



臺北捷運公司2008年報

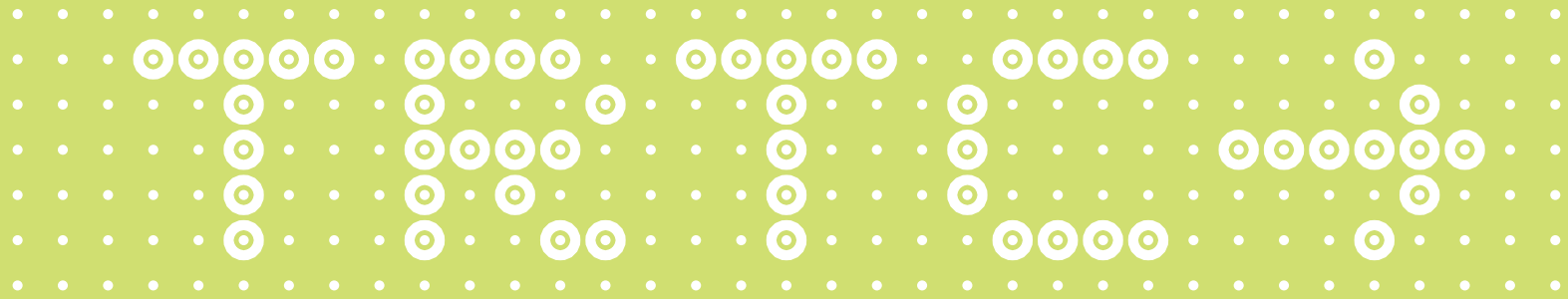
TAIPEI RAPID
TRANSIT
CORPORATION

'08

ANNUAL REPORT
AUGUST 2009



TAIPEI



臺北捷運公司2008年報
TAIPEI RAPID
TRANSIT
CORPORATION

'08
ANNUAL REPORT



Our Mission, Vision, and Management Concept

使命、願景與經營理念



使命

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

願景

我們以「臺北捷運、世界一流」為願景，期能成為國際級領導品牌的地鐵公司。

經營理念

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

創造顧客價值及公司價值

為貫徹「顧客至上」的經營理念，除了持續提供安全、可靠、舒適、便捷的運輸服務外，更致力於改進與創新，以創造旅客價值；並戮力降低營運成本，積極發展多元經營，以期穩定獲利與持續成長，塑造臺北捷運良好形象與企業價值。

Mission

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

Vision

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

Management Concept

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

Creating Value

To live up to our motto that our customers come first, TRTC not only provides a safe, reliable, comfortable, and prompt metro service, but also endeavors to create value for our customers through innovation. We also do our utmost to decrease operating costs and diversify our operations in order to stabilize profits and ensure sustainable development. While such policies serve to build a positive image, they also create enterprise value.

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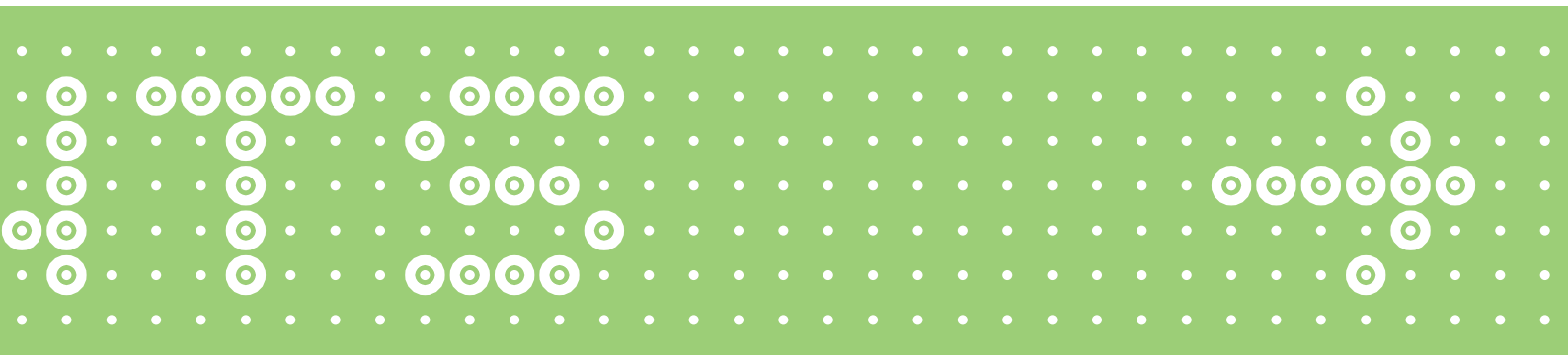
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首長的話

Messages from Company Heads



董事長的話

Message from the Chairman

臺北捷運自 1996 年通車營運以來，路網不斷擴張，從原本的 1 條路線至現今的 8 條路線，營運路網長度成長至 75.8 公里；繼 2008 年底南港線東延段南港站通車營運，2009 年內湖線、2010 年南港線東延段南港展覽館站、新莊線臺北市段及蘆洲支線都將陸續完成通車，勢必大幅增加旅客搭乘的便利性，更將帶動捷運周邊繁榮發展。臺北捷運第一階段路網於 2009 年 6 月內湖線加入營運後成形，路線長度將可達 90.5 公里，未來至 2015 年第二階段路網完成後，路網規模更將突破至 150 公里以上，屆時，包含公車之整體大眾運輸比例預估將超過 50%，讓臺北市真正邁入一個以大眾運輸為主的現代城市。

為因應 2009 年之後續路網加入營運，考量公司未來營運規模與人力發展所需，重新檢討調整公司組織架構，於 2007 年 5 月 23 日經董事會審議通過、2007 年 9 月 27 日經臺北市政府核定及 2007 年 10 月 9 日獲交通部准予備查，並於 2008 年 3 月 4 日將一級單位正式調整為 14 處及 4 室，以有效發揮公司資源，提升組織效能，落實企業永續發展。

此外，隨著全球暖化之趨勢影響下，如何減少二氧化碳之排放量，已成為世界各國重要的研究課題。中央研究院環境變遷中心亦提出警告，臺灣地區耗用能源，從 1990 年到 2006 年之間，每人每年二氧化碳排放量，從 5.73 噸大幅增加為 11.26 噸，可見排放二氧化碳的程度，越來越嚴重，甚至面對國際油價及物價高漲所引發機車族暴增，其衍生的空氣污染、交通秩序及安全問題更趨嚴重。為因應此現象之衝擊，在臺北市政府響應中央政府愛臺節能政策下，本公司亦全力積極規劃「持悠遊卡搭乘臺北捷運 7.5 折優惠」方案，以減輕市民交通成本負擔，希望藉此吸引汽、機車使用者改搭大眾運輸工具，改變其根深蒂固的運具使用習慣，進而提高大眾運輸使用率、降低能源的消耗與污染的

排放。另配合「臺北市政府加強推動所屬機關學校節約能源措施實施計畫」，擬定捷運系統內部相關節能減碳計畫，以肩負起身為大眾運輸業者應有之企業社會責任 (Corporate Social Responsibility, CSR)，並藉由近 4,000 名員工之共同努力下，蓄積基業長青的能量及為社會盡一份心力。

捷運對於臺北市民來說，已經是生活不可或缺的一部分，不僅是交通工具，更擴張了市民生活版圖，改變生活型態。臺北捷運在運輸服務品質提昇上不斷精益求精，結合多樣性藝文與休閒活動，營造出活潑而優質的捷運新文化，讓步調繁忙緊湊的臺北市民，用較悠閒的心情迎接生活。自 2007 年公司受託經營貓空纜車後，臺北市政府再度借重臺北捷運營運維修及副業經營所累積之專業及經驗，於 2008 年 9 月 1 日委託經營臺北小巨蛋，在公司積極改善各種設施設備功能以及建立經營管理的標準流程下，提昇整個小巨蛋的服務品質與多元化功能，讓民眾享有一個安全、舒適、高品質的國際表演場館。

臺北捷運營運迄今已達 13 餘年，服務品質的提昇，端繫自我挑戰與突破。臺北捷運將持續精進，為民眾帶來更精緻、更優質的服務，希冀拓展大臺北地區民眾生活之豐富性，讓捷運不僅是捷運，更帶動都會生活品質的全面提昇，使臺北市躋身一流國際都市之列。

陳椿亮

Over the years since the Taiwan Rapid Transit Corporation (TRTC) first began operations with one metro line in 1996, the Taipei Metro transportation network has expanded to a total of eight lines covering 75.8 kilometers. At the end of 2008, the Nangang Eastern Extension became operational with the opening of Nangang Station. The Neihu Line will begin transporting passengers in 2009 and the Nangang Line will extend further to the Taipei Nangang Exhibition Center Station the following year. After this, the Luzhou Line and the Taipei City section of the Xinzhuang Line will also begin transporting passengers, providing even more convenient transport options and promoting prosperity in surrounding areas. The opening of the Neihu Line in June 2009 will mark the completion of Phase One of the Taipei Metro Network, which will then have a total length of 90.5 kilometers. After the completion of Phase Two in 2015, the total track length will exceed 150 kilometers and we estimate that over half of Taipei area residents will commute via mass transit, including buses and metro. Taipei will become a truly modern metropolis with mass transit serving as the backbone of the city's transportation system.

To more efficiently manage the 2009 system expansion, TRTC drafted a company restructuring plan that took into account its future operational scope and human resource development needs. The plan was passed at the board of directors meeting held on May 23, 2007. Then, on September 27, 2007, the Taipei City Government approved the measure and passed it along for review by the Ministry of Transportation and Communications, which in turn gave its approval on October 9, 2007. As of March 4, 2008, the company's internal structure was changed to consist of 14 divisions and four offices, enabling TRTC to more effectively utilize company resources, increase organizational efficiency, and achieve sustainable development.

As global warming has come to the fore as a significant concern in recent years, researchers around the world are seeking to develop methods to reduce carbon dioxide emissions. According to a report published by the Research Center for Environmental Changes at Taiwan's Academia Sinica, the amount of carbon dioxide released per person per year in Taiwan ballooned from 5.73 tons in 1990 to 11.26 tons in 2006, a true cause for concern. Due to recent increases in the cost of crude oil and consumer goods, larger numbers of people are choosing to commute by motorcycle and scooter, resulting in a corresponding rise in air pollution, traffic congestion, and safety issues. To mitigate the impact of this phenomenon, TRTC has followed the city and central governments' calls for energy conservation by providing a 25% discount on Metro fares for users of the EasyCard. This will help reduce transportation costs for Taipei residents and encourage drivers and motorcycle riders to change their deep-set habits and switch to a more environmentally-friendly alternative. By increasing the mass transit utilization rate, TRTC can help reduce energy consumption and pollutant emission. Also, in coordination with the Taipei City Government plan to enhance the implementation of energy conservation measures at affiliated organizations and schools, TRTC drafted the Metro System Internal Energy Conservation and CO₂ Reduction Plan to shoulder the Corporate Social Responsibility (CSR) we have as providers of mass transit services. With the support and hard work of our nearly 4,000 employees, TRTC is committed to reducing our environmental impact and fulfilling our responsibilities to the community we serve.

Taipei Metro has already become an indispensable part of city residents' daily commute, but it is not just a means of transportation. The rapid transit system has provided passengers access to more of the city and surrounding areas and thoroughly changed their lives. We seek to continuously improve our service quality by offering a variety of cultural and recreational activities, creating a dynamic new Metro culture. Life in Taipei can be hectic and fast-paced, so TRTC wants to give area residents the chance to take things a little slower. In 2007, the Taipei City Government enlisted TRTC to operate the Maokong Gondola. This year, the city once again called upon our expertise and years of experience operating both our transportation and affiliated businesses, asking TRTC to take over operations of the Taipei Arena beginning on September 1, 2008. By actively improving facilities, upgrading their capabilities, and standardizing management procedures, TRTC raised overall service quality at Taipei Arena, which now provides a more diverse range of services. With TRTC at the helm, the public can now enjoy a safe, comfortable, high-quality international performance venue.

Taipei Metro has been proudly serving passengers for over 13 years. Over that period, we have continuously challenged ourselves to improve service quality and have achieved significant breakthroughs in this area. Our spirit of service and quality goes on as we strive to provide the public with even more refined and outstanding service. We hope to enrich the lives of Greater Taipei residents by not just providing transportation services, but increasing overall quality of life and upgrading Taipei to a true world city.

Richard C.L. Chen

Richard C.L. Chen



總經理的話

Message from the President

臺北捷運自 1996 年通車以來，乾淨、快速又便捷的運輸服務，不僅讓平面交通改善，更藉由與公車等接駁運具整合，逐漸形成便利迅速的交通網絡，不但有效改善臺北都會區交通狀況，也帶動臺北整體經濟之發展，使臺北成為亞洲地區易行城市之一。臺北捷運在 2008 年 2 月 22 日累積運量超過 30 億人次，距 1998 年 12 月 22 日 1 億人次，以不到 10 年的時間，旅運量成長 30 倍；距離 2005 年 8 月 16 日累積運量 20 億人次，更以 2 年半的時間即達成 30 億人次之累積運量，代表民眾對臺北捷運營運普遍給予支持與肯定。

臺北捷運首要任務係提供安全、可靠的運輸環境，依據英國倫敦帝國學院軌道與運輸策略中心 (RTSC) 提供 Nova/CoMET 國際鐵路聯會 2007 年營運資料，臺北捷運系統之可靠度，在所有 26 個會員系統第一，亦即自 2004 年至 2007 年，連續 4 年獲得第一，顯示臺北捷運系統在可靠度方面，已成為最佳捷運系統之一。另鑑於國際地鐵火災及恐怖攻擊事件頻傳，災難現場驚慌失措及不熟悉緊急安全設備操作方式，係造成旅客嚴重傷亡的主要原因之一。因此，2008 年初建置完成第一座捷運專屬之逃生體驗營，6 月正式對外開放，讓平時在非緊急狀況下，不准觸摸或無法接觸使用之設施設備，提供參觀者實際操作，增加對捷運安全設備之認識，期使意外事故發生時之傷害或衝擊能降至最低。

此外，為了強化維護旅客安全，臺北捷運進行許多改善措施，繼建置「月臺區軌道侵入偵測預警系統」及高運量電聯車增設車間防墜設施，2008 年進行電聯車內監視系統整合先期測試，車站增設更多數位式閉路監視系統、高運量號誌主電腦系統重置汰換、改善到站資訊顯示之準確度及執行多重災難模擬演練，建構更安全且舒適的大眾運輸環境，讓民眾搭乘捷運能更安心。

為使旅客有更佳服務，提供許多貼心服務，包括增加開放假日攜帶自行車進出之車站及酌予降價，以便利旅客休閒遊憩；縮短早晨及夜間列車班距，服務更多上學、上班及夜歸旅客；進行木柵線車站裝修工程，提昇候車環境；改

善車站廁所空間。2008 年「臺北捷運旅客滿意度調查」，旅客整體滿意度達 95%，代表旅客對臺北捷運的肯定與支持。

2008 年 9 月 1 日市政府委託經營臺北小巨蛋，至 12 月 31 日止，場館使用率超過 81%，累計進場觀眾數 20 萬 899 人次，其中公益演出的部分，秉持市府「公益優先做活小巨蛋」之原則，讓公益性場次（含體育賽事）佔場館使用率 32%，使小巨蛋的公益性能更多呈現。此外，副館冰宮進場滑冰遊客人數亦達 2 萬 9,817 人次。整體營運成果良好，顯示臺北小巨蛋更貼近民眾生活，滿足不同層次的需求。

未來配合民眾需求，持續提昇服務品質與改善硬體措施，藉由積極參與不同國際學會之活動，建立標竿學習管道，提供更優質服務，滿足更多旅客運輸的需求，間接提昇臺北民眾生活品質，讓臺北成為一個更健康便捷的城市。

蔡輝昇





Since our first trains began carrying passengers in 1996, TRTC has provided clean, fast, and convenient rapid transit services. Taipei Metro has not only improved the city's notoriously congested street traffic, but has also created a rapid and convenient transport web that connects the Metro with buses and other means of transportation. Effectively alleviating the traffic situation in the Greater Taipei area, this transportation network has also spurred comprehensive economic development throughout the city and made Taipei one of the easiest cities in Asia to navigate. On February 22, 2008, Taipei Metro ridership surpassed 3 billion trips. In less than a decade, our ridership increased 30-fold from the 100 million trips reached on December 22, 1998. On August 16, 2005, ridership reached 2 billion. We owe all of this success to the public's support of TRTC's mass transit services.

Taipei Metro's chief duty is to provide a safe, reliable transportation environment. According to data from London Imperial College's Railway and Transport Strategy Centre (RTSC), Taipei Metro has ranked number one in reliability among the 26 members of the Nova/CoMET consortiums from 2004 to 2007. Our first place ranking four years running affirms that Taipei Metro has already reached a world-class level of reliability. Studying the recent spate of fires and terrorist attacks in subway systems, untrained personnel were a major factor contributing to the high number of injuries and deaths. In 2008, TRTC completed its Interactive Emergency Evacuation Exhibition Center to prevent such problems. Open to the public in June 2008, the center allows visitors to get first-hand experience with emergency equipment that they may not come in contact with or are not allowed to touch under normal circumstances. The understanding gained through these hands-on activities can help save lives and reduce injuries in the event of a real emergency.

To better ensure passenger safety, TRTC has implemented a variety of system improvements such as installation of the Track Intrusion Detection System and other facilities on the high-capacity lines to prevent people and articles from falling through the gap between train and platform. In 2008, TRTC began the initial phase of testing of its train cabin monitoring system, while additional digital CCTV recording units were added to station

monitoring systems. In addition, the line signaling computer system on the high-capacity lines was replaced. Improvements were made to the accuracy of train arrival information and several disaster drills were held. These measures helped to create a safer and more comfortable mass transit environment, allowing our passengers to ride Taipei Metro without worry.

To create an enjoyable travel experience for our customers, Taipei Metro has developed a wide variety of thoughtful new services. Even more stations now allow bicycle access to the Metro on weekends and at a reduced price, enabling larger numbers of passengers to enjoy this healthy leisure activity. To provide better service for our early morning and later evening passengers, such as students and office workers, Taipei Metro has reduced headway during both time periods. We have begun remodeling stations on the Muzha Line to improve the environment for passengers waiting for their trains. We have also upgraded station toilet facilities. The 2008 Taipei Metro Passenger Satisfaction Survey showed that 95% of customers were satisfied with their overall experience, underlining our passengers' support for Taipei Metro.

The Taipei City Government commissioned TRTC to operate the Taipei Arena beginning on September 1, 2008. As of December 31, the utilization rate for the arena exceeded 81% and these events were attended by 208,990 people. Under city government policy, first priority at the arena is given to public service events (including sporting events). Such events made up 32% of the total utilization, underlining the significant role that the Taipei Arena plays in the lives of Taipei's citizens. The ice rink located in the Arena's sub-hall attracted a total of 29,817 skaters. Overall operational results were quite promising, making Taipei Arena more important to city residents and meeting a variety of different needs.

In the future, we will continue to upgrade our service quality and improve our facilities to better meet our customers' needs. Actively taking part in different international rapid transit and related associations and establishing channels to study the art of benchmarking will enable TRTC to provide ever better services. In the process, we can also improve the quality of life for Taipei's citizens and make Taipei a healthier, more convenient city.

Huel-Sheng Tsay



組織架構 (2008.12.31 止)

Structure and Organization

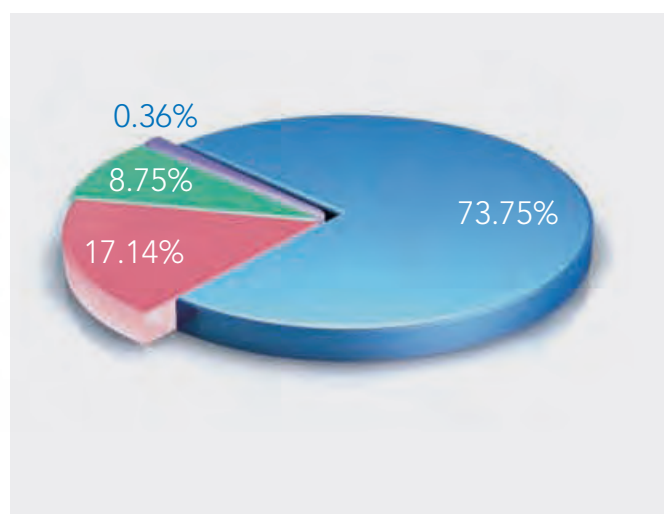
(Through December 31, 2008)



資本額與股東結構 Capitalization and Ownership Structure

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

資本結構圖 Capitalization Structure



- 臺北市政府
Taipei City Government
- 交通部
Ministry of Transportation and Communications
- 臺北縣政府
Taipei County Government
- 唐榮鐵工廠股份有限公司
Tang Eng Iron Works Co., Ltd
- 兆豐國際商業銀行
Mega Bank Corporation
- 合作金庫銀行
Taiwan Cooperative Bank
- 臺北富邦商業銀行
Taipei Fubon Bank



公司登記資本額新臺幣 100 億元，分為 10 億股，每股面額 10 元。成立初期實收資本額為 70 億元，經 2001 年 9 月及 2002 年 11 月，分別將盈餘轉增資 20 億 1,600 萬元及 3 億 3,810 萬元。截至 2008 年底止，實收資本額總計為新臺幣 93 億 5,410 萬元。

TRTC's registered capital is NT\$10 billion, spread among 1 billion shares, with each share valued at NT\$10. In the early phase following TRTC's establishment, paid-in capital totaled NT\$7 billion. Following transfers from profits to capital in September 2001 and November 2002, capital increased by NT\$2.016 billion and NT\$338.1 million respectively. Through the end of 2008, paid-in capital totaled NT\$9,354,100,000.



主任控制員
Control Center Supervisor



董事會 Board of Directors

董事會簡介 The Introduction of the Board of Directors

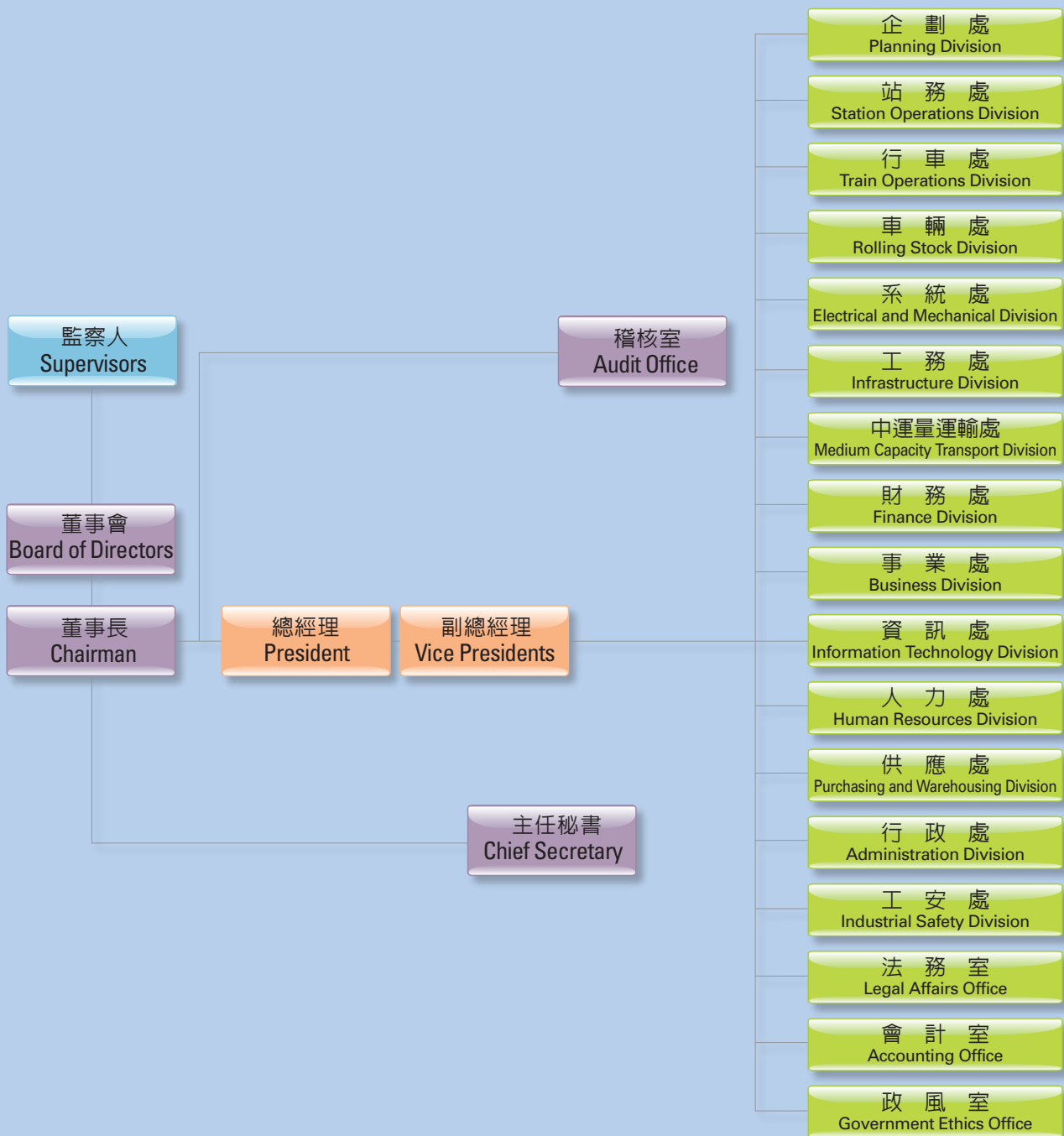
董事長 Chairman	陳椿亮 Richard C. L. Chen
常務董事 Standing Directors	陳威仁 (臺北縣政府副縣長) William W.Z Chen (Deputy Mayor, Taipei County Government)
	陳武正 (中華大學管理學院院長) Wu-Cheng Chen (Dean, School of Management, Chung Hua University)
	陳再來 (成功大學管理學院兼任教授) Chai-Lai Chen (Professor of Cheng Kung University)
	楊煒東 (交通部總務司司長) Hsi-Tung Yang (Director, Department of General Affairs, Ministry of Transportation and Communications)
董事 Directors	王輝 (臺北市政府警察局警政監) Huel Wang (Technical Superintendent, Taipei City Police Department)
	吳豐盛 (唐榮鐵工廠股份有限公司董事長) Fong-Sheng Wu (Chairman, Tang Eng Iron Works Co., Ltd.)
	李明慧 (交通部法規會執行秘書) Ming-Huey Li (Executive Secretary, Committee of Administrative Laws & Regulations, Ministry of Transportation and Communications)
	盛治仁 (臺北市政府研考會主任委員) Emile C.J. Sheng (Chairperson of RDEC, Taipei City Government)
	常岐德 (臺北市政府捷運工程局局長) Chi-Te Chang (Commissioner of Department of Rapid Transit Systems)
	葉慶元 (臺北市政府法規會主任委員) Ching-Yuan Yeh (Chairperson of Law and Regulation Commission, Taipei City Government)
	陳政庸 (臺北市政府交通局副局長) Jeng-long Chen (Vice Commissioner, Department of Transportation, Taipei City Government)
	蔡輝昇 (臺北大眾捷運股份有限公司總經理) Huel-Sheng Tsay (President of Taipei Rapid Transit Corporation)
	葉立宸 (臺北大眾捷運股份有限公司事業處正工程師) Li-Chen Yeh (Engineer, Business Division, Taipei Rapid Transit Corporation Union)
常務監察人 Standing Supervisor	梁秀菊 (臺北市政府主計處副處長) Hsiu-Chu Liang (Deputy Director, Department of Budget, Accounting and Statistics, Taipei City Government)
監察人 Supervisors	伍家志 (交通部統計處專門委員) Chia-Chih Wu (Expert Committee, Department of Statistics, Ministry of Transportation and Communications)
	洪孟啓 (臺北縣政府秘書長) Mitchell Hung (Secretary General, Taipei County Government)
	韓英俊 (臺北市政府人事處處長) Yieng-Chen Han (Commissioner of Personnel Department, Taipei City Government)
	李永成 (臺北市政府財政局副局長) Yung-Chen Li (Vice Commissioner, Department of Finance, Taipei City Government)

組織架構

因 1998 年至 2008 年，營運路線總長度已由 34 公里擴增為 75.8 公里，成長約 2.2 倍；平均日運量亦從約 16 萬人次，擴增為約 123 萬人次，成長約 7.7 倍。為配合公司業務發展，改善線上單位管理幅度過大問題及強化單位功能以提昇經營績效，經參酌臺電及中油等其他國營事業一級單位名稱，將公司組織架構作一變革，於 2008 年 3 月 4 日一級單位調整為 14 處及 4 室。

Structure and Organization

Over the past 10 years, the length of track in operation more than doubled, from 34 kilometers to a total of 75.8 kilometers. Average daily ridership rose from 160,000 in 1998 to 1.23 million this year, a more than seven-fold increase. To keep up with company growth, reduce the overly broad range of responsibilities for some departments, and improve departmental efficiency, TRTC decided to restructure its internal organization. After reviewing department divisions at state-run enterprises such as Taiwan Power Co. and CPC Corp., TRTC reorganized itself into 14 divisions and 4 offices as of March 4, 2008.



1. 員工總人數

Total Number of Employees : 3,835人

2. 員工性別統計

Gender : 男 Men 3,166人，女 Female 669人

3. 員工年齡統計

Average Age : 平均34.90歲

4. 員工教育程度統計 Education Statistics

博士Doctorate : 3人，碩士Master : 414人，大學Bachelor : 1,692人，
專科Vocational School : 1,267人，高中職High School : 446人，
國中Junior High School : 13人。





重要紀事
Significant
Events



2008.02

臺北捷運搭乘人次突破 30 億

Taipei Metro's Accumulated Ridership Reached 3 Billion Trips

臺北捷運系統自 1996 年 3 月 28 日開始營運，至 2008 年 2 月 22 日超過 30 億搭乘人次，為慶祝捷運突破 30 億人次，臺北捷運公司 3 月 8 日於捷運淡水站，舉行「30 億載臺北，感謝有你活動」音樂會及現場有獎徵答活動。

Taipei Metro began operations on March 28, 1996 and reached a total accumulated ridership of 3 billion trips on February 22, 2008. In order to celebrate this exceptional milestone, TRTC held a Thank You Concert and prize drawing at Danshui Station on March 8, 2008.



2008.03

板橋、南港、土城線開放自行車上捷運

Banqiao, Nangang, and Tucheng Lines Allow Bicycles

自 2008 年 3 月 1 日起，假日攜帶自行車搭乘臺北捷運由單趟新臺幣 100 元調降至 80 元，並增加開放板橋線、南港線、土城線及小南門線 12 個車站假日可攜帶自行車搭乘捷運，加上原有已開放 15 個車站，假日開放自行車進出的車站已達 27 個。

Beginning on March 1, 2008, fees for bringing a bicycle onto the Taipei Metro on weekends and holidays were reduced from NT\$100 to NT\$80. Also, 12 stations along the Banqiao, Nangang, and Tucheng Lines began welcoming bicycles on weekends. With the 15 stations that previously allowed passengers to bring bicycles, the total has now reached 27 stations.



2008.03

無災害達 300 萬工時以上，獲得行政院勞委會頒發肯定

Council of Labor Affairs, Executive Yuan Awards TRTC for Three Million Operating Hours Without Incident

自 2007 年 9 月 9 日至 2008 年 2 月 29 日止，無災害累計工時紀錄已達 3,083,188 工時，依規定申請獲頒無災害工時紀錄證明，2008 年 3 月 14 日經行政院勞工委員會審查通過及發證。

From September 9, 2007 to February 29, 2008, Taipei Metro accumulated 3,083,188 operating hours without accident or incident. TRTC then sent in an application to certify this achievement, which was approved by Council of Labor Affairs on March 14, 2008.



2008.06

悠遊卡票價調降為 7.5 折優惠 3 個月

EasyCard Fares Reduced by 25% for Three Months

為疏導因油價上漲而增加的機車通勤族及減輕民眾搭車費用，臺北捷運悠遊卡票價，自 2008 年 6 月 1 日起至 8 月 31 日從原本的 8 折調降為 7.5 折；敬老、愛心及愛心陪伴卡的優惠額度亦從 4 折調降為 3.75 折，優惠期間 3 個月。

With oil prices hovering at record highs, TRTC aimed to attract motorcycle and automobile commuters to use rapid transit instead and thank those who already ride Taipei Metro by discounting ticket prices for EasyCard users by 25% from June 1 to August 31, 2008. Discounts for Senior, Charity, and Escort EasyCards were increased from 60% to 62.5% over the same period.



2008.06

捷運逃生體驗營正式對外開放

TRTC's Interactive Emergency Evacuation Exhibition Center Opens to the Public

2008 年初在北投園區建置完成捷運逃生體驗營，自 2008 年 6 月 3 日起正式對外開放，讓申請參觀者能親自體驗操作捷運車站和隧道緊急設備，建立民眾對捷運系統安全設備更深入的認識。

TRTC established the Interactive Emergency Evacuation Exhibition Center in the company's Beitou Resort Training Center, which was officially opened to the public on June 3, 2008. Applicants can experience using station and tunnel emergency equipment first-hand, familiarizing the public with safety equipment used in the Taipei Metro system.



2008.08

第 4 屆捷運盃街舞大賽
The Fourth Taipei Metro Street Dance Competition

與國泰世華銀行共同舉辦，Hit Fm 聯播網協辦第 4 屆捷運盃街舞大賽，2008 年 7 月 26 日正式開賽，共計 150 隊報名參加，歷經初賽、複賽評審，2008 年 8 月 18 日辦理決賽，普受年青人喜愛。

Together with Cathay United Bank and Hit FM Broadcasting Network, TRTC held its Fourth Taipei Metro Street Dance Competition, which kicked off on July 26, 2008 with a total of 150 teams signed up to participate. Following the preliminary and semi-final competitions, the finals were held on August 18, 2008 to the delight of all the young people in attendance.



2008.09

受託經營臺北小巨蛋
The City Commissions TRTC to Operate the Taipei Arena

2008 年 9 月 1 日與臺北市政府簽訂委託契約，自 2008 年 9 月 1 日起至 2010 年 12 月 31 日接受委託經營 2 年 4 個月。

On September 1, 2008, TRTC and the Taipei City Government signed a contract commissioning TRTC to operate the Taipei Arena from that date through December 31, 2010.



2008.10

捷運·愛·關懷—
銀髮族音樂晚會
Metro Love and Caring –
The Fourth Care for the Elderly Concert

與臺北之音、Hit Fm 聯播網，於 2008 年 10 月 3 日在捷運士林站 1 號出口旁廣場，共同舉辦第 4 屆「捷運·愛·關懷—銀髮族音樂晚會」。

Together with Voice of Taipei and Hit FM Broadcasting Network, TRTC held the fourth Metro Love and Caring – Care for the Elderly Concert on October 3, 2008 in the plaza outside Exit 1 of the Shilin Station.



2008.10

臺北捷運系統可靠度連續
4 年榮獲第一
Taipei Metro Reliability
Ranked Number One for
Four Years Running

依據世界性捷運組織英國倫敦帝國學院的軌道與運輸策略中心 (RTSC) 之國際鐵路聯會 Nova/CoMET 2007 年營運資料，臺北捷運系統可靠度，再次榮獲所有 26 個會員系統第一，表示 2004 年至 2007 年，連續 4 年獲得第一，顯示臺北捷運系統在可靠度方面，持續為全世界最佳地鐵系統之一。

According to 2007 data from the Railway and Transport Strategy Centre (RTSC) at Imperial College London's Nova/CoMET consortiums, Taipei Metro once again topped the 26 consortium members in system reliability. From 2004 to 2007, Taipei Metro has held on to the top spot, showing that we rank among the best rapid transit systems in the world.



2008.10

榮獲第 21 屆全國團結圈
活動競賽「金塔獎」
TRTC Wins the Golden
Tower Award in the 21st
National Quality Control
Circle Awards

2008 年 10 月 22 日以「降低預防檢修用料異常項次數」及「提高行政部門提案率」品管圈改善案，分別榮獲全國團結圈活動競賽「金塔獎」及「銅塔獎」，並接受經濟部工業局頒獎表揚。

On October 22, 2008, the Industrial Development Bureau, Ministry of Economic Affairs, as part of the National Quality Control Circle Competition, awarded TRTC their Gold Tower Award for maintenance related improvements and the bronze for increases in the quantity of administrative proposals.



2008.10

捷運心文化運動－
愛現心主張

Heart of the Metro
Movement - Metro
Etiquette

「捷運心文化運動」自 2008 年 10 月 22 日起，推出「愛現心主張」系列活動，透過四格漫畫、30 秒影像，宣導「捷運站內禁止飲食」、「電扶梯安全」、「車廂內禮儀」、「電梯禮讓」等觀念。

As part of the Heart of the Metro movement, TRTC promoted a series of activities beginning on October 22, 2008, using comic strips and 30-second videos to educate passengers on escalator safety, train etiquette, elevator courtesy, and rules against eating and drinking in stations.



2008.11

捷運·愛·關懷－
青少年音樂會

Metro Love & Caring Youth
Concert

2008 年 11 月 8 日，在捷運淡水站外廣場舉辦「捷運·愛·關懷－青少年音樂會」。藉由知名偶像歌手現身勁歌熱舞，呼籲青少年朋友遵守捷運禮儀文化，共同創造乾淨、優質的乘車環境。

On November 8, 2008, TRTC held the Metro Love & Caring Youth Concert at the Danshui Station plaza. Pop stars sang and danced on stage, calling on youth to observe Metro etiquette, and help to create a clean travel environment.



2008.12

臺北捷運出口音樂節
2008 Exit Music Festival

2008 年 12 月 6 日至 12 月 27 日，舉辦臺北捷運出口音樂節，結合廣場及藝文活動，辦理多場音樂饗宴，邀請包括國際知名自然風音樂家馬修連恩及國內知名藝人與樂團，演出 6 場不同風格之音樂會。

From December 6 through December 27, 2008, TRTC sponsored the Exit Music Festival, which featured several concerts held at MRT stations. We invited renowned world musician Matthew Lien along with local artists to put on a total of six different concerts, each with their own theme.



