



台北捷運公司二〇〇六年年報  
TAIPEI RAPID TRANSIT CORPORATION ANNUAL REPORT 2006



台北大眾捷運股份有限公司  
TAIPEI RAPID TRANSIT CORPORATION

台北市中山北路2段48巷7號  
7, Lane 48, Sec.2, Zhongshan  
N. Rd., Taipei, Taiwan, R.O.C.  
<http://www.trtc.com.tw>

GPN:2008600086

ISSN 18109179



工本費：170元 Cost：\$ 170



台北捷運公司2006年年報

Annual Report 2006





首長的話	02	Messages from the Company Heads
臺北捷運營運10年重要紀事 (1996~2006)	06	Milestones - A Decade of Taipei Metro (1996-2006)
組織架構	08	Organization
營運概況	14	Operation
經營成果	34	Achievements
公共關係與行銷活動	54	Public Relations and Marketing
國際與學術經驗技術交流	70	International Experiences
10年重要統計資料 (1996~2006)	76	Summary of Statistics of the Decade (1996-2006)
2006年財務報表暨會計師查核報告	78	2006 Financial and Audit Reports

### 繽紛“票”亮

捷運系統雖起於歐洲，但在各地生根之後，仍然會吸取當地風土民情，並衍生出各種不同的捷運文化。除了列車色彩、造型和車站設計風格之外，捷運系統最不可或缺的元素就是乘客手中流通的票卡了。

歐洲捷運票卡的設計走樸實路線，僅符合使用需求和捷運快捷形象；然而臺北捷運票卡設計範圍包羅萬象、千變萬化，除了展現捷運公司對台灣整體文化的關切外，也揭示了其邁向國際的企圖心。從捷運各路線通車紀念、台灣景點介紹、市政觀念宣導、藝術文化賞析到時下流行時尚資訊分享等等，小小的一張捷運卡除了方便使用之外，也承載了台灣過去不同生活面向的精華，可被視為台北人文歷史的結晶。

今年我們以「捷運票卡」作為2006年報的主軸，在匯集數據資料和報表間，穿插最具代表性的票卡設計，讓讀者一面了解捷運公司在營運上的用心、一面欣賞捷運走過的精彩歷史畫面。

捷運人鳥標誌單程票  
Single-journey Ticket  
發行日期：1996.03.28起發行







## 董事長的話

自1996年3月28日第1條捷運路線木柵線通車以來，迄2006年已屆滿10年。10年來，隨著淡水線、中和線、新店線、板橋線、南港線、土城線和小南門線等路線通車，建構出臺北都會區之初期路網，也架構出臺北都會交通的運輸主幹，藉由「捷運為主、公車為輔」的運輸模式，臺北都會區的大眾運輸服務更臻完善，民眾欲往返於木柵、淡水、中和、新店、南港及土城等地區，已更為快速便捷，不僅生活空間變寬廣，也拉近了人與人之間的距離。

臺北捷運除了帶給民眾安全、便捷的運輸服務外，更本著顧客至上、精益求精的服務熱誠，結合社區資源與人文藝術，營造出活潑而優質的新捷運文化，並提供多樣性的行銷活動，改變交通運輸業者之刻板印象，讓更多民眾走進捷運，享受捷運。隨著民眾對休閒生活的重視，高鐵通車「一日生活圈」形成，以及臺北市政府委託本公司營運之貓空纜車通車，觀光休閒旅次勢必日益增加，臺北捷運除持續整合觀光資源，發行觀光旅遊摺頁，提供旅遊相關資訊，並配合臺北市政府推動發行臺北觀光護照Taipei Pass，讓旅客除可以靈活運用捷運及公車到達目的地，還同時享有觀光景點、餐廳、旅館等折扣優惠。另

為鼓勵旅客搭乘捷運時養成閱讀風氣，提昇並塑造捷運文化環境，亦規劃於捷運系統內發行捷運報，使臺北捷運成為除了上班上學的主要交通工具外，也是民眾生活、休閒與資訊來源的好伙伴。

展望至2016年的下一個十年，臺北捷運系統營運路網規模將再增加一倍，平均每日運量估計將超過240萬人次。當交通動脈延伸的同時，臺北都會區將產生第2次的空間革命，交通、環境、文化、商業活動等層面亦將同步受到影響。就交通面而言，捷運遠期路網完成，再透過如公車等接駁運具，大眾運輸工具將如微血管般綿密延伸，搭乘大眾運輸工具比率將再提昇，進而帶動整體生產力及休閒活動的提昇。就環境面而言，期待隨著私人運具使用比率的降低，空氣污染、噪音等問題獲得改善，綠色城市的願景將指日可待。

捷運路網為臺北都會區生活及商業活動帶來方便，進而發展高素質社區，捷運沿線社區的民眾亦可為路網提供穩定的乘客量，在此雙贏的層面下，臺北捷運秉承公司的使命及願景，以提昇市民生活素質及社區發展為己任，使得「捷運不只是捷運」，更能結合食、衣、住、行、育、樂，成為全面性服務的優質生活提供者。

陳椿亮

## From the Chairman

Since March 28<sup>th</sup> 1996, when the first line of the Taipei Metro system, the Muzha Line, was opened, the Taipei Rapid Transit Corporation (TRTC) has been serving the community for over a decade. In the past 10 years, TRTC has continued to build on the initial transportation network in metropolitan Taipei, completing the Danshui, Zhonghe, Xindian, Banqiao, Nangang, Tucheng, and Xiaonanmen lines. This completed the foundation of the network as well as lay out the main backbone for the future. Centered on the Taipei Metro System and reinforced by the bus network, Taipei City is now interwoven with a convenient public transportation web, which brings the residents of Taipei City into a larger living space and pulls people closer as traveling to Muzha, Danshui, Zhonghe, Xindian, Nangang, and Tucheng is no longer a difficult journey.

Other than bringing safer and more convenient public transportation services to the city of Taipei, TRTC takes a further step to cultivate a new and lively lifestyle of modern living. Through integration of community resources, arts and cultures, we initiated a series of marketing activities that takes the company beyond the stereotype image of city transportation; that is, we made the rapid transit system more friendly and accessible to the residents of Taipei. Nowadays, people demand high-quality living. TRTC makes the “One-Day Living Circle” possible. Beyond providing high-quality transportation services, we make extra effort to

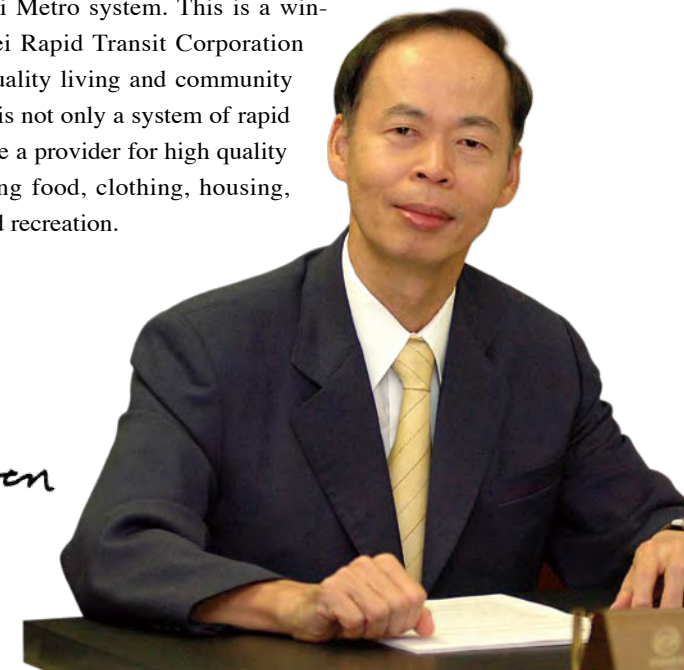
integrate tourism resources and produce tourist information materials as well as coordinating with the Taipei City Government to promote the Taipei Pass. With which, the Taipei Metro System becomes not only a mode of transportation but also an integration of tourism resources – visitors to Taipei are not only transported around by the convenient Taipei Metro network but also treated to a wide range of tourist spots and restaurant/hotel discounts. The new addition of the Maokong Gondola, commissioned by the Taipei City Government and managed as part of the Taipei Metro system, will surely attract more people to the beautiful city of Taipei. The Taipei Rapid Transit Company is also the city’s partner for knowledge and information. Taipei Metro is now a major mode of transportation for commuting workers and students. To encourage reading, Taipei Rapid Transit Company is planning to publish a Metro newspaper, which is expected to become a major source of lifestyle information and news.

Looking into the next decade, the Taipei Metro System is expected to expand to twice its current dimensions and transporting over 2.4 million persons a day. As the arterial structure of the city expands, the metropolitan area of Taipei will experience another revolution in the way space is utilized; the moving lines, environment, culture, and business activities will all be shaped in a new manner around this new transport network. From the aspect of public transportation, the future Taipei Metro lines plus bus shuttles will weave the system into a closely-knit network just like the veins branching out from the arteries, and this convenient system will increase the residents’ willingness to use public transportation. As the city moves faster, the city’s productivity will be higher and the residents will have more time for recreational activities. From the aspect of environmental protection, the convenient transportation network will lower the rate of private vehicle use, which directly and indirectly solves the problems of air and noise pollution. The prospect of Taipei as a green city awaits in the near future.

The Taipei Metro network brings convenience to everyday living and business activities in the city. High quality communities begin to develop along the lines, and the residents along the lines form the stable customer base for the Taipei Metro system. This is a win-win situation, and the Taipei Rapid Transit Corporation is dedicated to promoting quality living and community development. “Taipei Metro is not only a system of rapid transit” – we strive to become a provider for high quality living in all senses, including food, clothing, housing, transportation, education, and recreation.

Richard C.L. Chen

Richard C.L. Chen



## 總經理的話

自臺北捷運木柵線通車後，10年來舒適便捷的捷運系統，已為臺北都會區交通帶來嶄新面貌。2006年5月31日板橋線第二階段及土城線加入臺北捷運營運行列，服務範圍跨越板橋及土城地區，與原服務路網正式「連通」，不僅縮短通行時間，也間接改善鄰近都會區交通問題，對於提供行的便利性，再向前邁進一大步。目前全系統營運通車路線共計8條，營運里程數為74.4公里，營運車站共有69個，平均每日逾110萬人次搭乘，累積載客量於2006年12月11日超過25億人次，距1998年12月22日突破1億人次，在不到8年的時間，臺北捷運旅運量成長約25倍。由此可知，臺北捷運在擔負大臺北都會區主要運輸工具之一的角色上，已居於不可或缺的地位。

通車10週年以來，臺北捷運秉持創新、積極、服務的精神，持續進行多項改善乘車環境及提昇運輸服務品質的措施，包括推出悠遊卡票證系統、實施捷運與公車雙向定額轉乘優惠、改善隧道

內行動電話通訊、設立24小時客服中心、建置車站無線寬頻上網、辦理攜帶腳踏車假日可

搭捷運、新設雙層腳踏車架等。此外，對於婦女關懷也十分用心，除設置夜間婦女候車區、車站廁所求救鈴與尿布臺等設施外，並於人潮眾多的動物園站、

淡水站及臺北車站設置哺乳室，讓哺乳媽媽有一私密妥善的專用空間。另一方面，臺北捷運對提昇營運安全更是不遺餘力，除於江子翠站、關渡站與淡水站等3站完成「月台軌道侵入偵測預警系統」外，目前正進行高運量48個車站之建置作業，全案預計2008年完成。2006年12月1日在旅客進出的主要轉乘站臺北車站（淡水線與南港線）與忠孝復興站6側的月台正式啟用「月台門」，啟用後可避免旅客跌落軌道或物品掉落，對乘客安全及系統的可靠度有多一道防護與保障。英國倫敦帝國學院軌道技術策略中心（RTSC）於2006年9月18日來函指出，臺北捷運系統之可靠度，繼2004年之後，2005年在Nova與CoMET組織的25個會員中，仍蟬聯世界第一，營運成果再次獲得國際肯定，安全品質與服務水準與世界接軌並超越之。

隨著科技進步與生活環境改善，旅客對系統服務品質的要求漸趨嚴格，本公司除不斷自我要求外，也積極參考國外軌道運輸業者作法，汲取營運成功經驗，持續推動服務措施之改善與增進。依2006年底所進行之「臺北捷運旅客滿意度調查」，旅客整體滿意度達91.6%，顯示大多數的旅客都對臺北捷運的服務感到滿意。

展望未來，本公司將秉持積極、創新的優良傳統，繼續堅守工作崗位，致力提昇系統安全與服務品質，相信經由員工改革意願及組織再造，未來經營績效將會不斷提昇，持續朝向「臺北捷運，世界一流」的願景邁進。

蔡輝昇

## From the President

Since the opening of the Muzha Line, the Taipei Metro system has been providing comfortable transportation for the Taipei Metropolitan area for a decade. On May 31<sup>st</sup> 2006, the second phase of the Banqiao Line and the Tucheng Line successively joined the service of Taipei Metro and TRTC's services were officially extended into the Banqiao and Tucheng areas. These second-phase projects are connected to the original Taipei metropolitan network to shorten the time of commuting as well as improving the traffic in the satellite cities of Taipei. It is a giant step by the Taipei Rapid Transit Corporation (TRTC) to achieve its goal of providing a network of convenient transportation. Currently, there are eight lines in the whole of the Taipei Metro system, stretching 74.4 kilometers and linking 69 stations. An average of 1.1 million persons use the Taipei Metro system daily, and the passenger volume has reached an accumulated 2.5 billion persons as of December 11<sup>th</sup> 2006. In a short period of eight years since the passenger volume broke the record of 100 million on December 22<sup>nd</sup> 1998, the passenger volume of Taipei Metro has grown 25 fold. This indicates that the Taipei Metro system has become an indispensable part in the serious matter of Taipei's transportation.

淡水線通車紀念車票 ▶  
Danshui Line Inauguration Commemorative Ticket  
發行日期：1997.03.28



Creative, proactive, and service-oriented, for 10 years, TRTC has continued to improve the quality of transportation and services, including the EasyCard system, the Metro-Bus transit discount, in-tunnel communication, 24-hour customer service centers, in-station wireless Internet, holiday bicycle transport, and double-layer bicycle racks. For the protection of women and children, we set up the high-time women waiting zones, washroom emergency alarms, and diaper-changing tables at most stations and nursing rooms at the Danshui and Taipei Main Stations to provide nursing mothers a private and undisturbed space for baby care.

Furthermore, TRTC has also been making great efforts to improve the safety of the Taipei Metro system. Installation of the Track Intrusion Detection System has been completed at the Jiangzicui, Guandu, and Danshui stations, and the rest of the 48 stations are expected to be equipped with this system by 2008. On December 1<sup>st</sup> 2006, the Platform Gates at the busiest Taipei Main Station (Danshui and Nangang Lines) and Zhongxiao-Fuxing Station were officially activated, which adds one more layer of protection to prevent passengers and objects from falling onto the tracks. The Railway and Transport Strategy Center (RTSC) of the Imperial College London sent a letter to TRTC on September 18<sup>th</sup> 2006, indicating that the Taipei Metro system has been consecutively rated as the most reliable system among the 25 Nova and CoMET member countries since 2004. Taipei Metro not only meets the safety and service standards of a world-class system; it now surpasses them.

Technologies are advancing and new lifestyles create a higher quality of life. Passengers of the Taipei Metro system are demanding better services. TRTC will learn from the experiences of others and continue to improve our services. The Passenger Satisfaction Survey conducted at the end of 2006 shows that 91.6% of Taipei Metro users are satisfied with the services.

Looking into the future, TRTC will continue to be proactive and creative, as demanded by the traditions of TRTC, and we will dedicate ourselves to making the Taipei Metro system a better and safer system. We believe that Taipei Metro will become a first class system in the world as TRTC continues to strive for better and higher performance.

Huel-Sheng Tsay

Huel-Sheng Tsay



臺北捷運營運10年重要紀事  
(1996~2006)

Milestones - A Decade of  
Taipei Metro (1996-2006)





# 1996

## 03.28

首條無人駕駛中運量捷運系統—木柵線通車，營運總長度及車站數為10.5公里及12個車站，並辦理通車前4星期免費搭乘活動。

The first medium capacity auto-pilot Taipei Metro line, the Muzha Line, which runs through 10.5 kilometers and 12 stations, began a four-week free test-ride.



## 08.05

辦理捷運旅客突破5百萬人次抽獎活動。A lottery activity was held to celebrate the record-breaking 5 million passengers.

## 11.15

實施捷運轉公車單向轉乘優惠。The one-way transit discount scheme commenced.

## 12.04

慶祝木柵線累計運量達1千萬人次活動。An activity was held to celebrate the breaking of 10 million passengers on the Muzha Line.



# 1997

## 03.28

首條高運量捷運系統—淡水線（淡水站—中山站）通車，營運長度增加21.2公里，車站數增加19站。

The first high capacity Taipei Metro line, the Danshui Line (Danshui to Zhongshan), began operated, which increased 21.2 kilometers and 19 stations.



## 03.28

慶祝淡水線通車，提供兩週之免費試乘。A two-week free test-ride was held in celebration of the opening of the Danshui Line.

## 05.19

立法院通過「公營大眾捷運股份有限公司設置管理條例」。

The Legislative Yuan passed the “Public Mass Transit Corporation Administration Ordinance”.

## 12.25

發行捷運一日票。Issuing of Taipei Metro One-day Pass.

## 12.25

淡水線通車至臺北車站，營運總長度及車站數增加為32.4公里及32站。

The Danshui Line was opened to Taipei Main Station, which increased the total length of the Taipei Metro system to 32.4 kilometers and 32 stations.



# 1998

## 03.14

木柵線累積運量達3千萬人次慶祝活動。Celebration of 30 million passengers on the Muzha Line.

## 05.02

確認公司在「顧客至上，品質第一」的經營理念下，以「臺北捷運，世界一流」為願景。

“Taipei Metro, First Class in the World” goal realized based on the motto of “Customer First, Quality First”.

## 06.01

營運時間由22時30分延長至23時。Extended operation hours from 22:30 to 23:00 daily.

## 07.20

木柵線「旅客運送服務」通過ISO 9002認證，成為國內第一家通過認證之公營運輸服務業。Certified by ISO 9002 for Muzha Line’s Passenger Transportation Services.

## 12.22

累積運量突破一億人次。Accumulated volume reached 100 million persons.



## 12.24

中和線及新店線北段通車，營運總長度及車站數增加為40.3公里及39站。

The north section of the Xindian and Zhonghe Lines began operation, which increased the total length of the Taipei Metro system to 40.3 kilometers and 39 stations.

# 1999

## 04.01

車站月台區設置「夜間婦女候車專區」。Set up the nighttime waiting zone for women.

## 06.17

首座生飲機在臺北車站啟用。The first drinking fountain was set up at Taipei Main Station.

## 10.18

首度開駛捷運接駁公車，共49條路線。Shuttle buses commenced operation – 49 lines in total.

## 11.11

新店線全線通車，營運總長度及車站數增加為48.7公里及47站。

The complete Xindian Line began operation, which increased the total length of the Taipei Metro system to 48.7 kilometers and 47 stations.



## 12.13

為降低新北投支線噪音，調整新北投支線營運時間，自7時至21時行駛電聯車，6時至7時及21時至23時採免費接駁公車方式取代。

To solve the noise problem of the Xinbeitou Line, the trains were rescheduled to run from 07:00 to 21:00. The hours between 06:00 to 07:00 and 21:00 to 23:00 were serviced by free shuttle buses.

## 12.24

板橋線（龍山寺站—西門站）及南港線（西門站—市政府站）通車，營運總長度及車站數增加為56.4公里及56站。

The Banqiao (Longshan Temple to Ximen) and Nangang (Ximen to City Hall) Lines began operation, which increased the total length of the Taipei Metro lines to 56.4 kilometers and 56 stations.

# 2000

## 01.01

系統跨年營運43小時，創新最長營運時數紀錄，並安然度過千禧年危機。

The system maintained continuous operation for 43 hours, which broke the record for the longest consecutive operation hours, to ease the crowd attending the Millennium New Year Eve activities.

## 03.06

轉投資成立「臺北智慧卡票證股份有限公司」。

TRTC invested in the founding of the Taipei Smart Card Corporation.

## 08.31

板橋線（龍山寺站—新埔站）暨小南門線通車，營運總長度及車站數增加為61.9公里及59站。

The Banqiao (Longshan Temple to Xinpu) and Xiaonanmen lines began operation, which increased the total length of Taipei Metro lines to 61.9 kilometers and 59 stations.

## 12.16

單日運量超越百萬人次。Passenger volume broke one million in a single day.

## 12.22

延長營運至深夜十二時。Operations extended to midnight 12:00.



## 12.30

南港線（市政府站—昆陽站）全線通車，營運總長度及車站數增加為65.1公里及62站。

The complete Nangang Line began operation, which increased the total length of the Taipei Metro lines to 65.1 kilometers and 62 stations.

# 2001

## 01.04

累積運量突破五億人次。The accumulated passenger volume broke 500 million.

## 03.28

辦理慶祝捷運通車5週年活動。Celebrations of Taipei Metro’s Fifth Anniversary.



## 05.25

高運量捷運系統「旅客運送服務」通過ISO 9002驗證。Certified by ISO 9002 for High-Capacity Taipei Metro System “Passenger Transportation Services”.

## 09.17

納莉颱風致災，捷運系統16個車站、南港機廠及高運量行控中心淹水，部分路線停止運轉。

Typhoon Nari caused flooding in 16 stations, the Nangang depot, and the high-capacity control center. Part of the system suspended operation.



# 2002

## 02.07

導入公司新企業識別系統(CIS)，以「Metro Taipei」作為全新服務品牌。Initiated the new CIS system; the Taipei Metro system was officially marketed under the brand name of Metro Taipei.

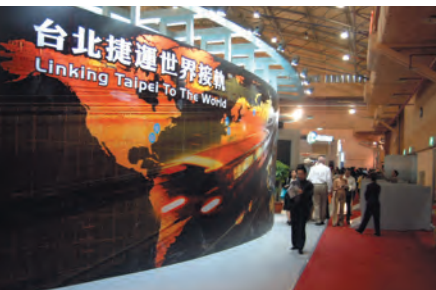


## 03.07

全面修復因納莉風災而中斷之營運路線及車站。Completely restored the Taipei Metro lines and stations damaged by Typhoon Nari.

## 04.25

辦理「2002年臺北國際捷運博覽會」。2002 World Metro Symposium and Exhibition, Taipei.



## 04.29

系統內GSM行動電話全線暢通。GSM mobile phone system was officially activated.

## 06.12

「悠遊卡」上市。EasyCard was officially launched.

## 07.14

北投機廠訓練活動中心開放民眾使用。Beitou Depot Training and Recreation Center officially opened to the public.

## 08.27

完成全系統車站大廳旅客資訊顯示系統。Passenger information systems at all station lobbies were officially activated.

# 2003

## 05.11

因應嚴重急性呼吸道症候群（SARS）疫情，採取「未戴口罩不得搭乘捷運」世界首創之措施。Implemented “wear a mask on Taipei Metro” during SARS.



## 10.06

榮獲第五屆行政院服務品質獎之最高殊榮「市政品質獎(整體類)」。

Won the “City Quality (Overall)” Award at the fifth Public Service Awards hosted by the Executive Yuan.



## 11.01

實施捷運公車雙向轉乘定額優惠措施。Implemented the two-way transit discount scheme.

## 12.19

臺北車站與臺北凱撒飯店首件連通案。Completed the linking underpass between Taipei Main Station and Taipei Caser Hotel.



# 2004

## 04.23

完成高運量全車隊「列車旅客資訊顯示系統」。

Completed the Passenger Information System at all high-capacity lines.

## 05.28

轉投資成立捷邦顧問公司。Reinvested and founded Metro Consulting Service Ltd.

## 07.29

辦理公司成立十週年慶生會暨24小時客服中心開幕儀式等系列活動。Celebration of TRTC’s 10<sup>th</sup> anniversary and opening of the 24-hour customer service center.



## 09.29

小碧潭支線完工通車（七張站—小碧潭站），營運總長度及車站數增加為67.0公里及63站。

The Xiaobitan Line (Qizhang to Xiaobitan) began operation, which increased the total length of the Taipei Metro to 67.0 kilometers and 63 stations.

## 11.10

完成捷運忠孝復興站與太平洋SOGO百貨連通。Completed the linking pass between Zhongxiao-Fuxing Station and SOGO Department Store.

## 12.23

淡水線北投站啟用全國首座捷運雙層腳踏車架。Launched the first double-decker bicycle racks at Beitou Station (Danshui Line).



# 2005

## 04.01

捷運與公車雙向轉乘優惠容許時間2小時改為1小時。The two-way transit discount was reduced from two hours to one hour.

## 04.20

舉辦「2005年Nova國際鐵路聯會第7屆年會」。Hosted the 2005 Nova International Railway Confederation-the Seventh Annual Conference.

## 07.15

首次發行「捷運一日票悠遊卡」。Began issuing the Taipei Metro One-Day, Easy Card Pass

## 07.21

Nova國際鐵路聯會秘書單位RTSC來信通知，臺北捷運系統2004年在Nova及CoMET所有25個會員系統中，可靠度名列第一。

RTSC (secretariat unit of Nova International Railway Federation) sent a letter to TRTC, notifying that the Taipei Metro system has been consecutively rated as the most reliable system among the 25 Nova and CoMET member countries in 2004.



## 08.02

完成捷運系統無限寬頻網路建置。The Taipei Metro wireless Internet system was officially completed.

## 08.16

運量累積突破20億人次，8.13於淡水站舉行「運量突破20億 健康城市有活力」慶祝活動。

Hosted the “City of Health and Energy” activity on August 13<sup>th</sup> at Danshui Station in celebration of 2 billion accumulated passenger volume.



# 2006

## 03.08

捷運系統首間哺乳室於動物園站正式啟用。The first nursing room at the Muzha Zoo Station was officially opened.

## 03.28

舉辦通車營運滿10週年系列活動。Hosted the Taipei Metro Operation Tenth Anniversary celebration activities.



## 05.31

板橋線第2階段及土城線通車（新埔站—永寧站），營運總長度及車站數增加為74.4公里及69站。

Second phase Banqiao Line and Tucheng Line (Xinpu to Yongning station) began operation, which increased the total length of the Taipei Metro lines to 74.4 kilometers and 69 stations.



## 07.22

新型3車組電聯車於新北投支線和小碧潭支線上線營運。The new-type tri-section carriages began operation on the Xinbeitou and Xiaobitan lines.

## 09.18

Nova國際鐵路聯會秘書單位RTSC來信通知，臺北捷運2005年在Nova及CoMET25個會員系統中，可靠度蟬聯第一。

RTSC (secretariat unit of Nova International Railway Federation) sent a letter to TRTC, notifying that the Taipei

Metro system has been consecutively rated as the most reliable system among the 25 Nova and CoMET member countries in 2005.

## 09.30

捷運路網第三代行動電話（3G）服務正式開通。Third Generation mobile phone services were officially launched at the Taipei Metro network.

## 11.30

自行研發之「月台區軌道侵入偵測預警系統」，完成第1期江子翠站、關渡站及淡水站等設置。

Installation of the first-phase self-developed Track Intrusion Detection System was completed at the Jiangzicui, Guandu, and Danshui stations.

## 12.01

「月台門（臺北車站及忠孝復興站）、隔音牆啟用典禮暨運量突破25億人次」慶祝活動。Celebration for completion of the platform gates (Taipei Main Station and Zhongxiao-Fuxing Station) and insulation walls and 2.5 billion accumulated passenger volume.



## 12.11

累積運量突破25億人次。Broke 2.5 billion accumulated passenger volume.

## 12.31

配合跨年活動，再創單日運量新高紀錄157萬6,361人次。Broke the record for one-day passenger volume – 1,576,361 passengers were transported for New Year Eve activities

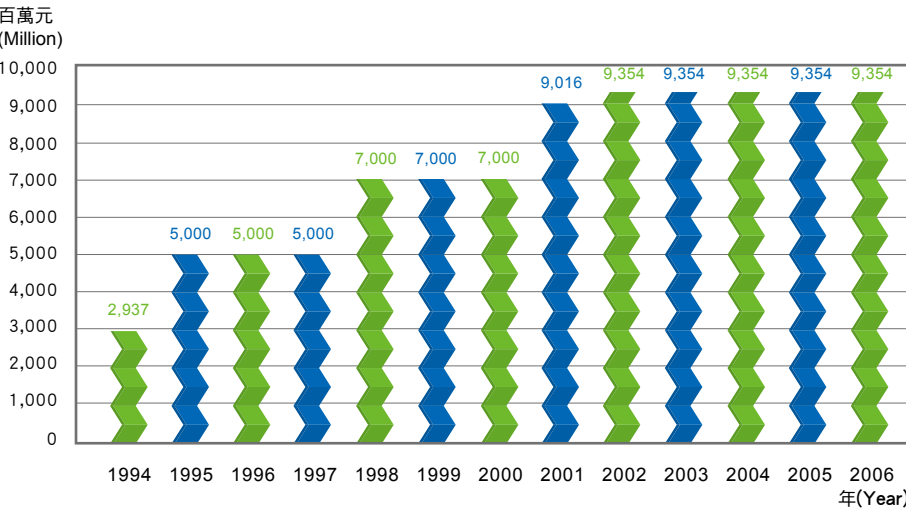




資本額與股東結構

臺北捷運公司於1994年7月29日由臺北市政府、臺灣省政府、臺北縣政府、唐榮公司、台北銀行、交通銀行、農民銀行七個法人團體籌資成立，登記資本為新台幣100億元，分為10億股，每股面額10元。成立時實收資本額為29億3,730萬元，1995年第一次股東增資新股發行，資本額達50億元，1998年第二次股東增資新股發行，資本額達70億元，2001年及2002年分別將盈餘轉增資20億1,600萬元及3億3,810萬元。截至2006年底止，實收資本額總計為新臺幣93億5,410萬元。

歷年實收資本額  
Actual Raised Capital by Year



2006年度股東結構如下所示：

股東名稱	總投資金額（元）	百分比
臺北市政府	6,898,247,860	73.75%
交通部	1,603,560,000	17.14%
臺北縣政府	818,483,750	8.75%
唐榮鐵工廠股份有限公司	33,407,500	0.36%
兆豐國際商業銀行	133,630	
合作金庫銀行	133,630	
臺北富邦商業銀行股份有限公司	133,630	
合計	9,354,100,000	100%

Structure of Capital and Shareholding

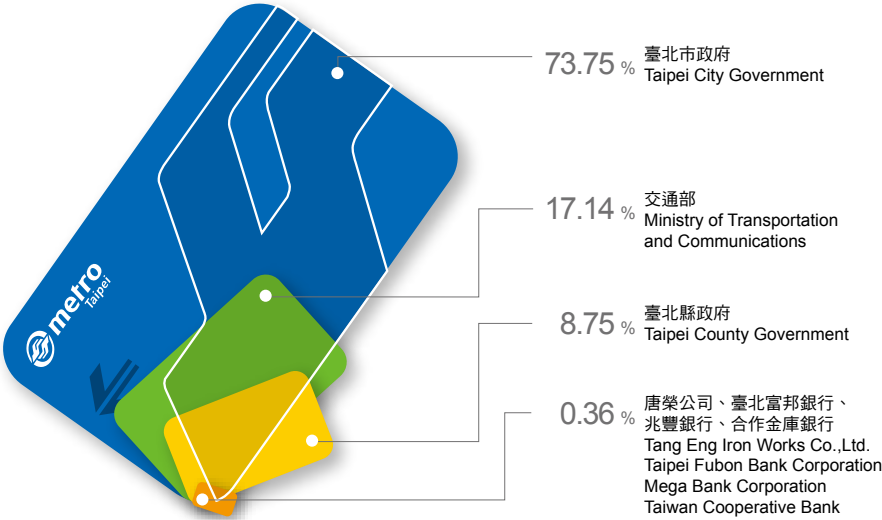
Taipei Rapid Transit Co. (TRTC) was officially formed on July 29<sup>th</sup> 1994 through investments of seven companies/organizations – Taipei City Government, Taiwan Provincial Government, Taipei County Government, Tang Eng Iron Works Co., Ltd., Taipei Bank, Chiao Tung Bank, and Farmers' Bank, with a registered capital of NT\$10 billion and issuance of 1 billion shares (face value NT\$10 per share). A total of NT\$2.93730 billion was raised at founding, and an additional NT\$5 billion was added from the first shareholder recapitalization in 1995. The second shareholder recapitalization was held in 1998, which raised NT\$7 billion, and, in 2001 and 2002, a sum of NT\$2.016 billion and NT\$0.3381 billion from the surplus was reinvested into the company. As of the end of 2006, a sum of NT\$ 9.35410 billion has been capitalized.



