舖(忠孝復興站、淡水站、 圓山站、台北車站及中正紀念堂站),並於南京復 興站 Metro Corner、台北車站及雙連站等新增14 個 簡易販售區。合計增加商業空間167.3 坪,每年可 增加公司租金收入約3,500 萬元。



2、停車場

捷運收費轉乘停車場共計 31 處,汽車位 4,526 格、 機車位 8,740 格。除淡水站及劍潭站 2 處為本公司 自行經營外,其餘 29 處停車場採分標出租經營,減 少建置停車管理設備成本及管理維護費用。

為提升停車場服務品質,淡水站停車場辦理地坪重 鋪及建置智慧停車系統;劍潭站停車場收費系統改 採車牌辨識功能;另南勢角站、新店站及木柵站停 車場,配合出租契約屆期換約,辦理地坪重鋪、牆 面粉刷及建置智慧停車系統,使停車場環境及功能 煥然一新,提供民眾便捷停車轉乘服務。

3、移設連通

為保持人行道暢通、營造優美都市景觀及增進大 眾捷運系統效益,持續受理車站周邊鄰近建物與 捷運或地下街設施移設連通申請。移設連通後, 除減少地面突出物增進市容美觀,也提供通行旅 客遮風避雨的行走空間,目前與捷運車站相連通 案件共計9件。 Taipei Metro is actively developing commercial space to generate revenue from rent and increase the commercial value of stations under Taipei City Government guidelines. Five new physical shops were opened in 2022 (located at Zhongxiao Fuxing Station, Tamsui Station, Yuanshan Station, Taipei Main Station, and C.K.S. Memorial Hall Station), while 14 simplified sales booths were opened in Nanjing Fuxing Station Metro Corner, Taipei Main Station, and Shuanglian Station. Retail space was increased by roughly 553 square meters, and these shops are estimated to bring in about NT\$35 million in rental income each year.

2. Parking Lots

A total of 31 park-and-ride parking lots have been established throughout the Taipei Metro system, with 4,526 spaces for cars and 8,740 spaces for scooters. Excluding the parking lots at Tamsui and Jiantan Stations which are run by Taipei Metro itself, the other 29 parking lots were separately opened for tender and leased to different vendors to run, reducing equipment management costs as well as facility management and maintenance fees.

We have carried out various projects to improve the service quality of our facilities, including: replacement of the flooring and installation of a smart parking system in the Tamsui Station parking lot; upgrading the fee collection system at Jiantan Station's parking lot to be able to recognize license plates; and, following the signing of new lease contracts after the older contracts expired, the flooring of parking lots at Nanshijiao Station, Xindian Station, and Muzha Station were replaced, walls were repainted, and smart parking systems were installed. Through the renovation of parking lot environments and installing new equipment and features, we hope to provide the public with even more enjoyable and convenient parking and transit services.

3. Facility Relocation and Passage Connection

In order to ensure sidewalks remain unobstructed, create a more beautiful urban landscape, and enhance the efficiency of the metro system, we continued to accept applications for the relocation or creation of passages for facilities adjacent to stations or equipment within stations or underground malls. Repositioning facilities and equipment allowed for a reduction in the number of protruding objects present, improving the cityspace and providing passageways for passengers sheltered from the elements. Currently, there are nine projects for passage connection to metro stations.



廣告

1、車站廣告數位化

為打造數位科技之廣告場域,2022年將忠孝復興、 台北車站、西門、中山、大安及國父紀念館站等6 個重要車站,共9處精華廣告版面陸續升級為大型 數位電視牆,因位處人流動線且影音效果佳,成功 吸引國際品牌客戶露出廣告,提升車站廣告效益及 商業價值。

2、「列車進站音樂」廣告

為拓展新型態捷運廣告,2022年與國內知名牙膏品 牌於板南線、松山新店線合作試辦列車進站音樂廣 告,並於西門站6號出口通道設置品牌形象廣告壁 貼,播放廣告音樂,提供旅客視覺與聽覺之沉浸式 廣告感受。

本案廣獲媒體報導,為捷運車站開啟全新廣告型態, 後續亦帶動車站廣告廠商、多元創意廣告發想。

Advertisements

1. Digitalization of Station Advertisements

In 2022, We upgraded the display equipment in nine key advertisement spaces at six important stations—namely Taipei Main Station, Ximen Station, Zhongshan Station, Daan Station, and Sun Yat-Sen Memorial Hall Station—to digital TV displays. Owing to their prime location alongside major passageways, these eye-catching audiovisual spaces have successfully attracted the attention of international brands, thus increasing the advertising revenue and commercial value of the above stations.

2. New Form of Advertisement – Train Arrival Music Advertisements

In 2022, Taipei Metro initiated a trial run advertisement project in collaboration with a well-known domestic toothpaste brand, introducing a new form of metro advertising through the broadcasting of train arrival music advertisements on the Bannan and Songshan-Xiandian Lines. Brand image posters and advertising music were played in the passageway to Exit 6 of Ximen Station, providing riders with an immersive advertising experience achieved through sight and sound.

This marketing campaign was extensively reported on by the press, opening the window for various innovative promotional concepts in metro stations. Subsequently, this led to an influx of creative advertising ideas.

轉投資事業

1、悠遊卡投資控股股份有限公司

實收資本額為6億6,596萬元,本公司持股27.49% 為最大股東。主要營業項目為一般投資業,轉投資 公司有悠遊卡公司(持股57.86%)、捷邦管理顧問 公司(持股6%)、台灣行動支付公司(持股1%)。 2022年税後淨利約為8,435萬元,本公司依股權認 列投資收益2,334萬5,130元。

2、悠遊卡股份有限公司

實收資本額為7億,本公司自2022年12月2日起, 持股11%。主要營業項目為電子支付業,專注於交 通及小額消費場域經營,並提供悠遊卡及悠遊付會 員便利之電子支付服務。2022年税後淨利約為5,845 萬元,本公司依股權認列投資收益5萬4,825元。

3、捷邦管理顧問股份有限公司

實收資本額為 5,000 萬元,本公司持股 20% 為最大 股東。主要營業項目為管理顧問業,提供軌道人才 培訓課程及營運規劃服務,22022 年税後淨利約為 309 萬 9,329 元,本公司依股權認列投資收益 61 萬 9,866 元。

Investments in Other Businesses

1. EasyCard Investment Holding Co., Ltd.

EasyCard Investment Holding Co., Ltd. has a registered and issued capital of NT\$665.96 million. TRTC is its largest stakeholder, owning 27.49% of shares. Core businesses of EasyCard include general investment, and investment targets include: the EasyCard Corporation (57.86% stake), Metro Consulting Service Ltd. (6% stake), and Taiwan Mobile Payment Co,. Ltd. (1% stake). In 2022, net income after taxes was NT\$84.35 million, providing TRTC with a recognized investment return, on the basis of stakes owned, of NT\$23,345,130.

2. EasyCard Corporation

EasyCard Corporation has a registered and issued capital of NT\$700 million. TRTC holds 11% shares as of December 2, 2022. Its main business item is electronic payment and it focuses on transportation and small-value payments, providing EasyCard and Easy Wallet members with convenient electronic payment services. In 2022, net income after taxes was NT\$58.45 million, providing TRTC with a recognized investment return, on the basis of stakes owned, of NT\$54,825.

3. Metro Consulting Service Ltd.

The Metro Consulting Service (MCS) has a registered and issued capital of NT\$50 million. The TRTC is the largest shareholder with 20% of shares. Its main business items are management consulting, providing talent training courses, and operations planning services. In 2022, net income after taxes was NT\$3.09 million, providing TRTC with a recognized investment return, on the basis of stakes owned, of NT\$619,866.





財務表現

1、盈餘狀況

總收入約 169.44 億元,税前純益約 1.41 億元,税 後純益約 1.26 億元。

2、租金支付

台北捷運公司 2022 年繳交予臺北市政府租金為 23.47 億元,累積繳交租金計 712.93 億元。

3、轉乘優惠

為配合臺北市政府鼓勵使用大眾運輸政策,持續實施捷運與公車雙向轉乘優惠措施,2022年每日雙向 轉乘38.7萬人次;2018年起,公車轉乘捷運優惠 經費仍由本公司負擔,而捷運轉乘公車優惠經費改 由雙北市政府負擔。2022年本公司共支付4.65億 元(不含環狀線),累計已支付193.34億元。

Financial Status

1. Revenue

Total revenue was approximately NT\$16.944 billion, net income before tax was approximately NT\$141 million, and net profit after tax was approximately NT\$126 million.

2. Leasing Expenditures

In 2022, the total leasing expenditures TRTC paid to the TCG was NT\$ 2.347 billion, amounting to a cumulative leasing expenditure of NT\$ 71.293 billion.

3. Transfer Discounts

Supporting the TCG's policy to encourage the use of public transport, TRTC has continued to provide discounts for transfers between the Taipei Metro and city buses. The daily number of bi-directional transfers in 2022 was 387 thousand. Starting from 2018, TRTC has borne all expenses for discounts stemming from transfers from city buses to the Metro, while TCG and New Taipei City Government (NTCG) have borne the expenses for the discounts of transfers from the Metro to city buses. TRTC paid a total of NT\$465 million (excluding the Circular Line) in 2022, totaling a cumulative amount NT\$19.334 billion paid..

歷年總收入





歷年稅後純益



單位:億元 Unit: NT\$ 100 million



* 台北捷運公司自 2001 年起繳交租金予臺北市政府 (營運前 5 年,每條路線每年繳交租金 1 元)

*TRTC has paid the TCG rental fee annually since 2001 (nominal rental fee of NT\$1 per line was paid every year for the first 5 years in operation).



Operational Outcomes **經營成果**

E

運輸網絡 安全同行 Transportation Environment and Safety

系統安全強化升級

1、軌道及電聯車設施設備修繕及優化

為維護營運路網安全性及旅客乘車舒適性,針對長 期載重行駛的路線,定期進行軌道維護工作,包含 導電軌修護、組件更換、軌道絕緣體清潔作業及軌 道行駛路面修護等。2022年共計完成12付岔心、 7付尖主軌及11696米長鋼軌更換作業;完成修補 938顆枕木滑牙、31.61公尺道床及187.2公尺環氧 樹脂砂漿層等維護工作。另亦定期檢視軌道狀況, 進行軌道研磨作業,並於重點路段重置高隔振基 鈑,降低列車行駛振動傳遞,緩解行車噪音及振動 問題。

2022 年針對 256/370/381 型電聯車錄影設備受限技 術及維修物料停產風險等進行重置,提高影像解析 度,另 371/381 型電聯車於兩端駕駛室內新增備援 編碼器,發生異常可快速切換備援裝置,降低調度 衝擊,提升營運品質。

System Safety Enhancements and Upgrades

2. Maintenance and Optimization of Trains and Tracks

Track maintenance is periodically conducted on high volume lines to ensure passenger safety and comfort, including conductor rail repair, parts replacement, track insulation cleaning, and track surface repair. 12 rail frogs, 7 main switch rails, and 11,696 meters of steel rails were replaced in 2022; the repair of 938 sleeper strips, 31.61 meters of ballast, and 187.2 meters of epoxy resin mortar was also completed. The tracks are also regularly examined and ground, while lubrication equipment was also placed to reduce noise and vibrations generated by trains on main lines.

The video recording equipment on our Model 256, 370, and 381 trains were becoming outdated, and so in 2022 we upgraded our systems and increased their video resolution. Furthermore, we added backup encoders in the driving cabin on both ends of Model 371 and 381 trains, so that they can rapidly switch to the backup device when a malfunction occurs, lowering the impact on dispatch and improving the quality of operations.





2、重要機電設施及系統設備重置改善

為維護及提升營運路網之品質及安全,2022 年完成 投捷主變電站供電區段之電纜重置作業、板南線及 文湖線內湖段主變壓器大修、北投站至復興崗站高 架段隔音牆重置工程、圓山站等3站月台門緊急釋 放機構(ERM)改善等重大專案。

3、多重災害模擬演練及維安措施

2022 年於捷運系統、貓空纜車、台北小巨蛋及兒童 新樂園辦理 30 場多重災難模擬演練,涵蓋設備故障 事件、天然災害及危安事件等災害及各式重大系統 設備異常情境,藉由公司內部跨處室或與外部防救 災單位共同演練,提升各單位對異常事件應變處理 程序的熟悉度及應變時效。

此外,台北捷運與捷運警察隊合作,增加捷運系統 內見警率,並於重要車站增派菁英保全駐點守望、 執行犯罪危安及旅客鬥毆事件處理,高風險路段之 列車巡檢人員改由菁英保全值勤,建構縝密捷運安 全巡邏網。

2. Upgrading Key Electromechanical Facilities and System Equipment

To maintain and improve the quality and safety of the rail network, we completed reconfiguration of the power cables within the power supply section of the Beitou Depot Bulk Supply Substation; renovated the main transformers for the Bannan Line and the Neihu Section of the Wenhu Line; reset the sound insulation walls along the elevated section between Beitou Station and Fuxinggang Station; and made improvements to the platform gate emergency release mechanisms at 3 stations including Yuanshan Station.

3. Multi-Hazard Simulation Drills and Security Measures

TRTC organized over 30 multi-hazard disaster drills for the metro system, Maokong Gondola, Taipei Arena, and Taipei Children's Amusement Park in 2022, covering equipment failure incidents, natural disasters, and security incidents. The drills involved collaboration among TRTC staff and external disaster relief units, and improved employee familiarity with emergency response procedures as well as reduced response times.

Furthermore, Taipei Metro collaborated with the Rapid Transit Division of Taipei City Police Department to increase the visibility of police in the metro system. Security guards are stationed in important stations to keep watch, maintain security, and handle fights between riders. Train inspection personnel were replaced with security guards for high-risk sections, creating a thorough security patrol net in Taipei Metro.

智慧監督科技應用

1、預測性軌道營運管理資訊系統 Metro PROMIS

為突破傳統讓維修技術再提升,運用 IoT 技術,建 置蒐集車站、列車、道旁等 33 項重要營運設備資 訊,透過雲端與數據庫整合各系統,打造大數據生 態系統,並建置即時狀態監視儀表板,協助行控中 心與維修單位快速掌握數據資料庫狀態、即時監視 及追蹤設備運轉警訊;2022 年除持續精進介面需 求及功能外,結合通訊軟體開發即時告警 Notify功 能,於設備故障前即時處理效能衰減初期異常徵狀 設備,提高系統設備妥善率及營運可靠度。自2020 年迄今,系統建置已連接至資料點位數約 36 萬點、 設備運轉分析模型 200 項,已解決潛在問題共計 272 件。

此系統為本公司奠定預測性維修之基礎,更藉由自主 研發系統,進行各項數據的分析改善及加值應用。

2、捷運人流資訊管理專家系統 Metro TIMES 全系統上線

系統結合車站、列車、軌道電路等設備訊息資料, 發展智慧預警及監控功能,達成「安全」、「品質」 及「服務」三大營運目的。

2022年1月結合創新科技及動態導引設計,分別於 板南線龍山寺站及忠孝復興站月臺設置「導引光條」 及動態「小捷客」,將車廂擁擠度同步以綠、黃、橘、 紅等不同顏色燈號顯示,讓旅客快速掌握進站列車 內人潮狀況。並於同年3月全路網上線正式啟用。 2022年更榮獲「臺北市政府市長盃資料應用黑客松 競賽第一名」、中華民國運輸學會「傑出交通運輸 計畫獎」肯定。

Application of Smart Monitoring Technology

1. Metro PROMIS (Predictive Rail Operations Management Information System)

Aiming to modernize traditional maintenance, Taipei Metro has utilized IoT technology to gather data from important equipment in stations, trains, and on the wayside. The various systems and databases are connected through cloud technology to form a big data ecosystem. A dashboard for real-time monitoring was developed to provide the Operations Control Center (OCC) and maintenance departments rapidly determine the status of the database, and monitor and track warnings on operational equipment in real time. In 2022, including ongoing efforts to improve interface elements and functions, we also completed development of a realtime warning notification function through instant messaging app Line, which issues preemptive warnings to personnel regarding equipment that are showing early signs of deterioration or decreased functionality. This has contributed toward an increase in equipment availability and operational reliability. From its inception in 2020 to today, PROMIS has been connected to approximately 360,000 data points, runs 200 equipment operation analysis models, and has resolved 272 potential issues.

Not only does the Metro PROMIS lie at the foundation of Taipei Metro's preventive maintenance endeavors, but it has also opened the doors for tailored development for various data analysis and improvement needs, as well as value-added applications.

2. Launching the Metro TIMES (Transit Information Management Expert System)

The Metro TIMES is a system that links together station, train, and track circuit equipment into a platform with smart warning and monitoring functions, achieving the three major goals of safety, quality, and service.

Through a combination of innovative technologies and dynamic wayfinding design, we installed Guiding Light Bars and added the animated Metro Rider figure into scrolling text displays on the platforms of Longshan Temple and Zhongxiao Fuxing Stations in January 2022. Different colored lights (green, yellow, orange, and red) indicate how crowded each car is, so that passengers can quickly identify car crowdedness in the incoming trains at a glance. The system was subsequently launched network-wide in March. The Metro TIMES won first place in the 2022 TCG Mayor Cup Data Application Hackathon, and was also presented with the Outstanding Transportation Project Award from the Institute of Transportation.



3、列車智慧監督預警系統 TSIS 2.0

透過 Metro PROMIS 數據平台進行數據分析,達到 預測性維修目的及加值應用,並持續藉由精進計畫 自行研發「列車智慧監督預警系統 TSIS2.0」,除即 時提供行控中心及機廠調度人員列車設備動態的即 時監控、傳輸設備狀態訊息及建立雲端數據資料; 同時提供「台北捷運 Go」App、捷運人流管理系統 及行控決策輔助整合平台等系統進行加值應用,擴 大系統開發效益。

2022 年完成 301/321/341/256/370 型電聯車共 計 60,853 組偵測訊號(約 62%),全案預計完成 97,669 組偵測訊號即時回傳,並將持續推動 371/381 型電聯車之建置。

3. Train Supervision Information System (TSIS 2.0)

Whereas the Metro PROMIS is a data analytics platform used to achieve preventive maintenance and value-added applications, we further expanded upon the system by building the Train Supervision Information System (TSIS 2.0). The TSIS 2.0 provides the OCC and depot dispatch personnel with real-time monitoring and transmission of train equipment status, and uploads data onto cloud storage. Information from this system is also simultaneously linked to the Go! Taipei Metro app, Metro TIMES, and traffic control decision-making assistance platform for value-added usage, broadening the applicability of said system.

In 2022, a total of 60,853 sets of detection signals (approximately 62%) were detected across the Model 301/321/341/256/370 trains; when finished, we have plans to complete the real-time transmission of 97,669 sets of detection signals. We will also continue to install the system in Model 371/381 trains.



4、精進軌道自動化監測及維修作業 e 化功能

為將現行的預防性維護提升至預測性維護,降低維護 成本、有效提升維修品質、效率及系統可靠性,於 電聯車增設光學、振動及噪音感測元件監測軌道相 關數據,由即時監測系統及資料視覺化模組(Power BI)提供即時設備資訊、告警與大數據分析,亦陸 續於2019年完成淡水信義線、2021年完成板南線 及2022年完成中和蘆洲線及松山新店線自動化監測 系統之建置。同時運用無線射頻辨識(RFID)及IoT 等技術,將現場維修作業 e 化(表單無紙化、巡檢 點靠卡感應、異常自動轉報修),以科技管理資訊 進行趨勢分析應用,2022年配合大修作業排程,大 修作業表單計 652 份全數完成 e 化,有效掌握設備 性能趨勢,建立預警功能及趨勢分析應用。

5、機廠調度數位整合平台優化

本公司自行開發之機廠調度數位整合平台,整合勤務 e 化管理、電聯車即時資訊及機廠運轉維修 3 大功能,串聯 7 大機廠、行控中心及維修調度體系共享列車即時資訊等資料,並持續提升優化平台功能。 2022 年新增「主線列車即時資訊」及「快速搜尋車 組運轉訊息」可即時查詢相關運轉訊息,另設置車 輛維修 Call Point 值班資訊查詢功能,使維修調度班 可即時更新「主線高運量電聯車狀況表」,亦提供 行控中心調度作業參考。

4. Improving Automated Track Monitoring, Digitizing Maintenance

To upgrade our existing preventive maintenance mechanisms to a predictive maintenance system, as well as reduce maintenance costs and effectively improve maintenance quality, efficiency, and system reliability, the TRTC installed optical, vibration, and noise sensors on trains to monitor track data, whereas a real-time monitoring system and Power BI provide live equipment information, warnings, and big data analysis. We completed the installation of automated monitoring systems on the Tamsui-Xinyi Line in 2019, the Bannan Line in 2021, and the Zhonghe-Luzhou Line in 2022. We also utilized RFID and IoT technologies to digitalize maintenance operations (paperless forms, card sensors at checkpoints, automatic reporting of abnormalities), and used technology management information for trend analysis. In coordination with the overhauls scheduled in 2022, all 652 overhaul-related forms were digitalized to effectively monitor trends in equipment performance, and aid in the development of warning functions and trend analysis applications.



5. Optimization of the Digital Integrated Depot Scheduling Platform

The Digital Integrated Depot Scheduling Platform, developed by the TRTC, incorporates digital task management, realtime train information, and depot operations and maintenance functions into a single application. It connects the Taipei Metro's 7 major depots, the OCC, and the maintenance system, allowing them to exchange train data in real time. Our teams have continued to optimize platform functions, for example the additions of "real-time train information" and "rapid searches for train operation information" functions in 2022 to provide swift access to operational data. The "car repair call point information inquiry" function is an additional function to make it possible for maintenance and dispatch shifts to update the "main line high capacity train status table" in real time, which the OCC can then refer to when dispatching.





跨界合作共創研發

1、5G 運輸智慧即時監控平台

台北捷運與大同世界科技公司合作開發的5G運輸 智慧即時監控平台,驗證 5G 企業專網應用於捷運 站、隧道及列車場域的影像傳輸及 AI 影像辨識可 行性。將車廂環境異常畫面,透過即時影像偵測及 AI 辨識回傳行控中心告警,2022 年持續利用捷運 場域進行測試、調教傳輸訊號穩定度,預計2023 年完成。

2、捷運安全升級計畫

台北捷運、宏碁電腦公司及台北科技大學共同合 作,利用影像辨識技術,強化入站之防疫安全檢測, 2022年4月25日至27日於忠孝新生站進行運轉 測試,辨識成功率達 99.665%。其餘項目亦陸續規 劃及運轉測試,包括車廂人潮異常移動、軌道異物 入侵及站外之虛擬電子圍籬,提升旅客服務及系統 應用。

3、數位列車

台北捷運與群創光電合作,將一列341型電聯車改 裝為「Smart Display Metro 數位列車」,自 2022 年 1月板南線首航,改裝後車廂內顯示器可提供旅客 更即時及豐富的乘車資訊服務,包含動態運行路線 圖、預估到站時間、路網轉乘及到站出口等多元乘 車資訊。

另打破傳統平面廣告的限制,結合 5G 通訊、4K 曲 面數位廣告螢幕、彩色電子紙 (ACeP) 及數位整合 應用,創造雲端互動和動態創意行銷等更多智慧廣 告加值服務,讓更多創意廣告進入捷運,開創行銷 新商機。



Cross-Sector R&D Collaborations

1. Smart 5G Real-Time Transportation Monitoring Platform

Taipei Metro and Tatung System Technologies Inc. jointly developed a smart 5G real-time transportation monitoring platform, as well as collectively verified the feasibility of employing a 5G enterprise network throughout metro stations, tunnels, and trains to transmit images and perform AI image recognition. Abnormal images in cars are detected in real time and recognized by AI, which issues warnings to the OCC. Testing of the system will continue throughout 2022 across the metro network to ensure signal stability, with an expected completion date in 2023.

2. Metro Security Upgrade Plans

Taipei Metro, Acer, and the National Taipei University of Technology worked together to utilize image recognition technology to fortify epidemic prevention checks for passengers entering stations; between April 25-27, 2022, our test run at Zhongxiao Xinsheng Station was successful in recognizing 99.665% of marks. We continue to plan and commission other projects, including the detection of abnormal passenger movement in cars or foreign objects on tracks, as well as the establishment of a digital fence outside stations, thereby improving passenger services and system applications.

3. Digital Trains

Taipei Metro collaborated with Innolux to retrofit Model 341 trains into Smart Display Metro Digital Trains. Debuting on the Bannan Line in January 2022, the in-car digital displays provide passengers with more instantaneous and diverse information, including real-time route maps, estimated arrival times, as well as transit and exit information.

Smart Display Metros also broke new ground in regards to advertising by combining 5G networks, 4K curved digital advertisement displays, Advanced Color ePaper (ACeP) screens, and integrated digital applications. The result is a marketing approach that combines cloud interactivity with dynamic promotional campaigns, allowing for the placement of more innovative advertisements within trains in addition to the creation of new business opportunities.

友善便捷 旅運服務

Friendly and Convenient Transportation Services

車站及列車環境優化更新

1、車站照明設備更新

2022 年響應節能措施並提升車站整體服務品質, 完成中正紀念堂站、淡水站、新北投站、忠孝復興 站及南港站等 16 場站之站內 LED 燈具更新,共計 12,412 盞。

2、持續進行廁所改善工程

為提升旅客如廁舒適性,持續進行廁所改善及增設 獨立無障礙兼親子廁間工程。2022 年完成淡水站、 竹圍站、復興崗站、忠義站、台北車站、永寧站(東 側)、昆陽站及大坪林站等8站廁所改善,並持續 施作土城站、亞東醫院站、永寧站(西側)、海山站、 忠孝復興站、中正紀念堂站及新店區公所站等7站, 預計2023 年底前改善完成。

Station and Train Optimization and Renewal

1. Replacement of Station Lighting

In response to energy conservation measures and to improve the overall service quality of stations, we completed the replacement of 12,412 LED lights in 16 stations, including C.K.S. Memorial Hall Station, Tamsui Station, Xinbeitou Station, Zhongxiao Fuxing Station, and Nangang Station.

2. Ongoing Restroom Renovations

We continue to make improvements to restrooms and add separate accessible family restrooms, improving passenger experience. Restroom renovations were completed at 8 stations: Tamsui Station, Zhuwei Station, Fuxinggang Station, Zhongyi Station, Taipei Main Station, Yongning Station (East Side), Kunyang Station, and Dapinglin Station. Improvements are still ongoing at Tucheng Station, Far Eastern Hospital Station, Yongning Station (West Side), Haishan Station, Zhongxiao Fuxing Station, C.K.S. Memorial Hall Station, and Xindian District Office Station, and are expected to be completed before the end of 2023.





3、車站月台門改裝

為鞏固系統營運安全防護網,2022年針對捷運系統 半高式月台門之緊急釋放機構進行改裝,統一旅客 操作模式並更新操作説明,讓旅客更清楚識別月台 門緊急逃生識別操作。

4、新型票卡查詢機上線

2022年台北捷運全面升級站內票卡查詢機,將螢幕 尺寸提升至27吋、重新設計操作畫面及字體調整放 大,以利旅客搜尋及操作。另亦提供多樣化服務, 除列印搭乘證明及多國語言查詢功能外,快速引導 旅客取得所需的車站資訊、轉乘交通資訊及申請票 證疑義查驗等。此查詢機也具備廣告推播功能,提 供民眾了解本公司推廣活動、政策及商品銷售,提 升公司曝光度。

3. Modifying Platform Gates

To fortify the safety of the system, Taipei Metro modified the emergency release mechanisms of automatic platform gates in 2022. We unified the operating process and updated the instructions, making it easier for passengers to quickly follow the instructions to open the platform gates in case of an emergency.

4. Unveiling New Inquiry Machines

Taipei Metro revamped all of the inquiry machines networkwide in 2022, introducing a bigger 27-inch screen, redesigned user interface, and enlarging the font to make them easier to use. The machines now provide a variety of services: in addition to printing proof of travel and providing inquiry functions in multiple languages, they are now also able to quickly offer users with station and transit information or apply for ticket verification. The inquiry machine also has an advertisement push notification function, informing the public of Taipei Metro's promotional campaigns, policies, or sold products, increasing our company's exposure.

5、車站營運設施設備優化

(1) CCTV 影像偏移自動偵測

為避免車站攝影機受外力影響導致角度偏移,且站 務員每日2次進行人工檢查極為耗時,2022年新增 攝影機影像偏移自動偵測系統,確保即時監看車站 之重要影像設備無偏移,共節省5,978人時,並成 功自動偵測警示80次提醒維修人員進行檢修。

(2) 持續進行油壓電梯改善重置

2022 年共完成 4 台電梯更新,改善後運轉速度提 升 33%,大幅降低旅客等待時間外,用電亦較前一 年度節省約 24.3 萬度,提升電梯系統可用度及服 務品質。

(3) 車站火警系統重置更新

為提升系統營運安全,2022年完成景美站、萬隆站、 中正紀念堂站、古亭站、公館站、台電大樓站及台 大醫院站等9站火警系統重置更新,並一併更換探 測器、監視模組、手動開關等相關設備,提升車站 消防安全性。

6、文湖線 370 電聯車空間改裝

為紓解捷運文湖線尖峰時間搭乘人潮,提升旅客乘 坐舒適度,更改 370 型電聯車座椅型式,並移除行 李架與部份車廂入口立柱,方便輪椅及幼兒推車旅 客進出車廂,改善後每列車增加承載客數 20 人。

參考試辦列車之旅客回饋意見進行車隊改善,首列 完成改善列車於 2021 年 10 月上線營運,至 2022 年底共完成 97 對車,預計至 2023 年完成全數 101 對車改善。

5. Optimizing Station Facilities and Equipment

(1) Automatic Detection of Displaced CCTVs

To prevent the repositioning of station surveillance cameras by external force, and considering that having station staff manually check the angle twice a day is extremely time consuming, we installed the automatically detect camera image displacement in 2022 to ensure station important cameras monitoring in the right position. This saved 5,978 person-hours and successfully detected 80 instances where repair personnel were reminded to carry out inspection and repair.

(2) Continued Improvement and Reconfiguration of Elevators

We completed upgrading 4 elevators in 2022, effectively increasing their speed by 33%. This will significantly reduce waiting times and also reduce electricity consumption by approximately 243,000 kWh compared with the previous year, boosting elevator availability and service quality.

(3) Station Fire Alarm Systems Reconfiguration and Update

Taipei Metro reconfigured and updated the fire alarm systems at 9 stations in 2022 to improve system operational safety, including at Jingmei Station, Wanlong Station, C.K.S. Memorial Hall Station, Guting Station, Gongguan Station, Taipower Building Station, and National Taiwan University Hospital Station. We also replaced the detectors, surveillance modules, and manual switches to improve the fire safety of the stations.

6. Increasing Room on Model 370 Trains

To mitigate crowding issues on the Wenhu Line during peak hours, a project was launched to retrofit the seats on the Line's Model 370 trains, while also removing the luggage shelves and pillars next to entrances for the convenience of passengers in wheelchairs and baby strollers to enter or exit the train.

These adjustments increased the capacity of each train by 20 persons, aiding in the alleviation of crowds on the Wenhu Line during peak hours.

Improvements were made based upon feedback from passengers that rode on one of our trial run trains. The first remodeled trains began operating in October 2021, with a total of 97 trains being completed as of the end of 2022. We expect to complete improvements to all 101 trains in 2023.