2008.12

南港線東延段南港站通車
MRT Nangang Station:
Open for Business

南港線東延段南港站，於 2008 年 12 月 25 日在捷運南港站舉行完工通車典禮。

The Nangang Station, on the Nangang Extension, opened to great fanfare on December 25, 2008 at a ceremony held to launch this extension to the network.



2008.12

單日運量突破歷史新高
Breaking the Single Day
Ridership Record

配合臺北都會區跨年慶祝活動，採 24 小時營運不打烊，連續營運至 2009 年 1 月 1 日上午 6 時，當日運量為 195 萬 822 人次，亦創歷史新高。

In coordination with celebrations held across the Taipei area, Taipei Metro ran all night over New Year's Eve and New Year's Day. In the 24-hour period that lasted until 6:00 am on January 1, 2009, a record breaking 1,950,822 trips rode the Metro.

營運概況

Operations Overview

2008 年營運通車路線，計有木柵線、淡水線、新店線、中和線、南港線、小南門線、板橋線及土城線等 8 條路線，營運里程數達 75.8 公里（建設里程為 78.1 公里），營運車站數 70 個（含臺北車站及忠孝復興站 2 個主要轉運站）。

南港線東延段南港站於 2008 年 12 月 25 日通車，除縮短進出南港地區民衆至臺北都會區生活空間之距離，擴大民衆捷運生活圈，車站內設置多項公共藝術，使南港站成為車站環境藝術化、藝術環境化的最佳呈現者之一，未來與高鐵、臺鐵的南港車站連通後，將成為三鐵交會的車站，方便不同運具旅客可互相轉乘。

The eight Taipei Metro lines operational in 2008 include the Muzha, Danshui, Xindian, Zhonghe, Nangang, Xiaonanmen, Banqiao, and Tucheng Lines. The network spans a total of 75.8 kilometers (total track constructed measures 78.1 kilometers) with 70 stations including the two main transfer hubs, Zhongxiao Fuxing, and Taipei Main Stations.

The Nangang Station, part of the Nangang Line Extension, became operational on December 25, 2008. With the opening of the new station, area residents and those travelling to Nangang can reach their destinations quicker, while further expanding the public's reach on the Metro. Featuring several pieces of public art, the Nangang Station offers a pleasant transportation environment and serves as one of the best examples of Metro beautification. After the eventual linkage with the Taiwan High Speed Rail and Taiwan Rail Nangang Stations, passengers will be able to transfer effortlessly between these three different rail options at the same station.



路網圖 Taipei Metro Route Map





大眾運輸市場概況

運輸環境概況

國際原油自 2007 年 5 月開始快速攀升，致使國內的油品價格亦隨之走揚，隨著油價變動及金融風暴影響下，對於臺灣特有的汽機車交通工具使用現象，若能適時投入公共運輸的誘導，將可有效的啓發或吸引民衆，並改變其根深蒂固的運具使用習慣，進而提高大眾運輸使用率。然本公司為有效疏導因油價上漲增加的機車通勤族並減輕民衆通勤成本，捷運票價自 2008 年 6 月 1 日起至 8 月 31 日從原本的 8 折調降為 7.5 折，優惠期間為 3 個月，平均日運量增加 37,957 人次。且該年度之捷運運量及公車運量亦比 2007 年增加（捷運運量增加約 7.8% 及公車運量增加約 5.3%），另 2008 年大眾運輸量與 2005 年相比較更成長 12% 以上。



市場定位

自 1996 年 3 月木柵線通車以來，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陸續通車，建構臺北都會區之初期路網，逐步形成臺北都會交通的運輸主幹，即「捷運為主、公車為輔」的運輸模式，「捷運」為都會區之大眾運輸主幹，「公車」提供捷運主幹運輸外之接駁服務。捷運與公車兩者除互為競爭外，亦為合作夥伴，因此本公司配合臺北市政府鼓勵使用大眾運輸之交通政策，執行捷運與公車雙向轉乘票價優惠措施，提供民衆以合理運輸費用完成整趟旅次，以利其往返木柵、淡水、中和、新店、南港及土城等地，也讓臺北都會區的大眾運輸服務更臻完善。



Public Transportation Market Overview

Transportation Environment Overview

Beginning in May 2007, prices for crude oil on the international market began a rapid rise, causing domestic oil prices to follow suit. Impacted by these price increases and the global financial crisis, drivers and motorcycle riders have more incentive than ever to change their deep-set transportation habits and switch to mass transit. However, these increases have also caused a large number of people to begin commuting by scooter. In order to effectively attract these new motorcycle commuters and reduce transportation costs, TRTC further discounted Metro ticket prices from 20% off to 25% off from June 1 to August 31, 2008. Over these three months, daily ridership increased by an average of 37,957 trips. In 2008, passenger volume for both public buses and the Metro were up over 2007 levels (Metro passenger volume increased by 7.8% and bus volume increased by 5.3%), while total mass transit passenger volumes were up over 12% compared to those in 2005.

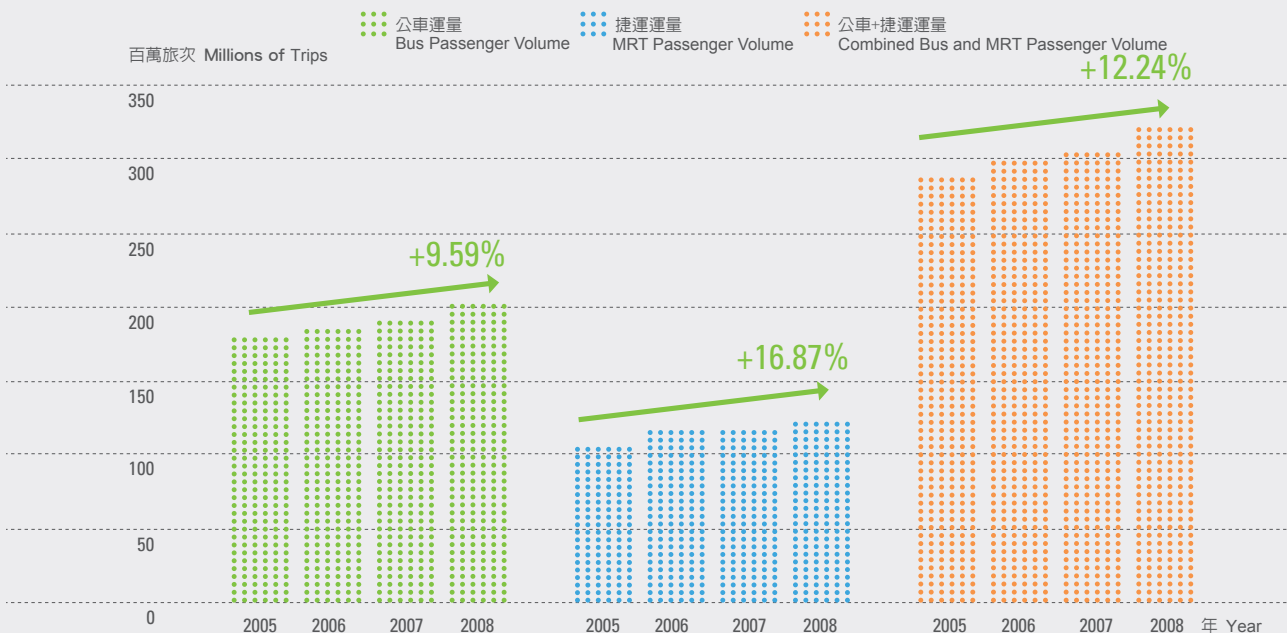
Market Position

Since the Muzha Line became operational in March 1996, the Danshui, Zhonghe, Xindian, Banqiao, Nangang, Tucheng, and Xiaonanmen Lines have successively come online, creating the early phase of a Taipei metropolitan area transportation network. Step by step, its outline is taking shape, with the Metro serving as its backbone and with public buses playing a supporting role. The Metro serves as the main method of transport, with buses ferrying passengers from their homes to Metro stations. Therefore, in addition to being competitors, the Metro and public buses also cooperate. TRTC has worked with Taipei City Government policies, encouraging the use of mass transit by offering discounts for passengers transferring from buses to the Metro and vice versa. This allows passengers to complete their entire trip at a reasonable cost and assists those passengers travelling to and from the Muzha, Danshui, Zhonghe, Xindian, Nangang, and Tucheng areas. Transfer discounts make Taipei's mass transit system an even more attractive choice for residents.



臺北都會區大眾運輸量狀況

Public Transportation Volume Status in the Taipei Metropolitan Area



註：各運量成長率之比較基期為 2005 年。 Note: The rates of increase are based on the volumes recorded in 2005.



運輸本業經營

在追求系統安全與改善服務品質下，2008 年旅運量持續成長，全年計有 4 億 5,002 萬 4,415 人次，平均每日運量為 122 萬 9,575 人次，較前一年度 114 萬 355 人次，增加 8 萬 9,220 人次，成長 7.82%

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 4 億 1,467 萬餘人次，平均日運量 113 萬 2 千餘人次，較 2007 年平均日運量 104 萬 7 千餘人次，增加 8.12%。其中平常日平均運量 118 萬 8 千餘人次，相較於 2007 年 110 萬 1 千餘人次，增加 7.90%；例假日平均運量 101 萬 1 千餘人次，與 2007 年 93 萬 2 千餘人次相較，增加 8.48%。

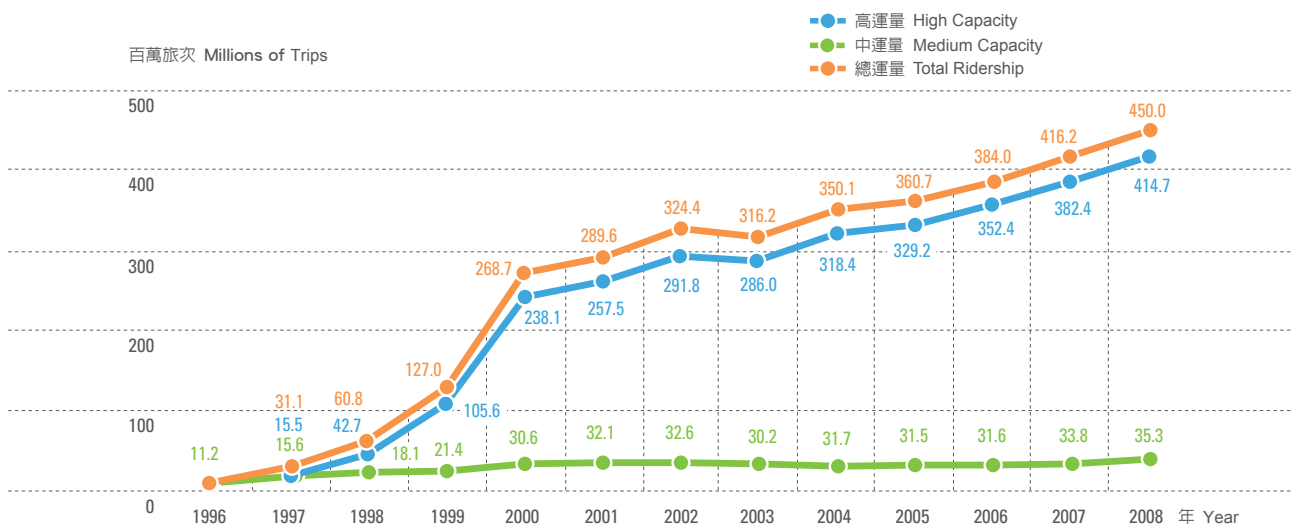
中運量方面（木柵線），年運量 3,535 萬餘人次，平均日運量 9 萬 6 千餘人次，相較於 2007 年 9 萬 2 千餘人次，增加 4.35%。其中平常日平均運量 10 萬 8 千餘人次，相較於 2007 年 10 萬 3 千餘人次，增加 4.85%；例假日平均運量 6 萬 9 千餘人次，與 2007 年 6 萬 9 千餘人次比較，並無明顯增減。

臺北捷運自 1996 年 3 月 28 日木柵線通車以來，除 2003 年因受 SARS 因素影響，平均日運量較前一年有些微減少外，隨著新路線陸續通車及路網擴大，運量均呈現持續上升的趨勢，2008 年平均日運量高達 122 萬餘人次。2008 年 2 月 22 日累積運量突破 30 億人次，距 1998 年 12 月 22 日突破 1 億人次，以不到 10 年時間，旅運量成長約 30 倍；距離 2005 年 8 月 16 日累積運量突破 20 億人次，更以短短 2 年半之時間達到 30 億人次之累積運量。

為提供民衆更貼心服務，2008 年 12 月 31 日「臺北最 HIGH 新年城－2009 跨年晚會活動」跨年系列活動，提供 24 小時營運不中斷之服務，連續營運 43 小時。自 2008 年 12 月 31 日上午 6 時至 2009 年 1 月 1 日上午 6 時，共計疏運旅客 195 萬人次，較 2008 年跨年營運增加了 2 萬餘人次，再創歷史紀錄。



歷年總運量 Total Ridership by Year



Transportation System Operations

Efforts to continuously improve system safety and service quality paid off in 2008 as ridership continued its year-on-year rise. A total of 450,024,415 trips took the Metro in 2008 with an average of 1,229,575 trips daily. This daily figure represents an increase of 89,220 trips or 7.82% over 2007 daily ridership, which averaged 1,140,355 trips.

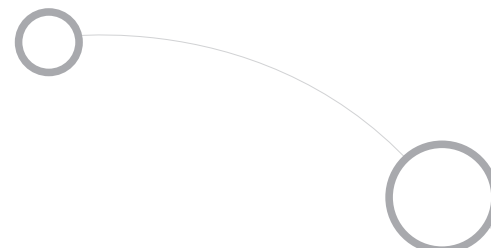
The Metro's high-capacity systems include the Danshui, Zhonghe, Xindian, Nangang, Banqiao, Tucheng, and Xiaonanmen Lines. In 2008, a total of more than 414,670,000 trips were made on these high-capacity lines, with an average of over 1,132,000 trips daily, an increase of 8.12% over the previous year's average of 1,047,000. Broken down further, the average weekday ridership was over 1,188,000 compared to 1,101,000 in 2007, an increase of 7.90%. On weekends and holidays, the average ridership was 1,011,000, an increase of 8.48% over the 2007 average of 932,000.

The total ridership on the medium-capacity system, the Muzha Line, exceeded 35.35 million in 2008, with an average of over 96,000 trips daily, a 4.35% increase over 2007's average of 92,000. On weekdays, the average ridership was more than 108,000 trips daily, representing a 4.85% increase over the 2007 average of 103,000 trips. The average number of weekend and holiday passengers remained stable at over 69,000 trips.

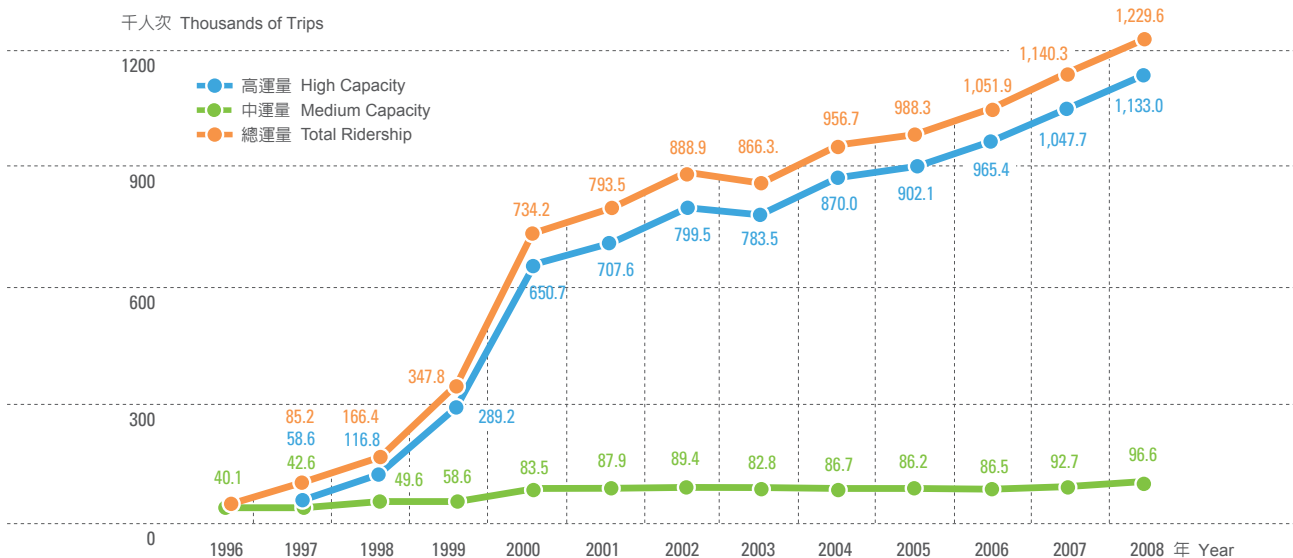
Since the Muzha Line became operational on March 28, 1996, aside from a slight year-on-year decrease in 2003 due to SARS, the number of trips taken on the Taipei Metro has steadily

increased each year as new lines have been added and existing lines expanded. 2008 was no exception, with average daily ridership reaching a record 1,220,000 trips. On February 22, total accumulated ridership on Taipei Metro reached the 3 billion trips, taking less than 10 years to increase 30-fold from 100 million trips on December 22, 1998. Taipei Metro reached the 2 billion mark on August 16, 2005 and in just two and a half years increased ridership by another billion.

In order to provide the public with even more thoughtful service, Taipei Metro was open round the clock on New Year's Eve in coordination with the city's New Year's festival, operating for a total of 43 consecutive hours. In the 24 hour period from 6:00am December 31, 2008 to 6:00am New Year's Day, a total of 1.95 million trips were taken on the Metro, exceeding the single-day record set a year before by over 20,000 trips.



平均日運量 Average Daily Ridership by Year



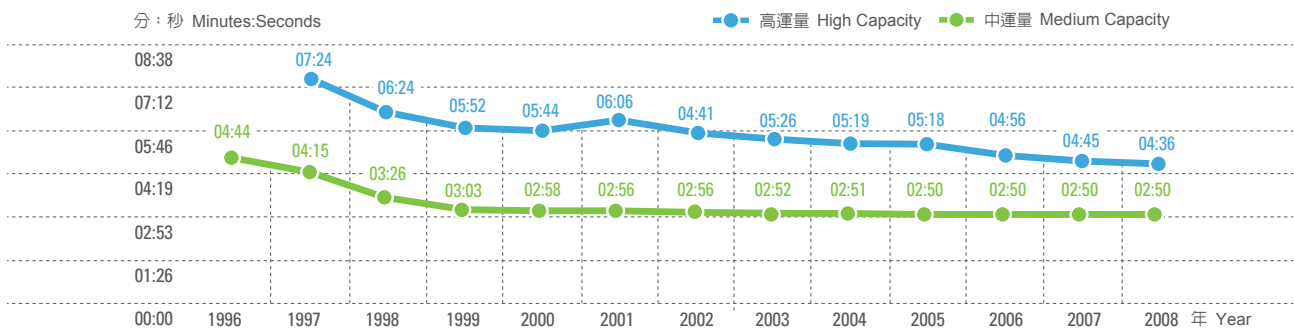
在服務水準方面，2008 年中、高運量平均尖峰班距，分別為 2 分 50 秒及 4 分 36 秒，離峰平均班距為 4 分 51 秒及 5 分 39 秒，兩者均符合系統目標值（中運量尖峰 2-4 分鐘、離峰 4-7 分鐘；高運量尖峰 3-7 分鐘、離峰 5-10 分鐘）。

為提昇捷運各路線離峰時段之服務水準，2008 年 1 月 4 日起縮短上午 6:30 至 7:00 及夜間 19:30 至 23:00 之服務班距，由原 8 分鐘班距縮短為 7 分鐘（古亭站至北投站及亞東醫院站至昆陽站，約為 3.5 分鐘）。但該時段承載率由最高 3.79 人 / 平方公尺，則降低為 3.21 人 / 平方公尺，有效提昇捷運服務品質。

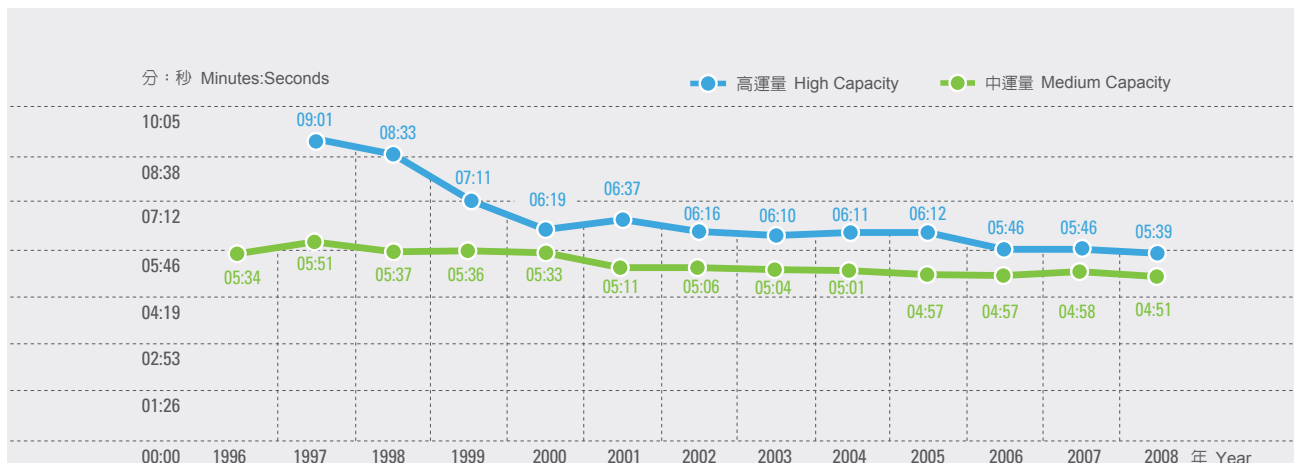
板橋、南港線往市政府站方向，自 2008 年 6 月 1 日起上午尖峰最密班距縮短為 2 分 15 秒，並延長最密班距時段，以加強輸運密集之通勤旅次。8 月 26 日起，調派 1 列加班車自新埔站提供載客服務（該班次原定於龍山寺站開始載客），經實施該措施後，對新埔站及江子翠站之輸運服務品質有明顯提昇。新埔站至江子翠站間，承載率由 2.45 人 / 平方公尺降低為 2.39 人 / 平方公尺。



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



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



Average system headways during peak operating hours on the medium and high-capacity systems were 2:50 minutes and 4:36 minutes respectively. For off-peak times, the headways were 4:51 minutes and 5:39 minutes. These times were well within the system's targets. (Medium-capacity system targets: peak times 2-4 minutes, off-peak 4-7 minutes; High-capacity system targets: peak times 3-7 minutes, off-peak 5-10 minutes).

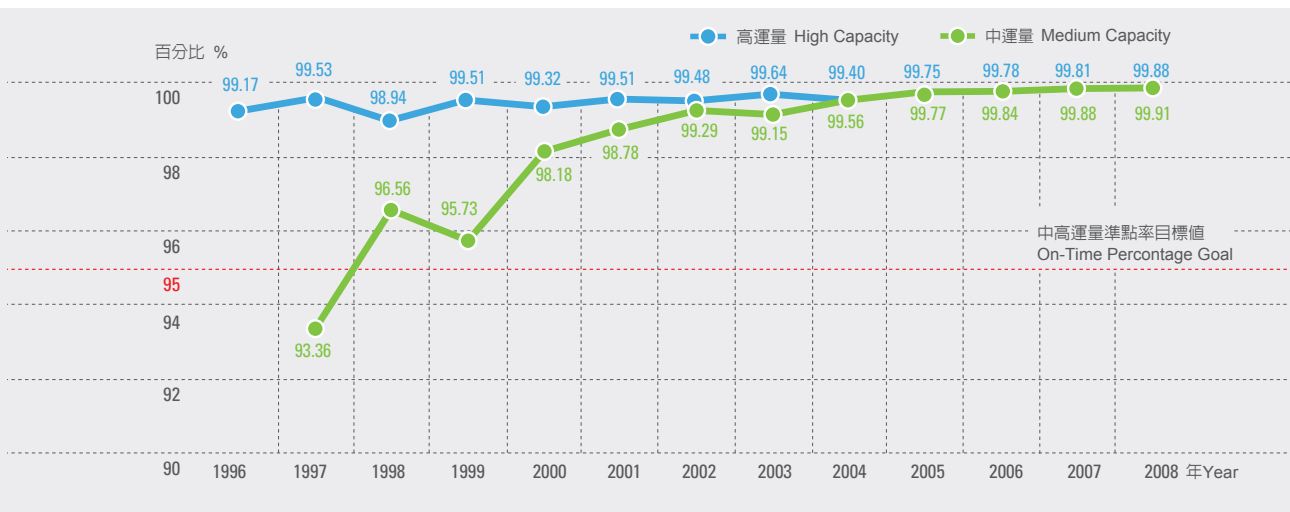
In order to improve service quality on all lines during off-peak hours, from January 4, 2008 headways were reduced from eight minutes to seven minutes during the hours of 6:30 to 7:00 and 19:30 to 23:00 (headways in the sections from Guting Station-Beitou Station and from Far Eastern Hospital Station-Kunyang Station were approximately 3.5 minutes). After implementation, passenger density went from 3.79 people per square meter to 3.21, effectively improving the Metro riding experience.

From June 1, 2008, peak headways on the Banqiao and Nangang Lines on City Hall bound trains were reduced to 2:15 minutes, while peak times were also extended to further reduce passenger density.

Beginning on August 26, an additional train was put into service at Xinpu Station (originally, it only began accepting passengers at the Longshan Temple Station). This significantly improved service quality for our passengers at the Xinpu and Jiangzicui Stations. Passenger density at these two stations was reduced to 2.39 people per square meter from 2.45.



歷年準點率變化情形 On-Time Percentage by Year





附屬事業經營

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

廣告

為旅客服務需要，提供多元且豐富資訊，除車站原有燈箱廣告外，透過月臺電漿電視（PDP）之建置，提供多元豐富多媒體服務，臺北捷運系統服務邁向國際化與現代化。

捷運車站及車廂商業廣告

捷運系統商業廣告類型，包括燈箱、海報、布幔、布旗、地貼、壁貼、電子多媒體等型式。中運量系統：車站廣告 158 幅、車廂廣告 400 幅；高運量系統：車站廣告 1,377 幅，車廂廣告 5,832 幅。有關捷運車站之電子多媒體部分，車站月臺共建置 270 臺電漿電視，至於電聯車車體廣告亦不定期揭出。



提供旅客多元豐富資訊

捷運車站月臺電漿電視設置目的，係提供旅客充分之資訊，播放內容包括列車到離站資訊、日期、時刻顯示等。廣告租賃契約期間，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。至 2008 年底，共計播放市政宣導及公益短片 670 支，提供市民豐富之生活資訊，節省鉅額市政宣傳費用。另為響應國際化政策，每日增加國際新聞及英語新聞，以跑馬燈方式揭出，旅客在候車時亦可獲得國內外重大資訊。



Affiliated Business Operations

Aside from our core transportation services, TRTC is also involved in the operation of additional enterprises such as advertising, parking lots, shops, and underground shopping malls. Through these multifaceted business operations, we can increase profits to reinvest in our core business and provide a wider variety of services to our passengers. Each enterprise is discussed in detail below:

Advertising

In order to meet our customers' service needs, we provide a wide variety of information to riders during their Metro journey. In addition to the lighted poster advertising spaces and the installation of plasma display panels (PDP), we now offer a variety of multimedia advertising options, assisting TRTC to achieve our goals of internationalization and modernization.

Metro Station and Train Advertising

Metro advertisements come in a variety of forms, such as light boxes, posters, banners, flags, floor and wall stickers, and multimedia ads. On the medium-capacity system, there are a total of 158 advertisements in the stations and 400 aboard the trains. On the high-capacity lines, there are a total of 1,377 ads in the stations and 5,832 aboard the trains. There are a total of 270 plasma televisions installed in Metro stations showing multimedia advertisements. Even train cars themselves, wrapped in an all-over design, can become moving advertisements.

Providing Passengers with a Diverse Variety of Information

The purpose of the plasma display installation is to provide passengers with information as they wait for their train, including the date, time, and details about the incoming and outgoing trains. In the current advertising space rental contract, a total of 15% of the broadcasts each day must be dedicated to city government or public service announcements and TRTC related information. Through the end of 2008, a total of 670 government short films and public service announcements were shown, providing citizens with useful city-related information and helping to reduce the city government's advertising budget. Also, echoing Taipei's internationalization policy, we have added a news ticker that provides news stories from around the globe in both Chinese and English. While waiting for the train, passengers can have their hand on the pulse of their city, Taiwan, and the world.



轉乘停車場

為方便民眾使用各種不同運具轉搭捷運及增加收入，所有轉乘停車場均使用悠遊卡收費；另淡水站、新店站及海山站轉乘停車場，採行悠遊卡及自動繳費機並行方式收費；木柵機廠停車場僅假日開放停車，則採悠遊卡與人工並行方式收費。

至 2008 年底，木柵、淡水、新店、中和、南港、土城 6 路線，共計有 17 處汽車收費轉乘停車場、32 處機車轉乘停車場。汽車收費停車位 2,791 格、機車停車位 8,175 格（收費機車位 2,629 格）、自行車格位 9,773 格（包括雙層自行車架 1,272 格）。

2008 年 6 月 1 日起，實施捷運轉乘停車場優惠措施，汽車在捷運轉乘停車場使用悠遊卡轉乘停車，可享有每小時 5 元之優惠折扣（限當日當次），優惠上限為前次搭乘捷運扣款金額。機車在捷運轉乘停車場使用悠遊卡轉乘停車，每次優惠 3 元。此外，配合該項措施，考量兼顧原使用機車轉乘捷運通勤旅客的權益，宣導旅客購買轉乘停車場月票，不限次數停車，以提高搭乘大眾運輸工具誘因。

Park and Ride Lots

In order to provide the public with a convenient way to pay for parking no matter their chosen mode of public transit while also increasing company revenue, most park and ride lots accept EasyCard as payment. The parking lots at the Danshui, Xindian, and Haishan Stations feature automated payment collecting machines in addition to the standard EasyCard readers. At the Muzha Depot, which is only open on weekends and holidays, TRTC utilizes both EasyCard and parking attendants to collect fees.

At the end of 2008, along the Muzha, Danshui, Xindian, Zhonghe, Nangang, and Tucheng Lines, there were a total of 17 fee-collecting automobile park and ride lots and 32 motorcycle lots run by TRTC. These lots feature a total of 2,791 fee collecting automobile parking spaces, 8,175 motorcycle spaces (of which 2,629 collect fees), and 9,773 bicycle parking spaces (of the bike racks available, 1,272 are double-decker bike racks).

Beginning on June 1, 2008, TRTC implemented park and ride discounts. Automobile parking fees paid for by EasyCard can enjoy a NT\$5 per hour discount if drivers transfer to the Metro (limited to the same day, same time period). The maximum discount awarded is the amount deducted from the passenger's EasyCard on his or her previous Metro trip. Motorcycle riders who park in Metro park and ride lots can enjoy a similar parking discount of NT\$3 each visit. In addition, in coordination with these measures, we also encourage passengers to purchase unlimited park and ride monthly parking passes. Through these measures, we hope to increase the number of commuters who transfer to the Metro from their own vehicles.

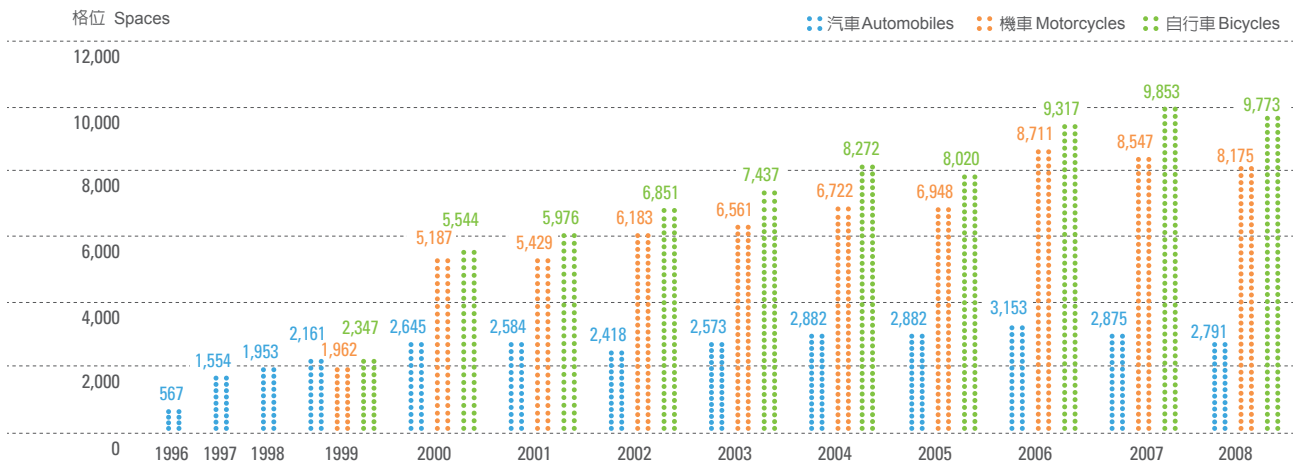




2008 年停車格位數 Number of Parking Spaces in 2008

	淡水線 Danshui Line	新店線 Xindian Line	中和線 Zhonghe Line	板橋線 Banqiao Line	南港線 Nangang Line	木柵線 Muzha Line	土城線 Tucheng Line	小南門線 Xiaonanmen Line	總計 Total
汽車 Automobile Spaces	1,392	148	299	0	135	540	277	0	2,791
機車 Motorcycle Spaces	4,238	500	637	617	501	344	1,338	0	8,175
自行車 Bicycle Spaces	3,798	1,205	732	1,610	972	713	783	19	9,773

歷年停車格位數 Number of Parking Spaces by Year



販賣店

捷運車站附設之販賣店，除提供旅客便利商店、資訊通信、藥妝、音樂、飾品、書籍、美食等不同業別服務外，另於北投站、劍潭站、西門站及新店站，設有旅遊服務中心，包含旅遊資訊服務；淡水站設立就業服務站提供民眾就業資訊；古亭站、奇岩站、善導寺站及南勢角站，作為社會福利團體之庇護商店，並於市政府站設置原住民文化經濟中心，展示原住民文化及特色商品。透過多樣化的經營風貌，滿足旅客多元消費及服務需求，享受更優質的購物環境與便利的捷運生活網。

2008年12月25日南港線東延段通車，增加南港站2間販賣店，至2008年底，全系統共計有102間販賣店。

地下商店街

臺北市地下商店街，除提供完善舒適的地下人行通道外，以不同業種業態之配置，滿足部份市民生活機能所需。各式藝術造景的設計規畫及沒有喧嘩吵雜人車爭道的商場空間，搭配不同主題行銷活動，成為市民挑選優質舒適購物環境的最佳選擇之一。為提升捷運生活化之優質購物環境，增加公司營收，2008年重新規劃地下街商店之業種業態及招商策略，以提升捷運生活化之優質購物環境：

- 東區地下街：提供民眾更多服務以達便民目的，調整東區地下街招商策略，部份店舖空間借予市府民政局及勞工局作為便民服務中心使用。
- 中山地下街：配合臺北市政府政策打造文化書城，分別以書街、生活飲食等區塊招商，提供民眾文化與創意之優質購物環境。

捷運系統與鄰近建物連通

推動捷運系統與鄰近建物連通，提供便捷舒適的行走環境，不僅串連鄰近商圈與重要設施，亦能提昇周邊商機，促進地區繁榮及增加捷運旅運量，創造商家、民眾與捷運多贏的局面。目前已連通案件，包括凱撒飯店與捷運臺北車站6號出入口連通案、太平洋崇光百貨與忠孝復興站4號出入口連通案等。

未來持續推動市政府轉運站與捷運市政府站2號出入口移設連通案、國泰置地廣場與捷運市政府站(BL13)3號出入口移設暨連通案等案件。



販賣店數量 Number of Station Shops

	淡水線 Danshui Line	新店線 Xindian Line	小南門線 Xiaonanmen Line	中和線 Zhonghe Line	南港線 Nangang Line	板橋線 Bangqiao Line	土城線 Tucheng Line	木柵線 Muzha Line	貓空纜車 Maokong Gondola	總計 Total
販賣店數量 (間) Number of Shops	36	14	1	4	21	6	5	12	3	102

Station Shops

In-station shops provide passengers with many shopping options, including convenience stores, communications services, and pharmacies. They can pick up the latest music, fashion accessories, or books while satisfying their appetites at a variety of restaurants and fast food outlets without ever leaving the station. Additionally, Beitou, Jiantan, Ximen, and Xindian Stations also feature passenger service centers that provide riders with information services. Danshui Station has an Employment Service Center to provide the public with valuable information about gaining employment. Guting, Qiyan, Shandao Temple, and Nanshijiao Stations each provide a space for social welfare organizations. Taipei City Hall Station features an Aboriginal Culture and Economics Center, which promotes aboriginal cultural products. By providing such a variety of shops and informational centers, TRTC can fulfill the needs of our passengers and make the Metro an even more important part of their lives.

With the extension of the Nangang Line to Nangang Station on December 25, 2008, the system gained two additional station shops. By the end of 2008, there were a total of 102 shops throughout the Metro network.

Underground Shopping Malls

Taipei Metro's underground shopping areas allow passengers to walk between stations without having to brave the elements, while also featuring products to meet their every need. They are comfortable, aesthetically pleasing places to shop lacking the usual ground level noise and traffic. Add in a healthy dose of promotional activities, and the underground shopping malls become undoubtedly some of the best places to shop in the city. In order to improve the quality of the shopping experience and increase company revenue, in 2008 TRTC implemented a restructuring plan for these shopping areas:

- East Metro Mall: In order to providing even more services to the public, we adjusted our strategy to attract tenants in the East Metro Mall. Some of the spaces were reserved for the Taipei City Government's Departments of Civil Affairs and Labor to serve as citizen service centers.
- Zhongshan Metro Mall: To help Taipei reach its goal of becoming a cultural book city, we aimed to attract tenants to the Zhongshan Metro Book Street and food court, providing the public with an innovative shopping environment with a healthy dose of culture.

