



2022 ANNUAL REPORT

臺中捷運公司年報

TAICHUNG MASS RAPID TRANSIT CORPORATION







2022 年年報目錄

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Words from the Leadership

首長的話



交通任意門、捷運新生活

Opening Doors to Transportation,
New Life with Metro

董事長 林志盈

Chairman Lin Chih-Ying



回顧 2021-2022 年，時值嚴重特殊傳染性疾病 (COVID-19) 疫情席捲全台，台中捷運從通車開始即面臨艱鉅的疫情考驗。迎戰疫情的歷程中，2022 年標記著中捷開創新局的一年。


通車營運滿 1 周年的台中捷運公司，秉持穩健的成長步伐，並且基於「紀律、誠信、創新」的核心價值，將持續追求「一流捷運、連結幸福」之企業願景。

一年多來，台灣疫情嚴峻，停班停課帶來全面性的衝擊。中捷僅單一路線，再加上疫情，營運實屬大不易。即使如此，台中捷運克服了各種難關，跨越了新的里程碑。2022 年中捷 MKBF（系統可靠度指標）達 107.8 萬車廂公里，這一年 9 月 9 日突破千萬人次；同年 12 月的月運量更一舉突破百萬人次大關，並持續成長，顯示乘客對台中捷運有一定的信賴度。

Reflecting on 2021-2022, a period marked by the COVID-19 pandemic sweeping across Taiwan, TMRT encountered significant challenges from the moment it commenced operations. As we fought the pandemic, 2022 came to signify a year of new beginnings for TMRT.

Celebrating its first anniversary, the Taichung Mass Rapid Transit Corporation has maintained a stable pace of growth. We remain committed to our core values of "Discipline, Integrity, Innovation," and continue to strive toward realizing our corporate vision of "Premium MRT, Connecting Happiness."

Over the past year, the severe conditions of the pandemic have had a wide-ranging impact on Taiwan due to the closures of schools and workplaces. Operating on a single route and facing complications arising from the pandemic, managing TMRT has proven to be exceedingly difficult. Despite these challenges, TMRT has surmounted numerous obstacles and reached new milestones. For instance, in 2022, the MKBF (System Reliability Indicator) for TMRT reached 1.078 million car-kilometers. On September 9th of that year, we transported our 10-millionth passenger; by December, monthly ridership had surpassed the one-million mark. These achievements demonstrate ongoing growth and a growing level of public trust in TMRT.



往大肚

成功

Chenggong

往彰化

往彰化延伸線

往左營



安全可靠是大眾運輸的基石，更是台中捷運營運的最高準則，以 2022 年系統可靠度指標 MKBF 為例，如前所述，我們的 MKBF 已達到 107.8 萬車廂公里，準點率達 99.91%。世界各國地鐵系統以通過可靠度指標 MKBF 做為營運績效標竿。MKBF 即每發生 1 件 5 分鐘以上行車延誤事件之平均行駛車廂公里數，數字越大代表系統越穩定。2022 年我們向市民證明了台中捷運安全及穩定之運輸系統是值得信賴的。

在全體同仁的努力之下，我們持續推動更全面的安全與服務品質改善，2022 這一年，旅客對我們服務整體滿意度也高達 93.7%。

除了提供便捷的交通運輸服務，台中捷運也持續帶動周邊地方與經濟發展，創造在地共榮，周邊特色商圈人潮明顯增加。除此之外，透過和沿線商家及在地企業的合作，開創出不少如「主題車站」等特色行銷及周邊商品，全方位發揮軌道經濟影響力。

創造旅客幸福感的同時，中捷公司善盡企業社會責任，每年超額進用身心障礙員工，全力協助身心障礙人士就業，並提供友善職場，鼓勵身心障礙員工

挑戰不同專業領域，將「有愛無礙」的精神展現在公司文化與旅客服務上。創造員工幸福，是企業責任、也是社會責任，中捷責無旁貸。2022 年中捷獲頒臺中市政府進用身心障礙者績優機關暨模範身障勞工活動表揚，這是全體員工的榮譽。中捷亦舉辦首屆創意提案獎勵活動，戮力於簡化工作流程、降低營運成本，發揮同仁自主改善精神，帶著員工一起成長進步。

「捷運大台中計畫」持續推動之下，未來，待中捷藍線開通之後，便能與現有的中捷綠線形成十字路網，進一步接續機場捷運（橘線）構成雙十字軸線，建構出台中捷運系統基礎骨幹。之後中捷再由屯區捷運與綠線串聯成為環形路網，持續向外輻射發展，弭平長久以來的山、海、屯地理上的隔閡落差，加速都市區域均衡發展。我們努力的目標是，讓台中任何角落，都能藉由「交通任意門」，來去自如。