7、親子友善車廂推動

透過創新多樣化親子友善車廂主題及宣導措施,打 造知性寓樂的車廂空間,以建立台北捷運友善親子 之品牌形象。2022年7月淡水信義線推出「2022尋 寶歷險記」親子彩繪列車,打造寓教於樂的車廂空 間,豐富乘車時的親子時光,另同年也持續推動車 廂設置親子友善區,完成中和新蘆線16列車,預計 於2023年完成高運量全車隊140列車之設置。

旅客智慧化服務推動

1、輪椅旅客自動叫梯服務

台北捷運針對車站無障礙環境持續精進改善,以輪 椅旅客日常進出車站搭乘電梯需求為改善標的,運 用科技影像識別技術便利輪椅旅客乘坐電梯,有效 縮短旅客等待時間。自2020年12月啟用台大醫院 站輪椅旅客自動叫梯服務後,陸續於2021年啟用亞 東醫院站,2022年啟用萬芳醫院站、中山站、石牌 站,目前共計5個車站正式啟用輪椅旅客辨叫梯服 務,截至2022年12月31日止已服務旅客約16.6 萬人次。

7. Promoting Family-friendly Cars

We have created educational and entertaining family-themed train spaces featuring a range of innovative themes, utilizing a variety of promotion measures to build Taipei Metro's family-friendly brand image. "2022 Treasure Hunt" family-themed trains officially launched on the Tamsui-Xinyi Line in July 2022, providing an edutainment-filled space for more enjoyable family outings. We began to designate family-friendly areas in cars in the same year, and completed the construction of 16 such trains on the Zhonghe-Xinlu Line. We plan to complete establishment of family-friendly areas in all 140 high capacity trains in 2023.

Promotion of Smart Passenger Services

1. Automatic Elevator Call Service for Wheelchair Users

Taipei Metro has continued to increase accessibility within stations, and to better meet the needs of wheelchair-using passengers, we employed image recognition technology to determine when a passenger in a wheelchair was heading towards an elevator to call it for them automatically, effectively shortening wait times. After the automatic elevator call service was launched at National Taiwan Hospital Station in December 2020, we completed installation of the system in Far Eastern Hospital Station in 2021, and Wanfang Hospital Station, Zhongshan Station, and Shipai Station in 2022. As of December 31, 2022, the service has assisted approximately 166,000 passengers.





2、台北捷運再設計及智慧車站

因應既有車站空間設計已不符合現今需求,2022年 台北捷運與台灣設計研究院合作,以旅運量高、影 響力廣之中山站為示範站,透過減法設計、系統化 整理及一致性手法,以詢問處為中心向外延展之設 施,導入使用者服務設計觀點進行設計優化,包含 詢問處擴建、降低詢問處檯面高度及深度、增設帶 狀服務區,整合充電區、垃圾桶等設施,開創旅客 新服務體驗。

同時為改善站務同仁工作環境及作業效率,依各系統設備之操作即時性、安全性、技術性等,進行系統項目之改良與整合,包含端牆行車輔助系統、一鍵開/關站功能、車站設備監控系統整合升級、月台門監視系統畫面修改、旅客資訊顯示系統(PIDS) 升級、廣播系統及對講機整合等,實現智慧車站之願景。

2. Station Redesigns and Smart Stations

The design of existing stations no longer meets current needs. Hence, Taipei Metro collaborated with Taiwan Design Research Institute in 2022 and used Zhongshan Station, which has high ridership and influence, as a demonstration station. Utilizing subtractive design, systematic arrangement, and the consistency approach, facilities extend outward with the Information Counter at the center, and the design is optimized from the perspective of user service design. Methods include expanding the Information Counter, lowering the height and depth of the counter, adding a belt-shaped service area, and integrating the charging area and trash can, thereby providing riders with a new service experience.

We modified and integrated systems based on the immediacy, safety, and technicality of system equipment to improve the work environment and operational efficiency of station staff. Specific items include the end wall driving assistance system, a single button to turn stations on/off, station equipment monitoring system integrations and upgrades, platform gate surveillance system interface modifications, PIDS upgrades, and the integration of the broadcasting and intercom systems, which all contribute towards the realization of our smart station vision.



3、「台北捷運 Go」App 功能精進 (AI 智慧客服建置)

台北捷運為貼近市民生活,陸續擴充各項貼心服務, 2022 年優化顯示路線及車廂擁擠度資訊,提供旅客 各路線列車載客情形,並新增重要訊息通知,如遇 重大異常狀況將以推播、首頁 Banner、跑馬燈及營 運資訊及替代路徑圖卡告知異常事件最新消息及替 代路徑等。

此外,更跨業尋求更多合作品牌及車站商圈店家, 於 App 中提供優惠好康;開發旅遊票 e 化平台,取 代傳統紙本旅遊票進行票券無紙化,旅客得以將旅 遊票優惠券存於手機隨時使用。

2022 年建置全年無休的智慧客服,串接北捷遺失物協尋系統,可在第一時間為顧客線上協尋遺失物及簡易諮詢問答服務。有別以往車站填寫紙本反映意見的方式,顧客可透過直接在車站掃 QR 碼或是「台北捷運 Go」App線上填寫意見,全面提升服務品質。

3. Improving the Go! Taipei Metro app (Al Customer Services)

Taipei Metro continues to innovate services to provide a more user-friendly transit system befitting daily use. In 2022, we optimized how information on routes and crowdedness were utilized and provided to passengers through our official app. We also added important notifications; for example, in the case of a major abnormality, we are now able to issue the latest status updates and alternative route information through push notifications, homepage banner, news ticker, operational information, and alternative route pictures.

Additionally, we have been collaborating with various brands and stores located in the shopping districts around stations, inviting them to provide discounts in our app. We designed a digital travel pass platform to replace paper passes, which allows passengers to store travel pass coupons on their smartphone to use at any time.

We also developed an Al customer service system in 2022 to provide 24/7 support. The system is linked to the lost and found system and can aid users in searching for lost belongings, as well as provide simple Q&A services. Rather than having to fill out physical feedback forms at stations, passengers can now submit comments by scanning the QR code provided at stations or through the Go! Taipei Metro app, improving service quality.

重大節慶疏運

循例配合臺北市政府舉辦之跨年晚會人潮疏運,除 了加強宣導防疫政策,進入車站及搭車均須全程佩 戴口罩外,2022年12月31日仍維持連續42小 時營運不收班,板南線最短班距達2分28秒,淡 水信義線最密班距達3分鐘,各重點車站視人潮狀 況(市政府站、國父紀念館站及台北101世貿站) 機動實施過站不停措施加強輸運,更輔以服務人力 2,800人於各重點車站進行動線疏導與管制。2023 年跨年輸運在各路線共同合作之下,總運量約216 萬餘人次。

Crowding Alleviation During Festivals

As is custom, Taipei Metro oversaw the alleviation of departing crowds after the TCG's annual New Year's Eve celebration event, emphasizing epidemic prevention policy and requiring civilians to wear masks when entering stations or trains. The metro system remained in operation for a consecutive span of 42 hours. The shortest intervals between trains on the Bannan Line reached 2 minutes 28 seconds, while those on the Tamsui-Xinyi Line reached 3 minutes. Depending on crowding at key stations (Taipei City Hall Station, Sun Yat-Sen Memorial Hall Station, and Taipei 101 World Trade Center Station), we boosted transportation efficiency by implementing skip-stop service, and also stationing 2,800 staff at key stations to direct and manage crowds. Under the collective efforts of on-hand personnel posted on all routes during the 2023 New Year, we achieved a total ridership surpassing 2.16 million.



企業體質 專業深化 Business Evolution and Reengineering

人才培育 專業分工

1、創新策略組織再造

因應公司商業發展策略及數位轉型需求,進行組織 調整與更名作業,2022年8月將任務型組織調整為 正式組織「新事業開發處」;另設置數位策略發展 及智慧應用等相關單位,提升組織運作效能,透過 專責部門整合相關資源朝功能性發展,加速推動新 事業業務。

2、特殊專長經驗人才招募及員工訓練

2022 年持續辦理特殊專長經驗及資訊專業人才招募,包含動態攝影、經營企劃、公關行銷及電扶梯維修等,此外,依公司營運及發展新創業務需求,透過規劃系統化完整之6大類訓練,維繫核心競爭力與強化員工專業知能,2022 年共開辦1,288 訓練班期、訓練總時數為254,177 小時、參訓總人次計50,281 人次。

Talent Cultivation, Division of Labor by Specialization

1. Corporate Innovation-led Organization Restructuring

In response to our corporate development strategy and digital transformation needs, the TRTC underwent a comprehensive reorganization of our corporate structure, recasting the task-oriented group into a formal department under the "New Business Development Division" name in August 2022. TRTC also established digital strategy development and smart application-related units, improving organizational performance. Dedicated departments are able to gather related resources to target a specific direction of growth, allowing for the swifter development of new businesses.

2. Recruitment and Training of Unique Talent

We continued to recruit IT experts and talent with special capabilities in 2022, including those with experience in action photography, business planning, public relations, marketing, and escalator maintenance. Furthermore, we formed a holistic training system composed of six categories drawn from our operational and innovative business development needs. These were formulated in order to maintain our core competitiveness as well as strengthen employees' professional knowledge and skills. In 2022, a total of 1,288 training courses were offered to 50,281 participants, who received 254,177 hours of training.





國內外技術交流

2022 年接受桃園捷運公司委託完成「軌道超音波檢 測案」、「軌道設備智慧化管理諮詢服務案」及「成 本管理暨系統諮詢服務案」等專案,亦配合交通部 及教育部政策,將經驗轉化為大學課程,於開南大 學交通運輸學系、中國科技大學企業管理學系及逢 甲大學運輸與物流學系開授軌道運輸相關課程。另 協助交通部鐵道局辦理「鐵路監理檢查員訓練案」 課程,達成經驗傳承與回饋社會之目的,更同步提 升專業知能與學界視野。

2022 年參與 11 場 COMET 國際地鐵聯盟視訊會議, 與軌道同業共同尋求後疫情時代的復甦作為及汲取 同業之維修管理經驗,作為未來精進參考,亦增進 公司聲譽及國際視野。

Exchanges with Foreign and Domestic Rail Transit Operators

Taoyuan Metro Corporation commissioned the TCRC to complete several projects in 2022, including the Ultrasonic Rail Inspection Project, Smart Rail Equipment Management Consulting Services Project, and the Cost Management and System Consulting Services Project. After their completion, we adapted the process into content suitable for college instruction in accordance with the policies of the Ministry of Transportation and Communications and Ministry of Education. These rail transportation courses were offered at the Department of Transportation in Kainan University, Department of Business Administration in China University of Technology, and Department of Transportation and Logistics in Feng Chia University. The TRTC also assisted the MOTC's Railway Bureau with organizing a Railway Inspector Training course. The above endeavors allow for the TRTC to pass on our experience and give back to society, aiding in the enrichment of professional knowledge and skills and broadening the academic perspective of the transportation industry.

TRTC attended 11 video conferences organized by the Community of Metros (COMET) in 2022, where members jointly explored post-pandemic recovery measures and shared repair and management experience. These insights will serve as reference for future Taipei Metro improvements, and our participation in these events are also beneficial for our brand reputation and international perspective.



安全管理系統認證

2022年3月26日至4月1日由財團法人金屬工業 研究發展中心,對公司轄管各場館實施 ISO45001 職業安全衛生管理系統追查,追查結果無缺失,續 予認可登錄。

2022年11月1日至3日由艾法諾國際股份有限公司(AFNOR)對「行控(號誌、電力、環控)電腦系統」、「票務電腦系統」、「行政電腦機房」、「通訊傳輸系統」及「環狀線通訊傳輸系統及號誌連鎖 電腦」資訊安全管理系統進行 ISO 27001標準之重評作業,重評結果通過驗證。

Safety Management System Certification

Between March 26 and April 1, 2022, the Metal Industries Research & Development Centre visited Taipei Metro venues to conduct a renewal audit. No issues were detected, and therefore our ISO 45001 for occupational health and safety management was successfully recertified.

The French Standardization Association (AFNOR) conducted a renewal audit regarding the ISO 27001 information security management certification of our systems overseeing operations control (signal, power, environmental control), ticketing, administrative computer servers, and communications from November 1-3, 2022. The review showed that these systems were in compliance with certification standards and thus our certifications were extended.

多角化經營 Business Diversification

創新商業模式

1、新設商業空間

(1) 聯名咖啡廳

與知名連鎖品牌路易莎攜手合作,2022年5月1日 開設「大安森林公園店」及8月23日開設「捷運行 政大樓旗艦店」,透過與外部的咖啡事業商業夥伴 合作,貼近民眾生活。

(2) 板橋站自助桌球場建置

運用板橋站交通便利優勢及 B1 通道層閒置空間建造 自助式桌球場,結合牆面 LOGO 及捷運車廂座椅, 打造具捷運元素之桌球場,除有效活化閒置空間外, 亦可推廣運動風氣,增加附業收入及提升公司品牌 形象。

Innovative Business Model

1. New Commercial Spaces

(1) Co-branded Cafes

Taipei Metro collaborated with well-known coffeehouse chain Louisa Coffee, opening the Daan Park Store on May 1, 2022 and Metro Administrative Building Flagship Store on August 23. By partnering with an external coffeeshop brand, we further connect with and grow closer to the average person in their everyday life.

(2) Construction of Self-Service Table Tennis Space at Banqiao Station

We harnessed the convenient location of Banqiao Station and idle, unused space in the B1 corridor to build a selfservice table tennis space that incorporates elements of the metro system, including the Taipei Metro logo on the wall and the same train car seats. Besides effectively activating idle spaces, it also promotes sports, increases revenue from side business, and improves TRTC's brand image.





(3) 北投會館及捷之旅

北投會館場域包含活動中心、訓練教室、捷之旅(原 學員宿舍)及逃生體驗營。2022年7月22日學員 宿舍取得觀傳局核發旅館業登記證並正式定名為 「捷之旅」成功轉型為旅館;活動中心亦與運動團 隊(舞動陽光)合作運動課程及寒暑假營隊等多元 服務,提高場館使用率及營收。為活絡北投會館場 域,更結合住宿、逃生體驗營及北投機廠現有設施 等推出獨家行程,提高知名度及營收。

(3) Beitou Resort and Metro Inn

Beitou Resort is home to a recreation center, training rooms, the Metro Inn (originally the student dormitory), and the Evacuation Experience Center. On July 7, 2022, we received a hotel registration license issued by the Department of Information and Tourism for the original student dormitory, which was formally renamed "Metro Inn," signaling its successful transition into a hotel. The Recreation Center has collaborated with a sports company (Wu Dong Yang Guang Co., Ltd.) to jointly organize sports courses and summer/ winter camp sessions to increase the utilization rate and revenue earned from venues. An exclusive package tour—including accommodations, a visit to the Evacuation Experience Center, and free use of Beitou Depot's currently open facilities—was unveiled to generate buzz and increase revenue earned from the property.











(4) Metro Corner 微型商場

為增進捷運車站商業空間利用,自 2022 年 3 月 11 日於南京復興站「Metro Corner 微型商場」正式開 幕,首創同時開放付費區內、外兩側都可購物的車 站店舖,結合「順道購買」及「站內直取」概念, 打造公司商業空間品牌,未來將再接續規劃於台北 車站、忠孝復興站擴增微型商場。

(5) Metro Fresh 捷欣鮮

台北捷運與欣興電子策略聯盟,採公益與商業合作 模式設置智慧農業展示區,2022年9月30日於南 京復興站正式開幕營運。透過植栽種植展示,落實 企業社會責任傳達健康與食安教育,並透過多角化 的產品,結合通勤族講求快速、方便的需求,提升 旅客滿意度;另附設商業點位,販售健康特色餐飲 及衍生商品。

(4) Metro Corner

The first Metro Corner formally opened in Nanjing Fuxing Station on March 11, 2022, with the purpose to better utilize commercial space in metro stations. It hosts the first stores located within a metro station that are accessible to passengers both inside and outside the station, shaping our commercial space brand by combining the concepts of "picking something up along the way" and "station pick-up services." We have plans to continue expanding Metro Corners into Taipei Main Station and Zhongxiao Fuxing Station in the future.

(5) Metro Fresh

Taipei Metro formed a strategic alliance with Unimicron, establishing a smart agriculture display area that combines public welfare with commerce. Metro Fresh formally opened for operation on September 30, 2022 at Nanjing Fuxing Station. Through these displays, the TCRC is able to fulfill our corporate social responsibility by promoting good food and health principles. We also meet the demands of commuters, who emphasize speed and convenience, by offering a diverse range of products, thereby increasing passenger satisfaction levels. The area also has a vending stall that sells healthful food and other related products.

(6) 共享微型辦公室

為讓有線上會議、線上課程等需求的旅客能享有 獨立個人辦公空間,特別打造共享微型辦公空間 「HApp.小樹屋-電話亭」,並於2022年8月3日 中山站啟用,全自助30秒輕鬆完成線上預約,即可 擁有便宜、小坪數的個人辦公室,獨立環境不受外 界打擾。亦陸續於松山站、西門站、忠孝新生站及 松江南京站規劃設置,滿足旅客多元化需求。

(6) Shared Micro Offices

To provide riders with a private working space for online meetings or courses, Taipei Metro specially established HApp. shared co-working booths in Zhongshan Station, which began operations on August 3, 2022. The self-service enclosures can be reserved online in 30 seconds, providing small and affordable personal offices insulated from the bustle of the outside world. We plan to install more HApp. Booths in Songshan Station, Ximen Station, Zhongxiao Xinsheng Station, and Songjiang Nanjing Station to meet passengers' diverse needs.



遊憩休閒事業

1、貓空纜車

(1) 營運概況

2022 年貓空纜車總運量為 105 萬 1,395 人次,平均 日運量為 3,381 人次(平常日 2,049 人次,例假日 5,813 人次),與 2021 年運量 70 萬 7,516 人次相較, 增加約 34 萬人次,增幅 48.6%,主要係因 2022 年 下半年疫情趨緩、運量回升。

2022 年貓空纜車系統平均可用度為 99.98%,持續 維持高可用度,更是全世界採用 POMA 公司纜車系 統中表現最佳之一。另經旅客滿意度調查結果顯示, 整體滿意度為 96.8%。

Leisure Tourism Business

1. Maokong Gondola

(1) Operational Performanc

In 2022, the total ridership of Maokong Gondola was 1,051,395 trips, and the average daily ridership was 3,381 trips (2,049 trips on weekdays, 5,813 trips on weekends). Compared with the total from 2021 of 707,516, total ridership rose by 48.6%, equivalent to a roughly 340 thousand trip increase. The main reason for this growth is due to ridership bouncing back in the second half of 2022 after the pandemic subsided.

Average system availability in 2022 was 99.98%, meaning we have continued to maintain high availability as well as achieved one of the top-ranking performances out of all of the gondola systems in the world using POMA's equipment. Furthermore, results of the passenger satisfaction survey show we scored a 96.8% in overall satisfaction.




(2) 重點工作

貓空站光環境營造

為推動貓空地區大環境改善,配合市府三貓 2.0 計 畫,藉由營造光環境特色亮點,創造行銷話題, 2022 年 8 月 5 日完成貓空站光環境營造,改善後之 照明除具引導動線的功能之外,亦強化車站建築體 的外觀形象及特色,吸引遊客駐足欣賞拍照。

(3) 多元行銷活動

貓空纜車將富教育之導覽行程,擴大推廣至國中小 學生校外教學活動,以增加搭乘貓空纜車之團體遊 客數,2022年全年度計71梯次、共3,068位師生 參與,另配合學校暑假推出「安心樂活 FUN 暑假」 票價優惠、醫護軍警消人員憑相關證件免費搭乘纜 車、憑疫苗施打證明享平日纜車搭乘優惠等系列活 動,吸引觀光人潮。貓空纜車15週年亦推出一系列 創新型態活動,包含活動記者會、老朋友同學會-露天茶席、戶外雙人瑜珈、拉丁搖曳貓空派對等; 跨年煙火車廂更首次與廠商合作方式辦理,於貓空 站儲車區規劃「貓空茶醺派對」,並置入導覽與維 修車體驗活動,成功創造話題。

(2) Major Tasks

Adding Environmental Lighting

In coordination with TCG's Sanmao Project 2.0 and to enhance the Maokong Gondola area, we added environmental lighting to spotlight select features, cultivating publicity for the attraction. Completed on August 5, 2022, the improved lighting not only serves to guide along visitors, but also further adds to the station's exterior beauty and allure, enticing sightseers to stop and take pictures.

(3) Diverse Marketing Campaigns

As a promoter of guided educational tours, Maokong Gondola has now expanded its scope to include field trips for elementary and middle school students, increasing the number of groups that have taken the Maokong Gondola. A total of 71 tours benefitting 3,068 teachers and students were organized in 2022. We offered discounted tickets under the campaign "Safe LOHAS, Fun Summer Vacation" to schools during summer break. Health workers, military servicemen, policemen, and firefighters may ride the gondola for free by presenting ID. We also ran a campaign allowing people to enjoy a discount on weekday tickets by presenting proof of vaccination, effectively attracting tourists. For the 15th anniversary of Maokong Gondola, a series of novel events were organized in celebration, which included press conferences, outdoor tea parties, outdoor yoga sessions for two, and "Maokong Latin Party Night". On New Year's Eve, we collaborated with vendors to organize the Maokong Tea Party event, which took place within the storage area of Maokong Station. Participants were given the opportunity to tour the facilities, experience maintenance activities, as well as ride on the gondola at midnight to view Taipei City's fireworks, successfully gaining the attention of the public.

2、台北小巨蛋

(1) 營運概況

A. 主場館

2022 年場館使用率為 78.9%,因受嚴重特殊傳染性 肺炎疫情影響,計有 59 日檔期活動取消,若含受疫 情影響取消日數,本年度使用率為 95.1%。

2022 年主場館使用人數 68 萬 180 人,與 2021 年使 用人數 19 萬 9,008 人相較,增加約 48 萬人,增幅 241.8%。主場館 2015 年至 2022 年廠商整體滿意度 皆為 100%,為主辦單位對本公司場館營運的肯定。

B. 冰上樂園

2022 年入場總人數為 37 萬 3,578 人次,較 2021 年 入場人數 22 萬 1,124 人次相較,增加約 15 萬人, 增幅 68.9%,係因疫情趨穩且民眾無法出國轉為國 內旅遊所致,惟仍較 2019 年(38 萬 8,372 人次) 略減 3.8%。

2. Taipei Arena

(1) Operational Performance

A. Main Hall

Utilization of the venue was 78.9% in 2022. Events on 59 days were canceled due to the COVID-19 pandemic. If the number of days with canceled events are included, the utilization this year was 95.1%.

The main hall was used by 680,180 people in 2022, an increase of approximately 480,000 or 241.8% compared to the 199,008 people in 2021. Overall satisfaction of vendors using the main hall has continued our streak of 100% from 2015 to 2022, which shows that organizers approve of venue operations.

B. Ice Land

The total number of visitors was 373,578 in 2022, an increase of approximately 150,000 or 68.9% compared with the 221,124 visitors in 2021. This was mainly due to the stabilization of the pandemic and citizens not being able to travel overseas, so they turned to domestic travel. However, it was still a slight decrease of 3.8% compared to 2019 (388,372 visitors).



(2) 重點工作

A. 主場館檔期申請 e 化作業

為精進台北小巨蛋檔期廠商申請及履約作業,同時 配合市府全面推動 E 化作業,於 2021 年 8 月開發 建置完成「台北小巨蛋場地租借平台」,並自 2022 年 3 月起正式對外啟用,可提供主場館租借廠商一 站式服務,從檔期申請、簽約及履約等作業,皆可 於平台上申請、查詢。

B. 配合市府振興措施 2.0 委管事業聯合振興方案

為響應臺北市政府產業振興方案 2.0,推出憑台北 小巨蛋主場館 2022 年 8 到 12 月活動票根,可兑換 「兒童新樂園」或「貓空纜車」一日票,截至 2022 年 12 月 31 日止,累計兑換 10 萬 1,946 張,兑換率 32.1%,預計增加周邊約 4,893 萬元商機,有效提升 市府委管事業營運及帶動週邊商圈經濟。

(2) Major Tasks

A. Digitization of Main Hall Application Process

The Taipei Arena Venue Rental Platform was completed in August 2021 in coordination with the city government's digitalization efforts, in order to facilitate the application process for vendors wishing to rent a venue as well as make tracking contract performance simpler. The platform formally launched in March 2022 and provides vendors with one-stop-services for venue renting. From application, contract signing, to contract performance tracking—all these can be completed and queried on the platform.

B. Joint Stimulus Program in Coordination with TCG's Stimulus Measures 2.0

In response to TCG's Industry Stimulus Program 2.0, TRTC launched a promotional campaign that allowed residents to exchange ticket stubs from events held in Taipei Arena's Main Hall between August and December 2022 for one-day tickets for the Taipei Children's Amusement Park or Maokong Gondola. As of December 31, 2022, the redemption rate was 32.1% with 101,946 tickets redeemed, which is expected to create business opportunities valued at approximately NT\$48.93 million. This has effectively improved the operations of businesses managed on behalf of the city government and driven the economic development of surrounding shopping districts.





C. 汰換冰上樂園照明設備推行節能工作

台北小巨蛋繼 2021 年重置冷凍滷水主機及空調冰水 主機、2022 年接續汰換冰上樂園複金屬燈為 LED 燈 具,持續推行節能工作,並參選「2022 台北市零碳 標竿獎」活動,經評核節能減碳成果優異,獲頒「標 竿獎」獎項。

C. Replacing Lighting of Ice Land for Energy Conservation

After resetting the brine chiller and water chiller air conditioning systems in 2021, Taipei Arena replaced the metal halide lamps in Ice Land with LED lamps in 2022 to conserve energy. As a participant in the "2022 Net Zero Leadership Award", the venue was awarded a Benchmark Award for excellent performance in energy conservation and carbon reduction.

(3) 多元行銷活動

2022 年推出各項滑冰優惠,包括「2人作伙」、「童遊雙享樂」、「滑冰好 Young」、「冰上童樂繪」、「2022 最狂樂透-耶誕同樂繪」等行銷活動。另為因應疫後之國內旅遊需求及擴大行銷管道,於 2022 年持續與旅遊電商平臺 KLOOK、KKDAY 合作銷售 冰上樂園滑冰套票。

(3) Diverse Marketing Campaigns

A variety of ice skating discounts were offered in 2022, including marketing campaigns for couples, children, "Skating so Young, Kids' Party on Ice", and "2022 Lottery – Christmas Party". In response to domestic travel demand after the pandemic and to expand marketing channels, we have continued to cooperate with e-commerce travel platforms KLOOK and KKDAY to sell Ice Land ticket packages.





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3、兒童新樂園

(1) 營運概況

兒童新樂園 2022 年入園人次 126 萬 6,642 人次,較 2021 年 91 萬 749 人次相較,增加約 35 萬人次,增 幅 39.1%,主因為下半年防疫政策鬆綁,遊客出遊 意願增加,入園人數逐漸恢復,遊樂設施使用人次 總計 443 萬 9,832 人次。兒童新樂園除舉辦主題活 動,吸引人潮回流,亦透過創新行銷方式創造話題。

3. Taipei Children's Amusement Park

(1) Operational Performance

Taipei Children's Amusement Park had 1,266,642 visitors in 2022, an increase of approximately 350,000 or 39.1% compared with the 910,749 visitors in 2021. This was mainly due to the relaxation of epidemic prevention measures in the second half of the year, resulting in an increased willingness for civilians to leave their homes. Hence, the number of visitors gradually recovered and amusement rides were used a total of 4,439,832 times. Besides organizing events to attract visitors, Taipei Children's Amusement Park created a buzz through innovative marketing methods.

(2) 重點工作

調整設施搭乘限制

2022 年重新調整各項設施搭乘限制,參考其他樂園 遊具及原廠説明,放寬5項遊具設施搭乘身高限制, 經邀集身障團體開會及參考其他樂園做法,取消身 障遊客須成人陪同搭乘規定,改以揭露遊具運轉之 物理特性、模式與可能風險供搭乘者參考,並透過 導入口述影像導覽服務,口語傳達遊具外觀設計、 運轉方式及遊園環境等影像訊息,建構遊客遊玩設 施的想像空間,提供視障者更豐富的體驗,打造友 善遊憩環境。

(3) 多元行銷活動

A. 企業包場商業模式推廣

持續推廣企業包場業務,積極接洽潛在客戶,藉由與廠商簽訂合作協議,增加活動內容豐富度,橫跨演唱會、企業家庭日、產品發表會、集體求婚派對,2022 年共完成17場企業包場,合計營收691萬元。



B. 多元票證措施及節慶主題活動

配合 2022 年台北燈節活動,首次推出星光優惠入園 免門票及星光樂 FUN 券,更於暑假及雙十節連假推 出買一送一優惠,共銷售 4.4 萬張。同時 2022 年亦 推出兒童月優惠、配合白晝之夜延長營運至深夜、 串聯企業或公部門辦理特色活動等各項行銷活動。 另為優化多元支付服務,結合線上旅遊平台 KLOOK 與豐趣公司共同合作設置自動換票機,以多元支付 方式販售一日樂 FUN 券,降低人工售票及取票成 本,售出約 2.2 萬張。

(2) Major Tasks

Adjusting Restrictions for Rides

The restrictions for various rides were adjusted in 2022. After referencing descriptions of other amusement rides and those provided by the manufacturer, height restrictions for 5 amusement rides were relaxed; the requirement for visitors with disabilities to be accompanied by an adult was canceled after engaging with organizations for persons with disabilities and referencing the practices of other amusement parks. The physical characteristics of operation, method of operation, and potential risks are disclosed to riders instead. The park now provides verbal guided tour services, communicating the design of amusement rides, how they operate, and the park environment through audio description. This service can bolster the imagination of visitors, while also providing visitors with visual impairment with a richer experience, in turn creating a friendly leisure environment.

(3) Diverse Marketing Campaigns

A. Promotion of the Corporate Event Business Model

We have continued to promote block booking by companies and actively contact potential customers. We signed cooperation agreements with vendors to enrich the contents of events, which have included concerts, corporate family days, product launch events, and mass wedding parties. A total of 17 corporate events were held in 2022, generating NT\$6.86 million in revenue.

B. Diverse Ticket Campaigns and Celebration Events

In coordination with the 2022 Taipei Lantern Festival, we offered free admission at night and nighttime fun tickets for the first time, and also launched Buy One, Get One Free promotions during summer vacation and on Double Tenth Day, selling a total of 44,000 tickets. Children's Month discounts were also offered, open hours were extended to late night in coordination with Nuit Blanche, and we also jointly organized various marketing campaigns with companies or the public sector. Furthermore, to optimize payment services, we installed automatic ticket exchange machines in cooperation with online travel platforms KLOOK and Fontrip, and began to accept diverse payment methods to purchase one-day fun passes. These steps lowered the costs incurred by manually selling and collecting tickets; approximately 22,000 tickets were sold.

物業開發

除追求運輸本業及相關附屬事業發展外,參考國際 軌道物業發展趨勢,台北捷運積極活化捷運周邊土 地,提高土地使用及公共設施配置,重塑空間機能 及價值,帶動城市發展。

捷運士林站多目標大樓開發案規劃周邊土地高效率 利用模式,串聯社區與產業的發展與轉型,於 2021 年4月舉辦動土典禮且順利於8月取得建造執照, 2022年獲得「國家卓越建設獎」最佳規劃設計類-金質獎的肯定。本案預計2024年完工啟用。此外, 捷運劍潭站及劍南路站多目標大樓開發案也正積極 籌備中,預計2027年完工。

捷運劍潭站多目標大樓開發案期透過興建辦公大 樓,導入辦公、商業及餐飲等業種,豐富周邊機能, 與捷運士林站開發案相輔相成,使士林地區成為觀 光、商務及藝文活動之核心。另外,捷運劍南路站 多目標大樓開發案將為文湖線與環狀線交會站,鄰 近內湖科學園區、規劃為企業總部,並導入多元特 色主題餐飲及時尚零售,結合轉乘設施期成為大直 新地標。

Real Estate Development and Management

Besides development of our transportation business and affiliated businesses, Taipei Metro has referenced the trends and actions undertaken by rail transit peers worldwide, and is now working to invigorate land surrounding metro stations, increase land use and public facilities, reshape spatial functions and value, and drive urban development.