Underground Links Between Taipei Metro and Local Businesses

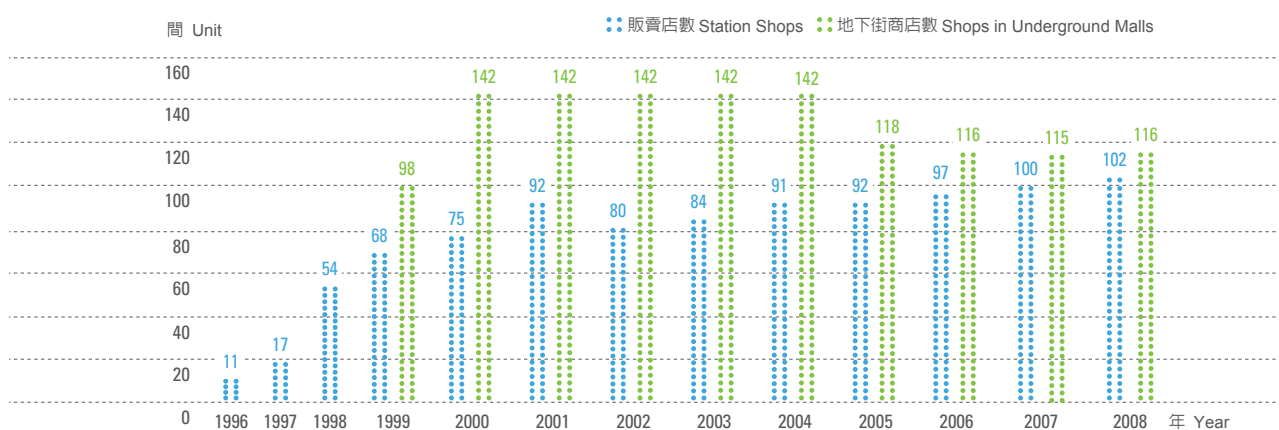
Recently, TRTC has sought to link up Taipei Metro with neighboring buildings through comfortable, convenient underground walkways. Not only can these connect the Metro to local shopping areas and other important facilities, the surrounding area can become more prosperous through increased foot traffic and enhanced business opportunities. These improvements, in turn, can boost Metro ridership creating benefits for passengers, businesses, and TRTC. Underground connections currently in use include the Caesar Hotel linked with Taipei Main Station Exit 6 and the link between Zhongxiao Fuxing Station Exit 4 and the Pacific SOGO department store.

In the future, TRTC will continue to promote the relocation and connection between the Taipei City Hall Transit Station and Exit 2 of the Taipei City Hall Metro Station, while also connecting Exit 3 of the Taipei City Hall Metro Station to the Cathay Plaza now under construction.

店鋪數與面積 Number and Area of Mall Shops

	中山地下街 Zhongshan Metro Mall	東區地下街 East Metro Mall	合計 Total
地下街長度 (m) Length of the Metro Mall (m)	815	725	1,540
店鋪數量 (間) Number of Shop Spaces (Unit)	81	35	116
店鋪面積 (m ²) Shop Area (m ²)	4,558	4,171	8,729

歷年販賣店及地下街商店數量 Number of Station Shops and Shops in Underground Shopping Malls by Year



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

Note: The number of shops in underground shopping malls decreased in 2005 due to the fact that the Taipei City Government took over management of the Taipei Main Station Mall that year.

財務收支狀況

2008年總收入112億2千萬餘元，包括營業收入109億1千萬餘元及營業外收入3億1千萬餘元。營業收入包含運輸收入97億1千萬餘元與其他營業收入11億9千萬餘元。2008年總支出105億2千萬餘元，包含營業成本83億2千萬餘元、營業費用21億8千萬餘元及營業外費用1千萬餘元。總收入扣除總支出後，2008年稅前純益7億7百萬餘元，稅後純益則為6億7百萬餘元。

運輸收入

2008年運輸收入97億1千萬餘元，平均每日營收為2,653萬餘元，較2007年日營收2,499萬餘元，增加6.16%。

歷年來總運輸收入，隨著年運量成長，呈現增加的趨勢。1996年第一條中運量木柵線通車以來，由於路網可及性增加，隨著運量逐年增加，運輸收入亦隨之成長（除2003年因受SARS外在因素影響，較前一年略為減少外），2008年運輸收入已增至97億1千萬餘元。

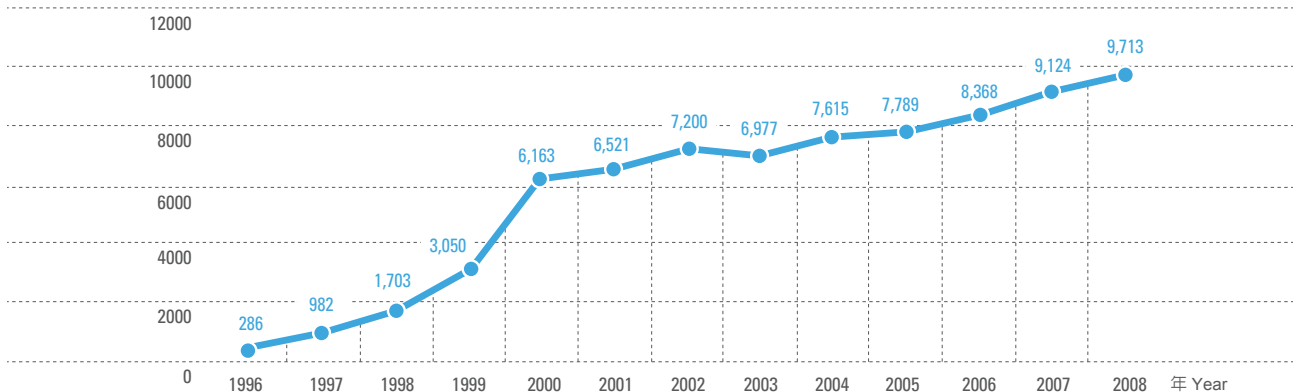
其他營業收入

其他營業收入主要項目，包含廣告、地下街、販賣店、停車場、場地出租、貓空纜車票務收入、代售IC卡票證、金融服務、技術諮詢等。

因全球金融海嘯影響，整體經濟環境欠佳，捷運系統廣告承商提前在2007年8月終止契約，長期廣告契約重新招商未如預期，至2008年12月始完成招商作業，為能有效運用廣告資源，期間採三個月短期廣告招商方式辦理，以填補廣告空窗期之收入。由於整體廣告收益相較前年大幅減少，致使當年其他營業收入為11億9千萬餘元，較2007年度12億6千萬餘元，減少約5.6%。

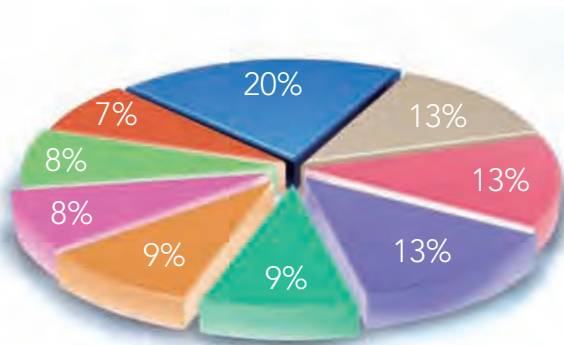
歷年來運輸收入 Fare Revenue by Year

百萬元 Millions of NT\$



其他營業收入所佔比例

Affiliated Business Operations Revenue (in Millions of NT\$) and Distribution (%)



- 販賣店 Station Shops
- 停車場 Parking Lots
- 貓空纜車票務收入 Maokong Gondola Fare Revenue
- 其它 Other
- 地下街 Underground Malls
- 廣告 Advertising
- 行動電話場地出租 Site Rental for Cellular Services
- 金融服務 Financial Service
- 小巨蛋場館收入 Taipei Arena Revenue



Financial Revenue and Expenditure Overview

Total revenue reached NT\$11.22 billion in 2008. Operating income made up NT\$10.91 billion of the total, while non-operating income totaled NT\$310 million. Operating income included transportation income of NT\$9.71 billion and NT\$1.19 billion from affiliated businesses. Total expenditures amounted to NT\$10.52 billion, which included operating costs of NT\$8.32 billion, operating expenses of NT\$2.18 billion, and non-operating expenses of NT\$10 million. In 2008, pretax profit was NT\$707 million, while profit after taxes reached NT\$607 million.

Fare Revenue

Fare revenues in 2008 totaled NT\$9.71 billion, which represents an average daily income of NT\$26.53 million. This is an increase of 6.16% over 2007, which had an average income of NT\$24.99 million per day.

Following the increases in capacity and ridership since the medium-capacity Muzha line became operational in 1996, there has been an obvious upward trend in Metro revenues. Each year has seen higher returns than the previous one, aside from 2003 due to the SARS outbreak. In 2008, revenues reached over NT\$9.71 billion.

Other Operating Revenue

Affiliated business operations include advertising, underground shopping malls, shops, parking lots, site rental, Maokong Gondola fare revenue, IC card ticket agency fees, financial services, and technical consulting.

Due to the global financial crisis, the overall economic situation in Taiwan is less than ideal. The Metro system advertising contract was prematurely terminated in August 2007 and attempts to attract new long-term contracts have not been as successful as anticipated. In order to effectively utilize existing advertising resources, TRTC utilized a three-month short-term bid format to attract new advertisers through December 2008. Additional revenue could help to make up for the period the light boxes had remained empty. Due to the large decrease in advertising revenue over this past year, affiliated business revenue was down 5.6% to NT\$1.19 billion over 2007's NT\$1.26 billion.

歷年來其他營業收入 Revenue from Affiliated Businesses by Year

百萬元 Millions of NT\$





營業外收入

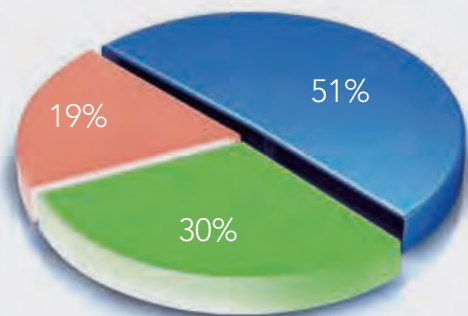
2008 年營業外收入 3 億 1 千萬餘元，其中財務收入 1 億 5 千萬餘元，其他營業外收入 1 億 6 千萬餘元。在財務收入方面，因近幾年來，整體經濟環境市場利率不斷下降，對投資收益造成相當程度影響，2008 年可運用之資金總額約 54.14 億元，以穩健獲利為原則進行投資。

租金支付

臺北市政府將臺北捷運系統以出租方式委託臺北捷運公司經營管理。依公營大眾捷運股份有限公司設置管理條例第 15 條規定：「產權屬政府所有之大眾捷運系統，由政府以出租方式提供捷運公司使用。但在捷運公司開始營運 5 年內，階段性路網尚未完成者，得以無償借用方式供其使用。捷運公司負責捷運系統財產與設備之維護，及系統設備之重置。」，本公司與臺北市政府於 1996 年起 5 年內，以每年每條路線 1 元之租金經營管理。自第 6 年起，重新簽訂「臺北都會區大眾捷運系統財產租賃契約書」，租賃期間自 2001 年 3 月 28 日起至 2010 年 12 月 31 日止，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。2008 年繳交 24.49 億元之租金，全數撥入「臺北市臺北都會區捷運固定資產重置基金」，作為捷運系統未來設備汰舊換新之主要財源，以確保捷運系統永續經營，至 2008 年底止，本公司累積繳交之租金已達 187.89 億元。



財務收入及所佔比例值 Financial Income Distribution (%)



- 利息收入 Interest Income
- 租賃收入 Rental Income
- 投資收益 Income on Investment

Non-Operating Income

In 2008, non-operating income totaled NT\$310 million, which was composed of NT\$150 million in financial income and NT\$160 million in other non-operating income. Over the past few years interest rates have continued to fall significantly, impacting financial income. In 2008, usable capital totaled NT\$5.414 billion, which was carefully invested to maximize stable returns.

歷年系統租金

Rental Expenditures by Year

年度 Year	1996-2000	2001	2002	2003	2004
租金 Rental Fee	各線 租金 1 元 NT\$1 for Each Line	20.21 億元 NT\$2.021 Billion	23.56 億元 NT\$2.356 Billion	23.43 億元 NT\$2.343 Billion	23.76 億元 NT\$2.376 Billion
	2005	2006	2007	2008	總計 Total
	23.91 億元 NT\$2.391 Billion	24.17 億元 NT\$2.417 Billion	24.35 億元 NT\$2.435 Billion	24.49 億元 NT\$2.449 Billion	187.89 億元 NT\$18.789 Billion

Rental Expenditures

Article 15 of the Statute Governing the Establishment of Public Mass Transit Corporations states that, "Property utilized by a mass transit system that belongs to the government shall be leased to the transit corporation. However, the government shall not collect rental fees in the first five years of the rapid transit corporation's operations if the transport network has not yet been completed. The corporation is responsible for all maintenance of Metro property and equipment and replacement of any worn out or outdated equipment on the system." Operating under this statute, the Taipei city government authorized Taipei Metro to operate on city property leased by TRTC. During the five-year rental grace period that began in 1996, the Taipei City Government charged a symbolic rental fee on each line of one NT dollar. During the sixth year of operations, both sides signed the renegotiated Taipei Metro Area Mass Transit System Property Rental Agreement, which is valid from March 28, 2001 through December 31, 2010. Rent is based on equipment replacement costs and 4% of yearly operating income. Both sides meet to renegotiate these terms every two years. In 2008, TRTC paid a total of NT\$2.449 billion in rental fees, all allotted to the Taipei Metropolitan Area Rapid Transit Fixed Asset Replacement Fund. This fund is the main financial resource covering the Metro system's future replacement and upgrading costs, serving to safeguard the sustainable operation of the Metro. As of the end of 2008, the total accumulated rent remitted was NT\$18.789 billion.



轉乘優惠

2002年6月12日IC悠遊卡票證系統全面開始商業運轉，使用悠遊卡即可通行於捷運及公車系統，達到「一票到底」的交通服務。由於票證技術之進步，不同運具間轉乘優惠進入嶄新的時代，旅客使用悠遊卡自捷運轉乘公車，可獲得公車一段票免費之優惠。2003年11月1日起，為擴大轉乘優惠實施範圍，提高搭乘大眾運輸工具誘因，開始實施捷運與公車雙向轉乘定額優惠措施。凡持普通悠遊卡之旅客，無論搭捷運轉乘公車或搭公車轉乘捷運，在轉乘優惠容許時間1小時內，每趟可享有額度8元之優惠。持學生悠遊卡者，則享優惠額度6元；持愛心悠遊卡、愛心陪伴卡、敬老卡及優待卡者，每次可享轉乘優惠4元。至2008年年底止，使用捷運與公車雙向轉乘優惠的人數，已由初期17.02萬人/日成長至41.71萬人/日，顯示實施捷運與公車雙向轉乘優惠政策，對鼓勵民衆搭乘大眾運輸工具已產生實質之成效。

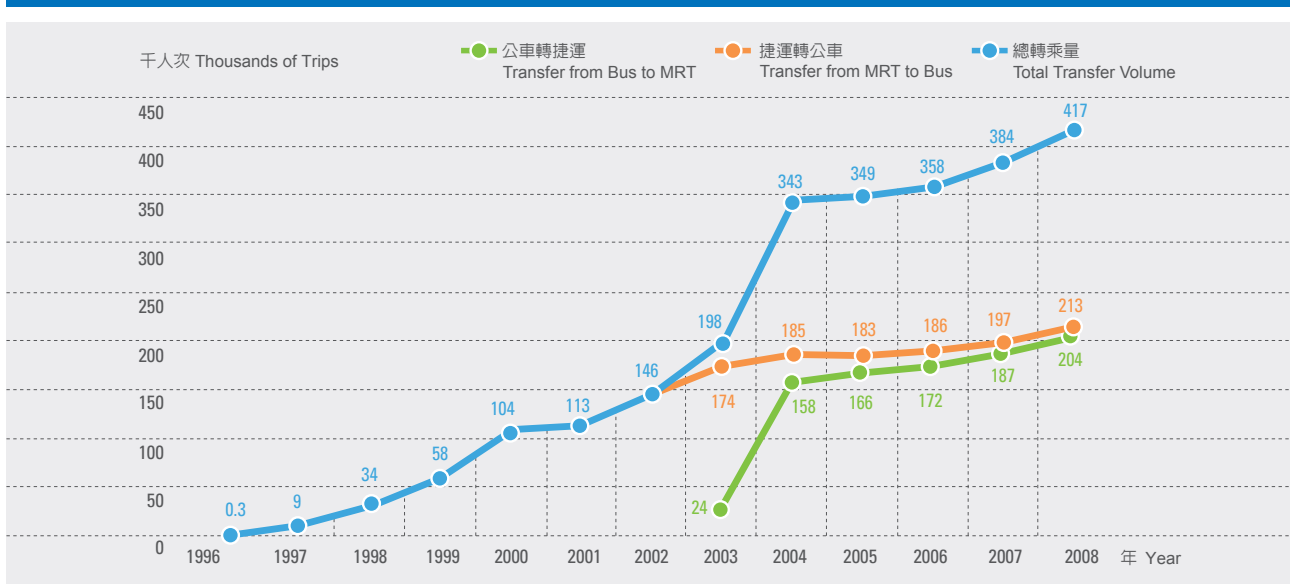
為配合臺北市政府交通政策，自2001年起，本公司負擔部分轉乘優惠經費2.86億元（臺北市政府交通局負擔2.81億元），2002年起，由本公司全額負擔轉乘優惠費用（含捷運轉公車及公車轉捷運的所有優惠費用），2002年支付7.02億元、2003年8.21億元、2004年8.29億元、2005年8.37億元、2006年8.63億元、2007年9.23億元、2008年10.04億元，迄今為此政策總計支付62.65億元。



盈餘狀況

1996年通車初期，公司連續2年營運虧損，隨著路網逐漸擴增，自1998年開始轉虧為盈，2000年稅後純益25億9千萬餘元。2001年起，由於開始繳納契約租金（含重置經費及營業收入之百分之四）及支付轉乘優惠費用，稅後純益下降，惟在全體公司員工不斷開源節流努力下，除2003年受SARS因素影響，稅後盈餘降至3億6千萬餘元外，2002年至2008年，稅後盈餘大致維持在6至8億元的獲利水平。

歷年轉乘量 Transfer Passenger Volume by Year



Transfer Discount Expenditures

On June 12, 2002, the IC EasyCard ticket verification system came into full commercial operation. People use the same EasyCard to pay fares for both the Metro and bus systems, no longer having to keep track of two separate tickets. The card also serves as an easy way to offer transfer discounts to our passengers. Riders using the EasyCard who transfer from the Metro to a bus will automatically receive a free bus ride (for rides of more than one section, only the first section will be at no charge). On November 1, 2003, it became even more inviting to take public transit, as discounts were expanded to include bus riders transferring to the Metro. Passengers using their EasyCard, no matter if they take the Metro and then transfer to a bus or vice versa, will enjoy a discount of NT\$8 on each leg of their trip during a one-hour time period. Passengers holding a student EasyCard receive a discount of NT\$6. For those holding Charity, Escort, Senior, and Concessionaire EasyCards, the transfer discount is NT\$4. By the end of 2008, the number of riders taking advantage of these transfer benefits reached 417,100 trips per day, up from 170,200 per day at the start of the program, clearly showing that transfer discounts can encourage the public to take advantage of mass transit.

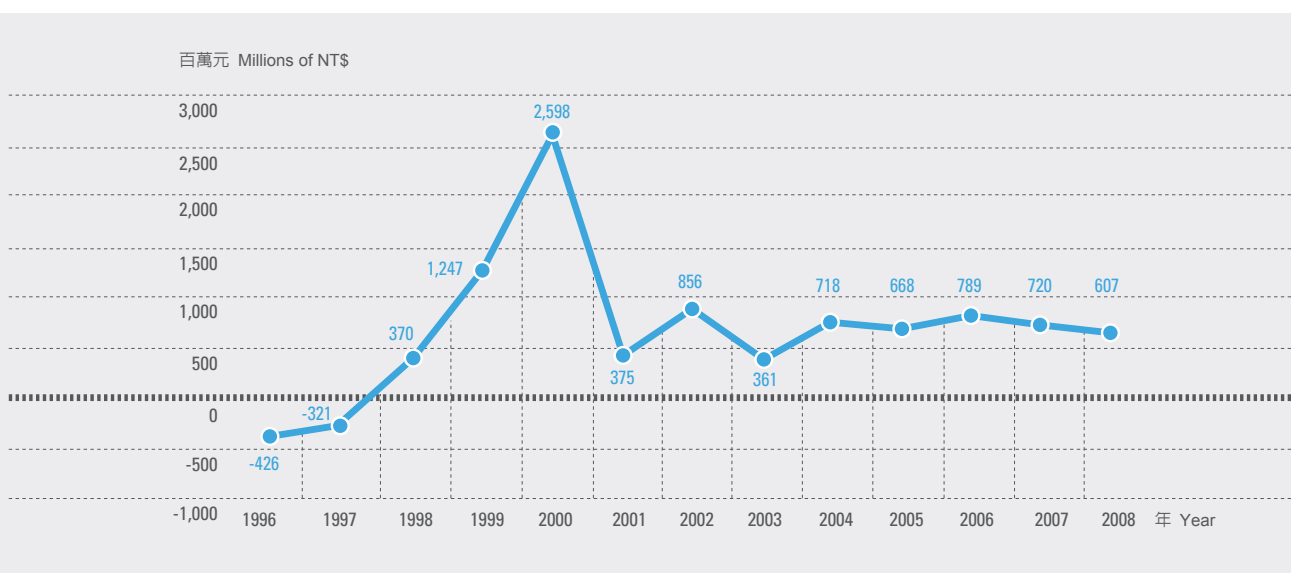
In accordance with Taipei City policy, TRTC began to shoulder a portion of the costs of the transfer discounts in 2001. In the first year, TRTC was responsible for NT\$286 million of the total, while Taipei's Department of Transportation covered NT\$281 million. Beginning in 2002, TRTC became responsible for the entire cost of the discounts (from bus to Metro and vice versa), which totaled NT\$702 million in 2002, NT\$821 million in 2003, NT\$829 million in 2004, and NT\$837 million in 2005, NT\$863 million in 2006, NT\$923 million in 2007, and NT\$1.004 billion in 2008 for an accumulated total of NT6.265 billion.

Profit Overview

During its first two years of operations, which began in 1996, TRTC operated at a loss. However, following the expansion of the Taipei Metro network, the company began to turn a profit in 1998 and in 2000 TRTC's after-tax profit totaled NT\$2.59 billion. The following year, TRTC was obliged to begin paying rental fees to the city (which includes equipment replacement costs plus 4% of yearly operating income) and cover the cost of rider transfer discounts, so after tax profits declined. Through the continuous hard work of all of our employees to expand business and cut costs, we have maintained an after tax profit of NT\$600 million to NT\$800 million in subsequent years, with the exception of 2003 due to the SARS outbreak when after tax profit totaled NT\$360 million.



歷年稅後純益 After Tax Profits by Year



經營成果

Operating Achievements

營造便利、安全、舒適的乘車環境，一直是臺北捷運公司持續努力之目標，2008 年更積極改善及強化系統現有設備，提供創新措施，讓民眾感受親切與貼心服務，營造可靠、安全之運輸環境。

At Taipei Metro, we continuously strive to provide a convenient, safe, and comfortable riding experience for our passengers. In 2008, we worked to improve and enhance the system's existing equipment, providing innovative new services to ensure our passengers enjoy a reliable, safe travel environment.



系統安全

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

提昇系統可靠度

依據世界性捷運組織，英國倫敦帝國學院軌道與運輸策略中心 (RTSC) 2008 年 10 月在巴塞隆納管理會議提供 Nova/CoMET 國際鐵路聯會 2007 年營運資料，臺北捷運系統之可靠度，再次榮獲第一，表示 2004 年至 2007 年，連續 4 年在 26 個會員系統中獲得第一，顯示臺北捷運系統可靠度方面，持續為全世界最佳地鐵系統之一。

2008 年持續推動「捷運系統營運可靠度專案管理計畫」，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」應高於 160 萬車廂公里之目標，在全體員工努力之下，2008 年共發生 40 件行車延誤 5 分鐘以上事件，「每發生一件行車延誤 5 分鐘以上事件之平均行駛車廂公里數」為 166.5 萬車廂公里，超過 2008 年度 160 萬車廂公里之營運目標值。



System Security

Improving service quality and establishing a safe transport environment requires TRTC to perform system and train maintenance. These measures, however, are not enough. We must also attempt to reduce the occurrence of Metro delays lasting five minutes or more, study and improve the reasons behind train incidents, perform disaster simulation drills, and strengthen employee training.

Enhanced System Reliability

According to data provided at the Barcelona Management Meeting by the London Imperial College's Railway and Transport Strategy Centre (RTSC), Taipei Metro has ranked number one in reliability among the 26 members of the Nova/CoMET consortiums from 2004 to 2007. Our first place ranking four years running affirms that Taipei Metro has already reached a world-class level of reliability.

In 2008, TRTC continued to implement our Metro System Operations Reliability Management Program and established the goal of achieving the car-kilometre between incidents of delays greater than 5 minutes at 1.6 million and above. With the hard work of all TRTC employees, there were only 40 such delays in 2008 with an average of one every 1.665 million car-kilometers, exceeding our 2008 operational target.

2000 年至 2008 年延誤 5 分鐘以上行車事件次數
Number of Delays Lasting Five Minutes or More by Year (2000 – 2008)



2000 年至 2008 年兩車事件車廂公里數趨勢圖
Number of Car-Km Between Incidents by Year (2000 – 2008)



兩事件間車廂公里數 = 列車全年行駛之總車廂公里數 (Car-Km) / 全年總事件數
Number of Car-Km Between Incidents = Total Number of Car-Km Travelled Per Train in a Year / the Number of Incidents that Year.

強化旅客月臺候車安全

繼 2006 年底完成捷運臺北車站、忠孝復興站主要轉乘站共 6 側月臺門設置後，其餘未設置月臺門高運量車站，於 2008 年 9 月完成世界首創自行開發之「月臺區軌道侵入偵測預警系統」，有效降低人員或物品侵入軌道意外事件。當系統偵測到侵入狀況時，自動發出警報及警示燈號，通知該站相關營運人員及時處理，提昇捷運系統安全水準，自系統啓用至 2008 年 12 月底止，總計偵測 68 件入侵軌道事件。另為避免視障人士將車廂連結處空隙，視為車門出入口而跌落月臺軌道，高運量電聯車全面增設車廂間防墜設施（車廂間彈簧），並於 2008 年 6 月完成 301/321/341 型全車隊 64 列車設置作業，另針對新購之 371 型電聯車，配合交車時程，至 2008 年 12 月止共執行完成 26.5 列。

旅客於候車遇緊急狀況時，可立即與車站詢問處連絡或求助，捷運車站月臺皆設有緊急對講機。2008 年針對淡水線車站月臺緊急對講機，進行重置工程，更新後之設備具有影像功能且防水防塵，可提升該項設備之功能與品質。

辦理多重災害模擬演練暨防颱防洪作業稽查

為防範災害發生，減低人員傷亡及財產損失，定期舉辦多項大型多重災難模擬演練，2008 年完成 22 場次多重災難模擬演練，設定之災難情境，涵蓋系統運轉事故災害及天然災害等類型，以強化員工對於急難事件之應變處理經驗，降低可能發生問題與錯誤的機率。經由各項演練，使運務、維修單位與公司外之消防、救護、警察等單位，彼此熟悉聯繫協調通報之運作方式，以利真實災害發生時，爭取最大之搶救或搶修時效。

為維護颱風季節與防汛期間系統之運轉安全，除各場、站人員對防洪設備、設施之管理及保養外，另進行 2 次防颱防洪整備作業稽查，以期提早發現缺失加以改善，確保防汛期系統營運安全。

即時監視系統整合及設備擴充

為預防類似南韓大邱市被縱火意外事件發生，針對營運中且未設置攝影機之列車，2007 年試辦設置監視系統 (CCTV)，範圍包含 1 列 301 型電聯車、淡水線民權西路站、圓山站及行控中心。2008 年 10 月 8 日完工後，提供行控中心、車站及司機員即時掌控列車內情況、駕駛室及前方軌道情况等，可提供錄影畫面作為事後查證分析之用。如試辦成效良好，將逐年推廣至全部車隊。





Disaster Simulation Drills and Work to Guard against Typhoons and Floods

To better prepare personnel in the event of a disaster while minimizing injuries, casualties, and property loss, TRTC holds scheduled disaster simulation drills to simulate a variety of scenarios. In 2008, TRTC held a total of 22 drills, covering incidents caused by both system error and natural disaster, in order to strengthen personnel experience in dealing with a variety of potential disaster situations and reduce the likelihood of problems or errors. Through these drills, both TRTC transportation affairs and maintenance units and those outside of TRTC, such as fire fighters, EMT personnel, and police can become acquainted with necessary procedures, in order to maximize the effectiveness of rescue and repair efforts in the event of a real emergency situation.

To maintain operational safety during the typhoon season and floods, in addition to properly managing and maintaining flood prevention equipment and facilities in each station, two additional inspections have been performed to test flood preparedness. Any necessary improvements can be made to correct deficiencies before flooding events occur.

Enhancing Platform Safety for Passengers

Installation of platform screen doors on the six platforms at the Taipei Main Station and Zhongxiao Fuxing Station was completed at the end of 2006, and installation of the Track Intrusion Detection System developed by TRTC was completed in September 2008 at all remaining stations on the high-capacity lines. These two measures effectively reduce the risk of accidents caused by people or articles falling onto the track. When the system detects an intrusion onto the track, it automatically sets off warning lights and sirens, informing station attendants of the event so they can respond immediately, thereby increasing the overall safety of the Metro system. From the completion of installation through the end of December 2008, the Track Intrusion Detection System detected a total of 68 intrusion events. In order to prevent the visually impaired from mistaking the gaps between train cars for the train door and falling onto the track, the high-capacity trains were fitted with springs spanning these gaps. Work was completed in June 2008 on the 64 existing type-301, 321, and 341 trains. As the newly purchased model 371 trains were delivered, we also installed this system, completing work on 26.5 trains by December 2008.

If an emergency occurs while passengers are waiting for their trains, they can immediately contact the Passenger Agent Officer on the track-level emergency intercom to request assistance. The emergency intercoms on the platforms of the Danshui Line were replaced with video-capable models that are water and dust resistant.

Real-time Monitoring System Integration and Equipment Expansion

To prevent tragedies like the subway fire in Daegu, South Korea, TRTC began to install CCTV systems in 2007 into operational trains that did not yet have video systems installed. This included one type-301 train, the Minquan W. Rd., and Yuanshan Stations on the Danshui Line along with the line's Operations Control Center. Work was completed on October 8, 2008, providing the control center, stations, and drivers with real-time video of train interiors, cabs, and the track ahead. Recordings of incidents could also be used as evidence and for further research. If the results of this test program are successful, it will be expanded in the coming years to the entire fleet.



為確保民衆權益及安全，逐年依需求將捷運車站、行控中心、地下街、停車場及各機廠即時監視系統更新為數位系統，陸續進行設備擴充改善工程，自 2008 年起採 2 年計畫執行。2008 年中和線、板橋線、土城線完成增設 108 支攝影機，2009 年將陸續進行淡水線、新店線、中和線及小南門線等 29 站增設作業。至 2008 年底止，捷運路網內攝影機設置總數 4,554 支，可收嚇阻不法、減少治安死角及提高安全之成效。

To protect the rights and safety of our passengers, the monitoring systems in the stations, administrative control centers, underground streets, park and ride lots, and depots will be upgraded to a digital system over two years beginning in 2008. Over the first year, the Zhonghe, Banqiao, and Tucheng Lines added 108 video cameras. In 2009, we will continue to add additional cameras on the Danshui, Xindian, Zhonghe, and Xiaonanmen Lines. By the end of 2008, there were a total of 4,554 cameras on the entire Metro network, which will deter illicit activities, reduce blind spots, and enhance passenger safety.



創新服務

營造便利與舒適的乘車環境，一直是本公司努力目標，以往執行一些提昇服務品質措施，獲得社會重視。2008 年持續推動許多創新及貼心的服務措施，主要辦理項目包括：



Innovative Services

TRTC has continuously aimed to create a convenient, comfortable transportation environment for our passengers. To achieve this goal, we have implemented a variety of measures to enhance service quality, which have not gone unnoticed by the public. In 2008, the company continued to implement innovative and friendly service measures. Some of the major innovations are listed below:



協助臺鐵基隆至中壢段 19 個車站悠遊卡系統建置專案

為提高民衆搭乘交通運具之進出閘門效率，減少民衆需準備零錢或必須持有多張卡之不便狀況，悠遊卡公司借重本公司票務方面之技術及經驗，協助該公司規劃臺鐵基隆至中壢段 19 個車站悠遊卡系統架構及相關硬體設備，建置中央處理系統、場站系統、驗票機設備、站務員處理設備等各項設備之安裝、測試及維護等相關工作，使臺鐵如期於 2008 年 6 月 20 日起分二階段上線：

- 第一階段：自 2008 年 6 月 20 日起開放臺北、萬華、板橋、樹林等四個車站，2008 年 7 月 7 日開放松山站（僅限出口驗票閘門）。
- 第二階段：自 2008 年 8 月 1 日起開放基隆至中壢等 19 個車站。

「捷運逃生體驗營」對外開放

鑑於國際地鐵火災及恐怖攻擊事件頻傳，在災難現場驚慌失措及不熟悉緊急安全設備操作方式，係造成人員嚴重傷亡的主要原因之一。因此，為維護系統與旅客安全，特別建置國內首座捷運專屬之逃生體驗營，結合靜態展示及動態體驗，將平時在非緊急狀況下，不准觸摸或無法接觸使用之設施設備，如列車駕駛室緊急逃生門、月臺門之緊急逃生門、緊急停車按鈕、滅火器、月臺區軌道侵入偵測預警系統等，提供參觀者實際操作，增加對安全設備之認識，使意外事故發生時之傷害降至最低。逃生體驗營設置於捷運北投園區訓練中心 1 樓，總面積為 747 坪，室內區以互動遊戲及動態體驗為主，戶外區則為模擬真實環境。逃生體驗營 2008 年初完成軟硬體建置，2008 年 6 月 3 日起對外開放。

「捷運逃生體驗營」對外開放後，成為臺北（縣）市各級中小學校、幼稚園、托兒所及安親班進行校外教學活動的熱門選擇地點之一。至 2008 年底，累計參觀人數達 11,269 人次，參觀者目前以國小及幼稚園居多。經統計 7 月份至 12 月份參訪滿意度調查，平均整體滿意度 99.08%，且有 99% 以上表示會推薦親友前來參觀。



Assisting Taiwan Rail Install EasyCard Readers at 19 Stations between Keelung and Jungli

In order to increase efficiency of passengers entering and exiting at the gates and eliminate the need for multiple tickets, EasyCard Corporation enlisted TRTC's **technical expertise and experience** to assist them in planning the framework and related hardware equipment for the EasyCard system to be used in 19 Taiwan Rail stations from Keelung to Jungli. TRTC was responsible for the installation, testing, and maintenance of the central processing system, in-station systems, ticket readers, and station personnel processing equipment. We implemented the Taiwan Rail installation beginning on June 20, 2008 in two phases, as outlined below:

- Phase One: On June 20, 2008, EasyCards could be used at the Taipei, Wanhua, Banqiao, and Shulin Stations. On July 7, 2008, exiting passengers could use their EasyCards at the Songshan Station (card use limited to exit gates).
- Phase Two: By August 1, 2008, all 19 rail stations from Keelung to Jungli were accessible using EasyCard.

The Interactive Emergency Evacuation Exhibition Center Opens to the Public

Studying the recent spate of fires and terrorist attacks in subway systems, untrained personnel were a major factor contributing to the high number of injuries and deaths. Therefore, in order to maintain both system and passenger safety, TRTC established the first domestic Interactive Emergency Evacuation Exhibition Center. The center includes both displays as well as hands-on activities using emergency equipment to allow people to familiarize themselves with equipment that they are normally not permitted to touch or to use in non-emergency situations. Equipment used in the center includes emergency exits for drivers on trains, platform emergency exits, emergency stop buttons, fire extinguishers, and the Track Intrusion Detection System. Participants can operate safety equipment firsthand and familiarize themselves with proper usage. In the event of a real emergency, they will know exactly what to do. The Interactive Emergency Evacuation Exhibition Center is located on the first floor of the Metro's Beitou Resort Training Center, occupying a total of 747 ping (2,469 square meters). The indoor facilities consist primarily of interactive games and equipment for hands-on practice, while outdoor facilities offer simulated situations for visitors. The center was completed in early 2008 and was opened to the public on June 3 of that year.

After opening to the public, the Interactive Emergency Evacuation Exhibition Center has become a popular choice for school fieldtrips. By the end of 2008, a total of 11,269 people had visited the center, the majority of which were elementary and nursery school students. According to the visitor satisfaction surveys collected from July to December, 99.08% of respondents were satisfied with their experience and over 99% said they would recommend the center to friends and relatives.