中捷從通車以來，一路陪伴台中捷運並持續給予鼓勵的市民朋友與旅客，我們衷心感謝。台中捷運公司將不斷地與時俱進，除了在運輸本業精益求精之外，我們將更聚焦在節能減碳，落實永續綠色運輸，為市民打造更美好的台中捷運新生活。

Safety and reliability serve as the cornerstones of public transport and represent the highest principles governing TMRT's operations. For example, our 2022 system reliability indicator, MKBF, reached 1.078 million car-kilometers, with an on-time performance rate as high as 99.91%. Rapid transit systems worldwide use MKBF as a benchmark for operational performance. MKBF (Mean Kilometers Between Failures) refers to the average number of car-kilometers traveled between incidents causing delays of more than five minutes; the higher the number, the more stable the system. In 2022, we proved to our citizens that TMRT's transportation system is both safe and reliable.

Thanks to the concerted efforts of our entire staff, we persist in implementing comprehensive improvements in both safety and service quality. In 2022, the overall passenger satisfaction rate for our service reached an impressive 93.7%.

Beyond merely providing convenient transportation services, TMRT has been a catalyst for the economic development of surrounding areas, thereby fostering shared prosperity. We've noticed a significant uptick in the number of shoppers frequenting the specialty shopping districts nearby. Through partnerships with businesses located along the metro line and other local enterprises, we've launched innovative marketing campaigns, such as "themed stations," complete with related merchandise, thereby fully leveraging the potential of the railway economy.

As we focus on enhancing passengers' sense of well-being, we also remain committed to our corporate social responsibilities. Each year, we employ a greater number of individuals with physical or mental disabilities than the law mandates, offering them a fully inclusive work environment. We encourage these employees to challenge themselves in various professional fields, thereby embodying our ethos of "Love Without Barriers" in both our company culture and customer service. Ensuring the happiness of our employees is not just a corporate responsibility

but a social one, and TMRT remains committed to this endeavor. In 2022, we received an award from the Taichung City Government for our exemplary employment of persons with disabilities, a recognition that belongs to our entire workforce. TMRT also organized its first Creative Proposal Reward Event, aimed at streamlining workflows and reducing operational costs, thereby fostering a culture of autonomous improvement among staff and promoting collective growth.

As part of the ongoing "Greater TMRT Project," we eagerly anticipate the forthcoming launch of the TMRT Blue Line. This line will intersect with the existing Green Line to form a cross-network, which will further connect with the Airport Metro (Orange Line) to establish a double-cross backbone. This will lay the groundwork for the future TMRT system. Subsequently, the Tun District MRT will link up with the Green Line to form a loop network, thereby continuously expanding outward. This expansion aims to bridge long-standing geographical disparities between mountainous, coastal, and Tun regions, accelerating balanced urban development. Our ultimate goal is to facilitate seamless travel to and from every corner of Taichung through this "Portal of Transportation."

We extend our heartfelt thanks to the citizens and visitors who have supported and encouraged TMRT since its inception. TMRT will continue to evolve. Besides striving for transportation excellence, we will also place emphasis on energy-saving and carbon reduction initiatives, the implementation of sustainable green transport, and the creation of a better life in Taichung through TMRT for its residents.

董事長 林志盈

Chairman Lin Chih-Ying



中捷，市民朋友的好鄰居

TMRT, Citizens' Good Neighbor

襲擾世界逾三年的 COVID-19 疫情，終於在 2022 年雨過天晴，民衆逐漸恢復生活步調；台中捷運營運亦突破疫情困境，旅運量逐月成長。

2022 年全年中捷日均運量較 2021 年成長了約 53%，年度服務總計約 933 萬人次的旅客。若是統計中捷正式通車以來累計服務量，已達到大約 1,351 萬人次旅客。

The COVID-19 pandemic, which has gripped the world for over three years, finally began to subside in 2022. As the public gradually returns to a regular rhythm of life, TMRT has also broken free from the constraints of the pandemic, witnessing consistent monthly growth in ridership.

In 2022, the average daily number of passengers using TMRT increased by approximately 53% compared to 2021. Throughout the year, we provided services to an estimated 9.33 million passengers. Since its official inauguration, TMRT has transported approximately 13.51 million passengers.