The Shilin Metro Station Multi-purpose Building Development Project entails highly efficient use of the surrounding land, linking together the community and industrial development and transformation. The ground breaking ceremony was held in April 2021 and a construction permit was successfully obtained in August. The project was recognized with the Gold Award in the "Best Planning and Design" category of "Real Estate Excellence Award" in 2022. It is expected to be completed in 2024. Further multi-purpose building development projects at Jiantan Station and Jiannan Rd. Station are currently being actively prepared for, and expected to be completed in 2027.

The Jiantan Station Multi-purpose Building Development Project aims to enrich the functions of surrounding areas by combining offices, commercial space, and restaurants within an office building. It complements the Shilin Station Development Project, which transforms Shilin into the core of tourism, commerce, and art and culture activities. Furthermore, Jiannan Rd. Station Multipurpose Building Development Project will become the interchange station for the Wenhu Line and Circular Line. With its close proximity to Neihu Technology Park, vision as a building worthy of housing a company's head office, plus the integration of numerous specialty restaurants and retail stores, combined with transit facilities, the Jiannan Project is expected to become a new landmark in Dazhi.



多元品牌行銷 Diverse Brand Marketing

社群媒體經營

台北捷運透過經營社群媒體與旅客互動,捷運官方 Facebook、Instagram 及 YouTube 等週期性產製捷 運獨家主題貼文,如政策宣傳、本業知識、活動宣 傳、捷運商品和捷運拿好康活動等,同時關注時下 熱門議題與網友的交流互動。另規劃自製塊狀節目 METRO FUN 系列影片,自 2022 年 5 月 16 日起每 2 週播出 1 集,以捷運周邊景點及美食為主題,由 主持人及捷運小達人帶領觀眾尋訪景點,解説交通 路線及景點特色等(2022 年共發布 18 集,總觀看 數累計 7.7 萬次)。

為鼓勵大眾參與分享亦以更具趣味性的方式推廣台 北旅遊,自9月20日至11月30日以「捷運周邊 吃喝玩樂」為主題徵件,首獎獎金8萬元,總獎 金49萬元,活動共計徵得232件作品,並於官方 YouTube分享入選佳作影片。

Managing Social Media

Taipei Metro interacts with passengers through social media. Exclusive posts are periodically posted on the Taipei Metro's official Facebook, Instagram, and YouTube accounts, covering topics such as policy advocacy, industry knowledge, event promotions, metro products, and metro discounts. We also pay attention to popular topics and interact with online users accordingly. Additionally, we planned and produced the Metro Fun micro-video series, which has debuted 1 new episode every 2 weeks starting from May 16, 2022. The videos feature scenic spots and cuisine around metro stations, and the host and an expert leads the audience in search of scenic spots, explaining attractions' features while also sharing how to get there (a total of 18 episodes have been released in 2022, viewed 77,000 times).

To encourage the public to participate in sharing and also promote Taipei Travel in a more interesting way, we initiated a call for submissions under the theme "Eat, Drink, and be Merry Around Taipei Metro" between September 20 and November 30. The first prize was NT\$80,000 and total amount of prizes offered totaled NT\$490,000. A total of 232 videos were received, and those that received honorable mentions were shared on Taipei Metro's official YouTube account.



社群角色設計

因應社群媒體經營的重要性與日俱增,為豐富社群 圖文應用與公司自製文宣設計,2022年發展「捷米 JAMIE」作為社群平台輔助角色,以童趣可愛的捷 米增添社群圖文趣味性,將文宣內容轉化為軟性插 畫貼文,拉近與旅客的距離。

同年 11 月底亦推出捷米 LINE 免費貼圖,結合日常 用語與節慶語彙,吸引民眾下載使用。貼圖總下載 數 114 萬次,截至 12 月底貼圖共使用 446 萬次。

Brand Design

In response to the growing importance of social media, we developed the IP "JAMIE" as a supporting role on social media in 2022, in order to enrich our company's images, text, and promotional materials. The fun and adorable JAMIE makes images and text posted on social media more interesting, by transforming the contents of promotions into illustrated posts that bring us closer to riders.

Free JAMIE LINE stickers were released at the end of November the same year and contained everyday and seasonal phrases, attracting citizens to download and use the stickers. The stickers were downloaded a total of 1.14 million times and used 4.46 million times as of the end of December.



台北捷運 捷米JAMIE

\\ 捷米JAMIE 閃亮登場! // 讓捷米陪伴大家共度 每一天, 一起搭乘捷運感受生活, 用貼圖和朋友 分享你的日常吧!





品牌行銷活動

1、2022 最狂樂透搭捷運天天抽獎

為鼓勵搭乘捷運並推廣捷運會員,2022 年推出凡加 入台北捷運會員並綁定電子票證搭捷運,均可獲抽 獎機會。活動分別與 Mister Donut、味全龍、富邦悍 將、酷聖石、家樂福、21 風味館、7-ELEVEN、台 南大員皇冠假日酒店、Beard Papa's 日式泡芙等合 作,由知名廠商提供優質商品作為抽獎贈品,亦搭 配公司商業推展標的,納入 Metro Coffee X 路易莎 咖啡旗艦店、貓纜兒樂領隊票、捷之旅住宿券、小 巨蛋冰上樂園親子彩繪等獎項,行銷捷運自有商品, 獎品豐富多元。活動總計新增會員 13.3 萬人、新增 綁卡 11.6 萬張,網路觸及 72.3 萬次、媒體報導 131 則,成效顯著。

2、第二屆捷運盃黑客松 - 尋找黑捷客競賽

台北捷運公司辦理捷運盃黑客松比賽,以「夢想 Go App 創作」為主題,鼓勵產學界資訊人才發揮創意, 徵求參賽隊伍針對優化「台北捷運 Go App」使用介 面及體驗 (UI/UX)、會員服務、論壇功能、遊戲開發 及提升安全等 5 大面向提出創意提案,共吸引 30 組 參賽隊伍報名,入圍 10 隊於 2022 年 8 月 21 日假 北投會館進行決賽,由資通訊領域專家及北捷專業 領域主管組成專業評審團,最終於選出冠、亞、季 軍、黑捷客與入選獎,活動圓滿成功。

Brand Marketing Campaigns

1. 2022 Daily Lucky Draws for Metro Riders

To encourage people to take the Taipei Metro and promote our membership system, we introduced a daily lucky draw event in 2022 for civilians who completed both registration as a Taipei Metro member and binding an e-ticket to their account. We collaborated with Mister Donut, WeiChuan Dragons, Fubon Guardians, Cold Stone, Carrefour, 21st Century, 7-ELEVEN, Crowne Plaza Tainan, and Beard Papa's for the event, in which well-known companies provided high quality products as prizes in the lucky draw. In coordination with TRTC's business expansion goals, awards from the Metro Coffee x Louisa Coffeeshop Flagship Store, Maokong Gondola x Taipei Children's Amusement Park combo tickets, Metro Inn vouchers, and opportunities to participate in Taipei Arena Ice Land Children's Painting Sessions were also offered as prizes, not only promoting metro products but also increasing the range of prizes on offer. The event spurred a total of 133,000 new members to sign up, resulted in the binding of 116,000 e-tickets, reached 723,000 online users, and generated 131 news reports.

2. The 2nd Metro Cup Hackathon

TRTC organized the Metro Cup Hackathon under the theme "Go Dream App Creations," encouraging IT industry and academia talent to exhibit their creative skills in optimizing the UI/UX, member services, forum functions, game development, and security of the Go! Taipei Metro app. The event attracted 30 teams to sign up, with 10 teams advancing past the first round to take part in the finals at Beitou Resort on August 21, 2022. The panel of judges was formed by IT experts and supervisors from TRTC, and the event was successfully concluded once the First, Second, and Third Place, Blackjack, and Honorable Mention winners were selected.





3、2022 捷運盃街舞大賽

2022年5月8日至9月24日以「整個台北捷運 都是我的街舞競技場」為主題舉辦街舞系列活動, 2022年特別舉辦母親節樂齡兒少街舞活動、新增 以學生為對象之校際街舞大賽,將街舞文化拓展至 各年齡層;同時捷運盃賽事初賽再次於東區封街舉 辦,結合大氣球布置、主題市集、宋江陣與OPEN 將跨界演出,首度邀集3組代言人婁峻碩、郭書瑤 及BTOD共同宣傳,特別增加實驗性街舞表演賽, 拓展賽事多元性,賽事熱烈共計285隊報名(排舞 108隊;霹靂舞110隊;實驗性街舞67隊),吸引 眾多粉絲民眾、外籍參賽者共襄盛舉;媒體報導計 175則,網路觸及35.1 萬次。

3. 2022 Metro Street Dance Competition

We organized a series of street dance events between May 8 and September 24, 2022, featuring the theme "All of Taipei Metro is my street dance arena." On Mother's Day, we expressly organized a street dance event for seniors and teenagers, plus added an Inter-school Street Dance Competition for students, expanding street dance culture to all age groups. The streets in the East District were closed for the first round of the Metro Street Dance Competition, which was unveiled alongside large balloon decorations, a limitedtime market, and a crossover routine spotlighting traditional Song Jiang Battle Array performance art and mascot OPENchan. Three spokespersons SHOU, Shu-yao "Yao Yao" Kuo, and BTOD jointly promoted the event. We added an additional experimental street dance competition to bring more variety to the event. A total of 285 teams registered for the event (108 teams in the Choreography Competition; 110 teams in the Breakdance Battle Competition; 67 teams in the Experimental Dance Solo Competition), which attracted many fans and foreign contestants to take part. 175 news reports were made about the event, which reached 351,000 people online.

4、捷運線形公園景觀改造計畫暨成果展

以「這很台北」為主題規劃 2 波段展覽(中山站 4-5 月、圓山站 7-9 月),展出線形公園設計亮點、改 建模型、建築師設計稿及訪談、設計模型、3D 投影 等。並配合圓山段 7 月改造完工,邀請市長蒞臨開 幕巡禮中山至圓山線形公園,展示描繪線形公園前 瞻願景,另規劃系列活動,公開徵名、線上票選與 捷運會員贈獎等,增進民眾互動。活動累計媒體報 導 59 則,網路觸及 24.7 萬次,命名活動共 1,297 件投稿,票選投票總數 1.9 萬票。

4. Metro Linear Park Landscaping Project and Results Exhibitions

We planned two exhibitions under the theme "Very Taipei" (at Zhongshan Station from April through May, and at Yuanshan Station from July to September), showing highlights of the Linear Park design, reconstruction models, architect's designs and interviews, design models, and 3D projections.



In coordination with the completion of modifications to the Yuanshan section, we invited the city mayor to visit the section of the Linear Park spanning Zhongshan to Yuanshan during the opening ceremony, showcasing our overall vision for the Park. We also planned a series of interactive activities, such as an open call for names, online voting to select the park's name, and additional prizes for Taipei Metro members. The entire campaign had a total of 59 media reports, reached 247,000 online users, received 1,297 submissions for the naming event, and a total of 19,000 votes were cast.



5、出口音樂節及捷運光聚落耶誕燈飾

2022年11月22日至2023年2月19日舉辦年度 耶誕燈飾布置,本次以「北歐童話」為主題規劃大 型氣球、燈海隧道、AR濾鏡互動、與新光三越合作 10公尺大型耶誕樹,並首度納入品牌贊助區域泡泡 瑪特。同時配合市府耶誕愛無限活動,於大安森林 公園站設置大型動態耶誕樹,增添捷運周邊濃厚節 慶感。此外,2022年12月10日台北捷運於心中山 爵士廣場舉辦2場大型音樂表演,除首創會員專屬 場演唱會邀請知名偶像及人氣樂團熱力演出,同時 與Acer、海尼根、北門世民酒店合作,提供免費背 包、啤酒及住宿券等會員專屬好禮,活動更搭配光 雕秀、耶誕市集、街頭藝人表演及人偶踩街,與市 民朋友一齊同樂。計媒體報導42則,網路觸及18.4 萬次,新增捷運會員5,841人。



6、發行虎年生肖紀念車票

2022年1月發行的虎年生肖紀念車票,以「虎嘯風 生」意涵設計,主視覺以日的永恆與老虎登高,搭 配雲和山的意象呈現,期許新的一年能有新的氣象, 本次紀念套票內含2張一日票、紅包袋及小春聯, 限量發行800套,線上商城及實體車站之開賣日均 全數完售,深受民眾喜愛。

5. Exit Music Festival and Metro Light Christmas Light Decorations

We organized Christmas light decorations between November 22, 2022 and February 19, 2023, installing large balloons, a tunnel of lights, and various AR filter interactive areas under the theme "Northern European Children's Stories." We collaborated with Shin Kong Mitsukoshi Department Store to set up a 10-meter-tall Christmas tree, and for the first time, included a sponsorship area featuring brand Pop Mart. A large Christmas tree was raised in Daan Park Station in coordination with the city government's Christmas Infinite Love event, creating a strong festival atmosphere around the metro station. Furthermore, Taipei Metro organized 2 large musical performances in Xinzhongshan Jazz Square on December 10, 2022. Besides inviting celebrities and popular bands to perform during this members-only exclusive concert, we also collaborated with ACER, Heineken, and citizenM Taipei North Gate Hotel to offer free beer and room vouchers for members. The event included a light sculpture show, Christmas market, street performances, and puppet parade to celebrate alongside citizens. There were 42 news reports on the event, reaching 184,000 people online. 5,841 more people registered to become Taipei Metro members.

6. Year of the Tiger Commemorative Tickets

We issued Year of the Tiger tickets in January 2022, designed with the concept of the "roaring tiger." The main visuals are an eternal sun and an ascending tiger, combined with cloud and mountain imagery, to inspire and welcome the arrival of a new forecast for the new year. The ticket set contains 2 oneday tickets, red envelopes, and spring couplets. Only 800 sets were made available and were highly popular as they sold out both on the online store and in physical stations the same day.



7、跨界藝文合作

(1) 台北燈節

2022 年 2 月 11 日至 2 月 20 日配合市府舉辦台北燈 節活動,兒童新樂園也配合延長開園時間、園區也配 合燈節活動點綴夢幻燈飾,另於劍潭、士林、芝山站 出口及周邊空間放置燈飾及大型活動地圖,引導旅客 前往燈會現場。

(2) 悠遊卡公司「加植你的捷運生活」20 週年展覽

2022 年 8 月 13 日至 28 日期間於大安森林公園站設 置 LED 大螢幕互動體驗,展出歷年悠遊卡及未來創 新材質等。觀眾可持悠遊卡至展覽現場「加植」減 碳數據到未來的永續之樹,並在 Led 大螢幕中看到 屬於自己的數據植物,以互動體驗傳遞永續價值。

(3) 捷運彩繪列車

透過創意彩繪貼圖設計,打造出奇幻趣味的乘車空間,2022年4月22日至5月20日與國家地理頻道 合作打造「2022世界地球日-地球月保育列車」公 益彩繪列車,介紹多達24種台灣原生植物及山林之 美,邀請民眾關注森林保育,另配合市府觀傳局與 日本寶可夢公司合作之「飛翔皮卡丘計畫」,2022 年10月21日「飛翔皮卡丘」彩繪列車於淡水信義 線啟航,並以皮卡丘等角色IP規劃心中山線形公園 打卡景點等活動,12月23日起也同步販售飛翔皮 卡丘典藏版、飛揚版、翱翔版等3款捷運貓纜一日 票紀念套組,成功製造行銷話題。

(4) 車站美化布置與藝術展演

2022 年 3 月與新北市政府及富邦悍將合作,將捷運 新莊站變身為棒球主題車站,打造棒球場投手丘/ 打擊區等意象,展現運動熱情打造全新乘車體驗, 也於 10 月至隔年 3 月與大直商圈發展協會合作「大 直動漫主題車站」,打造劍南路站為動漫新天地, 成為商圈新興亮點。

7. Arts and Culture Collaborations

(1) Taipei Lantern Festival

Spaces were provided for lanters within Taipei Children's Amusement Park in coordination with the city governmentorganized Taipei Lantern Festival from February 11-20, 2022. Open hours of the park were extended and decorative lights were put up for the event. We provided maps depicting locations of light decorations and large event areas at the exits and surrounding spaces of Jiantan, Shilin, and Zhishan Stations, guiding visitors to the various lantern festival venues.

(2) EasyCard Corporation's 20th Anniversary Exhibition—Planting Your Metro Life

A large LED screen was installed in Daan Park Station from August 13-28, 2022 to provide an interactive experience that displayed EasyCard designs over the years and innovative materials of the future. Visitors could bring their EasyCards to the exhibition venue to "plant" their carbon reduction data within the tree of future sustainability, and watch as their data sprouts on the large LED screen, which communicates the value of sustainability through an interactive experience.

(3) Decorated Themed Trains

We have shaped a variety of interesting spaces on trains through the use of creative sticker designs. In collaboration with National Geographic, we created a non-profit-themed "2022 Earth Day – Earth Month Conservation Train" between April 22 and May 20, 2022. It introduced 24 endemic plant species and the beautiful mountains and forests of Taiwan, drawing public attention to forest conservation. The "Flying Pikachu Project," organized by the Taipei City Department of Information and Tourism and The Pokémon Company, introduced the "Flying Pikachu" themed train, which began operating on the Tamsui-Xinyi Line on October 21, 2022. We also used images of Pikachu and other Pokémon characters to plot out several tourist check-in spots within Xinzhongshan Linear Park, and began selling one-day ticket sets (Collector's Edition, Flying Edition, and Soaring Edition) for the Maokong Gondola beginning December 23, which successfully created a buzz.

(4) Station Decorations, Art Exhibitions and Performances

We collaborated with the New Taipei City Government and Fubon Guardians in March 2022 to create an installation invoking the image of a pitcher's mound/batter's box in stations, simultaneously displaying a passion for sports while presenting passengers with a new transit experience. We collaborated with the Dazhi Development Association to bring about the "Animethemed Station in Dazhi" from October 2022 to March 2023, which transformed Jiannan Rd. Station into a new destination for anime fans and a fresh landmark within the shopping district.



以捷運車站為出發,開展更多藝術的可能性,2022 年7月與世紀當代舞團合作舉辦《出口》國際藝術 節,連結不同車站與不同國際都市的意象,設置互 動式裝置藝術並結合定點舞蹈演出,伴隨旅客在移 動中感受藝術的流動。另9月24日至10月2日與 台北市文化基金會合作「鐵道生活節捷運那卡西」 活動,於捷運新北投支線車廂內辦理悠揚懷舊民謠 及月琴演出,同時9月24日至11月13日與當代 藝術館合作「2022城北街區藝術計畫」,於心中山 以燈光裝置結合地景進行獨特燈光展演,打造線形 公園藝術氛圍。 We have been looking to explore more possibilities for art in metro stations, and as such co-organized the EXIT International Art Festival with Century Contemporary Dance Company in July 2022. The collaboration included pairing various stations to the image of different cities around the world, and we installed interactive installation art and held dance performances at fixed locations, so that riders can perceive the flow of art as they themselves move. We co-organized Railway Life Festival: Metro Nakashi with the Taipei Culture Foundation between September 24 and October 2, consisting of nostalgic folk music and yueqin performances taking place within the cars of the Xinbeitou Branch Line. We jointly implemented the 2022 Taipei Street Art Project with the Museum of Contemporary Art between September 24 and November 13, and created an artistic atmosphere in Xinzhongshan Linear Park through a unique lighting performance that combined light installations with the park landscape.



多元票種行銷 Diverse Ticket Marketing

常客優惠方案

常客優惠方案自2020年2月起實施,依照旅客每月搭乘次數分級回饋, 搭越多、現金回饋越多,最高回饋30%(2022年回饋金額13.33億元、 受惠人數2億6,490萬人次)。另為加強行銷宣傳推出「2022最狂樂 透」,透過「台北捷運Go」App 綁定票卡搭乘捷運,即可參加抽獎等 活動,以鼓勵民眾多搭乘捷運。

「搭捷運遊台北」捷運旅遊票

2022 年推出「搭捷運遊台北」行銷活動,凡購買捷運一日票、24小時 /48小時/72小時票,即贈送包含故宮博物院、台灣博物館、兒童新樂園、 貓空纜車、捷運商品及北捷嚴選咖啡等6項好康優惠。活動期間與在地 商圈合作,加碼推出期間限定商圈優惠,5至6月大稻埕商圈、7至8 月師大龍泉商圈、9至10月永康商圈及11至12月中山商圈;另與台 灣高鐵、台北雙層觀光巴士、桃園機場捷運合作,推出「高鐵假期」、「北 捷雙巴套票」、「機捷北捷聯票」等交通聯票同享旅遊票優惠。

Frequent Passenger Program

The frequent passenger program was implemented in February 2020, and higher cash rebates are given for more frequent passengers, with the highest percentage reaching 30% (the amount of cash rebates was NT\$1.333 billion provided for 264,900,000 trips in 2022). To ramp up promotion, we introduced the "Craziest Lottery in 2022," which gave people who bound their ticket to the Go! Taipei Metro app the opportunity to enter into a lucky draw lottery, encouraging people to take the metro system more often.

Taipei Metro Travel Pass

We launched the "Taipei Metro Travel Pass" marketing campaign in 2022, and gave buyers of our one-day and 24/48/72-hour passes discounts on tickets to the National Palace Museum, National Taiwan Museum, Taipei Children's Amusement Park, and Maokong Gondola, as well as discounted prices on Taipei Metro products and our Signature Select coffee. We worked with several local shopping districts during the campaign to provide additional discounts for specific areas, including: Dadaocheng shopping district in May and June; Shida Longquan shopping district in July and August; Yongkang shopping district in September and October; and Zhongshan shopping district in November and December. Furthermore, we collaborated with Taiwan High Speed Rail, Taipei Sightseeing Bus, and Taoyuan Metro Airport Line to offer THSR Holiday tickets, Taipei Metro & Taipei Sightseeing Double Decker Bus Joint Tickets, and Taoyuan Airport MRT and Taipei Metro joint tickets.







Corporate Social Responsibility Performance

捷運行政大樓

1

企業社會責任 履行績效

永續環境 Sustainable Environment

機廠設置太陽能光電執行成效

為響應國家能源政策及臺北市政府建構低碳城市的 目標,台北捷運自北投機廠採用出租屋頂建置太陽 光電發電設備的模式,完成台北都會區首座太陽光 電廠後,陸續於捷運土城、蘆洲機廠,以及2022年 9月底完成木柵、內湖及新莊太陽光電系統,共計6 座機廠屋頂建置太陽光電發電設備,北投機廠亦規 劃第二階段太陽能光電系統增設擴建。

全案完成後預計每年發電量約2,200 萬度,可供應 6,000 個家庭一年用電,減少二氧化碳排放量超過 11,000 公噸,實踐捷運資產活化再利用,以生產再 生能源為目標。

台北捷運將於確保捷運系統營運安全的原則下,尋 找適合場地持續推動設置太陽光電發電系統,朝 「環保永續、綠能供電」的目標邁進,實踐企業社 會責任。

節能減碳及環保作爲

2022 年公司積極實施減碳政策,持續針對車站與列 車頭燈汰換成節能燈具、汰換老舊耗能設備(分離 式冷氣、冰水主機),另亦將油壓式電梯汰換為較 節能無機房電梯、將電梯車廂照明汰換成節能燈具。 各項節能管理措施,2022 年共節電約 341 萬度,減 少 CO2 排放量約 1687.9 公噸(以經濟部最新公告 之 111 年碳排係數 0.495 公斤 CO2e/ 度計算),落 實節能環保作為。

Electricity Generation by Solar Panels at Depots

Under the government's energy policy and Taipei City Government's goal to develop into a low carbon city, Taipei Metro leased the rooftop of Beitou Depot for installing solar PV equipment and completed the first solar power plant in Taipei metropolitan area. We subsequently installed solar PV equipment on the rooftops of six depots, including Tucheng, and Luzhou. The solar PV systems of Xinzhuang, Muzha, and Neihu Depots completed grid connection at the end of September 2022, and Beitou Depot has planned phase two expansion of the solar PV system.

After the projects are completed, they are expected to generate approximately 22 million kWh per year, and can supply the electricity consumption of 6,000 households, reducing carbon emissions by over 11,000 tonnes, activating and reutilizing assets of Taipei Metro with the goal of generating renewable energy.

Taipei Metro will search for further sites suitable for the instalation of solar PV systems while upholding the absolute operational safety of the metro system. Guided by our goals of "environmental protection, sustainability, and green energy," we will work hard to fulfill our corporate social responsibility.

Save Energy, Reduce Carbon, Protect the Environment

TRTC actively implemented a carbon reduction policy to conserve energy in 2022, which included the continued replacement of station lights and train headlights with energy efficient ones; replacement of old, energy-consuming equipment (e.g. split-type air conditioners, water chillers); replacement of hydraulic elevators with the more energyefficient, machine-room-less elevators; and the replacement of elevators lights with energy-efficient lights as well. Energy conservation management measures saved 3.41 million kWh of electricity and reduced CO2 emissions by approximately 1687.9 tonnes in 2022 (calculated using the latest carbon emission factor of 0.495 kg CO2e/kWh announced by the Ministry of Economic Affairs in 2022).



友善職場

1、職場友善教保中心

配合政府鼓勵生育政策,讓員工安心工作,2021年 台北捷運於捷運行政大樓1樓設置全臺第一家公營 企業「職場互助教保服務中心」,打造友善育兒幸 福職場,2022年更榮獲行政院人事行政總處「公部 門籌設職場托育設施評比」銀搖籃獎的肯定。

未來亦將秉持追求卓越的精神、持續打造優質工作 場域,投入資源讓職場互助教保服務中心更完善。

Friendly Workplace

1. Family-friendly Workplace Daycare

In coordination with the government's policy to encourage childbirth and let employees focus on their work, Taipei Metro established the first public enterprise Metro Taipei Childcare Center on the first floor of the Metro Administrative Building in 2021, aiming to shape a happy workplace environment that is friendly to parents. In 2022, the Center received the Silver Cradle Award in the "Public Sector Workplace Child Care Facility Evaluation" from the Directorate-General of Personnel Administration, Executive Yuan.

In the future, we will continue to pursue excellence, create a high quality workplace, and invest resources to further improve the Metro Taipei Childcare Center.











社區共好

1、公益系列活動

2022 年初舉辦之「挺台東!鳳梨釋迦企業認購」支 持偏鄉小農活動,獲公司同仁與遠傳電信、聖瑪莉 食品等民間企業相挺,訂購達萬斤,更規劃一系列 公益系列活動,分別於8月實地探訪花蓮縣秀林鄉 及台東縣金峰鄉、卑南鄉地區在地咖啡小農,合作 推出太平洋咖啡禮盒,協助小農增加行銷管道、推 廣本土咖啡,以及9月「走近偏鄉」活動前往澎湖 縣隘門國小、10月「熱氣球彩繪」活動前往澎湖 熱氣球點亮心中山,成功創造話題。同時邀請北捷 公益友好國小5校33名師生參與「走入北捷」營隊 活動,並與原住民族委員會及台東縣政府三方擴大 合辦「2022 原創新美學 LiMA 原遊會」,展示原民 工藝創作、藝文表演、台東有機農產及台北捷運前 進偏鄉的公益成果。

Mutual Exchanges with Communities

1. Charity Events

We organized an event to support farmers in rural areas in 2022—"Support Taitung! Company Purchases of Atemoya"made possible by the support of TRTC employees and private enterprises such as Far EasTone and Sunmerry. Purchase orders reached 5,000 kg and we further planned a series of charity events. We visited coffee farmers in Xiulin Township in Hualien County and Jinfeng Township and Beinan Township in Taitung County in August, and collaborated with them to release a Pacific Coffee Edition Gift Box, helping farmers to expand their marketing channels and promote local coffee. For the Rural Outreach event in September, we visited Aimen Elementary School in Penghu County. For the "Colored Hot Air Balloons" event in October, over a thousand hot air balloons were lit up around Xinzhongshan and successfully created a buzz. We invited 33 teachers and students from 5 partner elementary schools to participate in the Walk into Taipei Metro camp. The "2022 Original New Aesthetics - LiMA", an event co-organized with the Council of Indigenous Peoples and Taitung County Government, displayed indigenous craft work, art and cultural performances, organic agricultural products of Taitung, as well as the results of Taipei Metro's charity efforts in rural areas.

2、捷運線形公園景觀改造計畫

為配合市府「創造台北新象」之策略目標,創造更 多休憩、活動空間及城市景觀亮點,本公司持續進 行捷運線形公園景觀改造計畫,強化都市空間環 境,創造更優質、友善的都市開放空間。以心中山 作為起點進行改造,2019年完成中山站的心中山及 2021年接續完成雙連站的心雙連線形公園,為當地 注入嶄新面貌。

2022 年 7 月中山站至圓山線形公園改造案也已完 工,以串聯台北開放空間、承接台北城市歷史發展 等在地特色為根基,進行圓山站線形公園景觀改造 優化,為市民帶來都市空間公園新視野,另本公司 也陸續規劃往南延伸至台北車站的改造工程案,進 一步銜接西區門戶計畫,翻轉台北城市面貌。

3、車站周邊活化

為活化捷運場域空間,2022年11月11日至13日 於大安森林公園站試辦寵物主題展售會「安森町市 集-毛起來逛」超過50家廠商參展;另12月廠商 進駐淡水站廣場,結合餐飲、飾品、文創手作等商 品,辦理市集活動,創造車站周邊場域價值。

2. Metro Linear Park Landscaping Project

In coordination with TCG's strategic goal to reinvent Taipei's image, we created even more leisure and activity spaces, as well as urban landscape highlights. TRTC has continued to implement the Metro Linear Park Landscaping Project, working to improve the urban environment and create better and friendlier open spaces in the city. We started making modifications from Zhongshan Station's Xinzhongshan, which was completed in 2019, and subsequently completed Shuanglian Station's Xinshuanglian Linear Park in 2021, imparting the area with a completely revamped appearance.

Landscape improvements of the Linear Park between Zhongshan Station and Yuanshan Station were completed in July 2022, with the goal of linking together open spaces in Taipei and continuing Taipei's urban development within its historical context. These improvements have allowed citizens to view urban parks in a new light. TRTC also plans to extend the transformation project southward to Taipei Main Station, and further connect it to the Western District Gateway Project, wholly reshaping the cityscape of Taipei City.

3. Optimization of Surrounding Venues

To make good use of metro spaces, we organized the Ansending Pet Market at Daan Park Station between November 11 and 13, 2022, with over 50 companies participating in the event. In December, another market was organized in the stationfront square outside Tamsui Station that featured food and beverages, accessories, and cultural creative handicrafts. These marketplace events have helped to increase the value of areas around stations.





Embracing the Future **未來展望**

-



台北捷運過去秉持「提供安全、可靠、親切的運輸服務,追求永續發展」的使命,以卓越的營運表現備受 民眾肯定,連年拿下高旅客滿意度,已與國外軌道同 業並駕齊驅。接下來面對後疫情時代經濟活動及旅遊 市場全面復甦,亦將以旅客服務的角度出發,推動捷 運 3.0計畫,讓捷運車站成為「生活便利站」。

另為實踐「捷淨生活、美好展開」的目標願景,將 積極結合地方資源推廣大眾運輸及節能減碳,落實 環境永續的承諾,持續公司治理及公益關懷相關措 施,以善盡企業社會責任,引領台北朝向美好的宜 居生活邁進。

Taipei Metro's mission is to "provide safe, reliable, and friendly transportation services and pursue sustainable development." In realizing our goals, we have gained the recognition of citizens for our excellent operational performance, achieving high rider satisfaction rates year after year, and delivering service that equals that of overseas metro companies. As economic activity and the travel industry recover in the postpandemic era, we will begin implementation of our rider services-centric "Metro 3.0 Project", allowing metro stations to provide greater convenience in everyday life.