設施設備強化及改善

電聯車大修作業

為增進電聯車系統安全及確保正常運作，除例行維修保養作業外，電聯車依大修排程執行大修作業，使中、高運量列車妥善率分別達到 90.9%、94.8%。

- 2008 年完成中運量 5 對電聯車大修工作，執行 60 萬公里定期檢修，檢修技術至第 5 級，以提昇電聯車平均故障里程及對車妥善率，確保營運品質。
- 高運量 301 型電聯車 12 年期大修作業：自 2007 年 1 月開始執行，至 2008 年 12 月底完成 21 列車，全車隊（22 列車）預計 2009 年 1 月完成。
- 高運量 321 型電聯車 9 年期大修作業：自 2006 年 3 月開始執行，全車隊（36 列車）於 2008 年 12 月完成。
- 高運量 341 型電聯車 3 年期大修作業：自 2007 年 9 月開始執行，全車隊（6 列車）於 2008 年 2 月完成。



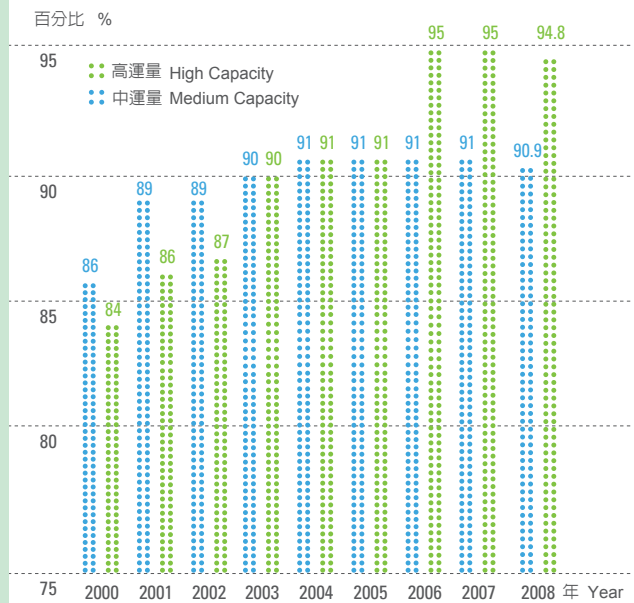
Enhancing and Improving Equipment and Facilities

Train Overhaul Program

In order to enhance system safety and ensure daily operations, in addition to scheduled maintenance, trains are also regularly overhauled. As a result, the availability rates of trains on the medium and high-capacity lines are 90.9% and 94.8% respectively.

- In 2008, we completed overhauls on 5 pairs of medium-capacity train cars and performed scheduled 600,000 kilometers checkups and maintenance. Checkup and maintenance skills were upgraded to level five to increase the average number of kilometers per malfunction and availability rate, thus ensuring operational quality.
- High-Capacity 301-type train 12-year overhaul program: From the beginning of implementation in January 2007 through the end of December 2008, work was completed on 21 trains. The remaining trains in the fleet (total of 22 trains) will be completed by January 2009.
- High-Capacity 321-type train 9-year overhaul program: Beginning in March 2006, the overhaul of all 36 trains in the fleet was completed in December 2008.
- High-capacity 341-type train 3-year overhaul program: Beginning in September 2007, overhaul of the entire fleet of 6 trains was completed in February 2008.

列車妥善率 Train Availability Rate



【中／高運量列車妥善率 = 平均可用對車數／總對車數】

(Medium/High-Capacity Train Availability = Average Number of Usable Days Per Train Pairs / Total Number of Train)



改善車站乘車環境

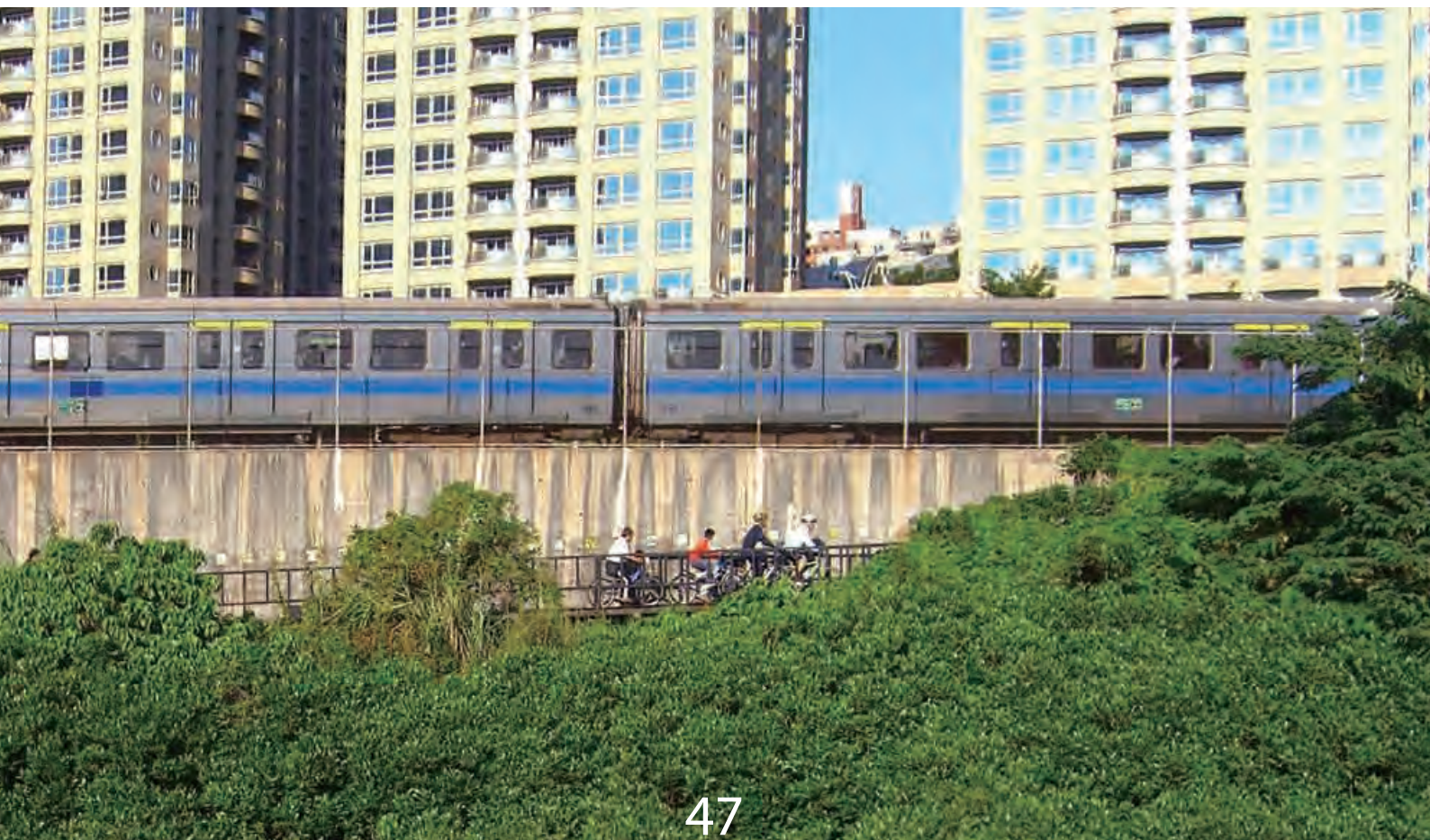
2005 年進行木柵線車站廁所之整體改善作業，外界反應良好，自 2007 年起，繼續針對淡水線車站廁所旅客使用率頻繁、設備老舊、無獨立式無障礙廁所車站，進行廁間裝修改善及空間重新配置，並增加獨立式無障礙兼親子廁所，提供旅客明亮、乾淨且舒適之如廁空間。2007 年完成士林站、劍潭站、東區與中山地下街廁所改善，2008 年 3 月起陸續完成民權西路站、雙連站之廁所增設作業（增加女廁 3 間、小便斗 1 座及 2 間獨立式無障礙兼親子廁所）及關渡站、忠義站、復興崗站、中山站及竹圍站無障礙廁所設備改善。捷運系統全路網女 / 男廁間比例，已由 1.33 提高到 1.9。

捷運木柵線自 1996 年通車迄今，土建設施使用已超過 12 年，車站牆面等裝修材已陸續出現老舊現象，繼 2007 年完成南京東路站、麟光站、萬芳社區站及木柵站 4 個車站改善，2008 年接續進行萬芳醫院站、六張犁站、辛亥站及動物園站 4 個車站改善作業，8 月底完工。另為改善旅客候車環境，持續針對部分空調效果欠佳及設備老舊之車站，研擬改善方案，2007 年完成景安站、臺大醫院站、昆陽站、木柵線忠孝復興站空調改善工程，2008 年 3 月完成木柵線全線各車站及機廠空調系統重置改善，明顯改善上述車站空調品質，提供旅客更舒適之乘車環境。

Improving Station Environments

The 2005 renovation of station restrooms on the Muzha Line enjoyed overwhelmingly positive public reaction. Beginning in 2007, we continued to implement such improvements on the Danshui Line, focusing especially on high-use restrooms, older facilities, and stations lacking dedicated barrier-free restrooms. Our renovation program will provide our passengers with bright, clean, and comfortable bathroom environments. In 2007, we completed improvements at the Shilin and Jiantan Stations and at the Zhongshan and East Metro Malls. Beginning in March 2008, TRTC successively completed additional renovations at the Minquan West Road and Shuanglian Stations to add additional restrooms (added three women's facilities, one urinal, and two dedicated barrier-free restrooms that can also be used by parents with children). Improvements were also made to the barrier-free facilities at the Guandu, Zhongyi, Fuxinggang, Zhongshan, and Zhuwei Stations. The ratio of women's to men's restrooms in the entire Metro system increased from 1.33 to 1.9.

The Muzha Line began transporting passengers in 1996 and over the intervening 12 years stations have begun to show their age. In 2007, renovations were completed at the Nanjing East Road, Linguang, Wanfang Community, and Muzha Stations. Over the past year, we continued to perform such renovations at the Wanfang Hospital, Liuzhangli, Xinhai, and Taipei Zoo stations, which were completed at the end of August. To improve train waiting area environments, improvements were carried out on station air conditioning systems. In 2007, work was completed at Jingan, NTU Hospital, and Kunyang Stations and the Muzha Line section of the Zhongxiao Fuxing Station. In March 2008, we completed improvements at all stations on the Muzha Line and installation of a new air conditioning system at the depot. These projects have significantly improved the quality of air conditioning, essential to providing passengers with a more comfortable travel environment.



進行噪音改善工程

為提昇捷運系統平面段及高架段沿線居民生活品質，2000年起陸續進行隔音牆增設工程，累計至2008年年底，高運量完成9,480公尺、中運量740公尺。當噪音改善工程完工後，最大環境音量降低8~12分貝。2008年持續進行淡水線士林站前後及芝山站前後區段、石碑站至唹哩岸站間及唹哩岸站至公館路間區段、公館路至奇岩站間及奇岩站至北投站間區段之噪音改善工程，完成木柵線中山國中站至南京東路站等4區段噪音量測工作，作為後續噪音改善工程之依據。

高運量電聯車車體內裝改善案

301型電聯車，自1997年營運至今已逾11年，車廂內裝因長期使用，已有脫漆等異常情形，故進行301型電聯車內裝改善作業，包括地板翻修、屏風外框更新、座椅橡膠飾條改善及車廂內裝飾條烤漆等，以提升列車服務品質。

- 車廂地板更新：自2007年11月開始試辦，累計至2008年12月完成2.5列車。預計於2012年12月底前，全數完成301型電聯車共22列車之地板皮更新作業。
- 屏風外框更新：2007年12月開始進行更新作業，2008年9月全數完成22列車更新作業。
- 座椅橡膠飾條改善：2008年8月開始進行改善作業，2008年12月全數完成22列車改善作業。
- 車廂內裝飾條烤漆：2008年6月開始進行飾條烤漆作業，至2008年12月已完成13.5列車。預計於2009年2月底前，全數完成301型電聯車共22列車改善作業。

Noise Reduction Projects

In order to improve quality of life for people residing near the street-level and elevated portions of the Metro system, in 2000 TRTC began installing soundproofing barriers along the tracks. Through the end of 2008, we have completed 9,480 meters of barriers along the high-capacity lines, with an additional 740 meters along medium-capacity lines. Following the completion of the barriers, measurements showed that total noise levels were reduced by 8 to 12 decibels. In 2008, we continued noise abatement construction in the areas entering and exiting Shilin and Zhishan Station, the track section between Shipai and Qilian Stations, the street-level sections between Qilian Station and Gongguan Road, and the track sections from Gongguan Road to Qiyan Station and Qiyan to Beitou Stations. We also completed the section from Zhongshan Junior High School to Nanjing East Road Stations on the Muzha Line. These can serve as a model for future noise reduction construction programs.

High-Capacity Train Renovations

Taipei Metro's high-capacity 301-type trains came into service in 1997. The wear and tear of transporting passengers of the past 11 years is apparent inside these trains and they were in need of refurbishing. TRTC thus implemented a program to remodel the insides of these trains, including floor repairs, window frame replacement, improvements to rubber seat accents, and repainting of the decorative strips on train walls.

- Train flooring replacement: Beginning in November 2007, the floors were replaced in 2.5 trains by the end of 2008. TRTC expects that flooring replacement will be completed by the end of December 2012 for all 22 trains in the 301 fleet.
- Window frame replacement: Replacements began in December 2007 and were completed for the entire 22 train fleet in September 2008.
- Seat accent strips improvement: Work began in August 2008 and was completed on all 22 trains in December 2008.
- Repainting decorative wall strips: Work began in June 2008 and 13.5 trains were completed by the end of December 2008. We estimate that the remaining trains in the 301 fleet will be completed at the end of February 2009.



改善到站資訊顯示之準確度

為改善加班列車到站資訊顯示之準確度，規劃以列車行駛於軌道之佔據訊號，取代既有車站列車發車訊號，以確實掌握列車運行狀況，2008年進行全線車站列車到站資訊顯示器改善工程，2008年12月22日完成淡水線、中和線、新店線、板橋線、南港線及土城線共計56個車站（另含行控中心）之軟硬體設備安裝，並經測試完成，可提供旅客更精準之乘車資訊。

確保行控號誌電腦系統穩定及營運安全

以4年時間，進行臺北捷運高運量行控中心淡水線、新店線、中和線、南港線、板橋線及土城線號誌主電腦系統汰換計畫，目前各線（含備援）之新號誌電腦系統，已在2008年實質完工，預計2009年底前完成可靠度驗證。

建立自主檢修電子電路板能力

車輛處研發中心，持續進行各項電路板故障檢修、自動測試軟體及檢修治具開發、維修儀器校正作業及與國內研究單位合作引進新維修技術等。2008年自主修復故障電路板2,253件、預防檢修電路板計2,405件，共計完修4,658件，較2007年3,786件成長23%。此外，完成3類電路板自動測試軟體開發修改作業，開發建置第3套自動測試設備，成本約為委外建置三分之一，且日後如須進行儀器設備之擴充、更新，皆可自行辦理，無須受制於特定廠商。

Improving the Accuracy of Train Arrival Information

In order to improve the accuracy of station train information displays for trains added at peak hours, the arrival times displayed will be based on the occupied track signal rather the signal signifying that the train has left the previous station. This will allow TRTC to provide more accurate arrival information for passengers further down the line. In 2008, work was begun to improve the arrival information display system and on December 22 software installation and testing was completed at 56 stations along the Danshui, Zhonghe, Xindian, Banqiao, Nangang, and Tucheng lines (including the Operations Control Center) to provide passengers with more accurate information.

Ensuring the Stability and Safety of the Computerized Signal Operations Control System

Over the past four years, TRTC has been in the process of replacing the computerized operation control system at the control center for the high-capacity lines, which include Danshui, Xindian, Zhonghe, Nangang, Banqiao, and Tucheng Lines. Currently, the new computerized signal systems for each line (including backup) were completed in 2008, with reliability certification scheduled to be completed by the end of 2009.



Establishing Autonomous Circuit Board Maintenance Capabilities

The R&D Center of the Rolling Stock Division is responsible for all inspections and repairs of circuit boards, the development of automated testing software and new inspection and repair tools, maintaining instrument calibration, and cooperating with domestic research organizations to introduce new maintenance technologies. In 2008, the Center repaired 2,253 circuit boards and performed preventative maintenance on 2,405 circuit boards, for a total of 4,658 repair jobs. This is an increase of 23% over the 3,786 repairs performed in 2007. In addition, the Center completed the development or revision of three different automated circuit board testing software programs and developed and installed a third set of automated testing equipment. Not only did the system cost one third of what it would have with an outside contractor, future expansion or updates to the system can also be done in-house and TRTC is not tied to a certain outside contractor.



經營效能提昇

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

激勵專案及提案獎勵制度之實施

為鼓勵員工發揮創意及培養積極改善之精神，自 1996 年開始實施提案獎勵制度，目前制度係採二階段審核方式，第一階段獎勵員工主動發現問題，提出改善方案，第二階段則針對創意與預期效益優良之提案進行審查並給予獎勵。2008 年全年提案件數共 978 件，總件數為提案制度實施以來最高，獲獎件數 419 件，其中佳作獎以上之優良提案計有 54 件，優良提案率為 5.5%。

為鼓勵重大改善提案能有效施行，針對 2007 年至 2008 年獲獎且實行成效良好之提案，舉辦「2008 年績優提案發表評選會」，由提案人與提案實施單位共同報名參與角逐，2008 年計有 16 案報名參賽，經評審委員會初審前 6 名參加總決賽，由評審委員及與會同仁，共同票選出年度績優提案前 3 名，分別獲頒獎金 8 萬、5 萬及 3 萬元。

在同仁不斷求精進的努力下，提案的品質亦逐漸受到外界的肯定，2008 年公司「繼電器測試臺」乙案，榮獲行政院舉辦之「年度建立參與及建議制度」科技類榮譽獎、「事件管理系統之規劃與設計」乙案亦榮獲「創新獎」亞軍的殊榮，不但替公司爭取榮譽，更有效鼓舞同仁提案風氣。

擴大推動品管圈活動

為鼓勵員工發揮團隊合作及自主改善的精神，推動品管圈活動，由員工自行組圈，透過全體成員腦力激盪、集思廣益的方式，持續不斷地追求工作方法改善與革新。2008 年活動圈數共 75 圈，實施改善之活動主題，包含「旅客服務」、「設備維護改善」、「作業效率提昇」等方面，全年共完成 75 件品管圈改善案，有效提昇品質改善績效，為公司帶來許多有形及無形效益。在 2008 年度第 21 屆全國團結圈競賽活動，本公司中運量運輸處車輛廠伍萬圈及企劃處研考課鑰匙圈分別以「降低預防檢修用料異常項次數」及「提高行政部門提案率」品管圈改善案，榮獲全國團結圈活動競賽最高榮譽「金塔獎」及「銅塔獎」，並於 2008 年 10 月 22 日接受經濟部工業局頒獎表揚。





Enhancing Operational Efficiency

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

Encouraging New Ideas

In 1996, to encourage employees to develop their imaginations and actively participate in improving the Taipei Metro, TRTC began providing incentives for employees to submit proposals for improvement projects. The program employs a two-phase judging system. The first phase rewards employees for finding problems on their own and proposing ways to solve them. In the second phase, especially creative proposals are further reviewed and their authors are rewarded. In 2008, a total of 978 proposals were submitted, the highest since the program was first implemented. Of these, authors were rewarded in 419 cases, with 54 proposals, or 5.5% of the total, awarded outstanding or above.

In order to encourage the effective implementation of large-scale improvement proposals, TRTC held the Display and Judging of Outstanding Proposals for 2008 to recognize those prize winning proposals from 2007 and 2008 that had been implemented. Both the submitter and those departments responsible were invited to attend. In 2008, a total of 16 proposals were submitted for competition and in the first phase, the judging committee chose 6 proposals to advance to the finals. The judging committee and participating staff evaluated these final proposals and chose the top three proposals, which were awarded NT\$80,000, NT\$50,000, and NT\$30,000 respectively.

With the hard work of all employees to continuously improve and innovate, the quality of proposals is also receiving recognition from outside TRTC. In the 2008, under the Executive Yuan's system to increase participation and employee proposals, the Power Relay Testing Platform Proposal was awarded the special prize in the technology portion while the Planning and Design of the Incident



Management System Proposal was awarded the innovation prize and came in second place overall. These awards not only bring pride to TRTC, but also encourage an atmosphere of innovation among company personnel.

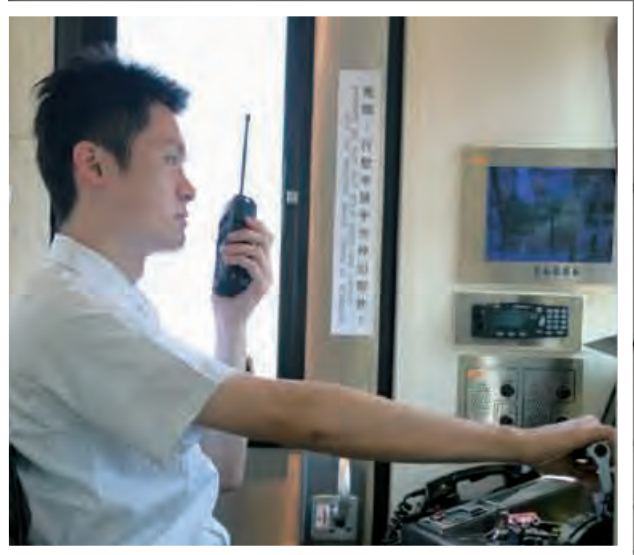
Promoting Universal Quality Control Circle Activities

To foster an environment of teamwork and cooperation, while encouraging employees to take the initiative to locate and tackle problems on their own, TRTC promoted participation in quality-control circle activities. Coworkers formed their own groups to brainstorm and pool their wisdom to make system improvements. In 2008, a total of 75 circles met and produced proposals to enhance a variety of areas such as passenger services, equipment maintenance, and operational effectiveness. Over the course of the year, 75 such quality-control circle proposals were implemented, effectively improving operational quality, benefitting TRTC in both tangible and intangible ways. The 21st National Teamwork Competition was held in 2008 and TRTC's Medium Capacity Transportation Division's Rolling Stock Plant QCC proposal to reduce preventative maintenance material abnormalities won the Gold Tower Award, while the Planning Division's Development and Evaluation Section QCC to increase the proposal submission rate for administrative departments was awarded the bronze. These two teams received their awards at a ceremony on October 22, 2008 held by the Industrial Development Bureau, Executive Yuan.



推動企業電子化，增進資訊管理效能

- 自 2008 年至 2010 年，計劃配合網路設備汰換，將光纖網路由樹狀架構逐年改建為環狀架構，並建立重要網路設備之備援機制，避免區域性網路中斷，以提高網路之可靠度及相關服務品質。
- 配合行政院環境保護署「縮減數位落差計畫」，捐贈年度汰換之個人電腦，以期縮短城鄉數位落差並提昇全民資訊使用能力。
- 為提供身心障礙者順利取得臺北捷運營運及服務資訊，由公司同仁自行修改網站相關程式與網頁內容，以符合無障礙網頁規範，於 2008 年 3 月取得 AA 等級標章，並榮獲行政院研究發展考核委員會舉辦之「2008 網際營活動—無障礙網站評選」分組競賽第 1 組首獎。



激勵行車人員工作士氣

為有效激勵司機員工作士氣，以提昇行車安全及旅客服務品質，除辦理「高運量司機員無責任駕駛時數競賽」專案外，同時為彰顯高運量電聯車司機員專業技能，獎勵其對旅客安全之貢獻，並提昇其對本身職務之認同感與榮譽心，辦理「高運量電聯車司機員榮譽徽章頒發」作業，針對累計無責任駕駛時數達 5,000 小時者頒發金質特優等榮譽徽章，累計無責任駕駛時數達 1,200 小時者頒發銀質優等榮譽徽章。2008 年獲頒司機員銀質優等榮譽徽章者計 160 人次、金質特優等榮譽徽章 17 人次。

另 2008 年下半年度亦辦理「高運量控制員無責任時數競賽專案」，以提高控制員勤務專注度及工作熱忱，並提昇行車安全及旅客服務品質，計 25 人次獲獎。此外，為有效提高控制員預期性事件處理的可靠性，並整合相關運轉資訊輔助列車調度決策的下達，透過各席位資訊交換與傳達，提昇內部溝通與協調的品質，進而有效帶動行控中心整體運轉處理能力，故於 2008 年建置「事件管理系統」，該系統亦獲臺北市政府創意提案會報複審會議評定「創新獎」特優（亞軍）。經由本專案實施及事件管理系統建置後，確有提升營運服務水準，2008 年上半年專案未實施前行控中心 5 分鐘以上事故之責任為 1.5 件，本專案實施後 2008 年下半年行控中心 5 分鐘以上事故之責任為 0.9 件。





Promoting New Digital Technology and Improved Information Management

- From 2008 to 2010, TRTC is implementing a system-wide replacement of Internet equipment. At the same time, we will also change the fiber optic cabling from a tree-shaped to a ring structure, while also establishing a backup system for important network equipment. These measures will improve network reliability and service quality.
- In coordination with the Environmental Protection Agency's strategy to reduce the digital divide, TRTC donated its used personal computers to give Taiwan's rural areas access to improved technology and promote widespread computer literacy.
- To provide the disabled with convenient access to information about Metro transportation and services, TRTC employees took the initiative to revise the company's website to meet accessibility standards. In March 2008, the page was awarded the AA accessibility rating and won first place in Division One of the Internet Accessibility Awards held by the Research, Development, and Evaluation Commission, Executive Yuan.

Enhancing Driver Morale

To raise driver morale and to improve safety and service quality, TRTC held a competition to reward drivers on high-capacity lines who accumulate long periods of driving free of incidents. Furthermore, to showcase the technical expertise of train drivers, reward their contributions in improving passenger safety, and increase their sense of unity and pride, TRTC developed the High-capacity Train Driver Award. Those drivers accumulating 5,000 hours of incident-free driving received a gold medal, while those who had accumulated 1,200 hours were awarded a silver medal. In 2008, 160 drivers earned silver, while 17 earned gold.

Also, during the second half of 2008, TRTC held the High-Capacity Line Control Engineer Competition to reward control personnel who accumulated the longest work hours without incident. The increased focus and enthusiasm of control engineers can improve the safety and quality of services we provide our passengers. A total of 25 control engineers received awards. To effectively improve control personnel reliability in handling predictable incidents and integrate related communication to lower levels regarding dispatch decisions, each team member must exchange and pass along relevant information, enhancing the quality of internal communication and coordination. This will effectively mobilize the control center's overall functions and capabilities. In 2008, we established an Incident Management System, which was awarded second place in the innovation division at the second round of the Taipei City Government Creative Proposal Competition. After the system was put into place, our operational service quality saw significant improvements. In the first half of 2008, prior to its implementation, the control center was responsible for 1.5 delays of five minutes or more, while in the second half of the year, this number was reduced to just 0.9 incidents.

公共關係與行銷活動

Public Relations and Marketing Activities

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

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



發展公共關係

車站大型活動人潮疏運及管制作業

臺北捷運已成為大臺北都會區民衆主要之運輸工具，每逢大型活動（如跨年、燈節、演唱會等）舉辦時，捷運車站人潮大幅增加，如何提供旅客順暢及安全之運輸服務，係本公司持續努力的目標。針對市府辦理之大型活動，包括「2008年元旦升旗典禮」、「2008臺北燈節」、「2008ING臺北國際馬拉松」及「臺北最HIGH新年城－2009跨年晚會」等，本公司都會配合提早發車或延後收班，並擬定「車站人潮疏運管制計畫」，以順利完成疏運任務。

臺北最HIGH新年城－2009跨年晚會活動期間，臺北捷運提供24小時營運不中斷之服務，連續營運43小時。自2008年12月31日上午6時至2009年1月1日上午6時，共計疏運旅客195萬人次，較2008年跨年營運增加了2萬餘人次，再創單日運量之歷史紀錄。為配合該項活動，除動員公司站務、車務、維修與行政人員，加上臺北市政府捷運警察隊與捷運志工隊的支援，總計400名以上之支援人力（不含既定執勤人員及維修人員），在7個重點車站協助執行三級管制措施，以維護旅客搭乘安全，同時在跨年夜前後時段，全線列車均以最密班距疏運旅客，圓滿達成疏運人潮的任務。

Developing Public Relations

Handling and Controlling Large Crowds

Taipei Metro has already become a key means of transportation for area residents, with especially large numbers of passengers choosing to ride the Metro to large-scale activities, such as New Year's Eve parties, the Taipei Lantern Festival, and concerts. Providing passengers with safe, efficient transportation, no matter the occasion, is our primary goal. In 2008, some major activities held by the Taipei City Government included the 2008 New Year's Day Flag Raising Ceremony, the 2008 Taipei Lantern Festival, the 2008 ING Taipei International Marathon, and its annual New Year's Eve Party. To meet the needs of passengers during these events, Taipei Metro began running early and continued to send additional trains late into the night. We also established station crowd control measures to effectively disperse crowds and getting passengers on their way as quickly as possible.

During the Taipei City New Year's Eve celebrations, Taipei Metro continued to run trains through the night, staying in operation for 43 consecutive hours. During the 24-hour period beginning at 6am December 31, Taipei Metro transported 1.95 million trips, breaking the record set a year earlier by more than 20,000 riders. In addition to mobilizing station, car service, maintenance, and administrative personnel, additional support was provided by officers from the Rapid Transit Division of the Taipei City Police Department and the Metro volunteer team. In total, there were over 400 support personnel called in to assist on top of the usual service and maintenance personnel already on duty. They helped to implement level-three crowd control measures at seven key stations to maintain passenger safety. In the periods before and after the party, headway was reduced to the shortest time possible to get passengers to their destinations and back home with the shortest waits possible.



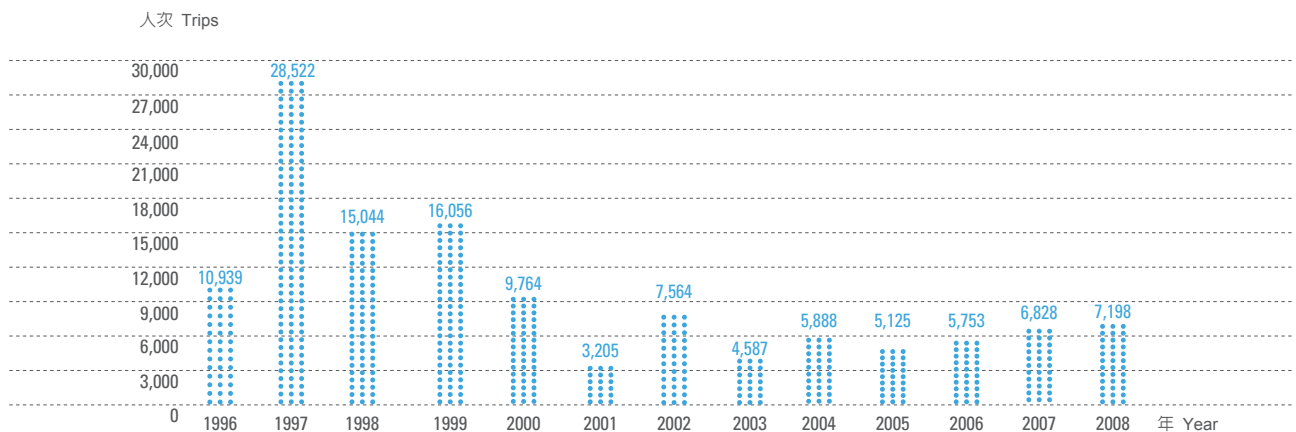
民衆及外賓參訪

為提昇臺北捷運形象，本公司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，2008年分別有薩爾瓦多總統伉儷、聖多美普林西比民主共和國總理、瓜地馬拉共和國總統伉儷及華沙姊妹市訪問團等貴賓來訪，參訪來賓對臺北捷運系統皆給予高度肯定；此外，交通部臺灣鐵路管理局及高雄捷運公司等國內軌道同業亦派員進行交流訪問。全年總計參訪團體高達 119 團 (3,139 人次)，包括國外來賓 44 團 (387 人次)、大陸來賓 9 團 (186 人次) 及國內機關團體 66 團 (2,566 人次)。

為增進一般民衆對捷運系統認識及瞭解，並推廣校外教學暨捷運教育，持續辦理「捷運之旅」參訪活動，全年共計 94 團 (4,059 人次) 來訪。經問卷調查了解對於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 91%。



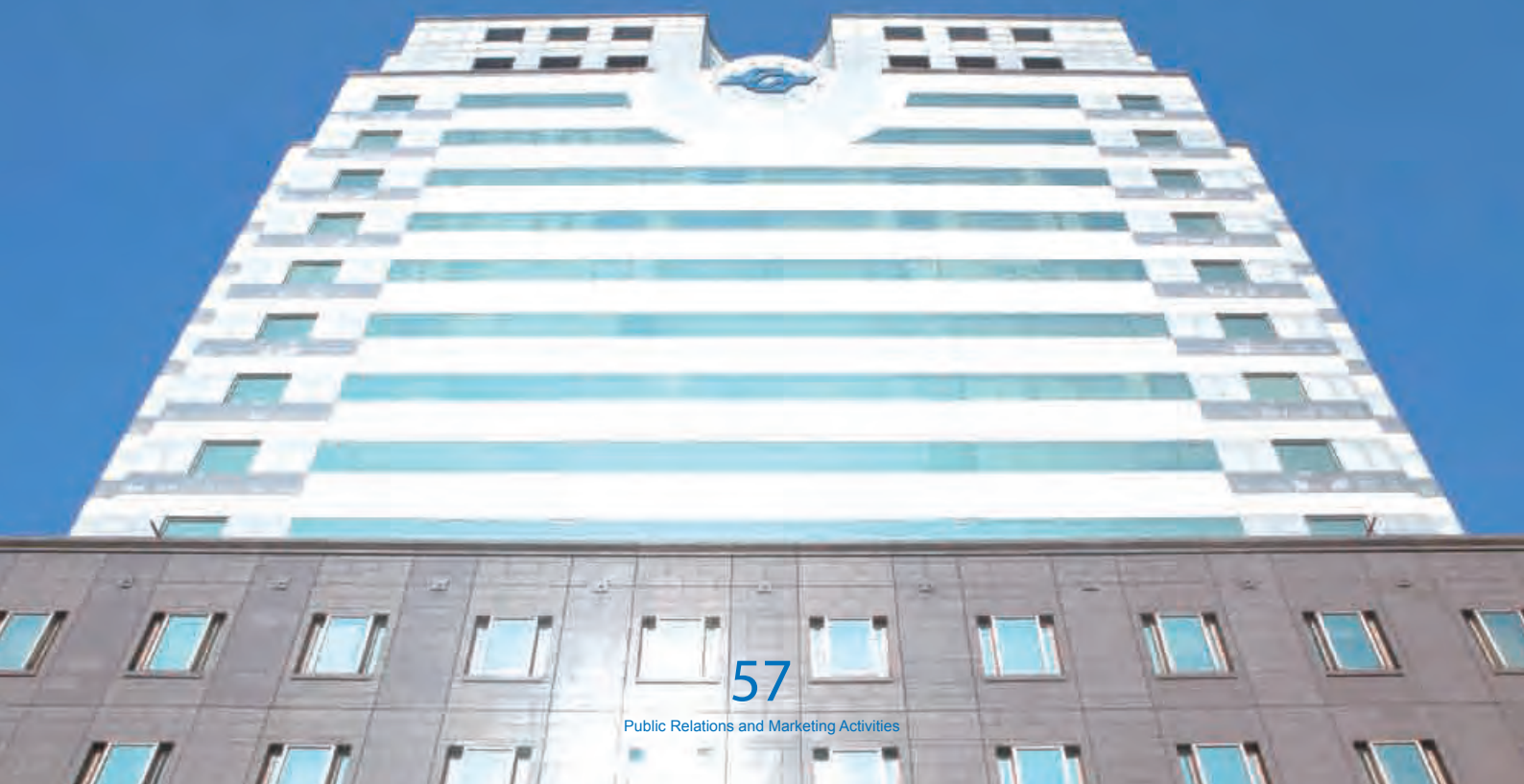
歷年參訪臺北捷運系統人數 Number of Visitors to Taipei Metro by Year



Visits by Foreign Guests and the General Public

To enhance TRTC's image, we hosted several visiting groups and worked together with the Taipei City Government and Ministry of Foreign Affairs to welcome foreign dignitaries. In 2008, these included the president of El Salvador, Mr. Tony Saca, the prime minister of the Democratic Republic of São Tomé and Príncipe, President Caballeros of Guatemala, and a visiting group from Taipei's sister city, Warsaw, Poland. These visitors all gave the Taipei Metro system high marks. We also held exchanges with domestic groups from the Taiwan Railway Administration and the Kaohsiung Rapid Transit Corporation. There were a total of 119 visiting groups (3,139 people), including 44 overseas groups (387 people), nine groups from Mainland China (186 people), and 66 domestic groups (2,566 people).

To increase public knowledge and understanding of the city's Metro system, we continued our "Riding on the Metro" program, which is a popular field-trip activity. In 2008, a total of 94 groups (4,059 people) took part. Ninety-one percent of visitors surveyed were "extremely satisfied" with the professionalism and enthusiasm of their guides.



旅客意見處理

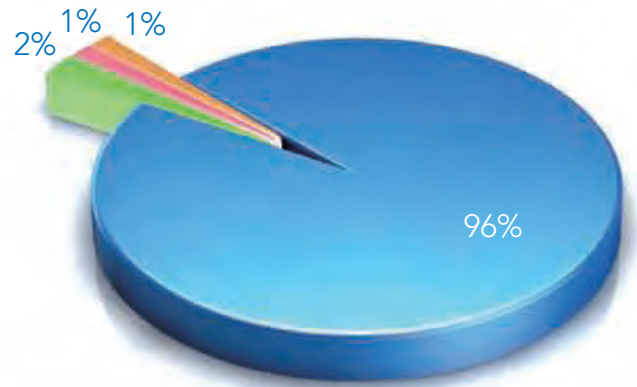
為維護捷運服務品質並提供民衆表達意見的管道，公司提供包含 24 小時客服專線、公司電子信箱、市長信箱及各捷運車站內旅客意見表等多元諮詢及反映管道。

2008 年共計處理旅客意見達 195,172 件，較去年同期增加約 26,000 件，包括旅客意見表 4,774 件、公司電子信箱 1,958 件、市長信箱 1,532 件及客服專線 186,908 件。其中具體表達感謝或讚美者 255 件，申訴或抱怨者 191 件，一般諮詢或建議 194,726 件。

24 小時客服中心於 2004 年 7 月 29 日成立，2008 年總計共處理 299,378 通電話，平均每月通話量約 25,000 通，較去年成長約 4,000 通。來電主要詢問內容，以反映車站人員或司機員服務等「人員服務與行政業務」最多、其次為詢問營運時間、班距等「系統設備與運作」資訊。

另於特殊活動或事件發生時，客服中心發揮更大之服務效能，如公司對外招募新進人員、跨年活動及颱風時期，客服中心電話量皆大幅增加。2008 年 7 月及 9 月於鳳凰颱風、辛樂克颱風及薔蜜颱風來襲期間，單日電話量即從平均每日約 800 餘通激增至 4,000 餘通，當月通話量突破 30,000 通，顯示民衆對 24 小時客服中心的需求，及客服人員發揮即時回應民衆詢問之能力。

旅客諮詢或反應管道 Channels Used for Passenger Comments



- 客服專線 Customer Service Hotline
- 旅客意見表 Passenger Opinion Form
- 公司電子信箱 Company Mailbox
- 市長信箱 Mayor's Mailbox



Processing Passenger Opinions

To maintain exceptional service quality, TRTC must be open and receptive to the opinions and suggestions of our passengers. We have provided the public with a variety of communication channels, such as a 24-hour service hotline, an online company mailbox, the Mayor's Mailbox, and suggestion forms available in Metro stations.