Structure of Shareholding - 2006

Name of Shareholder	Total Investment (NT\$)	Percentage %
Taipei City Government	6,898,247,860	73.75%
Ministry of Transportation and Communications	1,603,560,000	17.14%
Taipei County Government	818,483,750	8.75%
Tang Eng Iron Works Co., Ltd.	33,407,500	0.36%
Mega Bank Corporation	133,630	
Taiwan Cooperative Bank	133,630	
Taipei Fubon Bank Corporation	133,630	
Total	9,354,100,000	100%

資本結構圖  
Capital Structure







董事會（2006.12.31在任）

董事長 陳榕亮

- 常務董事 陳威仁（臺北縣政府副縣長）  
陳再來（成功大學管理學院兼任教授）  
陳武正（中華大學管理學院院長）  
楊煒東（交通部郵電司副司長）
- 董事 王卓鈞（臺北市政府警察局局長）  
王裕文（臺北大眾捷運股份有限公司產業工會理事長）  
吳豐盛（唐榮鐵工廠股份有限公司董事長）  
李明慧（交通部法規會執行秘書）  
翁瑞廷（臺北市政府研考會副主任委員兼代理主任委員）  
常岐德（臺北市政府捷運局局長）  
陳清秀（臺北市政府法規會主任委員）  
陳進財（南僑化學工業股份有限公司總裁）  
陳政庸（臺北市政府交通局副局长）  
蔡輝昇（臺北大眾捷運股份有限公司總經理）
- 常務監察人 陳高燦（臺北市政府主計處副處長）  
監察人 伍家志（交通部統計處專門委員）  
李永成（臺北市政府財政局主任秘書）  
鄧民治（臺北縣政府主任秘書）  
鐘昱男（臺北市政府人事處處長）  
（以上按姓氏筆畫排列）

Board of Directors (Dec. 31<sup>st</sup> 2006 current)

Chairman Richard C.L. Chen

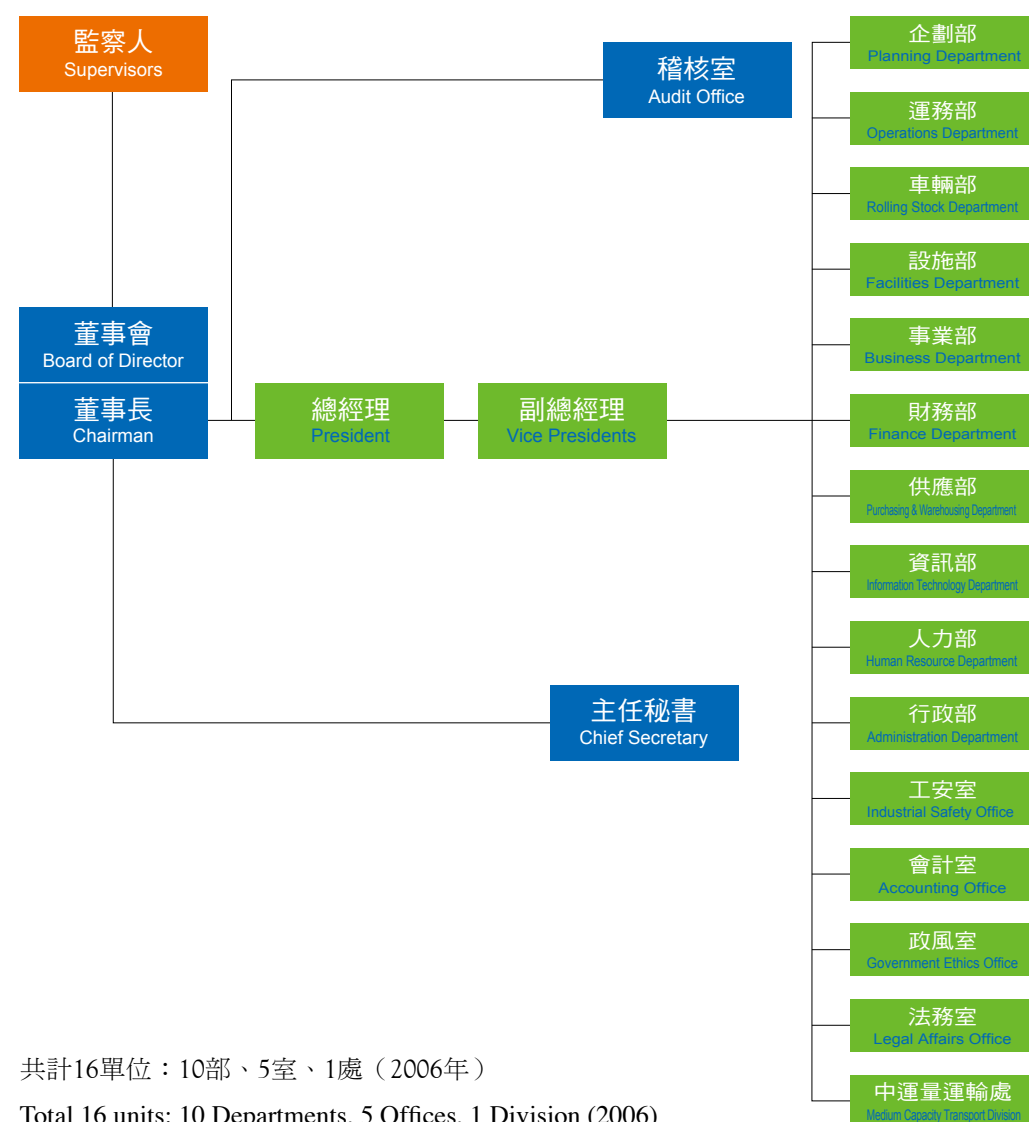
- Managing Directors William W.Z Chen (Deputy Mayor, Taipei County Government)  
Chai-Lai Chen (Professor, Cheng Kung University)  
Wu-Cheng Chen (Dean, School of Management, Chung Hua University)  
Hsi-Tung Yang (Deputy Director, Department of Post and Telecommunications, Ministry of Transportation and Communications)
- Directors Cho-Chiun Wang (Commissioner, Taipei City Police Department)  
Yu-Wen Wang (Director, Taipei Rapid Transit Corporation Union)  
Fong-Sheng Wu (Chairman, Tang Eng Iron Works Co., Ltd.)  
Ming-Huey Li (Executive Secretary, Committee of Administrative Laws & Regulations, Ministry of Transportation and Communications)  
Rui-Ting Weng (Deputy Chairperson, also enacting as the Chairperson, RDEC, Taipei City Government)  
Chi-Te Chang (Commissioner, Department of Rapid Transit Systems)  
Ching-Hsiu Chen (Chairperson, Committee of Administrative Laws & Regulations, Taipei City Government)  
Chin-Tsai Chen (CEO, Nam Chow Group)  
Jeng-Iong Chen (Deputy Commissioner, Department of Transportation and Communications)  
Huel-Sheng Tsay (President, Taipei Rapid Transit Corporation)
- Managing Supervisors Kao-Tsan Chen (Deputy Director, Department of Budget, Accounting and Statistics, Taipei City Government)
- Supervisors Chia-Chih Wu (Expert Committee, Department of Statistics, Ministry of Transportation and Communications)  
Yung-Chen Li (Chief Secretary, Department of Finance, Taipei City Government)  
Min-Chin Teng (Chief Secretary, Taipei County Government)  
Yu-Nan Zhong (Director, Personnel Office, Taipei City Government)







## 組織架構 Organizational Structure



共計16單位：10部、5室、1處（2006年）

Total 16 units: 10 Departments, 5 Offices, 1 Division (2006)

## 人力概況

公司成立至今，員工人數隨路網擴增及業務需要呈現增加趨勢，1996年3月28日木柵線通車時，員工人數為1,150人，1997年第一條高運量淡水線通車，員工人數增加至1,414人，2000年初期路網完成，員工人數成長至2,765人。2006年配合板橋線第二階段及土城線通車，員工人數達3,356人。

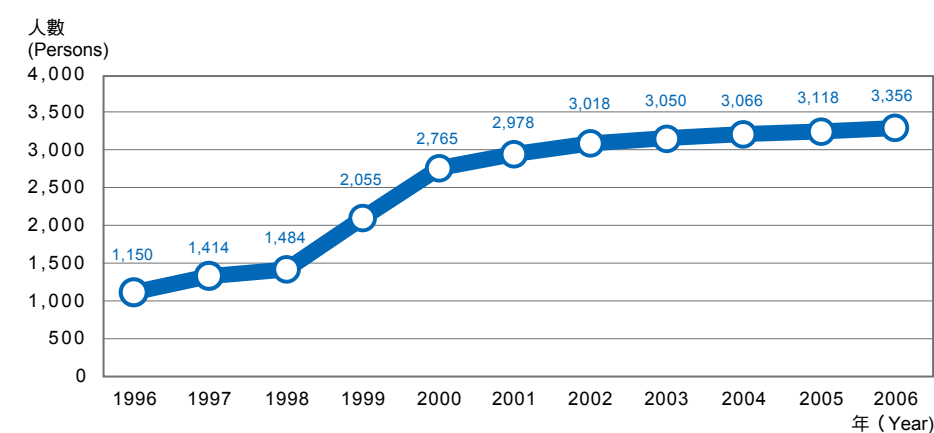
截至2006年12月31日公司人力概況如下：

- 1、員工總人數：3,356人
- 2、員工性別統計：男2,811，女545人
- 3、員工年齡統計：平均33.8歲
- 4、員工教育程度統計：博士3人，碩士320人，大學1,293人，專科1,271人，高中職458人，國中11人。

## Personnel

Since the founding of the Company, the number of employees has been increasing to meet the needs for network expansion. On March 28<sup>th</sup> 1996, when the Muzha Line began operation, the total number of employees was 1,150 persons. In 1997, when the first high-capacity line, the Danshui Line, began operation, the number of employees increased to 1,414, and up to year 2000, when the initial network was completed, the number of employees increased to 2,765 persons. As the second phase Banqiao and Tucheng Lines began operation, the count of employees grew to 3,356 persons.

歷年員工數  
No. of employees by years



TRTC's Employees (as of December 31<sup>st</sup> 2006)

1. Total employee count: 3,356 persons
2. Employee count by gender: male 2,811, female 545 persons
3. Average employee age: 33.8 years
4. Employee education: PhD - 3, Master - 320, Bachelor - 1,293, Associate - 1,271, High School - 458, Junior High School - 11.



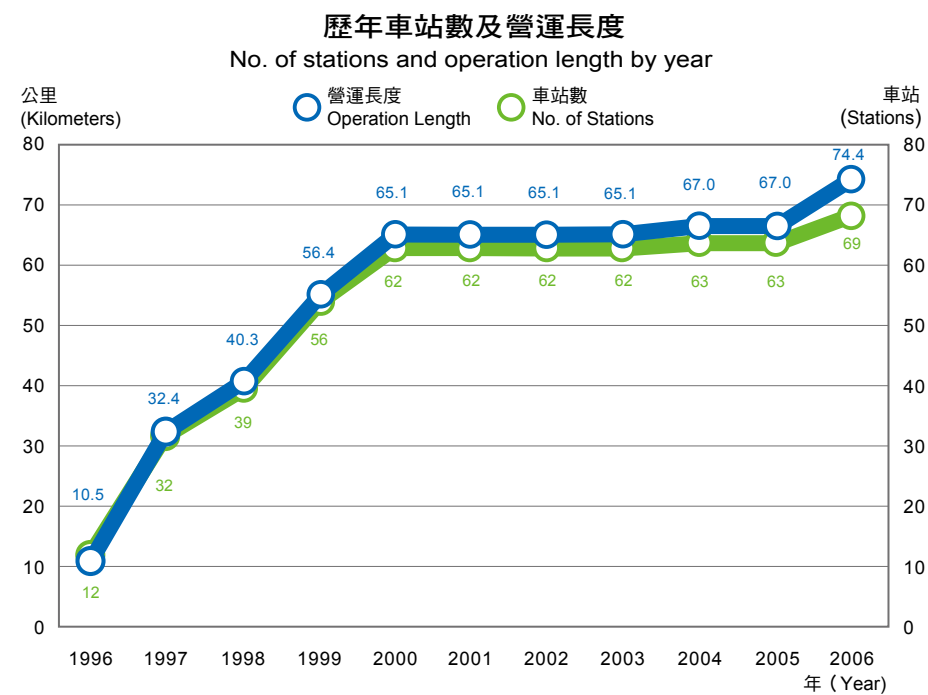


## 營運概況 Operation

自1996年3月28日木柵線通車，象徵臺北都會區交通運輸邁向一個新里程碑，1997年12月25日首條高運量系統淡水線全線通車後，中和線、新店線、板橋線陸續通車，2000年12月30日南港線全線通車，初期路網逐漸成形，當時營運總長度65.1公里、營運車站數62個車站。

該路網營運5年半後，板橋線第二階段及土城線於2006年5月31日

完工通車，正式加入營運行列（其間於2004年9月29日小碧潭支線通車增加1.9營運公里及1個車站）。至此，臺北捷運系統營運規模共有8條路線（木柵線、淡水線、新店線、中和線、南港線、板橋線、小南門線、板橋線及土城線），營運路線總長度74.4公里（建設里程數為76.6公里），車站數69個（含臺北車站及忠孝復興站2個主要轉運站）。



捷運雙十型路網通車紀念車票  
The Opening of the Double-Cross Transportation Network  
Commemorative Ticket  
發行日期：1999.12.24



On March 28<sup>th</sup> 1996, the Muzha Line began operation. Opening of the first Taipei Metro line marked a milestone in the development of the public transportation system of metropolitan Taipei. On December 25<sup>th</sup> 1997, the first high capacity transit system, the Danshui Line, began operation, and, successively, the Zhonghe, Xindian, and Banqiao lines were soon completed. On

December 30<sup>th</sup> 2000, the full Nangang Line was opened to the public, which completes the initial network of the Taipei Metro System. Total operations, at that time, stretched over 65.1km and 62 stations.

After five and half years of operation, the second phase Banqiao and Tucheng Lines were officially incorporated into the Taipei Metro network on May 31<sup>st</sup> 2006 (during which time, the Xiaobitan Line was completed, which services 1.9km with one station). At this point, the Taipei Metro System had eight lines (Muzha, Danshui, Xindian, Zhonghe, Nangang, Xiaonanmen, Banqiao, and Tucheng lines), serving 74.4km (milestones marked as 76.6km) with 69 stations (including the two main transit stations of Taipei Main Station and Zhongxiao-Fuxing Station).

台北捷運路網圖  
Route Map



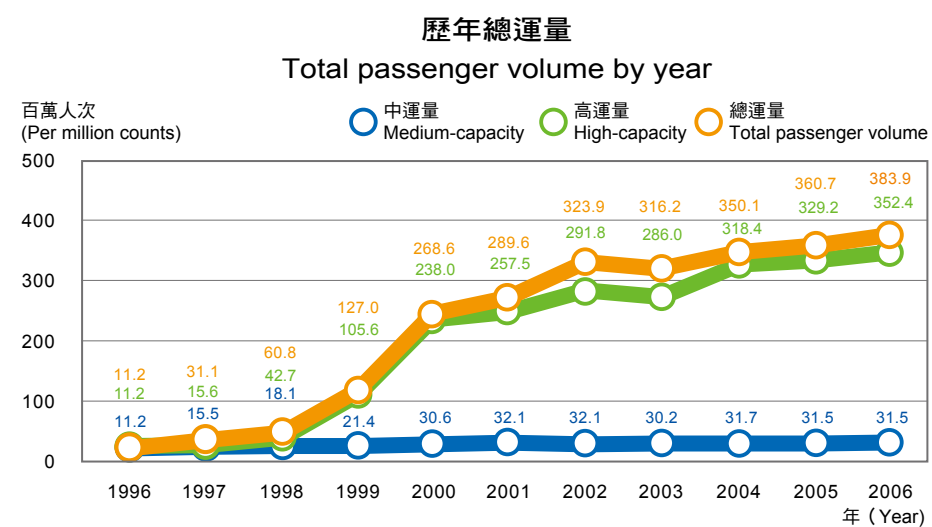
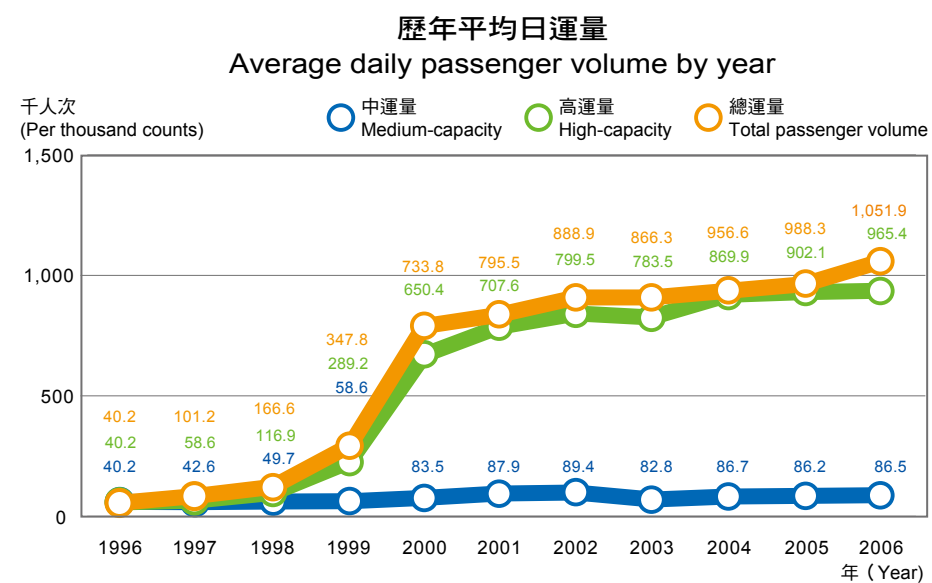




## 運輸本業經營

自1996年木柵線通車以來，平均日運量呈現增加趨勢，當年平均日運量4萬餘人次，1997年第一條高運量淡水線通車，運量增加至10萬餘人次，2000年初期路網完成，日運量成長至73萬餘人次。2003年因受SARS因素影響，平均日運量為86萬餘人次，較前一年稍微減少，2006年5月31日板橋線第二階段及土城線通車，當年平均日運量突破百萬人次，創下105萬餘人次之新高。

2006年全年計有3億8,394萬餘人次搭乘，平均日運量105萬1,911人次，較2005年平均每日運量98萬8,301人次，增加6萬3,610人次，增加比率達6.44%。高運量方面（淡水線、中和線、新店線、南港線、板橋線、土城線及小南門線），年總運量3億5,238萬餘人次、平均日運量96萬5千餘人次。中運量方面（木柵線），年總運量3,156萬餘人次，平均日運量8萬6千餘人次。



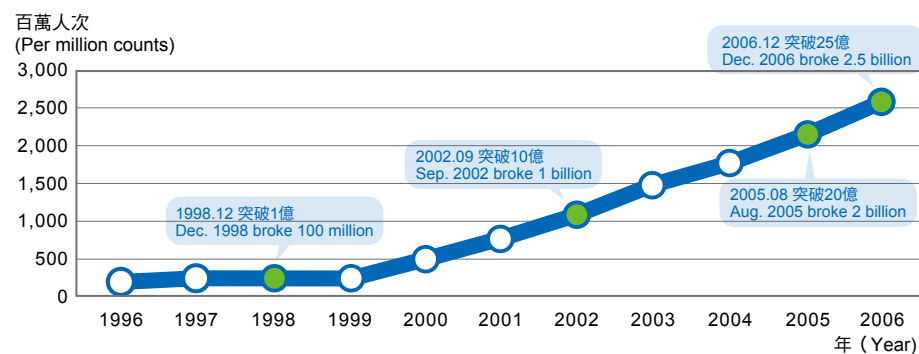
## Main Business

Since the Muzha Line began operation in 1996, the daily passenger volume has been growing. At the time, the average daily passenger volume was around 40 thousand, but after the first high-capacity line, Danshui Line, began operation, the passenger volume surged to around 100 thousand. In 2000, when the initial Taipei Metro network was completed, the daily passenger volume once again grew to around 730 thousand. The year of 2003 was affected by the SARS epidemic; during which time, the passenger volume shrank slightly to 860 thousand daily. The opening of the second phase Banqiao and Tucheng Lines on May 31<sup>st</sup> 2006 marked a new height of 1.05 million passengers per day transported by the Taipei Metro System.





臺北捷運系統累積運量圖  
Accumulated passenger volume of the Taipei Metro System



在服務水準方面，自通車以來，尖離峰班距除2001年受納莉風災影響外，皆呈現穩定縮短的趨勢，顯示臺北捷運系統服務水準持續提昇。2006年中、高運量平均尖峰班距，分別為2分50秒及4分56秒，離峰平均班距為4分57秒及5分46秒，均符合系統目標值（中運量尖峰2~4分鐘、離峰4~7分鐘；高運量尖峰3~7分鐘、離峰5~10分鐘）。

為提昇捷運各路線尖峰時段旅客量較高區間之服務水準（包括南港線「臺北車站—忠孝復興站」間，及中和線「頂溪站—士林站」間），自2006年5月31日土城線通車日起，板橋、南港、土城線尖峰加班車由原3列車5班次，增加為5列車10班次。中和線則自10月份

起，由原2班加班車，增為5班次。實施後，高運量主尖峰承載率已由土城線通車前之每平方公尺4.85人降為3.96人，人潮擁擠情形獲得大幅改善。另為服務夜間搭車旅客，提供更為便捷之乘車環境，自2006年10月2日起，夜間23時後列車班距由原15分鐘縮短至12分鐘。

另在準點率方面，除1997年高運量通車初期未達系統目標值外，其餘各年皆達成系統設定之目標值95%，除持續致力於維持系統穩定度，並定期辦理模擬演練及溫故訓練，以縮短突發事故之反應時間，有效達到高準點的運輸服務，2006年中、高運量更達到99.78%及99.84%。



1,000元儲值票  
NT\$1,000 of Store-valued Ticket  
發行日期：2000.02.20



In the area of service quality, the headway between trains during peak and non-peak hours has been steadily shortened since Taipei Metro began operation, except in 2001 during Typhoon Nari and the restoration period. This indicated that the Taipei Metro System has been maintaining a certain level of service quality. In 2006, the gap-time between trains for the mid/high capacity lines during

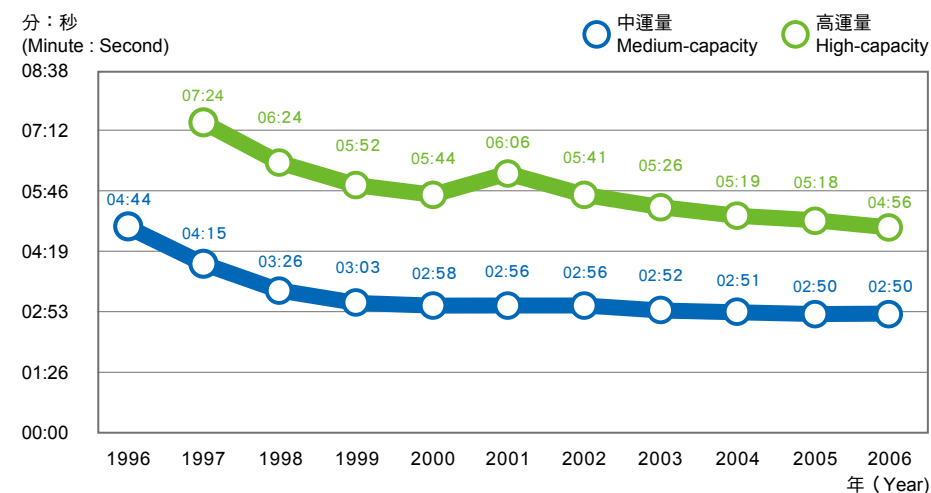


peak hours averaged at 2 minutes 50 seconds/4 minutes 56 seconds and 4 minutes 57 seconds/5 minutes 46 seconds during non-peak hours. Both sets of average values fall inside of the target range (mid capacity peak hours 2-4 minutes, non-peak 4-7 minutes; high capacity peak hours 3-7 minutes, non-peak 5-10 minutes).

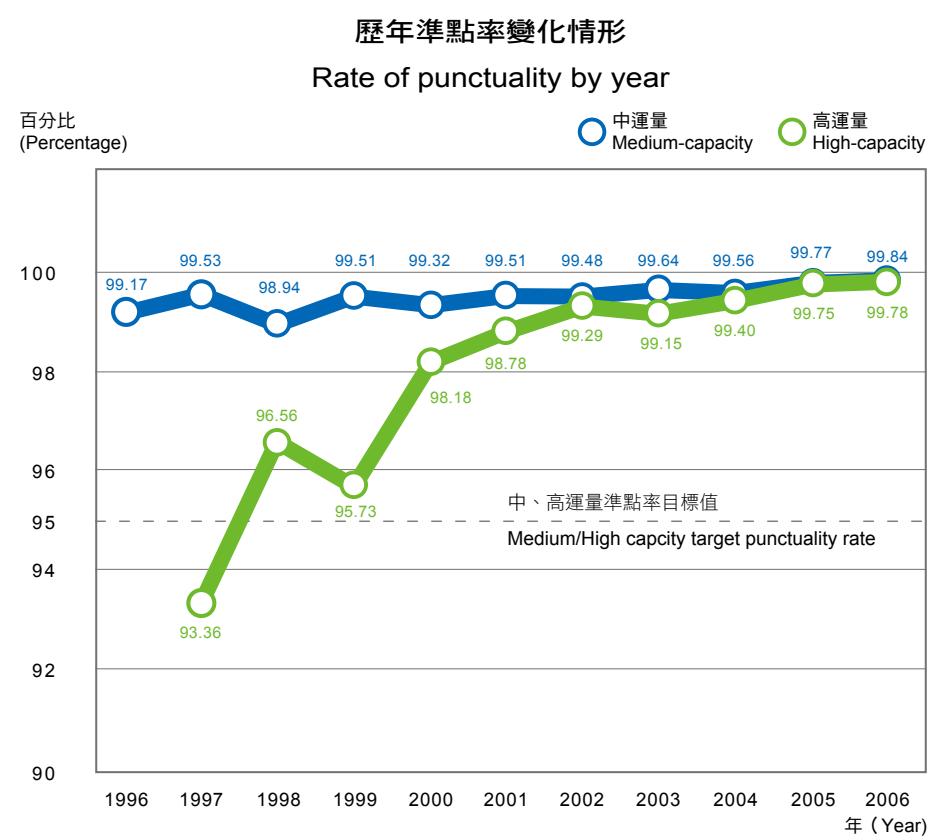
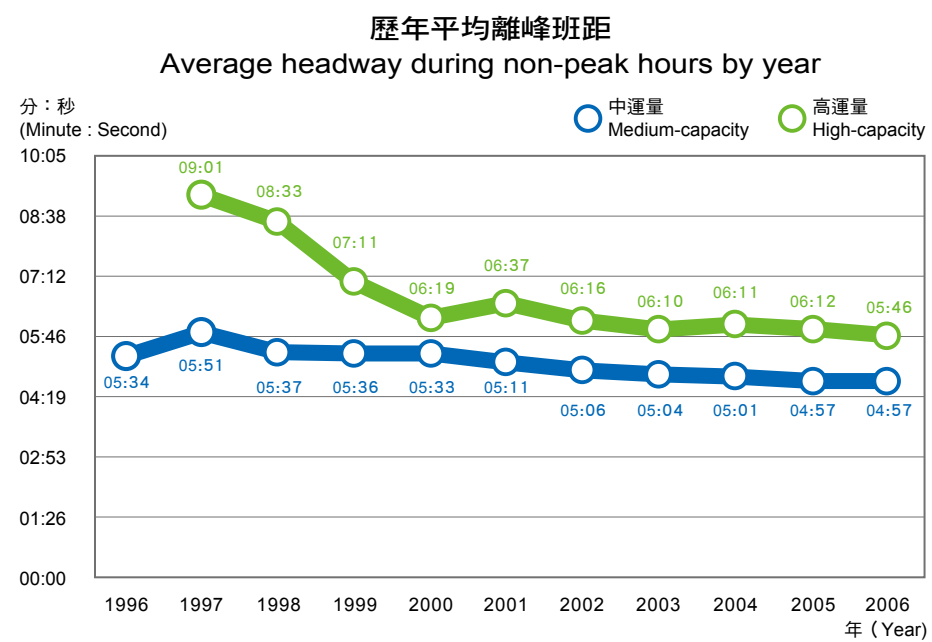
To provide better services to high passenger volume areas during peak hours (including Nangang Line Taipei Main Station to Zhongxiao-Fuxing and Zhonghe Line Dingxi to Shilin), shifts of the Banqiao, Nangang, and Tucheng lines have been increased from 3 trains 5 runs to 5 trains 10 runs since the Tucheng Line began operation on May 31<sup>st</sup> 2006. The Zhonghe line has also been rescheduled from two extra runs to 5 extra runs since October. Since the new shifts were implemented, the crowd density for high-capacity lines during peak hours has been effectively decreased from 4.85 to 3.96 persons per square meter. The crowd during rush hours has been efficiently improved. Furthermore, to service night-time travelers, the headway after 23:00 has been shortened from 15 to 12 minutes, as of October 2<sup>nd</sup> 2006.

As for the rate of punctuality, the system has achieved 95% of the target value every year, with the exception of 1997, the initial stage of operation on high-capacity lines. TRTC continued to maintain the stability of the system and conducted regular drills and trainings to shorten the response time during emergencies. TRTC's effort has effectively achieved a high level of punctuality. In mid-2006, the high-capacity lines achieved 99.78% and 99.84% of the target ranges.

歷年平均尖峰班距  
Average headway during peak hours by year









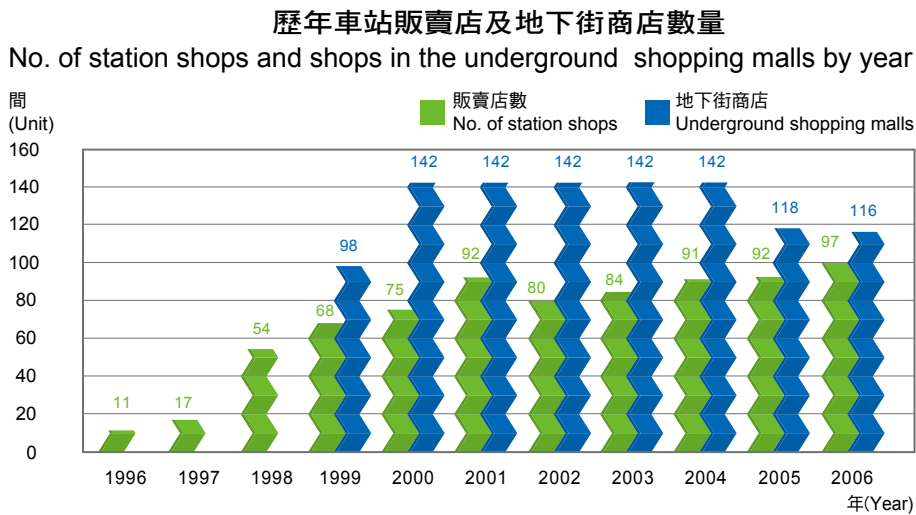
附屬事業經營

除捷運本業外，臺北捷運也致力廣告、停車場、販賣店及地下商店街等附屬事業經營，藉多角化經營增加盈餘，回饋運輸本業，有關提供旅客生活化之多元服務，說明如下：

販賣店及商店街

自1996年木柵線通車起經營捷運車站販賣店，提供旅客便利商店、資訊通信、藥妝、音樂、飾品、書籍、美食等不同業別服務，滿足旅客多元的需求。

2000年年底初期路網逐漸形成，開始經營地下商店街（站前地下街、西門地下街、中山地下街及東區地下街），除提供實用性生活機能外，並以業種業態之配置，滿足市民生活所需，提供市民另一種舒適的購物空間。2005年因市政府政策上考量，站前地下街改移交由臺北市政府市場管理處管理，西門地下街另作公務使用。目前公司經營管理中山地下街及東區地下街二處。



至2006年底，全路網計有97間販賣店，地下街商店116家店舖，其中位於中山地下街之特色書店於2006年8月18日開幕，全區之規劃以圖書產品為主軸，以一店舖一特色方式，將優良及富創意的圖書展現於民眾面前，結合公共建設塑造捷運書香文化，提供市民假日可閱讀休閒去處之一。

2006年販賣店數量

	淡水線	新店線	小南門線	中和線	南港線	板橋線	土城線	木柵線	總計
販賣店數量（間）	36	14	1	4	19	6	5	12	97

註：含北投旅遊服務中心、淡水就業服務站、西門旅遊服務中心及新店旅遊中心。

2006年店舖數與面積

	中山地下街	東區地下街	合計
店舖數（間）	81	35	116
面積（m <sup>2</sup> ）	4,578	3,705	8,283

南港線通車紀念車票  
Nangang Line Inauguration Commemorative Ticket  
發行日期：2000.12.30



Affiliated Businesses

Other than transportation, Taipei Metro also has several affiliated businesses such as advertising, parking, shops, and underground shopping malls. TRTC makes maximum profits through the affiliated businesses to provide Taipei Metro passengers a range of diversified and convenient services.

Station shops and underground shopping malls

TRTC has been operating station stores since the opening of the Muzha Line in 1996. These shops have affectively provided the passengers a wide range of convenient services from

refreshment needs (convenience stores), information and communication services, pharmacy, music, fashion and accessories, and books, food and beverages. At the end of year 2000 when the initial Taipei Metro network began operation, the underground shopping malls were simultaneously opened (the Metro Mall, Ximen Mall, Zhongshan Mall, and East Mall). Other than serving the practical functions of providing for people’s everyday needs, the underground malls were run in the organizational format of department stores to provide Taipei residents a comfortable choice for shopping. For administrative needs, in 2005, the Metro Mall was handed over to the management of the Market Administration Department of the Taipei City Government, and the Ximen Mall has also been transferred for use of the city administration. Currently, TRTC is managing the Zhongshan and East Malls.

Up to end of 2006, there were 97 shops in the whole network and 116 shops in the underground malls. Among which, the Zhongshan Mall was reorganized into a book mall featuring specialty book shops. These shops were opened on August 18<sup>th</sup> 2006 selling high quality and creative publications.



No. of Station Shops in 2006

Line	Danshui	Xindian	Xiaonanmen	Zhonghe	Nangang	Banqiao	Tucheng	Muzha	Total
No. of Shops	36	14	1	4	19	6	5	12	97

Note: the numbers include the Beitou Tourist Information Center, Danshui Employment Service Center, Ximen Tourist Information Center, and Xindian Tourist Information Center.

No. and Dimension of Underground Shopping Malls in 2006

	Zhongshan Metro Mall	East Metro Mall	Total
No. of Shops (Unit)	81	35	116
Dimension (m <sup>2</sup> )	4,578	3,705	8,283



## 廣告

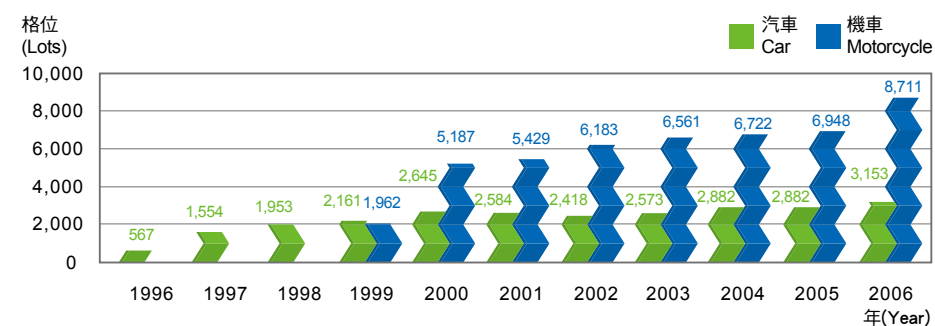
捷運廣告由初期工程建設單位所提供的燈箱與海報平面式廣告，陸續發展出櫥窗、布幔、三面轉體與圓柱燈箱。自2001年起，增加車票廣告、車體彩繪廣告，提供多樣的廣告類型；2004年起，為因應廣告市場脈動及廣告多樣特性需求，全面引進電子式影像媒體，透過LED電視牆及PDP電漿電視，提供更多元、豐富之資訊，帶給車站內旅客不一樣的視覺感受，也讓捷運廣告走向現代化的電子媒體。

2005年2月11日車站月台設立270台PDP電漿電視，播放內容除廣告外，亦包括列車到離站資訊、日期、時刻顯示等。此外，每日至少提供15%之時段，播放市政宣導、公益廣告及公司相關行銷活動訊息，截至2006年底，共計播放市政宣導及公益短片319支，提供市民豐富之生活資訊，節省鉅額市政宣傳費用。

## 停車格數

	淡水線	新店線	中和線	板橋線	南港線	木柵線	小南門線	土城線	總計
汽車	1,451	457	299	0	135	540	0	271	3,153
機車	4,425	609	767	759	501	290	0	1,360	8,711

歷年汽、機車格位數  
No. of car/motorcycle parking lots by year



## 轉乘停車場

為鼓勵民眾使用大眾運輸工具，結合悠遊卡使用捷運系統及停車場功能，捷運系統全線轉乘停車場，2004年底先行完成悠遊卡管制系統建置，2006年1月1日起，實施「限用悠遊卡」及「24小時收費」措施。使用悠遊卡出場時間，由每輛車原先平均30秒，縮短至5秒，搭配停車轉乘捷運之優惠措施（汽車計時轉乘停車場每小時優惠5元，計次轉乘停車場每次優惠10元；機車計次收費，每次優惠5元），鼓勵更多民眾使用悠遊卡停車轉乘捷運。

為方便民眾使用各種不同運具轉搭捷運及增加公司的收入，至2006年底止，共計有汽車停車場18處、汽車收費停車位3,153格、機車停車位8,711格（其中收費機車位1,300格）。

## Advertisements

Taipei Metro advertisements have been developed from the initial light boxes and printed posters to windows, banners, 3-D installations, and cylinder light boxes. From 2001, Taipei Metro began to provide ticket advertisements, tram-body paintings, and other forms of advertisements. To meet the demand of the new advertisement media, TRTC brought in LED TV walls and PDP TV sets for electronic video media. The new media not only gave the Taipei Metro stations a new modern look, but also brought station advertisement into the electronic age.

As of February 11<sup>th</sup> 2005, 270 PDP TVs had been successively installed on Taipei Metro platforms. Since then, these TV sets began to serve as information displays for train info, date, and time, as well as commercial promotions. Each day, 15% of the air time is dedicated to announcements and promotions of city affairs and activities. Up to the end of 2006, a total of 319 promotional films for city affairs and public welfare had been aired

木柵線通車5周年紀念車票  
The 5<sup>th</sup> Anniversary of Muzha Line Inauguration  
Commemorative Ticket  
發行日期：2001.03.28



through these TV stations. They not only enrich the lives of city residents but also save a huge cost for the city.

## Transit Parking

To encourage the city residents to use public transportation, TRTC integrated the EasyCard system into the Taipei Metro ticketing system and parking payment system. All transit car parks along the Taipei Metro lines are equipped with Easy Card access system beginning from 2004, and on January 1<sup>st</sup> 2006, the EasyCard Only and 24-hour Parking schemes were implemented. By using the EasyCard, each car now takes an average of 5 seconds to exit the car parks, whereas it used to take around 30 seconds for a car to pass. There are also discount schemes to encourage park'n ride for car/motorcycle users (car hourly parking – discount NT\$5/hour, car per-entry parking – discount NT\$10, motorcycle per-entry parking – discount NT\$ 5).

To service park'n ride passengers as well as increase the company's income, up to end of 2006, a total of 18 car parks, 3,153 fee-paying parking lots, and 8,711 motorcycle lots (including 1,300 fee-paying motorcycle lots) have been set up.