總經理 莊明聰

President Chuang Ming-Tsung



除了追求運量之外，捷運因為「安全」、「可靠」，所以值得信賴。中捷公司的經營理念：「安全」「可靠」「舒適」、「便捷」、「整潔」、「親切」，2022 年已奠定多項里程碑。其中，2022 年捷運綠線系統可靠度指標 (MKBF) 達 107.8 萬車廂公里，高於目標值 90 萬車廂公里，意即平均發車 30,987 趟次，發生延誤 5 分鐘以上事件 1 件。全自動無人駕駛系統營運初期即有此營運績效，殊屬不易。

旅客滿意度方面也較 2021 年成長 1% 為 93.7%。旅客針對捷運系統服務項目中，滿意度前三名均與清潔有關，顯示中捷公司對於「整潔」之堅持深獲外界肯定。台中捷運綠線 18 個車站廁所均獲得「公廁特優場所認證」，其中北屯總站、松竹站、市政府站及文心森林公園站更獲選臺中市十大績優公廁。另外，文心森林公園站受市府推薦為臺中市最具代表

性的優質公廁，榮獲環保署全國績優公廁「多元跨界獎」。公廁整潔乃城市進步的重要指標，中捷績優表現贏得讚賞與肯定，給了全體員工尤其是清潔團隊最大的支持與鼓勵。

另外，為了落實「便捷」等服務精神，我們時時掌握輿情，了解大眾的需求。透過滿意度調查顯現，4 成旅客以步行方式到達捷運站，中捷公司針對此議題，特別於 4 月 29 日舉行「台中捷運轉乘精進研討會」，與產官學研專家意見交流，積極偕同相關局處推動捷運聯外轉乘環境與工具之改善，旨在提供更便捷的服務，提升運量，培養民眾搭乘大眾運輸習慣。例如 2021 年 9 月 1 日推出常客（捷粉）回饋方案並於 2022 年 5 月 1 日起降低回饋門檻，每月搭乘 30 次以上即享搭乘金 10% 回饋，實施至今累計回饋金將近 5 百萬元，回饋票卡數逾 3 萬張，成效顯著。

Beyond focusing on increasing ridership, TMRT has gained trust for its attributes of "safety" and "reliability." Our operational philosophy encompasses "Safety," "Reliability," "Comfort," "Convenience," "Cleanliness," and "Friendliness." We reached several milestones in 2022. Notably, the 2022 System Reliability Indicator (MKBF) for the TMRT Green Line reached 1.078 million car-kilometers, surpassing our target of 900 thousand car-kilometers. This translates to an average of only one event causing a delay of more than 5 minutes per 30,987 rounds of service, an impressive feat for an initial stage of fully automated, driverless system operation.

As for customer satisfaction, it climbed to 93.7%, marking a 1% increase compared to 2021. Among the services offered by our MRT system, the top three customer satisfaction metrics were all related to cleanliness. This is indicative of how TMRT's commitment to "cleanliness" has been widely acknowledged. All 18 restrooms located at stations along the TMRT Green Line have received "Excellent Public Restroom Certification." Furthermore, the restrooms at Beitun Main Station, Songzhu, Taichung City Hall, and Wenxin Forest Park were included in the list of the top ten excellent public restrooms in Taichung City. Additionally, Wenxin Forest Park Station, recommended by the City Government as Taichung City's most representative high-quality public restroom, won the "Diverse Cross-field Award" from the

National Excellent Public Restroom Awards organized by the Ministry of Environment. Cleanliness in public restrooms serves as an important indicator of a city's progress. TMRT's outstanding performance in this aspect has earned praise and recognition, offering tremendous encouragement and support to all our employees, particularly the cleaning staff.

Furthermore, to embody our service philosophy of "Convenience," we continuously monitor public opinion to better understand people's needs. Our satisfaction surveys reveal that 40% of passengers arrive at MRT stations on foot. To address this, TMRT hosted an "Intermodal Improvement Symposium" on April 29th, engaging with experts from industry, government, academia, and research sectors. We are actively collaborating with relevant bureaus and departments to enhance the out-of-station transfer environment and facilities, aiming to offer more convenient services, increase ridership, and promote the habit of using mass transit among the public. For instance, we initiated a loyalty rewards program on September 1, 2021, and lowered the reward threshold starting May 1, 2022. Passengers who take TMRT rides more than 30 times a month will receive a 10% cashback on their fare. Since the program's implementation, nearly 5 million NTD in rewards have been disbursed, and over 30,000 reward cards have been issued, marking a successful outcome.