In 2008, we received 195,172 opinions from passengers, 26,000 more than in 2007. The total included 4,774 passenger opinion forms, 1,958 emails to our mailbox, 1,532 emails to the Mayor's Mailbox, and 186,908 calls to our service hotline. 255 expressed thanks or praise, 191 expressed complaints, while 194,726 were general inquiries or offered suggestions.

Our 24-hour customer service center was established on July 29, 2004. In 2008, we received and processed 299,378 calls, averaging 25,000 calls per month, an increase of 4,000 calls per month over last year. Most calls were inquiries regarding personnel or administrative services, second most common were questions about system equipment and operations, such as operating times and headway.

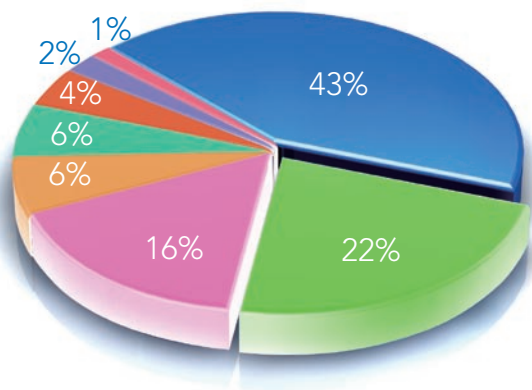
The customer service center really achieves its full potential during special activities or following incidents. Calls to the center increase significantly prior to New Year's Eve celebrations, during typhoons, and whenever TRTC announces it is looking to hire



new personnel. In July and September 2008, when Taiwan was hit by typhoons Fungwong and Sinlaku, the daily call average increased from 800 to over 4,000 calls. In each of those months, the number of calls exceeded 30,000, showing that the public is taking full advantage of this service and of speaking with a customer service representative in real-time.

2008 年客服中心處理旅客意見類別

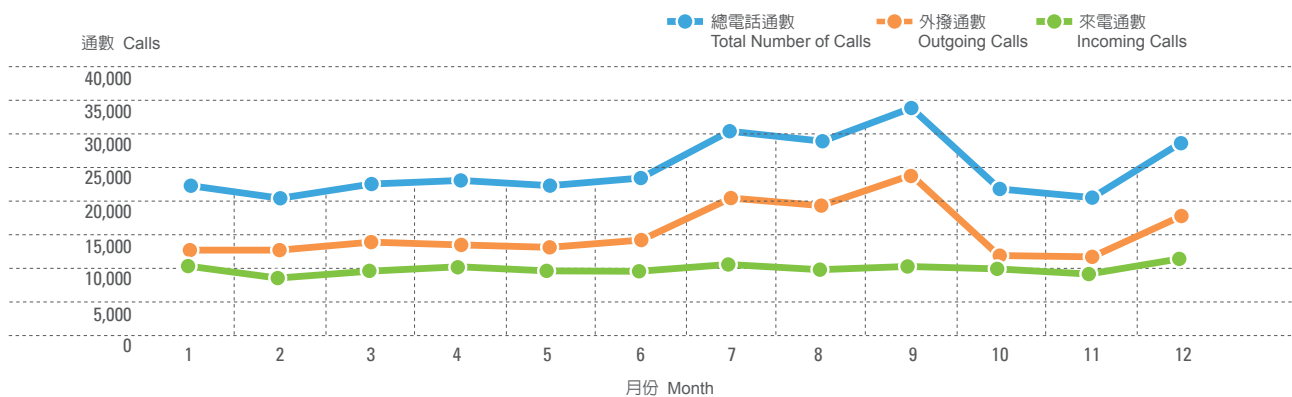
Categories of Calls Handled by the Customer Service Center in 2008 by Percentage



- 人員服務與行政業務 Service and Administration
- 系統設備與運作 System Equipment and Operation
- 貓空纜車 Maokong Gondola
- 車票及票證規定 Ticketing
- 周邊環境 Surrounding Environment
- 車站設備 Station Facilities
- 電聯車 Trains
- 其他 Other

2008 年客服中心電話量趨勢圖

Customer Service Center Call Volume in 2008 by Month



車站定期開放民衆參觀計畫

為使民衆熟悉車站緊急逃生路徑、逃生避難標誌、消防防災器材及緊急狀況人員疏散作業，當緊急狀況發生時，可協助通報、處置或引導其他旅客正確的逃生路徑，自 2004 年起推動「車站定期開放民衆參觀計畫」，邀請車站鄰近居民、社區發展協會及學校學生等團體參訪捷運車站，並由專人帶領解說，使民衆熟悉車站緊急逃生路徑及相關設施設備，除可增進民衆緊急狀況之逃生能力外，並透過參訪活動與周邊鄰里、學校建立良好的互動關係。2008 年共辦理 79 梯次，參訪人數達 3,152 人次。

提供民衆使用北投捷運園區設施

北投會館位於北投機廠內，基於回饋市民及資源有效運用，2002 年 7 月 14 日正式對外開放，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，服務之內容，主要提供場地租借使用，包括訓練教室、電腦教室、綜合會議廳、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。為提供更舒適貼心的服務，2008 年完成訓練大樓 1 樓大廳裝修改善、訓練活動中心 B2 層韻律教室增設、游泳池設備改善等以提昇會館整體環境品質。2008 年提供教室租借 2,091 間次，學員住宿共 11,202 人日，訓練活動中心使用 145,297 人次。





Regularly Scheduled Public Visits

In the event of an emergency, passengers familiar with emergency station exits, emergency signs, fire-fighting equipment, and evacuation procedures are better prepared to protect themselves and help others. Since 2004, TRTC has scheduled regular visits for members of the public to introduce them to such equipment and facilities. We have invited residents living near stations, community development associations, and students to attend guided Metro station tours to familiarize themselves with evacuation routes and related equipment. In addition to learning valuable safety information, these visits help promote interaction between Taipei Metro and the community. In 2008, 3,152 people took part in a total of 79 tours.



The Beitou Resort

The Beitou Resort, located in the Beitou Depot, was opened to the public on July 14, 2002 as a way to effectively use company resources and give back to the community. Members can enjoy the recreational facilities and companies can hold their own training activities at the resort. Services include the use or rental of training classrooms, computer classrooms, a multi-purpose conference room, basketball and badminton courts, a table tennis room, a billiards room, an aerobics room, squash courts, a fitness center, a children's amusement center, and a swimming pool. In order to provide more comfortable, cordial service and enhance the overall environment, we completed renovations of the first floor of the training building, added an aerobics room on B2 of the training activity center, and enhanced pool equipment over this past year. In 2008, classrooms were rented out 2,091 times, dormitories occupied 11,202 room/days, and the training and activity center used by 145,297 people.

台北捷運運量突破30億人次記者會

Celebration of Reaching 3 Billion Ridership of Taipei Metro



行銷活動

慶祝臺北捷運累積運量突破 30 億人次活動

捷運自 1996 年通車營運，至 2008 年 2 月 22 日累積運量突破 30 億人次，為了感謝所有旅客對臺北捷運的支持，3 月 3 日於捷運臺北車站 B1 辦理「30 億載臺北，感謝有你」記者會，邀請市長、市議會與媒體共同見證臺北捷運的榮耀，傳遞臺北捷運的精神與文化。此外，3 月 8 日於捷運淡水站廣場辦理音樂會，現場有獎徵答與摸彩，藉此與民眾分享臺北捷運光榮的營運成績，持續營造臺北捷運品牌形象。

貓空纜車行銷推廣

慶祝貓空纜車運量突破 300 萬人次

貓空纜車運量於 2008 年 2 月 17 日正式突破 300 萬人次，當日上午 8 時 30 分起於貓纜動物園站贈送 1 萬瓶「貓空纜車 Q 版造型腰掛型礦泉水」給搭乘纜車旅客；另推出 5 部以「我愛貓空 300 萬」、「感謝肯定 300 萬」及「愛戀貓空浪漫 300」為主題並裝飾全彩 LED 燈條的彩繪車廂，在貓空夜空中運轉彷彿天燈升空，綻放浪漫又燦爛的燈火，為貓空山區增添浪漫氣氛。



慶祝貓空纜車運量突破 500 萬人次暨營運週年音樂晚會

貓空纜車運量在 2008 年 7 月 1 日正式突破 500 萬人次，並適逢 7 月 4 日纜車通車一週年，為慶祝這個重要里程碑，於 7 月 4 日（週五）上午 9 時起，貓空纜車動物園站 4 樓進站閘門前，發送 6,000 個「心回饋 愛相隨」紀念環保隨行杯予搭乘纜車旅客，並隨機在 500 個隨行杯內裝入加碼好禮兌換券，共計 500 件好禮。另外在當日下午 6 時至 10 時於貓空纜車動物園站對面堤外停車場，邀請郝市長主持貓纜 500 萬與營運週年慶生儀式，活動安排多項大獎，並邀請多位知名歌手接力演唱，透過歌聲與民眾分享貓纜營運成果。

誰是貓纜大人物－貓空纜車吉祥物徵選活動

2008 年 7 月 4 日至 8 月 18 日期間公開徵選貓纜吉祥物，計有 859 件參賽作品，選出金牌獎 1 名、佳作獎 5 名，並以金牌獎之作品調整設計後，製成大型人偶。

「我在貓纜尋找我的樂活基因－貓空纜車徵文活動」以及「光影之間浮現貓纜之美－貓空纜車攝影活動」

為增加貓空纜車運量突破 500 萬人次暨營運週年活動之豐富度，並增進與民眾的互動及參與，2008 年 7 月下旬至 8 月 7 日期間公開徵選徵文作品，計有 400 件作品參賽；7 月下旬至 8 月 18 日期間則公開徵選攝影作品，計有 642 件作品參賽。經過專業評審的協助，發現不少感動人心的作品，豐富整體系列活動的深度。



Marketing Activities

Celebrating Taipei Metro's 3 Billion Trips Milestone

Taipei Metro began transporting passengers in 1996 and on February 22, 2008, our ridership surpassed the three billion mark. To thank our passengers for their support, TRTC held a press conference in the basement of Taipei Main Station, inviting the mayor, the Taipei City Council, and the media to celebrate this occasion and help spread the spirit and culture of the Metro. On March 8, we held a concert in the Danshui Station plaza, featuring trivia and a prize drawing. The concert allowed us to celebrate our milestone while thanking those who made it possible.

Maokong Gondola Promotion and Marketing Activities

Celebrating 3 Million Trips

On February 17, 2008, the Maokong Gondola whisked its 3 million trips on an aerial adventure. At 8:30am that morning, TRTC handed out 10,000 commemorative water bottles at the Taipei Zoo Station to gondola passengers to celebrate the milestone. We also marked the occasion by decorating five gondola cars with multi-colored LED light strips, which made for an amazing sight in the night sky.

Concert to Celebrate 5 Million Trips and the Gondola's One-Year Anniversary

On July 1, 2008, the Maokong Gondola celebrated another milestone, five million trips, just three days before its one year anniversary on July 4. On Friday, July 4 beginning at 9am, TRTC gave away 6,000 commemorative cups to passengers at the gates at the 4th floor gondola entrance. Of these, 500 cups also contained a coupon that could be exchanged for even more merchandise. From 6pm to 10pm that night, TRTC also held a ceremony in the parking lot across from the Taipei Zoo Station to celebrate the double milestones, hosted by Taipei Mayor Hau Lung-bin. The activity also included large prizes and a concert featuring a bevy of famous pop stars.

Maokong Gondola Character Design Contest

From July 4 through August 18, 2008, TRTC held a competition to choose a character designed by members of the public to represent the Maokong Gondola. A total of 859 objects were submitted, with one winning first place and five runners up. Following some slight changes, the first place winner was constructed into a large doll.

Maokong Gondola Essay and Photography Competitions

The Maokong Gondola could only achieve five million trips and reach its first birthday as a result of the support of the public. To fire things up a notch and invite more public participation, from late July through August 7, 2008, TRTC requested submissions for a Maokong Gondola essay contest, receiving a total of 400 submissions. From late July through August 18, 2008, TRTC also accepted photography submissions, receiving a total of 642 entries. The works, many of them quite touching, were judged by professional judges and added further depth to our celebrations.



發行捷運及纜車紀念商品

2008 年除持續開發捷運商品外，更積極推廣公司紀念商品，主動參與「2008 臺北市伴手禮」徵選活動，本公司「貓纜系列商品」獲選為「2008 臺北市伴手禮」之城市代表商品，「捷運路網手帕」獲選為臺北必買名品，有效提升公司形象。

捷運紀念商品及促銷活動

- 為創造捷運商品新話題，首度以臺北城市及捷運路網為意象，設計 1 系列圖像並於 2008 年 1 月 9 日推出包含 T 恤、手帕、精緻銀飾及筆類等，共計 7 項 50 款之全新商品。
- 為貼近捷運族使用需求，結合掛牌卡鎖的專利，2008 年 2 月 7 日貼心推出「捷運便利卡套」，配合新品上市及農曆春節，並於首賣期間提供 9 折特惠價及摸彩活動。
- 慶祝捷運運量突破 30 億人次，除精心推出「捷運公仔禮盒 30 億特別版」、「捷運列車文具」及「實用服飾」等 3 大類 14 項 20 款精品上市外，並以「運量 30 億、商品 30 天、折扣 30%」為主題，自 3 月 15 日至 4 月 13 日捷運商品全面 7 折優惠，給予喜愛捷運商品的消費者最實質的回饋。
- 配合七夕情人節之話題，以七夕故事搭配臺北捷運「幸福車站」為主題，以小綠人、小紅人幻化成牛郎與織女，輔以施華洛世奇經典水鑽組合，獨家推出七夕限量版情人紀念 T 恤。
- 配合 2008 臺北國際旅展，於臺北館展售各式紀念商品，提供滿額送及限定商品特價。

貓空纜車紀念商品及促銷活動

- 因應元旦假期，為刺激買氣，獨家推出「貓空纜車造型筆筒」5 折之促銷活動。
- 慶祝貓空纜車運量突破 300 萬人次，貓空纜車商品館同步推出為期 10 天（2 月 17 日－2 月 26 日）之商品優惠方案。
- 以貓空地名、貓空纜車及貓空品茗為主題，獨家設計貓仔、空仔及茶仔 3 組公仔，並於 2008 年 5 月 17 日推出 19 項 53 款全新貓空茶公仔之衍生紀念商品。
- 為延續貓空商品銷售熱潮，於 9 月份陸續推出 10 項 30 款「貓·空·茶公仔系列」第 2 波商品，並舉辦「滿額加價購」優惠活動，回饋並感謝消費者的支持。
- 為利於消費者選購商品並提升購物環境，於 2008 年 5 月 5 日重新規劃店面配置，融入貓空專有特色，並以貓空茶為商店背景，店面強化流線型設計，提高整體服務品質。
- 首度以貓仔、空仔及茶仔 3 組公仔為圖案彩繪 4 部纜車車廂，不定時翱翔在貓空山線，提供旅客搭乘纜車新體驗。
- 延續貓空茶彩繪貓空纜車及商品之熱度及話題，於 2008 年 8 月 5 日，於纜車車站現場放置 3 尊大型公仔供訪客照相留念，使訪客均能留下更多美好回憶，營造車站車廂一體情境。

Commemorative Metro and Gondola Merchandise

This year, we developed a wide variety of new, exciting Metro merchandise and looked to show off our achievements by taking part in the 2008 Taipei Souvenir and Gift Competition. TRTC's Maokong Gondola series of merchandise was chosen as products representative of Taipei, while the Taipei Metro Routes Handkerchief was chosen as one of the "Must Buy" items of Taipei City. These recognitions raised the profile of TRTC and put a spotlight on our collection of creative merchandise.

Taipei Metro Commemorative Merchandise and Promotions

- To get people talking about Metro merchandise, we designed a city map that includes the Metro network. Beginning on January 9, 2008, a series of goods, including T-shirts, a handkerchief, silver jewelry, and pens emblazoned with the design, were available for sale. (Seven products with a total of 50 styles.)
- In order to meet the needs of Metro travelers, TRTC released a series of Metro ticket holders featuring patented locking technology on February 7 to celebrate the Chinese New Year holiday. During this initial sales period, we offered 10% off and held prize drawings.
- To celebrate having had 3 billion Metro trips, TRTC not only released a special set of figurines, Metro train-themed office supplies, and clothing (a total of 20 products), but also offered 30% off for 30 days from March 15 to April 13 on all Metro merchandise to thank Metro fans for their support.
- In coordination with Chinese Valentine's Day, TRTC issued a set of commemorative T-shirts decorated with Swarovski crystal.
- During the Taipei International Travel Fair 2008, TRTC sold metro merchandise at the exhibition hall, offering gifts with purchases and discounts on certain merchandise.

Maokong Gondola Commemorative Merchandise and Promotions

- To stimulate sales over the New Year's Day holiday, we offered the Maokong Gondola shaped pen holder at half price.
- To celebrate reaching the 3 million trips mark, the Maokong Gondola souvenir shop held a ten day sale from February 17-26.
- Maokong is a renowned tea growing area, so TRTC developed a series of three characters to represent the Maokong Gondola: Mao, Kong, and Tea. From May 17, 2008, a series of 53 products in 19 different categories were made available featuring these characters.
- To keep the Maokong Gondola merchandise fever burning strong, TRTC released a second wave of Mao, Kong, and Tea products, including 30 different items in 10 categories, beginning in September. We also offered discounts to thank our customers for their support.
- On May 5, 2008, TRTC remodeled the station souvenir shop, incorporating some of the Maokong Gondola's characteristics, while adding the characters Mao, Kong, and Tea in the background. The shop now features streamline design, which enhances overall service quality and improves the shopping experience.
- The characters Mao, Kong, and Tea were featured on four brightly colored gondola cars gliding above the hills, bringing a bit of whimsy to the gondola experience.
- To keep people excited about the cars and merchandise decorated with the Mao, Kong, and Tea characters, TRTC placed large sculptures of the three characters at the station on August 5, 2008. Passengers can pose for photos with their favorite character, giving them a fun souvenir of their experience. The sculptures also help to extend the reach of these characters, bringing them out of the gift shop and into the public area.



受託事業經營

Commissioned Business Operations



Maokong Gondola Operational Achievements

The Maokong Gondola, Taipei's first tourist cable car, opened to the public on July 4, 2007. The system extends over 4.03 kilometers, representing the longest system of suspended cable cars in Taiwan. (Wulai's cable car route extends 0.38 kilometers, that at the Formosa Aboriginal Culture Village measures 2 kilometers, and Hualien Ocean Park's is 0.33 kilometers long.)

Soon after beginning operations, the Maokong Gondola became one of the city's most popular tourist destinations. Ridership reached five million on July 1, 2008, just shy of the one year anniversary. During the first year of operations (July 4, 2007 through July 4, 2008) a total of 5.07 million trips rode the Maokong Gondola, an average of 16,000 trips per day. (13,000 trips on weekdays and 21,000 weekends).

From January 2, 2008 to January 13, 2008, TRTC enlisted the services of an outside firm to perform an independent passenger satisfaction survey at Maokong Gondola stations. Results showed that 80.3% of passengers were either satisfied or extremely satisfied with the overall experience. Following their trips, 94% of passengers would recommend the gondolas to friends and family. 84% of passengers said they would like to return to ride the gondola again.

To provide passengers with even more comfortable, convenient, and reliable transportation, TRTC performed some facility and equipment upgrades:

Improved Car Ventilation and Passenger Comfort

To improve ventilation, all 147 cable cars in the fleet had their undercarriages changed to ventilation slats and window visors were installed on car doors. In order to completely resolve the ventilation issue and equip cars for various weather conditions, the front and back glass windows were also replaced with ones that can be opened. All upgrades were completed in February 2008, improving the overall passenger experience.

Eliminating Long Lines for the Maokong Gondola

Such a popular destination as the Maokong Gondola was bound to be plagued with long lines, especially on weekends. To shorten the wait, beginning on August 2, 2008, TRTC held a trial run in which passengers took a ticket printed with their ride time when they entered the station. Instead of an uncomfortable wait in the sun or rain, passengers can pass the time as they like and just return to the station at their assigned time. In addition to improving the experience, this new system funneled customers to the neighboring shopping area.



貓空纜車營運成效

2007年7月4日貓空纜車正式營運通車，這是臺北市第一個觀光休閒遊憩纜車，全長4.03公里（為臺灣最長之空中纜車，烏來纜車0.38公里、九族文化村纜車2公里、花蓮海洋公園纜車0.33公里），4個車站。

貓空纜車通車營運後，即成為國內最熱門的觀光遊憩景點之一，廣受民眾喜愛，以不到1年的時間，累計載客量於2008年7月1日突破500萬人次；總計通車一年（2007年7月4日至2008年7月4日），累積載客量達507萬人次，平均日運量1萬6千餘人次（平常日平均日運量1萬3千餘人次，例假日2萬1千餘人次）。

依2008年1月2日至2008年1月13日委託外部客觀調查單位在貓空纜車各車站進行之旅客滿意度調查顯示，整體滿意度項目中有80.3%的受訪旅客表示非常滿意或滿意，並有高達94%的受訪旅客表示在搭乘貓空纜車後，會向親友推薦搭乘，同時84%的旅客表示未來願意再搭乘貓空纜車。

為提供搭乘顧客更舒適、方便及可靠的服務，本公司於2008年在軟硬體設施進行了幾項重要精進措施與作為：

提高貓空纜車車廂通風與搭乘舒適度

全車隊147個車廂，除在車廂下方置換透風性佳之百葉板，並於車廂門裝置晴雨窗外，為澈底改善通風問題，並適合不同天候的需要，再將所有車廂前後玻璃改為可開閉式窗戶，並於2008年2月全部完工，讓纜車車廂內通風狀況大幅改善。

發號碼牌俾能利用等候時間

鑒於假日旅客搭乘貓空纜車，因候車排隊時間較長，自2008年8月2日開始，於假日試辦遊客抽取「進站時間號碼牌」措施，遊客抽取「進站時段號碼牌」後，等候期間可自由活動，於排定時段再進站搭乘，不必在烈日或雨中排隊等候，除改善民眾假日須排隊久候情形，亦有助於活絡動物園周邊商圈經營。



貓空纜車辦理年度檢修作業

依纜車原廠 POMA 公司維修技術手冊規定，貓空纜車已符合運轉 4,500 小時年度保養檢修需求，保養檢修項目包括更換轉角 2 站驅動大輪總成等大型維修作業，故自 2008 年 7 月 14 日至 21 日暫停營運 8 天，由法國 POMA 公司指派技術指導年度檢修工作，7 月 22 日恢復對外營運服務。除製作海報在各捷運車站張貼，同時於捷運車站旅客即時資訊顯示系統擴大宣導相關訊息外，另透過臺北市政府觀光傳播局轉知各旅遊公會。

貓空地區在 2008 年 9 月連續遭到辛樂克及薔蜜颱風衝擊，造成 T-16 塔柱淘空、附近邊坡崩塌，故自 2008 年 10 月 1 日起暫停營運，市府經 4 個月的地質調查及規劃，預計將塔柱遷移至附近地質較佳位置，預估基礎土木施工需時約 11 個月，本公司將盡全力配合臺北市政府，讓貓空纜車在安全無虞的狀況下儘快恢復營運，以服務民衆。

Maokong Gondola Yearly Maintenance

As stipulated in the maintenance manual provided by the system manufacturer POMA, yearly maintenance was required on the Maokong Gondola after it accumulated 4,500 operating hours. The overhaul involved overall system maintenance, which also included changing the propelling wheels at the two angle stations. The gondola system was, therefore, closed for from July 14-21, during which time technicians designated by POMA provided guidance to TRTC. The Maokong Gondola then resumed normal operations on July 22. To inform the public of the closure, we hung posters in all Metro stations and also advised passengers on Metro passenger information displays. With the help of the Department of Information and Tourism, the Taipei City Government, TRTC also relayed information to local travel agencies.

In September 2008, the Maokong area was hit by two strong typhoons, Sinlaku and Jangmi. The accompanying rains caused a landslide that compromised the foundation of the T-16 tower resulting in closure of the gondola from October 1, 2008. The city spent four months on geological surveys and planning and made the decision to move the tower to a neighboring location with better geological characteristics. We estimate that the foundation construction will take about 11 months. TRTC will work closely with the city to complete the job and get the gondola up and running again as quickly as safety permits.





臺北小巨蛋受託經營

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

2008 年 9 月 1 日臺北市政府參照貓空纜車委託經營的模式，將臺北小巨蛋委託本公司經營，委託期間自 2008 年 9 月 1 日至 2010 年 12 月 31 日止。市府希望能藉由本公司在土建硬體及機電設備檢修保養與車站經營管理之專業，提昇場館服務品質及水準，展現小巨蛋之多元功能，以提供民眾高品質國際表演場館。

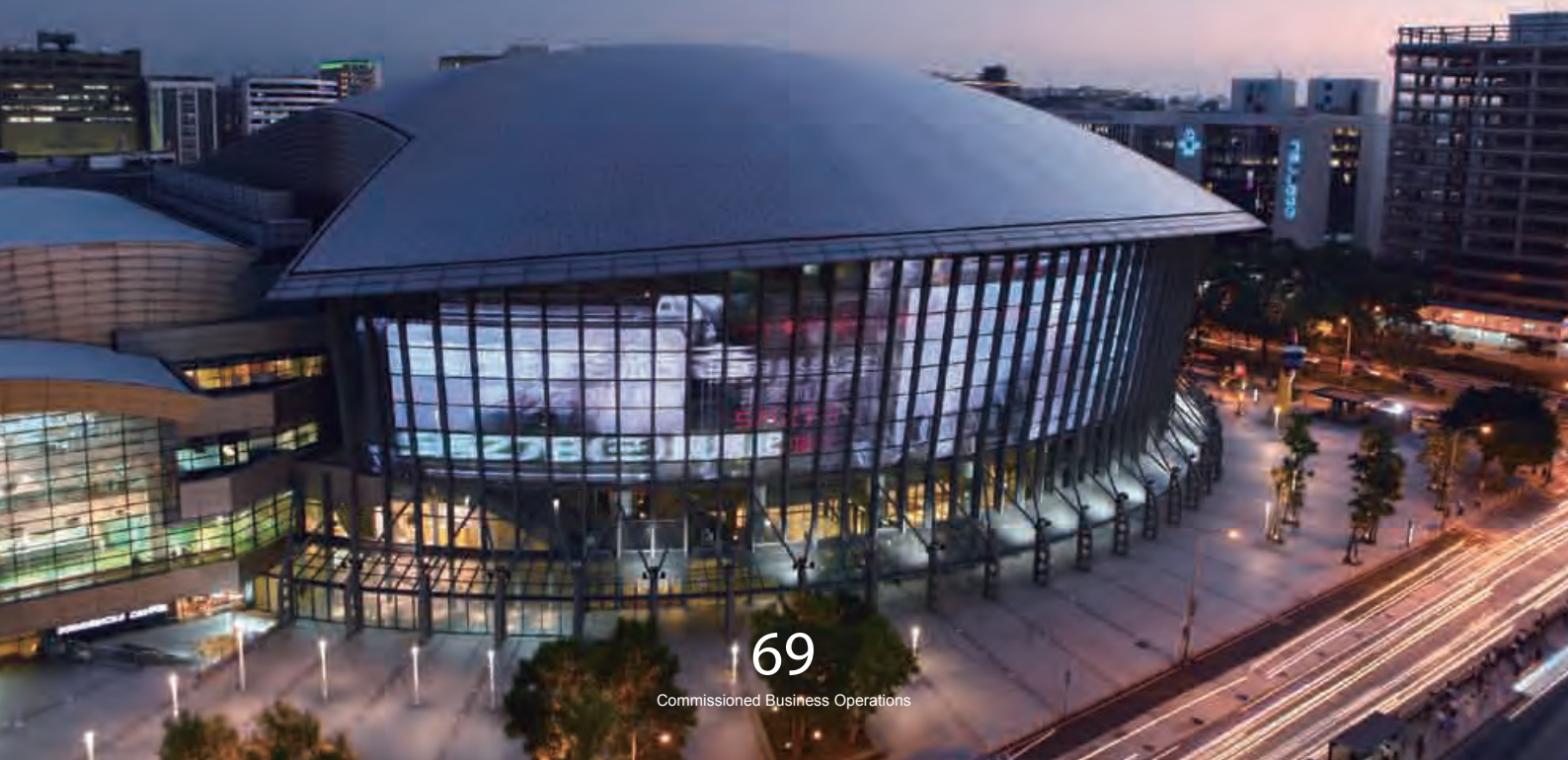
小巨蛋的委託經營管理採「單一組織經營模式」，除檔期安排由臺北市政府文化局成立「小巨蛋檔期審議委員會」作為表演活動檔期安排協調平臺外，其餘委由本公司全權經營管理，包括檔期及表演者決定後，與表演業者簽訂權利義務合約、表演期間營運管理、場館硬體維護、附屬事業經營，以及相關人事管理等。

Operating the Taipei Arena

The Taipei Arena is Taiwan's first large-scale international mixed-use arena, seating approximately 15,000 people for sporting events, exhibitions, meetings, cultural performances, or concerts. Over 2,000 ping (6,611 square meters) of the arena have been set aside for commercial use, providing the public a place to eat, shop, and relax. The Sub Hall features Ice Land — Taiwan's only international regulation ice rink. A total of 400 skaters can share the ice at one time, while the observation area has a capacity of 800 people. Aside from being a public recreational facility, Ice Land also serves as a training ground for international athletes and as a place to foster young ice skaters. We offer a variety of skating classes, allowing beginners and experts to get more enjoyment from their skating.

Just as we were called upon to run the Maokong Gondola, the Taipei City Government commissioned TRTC to operate the Taipei Arena over the period from September 1, 2008 through December 31, 2010. The city looked to TRTC, because of our years of experience in construction, machinery and electrical equipment maintenance, and Metro station operation. Under TRTC's management, we aim to enhance service quality at the Taipei Arena and spotlight its various capabilities, so it can truly live up to its potential as a world-class performance arena that Taipei residents can be proud of.

TRTC is solely responsible for the management of the Taipei Arena and is involved in all aspects of operation, except the finalization of the arena's performance schedule. The Department of Cultural Affairs of the Taipei City Government established the Taipei Arena Performance Schedule Deliberation Committee to serve as a platform for scheduling arena performances and activities. The committee sets the performance schedule, but management of all other operations is ceded to TRTC. These include responsibilities, such as drawing up contracts with event organizers, management of operations during events, arena facilities maintenance, related business operations, and human resource management.



建立營運模式

主場館營運

主場館內部以場地租借為主要營運方式，檔期安排由本公司受理申請後，交由市府文化局成立之「臺北小巨蛋檔期審議委員會」負責審議，俟委員會審定後，再交由本公司辦理後續簽約及活動執行相關業務。檔期之申請分為「一般時段年度檔期申請」、「空餘時段檔期臨時申請」、及「公益時段檔期申請」3類，主場館依檔期需求，提供各類型展演活動舉辦，包括國內外大型演唱會、娛樂藝文表演、體育賽事、及其他大型集會活動與公益活動等。

附屬事業經營

附屬事業經營，包含冰宮、商店、廣告與停車場等，依市府相關規定與「臺北大眾捷運系統附屬事業經營管理辦法」，進行相關招標作業與經營管理。

○ 冰宮經營

冰宮為提供一般民衆從事冰上活動及課程，並能提供優秀（滑冰 / 冰球）運動人才及國家代表隊選手之培訓場地做為日常訓練使用。

○ 附屬商店經營

附屬商業設施空間目前規劃可獨立經營之商店 22 間，以公開招標方式招商。2 樓以上之場館內部販售空間共計 13 間，則規劃以臨時櫃方式提供主場活動單位租借。

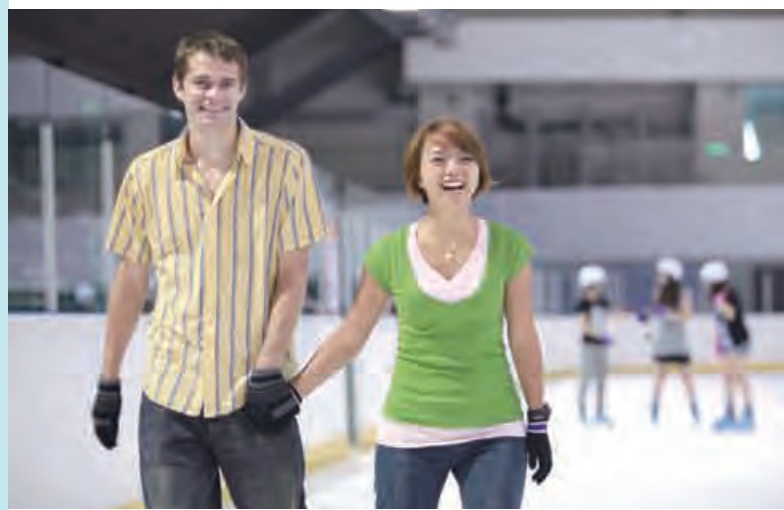
○ 廣告營運

商業廣告包括 LED 大型天幕廣告及內部廣告 2 類：

- LED 大型天幕廣告 1 座，以契約外包方式，委由廠商經營。
- 主館場廣告依收費標準規劃 23 個點位，提供主場館活動單位承租。

○ 停車場經營

停車場空間計地下 1 樓 415 個機車停車位，由本公司管理並開放民衆免費使用；地下 2 樓 476 個汽車停車位，以契約外包方式，委由廠商經營。



Establishing an Operation Model

Main Hall Operations

The Main Hall is available for rental as a venue for a variety of events. After the proposed performance schedule is determined, TRTC sends it over to the Taipei Arena Performance Schedule Deliberation Committee for final confirmation. Once the committee makes its decision, the schedule is handed over to TRTC, which draws up the relevant contracts and implements all work needed to successfully carry out this schedule. Applications to the deliberation committee come in three forms: standard yearly applications, applications to fill empty spots in the schedule, and applications for public service period scheduling. The Main Hall then hosts the various performances and activities scheduled, which include large-scale concerts featuring local and international artists, cultural performances, sporting events, and other large-scale meetings and public service events.

Affiliated Business Operations

Affiliated business operations include Ice Land, arena shops, advertising, and a parking lot. TRTC is responsible for inviting bids and managing these services under the Regulations Governing the Operation of Taipei Mass Rapid Transit Affiliated Businesses and related laws.

○ Ice Land

Ice Land is an international regulation size ice skating rink open to the public. With Ice Land, TRTC can offer another healthy recreational activity to the public, who can enjoy the rink and skating classes. The facility can also serve as a training ground for outstanding athletes and our national ice skating and hockey teams.

○ Arena Shops

The arena's commercial area currently features 22 independent shop spaces filled through public tender. There are 13 concession stands on the upper floors designed to be rented out to event organizers as temporary sales counters.

○ Advertising

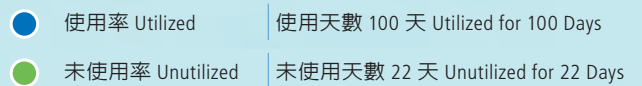
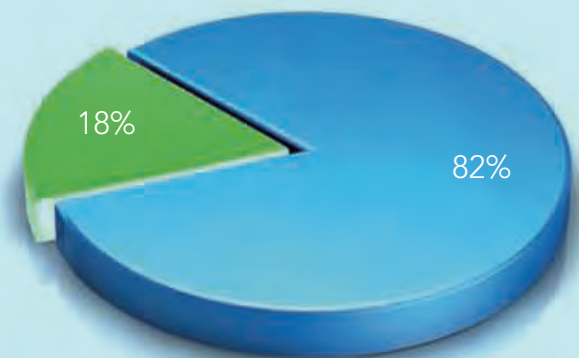
Commercial advertising in the arena is divided into two categories:

- One large LED sky screen contracted out and operated by the chosen advertiser.
- In the Main Hall, there are 23 advertising spaces, which can be rented out by event organizers.

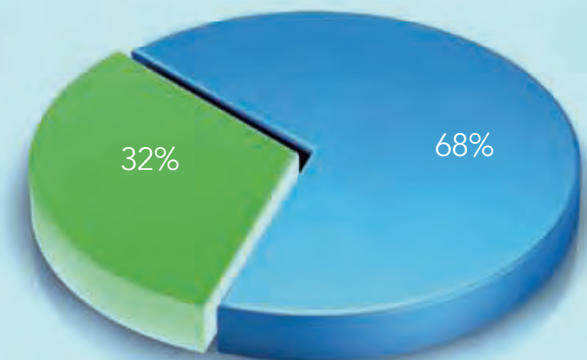
○ Parking Lot

TRTC manages the B1 level of the parking structure, which features 415 motorcycle spaces open to the public at no charge. Operation of the B2 level's 476 space automobile parking lot is contracted out.