We also have plans to actively utilize local resources to promote public transportation, energy conservation, and carbon reduction under our vision to "Go Greener, SHINE Brighter" in order to fulfill our commitment to environmental sustainability. Taipei Metro will continue to carry out corporate governance and public welfare-related measures to fulfill our corporate social responsibility, in turn playing a role in shaping Taipei itno a better, more livable city.







Milestones 重要紀事



01.03

發行的虎年生肖紀念車票,限量發 行800套,線上商城及實體車站 之開賣日均全數完售,深受民眾喜 愛。

800 sets of the Year of the Tiger Commermorative Tickets were issued, and proved highly popular as they sold out on the online store and in physical stations on the same day.

08.03

台北捷運中山站正式啟用共享微 型辦公空間「HApp.小樹屋 - 電話 亭」,讓有線上會議、線上課程等 需求的旅客能享有獨立個人辦公空 間,滿足旅客多元化需求。

Shared micro-offices HApp. booths formally open for operation in Zhongshan Station, fulfilling the different needs of riders who may need an independent working space for online meetings or courses.

01.27

台北捷運與面板大廠群創光電合作,運用48吋創新液晶到站顯示器、4K曲面數位廣告螢幕、ACeP全彩電子紙等創新科技,打造全台第1部「Smart Display Metro數位列車」,於板南線正式啟航。

Taipei Metro collaborated with major panel manufacturer Innolux to create the first Smart Display Metro Train in Taiwan, which is equipped with 48" LCD station indicators, 4K curved digital advertisement monitors, and ACeP technology, and currently operates on the Bannan Line.

08.21

為鼓勵產學界資訊人才發揮創意, 台北捷運公司辦理捷運盃黑客松比 賽,邀請民眾組隊參加,共30組 參賽隊伍報名,入圍10隊,最終 於選出冠、亞、季軍、黑捷客與入 選獎,活動圓滿成功。

TRTC organized the Metro Cup Hackathon to encourage IT talent from the industry and academia to show their creativity. Citizens were invited to enter the competition in teams. A total of 30 teams participated, 10 teams entered the finals, and the event was successfully concluded once the First, Second, and Third place, Blackjack, and Honorable Mentions winners were selected.

03.11

捷運南京復興站「Metro Corner 微型 商場」正式開幕,首創同時開放付 費區內、外兩側都可購物的車站店 舖,結合「順道購買」及「站內直取」 概念,打造公司商業空間品牌。

Metro Corner was formally opened in Nanjing Fuxing Station. It hosts the first stores located within a metro station accessible to riders in both the paid and unpaid areas, shaping our commercial space brand by combining the concepts of "picking something up along the way" and "station pick-up services."

08.23

與知名連鎖品牌路易莎攜手合作, 2022 年 5 月 1 日開設「大安森林 公園店」及 8 月 23 日開設「捷運 行政大樓旗艦店」,透過與外部的 咖啡事業商業夥伴合作,貼近民眾 生活。

Taipei Metro collaborated with well-known coffeeshop chain Louisa to open the Daan Park Store on May 1, 2022 and Metro Administrative Building Flagship Store on August 23, growing closer to people's daily life through this partnership.

11.01-11.03

艾法諾國際股份有限公司(AFNOR) 對「行控電腦系統」、「票務電腦 系統」、「行政電腦機房」、「通 訊傳輸系統」等資訊安全管理系 統,進行 ISO 27001 標準之重評作 業,重評結果通過驗證。

AFNOR conducted an ISO 27001 Information Security Management System evaluation for the "Traffic control computer system," "Ticketing computer system," "Administrative computer room," and "Communication system." Evaluation results signify that we passed certification.

11.22-02.19

台北捷運以「北歐童話」為主題, 舉辦年度耶誕燈飾布置,增添捷運 周邊濃厚節慶感。

Taipei Metro organized annual Christmas light decorations under the theme *Northerm European Children' s Stories*, creating a strong festival atmosphere around the metro station.

12.01

「Metro TIMES 捷運人流資訊管理 系統」獲頒中華民國運輸學會頒發 「傑出交通運輸計畫獎」殊榮。

Metro TIMES was recognized with the Outstanding Transportation Project Award from the Institute of Transportation.

03.26-04.01

財團法人金屬工業研究發展中心對 公司轄管進行追查作業,追查結果 通過 ISO 45001 職業安全衛生管理 系統標準驗證。

The Metal Industries Research & Development Centre conducted a follow-up evaluation of operations of TRTC, which met standards for ISO 45001 Occupational Safety and Health Management Systems.

03.25

台北捷運車廂擁擠度全系統上線, 同年板南線(龍山寺、忠孝復興 站)亦正式啟用國內軌道業首創 「導引光條」及「動態小捷客」動 態導引設計。

The Taipei Metro Car Crowdedness System went online, and we also began using the industry's first Guiding Light Bars and Metro Rider animations on the Bannan Line (Longshan Temple Station and Zhongxiao Fuxing Station).

05.10

台北捷運公司自主研發的「Metro TIMES 捷運人流資訊管理系統」, 榮獲「臺北市政府市長盃資料應用 黑客松競賽第一名」

The proprietary Metro TIMES developed by Taipei Metro won first place in the *Taipei City Government Mayor Cup Data Application Hackathon.*

09.09

運用板橋站交通便利優勢及 B1 通 道層閒置空間,打造具捷運元素自 助式桌球場,正式啟用。

The self-service table tennis space with metro elements was formally opened in Banqiao Station B1's corridor level, harnessing the station's convenient location.

09.24

「2022 捷運盃街舞大賽」9月24 日決賽,以「抓住夢想、勇敢衝一 波」為主題,鼓勵年輕朋友勇於努 力邁進,體驗跳舞樂趣。

The finals of the 2022 Metro Street Dance Competition was held on September 24 under the theme "seize your dreams and bravely move forward," encouraging young people to bravely move forward and experience the fun of dancing.

09.30

台北捷運公司在捷運南京復興站建 置智慧農業展示區「Metro Fresh 捷欣鮮」正式開幕。

Taipei Metro formally opened the Metro Fresh smart agricultural display area in Nanjing Fuxing Station.

12.10

台北捷運於心中山爵士廣場舉辦2 場大型音樂表演,會員專屬場演唱 會搭配光雕秀、耶誕市集、街頭藝 人表演及人偶踩街,與市民朋友一 齊同樂。

Taipei Metro organized 2 large musical performances in Xinzhongshan Jazz Square. The members-only exclusive concert included a light sculpture show, Christmas market, street performances, and puppet parade to celebrate with citizens.

12.20

台北捷運公司致力打造職場友善育 兒環境,設置「臺北捷運職場互助 教保服務中心」,2022 年榮獲行政 院人事行政總處「111 年公部門籌 設職場托育設施評比」銀搖籃獎。

Taipei Metro established the Metro Taipei Childcare Center to create a parent-friendly workplace environment friendly. In 2022, it received the Silver Cradle Award in the "Public Sector Workplace Child Care Facility Evaluation" from the Directorate-General of Personnel Administration, Executive Yuan.

12.31

台北捷運循例連續42小時營運, 強力宣導「不要推擠,避免踩踏」, 再次完成跨年疏運任務。自111年 12月31日上午6時至112年1月 1日上午6時,捷運全系統運量為 216.2萬餘人次。

Taipei Metro operated non-stop for 42 hours during the New Year and repeatedly reminded riders "don't push to avoid stepping on others." Total ridership from 6:00 A.M. on December 31, 2022 to 6:00 A.M. on January 1, 2023 surpassed 2.162 million.



Key Statistical Data **重要統計資料**

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營運路線基本資料 (2022.12.31) System Information (December 31, 2022)

路線長度 Route Length	文湖線 Wenhu Line	淡水信義線、松山新店線、 中和新蘆線及板南線 Tamsui-Xinyi Line, Songshan- Xindian Line, Zhonghe-Xinlu Line, and Bannan Line	環狀線 Circular Line	全系統 Full System	單位 Unit
營運里程 Full operational network	25.2	105.9	15.1	146.2	公里 Km
高架段 Elevated sections	22.0	11.1	13.5	46.6	公里 Km
平面段 Ground level sections		9.5	-	9.5	公里 Km
地下段 Underground sections	3.2	85.3	1.6	90.1	公里 Km
建設里程 Full network				152	公里 Km

車站數 Number of Stations	文湖線 Wenhu Line	淡水信義線、松山新店線、 中和新蘆線及板南線 Tamsui-Xinyi Line, Songshan- Xindian Line, Zhonghe-Xinlu Line, and Bannan Line	環狀線 Circular Line	全系統 Full System	單位 Unit
總車站數 Total	24	24	14	131	站 stations
高架段 Elevated sections	22	22	13	47	站 stations
平面段 Ground level sections	0	0	0	5	站 stations
地下段 Underground sections	2	2	1	79	站 stations

電聯車 Trains	文沽 Wenh		淡水信義線、松山新店線、 中和新蘆線及板南線 Tamsui-Xinyi Line, Songshan-Xindian Line, Zhonghe-Xinlu Line, and Bannan Line					環狀線 Circular Line	單位 Unit
車型 Train model	VAL256	370	301	321	341	371	381	610	-
列車數 Number of trains	51	101	22	36	6	53.5	24	17	列 rains
每列車車廂數 Number of carriages per train	4	4	6	6	6	6	6	4	車廂 carriages
車廂數 Number of carriages	102	202	132	216	36	321	144	68	車廂 carriages
每列車座位數 Seats per train	80	84	352	352	352	308	318	98	位 persons
每列車最大載客容量 Passenger capacity per train	464	446	2,220	2,220	2,220	2,220	2,220	650 (AW3)	人 persons
最大爬坡 Maximum gradient	6%	6%	3%	3%	3%	3%	3%	5.5%	%

電聯車 Trains		胡線 u Line	淡水信義線、松山新店線、 中和新蘆線及板南線 Tamsui-Xinyi Line, Songshan-Xindian Line, Zhonghe-Xinlu Line, and Bannan Line					環狀線 Circular Line	單位 Unit
最小曲率半徑 Minimum curvature radius	33	33	200	200	200	200	200	35	公尺 m
最高設計時速 Maximum designated speed	80	80	90	90	90	90	90	90	公里 / 小時 km/hour

機廠 Depots	文湖線 Wenhu Line	淡水信義線、松山新店線、 中和新蘆線及板南線 Tamsui-Xinyi Line, Songshan- Xindian Line, Zhonghe-Xinlu Line, and Bannan Line	環狀線 Circular Line	全系統 Full System	單位 Unit			
機廠數 Number of depots	2	7	1	10	座 depots			
機廠面積 Total area	13.31	141.87	14.19 169.37		公頃 hectares			
附屬事業 Affiliated Businesses	文湖線 Wenhu Line	淡水信義線、松山新店線、 中和新蘆線及板南線 Tamsui-Xinyi Line, Songshan- Xindian Line, Zhonghe-Xinlu Line, and Bannan	環狀線 Circular Line	全系統 Full System	單位 Unit			
販賣店 Station storefronts	22	207	8	237	間 stores			
廣告 Advertisements								
車站廣告 Station advertisements	173	1,575	78	1,826	幅 items			
車廂廣告 In-car advertisements	2,076	11,776	252	1,4104	幅 items			
月臺電視 Platform TV	68	466	38	572	幅 items			
停車場 Parking Lots								
機車車位 Scooter spaces	2,190	8,892	735	11,817	格 spaces			
汽車車位 Car spaces	1,794	2,718	171	4,683	格 spaces			
地下街 Underground malls								
店舖間數 Number of shop spaces	0	210	0	210	間 stores			
店舖面積 Total shop area	0	9,788.41	0	9,788.41	平方公尺 square meters			
營運數據 (2022.1.1-2022.12.31)

Operating Statistics (January 1 – December 31, 2022)

	文湖線 Wenhu Line	淡水信義線、松山新店線、 中和新蘆線及板南線 Tamsui-Xinyi Line, Songshan- Xindian Line, Zhonghe-Xinlu Line, and Bannan Line	環狀線 Circular Line	全系統 Full System	
		捷運營運時間 Operating times			單位 Unit
每日營運時數 Number of hours per day		18 (6:00-24:00)			小時 hours
		列車運轉時間 Train time statistics			單位 Unit
停靠車站 Berthing time	25-60 秒 25-60 seconds	一般車站約 20-35 秒,主要 轉乘站約 35-50 秒 General stations 20-35 sec.; major transit stations 35-50 sec.	25-45 秒 25-45 seconds	-	分 : 秒 minutes:seconds
單向行駛 Single journey duration	48 分 47 秒 48 minutes 47 seconds	 淡水 - 象山 53 分 50 秒 Tamsui – Xiangshan 53 min., 50 sec. 北投 - 大安 35 分 05 秒 Beitou – Daan 35 min., 05 sec. 松山 - 新店 37 分 00 秒 Songshan – Xindian 37 min., 00 sec. 松山 - 臺電大樓 24 分 15 秒 Songshan – Taipower Building 24 min., 15 sec. 蘆洲 - 南勢角 36 分 24 秒 Luzhou – Nanshijiao 36 min., 24 sec. 迴龍 - 南勢角 47 分 56 秒 Huilong – Nanshijiao 47 min., 56 sec. 南港展覽館 - 頂埔 47 分 48 秒 Taipei Nangang Exhibition Center – Dingpu 47 min., 48 sec. 南港展覽館 - 亞東醫院 39 分 08 秒 Taipei Nangang Exhibition Center – Far Eastern Hospital 39 min., 08 sec. 	33 分 59 秒 33 minutes 14 seconds	-	分:秒 minutes:seconds

雙向行駛 Return journey duration	97 分 34 秒 97 minutes 34 seconds	 淡水 - 象山 107 分 40 秒 Tamsui - Xiangshan 107 min., 40 sec. 北投 - 大安 70 分 10 秒 Beitou - Daan 70 min., 10 sec. 松山 - 新店 74 分 00 秒 Songshan - Xindian 74 min., 00 sec. 松山 - 臺電大樓 48 分 30 秒 Songshan - Taipower Building 48 min., 30 sec. 蘆洲 - 南勢角 72 分 48 秒 Luzhou - Nanshijiao 72 min., 48 sec. 迴龍 - 南勢角 95 分 52 秒 Huilong - Nanshijiao 95 min., 52 sec. 南港展覽館 - 頂埔 95 分 36 秒 Taipei Nangang Exhibition Center - Dingpu 95 min., 36 sec. 南港展覽館 - 亞東醫院 78 分 16 秒 Taipei Nangang Exhibition Center - Far Eastern Hospital 78 min., 16 sec. 	68 分 08 秒 68 minutes 08 seconds		分:秒 minutes:seconds
端點折返 Turnaround time	90 秒 90 Seconds	150~495 秒 150 to 495 seconds	212 秒 212 Seconds		分:秒 minutes:seconds
		運量 Ridership			單位 Unit
年度總運量 Annual ridership	56,269,947	516,076,076	14,911,829	587,257,852	人次 trips
日平均運量 Average daily ridership	134.104 1.413.907		40,854	1,608,926	人次 trips
平常日每日平均運量 Average weekday daily ridership	179,167	1,557,998	45,846	1,783,010	人次 trips
例假日每日平均運量 Average weekend and holiday daily ridership	100,495	1,104,609	30,140	1,235,245	人次 trips

	文湖線 Wenhu Line	淡水信義線、松山新店線、 中和新蘆線及板南線 Tamsui-Xinyi Line, Songshan-Xindian Line, Zhonghe-Xinlu Line, and Bannan Line	環狀線 Circular Line	全系統 Full System	
		車輛使用 Train Usage			單位 Unit
列車總行駛班次 Total number of train runs	207,550	865,506	99,062	1,172,118	班 Runs
平均每日班次 Average daily runs	569	2,371	271	3,210	班 Runs
總延車公里 Total train kilometers	5,237,606	15,812,887	1,476,079	22,526,572	延車公里 train-km
		系統服務水準 Service Performance			單位 Unit
平均尖峰列車班距 Average peak headway	2:09	4:02	05:33	-	分 : 秒 minutes:seconds
平均離峰列車班距 Average off-peak headway	4:24	6:17	09:04	-	分 : 秒 minutes:seconds
行車速率 Speed	32.59	31.12	26.63	-	公里 / 小時 km/hour
準點率 Punctuality Rate	99.63%	99.58%	99.92%	-	%
尖峰平均承載率 Average loading density during peak hours	3.60	3.17	1.57	-	人 / 平方公尺 persons/ m ²
一般事故率 Minor incidents	0	0	0	0	件 / 百萬公里 incidents/ million km
重大事故率 Major incidents	0	0	0	0	件 / 百萬公里 incidents/ million km
總延人公里 Total passenger kilometers	442,590,383	4,175,415,191	158,854,433	4,776,860,007	延人公里 passenger kilometers
		其他 Others			單位 Unit
平均票價(含税) Average ticket price (tax included)	-	-	-	23.85	元 NT\$
平均旅次長度 Average journey length	-	-	-	8.13	公里 km



Appendix 附錄:財務報 表曁會計師 查核報告

台北大衆捷運股份有限公司 財務報表曁會計師查核報告 民國 111 年度及 110 年度

台北大眾捷運股份有限公司 公鑒:

查核意見

台北大眾捷運股份有限公司民國 111 年 12 月 31 日之資產負債表,暨民國 111 年 1 月 1 日至 12 月 31 日之綜 合損益表、權益變動表、現金流量表,以及財務報表附註(包括重大會計政策彙總),業經本會計師查核竣事。

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(請參閱其他事項段),上開財務報表 在所有重大方面係依照商業會計法中與財務報表編製有關之規定、商業會計處理準則暨企業會計準則公報及 其解釋編製,足以允當表達台北大眾捷運股份有限公司民國 111 年 12 月 31 日之財務狀況,暨民國 111 年 1 月 1 日至 12 月 31 日之財務績效及現金流量。

查核意見之基礎

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審計準則執行查核工作。本會計師於該等準則下之 責任將於會計師查核財務報表之責任段進一步説明。本會計師所隸屬事務所受獨立性規範之人員已依中華民 國會計師職業道德規範,與台北大眾捷運股份有限公司保持超然獨立,並履行該規範之其他責任。基於本會 計師之查核結果及其他會計師之查核報告,本會計師相信已取得足夠及適切之查核證據,以作為表示查核意 見之基礎。

其他事項 – 提及其他會計師之查核

台北大眾捷運股份有限公司採用權益法之投資,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 111 年度依據其他會計師查核之財務報表所認 列之綜合損益為新台幣 602 仟元,占綜合損益之 0.14%;截至民國 111 年 12 月 31 日之採用權益法之投資餘 額為新台幣 11,488 仟元,占資產總額之 0.06%。

其他事項 – 查核範圍

台北大眾捷運股份有限公司民國 110 年度財務報表係依審計部臺北市審計處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十之説明。

TAIPEI RAPID TRANSIT CORPORATION FINANCIAL STATEMENTS AND INDEPENDENT AUDITOR'S REPORT DECEMBER 31, 2022 AND 2021

Opinion

We have audited the accompanying balance sheet of TAIPEI RAPID TRANSIT CORPORATION (the "Company") as of December 31, 2022, and the related statements of comprehensive income, of changes in equity and of cash flows for the year then ended, and notes to the financial statements, including a summary significant accounting policies.

In our opinion, based on our audit and report of other auditors (refer to the Other matter section), the accompanying financial statements present fairly, in all material respects, the financial position of the Company as at December 31, 2022, and its financial performance and its cash flows for the year then ended in accordance with the Business Entity Accounting Law relating to the preparation of financial statements, Regulation on Business Entity Accounting Handling, Enterprise Accounting Standards and its Interpretations.

Basis for opinion

We conducted our audit in accordance with the Regulations Governing Auditing and Attestation of Financial Statements by Certified Public Accountants and Standards on Auditing of the Republic of China. Our responsibilities under those standards are further described in the Independent Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are independent of the Company in accordance with the Norm of Professional Ethics for Certified Public Accountants in the Republic of China, and we have fulfilled our other ethical responsibilities in accordance with these requirements. Based on our audit and report of other auditors, we believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Other matter – Reference to the audit of other auditors

We did not audit the financial statements of an investment accounted for under the equity method which were audited by other auditors. Therefore, our opinion expressed herein, insofar as it relates to the amounts included in respect of this associate, is based solely on the report of the other auditors. The balance of this investment accounted for under the equity method amounted to NT\$11,488 thousand, constituting 0.06% of the total assets as at December 31, 2022, and the comprehensive income recognised from associates and joint ventures accounted for under the equity method amounted to NT\$602 thousand, constituting 0.14% of the total comprehensive income for the year then ended.

Other matter – Scope of the audit

The financial statements of TAIPEI RAPID TRANSIT CORPORATION for the year ended December 31, 2021 were examined by the Audit Department in Taipei. The differences from the audited amounts are described in Note 10.

管理階層對財務報表之責任

管理階層之責任係依照商業會計法中與財務報表編製有關之規定、商業會計處理準則暨企業會計準則公報及 其解釋編製允當表達之財務報表,且維持與財務報表編製有關之必要內部控制,以確保財務報表未存有導因 於舞弊或錯誤之重大不實表達。

於編製財務報表時,管理階層之責任亦包括評估台北大眾捷運股份有限公司繼續經營之能力、相關事項之揭 露,以及繼續經營會計基礎之採用,除非管理階層意圖清算台北大眾捷運股份有限公司或停止營業,或除清 算或停業外別無實際可行之其他方案。

會計師查核財務報表之責任

本會計師查核財務報表之目的,係對財務報表整體是否存有導因於舞弊或錯誤之重大不實表達取得合理確信, 並出具查核報告。合理確信係高度確信,惟依照中華民國審計準則執行之查核工作無法保證必能偵出財務報 表存有之重大不實表達。不實表達可能導因於舞弊或錯誤。如不實表達之個別金額或彙總數可合理預期將影 響財務報表使用者所作之經濟決策,則被認為具有重大性。

本會計師依照中華民國審計準則查核時,運用專業判斷及專業懷疑。本會計師亦執行下列工作:

- 辦認並評估財務報表導因於舞弊或錯誤之重大不實表達風險;對所評估之風險設計及執行適當之因應對策; 並取得足夠及適切之查核證據以作為查核意見之基礎。因舞弊可能涉及共謀、偽造、故意遺漏、不實聲明 或踰越內部控制,故未偵出導因於舞弊之重大不實表達之風險高於導因於錯誤者。
- 2. 對與查核攸關之內部控制取得必要之瞭解,以設計當時情況下適當之查核程序,惟其目的非對台北大眾捷 運股份有限公司內部控制之有效性表示意見。
- 3. 評估管理階層所採用會計政策之適當性,及其所作會計估計與相關揭露之合理性。
- 4. 依據所取得之查核證據,對管理階層採用繼續經營會計基礎之適當性,以及使台北大眾捷運股份有限公司 繼續經營之能力可能產生重大疑慮之事件或情況是否存在重大不確定性,作出結論。本會計師若認為該等 事件或情況存在重大不確定性,則須於查核報告中提醒財務報表使用者注意財務報表之相關揭露,或於該 等揭露係屬不適當時修正查核意見。本會計師之結論係以截至查核報告日所取得之查核證據為基礎。惟未 來事件或情況可能導致台北大眾捷運股份有限公司不再具有繼續經營之能力。
- 5. 評估財務報表(包括相關附註)之整體表達、結構及內容,以及財務報表是否允當表達相關交易及事件。

Responsibilities of management for the financial statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with the requirements of Business Entity Accounting Law relating to the preparation of financial statements, Regulation on Business Entity Accounting Handling, Enterprise Accounting Standards and its interpretations, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing TAIPEI RAPID TRANSIT CORPORATION's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate TAIPEI RAPID TRANSIT CORPORATION or to cease operations, or has no realistic alternative but to do so.

Independent auditor's responsibilities for the audit of the financial statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with the Standards on Auditing of the Republic of China will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

- 1. As part of an audit in accordance with the Standards on Auditing of the Republic of China, we exercise professional judgment and professional skepticism throughout the audit. We also:
- 2. Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of TAIPEI RAPID TRANSIT CORPORATION's internal control.
- 4. Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- 5. Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Company's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause TAIPEI RAPID TRANSIT CORPORATION to cease to continue as a going concern.

6. 對於台北大眾捷運股份有限公司內組成個體之財務資訊取得足夠及適切之查核證據,以對財務報表表示意見。本會計師負責查核案件之指導、監督及執行,並負責形成財務報表之查核意見。

本會計師與治理單位溝通之事項,包括所規劃之查核範圍及時間,以及重大查核發現(包括於查核過程中所 辨認之內部控制顯著缺失)。

資誠聯合會計師事務所

會計師

中華民國 112 年 4 月 24 日

- 6. Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- 7. Obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within TAIPEI RAPID TRANSIT CORPORATION to express an opinion on the financial statements. We are responsible for the direction, supervision and performance of the audit. We remain solely responsible for our audit opinion.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Yu, Shu-Fen for and on behalf of PricewaterhouseCoopers, Taiwan April 24, 2023

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 auditors are not intended for use by those who are not informed about the accounting principles or Standards on Auditing of 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

民國 111 年及 110 年 12 月 31 日 單位:新台幣仟元

		<u>111 </u>	∓ 12 月 31 日		(審計處審定數) 110 年度 12 月 31 日			
資產	附註		金額	%	金額	%		
流動資產								
現金	六(一)	\$	482,281	3	\$ 509,228	3		
備供出售金融資產 - 流動	六(二)		4,862,980	24	4,475,449	23		
持有至到期日金融資產 - 流動	六(三)		200,490	1	200,000	1		
應收帳款			42,148	-	113,198	1		
應收帳款 - 關係人	t		1,081,790	5	993,312	5		
其他應收款			46,998	-	63,566	-		
其他應收款 - 關係人	t		64,592	-	100,328	-		
存貨	六(四)		2,336,382	12	2,414,332	13		
預付款項			406,322	2	729,274	4		
其他金融資產 - 流動	六(五)		2,790,000	14	2,090,000	11		
流動資產合計			12,313,983	61	11,688,687	61		
非流動資產								
持有至到期日金融資產 - 非流動	六(三)		1,955,761	10	1,908,254	10		
採用權益法之投資	六(六)		442,001	2	420,996	2		
不動產、廠房及設備	六(七)		4,071,098	21	4,298,468	22		
投資性不動產			802,002	4	356,401	2		
無形資產			47,468	-	18,239	-		
遞延所得税資產	六(十九)		400,758	2	477,544	3		
其他非流動資產			18,875		15,287			
非流動資產合計			7,737,963	39	7,495,189	39		
資產總計		\$	20,051,946	100	\$ 19,183,876	100		

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BALANCE SHEETS

DECEMBER 31, 2022 AND 2021

balances were examined by the Audit Department in Taipei

		 2022		2021	
ASSETS	Notes	AMOUNT	%	AMOUNT	%
Current Assets					
Cash	6(1)	\$ 482,281	3	\$ 509,228	3
Available-for-sale financial assets - current	6(2)	4,862,980	24	4,475,449	23
Held-to-maturity financial assets - current	6(3)	200,490	1	200,000	1
Accounts receivable		42,148	-	113,198	1
Accounts receivable - related parties	7	1,081,790	5	993,312	5
Other receivables		46,998	-	63,566	-
Other receivables - related parties	7	64,592	-	100,328	-
Inventories	6(4)	2,336,382	12	2,414,332	13
Prepayments		406,322	2	729,274	4
Other current financial assets	6(5)	 2,790,000	14	2,090,000	11
Total current assets		 12,313,983	61	11,688,687	61
Non-current assets					
Held-to-maturity financial assets –	6(3)				
non-current		1,955,761	10	1,908,254	10
Investments accounted for under equity	6(6)				
methodmethod		442,001	2	420,996	2
Property, plant and equipment	6(7)	4,071,098	21	4,298,468	22
Investment property		802,002	4	356,401	2
Intangible assets		47,468	-	18,239	-
Deferred income tax assets	6(19)	400,758	2	477,544	3
Other non-current assets		 18,875		15,287	
Total non-current assets		 7,737,963	39	7,495,189	39
TOTAL ASSETS		\$ 20,051,946	100	\$ 19,183,876	100

資產負債表

自信乃丵士雄会

民國 111 年及 110 年 12 月 31 日 單位:新台幣仟元 111 年 12 月 31 日 110 年 12 月 31 日 110 年 12 月 31 日 附註 金額 %

負債及業主權益	附註		金額	%		金額	%
流動負債							
流動負領 應付票據		\$	118,179	1	\$	159,766	1
應付票據 - 關係人	t	φ	2,988	I	φ	10,423	
	Ľ		61,581	-		48,623	
應付帳款	F			-			
應付帳款 - 關係人	t		34,009	-		14,315	
當期所得税負債			27,343	-		50,472	
其他應付款	六(八)		2,708,736	14		2,529,580	
其他應付款 - 關係人			555,703	3		16,966	
其他流動負債	六(九)及七		834,238	4		599,231	3
流動負債合計			4,342,777	22		3,429,37	18
非流動負債							
遞延所得税負債	六(十九)		1,023	-		-	-
其他非流動負債	六(+)(+-)						
	及七		2,818,085	14		3,303,951	
非流動負債合計			2,819,108	14		3,303,951	
負債總計			7,161,885	36		6,733,327	35
權益							
股本	六(十二)						
普通股股本			10,000,000	50		10,000,000	52
資本公積	六(十三)						
資本公積			6,837	-		11,135	-
保留盈餘	六(十四)						
已指撥保留盈餘			1,679,950	8		1,653,069	9
未指撥保留盈餘			1,132,294	6		726,878	4
其他權益							
備供出售金融資產未實現損益			70,980			59,467	
權益總計			12,890,061	64		12,450,549	65
重大或有負債及未認列之合約承諾	八						
重大之期後事項	九						
負債及權益總計		\$	20,051,946	100	\$	19,183,876	100

後附財務報表附註為本財務報表之一部分,請併同參閱。

BALANCE SHEETS

DECEMBER 31, 2022 AND 2021 essed in thousands of New Taiwan dollars; the 2021

		 2022		2021	
LIABILITIES AND EQUITY	Notes	AMOUNT	%	AMOUNT	%
Current Liabilities					
Notes payable		\$ 118,179	1	\$ 159,766	1
Notes payable - related parties	. 2	2,988	-	10,423	-
Accounts payable		61,581	-	48,623	-
Accounts payable - related parties	7	34,009	-	14,315	-
Income tax payable		27,343	-	50,472	1
Other payables	6(8)	2,708,736	14	2,529,580	13
Other payables - related parties	7	555,703	3	16,966	-
Other current liabilities	6(9) and 7	834,238	4	599,231	3
Total current liabilities		 4,342,777	22	3,429,37	18
Non-current liabilities		 			
Deferred income tax liabilities	6(19)	1,023	-	-	-
Other non-current liabilities	6(10)(11) and 7	2,818,085	14	3,303,951	17
Total non-current liabilities		 2,819,108	14	3,303,951	17
Total liabilities		 7,161,885	36	6,733,327	35
Equity					
Share capital	6(12)				
Common shares		10,000,000	50	10,000,000	52
Capital surplus	6(13)				
Capital surplus		6,837	-	11,135	-
Retained earnings	6(14)				
Appropriated retained earnings		1,679,950	8	1,653,069	9
Unappropriated retained earnings		1,132,294	6	726,878	4
Other equity					
Unrealised gain or loss on available-for-sale					
financial assets		70,980	-	59,467	-
Total equity		 12,890,061	64	12,450,549	65
Significant contingent liabilities and		 			
unrecognised contract commitments	8				
Significant events after the balance sheet date	9				
TOTAL LIABILITIES AND EQUITY		\$ 20,051,946	100	\$ 19,183,876	100