服務與運量相輔相成，中捷不斷提升服務也具體呈現在運量的表現上。文心森林公園站於 2 月 12 日元宵燈會首日，單站日運量高達 1.2 萬人次，創下通車以來單站單日最高運量。高鐵臺中站於 3 月 19 日累計運量達 100 餘萬人次，為台中捷運綠線 18 個車站中首次累計運量逾百萬之車站。10 月 22 日搖滾台中音樂節達成單日最高運量為 56,899 人次。12 月總運量約 106 萬人次，首次達成單月運量突破百萬人次的新里程碑。這些數據是各方面綜效所創造的佳績，也彰顯台中捷運綠線的旅客黏著度隨營運年月遞增而成長之趨勢。

多項績效也反映在財務方面，中捷公司 2022 年較預算減損 1.4 億元，亦低於 2021 年度虧損決算數。由於捷運路網尚未形成，開源效益有限，為此，中捷公司擲節開支不遺餘力，並且在深耕本業同時，也加強拓展附業，包括多方招商、推廣各項加值服務、增進旅客忠誠度。

人才是企業成長主力。2020 年度中捷為達初履勘、試營運及通車營運之工作目標而大幅進用技術人力，此後招募皆為彌補離職人數，且預算員額數一直維持在 2020 年度的水準未曾調增。惟 2022 年度離職率高達 10.91%，為公司創立以來最高，且員工平均年資僅 2.9 年，成為公司經營管理一大課題。中捷公司深入分析根因、擬訂中長期對策以因應，期能在可見的未來改善人事問題。

除了擬定政策，著眼於人才晉用與適才適用之外，中捷公司為善盡企業社會責任，追求永續發展，亦致力培育專才、環境保護、關懷弱勢與社會參與。培育專才方面，持續辦理內部講師訓練、新人訓練、運務及維修人員專業訓練。環境保護方面，中捷公司提供北屯機廠內各建築物屋頂設置太陽光電發電系統，6 月 30 日正式掛表運轉，售綠電予台電。

關懷弱勢方面，超額進用身心障礙員工指標優於法規，並且重視營造友善職場環境、協助員工拓展職能，中捷公司 2022 年度獲頒臺中市政府「進用身心障礙者績優機關優良事蹟獎」，公

司身心障礙員工平均年資 2.5 年，最長年資為 4 年，對於穩定就業環境做出具體貢獻。

捷運與市民生活密不可分，營造搭乘環境友善也是中捷的社會責任。台中捷運在 2022 年全年度共辦理 25 場次機關、社團、學校等團體參訪車站及北屯機廠，積極融入社區及在地文化。我們透過各種途徑，充分介紹捷運綠線的特性以及提升捷運的便利性，致力打造中捷公司成為市民朋友的好鄰居。

2022 年春天，台中捷運綠線通車滿週年。放眼 2022 這一年來，綠線陪伴市民朋友度過每一個重要節日，從春節、元宵、中秋到耶誕，也在跨年夜與旅客共同倒數迎新年。台中捷運 365 日全年無休，已悄悄成為臺中市指標性運具，承載著大眾對於臺中公共運輸的希望與期待。台中捷運今後亦將持續前行，提供市民與觀光客更便捷優質的運輸服務與搭乘體驗。

總經理 莊明聰

President Chuang, Ming-Tsung



Service quality and ridership are intrinsically linked. TMRT's relentless efforts to enhance services have yielded tangible results in ridership metrics. For example, Wenxin Forest Park Station set a new single-day ridership record on February 12th, the first day of the Lantern Festival, with 12,000 passengers at this individual station. HSR Taichung Station reached a cumulative ridership of over 1 million on March 19th, becoming the first among the 18 stations on the TMRT Green Line to surpass this milestone. On October 22nd, the "Rock in Taichung" event recorded a single-day high of 56,899 passengers. The total ridership in December reached approximately 1.06 million, exceeding one million for the first time and setting a new milestone. These figures are the culmination of various synergistic initiatives and also demonstrate a growing commitment among passengers to using the TMRT Green Line.

Financially speaking, TMRT outperformed its budget, reporting a deficit of 140 million NTD less than projected for 2022, which was also lower than the deficit for fiscal year 2021. Given the still-developing MRT network and limited revenue streams, TMRT has made concerted efforts to reduce expenses. While focusing on core business operations, we are also exploring avenues for expanding ancillary businesses. This includes attracting investments, enhancing value-added services, and boosting passenger loyalty.

Human capital remains the key driver of corporate growth. In 2020, TMRT increased its technical staff significantly to meet the requirements for initial inspections, trial operations, and subsequent regular operations. While recruitments in the following years were largely to replace departing staff, the budgeted personnel quota remains unchanged from 2020 levels. However, we observed a high employee turnover rate of 10.91% in 2022, the highest since the company's inception, with an average tenure of just 2.9 years. This poses a significant challenge for company management. In response, TMRT has conducted a comprehensive root cause analysis and drafted medium-to-long-term strategies to tackle these personnel issues in the foreseeable future.