## Number of Parking Lots

Line No.	Danshui	Xindian	Zhonghe	Banqiao	Nangang	Muzha	Xiaonanmen	Tucheng	Total
Car	1,451	457	299	0	135	540	0	271	3,153
Motorcycles	4,425	609	767	759	501	290	0	1,360	8,711



「因為捷運我們更靠近」紀念車票 ▶  
 "The MRT Makes Us Closer" Commemorative Ticket  
 發行日期：2001.08.25



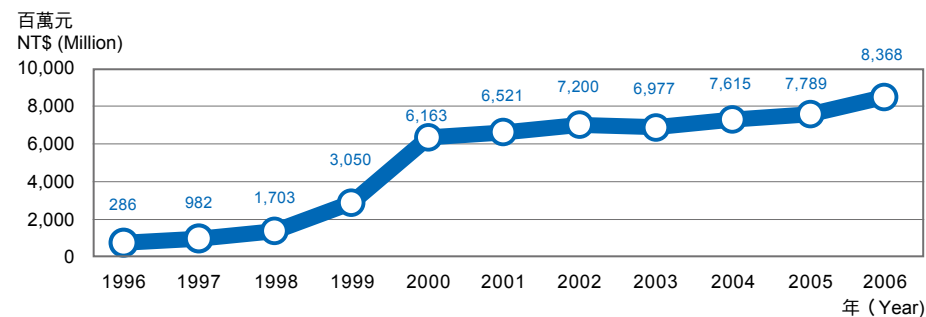
## 財務收支狀況

2006年總收入為100億8千萬餘元，包括營業收入98億6千萬餘元及營業外收入2億2千萬餘元；營業收入包括運輸收入83億6千萬餘元及其他營業收入14億9千萬餘元。2006年總支出為90億6千萬餘元，包含營業成本70億4千萬餘元、營業費用19億9千萬餘元及營業外費用3千萬餘元。總收入扣除總支出後，2006年稅前純益10億2千餘萬元，稅後純益則為7億9千萬餘元。

## 運輸收入

歷年運輸收入，隨著年運量之成長，呈現增加的趨勢。1996年第一條中運量路線通車，運輸收入2億餘元，1997年第一條高運量淡水線加入營運，運輸收入增至9億餘元，2000年初期路網完成，運輸收入突破61億元；2003年因受SARS外在因素影響，運輸收入約為69億餘元，較前一年72億，減少2億餘元外，歷年運輸收入皆持續成長，至2006年運輸收入增加至83億6,873萬餘元。

歷年運輸收入  
Fare revenues by year



## 其他營業收入

歷年其他營業收入，隨路網擴增，販賣店、地下街陸續開設、廣告版面持續增加及本公司積極開發其他收入等，金額亦呈現成長趨勢，2006年其他營業收入為14億9,251萬餘元，主要收入項目包含廣告、地下街、販賣店、停車場、場地出租、代售IC卡票證、金融服務、技術諮詢等。



## The Finances

Total revenue for 2006 was NT\$ 10.080 billion, including the operating revenues at NT\$9.86 billion and non-operating income at NT\$0.22 billion. Operating revenues include fare revenues NT\$8.36 billion and other operating revenues NT\$1.49 billion. The total expenditure of 2006 is registered as NT\$9.06 billion, including NT\$7.04 billion of operating costs, NT\$1.99 billion of other operating expenses, and NT\$0.03 billion of non-operating expenses. The total revenue minus the total cost comes to a before-tax net profit of NT\$1.02 billion (NT\$0.79 billion after-tax).

## Fare Revenues

Fare revenues has been on a steady increase over the years. The first mid-capacity line opened in 1996 and brought NT\$200 million of revenue to the company. In 1997, the first high-capacity line,

Danshui Line, began operation, which increased the fare revenue to NT\$900 million. In year 2000, the initial network began operation, the revenue surged to NT\$6.1 billion. However, in 2003, the SARS epidemic caused the revenue to decline by NT\$0.2 billion, registering only NT\$6.9 billion in this year, as compared to the revenue of the previous year (NT\$7.2 billion). Other than 2003, all other years have seen steady growth. By 2006, the annual income from fare revenues have increased to NT\$8.3683 billion.

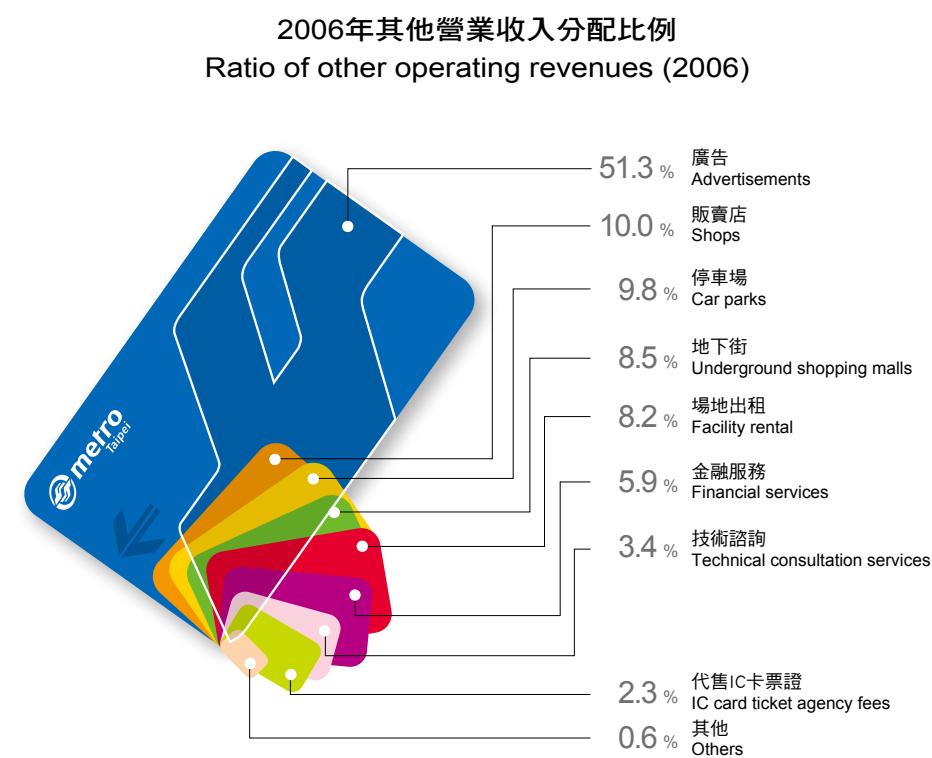
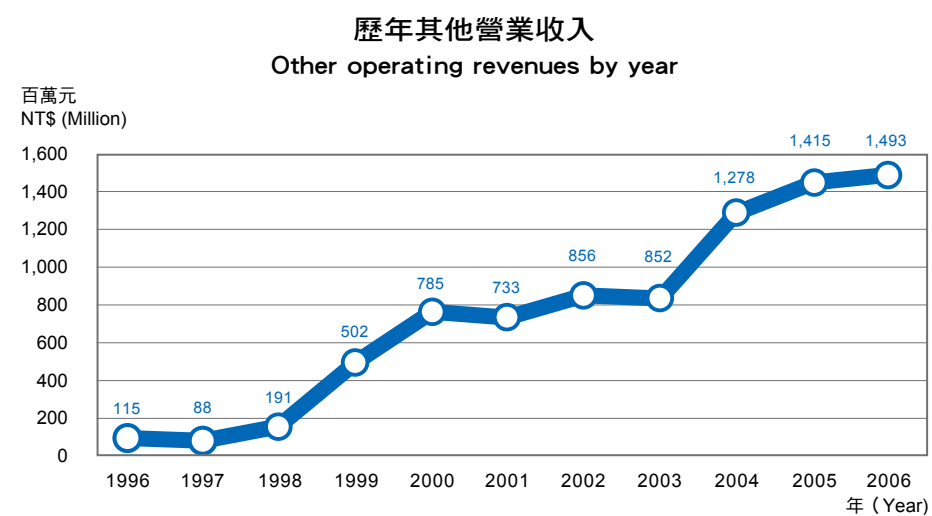
## Other operating revenues

Other operating revenues has also been on a steady increase as shops, underground malls, and advertisements have been bringing steady income. TRTC has also been actively developing other sources of income and the number has also been growing steadily. The total other operating revenues reported for 2006 comes to a total of NT\$1.49251 billion, including income from advertisements, underground shopping malls, shops, car park, facility rentals, IC card ticket agency fees, financial services, and technical consultation services.

In the total revenue from other operations, a total of NT\$1.19 billion comes from affiliated businesses (advertisements, underground shopping malls, shop, and car parks), accounting for 80% of the total income from other operations and 12% of the overall income. Income from affiliated businesses include NT\$0.76 billion from advertisements, NT\$0.14 billion from shop rentals, NT\$0.12 billion from shopping mall rentals, and NT\$0.14 billion from the car park business.







2006年其他營業收入中，附屬事業收入（含廣告、地下街、販賣店、停車場等）為11億9千萬餘元，佔其他營業收入80%，約佔總收入12%。附屬事業收入組成包括廣告租金收入7億6千餘萬元，販賣店租金收入1億4千萬餘元，地下街租金收入1億2千萬餘元，停車場營業收入1億4千萬餘元。





## 租金支出

臺北捷運系統係由臺北市政府以出租方式，簽約交由臺北捷運公司負責經營管理。依「公營大眾捷運股份有限公司設置管理條例」第15條規定：「產權屬政府所有之大眾捷運系統，由政府以出租方式提供捷運公司使用。但在捷運公司開始營運5年內，階段性路網尚未完成者，得以無償借用方式供其使用。捷運公司負責捷運系統財產與設備之維護，及系統設備之重置。」，本公司與臺北市政府於1996年起5年內，以每年每條路線1元之租金經營管理。自第6年起，重新簽訂「臺北都會區大眾捷運系

統財產租賃契約書」，租賃期間自2001年3月28日起至2011年12月31日止，由本公司負責相關財產之維護管理與系統設備之重置，租金按本公司提撥之重置經費及營業收入百分之四計收，並得視營運狀況，每二年由雙方協議後調整之。2006年公司繳交24.17億元之租金，全數撥入「臺北市臺北都會區捷運固定資產重置基金」，作為捷運系統未來設備汰舊換新之主要財源，以確保捷運系統永續經營，累積至2006年底，已繳交租金超過139億元。

歷年系統租金

年度	1996~2000	2001	2002	2003	2004	2005	2006	總計
租金	各線租金1元	20.21億元	23.56億元	23.43億元	23.76億元	23.91億元	24.17億元	139.04億元

## 轉乘優惠支出

捷運與公車轉乘優惠，自1996年11月15日起實施，初期以發放轉乘券方式提供捷運轉乘公車之單向轉乘優惠，優惠額度由起初4元，經半年評估後提高為7元（當時公車全票每段次12元），並於1997年配合公車全票調漲，而將優惠額度提高為10元。1999年7月1日起，磁卡公車儲值票證系統已臻成熟，轉乘優惠改以公車儲值票作為媒介，旅客在2小時內搭捷運轉乘公車可享單向轉乘優惠，優惠額度提高為15元（即捷運轉乘公車單向免費）。

2002年6月12日IC悠遊卡票證系統正式啟用，旅客以悠遊卡，即可同時通行於捷運及公車系統，達到「一票到底」的交通政策。轉乘優惠之票證系統從此進入一個嶄新的時代，由於悠遊卡均可使用於捷運及公車系統，旅客自捷運轉乘公車，可獲得公車一段票（15元）之免費優惠。2003年11月1日起，為使轉乘優惠措施更合理公平，以及提高搭乘大眾運輸工具誘因，將轉乘優惠範圍擴大（增加公車轉捷運部分），開始實施雙向轉乘定額優惠措施。實施方式為持普通悠遊卡之旅客，無論搭捷運轉乘公車或搭公車轉乘捷運，在轉乘優惠容許時間內（自2005年4月1日由2小時改為1小時），每趟可享有定額8元之優惠。持學生悠遊卡者，則享優惠額度6元；持愛心悠遊卡、愛心陪伴卡、敬老卡及優待卡者，每次可享轉乘優惠4元。實施雙向轉乘措施後，使用捷運與公車轉乘優惠的人數已實施前平均每日17萬人次成長至2006年底每日35萬8千餘人次，且大眾運輸使用率亦從2002年之35.1%上升至2006年之45.8%，顯示實施捷運與公車雙向轉乘優惠措施及市政府相關的交通政策，對鼓勵民眾搭乘大眾運輸工具已有實質之成效。

「百分之百安全可靠」紀念車票 ▶  
“100% Safe and Reliable” Commemorative Ticket  
發行日期：2002.04.10



## Rental Expenditure

The Taipei Metro System is operated under a lease contract from the Taipei City Government. According to article 15 of the Public Rapid Transit Corporation Management Ordinance, properties used by the MRT for which ownership belongs to the government are to be provided to the Corporation on lease. However, after the initial five years, if sections of the initial network have not been completed, the said property may be provided for use without further compensation. The Rapid Transit Corporation is responsible for maintenance

of the involved properties and facilities and reinstallation of system equipments. TRTC leased each of the routes at a price of NT\$1 per annum from Taipei City Government in the first five years. From the sixth year, TRTC renegotiated the “Taipei Metropolitan Rapid Transit System Property Lease Contract” with Taipei City Government, and the lease period now extends from March 28<sup>th</sup> 2001 to December 31<sup>st</sup> 2011. TRTC is responsible for maintenance and management of the related properties and reinstallation of system equipments. Fees for the property lease are calculated based on 4% of the contributed fund for asset renewal and operational revenues, and the rates may be renegotiated upon agreement every two years. In 2006, TRTC made a payment of NT\$2.417 billion and the whole of the sum is transferred directly into the “Taipei City Metropolitan Rapid Transit System Fixed Asset Renewal Fund”. This fund is specially prepared for system and asset renewal of the Taipei Metro System, and the payments have accumulated to over NT\$13.9 billion as of the end of 2006.

System Rental by Year

Year	1996-2000	2001	2002	2003	2004	2005	2006	Total
Rental	NT\$ 1 for each lines	NT\$2.021 billion	NT\$2.356 billion	NT\$2.343 billion	NT\$2.376 billion	NT\$2.391 billion	NT\$2.417 billion	NT\$13.904 billion

## Expenditures for Transit Discounts

The Taipei Metro-Bus Transit Discount scheme was implemented on November 15<sup>th</sup> 1996. At the initial stage, discounts were offered in the form of transit vouchers and only one-way discounts were offered. The discounts began at NT\$4 and was raised to NT\$7 after half a year (the bus fare was NT\$ 12 per section). In coordination with the bus rate hike, the discount was raised to NT\$10 in 1997. From July 1<sup>st</sup> 1999, installation of the store-value pass system was reaching completion; transit discounts were then integrated into the store-value card system; with which, passengers are eligible for a higher discount of NT\$15 within two hours (that is, one-way free).

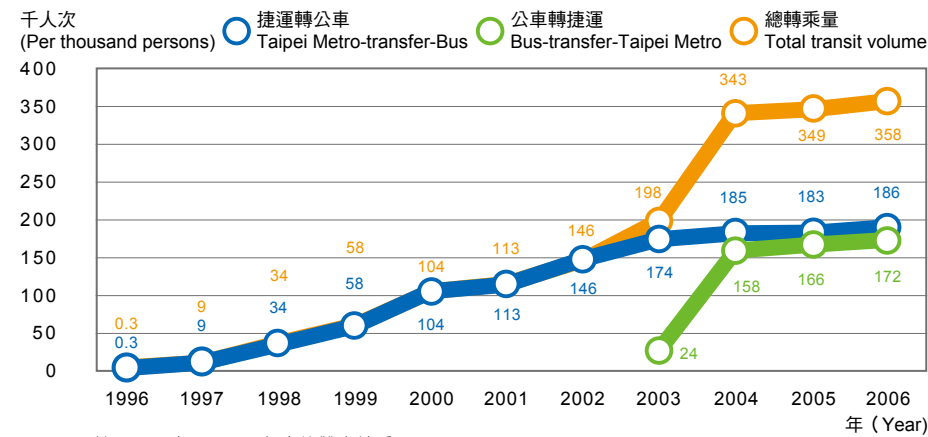
On June 12<sup>th</sup> 2002, the EasyCard ticket system was officially launched, passengers are now enabled to take a combination of Taipei Metro and bus rides with one single pass. The transit discount now comes in yet another form – since the Easy Card can be used on Taipei Metro as well as buses, TRTC began to offer Taipei Metro-transfer-Bus discounts; passengers using a combination of transportation modes get one section of bus ride for free (NT\$15). From November 1<sup>st</sup> 2003, the transit discount became even better designed. With the aim of promoting use of public transportation, the scope of discount was expanded (added in bus-to-Taipei Metro) to include two-way discounts. This scheme was implemented by giving EasyCard holders a NT\$8 discount for each journey traveled on either Taipei Metro or Buses during the effective period (the period was changed from two hours to one hour on April 1<sup>st</sup> 2005). Student discount EasyCard holders are given NT\$6 per ride, and senior, disabled, and disabled-escort cardholders are given NT\$4 discount per ride. After the two-way discount scheme was implemented,



2002年臺北國際捷運博覽會紀念車票（東京）▶  
2002 World Metro Symposium & Exhibition, Taipei  
Commemorative Ticket (TOKYO)  
發行日期：2002.04.25



歷年平均日轉乘量  
Volume of daily transfer between Taipei Metro and bus by year



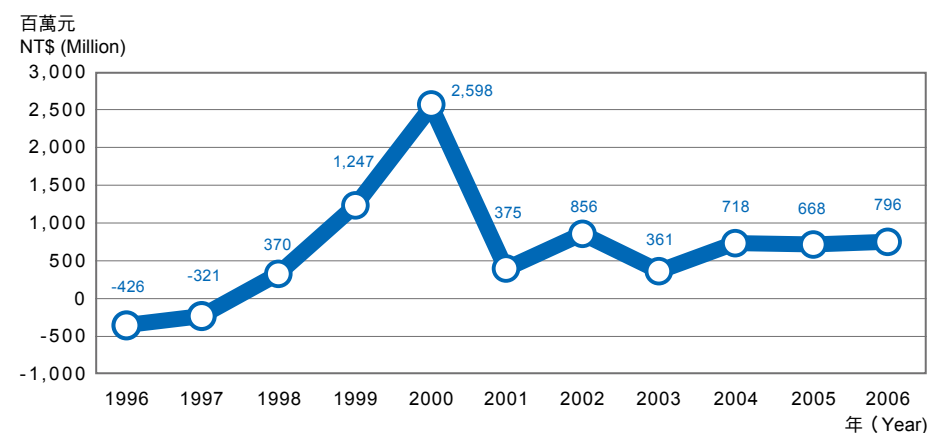
註：2003年11月1日起實施雙向轉乘。  
Note: Two-way transit discount scheme was launched on November 1<sup>st</sup> 2003.

早期轉乘優惠經費，係由臺北市政府交通局申請空污費補貼試辦，自2001年起配合市府政策，由臺北市政府交通局及本公司各負擔部分轉乘優惠費用（本公司分攤3億元），2002年臺北市議會決議轉乘優惠費用爾後改由捷運公司全額負擔，故本公司所支付之經費為2001年支付3.0億元、2002年支付7.40億元、2003年8.60億元、2004年8.51億元、2005年8.59億元、2006年8.86億元，合計至2006年公司為雙向轉乘優惠政策共已支付約45億元。

### 盈餘狀況

1996年初期通車虧損，隨著路網逐漸擴增，自1998年開始轉虧為盈，2000年稅後純益達25億9,826萬餘元。2001年起，由於必須開始繳納租金重新計算之及支付轉乘優惠費用，稅後純益降為3億7,503萬餘元，惟公司同仁仍不斷開源節流，除2003年受SARS因素影響，稅後盈餘降至3億6,136萬元外，公司自2002年至2006年稅後盈餘，均維持6至8億元的穩定獲利（2006年稅後純益7億9,646萬餘元）。

歷年稅後純益  
After-tax net profit per year



the rate of using the Taipei Metro-Bus transit system surged from 170 thousand persons daily to 358 thousand persons daily by the end of 2006, and the rate of using public transportation hiked from 35.1% in 2002 to 45.8% in 2006. This indicates that the Taipei Metro-Bus two way discount scheme and relevant traffic policies of Taipei City Government are effective in encouraging use of public transportation.



At the initial stage, the transit discount scheme was funded by the Air Pollution Subsidy provided by the Department of Transportation and Communications of Taipei City Government. From year 2001, the transit discounts became co-funded by the Department of Transportation and Communications and TRTC (TRTC was responsible for NT\$ 300 million). However, in 2002, the Taipei City Council voted to transfer the sole responsibility to TRTC. Therefore, TRTC spent NT\$300 million in 2001, NT\$740 million in 2002, NT\$860 million in 2003, NT\$851 million in 2004, NT\$859 million in 2005, and NT\$886 million in 2006. Up to 2006, TRTC has paid a sum of NT\$4.5 billion for the transit discount scheme.

### Surplus

In 1996, when the Taipei Metro System had just begun operation, TRTC made a loss. However, from 1998, the company began to make profits. In 2000, the after-tax net profit comes to a total of NT\$2.59826 billion. However, from 2001, the new lease was enforced and TRTC began to pay for the transit discounts. Therefore, the after-tax net profit of the year dropped to NT\$375.03 million. Despite the company's effort in resource conservation, the SARS epidemic in 2003 affected the profit. The profit of 2003 dropped to NT\$361.36 million. From 2002 to 2006, TRTC has steadily maintained after-tax profits in between NT\$600 to NT\$800 million (2006 after-tax net profit NT\$796.46 million).

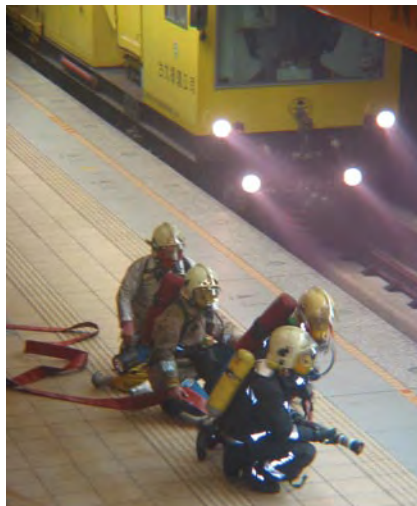




營造安全、舒適、便捷的乘車環境，一直是臺北捷運公司持續努力之目標，在積極改善及強化系統現有設備，提供創新措施下，讓民眾感受親切與貼心服務，營造可靠、安全之運輸環境。

### 系統安全

提高服務品質及建立安全運輸環境係公司首要的目標，除執行設備保養維修工作，電聯車大修作業外，戮力推動行車事件次數降低專案、針對每一行車事件追蹤改善、辦理多重災難模擬演練、加強人員緊急應變能力訓練等。



### 提昇系統可靠度

為避免行車延誤對旅客造成不便，自2003年11月起推出「零責任事件」專案，當年年底事件數明顯下降，2004年更全力推動「行車事件次數減半」專案，當年發生34件行車延誤5分鐘以上事件，相較2003年83件，減少49件，降低幅度約達59%，達成減半之目標。2005年再度推行「行車事件次數降低」專案，將行車延誤5分鐘以上事件次數降至30件以下為目標，當年發生29件行車延誤5分鐘以上事件，亦達成目標。

2006年因新路段（板橋線第二階段與土城線）與新車種（371型電聯車）陸續加入營運，考量運轉初期設備穩定度較低，本公司接續推動「行車延誤次數管理計畫」專案，並訂定「每發生一件行車延誤5分鐘以上事件之平均行駛車廂公里數」為150萬車廂公里，在公司全體同仁努力之下，2006年度全系統共發生35件行車延誤5分鐘以上事件（含7件不可控、28件可控），「每發生一件行車延誤5分鐘以上事件之平均行駛車廂公里數」為175萬2,000車廂公里，超越設定之目標值150萬車廂公里。

2006年9月接獲英國倫敦帝國學院軌道技術策略中心來函，指出臺北捷運之系統可靠度，繼2004年之後，2005年亦在Nova/ CoMET組織的25個會員中蟬聯世界第一，服務品質再度向上提昇。

Creating a safe, comfortable, and convenient traveling environment has always been the goal of Taipei Rapid Transit Corporation (TRTC). We have proactively improved and reinforced the current facilities to provide our passengers with a caring, reliable, and safe mode of transportation.

### System Safety

Providing services at higher quality and creating a safe traveling environment has been the goal of TRTC. Therefore, in addition to the regular maintenance work and vehicle repair, TRTC pushed forward the Incident Reduction program, which tracks each accident to seek ways of making improvements, holds drills and simulations for emergency rescue, and implements employee trainings for emergency responses.

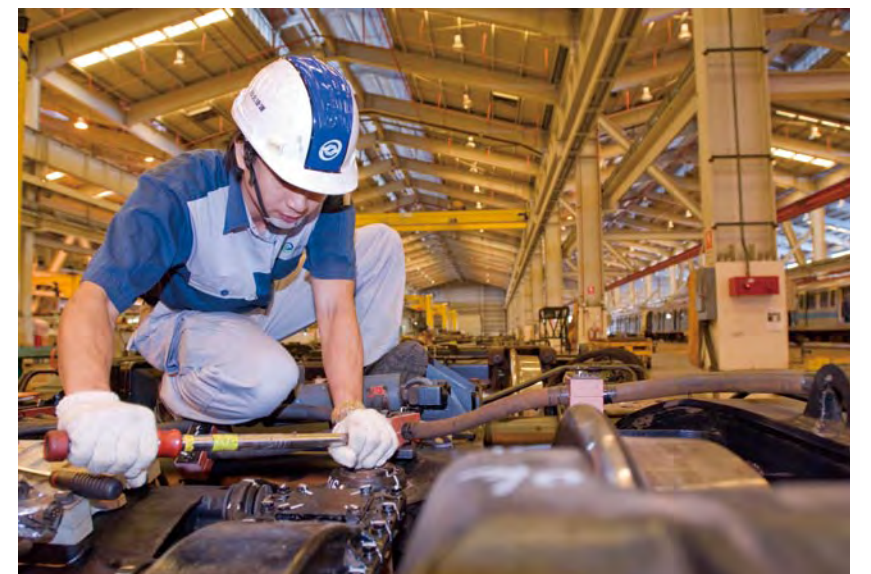


### Higher System Reliability

To prevent delays, TRTC launched the “Zero Liability Incident” program in November 2003. In the same year, the number of incidents dropped noticeably. In 2004, TRTC took a further step to implement the “Halving Service Incidents” program, and, in the same year, only 34 delays over 5 minutes occurred, which marks a drop by 59% (49 counts) compared to 2003 (83). The goal was successfully reached in this year. In 2005, this program was implemented again, and the goal was reconfigured to achieve an incident count under 30. This year, only 29 such incidents occurred, and the goal was again successfully achieved.

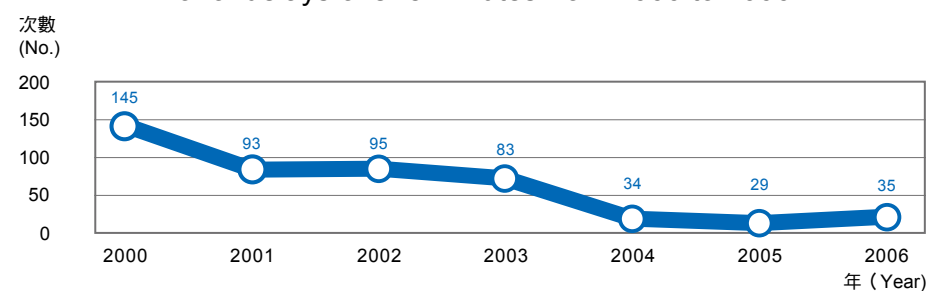
In 2006, new service routes (second phase Banqiao and Tucheng Lines) and new vehicles (371 EMUs) were added to TRTC's services. Expecting that the initial stage operation often has lower stability, TRTC continues to push forward the “Service Delay Management Plan” and configured the goal of achieving an average unit kilometers per incident (delay over 5 minutes) at 1.5 million. Through the effort of all staff at TRTC, only 35 delays over 5 minutes occurred in the whole of the system in 2006 (7 uncontrollable and 28 controllable). Looking at this data, the average unit kilometer per incident (delay over 5 minutes) was 1.752 million unit kilometers, an improvement on the preconfigured 1.5 million unit kilometers.

In September 2006, TRTC received a letter from RTSC (Imperial College, London), which conveys that the Taipei Metro System has been consecutively rated as the most reliable system among the 25 Nova and CoMET member countries in 2004 and 2005. TRTC is once again recognized for quality services.





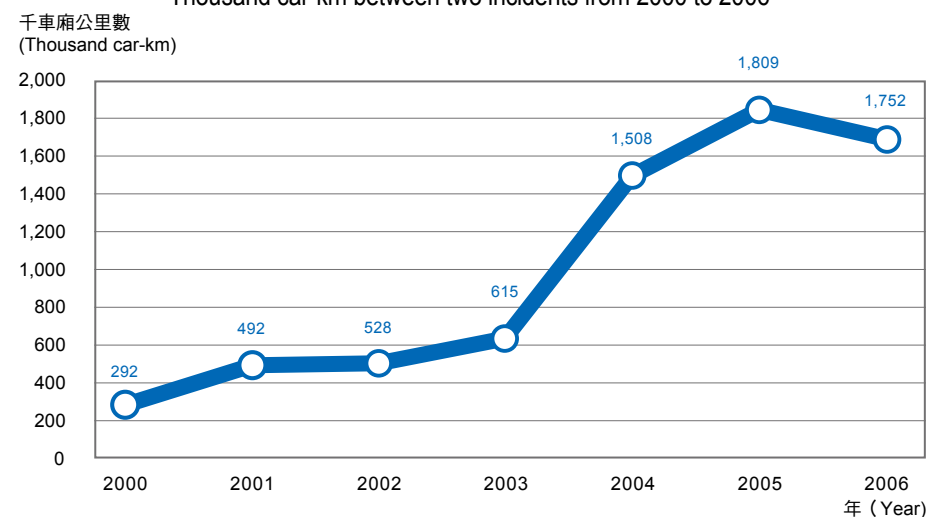
2000年至2006年延誤5分鐘以上行車事件次數  
No. of delays over 5 minutes from 2000 to 2006



【2006年新路段（板橋線第二階段與土城線）與新車種（371型電聯車陸續交車）加入營運，運轉初期設施設備之穩定性較低】

In 2006, new service routes (second phase Banqiao and Tucheng Lines) and new vehicles (371 EMU) were added to TRTC's services. Lower stability was expected.

2000年至2006年兩行車事件間車廂千公里數趨勢圖  
Thousand car-km between two incidents from 2000 to 2006



【2006年新路段（板橋線第二階段與土城線）與新車種（371型電聯車陸續交車）加入營運，運轉初期設施設備之穩定性較低】

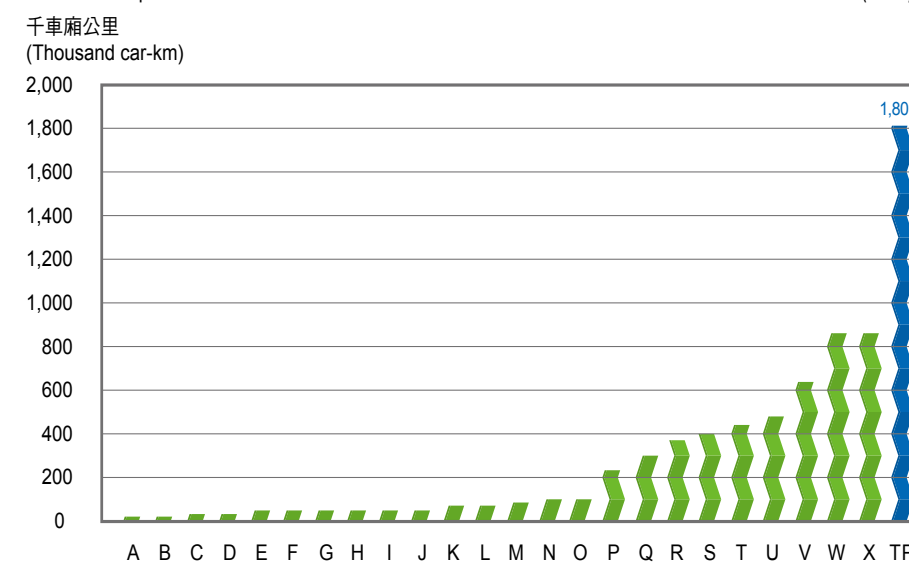
In 2006, new service routes (second phase Banqiao and Tucheng Lines) and new vehicles (371 EMU) joined TRTC's services. Lower stability was expected.



2002年臺北國際捷運博覽會紀念車票（倫敦）  
2002 World Metro Symposium & Exhibition, Taipei  
Commemorative Ticket (LONDON)  
發行日期：2002.04.25



2005年臺北捷運與Nova及CoMET各會員之兩事件間車廂公里數比較  
Comparison of TRTC's car-km between two incidents to Nova and CoMET Member Countries (2005)



【Nova包含格拉斯哥、九廣鐵路、里斯本、蒙特婁、紐卡索、那不勒斯、新加坡、臺北、布宜諾斯艾利斯、多倫多、聖地牙哥、都柏林及里約等13個系統】

【CoMET包含柏林、香港、倫敦、墨西哥、莫斯科、紐約、巴黎（地鐵、國鐵）、聖保羅、東京、馬德里、上海等12個地鐵系統】

Nova includes 13 systems – Glasgow, Kowloon-Guangzhou Railway, Lisbon, Montreal, New Castle, Naples, Singapore, Taipei, Buenos Aires, Toronto, San Diego, Dublin, and Rio de Janeiro.

CoMET includes 12 systems – Berlin, Hong Kong, London, Mexico, Moscow, New York, Paris (subway, national railway), St. Paul, Tokyo, Madrid, and Shanghai.



### 強化旅客月台候車安全

為增進旅客候車安全，臺北捷運自1999年辦理「夜間婦女候車專區」，以保障夜間婦女候車安全；2005年增繪高運量車站月台候車線，使旅客站立位置距月台邊緣至少100公分，以維護候車安全。2005年「月台區軌道侵入偵測預警系統工程」，以降低旅客掉落或誤闖軌道之危險性，全案分2期辦理，第1期工程2006年11月完成江子翠站、關渡站及淡水站等3車站試辦施作；第2期工程則針對其他高運量未裝設月台門48個車站進行施作，於2006年度建置完成全部車站處理單元及月台黃線與端牆門偵測功能，全案預計2009年完成。2006年為進一步提供民眾更安全穩定運輸服務，以及避免人員、物品墜落軌道，在旅客進出較多之轉乘站臺北車站（南港線與淡水線）及忠孝復興站共3個車站6側月台，試辦增設月台門，2006年12月1日完工啟用，可有效提昇捷運系統之安全性及可靠性。

此外，為避免一般旅客及視障人士將車廂連結處空隙，視為車門出入口而跌落月台軌道，辦理增設高運量電聯車車間彈簧防墜設施，2005年12月28日完成2列車試辦安裝作業，2006年1月16日



開始上線載客營運測試，2006年7月27日完成運轉測試，狀況良好，決定擴大實施，預定2007年完成16列，2008年完成全車隊之增設作業。

### 電聯車大修作業

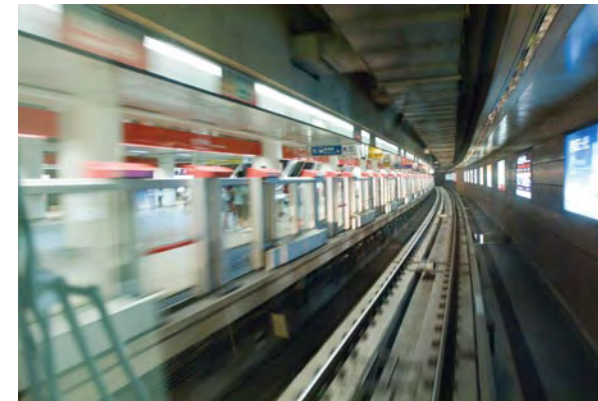
為增進系統安全及確保系統正常運作，除例行維修保養作業外，執行電聯車大修作業，以提昇列車妥善率（2006年中、高運量列車妥善率分別為91%及95%）。2006年大修作業工作如下：

- 完成木柵線8對電聯車CO大修工作，可預防各項設備屆中年期即將遭遇問題，維持列車妥善及可用度，提高行車服務品質。此外，針對木柵線忠孝復興站至南京東路站實施行駛路面改善，長度為5,060公尺，有效提昇旅客搭乘舒適度。
- 高運量321型電聯車9年期大修作業：自2006年3月13日開始執行，2006年底完成11列車，全車隊（36列車）預計2008年11月完成。
- 高運量301型電聯車12年期大修作業：2006年陸續完成各項訓練及備料等籌備作業，2007年1月至2008年底執行大修作業。



### Safer Passenger Platforms

For maximum safety, Taipei Metro implemented the Night-Time Women's Waiting Zone in 1999 to protect women traveling at night. In 2005, the waiting lines at high-capacity platforms were pulled back by at least 100cm from the



platform edge to ensure the safety of waiting passengers. In 2005, the Platform Track Intrusion Detection System was completed to lower the possibilities of objects and persons from falling onto the tracks. This project was carried out in two stages. The first stage involved installations of the detection system at the Jiangzicui, Guandu, and Danshui stations and the second stage involved installation of platform gates at 48 high-capacity stations. The units to be installed, along with platform yellow lines, and end-wall gate detection devices at all stations have been completed. The whole project is expected to be complete by 2009. To reinforce the safety and stability of TRTC's transportation service, the company

2002年臺北國際捷運博覽會紀念車票（雪梨）▶  
2002 World Metro Symposium & Exhibition, Taipei  
Commemorative Ticket (SYDNEY)  
發行日期：2002.04.25



installed platform gates at the busiest stations along the Nangang and Danshui Lines to prevent people and objects from falling off the platforms. Protective gates were installed at three stations (6 platforms), and the facilities began service on December 1<sup>st</sup> 2006. This gate system has substantially improved the safety and reliability of the Taipei Metro system.