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

綜合損益表

民國 111 年及 110 年 1 月 1 日至 12 月 31 日 單位:新台幣仟元

		111	年度		110	年度 (審計處著	審定數)
項目	附註		金額	%		金額	%
營業收入	六(十五)及七						
運輸收入		\$	12,855,308	60949	\$	11,733,158	37194
其他營業收入			3,439,355	16306		3,024,950	9589
營業收入合計			16,294,663	77255		14,758,108	46783
營業成本	六(四)及七						
輸儲成本			(12,724,820)	(60330)	(11,454,384)	(36310)
其他營業成本			(2,101,730)	(9965)	(1,938,815)	(6146)
營業成本合計			(14,826,550)	(70295)	(13,393,199)	(42456)
營業毛利			1,468,113	6960		1,364,909	4327
營業費用	六(七)(十一)						
	(十八)及七						
行銷費用		(476,163)	(2257)	(445,315)	(1412)
業務費用		(800,947)	(3797)	(742,801)	(2355)
管理費用		(556,586)	(2639)	(552,520)	(1751)
其他營業費用		(139,130)	(660)	(133,627)	(424)
營業費用合計		(1,972,826)	(9353)	(1,874,263)	(5942)
營業淨損		(504,713)	(2393)	(509,354)	(1615)
營業外收入及支出							
其他收入	$$ $(\equiv)(+)$						
	及七		601,199	2851		650,768	2063
其他利益及損失	六(六)(十七)		21,092	100		31,546	100
財務成本		(172)	(1)	(159)	(1)
採權益法認列之子公司、關聯企業	六(六)						
及合資損益之份額			24,020	114		6,513	21
營業外收入及支出合計			646,139	3064		688,668	2183
稅前淨利			141,426	671		179,314	568
所得税費用	六(十九)	(15,512)	(74)	(33,742)	(107)
本期淨利		\$	125,914	597	\$	145,572	461

STATEMENTS OF COMPREHENSIVE INCOME

DECEMBER 31, 2022 AND 2021 (Expressed in thousands of New Taiwan dollars; the 2021 balances were examined by the Audit Department in Taipei)

		For the years ended December 31							
		2022 2021							
Items	Notes		AMOUNT		%		AMOUNT		%
Operating revenues	6(15) and 7								
Fare revenues		\$	12,855,308		60949	\$	11,733,158		37194
Other operating revenues			3,439,355		16306		3,024,950		9589
Total operating revenues			16,294,663		77255		14,758,108		46783
Operating costs	6(4) and 7								
Transportation costs			(12,724,820)	(60330)	(11,454,384)	(36310)
Other operating costs			(2,101,730)	(9965)	(1,938,815)	(6146)
Total operating costs			(14,826,550)	(70295)	(13,393,199)	(42456)
Gross profit			1,468,113	_	6960		1,364,909		4327
Operating expenses	6(7)(11)								
	(18) and 7								
Selling expenses		(476,163)	(2257)	(445,315)	(1412)
Operating expenses		(800,947)	(3797)	(742,801)	(2355)
General and administrative expenses	3	(556,586)	(2639)	(552,520)	(1751)
Other operating expenses		(139,130)	(660)	(133,627)	(424)
Total operating expenses		(1,972,826)	(9353)	(1,874,263)	(5942)
Operating loss		(504,713)	(2393)	(509,354)	(1615)
Non-operating income and expenses									
Other income	6(3)(16) and 7		601,199		2851		650,768		2063
Other gains (losses)	6(6)(17)		21,092		100		31,546		100
Finance costs		(172)	(1)	(159)	(1)
Share of profit of subsidiaries,	6(6)								
associates and joint ventures									
accounted for under equity method	b		24,020		114		6,513		21
Total non-operating income and exp	bense		646,139		3064		688,668		2183
Profit before income tax			141,426		671		179,314		568
Income tax expense	6(19)	(15,512)	(74)	(33,742)	(107)
Profit for the year		\$	125,914	_	597	\$	145,572		461
			_	_	-	_	_	_	=

綜合損益表

民國 111 年及 110 年 1 月 1 日至 12 月 31 日 單位:新台幣仟元

				111 4	年度			110	年度 (審計處智	客定算	數)
項目		附	註		金額		%		金額		%
其他綜合損益(淨	額)										
不重分類至損益之	項目										
確定福利計畫之	再衡量數	六	(+-)	\$	383,610		1819	\$	154,050		489
備供出售金融資	產未實現評價損益		六(二)		11,531		55	(25,155)	(80)
採用權益法認列	關聯企業及合資之										
其他綜合損益之	份額		六(六)	(523)	(3)	(59)		-
與其他綜合損益結	且成部份相關之所得税	六	(十九)	(76,722)	(364)	(30,810)	(98)
其他綜合損益淨額				\$	317,896		1507	\$	98,026		311
本期綜合損益總額				\$	443,810	_	2104	\$	243,598	_	772

後附財務報表附註為本財務報表之一部分,請併同參閱。

STATEMENTS OF COMPREHENSIVE INCOME

DECEMBER 31, 2022 AND 2021 ssed in thousands of New Taiwan dollars; the 2021

		For the years ended December 31							
			2022				2021		
Items	Notes		AMOUNT		%		AMOUNT		%
Items that will not be reclassified									
to profit or loss									
Defined benefit plan remeasurement	6(11)	\$	383,610		1819	\$	154,050		489
Unrealised gain (loss) on valuation of	6(2)								
available-for-sale financial assets			11,531		55	(25,155)	(80)
Share of other comprehensive loss of	6(6)								
subsidiaries, associates and joint									
ventures accounted for under equity									
method		(523)	(3)	(59)		-
Income tax relating to the	6(19)								
components of other comprehensive									
income		(76,722)	(364)	(30,810)	(98)
Other comprehensive income for the year		\$	317,896		1507	\$	98,026		311
Total comprehensive income for the year		\$	443,810		2104	\$	243,598		772

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

權益變動表

民國 111 年及 110 年 1 月 1 日至 12 月 31 日 單位:新台幣仟元

					保留盈餘			其他權益		
	附註	普通股股本	貣	i本公 積	已指撥 保留盈餘	1	未指撥 保留盈餘		出售金融資產 實現損益	合計
110年度(審計處審定數)										
1月1日餘額		\$10,000,000	\$	13,326	\$1,620,351	\$	490,784	\$	84,681	\$12,209,142
109 年盈餘指撥及分配	六(十四)									
法定盈餘公積		-		-	32,718	(32,718)		-	-
110 年度純益		-		-	-		145,572		-	145,572
採用權益法認列之關聯										
企業及合資之變動數		-	(2,191)	-		-		-	(2,191)
其他綜合損益							123,240	(25,214)	98,026
12月31日餘額		\$10,000,000	\$	11,135	\$ 1,653,069	\$	726,878	\$	59,467	\$12,450,549
111 年度										
1月1日餘額		\$10,000,000	\$	11,135	\$ 1,653,069	\$	726,878	\$	59,467	\$12,450,549
110 年盈餘指撥及分配	六(十四)									
法定盈餘公積		-		-	26,881	(26,881)		-	-
111 年度純益		-		-	-		125,914		-	125,914
採用權益法認列之關聯										
企業及合資之變動數		-	(4,298)	-				-	(4,298)
其他綜合損益		-		-	-		306,383		11,513	317,896
12月31日餘額		\$10,000,000	\$	6,837	\$ 1,679,950	\$	1,132,294	\$	70,980	\$12,890,061

後附財務報表附註為本財務報表之一部分,請併同參閱。

STATEMENTS OF CHANGES IN EQUITY

DECEMBER 31, 2022 AND 2021 pressed in thousands of New Taiwan dollars)

					Retained Earnings			Oth	er Equity	
	Notes	Common shares		Capital urplus	Appropriated retained earnings	re	propriated etained arnings	gai ava	nrealised n or loss on ailable-for- le financial assets	Total
For the year ended December 31, 2021 (examined by the Audit Department in Taipei)										
Balance at January 1		\$10,000,000	\$	13,326	\$ 1,620,351	\$	490,784	\$	84,681	\$12,209,142
Appropriation of 2020										
earnings	6(14)									
Legal reserve		-		-	32,718	(32,718)		-	-
Net income for 2021		-		-	-		145,572		-	145,572
Change in associates										
and joint ventures										
accounted for under										
equity method		-	(2,191)	-		-		-	(2,191)
Other comprehensive										
income for the year				-			123,240	(25,214)	98,026
Balance at December 31		\$10,000,000	\$	11,135	\$ 1,653,069	\$	726,878	\$	59,467	\$12,450,549
For the year ended										
Balance at January 1, 2022		\$10,000,000	\$	11,135	\$ 1,653,069	\$	726,878	\$	59,467	\$12,450,549
Appropriation of 2021										
earnings	6(14)									
Legal reserve		-		-	26,881	(26,881)		-	-
Net income for 2022		-		-	-		125,914		-	125,914
Change in associates										
and joint ventures										
accounted for under										
equity method		-	(4,298)	-				-	(4,298)
Other comprehensive										
income for the year		-		-	-		306,383		11,513	317,896
Balance at December										
31, 2022		\$10,000,000	\$	6,837	\$ 1,679,950	\$	1,132,294	\$	70,980	\$12,890,061

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

現金流量表

民國 111 年及 110 年 1 月 1 日至 12 月 31 日 單位:新台幣仟元

附 註 111年度 110年度 営業活動之限金流量 よ期限前呼利 S 141,426 S 179,314 調整項目 次店登福建希 (20,295) (1.620) 炭相像差法部列之子公司、簡響企業 六(六) (24,020) (6513) 康傅購買利益 六(六)(十七) (5,065) - 成分不動產、飯房及設備損失 六(十七) (18,619) (35,233) 折箇費用 六(十七) (18,619) (35,233) 折箇費用 六(十七) (18,619) (35,233) 折箇費用 六(十六) (42,335) (40,641 利息收入 六(十六) (42,335) (40,641 利息收入 六(十六) (42,335) (40,641 利息吸入 六(十六) (42,335) (40,641 利息吸入 六(十六) (42,641 10,839) (23,543) 奥磁資源市長期回之調査 (方(二) (<td< th=""><th></th><th></th><th></th><th></th><th>(1</th><th>審計處審定數)</th></td<>					(1	審計處審定數)
本期税前評利 5 141.42 5 179.314 御慈雪月 ば存各種準備 (20.295) (24.020) (35.020 (附註		111 年度		110 年度
本期税前評利 \$ 141,420 \$ 179,314 IMEE 項目 1,620) (1,620) (1,620) 1,620) (1,621) (1,621) (1,621) 1,721 1,848 1,610 (1,620) (1,610) (1,621) 1,621 1,621 1,621 1,621 1,621 1,621 1,621 1,621 1,621 1,621 1,621 1,621 1,621 1,621 1,621 1,621 1,621 1,621						
謝祭項目 收益費損項目 「使存各種準備 (20.295) (1.620) 採用權益法認列之子公司、關聯企業 六(六) 及合資損益之份額 (24.020) (6.613) 陳腐購買利益 六(六)(十亡) (5.065) (6.613) 陳腐購買利益 六(六)(十亡) (18.619) (35.203) 方當費用 六(十八) (18.619) (35.203) 打當費用 六(十八) (465.247 (472.712) 難銷費用 六(十八) (465.247 (472.712) 難銷費用 六(十八) (42.335) (40.611) 利息度用 172 (1599 交隨資產轉列其他收入 六(十六) (2.768) (1.735) 持有至到明日金融資產難銷數 成延收入特列收入 (4.0303 (1.935) 殘壞業活動相關之資產/負債變動數 輕收咳款 個砾人 (88.478) (22.649) 既收咳款 - 個係人 (88.478) (128.216) 其他應收款 - 個係人 (15.67) (5.049) 其他應收款 - 個係人 (41.567) (5.040) 其他應收款 - 個係人 (41.567) (5.040) 其他應收款 - 個係人 (41.567) (33.855 應付票據 - 個係人 (41.567) (33.855 應付票據 - 個係人 (7.435) (4.742) 應付成款 - 個係人 (7.435) (4.742) 這付成款 - 個係人 (7.435) (4.742) 應付成款 - 個係人 (7.435) (4.742) 這付成款 - 個係人 (7.435) (6.064) 其他應付款 - 個係人 (7.435) (6.064) 其他應付款 - 間係人 (7.435) (6.064) 其他應付款 - 間係人 (7.435) (8.60,64) 其他應付款 - 間係人 (7.435) (3.8,25) 這付完整 (7.79,55) (3.8,25) (4.742) 這付完整 (1.79,156) (3.8,25) (4.742) (5.607) (5.609) (5.607) (6.064) (7.435) (4.742) (6.064) (6.064)	營業活動之現金流量					
岐磁碧旗項目 「た今各種準備 (20,295) (1,620) 採用維益法認列之子公司、關聯企業 六(六) (24,020) (6,613) 康價購買利益 六(六)(十亡) (5,065) - 處分不動產、廠房及設做備與失 六(十七) (18,619) (35,203) 折舊費用 六(十七) (18,619) (35,203) 折舊費用 六(十八) 465,247 472,712 攤銷費用 六(十六) (42,335) (40,641) 利息收入 六(十六) (42,335) (40,641) 利息收入 六(十六) (2,033 1,935 受備資產庫列其他收入 六(二十) (2,036 1,935 透気吸入 二 1,735 (2,0451 対急変差 三 2,033 1,935 1,935 愛知意意時到成之資產/負債變動數 三 2,033 1,935 成年成款 三 3,0355 1,945 1,25,216 其他應收帳款 三 3,5756 (<td>本期税前淨利</td> <td></td> <td>\$</td> <td>141,426</td> <td>\$</td> <td>179,314</td>	本期税前淨利		\$	141,426	\$	179,314
提存各種準備 (20.295) (1.620) 採用權益法認列之子公司、關聯企業 六(六) (24,020) (6.513) 廉傅購買利益 六(六)(十七) (5.065) - 處分不動產、廠房及設備損失 六(十七) (18.619) (35.203) 折舊費用 六(十七) (18.619) (35.203) 折舊費用 六(十八) 465.247 472.712 攤銷費用 六(十六) (42.335) (40.641) 利息收入 六(十六) (42.335) (40.641) 利息費用 六(十六) (42.335) (40.641) 利息費用 六(十六) (42.335) (40.641) 利息費用 六(十六) (2.633) 1.995 愛暗資產傳列以白人 六(二十) (2.649) (1.735) 原軟酸咳嗽素 原気 (1.745) (2.049) 慶收嗪素 原気 (1.745) (2.049) 慶城市泉雪 (1.745) (2.049) 慶收嗪素	調整項目					
採用離益法認列之子公司、關聯企業 六(六) (24,020) (6,513) 廃價購買利益 六(六)(十十) (5,065) - 成分不動產、廠质及設備損失 六(十七) 674 860 成分投資利益 六(十七) (18,619) (35,203) 折舊費用 六(十八) 465,247 472,712 難銷費用 六(十八) 8,847 4,514 利息收入 六(十六) (42,335) (40,641) 利息收入 六(十六) (42,335) (40,641) 利息收入 六(十六) (42,335) (40,641) 利息收入 六(十六) (24,335) (40,641) 利息收入 六(十六) (24,335) (40,641) 利息收入 六(十六) (24,630) (17,950 受職資產補列財收入 六(二十) (24,640) (26,643) 現在收款款 一 17,950 (26,649) 應收低款 一 36,756 (45,252) 月 近秋或 三 32,929	收益費損項目					
及合資損益之份額(24,020)(6,513)廉俱開買利益 $\land (\land (\land) (+ \curlyvee)$ (5,065)-處分不動產、廠房及設備損失 $\land (+ १ +)$ 674860處分投資利益 $\land (+ 1)$ (18,619)(35,203)折舊費用 $\land (+ (+))$ 465,247472,712難銷費用 $\land (+ (+))$ 8,8474,514利息收入 $\land (+ (+))$ 8,8474,514利息收入 $\land (+ \uparrow)$ (42,335)(40,62月71,050(2,768)(20,031,7251,575芳有至到期日金融資產攤銷數2,0031,995遮廷收入轉列收入(4,890)(20,049)應收帳款6,649)應收帳款6,8478)(20,649)應收帳款個係人(88,478)(其他應收款6,6763,5736(45,232)存貸77,95015733,6556度付款項32,2952(314,017)應付素據19,6946,760其他應收款19,6946,760其他應付款19,6946,760其他應付款19,6946,760其他應付款19,6946,760其他應付款19,6946,760其他應付款19,6946,760其他應付款19,6946,760其他應付款19,6946,760其他應付款19,6946,760其他應利款19,6946,760其他應約235,077272,23	提存各種準備		(20,295)	(1,620)
廉價購買利益 $\chi(,\chi)(+\chi)$ (5.065)-處分不動產、廠房及設備損失 $\chi(+\chi)$ 674860處分投資利益 $\chi(+\chi)$ (18.619(35.203)折舊費用 $\chi(,\chi)(+\chi)$ 465.247472.712攤銷費用 $\chi(,\chi)(+\chi)$ 8.8474.514利息收入 $\chi(,+\chi)$ (42.335)(40.641)利息費用712159受贈資產轉列其他收入 $\chi(, -\chi)$ (2.768)(1.735)持有至到期日金融資產攤銷數2.0031.9953.5431.995遞延收入轉列收入(2.640)(2.640)1.925慶收賬款關係人(8.8478)(2.640)其他應收款第係人(8.8478)(2.640)其他應收款第係人(3.573)(4.5232)存貸77.9501571571571573.855鷹付聚據(4.1587)3.38551.9946.760其他應收款9.6%人1.9646.7601.964其他應打款1.9646.7601.9646.760其他應付款1.9646.7601.9646.760其他應付款1.96,46.7601.9646.760其他應付款1.96,5(3.8.37(3.8.324其他應付款1.96,51.9.241.9.241.9.24其他應付款1.96,61.9.646.7601.9.24其他應付款1.96,61.9.241.9.241.9.24其他應付款1.9.651.9.241.9.241.9.24其他應付款1.9.651.9.241.9.24<	採用權益法認列之子公司、關聯企業	六(六)				
處分不動產、廠房及設備損失 \land (十七)674860處分投資利益 \land (十七)(18,619)(18,619)(18,619)(18,619)折舊费用 \land (十八)465,247472,712攤銷費用 \land (十八)8,8474,514利息收入 \land (十六)(142,335)(140,641)利息费用 \uparrow (1十六)(12,358)(10,641)利息費用172159受贈資產轉列其他收入 \land (二十)(12,768)(17,755)持有至到期日金融資產攤銷數2,0031,995遞延收入轉列收入(14,800)(123,543)與營業活動相關之資產/負債變動數(128,216)其他應收款71,050(128,216)其他應收款21,689(128,216)其他應收款21,689(128,216)其他應收款第係人(141,587)133,855應付票據 - 關係人(141,587)33,855應付票據 - 關係人(12,958)(14,742)應付帳款19,6946,760其他應付款19,6946,760其他應付款19,6946,760其他應付款19,6946,760其他應付款19,6946,760其他應付款19,6946,760其他應付款19,6946,760其他應付款19,6946,760其他應付款19,6946,760其他應付款19,6946,760其他應付款19,6946,760其他應付款19,6946,760其他應付款19,26139,281其他應付款235,07272,223			((6,513)
處分投資利益 $\land(++)$ (18.619)(35.203)折舊費用 $\land(+)(+)$ 465.247472.712攤銷費用 $\land(+)$ 8.8474.514利息收入 $\land(+)$ (42.335)(利息費用 172 159受贈資產轉列其他收入 $\land(-+)$ (2.768)(月有至到期日金融資產攤銷數2.0031.995遞近收入轉列收入(4.890)(23.543)奧營業活動相關之資產/負債變動數(4.890)(23.543)奧營業活動相關之資產/負債變動數(8.8478)(128.216)其他應收帳款第係人(8.8478)(128.216)其他應收款第係人(8.8478)(128.216)其他應收款第係人(4.522)7.1550157預付款項32.2952(314.017)33.855應付原款(4.1587)33.8558.61應付帳款19.6946.76019.6946.760其他應付款19.694538.737(33.251其他應付款19.694538.737(33.251其他應付款19.694538.737(33.251其他應付款19.694538.737(33.251其他應付款538.737(33.251其他應付款538.737(32.251其他流動負債235.007272.231			(5,065)		-
折舊費用 策 $\wedge(+)(+\Lambda)$ 465,247472,712攤銷費用 利息收入 大(十八) $\wedge(+\Lambda)$ 8,8474,514利息收入 大(十六) $\wedge(+\Lambda)$ 42,335(40,641)利息費用 受贈資產轉列其他收入 方(二十) $\wedge(+\Lambda)$ (42,335(40,641)利息費用 受贈資產轉列其他收入 大(二十) $\wedge(-1-\Lambda)$ (2,768)(1,735)持有至到期日金融資產攤銷數 遞定收入轉列收入 便營業活動相關之資產/負債變勤數2,0031.9951.995遞收帳款 應收帳款 調係人 其他應收款71,050(20,649)應收帳款 其他應收款 有貸71,050(20,649)加減 算第係人(88,478)(128,216)其他應收款 貸35,736(45,232)存貸 預付款項 應付賬款 調係人322,952(314,017)應付賬款 虧付賬款12,958(60,864)應付賬款 其他應付款 其他應付款 其他應付款19,6946,760其他應付款 其他應付款19,6946,760其他應付款 其他流動負債235,007272,223				674		860
 利息收入 利息費用 <td>處分投資利益</td> <td>六(十七)</td> <td>(</td> <td>18,619)</td> <td>(</td> <td>35,203)</td>	處分投資利益	六(十七)	(18,619)	(35,203)
利息收入 $\land(+\land)$ $($ $42,335)$ $($ $40,641)$ 利息費用172159受贈資產轉列其他收入 $\land(-1+)$ $($ $2,768)$ $($ $1,735)$ 持有至到期日金融資產攤銷數2,0031,995遞延收入轉列收入 $($ $4,890)$ $($ $23,543)$ 與營業活動相關之資產/負債變動數 $($ $4,890)$ $($ $23,643)$ 應收帳款關係人 $($ $88,478)$ $($ $20,649)$ 應收帳款第係人 $($ $88,478)$ $($ $20,649)$ 責他應收款第係人 $($ $23,543)$ $($ 其他應收款關係人 $($ $35,736$ $($ $45,232)$ 方貨77,950157 $32,2952$ $($ $314,017)$ 應付賬據第係人 $($ $41,587)$ $33,855$ 應付賬款 $($ $7,435)$ $($ $4,742)$ 應付賬款第係人19,694 $6,760$ 其他應付款第係人 $19,694$ $6,760$ 其他應付款第8係人 $538,737$ $($ 其他應付款 $538,737$ $($ $39,281)$	折舊費用	六(七)(十八)		465,247		472,712
利息費用 172 159 受贈資產轉列其他收入 六(二十)(2,768)(1,735) 持有至到期日金融資產攤銷數 2,003 1,995 遽延收入轉列收入 (4,890)(23,543) 與營業活動相關之資產/負債變動數 (4,890)(23,543) 應收帳款 第係人 (88,478)(128,216) 其他應收款 第係人 21,689 (24,630) 其他應收款 第係人 35,736 (45,232) 存貨 77,950 157 157 預付款項 322,952 (314,017) 應付票據 (41,587) 33,855 應付票據 12,958 (60,864) 應付帳款 第係人 19,694 6,760 其他應付款 第6,4 19,694 6,760 其他應付款 第6,4 538,737 (39,281) 其他應付款 538,737 (39,281)	攤銷費用	六(十八)		8,847		4,514
デバー・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・	利息收入	六(十六)	(42,335)	(40,641)
持有至到期日金融資產攤銷數2,0031,995遞延收入轉列收入(4,890)(23,543)與營業活動相關之資產 / 負債變動數71,050(20,649)應收帳款第係人(88,478)(128,216)其他應收款21,689(5,450)其他應收款第6人35,736(45,232)存貨77,950157預付款項322,952(314,017)應付票據原付氣(4,742)應付票據(4,543)(6,6864)應付氣款19,6946,76019,6946,760其他應付款19,69419,6946,760其他應付款19,694538,737(39,281)其他應付款第係人538,737(39,281)其他應付款第6,4538,737(27,223)	利息費用			172		159
逓延收入轉列收入 (4.890) (23,543) 與營業活動相關之資產 / 負債變動數 應收帳款 71,050 (20,649) 應收帳款 第6,4 (88,478) (128,216) 集他應收款 至1,689 (5,450) 其他應收款 第6,736 (45,232) 存貨 第6,736 (45,232) 存貨 第7,7950 157 預付款項 第22,952 (314,017) 應付票據 第22,952 (314,017) 應付票據 第6人 (4,742) 應付票據 第6人 (4,742) 應付帳款 12,958 (60,864) 應付帳款 19,694 6,760 其他應付款 19,694 6,760 其他應付款 19,694 6,760 其他應付款 19,694 538,737	受贈資產轉列其他收入	六(二十)	(2,768)	(1,735)
奥營業活動相關之資產 / 負債變動数71,050(20,649)應收帳款簡係人(88,478)(128,216)其他應收款21,689(5,450)其他應收款 - 關係人35,736(45,232)存貨77,950157預付款項322,952(314,017)應付票據 - 關係人(41,587)33,855應付賬款(7,435)(4,742)應付賬款12,958(60,864)旗他帳款19,6946,760其他應付款179,156(38,324)其他應付款 - 關係人538,737(39,281)其他流動負債235,007272,223235,025	持有至到期日金融資產攤銷數			2,003		1,995
應收帳款71,050(20,649)應收帳款 - 關係人(88,478)(128,216)其他應收款21,689(5,450)其他應收款 - 關係人35,736(45,232)存貨77,950157預付款項322,952(314,017)應付票據 - 關係人(41,587)33,855應付帳款(7,435)(4,742)應付帳款 - 關係人12,958(60,864)其他應付款 - 關係人19,6946,760其他應付款 - 關係人179,156(38,324)其他應付款 - 關係人538,737(39,281)其他流動負債235,007272,223272,223	遞延收入轉列收入		(4,890)	(23,543)
應收帳款 - 關係人(88,478)(128,216)其他應收款21,689(5,450)其他應收款 - 關係人35,736(45,232)存貨77,950157預付款項322,952(314,017)應付票據 - 關係人(41,587)33,855應付帳款 - 關係人(7,435)(4,742)應付帳款 - 關係人19,6946,760其他應付款 - 關係人179,156(38,324)其他應付款 - 關係人538,737(39,281)其他流動負債235,007272,223272,223	與營業活動相關之資產 / 負債變動數					
其他應收款21,689(5,450)其他應收款 - 關係人35,736(45,232)存貨77,950157預付款項322,952(314,017)應付票據(41,587)33,855應付票據 - 關係人(7,435)(4,742)應付帳款12,958(60,864)應付帳款 - 關係人19,6946,760其他應付款179,156(38,324)其他應付款 - 關係人538,737(39,281)其他流動負債235,007272,223129,23	應收帳款			71,050	(20,649)
其他應收款 - 關係人35,73645,232)存貨77,950157預付款項322,952(314,017)應付票據第係人(41,587)33,855應付票據 - 關係人(7,435)(4,742)應付帳款12,958(60,864)應付帳款 - 關係人19,6946,760其他應付款179,156(38,324)其他應付款 - 關係人538,737(39,281)其他流動負債235,007272,223	應收帳款 - 關係人		(88,478)	(128,216)
存貨77,950157預付款項322,952(314,017)應付票據(41,587)33,855應付票據 - 關係人(7,435)(4,742)應付帳款12,958(60,864)應付帳款 - 關係人19,6946,760其他應付款179,156(38,324)其他應付款 - 關係人538,737(39,281)其他流動負債235,007272,223	其他應收款			21,689	(5,450)
預付款項322,952(314,017)應付票據(41,587)33,855應付票據 - 關係人(7,435)(4,742)應付帳款12,958(60,864)應付帳款 - 關係人19,6946,760其他應付款179,156(38,324)其他應付款 - 關係人538,737(39,281)其他流動負債235,007272,223	其他應收款 - 關係人			35,736	(45,232)
應付票據(41,587)33,855應付票據 - 關係人(7,435)(4,742)應付帳款12,958(60,864)應付帳款 - 關係人19,6946,760其他應付款179,156(38,324)其他應付款 - 關係人538,737(39,281)其他流動負債235,007272,223	存貨			77,950		157
應付票據(41,587)33,855應付票據 - 關係人(7,435)(4,742)應付帳款12,958(60,864)應付帳款 - 關係人19,6946,760其他應付款179,156(38,324)其他應付款 - 關係人538,737(39,281)其他流動負債235,007272,223	預付款項			322,952	(314,017)
應付票據 - 關係人(7,435)(4,742)應付帳款12,958(60,864)應付帳款 - 關係人19,6946,760其他應付款179,156(38,324)其他應付款 - 關係人538,737(39,281)其他流動負債235,007272,223			(41,587)		
應付帳款12,958(60,864)應付帳款 - 關係人19,6946,760其他應付款179,156(38,324)其他應付款 - 關係人538,737(39,281)其他流動負債235,007272,223			(7,435)	(4,742)
應付帳款 - 關係人19,6946,760其他應付款179,156(38,324)其他應付款 - 關係人538,737(39,281)其他流動負債235,007272,223					(
其他應付款179,156(38,324)其他應付款 - 關係人538,737(39,281)其他流動負債235,007272,223					,	
其他應付款 - 關係人538,737 (39,281)其他流動負債235,007272,223					(
其他流動負債 235,007 272,223					(
					,	

STATEMENTS OF CASH FLOWS

DECEMBER 31, 2022 AND 2021

(Expressed in thousands of New Taiwan dollars; the 202⁻ alances were examined by the Audit Department in Taipei

	For the years ended December 31		
Notes	2022		2021
CASH FLOWS FROM OPERATING ACTIVITIES			
Profit before tax \$	141,426	\$	179,314
Adjustments			
Adjustments to reconcile profit (loss)			
Deposit on provisions (20,295)	(1,620)
Share of profit of subsidiaries, associates and 6(6)			
joint ventures accounted for under equity method (24,020)	(6,513)
Bargain purchase gain 6(6)(17) (5,065)		-
Loss on disposal of property, plant and equipment 6(17)	674		860
Gains on disposal of investments 6(17) (18,619)	(35,203)
Depreciation 6(7)(18)	465,247		472,712
Amortisation 6(18)	8,847		4,514
Interest income 6(16) (42,335)	(40,641)
Interest expense	172		159
Donated assets recorded as other income 6(20) (2,768)	(1,735)
Amortisation of held-to-maturity financial assets	2,003		1,995
Deferred revenue recorded as other operating			
revenue (4,890)	(23,543)
Changes in assets and liabilities relating to			
operating activities			
Accounts receivable	71,050	(20,649)
Accounts receivable - related parties (88,478)	(128,216)
Other receivables	21,689	(5,450)
Other receivables - related parties	35,736	(45,232)
Inventories	77,950		157
Prepayments	322,952	(314,017)
Notes payable (41,587)		33,855
Notes payable - related parties (7,435)	(4,742)
Accounts payable	12,958	(60,864)
Accounts payable - related parties	19,694		6,760
Other payables	179,156	(38,324)
Other payables - related parties	538,737	(39,281)
Other current liabilities	235,007		272,223
Other non-current liabilities	12,071		8,689