In addition to focusing on talent promotion and placing "the right people in the right positions," TMRT is committed to its corporate social responsibility

for sustainable development. Our efforts span talent development, environmental stewardship, support for the disadvantaged, and community engagement. For talent development, we consistently hold internal instructor training sessions, new employee orientations, and specialized courses for operations and maintenance staff. In our pursuit of environmental sustainability, we've installed solar photovoltaic systems on the rooftops of various buildings within Beitun Depot. These systems officially began operations on June 30th and now sell green energy to the Taiwan Power Company.

In terms of supporting the disadvantaged, TMRT goes above and beyond legal requirements by employing a greater number of individuals with disabilities. We focus on creating an inclusive workplace and nurturing career competencies among all employees. This commitment was recognized in 2022 when we received the "Excellence in Employment of Persons with Disabilities Award" from the Taichung City Government. With an average job tenure of 2.5 years among our disabled employees, some of whom have been with us for as long as four years, we are actively contributing to a stable employment environment.

MRT services are closely intertwined with citizens' daily lives, making the creation of a friendly and accessible riding environment a social imperative for TMRT. Throughout 2022, we organized 25 tours for various institutions, social groups, and schools to visit TMRT stations and Beitun Depot. These tours foster active engagement with the community and local culture. Our aim is to make TMRT a cherished neighbor by enhancing the features and convenience of the TMRT Green Line through various initiatives.

Spring 2022 marked the first anniversary of the TMRT Green Line. Reflecting on the year, we are proud to have served the citizens of Taichung through every major holiday, from the Lunar New Year and Lantern Festival to the Mid-Autumn Festival and Christmas. Operating 365 days a year, TMRT has seamlessly become a benchmark for transportation in Taichung City, embodying the public's hopes and expectations for the city's public transport system. Moving forward, TMRT will persist in delivering convenient, high-quality transportation services to both citizens and tourists alike.



02

Vision, Mission, Core Values

願景、使命、核心價值





企業

一流捷運、連結幸福

Company
Vision

Premium MRT, Connecting Happiness

臺中捷運公司秉持著「不是 Number One，而是 Only One」的理念，串起了市民大眾、旅客、社區居民以及員工的生活。伴隨著你我的日常用，用關懷與服務凝聚美好，攜手成就幸福，實現城市共榮新願景。

Taichung Mass Rapid Transit Corporation is committed to being **"Not Just Number One, but the Only One."** We serve as a connector for the general public, travelers, community residents, and our employees. We aim to enrich daily lives with thoughtful care and exceptional service, fostering a sense of collective happiness and shared urban prosperity.

企業
使命

Company
Mission

我們善盡企業的社會責任，以提供安全、可靠、舒適、便捷的運輸服務，強化大臺中都會區軌道經濟，均衡區域發展，實踐永續經營理想。

We are dedicated to our corporate social responsibilities, providing safe, reliable, comfortable, and convenient transportation services. Our goal is to bolster the railway economy in the Greater Taichung metropolitan area, contribute to balanced regional development, and embody sustainable management principles.

核心 價值

Core Values

紀律

Discipline

我們恪守本分，以堅毅嚴謹的態度落實工作規範，注重服務旅客的每個環節，落實軌道運輸安全、可靠的最高指標，贏得市民最大的信賴。

We adhere to the highest standards of work with a rigorous and committed approach. Our focus encompasses every facet of passenger service, setting industry-leading benchmarks for safety and reliability and earning unparalleled public trust.

誠信

Integrity

我們堅守承諾，敬業誠信，坦率相待，發揮團隊精神，塑造高品質道德的公司文化。

Our steadfast commitment to keeping promises and working with ethical integrity fosters an open, team-oriented work environment, contributing to a high-caliber corporate culture.

創新

Innovation

我們持續開拓新思維、提升新技術、擘劃新展望，並且不斷於挑戰中突破自我，為實現大眾福祉而努力。

We persistently seek new ideas, embrace emerging technologies, and envision future prospects. In doing so, we constantly overcome challenges to advance public welfare.





Significant Milestones

大事紀要



2022.02.04

臺中捷運運量破 500 萬人次，辦理「迎接市政府站第 70 萬名旅客」活動，送出「90 天無限次搭乘中捷卡」。

TMRT reached a milestone of 5 million passengers. To celebrate, an event was held to welcome the 700,000th passenger at Taichung City Hall Station, where TMRT gave away a free "90-day Unlimited Rides TMRT Card."