In addition, to prevent ordinary and visually impaired passengers from falling into the gaps between the EMUs, TRTC began installing extensible barriers between carriages. The first test-installation (on two trains) was completed on December 28<sup>th</sup> 2005 and put on a trial run on January 16<sup>th</sup> 2006. The whole test project was completed on July 27<sup>th</sup> 2006. The test was successful and TRTC decided to expand the project. A total of 16 trains are expected have the extensible barriers installed in 2007, and the whole fleet will be equipped by 2008.

### The EMU Maintenance Project

To ensure the safety and normal operation of the system, a major maintenance project was carried out in addition to the regular maintenance work. This project was carried out with the aim of upgrading the availability rate of the trains (the availability rate of high/medium capacity trains were 95% and 91% respectively in 2006). The following is a list of the major maintenance jobs carried out in 2006:

- Completed the CO maintenance work for the eight trains of the Muzha Line – this prevents the trains from being affected by the problems that often occur to middle-age facilities, maintains the availability and usability of the trains, and upgrades the services. A project to improve the track route between the Zhongxiao-Fuxing and Nanjing East Road Stations (Muzha Line) involved 5,060 meters of track, and aimed to provide a more comfortable ride to passengers.
- The nine-year term maintenance work for the 321 model EMUs: This project began on March 13<sup>th</sup> 2006. Eleven trains were completed at the end of 2006, and maintenance for the whole fleet (36 trains) is expected to be completed by November 2007.
- Twelve-year term maintenance work for the 301 model EMUs: training and material preparations were completed in 2006. The maintenance work is scheduled from January 2007 to the end of 2008.



中正國際機場PMS啟用紀念車票 ▶  
CKS International Airport PMS Inauguration  
Commemorative Ticket  
發行日期：2003.01.17



## Bicycles on MRT and double-decker bicycle racks

In recent years, there has been an increase in the population of bicycle riders and most of them use bicycles for recreation. Therefore, starting from January 17<sup>th</sup> 2004, TRTC began to open certain MRT stations for bicycle entry and the MRT trains to passengers with bicycles on Saturdays and Sundays. With the well-planned bicycle trails and recreational spots along the MRT lines, TRTC began to promote uses of pollution-free carriers and a range of healthy activities during non-peak hours on weekends. Up to the end of 2006, a total of 28,917 persons have taken advantage of this service.

To encourage bicycle-MRT park'n ride, TRTC began to improve its bicycle parking facilities. With the exception of 2005, when development projects at several MRT stations saw the removal of bicycle parking places, bicycle parking in the Taipei Metro system has been growing. To solve the bicycle parking problem caused by limited road rights and spaces for transfer facilities, TRTC installed the nation's first double-decker bicycle racks. At first, a total of 64 slots became available and the passengers had positive responses to this facility. Therefore, in 2005, TRTC continued to set up double-decker racks at Jiantan Station – a total of 528 places were installed. In 2006, a total of 496 places were installed at Gongguan and Fuzhong Stations (320 at Gongguan and 176 at Fuzhong). TRTC will continue to set up more bicycle facilities in the future.



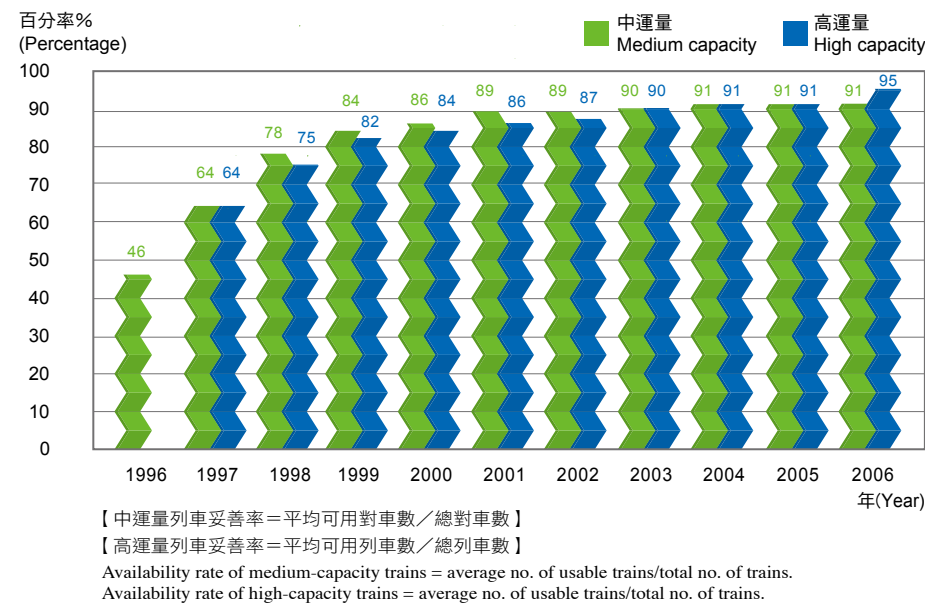
To upgrade the quality of train operation supervision and data recording functions, 22 trains of the 301 model EMUs were installed with the new supervision information system in September 2006, and installation on 12 trains of the 321 model was completed by the end of December 2006. The remaining 24 trains of the 321 model and 6 trains of the 341 model will be completed by the end of 2007.

## Innovative Services

Creating a comfortable and convenient traveling environment has been the long-term goal of TRTC. We have implemented many policies to upgrade our services, which have received positive responses from the public. Taipei Metro continues to implement innovative and caring services, including the following:



## 歷年列車妥善率 Availability rate of trains by year



為提昇列車運轉監督及行車記錄資訊功能，2006年9月完成22列301型電聯車監督資訊系統安裝作業，2006年12月底完成12列321型電聯車，其餘24列321型電聯車及6列341型電聯車，亦將持續進行安裝，預計全車隊可於2007年底完成。

## 創新服務

營造便利、舒適的乘車環境，一直是本公司努力的目標，執行許多項提昇服務品質措施，普獲社會重視及好評。臺北捷運持續推出多項創新及貼心的服務措施，內容包括：

### 腳踏車上捷運與雙層腳踏車架

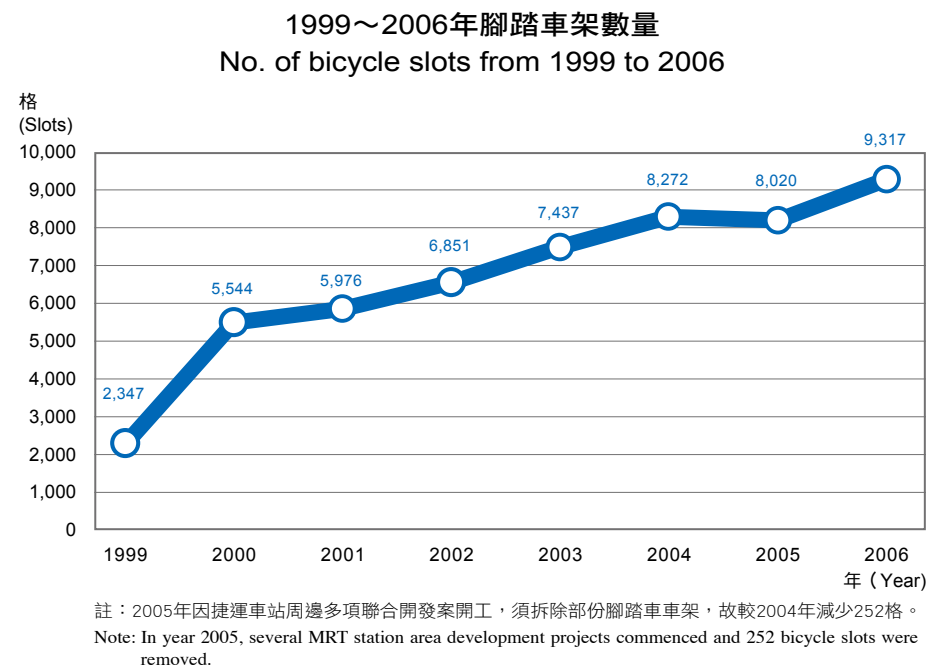
隨著腳踏車休閒人口增加，自2004年1月17日起，在週六、週日及國定假日，配合周邊已規劃完成之自行車道或風景區，在特定車站開放旅客攜帶腳踏車搭乘捷運，充分利用例假日電聯車空間，宣導旅客使用無污染運具，推廣多元化休閒遊憩活動。截至2006年底，共28,917人次使用該項服務措施。



為鼓勵民眾使用腳踏車轉乘捷運，持續增設轉乘腳踏車架，除2005年因多項捷運車站周邊聯合開發案動工，須拆除部份腳踏車車架外，捷運系統周邊的腳踏車架數量皆呈現成長趨勢。為在有限的捷運路權及轉乘空間下，解決轉乘腳踏車位不足的情形，2004年於北投站設置全國首創的雙層腳踏車架，共設置64個停車格位，由於旅客使用反應良好，2005年繼續於劍潭站增設雙層腳踏車停車場，設置數量共528格，2006年在公館站及府中站，增設496個雙層腳踏車架（公館站320個，府中站176個），未來仍將持續朝更多立體化腳踏車停車空間發展。



中正國際機場PMS啟用紀念車票 ▶  
CKS International Airport PMS Inauguration  
Commemorative Ticket  
發行日期：2003.01.17



## 車站貼心設施與服務

### (1) 自來水生飲台裝設

為配合臺北市推動自來水生飲計畫，重新裝設車站不銹鋼水管，1999年6月17日首座生飲機在臺北車站啟用，並配合設置全國首座水質資訊看板，隨時顯示水質狀況，提供民眾安心飲用。為維持飲水品質，每日派員清潔生飲機台、滯留水放水及檢測水質，以確保提供安全、乾淨的飲水品質。

### (2) 木柵線廁所改善

木柵線自1996年通車至今已超過10年，廁所內部各項設施逐漸老舊，為提供旅客良好的如廁環境，自2006年2月起完成木柵線廁所整體改善工程，在原有空間及結構下進行規劃調整，除設備更新外，也重新檢討男女廁間配置比例，儘可能利用有限空間朝男女廁比例1:3的目標辦理，由原男女廁位比例為1:1.1調整為1:2.3。各車站依現有空間規劃出一間獨立之無障礙兼親子廁所，提供行動不便者及有小孩同行之旅客使用。

### (3) 車站哺乳室開放使用

為讓哺乳媽媽得到更為妥善的協助與照顧，在有限的車站空間，考量親子出遊以例假日居多，因此選定運量較高之端點站及主要轉運車站，規劃設置哺乳室。2006年3月8日配合婦女節開放捷運動物園站哺乳室，9月1日啟用淡水站哺乳室，9月30日臺北車站哺乳室對外開放。捷運車站哺乳室設計裝修期間，邀請臺灣母乳協會提供許多寶貴意見，使哺乳室能滿足哺乳媽媽的需求。

## 捷運系統內各類通訊服務

### (1) 無限寬頻網路

為使旅客在捷運車站可以體驗行動上網的樂趣，配合臺北市政府「網路新都」計畫，繼2005年7月完成捷運系統全線63個車站、4條地下街及北投園區無線寬頻設施建置；2005年9月完成PDA網站建置；同年11月完成WAP網站建置，讓民眾透過PDA及WAP手機，上網查詢重要的營運資

## Caring Facilities and Services at Stations

### (1). Drinking Fountains:

In coordination with Taipei City's drinking fountain project, stainless steel pipes and the first drinking fountain was installed on June 17<sup>th</sup> 1999. To ensure the quality of the drinking water, the nation's first water quality monitor was installed, which displays the newest information on the water quality provided through the drinking fountains, and the water fountains are cleaned, drained, and tested everyday.

### (2). Improvements in the Restrooms on Muzha Line

Beginning operation in 1996, the Muzha Line has now been in operation for 10 years, and the restroom facilities have been deteriorating. To provide a comfortable station environment, TRTC began to implement restroom renovation projects along the Muzha Line beginning in February 2006. The facilities were updated and redesigned and the ratio of male restrooms to female restrooms was reconsidered. The goal is to achieve 1:3 (male to female) under the same framework, and in the end, a ratio of 1:2.3 was achieved. An easy-access washroom has also been planned for the restroom facilities at each station to provide an even friendlier environment for the physically impaired and passengers with accompanying children.

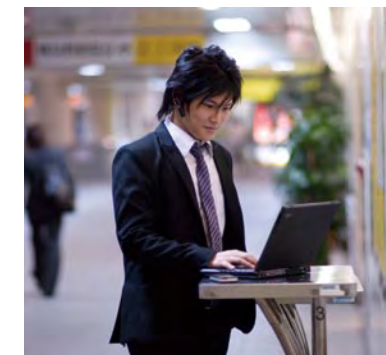
### (3). Nursing Rooms

To provide nursing mothers a friendlier space, TRTC considered setting up nursing rooms at the stations. However, spaces are limited; therefore, after considering that the nursing rooms are likely to be more in need during weekends and holidays, as these are the peak time for family outings, TRTC decided that the locations of the nursing rooms should be at the terminal stations of high passenger volumes and at the main transit stations. On March 8<sup>th</sup>, Women's Day, 2006, the nursing room at the Taipei Zoo Station (Muzha Line) was opened. The nursing room at Danshui Station was opened on September 1st and at the Taipei Main Station on September 30<sup>th</sup> of the same year. During the design and construction period, the Breastfeeding Association of Taiwan was consulted to ensure that the nursing rooms meet the needs of most nursing mothers.

## Communications Services Inside the Taipei Metro System

### (1). Wireless Broadband Services

In coordination with the Taipei City's "Net City" project, TRTC completed installation of wireless broadband service facilities at 63 stations, 4 underground malls, and the Beitou Depot in July 2005. In September 2005, the PDA websites were completed, and in November, the WAP portal was ready to go. These facilities bring MRT passengers interactive fun of internet on-the-go and convenient services such as enquiries of major operational information through PDAs and WAP-enabled phones. To provide instant transfer information, TRTC took a further step to set up information enquiry systems for available parking spaces and transfer bus arrival information.



### (2). Mobile Phone Services

Mobile phones have become part of people's everyday living. Therefore, to provide Taipei Metro passengers high-quality mobile phone services inside the Taipei Metro system, TRTC implemented the mobile phone project at the Danshui Line underground section (Taipei Main to Minquan West Road Station) beginning in November 1998. On April 4<sup>th</sup> 2002, TRTC signed contracts for the second generation (2G) mobile phone services with four businesses, and the systems were completed and began service in April 2002. And, as the low-frequency PHS system became available and widely used,



訊；為進一步提供民眾取得更即時的轉乘資訊，於2006年度新增啟用「捷運轉乘停車場剩餘車位即時查詢」及「捷運接駁公車到站查詢」兩項便民功能。

(2) 行動電話服務

行動電話已成為現今民眾不可或缺的生活必需品，為滿足捷運旅客於系統內能有清晰且高品質的行動通訊，自1998年11月16日起辦理捷運淡水線地下段車站（臺北車站至民權西路站）行動電話計畫，2001年4月與4家電信業者簽訂第2代行動電話（GSM）契約，2002年4月完成建置，開始提供通訊服務。此外，鑒於低功率無線電話（PHS）逐漸普及，2002年11月與電信業者簽訂契約，2003年3月完成建置，開始提供PHS通訊服務。隨著第三代行動電話（3G）

推出，2005年4月與5家電信業者簽訂契約，2006年9月底完成建置，已能提供旅客更進步之3G通訊服務。

設施設備強化及改善

進行噪音改善工程

臺北捷運歷經10年營運，軌道兩旁建物環境與初期建置，已有相當改變，在「顧客至上，品質第一」經營理念下，除提供旅客安全、便捷、舒適的運輸服務外，為提昇平面路段（淡水線）及高架路段（淡水線及木柵線）沿線居民生活品質，主動增設隔音牆，也採取各種減低噪音之改善措施（包括電聯車輪緣潤滑、電聯車鋼輪車削、鋼軌研磨、基鈹抽換、更換新式道岔及視狀況調整營運模式等），以期系統噪音量對民眾生活之影響減至最低。至2006年共完成隔音牆8,699公尺。

(1) 淡水線部分

路段	完成時間	長度	成效
出土段			
民權西路出土段	2001.10	162公尺	全時段符合環境音量標準規定，降低約11～15加權分貝
高架段			
新北投支線	2006.07	2,067公尺	最大環境音量降低約9～15加權分貝
北投站至復興崗站間	2006.11	1,698公尺	
民權西路站至劍潭站間	2006.12	988公尺	
平面段			
北投站至復興崗站間	2003.06	744公尺	最大環境音量降低約11～17加權分貝
竹圍站至淡水站間	2005.06	800公尺	最大環境音量降低約9～12加權分貝
復興崗站至忠義站間及關渡站前後	2006.07	1,500公尺	最大環境音量降低約10～16加權分貝

(2) 木柵線部分

路段	完成時間	長度	成效
麟光站至辛亥站間	2006.08	740公尺	最大環境音量降低約8~12加權分貝

2003捷運都會劇心動列車紀念車票 ▶  
MRT Love Train Commemorative Ticket  
發行日期：2003.07.09



Facility/Equipment Improvements

Noise Reduction Projects

After 10 years of operation, the environment along the lines has been through many changes. Taking its slogan of “Customer first and quality first” to heart, TRTC always strives to provide customers safe, convenient and comfortable transportation services, as well as high living quality for the residents along the surface (Danshui) and elevated (Danshui and Muzha) lines. Therefore, TRTC began to set up sound insulation walls and implemented an array of noise reduction measures (including lubricating, lathing, and polishing EMU wheels, changing the base boards, replacing the railroad switches, and adjusting operational modes) in an effort to reduce the noise to a minimum. Up to 2006, a total of 8,699 meters of sound insulation walls has been installed.

(1) Danshui Line

Section	Time Completed	Length	Effect
Emerging section			
Emerging from the Minquan W. Road Station	2001.10	162m	Complies with the noise volume standards at all hours and lowered the level by 11-15 weighted db.
Elevated sections			
Xinbeitou Line	2006.07	2,067m	Maximum Noise Level dropped by 9 - 15 weighted db.
Between Beitou and Fuxinggang Station	2006.11	1,698m	
Between Minquan W. Rd and Jiantan Station	2006.12	988m	
Surface sections			
Between Beitou and Fuxinggang Station	2003.06	744m	Maximum Noise Level dropped by 11 - 17 weighted db.
Between Zhuwei and Danshui Station	2005.06	800m	Maximum Noise Level dropped by 9 - 12 weighted db.
Between Fuxinggang and Zhongyi Station, front and back of Guandu section	2006.07	1,500m	Maximum Noise Level dropped by 10 - 16 weighted db.

(2) Muzha Line

Section	Time Completed	Length	Effect
Between Linguang and Xinhai Station	2006.08	740m	Maximum Noise Level dropped by 8 - 12 weighted db.

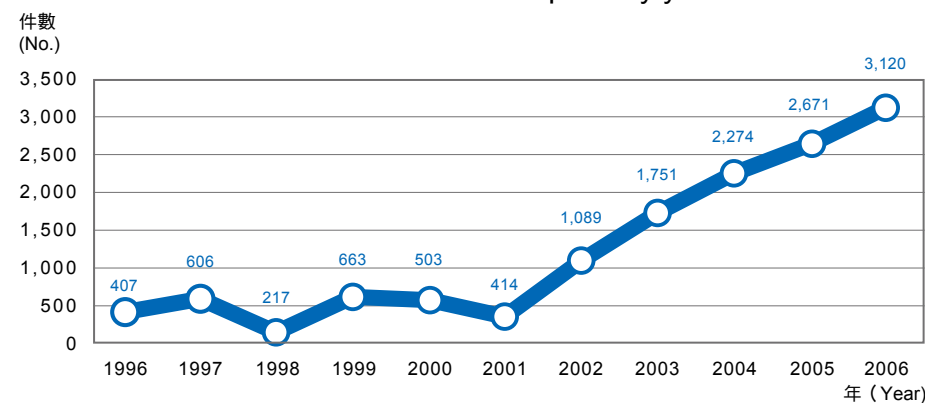


### 建立自主檢修電子電路板能力

厚植堅實的自主維修能量，係提昇捷運系統營運穩定度的不二法門。1996年5月30日法商馬特拉公司無預警撤離木柵線，臺北捷運公司自當年1月成立研發小組，開始進行木柵線電子電路板檢修。累積歷年檢修經驗，研發小組2006年轉型為研發中心，除可自行檢修中、高運量電子電路板外，相關檢修技術也

已具規模，成為營運維修的強大後盾。自1996年至2006年，累積修復電子電路板13,715件，以每片節省9萬元計，估計節省12億3,435萬元維修經費支出。2006年另完成659件電量儀器校正工作，有效節省修復及校正作業時程，電路板檢修及電量儀器校正部分於2006年通過ISO9001認證，未來將朝自主建立自動測試設備等目標努力。

歷年電子電路板檢修績效  
Electrical circuit board repairs by years



### 重置票證系統暨自動收費設備

自動收費系統原採磁卡車票，為推動「一票到底」的交通政策，整合捷運、公車及停車場票證系統，並為未來推展多功能生活及小額消費的行動卡預為準備，公司配合臺北市政府1999年3月成立專案小組，並轉投資成立臺北智慧卡票證公司，於2002年6月正式推出非接觸式IC卡－「悠遊卡」上市，臺北的交通票證系統，正式邁入非接觸式IC卡之時代。2005年7月15日發行「捷運一日票悠遊卡」，取代原一日票紙票，有效改善旅客須由公務門進出之不便。

為充分發揮悠遊卡觀光遊憩功能，2006年11月7日配合臺北市政府政策由臺北智慧卡票證公司發行臺北觀光護照Taipei Pass，共有一日券、二日券、三日券及五日券，購買後於使用期限內，可無限次數搭乘捷運及公車，並享有觀光景點、餐廳、旅館等之折扣優惠。

隨着IC卡之使用已成為捷運最主要票種，為提供旅客更便捷使用之驗票收費設備，已營運路線配合新建路線採用全IC卡系統進行重置工作，臺北市政府捷運工程局自2006年起分階段進行現有營運路線車站之設備安裝轉換作業，預計於2007年8月底完成全部現有營運路線共69個車站之重置設備安裝作業。

新一代自動收費系統係以旅客的安全性及便利性為設計主軸，驗票閘門改採門檔式設計，對於坐輪椅、行動不便、提攜大型行李、抱娃娃、推嬰兒車的旅客在使用這套新的驗票閘門時，更能感受其人性化及便利性。自動售票機藉由人性化的觸控式螢幕購

### Ability to Carry out Circuit Board Repair

Developing the ability to repair internally has been the one and only path to system upgrade. After Matra withdrew from the Muzha Line without warning on May 30<sup>th</sup> 1996, TRTC immediately set up an R&D team in January and began inspecting and repairing the circuit boards of the Muzha Line. With the experience accumulated through the years, the R&D team was expanded into the R&D Center in 2006. In addition to maintaining and repairing the circuit boards of the high and medium capacity systems, TRTC's R&D Center began developing technical abilities in other areas, which effectively became the best support for the operations of the Taipei Metro system. From 1996 to 2006, the team and the center have repaired an accumulated 13,715 pieces of circuit boards. If we calculate the repair costs for each circuit board at NT\$90,000, TRTC effectively saved NT\$ 1,234.35 million in maintenance expenditures. TRTC's R&D Center also completed calibration work for 659 electrical gauges in 2006, which saves not only money but also valuable time. In 2006, TRTC's abilities in circuit board maintenance and repair and electrical gauge calibration officially passed the ISO9001 certification. TRTC aims to design its own auto-testing facilities in the near future.

### Ticketing System and Auto-Vending System Update

The auto-vending system was originally in the form of magnetic cards. To integrate the MRT, bus and parking systems, as well as preparing for the emerging touch'n-go cash-card lifestyle, TRTC, in coordination with the Taipei City Government, set up a special project team in March 1999 and invested in the Taipei Smart Card Corporation. In June 2002, the first non-contact IC card, the EasyCard, was launched, and the ticketing system of Taipei City officially marched into the era of non-contract IC cards. On July 15<sup>th</sup> 2005, TRTC launched the EasyCard One-day Pass to replace the original paper tickets and removed the inconvenience of having to access the metro from the employee gate.

To extend the functions of EasyCard passes, Taipei Smart Card Corporation, in coordination with the city government, launched the Taipei Pass, which was issued in four types - one, two, three, and five day passes. Holders of the passes may use the passes for unlimited rides on the MRT and buses for the length of time allowed for their pass and are treated to an array of admission ticket, restaurant and hotel discounts.

IC cards have become the main mode of payment for Taipei Metro users. To provide the passengers with more convenient and easy to use gates, TRTC initiated an IC card system update project on all old and new lines. The Department of Rapid Transit, Taipei City, has begun installation and update work on existing lines in 2006, and the project, to cover 69 stations, was scheduled for completion by the end of August 2007.

2003捷運都會劇心動列車紀念車票  
MRT Love Train Commemorative Ticket  
發行日期：2003.07.09





票，發售的單程票亦由以往的磁票改為非接觸式智慧代幣（IC Token），同時為便利一次購買多張車票的旅客付費，增加了接受紙鈔功能。重置計畫第1階段為麟光、新北投及善導寺三個車站於2006年5月12日開放新閘門使用；第2階段於2006年12月30日完成捷運已營運路線各車站約一半設備之安裝作業，並開放新式閘門使用；第3階段預計2007年12月前完成全線69個車站之更新作業，預期新一代的自動收費系統將為旅客帶來更安全便捷之優質服務。

#### 採購新型電聯車

為滿足2006年土城線通車至2010年新莊蘆洲線暨南港延伸線通車之列車需求，由本公司自購24列電聯車於2006年度已交車13列車，並陸續完成測試後上線服務；新型電聯車依照本公司營運經驗及旅客需求，於頭尾車廂增設行李架、車廂內增設偵煙器、閉路電視攝影機、車門由氣動式改為電動式，及列車外觀尾燈、標誌燈及門開指示燈均改採明亮且耐用之LED，以提供更安全且舒適之運輸服務。



#### 經營效能提昇

永續經營為企業經營之終極目標，為達成此目標，公司積極提昇經營效能，推動完善管理措施，加強資訊化自動作業流程，以建構企業永續經營之堅實基礎。

#### 落實績效管理

##### （1）提案獎勵制度

為鼓勵員工發揮創意及積極改善精神，並培養員工養成隨時發現問題、自主思考及主動解決問題的能力與習慣，自1996年制訂提案制度獎勵要點，據以施行提案制度，2001年改採二階段審核方式，第一階段獎勵員工主動發現問題，提出改善方案，第二階段獎勵獲得重大改善成果之提案；2003年除重新修正檢討現行制度之合宜性外，並實施提案資訊平台、提案全面電子化、公開表揚優良提案同仁、強化內部行銷宣傳及舉辦提案相關教育訓練。另為鼓勵更多創意及重大改善提案能有效施行，針對獲獎且實行成效良好之提案，亦自2003年起舉辦年度績優提案發表評選會，選出該年度績優提案前3名，分別獲頒獎金8萬、5萬及3萬元，2003全年提案件數成長至255件，為前年度的2.4倍；2004年擴大舉辦「年度績優提案發表會」、發行「年度優良提案彙編」，在各級主管的鼓舞及重視下，全年度提案件數大幅成長為826件；2006年因公司全心投入土城線通車事宜，致使提案件數微幅下降，但仍有657件的佳績，獲獎件數498件，頒發提案獎金共45萬元，其中甲等獎7件、乙等獎12件、佳作獎19件，其餘為入選獎與鼓勵獎。

The new generation ticketing system is designed for safety and convenience. The gates now retracts into the side boxes, so they are more accessible to people who are in wheelchairs, less mobile, carrying large suitcases, holding children, or pushing trolleys. The auto-vending machines have been updated to touch-screen counters, and the magnetic-strip tickets have now been replaced by IC tokens. People who are purchasing multiple tickets can now use notes instead of coins. The first stage update was implemented at the Linguang, Xinbeitou, and Shandao Temple stations and became operational on May 12<sup>th</sup> 2006. Half of the project had been completed at the second stage and opened on December 30<sup>th</sup> 2006. The third stage involves completion in all 69 stations on the MRT lines and is expected to be completed by December 2007. The new automatic system will bring convenience at an even higher level to the residents of Taipei City.

#### Procurement of New EMUs

In preparation for the operation of the Tucheng Line (begun in 2006), Xizhuang-Luzhou Line (2010), and the Nangang Line extension, TRTC procured 24 EMU trains, and 13 of them have been delivered. The new EMU trains are currently under testing and will be launched into service in the near future. The new EMUs are designed to meet passenger

demands; in which, the first and last units are installed with suitcase racks, and all units are completed with smoke detectors and close-circuit TVs. The train doors have also been changed from hydraulic to electrical, and all taillights, signs, and door lights have been replaced with durable LED lights to provide Taipei Metro users safer and more comfortable services.

#### Efficiency Management

Sustainable development is the goal of every company. To achieve this goal, TRTC has been actively promoting management betterment and information automation. TRTC builds a foundation for sustainable development through active upgrades of operational efficiency.

#### Effective Efficiency Management

##### (1). Proposal Reward

To encourage creativity and proactive thinking, as well as cultivate the culture of proactive problem discovery, independent thinking, and problem solving, TRTC laid down the key points for proposal rewards. This reward system was redesigned in 2001 into a two-stage evaluation system. The first stage includes rewards for problem discovery and proposals for improvements. The second stage awards achievements in major improvement projects. In 2003, TRTC reevaluated this reward system and set up a proposal information platform, which digitalized the proposal process. Good proposals are openly commended to reinforce internal promotion, and relevant training has been conducted to build up employee abilities. Furthermore, to encourage creativity and ensure effective implementation of major improvement proposals, an evaluation committee was set up in 2003 to evaluate the effective proposals and select the top three for the annual rewards of NT\$80, NT\$50, and NT\$30 thousand respectively. In 2003, the number of proposals grew to 255, which was 2.4 times the number of the previous year. In 2004, the Annual Outstanding Proposal Award was expanded and the outstanding proposals were published in the Collection of Outstanding Proposals. Motivated by supervisors, a large growth brought the case count of the year to 826. In 2006, when a great share of attention of the company was diverted to the opening of the Tucheng Line, the case count dropped slightly, but there were still 657 proposals received and 498 of them won awards. A total of NT\$450,000 was given to the winners; of these seven were rated 7 outstanding, 12 excellent, and 19 where given a mark of merit. The rest were also generously awarded.

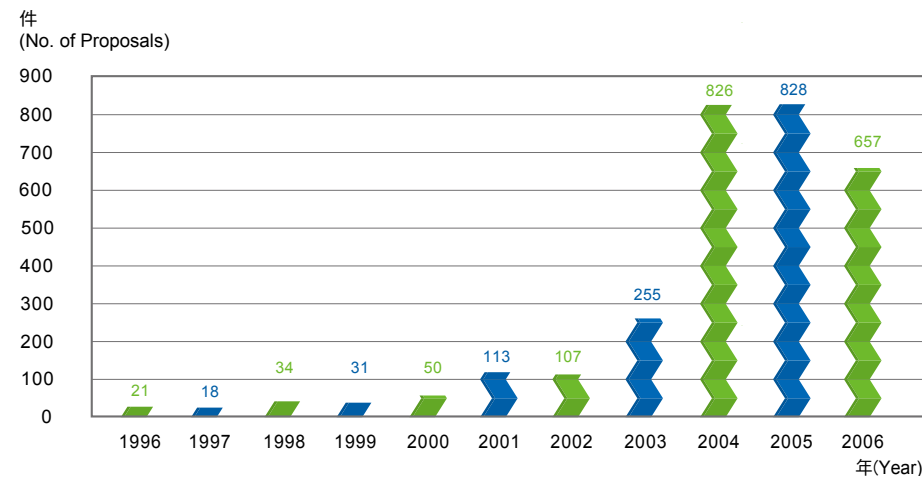
臺北捷運公司十週年慶紀念車票 ▶  
10<sup>th</sup> Anniversary Ticket(1994-2004)  
發行日期：2004.07.29







歷年提案件數  
No. of proposals by year



臺北市政府鑑於本公司提案制度的成功與執行成效，要求研考會以公司的提案制度為藍圖，建立「臺北市政府創意提案會報實施計畫」，要求全市府機關推薦各單位提案制度作業，以激發同仁智慧及創意，增進為民服務品質。在2006年度「臺北市政府各機關推動創意提案制度執行情形檢討報告」中，公司榮獲滿分100分之佳績，於54個已推動提案制度之機關中排名第一。

### (2) 責任中心制度施行

為客觀評核部門績效，激發員工創造盈餘，自1999年起實施責任中心制度，作為公司內部績效管理工具。隨著近年來許多企業引進「平衡計分卡」，促進公司體質均衡發展，2003年成立責任中心審議委員會，並參考該項工具之精神，以公司策略為出發點，將其展開為「策略性目標」及「策略性衡量指標KPI」，並向下延展成為「部門績效指標」，再朝指標數精簡、優先選用可衡量性指標等方向進行調整，作為各部門之績效指標。藉由公司目標與部門衡量指標之串連，引導各級主管及同仁聚焦於公司的經營策略，進而創造出最大價

值。在各級主管與成員的努力下，2006年度繳出亮麗的經營成績，各項服務品質進一步的提昇，顯示管理制度的推動對於公司經營績效提昇有相當助益。

### (3) 品管圈活動

為鼓勵員工發揮團隊合作及自主改善的精神，自1996年起開始推動品管圈活動，由工作現場同仁組圈，透過全體成員腦力激盪、集思廣益的方式，持續不斷地追求工作方法的改善與革新。2006年度更以TQC全面擴大推動，由4個線上部門推展至11個行政部門，並設定2006年度總目標圈數為65圈。經實施後年度總完成品管圈活動圈數共69圈，較2005年度44圈增加25圈，並結合各部門之責任中心績效考評，以達公司品管圈推動成效質量兼顧之要求。

### 推動企業電子化

臺北捷運通車已逾十載，原建置之資訊管理系統，因捷運系統各線陸續通車，功能已逐漸無法滿足環境快速變動之需求，故逐年規劃資訊軟硬體之汰換昇級，以因應資訊技術發展迅速、日新月異之需求，2006年則戮力統整各資訊系統之介面及資料庫，以財會系統為核

The success of TRTC's proposal system grabbed the attention of the Taipei City Government. The City's Department of Research, Development, and Evaluation was requested to design the "Taipei City Creative Proposal Plan" based on TRTC's proposal award system, with all administrative units in the city government prompted to provide suggestions, with the aim of stimulating creativity for improvement of the city's services. In the 2006 Taipei City Government Creative Proposal Implementation Report, TRTC was graded full marks and ranked Number One among all implemented units.

### (2) Implementation of the Responsibility Center System

To create a base for departmental evaluation and motivate employees, TRTC began to implement the Responsibility Center System in 1999. Adapted from private businesses, the "Balanced Score Card" enables the company to develop in balance. In 2003, the

Responsibility Center Evaluation Committee was set up, and the scorecard evaluation tool was adapted and elaborated into "Strategic Goals" and "Strategic Index KPI", which is then further extended into the "Departmental Performance Index". Clear and measurable indices were set to measure the performance of each department. Linking the company goals and the departmental performance index, the supervisors and staffs of the company are guided to focus on the operational strategies of the company for maximum efficiency. The supervisors and staffs of TRTC were highly dedicated, and handed in a brilliant score sheet in 2006. The quality of all services has all been brought to a new height, which shows that this management system is highly effective and beneficial to the advancement of the company.

### (3) QA Circle Activity

To encourage teamwork and self-improvement, TRTC began implementation of the QA circle activity in 1996. This activity is implemented by pulling the workers into a circle and brainstorming for new ideas for new methods, improvements, or reforms. This project was expanded into TQC in 2006 and promoted by four online departments to 11 administrative units. The goal of 69 circles was configured for 2006, which was successfully achieved, surpassing the 44 circle record of 2005 by 25 circles. This activity, together with the responsibility center evaluation system, fulfills the company's demand quantitatively as well as qualitatively.

### Information Automation

Taipei Metro has been in service for 10 years, the original information management system is no longer sufficient to handle the increasing number of MRT lines. Therefore, TRTC decided to update the system in response to the advancing technologies. In 2006, the focus was placed on integration of the interfaces and database, while focusing on the financial and accounting system to establish new procurement, material management, and equipment/facility management (EFMS), personnel salary, property, goods, training, training POS, dispatch, and account integration systems, which are expected to reduce the need of repeated manual data entry for higher efficiency.