小巨蛋主館場使用天數及使用率 Taipei Arena's Main Hall Utilization Rate



臺北小巨蛋大型活動公益 / 商業天數比 Ratio of Public Service to Commercial Events at Taipei Arena



營運成果

自 2008 年 9 月 1 日正式接管臺北小巨蛋後，以推廣藝文體育活動發展為目標承接各式大型藝文、體育活動之租借，並配合臺北市政府推展藝文體育活動提供公益時段場次使用。

各類藝文活動（如：演唱會、音樂劇、及演奏會）做為主館場經營主要項目，諸如幾米音樂劇—向左走向右走、傑尼斯 Jr 魔幻演唱會、2008 年劉德華演唱會、郭富城武林正傳臺灣演唱會 2008 等，均為遐邇聞名活動及展演者，皆吸引大量人潮，顯示臺北小巨蛋提供了市民多元優質的休閒生活選擇。

除舉辦各類藝文活動外，本公司對於提升臺北市市民體育活動發展亦不遺餘力，提供各式優惠（如：公益時段場租免費、僅收水電空調費、清潔費等），並推廣各類型體育活動於臺北小巨蛋舉辦，如：臺北市政府 2008 年度員工親子運動會、2008 年第二屆世界盃太極拳錦標賽、海碩盃國際職業女子網球公開賽、2008 年臺北市中正盃滑冰錦標賽暨全國短道競速滑冰（秋 / 冬）錦標賽（副館）、2008 年亞洲短道競速滑冰錦標賽暨少年發展訓練營（副館）等體育活動及賽事，提升臺北市市民參與體育賽事的多元選擇。

至 2008 年 12 月 31 日止，4 個月共 122 天，主場館活動場次計 18 場，累計使用天數 100 天，場館使用率達 81.97%，累計進場觀眾人數達 20 萬 899 人次，其中公益場次（含體育賽事）佔場館使用率 32%；副館冰宮累計進場滑冰遊客人數達 2 萬 9,817 人次。場館使用率 81.97% 相較之前委由東森巨蛋經營期間使用率 54.64%，成長 27.33%，較臺北市文化基金會經營期間使用率 71.04%，使用率亦成長 10.93%，營運成果及表現不斐，更顯示出臺北小巨蛋確實以積極推展藝文體育活動發展及公益活動辦理，以發揮接近民眾生活、促進全民參與、維護公益使用及彰顯公益之功能為目標。



Operating Achievements

On September 1, 2008, TRTC officially took over operations of the Taipei Arena, with the goal of attracting more large-scale cultural performances and sporting events, while also working with the Taipei City Government to ensure a sufficient proportion of public service events.

Cultural performances held since TRTC's tenure began include Jimmy's "Turn Left, Turn Right - The Musical" and concerts featuring Johnny Jr, Andy Lau, and Aaron Kwok. These events attracted large crowds, proving that the Taipei Arena can serve as an important option for area residents looking to enjoy their leisure time.

In addition to holding a variety of cultural activities, the Taipei Arena also hosts sporting events and TRTC hopes to raise the arena's profile by attracting even more. With this goal in mind, TRTC has offered a variety of discounts such as waiving site rental fees for public service (sporting) events and only charging organizers such fees as utilities and cleaning. Since taking over operations, TRTC has attracted the Taipei City Government Employee Family Sports Day 2008, the 2nd World Cup Taichi Championship 2008, The OEC Cup Ladies Tennis Open, the 2008 CKS Cup Figure Skating and Short Track Speed Skating Championships, and the 2008 Asian Short Track Speed Skating Development Camp and Competition. We are proud to bring the people of Taipei a variety of exciting sporting events.

Through the end of December 2008, TRTC had been responsible for arena operations for 122 days. During that period, the arena hosted 18 events and was occupied for 100 days, representing a utilization rate of 81.97%. These events attracted a total of 200,899 attendees. Of the total (including sporting events), 32% were public service events. Ice Land, located in the Sub Hall, attracted 29,817 skaters over that same period. Under TRTC management Main Hall utilization rate rose 27.33% over the 54.64% rate achieved during the Eastern Multimedia Group's tenure. While the Taipei Culture Foundation fared better with a utilization rate of 71.04%, TRTC still bested them by 10.93%. Our success shows that through the active promotion of cultural and public service activities, the Taipei Arena can play an important role in residents' lives while maintaining its public service role.



企業社會責任

Corporate Social Responsibility

臺北捷運身為大眾運輸業者的一員，在企業社會責任上，除了實踐企業公民理念，妥善照料各權益關係者－旅客、股東、員工、社會及環境外，更致力提升公司形象，以獲得所有權益關係者的價值認同。

鑑於發展捷運系統可有效抑制汽、機車數量，減少廢氣排放，除實施捷運與公車雙向轉乘優惠措施及「持悠遊卡搭乘臺北捷運 7.5 折優惠」短期促銷案，以鼓勵民眾搭乘大眾運輸並提倡民眾從事正當休閒活動外，自 2008 年 3 月 1 日起，擴大攜帶自行車搭乘捷運措施之開放車站數及調降票價為 80 元。同時為努力達成「臺北市政府加強推動所屬機關學校節約能源措施實施計畫」所訂定之目標：「自 2007 年度起，各機關學校之用電量，以 2006 年度為基期，逐年以減少 1% 為原則，至 2011 年度減少 5% 為目標」，本公司亦擬定相關節能減碳計畫，肩負起應負之企業社會責任。

此外，員工與公司是一個密不可分的生命共同體，亦是公司重要的資產，除時時關心員工健康與安全外，細心規劃一系列之培訓與教育計畫，更能提升員工之多元價值。而提供公平就業機會、熱心參與社會公益及舉辦社區營造，以提升民眾自我心靈之相關活動，亦是公司履行社會責任的具體表現。

As a mass transit provider, Taipei Metro has a responsibility to stakeholders: passengers, shareholders, employees, society, and the environment. We must also continuously work to enhance company image, thereby increasing our value in the eyes of our stakeholders.

The development of a rapid transit system can effectively reduce exhaust emissions by taking cars and motorcycles off the road. To encourage more people to take public transit, TRTC implemented discount measures for passengers transferring from the Metro to buses (and vice versa) and a three month promotion offering 25% off Metro prices for EasyCard users. Beginning on March 1, 2008, TRTC expanded the number of stations allowing passengers to bring bicycles and reduced the fee to NT\$80 to carry a bicycle on the Metro, making it more convenient and economical to take part in this healthy recreational activity. At the same time, TRTC actively worked to meet the goals set out in the Taipei City Government energy conservation plan for affiliated organizations and schools, which states that from 2007, all affiliated organizations and schools should reduce electricity usage by at least 1% over the previous year, reaching a 5% reduction by 2011. TRTC then drew up a plan to reduce energy consumption and carbon production to fulfill our responsibility to society.

TRTC could not exist without our employees, our most important resource. To fulfill our responsibility to ensure their well-being, we have established occupational health and safety programs. Also, we created a series of training and educational programs to encourage employees to upgrade and broaden their skills. TRTC is an equal opportunity employer and is committed to helping our community by enthusiastically taking part in public services and community development.





戮力推廣綠色運具，落實節能減碳計畫

永續地球，75優惠

為有效疏導因油價上漲暴增的機車通勤族、減輕民衆通勤成本，並配合市府鼓勵市民多使用大眾運輸工具、減少騎乘機汽車、讓環境更美好以及保障市民人身安全等政策考量，悠遊卡票價自 2008 年 6 月 1 日起至 8 月 31 日，實施為期 92 天之「持悠遊卡搭乘臺北捷運 7.5 折優惠」行銷活動；敬老、愛心及愛心陪伴卡的優惠額度亦從 4 折調降為 3.75 折。經統計活動期間之捷運營運實績，平均日運量約增加 37,957 人次 / 日。

綠色運具，相輔相成

為宣導民衆使用無污染綠色運具，推廣多元休閒遊憩活動，臺北捷運自 2004 年 1 月 17 日起，首開亞洲捷運系統先例，於週六、週日及國定假日下午 4 時前，在淡水線、新店線及中和線共 15 個車站，開放旅客攜帶自行車進出站及搭乘捷運。自 2007 年 7 月 21 日起，增加開放假日晚間 7 時以後至當天營運結束為止之時段；另 2008 年為鼓勵民衆多加利用，且配合新購電聯車陸續上線營運，假日車廂內之擁擠狀況已稍有紓解，自 2008 年 3 月 1 日起，臺北捷運系統除原有 15 個開放車站外，再增加開放南港線、板橋線、土城線及小南門線等 12 個車站供旅客攜帶自行車進出站及搭乘捷運，以及調降票價（人車一票）為 80 元。讓攜帶自行車從事休閒活動之民衆，享受時間更長、範圍更廣、價格更便宜的自行車與捷運之旅。統計 2004 年開放假日攜帶自行車搭乘捷運以來，累計運量已達 14 萬餘輛次，2008 年整年共 102,279 人次，相較 2007 年 25,105 人次，使用人次成長達 3 倍，顯示施行效益顯著。

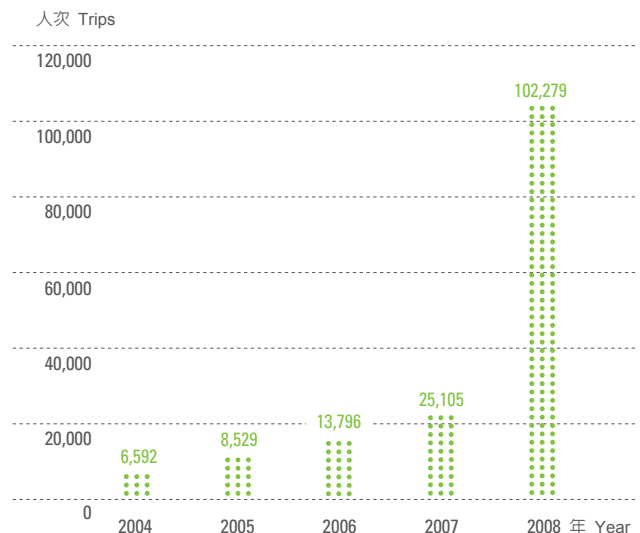
力行承諾，節能減碳

臺北捷運以創新、文化、關懷及環保為企業社會責任，並以「永續的社會」及「永遠的地球」作為發展依循，為鼓勵民衆搭乘大眾運輸工具及推廣綠色交通運具，依 2008 年底臺北捷運運量所累積 34 億人次，其捷運系統對節能減碳之貢獻，在計算捷運本身及各轉乘運具耗能下，其外部之節能減碳效益為減少二氧化碳排放量 10.5 萬公噸及節省耗油 14.5 萬公秉。

另臺北捷運亦戮力內部之節能計畫，積極為地球盡一份心力，對於照明設備、空調系統及電扶梯系統等方面均力行實施節能措施。根據市府節約能源計畫目標「自 2007 年度起，各機關學校之用電量，以 2006 年度為基期，逐年以減少 1% 為原則，至 2011 年度減少 5% 為目標」。而 2008 年具體成效為實際用電量減少 15,210,778 千瓦小時及節省電費 3 千萬餘元，除已達成該年度之設定目標外，更提前達到 2009 年減少 3% 之目標水準，顯示實施成效良好。



歷年自行車上捷運使用人次
Number of Bicycles Taken Aboard
Taipei Metro by Year





A Sustainable Planet – 25% Discount

With the rise in gas prices, the number of people commuting by motorcycle has also seen large increases. In order to attract motorcycle and automobile commuters to take the Metro and reduce transportation costs for passengers, TRTC offered 25% discounts on fares paid for by EasyCard from June 1 through August 31, 2008. Taking cars and motorcycles off the streets reduces air pollution and better ensures the physical and emotional health of Taipei residents. Discounts for Senior, Charity, and Escort EasyCards were increased from 60% to 62.5% over the same period, during which average daily ridership increased by 37,957 trips.

Green Transportation – Working Hand in Hand

On January 17, 2004, to encourage residents to use non-polluting, green modes of transportation and promote healthy recreational activities, Taipei Metro became the first rapid transit system in Asia to allow bicycles on its trains. Bicycles were allowed on weekends and holidays before 4pm entering at 15 select stations along the Danshui, Xindian, and Zhonghe lines. From July 21, 2007, the hours were extended to include the period between 7pm and the last train. As newly purchased trains became operational, the problem of weekend crowding has been alleviated, enabling TRTC to expand the program. TRTC added 12 more stations along the Nangang, Banqiao, Tucheng, and Xiaonanmen Lines that allowed bicycles on weekends and also reduced the fee to NT\$80 (one ticket covering bicycle and passenger). These new policies give bicycle toting passengers more flexibility all at a more attractive price. Since bicycles were permitted on board in 2004, over 140,000 have been brought on the Taipei Metro. In 2008, a total of 102,279 trips were transported on the Metro, a more than three-fold increase over the 25,105 trips carried on the Metro in 2007, a testimony to the success of our promotion measures.

Committed to Conserving Energy and Carbon Reduction

Taipei Metro meets its responsibilities to the community through innovation, cultural promotion, compassion, and environmental protection. As we grow, our commitment to achieving a sustainable society and planet only becomes stronger. We encourage the public to take mass transit and enthusiastically promote green transportation alternatives to automobiles and motorcycles. Through the end of 2008, the Taipei Metro transported a total of 3.4 billion trips who would have otherwise taken other means of transportation. Taking into account Metro energy use and that of other means of transportation passengers rely on to reach Taipei Metro stations, the emission of 105,000 tons of carbon dioxide and the burning of 145,000 liters of gasoline had been reduced.

Also, Taipei Metro is actively implementing an internal energy reduction policy to decrease our environmental impact by adjusting our use of energy intensive equipment such as lighting, air conditioning systems, elevators, and escalators. According to the Taipei City Government's energy reduction targets, affiliated organizations and schools must reduce energy consumption by 1% each year beginning in 2007 for a total of 5% by 2011. In 2008, we reduced energy consumption by 15,210,778 kilowatt hours, saving NT\$30 million on our electricity bill. In addition to meeting our yearly target, we have already reached the 2009 target of 3% reduction.

本公司 5 年計畫之節能目標 Five-Year Energy Consumption Reduction Targets

年度 Year	目標 Target	較 2006 年減少用電度數 Electricity Unit Reduction Over 2006 Consumption
2007	-1%	-4,187,696
2008	-2%	-8,375,392
2009	-3%	-12,563,088
2010	-4%	-16,750,784
2011	-5%	-20,938,480

本公司內部節能措施之具體成效 Results of TRTC Internal Energy Consumption Reduction Measures

年度 Year	目標 ¹ Target ¹	計劃減少電量 (千瓦小時) Planned Reductions (Kilowatts Per Hour)	實際達成 Actual Reduction %	實際減少量 (千瓦小時) Actual Reduction (Kilowatts Per Hour)	估計減碳量 ² (公噸) Estimated Reduction in CO ₂ Emissions ² (Metric Tons)	節省電費 ³ (仟元) Energy Cost Reduction ³ (Thousands of NT\$)
2007	-1%	-4,187,696	-1.09%	-4,563,691	-2,907	-10,177
2008	-2%	-8,375,392	-3.63%	-15,210,778	-9,689	-33,920

註 1：以 2006 年為基準，用電逐年減少 1%

註 2：電力排放係數：0.637 公斤二氧化碳 / 度

註 3：每度電約 2.23 元

Note 1: With 2006 as the Baseline, the Target is a Year on Year Reduction of 1%

Note 2: Based on 0.637 Kilograms of CO₂ Released Per Unit of Energy

Note 3: Each Unit of Energy Costs NT\$2.23



提升員工無形價值，創造公平就業機會

員工身心，體貼關懷

建置職業安全衛生管理系統

本公司依據「勞工安全衛生組織管理及自動檢查辦法」，建置職業安全衛生管理系統，並訂定年度「勞工安全衛生管理計畫」及「自動檢查計畫」，提報勞工安全衛生委員會審議通過後，由各部門落實實施，且於 2008 年度員工工作失能傷害頻率及嚴重率均創歷年來最低紀錄。

公佈重大工安事件次數發生率

依據勞工安全衛生法規定，每月填報員工職災統計，報請檢查機構備查，本公司自 2002 年迄今無重大職災發生。

損失工時數

2008 年度計發生員工工作失能傷害 2 人次，損失 7 天；員工工作失能傷害頻率每百萬工時損失 0.29 人次及嚴重率每百萬工時損失 1 日，均創歷年來最低紀錄。

關心員工健康

為維護員工身心健康，本公司設置心理諮商室，2008 年度提供心理諮商服務 369 人次；心理健康三級預防活動推廣服務（講座、課程、訓練與讀書會）2,315 人次。為維護員工健康，2008 年度分類 12 職等以上受檢人數計有 75 人，40 歲以上受檢人數計有 156 人，執行率為 84%。2008 年度行車人員體檢，計 1,116 人受檢。





Enhancing Employee Value, Creating Fair Employment Opportunities

Caring for Employee Health and Well-Being

Establishing an Occupational Health and Safety Management System

Pursuant to the Regulations Governing Occupational Health and Safety Organizations and Self-Inspection, TRTC established an occupational health and safety management system and drew up plans to implement occupational health and safety measures and self-inspection. After the proposals were approved by the Occupational Safety and Health Committee, each department began to execute the measures outlined. In 2008, the yearly rates of disabling work injuries and severity both were the lowest on record.

Publishing the Frequency of Serious Industrial Safety Incidents

Pursuant to the Occupational Health and Safety Act, TRTC reports statistics on work injuries to inspection authorities. Since 2002, there have been no serious occupational accidents at the company.

Work Hours Lost to Injury

In 2008, two employees suffered work injuries, losing a combined seven days of work. There were a total of 0.29 work days lost per million man-hours, while the severity rate was one day per million man-hours, both representing record lows.

Caring for Our Employee Health

In order to ensure the health and well-being of employees, TRTC established a counseling room, which provided psychological counseling services to 369 people in 2008. A total of 2,315 people took part in our mental health tertiary prevention and promotion services, which include lectures, classes, training, and study groups. Prevention is the best medicine and over the past year 75 employees at level 12 and higher along with 156 employees over 40 years of age had physicals, an implementation rate of 84%. In 2008, 1,116 drivers also had physical examinations.



培訓教育，多元價值

增進員工知識，提升核心能力

透過新進訓練、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。2008 年訓練計畫共計開辦 1,145 班期、訓練總人次為 25,472 人次。

為強化主管業務知能與管理職能，深入檢討公司現有主管訓練之課程內容，並著手規劃培養新任主管之管理職能及發展專屬捷運之主管訓練課程，以期有效培養主管管理職能，俾利公司經營管理運作及主管異動接替所需。2008 年辦理 2 梯次新任高階主管訓練、2 梯次新任中階主管訓練及 1 梯次新任基層主管訓練，共調訓新任主管 87 名。

另為持續提升各級主管管理技能，2008 年各階層主管研討會之辦理方式以「瞭解重大市政工作」為主軸，邀請市府研考會盛主委治仁針對「市民熱線 1999」、「2009 年臺北聽障奧林匹克運動會」及「2010 臺北國際花卉博覽會」等市政重大業務進行專題演講，並安排各級主管觀摩外單位運作模式汲取營運經驗，使各級主管了解及承續推動公司營運目標及理念。2008 年辦理 1 梯次高階主管研討會、2 梯次中階主管研討會、3 梯次基層主管研討會，共調訓主管 499 人。

辦理英語課程組班專案，帶動英語學習風氣

為鼓勵公司同仁積極英語學習，有效提升同仁英語能力，並使其生活更多樣化、接觸面更寬廣、視野更開闊，特提供英語進修管道，規劃英語訓練課程專案，對於以公餘時間進修英語者予以補助，由上課同仁共同組班並自行選擇適合之英語機構，2008 年共 97 人獲得補助費用，並組成 10 個英語班期（包含會話班、英檢班、會話寫作班）。同時，為鼓勵同仁積極參與並通過英語檢測，對於通過英檢者予以全額補助，未通過者則補助一半。此外，考量在訓練資源有限之情況下，為使同仁仍有英語學習機會，更採購線上英語學習課程，供全體同仁進修學習，以提升同仁英語能力，為公司國際化紮根。

公平就業，增加機會

為關懷弱勢團體，本公司與市府勞工局合作，提供古亭站、奇岩站、善導寺站及南勢角站販賣店空間，作為社會福利團體之庇護商店，並於市政府站設置原住民文化經濟中心，以展示原住民文化產品及特色商品。另為保障身心障礙者就業機會，本公司依「身心障礙者保護法」規定，2008 年度共進用身心障礙員工 115 人，進用比率為 2.89%。



Training Programs

Enhancing Employee Core Capabilities Through Training

Through a series of training programs that cover a wide variety of areas including new employees, specialization, knowledge enhancement, management and academic skills, labor safety and health, and customer service training, we can ensure that our employees have all of the skills needed to succeed at their jobs and achieve our goal of enterprise human resource management. In 2008, TRTC held a total of 1,145 training courses, which were attended by 25,472 employees.

In order to enhance the leadership capabilities of company management, we performed a review of all existing management training and developed specialized Metro management training courses to cultivate new executive talent. Our well equipped leaders assist in company operations and rise to the challenge in the event of management succession or changes. In 2008, TRTC held two courses for new upper-level managers, two courses for new mid-level managers, and one course for frontline managers, training a total of 87 managers.

To further enhance the skills of managers at all levels, TRTC held seminars to educate management on major city government projects. We invited Mr. Emile C. J. Sheng, Chairman of the Taipei City Research Development and Evaluation Commission to discuss the 1999 Citizen Hotline, Deaflympics Taipei 2009 and the Taipei International Flora Expo 2010. We also arranged for managers to visit other organizations to observe their operational models and draw from their experience to better promote TRTC's operational goals and vision. In 2008, the company held one high-level, two mid-level, and three frontline management seminars, attended by a total of 499 managers.

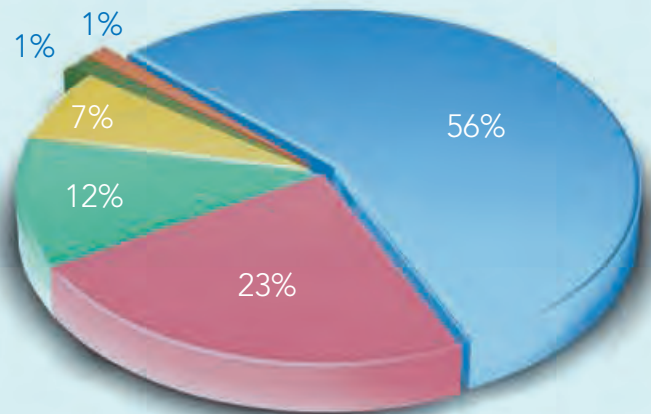
Promoting an English Learning Environment

TRTC provided avenues for employees to continue their study of English to improve their language abilities and broaden their horizons. Financial assistance was provided to employees who took English courses on their own time. Employees formed groups and chose an outside training course suited to their needs and abilities. In 2008, a total of 97 people, as part of 10 English learning groups, received such assistance. Courses covered a variety of topics including conversation, General English Proficiency Test preparation,



2008 年員工受訓類別比例

Employee Training Courses by Category



- 勞工安全衛生 Labor Safety and Health
- 專業訓練 Specialized
- 知能訓練 Knowledge Enhancement
- 管理及人文 Employee Training Courses by Category Management and Academic
- 服務訓練 Customer Service
- 新進訓練 New Employee

and composition. At the same time, TRTC also encouraged employees to take English proficiency exams, providing a 100% reimbursement for passing scores or 50% for just taking the exam. Even with financial assistance, the cost of English lessons can still be a large burden. In order to give everyone a chance to improve their English, we also purchased online English courses. With improved English abilities, TRTC can expand its international reach.

Providing More Opportunities Through Fair Employment Practices

To better care for disadvantaged groups, the company and the Taipei City Department of Labor joined hands to provide shop spaces in the Guting, Qian, Shandao Temple, and Nanshijiao Stations to social welfare organizations. Taipei City Hall Station features an Aboriginal Culture and Economics Center, which promotes Aboriginal cultural products. To ensure job opportunities for the physically and mentally disabled, pursuant to the Physically and Mentally Disabled Citizens Protection Act, TRTC provided positions to 115 disabled persons, 2.89% of all hires.



熱心參與社會公益，舉辦社區營造活動

社會公益，積極投入

二手電腦捐贈

配合行政院環境保護署「縮減數位落差計畫」，捐贈汰換電腦（含主機 341 臺、螢幕 322 臺、筆記型電腦 15 臺），為十大捐贈單位之一，於 2008 年 12 月 1 日獲行政院環境保護署頒發感謝獎牌。

志工參與

2008 年度之捷運志工人數為 289 人，服務總時數為 37,953 人。其負責協助辦理旅客諮詢服務、人潮管制、節慶支援、車站週邊違規勸導、急難救助與安全防護等事項。更因媒合志工得宜，而於 2008 年度獲頒年度「臺北市政府志願服務績效評鑑」優良志工運用單位獎。

社區營造，心靈提升

第 4 屆捷運街舞大賽

2008 年 7 月 26、27 日及 8 月 9 日於捷運行政大樓後方廣場進行「初賽」及「複賽」，並於 8 月 16 日於信義區香堤大道廣場舉辦「決賽」，邀請「羅志祥」代言，親自蒞臨表演並參加評審作業。2008 少年組（高中職以下學生《含高中職且須年滿 12 歲》）與青年組（大專以上學生與社會青年），總計 150 隊報名參加，較 2007 年 115 隊增加 35 隊。





Enthusiastically Serving Our Community

Devoted to Public Service

Donating Used Computers

The Environmental Protection Administration (EPA) has drawn up a strategy to shrink the digital divide in Taiwan. In coordination with this plan, TRTC donated used computers (including 341 computers, 322 monitors, and 15 laptops) as one of the 10 categories of company donations. On December 1, 2008, we received a medal of gratitude from the EPA.

Volunteer Participation

In 2008, our Metro volunteer team was made up of 289 people who put in 37,953 hours of service. Team members are responsible for assisting passengers with inquiries, providing crowd control and support during holiday periods, educating the public about Metro rules, assisting in emergency situations, and promoting Metro safety. Following the 2008 Taipei City Government Volunteer Service Achievement Evaluations, TRTC received an award commending our appropriate use of our volunteer team, allowing them to achieve their full potential.

Community Operations

The Fourth Taipei Metro Street Dance Competition

On July 26 – 27 and August 9, TRTC held the preliminary and semifinal rounds of its annual dance competition in the plaza behind the Metro Administrative Building. On August 16, the finals were held in the Taipei City Hsinyi District Mitsukoshi Plaza. Our spokesman was famous pop idol Alan Luo, who performed at the competition and served as one of the judges. The competition featured two divisions, a youth division for junior high and high school students over the age of 12 and a young adult division for college students and young working adults. A total of 150 teams participated, 35 more than the 115 who took part in 2007.

2008 臺北捷運出口音樂節活動

12月6日至12月27日臺北捷運出口音樂節，結合廣場及藝文活動辦理多場音樂饗宴，以6種風格迥異音樂主題為串連，如New Age、爵士百老匯、抒情輕搖滾、天籟美聲、經典聲影主題、懷舊金曲等，邀請多組知名國內外團體及歌手演出，讓民眾透過舒服的音樂抒壓，解放平日緊繃情緒，一同享受微風吹拂心靈的夜晚，更能找到自己的「出口」。

捷運安全、禮儀提昇宣導行銷活動

○「捷運·愛·關懷」銀髮族音樂晚會及青少年宣導音樂會
為呼籲民眾關懷銀髮族，2008年10月3日晚上，假捷運士林站廣場，舉辦第4屆銀髮音樂會，邀請國內知名歌手一同參與，帶來許多經典老歌演出外，現場另提供40歲以上免費健診及抽獎活動。另為加強年輕族群宣導，於11月8日下午，假捷運淡水站，透過知名年輕歌手演出，吸引年輕人的注意，現場持續宣導捷運禮儀文化，以傳達捷運站內禁止飲食、吸菸等規範，共同創造乾淨、優質的乘車環境。

○「捷運心文化運動」宣導活動

為持續宣導正確安全觀念與提昇捷運禮儀文化，2008年藉由新穎之創意行銷，透過年輕人互動之遊戲，擴大宣傳層面，以強化宣導「禁止嚼食口香糖、吃東西、喝飲料」、「禮讓博愛座及電梯」、「電扶梯安全」等觀念，自10月22日至12月15日舉辦「創意四格漫畫大賽」及10月22日至12月22日舉辦「30秒創意影像/動畫大賽」(分實拍組、動畫組)，活動舉辦獲得民眾熱烈迴響，吸引各路高手各顯長才，運用四格漫畫、動畫及影像發揮創意，2千餘件作品參賽角逐，盛況空前。並於2009年1月19日於臺北車站B1層悠遊卡客服中心前舉辦成果發表會，並頒獎表揚，透過活動不僅讓民眾參與之同時瞭解活動意涵，逐漸認同捷運文化，更一同創造更安全、更高品質之搭乘環境。

「創意四格漫畫大賽」總計有2,215件作品參賽，較去年參賽的168件，增加12倍；「創意影像/動畫大賽」動畫組有247件、實拍組有187件作品，總計434件參賽，較去年「創意影片V大賽」的18件增加23倍。





Taipei Metro Exit Music Festival 2008

From December 6 through 27, 2008, TRTC sponsored the Exit Music Festival, which featured six concerts held at Metro stations. Each concert had its own theme, ranging from New Age, Jazz, and Soft Rock to Heavenly Sounds, Classical, and Retro Favorites. We invited renowned international and local artists to melt away commuter stress with their beautiful music. The music flowed like a cool breeze in the night, helping people find their own "exit" from the rat race.

Metro Safety and Etiquette Promotion

○ Metro Love & Caring Care for the Elderly and Youth Concerts

To encourage people to show compassion and concern for the elderly, TRTC held its Fourth Care for the Elderly Concert on the night of October 3 in the Shilin Station plaza featuring renowned local musicians. In addition to filling the air with the sound of classic favorites, audience at stage 40 or older were invited to receive free physical checkups and participate in a prize drawing. Also, on the afternoon of November 8, TRTC held a youth concert in the Danshui Station plaza. Pop stars sang and danced on stage, calling on youth to observe Metro etiquette and help create a clean, exceptional travel environment.

○ Heart of the Metro Movement - Metro Etiquette

To promote understanding of Metro safety and improving Metro etiquette, TRTC used creative marketing practices such as interactive games to expand our reach and educate passengers about escalator safety, elevator and seat etiquette, and rules against gum, food, and drinks in stations. TRTC held a comic strip competition from October 22 through December 15 and a 30-second video competition (with

both live action and animation categories) from October 22 through December 22. The activities were greeted with great enthusiasm from the public and attracted gifted artists who showed off their talent. We received over 2,000 entries overall, a truly impressive response. On January 19, 2009, TRTC held an awards ceremony on the basement level of the Taipei Main Station in front of the EasyCard Service Center to recognize outstanding entries. Open to all, competition entries taught the public about our Metro Culture and helped create a safer, higher quality transportation environment.

We received a total of 2,215 entries in the comic strip competition, a 12-fold increase over the 168 entries received last year. In the video competition, there were 247 animated and 187 live action videos submitted, for a total of 434 entries, which represents 23 times the scant 18 entries received in 2007.



未來展望

Looking to
the Future



隨著 2009 年即將全線通車之內湖線以及 2010 年以後將陸續興建完成之南港東延段、新莊蘆洲線、信義線及松山線等路線，臺北捷運正處於大幅擴充深耕階段，除了要對既有旅客持續提供安全、可靠、舒適及便捷之高品質運輸服務，如逐年增設電聯車開門方向語音廣播、擴充車站即時監視系統及高架段之捷運系統進行噪音改善作業等工程外，更須對未來通車路線之相關設施設備嚴格把關，以優質的軟硬體設施，服務新通車路線之旅客。此外，對於 2009 年內湖線通車後之營運路線長度將增加約 14.8 公里及車站數增加 12 站之規模下，全系統平均日運量預計將高達 140 萬人次以上，期能使臺北都會區之大眾運輸使用率更向上提升，讓更多民眾享有範圍更廣，服務更佳的大眾運輸服務。

然而，公司不以身為捷運系統之提供者而滿足，更期以朝向「捷運不只是捷運」的思維發展，期許「捷運」能充實每位市民生活的內涵及成為生活的一部分。因此，在國際油價仍維持高水平的時代裡，開拓綠色商機，如開放攜帶自行車上捷運措施，鼓勵民眾在假日從事正當休閒活動；透過臺北小巨蛋舉辦之相關藝文體育活動，吸引大量人潮，提供市民多元優質的休閒生活選擇；而公司所經營的貓空纜車，則是結合了交通與遊憩雙重功能，帶動了不同的觀光旅遊模式。此外，轉投資的悠遊卡公司更因「電子票證發行管理條例」法令通過後，將使悠遊卡原僅作為交通工具票證使用之功能，跨足到小額消費市場，除帶給民眾行的便利外，亦擴大使用功能，貼心照顧民眾之每日生活。

展望未來，我們將逐步累積公司經營生活事業的經驗與能量，並結合本業，除以大眾運輸營運及提供者外，更將以集團化經營，期能成為結合食、衣、住、行、育、樂之優質生活提供者，並全力配合市府打造臺北成為一個健康的國際城市，讓每個生活在臺北的民眾皆享受到永續環境的幸福美好。

Following the addition of the Neihu Line in 2009, the Taipei Metro network will continue to expand into 2010 and beyond with the new Nangang Eastern Extension and Xinzhuang Luzhou, Xinyi, and Songshan Lines. For Taipei Metro, these next few years represent a period of large-scale expansion. We continue to provide passengers with ever safer and more reliable, comfortable, and convenient high-quality transportation services on our existing lines through such improvements as adding on-board announcements to include which doors will open, improving the real-time station video monitoring system, and performing noise abatement construction along elevated track. However, in this period of growth, we must also keep careful control over the facilities and equipment to be used on these future Metro line additions to ensure we can maintain our level of quality and service on these new lines as well. With the addition of the Neihu Line in 2009, the total length of track will increase by about 14.8 kilometers and we will add 12 new stations to our network. We estimate that the entire Metro system will transport upwards of 1.4 million trips daily, increasing the utilization rate of mass transit in the Taipei metropolitan area. A larger network will bring us within reach of more citizens and allow us to better serve our community.

TRTC is not satisfied simply to be a provider of mass transit services. Simply stated, Taipei Metro is not just a metro; instead, we want to enhance the lives of all citizens and play an important role beyond the daily commute. Therefore, during this age of rising oil prices, we are at the forefront of green business practices as we allow passengers to bring their bicycles aboard Taipei Metro and thereby promote healthy leisure activities. As cultural and sporting events are held at the Taipei Arena, we can attract large crowds and provide residents with a variety of exceptional choices for recreation. The Maokong Gondola, operated by TRTC, combines transportation with tourism to give people a new, refreshing experience. TRTC is a shareholder in the EasyCard Corporation, which can now serve not just as a Metro ticket, but as a stored value card valid at many retail locations following the passage of the Electronic Ticket Issuance and Management Act. Not only does EasyCard make life more convenient, it brings TRTC into additional aspects of people's everyday lives.

As we gaze towards the future, we are progressively accumulating experience operating lifestyle businesses. Combined with our years of experience providing Metro services, TRTC has become a diversified corporation that offers a wide variety of high-quality goods and services to our customers. We will continue to work together with the Taipei City Government to make Taipei a healthy international city and let its citizens know the joy of living in a sustainable environment.



財務報表暨會計師查核報告

Financial Statements and Report of Independent Accountants

臺北大眾捷運股份有限公司
財務報表暨會計師查核報告
2008 年度及 2007 年度

(2009)財審報字第 08003240 號

臺北大眾捷運股份有限公司 公鑒：

臺北大眾捷運股份有限公司 2008 年及 2007 年 12 月 31 日之資產負債表，暨 2008 年及 2007 年 1 月 1 日至 12 月 31 日之損益表、業主權益變動表及現金流量表，業經本會計師查核竣事。上開財務報表之編製係管理階層之責任，本會計師之責任則為根據查核結果對上開財務報表表示意見。 貴公司採權益法評價之長期股權投資－悠遊卡股份有限公司（原臺北智慧卡票證股份有限公司）及捷邦管理顧問股份有限公司，其所認列之投資損益，係依該等公司所委任其他會計師查核之財務報表評價而得，本會計師並未查核該等財務報表；2008 年度及 2007 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 1,665 仟元及 26,613 仟元；截至 2008 年及 2007 年 12 月 31 日之長期股權投資餘額，各為新台幣 126,540 仟元及 154,016 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，足以允當表達臺北大眾捷運股份有限公司 2008 年及 2007 年 12 月 31 日之財務狀況，暨 2008 年及 2007 年 1 月 1 日至 12 月 31 日之經營成果與現金流量。

臺北大眾捷運股份有限公司 2007 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。

資誠會計師事務所

會計師



2009 年 3 月 30 日

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

Report of Independent Accountants Translated from Chinese

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

We have audited the accompanying balance sheets of Taipei Rapid Transit Corporation as of December 31, 2008 and 2007, 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 2008 and 2007 financial statements of EasyCard Corporation (formerly Taipei Smart Card Corporation) and Metro Taipei Consulting Service Ltd., long-term investments accounted for under the equity method. These long-term investments amounted to \$126,540,000 and \$154,016,000 as of December 31, 2008 and 2007, respectively, and the related investment income was \$1,665,000 and \$26,613,000 for the years then ended, respectively. The financial statements of these investee companies were audited by other auditors, whose reports thereon have been furnished to us and our opinion expressed herein, insofar as it relates to the amounts included for EasyCard Corporation and Metro Taipei Consulting Service Ltd., is based solely on the reports 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 reports of the other auditors provide a reasonable basis for our opinion.

In our opinion, based on our audits and the reports 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, 2008 and 2007, and the results of its operations and its cash flows for the years then ended in conformity with the Business Entity Accounting Law, Regulation on Business Entity Accounting Handling and generally accepted accounting principles in the Republic of China.

The 2007 financial statements were also examined by the Taipei Municipality Audit Division. Please refer to Note 20.