現金流量表

民國 111 年及 110 年 1 月 1 日至 12 月 31 日 單位:新台幣仟元

				(1	審計處審定數)
	附註		111 年度		110 年度
營運產生之現金流入(流出)			1,889,877	(325,998)
收取之利息			37,214		48,473
支付之利息		(172)	(159)
支付所得税		(37,555)	(67,693)
營業活動之淨現金流入(流出)			1,889,364		345,377
投資活動之現金流量					
其他金融資產 - 流動 (増加) 減少		(\$	700,000)	(\$	267,000)
取得不動產、廠房及設備價款	六(七)(二-	+) (235,946)	(306,277)
處分不動產、廠房及設備價款			163		-
取得無形資產價款		(38,076)	(12,119)
取得備供出售金融資產 - 流動價款		(5,185,000)	(5,195,000)
處分備供出售金融資產 - 流動價款			4,827,619		5,261,202
處分持有至到期日金融資產 - 流動價款			200,000		400,000
取得持有至到期日金融資產 - 非流動價款		(250,000)	(200,000)
建造中之投資性不動產增加		(445,601)	(160,845)
其他非流動資產增加		(3,588)	(11,641)
存出保證金 (表列「其他非流動資產 」) 減少			-		84
收取之股利			3,259		25,271
投資活動之淨現金(流出)流入		(1,827,170)		67,675
籌資活動之現金流量					
存入保證金 (表列「其他非流動負債 」)(減少) 增加		(89,141)		98,700
籌資活動之淨現金(流出)流入		(89,141)		98,700
本期現金減少數		(26,947)	(179,002)
期初現金餘額			509,228		688,230
期末現金餘額		\$	482,281	\$	509,228

後附財務報表附註為本財務報表之一部分,請併同參閱。

現金流量表

民國 111 年及 110 年 1 月 1 日至 12 月 31 日 單位:新台幣仟元

For the years ended December 31

	Notes		2022		2021
Cash inflow (outflow) generated from operating activities			1,889,877	(325,998)
Receipt of interest			37,214		48,473
Payment of interest		(172)	(159)
Payment of income tax		(37,555)	(67,693)
Net cash flows from (used in) operating activities			1,889,364		345,377
CASH FLOWS FROM INVESTING ACTIVITIES					
(Increase) decrease in other current financial assets		(\$	700,000)	(\$	267,000)
Acquisition of property, plant and equipment	6(7)(20)	(235,946)	(306,277)
Proceeds from disposal of property, plant and equipment			163		-
Acquisition of intangible assets		(38,076)	(12,119)
Acquisition of available-for-sale financial assets - current		(5,185,000)	(5,195,000)
Proceeds from disposal of available-for-sale					
financial assets - current			4,827,619		5,261,202
Proceeds from disposal of held-to-maturity financial					
assets - current			200,000		400,000
Acquisition of held-to-maturity financial assets - non-current		(250,000)	(200,000)
Acquisition of investment property in construction		(230,000) 445,601)	(200,000)
Increase in other non-current assets		((
Decrease in refundable deposits (shown as in "other		(3,588)	(11,641)
non-current assets")			-		84
Receipt of dividends			3,259		25,271
Net cash flows (used in) from investing activities		(1,827,170)		67,675
CASH FLOWS FROM FINANCING ACTIVITIES		<u> </u>			<u>·</u>
(Decrease) increase in guarantee deposits received					
(shown as in "other non-current liabilities")		(89,141)		98,700
Net cash flows (used in) from financing activities		(89,141)		98,700
Net decrease in cash		(26,947)	(179,002)
Cash at beginning of year		_	509,228	_	688,230
Cash at end of year		\$	482,281	\$	509,228

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

台北大衆捷運股份有限公司 財務報表附註 民國 111 年度及 110 年度

單位:新台幣仟元(除特別註明者外)

一、公司沿革

台北大眾捷運股份有限公司(以下簡稱本公司)於民國 83 年 7 月 27 日核准設立,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政府承租。本公司由臺北市政府控制,其為持有本 公司股份 73.75% 之主要股東。

二、通過財務報表之日期及程序

本財務報表已於民國 112 年 4 月 24 日經董事會通過。

三、會計政策變動

無此情形。

四、重大會計政策之彙總說明

編製本財務報表所採用之主要會計政策説明如下。除另有説明外,此等政策在所有報導期間一致地適用。

(一) 遵循聲明

本財務報表係依據商業會計法中與財務報表編製有關之規定、商業會計處理準則與企業會計準則公報及 其解釋編製之財務報表。

(二)編製基礎

除按公允價值衡量之金融工具外,本財務報表係按歷史成本編製。

(三)外幣換算

本公司係依營運所處主要經濟環境決定功能性貨幣。本財務報表係以本公司之功能性貨幣「新台幣」作為表達貨幣列報。

TAIPEI RAPID TRANSIT CORPORATION NOTES TO THE FINANCIAL STATEMENTS FOR THE YEARS ENDED DECEMBER 31, 2022 AND 2021

(Expressed in thousands of New Taiwan dollars, except as otherwise indicated)

1. HISTORY AND ORGANISATION

Taipei Rapid Transit Corporation ("the Company") was incorporated in the Republic of China ("ROC") as a company limited by shares on July 27, 1994. 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. The Taipei City Government is the Company's major stockholder which owns 73.75% of outstanding shares.

2. THE DATE OF AUTHORISATION OF THE FINANCIAL STATEMENTS AND PROCEDURE FOR AUTHORISATION

The financial statements have been approved for issuance by the Board of Directors on April 24, 2023.

3. CHANGES IN ACCOUNTING POLICIES

None.

4. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The principal accounting policies applied in the preparation of these financial statements are set out below. These policies have been consistently applied to all reporting periods, unless otherwise stated.

(1) Compliance statement

The financial statements have been prepared in accordance with the requirements of Business Entity Accounting Law relating to the preparation of financial statements, Regulation on Business Entity Accounting Handling, Enterprise Accounting Standards and its interpretations.

(2) Basis of preparation

Except for financial instruments at fair value, the financial statements have been prepared under the historical cost convention.

(3) Foreign currency transactions

The functional currency of the Company is determined by the primary economic environment in which the Company operates. The financial statements are presented in New Taiwan dollars, which is the Company's functional currency.

外幣交易及餘額

1. 外幣交易於交易日依當日之即期匯率換算為功能性貨幣認列。

- 2. 外幣貨幣性項目於資產負債表日依當日之收盤匯率換算,因換算而產生之兑換差額認列為當期損益。
- 外幣非貨幣性項目,屬透過損益按公允價值衡量者,於資產負債表日依當日之收盤匯率換算,因換算 而產生之兑換差額認列為當期損益;屬以歷史成本衡量者,係依交易日之歷史匯率換算。
- 4. 所有兑换損益於綜合損益表之「其他利益及損失」列報。

(四)資產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,分類為流動資產:
 - (1) 預期於正常營業週期中實現該資產,或意圖將其出售或消耗者。
 - (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實現者。
 - (4) 現金或約當現金,但不包括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。
 - 本公司將所有不符合上述條件之資產分類為非流動。
- 2. 負債符合下列條件之一者,分類為流動負債:
 - (1) 預期於正常營業週期中清償者。
 - (2) 主要為交易目的而持有者。
 - (3) 於資產負債表日後十二個月內到期清償之負債。
 - (4) 不能無條件將清償期限遞延至資產負債表日後至少十二個月者。

本公司將所有不符合上述條件之負債分類為非流動。

(五) 備供出售金融資產

- 1. 備供出售金融資產係指定為備供出售或未被分類為任何其他種類之非衍生金融資產。
- 2. 對於符合交易慣例之備供出售金融資產係採用交易日會計。
- 於原始認列時按公允價值加計直接可歸屬於取得之交易成本衡量,後續按公允價值衡量,其公允價值 之變動認列於其他綜合損益。

- A.Foreign currency transactions are translated into the functional currency using the spot exchange rate at the dates of the transactions.
- B.Monetary items denominated in foreign currencies are translated at the closing rate at the balance sheet date. Exchange differences arising upon translation at the balance sheet date are recognised in profit or loss.
- C.Non-monetary items denominated in foreign currencies held at fair value through profit or loss are translated at closing rate at the balance sheet date; their translation differences are recognised in profit or loss. Nonmonetary items denominated in foreign currencies that are measured at cost are translated using the historical exchange rates at the dates of the transactions.
- D.All foreign exchange gains and losses are presented in the statement of comprehensive income within 'other gains and losses'.

(4) 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:
 - (1)Assets arising from operating activities that are expected to be realised 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 realised 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.

Otherwise, they are classified as non-current assets.

- B. Liabilities that meet one of the following criteria are classified as 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.

Otherwise, they are classified as non-current liabilities.

(5) Available-for-sale financial assets

- A. Available-for-sale financial assets are non-derivatives that are either designated in this category or not classified in any of the other categories.
- B. On a regular way purchase or sale basis, available-for-sale financial assets are recognised and derecognised using trade date accounting.
- C. Available-for-sale financial assets are initially recognised at fair value plus transaction costs that are directly attributable to the acquisition of the financial assets. These financial assets are subsequently remeasured and stated at fair value, and any changes in the fair value of these financial assets are recognised in other comprehensive income.

(六)持有至到期日金融資產

- 持有至到期日金融資產係指具有固定或可決定之付款金額及固定到期日,且本公司有積極意圖及能力 持有至到期日之非衍生金融資產,惟不包括於原始認列時指定為透過損益按公允價值衡量之金融資產 者、指定為備供出售金融資產者及符合放款及應收款定義者。
- 2. 對於符合交易慣例之持有至到期日金融資產係採用交易日會計。
- 於原始認列時按公允價值加計直接可歸屬於取得之交易成本衡量,後續採直線法按攤銷後成本扣除減 損後之金額衡量。直線法攤銷計算之利息認列於當期損益。

(七)放款及應收款

應收帳款

商業因出售商品或勞務等而發生之債權,於原始認列時按公允價值加計直接可歸屬於取得之交易成本衡量,後續採有效利息法按攤銷後成本扣除減損後之金額衡量。有效利息法攤銷計算之利息認列於當期損益。惟當未附息之短期應收帳款折現之影響不大,係以交易金額衡量。

(八) 金融資產減損

- 本公司於每一資產負債表日,評估一項或一組金融資產於原始認列後是否發生一項或多項損失事項, 且損失事項對一項或一組金融資產之估計未來現金流量,具有能可靠估計之影響,而發生減損損失之 客觀證據。
- 2. 本公司用以決定是否存在減損損失之客觀證據的政策如下:
 - (1) 發行人或債務人之重大財務困難;
 - (2) 違約。例如,利息或本金支付之延滞或不償付;
 - (3) 因借款人財務困難相關之經濟或法律理由,貸款人對借款人給予原不可能考量之讓步;
 - (4) 借款人將進入破產或其他財務重整之可能性大增;
 - (5) 由於財務困難而使該金融資產之活絡市場消失;
 - (6)可觀察到之資料顯示,一組金融資產之估計未來現金流量,於該等資產原始認列後,發生可衡量 之減少,雖然該減少尚無法認定係屬該組中之某個別金融資產,該等資料包括該組金融資產之借 款人償付狀況之不利變化,或該組金融資產中,與資產違約有關之全國性或區域性經濟情況;
 - (7)發行人營運所處之技術、市場、經濟或法令環境,發生不利影響之重大改變之資訊,且證據顯示可能無法收回該權益工具之投資成本;
 - (8) 權益工具投資之公允價值大幅或持久性下跌至低於成本。

(6) Held-to-maturity financial assets

- A. Held-to-maturity financial assets are non-derivative financial assets with fixed or determinable payments and fixed maturity date that the Company has the positive intention and ability to hold to maturity other than those designated as at fair value through profit or loss or as available-for-sale on initial recognition and those that meet the definition of loans and receivables.
- B. On a regular way purchase or sale basis, held-to-maturity financial assets are recognised and derecognised using trade date accounting.
- C. Financial assets are initially recognised at fair value plus transaction costs that are directly attributable to the acquisition of the financial assets, and subsequently measured at amortised cost using the straight-line method, less impairment loss. Amortised interest of assets is recognised in profit or loss.

(7) Loans and receivables

Accounts receivable

Accounts receivable are claims resulting from the sale of goods or services. Accounts receivable are recognised initially at fair value plus transaction costs that are directly attribute to the acquisition and subsequently measured at amortised cost using the effective interest method, less provision for impairment. Interest amortised using the effective interest method is recognised in profit or loss. However, short-term accounts receivable without bearing interest are subsequently measured at transaction amount as the effect of discounting is immaterial.

(8) Impairment of financial assets

- A. The Company assesses at each balance sheet date whether there is objective evidence that a financial asset or a group of financial assets is impaired as a result of one or more events that occurred after the initial recognition of the asset (a 'loss event') and that loss event (or events) has an impact on the estimated future cash flows of the financial asset or group of financial assets that can be reliably estimated.
- B. The criteria that the Company uses to determine whether there is objective evidence of an impairment loss is as follows:
 - (a) Significant financial difficulty of the issuer or debtor;
 - (b) A breach of contract, such as a default or delinquency in interest or principal payments;
 - (c) For economic or legal reasons relating to the borrower's financial difficulty, granted the borrower a concession that a lender would not otherwise consider;
 - (d) It becomes probable that the borrower will enter bankruptcy or other financial reorganisation;
 - (e) The disappearance of an active market for that financial asset because of financial difficulties;
 - (f) Observable data indicating that there is a measurable decrease in the estimated future cash flows from a group of financial assets since the initial recognition of those assets, although the decrease cannot yet be identified with the individual financial asset in the group, including adverse changes in the payment status of borrowers in the group or national or local economic conditions that correlate with defaults on the assets in the group;
 - (g) Information about significant changes with an adverse effect that have taken place in the technology, market, economic or legal environment in which the issuer operates, and indicates that the cost of the investment in the equity instrument may not be recovered;
 - (h) A significant or prolonged decline in the fair value of an investment in an equity instrument below its cost.

3. 經評估有存在金融資產已經減損之客觀證據,本公司按下列各類別分別決定其減損損失之金額:

(1) 以攤銷後成本衡量之金融資產

係以該金融資產帳面金額,與估計未來現金流量按該金融資產原始有效利率折現之現值間之差額, 認列減損損失於當期損益。當後續期間減損損失金額減少,且該減少能客觀地與認列減損後發生 之事項相連結,則先前認列之減損損失在未認列減損情況下於迴轉日應有之攤銷後成本之限額內 於當期損益迴轉。認列及迴轉減損損失之金額係藉由備抵帳戶調整資產之帳面金額。

(2) 備供出售金融資產

係以該金融資產之取得成本減除任何已償付之本金及攤銷數之金額,與現時公允價值間之差額, 再減除該金融資產先前認列為損益之減損損失,自其他綜合損益重分類至當期損益。屬債務工具 投資者,其公允價值於後續期間增加,而該增加能客觀地連結至減損損失認列後發生之事項,則 該減損損失於當期損益迴轉。屬權益工具投資者,其已認列於損益之減損損失不得透過當期損益 迴轉。認列及迴轉減損損失之金額係藉由備抵帳戶調整資產之帳面金額。

(九) 金融資產之除列

當來自金融資產現金流量之合約權利失效或已交割時,將除列金融資產。

(十)租賃-出租人

當附屬於租賃資產所有權之幾乎所有風險與報酬未移轉予承租人時,分類為營業租賃。後續將租賃收益 總額扣除給予承租人之任何誘因,於租賃期間內按直線法攤銷認列為當期損益。

(十一)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。存貨按成本與淨變現價值孰低者衡量,成本依移動平均法決定。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。

(十二)採用權益法之投資-關聯企業

 關聯企業指本公司對其有重大影響而無控制或聯合控制之個體,一般係直接或間接持有其 20% 以上 表決權之股份。

- C. When the Company assesses that there has been objective evidence of impairment loss of financial assets, the amount of impairment loss is determined as follows according to the category of financial assets:
 - (a) Financial assets measured at amortised cost

The amount of the impairment loss is measured as the difference between the asset's carrying amount and the present value of estimated future cash flows discounted at the financial asset's original effective interest rate, and is recognised in profit or loss. If, in a subsequent period, the amount of the impairment loss decreases and the decrease can be related objectively to an event occurring after the impairment loss was recognised, the previously recognised impairment loss is reversed through profit or loss to the extent that the carrying amount of the asset does not exceed its amortised cost that would have been at the date of reversal had the impairment loss not been recognised previously. Impairment loss is recognised and reversed by adjusting the carrying amount of the asset through the use of an impairment allowance account.

(b) Available-for-sale financial assets

The amount of the impairment loss is measured as the difference between the asset's acquisition cost (less any principal repayment and amortisation) and current fair value, less any impairment loss on that financial asset previously recognised in profit or loss, and is reclassified from 'other comprehensive income' to 'profit or loss'. If, in a subsequent period, the fair value of an investment in a debt instrument increases, and the increase can be related objectively to an event occurring after the impairment loss was recognised, then such impairment loss is reversed through profit or loss. Impairment loss of an investment in an equity instrument recognised in profit or loss shall not be reversed through profit or loss. Impairment loss is recognised and reversed by adjusting the carrying amount of the asset through the use of an impairment allowance account.

(9) Derecognition of financial assets

The Company derecognises a financial asset when the rights to receive cash flows from the financial assets have expired or have been settled.

(10) Lease - lessor

Leases in which substantially all the risks and rewards of ownership are not transferred to lessee are classified as operating leases. Lease income from an operating lease (net of any incentives given to the lessee) is recognised in profit or loss on a straight-line basis over the lease term.

(11) Inventories

Inventories include merchandise for sale and consumable and non-consumable materials and fuel for internal use. Inventories are stated at the lower of cost and net realisable value. Cost is determined using the moving average-method. The item by item approach is used in applying the lower of cost and net realisable value. Allowance for obsolescence is provided for slow-moving items of consumable, non-consumable materials and fuel for internal use.

(12) Investments accounted for using equity method - Associates

A. Associates are all entities over which the Company has significant influence but no control or joint control. In general, the Company directly or indirectly holds 20% or more of the voting power of the investee.

- 2. 本公司對關聯企業原始依成本認列,對取得後之損益份額及其他綜合損益份額,分別認列為當期損益及其他綜合損益。如本公司對任一關聯企業之損失份額等於或超過其在該關聯企業之權益,本公司不認列進一步之損失,除非本公司對該關聯企業已發生法定義務、推定義務或已代其支付款項。
- 當關聯企業發生非損益及其他綜合損益之權益變動且不影響對關聯企業之持股比例時,本公司將所 有權益變動按持股比例認列為「資本公積」。
- 本公司與關聯企業間交易所產生之未實現損益業已依其對關聯企業之權益比例銷除。關聯企業之會 計政策已作必要之調整,與本公司採用之政策一致。
- 5. 當停止採用權益法時,對於先前認列於其他綜合損益與該關聯企業有關之所有金額,其會計處理與 本公司若直接處分相關資產或負債之基礎相同;並將與該關聯企業有關之資本公積轉列損益。

(十三)不動產、廠房及設備

- 1. 不動產、廠房及設備係以取得成本為入帳基礎,並將購建期間之有關利息資本化。
- 2. 不動產、廠房及設備之部分組成重置時,若該重置部分之未來經濟效益很有可能流入本公司,則該 重置成本認列為該項目之帳面金額,被重置部分之帳面金額則予以除列。所有其他維修成本於發生 時認列為當期損益。
- 不動產、廠房及設備之後續衡量採成本模式,按估計耐用年限以直線法計提折舊。不動產、廠房及 設備各項組成若屬重大,則單獨提列折舊,但實務上不可行時,不在此限。各項不動產、廠房及設 備之耐用年限如下:
 - 房屋及建築:30年 機器設備:2年~40年 運輸設備:2年~30年 租賃改良:2年~55年
 - 其他設備:3年~20年

(十四)租賃-承租人

 當附屬於租賃資產所有權之幾乎所有風險與報酬未移轉予承租人時,分類為營業租賃。後續將租賃 給付總額扣除自出租人收取之任何誘因,於租賃期間內按直線法攤銷認列為當期損益。

- B. Investments in associates are initially recognised at cost. The Company's share of its associate's postacquisition profits or losses and other comprehensive income are recognised in profit or loss and other comprehensive income, respectively. Where the Company's share of losses in an associate equals or exceeds its interest in the associate, including any other unsecured receivables, the Company does not recognise further losses, unless it has incurred legal or constructive obligations or made payments on behalf of the associate.
- C. When changes in an associate's equity do not arise from profit or loss or other comprehensive income and such changes do not affect the Company's ownership percentage of the associate, the Company recognises change in ownership interest of the associate in 'capital surplus' in proportion to its ownership.
- D. Unrealised gains on transactions between the Company and its subsidiaries are eliminated to the extent of the Company's interest in the associates. Accounting policies of subsidiaries have been adjusted where necessary to ensure consistency with the policies adopted by the Company.
- E. When the Company ceases to account for its interest by using the equity method, all amounts previously recognised in other comprehensive income in relation to the associate are accounted for on the same basis as would be required and all capital surplus relating to the associate are reclassified to profit or loss.

(13) Property, plant and equipment

- A. Property, plant and equipment are initially recorded at cost. Borrowing costs incurred during the construction period are capitalised.
- B. In case of replacement of one part of the property, plant and equipment, the new part is capitalised to the extent that it is probable that future economic benefits associated with the item will flow to the Company, and the carrying amount of the part replaced is derecognised. All other repairs and maintenance are charged to profit or loss when incurred.
- C. Property, plant and equipment are measured at cost model subsequently. Land is not depreciated. Other property, plant and equipment are depreciated using the straight-line method over their estimated useful lives. Each part of an item of property, plant and equipment with a cost that is significant in relation to the total cost of the item is depreciated separately, unless it is impracticable. The estimated useful lives of property, plant and equipment are as follows:

Buildings and structures 30 years Machinery and equipment $2 \sim 40$ years Transportation equipment $2 \sim 30$ years Leasehold assets $2 \sim 55$ years Other equipment $3 \sim 20$ years

(14) Lease - lessee

A. Leases in which substantially all the risks and rewards of ownership are not transferred to lessee are classified as operating leases. Payments made under an operating lease less any incentives received from the lessor are recognised in profit or loss on a straight-line basis over the lease term.

- 2. 依據 (109) 基秘字第 367 號函及 (111) 基秘字第 068 號函規定,承租人因新型冠狀病毒肺炎病毒疫 情而取得之相關租金減讓,於符合特定條件下之任何減少給付,於實際享有租金減讓之租賃期間, 以減讓後之租金金額認列租金費用,而無須依企業會計準則公報第二十號「租賃」第十五條之規定 處理。
- 本公司採用「新型冠 病毒肺炎相關之租金減讓」之實務權宜作法,於民國 110 年度將租金減讓所 產生之租賃給付變動之損益 \$4,490,171 認列為租金費用之減項。

(十五)投資性不動產

投資性不動產以取得成本認列,後續衡量採成本模式,其會計處理比照不動產、廠房及設備。除土地 外,按估計耐用年限以直線法提列折舊。

(十六)無形資產

- 1. 無形資產係按成本減除累計攤銷及累計減損衡量。
- 2. 電腦軟體係依直線法攤銷, 耐用年限為4年。

(十七)非金融資產減損

- 本公司於資產負債表日針對有減損跡象之資產,估計其可回收金額,當可回收金額低於其帳面價值時,則認列減損損失。但已辦理重估之資產,其減損損失應在未實現重估增值餘額之範圍內,認列於其他綜合損益,減少未實現重估增值;如有餘額,則認列於損益。
- 2. 後續期間若可回收金額增加,該資產之帳面金額則調增至其可回收金額,惟迴轉後該資產之帳面金額,不得超過若未於以前年度認列減損損失時所決定之帳面金額(減除折舊或攤銷)。迴轉之減損損失認列為當期利益,但已辦理重估之資產,其減損損失之迴轉利益,僅於減損損失原認列於損益之範圍內,認列為損益;如有餘額,應認列為其他綜合損益,增加該項資產之未實現重估增值。

(十八)應付帳款及票據

因賒購原物料、商品或勞務所發生之應付帳款,及應付之各種票據,於原始認列時按交易日之公允價 值扣除直接可歸屬於發行之交易成本衡量,後續採有效利息法按攤銷後成本之金額衡量。有效利息法 攤銷計算之利息認列於當期損益。惟當未附息之短期應付帳款折現之影響不大,係以交易金額衡量。

(十九) 金融負債之除列

於合約所載之義務履行、取消或到期時,除列金融負債。
- B. Pursuant to Interpretation (109) 367 and (110) 069 issued by the Accounting Research and Development Foundation, COVID-19-related rent concessions that reduce only lease payments when all specified conditions are met and recognised the gain from changes in lease payments arising from the rent concessions by decreasing rent expense, do not need to follow the regulation of Enterprise Accounting Standard No. 20 :Lease" paragraph 15.
- C. The Company has applied the practical expedient to "Covid-19-related rent concessions", and recognised the gain from changes in lease payments arising from the rent concessions amounting to \$4,490,171 by decreasing rent expense for the year ended December 31, 2021.

(15) Investment property

An investment property is stated initially at its cost and measured subsequently using the cost model. Accounting for investment property is the same as the accounting for property, plant and equipment. Except for land, investment property is depreciated on a straight-line basis over its estimated useful lives.

(16) Intangible assets

A. Intangible assets are measured at cost less accumulated amortisation and accumulated impairment.

B. Computer software is amortised on a straight-line basis over the estimated useful life of 4 years.

(17) Impairment of non-financial assets

- A. The Company assesses at each balance sheet date the recoverable amounts of those assets where there is an indication that they are impaired. The impairment loss on revalued assets is recognised in other comprehensive income to the extent of amount of unrealised revaluation surplus; excess is recognised in profit or loss, if any.
- B. Where the recoverable amount increases in subsequent period, the book value of the asset is adjusted to its recoverable amount. The carrying amount after reversal should not exceed its book value (less depreciation or amortisation amount) that would have been if the impairment had not been recognised. Reversal of impairment loss is recognised in profit or loss, but gain on reversal of impairment loss on revalued assets is recognised in profit or loss to the extent of impairment loss initially recognised in profit or loss; excess is recognised in other comprehensive income as unrealised revaluation surplus of the asset.

(18) Notes and accounts payable

Notes and accounts payable from purchasing raw materials, goods or services on credit are initially recognised at fair value less any transaction costs directly attributable to the issuance and subsequently measured at amortised cost using the effective interest method. Interest amortised using the effective interest method is recognised in profit or loss. However, short-term accounts payable without bearing interest are subsequently measured at transaction amount as the effect of discounting is immaterial.

(19) Derecognition of financial liabilities

A financial liability is derecognised when the obligation under the liability specified in the contract is discharged, cancelled or expires.

(二十) 金融資產及負債之互抵

當目前有法律上可執行之權利將所認列之金融資產及負債金額互抵,且意圖以淨額基礎交割或同時實現資產及清償負債時,將金融資產及金融負債互抵,並於資產負債表中以淨額表達。

(二十一)員工福利

1. 短期員工福利

短期員工福利係以預期支付之非折現金額衡量,並於相關服務提供時認列為費用。

- 2. 退休金
 - (1) 確定提撥計畫

對於確定提撥計畫,係依權責發生基礎將應提撥之退休基金數額認列為當期之退休金成本。 預付提撥金於可退還現金或減少未來給付之範圍內認列為資產。

- (2) 確定福利計畫
 - A. 確定福利計畫下之淨義務係以員工當期或過去服務所賺得之未來福利金額折現計算,並以 資產負債表日之確定福利義務現值減除計畫資產之公允價值。確定福利淨義務每年由精算 師採用預計單位福利法計算,折現率係使用資產負債表日與確定福利計畫之貨幣及期間一 致之政府公債(於資產負債表日)之市場殖利率。
 - B. 確定福利計畫產生之再衡量數於發生當期認列於其他綜合損益,並表達於保留盈餘。
 - C. 前期服務成本之相關費用立即認列為損益。
- 3. 員工及董監酬勞

員工及董監酬勞係於具法律或推定義務且金額可合理估計時,認列為費用及負債。

(二十二)所得稅

- 所得税費用包含當期及遞延所得税。除與列入其他綜合損益或直接列入權益之項目有關之所得税 分別列入其他綜合損益或直接列入權益外,所得稅係認列於損益。
- 本公司按資產負債表日已立法之税率計算估列當期所得税負債。未分配盈餘依所得税法加徵所得 税,俟盈餘產生年度之次年度於股東會通過盈餘分派案後,始就實際盈餘之分派情形,認列未分 配盈餘所得税費用。

(20) Offsetting financial instruments

Financial assets and liabilities are offset and reported in the net amount in the balance sheet when there is a legally enforceable right to offset the recognised amounts and there is an intention to settle on a net basis or realise the asset and settle the liability simultaneously.

(21) Employee benefits

A. Short-term employee benefits

Short-term employee benefits are measured at the undiscounted amount of the benefits expected to be paid and are recognised as expenses in the period in which the employees render service.

- B. Pension
 - (A) Defined contribution plan

For defined contribution plan, the contributions are recognised as pension expenses when they are due on an accrual basis. Prepaid contributions are recognised as an asset to the extent of a cash refund or a reduction in the future payments.

- (B) Defined benefit plan
 - a. Net obligation under a defined benefit plan is defined as the present value of an amount of pension benefits that employees will receive on retirement for their services with the Company in current period or prior periods. The liability recognised in the balance sheets in respect of defined benefit pension plan is the present value of the defined benefit obligation at the balance sheet date less the fair value of plan assets. The net defined benefit obligation is calculated annually by independent actuaries using the projected unit credit method. The present value of the defined benefit obligation is determined by discounting the estimated future cash flows using interest rates of government bonds that have terms to maturity approximating to the terms of the related pension liability.
 - b. Remeasurements arising on defined benefit plan are recognised in other comprehensive income in the period in which they arise and are recorded as retained earnings.
 - c. Past service costs are recognised immediately in profit or loss.
- C. Employees' compensation and directors' and supervisors' remuneration

Employees' compensation and directors' and supervisors' remuneration are recognised as expenses and liabilities, provided that such recognition is required under legal or constructive obligation and those amounts can be reliably estimated.

(22) Income tax

- A. The tax expense for the period comprises current and deferred tax. Tax is recognised in profit or loss, except to the extent that it relates to items recognised in other comprehensive income or items recognised directly in equity, in which cases the tax is recognised in other comprehensive income or equity.
- B. The current income tax liabilities are calculated based on the tax rate enacted at the balance sheet date. An additional tax is levied on the unappropriated retained earnings and is recorded as income tax expense in the year the shareholders resolve to retain the earnings.