心，建立與採購系統、物料系統、設備設施管理系統（EFMS）、人事薪資系統、財產系統、物品系統、訓練系統、訓練POS系統、差勤系統、帳務整合系統等介面功能，減少人工重複輸入，節省作業時間及提高工作效率。

推動營運管理資訊系統正式上線使用，重要設備監控系統（SCADA）（2006年4月）、設備設施管理系統（EFMS）（2006年11月）、專案管理及維修排程系統（2006年11月）、災害及事故輔助系統（2006年12月），結合地理資訊系統技術，確實掌握場站設備運轉狀況，控管維修進度，縮短災害及事故處理時間，並降低電腦設備異常警訊對系統營運之衝擊。

推動行政管理資訊系統正式上線使用，差勤管理系統（2006年8月）、採購系統（2006年12月）、物料系統（2006年12月）、財會系統（2006年12月），有效掌控全公司人員到勤及差假管理作業，有效降低物料庫存，簡化相關表單書面作業，建立系統介面功能，減少人

工重複輸入，確實掌握公司每日的帳務資料及可用資金，簡化出納作業，節省作業時間及提高工作效率。

### 加強人員培訓，提昇核心能力

人力資源是公司最大的資產，公司歷年來透過新進人員訓練、專業訓練、知能補充訓練、管理及人文訓練、安衛訓練及服務訓練等6類方式，使員工完整具備工作所需能力，正確有效地執行工作要求，達到企業化人力資源管理目標。2006年訓練計畫共計開辦1,196班期、訓練總人次為24,706人次。各類員工訓練所占百分比，如圖所示。

除了一般員工訓練外，為提昇各級主管管理技能，2006年安排各級主管觀摩外單位運作模式，汲取營運經驗並舉辦座談及講習，使各級主管了解及承續推動公司營運目標及理念，提供各級主管溝通及聯誼之機會，有助於各項業務之協調及推動，各級主管反映熱烈，執行績效良好。2006年辦理1梯次高階主管研討會、3梯次中階主管研討會、1梯次基層主管研討會，參訓人數182人。



小碧潭站通車紀念車票 ▶  
Xiaobitan Station Inauguration Commemorative Ticket  
發行日期：2004.09.29



In 2006, TRTC also began updating the management information system, equipment surveillance system (SCADA, Apr. 2006), equipment/facility management system (EFMS, Nov. 2006), project management and maintenance scheduling system (Nov. 2006), and disaster and emergency aid system (Dec. 2006). The geographic information system technology has also been implemented to control the operation of the stations/plants and progress of maintenance, shorten emergency response time, and lower the impact of false alarms from automated facilities for the operation of the Taipei Metro system.

Updates of the administrative information system have also begun, including the dispatch management system (Aug. 2006), procurement system (Dec. 2006), material management system (Dec.

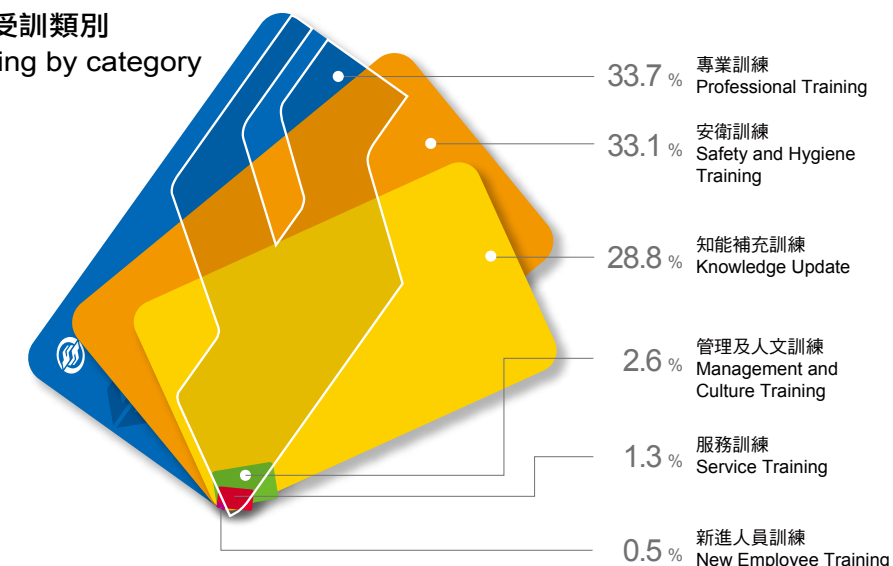
2006), and financial/accounting system (Dec. 2006). These updates are expected to effectively control the attendance and leave of employees, lower material stocks, simplify document processing, establish system interface functions, minimize repeated manual data entry, effectively control the accounts and funds, and simplify cashier work for maximum efficiency.

### Improving Employee Training for Optimum Core Abilities

Human resources are the most valuable asset of a company. TRTC has been upgrading its employees through training in six categories – new employee training, professional training, knowledge update, management and culture training, safety and hygiene training, and service training. These trainings equip TRTC employees with the necessary abilities. A total of 1,196 courses, attended by 24,706 persons, have been conducted in 2006. The percentages of the six training categories are shown below.

In addition to regular employee trainings, external observation events, as well as forums and seminars, have also been held for supervisors, to ensure that they are equipped to convey and push forward the company's goal and missions to the employees. The events also provide opportunities for networking, aiming to facilitate better inter-departmental communication and coordination. The supervisors have responded positively to the event and the activities have been highly effective. One senior executive seminar, three junior-level executive seminars, and one base-level executive seminar were hosted in 2006, and a total of 182 persons participated in the events.

員工受訓類別  
Training by category





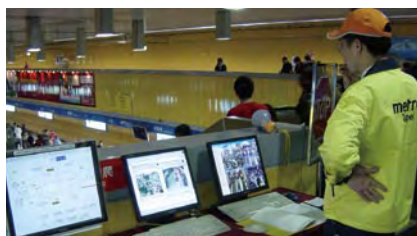


為鼓勵民眾搭乘捷運，並藉由了解捷運系統內各項設施設備，使其成為捷運忠實顧客，公司持續舉辦各種參訪及行銷活動，藉由拓展公共關係、提供多樣性文化及休閒活動，展現科技運輸外之人文空間，傳輸優質生活文化，並縮短民眾與捷運系統間之距離。

### 發展公共關係

#### 車站大型活動人潮疏運及管制作業

由於捷運已成為大臺北都會區居民最主要的運輸工具之一，每逢各項大型活動（如跨年活動、聖誕晚會、演唱會等）舉辦時，捷運車站人潮大幅增加，在有限的空間下，如何順利提供旅客順暢、安全的運輸服務，為本公司持續努力的目標，而車站人潮疏運及管制計畫即為執行方式之一。



2006年度配合車站周邊大型活動，辦理人潮管制計畫及提早發車或延後收班之疏運方案，配合之大型活動包括「2006年元旦升旗典禮」、「2006臺北燈節」、「2006臺北國際馬拉松」、「2006年資訊月」及「煙火遊行嘉年華—2007臺北最High新年城」等。

其中「煙火遊行嘉年華—2007臺北最High新年城」活動，市府周邊廣場參與活動人潮達到52萬人之空前規模，本公司為配合人潮疏運及現場管制，自2006年11月即開始進行相關籌備工作，跨年當日除一般值勤同仁外，更於16個主要車站增派450餘名同仁進行現場人潮管制工作，合計當日出勤同仁高達1,700餘人，當日採取延長營運不收班，以提供參與跨年活動民眾更快速與安全之疏運服務。2006年跨年當日運量高達157萬6,361人次，再創單日運量新高紀錄，較2005年12月31日156萬5,118人次，增加1萬1,243人次。



To encourage use of Taipei Metro, create a loyal customer base, as well as familiarize the riders with the facilities in the MRT system, TRTC has been hosting various observation tours and marketing activities. TRTC aims to provide a diversified range of cultural and recreational activities, convey a high quality lifestyle, and bring the riders closer to the Taipei Metro system through public relation activities and exhibition of humanity in modern transportation technology.



### Developing Public Relations

#### Transportation and control for participants of large events

Taipei Metro has become one of the major modes of transportation for Taipei City Residents. Therefore, when large events are held in the City (New Year Eve/Christmas parties or concerts), there is often crowding MRT stations during the events. It has been a challenge to handle crowds in such limited spaces. TRTC has been working to design response plans, and the station crowd divergence and control plan is one of the execution methods.

In 2006, the crowd control plan, including extended service hours, was implemented for the 2006 New Year Flag-raising Ceremony, 2006 Taipei Lantern Festival, 2006 Taipei International Marathon, 2006 Information Technology Month, and Fireworks Festival – 2007 Taipei, the Highest City in the World on New Year Day.

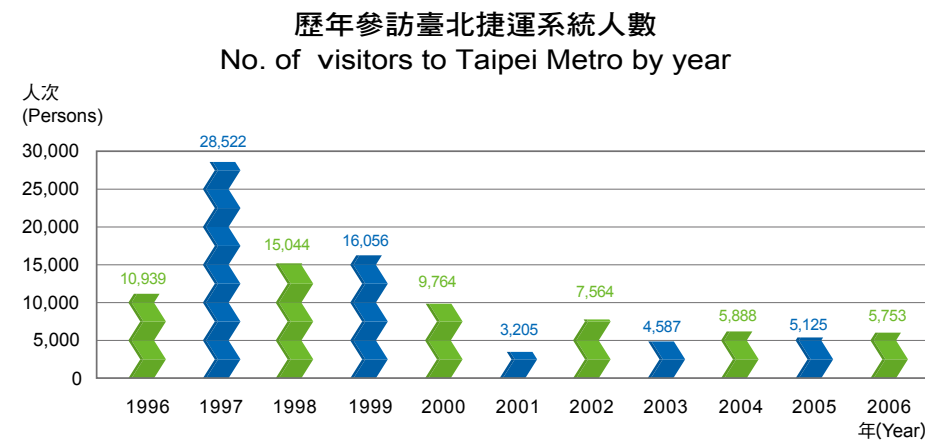
The Fireworks Festival – 2007 Taipei, the Highest City in the World on New Year's Day attracted a crowd of 520,000 people to the City Hall Square. TRTC began to prepare for this event from November 2006. On the day of the New Year's Eve celebration, a total of 450 extra personnel were sent to 16 stations, and a total of 1,700 personnel were on duty on that day. On the day of the event, the Taipei Metro system remained opened afterhours to transport the event goers at the fastest speed possible. An estimated total of 1,576,361 million persons took the Taipei Metro on that day, breaking the 1,565,118 million persons recorded on December 31<sup>st</sup> 2005 by 11,243.





## 民眾及外賓參訪

為提昇臺北捷運及公司形象，積極接待各界參訪團體，並配合臺北市政府與外交部辦理外賓接待。歷年參訪人次如下圖所示：



2006年總計外賓參訪團體203團（5,753人次），其中國外來賓54團（568人次）、大陸來賓16團（216人次）、國內機關團體52團（1,905人次）、及捷運之旅81團（3,064人次）。同時透過問卷調查了解參訪時接待人員專業及服務熱忱之滿意度，結果顯示「非常滿意」高達90.3%。

另為使民眾熟悉車站逃生路徑、逃生指標、緊急設備、消防器材及相關緊急作業，緊急時可協助通報、處置或

導引其他旅客正確的逃生路徑，自2004年起推動「車站定期開放民眾參觀計畫」，邀請車站臨近鄰里居民、社區發展協會及學生等團體，參訪捷運車站，由專人帶領解說車站各項逃生設備及緊急狀況時注意事項。2006年共計執行68梯次、3,030人次參訪，使民眾更加了解車站運作狀況，增進緊急狀況逃生能力，並藉由參訪互動過程，強化與周邊社區、學校良好關係，創造雙贏局面。



多明尼加共和國總統費南德斯閣下來訪臺北捷運公司  
President of the Dominican Republic, Dr. Leonel Fernandez Reyna, visited TRTC.



## Visits by the Public and Foreign Guests

To boost its image, TRTC welcomes all public group visits. In coordination with the Taipei City Government and the Ministry of Foreign Affairs, TRTC has also hosted several tours over the years, as shown in the following table.

In 2006, a total of 203 groups (5,753 persons) visited Taipei Metro, including 54 groups of foreign guests (568 persons), 16 groups from China (216 persons), 52 groups from local organizations

運量突破20億人次紀念車票 ▶  
Two Billion Passenger Journeys Sold Commemorative Ticket  
發行日期：2005.08.04



(1,905 persons), and 81 groups visited through the Taipei Metro Tour activity (3,064 persons). The visitors were survey for customer satisfaction, and the results show 90.3% of answers for “Highly Satisfied”.

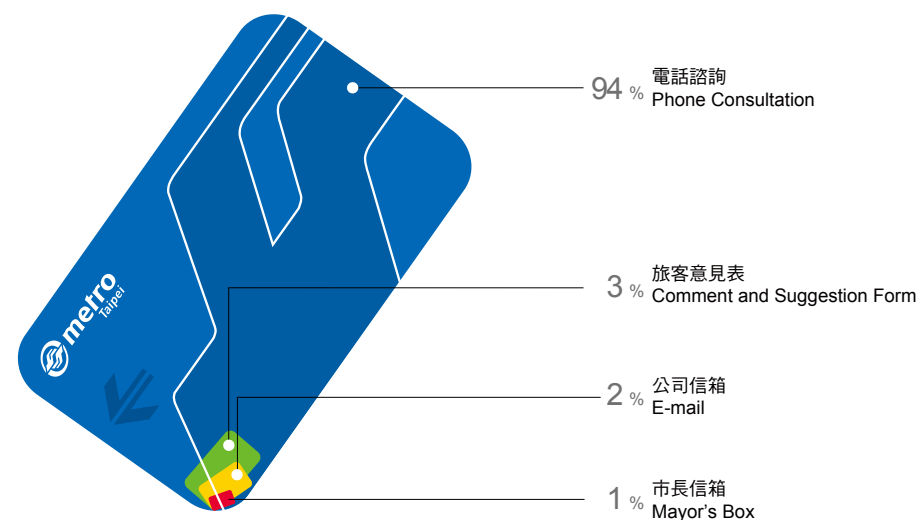
In addition, to familiarize people with the escape routes, signs, emergency equipments, fire extinguishers, and other emergency operations, so that each of the MRT riders will be equipped to report and handle incidents and assist other passenger to escape, TRTC opened the stations for guided tours in 2004. TRTC invited residents in the surrounding areas, community development associations, and student groups to join in the guided tours to Taipei Metro Stations. A total of 68 tours (3,030 persons) were conducted in 2006. The activities not only were informative and educational but also created good relationships with the communities and schools in the areas.





## 旅客意見處理

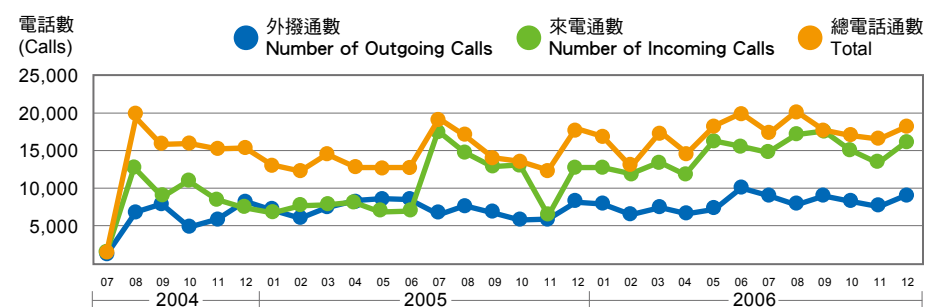
為維護旅客服務品質及提供民眾暢通意見管道，設立各項與民眾反應意見及諮詢的方式，包含電話諮詢、填寫旅客意見表、公司信箱、市長信箱等，其大致分配比例說明如下：



為及時服務旅客面臨的問題，縮短處理時間，配合公司成立10週年慶，於2004年7月29日成立24小時客服中心，提供單一服務窗口，民眾只要打專線電話（02）218-12345，即由專人接聽，享有營運諮詢、遺失物查詢及意見申訴等多項親切服務。2006年共處理旅客意見120,838件，其中具體表達感謝或讚美者

246件，申訴或抱怨者有186件，其餘一般諮詢或建議則有120,406件。

自2004年啟用至今，其電話接聽量趨勢如下圖所示，在特殊事件發生時，如颱風及新路線通車時期，客服詢問電話呈現明顯的高峰，充分發揮24小時客服中心即時回應民眾之功能。



增高之原因：  
 2004.08 艾莉颱風來襲，2005.07 海棠颱風來襲，2006.05 土城線通車  
 Typhoon Aere Occured in Taiwan in Aug. 2004  
 Typhoon Haitang Occured in Taiwan in Jul. 2005  
 Opening of Tucheng Line in May. 2006

## Customer Suggestions and Comments

To maintain the quality of customer services, TRTC set up several channels to provide for customers' expression of opinions, suggestions, and comments, including telephone consultation, comments and suggestion forms, TRTC email, and mayor's box. The ratio is distributed as the follows.



木柵線通車10週年紀念車票  
 The 10<sup>th</sup> Anniversary of Inauguration Commemorative Ticket  
 發行日期：2006.03.28



On July 29<sup>th</sup> 2004, coinciding with the company's 10th anniversary, TRTC opened the 24-hour Customer Service Center. This one-stop service window aims to solve customers' problems instantly and shorten the processing time. Just dial (02) 218-12345; dedicated personnel will answer the phone to answer your questions, search through lost-and-found items, and listen to your complaints 24-hours a day. In 2006, a total of 120,838 customer comments were received, including 246 expressions of appreciation and recommendation for good services, 186 complaints, and 120,406 general questions and suggestions.

The following is a diagram illustrating the volume of phone calls since 2004. The volume of phone calls increases notably during special events such as typhoons and the opening of new lines. The 24-hour Customer Service Center has been highly effective in serving customers' information needs.







## 提供民眾使用北投捷運園區設施

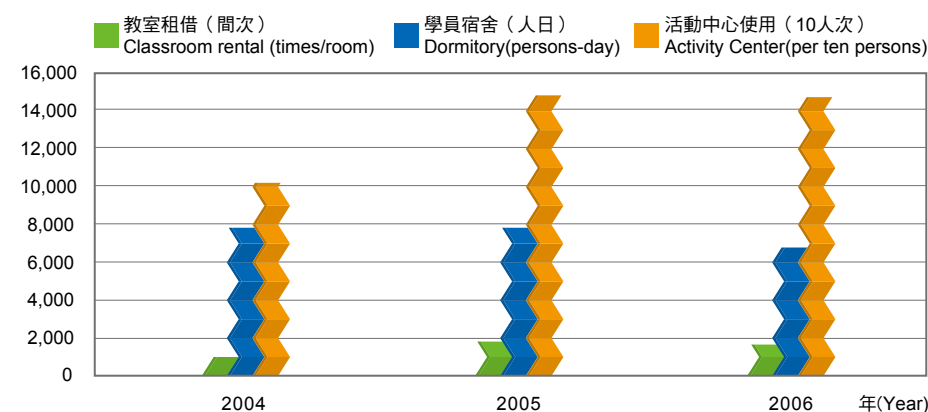
北投會館位於北投機廠內，提供租借使用之場地包括訓練教室、學員宿舍及訓練活動中心，訓練教室包含大、小教室、電腦教室及綜合會議廳，學員宿舍包含單人房、雙人房及貴賓室，訓練活動中心包含籃球場、羽球場、桌球室、撞球室、韻律教室、迴力球場、健身房、兒童遊樂場及游泳池等，基於回饋市民及資源有效運用，於2002年7月14日正式對外開放，採會員制，提供市民運動休憩及企業團體辦理訓練活動場

所，符合營運以來秉持結合捷運資源協助附近社區，創造融合運輸、藝文、休閒的多元化優質環境的目標。

2006年陸續完成訓練教室液晶投影機增購、訓練活動中心撞球檯加裝燈具、泳池機房設備改善維護、造景重新規劃改善、學員宿舍空調主機增設及寢具更新等裝修改善工作，軟、硬體設施、設備更趨完善健全。2006年提供教室租借1,471間次，學員宿舍住宿6,721人日，訓練活動中心活動使用153,857人次。

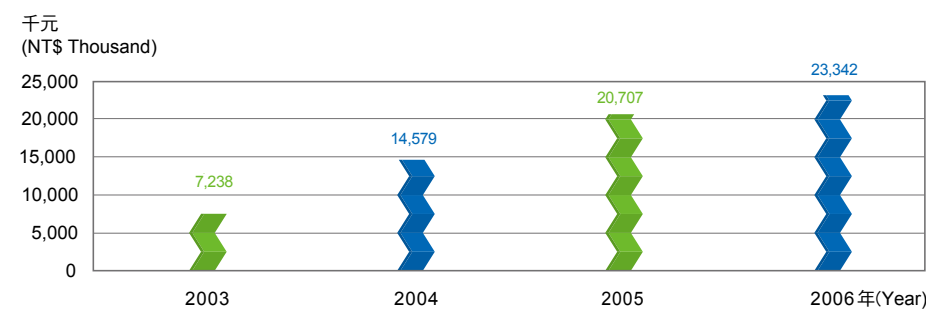
2004~2006年北投捷運園區各項設施使用次數

2004~2006 Beitou Resort facility usage



自2003年起歷年北投捷運園區營收呈現成長的趨勢，2006年營收總計為2,334萬餘元，其中訓練活動中心營收為1,076萬餘元，訓練教室營收為439萬餘元，學員宿舍營收為385萬餘元，代訓承商營收為323萬餘元，其它營收為111萬餘元。

2003~2006年北投捷運園區歷年營收  
Revenues of Beitou Resort 2003-2006



## Opening of the Beitou Resort

Inside the Beitou MRT plant, the Beitou Resort offers facility rental including classrooms, dormitories, and activity center. The classrooms include a large and small classroom, a computer classroom, and a general conference room. Dormitories include single rooms, double rooms, and VIP rooms. The activity center hosts a basketball court, badminton court, table-tennis room, billiard room, dance studio, racket-ball courts, gym, children's playground, and swimming pool. To share the resources with the residents, TRTC officially opened the facility to the public on July 14th 2002. The

club offers a membership program to provide the city's residents with a quality space for recreation and offer public and private organizations spaces for activities. TRTC always believes in sharing with the community and creating a multi-elemental environment linking transportation technology with arts, culture, and recreation.

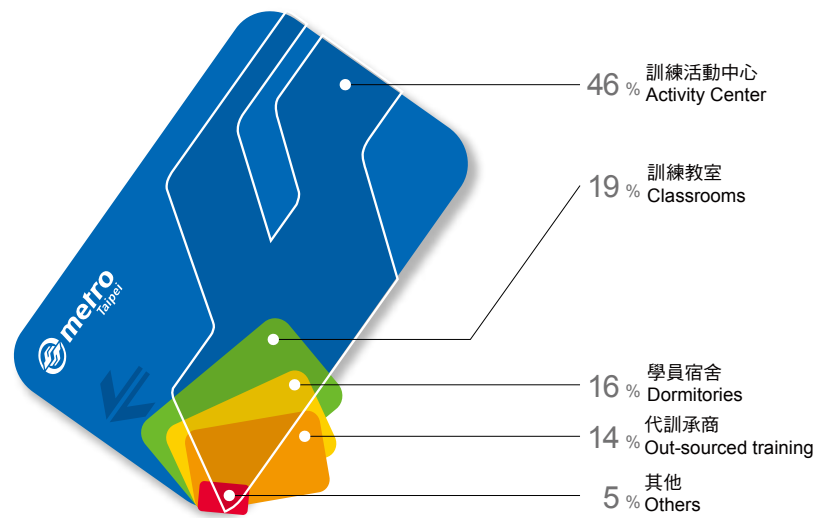
Some facilities have been updated in 2006, including LCD projectors for the classrooms, billiard table lights, swimming pool machine room improvements, landscape update, dormitory air-conditioning expansion, and furniture update. The hard and software facilities are now maintained at the optimum level. In 2006, the classrooms were rented out 1,471 times, and a total of 6,721 persons-days have stayed in the dormitories, and 153,857 persons have used the activity center.

From 2003, the Beitou Resort has been showing growth in the profits. A total of NT\$23.34 million in revenue was made in 2006, including NT\$10.76 million from the activity center, NT\$4.39 million from the classrooms, NT\$3.85 from the dormitory, NT\$3.23 million for out-sourced training services, and NT\$1.11 million from other sources of income.





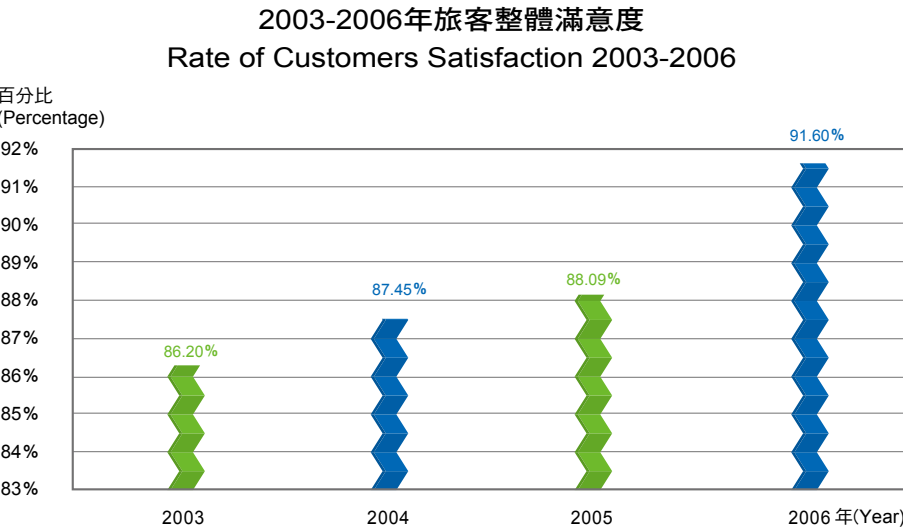
2006年北投捷運園區全年營收比例  
Ratio of Beitou Resort Income 2006



旅客滿意度

臺北捷運屬運輸服務業，旅客的意見與滿意度一直都是公司改善服務品質與創新作為最主要的依歸與原動力。為瞭解搭乘捷運之旅客對於臺北捷運各項服務滿意情形，1998年起即由公司自行規劃辦理「臺北捷運旅客滿意度調

查」，且為求公正客觀，自2003年起改成委託專業市調公司進行調查，希望透過客觀的第三者，廣泛蒐集捷運旅客之意見，作為臺北捷運服務改善及推動相關措施之參考依據。依問卷調查結果，旅客的整體滿意度逐年提昇，由2003年86.20%上昇至2006年之91.60%。



土城線通車紀念車票  
Tucheng Line Inauguration Commemorative Ticket  
發行日期：2006.05.31



Customer Satisfaction

As a transportation service provider, Taipei Metro sees customers' opinions as the driving force behind quality and creative services. Therefore, in order to be informed of how customers feel about the services, Taipei Metro conducted the Taipei Metro Customer Satisfaction Survey. For objectivity, TRTC commissioned professional market research companies to conduct the survey and the results have become an important reference for the company. The survey results show that the level of overall customer satisfaction has been increasing (i.e. from 86.20% in 2003 to 91.60% in 2006).







## 行銷活動

為鼓勵民眾搭乘，使其成為捷運的忠實顧客，從通車以來持續舉辦各種行銷活動，開發潛在客員，提升運量，並藉由提供多樣性文化及休閒活動，展現科技運輸外之人文空間，傳輸優質生活文化。

歷年行銷活動隨著路網通車及營運宣導的需求，均有其不同的階段性與策略性之做法。從1996年初期路網完成前，為因應現實通車環境需要和改變，吸引民眾注意，滿足民眾心理基本需求，讓乘客安心以持續搭乘，推出多項行銷票價措施，以及各項公司重要成長里程碑慶祝活動。

2000年初期路網完成後，為使公司能有「質的提昇」及「促進運量再成長」，進而「善盡企業社會責任-取之於社會用之社會」，推出包含文化藝術、安全宣導、品牌提昇、社會關懷等多樣性行銷活動，以使民眾感受到「捷運不只是捷運」，更能結合食、衣、住、行、育、樂，成為全面性服務的優質生活提供者。

回顧1996年起至2006年止，歷年行銷活動可分5大面向呈現，包含「成長歷程慶賀」、「行銷票價施行」、「品牌形象提昇」、「社會關懷推動」、「文化藝術傳承」等，重要歷程如下：

### (1) 「成長歷程慶賀」

**1996.08.05** 辦理捷運旅客突破5百萬人次抽獎活動。

**1996.12.04** 慶祝木柵線累計運量突破一千萬人次活動。

**1997.10.13** 慶祝淡水線旅運量累計突破一千萬人次活動。

**1998.03.14** 慶祝木柵線累計運量突破三千萬人次活動。

**1998.03.28** 慶祝淡水線通車週年，舉辦「捷運休閒列車週年慶系列活動——童話婚禮」活動。

**1998.12.22** 慶祝運量累計突破一億人次活動。

**1999.12.24** 慶祝捷運雙十路網成型，舉行「臺北捷運頂好玩」系列活動。

**2001.01.04** 舉辦「『臺北捷運』突破五億人次」贈獎活動。

**2001.03.28** 慶祝臺北捷運通車五週年，辦理「臺北心脈動，溫馨捷送情」系列活動。

**2004.07.29** 辦理公司十週年慶生會暨客服中心開幕儀式等系列慶祝活動。

**2005.08.13** 舉行「運量突破20億·健康城市有活力」慶祝活動。

**2006.03.28** 配合通車10週年，舉辦「10年歡慶」系列活動。



### (2) 「行銷票價施行」

**1996.02.27** 配合木柵線正式通車前辦理4星期免費搭乘活動。

**1997.03.28** 慶祝淡水線（淡水站——中山站）通車，提供民眾兩週之免費試乘。

**1998.12.24** 配合中和線及新店線北段（臺北車站至古亭站）通車，推出20元搭捷運大招待。

**1999.11.11** 「千元儲值票現金八折折扣優待」。

**2002.09.15** 鼓勵及回饋捷運乘客使用悠遊卡搭乘捷運全面八折。

**2002.10.01** 舉辦「捷運10元走透透 悠遊體驗Easy Go」。

## Marketing Campaigns

To encourage use of Taipei Metro and create a loyal customer base, Taipei Metro has hosted an array of marketing campaigns. These activities are aimed at developing potential customers for higher operational efficiency. Through diversified cultural and recreational activities, TRTC exhibits transportation technologies in the arts and cultures of quality living.

For different needs of different lines, marketing campaigns and strategies also differ from stage to stage and line to line. From

1996 before the initial network was formed, TRTC launched an array of ticket discounts and celebration activities to attract the attention and satisfy the basic psychological needs of city resident and make passengers feel safe.

After 2000 when the initial network was completed, TRTC placed the focus on “Quality”, “Growth”, and “Social Responsibilities”, and launched a series of activities in the area of arts and culture, safety campaigns, brand promotion, and social welfare. Taipei Metro became connected to everyday living, food, clothing, dwelling, transportation, education, and recreation; “Metro” is no longer just a mode of transportation, it is now a provider of multiple services for quality living.

Looking back, from 1996 to 2006, TRTC’s marketing campaigns evolved in five stages – “Celebrations for the Journey of Growth”, “Ticket Discounts”, “Brand Image Campaign”, “Social Welfare Activities”, and “Heritage of Arts and Cultures”. The journey is summarized in the following:

### (1) Celebrations for the Journey of Growth

**1996.08.05** Five Million Passenger Lottery

**1996.12.04** Muzha Line Ten Million Passenger Celebration

**1997.10.13** Danshui Line Ten Million Passenger Celebration

**1998.03.14** Muzha Line Thirty Million Passenger Celebration

**1998.03.28** Danshui Line Anniversary Celebration – Fairytale Wedding

**1998.12.22** One Hundred Million Passenger Celebration

**1999.12.24** Fun along Taipei Metro series activities for completion of the double-cross network

**2001.01.04** Taipei Metro Five Hundred Million Passenger Celebration

**2001.03.28** Taipei Metro Fifth Anniversary Celebration – Vibes of Taipei; Metro Heart series activities

**2004.07.29** TRTC Tenth Anniversary Celebration and opening ceremony for the customer service center

**2005.08.13** Two Billion Passenger Celebration – Energy City series activities



**2006.03.28** Taipei Metro Tenth Anniversary Celebration series activities

**2006.12.01** Triple Celebration – platform gates, insulation walls, and 2.5 billion passengers

### (2) Ticket Discounts

**1996.02.27** Four weeks of free test-ride before opening of the Muzha Line

**1997.03.28** Two weeks of free test-ride before opening of the Danshui Line (Danshui to Zhongshan)

**1998.12.24** NT\$20 Treat to Taipei Metro Rides for opening of the Zhonghe Line and Xindian Line (north sec. Taipei Main station to Guting station).