2022.04.01

為打造台中捷運經濟生活圈，臺中市政府經發局攜手台中捷運公司首發辦理「台中捷運創意短片節－台中捷運玩法，由你來 SHOW」活動徵件。集合民衆及旅客力量，運用影片呈現捷運與城市的想像，激發台中捷運 100 種創意玩法。

To foster an economic development circle around TMRT, the Economic Development Bureau of the Taichung City Government teamed up with the Taichung Mass Rapid Transit Corporation to launch the "TMRT Creative Short Film Festival: Show Us How You Play via TMRT." The initiative encouraged the public and tourists to use films to portray their visions of the city and TMRT, aiming to inspire 100 creative ways to enjoy the TMRT.

2022.04.25

慶祝通車週年，4 月 20 日至 5 月 20 日於市政府站推出 1 週年成果特展，透過影片、照片、互動裝置等，呈現 1 年來的成績單。臺中捷運通車滿 1 週年，感恩回饋從 4 月 25 日至 4 月 29 日，提供持電子票證搭乘者 5 折優惠。

To celebrate its first anniversary, an exhibition showcasing the company's accomplishments was held at Taichung City Hall Station from April 20th to May 20th. Through videos, photos, and interactive installations, the exhibit presented the company's achievements over the past year.

On its first anniversary, TMRT offered a 50% fare discount to riders using electronic tickets from April 25th to April 29th as a token of gratitude.

2022.06.30

臺中捷運北屯機廠太陽光電發電設備完成部分區域 2,771kWp 太陽能板建置，開始掛表並聯試運轉，售電予台電公司；預估年底全場域 5,722 kWp 完工後，每年可為公司增加售電回饋金額約 750 萬元。

TMRT's Beitun Depot successfully finished installing solar photovoltaic equipment with a capacity of 2,771 kWp in a designated area. Meters were installed and the grid connected for a test run to commence electricity sales to the Taiwan Power Company. After the expected completion of the entire 5,722 kWp project by year's end, an estimated additional annual revenue of 7.5 million NTD from electricity sales is anticipated.

2022.07.01

臺中捷運公司配合臺中市政府「紓困振興 e79 計畫」推出兩大方案，振興一起走—7 月 1 日至 9 月 30 日，持電子票證（悠遊卡、一卡通及 icash 2.0）搭乘臺中捷運享票價 79 折優惠。

In collaboration with the Taichung City Government's "Economic Relief and Revival e79 Plan," TMRT launched two major initiatives. From July 1st to September 30th, riders using electronic tickets (e.g., EasyCard, iPass, and iCash 2.0) will receive a 21% discount on TMRT rides.

2022.07.20

《2022 捷伴台中遊》手冊在臺中捷運各車站、高鐵及台鐵北中南車站、各大景點、飯店、百貨商場上架，限量 2 萬本供免費索取。手冊收錄綠線沿線 57 個景點、63 家特約商店優惠。

The "2022 TMRT Travel Companion" guidebook became available at various TMRT stations, as well as High-Speed Rail and Taiwan Railways stations, major tourist attractions, hotels, and department stores. A limited edition of 20,000 copies is available for free pickup. The guidebook features 57 attractions and 63 partner stores offering discounts along the Green Line.

2022.05.01

擴大捷粉回饋，每月起搭乘 30 次以上即可享搭乘金額 10% 回饋。

Enhanced rewards for loyal riders are now in place: Starting from this month, those who ride the TMRT more than 30 times in a month will receive a 10% cashback on their fare amount.

2022.06.20

第一屆臺中捷運首屆校園大使徵選，10 人脫穎而出。

The first-ever selection of TMRT Campus Ambassadors took place, with 10 individuals distinguishing themselves.

2022.06.22

臺中市政府邀集專家、學者辦理臺中捷運綠線首次年度定期檢查並順利完成。

The Taichung City Government successfully completed the first annual regular inspection of the TMRT Green Line, involving a team of experts and scholars.

2022.07.21

臺中捷運首座公共藝術作品「尚水・綠動未來」在舊社站揭幕，作品融合舊社水圳文化的「水」與「菸葉」在地元素，並透過光的流動，於不同時間、不同角度，變化出不同的視覺效果。

TMRT unveiled its first public art piece, "Water of Life," at Jiushe Station. The artwork incorporates local cultural elements related to water and tobacco leaves from the historical Jiushe canal. The piece offers varying visual effects at different times and angles through the flow of light.