- 3. 遞延所得税採用資產負債表法,按資產及負債之課税基礎與其於資產負債表之帳面金額所產生之 暫時性差異認列。源自於原始認列之商譽所產生之遞延所得税負債則不予認列,若遞延所得税源 自於交易(不包括企業合併)中對資產或負債之原始認列,且在交易當時未影響會計利潤或課税 所得(課税損失),則不予認列。若投資關聯企業產生之暫時性差異,本公司可以控制暫時性差 異迴轉之時點,且暫時性差異很有可能於可預見之未來不會迴轉者則不予認列。遞延所得税採用 在資產負債表日已立法並於有關之遞延所得税資產實現或遞延所得税負債清償時預期適用之税率 (及税法)為準。
- 遞延所得税資產於暫時性差異很有可能用以抵減未來應課税所得之範圍內認列,並於每一資產負 債表日重評估未認列及已認列之遞延所得税資產。
- 5. 當有法定執行權將所認列之當期所得稅資產及負債金額互抵且有意圖以淨額基礎清償或同時實現 資產及清償負債時,始將當期所得稅資產及當期所得稅負債互抵,或將遞延所得稅資產及負債互 抵。
- 6. 研究發展支出而產生之未使用所得税抵減遞轉後期,係在很有可能有未來課税所得以供其使用之範圍內,認列遞延所得税資產。

(二十三)股本

普通股分類為權益。直接歸屬於發行新股或認股權之增額成本以扣除所得税後之淨額於權益中列為 價款減項。

(二十四)股利分配

分派予本公司股東之股利於本公司股東會決議分派股利時於財務報表認列,分派現金股利認列為負 債。

(二十五)收入認列

運輸收入於勞務提供後,認列為收入,本公司之常客優惠計畫,係於交易時給與客戶累積回饋金, 客戶可於未來一定期間內領取回饋金。原始提供勞務相關之已收或應收對價之公允價值分攤至提供 之勞務及回饋金,該等回饋金於有效期間內首次通過捷運閘門時給予;捷運車站及車箱廣告收入依 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。 代理收入係受託經營貓空纜車、臺北小巨蛋、兒童新樂園及捷運環狀線第一階段(環一),相關營運 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。

- C. Deferred tax is recognised, using the balance sheet liability method, on temporary differences arising between the tax bases of assets and liabilities and their carrying amounts in the balance sheet. However, the deferred tax is not accounted for if it arises from initial recognition of goodwill or of an asset or liability in a transaction other than a business combination that at the time of the transaction affects neither accounting nor taxable profit or loss. Deferred tax is provided on temporary differences arising on investments in associates, except where the timing of the reversal of the temporary difference is controlled by the Company and it is probable that the temporary difference will not reverse in the foreseeable future. Deferred tax is determined using tax rates (and laws) that have been enacted by the balance sheet date and are expected to apply when the related deferred tax asset is realised or the deferred tax liability is settled.
- D. Deferred tax assets are recognised only to the extent that it is probable that future taxable profit will be available against which the temporary differences can be utilised. At each balance sheet date, unrecognised and recognised deferred tax assets are reassessed.
- E. Current income tax assets and liabilities are offset or deferred tax assets and liabilities are offset and the net amount reported in the balance sheet when there is a legally enforceable right to offset the recognised amounts and there is an intention to settle on a net basis or realise the asset and settle the liability simultaneously.
- F. A deferred tax asset is recognised for the carryforward of unused tax credits resulting from research and development expenditures to the extent that it is possible that future taxable profit will be available against which the unused tax credits can be utilised.

(23) Share capital

Ordinary shares are classified as equity. Incremental costs directly attributable to the issue of new shares or stock options are shown in equity as a deduction, net of tax, from the proceeds.

(24) Dividends

Dividends are recorded in the Company's financial statements in the period in which they are approved by the Company's shareholders. Cash dividends are recorded as liabilities.

(25) Revenue recognition

Fare revenues are recognised when service has been provided. Under the Company's frequent passenger program, the Company grants a cashback ratio to the customer when the transaction is successful, and the customer can receive the cashback during a certain period in the future. The fair value of the consideration received or receivable arising from initially providing the service is allocated to provided services and discount. Such cashback will be automatically deposited to the electronic wallet when it is swiped at a Metro gate for the first time during the validity period. Rental revenues from Mass Rapid Transit ("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 recognised as incurred. In accordance with the financial statements examined by the ADTC, revenues and costs (recorded as "Agency income" and "Agency expenses") related to the Maokong Gondola, the Taipei Arena, the Taipei Children's Amusement Park and Taipei MRT Circular line Phase I (Circular I) commissioned by the Taipei City Government are expressed at gross amount.

(二十六)政府補助

政府補助於可合理確信企業將遵循政府補助所附加之條件,且將可收到該項補助時,按公允價值認 列。若政府補助之性質係補償本公司發生之費用,則在相關費用發生期間依有系統之基礎將政府補 助認列為當期損益。若政府補助係以本公司應購買或其他方式取得非流動資產為條件,則以合理且 有系統之基礎於相關資產耐用年限期間轉列損益。

五、重大假設及估計不確定性之主要來源

本公司編製本財務報告時,管理階層已運用其判斷以決定所採用之會計政策,惟並無重大會計判斷、估計及假設不確定性之情形。

六、重要會計項目之說明

(一)現金

	111 :	年12月31日	110年12月31		
庫存現金	\$	175,276	\$	175,724	
活期存款及支票存款		307,005		333,504	
	\$	482,281	\$	509,228	
(二)備供出售金融資產	111 :	年 12 月 31 日	110 :	年 12 月 31 日	
流動項目:					
受益憑證	\$	4,792,000	\$	4,416,000	
評價調整		70,980		59,449	
	\$	4,862,980	\$	4,475,449	

 本公司於民國 111 年及 110 年度因公允價值變動認列於其他綜合損益之金額分別為 \$30,150 及 \$10,048, 自權益重分類至當期損益作為重分類調整之金額分別為 \$18,619 及 \$35,203。

2. 本公司投資之開放型基金係以資產負債表日之淨值作為公允價值。

(26) Government grants

Government grants are recognised at their fair value only when there is reasonable assurance that the Company will comply with conditions attached to the grants and the grants will be received. Government grants are recognised in profit or loss on a systematic basis over the periods in which the Company recognises expenses for the related costs for which the grants are intended to compensate. If government grants are given on condition that it will be used for purchasing or other methods to acquire non-current assets, the grants will be recognised in profit of loss during the estimated useful life of associated assets on a reasonable and systematic basis.

5. CRITICAL ESTIMATES AND KEY SOURCES OF ASSUMPTION UNCERTAINTY

The preparation of these financial statements requires management to use judgement in adopting accounting policies. However, the Company does not have to make critical assumptions and estimates concerning future events based on existing conditions.

6. DETAILS OF SIGNIFICANT ACCOUNTS

(1) Cash

	December 31, 2022	December 31, 2021
Cash on hand	\$ 175,276	\$ 175,724
Checking accounts and demand deposits	307,005	333,504
	\$ 482,281	\$ 509,228
(2) Available-for-sale financial assets		
	December 31, 2022	December 31, 2021
Current items:		
Beneficiary certificates	\$ 4,792,000	\$ 4,416,000
Valuation adjustment	70,980	59,449
	\$ 4,862,980	\$ 4,475,449

- A. The Company recognised \$30,150 and \$10,048 in other comprehensive income for fair value changes and reclassified \$18,619 and \$35,203 from equity to profit or loss for the years ended December 31, 2022 and 2021, respectively.
- B. The fair values of open-end funds held by the Company are measured based on net value as of the balance sheet date.

(三)持有至到期日金融資產

	111 4	∓ 12 月 31 日	110年12月31日		
流動項目:					
金融債券	\$	200,490	\$	200,000	
非流動項目					
公司債	\$	1,055,761	\$	956,989	
金融債券		650,000		851,265	
受益憑證		250,000		100,000	
	\$	1,955,761	\$	1,908,254	

本公司於民國 111 年及 110 年度認列之利息收入 (表列「其他收入」項下)分別為 \$28,339 及 \$29,577。

(四)存貨

	111	年 12 月 31 日	110年12月31日		
物料及燃料		2,408,658	\$	2,486,843	
商品存貨		664		429	
		2,409,322		2,487,272	
減:備抵存貨損失	(72,940)	(72,940)	
	\$	2,336,382	\$	2,414,332	

本公司當期認列為營業成本之金額:

		111 年度		110 年度
輸儲成本	\$	12,724,820	\$	11,454,384
其他營業成本		2,101,730		1,938,815
	\$	14,826,550	\$	13,393,199
(五)其他金融資產				
	111 年 12 月 31 日		110年12月3	
流動:				
三個月以上至一年期之定期存款	\$	2,790,000	\$	2,090,000

(3) Held-to-maturity financial assets

	Decer	mber 31, 2022	December 31, 2021	
Current items:				
Financial bonds	\$	200,490	\$	200,000
Non-current items:				
Corporate bonds	\$	1,055,761	\$	956,989
Financial bonds		650,000		851,265
Beneficiary certificates		250,000		100,000
	\$	1,955,761	\$	1,908,254

For the years ended December 31, 2022 and 2021, the Company recognised interest income (shown as"other income") in the amount of \$28,339 and \$29,577, respectively.

(4) Inventories

	Decer	mber 31, 2022	December 31, 2021		
Materials and fuel	\$	2,408,658	\$	2,486,843	
Merchandise		664		429	
		2,409,322		2,487,272	
Less: Allowance for inventory obsolescence	(72,940)	(72,940)	
	\$	2,336,382	\$	2,414,332	

Details of operating costs for the years ended December 31, 2022 and 2021 were as follows:

		For the years ended December 31,				
		2022		2021		
Transportation costs	\$	12,724,820	\$	11,454,384		
Other operating costs		2,101,730		1,938,815		
	\$	14,826,550	\$	13,393,199		
(5) Other financial assets						
	Dece	December 31, 2022		ember 31, 2021		
Current:						
Time deposits of more than three months to one year	\$	2,790,000	\$	2,090,000		

(六)採用權益法之投資

	_111 年 ⁻	12月31日	110年12月31日		
關聯企業	\$	442,001	\$	420,996	

1. 本公司之重大關聯企業之帳面金額、性質及範圍列示如下:

	帳面金額				持股比率		
公司名稱	111 年	12月31日	110 年	12月31日	111年12月31日	110年12月31日	
悠遊卡投資控股股份有限公司	\$	322,563	\$	409,673	27.49%	27.49%	
捷邦管理顧問股份有限公司		11,488		11,323	20%	20%	
悠遊卡股份有限公司		107,950			11%		
	\$	442,001	\$	420,996			

2. 本公司民國 111 年及 110 年度對重大關聯企業所享有之損益份額列示如下:

	111 年度			110 年度		
公司名稱	 損益份額		其他綜合損益份額	 損益份額	_	其他綜合損益份額
悠遊卡投資控股股份有限公司	\$ 23,345	(\$	299)	\$ 6,026	\$	-
捷邦管理顧問股份有限公司	620	(18)	487	(59)
悠遊卡股份有限公司	 55	(206)	 -		-
	\$ 24,020	(\$	523)	\$ 6,513	(\$	59)

(1)因悠遊卡投資控股股份有限公司於民國111年度辦理減資,並以所持有之悠遊卡股份有限公司股票抵充應 退還之股款,故本公司於民國111年12月取得悠遊卡股份有限公司11%股份,相關交易產生之廉價購買 利益為\$5,065(表列「其他利益及損失」)。

(2) 上述捷邦管理顧問股份有限公司所認列之投資收益,係採用經其他會計師查核簽證之財務報表評價而得。

(6) Investments accounted for under equity method

	December 31, 2022			er 31, 2021
Associates	\$	442,001	\$	420,996

A. The carrying amount, nature and extent of the Company's material associates are as follows:

				Book value	Per	rcentage of ownership	
Investments	December 31,2022		December 31,2021		December 31,2022	December 31,2021	
EasyCard Investment Holding							
Co., Ltd.	\$	322,563	\$	409,673	27.49%	27.49%	
Metro Taipei Consulting Service Ltd.		11,488		11,323	20%	20%	
EasyCard Corporation		107,950		-	11%		
	\$	442,001	\$	420,996			

B. The Company's interests in material associates' share of profit (loss) for the years ended December 31, 2022 and 2021 are as follows:

	For the years ended December 31, 2022					For the years ended December 31, 202					
Investments		Share of profit or loss		Share of other comprehensive income		Share of profit or loss		Share of other comprehensive income			
EasyCard Investment											
Holding Co., Ltd.	\$	23,345	(\$	299)	\$	6,026	\$	-			
Metro Taipei Consulting											
Service Ltd. (MTCS)		620	(18)		487	(59)			
EasyCard Corporation		55	(206)				-			
	\$	24,020	(\$	523)	\$	6,513	(\$	59)			

- (a) EasyCard Investment Holding Co., Ltd. reduced its capital for the year ended December 31, 2022 and used its shares held in EasyCard Corporation as return of capital to the Company. Accordingly, the Company acquired 11% of EasyCard Corporation's shares in December 2022. Gain recognised in bargain purchase transaction arising from related transactions amounted to \$5,065 (shown as "other gains and losses").
- (b) The investment income of Metro Taipei Consulting Service Ltd. was recognised based on the investee's financial statements audited by other independent auditors.

(七)不動產、廠房及設備

	房	屋及建築	機器設備	運輸設備	租賃改良		其他設備		未完工程	合計
111年1月1日										
成本	\$	40,680	\$ 1,697,131	\$ 6,587,183	\$ 3,059,109	\$	307,990	\$	251,335	\$11,943,428
累計折舊	(23,133)	(1,326,001)	(3,410,842)	(2,647,927)	(237,057)		-	(7,644,960)
	\$	17,547	\$ 371,130	\$ 3,176,341	\$ 411,182	\$	70,933	\$	251,335	\$ 4,298,468
111年										
1月1日	\$	17,547	\$ 371,130	\$ 3,176,341	\$ 411,182	\$	70,933	\$	251,335	\$ 4,298,468
增添		-	70,206	12,024	99,949		28,172		28,363	238,714
處分		-	(175)	(479)	-	(183)		-	(837)
移轉		-	-	111	131,513		2,359	(133,983)	-
折舊費用	(1,312)	(94,820)	(256,613)	(98,234)	(14,268)	_	-	(465,247)
12月31日	\$	16,235	\$ 346,341	\$ 2,931,384	\$ 544,410	\$	87,013	\$	145,715	\$ 4,071,098
111年12月31日										
成本	\$	40,680	\$ 1,751,530	\$ 6,593,224	\$ 3,290,571	\$	323,251	\$	145,715	\$12,144,971
累計折舊	(24,445)	(1,405,189)	(3,661,840)	(2,746,161)	(236,238)	(-)	(8,073,873)
	\$	16,235	\$ 346,341	\$ 2,931,384 	\$ 544,410	\$	87,013	\$	145,715	\$ 4,071,098

(7) Property, plant and equipment

		iildings and uctures	Machinery and equipment	Transportation equipment	Leasehold assets	Other equipment	Construction in progress	Total
At January 1, 2022								
Cost	\$	40,680	\$ 1,697,131	\$ 6,587,183	\$ 3,059,109	\$ 307,990) \$ 251,335	\$11,943,428
Accumulated								
depreciation	(23,133)	(1,326,001)	(3,410,842)	(2,647,927)	(237,057)	(7,644,960)
	\$	17,547	\$ 371,130	\$ 3,176,341	\$ 411,182	\$ 70,933	8 251,335	\$ 4,298,468
2022								
At January 1	\$	17,547	\$ 371,130	\$ 3,176,341	\$ 411,182	\$ 70,933	3 \$ 251,335	\$ 4,298,468
Additions		-	70,206	12,024	99,949	28,172	2 28,363	238,714
Disposals		-	(175)	(479)	-	(183) –	(837)
Transfers		-		111	131,513	2,359	9 (133,983)	-
Depreciation charge	(1,312)	(94,820)	(256,613)	(98,234)	(14,268		(465,247)
At December 31	\$	16,235	\$ 346,341	\$ 2,931,384	\$ 544,410	\$ 87,013	3 \$ 145,715	\$ 4,071,098
At December 31, 2022								
Cost	\$	40,680	\$ 1,751,530	\$ 6,593,224	\$ 3,290,571	\$ 323,251	\$ 145,715	\$12,144,971
Accumulated								
depreciation	(24,445)	(1,405,189)	(3,661,840)	(2,746,161)	(236,238) ()	(8,073,873)
	\$	16,235	\$ 346,341	\$ 2,931,384	\$ 544,410	\$ 87,013	8 \$ 145,715	\$ 4,071,098

	房	屋及建築	機器設備	運輸設備	租賃改良	其他設備		未完工程	合計
110年1月1日									
成本	\$	40,680	\$ 1,610,896	\$ 6,580,683	\$ 3,024,284	\$ 302,908	\$	118,307	\$11,677,758
累計折舊	(21,820)	(1,241,131)	(3,176,516)	(2,538,797)	(235,466)		-	(7,213,730)
	\$	18,860	\$ 369,765	\$ 3,404,167	\$ 485,487	\$ 67,442	\$	118,307	\$ 4,464,028
110年									
1月1日	\$	18,860	\$ 369,765	\$ 3,404,167	\$ 485,487	\$ 67,442	\$	118,307	\$ 4,464,028
增添		-	93,578	26,931	17,639	14,952	2	154,912	308,012
處分		-	(169)	(562)	-	(129)		-	(860)
移轉		-	3,253	18	17,186	1,427	· (21,884)	-
折舊費用	(1,313)	(95,297)	(254,213)	(109,130)	(12,759)		-	(472,712)
12月31日	\$	17,547	\$ 371,130	\$ 3,176,341	\$ 411,182	\$ 70,933	\$	251,335	\$ 4,298,468

110年12月31日

成本	\$	40,680	\$ 1,697,131	\$ 6,587,183	\$ 3,059,109	\$	307,990	\$ 251,335	\$11,943,428
累計折舊	(23,133)	(1,326,001)	(3,410,842)	(2,647,927)	(237,057)	 -	(7,644,960)
	\$	17,547	\$ 371,130	\$ 3,176,341	\$ 411,182	\$	70,933	\$ 251,335	\$ 4,298,468

1. 本公司之不動產、廠房及設備未有借款成本需資本化之情形。

2. 本公司未有將不動產、廠房及設備提供擔保之情形。

		ildings and uctures		ichinery and uipment		nsportation quipment		asehold assets		Other uipment		struction progress	Total
At January 1, 2021													
Cost	\$	40,680	\$	1,610,896	\$	6,580,683	\$	3,024,284	\$	302,908	\$	118,307	\$11,677,758
Accumulated													
depreciation	(21,820)	(1	,241,131)	(3,176,516)	(2	2,538,797)	(235,466)			(7,213,730)
	\$	18,860	\$	369,765	\$	3,404,167	\$	485,487	\$	67,442	\$	118,307	\$ 4,464,028
2021													
At January 1	\$	18,860	\$	369,765	\$	3,404,167	\$	485,487	\$	67,442	\$	118,307	\$ 4,464,028
Additions		-		93,578		26,931		17,639		14,952		154,912	308,012
Disposals		-	(169)	(562)		-	(129)		-	(860)
Transfers		-		3,253		18		17,186		1,427	(21,884)	-
Depreciation charge	(1,313)	(95,297)	(254,213)	(109,130)	(12,759)		-	(472,712)
At December 31	\$	17,547	\$	371,130	\$	3,176,341	\$	411,182	\$	70,933	\$	251,335	\$ 4,298,468
At December 31, 2021													
Cost	\$	40,680	\$	1,697,131	\$	6,587,183	\$	3,059,109	\$	307,990	\$	251,335	\$11,943,428
Accumulated													
depreciation	(23,133)	(1	,326,001)	(3,410,842)	(2	2,647,927)	(237,057)		_	(7,644,960)
	\$	17,547	\$	371,130	\$	3,176,341	\$	411,182	\$	70,933	\$	251,335	\$ 4,298,468

A. No borrowing costs were capitalised as part of property, plant and equipment.

B. The Company has no property, plant and equipment pledged as collateral.

(八) 其他應付款

	111 年 12 月 31 日			₣ 12 月 31 日
應付薪資及獎金	\$	1,753,014	\$	1,666,277
應付保養維修費		260,545		253,380
應付水電費		167,803		151,584
應付營業税		90,432		77,722
其他		436,942		380,617
	\$	2,708,736	\$	2,529,580
(九)其他流動負債	<u>111</u> 年	三12月31日	<u>110</u>	Ę 12 月 31 日
應付代收款	\$	382,519	\$	220,430
預收款項		311,132		247,295
常客優惠回饋		140,587		131,506
		· · · · · ·		
	\$	834,238	\$	599,231

	111 年 12 月 31 日			年 12 月 31 日
應計退休金負債	\$	1,912,704	\$	2,316,609
存入保證金		821,296		910,437
暫收款項		81,501		69,431
遞延補助收入		2,584		7,474
	\$	2,818,085	\$	3,303,951

(十一)退休金

1.(1)本公司依據「勞動基準法」之規定,訂有確定福利之退休辦法,適用於民國94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)的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。本公司民國111年及110年度分別按 月就薪資總額14.99%及14.97%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。另本公司於每年年度終了前,估算前項勞工退休準備金專戶餘額,若該餘額不足給 付次一年度內預估符合退休條件之勞工依前述計算之退休金數額,本公司將於次年度三月底前一 次提撥其差額。

(8) Other payables

	Decer	mber 31, 2022	December 31, 2021		
Salary and bonus payable	\$	1,753,014	\$	1,666,277	
Repairs and maintenance payable		260,545		253,380	
Utilities payable		167,803		151,584	
Business tax payable		90,432		77,722	
Others		436,942		380,617	
	\$	2,708,736	\$	2,529,580	

(9) Other current liabilities

	Decem	ber 31, 2022	Decem	ber 31, 2021
Accrued receipts under custody	\$	382,519	\$	220,430
Unearned receipts		311,132		247,295
Cashback from frequent passenger program		140,587		131,506
	\$	834,238	\$	599.231

(10) Other non-current liabilities

	Decer	mber 31, 2022	December 31, 202		
Accrued pension liabilities	\$	1,912,704	\$	2,316,609	
Guarantee deposits received		821,296		910,437	
Temporary credit		81,501		69,431	
Deferred subsidy revenue		2,584		7,474	
	\$ 2,818,085		\$	3,303,951	

(11) Pension plan

- A. Defined benefit plan
 - (a) The Company has a defined benefit pension plan in accordance with the Labor Standards Law, covering all regular employees' service years prior to the enforcement of the Labor Pension Act on July 1, 2005 and service years thereafter of employee who chose to continue to be subject to the pension mechanism under the Law. 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. In 2022 and 2021, the Company contributes monthly an amount equal to 14.99% and 14.97% of the employees' monthly salaries and wages to the retirement found committee. Also, the Company would assess the balance in the aforementioned labor pension reserve account by December 31, every year. If the account balance is insufficient to pay the pension calculated by the aforementioned method to the employees expected to qualify for retirement in the following year, the Company will make contribution for the deficit by next March.

(2) 資產負債表認列之金額如下:

	111 4	年12月31日	110 :	年12月31日
確定福利義務現值	\$	6,607,275	\$	6,597,042
計畫資產公允價值	(4,694,571)	(4,280,433)
淨確定福利負債(表列其他非流動負債)	\$	1,912,704	\$	2,316,609

(3) 淨確定福利負債之變動如下:

		確定福利 義務現值		計畫資產 公允價值		淨確定 福利負債
111 年						
1月1日餘額	\$	6,597,042	(\$	4,280,433)	\$	2,316,609
當期服務成本		316,542		-		316,542
利息費用(收入)		39,582	(26,704)		12,878
		6,953,166	(4,307,137)		2,646,029
再衡量數:						
計畫資產報酬(不包括包含於利息收入或費用之金額)		-	(321,037)	(321,037)
財務假設變動影響數	(297,372)		-	(297,372)
經驗調整	(234,799)		-	(234,799)
	(62,573)	(321,037)	(383,610)
提撥退休基金		-	(349,715)	(349,715)
支付退休金	(283,318)		283,318		-
12月31日餘額	\$	6,607,275	(\$	4,694,571)	\$	1,912,704

		確定福利 義務現值		計畫資產 公允價值		淨確定 福利負債
110 年						
1月1日餘額	\$	6,563,512	(\$	4,094,473)	\$	2,469,039
當期服務成本		321,958		-		321,958
利息費用(收入)		57,431	(37,326)		20,105
		6,942,901	(4,131,799)		2,811,102
再衡量數:						
計畫資產報酬 (不包括包含於利息收入或費用之金額)		-	(34,908)	(34,908)
財務假設變動影響數	(149,307)		-	(149,307)
經驗調整	(268,449		-	(268,449)
	(119,142)	(34,908)	(154,050)
提撥退休基金		-	(340,443)	(340,443)
支付退休金	(226,717)		226,717		
12月31日餘額	\$	6,597,042	(\$	4,280,433)	\$	2,316,609

(b) Amount recognised in the balance sheet

	Dece	mber 31, 2022	December 31, 2021		
Present value of defined benefit obligation	\$	6,607,275	\$	6,597,042	
Fair value of plan assets	(4,694,571)	(4,280,433)	
Net defined benefit liabilities (shown as "other					
non-current liabilities")	\$	1,912,704	\$	2,316,609	

(c) Changes in net defined benefit liabilities

Present value of defined benefit obligation			Fair value of plan assets		Net defined ofit obligation	
•	0 507 0 40	(\$	4 000 400)	Φ.	0.010.000	
\$	6,597,042	(\$	4,280,433)	\$	2,316,609	
	316,542		-		316,542	
	39,582	(26,704)		12,878	
	6,953,166	(4,307,137)		2,646,029	
	-	(321,037)	(321,037)	
(297,372)		-	(297,372)	
(234,799)		-	(234,799)	
(62,573)	(321,037)	(383,610)	
	-	(349,715)	(349,715)	
(283,318)		283,318		-	
\$	6,607,275	(\$	4,694,571)	\$	1,912,704	
		defined benefit obligation \$ 6,597,042 316,542 39,582 6,953,166 (297,372) (234,799) (62,573) - (283,318)	defined benefit obligation \$ 6,597,042 316,542 39,582 6,953,166 (6,953,166 ((297,372) (234,799) (62,573) ((283,318)	defined benefit obligation Fair value of plan assets \$ 6,597,042 (\$ 4,280,433) 316,542 - 39,582 (26,704) 6,953,166 (4,307,137) - (321,037) (234,799) - (234,799) - (321,037) (321,037) (234,799) - (233,318) 283,318	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	

0004	Present value of defined benefit obligation		Fair value of plan assets		ben	Net defined efit obligation
2021			<i></i>			
Balance at January 1	\$	6,563,512	(\$	4,094,473)	\$	2,469,039
Current service cost		321,958		-		321,958
Interest cost (income)		57,431	(37,326)		20,105
		6,942,901	(4,131,799)		2,811,102
Remeasurements:						
Return on plan assets (excluding amounts included						
in interest income or expense)		-	(34,908)	(34,908)
Change in financial assumptions	(149,307)		-	(149,307)
Experience adjustments	(268,449		-	(268,449)
	(119,142)	(34,908)	(154,050)
Pension fund contribution		-	(340,443)	(340,443)
Paid pension	(226,717)		226,717		-
Balance at December 31	\$	6,597,042	(\$	4,280,433)	\$	2,316,609

(4)本公司之確定福利退休計畫基金資產,係由臺灣銀行按該基金年度投資運用計畫所定委託經營項目 之比例及金額範圍內,依勞工退休基金收支保管及運用辦法第六條之項目(即存放國內外之金融 機構,投資國內外上市、上櫃或私募之權益證券及投資國內外不動產之證券化商品等)辦理委託 經營,相關運用情形係由勞工退休基金監理會進行監督。該基金之運用,其每年決算分配之最低收 益,不得低於依當地銀行二年定期存款利率計算之收益,若有不足,則經主管機關核准後由國庫補 足。因本公司無權參與該基金之運作及管理,故無法依國際會計準則第19號第142段規定揭露計 劃資產公允價值之分類。民國111年及110年12月31日構成該基金總資產之公允價值,請詳政 府公告之各年度之勞工退休基金運用報告。

(5) 有關退休金之精算假設彙總如下:

	111 年度	110 年度
折現率	1.25%	0.6%
未來薪資增加率	1.49%	1.49%

民國 111 年及 110 年度對於未來死亡率之假設係採用台灣年金保險生命表。

因採用之主要精算假設變動而影響之確定福利義務現值分析如下:

		折現率						來薪資增加率
		增加 0.25%		減少 0.25%		增加 1%		減少 1%
111年12月31日								
對確定福利義務現值之影響	(\$	110,976)	\$	114,374	\$	473,085	(\$	427,790)
110年12月31日								
對確定福利義務現值之影響	(\$	136,580)	\$	141,121	\$	582,008	(\$	521,387)

上述之敏感度分析係基於其他假設不變的情況下分析單一假設變動之影響。實務上許多假設的變動則可能是連動的。敏感度分析係與計算資產負債表之淨退休金負債所採用的方法一致。

(6) 本公司於民國 112 年度預計支付予退休計畫之提撥金為 \$349,715。

(7) 截至 111 年 12 月 31 日止, 該退休計畫之加權平均存續期間為 8.1 年。

- (d) The Bank of Taiwan was commissioned to manage the Fund of the Company's defined benefit pension plan in accordance with the Fund's annual investment and utilisation plan and the "Regulations for Revenues, Expenditures, Safeguard and Utilisation of the Labor Retirement Fund" (Article 6: The scope of utilisation for the Fund includes deposit in domestic or foreign financial institutions, investment in domestic or foreign listed, over-the-counter, or private placement equity securities, investment in domestic or foreign real estate securitization products, etc.). With regard to the utilisation of the Fund, its minimum earnings in the annual distributions on the final financial statements shall be no less than the earnings attainable from the amounts accrued from two-year time deposits with the interest rates offered by local banks. If the earnings is less than aforementioned rates, government shall make payment for the deficit after being authorized by the Regulator. The Company has no right to participate in managing and operating that Fund and therefore, the Company is unable to disclose the classification of plan assets fair value in accordance with IAS 19 paragraph 142. The composition of fair value of plan assets as of December 31, 2022 and 2021 is given in the Annual Labor Retirement Fund Utilisation Report announced by the government.
- (e) The principal actuarial assumptions used were as follows:

	For the year	s ended December 31
	2022	2021
Discount rate	1.25%	0.6%
Future salary increase rate	1.49%	1.49%

For the years ended December 31, 2022 and 2021, assumptions regarding future mortality experience are set based on actuarial advice in accordance with published statistics and experience in Taiwan.

Analysis of the effect of the present value of defined benefit obligation due from the changes of main actuarial assumptions used is as follows:

			D	scount rate		Future s	salary increase rate			
	Increase 0.25%		Decr	Decrease 0.25%		Increase 1%		Decrease 1%		
December 31, 2022										
Effect on the present value										
of defined benefit obligation	(\$	110,976)	\$	114,374	\$	473,085	(\$	427,790)		
December 31, 2021										
Effect on the present value										
of defined benefit obligation	(\$	136,580)	\$	141,121	\$	582,008	(\$	521,387)		

The sensitivity analysis above is based on one assumption which changed while the other conditions remain unchanged. In practice, more than one assumption may change all at once. The method utilised in sensitivity analysis and the method utilised in calculating net pension liability on the balance sheet are the same.

(f) The provision for the retirement plan is expected to be \$349,715 for the year ending December 31, 2023.

(g) As of December 31, 2022, the weighted average duration of the retirement plan was 8.1 years.

- 2.(1) 自民國 94 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 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。
 - (2) 民國 111 年及 110 年度,本公司依上開退休金辦法認列之退休金成本分別為 \$171,052 及 \$168,830。

(十二)股本

民國 111 年 12 月 31 日,本公司額定資本額為 \$10,000,000,分為 1,000,000 仟股,實收資本額為 \$10,000,000,每股面額 10 元。本公司已發行股份之股款均已收訖。

本公司民國 111 年及 110 年度期初及期末流通在外股數均為 1,000,000 仟股。

(十三)資本公積

依公司法規定,超過票面金額發行股票所得之溢額及受領贈與之所得之資本公積,除得用於彌補虧損 外,於公司無累積虧損時,得按股東原有股份之比例發給新股或現金。公司非於盈餘公積填補資本虧 損仍有不足時,不得以資本公積補充之。

(十四)保留盈餘

- 1. 依本公司章程規定,年度總決算如有盈餘,應先彌補以往年度虧損,次提列百分之十為法定盈餘公 積及相關特別盈餘公積,如尚有盈餘應依股東會決議保留或分派之。
- 法定盈餘公積除彌補公司虧損及按股東原有股份之比例發給新股或現金外,不得使用之,惟發給新 股或現金者,以該項公積超過實收資本額百分之二十五之部分為限。
- 本公司民國 110 年及 109 年度盈餘分派案分別於民國 111 年 6 月 27 日及民國 110 年 8 月 23 日經 股東會決議通過,列示如下:

	1	10 年度	109 年度		
		金額		金額	
提列法定盈餘公積	\$	26,881	\$	32,718	

4. 本公司截至民國 112 年 4 月 24 日止,民國 111 年度盈餘分配案尚未經董事會決議。

B. Defined contribution plan

- (a) Effective July 1, 2005, the Company established a defined contribution pension plan (the "New Plan") under the Labor Pension Act, covering all regular employees with R.O.C. nationality. 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.
- (b) The net pension cost recognised under the defined contribution plan for the years ended December 31, 2022 and 2021 amounted to \$171,052 and \$168,830, respectively.