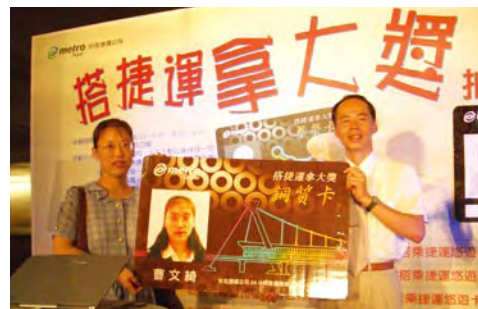
**1999.11.11** 20% discount for NT\$1,000 store-value cards



**2002.10.14** 舉辦「銀髮重陽列車 台北捷運敬老週」活動。

**2003.06.02** 因應SARS疫情，推出「6月假期捷運遊」優惠方案。

**2003.09.22** 配合「九二二無車日」暨『大眾運輸日』活動。



**2004.08.08** 舉辦「搭捷運拿大獎」活動。

**2006.04.01** 舉辦「轉乘旺旺，交通流暢」活動。

### (3)「品牌形象提昇」

**1996.09.27** 慶祝中秋節舉行「臺北非常中秋，捷運送溫情」活動。

**1996.10.27** 辦理「動物捷運之旅」活動。

**1997.12.31** 舉辦「1998跨年勁舞演唱會」活動。

**1999.02.05** 舉辦「回家真好，捷運大使歲末溫馨送」活動，由劉德華擔任捷運大使。

**1999.08.01** 舉辦「千禧喜願，為喜願兒找愛」演唱會。

**1999.11.13** 第一部彩繪列車「無尾熊列車」啟動典禮。

**2001.08.14** 舉行「臺北捷運郵票」發行典禮

**2001.08.18** 慶祝情人節，舉行東方情人啟航記者會。



**2002.02.07** 舉行新企業識別系統及新制服發表會，以「Metro Taipei」為全新服務品牌。

**2002.04.27** 辦理「博覽捷運，樂高接龍——金氏紀錄大挑戰」活動。

**2002.04.29** 舉辦臺北捷運行動電話通訊暢通啟用儀式。

**2003.01.21** 舉辦「捷運情人道——2003西洋情人節」系列活動。

**2004.10.24** 辦理「2004 臺北動物季——捷運『動』起來」系列活動。

**2005.07.04** 辦理第1屆捷運盃街舞大賽。

**2005.11.02** 辦理第1屆捷運盃熱門音樂大賞

**2006.01.01** 舉辦「城開不夜，舞動音樂迎新年」活動。

**2006.06.15** 辦理第2屆捷運盃街舞大賽。

**2006.06.24** 舉辦「Future Hits捷運搖滾音樂節」。

**2006.11.15** 舉辦第2屆捷運盃熱門音樂大賽

### (4)「社會關懷推動」

**2001.07.06** 推廣電扶梯安全，邀請知名藝人孫翠鳳女士擔任「電扶梯安全大使代言人」。

**2004.12.01** 辦理「愛的守護犬——關懷婦幼安全，燃點我希望」系列活動。

**2005.02.02** 辦理「因為有你，捷運會更溫馨」電扶梯安全宣導。

**2005.10.06** 辦理「關懷銀髮族」活動，宣導銀髮族「搭捷運，坐電梯」。



**2006.01.17** 辦理「關懷是不間斷的付出」活動，並配合活動宣傳捷運一日票「一搭一暢」優惠方案。

**2006.10.21** 為加強宣導搭乘捷運禁止嚼食口香糖、禮讓博愛座、遵守電梯及電扶梯搭乘安全，舉辦「捷運心文化運動」活動。

**2002.09.15** Easy Card 20% discount

**2002.10.01** NT\$10 Rides – Easy Go Experience Discount

**2002.10.14** Taipei Metro Senior Citizen Week – Silver Hair Train

**2003.06.02** June Holiday Promotion after SARS

**2003.09.22** 922 Car-free Day and Public Transportation Day Activities

**2004.08.08** Prizes for Metro Riders Activity



**2006.04.01** Park'n Ride Promotional Activities

### (3) Brand Image Campaign

**1996.09.27** Taipei Mid-Autumn Festival – Metro Heart Activities

**1996.10.27** Taipei Zoo Metro Tour

**1997.12.31** 1998 Count-Down Party with Taipei Metro

**1999.02.05** Home Sweet Home – Taipei Metro Ambassador Year-end Activities – Ambassador Andy Law

**1999.08.01** Millennium Wishes – Love for the Down Babies Concert

**1999.11.13** First color painted Koala Bear train launch party

**2001.08.14** Taipei Metro Stamp party

**2001.08.18** Chinese Valentine's Day- Virgin Cruise of the Oriental Lover

**2002.02.07** CIS and New Uniform Show; launched the Metro Taipei Logo



**2002.04.27** Expo Metro, Lego Relay – Challenging the Guinness Record

臺北建城120週年（小南門）紀念車票  
Taipei 120<sup>th</sup> Anniversary Commemorative Ticket (Auxiliary South Gate)  
發行日期：2004.12.25



**2002.04.29** Metro Taipei Mobile Phone System Activation Ceremony

**2003.01.21** Metro Lovers' Lane – 2003 Valentine's Day Celebration

**2004.10.24** 2004 Taipei Zoo – Move Metro series activities

**2005.07.04** The First Metro Taipei Street Dance Competition

**2005.11.02** The First Pop Music Competition

**2006.01.01** Dance All Night Long New Year Eve Celebration

**2006.06.15** The Second Metro Taipei Street Dance Competition

**2006.06.24** Future Hits Metro Rock'n Roll Festival

**2006.11.15** The Second Pop Music Competition

### (4) Social Welfare Activities

**2001.07.06** Elevator safety – spokesperson Miss Sun Cai-Feng

**2004.12.01** Loving Guardian – Light up Our Hope; Care for the Safety of Our Women and Children series activities

**2005.02.02** Metro Will Be Better because of You – elevator safety series activities

**2005.10.06** Silver Hair Care – from Elevator to MRT series activities

**2006.01.17** Non-stop Giving series activities



**2006.10.21** Metro Culture Movement series activities – campaign for banning chewing gum in metro system, giving seats to the elderly, escalator safety, and elevator safety



## (5)「文化藝術傳承」

**1998.06.06** 舉辦「捷運藝術季——精雕戲琢」活動。

**1998.11.07** 第一屆街頭藝人正式上路，至2003年底共計6次徵選。

**2000.02.18** 配合台北燈節活動，以宮燈佈置中正紀念堂站，此後，每年均配合燈節佈置車站。



**2000.07.28** 舉辦「保育、人文、美學，在捷運裡閱讀」活動。

**2000.07.31** 首度辦理「捷運下午茶」藝文活動。

**2000.08.31** 慶祝板橋線與小南門線通車，舉行「拉丁節奏」系列活動。

**2000.09.30** 舉辦「捷運音樂頂好聽」活動。

**2000.10.06** 舉辦「捷運下午茶——亞太傳統藝術匯演」活動。

**2001.05.06** 舉辦「藝術捷運」活動。

**2003.09.06** 舉辦廣場藝術節捷運護照活動。

**2003.10.01** 辦理「今年・我們來寫愛情」活動。

**2003.10.15** 舉辦「捷運下午茶傳統藝術活動」。

**2003.11.19** 舉辦「條條捷運通埃及」系列活動。

**2004.02.13** 舉辦「捷運愛情徵文活動」。

**2004.04.10** 舉辦「臺北文化季」系列活動。

**2005.12.05** 歌劇魅影彩繪列車啟動及一日套票上市發表會。



臺北建城120週年（北門）紀念車票  
Taipei 120<sup>th</sup> Anniversary Commemorative Ticket (North Gate)  
發行日期：2004.12.15



## (5) Heritage of Arts and Cultures

**1998.06.06** Metro Art Festival – Fine Craft Theater series activities

**1998.11.07** The First Street Art Performers; six auditions up to the end of 2003

**2000.02.18** Palace Lantern at the Chiang Kai-Shek Memorial Hall Station for the Taipei Lantern Festival

**2000.07.28** Environment, Culture, and Art – Reading in Metro series activities

**2000.07.31** The First Metro High-Tea series activities

**2000.08.31** Xiaonanmen Line Opening Celebration and Latin Tempo series activities

**2000.09.30** Metro Music Festival series activities

**2000.10.06** Metro High-Tea – Grand Performances of Asia-Pacific Arts series activities

**2001.05.06** Art in Metro series activities

**2003.09.06** Square Art Festival · Metro Taipei Passport series activities

**2003.10.01** This Year – We Write about Love series activities

**2003.10.15** Metro High-Tea Party of Traditional Arts series activities

**2003.11.19** All Metro Leads to Egypt series activities

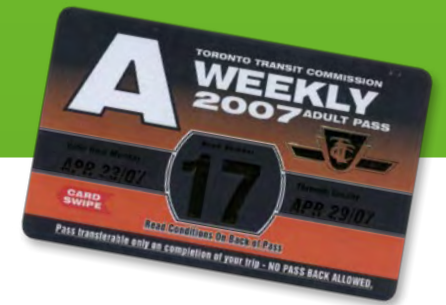
**2004.02.13** Love Story Competition series activities

**2004.04.10** Taipei Cultural Festival series activities



**2005.12.05** Phantom of Opera color painting train and limited edition one-day pass launch party





臺北捷運為國內第一個興建營運的捷運系統，無論經營管理或運轉維修等各方面均須自行發展，故為汲取國內外相關運輸團體之專業知識及經驗，公司透過不斷舉辦各類研討會及進行國內外軌道同業參訪交流，以期提昇公司的經營管理能力、運轉維修技術及事故風險控制等，並兼具拓展國際視野與提昇公司形象。

#### 舉辦國際研討會

##### (1) 2002年臺北國際捷運博覽會、UITP第4屆亞太地區會議

2002年4月25日至29日，舉辦「2002年臺北國際捷運博覽會」，邀請世界各國軌道運輸專業人士及系統技術廠商共同參與，強化臺北捷運與國際間的技術交流與經驗分享，參展的國家及地區，包括中國大陸、香港、日本、韓國、泰國、新加坡、澳洲、俄羅斯、英國、法國、德國、奧地利、比利時、美國、加拿大等72個營運單位及學術團體。展覽場地位於臺北世界貿易

中心二館及其鄰近A20停車場，在5天展覽期間，累計參觀人潮達8萬2,000人次，除獲得各類媒體大幅報導外，更廣受國內外參展廠商、專業領域人士、參觀民眾的讚許與好評。此外，2002年4月24日至26日同步爭取主辦公共交通國際聯合（UITP）第4屆亞太地區會議，併同博覽會舉行，於臺北國際會議中心以臺灣公共交通趨勢、大眾運輸市場行銷及公關等主題，邀請美國、新加坡、香港、挪威及澳洲等地專家學者與會，共計國內外人士139人參加，發表13篇論文，這是首次捷運及公共交通結合的最大盛會。

##### (2) 2004國際華人交通運輸協會年會暨學術研討會

2004年2月11至13日，國際華人運輸協會在臺北福華國際文教會館合辦「第五屆亞太地區交通運輸發展會議、海峽兩岸交通運輸發展會議及2004國際華人交通運輸協會年會」，2月12日至15日在臺北車站辦理展覽活動。本次活動邀請運輸領域產、官、學界之專家學者，探討臺北捷運建設成果及展望、國外航空場站設計、運輸事業民營化及我國航空事業發展等議題；藉由本次會議汲取國內外新知，分享經驗，並提昇公司知名度及企業形象，拓展國內外單位交流管道與情誼。

Taipei Metro is the first metropolitan rapid transit system in the nation; despite its inexperience, TRTC must develop the management, operations, and even maintenance systems from scratch. Therefore, learning from the experiences of other countries and knowledge from expert organizations has been a very important process to the development of the company. Over the years, TRTC has held a series of forums and domestic/foreign observation tours for the aim to further develop the company's abilities in operational management, maintenance, and risk management, as well as expanding the company's vision and establish a good corporate image.

#### International Forums

##### (1) 2002 World Metro Symposium, Taipei and The 4<sup>th</sup> UITP Asia-Pacific Assembly

The 2002 World Metro Symposium, Taipei, was held from April 25<sup>th</sup> to 29<sup>th</sup>. A total of 72 top track experts and system companies from the world participated in this event, including members from China, Hong Kong, Japan, Korea, Thailand, Singapore, Australia, Russia, England, France, Germany, Austria, Belgium, the US, and Canada. This event was held with the aim to facilitate international technology and

experience exchanges. The expo was held at the Taipei World Trade Center Hall II and the neighboring A20 car park over five days. It was widely publicized and attracted an estimated total of over 82 thousand visitors. The 4<sup>th</sup> UITP Asia-Pacific Assembly was held simultaneously with the expo. The conference took place at the Taipei International Conference Center, and a total of 139 domestic and foreign experts from the US, Singapore, Hong Kong, Norway, and Australia joined this conference to discuss issues related to the development of Taiwan's public transportation and marketing & PR of the public transportation market. A total of 13 theses were read at this conference. This is the first successful festival linking a major expo with a world conference.

##### (2) 2004 International Chinese Transportation Professionals Association (ICTPA) Annual Conference and Symposiums

ICTPA held The Fifth Asian-Pacific Region Transportation Development Conference, Cross-Strait Transportation Conference, and the 2004 International Chinese Transportation Professionals Association (ICTPA) Annual Conference at International House Howard Hotel from February 11th to 13<sup>th</sup> 2004. An exhibition was also held at Taipei Railway Station Square from February 12<sup>th</sup> to 15<sup>th</sup>. Experts from the industries, public administration, and academia were invited to discuss the achievements and prospects of Taipei Metro, design of international airports, privatization of transportation businesses, and the development of Taiwan's aviation industry. Through this conference, TRTC had the opportunity to share experiences with other countries as well as showing the achievements of Taipei Metro to the world and establishing good relationships with the world's transportation industry.







### (3) 舉辦2005年臺北Nova國際鐵路聯會第七年年會

繼2004年5月Nova國際鐵路聯會第六屆年會於加拿大蒙特婁舉辦後，2005年4月20日至22日首次在臺北市舉辦2005年國際鐵路Nova年會。本次年會除本公司外，總計有7個國家，9個城市地鐵系統、18名代表與會，並共同出席由國內外產官學界菁英約200人參與之研討會及市長晚宴。本次會議中除共同簽署「安全效率」宣言外，臺北捷運公司張前副總經理煥光榮任主席，並自2006年9月起，經各會員一致通過改由蔡總經理輝昇接任主席，同年10月並至新加坡主持Nova管理會議，並代表Nova參加11月於法國巴黎舉行之CoMET年會。



### (4) 東亞大城市永續運輸研討會

2006年3月17日與中華民國運輸學會共同舉辦「東亞大城市永續運輸研討會（Sustainable Transport for East Asian Megacities Symposium）」，出席代表總計有6個國家、18名代表與會。



### (5) 第26屆中日工程技術研討會

2006年6月11至16日與中國工程師學會舉辦「第26屆中日工程技術研討會（The 26<sup>th</sup> Sino-Japanese Modern Engineering and Technology Symposium）」，邀請東京地下鐵株式會社高柿 幸夫君、瀨ノ上清二君、山武公司鎌田正人君等三位專家至公司發表演說。議題包含捷運系統營運、安全管理暨防災措施經驗交流、車站管理及後續緊急應變作業方式、女性專用車廂措施討論、車站煙控策略等。

### 舉辦國內研討會

臺北捷運身為國內重要大眾運輸之一，除致力於提供高品質的運輸服務之本業外，亦藉由與國內相關學、協會合作，共同舉辦各類型之研討會及年會，透過產、官、學界之專家學者及團體密切地交換專業知識與經驗交流，提昇國內大眾運輸之營運管理及服務品質。相關成果如下：

### (3) 2005 Taipei Nova International Railway Benchmarking Group Annual Conference

Succeeding the sixth Montreal Conference in May 2004, Taipei hosted the 2005 Nova International Railway Benchmarking Group Annual Conference on April 20th. A total of 18 representatives from nine metropolitan subway systems of seven countries and around 200 foreign and domestic experts participated in the symposium and Mayor's dinner. Other than signing the "Safety Efficiency Declaration", the members voted TRTC's former Vice President, Mr. Huan-Kung Chang as the Chairman for the period before September 2006 and decided that TRTC's president, Dr. Huel-Sheng Tsay, would succeed him as Nova's Chairman. Mr. Tsay will be hosting the Nova Management Conference in October of the same year in Singapore and represent Nova at the CoMET annual conference in November in Paris.



### (4) Sustainable Transport for East Asian Megacities Symposium

On March 17<sup>th</sup> 2006, TRTC, in conjunction with the Chinese Institute of Transportation, hosted the Sustainable Transport for East Asian Megacities Symposium. A total of 18 representatives from six counties participated in this event.

### (5) The 26<sup>th</sup> Sino-Japanese Modern Engineering and Technology Symposium

From June 11<sup>th</sup> to 16<sup>th</sup> 2006, TRTC co-hosted the 26th Sino-Japanese Modern Engineering and Technology Symposium with the Chinese Institute of Engineers. Three experts, Mr. Takagaki Yukio, Mr. Senoue Seiji from Tokyo Metro Co., Ltd. and Mr. Kamata Masato from Yamatake Co. Ltd., made speeches at this event, discussing a wide range of MRT issues including MRT operations, safety management and disaster prevention, station management and emergency responses, dedicated female units, and station smoke control.



### Domestic Symposiums

As one of the major transportation providers in the nation, TRTC strives to provide high quality transportation services, and to continue enhancing the services of Taipei Metro. TRTC has established close relationships with experts and scholars from the industry, public sector, and academia through symposiums and conferences. The following is a list of recent achievements:

里斯本公共交通通用券  
Transportation Pass in Lisbon, Portugal







- 2001年11月22日與中華民國道路協會共同舉辦「中華民國道路協會90年年會暨會員大會」。
- 2004年7月27日舉辦「臺北捷運公司成立10週年學術研討會暨運輸技術論壇」。
- 2004年11月26日與臺北市交通安全促進會共同舉辦「臺北市交通安全促進會93年年會暨兒童安全座椅繪畫及標語創意比賽」。
- 2004年12月17日與臺灣軌道工程學會（舊名:中華民國軌道工程學會）共同舉行「中華民國軌道工程學會93年年會」。
- 2005年5月26日與臺灣軌道工程學會共同舉行「中華民國軌道工程學會2005年研討會」。

#### 軌道同業交流參訪

##### （1）韓國首爾特別市都市鐵道公社（SMRT）互訪交流

2004年3月26日與韓國首爾特別市都市鐵道公社（SMRT）簽署雙方研究學習交流計畫之意願書，雙方同意於2004、2005年進行互訪研究學習交流。該公社2004年派員至本公司執行其交流計畫，該計畫分為5個梯次，每梯次10人，1梯次為期13天，共計50人次；2005年4月、11月本公司亦分為2梯次、每梯次7天，共14人次回訪韓國首爾等地鐵系統。

繼2004、2005年度本公司與韓國首爾地鐵公司互派人員學習交流後，首爾地鐵公司於2006年9月14日再次派員來訪，成員包含企劃室室長、事業部經理等9人，針對經營管理現況、附屬事業等領域進行研討交換營運意見。

##### （2）香港地鐵公司來訪交流

香港地鐵公司為瞭解本公司2004年在Nova及CoMET所有25個會員系統中，可靠度名列第一之相關創新研發與管理作為，於2005年11月23日至25日派6位經理級人員至臺北捷運公司實地參觀並開會交換營運作法，獲其高度之稱讚，並將本公司提案、研發等創新及事件問題解決的方法，攜回香港作為其精進改善的參考。



##### （3）韓國大邱地鐵公司來訪交流

韓國大邱地鐵公司亦於2006年9月29日及11月17日，二次參訪本公司，雙方主管進行座談，交換營運經驗及心得，並至24小時客服中心、北投機廠及交九行控中心參訪，大邱地鐵對本公司營運成效留下深刻印象。

##### （4）臺灣鐵路管理局來訪交流

臺灣鐵路管理局分3梯次130人次於2006年9月19、20、21日至本公司參訪考察，分為企劃及人力、運務、維修等領域，內容包含公司介紹、實地參訪、分組座談討論交換營運意見等。

- Nov. 22<sup>nd</sup> 2001: 2001 China Road Federation Annual Member Conference (co-hosted with the China Road Federation).
- Jul. 27<sup>th</sup> 2004: A Decade of TRTC Academic Seminar and Transportation Technology Symposium.
- Nov. 26<sup>th</sup> 2004: 2004 Taipei Society of Road Safety: Children Safety Seat Painting and Slogan Creation Competition.
- Dec. 17<sup>th</sup> 2004: 2004 Taiwan Institute of Track Engineering Annual Conference.
- May 26<sup>th</sup> 2005: 2005 Taiwan Institute of Track Engineering Annual Conference.

#### Visits by World Track Industries

##### （1）Exchange visit by Seoul Metropolitan Rapid Transit Corporation (SMRT)

On this visit, SMRT signed an agreement to learn and exchange with TRTC and arranged exchange tours for 2004 and 2005. In 2004, the exchange plan officially began; SMRT sent 50 staffs to Taiwan in five groups (10 members in each group) each for 13 days. In April and November 2005, TRTC sent 14 staffs in two groups for 7 days each for observation tours to Seoul.

The exchange programs in 2004 and 2005 were very successful. In September 14<sup>th</sup> 2006, SMRT once again sent nine

members to Taiwan for experience and knowledge sharing including the Director of Planning Office and Manager of Business Division.

##### （2）Visit by Hong Kong MTR Corporation

On November 23<sup>rd</sup> 2005, Hong Kong MTR Corporation sent six senior executives to TRTC to share how Taipei Metro became the most reliable system among all Nova and CoMET systems in 2004. TRTC hosted exchange forums with the members of Hong Kong MTR Corporation, discussing TRTC's experiences in research, development, and management. Hong Kong MTR Corporation was very impressed by Taipei Metro's creativity and brought home the proposals for solutions.



##### （3）Visit by Daegu Subway Co., Ltd.

On September 29<sup>th</sup> and November 17<sup>th</sup> 2006, Daegu Subway Co., Ltd. twice visited TRTC. Executives from both companies shared their experiences in a forum. Daegu Subway's members visited the 24-hour customer service center, Beitou Depot, and operation center. Members from Daegu Subway were very impressed with TRTC's achievements.



##### （4）Visit by Taiwan Railway Co., Ltd.

Taiwan Railway Administration also sent its staffs to visit TRTC on September 19<sup>th</sup>, 20<sup>th</sup>, and 21<sup>st</sup> to share experiences in planning, human resource management, operations, and maintenance. The visit includes a tour of the company, onsite observation, group discussion, and experience sharing.



10年重要統計資料  
(1996～2006)

Summary of  
Statistics of the  
Decade(1996-2006)

項目 Items	單位 Unit	2006	2005
----------	---------	------	------

運量 Passenger volume

年度總運量 Total volume annualy	人次 passenger	383,947,560	360,729,803
日平均運量 Daily average	人次 passenger	1,051,911	988,301
總延人公里 Total passenger-kilometers	人次公里 passenger-km	3,002,989,075	2,742,372,258

車輛使用 Use of vehicles

列車總行駛班次（主線） Total train runs (main lines)	班 run	552,538	518,554
平均每日班次 Daily average	班 run	1,514	1,420
總延車公里 Total train-kilometers	列車公里 train-km	10,879,711	9,373,675

系統服務水準 Service performance

平均尖峰列車班距（中運/高運） Average headway during peak hours (mid/high capacity)	分：秒 min:sec	02:50 / 04:56	02:50 / 05:18
平均離峰列車班距（中運/高運） Average headway during non-peak hours (mid/high capacity)	分：秒 min:sec	04:57 / 05:46	04:57 / 06:12
行車速率（中運/高運） Train speed (mid/high capacity)	公里/小時 km/hr	31.02 / 34.27	31.04 / 34.30
準點率（中運/高運） Rate of Punctuality (mid/high capacity)	百分比 %	99.78 / 99.84	99.75 / 99.77
尖峰平均承載率（中運/高運） Average load during peak hours (mid/high capacity)	人/平方公尺 person/ m²	3.80 / 4.55	3.94 / 4.78
一般事故率 Rate of minor accidents	件/百萬車公里 case/ million km	0.00 / 0.00	1.11 / 0.13
重大事故率 Rate of major accidents	件/百萬車公里 case/ million km	0.00 / 0.00	0.00 / 0.13
平均票價（稅後） Average ticketfares (after-tax)	元 NT\$	22.00	21.59
平均旅次長度 Average length per journey	公里 km	7.82	7.68

附屬事業設施設備 Facilities of affiliated businesses

販賣店 Shops	家 shop	97	92
車站廣告 Station ads	幅 panel	1,584	1,524
車廂廣告 Train ads	幅 panel	6,834	6,732
機車車位 Motorcycle park	格 lot	8,711	6,948
汽車車位 Car park	格 lot	3,153	2,882
地下街家數 No. of shops in the malls	家 unit	118	118
地下街面積 Area of the malls	平方公尺 m²	8,283	8,283

註1：2001年起計算尖峰平均乘載率 Note 1: average load during peak hours began in 2001

重要財務數據 General financial data

營業收入 Operating revenues	金額（千元） Amount NT\$1,000	9,861,250	9,204,558
運輸收入 Fare revenues		8,368,732	7,789,059
附業收入 Affiliated revenues		<註2>	<註2>
其他營業收入 Other operating revenues		1,492,518	1,415,499
營業成本 Operating costs		7,042,321	6,703,663
運輸成本 Transportation costs		6,785,521	6,453,026
附業成本 Affiliated businesses costs		<註2>	<註2>
其他營業成本 Other operating costs		256,799	250,637
營業毛利 Gross profit		2,818,929	2,500,895
營業費用 Operating expenses		1,994,463	1,868,553
營業利益 Operating income		824,466	632,341
營業外收入 Non-operating revenues		225,884	219,701
營業外費用 Non-operating expenses		30,147	2,167
營業外利益 Non-operating income		195,737	217,533
稅前純益 Net profit before-tax		1,020,203	849,875

註2：2002年度起附業收入科目併入其他營業收入，附業成本併入其他營業成本

註3：2002年其他營業收入包含政府補助收入8,900萬元

Note 2: From fiscal year 2002, incomes from affiliated businesses are annexed into income of other businesses and costs of affiliated businesses were annexed into costs of other businesses.

Note 3: The other operating revenues in 2002 is included government subsidies of NT\$ 89 million

2004	2003	2002	2001	2000	1999	1998	1997	1996
------	------	------	------	------	------	------	------	------

350,141,956	316,189,128	324,433,561	289,642,714	268,581,803	126,952,055	60,797,215	31,081,395	11,204,359
956,672	866,272	888,859	795,480	733,830	347,814	166,568	101,220	40,159
2,680,355,530	2,440,757,221	2,497,531,686	2,223,486,596	2,043,828,555	1,032,685,236	512,482,678	243,676,385	37,428,132

509,843	505,468	498,322	464,893	468,756	263,148	236,035	207,226	103,061
1,397	1,385	1,366	1,274	1,284	721	647	568	282
9,167,814	9,112,544	8,955,790	8,224,335	7,638,239	4,924,860	3,590,361	3,002,932	1,495,519

02:51 / 05:19	02:52 / 05:26	02:56 / 05:41	02:56 / 06:06	02:58 / 05:44	03:03 / 05:52	03:26 / 06:24	04:15 / 07:24	04:44
05:01 / 06:11	05:04 / 06:10	05:06 / 06:16	05:11 / 06:37	05:33 / 06:19	05:36 / 07:11	05:37 / 08:33	05:51 / 09:01	05:34
31.10 / 34.40	31.26 / 34.48	31.46 / 34.31	31.57 / 33.99	31.87 / 35.03	32.01 / 38.56	31.97 / 39.55	31.76 / 38.90	30.95
99.40 / 99.56	99.64 / 99.15	99.48 / 99.29	99.51 / 98.78	99.32 / 98.18	99.51 / 95.73	98.94 / 96.56	99.53 / 93.36	99.17
3.94 / 5.25	3.75 / 4.97	4.12 / 5.65	4.11 / 5.95	註1	註1	註1	註1	註1
0.55 / 0.54	0.55 / 0.27	1.67 / 0.42	0.00 / 0.62	3.51 / 1.01	2.54 / 1.19	1.28 / 1.97	5.13 / 2.77	4.68
1.10 / 0.00	0.00 / 0.41	1.11 / 0.00	1.69 / 0.16	1.76 / 0.51	1.27 / 0.60	0.64 / 1.97	1.92 / 0.00	2.67
22.16	22.07	25.10	22.51	22.95	24.03	28.03	31.61	25.60
7.71	7.72	7.70	7.68	7.61	8.13	8.43	7.84	3.34

91	84	80	92	75	68	54	17	11
1,541	2,225	2,225	1,783	1,821	1,566	1,179	1,152	436
6,222	6,222	6,222	6,222	6,222	3,812	2,672	2,900	392
6,722	6,561	6,183	5,429	5,187	1,962	-	-	-
2,882	2,573	2,418	2,584	2,645	2,161	1,953	1,554	567
142	142	142	142	142	98	-	-	-
12,710	12,710	12,510	12,365	12,365	5,570	-	-	-

8,893,630	7,829,867	8,144,612	7,253,799	6,948,438	3,552,006	1,894,891	1,070,697	401,701
7,615,729	6,977,918	7,200,045	6,521,102	6,163,592	3,050,225	1,703,960	982,341	286,812
<註2>	<註2>	<註2>	732,696	784,846	501,781	190,931	88,356	114,889
1,277,901	851,949	944,567<註3>	-	-	-	-	-	-
6,507,533	6,176,012	5,965,883	6,185,694	3,361,366	1,978,843	1,443,683	1,085,280	679,129
6,245,405	5,964,216	3,448,018	4,039,498	3,264,725	1,932,600	1,412,316	1,071,636	615,670
<註2>	<註2>	<註2>	125,086	96,640	46,243	31,367	13,644	63,459
262,128	211,795	2,517,865	2,021,109	-	-	-	-	-
2,386,097	1,653,856	2,178,729	1,068,105	3,587,072	1,573,163	451,208	(14,583)	(277,428)
1,714,417	1,674,884	1,451,731	923,161	584,781	530,401	481,565	410,165	364,866
671,680	(21,028)	726,998	144,944	3,002,291	1,042,762	(30,357)	(424,748)	(642,294)
240,790	496,324	402,487	620,437	458,846	431,176	418,007	249,551	216,044
23,464	48,025	24,752	328,247	5,204	2,901	17,442	146,230	(149)
217,326	448,298	377,735	292,190	453,641	428,276	400,565	103,321	216,193
889,006	427,270	1,104,733	437,134	3,455,932	1,471,038	370,208	(321,427)	(426,101)





會計師查核報告

(96) 財審報字第06002596號

台北大眾捷運股份有限公司 公鑒：

台北大眾捷運股份有限公司民國九十五年及九十四年十二月三十一日之資產負債表，暨民國九十五年及九十四年一月一日至十二月三十一日之損益表、業主權益變動表及現金流量表，業經本會計師查核竣事。上開財務報表之編製係管理階層之責任，本會計師之責任則為根據查核結果對上開財務報表表示意見。貴公司採權益法評價之長期股權投資——台北智慧卡票證股份有限公司，其所認列之投資損益，係依該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財務報表；民國九十五年度及九十四年度依據其他會計師查核之財務報表所認列之投資收益各為新台幣2,871仟元及2,999仟元，截至民國九十五年及九十四年十二月三十一日之長期股權投資餘額各為新台幣117,419仟元及95,532仟元。

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

依本會計師之意見，基於本會計師之查核結果及其他會計師之查核報告，第一段所述財務報表在所有重大方面係依照「商業會計法」、「商業會計處理準則」及中華民國一般公認會計原則編製，足以允當表達台北大眾捷運股份有限公司民國九十五年及九十四年十二月三十一日之財務狀況，暨民國九十五年及九十四年一月一日至十二月三十一日之經營成果與現金流量。

如財務報表附註三所述，台北大眾捷運股份有限公司自民國九十五年一月一日起，採用新發布之財務會計準則公報第三十四號「金融商品之會計處理準則」及第三十六號「金融商品之表達與揭露」，對金融商品作評價及處理。

台北大眾捷運股份有限公司民國九十四年度財務報表，業經審計部臺北市審計處審定完竣，審定結果請詳財務報表附註二十一。

資誠會計師事務所

會計師

蔡金堃

民國九十六年三月二十六日

Report of Independent Accountants

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

We have audited the accompanying balance sheets of Taipei Rapid Transit Corporation as of December 31, 2006 and 2005 and the related statements of income, of changes in stockholders' equity, and of cash flows for the years then ended. These financial statements are the responsibility of the Company's management. Our responsibility is to express an opinion on these financial statements based on our audits. We did not audit the 2006 and 2005 financial statements of Taipei Smart Card Corporation, long-term investment accounted for under the equity method, which statements reflect investment balance of \$117,419,000 and \$95,532,000 as of December 31, 2006 and 2005, respectively, and the related investment income of \$2,871,000 and \$2,999,000 for the years then ended. These financial statements were audited by other auditors, whose report thereon has been furnished to us and our opinion expressed herein, insofar as it relates to the amounts included for Taipei Smart Card Corporation is based solely on the report of the other auditors.

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

In our opinion, based on our audits and the report of the other auditors, the financial statements referred to above present fairly, in all material respects, the financial position of Taipei Rapid Transit Corporation as of December 31, 2006 and 2005, and the results of its operations and its cash flows for the years then ended, in conformity with Business Entity Accounting Law, Regulation on Business Entity Accounting Handling and generally accepted accounting principles in the Republic of China.

As described in Note 3, effective January 1, 2006, Taipei Rapid Transit Corporation adopted the newly released Statement of Financial Accounting Standards No. 34 "Accounting for Financial Instruments" and No. 36 "Disclosure and Presentation for Financial Instruments".

The 2005 financial statements were also examined by the Taipei Municipality Audit Division. Please refer to Note 21.

March 26, 2007

The accompany financial statements are intended only to present the financial position, results of operations and cash flows in accordance with accounting principles and practices generally accepted in the Republic of China and not those of any other jurisdictions. The standards, procedures and practices to audit such financial statements are those generally accepted and applied in Republic of China. For the convenience of readers and for information purpose only, the auditors' report and the accompanying financial statements have been translated into English from the original Chinese version prepared and used in the Republic of China. In the event of any discrepancy between the English version and the original Chinese version or any differences in the interpretation of the two versions, the Chinese-language auditors' report and financial statements shall prevail. Whilst every effort has been made to provide an accurate translation, PwC 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95年及94年12月31日

單位：新台幣仟元

資產	95年12月31日 金 額 %	94年12月31日 (審計處審定數) 金 額 %
<b>流動資產</b>		
現金（附註四）	\$ 866,261 7	\$ 425,985 3
備供出售金融資產—流動（附註五）	3,493,929 26	5,501,227 44
持有至到期日金融資產—流動（附註六）	306,581 2	101,185 1
應收款項（附註十八）		
應收票據	38,976 -	- -
應收帳款	106,818 1	73,924 1
其他應收款	112,315 1	111,720 1
存貨（附註七）	1,689,183 13	1,779,103 14
預付款項	174,291 1	180,572 1
流動資產合計	6,788,354 51	8,173,716 65
<b>基金、投資及長期應收款</b>		
持有至到期日之金融資產—非流動（附註六）	1,488,984 11	1,517,221 12
採權益法之長期投資（附註八）	127,807 1	105,511 1
基金長期投資及應收款合計	1,616,791 12	1,622,732 13
<b>固定資產（附註九）</b>		
房屋及建築	32,959 -	34,192 -
機械及設備	504,051 4	546,345 4
交通及運輸設備	1,264,295 9	89,626 1
什項設備	54,709 -	57,115 -
租賃權益改良	877,406 7	938,993 8
購建中固定資產	1,815,664 14	860,397 7
固定資產合計	4,549,084 34	2,526,668 20
<b>無形資產（附註十）</b>	285,727 2	148,937 1
<b>其他資產</b>		
什項資產（附註十一）	3,134 -	10,811 -
遞延資產（附註十二、十四及十六）	74,522 1	70,913 1
其他資產合計	77,656 1	81,724 1
<b>資產總計</b>	\$ 13,317,612 100	\$ 12,553,777 100

# TAIPEI RAPID TRANSIT CORPORATION BALANCE SHEETS

Balances of 2005 were examined by the Taipei Municipality Audit Division

Expressed in thousands of New Taiwan dollars

ASSETS	2006 Amount %	2005 Amount %
<b>Current Assets</b>		
Cash and cash equivalents (Note 4)	\$ 866,261 7	\$ 425,985 3
Available-for-sale financial assets-current (Note 5)	3,493,929 26	5,501,227 44
Held to maturity-financial assets-current (Note 6)	306,581 2	101,185 1
Receivables (Note 18)		
Notes receivable	38,976 -	- -
Accounts receivable-net	106,818 1	73,924 1
Other receivables	112,315 1	111,720 1
Inventories-net (Note 7)	1,689,183 13	1,779,103 14
Prepayments	174,291 1	180,572 1
	6,788,354 51	8,173,716 65
<b>Fund, investments and long-term receivables</b>		
Held to maturity financial assets-non-current (Note 6)	1,488,984 11	1,517,221 12
Long-term equity investments accounted for under the equity method (Note 8)	127,807 1	105,511 1
	1,616,791 12	1,622,732 13
<b>Fixed Assets (Note 9)</b>		
Buildings and improvements	32,959 -	34,192 -
Machinery and equipment	504,051 4	546,345 4
Transportation equipment	1,264,295 9	89,626 1
Miscellaneous equipment	54,709 -	57,115 -
Leasehold improvements	877,406 7	938,993 8
Construction in progress and prepayments	1,815,664 14	860,397 7
	4,549,084 34	2,526,668 20
	285,727 2	148,937 1
<b>Intangible assets (Note 10)</b>		
<b>Other assets</b>		
Miscellaneous assets (Note 11)	3,134 -	10,811 -
Deferred assets (Notes 12, 14 and 16)	74,522 1	70,913 1
	77,656 1	81,724 1
<b>TOTAL ASSETS</b>	\$ 13,317,612 100	\$ 12,553,777 100



# 資產負債表

民國95年及94年12月31日

單位：新台幣仟元

負債及股東權益	95年12月31日 金 額 %	94年12月31日 (審計處審定數) 金 額 %
<b>流動負債</b>		
應付款項		
應付帳款	\$ 12,913 -	\$ 19,777 -
應付所得稅（附註十六）	131,397 1	94,088 1
應付費用（附註十三及十八）	1,065,610 8	1,040,177 8
其他應付款	52,335 1	166,124 1
應付代收款（附註十八）	317,772 2	99,742 1
應付款項合計	1,580,027 12	1,419,908 11
預收款項（附註十八）	270,660 2	222,951 2
流動負債合計	1,850,687 14	1,642,859 13
<b>長期負債</b>		
長期債務		
應計退休金負債（附註十四）	358,433 2	160,221 1
長期負債合計	358,433 2	160,221 1
<b>其他負債</b>		
什項負債		
存入保證金	218,847 2	180,537 2
其他負債	22,779 -	16,514 -
其他負債合計	241,626 2	197,051 2
負債總計	2,450,746 18	2,000,131 16
<b>業主權益</b>		
資本	9,354,100 70	9,354,100 75
保留盈餘（附註十五）		
已指撥保留盈餘	585,146 4	518,359 4
未指撥保留盈餘	858,042 7	681,187 5
業主權益其他項目		
金融商品未實現損益（附註五）	69,578 1	- -
業主權益總計	10,866,866 82	10,553,646 84
<b>重大承諾及或有事項（附註二十）</b>		
<b>負債及業主權益總計</b>	<b>\$ 13,317,612 100</b>	<b>\$ 12,553,777 100</b>

# TAIPEI RAPID TRANSIT CORPORATION BALANCE SHEETS

Balances of 2005 were examined by the Taipei Municipality Audit Division

Expressed in thousands of New Taiwan dollars

ASSETS	2006 Amount %	2005 Amount %
<b>LIABILITIES AND STOCKHOLDERS' EQUITY</b>		
<b>Current Liabilities</b>		
Accounts payable	\$ 12,913 -	\$ 19,777 -
Income tax payable (Note 16)	131,397 1	94,088 1
Accrued expenses (Notes 13 and 18)	1,065,610 8	1,040,177 8
Other payables	52,335 1	166,124 1
Receipts under custody (Note 18)	317,772 2	99,742 1
	1,580,027 12	1,419,908 11
Unearned revenue (Note 18)	270,660 2	222,951 2
	1,850,687 14	1,642,859 13
<b>Long-term liability</b>		
Accrued pension liability (Note 14)	358,433 2	160,221 1
	358,433 2	160,221 1
<b>Other liabilities</b>		
Miscellaneous liabilities		
Deposits in	218,847 2	180,537 2
Other liabilities – others	22,779 -	16,514 -
	241,626 2	197,051 2
Total liabilities	2,450,746 18	2,000,131 16
<b>Stockholders' equity</b>		
Common stock	9,354,100 70	9,354,100 75
Retained earnings (Note 15)		
Appropriated retained earnings	585,146 4	518,359 4
Unappropriated retained earnings	858,042 7	681,187 5
Unrealized gain or loss on financial assets (Note 5)	69,578 1	- -
Total stockholders' equity	10,866,866 82	10,553,646 84
<b>Commitments and Contingencies (Note 20)</b>		
<b>TOTAL LIABILITIES AND STOCKHOLDERS' EQUITY</b>	<b>\$ 13,317,612 100</b>	<b>\$ 12,553,777 100</b>