2022.08.14

呼應 8 月 14 日世界綠色情人節，市政府站內推出「環保永續，對城市有情」萬秀洗衣限定店，倡導綠色、環保與樂活意象。

In observance of Green Valentine's Day on August 14th, an "eco-friendly, sustainable, city-loving" TMRT Want Show Laundry store was inaugurated at Taichung City Hall Station to promote values of environmental protection and LOHAS (Lifestyles of Health and Sustainability).

2022.08.15

「台中捷運網路商城」正式開幕，民衆動動手指免出門，多元捷運商品直送到府。

The "TMRT Online Store" officially opened, offering a range of TMRT merchandise that can be delivered straight to the customer's doorstep with just a click.

2022.09.09

歡慶中捷運量突破千萬人次里程碑！第一千萬幸運兒喜獲中捷特製尊榮黑鑽卡，可 365 天內無限搭乘。

TMRT celebrated the milestone of reaching 10 million riders. The 10-millionth lucky rider received a special Black Diamond Card, which grants unlimited TMRT rides for 365 days.

2022.09.15

台中捷運首屆「中捷·意象」攝影比賽結果揭曉，於捷運市政府站及松竹站雙站展出優秀攝影成果至 10 月 31 日，提供市民一覽捷運日常縮影之美。

The results of the first "TMRT Photography Competition" were announced. The exceptional works will be displayed at Taichung City Hall and Songzhu Stations until October 31st, showcasing the epitome of beautiful everyday life aboard TMRT to viewers.

2022.10.19

臺中市政府舉行「2022 年度進用身心障礙者績優機關暨模範身障勞工表揚活動」。台中捷運雙料獲獎：公司獲頒「優良事蹟獎」；員工紀亭君也獲選為模範身心障礙勞工。

The Taichung City Government held the "2022 Award Ceremony for Outstanding Organizations Employing the Disabled and Model Disabled Workers." TMRT won in two categories: the company received the "Outstanding Achievement Award," and employee Ji Ting-Chun was selected as a model disabled worker.





2022.10.22

「2022 搖滾台中」在文心森林公園暨圓滿戶外劇場登場。睽違兩年重返實體演出，帶動捷運運量一舉破紀錄，全線總運量達 5 萬 6,899 人次，高鐵台中站單站運量 8,461 人次，雙雙刷新前一年通車以來的最高紀錄。台中捷運全力支援加開班次疏運。

The "2022 Rock in Taichung" event was held at the Wenxin Forest Park-cum-Fulfillment Amphitheatre. Following a two-year hiatus, the event broke TMRT ridership records. Total ridership reached 56,899, with HSR Taichung Station alone recording 8,461 riders, both figures marking record highs since TMRT's inception. TMRT fully supported the event's traffic relief by increasing the frequency of trains.

2022.11.20

中信兄弟棒球隊勇奪中華職棒總冠軍，於台中市區舉辦封王遊行。台中捷運與中信兄弟攜手在文心崇德站打造的「猛瑪·鋼鐸拉」主題車站舉辦一系列慶祝活動。

The CTBC Brothers baseball team won the Chinese Professional Baseball League championship, and a victory parade was conducted in downtown Taichung City. TMRT and the CTBC Brothers collaborated on a series of celebratory events at Wenxin Chongde Station, which features the "Mammoth Kandula" theme.

2022.12.31

配合「2023 閃耀台中跨年夜」演唱會活動，台中捷運延長營運時間至凌晨 2 時提供民衆乘車離場，並由原先假日的 235 班次加開至 280 班次，還增派人力引導民衆分散於 4 個重點車站乘車。總計跨年當天運量 4 萬 6,480 人次，圓滿完成跨年疏運任務。

In coordination with the "2023 Taichung New Year's Eve Party" concert, TMRT extended its operating hours to 2 am to accommodate concert-goers. The number of train runs was increased from the original 235 during holidays to 280, and additional staff were deployed to guide passengers at four key stations. Total ridership on New Year's Eve reached 46,480, successfully completing the task of crowd dispersal.