March 30, 2009

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

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

資產負債表

	2008年12月31日		2007年12月31日 (審計處審定數)	
	金額	%	金額	%
資產				
流動資產				
現金 (附註四)	\$ 1,093,191	8	\$ 1,386,284	10
備供出售金融資產 - 流動 (附註五)	2,653,360	19	2,383,495	18
持有至到期日金融資產 - 流動 (附註六)	240,144	2	550,961	4
應收款項 (附註十八)				
應收帳款	77,212	1	56,945	-
其他應收款	115,472	1	65,831	1
存貨 (附註七)	1,712,602	12	1,638,163	12
預付款項	198,440	1	176,176	1
流動資產合計	<u>6,090,421</u>	<u>44</u>	<u>6,257,855</u>	<u>46</u>
基金、投資及長期應收款				
持有至到期日之金融資產 - 非流動 (附註六)	1,668,162	12	1,307,878	10
採權益法之長期投資 (附註八)	126,540	1	154,016	1
基金長期投資及應收款合計	<u>1,794,702</u>	<u>13</u>	<u>1,461,894</u>	<u>11</u>
固定資產 (附註九)				
房屋及建築	29,339	-	30,516	-
機械及設備	409,020	3	438,173	3
交通及運輸設備	4,002,259	29	3,796,377	28
什項設備	69,063	1	58,344	1
租賃權益改良	1,059,513	8	1,014,158	8
購建中固定資產	145,607	1	135,031	1
固定資產合計	<u>5,714,801</u>	<u>42</u>	<u>5,472,599</u>	<u>41</u>
無形資產 (附註十及十四)	<u>114,346</u>	<u>1</u>	<u>213,235</u>	<u>2</u>
其他資產				
什項資產 (附註十一)	1,908	-	1,620	-
遞延資產 (附註十二及十六)	24,352	-	27,002	-
其他資產合計	<u>26,260</u>	<u>-</u>	<u>28,622</u>	<u>-</u>
資產總計	<u>\$ 13,740,530</u>	<u>100</u>	<u>\$ 13,434,205</u>	<u>100</u>

單位：新台幣仟元

	2008年12月31日		2007年12月31日 (審計處審定數)	
	金額	%	金額	%
負債及業主權益				
流動負債				
應付款項				
應付帳款	\$ 17,259	-	\$ 26,474	-
應付所得稅 (附註十六)	92,849	1	82,139	-
應付費用 (附註十三及十八)	1,227,118	9	1,172,332	9
其他應付款	96,457	1	108,569	1
應付代收款 (附註十八)	<u>157,644</u>	<u>1</u>	<u>115,608</u>	<u>1</u>
應付款項合計	1,591,327	12	1,505,122	11
預收款項 (附註十八)	<u>445,818</u>	<u>3</u>	<u>462,414</u>	<u>4</u>
流動負債合計	<u>2,037,145</u>	<u>15</u>	<u>1,967,536</u>	<u>15</u>
長期負債				
長期債務				
應計退休金負債 (附註十四)	<u>51,289</u>	<u>-</u>	<u>116,699</u>	<u>1</u>
長期負債合計	<u>51,289</u>	<u>-</u>	<u>116,699</u>	<u>1</u>
其他負債				
什項負債				
存入保證金	318,764	3	260,845	2
其他負債	<u>36,612</u>	<u>-</u>	<u>28,964</u>	<u>-</u>
其他負債合計	<u>355,376</u>	<u>3</u>	<u>289,809</u>	<u>2</u>
負債總計	<u>2,443,810</u>	<u>18</u>	<u>2,374,044</u>	<u>18</u>
業主權益				
資本	9,354,100	68	9,354,100	70
保留盈餘 (附註十五)				
已指撥保留盈餘	736,179	5	664,081	5
未指撥保留盈餘	1,205,913	9	995,330	7
業主權益其他項目				
金融商品未實現損益 (附註五)	<u>528</u>	<u>-</u>	<u>46,650</u>	<u>-</u>
業主權益總計	<u>11,296,720</u>	<u>82</u>	<u>11,060,161</u>	<u>82</u>
重大承諾及或有事項 (附註十九)				
負債及業主權益總計	<u>\$ 13,740,530</u>	<u>100</u>	<u>\$ 13,434,205</u>	<u>100</u>

TAIPEI RAPID TRANSIT CORPORATION BALANCE SHEETS DECEMBER 31,

(Expressed in thousands of New Taiwan dollars; the 2007 balances were examined by the Taipei Municipality Audit Division)

	2008		2007	
	Amount	%	Amount	%
ASSETS				
Current Assets				
Cash (Note 4)	\$ 1,093,191	8	\$ 1,386,284	10
Available-for-sale financial assets-current (Note 5)	2,653,360	19	2,383,495	18
Held-to-maturity financial assets-current (Note 6)	240,144	2	550,961	4
Receivables (Note 18)				
Accounts receivable-net	77,212	1	56,945	-
Other receivables	115,472	1	65,831	1
Inventories-net (Note 7)	1,712,602	12	1,638,163	12
Prepayments	<u>198,440</u>	<u>1</u>	<u>176,176</u>	<u>1</u>
	<u>6,090,421</u>	<u>44</u>	<u>6,257,855</u>	<u>46</u>
Funds, Investments and Long-term Receivables				
Held-to-maturity financial assets-non-current (Note 6)	1,668,162	12	1,307,878	10
Long-term equity investments accounted for under the equity method (Note 8)	<u>126,540</u>	<u>1</u>	<u>154,016</u>	<u>1</u>
	<u>1,794,702</u>	<u>13</u>	<u>1,461,894</u>	<u>11</u>
Fixed Assets (Note 9)				
Buildings and improvements	29,339	-	30,516	-
Machinery and equipment	409,020	3	438,173	3
Transportation equipment	4,002,259	29	3,796,377	28
Miscellaneous equipment	69,063	1	58,344	1
Leasehold improvements	1,059,513	8	1,014,158	8
Construction in progress and prepayments	<u>145,607</u>	<u>1</u>	<u>135,031</u>	<u>1</u>
	<u>5,714,801</u>	<u>42</u>	<u>5,472,599</u>	<u>41</u>
Intangible Assets (Notes 10 and 14)	<u>114,346</u>	<u>1</u>	<u>213,235</u>	<u>2</u>
Other Assets				
Miscellaneous assets (Note 11)	1,908	-	1,620	-
Deferred assets (Notes 12 and 16)	<u>24,352</u>	<u>-</u>	<u>27,002</u>	<u>-</u>
	<u>26,260</u>	<u>-</u>	<u>28,622</u>	<u>-</u>
TOTAL ASSETS	<u>\$ 13,740,530</u>	<u>100</u>	<u>\$ 13,434,205</u>	<u>100</u>

	2008		2007	
	Amount	%	Amount	%
LIABILITIES AND STOCKHOLDERS' EQUITY				
Current Liabilities				
Accounts payable	\$ 17,259	-	\$ 26,474	-
Income tax payable (Note 16)	92,849	1	82,139	-
Accrued expenses (Notes 13 and 18)	1,227,118	9	1,172,332	9
Other payables	96,457	1	108,569	1
Receipts under custody (Note 18)	<u>157,644</u>	<u>1</u>	<u>115,608</u>	<u>1</u>
	1,591,327	12	1,505,122	11
Unearned revenue (Note 18)	<u>445,818</u>	<u>3</u>	<u>462,414</u>	<u>4</u>
	<u>2,037,145</u>	<u>15</u>	<u>1,967,536</u>	<u>15</u>
Long-term Liability				
Accrued pension liability (Note 14)	<u>51,289</u>	<u>-</u>	<u>116,699</u>	<u>1</u>
	<u>51,289</u>	<u>-</u>	<u>116,699</u>	<u>1</u>
				1
Other Liabilities				
Miscellaneous liabilities Deposits in	318,764	3	260,845	2
Other liabilities-others	<u>36,612</u>	<u>-</u>	<u>28,964</u>	<u>-</u>
	<u>355,376</u>	<u>3</u>	<u>289,809</u>	<u>2</u>
Total liabilities	<u>2,443,810</u>	<u>18</u>	<u>2,374,044</u>	<u>18</u>
Stockholders' equity				
Common stock	9,354,100	68	9,354,100	70
Retained earnings (Note 15)				
Appropriated retained earnings	736,179	5	664,081	5
Unappropriated retained earnings	1,205,913	9	995,330	7
Unrealized gain or loss on financial assets (Note 5)	<u>528</u>	<u>-</u>	<u>46,650</u>	<u>-</u>
Total stockholders' equity	<u>11,296,720</u>	<u>82</u>	<u>11,060,161</u>	<u>82</u>
Commitments and Contingencies (Note 19)				
TOTAL LIABILITIES AND STOCKHOLDERS' EQUITY	<u>\$ 13,740,530</u>	<u>100</u>	<u>\$ 13,434,205</u>	<u>100</u>

損益表

2008 年及 2007 年 1 月 1 日至 12 月 31 日
單位：新台幣仟元

	2008 年度		2007 年度 (審計處審定數)	
	金額	%	金額	%
營業收入				
運輸收入	\$ 9,713,637	89	\$ 9,124,631	88
其他營業收入 (附註十八)	1,197,002	11	1,268,828	12
營業收入合計	10,910,639	100	10,393,459	100
營業成本 (附註十七及十八)				
輸儲成本	(7,826,755)	(72)	(7,395,279)	(71)
其他營業成本	(496,480)	(4)	(339,272)	(4)
營業成本合計	(8,323,235)	(76)	(7,734,551)	(75)
營業毛利	2,587,404	24	2,658,908	25
營業費用 (附註十七及十八)				
行銷費用	(1,006,063)	(9)	(930,501)	(9)
業務費用	(628,191)	(6)	(604,383)	(6)
管理費用	(435,066)	(4)	(431,540)	(4)
其他營業費用	(115,309)	(1)	(106,353)	(1)
營業費用合計	(2,184,629)	(20)	(2,072,777)	(20)
營業淨利	402,775	4	586,131	5
營業外收入及利益				
財務收入				
利息收入	80,118	1	86,882	1
採權益法評價之投資收益 (附註八)	1,665	-	26,613	-
股利收入	1,777	-	2,300	-
租賃收入	46,335	-	34,809	-
處分資產利益	26,966	-	35,087	1
兌換利益	-	-	639	-
其他營業外收入 (附註十八)	160,816	2	97,009	1
營業外收入及利益合計	317,677	3	283,339	3
營業外費用及損失				
財務費用				
利息費用	(137)	-	(106)	-
兌換損失	(936)	-	-	-
存貨跌價損失	(4,304)	-	-	-
其他營業外費用	(7,508)	-	(12,821)	-
營業外費用及損失合計	(12,885)	-	(12,927)	-
稅前純益	707,567	7	856,543	8
所得稅費用 (附註十六)	(100,298)	(1)	(135,556)	(1)
本期純益	\$ 607,269	6	\$ 720,987	7

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

(Expressed in thousands of New Taiwan Dollars; the 2007 balances were examined by the Taipei Municipality Audit Division)

	2008		2007	
	Amount	%	Amount	%
Operating revenues				
Fare revenues	\$ 9,713,637	89	\$ 9,124,631	88
Other operating revenues (Note 18)	1,197,002	11	1,268,828	12
	<u>10,910,639</u>	<u>100</u>	<u>10,393,459</u>	<u>100</u>
Operating costs (Notes 17 and 18)				
Transportation costs	(7,826,755)	(72)	(7,395,279)	(71)
Other operating costs	(496,480)	(4)	(339,272)	(4)
	<u>(8,323,235)</u>	<u>(76)</u>	<u>(7,734,551)</u>	<u>(75)</u>
Gross profit	<u>2,587,404</u>	<u>24</u>	<u>2,658,908</u>	<u>25</u>
Operating expenses (Notes 17 and 18)				
Selling	(1,006,063)	(9)	(930,501)	(9)
Operating outlay	(628,191)	(6)	(604,383)	(6)
Administrative	(435,066)	(4)	(431,540)	(4)
Other operating expenses	(115,309)	(1)	(106,353)	(1)
	<u>(2,184,629)</u>	<u>(20)</u>	<u>(2,072,777)</u>	<u>(20)</u>
Operating income	<u>402,775</u>	<u>4</u>	<u>586,131</u>	<u>5</u>
Non-operating income				
Financial income				
Interest income	80,118	1	86,882	1
Investment income accounted for under the equity method (Note 8)	1,665	-	26,613	-
Dividend income	1,777	-	2,300	-
Rental revenue	46,335	-	34,809	-
Gain on disposal of assets	26,966	-	35,087	1
Exchange gain	-	-	639	-
Other non-operating income (Note 18)	<u>160,816</u>	<u>2</u>	<u>97,009</u>	<u>1</u>
Total non-operating income	<u>317,677</u>	<u>3</u>	<u>283,339</u>	<u>3</u>
Non-operating expenses				
Financial expense				
Interest expense	(137)	-	(106)	-
Exchange loss	(936)	-	-	-
Provision for inventory obsolescence	(4,304)	-	-	-
Other non-operating expense	<u>(7,508)</u>	<u>-</u>	<u>(12,821)</u>	<u>-</u>
Total non-operating expenses	<u>(12,885)</u>	<u>-</u>	<u>(12,927)</u>	<u>-</u>
Income before income tax	<u>707,567</u>	<u>7</u>	<u>856,543</u>	<u>8</u>
Income tax expense (Note 16)	<u>(100,298)</u>	<u>(1)</u>	<u>(135,556)</u>	<u>(1)</u>
Net income	<u>\$ 607,269</u>	<u>6</u>	<u>\$ 720,987</u>	<u>7</u>

The accompanying notes are an integral part of these financial statements.
See PricewaterhouseCoopers' audit report dated March 30, 2009.

業主權益變動表

2008 年及 2007 年 1 月 1 日至 12 月 31 日
單位：新台幣仟元

	保留盈餘				合計
	資本	已指撥保留盈餘	未指撥保留盈餘	金融資產之未實現損益	
2007 年度					
2007 年 1 月 1 日餘額 (審計處審定數)	\$ 9,354,100	\$ 585,146	\$ 850,916	\$ 69,578	\$ 10,859,740
2006 年盈餘指撥及分配：					
法定盈餘公積	-	78,935	(78,935)	-	-
現金股利	-	-	(497,638)	-	(497,638)
2007 年度純益	-	-	720,987	-	720,987
備供出售金融資產未實現損益之變動	-	-	-	(22,864)	(22,864)
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	-	-	-	(64)	(64)
2007 年 12 月 31 日餘額 (審計處審定數)	<u>\$ 9,354,100</u>	<u>\$ 664,081</u>	<u>\$ 995,330</u>	<u>\$ 46,650</u>	<u>\$ 11,060,161</u>
2008 年度					
2008 年 1 月 1 日餘額 (審計處審定數)	\$ 9,354,100	\$ 664,081	\$ 995,330	\$ 46,650	\$ 11,060,161
2007 年盈餘指撥及分配：					
法定盈餘公積	-	72,098	(72,098)	-	-
現金股利	-	-	(324,588)	-	(324,588)
2008 年度純益	-	-	607,269	-	607,269
備供出售金融資產未實現損益之變動	-	-	-	(17,521)	(17,521)
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	-	-	-	(28,601)	(28,601)
2008 年 12 月 31 日餘額	<u>\$ 9,354,100</u>	<u>\$ 736,179</u>	<u>\$ 1,205,913</u>	<u>\$ 528</u>	<u>\$ 11,296,720</u>

TAIPEI RAPID TRANSIT CORPORATION STATEMENTS OF CHANGES IN STOCKHOLDERS' EQUITY

(Expressed in thousands of New Taiwan dollars; the 2007 balances were examined by the Taipei Municipality Audit Division)

	Retained Earnings				
	Common Stock	Appropriated Retained Earnings	Unappropriated Retained Earnings	Unrealized Gain or Loss on Financial Assets	Total
Balance at January 1, 2007	\$ 9,354,100	\$ 585,146	\$ 850,916	\$ 69,578	\$ 10,859,740
Appropriations of 2006 net income:					
Legal reserve	-	78,935	(78,935)	-	-
Cash dividends	-	-	(497,638)	-	(497,638)
Net income for 2007	-	-	720,987	-	720,987
Unrealized loss on available-for-sale financial assets	-	-	-	(22,864)	(22,864)
Proportional adjustments for investee companies' unrealized loss on available-for-sale financial assets	-	-	-	(64)	(64)
Balance at December 31, 2007	9,354,100	664,081	995,330	46,650	11,060,161
Appropriations of 2007 net income:					
Legal reserve	-	72,098	(72,098)	-	-
Cash dividends	-	-	(324,588)	-	(324,588)
Net income for 2008	-	-	607,269	-	607,269
Unrealized loss on available-for-sale financial assets	-	-	-	(17,521)	(17,521)
Proportional adjustments for investee companies' unrealized loss on available-for-sale financial assets	-	-	-	(28,601)	(28,601)
Balance at December 31, 2008	<u>\$ 9,354,100</u>	<u>\$ 736,179</u>	<u>\$ 1,205,913</u>	<u>\$ 528</u>	<u>\$ 11,296,720</u>

The accompanying notes are an integral part of these financial statements.
See PricewaterhouseCoopers' audit report dated March 30, 2009.

現金流量表

2008 年及 2007 年 1 月 1 日至 12 月 31 日
單位：新台幣仟元

	2008 年度		2007 年度 (審計處審定數)	
營業活動之現金流量				
本期淨利	\$	607,269	\$	720,987
調整項目				
提列備抵呆帳及損失		-		2,204
提存各項準備		5,341	(	201,906)
折舊、折耗及減損		484,633		451,116
攤銷		42,091		53,404
沖轉遞延負債	(	982)	(	618)
處理資產利益	(	24,340)	(	31,306)
其他	(	2,142)	(	23,938)
流動資產淨(增)減	(	170,916)		176,555
流動負債淨增(減)		69,610	(	215,619)
遞延所得稅資產淨(增)減	(	621)		44,469
營業活動之淨現金流入		<u>1,009,943</u>		<u>975,348</u>
投資活動之現金流量				
流動金融資產淨減		289,717		1,426,766
無形資產及其他資產淨增	(	6,349)	(	10,964)
減少固定資產及遞耗資產		421		-
其他投資活動之現金流入		540		382
增加基金及長期應收款	(	599,921)	(	376,682)
增加固定資產及遞耗資產	(	726,304)	(	1,044,098)
投資活動之淨現金流出	(	<u>1,041,896</u>	(	<u>4,596</u>
融資活動之現金流量				
其他負債淨增		63,448		46,917
發放現金股利	(	324,588)	(	497,646)
融資活動之淨現金流出	(	<u>261,140</u>	(	<u>450,729</u>
本期現金(減少)增加	(	293,093)		520,023
期初現金餘額		<u>1,386,284</u>		<u>866,261</u>
期末現金餘額	\$	<u>1,093,191</u>	\$	<u>1,386,284</u>
現金流量資訊之補充揭露				
本期支付利息	\$	<u>137</u>	\$	<u>106</u>
本期支付所得稅	\$	<u>90,210</u>	\$	<u>139,468</u>
部分影響現金流量之投資活動				
購置固定資產及遞耗資產	\$	729,404	\$	1,045,978
減：期末應付設備款		-		-
受贈資產	(	3,100)	(	1,880)
加：期初應付設備款		-		-
本期支付現金	\$	<u>726,304</u>	\$	<u>1,044,098</u>

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

(Expressed in thousands of New Taiwan dollars; the 2007 balances were examined by the Taipei Municipality Audit Division)

	2008	2007
Cash flows from operating activities:		
Net income	\$ 607,269	\$ 720,987
Adjustments to reconcile net income to net cash provided by operating activities:		
Provision for bad debts	-	2,204
Provision for reserve	5,341	(201,906)
Depreciation and depletion	484,633	451,116
Amortization	42,091	53,404
Reversal of deferred liabilities	(982)	(618)
Gain on disposal of fixed assets	(24,340)	(31,306)
Other	(2,142)	(23,938)
Net (increase) decrease in current assets	(170,916)	176,555
Net increase (decrease) in current liabilities	69,610	(215,619)
Net change in deferred income tax assets	(621)	44,469
Net cash provided by operating activities	<u>1,009,943</u>	<u>975,348</u>
Cash flows from investing activities:		
Net decrease in available-for-sale financial assets	289,717	1,426,766
Net increase in intangible assets and other assets	(6,349)	(10,964)
Decrease in fixed assets and deferred assets	421	-
Cash provided by other investing activities	540	382
Increase in funds and long-term receivables	(599,921)	(376,682)
Increase in fixed assets and deferred assets	(726,304)	(1,044,098)
Net cash used in investing activities	<u>(1,041,896)</u>	<u>(4,596)</u>
Cash flows from financing activities:		
Net increase in other liabilities	63,448	46,917
Payment of cash dividends	(324,588)	(497,646)
Net cash used in financing activities	<u>(261,140)</u>	<u>(450,729)</u>
Net (decrease) increase in cash	<u>(293,093)</u>	<u>520,023</u>
Cash at beginning of year	1,386,284	866,261
Cash at end of year	<u>\$ 1,093,191</u>	<u>\$ 1,386,284</u>
Supplemental disclosures of cash flow information:		
Cash paid during the year for:		
Interest	<u>\$ 137</u>	<u>\$ 106</u>
Income tax	<u>\$ 90,210</u>	<u>\$ 139,468</u>
Investing activities with partial cash payment		
Acquisition of fixed assets and deferred assets	\$ 729,404	\$ 1,045,978
Less: payables on fixed assets at end of year	-	-
donated assets	(3,100)	(1,880)
Add: payables on fixed assets at beginning of year	-	-
Cash paid	<u>\$ 726,304</u>	<u>\$ 1,044,098</u>

The accompanying notes are an integral part of these financial statements.
See PricewaterhouseCoopers' audit report dated March 30, 2009.

財務報表附註

2008年及2007年12月31日（2007年度之財務報表，係依審計部臺北市審計處審定數列示）
單位：新台幣仟元（除特別註明者外）

一、組織沿革

- （一）本公司於1994年7月27日核准設立，經歷次增減資後，截至2008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2001年3月至2010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2008年及2007年12月31日止，本公司員工人數分別為3,835及3,543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。

（二）外幣交易

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

（三）備供出售金融資產

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

TAIPEI RAPID TRANSIT CORPORATION NOTES TO FINANCIAL STATEMENTS

DECEMBER 31, 2008 AND 2007

(Expressed in thousands of New Taiwan dollars, except as otherwise indicated; the 2007 balances were examined by the Taipei Municipality Audit Division)

1. HISTORY AND ORGANIZATION

The Company was incorporated in the Republic of China ("ROC") as a company limited by shares on July 27, 1994. The Company's registered and issued capital at December 31, 2008 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, 2008 and 2007, the Company had 3,835 and 3,543 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 the 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.

2) Foreign currency transactions

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

3) Available-for-sale financial assets

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

(四) 持有至到期日金融資產

1. 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。

(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。

(九) 固定資產

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

(十) 無形資產

電腦軟體成本按預計使用年限平均攤銷。

(十一) 收入成本認列

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

4) Held-to-maturity financial assets

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

5) Accounts receivable

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

6) Allowance for doubtful accounts

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

7) Inventories

Inventories are stated 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.

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

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

9) Fixed assets

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

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

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

10) Intangible assets

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

11) Revenue, cost and expense recognition

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

（十二）退休金計劃及淨退休金成本

退休金辦法屬確定給付退休辦法者，係依據精算結果認列淨退休金成本，淨退休金成本包括當期服務成本、利息成本、基金資產之預期報酬及未認列過渡性淨給付義務與退休金損益之攤銷數。未認列過渡性淨給付義務按 22 年攤提。退休金辦法屬確定提撥退休辦法者，則依權責發生基礎將應提撥之退休基金數額認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. 1998 年度（含）以後未分配盈餘依所得稅法加徵 10% 之所得稅，列為股東會決議盈餘分配案年度之所得稅費用。
5. 依所得基本稅額條例計算之稅額超過一般所得額部份，列為當期所得稅費用。

（十四）會計估計

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

（十五）非金融資產減損

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

（十六）員工分紅及董監酬勞

自 2008 年 1 月 1 日起，本公司員工分紅及董監酬勞成本，依 2007 年 3 月 16 日財團法人中華民國會計研究發展基金會（2007）基秘字第 052 號函「員工分紅及董監酬勞會計處理」之規定，於具法律義務或推定義務且金額可合理估計時，認列為費用及負債。嗣後股東會決議實際配發金額與估列金額有重大差異時，則列為次年度之損益。

三、會計變動之理由及其影響員工分紅及董監酬勞

本公司自 2008 年 1 月 1 日起，採用新發佈之 2007 年 3 月 16 日財團法人中華民國會計研究發展基金會（2007）基秘字第 052 號函「員工分紅及董監酬勞會計處理」之規定，此項會計原則變動對本公司 2008 年度財務報表無影響。

12) Provision for pension and severance liabilities

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

13) Income tax

- (1) The Company adopted R.O.C. SFAS No. 22, "Accounting for Income Tax", whereby deferred tax assets and liabilities are recorded under the asset and liability method with respect to temporary differences, tax losses available to be carried forward and income tax credits. A valuation allowance is then provided for deferred tax assets to the extent that it is more likely than not that the tax benefits will not be realized. Deferred tax assets and liabilities are divided into current or non-current according to the classification of the related liability or asset or based on the expected length of time before it is recovered.
- (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% corporate income tax is levied on the unappropriated retained earnings from January 1, 1998. The income tax expense is recognized after the closing of the annual stockholders' meeting.
- (5) The Company adopted the "Income Basic Tax Act". If the amount of basic tax is more than the amount of regular income tax, the difference is recognized as additional income tax in the current year.

14) Use of estimates

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

15) Impairment of non-financial assets

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

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

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

Effective January 1, 2008, pursuant to EITF 96-052 of the Accounting Research and Development Foundation, R.O.C., dated March 16, 2007, "Accounting for Employees' Bonuses and Directors' and Supervisors' Remuneration", the costs of employees' bonuses and directors' and supervisors' remuneration are accounted for as expenses and liabilities, provided that such recognition is required under legal or constructive obligation and the amounts can be estimated reasonably. However, if the accrued amounts for employees' bonuses and directors' and supervisors' remuneration are significantly different from the actual distributed amounts resolved by the stockholders at their annual stockholders' meeting subsequently, the differences shall be recognized as gain or loss in the following year.

3. EFFECT OF CHANGE IN ACCOUNTING PRINCIPLE

Employees' bonuses and directors' and supervisors' remuneration

Effective January 1, 2008, the Company adopted EITF 96-052 of the Accounting Research and Development Foundation, R.O.C., dated March 16, 2007. The adoption of EITF 96-052 had no effect on the financial statements for the year ended December 31, 2008.

四、現金

	2008年12月31日		2007年12月31日	
零用金、活期及支票存款	\$	103,191	\$	216,284
定期存款		990,000		1,170,000
	\$	<u>1,093,191</u>	\$	<u>1,386,284</u>

五、備供出售金融資產－流動

	2008年12月31日		2007年12月31日	
受益憑證	\$	2,596,466	\$	2,309,080
上市櫃公司股票		46,717		46,717
		2,643,183		2,355,797
備供出售金融資產評價調整		10,177		27,698
	\$	<u>2,653,360</u>	\$	<u>2,383,495</u>

業主權益其他項目下之金融商品未實現損益 \$528，包含本公司認列備供出售金融資產評價 \$10,177 及依持股比例認列被投資公司備供出售金融資產未實現損失 \$9,649。

六、持有至到期日金融資產

	2008年12月31日		2007年12月31日	
流動項目：				
政府公債	\$	-	\$	50,686
公司債		240,144		500,275
		240,144		550,961
非流動項目：				
政府公債		1,668,162		1,307,878
公司債	\$	<u>1,908,306</u>	\$	<u>1,858,839</u>

七、存貨

	2008年12月31日		2007年12月31日	
物料及燃料	\$	1,748,423	\$	1,667,234
在途物料		3,948		6,874
商品存貨		4,065		3,585
減：備抵呆滯損失		1,756,436		1,677,693
	(	43,834)	(	39,530)
	\$	<u>1,712,602</u>	\$	<u>1,638,163</u>

八、採權益法之長期股權投資

被投資公司	2008年12月31日		2007年12月31日	
	帳列數	持股比例	帳列數	持股比例
悠遊卡(股)公司(原臺北智慧卡票證(股)公司)	\$ 116,204	28%	\$ 143,370	28%
捷邦管理顧問(股)公司	10,336	20%	10,646	20%
合計	<u>\$ 126,540</u>		<u>\$ 154,016</u>	

上述採權益法評價之被投資公司所認列之投資收益，係採用其他會計師查核簽證之財務報表評價而得，2008年及2007年度分別認列投資收益 \$1,665 及 \$26,613。

4. CASH

	December 31, 2008	December 31, 2007
Petty cash, checking accounts and demand deposits	\$ 103,191	\$ 216,284
Time deposits	990,000	1,170,000
	<u>\$ 1,093,191</u>	<u>\$ 1,386,284</u>

5. AVAILABLE-FOR-SALE FINANCIAL ASSETS-CURRENT

	December 31, 2008	December 31, 2007
Beneficiary certificates	\$ 2,596,466	\$ 2,309,080
Listed stocks	46,717	46,717
	2,643,183	2,355,797
Unrealized gain or loss on financial assets	10,177	27,698
	<u>\$ 2,653,360</u>	<u>\$ 2,383,495</u>

The unrealized gain or loss on financial assets of \$528 is comprised of the Company's unrealized loss on available-for-sale financial assets of \$10,177 and proportional adjustments for investee companies' unrealized loss on available-for-sale financial assets of \$9,649.

6. HELD-TO-MATURITY FINANCIAL ASSETS

	December 31, 2008	December 31, 2007
Current:		
Government bonds	\$ -	\$ 50,686
Corporate bonds	240,144	500,275
	<u>240,144</u>	<u>550,961</u>
Non-current:		
Corporate bonds	1,668,162	1,307,878
	<u>\$ 1,908,306</u>	<u>\$ 1,858,839</u>

7. INVENTORIES-NET

	December 31, 2008	December 31, 2007
Materials and fuel	\$ 1,748,423	\$ 1,667,234
Materials in transit	3,948	6,874
Merchandise	4,065	3,585
	1,756,436	1,677,693
Less: Allowance for inventory obsolescence	(43,834)	(39,530)
	<u>\$ 1,712,602</u>	<u>\$ 1,638,163</u>

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

Investments	December 31, 2008		December 31, 2007	
	Amount	percentage of Ownership	Amount	percentage of Ownership
EasyCard Corporation (formerly Taipei Smart Card Corporation)	\$ 116,204	28%	\$ 143,370	28%
Metro Taipei Consulting Service Ltd. (MTCS)	10,336	20%	10,646	20%
	<u>\$ 126,540</u>		<u>\$ 154,016</u>	

The investment income recognized based on the financial statements audited by other auditors for the years ended December 31, 2008 and 2007 was \$1,665 and \$26,613, respectively.

九、固定資產

資產名稱	2008年12月31日		
	原始成本	累計折舊	帳面價值
房屋及建築	\$ 36,484	(\$ 7,145)	\$ 29,339
機械設備	1,182,702	(773,682)	409,020
交通及運輸設備	4,446,385	(444,126)	4,002,259
什項設備	161,155	(92,092)	69,063
租賃權益改良	1,903,703	(844,190)	1,059,513
購建中固定資產	145,607	-	145,607
	<u>\$ 7,876,036</u>	<u>(\$ 2,161,235)</u>	<u>\$ 5,714,801</u>

資產名稱	2007年12月31日		
	原始成本	累計折舊	帳面價值
房屋及建築	\$ 36,484	(\$ 5,968)	\$ 30,516
機械設備	1,111,237	(673,064)	438,173
交通及運輸設備	4,071,165	(274,788)	3,796,377
什項設備	136,340	(77,996)	58,344
租賃權益改良	1,711,466	(697,288)	1,014,158
購建中固定資產	135,031	-	135,031
	<u>\$ 7,201,703</u>	<u>(\$ 1,729,104)</u>	<u>\$ 5,472,599</u>

2008年及2007年度之租賃權益改良，係本公司向臺北市政府承租臺北都會區大眾捷運系統，為改善營運流程所從事車站及維修場主體建築設施所作之改良。

十、無形資產

	2008年12月31日		2007年12月31日	
電腦軟體成本	\$	71,077	\$	103,518
遞延退休金成本		<u>43,269</u>		<u>109,717</u>
	<u>\$</u>	<u>114,346</u>	<u>\$</u>	<u>213,235</u>

本公司於2005年度起陸續採購電腦軟體建立ERP系統，按預計使用年限5年平均攤提。

十一、什項資產

	2008年12月31日		2007年12月31日	
催收款項—淨額	\$	-	\$	-
存出保證金		1,455		1,311
其他		<u>453</u>		<u>309</u>
	<u>\$</u>	<u>1,908</u>	<u>\$</u>	<u>1,620</u>

截至2008年及2007年12月31日止，催收款項皆為\$28,618，已全數提列備抵呆帳。

十二、遞延資產

	2008年12月31日		2007年12月31日	
其他遞延費用	\$	3,272	\$	6,543
遞延所得稅資產		<u>21,080</u>		<u>20,459</u>
	<u>\$</u>	<u>24,352</u>	<u>\$</u>	<u>27,002</u>

9. FIXED ASSETS-NET

1) Fixed assets

	December 31, 2008		
	Cost	Accumulated depreciation	Net book value
Buildings and improvements	\$ 36,484	(\$ 7,145)	\$ 29,339
Machinery and equipment	1,182,702	(773,682)	409,020
Transportation equipment	4,446,385	(444,126)	4,002,259
Miscellaneous equipment	161,155	(92,092)	69,063
Leasehold improvements	1,903,703	(844,190)	1,059,513
Construction in progress and prepayments for business facilities	<u>145,607</u>	<u>-</u>	<u>145,607</u>
	<u>\$ 7,876,036</u>	<u>(\$ 2,161,235)</u>	<u>\$ 5,714,801</u>

	December 31, 2007		
	Cost	Accumulated depreciation	Net book value
Buildings and improvements	\$ 36,484	(\$ 5,968)	\$ 30,516
Machinery and equipment	1,111,237	(673,064)	438,173
Transportation equipment	4,071,165	(274,788)	3,796,377
Miscellaneous equipment	136,340	(77,996)	58,344
Leasehold improvements	1,711,466	(697,288)	1,014,158
Construction in progress and prepayments for business facilities	<u>135,031</u>	<u>-</u>	<u>135,031</u>
	<u>\$ 7,201,703</u>	<u>(\$ 1,729,104)</u>	<u>\$ 5,472,599</u>

2) In 2008 and 2007, the leasehold improvements pertain to MRT stations and the related construction of Taipei Metropolitan Rapid Transit Systems (TMRTS) leased from the Taipei City Government.

10. INTANGIBLE ASSETS

	December 31, 2008	December 31, 2007
Computer software cost	\$ 71,077	\$ 103,518
Deferred pension cost	<u>43,269</u>	<u>109,717</u>
	<u>\$ 114,346</u>	<u>\$ 213,235</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, 2008	December 31, 2007
Call receivables-net	\$ -	\$ -
Deposits	1,455	1,311
Others	<u>453</u>	<u>309</u>
	<u>\$ 1,908</u>	<u>\$ 1,620</u>

As of December 31, 2008 and 2007, Call receivables in the amount of \$28,618 was fully provided with allowance.