# 損益表

民國95年及94年1月1日至12月31日

單位：新台幣仟元

	95年度 金 額 %	94年度 (審計處審定數) 金 額 %
<b>營業收入</b>		
運輸收入	\$ 8,368,732 85	\$ 7,789,059 85
其他營業收入（附註十八）	1,492,518 15	1,415,499 15
營業收入合計	9,861,250 100	9,204,558 100
<b>營業成本(附註十七及十八)</b>		
輸儲成本	( 6,785,522) ( 69)	( 6,453,026) ( 70)
其他營業成本	( 256,799) ( 3)	( 250,637) ( 3)
營業成本合計	( 7,042,321) ( 72)	( 6,703,663) ( 73)
<b>營業毛利</b>	2,818,929 28	2,500,895 27
<b>營業費用(附註十七及十八)</b>		
行銷費用	( 869,829) ( 9)	( 842,129) ( 9)
業務費用	( 581,441) ( 6)	( 526,672) ( 6)
管理費用	( 414,696) ( 4)	( 388,986) ( 4)
其他營業費用	( 128,497) ( 1)	( 110,767) ( 1)
營業費用合計	( 1,994,463) ( 20)	( 1,868,554) ( 20)
<b>營業淨利</b>	824,466 ( 8)	632,341 7
<b>營業外收入及利益</b>		
財務收入		
利息收入	52,808 -	58,822 1
採權益法評價之投資收益 （附註八）	3,281 -	2,978 -
股利收入	2,166 -	1,386 -
租賃收入	507 -	236 -
處分資產利益	70,590 1	99,892 1
兌換利益	53 -	207 -
其他營業外收入（附註十八）	96,479 1	56,180 -
營業外收入及利益合計	225,884 2	219,701 2
<b>營業外費用及損失</b>		
財務費用		
利息費用	( 84) -	( 47) -
存貨跌價損失	( 28,457) -	- -
其他營業外費用	( 1,606) -	( 2,121) -
營業外費用及損失合計	( 30,147) -	( 2,168) -
<b>稅前純益</b>	1,020,203 10	849,874 9
<b>所得稅費用(附註十六)</b>	( 223,734) ( 2)	( 182,005) ( 2)
<b>本期純益</b>	\$ 796,469 8	\$ 667,869 7

# STATEMENTS OF INCOME

Balances of 2005 were examined by the Taipei Municipality Audit Division

Expressed in thousands of New Taiwan dollars

	2006 Amount %	2005 Amount %
<b>Operating revenues</b>		
Fare revenues	\$ 8,368,732 85	\$ 7,789,059 85
Other operating revenues (Note 18)	1,492,518 15	1,415,499 15
	9,861,250 100	9,204,558 100
<b>Operating costs (Notes 17 and 18)</b>		
Transportation costs	( 6,785,522) ( 69)	( 6,453,026) ( 70)
Other operating costs	( 256,799) ( 3)	( 250,637) ( 3)
	( 7,042,321) ( 72)	( 6,703,663) ( 73)
	2,818,929 28	2,500,895 27
<b>Gross profit</b>		
<b>Operating expenses (Notes 17 and 18)</b>		
Selling	( 869,829) ( 9)	( 842,129) ( 9)
Operating outlay	( 581,441) ( 6)	( 526,672) ( 6)
Administrative	( 414,696) ( 4)	( 388,986) ( 4)
Other operating expenses	( 128,497) ( 1)	( 110,767) ( 1)
	( 1,994,463) ( 20)	( 1,868,554) ( 20)
	824,466 ( 8)	632,341 7
<b>Operating income</b>		
<b>Non-operating income</b>		
Financial income		
Interest income	52,808 -	58,822 1
Investment income accounted for under the equity method (Note 8)	3,281 -	2,978 -
Dividend income	2,166 -	1,386 -
Rental revenue	507 -	236 -
Gain on disposal of assets	70,590 1	99,892 1
Exchange gain	53 -	207 -
Other non-operating income (Note 18)	96,479 1	56,180 -
Total non-operating income	225,884 2	219,701 2
<b>Non-operating expense</b>		
Financial expense		
Interest expense	( 84) -	( 47) -
Allowance for inventory obsolescence	( 28,457) -	- -
Other non-operating expense	( 1,606) -	( 2,121) -
Total non-operating expenses	( 30,147) -	( 2,168) -
<b>Income before income tax</b>	1,020,203 10	849,874 9
<b>Income tax expense (Note 16)</b>	( 223,734) ( 2)	( 182,005) ( 2)
<b>Net Income</b>	\$ 796,469 8	\$ 667,869 7



# 業主權益變動表

民國95年及94年1月1日至12月31日

單位：新台幣仟元

	資	本	保 留 盈 餘	未 指 撥 盈 餘	金 融 商 品 未實現損益	合 計
<b>94年度</b>						
94年1月1日餘額（審計處審定數）	\$ 9,354,100	\$ 446,488	\$ 726,880	\$ -	\$ 10,527,468	
93年度盈餘指撥及分配：						
法定盈餘公積	-	71,871	( 71,871)	-	-	
現金股利	-	-	( 641,691)	-	( 641,691)	
94年度純益	-	-	667,869	-	667,869	
94年12月31日餘額（審計處審定數）	<u>\$ 9,354,100</u>	<u>\$ 518,359</u>	<u>\$ 681,187</u>	<u>\$ -</u>	<u>\$ 10,553,646</u>	
<b>95年度</b>						
95年1月1日餘額（審計處審定數）	\$ 9,354,100	\$ 518,359	\$ 681,187	\$ -	\$ 10,553,646	
94年度盈餘指撥及分配：						
法定盈餘公積	-	66,787	( 66,787)	-	-	
現金股利	-	-	( 552,827)	-	( 552,827)	
95年度純益	-	-	796,469	-	796,469	
備供出售金融資產未實現損益之變動	-	-	-	50,562	50,562	
依持股比例認列被投資公司備供出售金融資產未實現損益之變動	-	-	-	19,016	19,016	
95年12月31日餘額	<u>\$ 9,354,100</u>	<u>\$ 585,146</u>	<u>\$ 858,042</u>	<u>\$ 69,578</u>	<u>\$ 10,866,866</u>	

# STATEMENTS OF CHANGES IN STOCKHOLDERS' EQUITY

Balances of 2005 were examined by the Taipei Municipality Audit Division

Expressed in thousands of New Taiwan dollars

	Common Stock	Retained Earnings	Unappropriated Retained Earnings	Unrealized gain or loss on financial assets	Total
Balance at January 1, 2005	\$9,354,100	\$ 446,488	\$ 726,880	\$ -	\$ 10,527,468
Appropriations of 2004 net income:					
Legal reserve	-	71,871	( 71,871)	-	-
Cash dividends	-	-	( 641,691)	-	( 641,691)
Net income for 2005	-	-	667,869	-	667,869
Balance at December 31, 2005	<u>\$ 9,354,100</u>	<u>\$ 518,359</u>	<u>\$ 681,187</u>	<u>\$ -</u>	<u>\$ 10,553,646</u>
Appropriations of 2005 net income:					
Legal reserve	-	66,787	( 66,787)	-	-
Cash dividends	-	-	( 552,827)	-	( 552,827)
Net income for 2005	-	-	796,469	-	796,469
Change on unrealized gain on available-for-sale financial assets	-	-	-	50,562	50,562
Proportional adjustments for investee companies' unrealized loss on available-for-sale financial assets	-	-	-	19,016	19,016
Balance at December 31, 2006	<u>\$9,354,100</u>	<u>\$ 585,146</u>	<u>\$ 858,042</u>	<u>\$ 69,578</u>	<u>\$ 10,866,866</u>



## 現金流量表

民國95年及94年1月1日至12月31日

單位：新台幣仟元

	95年度	94年度
<b>營業活動之現金流量</b>		
本期淨利	\$ 796,469	\$ 667,869
調整項目		
提列備抵呆帳及損失	3,410	-
提存各項準備	72,266	158,740
折舊、折耗及減損	327,659	313,031
攤銷	55,443	43,492
沖轉遞延負債	( 571)	-
處理資產損失（利益）	1,368	( 3,523)
其他	( 3,281)	1,768
流動資產淨（增）減	( 4,720)	7,884
流動負債淨值	296,240	8,352
遞延所得稅資產淨增	( 6,880)	( 7,694)
營業活動之淨現金流入	<u>1,537,403</u>	<u>1,189,919</u>
<b>投資活動之現金流量</b>		
流動金融資產淨減（增）	2,161,533	( 516,387)
減少基金及長期應收款	298,000	510,366
減少固定資產及遞耗資產	100	50
增加基金及長期應收款	( 591,183)	( 156,184)
增加固定資產及遞耗資產	( 2,439,482)	( 437,862)
無形資產及其他資產淨（增）減	( 17,953)	( 82,071)
投資活動之淨現金流出	<u>( 588,985)</u>	<u>( 682,088)</u>
<b>融資活動之現金流量</b>		
其他負債淨增	44,677	11,645
減少長期債務	-	( 123,874)
發放現金股利	( 552,819)	( 641,691)
融資活動之淨現金流出	<u>( 508,142)</u>	<u>( 753,920)</u>
現金淨（減）增	440,276	( 246,089)
期初現金	<u>425,985</u>	<u>672,074</u>
期末現金	<u>\$ 866,261</u>	<u>\$ 425,985</u>

## STATEMENTS OF CASH FLOWS

Balances of 2005 were examined by the Taipei Municipality Audit Division

Expressed in thousands of New Taiwan dollars

	2006 Amount	2005 Amount
<b>Cash flows from operating activities:</b>		
Net income	\$ 796,469	\$ 667,869
Adjustments to reconcile net income to net cash provided by operating activities:		
Provision for allowance of bad debts	3,410	-
Provision for reserve	72,266	158,740
Depreciation and depletion	327,659	313,031
Amortization	55,443	43,492
Reversal of deferred liabilities	( 571)	-
Loss (gain) on disposal of fixed assets	1,368	( 3,523)
Other	( 3,281)	1,768
Net (increase) decrease in current assets	( 4,720)	7,884
Net increase in current liabilities	296,240	8,352
Net change of deferred income tax assets	( 6,880)	( 7,694)
Net cash provided by operating activities	<u>1,537,403</u>	<u>1,189,919</u>
<b>Cash flows from investing activities:</b>		
Net decrease (increase) in available-for-sale financial assets	2,161,533	( 516,387)
Decreases in fund and long-term receivables	298,000	510,366
Decreases in fixed assets and deferred assets	100	50
Increase in fund and long-term receivables	( 591,183)	( 156,184)
Increase in fixed assets and deferred asset	( 2,439,482)	( 437,862)
Net (increase) decrease in intangible assets and other assets	( 17,953)	( 82,071)
Net cash used in investing activities	<u>( 588,985)</u>	<u>( 682,088)</u>
<b>Cash flows from financing activities:</b>		
Net increase in other liabilities	44,677	11,645
Decrease in long-term liabilities	-	( 123,874)
Cash dividends	( 552,819)	( 641,691)
Net cash used in financing activities	<u>( 508,142)</u>	<u>( 753,920)</u>
Net increase (decrease) in cash	440,276	( 246,089)
Cash at beginning of year	<u>425,985</u>	<u>672,074</u>
Cash at end of year	<u>\$ 866,261</u>	<u>\$ 425,985</u>



# 現金流量表

民國95年及94年1月1日至12月31日

單位：新台幣仟元

	95年度	94年度
<b>現金流量資訊之補充揭露</b>		
本期支付利息	\$ <u>84</u>	\$ <u>47</u>
本期支付所得稅	\$ <u>193,305</u>	\$ <u>237,765</u>
<b>部分影響現金流量之投資活動</b>		
購置固定資產及遞耗資產	\$ 2,351,531	\$ 499,814
減：期末應付設備款	-	( 88,420)
受贈資產	( 469)	( 215)
加：期初應付設備款	<u>88,420</u>	<u>26,683</u>
本期支付現金	\$ <u>2,439,482</u>	\$ <u>437,862</u>

# STATEMENTS OF CASH FLOWS

Balances of 2005 were examined by the Taipei Municipality Audit Division

Expressed in thousands of New Taiwan dollars

	2006 Amount	2005 Amount
<b>Supplemental disclosure of cash flow information:</b>		
Cash paid during the year for:		
Interest	\$ <u>84</u>	\$ <u>47</u>
Income tax	\$ <u>193,305</u>	\$ <u>237,765</u>
<b>Partial disclosure of cash flow information</b>		
Acquisition of fixed assets and deferred assets	\$ 2,351,531	\$ 499,814
Less: payables on fixed assets at end of year	-	( 88,420)
donated assets	( 469)	( 215)
Add: payables on fixed assets at beginning of year	<u>88,420</u>	<u>26,683</u>
Cash paid	\$ <u>2,439,482</u>	\$ <u>437,862</u>





民國95年及94年12月31日

（民國九十四年度之財務報表，係依審計部臺北市審計處審定數列示，並依財務會計準則公報第三十四號及第三十六號規定予以重分類）

單位：新台幣仟元（除特別註明者外）

## 一、組織沿革

- （一）本公司於民國83年7月27日核准設立，經歷次增減資後，截至95年12月31日止實收資本額為\$ 9,354,100，主要營業項目為大眾捷運系統旅客運送業務、大眾捷運系統營運管理之顧問諮詢業務、百貨買賣、廣告企劃、代理、製作、看板出租及停車場業務之經營。本公司營運之主要財產係向臺北市政府承租，契約期間自民國90年3月至民國99年12月止。
- （二）臺北市政府為本公司持股73.75%之主要股東。
- （三）截至民國95年及94年12月31日止，本公司員工人數分別為3,356及3,118人。

## 二、會計政策

本公司為公營事業，會計處理及財務報表係依照政府機關對公營事業會計事務頒布之各項法令辦理，每年決算並須經審計部臺北市審計處之審查，審定後始告確定。前項法令未規定者，則按「商業會計法」、「商業會計處理準則」及中華民國一般公認會計原則處理。重要會計政策彙總說明如下：

- （一）資產及負債區分流動及非流動之分類標準
  - 1.資產符合下列條件之一者，列為流動資產；資產不屬於流動資產者為非流動資產：
    - （1）因營業所產生之資產，預期將於正常營業週期中變現、消耗或意圖出售者。
    - （2）主要為交易目的而持有者。
    - （3）預期於資產負債表日後十二個月內將變現者。
    - （4）現金或約當現金，但於資產負債表日後逾十二個月用以交換、清償負債或受有其他限制者除外。
  - 2.負債符合下列條件之一者，列為流動負債；負債不屬於流動負債者為非流動負債：
    - （1）因營業而發生之債務，預期將於正常營業週期中清償者。
    - （2）主要為交易目的而發生者。
    - （3）須於資產負債表日後十二個月內清償者。
    - （4）不能無條件延期至資產負債表日後逾十二個月清償之負債。

DECEMBER 31, 2006 AND 2005

（Expressed in thousands of New Taiwan dollars except as otherwise indicated; balances of 2005 were examined by the Taipei Municipality Audit Division and reclassified in accordance with Financial Accounting Standards No. 34 and No. 36）

## 1. HISTORY AND ORGANIZATION

The Company was incorporated in the Republic of China (“ROC”) as a company limited by shares on July 27, 1994. The Company’s registered and issued capital at December 31, 2006 amounted to \$9,354,100. The major business activities of the Company include the provision of public rapid transit services, public rapid transit business consulting service, sales of general merchandise, advertising, and the leasing of signboards and parking lots. Major operating properties of the Company are leased from the Taipei City Government and the lease term covering the period from March 2001 to December 2010. The Taipei City Government owns 73.75% of the Company’s outstanding shares. As of December 31, 2006 and 2005, the Company had 3,356 and 3,118 employees, respectively.

## 2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

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

- 1) Criteria for classifying assets and liabilities as current or non-current items
  - A. Assets that meet one of the following criteria are classified as current assets; otherwise they are classified as non-current assets:
    - (1) Assets arising from operating activities that are expected to be realized or consumed, or are intended to be sold within the normal operating cycle;
    - (2) Assets held mainly for trading purposes;
    - (3) Assets that are expected to be realized within twelve months from the balance sheet date;
    - (4) Cash and cash equivalents, excluding restricted cash and cash equivalents and those that are to be exchanged or used to pay off liabilities more than twelve months after the balance sheet date.
  - B. Liabilities that meet one of the following criteria are classified as current liabilities; otherwise they are classified as non-current liabilities:
    - (1) Liabilities arising from operating activities that are expected to be paid off within the normal operating cycle;
    - (2) Liabilities arising mainly from trading activities;
    - (3) Liabilities that are to be paid off within twelve months from the balance sheet date;
    - (4) Liabilities for which the repayment date cannot be extended unconditionally to more than twelve months after the balance sheet date.



(二) 外幣交易

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

(三) 備供出售金融資產

- 1.係採交易日會計，於原始認列時，將金融商品以公平價值衡量，並加計取得之交易成本。
- 2.備供出售金融資產係以公平價值評價，且其價值變動列為股東權益調整項目，累積之利益或損失於金融資產除列時，列入當期損益。上市/上櫃股票、封閉型基金及存託憑證係以資產負債表日公開市場之收盤價為公平價值。開放型基金係以資產負債表日該基金淨資產價值為公平價值。
- 3.若有減損之客觀證據，則認列減損損失。若後續期間減損金額減少，屬權益商品之減損減少金額，認列為股東權益調整項目；屬債務商品之減損減少金額，若明顯與認列減損後發生之事件有關，則予以迴轉並認列為當期損益。
- 4.民國94年12月31日(含)以前年度之會計處理詳附註三。

(四) 持有至到期日金融資產

- 1.採交易日會計，於原始認列時，將金融商品以公平價值衡量，並加計取得之交易成本。
- 2.持有至到期日金融資產係以攤銷後成本衡量。
- 3.若有減損之客觀證據，則認列減損損失。若後續期間減損金額減少，且明顯與認列減損後發生之事件有關，則予以迴轉並認列為當期損益，該迴轉不使帳面價值大於未認列減損情況下之攤銷後成本。
- 4.民國94年12月31日(含)以前年度之會計處理詳附註三。

(五) 應收帳款

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

(六) 備抵呆帳

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

(七) 存貨

採永續盤存制，平時以實際取得成本為入帳基礎，成本之計算採移動平均法。期末存貨除就呆滯及過時部分提列備抵呆滯損失外，並採成本與市價孰低法評價。比較成本與市價孰低時，係採總額比較法，以重置成本為市價。

(八) 採權益法評價之長期股權投資

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

2) Translation currency transactions

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

3) Available-for-sale financial assets

- (1) Available-for-sale financial assets are recognized using trade date accounting and are initially stated at fair value plus transaction costs that are directly attributable to the acquisition of the financial asset.
- (2) The financial assets are remeasured and stated at fair value, and the gain or loss is recognized in equity, until the financial asset is derecognized, at which time the cumulative gain or loss previously recognized in equity shall be recognized in profit or loss. The fair value of listed stocks and OTC stocks and closed-end mutual funds are based on latest quoted fair prices of the accounting period. The fair values of open-end and balanced mutual funds are based on the net asset value at the balance sheet date.
- (3) If there is any objective evidence that the financial asset is impaired, the cumulative loss that had been recognized directly in equity shall be transferred from equity to profit or loss. When the fair value of an equity instrument subsequently increases, impairment losses recognized previously in profit or loss shall not be reversed. When the fair value of a debt instrument subsequently increases and the increase can be objectively related to an event occurring after the impairment loss was recognized in profit or loss, the impairment loss shall be reversed to the extent of the loss recognized in profit or loss.
- (4) The accounting policies before December 31, 2005 are described in Note 3.

4) Held-to-maturity financial assets

- (1) Held-to-maturity financial asset is recognized or derecognized using trade date accounting and is stated initially, at its fair value plus transaction costs that are directly attributable to the acquisition of the financial asset.
- (2) The financial assets are carried at amortized cost.
- (3) If there is any objective evidence that the financial asset is impaired, the impairment loss is recognized in profit or loss. If the fair value of the financial asset subsequently increases and the increase can be objectively related to an event occurring after the impairment loss was recognized in profit or loss, the impairment loss shall be reversed to the extent of the loss previously recognized in profit or loss.
- (4) The accounting policies before December 31, 2005 are described in Note 3.

5) Accounts receivable

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

6) Allowance for doubtful accounts

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

7) Inventories

Inventories are state at cost, which is determined using the moving-average method. After providing for inventory obsolescence on slow-moving items, ending inventories other than slow-moving items are valued at the lower of cost or market value using the aggregate value method. Market value of inventories is determined using the replacement cost.



(九) 固定資產

- 1.固定資產以取得成本為入帳基礎，並將購建期間之有關利息資本化。凡支出效益及於以後各期之重大改良或大修支出列為資本支出，經常性維護或修理支出則列為當期費用。
- 2.以資本租賃方式承租之固定資產將各期租金資本化為租賃資產並認列租賃負債。
- 3.折舊按行政院主計處訂頒之「財物標準分類」最低使用年限，加計一年殘值採平均法提列。租賃權益改良依租約年限或估計使用年限較短者按平均法攤銷。主要固定資產耐用年限除房屋及建築物為30年外，餘為2年至15年。固定資產處分損益列為當期營業外收支項下。

(十) 無形資產

電腦軟體成本按預計使用年限平均攤銷。

(十一) 收入成本認列

運輸收入於勞務提供後，認列為收入；捷運車站及車廂廣告收入依契約期間，認列為收入；捷運車站之販賣店、地下街及行動電話場地租金依租約期間認列為收入。成本及費用則依權責發生制於發生時認列為當期費用。

(十二) 退休金計劃及淨退休金成本

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

(十三) 所得稅

- 1.本公司依財務會計準則公報第22號「所得稅之會計處理準則」之規定，作跨期間與同期間之所得稅分攤。將可減除暫時性差異、虧損扣抵、所得稅抵減及應課稅暫時性差異所產生之所得稅影響數，認列為遞延所得稅資產或負債。同時將遞延所得稅資產或負債，依據其所屬資產負債表科目性質或預期實現期間之長短，劃分為流動或非流動項目。另對遞延所得稅資產評估其可能實現性，設置備抵評價科目，以淨額列於資產負債表。
- 2.因購置設備或技術、研究發展及人才培訓等所產生之所得稅抵減依財務會計準則公報第12號「所得稅抵減之會計處理準則」採當期認列法處理。
- 3.以前年度溢、低估之所得稅，列為當年度所得稅費用之調整項目。
- 4.民國87年度（含）以後未分配盈餘依所得稅法加徵10%之所得稅，列為股東會決議盈餘分配案年度之所得稅費用。
- 5.民國95年1月1日以後，依所得基本稅額條例計算之稅額超過一般所得額部份，列為當期所得稅費用。

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

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

9) Fixed assets

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

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

Depreciation is provided using the straight-line method over the estimated minimum useful lives of the assets regulated by Directorate General of Budget, Accounting and Statistics, Executive Yuan, R.O.C. Leasehold improvements are depreciated based on the shorter of the lease term or the estimate useful lives. The estimated useful lives are 2-15 years for the major fixed assets except for buildings which is 30 years. Gain or loss on disposal of fixed assets is recognized as non-operating income or loss.

10) Intangible assets

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

11) Revenue costs and expenses recognition

Fare revenues are recognized when service has been provided. Advertising revenues from stations and carriages are recognized in accordance with the terms of the contracts. Rental revenues from MRT kiosks, underground shopping malls, and base for mobile phone facilities are accounted for in accordance with the terms of the leases. Cost and expenses are recognized incurred.

12) Provision for pension and severance liabilities

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

13) Income tax

- (1) The Company adopted R.O.C. SFAS No. 22, "Accounting for Income Tax", whereby deferred tax assets and liabilities are recorded under the asset and liability method with respect to temporary differences, tax losses available to be carried forward and income tax credits. A valuation allowance is then provided for deferred tax assets to the extent that it is more likely than not that the tax benefits will not be realized. Deferred tax assets and liabilities are divided into current or non-current accounts according to the classification of its related liability or asset or based on the expected length of time before it is recovered.
- (2) In accordance with R.O.C. SFAS No. 12, "Accounting for Investment Tax Credits", investment tax credits resulting from the expenditures for acquisition of machinery or technology, research and development, and employee trainings are recognized as incurred.
- (3) Over or under provision of prior years' income tax liabilities are included in current year's income tax expense.
- (4) An additional 10 percent corporate income tax is levied on the unappropriated retained earnings. The income tax expense is recognized after the closing of the annual stockholders' meeting.



#### （十四）會計估計

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

#### （十五）非金融資產減損

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

### 三、會計變動之理由及其影響

#### （一）非金融資產減損

本公司自民國94年1月1日起，採用新發布財務會計準則公報第三十五號「資產減損之會計處理準則」。此項會計原則變動對本公司並無影響。

#### （二）金融商品

- 1.本公司自民國95年1月1日起，採用新發布財務會計準則公報第三十四號及第三十六號有關金融商品之會計處理。民國94年12月31日（含）以前年度財務報表之部分科目業已依據財務會計準則公報第三十四號及第三十六公報規定予以重分類。
- 2.民國94年12月31日（含）以前年度原帳列科目之會計處理如下：
  - （1）短期投資  
以原始取得成本為入帳基礎，成本之計算採用移動平均法。期末並按成本與市價孰低法評價，跌價損失列為當期營業外支出。上市（櫃）公司股票及封閉型基金係以會計期間最末一個月公開市場平均收盤價為市價，開放型基金則按其資產負債表日每單位淨值為市價，政府債券與公司債係依中華民國證券櫃檯買賣中心之債券參考價格評估市價；比較成本與市價時，採總額比較法。
  - （2）長期投資  
長期債券投資係按面額調整未攤銷溢折價評價，溢折價係按直線法攤銷。
- 3.此項會計原則變動於民國95年12月31日總資產增加\$69,578、總淨值增加\$69,578，惟對民國95年度淨利並無影響。

- (5) Effective January 1, 2006, the Company adopted the “Income Basic Tax Act”. If the amount of basic tax is greater than the amount of regular income tax, in addition to the amount is included in current year’s income tax.

#### 14) Use of estimates

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

#### 15) Impairment of non-financial assets

The Company recognizes impairment loss when there is indication that the recoverable amount of an asset is less than its carrying amount. The recoverable amount is the higher of the fair value less costs to sell and value in use. The fair value less costs to sell is the amount obtainable from the sale of the asset in an arm’s length transaction after deducting any direct incremental disposal costs. The value in use is the present value of estimated future cash flows to be derived from continuing use of the asset and from its disposal at the end of its useful life. When the impairment no longer exists, the impairment loss recognized in prior years shall be recovered.

### 3. CHANGES IN ACCOUNTING POLICY AND THE EFFECT

#### 1) Impairment of non-financial assets

Effective January 1, 2005, the Company adopted R.O.C. SFAS No. 35, “Accounting for Asset Impairment”. The adoption of SFAS No. 35 has no effect on the 2005 financial statements for the year ended December 31, 2005.

#### 2) Financial instrument

- (1) Effective January 1, 2006, the Company adopted R.O.C. SFAS No. 34, “Accounting for Financial Instruments”, and No. 36, “Disclosure and Presentation of Financial Instruments”. The Company has reclassified certain accounts on December 31, 2005 based on its holding purposes and abilities in accordance with SFAS No. 34 and No. 36.
- (2) The accounting policies before December 31, 2005 are as follows:

##### A. Short-term investments

Short-term investments are stated at the lower of cost or market value. Cost is determined by the moving-average method. The market value of open-end fund is based on the net asset value at the balance sheet date. The market values of listed securities and closed-end fund are determined based on the average closing prices of the last month of the period. The market values of government bonds and corporate bonds are based on market values provided by the Over-the Counter Securities Exchange in the R.O.C.

##### B. Long-term investments

Long-term bond investments are stated at cost net of amortization of discount or premium. The discount or premium on debentures is amortized over the life of the bonds under the straight-line method.

- (3) As a result of the adoption of SFAS No. 34 and No. 36, total assets increased by \$69,578 and total net assets increased by \$69,578 as of December 31, 2006. However, these changes had no significant effect on the net income for TMAD, the year ended December 31, 2006.



#### 四、現金

	95年12月31日	94年12月31日
零用金、活期及支票存款	\$ 186,261	\$ 47,485
定期存款	<u>680,000</u>	<u>378,500</u>
	<u>\$ 866,261</u>	<u>\$ 425,985</u>

民國94年12月31日之定期存款，其中\$3,500提供作為本公司對啟運通商國際股份有限公司聲請假扣押之擔保品，原經會計師查核簽證後，依性質重分類至「其他金融資產-流動」科目項下，惟經審計處審定後，不予重分類，仍帳列「現金」科目項下。另請參閱附註十八說明。

#### 五、備供出售金融資產—流動

	95年12月31日	94年12月31日
受益憑證	\$ 3,364,920	\$ 5,374,057
上市櫃公司股票	<u>78,447</u>	<u>127,170</u>
	3,443,367	5,501,227
備供出售金融資產評價調整	<u>50,562</u>	<u>-</u>
	<u>\$ 3,493,929</u>	<u>\$ 5,501,227</u>

業主權益其他項目下之金融商品未實現損益\$69,578，包含本公司認列備供出售金融資產評價調整\$50,562及依持股比例認列被投資公司備供出售金融資產未實現損益之變動\$19,016。

#### 六、持有至到期日金融資產

	95年12月31日	94年12月31日
流動項目：		
公司債	<u>\$ 306,581</u>	<u>\$ 101,185</u>
	306,581	101,185
非流動項目：		
政府公債	51,617	52,547
公司債	<u>1,437,367</u>	<u>1,464,674</u>
	1,488,984	1,517,221
	<u>\$ 1,795,565</u>	<u>\$ 1,618,406</u>

#### 七、存貨

	95年12月31日	94年12月31日
物料及燃料	\$ 1,730,961	\$ 1,786,769
在途物料	-	5,964
商品存貨	<u>2,609</u>	<u>2,301</u>
	1,733,570	1,795,034
減：備抵呆滯損失	<u>( 44,387)</u>	<u>( 15,931)</u>
	<u>\$ 1,689,183</u>	<u>\$ 1,779,103</u>

#### 4. CASH AND CASH EQUIVALENTS

	December 31, 2006	December 31, 2005
Petty cash, checking accounts and demand deposits	\$ 186,261	\$ 47,485
Time deposits	<u>680,000</u>	<u>378,500</u>
	<u>\$ 866,261</u>	<u>\$ 425,985</u>

As of December 31, 2005, a time deposit in the amount of \$3,500, was restricted in connection with a dispute with Chi-Yun Ton-Shan International Co., Ltd and have been reclassified to “Other financial assets-current”. Under the examination of TMAD, the amount was not reclassified and was stated under “Cash”. Please refer to Note 18.

#### 5. AVAILABLE-FOR-SALE FINANCIAL ASSETS-CURRENT

	December 31, 2006	December 31, 2005
Certificates of beneficial interest	\$ 3,364,920	\$ 5,374,057
Listed stocks	<u>78,447</u>	<u>127,170</u>
	3,443,367	5,501,227
Unrealized gain or loss on financial assets	<u>50,562</u>	<u>-</u>
	<u>\$ 3,493,929</u>	<u>\$ 5,501,227</u>

As of December 31, 2006, the unrealized gain or loss on financial assets of \$69,578 included the Company’s unrealized gain on available-for-sale financial assets of \$50,562 and proportional adjustments for investee companies’ unrealized loss on available-for-sale financial assets of \$19,016.

#### 6. HELD-TO-MATURITY-FINANCIAL ASSET

	December 31, 2006	December 31, 2005
Current:		
Corporate bonds	<u>\$ 306,581</u>	<u>\$ 101,185</u>
	306,581	101,185
Non-current:		
Government bonds	51,617	52,547
Corporate bonds	<u>1,437,367</u>	<u>1,464,674</u>
	1,488,984	1,517,221
	<u>\$ 1,795,565</u>	<u>\$ 1,618,406</u>

#### 7. INVENTORIES-NET

	December 31, 2006	December 31, 2005
Materials and fuel	\$ 1,730,961	\$ 1,786,769
Materials in transit	-	5,964
Merchandise	<u>2,609</u>	<u>2,301</u>
	1,733,570	1,795,034
Less: Allowance for inventory obsolescence	<u>( 44,387)</u>	<u>( 15,931)</u>
	<u>\$ 1,689,183</u>	<u>\$ 1,779,103</u>



## 八、採權益法之長期股權投資

	95年12月31日		94年12月31日	
被投資公司	帳列數	持股比例	帳列數	持股比例
台北智慧卡票證（股）公司	\$ 117,419	28%	\$ 95,532	28%
捷邦管理顧問（股）公司	10,388	20%	9,979	20%
合計	<u>\$ 127,807</u>		<u>\$ 105,511</u>	

- 1.本公司民國95及94年度採權益法認列之投資收益分別為\$3,281及\$2,978。
- 2.本公司採權益法評價之被投資公司——台北智慧卡票證(股)公司認列之投資收益，係採用其他會計師查核簽證之財務報表評價而得，於民國95及94年度分別認列之投資收益\$2,871及\$2,999。

## 九、固定資產

	95年12月31日		
資 產 名 稱	原 始 成 本	累 計 折 舊	帳 面 價 值
房屋及建築	\$ 37,615	(\$ 4,656)	\$ 32,959
機械設備	1,099,926	( 595,875)	504,051
交通及運輸設備	1,372,040	( 107,745)	1,264,295
什項設備	120,824	( 66,115)	54,709
租賃權益改良	1,439,846	( 562,440)	877,406
構建中固定資產	<u>1,815,664</u>	<u>-</u>	<u>1,815,664</u>
	<u>\$ 5,885,915</u>	<u>(\$ 1,336,831)</u>	<u>\$ 4,549,084</u>

	94年12月31日		
資 產 名 稱	原 始 成 本	累 計 折 舊	帳 面 價 值
房屋及建築	\$ 37,615	(\$ 3,423)	\$ 34,192
機械設備	1,017,062	( 470,717)	546,345
交通及運輸設備	166,485	( 76,859)	89,626
什項設備	111,653	( 54,538)	57,115
租賃權益改良	1,360,920	( 421,927)	938,993
構建中固定資產	<u>860,397</u>	<u>-</u>	<u>860,397</u>
	<u>\$ 3,554,132</u>	<u>(\$ 1,027,464)</u>	<u>\$ 2,526,668</u>

民國95及94年度之租賃權益改良，係本公司向臺北市政府承租臺北都會區大眾捷運系統，為改善營運流程所從事車站及維修場主體建築設施所作之改良。

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

	December 31, 2006		December 31, 2005	
Investments	Amount	Percentage of Ownership	Amount	Percentage of Ownership
Taipei Smart Card Corporation (TSCC)	\$ 117,419	28%	\$ 95,532	28%
Metro Taipei Consulting Service Ltd. (MTCS)	10,388	20%	9,979	20%
	<u>\$ 127,807</u>		<u>\$ 105,511</u>	

- 1) Investment income on long-term equity investment accounted for under the equity method for the years ended December 31, 2006 and 2005 amounted to \$3,281 and \$2,978, respectively.
- 2) Investment income of TSCC, accounted for under the equity method, was based on the financial statements audited by other auditors. The investment income recognized for TSCC for the years ended December 31, 2006 and 2005 was \$2,871 and \$2,999, respectively.