(12) Share capital

As of December 31, 2022, the Company's authorised and paid-in capital was \$10,000,000, consisting of 1 billion shares of ordinary share, with a par value of \$10 (in dollars) per share. All proceeds from shares issued have been collected.

For the years ended December 31, 2022 and 2021, the Company's ordinary shares outstanding at the beginning and end of year was 1,000,000 thousand shares for both years.

(13) Capital surplus

Pursuant to the R.O.C. Company Act, capital surplus arising from paid-in capital in excess of par value on issuance of common stocks and donations can be used to cover accumulated deficit or to issue new stocks or cash to shareholders in proportion to their share ownership, provided that the Company has no accumulated deficit. However, capital surplus should not be used to cover accumulated deficit unless the legal reserve is insufficient.

(14) Retained earnings

- A. Under the Company's Articles of Incorporation, the current year's earnings, if any, shall first be used to offset prior years' operating losses, then 10% of the remaining amount shall be set aside as legal reserve and set aside related special reserve. The remainder, if any, to be retained or to be appropriated shall be resolved by the shareholders at the shareholders' meeting.
- B. Except for covering accumulated deficit or issuing new stocks or distributing cash to shareholders in proportion to their share ownership, the legal reserve shall not be used for any other purpose. The use of legal reserve for the issuance of stocks or distribution of cash to shareholders in proportion to their share ownership is permitted, provided that the distribution of the reserve is limited to the portion in excess of 25% of the Company's paid-in capital.
- C. The distributions of retained earnings for the years ended December 31, 2021 and 2020 as resolved at the shareholders' meeting on June 27, 2022 and August 23, 2021, respectively, are as follows:

	Fc	or the years en	ded Dec	ember 31,
		2021		2020
d	\$	26,881	\$	32,718

D. As of April 24, 2023, the distribution of retained earnings for the year ended December 31, 2022 has not yet been resolved by the Board of Directors.

(十五)營業收入

	 111 年度		110 年度
運輸收入	\$ 12,855,308	\$	11,733,158
代理收入	1,832,026		1,618,037
其他	 1,607,329		1,406,913
	\$ 16,294,663	\$	14,758,108

(十六)其他收入

	 111 年度	 110 年度
租賃收入	\$ 498,050	\$ 508,814
賠償收入	26,749	57,795
利息收入	 42,335	 40,641
其他	 34,065	 43,518
	\$ 601,199	\$ 650,768

(十七)其他利益及損失

	111 年度		110 年度	
處分投資利益(註)	\$	18,619	\$	35,203
處分不動產、廠房及設備損失	(674)	(860)
淨外幣兑換利益		561		723
廉價購買利益		5,065		-
其他	(2,479)	(3,520)
	\$	21,092	\$	31,546

註:請詳附註六 (二)1 之説明。

(15) Operating revenue

	For the years ended December 31			
	 2022		2021	
Fare income	\$ 12,855,308	\$	11,733,158	
Agency income	1,832,026		1,618,037	
Others	 1,607,329		1,406,913	
	\$ 16,294,663	\$	14,758,108	

(16) Other income

	 2022	 2021
Leasehold income	\$ 498,050	\$ 508,814
Compensation income	26,749	57,795
Interest income	 42,335	 40,641
Others	 34,065	 43,518
	\$ 601,199	\$ 650,768

(17) Other gains (losses)

		2022		2021
Gain on disposal of investment (Note)	\$	18,619	\$	35,203
Loss on disposal of property, plant and equipment	(674)	(860)
Net currency exchange gain		561		723
Bargain purchase gain		5,065		-
Others	(2,479)	(3,520)
	\$	21,092	\$	31,546

Note: Refer to 6(2)A.

(十八)費用性質之額外資訊

	 111 年度	_		110 年度
不動產、廠房及設備折舊費用	\$ 465,247	9	6	472,712
無形資產攤銷費用	8,847			4,514
員工福利費用	 7,390,776	_		7,209,222
	\$ 7,864,870	S	6	7,686,448

- 依本公司之章程規定,本公司依當年度獲利狀況扣除累積虧損後,如尚有餘額,應提撥員工酬勞不 低於 0.1% 且不高於 7%,董監酬勞係依軍公教人員兼職費支給表及交通部交路 90 字第 047317 號 函給付。
- 本公司民國 111 年及 110 年度員工酬勞估列金額分別為 \$4,374 及 \$5,550;董監酬勞估列金額分別 為 \$1,643 及 \$1,580,前述金額帳列薪資費用科目,經民國 111 年 5 月 26 日董事會決議通過之民國 110 年員工酬勞金為 \$185,與民國 110 年財務報表認列之差異 (\$5,365)已調整於民國 111 年度之 損益。

(十九)所得稅

- 1. 所得税費用
 - (1) 所得税費用組成部分:

	111 年度			110 年度
當期所得税:	\$	27,198	\$	35,931
永久性差異之所得税影響數	(17,207)	(8,600)
未分配盈餘加徵		12,097		14,723
以前年度所得税高估	(7,663)	(8,243)
當期所得税總額		14,425		33,811
遞延所得税:				
暫時性差異之原始產生及迴轉		1,087	(69)
遞延所得税總額		1,087	(69)
所得税費用	\$	15,512	\$	33,742

(18) Expenses by nature

	For the years ended Decemb			
		2022		2021
Depreciation charges on property, plant and equipment	\$	465,247	\$	472,712
Amortisation charges on intangible assets		8,847		4,514
Employee benefit expenses		7,390,776		7,209,222
	\$	7,864,870	\$	7,686,448

- A. Under the Company's Articles of Incorporation, a ratio of profit of the current year distributable, after covering accumulated losses, shall be distributed as employees' compensation. The ratio shall not be lower than 0.1% and shall not be higher than 7%. Directors' and supervisors' remuneration will be accrued based on the Part-Time Payment Standards for Concurrently Serving Military, Civil and Teaching Personnel and (90) Jiao-Lu-Zi Letter No. 047317 of Ministry of Transportation Communications.
- B. For the years ended December 31, 2022 and 2021, employees' compensation was accrued at \$4,374 and \$5,550, respectively; while directors' and supervisors' remuneration was accrued at \$1,643 and \$1,580, respectively. The aforementioned amount was recognised in salary expenses. The employees' compensation resolved by the Board of Directors on May 26, 2022 was \$185, the difference with the amount recognised in the 2021 financial statements was (\$5,365) which had been adjusted in the profit or loss for 2022.

(19) Income tax

- A. Income tax expense
 - (a) Components of income tax expense:

	For the years ended Decem			
		2022		2021
Current income tax on profits for the year	\$	27,198	\$	35,931
Tax effect of permanent differences	(17,207)	(8,600)
Additional tax on unappropriated earnings		12,097		14,723
Prior year income tax overestimation	(7,663)	(8,243)
Total current income tax		14,425		33,811
Deferred income tax:				
Origination and reversal of temporary differences		1,087	(69)
Total deferred income tax		1,087	(69)
Income tax expense	\$	15,512	\$	33,742

(2) 與其他綜合損益相關之所得税金額

		111 年度		110年度
確定福利計畫之精算損益	(\$	76,722)	(\$	30,810)
2. 所得税費用與會計利潤關係				
		111 年度		110 年度
税前淨利按法定税率計算之所得税	\$	28,285	\$	35,862
按税法規定應剔除之費用		-		20
按税法規定免課税之所得	(17,207)	(8,620)
以前年度所得税高估數	(7,663)	(8,243)
未分配盈餘加徵		12,097		14,723
	\$	15,512	\$	33,742
- 遞延所得税資產: 暫時性差異:	<u>111</u> 年	12月31日	<u>110</u> 年	E 12月31日
未實現兑換損失	\$	-	\$	64
應計退休金負債		386,170		462,892
存貨跌價		14,588		14,588
小青十		400,758		477,544
- 遞延所得税負債:				
未實現兑換利益	(10)		-
廉價購買利益	(1,013)		-
小計	(1,023)		
合計	\$	399,735	\$	477,544

4. 本公司可享有之投資抵減明細及未認列為遞延所得税資產之相關金額如下:

111年12月31日			
		未認列遞延	
抵減項目	尚未抵減餘額	所得税資產税額	最後抵減年度
研究與發展支出	\$ 1,547	\$ 1,547	110-111
110年12月31日			
		未認列遞延	
抵減項目	尚未抵減餘額	所得税資產税額	最後抵減年度
研究與發展支出	\$ 5,330	\$ 5,330	109-110

5. 本公司營利事業所得税業經税捐稽徵機關核定至民國 109 年度。

(b) The income tax charge relating to components of other comprehensive income is as follows:

		For the years ended December 31,			
		2022		2021	
Remeasurement of defined benefit plan	(\$	76,722)	(\$	30,810)	

B. Reconciliation between income tax expense and accounting profit

		For the years ended December 31		
		2022		2021
Tax calculated based on profit before income tax and statutory tax rate	\$	28,285	\$	35,862
Expenses disallowed by tax regulation		-		20
Tax exempt income by tax regulation	(17,207)	(8,620)
Prior year income tax overestimation	(7,663)	(8,243)
Additional tax on unappropriated earnings		12,097		14,723
	\$	15,512	\$	33,742

C. Amounts of deferred tax assets or liabilities as a result of temporary differences are as follows:

	December 31, 2022		Decen	December 31, 2021	
 Deferred income tax assets: 					
Temporary differences					
Unrealised exchange loss	\$	-	\$	64	
Accrued pension liabilities		386,170		462,892	
Allowance for inventory obsolescence		14,588		14,588	
		400,758		477,544	
 Deferred income tax liabilities: 					
Temporary differences	(10)		-	
Unrealised exchange gain	(1,013)		-	
Bargain purchase gain	(1,023)		-	
	\$	399,735	\$	477,544	

D. Details of the amount the Company is entitled as investment tax credit and unrecognised deferred income tax assets are as follows:

December 31,	2022
--------------	------

				Unrecognised	
Qualifying items	Unused	d tax credits	deferred in	come tax assets	Expiry year
Research and development expenditure	\$	1,547	\$	1,547	110-111
December 31, 2021					
				Unrecognised	
Qualifying items	Unused	d tax credits	deferred in	come tax assets	Expiry year
Research and development expenditure	\$	1,547	\$	1,547	109-110

E. The Company's income tax returns through 2020 have been approved by the Tax Authority.

(二十)現金流量補充資訊

僅有部分現金支付之投資活動:

		111 年度		110 年度
購置不動產、廠房及設備	\$	238,714	\$	308,012
減:受贈資產	(2,768)	(1,735)
本期支付現金	\$	235,946	\$	306,277

七、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
臺北市政府	持有本公司股份 73.75% 之主要股東
交通部	持有本公司股份 17.14% 之股東
新北市政府	持有本公司股份 8.75% 之股東
悠遊卡投資控股股份有限公司(註)	本公司採權益法評價之被投資公司
悠遊卡股份有限公司(註)	本公司採權益法評價之被投資公司
捷邦管理顧問股份有限公司(註)	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(註)	臺北市政府之轉投資事業
註:係為關聯企業	

(二)與關係人間之重大交易事項

1. 其他營業收入及其他收入

	 111 年度	 110 年度
代理收入:		
臺北市政府 (詳(1))	\$ 839,921	\$ 645,802
新北市政府 (詳 (2))	992,105	972,235
電子票證服務及租金等收入:		
臺北市政府	10,248	10,879
新北市政府	209	208
關聯企業	62,278	53,065
其他收入:		
臺北市政府 (詳 (4))	 -	 10,132
	\$ 1,904,761	\$ 1,692,321

(20) Supplemental cash flow information

Investing activities with partial cash payments:

	For the years ended December 31			
		2022		2021
Acquisition of property, plant and equipment	\$	238,714	\$	308,012
Less: Donated assets	(2,768)	(1,735)
Cash paid during the year	\$	235,946	\$	306,277

7. RELATED PARTY TRANSACTIONS

(1) Names and relationship of related parties

Names of related parties	Relationship
Taipei City Government (TCG)	Majority stockholder of the Company for 73.75%
Ministry of Transportation Communication (MOC)	Stockholder of the Company for 17.14%
New Taipei City Government (NTCG)	Stockholder of the Company for 8.75%
EasyCard Investment Holding Co., Ltd. (Note)	Investee accounted for under the equity method of the Company
EasyCard Corporation (Note)	Investee accounted for under the equity method of the Company
Metro Taipei Consulting Service Ltd.(MTCS) (Note)	Investee accounted for under the equity method of the Company
Metropolitan Transport Corporation(MTC) (Note)	Investee of TCG

Note: Associates.

(2) Summary of significant transactions and balances with related parties

A. Other operating revenues and other income

	For the years ended December 31,			
		2022		2021
Agency income				
TCG (refer to (a))	\$	839,921	\$	645,802
NTCG (refer to (b))		992,105		972,235
Electronic ticket service and lease revenue, etc.				
TCG		10,248		10,879
NTCG		209		208
Associates		62,278		53,065
Other income				
TCG (refer to (d))				10,132
	\$	1,904,761	\$	1,692,321

- (1)代理收入主係受臺北市政府委託經營管理貓空纜車系統、臺北小巨蛋及臺北市立兒童新樂園,本 公司經營管理之實際營業總收入扣除實際營業總支出(不含本公司依契約規定將相關盈餘交付臺 北市政府之金額)後,若有剩餘,應先扣除依當年度營利事業所得税率計算之税額,提撥該數額 百分之二十作為本公司相關人員提升經營效能之激勵,其餘應全額交付臺北市政府;若有虧損, 應由臺北市政府全額彌補本公司。
- (2)代理收入主係新北市政府同意由臺北市政府交付本公司營運捷運環狀線第一階段(環一),本公司 經營管理之實際營業總收入扣除實際營業總支出後,若有剩餘,應先扣除依當年度營利事業所得 税率計算之税額,及委託營運管理費用後,其餘部分應全額撥付新北市政府;若有虧損,另加委 託營運管理費用後,由新北市政府全額彌補並撥付本公司。新北市政府及本公司如需繳納營業税, 委託營運管理費用、虧損彌補或盈餘繳交金額應外加營業税。
- (3)電子票證服務係本公司與關聯企業簽訂「悠遊卡票證業務服務契約」,依契約規定有關悠遊卡票 證業務產生之收入。其收入及支出為每月結算並於次月收付款。
- (4) 其他收入主係受臺北市政府委託經營中山、東區及西門地下街,本公司依建築物房屋課税現值年息提撥百分之十作為固定權利金,並依經營管理之實際營業總收入扣除實際營業總支出後,若有剩餘先彌補以前年度虧損後提撥百分之五十,作為臺北市政府之變動權利金。

2. 其他營業成本及業務費用

	 111 年度	 110 年度
代理費用 (表列「其他營業成本」):		
臺北市政府	\$ 780,247	\$ 645,802
新北市政府	971,862	954,331
悠遊卡清算手續費 (表列「營業成本」及「營業費用」):		
關聯企業	 89,739	 80,813
	\$ 1,841,848	\$ 1,680,946

代理費用及悠遊卡清算手續費請分別詳附註七(二)1.之説明。

- (a) TCG entered into a management contract with the Company and appointed the Company to operate the Maokong Gondola, Taipei Arena and Taipei Children's Amusement Park. Under the contract, if the total operating revenue exceeds the actual total operating expenditures (excluding the earnings for payment to TCG according to the contract), 20% of the excess shall be granted as a bonus to the Company for management efficiency after deducting income tax calculated based on current year income tax rate, and the remaining amount shall be returned to TCG. Losses, if any, shall be reimbursed to the Company by TCG.
- (b) TCG entered into a management contract agreed by NTCG with the Company and appointed the Company to operate the Taipei MRT Circular line Phase I (Circular I). Under the contract, if the amount of total operating revenue exceeds the actual total operating expenditures, the excess less operating fees and income tax calculated based on current year income tax rate shall be remitted to TCG. Losses plus operating expenses, if any, shall be reimbursed to the Company by NTCG. Business tax shall be levied on operating expenses, deficit offset and earnings return if NTCG and the Company have an obligation to pay business tax.
- (c) The Company signed an "EasyCard Business Services Agreement" with associates. The handling charges and rental revenue are due in the following month.
- (d) TCG entered into a contract with the Company and appointed the Company to operate the Zhongshan, East District and Ximen Metro Mall. Under the contract, the Company appropriates an annual interest of 10% on the taxable present value of the buildings and structures as a fixed royalty. Also, if the amount of total operating revenue exceeds the actual total operating expenditures, 50% of the excess, after offsetting prior years' operating losses, is appropriated as TCG's floating royalty.

	For the years ended December 31,			
		2022		2021
Agency expenses (shown as "other operating costs")				
TCG	\$	780,247	\$	645,802
NTCG		971,862		954,331
Handling charges (shown as "other operating costs" and "operating expenses")				
Associates		89,739		80,813
	\$	1,841,848	\$	1,680,946

B. Other operating costs and operating expenses

Refer to Note 7(2)A for agency expenses and handling charges.

	111 年	111年12月31日		₣ 12 月 31 日
應收帳款:				
臺北市政府	\$	565,226	\$	486,596
新北市政府		512,936		501,976
關聯企業		3,628		
		1,081,790		993,312
其他應收款:				
臺北市政府		47,835		100,146
新北市政府		16,738		
關聯企業		19		
		64,592		100,328
	\$	1,146,382	\$	1,093,640

- (1) 應收帳款係本公司因辦理臺北市政府交通局、社會局、教育局及新北市政府交通局與社會局等所 委託代辦事項(定期票、敬老票、愛心票及愛心陪伴票補助款等),以及因附註七(二)1.所述交 易產生之應收款項及代理事業虧損補貼款。
- (2) 其他應收款係本公司因辦理臺北市政府教育局、捷運工程局、財政局、臺北市公共運輸處、市場處、 新北市政府捷運工程局等委託代辦事項之應收款項等。
- 4. 應付關係人款項

	111 年 12 月 31 日		110年12月31日	
應付票據:				
關聯企業(註1)	\$	2,988	\$	10,423
應付帳款:				
關聯企業(註1)		34,009		14,315
其他應付款:				
臺北市政府(註2)		537,504		43
關聯企業(註1)		18,199		16,923
		555,703		16,966
	\$	592,700	\$	41,704

註1:係附註七(二)2.所述交易產生之應付款項。

註 2:係附註七 (二)1.、2.及5.所述交易產生之應付款項。

C. Receivables from related parties

	December 31, 2022	December 31, 2021	
Accounts receivable			
TCG	\$ 565,226	\$ 486,596	
NTCG	512,936	501,976	
Associates	3,628	4,740	
	1,081,790	993,312	
Other receivables			
TCG	47,835	100,146	
NTCG	16,738	182	
Associates	19		
	64,592	100,328	
	\$ 1,146,382	\$ 1,093,640	

- (a) The Company was engaged to handle certain business activities (such as subsidies for tickets for all pass, senior, charity and escort, etc.) for the Department of Transportation, TCG, Department of Social Welfare, TCG, Department of Education, TCG, Department of Transportation, NTCG, and Department of Social Welfare, NTCG. Therefore, there are accounts receivable arising from the aforementioned arrangements and receivables and operating-differential subsidy to agency business arising from the transaction described in Note 7(2) A.
- (b) Other receivables pertain to receivables arising from the arrangements by the Department of Education, TCG, Department of Rapid Transit Systems, TCG, Department of Finance, TCG, Taipei City Public Transportation Office, Taipei City Market Administration Office and Department of Rapid Transit Systems, NTCG etc.
- D. Payables to related parties

	Decem	December 31, 2022		December 31, 2021	
Notes payable					
Associates (Note a)	\$	2,988	\$	10,423	
Accounts payable					
Associates (Note a)		34,009		14,315	
Other payables					
TCG (Note b)		537,504		43	
Associates (Note a)		18,199		16,923	
		555,703		16,966	
	\$	592,700	\$	41,704	

Note a: These are payables described in Note 7(2)B.

Note b: These are payables described in Note 7(2)A, B, and E.

5. 租金支出(表列「輸儲成本」)

	 111 年度	 110 年度
臺北市政府	\$ 2,362,566	\$ 1,214,515

本公司於民國 100 年 8 月與臺北市政府續簽臺北都會區大眾捷運系統財產租賃契約,租賃契約書自 民國 100 年 1 月生效至民國 104 年 12 月止,自民國 105 年起陸續續簽該約至民國 115 年 12 月 31 日。

自民國 109 年度起租金為核定之重置經費、重置經費百分之十五及挹注自償性經費,繳入重置基金 專戶及臺北市政府捷運工程局。重置基金管理委員會同意因考量本公司受嚴重特殊傳染性肺炎疫情影 響營運而調減民國 110 年度租金 \$4,485,485, 惟審計處於民國 110 年度總決算審查意見,認為本公 司自償性經費應依預算數執行,故本公司於民國 111 年 8 月補繳 110 年度租金 3.35 億餘元,實質減 租金額下降至 41.5 億元;另調減民國 111 年度租金 \$1,722,920,後續將依實際結算與預算數之差額 進行調整,減免金額將於未來捷運系統設備重置計畫滾動檢討時納入考量。

因受疫情影響,本公司運量大幅下滑,故與臺北市政府協商應依據本公司經營條件及財務狀況,予以 調整原臺北都會區大眾捷運系統財產租賃契約協議中民國 113 年至 115 年之固定應繳交租金數額, 修改後租金繳交數額已於民國 112 年 4 月 21 日經臺北市政府用印確認,該條件修改將溯及自民國 112 年 1 月 1 日起生效。

6. 應付代收款 (表列「其他流動負債」)

	111	111年12月31日		110年12月31日	
應付代收款:					
臺北市政府	\$	324,116	\$	163,893	
新北市政府		-		2	
關聯企業		999		252	
	\$	325,115	\$	164,147	

此係附註七 (二)3. 所述委託代辦事項之應付款項及關聯企業之定期票代收款等。

E. Rental expenses (shown as "transportation costs")

	 For the years ended December 31			
	 2022		2021	
TCG	\$ 2,362,566	\$	1,214,515	

The Company entered into an agreement with TCG to lease properties of TMRTS in August 2011. The lease term is from January 2011 to December 2015. The lease term has been renewed up to December 31, 2026 starting from 2016.

Starting from 2020, the rental is calculated based on the assessed replacement appropriation, 15% of replacement appropriation and injection of self-liquidating appropriation, which is deposited to the replacement fund account of Mass Rapid Transit Bureau, TCG. The replacement fund administrative committee agreed to reduce the rental in the amount of \$4,485,485 for the year ended December 31, 2021 due to the impact of the COVID-19 pandemic on the operations. However, based on the reviews of the 2021 general financial statements by the ADTC, the Company's self-liquidating appropriation shall be enforced based on the budget amount. Therefore, the Company made up a 2021 rental shortfall of \$335 million in August 2022, and the actual rental reduction amount decreased to \$4.15 billion. In addition, the rental for the year ended December 31, 2022 was reduced in the amount of \$1,722,920, which would be subsequently adjusted based on the differences between the actual settlement and the budget amount. The rent concessions will be taken into consideration during the rolling review for the equipment replacement plan of MRT system in the future.

The Company experienced a decrease in passenger traffic volume due to the impact of the COVID-19 pandemic. Consequently, the Company negotiated with TCG to adjust the fixed rental due for the period from 2024 to 2026 as specified in the original leasing agreement on properties of TMRTS based on the Company's operating conditions and financial position. The modified rental amount has been approved and confirmed by TCG on April 21, 2023 and the modified condition took effect retrospectively from January 1, 2023.

F. Receipts under custody (shown as "other current liabilities")

	Decem	December 31, 2022		December 31, 2021	
Receipts under custody					
TCG	\$	324,116	\$	163,893	
NTCG		-		2	
Associates		999		252	
	\$	325,115	\$	164,147	

The receipts under custody is the payable from agent appointment described in Note 7(2)C and for payable of all pass tickets.

7. 暫收款項(表列其他非流動負債)

	111年	12月31日	110年12月31日	
暫收款項				
臺北市政府(註1)	\$	74,304	\$	54,767
關聯企業 (註 2)		3,221		7,767
	\$	77,525	\$	62,534

註1:係附註七(二)3.(2)所述委託代辦事項產生之暫收款項等。

註 2:係附註七 (二)1.(3)所述交易產生之暫收款項。

8. 遞延補助收入(表列「其他非流動負債」)

	111 年 12 月 31 日		110年12月31日		
遞延補助收入					
臺北市政府	\$	_	\$	4,577	

此係臺北市政府核撥補助「全部閘門建置多卡通服務功能計畫」及交通部補助「臺北捷運多卡通電子 票證整合轉乘服務計畫」計畫案產生之遞延收入。於民國 111 年及 110 年度認列之政府補助收入(表 列「營業收入-其他營業收入」)分別為 \$4,577 及 \$23,308。

八、重大或有負債及未認列之合約承諾

(一)截至民國 111 年 12 月 31 日止,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歐元 6,769 仟元。

(二)本公司以營業租賃方式承租之交易請詳附註七(二)5.之說明。

九、重大之期後事項

請詳附註七 (二)5. 之說明。

G. Temporary credit (shown as "other non-current liabilities")

	Decemb	per 31, 2022	December 31, 202		
Temporary credit					
TCG (Note a)	\$	74,304	\$	54,767	
Associates (Note b)		3,221		7,767	
	\$	77,525	\$	62,534	

Note a: Refer to Note 7(2)C (b) for description.

Note b: Refer to Note 7(2)A (c) for description.

H. Deferred government grants revenue (shown as "other non-current liabilities")

	December 3	December 31, 2022		oer 31, 2021
遞延補助收入				
臺北市政府	\$		\$	4,577

Deferred revenue arose from the TCG grant for 'Service program for introducing multi-card electronic ticketing at all gates' and MOC grant for 'Integrated transfer service program for multi-card electronic tickets on the Taipei Metro'. The grant revenue from the government (recorded as "operating revenues - other operating revenues") amounted to \$4,577 and \$23,308 for the years ended December 31, 2022 and 2021, respectively.

8. SIGNIFICANT CONTINGENT LIABILITIES AND UNRECOGNISED CONTRACT COMMITMENTS

(1) As of December 31, 2022, the Company had unused letters of credit in the amount of EUR 6,769 thousand for the purchase of materials and equipment.

(2) For the details of operating lease transactions, refer to Note 7(2)E.

9. SIGNIFICANT EVENT AFTER BALANCE SHEET DATE

Refer to Note 7(2)E.

十、財務報表表達

財務報表之審定調整及重編

 (一)本公司民國 110 年度之決算,業於民國 111 年 8 月 1 日經審計部臺北市審計處審定完竣,並依審定結果 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	\$ 11,693,373	(\$ 4,686)	\$ 11,688,687	附註十(二)
非流動資產	7,495,189		7,495,189	
資產總計	\$ 19,188,562	(\$ 4,686)	\$ 19,183,876	
負債				
流動負債	\$ 3,430,314	(\$ 938)	\$ 3,429,376	附註十(二)
非流動負債	3,303,951		3,303,951	
負債合計	6,734,265	(938)	6,733,327	
業主權益	12,454,297	(3,748)	12,450,549	
負債及業主權益				
總計	\$ 19,188,562	(\$ 4,686)	\$ 19,183,876	

10. PRESENTATION OF FINANCIAL STATEMENTS

Audit adjustment and restatement of financial statements

A. On August 1, 2022, Audit Department in Taipei ("ADTC") has examined the Company's 2021 financial statements. The adjustments were made to the financial statements according to the results of the audit and are listed as follows:

	會計師查核數		調整金額	審計處審定數	說明
Balance sheets					
Assets					
Current assets	\$ 11,693,373	(\$	4,686)	\$ 11,688,687	附註十(二)
Non-current assets	 7,495,189			 7,495,189	
Total assets	\$ 19,188,562	(\$	4,686)	\$ 19,183,876	
Liabilities					
Current liabilities	\$ 3,430,314	(\$	938)	\$ 3,429,376	附註十(二)
Non-current liabilities	 3,303,951			 3,303,951	
Total liabilities	 6,734,265	(938)	 6,733,327	
Owner's equity	 12,454,297	(3,748)	 12,450,549	
Total liabilities and					
owner's equity	\$ 19,188,562	(\$	4,686)	\$ 19,183,876	

	Ĩ	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	\$	14,758,108	\$	-	\$	14,758,108	
營業成本	(13,388,513)	(4,686)	(13,393,199)	附註十(二)
營業毛利		1,369,595	(4,686)		1,364,909	
營業費用	(1,874,263)			(1,874,263)	
營業淨利	(504,668)	(4,686)	(509,354)	
營業外收入及支出		688,668				688,668	
税前純益		184,000	(4,686)		179,314	
所得税費用	(34,680)		938	(33,742)	附註十(二)
本期純益	\$	149,320	(\$	3,748)	\$	145,572	
確定福利計畫之再衡量數	\$	154,050	\$	-	\$	154,050	
備供出售金融資產							
未實現評價損益	(25,155)		-	(25,155)	
採用權益法認列關聯企業							
及合資之其他綜合損益							
之份額	(59)		-	(59)	
與其他綜合損益組成部分							
相關之所得税	(30,810)		-	(30,810)	
其他綜合損益淨額	\$	98,026	\$		\$	98,026	

(二)調整金額説明:

經審計部臺北市審計處調整,迴轉減列重置基金自償租金提撥數並調整其所得税影響數,故調增「營業 成本」\$4,686 及調減「其他應收款-關係人」\$4,686 並調減「所得税費用」\$938 及「當期所得税負債」 \$938。

		audited financial statements	J	Adjustments		examination by ADTC	Note
Statement of comprehensive income							
Operating revenue	\$	14,758,108	\$	-	\$	14,758,108	
Operating costs	(13,388,513)	(4,686)	(13,393,199)	10B
Gross profit		1,369,595	(4,686)		1,364,909	
Operating expenses	(1,874,263)		-	(1,874,263)	
Loss from operations	(504,668)	(4,686)	(509,354)	
Non-operating income and expenses		688,668				688,668	
Profit before income tax		184,000	(4,686)		179,314	
Income tax expense	(34,680)		938	(33,742)	10B
Profit for the year	\$	149,320	(\$	3,748)	\$	145,572	
Defined benefit plan remeasurements	\$	154,050	\$	-	\$	154,050	
Unrealised loss on valuation							
of available-for-sale financial assets	(25,155)		-	(25,155)	
Share of other comprehensive							
loss of associates and joint							
ventures accounted for under equity method	(59)		-	(59)	
Income tax relating to the components of							
other comprehensive income	(30,810)		-	(30,810)	
Other comprehensive income	\$	98,026	\$		\$	98,026	

B. Details of adjustment amount:

As part of the adjustments made by ADTC, the appropriation of self-liquidating rental for replacement fund was reversed and deducted, and its tax effect was adjusted. Accordingly, operating cost and other receivables due from related parties increased and decreased by \$4,686 and \$4,686, and income tax expense and current income tax liabilities decreased by \$938 and \$938, respectively.