12. DEFERRED ASSETS

	December 31, 2008	December 31, 2007
Other deferred expense	\$ 3,272	\$ 6,543
Deferred income tax assets	<u>21,080</u>	<u>20,459</u>
	<u>\$ 24,352</u>	<u>\$ 27,002</u>

十三、應付費用

	2008年12月31日		2009年12月31日	
應付薪資及獎金	\$	709,005	\$	671,264
應付重置租金		38,277		37,643
應付雙向轉乘優惠費用		91,228		87,672
應付水電費		95,868		71,289
應付其他費用		292,740		304,464
	\$	<u>1,227,118</u>	\$	<u>1,172,332</u>

十四、退休金計劃

(一) 本公司依據「勞動基準法」之規定，訂有確定給付之退休辦法，適用於2005年7月1日實施「勞工退休金條例」前所有正式員工之服務年資，以及於實施「勞工退休金條例」後選擇繼續適用勞動基準法員工之後續服務年資。員工符合退休條件者，退休金之支付係根據服務年資及退休前6個月之平均薪資計算，15年以內(含)之服務年資每滿一年給予兩個基數，超過15年之服務年資每滿一年給予一個基數，惟累積最高以45個基數為限。本公司2008及2007年度分別按月就薪資總額11.8%及11.38%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臺灣銀行。

本公司依精算報告認列之相關資訊如下：

(1) 本公司以2008年及2007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	
	2008年12月31日	2007年12月31日
折現率	2.75%	3.50%
退休基金預期報酬率	1.50%	2.50%
薪資調整率	2.24%	2.29%

(2) 退休基金提撥狀況表如下：

	2008年12月31日	2007年12月31日
給付義務：		
既得給付義務	(\$ 115,073)	(\$ 98,563)
非既得給付義務	(1,419,022)	(1,298,134)
累積給付義務	(1,534,095)	(1,396,697)
未來薪資增加之影響數	(798,489)	(648,961)
預計給付義務	(2,332,584)	(2,045,658)
退休基金資產公平價值	1,482,921	1,279,998
提撥狀況	(849,663)	(765,660)
未認列過渡性淨給付義務	223,977	234,158
未認列退休金損失	608,016	514,387
未認列前期服務成本	9,650	10,133
補列之應計退休金負債	(43,269)	(109,717)
應計退休金負債	(\$ 51,289)	(\$ 116,699)
既得給付	(\$ 135,927)	(\$ 117,301)

13. ACCRUED EXPENSES

	December 31, 2008		December 31, 2007	
Accrued salary and bonus	\$	709,005	\$	671,264
Accrued rental expense		38,277		37,643
Accrued double-way fare discount for transferring passenger between Metro and bus		91,228		87,672
Accrued utilities expenses		95,868		71,289
Other accrued expenses		292,740		304,464
	\$	<u>1,227,118</u>	\$	<u>1,172,332</u>

14. RETIREMENT PLAN

- 1) The Company has a non-contributory and funded defined benefit pension plan in accordance with the Labor Standards Law, covering all regular employees. Under the defined benefit plan, two units are accrued for each year of service for the first 15 years and one unit for each additional year thereafter, subject to a maximum of 45 units. Pension benefits are based on the number of units accrued and the average monthly salaries and wages of the last 6 months prior to retirement. The Company contributes monthly an amount equal to 11.8% and 11.38% in 2008 and 2007, respectively of the employees' monthly salaries and wages to the retirement fund deposited with Bank of Taiwan, the trustee.
- 2) The related actuarial assumptions used to calculate the net periodic pension cost and pension obligation on the measurement dates as of December 31, 2008 and 2007 are as follows:

	December 31, 2008	December 31, 2007
Discount rate	2.75%	3.50%
Expected rate of return on plan assets	1.50%	2.50%
Future salary increase rate	2.24%	2.29%

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

	December 31, 2008	December 31, 2008
Benefit obligations:		
Vested benefit obligation	(\$ 115,073)	(\$ 98,563)
Non-vested benefit obligation	(1,419,022)	(1,298,134)
Accumulated benefit obligation	(1,534,095)	(1,396,697)
Additional benefits based on future salaries	(798,489)	(648,961)
Projected benefit obligation	(2,332,584)	(2,045,658)
Plan assets at fair value	<u>1,482,921</u>	<u>1,279,998</u>
Funded status	(849,663)	(765,660)
Unrecognized net transition obligation	223,977	234,158
Unrecognized loss on pension plan	608,016	514,387
Unrecognized prior service cost	9,650	10,133
Additional liability	(43,269)	(109,717)
Reserve for pension	<u>(\$ 51,289)</u>	<u>(\$ 116,699)</u>
Vested benefit	<u>(\$ 135,927)</u>	<u>(\$ 117,301)</u>

(3) 2008 年及 2007 年度淨退休金成本組成如下：

	2008 年度		2007 年度	
服務成本	\$	139,252	\$	130,691
利息成本		71,438		62,819
基金資產之預期報酬	(	34,318)	(	24,209)
未認列過渡性淨給付義務攤銷		10,181		10,181
前期服務成本攤銷數		482		482
退休金損(益)攤銷數		14,753		13,505
當期淨退休金成本	\$	<u>201,788</u>	\$	<u>193,469</u>

(二) 自 2005 年 7 月 1 日起，本公司依據「勞工退休金條例」，訂有確定提撥之退休辦法，適用於本國籍之員工。本公司就員工選擇適用「勞工退休金條例」所定之勞工退休金制度部分，每月按不低於薪資之 6% 提繳勞工退休金至勞保局員工個人帳戶，員工退休金之支付依員工個人之退休金專戶及累積收益之金額採月退休金或一次退休金方式領取。2008 及 2007 年度，本公司依上開退休金辦法認列之退休金成本分別為 \$34,182 及 \$27,627。

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 2008 及 2007 年度經股東會決議，分別發放股東現金股利每股 0.347 元及每股 0.532 元。
- (四) 自 1998 年度起，本公司當年度之盈餘如未作分配或分配後尚有餘額者，應就該未分配盈餘加徵 10% 營業事業所得稅，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 2008 年及 2007 年 12 月 31 日有關未分配盈餘及股東可扣抵稅額資訊如下：

	2008 年 12 月 31 日		2007 年 12 月 31 日	
1998 年及以後年度未分配盈餘				
A. 已加徵 10% 營業事業所得稅	\$	598,644	\$	274,343
B. 未加徵 10% 營業事業所得稅		607,269		720,987
	\$	<u>1,205,913</u>	\$	<u>995,330</u>
股東可扣抵稅額帳戶餘額	\$	<u>110,515</u>	\$	<u>88,121</u>

	2008 年度 (預計)	2007 年度 (實際)
盈餘分配之稅額扣抵比率	<u>16.86% (註)</u>	<u>17.22%</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 2008 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 2008 年 12 月 31 日股東可扣抵稅額帳戶餘額加計應納當年度營業事業所得稅後計算之預計稅額扣抵比率。

4) Net periodic pension costs for the years ended December 31, 2008 and 2007 were as follows:

	For the years ended December 31, 2008		For the years ended December 31, 2007	
Service cost	\$	139,252	\$	130,691
Interest cost		71,438		62,819
Expected return on plan assets	(	34,318)	(	24,209)
Amortization of unrecognized net transition obligation		10,181		10,181
Amortization of prior service cost		482		482
Amortization of loss on plan assets		14,753		13,505
Net pension cost	\$	<u>201,788</u>	\$	<u>193,469</u>

5) Effective July 1, 2005, the Company established a defined contribution pension plan (the "New Plan") under the Labor Pension Act. Participants under the old plan have the option to be covered under the New Plan. Under the New Plan, the Company contributes monthly an amount based on 6% of the employees' monthly salaries and wages to the employees' individual pension accounts at the Bureau of Labor Insurance. The benefits accrued are portable upon termination of employment. The net pension cost recognized under the defined contribution plan for the years ended December 31, 2008 and 2007 amounted to \$34,182 and \$27,627, respectively.

15. RETAINED EARNINGS

Under the Company's Articles of Incorporation, the current year's earnings after paying all taxes, offsetting prior years' operating losses and setting aside 10% 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.

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

As approved at the stockholders' meeting held in 2008 and 2007, the Company issued \$0.347 and \$0.532 cash dividends per share, respectively.

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

As of December 31, 2008 and 2007, the Company's undistributed earnings and imputation tax credit account balance were as follows:

	December 31, 2008		December 31, 2007	
Undistributed earnings				
-had been assessed with a 10% income tax	\$	598,644	\$	274,343
-had not been assessed with a 10% income tax		607,269		720,987
	\$	<u>1,205,913</u>	\$	<u>995,330</u>
Imputation tax credit	\$	<u>110,515</u>	\$	<u>88,121</u>
Creditable tax ratio		<u>16.86%(Note)</u> (Estimated)		<u>17.22%</u> (Actual)

The actual creditable tax ratio should be calculated based on the imputation tax credit account balance on dividend distribution date. As a result, the tax credit stockholders can claim when they received the 2008 earnings distribution should be recorded according to the Income Tax Law until the dividend distribution date.

Note: This estimated creditable tax ratio was calculated based on the balance of imputation tax credit account and income tax payable as of December 31, 2008.

十六、所得稅

(一) 所得稅費用及應付所得稅：

	2008 年度		2007 年度	
稅前純益按法定稅率計算之所得稅	\$	176,882	\$	214,126
永久性差異之所得稅影響數	(	9,666)	(	11,277)
以前年度低估數		-		49
投資抵減所得稅影響數	(	100,134)	(	89,829)
分離課稅款		786		1,210
未分配盈餘加徵 10%		32,430		21,277
所得稅費用		100,298		135,556
遞延所得稅資產淨變動數		621	(	44,469)
以前年度低估數		-	(	49)
預付稅款	(	7,284)	(	7,689)
分離課稅款	(	786)	(	1,210)
應付所得稅	\$	<u>92,849</u>	\$	<u>82,139</u>

(二) 遞延所得稅資產：

	2008 年 12 月 31 日		2007 年 12 月 31 日	
遞延所得稅資產—非流動—淨額	\$	<u>21,080</u>	\$	<u>20,459</u>

(三) 遞延所得稅資產之明細如下：

	2008 年 12 月 31 日		2007 年 12 月 31 日	
	金額	所得稅影響數	金額	所得稅影響數
備抵呆帳	\$ 27,560	\$ 6,890	\$ 27,762	\$ 6,941
存貨備抵損失	43,834	10,958	39,530	9,882
投資損失	12,931	3,232	14,596	3,649
退休金負債	-	-	2	1
其他	(2)	-	(54)	(14)
	\$ <u>84,323</u>	\$ <u>21,080</u>	\$ <u>81,836</u>	\$ <u>20,459</u>

(四) 本公司營利事業所得稅業經稅捐稽徵機關核定至 2006 年度。

十七、用人、折舊及攤銷費用

	2008 年度		
	營業成本	營業費用	合計
用人費用			
薪資費用	\$ 2,180,493	\$ 563,028	\$ 2,743,521
勞健保費用	146,500	35,578	182,078
退休金費用	187,349	48,668	236,017
其他用人費用	97,627	46,803	144,430
折舊費用	418,307	66,326	484,633
攤銷費用	7	41,768	41,775
	\$ <u>3,030,283</u>	\$ <u>802,171</u>	\$ <u>3,832,454</u>

16. INCOME TAX

1) Income tax expense and income tax payable are as follows:

	December 31, 2008		December 31, 2007	
Income before income tax at statutory tax rate	\$	176,882	\$	214,126
Tax effect of permanent differences	(	9,666)	(	11,277)
Under provision of prior year's income tax		-		49
Tax effect of investment tax credits	(	100,134)	(	89,829)
Income tax on separately taxed income		786		1,210
10% income tax on prior year's undistributed earnings		32,430		21,277
Income tax expense		100,298		135,556
Net changes of deferred income tax assets		621	(	44,469)
Under provision of prior year's income tax		-	(	49)
Prepaid and withholding of income tax	(	7,284)	(	7,689)
Income tax on separately taxed income	(	786)	(	1,210)
Income tax payable	\$	<u>92,849</u>	\$	<u>82,139</u>

2) Deferred tax assets are as follows:

	December 31, 2008		December 31, 2007	
Deferred income tax assets-non-current-net	\$	<u>21,080</u>	\$	<u>20,459</u>

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

	December 31, 2008		December 31, 2007	
	Amount	Tax Effect	Amount	Tax Effect
Allowance for doubtful accounts	\$ 27,560	\$ 6,890	\$ 27,762	\$ 6,941
Provision for inventory obsolescence	43,834	10,958	39,530	9,882
Unrealized investment loss	12,931	3,232	14,596	3,649
Pension liability	-	-	2	1
Others	(2)	-	(54)	(14)
	\$ <u>84,323</u>	\$ <u>21,080</u>	\$ <u>81,836</u>	\$ <u>20,459</u>

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

17. PERSONNEL, DEPRECIATION AND AMORTIZATION EXPENSES

	2008		
	Operating costs	Operating expenses	Total
Personnel expenses			
Salaries	\$ 2,180,493	\$ 563,028	\$ 2,743,521
Labor and health insurances	146,500	35,578	182,078
Pension and retirement	187,349	48,668	236,017
Others	97,627	46,803	144,430
Depreciation	418,307	66,326	484,633
Amortization	7	41,768	41,775
	\$ <u>3,030,283</u>	\$ <u>802,171</u>	\$ <u>3,832,454</u>

	2007 年度		
	營業成本	營業費用	合計
用人費用			
薪資費用	\$ 2,064,561	\$ 544,632	\$ 2,609,193
勞健保費用	140,560	31,355	171,915
退休金費用	175,407	47,655	223,062
其他用人費用	91,738	48,606	140,344
折舊費用	374,845	76,271	451,116
攤銷費用	4	44,153	44,157
	<u>\$ 2,847,115</u>	<u>\$ 792,672</u>	<u>\$ 3,639,787</u>

十八、關係人交易

(一) 關係人之名稱及關係

關係人名稱	與本公司之關係
臺北市府	本公司持股 73.75% 之主要股東
悠遊卡股份有限公司 (原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	臺北市府之轉投資事業

(二) 與關係人間之重大交易事項

1. 財產租賃

本公司於 2001 年 10 月與臺北市府簽訂臺北都會區大眾捷運系統財產租賃契約，契約期間自 2001 年 3 月至 2010 年 12 月止。第一期自 2001 年 3 月至 2001 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。2008 及 2007 年度之租金支出為 \$2,448,905 及 \$2,434,976 (表列輸儲成本及其他營業成本)，2008 年及 2007 年 12 月 31 日應付租金為 \$38,277 及 \$37,643，業分別於 2009 年 1 月及 2008 年 1 月支付。

2. 臺北 IC 卡票證整合業務委託契約

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

(1) 其他營業收入

	2008 年度		2007 年度	
	金額	佔營業收入 %	金額	佔營業收入 %
代售悠遊卡佣金收入	\$ 46,759	-	\$ 39,579	-
加值機場地租金收入	1,728	-	1,646	-
	<u>\$ 48,487</u>	<u>-</u>	<u>\$ 41,225</u>	<u>-</u>

(2) 業務費用

	2008 年度		2007 年度	
	金額	佔營業成本 %	金額	佔營業成本 %
手續費—悠遊卡清算				
手續費	\$ 163,607	1.97	\$ 150,403	1.94

	2007		
	Operating costs	Operating expenses	Total
Personnel expenses			
Salaries	\$ 2,064,561	\$ 544,632	\$ 2,609,193
Labor and health insurances	140,560	31,355	171,915
Pension and retirement	175,407	47,655	223,062
Others	91,738	48,606	140,344
Depreciation	374,845	76,271	451,116
Amortization	4	44,153	44,157
	<u>\$ 2,847,115</u>	<u>\$ 792,672</u>	<u>\$ 3,639,787</u>

18. RELATED PARTY TRANSACTIONS

1) Names and relationship of major related parties

Name of Related Party	Relationship
Taipei City Government (TCG)	Majority stockholder
EasyCard Corporation (formerly Taipei Smart Card Corporation)	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 and balances 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 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 of each year, payable in June and December. In 2008 and 2007, the rental expense was \$2,448,905 and \$2,434,976, respectively, which were recorded as "Transportation cost" and "Other operating costs". As of December 31, 2008 and 2007, the rental expense payable was \$38,277 and \$37,643, which were paid in January 2009 and 2008, 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 EasyCard Corp. for the manufacture and issuance of tickets, data processing, and cash disbursements. The major transactions under the Agreement are as follows:

(1) Other operating revenue:

	2008		2007	
	Amount	% of operating income	Amount	% of operating income
Commissions from sales of Easy Cards	\$ 46,759	-	\$ 39,579	-
Rental revenue for lease of site for ticketing machine	1,728	-	1,646	-
	<u>\$ 48,487</u>	<u>-</u>	<u>\$ 41,225</u>	<u>-</u>

(2) Operating expense

	2008		2007	
	Amount	% of operating income	Amount	% of operating income
Operating outlay:				
Handling charges for Easy Cards	<u>\$ 163,607</u>	<u>1.97</u>	<u>\$ 150,403</u>	<u>1.94</u>

(3) 預收款項

依上述合約約定，悠遊卡股份有限公司應按其每月月底預收悠遊卡加值款餘額一定比例暫存本公司。截至 2008 年及 2007 年 12 月 31 日，本公司預收之款項為 \$241,226 及 \$222,184，表列預收款項。另 2007 年 11 月本公司與悠遊卡股份有限公司完成臺北 IC 卡票證整合業務委託契約續約（至 2010 年 12 月），悠遊卡股份有限公司支付本公司悠遊聯名卡交通權利金 \$179,080（含營業稅）。2008 年及 2007 年 12 月 31 日，預收款項分別為 \$110,629 及 \$165,943，表列預收款項；2008 及 2007 年度，權利金收入分別為 \$55,314 及 \$4,610，表列其他業外收入。

(4) 本公司因上述交易產生之各項資產負債餘額如下：

	2008 年 12 月 31 日		2007 年 12 月 31 日	
	金額	佔各科目 %	金額	佔各科目 %
應收帳款	\$ 20,071	25.99	\$ 17,646	30.99
預收款項	\$ 351,855	78.92	\$ 388,127	83.93

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。

3. 捷運與公車雙向轉乘優惠費用

本公司 2008 及 2007 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 \$88,019 及 \$79,397；2008 年及 2007 年 12 月 31 日尚未支付之款項餘額（表列應付費用）分別為 \$14,377 及 \$14,347。

4. 應收款項 / 其他應收款 / 應付代收款

截至 2008 年及 2007 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：

	2008 年 12 月 31 日	2007 年 12 月 31 日
老殘票等應收款項	\$ 17,128	\$ 12,424
設備工程應付代收款	\$ 141,230	\$ 87,125
設備工程其他應收款	\$ 38,406	\$ 15,063
暫收款項	\$ 107	\$ 11,877

5. 臺北市貓空纜車系統委託經營管理契約

本公司於 2006 年 12 月為配合臺北市府提昇貓空地區休閒遊憩品質、改善地區交通及確保纜車系統服務品質，依臺北市空中纜車系統營運管理辦法與相關法令之規定，受臺北市府委託經營貓空纜車系統，並於 2007 年 7 月 4 日正式營運。依契約規定，本公司每年於會計年度結束後六個月內，檢附財務收支損益狀況，送臺北市府審核。若有盈餘，則於彌補前一年虧損後，倘仍有盈餘，應先提撥前述稅後剩餘之百分之二十，作為本公司相關人員提升經營效能之激勵，其餘應全額給付臺北市府；若有虧損，應由臺北市府全額補貼本公司。2008 年 9 月間連續遭到辛樂克及薔蜜颱風衝擊，造成邊坡沖刷狀況，纜車系統自 10 月 1 日下午起暫停營運；經臺北市府地質調查及規劃，確定 T1-16 塔柱將遷移至附近地質較佳位置，截至 2008 年 12 月 31 日止纜車系統仍暫停營運。2008 及 2007 年度本公司受託經營貓空纜車之營運結果如下：

	2008 年	2007 年
貓空纜車營業收入	\$ 158,675	\$ 97,764
貓空纜車營業成本	(180,506)	(97,635)
結餘(虧損)	(\$ 21,831)	\$ 129

(3) Unearned revenue

In accordance with the Agreement, EasyCard Corp. deposits a certain percentage of advance receipts of Easy Cards with the Company. As of December 31, 2008 and 2007, the advance receipts were \$241,226 and \$222,184, respectively, listed under the unearned revenue account. In November 2007, the Company has extended the Agreement with EasyCard Corp. to December 2010, and EasyCard Corp. paid royalty fee of Easy Cards amounting to \$179,080 (including business tax) to the Company. As of December 31, 2008 and 2007, the advance receipts were \$110,629 and \$165,943, respectively, listed under the unearned revenue account. In 2008 and 2007, the royalty revenue was \$55,314 and \$4,610, respectively, which was recorded as "Other non-operating income".

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

	December 31, 2008		December 31, 2007	
	Amount	% of operating income	Amount	% of operating income
Accounts receivable	\$ 20,071	25.99	\$ 17,646	30.99
Unearned revenue	\$ 351,855	78.92	\$ 388,127	83.93

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

C. Fare discount expense for passenger using MRT and public busesThe Company incurred promotion expenses (charged to "Selling expenses") to MTC for fare discount to passengers using MRT and public buses in the amount of \$88,019 and \$79,397 in 2008 and 2007, respectively. As of December 31, 2008 and 2007, the unpaid expenses (recorded as "Accrued expenses") were \$14,377 and \$14,347, respectively.

D. Receivables/other receivables/receipts on hand

As of December 31, 2008 and 2007, the Company was engaged to handle certain business activities for 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, 2008	December 31, 2007
Receivables for senior citizens and handicapped tickets	\$ 17,128	\$ 12,424
Advance receipts for construction of facilities	\$ 141,230	\$ 87,125
Other receivables for construction of facilities	\$ 38,406	\$ 15,063
Temporary credit (recorded as "Other payables")	\$ 107	\$ 11,877

E. Maokong Gondola Mandatory Management Contract

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

In accordance with the contract, the Company should provide TCG with the financial statements for Maokong Gondola operations within six months after the end of a fiscal year. The current year's earnings, if any, shall first be offset against prior year's operating losses and then 20% of the remaining amount shall be set aside as the Company's performance bonus for management efficiency. The remaining amount shall be returned to TCG. Losses, if any, shall be reimbursed to the Company by the TCG. The Maokong Gondola had been suspended from noon of October 1, 2008 due to the scouring out of hillside being attacked by the Typhoon Sinlaku and Jangmi continually. The investigation and geological prospecting had taken by TCG, and TCG will move the base of "T1-16" pillar to the better geological location nearby. As of December 31, 2008, the Maokong Gondola System is still suspended. In 2008 and 2007, the operating results are as follows:

	2008	2007
Operating revenues of Makong Gondola	\$ 158,675	\$ 97,764
Operating costs of Maokong Gondola	(180,506)	(97,635)
Gross (loss) profit	(\$ 21,831)	\$ 129

6. 臺北小巨蛋委託經營管理契約

本公司於 2008 年 9 月 1 日為配合臺北市政府管理臺北小巨蛋，受臺北市政府委託經營臺北小巨蛋。依契約規定，本公司每年於會計年度結束後六個月內，檢附財務收支損益狀況，送臺北市政府審核。若有盈餘，則於彌補前一年虧損後，倘仍有盈餘，應先提撥前述稅後剩餘之百分之二十，作為本公司相關人員提升經營效能之激勵，其餘應全額給付臺北市政府；若有虧損，應由臺北市政府全額補貼本公司。2008 年度本公司受託經營臺北小巨蛋之營運結果如下：

	2008 年	
臺北小巨蛋營業總收入	\$	84,589
臺北小巨蛋營業總支出	(	72,451)
結餘	\$	12,138

十九、重大承諾事項及或有事項

(一) 截至 2008 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 \$694。

(二) 本公司以營業租賃方式承租交易請詳附註十八 (二) 1。

二十、財務報表表達

(一) 金融商品之公平價值

	2008 年 12 月 31 日		
	帳面價值	公開報價決定之金額	評價方法估計金額
非衍生性金融商品			
資產			
公平價值與帳面價值相等之金融資產	\$ 1,285,875	\$ -	\$ 1,285,875
備供出售金融商品	2,653,360	2,653,360	-
持有至到期日之金融資產	1,908,306	-	1,908,306
負債			
公平價值與帳面價值相等之金融負債	1,591,327	-	1,591,327

	2007 年 12 月 31 日		
	帳面價值	公開報價決定之金額	評價方法估計金額
非衍生性金融商品			
資產			
公平價值與帳面價值相等之金融資產	\$ 1,509,060	\$ -	\$ 1,509,060
備供出售金融商品	2,383,495	2,383,495	-
持有至到期日之金融資產	1,858,839	-	1,858,839
負債			
公平價值與帳面價值相等之金融負債	1,505,122	-	1,505,122

本公司估計金融商品公平價值所使用之方法及假設如下：

1. 短期金融商品因折現值影響不大，故以帳面價值估計其公平價值。此方法應用於現金、應收款項、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。

F. Taipei Arena Mandatory Management Contact

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

In accordance with the contract, the Company should provide TCG with the financial statements for Taipei Arena operations within six months after the end of a fiscal year. The current year's earnings, if any, shall first be offset against prior year's operating losses and then 20% of the remaining amount shall be set aside as the Company's performance bonus for management efficiency. The remaining amount shall be returned to TCG. Losses, if any, shall be reimbursed to the Company by the TCG. In 2008, the operating results are as follows:

	2008
Operating revenues of Taipei Arena	\$ 84,589
Operating costs of Taipei Arena	(72,451)
Gross profit	\$ 12,138

19. COMMITMENTS AND CONTINGENCIES

1) As of December 31, 2008, the unused balance of the Company's letters of credit for the purchase of raw materials and fixed assets was \$694.

2) For operating lease agreements, please refer to Note 18.2) .A.

20. FINANCIAL STATEMENT PRESENTATION

1) Fair value of the financial instruments

	December 31, 2008		
	Book value	Fair value	
		Quotations in an active market	Estimated using a valuation technique
Non-derivative financial instruments			
Assets			
Financial assets with fair values equal to book values	\$ 1,285,875	\$ -	\$ 1,285,875
Available-for-sale financial assets	2,653,360	2,653,360	-
Held-to-maturity financial assets	1,908,306	-	1,908,306
Liabilities			
Financial liabilities with fair values equal to book values	1,591,327	-	1,591,327

	December 31, 2007		
	Book value	Fair value	
		Quotations in an active market	Estimated using a valuation technique
Non-derivative financial instruments			
Assets			
Financial assets with fair values equal to book values	\$ 1,509,060	\$ -	\$ 1,509,060
Available-for-sale financial assets	2,383,495	2,383,495	-
Held-to-maturity financial assets	1,858,839	-	1,858,839
Liabilities			
Financial liabilities with fair values equal to book values	1,505,122	-	1,505,122

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. 備供出售金融資產如有活絡市場公開報價時，則以此市場價格為公平價值。若無市場價格可供參考時，則採用評價方法估計。
3. 持有至到期日金融資產如有活絡市場公開報價時，則以此市場價格為公平價值。若無市場價格可供參考時，則以約定買回價格為公平價值。

(二) 財務風險控制及避險策略 (含財務避險)

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

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

為了達成風險管理之目標，本公司採取之控管策略如下：

信用風險

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

(三) 重大財務風險資訊

1. 市場風險

(1) 匯率風險

本公司主要之營運收入及成本以新台幣計價，無匯率風險。

(2) 利率風險

本公司從事之債券投資，均為固定利率，其目的為利率變動時可獲取利息收入為主，故持有期間無現金流量風險，但有公平價值變動風險，本公司 2008 年 12 月 31 日持有固定利率之債券投資計 \$1,908,306。

(3) 價格風險

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

2. 信用風險

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

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

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

3. 流動性風險

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

4. 利率變動之現金流量風險

本公司無具有利率變動之交易，無利率變動之現金流量風險。

2. Available-for-sale financial assets are regarded as quoted in an active market if quoted prices are readily and regularly available from an exchange, dealer, broker, industry group, pricing service or regulatory agency, and those prices represent actual and regularly occurring market transactions on an arm's length basis. If the market for a financial instrument is not active, an entity establishes fair value using a valuation technique.
3. Held-to-maturity financial assets are regarded as quoted in an active market if quoted prices are readily and regularly available from an exchange, dealer, broker, industry group, pricing service or regulatory agency, and those prices represent actual and regularly occurring market transactions on an arm's length basis. If the market for a financial instrument is not active, an entity establishes fair value using a valuation technique.

2) Procedure of financial risk control and hedge

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

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

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

Credit risk

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

3) Information of material financial risk

A. Market risk

- (1) Foreign exchange risk

Major revenues and costs of the Company are conducted in New Taiwan dollars, thus there is not foreign exchange risk.

- (2) Interest risk

The Company invests in fixed interest rate bonds. The objective is to earn the interest revenue when the rate changes. Therefore, there is no cash flow risk in the holding period, but there is a fair value risk. The Company's held-to-maturity financial assets as of December 31, 2008 amounted \$1,908,306.

- (3) Price risk

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

B. Credit risk

- (1) The Company has lower significant concentrations of credit risk, due to investment in government bonds. The maximum loss to the Company is the total book value.
- (2) The Company has lower significant concentrations of credit risk due to investment in company and financial bonds, whose credit ratings are good. The maximum loss to the Company is the total amount of all book value.
- (3) The Company has lower significant concentrations of credit risk. Transactions are conducted only with counterparties with good credit conditions. The maximum loss to the Company is the total amount of the book value of receivables.

C. Liquidity risk

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

D. Interest-bearing cash flow risk

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

(四) 財務報表之審定調整及重編

1. 本公司 2007 年度之決算，業於 2008 年 7 月 24 日經審計部臺北市審計處（以下簡稱審計處）審定完竣，並依指示將應予調整事項追補入帳，有關重編財務報表之明細如下：

	會計師查核數	調整金額	審計處審定數	說明
資產負債表				
資產				
流動資產	\$ 6,257,855	\$ -	\$ 6,257,855	
基金長期投資及應收款	1,461,822	12	1,461,894	
固定資產	5,809,027	(336,428)	5,472,599	1
無形資產	213,235	-	213,235	
其他資產	28,622	-	28,622	
資產總計	<u>\$ 13,770,621</u>	<u>(\$ 336,416)</u>	<u>\$ 13,434,205</u>	
負債				
流動負債	\$ 2,259,101	(\$ 291,565)	\$ 1,967,536	1 及 2
長期負債	116,699	-	116,699	
其他負債	289,809	-	289,809	
負債合計	<u>2,665,609</u>	<u>(291,565)</u>	<u>2,374,044</u>	
股東權益	<u>11,105,012</u>	<u>(44,851)</u>	<u>11,060,161</u>	2
負債及股東權益總計	<u>\$ 13,770,621</u>	<u>(\$ 336,416)</u>	<u>\$ 13,434,205</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	\$ 10,393,459	\$ -	\$ 10,393,459	
營業成本	(7,735,352)	801	(7,734,551)	
營業毛利	2,658,107	801	2,658,908	
營業費用	(2,071,976)	(810)	(2,072,777)	
營業淨利	586,131	-	586,131	
營業外收入及利益	335,580	52,241	283,339	2
營業外費用及損失	(12,927)	-	(12,927)	
稅前純益	908,784	(52,241)	856,543	
所得稅費用	(142,946)	7,390	(135,556)	3
本期純益	<u>\$ 765,838</u>	<u>(\$ 44,851)</u>	<u>\$ 720,987</u>	

若調整金額未達 \$1,000，則未加以說明。

2. 調整金額說明：

- (1) 審計處將「交通及運輸設備」中經費需求預算編列於 2008 年度且尚未達估驗計價程度之設備，同時修正減列「交通及運輸設備」及「其他應付款」\$336,428。
- (2) 審計處依據臺北 IC 卡票證整合業務委託契約內容，認定應自契約（續約後）存續期間內（2007/12/4～2010/12/31）完全履行約定事項，始能賺得該項收入，故調整「預收收入」及「什項收入」\$52,241。
- (3) 經上列 1～2 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 \$52,241，故相對調整「應付稅款」\$7,378、「所得稅費用」\$7,390 及「基金、長期投資及應收款」\$12。

4) Financial statement presentation

The accounts for the year ended December 31, 2007 were examined by TMAD of the Ministry of Audit on July 24, 2008. Certain accounts in the 2007 financial statements were restated to conform with the adjustments made by TMAD.

	Balance per audited financial statements	Adjustments	Balance per examination by TMAD	Note
Balance Sheets				
Assets				
Current assets	\$ 6,257,855	\$ -	\$ 6,257,855	
Fund, investments and long-term receivables	1,461,822	12	1,461,894	
Fixed assets	5,809,027	(336,428)	5,472,599	a
Intangible assets	213,235	-	213,235	
Other assets	28,622	-	28,622	
Total assets	\$ 13,770,621	(\$ 336,416)	\$ 13,434,205	
Liabilities				
Current liabilities	\$ 2,259,101	(\$ 291,565)	\$ 1,967,536	a, b
Long-term liabilities	116,699	-	116,699	
Other liabilities	289,809	-	289,809	
Total liabilities	2,665,609	(291,565)	2,374,044	
Stockholders' equity	11,105,012	(44,851)	11,060,161	b
Total liabilities and stockholders' equity	\$ 13,770,621	(\$ 336,416)	\$ 13,434,205	

	Balance per audited financial statements	Adjustments	Balance per examination by TMAD	Note
Statements of Income				
Operating revenue	\$ 10,393,459	\$ -	\$ 10,393,459	
Operating cost	(7,735,352)	801	(7,734,551)	
Gross profit	2,658,107	801	2,658,908	
Operating expenses	(2,071,976)	(801)	(2,072,777)	
Operating income	586,131	-	586,131	
Non-operating income	335,580	52,241	283,339	b
Non-operating expenses	(12,927)	-	(12,927)	
Income before income tax	908,784	(52,241)	856,543	
Income tax expense	(142,946)	7,390	(135,556)	c
Net income	\$ 765,838	(\$ 44,851)	\$ 720,987	

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

Note a: TMAD decided to decrease "Transportation equipment" and "other payables" by \$336,428 due to the expenditure budget year that should be 2008 and the transportation equipment which has not reached acceptance phase.

Note b: TMAD considered that the Company should recognize the realized revenue from the extend contract period (from December 4, 2007 to December 31, 2010) in accordance with the contents of the Taipei IC Card Integration Business Agreement. As a result of the adjustments, "unearned revenue" and "miscellaneous revenue" decreased by \$52,241.

Note c: As a result of the adjustments listed above and other adjustments made by TCG and TMAD, income before income tax, income tax payable, and income tax expense decreased by \$52,241, \$7,378, and \$7,390, respectively; fund, investments and long-term receivables increased by \$12.

營運路線基本資料 Significant Statistical Data

路線長度 Route Length	中運量 Medium Capacity	高運量 High Capacity			全系統 Entire System	單位 Unit
營運總長度 Total length of MRT network	10.5	65.30			75.80	公里 Km
高架段 Elevated Section	10.5	11.01			21.51	公里 Km
平面段 Ground Level Section	—	10.07			10.07	公里 Km
地下段 Underground Section	—	44.22			44.22	公里 Km
工程總長度 Total Length of Project					78.1	公里 Km
車站數 Number of Stations	中運量 Medium Capacity	高運量 High Capacity			全系統 Entire System	單位 Unit
總車站數 Total Number of Stations	12	58			70 ¹	站 Station
高架段 Elevated Section	12	12			24	站 Station
平面段 Ground Level Section	—	5			5	站 Station
地下段 Underground Section	—	41			41	站 Station
電聯車 Trains	中運量 Medium Capacity	高運量 High Capacity			全系統 Entire System	單位 Unit
列車種類 Train Model	VAL-256	301型 Model	321型 Model	341型 Model	371型 Model	
列車數 Number of Trains	25	22	36	6	20.5 ²	列車 Train
每列車車廂數 Number of Carriages per Train	4	6	6	6	6	車廂 Carriage
車廂數 Number of Carriages	100	132	216	36	123	車廂 Carriage
每列車座位數 Seats per Train	80	352	352	352	284	人 Person
每列車載客容量 Passenger Capacity per Train	464	2,200	2,200	2,200	2,222	人 Person
最大爬坡 Maximum Gradient	6%	3%	3%	3%	3%	
最小曲率半徑 Minimum Curvature Radius	30	200	200	200	200	公尺 m
平均時速 Average Speed	33	34	34	34	34	公里/小時 Km/Hr
最高設計時速 Maximum Designed Speed	80	90	90	90	90	公里/小時 Km/Hr
機廠 Depots	中運量 Medium Capacity	高運量 High Capacity			全系統 Entire System	單位 Unit
機廠數 Number of Depots	1	4			5	座 Depot
機廠面積 Total Area	6.2	89.075			95.275	公頃 Hectares
附屬事業 Affiliated Enterprises	中運量 Medium Capacity	高運量 High Capacity			全系統 Entire System	單位 Unit
販賣店 Station Shop Spaces	15 ³	87			102	家 Store
廣告 Advertising						
車站廣告 Station Advertisements	158	1,377			1,535	幅 Piece
車廂廣告 On-Board Advertisements	400	5,832			6,232	幅 Piece
停車場 Parking Lots						
機車車位 Motorcycle Spaces	344	7,831			8,175	格 Unit
汽車車位 Automobile Spaces	540	2,251			2,791	格 Unit
地下街 Underground Malls						
店舖家數 Number of Shop Spaces	—	116			116	家 Store
店舖面積 Total Shop Space Area	—	8,729			8,729	平方公尺 m ²

註 1：含臺北車站及忠孝復興站 2 個主要轉運站。

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

註 3：含貓空纜車系統 3 間販賣店。

Note 1: Includes the two main transfer stations Taipei Main Station and Zhongxiao Fuxing Station.

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

Note 3: Includes 3 stores on the Maokong Gondola system.

營運數據 Operating Statistics (2008.01.01~2008.12.31)

營運時間 Operating Duration	中運量 Medium Capacity	高運量 High Capacity	單位 Unit	
每日營運時數 Daily Operating Duration	18 (6:00~24:00)	18 (6:00~24:00)	小時	
列車運轉時間 Train Time Statistics	中運量 Medium Capacity	高運量 High Capacity		
停靠車站 Station Stop Duration	17~45 秒 sec	臺北車站 Taipei Main Station 忠孝復興站 Zhongxiao Fuxing Station 其餘各站 Other Stations	40-50秒 40-50 sec 40-50秒 40-50 sec 18~35秒 18~35 sec	
單向行駛 One-Way Trip Duration	20 分 min	淡水-新店 Danshui - Xindian 北投-南勢角 Beitou - Nanshijiao 南港-永寧 Nangang - Yongnig 南港-亞東醫院 Nangang - Far Eastern Hospital	54分23秒 54 min 23 sec 35分07秒 35 min 07 sec 41分04秒 41 min 04 sec 36分02秒 36 min 02 sec	
雙向行駛 Round Trip Duration	40 分 min	淡水-新店 Danshui - Xindian 北投-南勢角 Beitou - Nanshijiao 南港-永寧 Nangang - Yongnig 南港-亞東醫院 Nangang - Far Eastern Hospital	110分03秒 110min03 sec 69分33秒 69min33 sec 81分34秒 81min34 sec 70分50秒 70min50 sec	
端點折返 Turnaround Time	70 秒 sec	210-480秒 sec		
運量 Ridership	中運量 Medium Capacity	高運量 High Capacity	全系統 Entire System	單位 Unit
年度總運量 Annual Ridership	35,352,661	414,671,754	450,024,415	人次 Trip
日平均運量 Average Daily Ridership	96,592	1,132,983	1,229,575	人次 Trip
平常日每日平均運量 Average Weekday Ridership	108,916	1,188,606	1,297,522	人次 Trip
例假日每日平均運量 Average Weekend and Holiday Ridership	69,693	1,011,579	1,081,272	人次 Trip
車輛使用 Train Usage				
列車總行駛班次 Total Number of Train Runs	172,845	660,053 (主線行駛 Main Line Transits 421,788)	832,898	班 Run
平均每日班次 Average Daily Runs	474	1,803 (主線行駛 Main Line Transits 1,152)	2,277	班 Run
總延車公里 Total Train Kilometers	1,847,617	10,255,754	12,103,371	延車公里 Train-Km
系統服務水準 Service Performance				
平均尖峰列車班距 Average Peak Headway	2分50秒 2 min 50 sec	4分36秒 4 min 36 sec		
平均離峰列車班距 Average Off-Peak Headway	4分51秒 4 min 51 sec	5分39秒 5 min 39 sec		
行車速率 Train Speed	30.91	34.04		公里/小時 Km/Hr
準點率 On-Time Rate	99.88%	99.91%		
尖峰平均承載率 Average Loading Rate During Peak Hours	4.27	4.08		人/平方公尺 Person/m ²
一般事故率 Minor Incidents	0.00	0.10		件/百萬公里 Incident/Million Km
重大事故率 Major Incidents	0.00	0.00		件/百萬公里 Incident/Million Km
總延人公里 Total Passenger Kilometers	150,124,161	3,432,219,739	3,582,343,900	延人公里 Passenger-Km
其他 Other Statistics				
平均票價 (稅後) Average Ticket Price (After-tax)			21.58	元 NTD
平均旅次長度 Average Trip Length			7.96	公里 Km

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