## 9. FIXED ASSETS-NET

- 1) Property, plant and equipment

	December 31, 2006		
	Cost	Accumulated depreciation	Net Book value
Buildings and improvements	\$ 37,615	(\$ 4,656)	\$ 32,959
Machinery and equipment	1,099,926	( 595,875)	504,051
Transportation equipment	1,372,040	( 107,745)	1,264,295
Miscellaneous equipment	120,824	( 66,115)	54,709
Leasehold improvements	1,439,846	( 562,440)	877,406
Unfinished construction and prepayments for business facilities	<u>1,815,664</u>	<u>-</u>	<u>1,815,664</u>
	<u>\$ 5,885,915</u>	<u>(\$ 1,336,831)</u>	<u>\$ 4,549,084</u>

	December 31, 2005		
	Cost	Accumulated depreciation	Net Book value
Buildings and improvements	\$ 37,615	(\$ 3,423)	\$ 34,192
Machinery and equipment	1,017,062	( 470,717)	546,345
Transportation equipment	166,485	( 76,859)	89,626
Miscellaneous equipment	111,653	( 54,538)	57,115
Leasehold improvements	1,360,920	( 421,927)	938,993
Unfinished construction and prepayments for business facilities	<u>860,397</u>	<u>-</u>	<u>860,397</u>
	<u>\$ 3,554,132</u>	<u>(\$ 1,027,464)</u>	<u>\$ 2,526,668</u>



#### 十、無形資產

	95年12月31日	94年12月31日
電腦軟體成本	\$ 131,325	\$ 148,937
遞延退休金成本	<u>154,402</u>	<u>-</u>
	<u>\$ 285,727</u>	<u>\$ 148,937</u>

本公司於民國94年度起陸續採購電腦軟體建立ERP系統，以預計使用年限五年平均攤提。

#### 十一、什項資產

	95年12月31日	94年12月31日
催收款項——淨額	\$ -	\$ 7,332
存出保證金	2,101	2,126
其他	<u>1,033</u>	<u>1,353</u>
	<u>\$ 3,134</u>	<u>\$ 10,811</u>

截至民國95年12月31日止，催收款項計\$26,414，已全數提列備抵呆帳。

#### 十二、遞延資產

	95年12月31日	94年12月31日
其他遞延費用	\$ 9,814	\$ 13,085
遞延所得稅資產	<u>64,708</u>	<u>57,828</u>
	<u>\$ 74,522</u>	<u>\$ 70,913</u>

#### 十三、應付費用

	95年12月31日	94年12月31日
應付薪資及獎金	\$ 632,161	\$ 548,422
應付重置租金	36,531	33,187
應付雙向轉乘優惠費用	83,157	77,638
應付水電費	70,751	120,736
應付其他費用	<u>243,010</u>	<u>260,194</u>
	<u>\$ 1,065,610</u>	<u>\$ 1,040,177</u>

#### 十四、退休金計劃

(一) 本公司依據「勞動基準法」之規定，訂有確定給付之退休辦法，適用於民國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)之服務年資每滿一年給予兩個基數，超過15年之服務年資每滿一年給予一個基數，惟累積最高以45個基數為限。本公司民國95年及94年分別按月就薪資總額12.8%及7.4%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中央信託局。

2) In 2006 and 2005, the leasehold improvements were for MRT stations and the related construction of Taipei Metropolitan Rapid Transit Systems (TMRTS) leased from the Taipei City Government.

#### 10. INTANGIBLE ASSETS

	December 31, 2006	December 31, 2005
Computer software cost	\$ 131,325	\$ 148,937
Deferred pension cost	<u>154,402</u>	<u>-</u>
	<u>\$ 285,727</u>	<u>\$ 148,937</u>

The Company purchased computer software for the ERP system in 2005. The cost is amortized under a straight-line basis over 5 years.

#### 11. MISCELLANEOUS ASSETS

	December 31, 2006	December 31, 2005
Call receivables-net	\$ -	\$ 7,332
Deposits	2,101	2,126
Others	<u>1,033</u>	<u>1,353</u>
	<u>\$ 3,134</u>	<u>\$ 10,811</u>

As of December 31, 2006, an allowance for Call receivables in the amount of \$26,414, was provided fully.

#### 12. DEFERRED ASSETS

	December 31, 2006	December 31, 2005
Other deferred expense	\$ 9,814	\$ 13,085
Deferred income tax assets	<u>64,708</u>	<u>57,828</u>
	<u>\$ 74,522</u>	<u>\$ 70,913</u>

#### 13. ACCRUED EXPENSES

	December 31, 2006	December 31, 2005
Accrued salary and bonus	\$ 632,161	\$ 632,161
Accrued rental expense	36,531	36,531
Accrued double-way fare discount for transferring passenger between Metro and bus	83,157	83,157
Accrued utilities expenses	70,751	70,751
Accrued other expenses	<u>243,010</u>	<u>243,010</u>
	<u>\$ 1,065,610</u>	<u>\$ 1,065,610</u>

#### 14. RETIREMENT PLAN

1) The Company has a non-contributory and funded defined benefit pension plan in accordance with the Labor Standards Law, covering all regular employees. Under the defined benefit plan, two units are accrued for each year of service for the first 15 years and one unit for each additional year thereafter, subject to a maximum of 45 units. Pension benefits are based on the number of units accrued and the average monthly salaries and wages of the last 6



本公司依精算報告認列之相關資訊如下：

- (1) 公司以民國95年及94年12月31日為衡量日完成精算評估，其計算淨退休金成本所採用之精算假設如下：

	精算衡量日	
	95年12月31日	94年12月31日
折現率	3.50%	3.75%
退休基金預期報酬率	2.50%	2.75%
薪資調整率	2.25%	2.85%

- (2) 民國95年及94年12月31日之退休基金提撥狀況表如下：

	95年12月31日	94年12月31日
給付義務：		
既得給付義務	(\$ 80,936)	(\$ 44,201)
非既得給付義務	( 1,143,306)	( 778,874)
累積給付義務	( 1,224,242)	( 823,075)
未來薪資增加之影響數	( 577,864)	( 562,936)
預計給付義務	( 1,802,106)	( 1,386,011)
退休基金資產公平價值	866,803	675,561
提撥狀況	( 935,303)	( 710,450)
未認列過度性淨給付義務	244,339	254,519
未認列退休金損失	477,312	246,523
未認列前期服務成本	10,615	49,995
補列之應計退休金負債	( 154,402)	-
應計退休金負債	(\$ 357,439)	(\$ 159,413)
既得給付	(\$ 96,213)	(\$ 50,650)

- (3) 民國95年及94年度淨退休金成本組成如下：

	95 年 度	94 年 度
服務成本	\$ 131,347	\$ 126,727
利息成本	51,975	36,840
基金資產之預期報酬	( 18,578)	( 15,008)
未認列過度性淨給付義務攤銷	10,181	10,181
前期服務成本攤銷數	39,380	-
退休金損（益）提銷數	5,139	-
當期淨退休金成本	\$ 219,444	\$ 158,740

- (二) 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，每月按不低於薪資之6%提繳勞工退休金至勞保局員工個人帳戶，員工退休金之支付依員工個人之退休金專戶及累積收益之金額採月退休金或一次退休金方式領取。民國95及94年度，本公司依上開退休金辦法認列之退休金成本分別為\$20,521及\$8,301。

months prior to retirement. The Company contributes monthly 2006 and 2005, an amount equal to 12.8% and 7.4%, respectively of the employees' monthly salaries and wages to the retirement fund deposited with Central Trust of China, the trustee.

- 2) The related actuarial assumptions used to calculate the net periodic pension cost and pension obligation on the measurement dates as of December 31, 2006 and 2005 are as follows:

	December 31, 2006	December 31, 2005
Discount rate	3.50%	3.75%
Expected rate of return on plan assets	2.50%	2.75%
Future salary increase rate	2.25%	2.85%

- 3) Pension-related assets and obligations as of December 31, 2006 and 2005 are as follows:

	December 31, 2006	December 31, 2005
Benefit obligations:		
Vested benefit obligations	(\$ 80,936)	(\$ 44,201)
Non-vested benefit obligation	( 1,143,306)	( 778,874)
Accumulated benefit obligation	( 1,224,242)	( 823,075)
Additional benefits based on future salaries	( 577,864)	( 562,936)
Projected benefit obligation	( 1,802,106)	( 1,386,011)
Plan assets at fair value	866,803	675,561
Funded status	( 935,303)	( 710,450)
Unrecognized net transition obligation	244,339	254,519
Unrecognized losses on pension plan	477,312	246,523
Unrecognized previous service cost	10,615	49,995
	( 154,402)	-
Reserve for pension	(\$ 357,439)	(\$ 159,413)
Vested benefit	(\$ 96,213)	(\$ 50,650)

- 4) Net periodic pension costs for the years ended December 31, 2006 and 2005 were as follows:

	December 31, 2006	December 31, 2005
Service cost	\$ 131,347	\$ 126,727
Interest cost	51,975	36,840
Expected return on plan assets	( 18,578)	( 15,008)
Amortization of unrecognized net transition obligation	10,181	10,181
Amortization of previous cost	39,380	-
Amortization of gain or loss on plan assets	5,139	-
Net pension cost	\$ 219,444	\$ 158,740

- 5) Effective July 1, 2005, the Company established a defined contribution pension plan (the "New Plan") under the Labor Pension Act (the "Act"). Participants under the old plan have the option to be covered under the New Plan. Under the New Plan, the Company contributes monthly an amount based on 6% of the employees' monthly salaries and wages to the



## 十五、保留盈餘

- (一) 依本公司章程規定，年度盈餘於完納一切稅捐並彌補虧損後，應先提存10%法定盈餘公積及相關特別盈餘公積，如有餘額由董事會擬定分配案，提請股東會決議分配之。
- (二) 依公司法規定，法定盈餘公積累積至資本額為止；除彌補公司虧損及撥充資本外，不得使用之，惟撥充資本時，以此項公積已達實收資本額50%，並以撥充其半數為限。
- (三) 本公司民國95及94年度經股東會決議，分別發放股東現金股利每股0.591元及每股0.686元。
- (四) 自民國87年度起，本公司當年度之盈餘如未作分配或分配後尚有餘額者，應就該未分配盈餘（經依稅法規定調整後之數額）加徵10%營利事業所得稅，未分配盈餘加徵之稅額得計入當年度股東可扣抵稅額帳戶。截至95年及94年12月31日有關未分配盈餘及股東可扣抵稅額資訊如下：

	95年12月31日	94年12月31日
87年及以後年度未分配盈餘		
A.已加徵10%營業事業所得稅	\$ 61,573	\$ 13,318
B.未加徵10%營業事業所得稅	<u>796,469</u>	<u>667,869</u>
	<u>\$ 858,042</u>	<u>\$ 681,187</u>
股東可扣抵稅額帳戶餘額	<u>\$ 116,462</u>	<u>\$ 99,304</u>
	95年度（預計）	94年度（實際）
盈餘分配之稅額扣抵比率	<u>28.89%（註）</u>	<u>28.47%</u>

由於本公司得分配予股東之可扣抵稅額，應以股息紅利分配日之股東可扣抵稅額帳戶之餘額為計算基礎，是以本公司之股東於受配95年度盈餘時，所適用之扣抵稅額比率，尚須調至獲配股利或盈餘日前本公司依所得稅法規定可能產生之各項股東可扣抵稅額。

註：係按民國95年12月31日股東可扣抵稅額帳戶餘額加計應納當年度營利事業所得稅後計算之預計稅額扣抵比率。

employees' individual pension accounts at the Bureau of Labor Insurance. The benefits accrued are portable upon termination of employment. The net pension cost recognized under the defined contribution plan for the year ended December 31, 2006 and 2005 amounted to \$20,521 and \$8,301, respectively.

## 15. RETAINED EARNINGS

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

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

As approved at the stockholders' meeting held in 2006 and 2005, the Company issued \$0.591 and \$0.686 cash dividends per share, respectively.

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

As of December 31, 2006 and 2005, the Company's undistributed earnings and imputation tax credit account balance were as follows:

	December 31, 2006	December 31, 2005
Undistributed earnings		
-having been assessed with a 10% income tax	\$ 61,573	\$ 13,318
-not having been assessed with a 10% income tax	<u>796,469</u>	<u>667,869</u>
	<u>\$ 858,042</u>	<u>\$ 681,187</u>
Imputation tax credit	<u>\$ 116,462</u>	<u>\$ 99,304</u>
Creditable tax ratio	<u>28.89% (Note)</u> (Estimated)	<u>28.47%</u>

The actual creditable tax ratio should be calculated based on the imputation tax credit account balance on dividend distributed date. As a result, the tax credit stockholders can claim when they received the 2006 earnings distribution should be recorded according to the Income Tax Law until the dividend distribution date.

Note: This estimated creditable tax ratio was calculated according to the balance of imputation tax credit account and income tax payable as of December 31, 2006.



## 十六、所得稅

(一) 所得稅費用及應付所得稅：

	95 年 度	94 年 度
稅前純益按法定稅率計算之所得稅	\$ 255,040	\$ 212,458
永久性差異之鎖的稅影響數	( 16,036)	( 20,909)
以前年度高估數	-	( 285)
投資減抵所得稅影響數	( 20,510)	( 15,088)
分離課稅款	415	-
未分配盈餘加徵10%	<u>4,825</u>	<u>5,829</u>
所得稅費用	223,734	182,005
遞延所得稅資產淨變動數	6,880	7,695
以前年度高估數	-	285
預付稅款	( 98,802)	( 95,897)
分離課稅款	( 415)	-
應付所得稅	<u>\$ 131,397</u>	<u>\$ 94,088</u>

(二) 民國95年及94年12月31日之遞延所得稅資產：

	95年12月31日	94年12月31日
遞延得稅資產—非流動—淨額	<u>\$ 64,708</u>	<u>\$ 57,828</u>

(三) 民國95年及94年12月31日產生遞延所得稅資產之明細如下：

	95年12月31日		94年12月31日	
	所 得 稅		所 得 稅	
	金 額	影 響 數	金 額	影 響 數
備抵呆帳	\$ 24,284	\$ 6,071	\$ 21,965	\$ 5,491
存貨備抵損失	44,387	11,097	15,931	3,983
投資損失	41,209	10,302	44,490	11,123
退休金負債	148,940	37,235	148,940	37,235
其他	<u>10</u>	<u>3</u>	<u>( 15)</u>	<u>( 4)</u>
	<u>\$ 258,830</u>	<u>\$ 64,708</u>	<u>\$ 231,311</u>	<u>\$ 57,828</u>

(四) 除民國93年度外，本公司營利事業所得稅業經稅捐稽徵機關核定至民國94年度。

## 16. INCOME TAX

Income tax expense and income tax payable are as follows:

	2006	2005
Net income before income tax at statutory tax rate	\$ 255,040	\$ 212,458
Tax effect of permanent differences	( 16,036)	( 20,909)
Tax effect of investment tax credits	( 20,510)	( 15,088)
Over provision of prior year's income tax	-	( 285)
Income tax on separately taxed income	415	-
10% income tax on prior year's undistributed earnings	<u>4,825</u>	<u>5,829</u>
Income tax expense	223,734	182,005
Over provision of prior year's income tax	-	285
Net changes of deferred income tax assets and liabilities	6,880	7,695
Prepaid and withholding of income tax	( 98,802)	( 95,897)
Income tax on separately taxed income	<u>( 415)</u>	<u>-</u>
Income tax payable	<u>\$ 131,397</u>	<u>\$ 94,088</u>

Deferred tax assets and liabilities as at December 31, 2006 and 2005 are as follows:

	December 31, 2006	December 31, 2005
Deferred income tax assets-noncurrent-net	<u>\$ 64,708</u>	<u>\$ 57,828</u>

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

	December 31, 2006		December 31, 2005	
	Amount	Tax Effect	Amount	Tax Effect
Allowance for doubtful accounts	\$ 24,284	\$ 6,071	\$ 21,965	\$ 5,491
Provision for loss on inventory obsolescence	44,387	11,097	15,931	3,983
Unrealized investment loss	41,209	10,302	44,490	11,123
Pension liability	148,940	37,235	148,940	37,235
Other	<u>10</u>	<u>3</u>	<u>( 15)</u>	<u>( 4)</u>
	<u>\$ 258,830</u>	<u>\$ 64,708</u>	<u>\$ 231,311</u>	<u>\$ 57,828</u>

The Company's income tax returns for the years through 2005, except for 2004, have been approved by the Tax Authorities.



## 十七、用人、折舊及攤銷費用

	95 年 度		
	營業成本	營業費用	合 計
用人費用			
薪資費用	\$ 1,898,294	\$ 516,097	\$ 2,414,391
勞健保費用	130,165	33,073	163,238
退休金費用	188,900	53,303	242,203
其他用人費用	85,909	46,215	132,124
折舊費用	243,709	83,950	327,659
攤銷費用	-	43,103	43,103
	<u>\$ 2,546,977</u>	<u>\$ 775,741</u>	<u>\$ 3,322,718</u>
	94 年 度		
	營業成本	營業費用	合 計
用人費用			
薪資費用	\$ 1,752,686	\$ 499,000	\$ 2,251,686
勞健保費用	119,457	31,533	150,990
退休金費用	131,272	35,769	167,041
其他用人費用	83,050	44,917	127,967
折舊費用	247,636	65,395	313,031
攤銷費用	-	26,243	26,243
	<u>\$ 2,334,101</u>	<u>\$ 702,857</u>	<u>\$ 3,036,958</u>

## 十八、關係人交易

### (一) 關係人之名稱及關係

關 係 人 名 稱	與 本 公 司 之 關 係
臺北市政府	本公司持股73.75%之主要股東
臺北智慧卡票證股份有限公司	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	本公司採權益法評價之被投資公司
大都會汽車客運股份有限公司	臺北市政府之轉投資事業

### (二) 與關係人間之重大交易事項

#### 1. 財產租賃

本公司於民國90年10月與臺北市政府簽訂臺北都會區大眾捷運系統財產租賃契約，契約期間自民國90年3月至民國99年12月止。第一期自民國90年3月至民國90年12月，租金\$2,021,109；其餘每年一期，租金按臺北市市議會審定之重置經費\$2,030,000加營業收入百分之四計算，於每年6月及12月支付。民國95及94年度之租金支出為\$2,417,599及\$2,391,500（表列輪儲成本及其他營業成本），民國95年及94年12月31日應付租金為\$36,531及\$33,187，業於民國96年1月及95年1月支付。

#### 2. 台北IC卡票證整合業務委託契約

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

## 17. PERSONNEL, DEPRECIATION AND AMORTIZATION EXPENSES

	2006		
	Operating costs	Operating expenses	Total
Personnel expenses			
Salaries	\$ 1,898,294	\$ 516,097	\$ 2,414,391
Labor and health insurances	130,165	33,073	163,238
Pension and retirement	188,900	53,303	242,203
Other	85,909	46,215	132,124
Depreciation expense	243,709	83,950	327,659
Amortization expense	-	43,103	43,103
	<u>\$ 2,546,977</u>	<u>\$ 775,741</u>	<u>\$ 3,322,718</u>
	2005		
	Operating costs	Operating expenses	Total
Personnel expenses			
Salaries	\$ 1,752,686	\$ 499,000	\$ 2,251,686
Labor and health insurances	119,457	31,533	150,990
Pension and retirement	131,272	35,769	167,041
Other	83,050	44,917	127,967
Depreciation expense	247,636	65,395	313,031
Amortization expense	-	26,243	26,243
	<u>\$ 2,334,101</u>	<u>\$ 702,857</u>	<u>\$ 3,036,958</u>

## 18. RELATED-PARTY TRANSACTIONS

### 1) Name and relationship of major related parties

Name of Related Party	Relationship
Taipei City Government (TCG)	Majority stockholder
Taipei Smart Card Corporation (TSCC)	Investee accounted for under the equity method
Metro Taipei Consulting Service Ltd. (MTCS)	Investee accounted for under the equity method
Metropolitan Transport Corporation (MTC)	Investee of TCG

### 2) Summary of significant transactions with related parties

#### A. Property lease

The Company entered into an agreement with the Taipei City Government to lease properties of the Taipei Metropolitan Rapid Transit Systems (TMRTS) in October 2001. The lease term is from March 2001 to December 31, 2010. The first rental expense was \$2,021,109 from March to December 31, 2001. For the remaining periods, the rental expense is \$2,030,000, plus 4% of operating income each year, payable in June and December. In 2006 and 2005, the rental expense was \$2,417,599 and \$2,391,500 (recorded as "Transportation cost" and "Other operating costs"), respectively. As of December 31, 2006 and 2005, the rental expense payable was \$36,531 and \$33,187, which were paid in January of 2007 and 2006, respectively.

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

In compliance with the Taipei IC Card Integration Project of the Taipei City Government, the Company signed a contract with TSCC for the manufacture and issuance of tickets,



(1) 其他營業收入

	95 年 度		94 年 度	
	金 額	佔營業 收入 %	金 額	佔營業 收入 %
代收悠遊卡佣金收入	\$ 35,093	-	\$ 26,643	-
加值機場地租金收入	1,751	-	2,215	-
	<u>\$ 36,844</u>	<u>-</u>	<u>\$ 28,858</u>	<u>-</u>

(2) 業務費用

	95 年 度		94 年 度	
	金 額	佔營業 收入 %	金 額	佔營業 收入 %
手續費—悠遊卡清算 手續費	<u>\$ 136,890</u>	<u>1.94</u>	<u>\$ 124,517</u>	<u>1.86</u>

(3) 預收款項

依上述合約約定，台北智慧卡票證股份有限公司應按其每月月底預收悠遊卡加值款餘額一定比例暫存本公司。截至民國95年及94年12月31日，本公司預收之款項為\$197,681及\$167,574，表列預收款項。

(4) 本公司因上述交易產生之各項資產負債餘額如下：

	95年12月31日		94年12月31日	
	金額	佔各科 目 %	金額	佔各科 目 %
應收帳款	<u>\$ 44,610</u>	<u>36.40</u>	<u>\$ 26,562</u>	<u>35.93</u>
應付費用	<u>\$ -</u>	<u>-</u>	<u>\$ 28,222</u>	<u>2.71</u>
預收款項	<u>\$ 197,681</u>	<u>73.04</u>	<u>\$ 167,574</u>	<u>75.16</u>

本公司與關係人交易之付款期限如下：代售悠遊卡款項（表列其他應付款）為悠遊卡進貨十日內扣除佣金收入後結算付款；悠遊卡清算手續費及加值機場地租金收入為每月結算於次月付款。

(5) 設備工期延誤補償價金

本公司於民國92年底向台北智慧卡票證股份有限公司購置「台北捷運系統及捷運停車場系統IC卡前臺設備採購案」，並於簽訂「台北IC卡票證整合系統建置承攬契約」中約定若台北智慧卡票證股份有限公司無法依合約規定如期完工，本公司可依合約求償，本公司民國95年度認列此項設備工期延誤補償價金計\$40,795，帳列其他營業外收入。截至民國95年12月31日止尚未收取價款計\$40,795，帳列其他應收款。

3. 捷運與公車雙向轉乘優惠費用

本公司民國95及94年度因辦理捷運與公車雙向轉乘優惠措施，支付予大都會汽車股份有限公司之業務宣導費（表列行銷費用）分別為\$74,378及\$67,797；民國95年及94年12月31日尚未支付之款項餘額（表列應付費用）分別為\$11,997及\$12,672。

data processing, and cash disbursements. The major transactions under the Agreement are as follows:

(1) Other operating revenue:

	2006		2005	
	Amount	% of operating income	Amount	% of operating income
Commissions for sales of EasyCards	\$ 35,093	-	\$ 26,643	-
Rental revenue for lease of for ticketing machine	1,751	-	2,215	-
	<u>\$ 36,844</u>	<u>-</u>	<u>\$ 28,858</u>	<u>-</u>

(2) Operating expense

	2006		2005	
	Amount	% of operating income	Amount	% of operating income
Operating outlay: Handling charges for Easy Cards	<u>\$ 136,890</u>	<u>1.94</u>	<u>\$ 124,517</u>	<u>1.86</u>

(3) Unearned revenue

In accordance with the Agreement, TSCC deposits a certain percentage of advance receipts of EasyCards with the Company. As of December 31, 2006 and 2005, the advance receipts were \$197,681 and \$167,574, respectively, listed under the unearned revenue account.

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

	December 31, 2006		December 31, 2005	
	Amount	% of total balance	Amount	% of total balance
Account receivables	<u>\$ 44,610</u>	<u>36.40</u>	<u>\$ 26,562</u>	<u>35.93</u>
Accrued expenses	<u>\$ -</u>	<u>-</u>	<u>\$ 28,222</u>	<u>2.71</u>
Unearned revenue	<u>\$ 197,681</u>	<u>73.04</u>	<u>\$ 167,574</u>	<u>75.16</u>

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

(5) Contract completion delay compensation

At the end of 2003, the Company entered into an agreement with TSCC to procure the equipment for “MRT Ticketing Parking systems”. Under the agreement, the Company will be compensated in the event TSCC fails to complete the project by the due date as stipulated in the agreement. The Company claimed compensation in the amount of \$40,795 for delay of project for the year ended December 31, 2006 which was included in other non-operating income. The amount receivable under the agreement as of December 31, 2006 was \$40,795 which was recorded under other receivables.

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

The Company incurred promotion expenses (charged to “Selling expenses”) to the Taipei City Bus Administration for fare discount on passenger using MRT and public buses in the amount of \$74,378 and \$67,797 in 2006 and 2005, respectively. As of December 31,



#### 4.應收款項／其他應收款／應付代收款

截至民國95年及94年12月31日止，本公司因辦理臺北市府交通局、社會局、財政局及捷運局所委託代辦事項(老殘票補助款及代辦設備工程等)，代理收付之款項餘額如下：

	95年12月31日	94年12月31日
老殘票應收款項	\$ 19,950	\$ 12,293
設備工程應付代收款	\$ 301,256	\$ 84,558
設備工程其他應收款	\$ 10,590	\$ -

#### 十九、質押資產

截至民國94年12月31日止，本公司資產提供質押明細如下：

資產項目	94年12月31日	擔保用途
定期存款（表列現金）	\$ 3,500	請詳附註四說明

#### 二十、重大承諾事項及或有事項

- （一）截至民國95年12月31日，本公司為購買物料及設備已開立尚未使用之信用狀金額為\$94,229。
- （二）本公司以營業租賃方式承租交易請詳附註十七（二）1。

#### 廿一、財務報表表達

- （一）金融商品之公平價值

	95年12月31日		
	帳面價值	公平價值	
		公開報價 決定之金額	評價方法 估計金額
非衍生性金融商品			
資產			
公平價值與帳面價值相等之金融資產	\$ 1,124,370	（註）	（註）
備供出售金融商品	3,493,929	3,493,929	-
持有至到期日之金融資產	1,795,565	-	-
負債			
公平價值與帳面價值相等之金融負債	1,580,027	（註）	（註）

2006 and 2005, the unpaid expenses (recorded as “Accrued expenses”) were \$11,997 and \$12,672, respectively.

#### D. Receivables/other receivables/receipts on hand

As of December 31, 2006 and 2005, the Company was engaged to handle certain business activities of the Department of Transportation, TCG, Department of Social Welfare, TCG, Department of Finance, TCG, and Department of Rapid Transit Systems, TCG. The related account balances (subsidies for tickets for senior citizens and handicapped and reimbursement for purchases of equipment, etc.) are as follows:

	December 31, 2006	December 31, 2005
Receivables for senior citizens and handicapped tickets	\$ 19,950	\$ 12,293
Advance receipts for construction of facilities	\$ 301,256	\$ 84,558
Other receivables for construction of facilities	\$ 10,590	\$ -

#### 19. PLEDGED ASSETS

As of December 31, 2005, the details of pledged assets were as follows:

Item	December 31, 2005	Purposes
Time deposit (recorded as “Cash”)	\$ 3,500	Please refer to Note 4

#### 20. COMMITMENTS AND CONTINGENCIES

- 1) As of December 31, 2006, the unused balance of the Company’s letters of credit for the purchase of raw materials and fixed assets were \$94,229.
- 2) For operating lease agreements please refer to Note 18.2) .A.

#### 21. FINANCIAL STATEMENT REPRESENTATION

- 1) Fair value of the financial instruments

	December 31, 2006		
	Book value	Quotations in an active market	Estimated using a valuation
Non-derivative financial instruments			
Assets			
Financial assets with fair values equal to book values	\$ 1,124,370	（Note）	（Note）
Available-for-sale financial assets	3,493,929	3,493,929	-
Held-to-maturity financial assets	1,795,565	-	-
Liabilities			
Financial assets with fair values equal to book values	1,580,027	（Note）	（Note）



94年12月31日				
	帳面價值	公平價值		
		公開報價	評價方法	
		決定之金額	估計金額	
<u>非衍生性金融商品</u>				
<u>資產</u>				
公平價值與帳面價值相等之金融資產	\$ 611,629	(註)	(註)	
備供出售金融商品	5,501,227	5,501,227	-	
持有至到期日之金融資產	1,618,406	-	-	
<u>負債</u>				
公平價值與帳面價值相等之金融負債	1,419,908	(註)	(註)	
註：該類資產（負債）係屬短期金融商品，故以帳面價值估計其公平價值， 非屬公開報價決定或評價方法估計之金額。				

本公司估計金融商品公平價值所使用之方法及假設如下：

短期金融商品因折現值影響不大，故以帳面價值估計其公平價值。此方法應用於現金、應收款項、其他應收款、應付帳款、應付所得稅、應付費用、其他應付款項及應付代收款。

#### （二）財務風險控制及避險策略（含財務避險）

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

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

為了達成風險管理之目標，本公司採取之控管策略如下：

##### 信用風險

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

#### （三）重大財務風險資訊

##### 1.市場風險

###### (1)匯率風險

本公司主要之營運收入及成本以新台幣計價，無匯率風險。

###### (2)利率風險

本公司從事之債券投資，均為固定利率，其目的為利率變動時可獲取利息收入為主，故持有期間無現金流量風險，但有公平價值變動風險，本公司民國95年12月31日持有固定利率之債券投資計\$1,795,565。

	<u>December 31, 2005</u>		
	<u>Book value</u>	<u>Quotations in an active market</u>	<u>Estimated using a valuation</u>
Non-derivative financial instruments			
Assets			
Financial assets with fair values equal to book values	\$ 611,629	( Note )	( Note )
Available-for-sale financial assets	5,501,227	5,501,227	-
Held-to-maturity financial assets	1,618,406	-	-
Liabilities			
Financial assets with fair values equal to book values	1,419,908	( Note )	( Note )

Note: As these assets are short-term instruments, we estimated their book values as fair value. They are not suitable applied to quotations in an active market or estimated using a valuation.

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

For short-term instruments, the fair values were determined based on their carrying values because of the short maturities of the instruments. This method was applied to cash, receivables, other receivables, accounts payable, income tax payable, accrued expenses, other payables, and receipts under custody.

#### 2) Procedure of financial risk control and hedge

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

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

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

##### Credit risk

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

#### 3) Information of material financial risk

##### A. Market risk

###### (1) Foreign exchange risk

Major revenue and cost of the Company are conducted in New Taiwan dollars. There was not foreign exchange risk.

###### (2) Interest risk

The Company invests in fixed interest rate bonds. The purpose is to earn the interest revenue when the rate changes. Therefore, there is no cash flow risk in the holding period. But there is change risk in fair value. The Company's held-to-maturity financial assets as of December 31, 2006 were amounted \$1,795,565.

(3)價格風險

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

2.信用風險

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

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

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

3.流動性風險

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

4.利率變動之現金流量風險

本公司無具有利率變動之交易，無利率變動之現金流量風險。

(四)財務報表之審定調整及重編

1.本公司民國94年度之決算，業於民國95年7月28日經審計部臺北市審計處(以下簡稱審計處)審定完竣，並依指示將應予調整事項追補入帳，有關重編財務報表之明細如下（不含依財務會計準則公報第三十四號及第三十六號規定予以重分類部份）：

	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	\$ 8,051,719	\$ 20,812	\$ 8,072,531	說明1、2及3
基金長期投資及				
應收款	1,723,724	193	1,723,917	
固定資產	2,544,152	( 17,484)	2,526,668	說明1
無形資產	148,937	-	148,937	
其他資產	81,724	-	81,724	
資產總計	<u>\$ 12,550,256</u>	<u>\$ 3,521</u>	<u>\$ 12,553,777</u>	
負債				
流動負債	\$ 1,639,152	\$ 3,707	\$ 1,642,859	說明2
長期負債	160,221	-	160,221	
其他負債	197,051	-	197,051	
負債合計	<u>1,996,424</u>	<u>3,707</u>	<u>2,000,131</u>	
股東權益	<u>10,553,832</u>	<u>( 186)</u>	<u>10,553,646</u>	
負債及股東權益總計	<u>\$ 12,550,256</u>	<u>\$ 3,521</u>	<u>\$ 12,553,777</u>	

(3) Price risk

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

B. Credit risk

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

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

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

C. Liquidity risk

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

D. Interest-bearing of cash flow risk

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

4) Financial Statement Representation

The accounts for the year ended December 31, 2005 have been examined by TMAD of the Ministry of Audit on July 28, 2006. Certain accounts in the 2005 financial statements have been restated to conform with the adjustments made by TMAD (exclusive of reclassification in accordance with Financial Accounting Standards No. 34 and No. 36).

	Balance per audited financial statements	Adjustments	Balance per examination by TMAD	Note
Balance Sheets				
Assets				
Current assets	\$ 8,051,719	\$ 20,812	\$ 8,072,531	a.b.c
Fund, investments and long-term receivables	1,723,724	193	1,723,917	
Fixed assets	2,544,152	( 17,484)	2,526,668	a
Intangible assets	148,937	-	148,937	
Other assets	81,724	-	81,724	
Total assets	<u>\$ 12,550,256</u>	<u>\$ 3,521</u>	<u>\$ 12,553,777</u>	
Liabilities				
Current liabilities	\$ 1,639,152	\$ 3,707	\$ 1,642,859	b
Long-term liabilities	160,221	-	160,221	
Other liabilities	197,051	-	197,051	
Total liabilities	<u>1,996,424</u>	<u>3,707</u>	<u>2,000,131</u>	
Stockholders' equity	<u>10,553,832</u>	<u>( 186)</u>	<u>10,553,646</u>	



	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	\$ 9,204,558	\$ -	\$ 9,204,558	
營業成本	( 6,703,663)	-	( 6,703,663)	
營業毛利	2,500,895	-	2,500,895	
營業費用	( 1,868,461)	( 93)	( 1,868,554)	
營業淨利	632,434	( 93)	632,341	
營業外收入及利益	220,047	( 346)	219,701	
營業外費用及損失	( 2,514)	346	( 2,168)	
稅前純益	849,967	( 93)	849,874	
所得稅費用	( 181,912)	( 93)	( 182,005)	
本期純益	<u>\$ 668,055</u>	<u>(\$ 186)</u>	<u>\$ 667,869</u>	

註：若調整金額未達 \$ 1,000，則未加以說明。

2.調整金額說明：

- (1)會計師查核數將其他預付款中屬購建中固定資產\$17,484重分類至「固定資產」，惟經審計處審定不予以重分類。
- (2)會計師查核數將應付營業稅款與留抵稅額\$3,328以淨額表達，惟經審計處審定不予以重分類。
- (3)會計師查核數將「現金」中\$3,500提供作為聲請假扣押之擔保品，重分類至「其他金融資產-流動」科目項下，惟經審計處審定不予以重分類。
- (4)經上列1～3項調整及其他經臺北市府及審計部臺北市審計處調整結果，共減列稅前純益\$93，故相對調整「應付稅款」\$287、「所得稅費用」\$93及「基金及長期投資」\$193。

(以下空白)

Total liabilities and stockholders' equity	<u>\$ 12,550,256</u>	<u>\$ 3,521</u>	<u>\$ 12,553,777</u>	
	Balance per audited financial statements	Adjustments	Balance per examination by TMAD	Note
Statements of Income				
Operating revenue	\$ 9,204,558	\$ -	\$ 9,204,558	
Operating cost	( 6,703,663)	-	( 6,703,663)	
Gross profit	2,500,895	-	2,500,895	
Operating expenses	( 1,868,461)	( 93)	( 1,868,554)	
Operating income	632,434	( 93)	632,341	
Non-operating income	220,047	( 346)	219,701	
Non-operating expenses	( 2,514)	346	( 2,168)	
Income before income tax	849,967	( 93)	849,874	
Income tax expenses	( 181,912)	( 93)	( 182,005)	
Net income	<u>\$ 668,055</u>	<u>(\$ 186)</u>	<u>\$ 667,869</u>	

Note: If adjustment was below \$1,000, no explanation was provided.

Note a: TMAD decided not to reclassify construction in progress and prepayments of \$17,484 from "Prepayments" to "Fixed assets".

Note b: TMAD decided not to show business tax payable and excess VAT paid of \$3,328 by net amount.

Note c: TMAD decided not to reclassify a time deposit \$3,500 which was restricted in connection with a dispute from "Cash" to "other financial assets-current".

Note d: As a result of the adjustments listed above and other adjustments made by TCG and TMAD, income before income tax, income tax payable, income tax expense, and fund and long-term investments were decreased by \$93, \$287, \$93 and \$193, respectively.

**臺北捷運公司2006年報**

**TAIPEI RAPID TRANSIT CORPORATION ANNUAL REPORT 2006**

政府出版品統一編號：2008600086  
Government Publications Number : 2008600086  
發行人：蔡輝昇  
Publisher : Huel-Sheng Tsay  
出版者：臺北大眾捷運股份有限公司  
Publishing Manager : TAIPEI RAPID TRANSIT CORPORATION  
地 址：臺北市中山北路2段48巷7號  
Address : 7,Lane 48,Sec.2,Zhongshan N.Rd.,  
Taipei Taiwan,R.O.C.  
網 址：<http://www.trtc.com.tw>  
Website address : <http://www.trtc.com.tw>  
24小時客服中心專線：(02)2181-2345  
24-hour Call Center Hotline : (02)2181-2345  
出版日期：2007年9月  
Publishing date : Sep. 2007  
設 計：大觀視覺顧問股份有限公司  
Design : Delta Design Corporation.  
地 址：台北市大安區新生南路二段二號六樓  
Address : 6F, No. 2, Hsin Sheng S. Road,  
106 Taipei, Taiwan, R.O.C.  
電 話：(02)2321-3517  
Telephone number : (02)2321-3517  
工本費：170元  
Cost : \$170