04

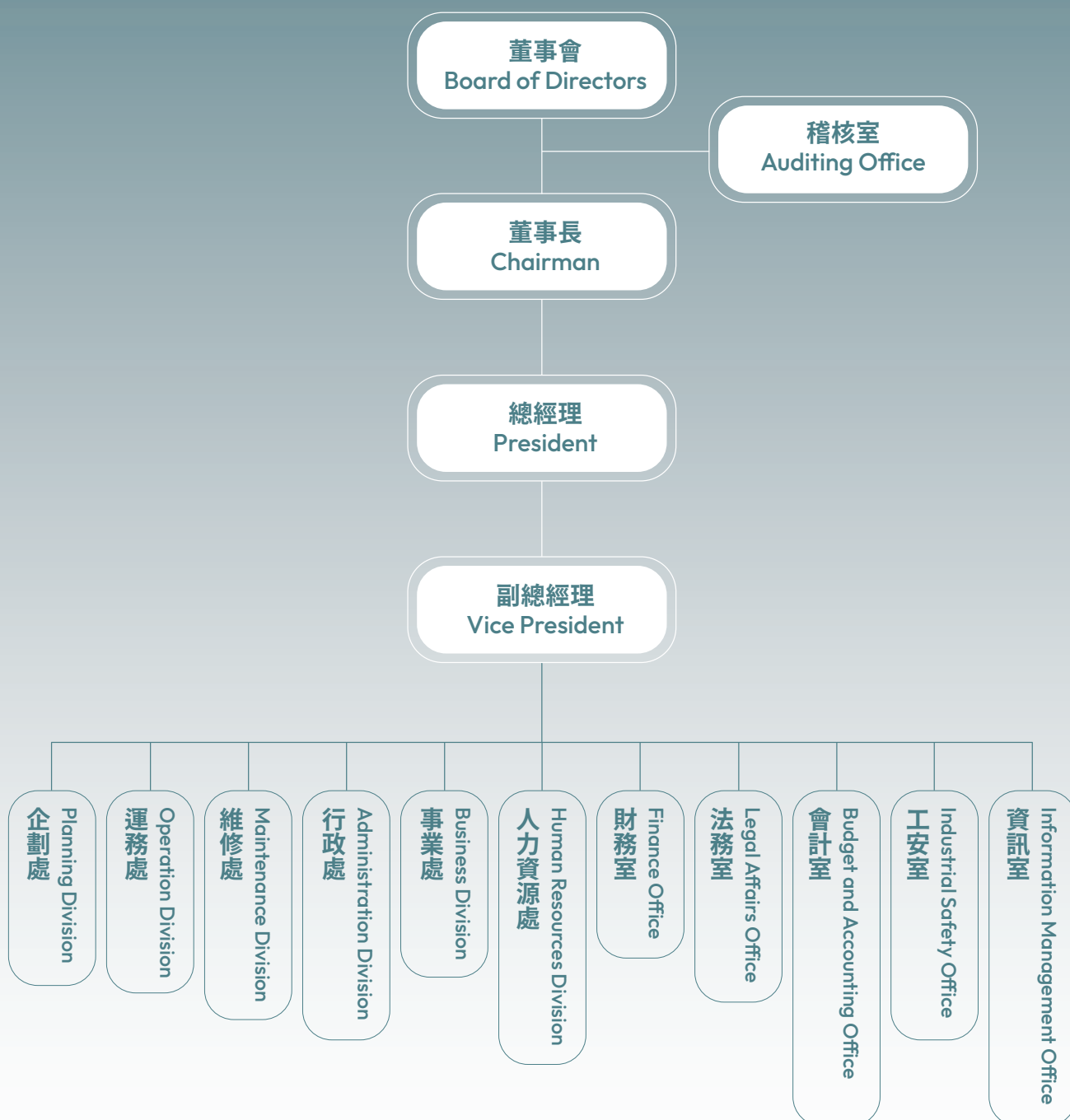
Company Profile

公司簡介



組織架構

Organizational Structure



資本額與股東結構

Capital and Shareholder Structure

股東結構

Shareholder Structure



總投資金額 (新臺幣元)

Total Investment Amount
(in New Taiwan Dollars)

30 億元

3 billion NTD

資本額

Capital

1.

2017 年成立登記資本總額為新臺幣 10 億元，實收資本總額為新臺幣 2 億元，經 2018 年及 2019 年，分別發行新股辦理現金增資新臺幣 3 億元及 5 億元，至 2019 年底止，實收資本額總計為新臺幣 10 億元。

The Company was established in 2017 with a registered capital of 1 billion New Taiwan Dollars (NTD), and the actual paid-in capital was 200 million NTD. In 2018 and 2019, new shares were issued to raise an additional 300 million NTD and 500 million NTD, respectively. By the end of 2019, the total paid-in capital amounted to 1 billion NTD.

2.

2020 年登記資本總額調整為新臺幣 35 億元，經 2020 年至 2022 年發行新股辦理現金增資，金額分別為新臺幣 7 億 5,000 萬元、7 億 5,000 萬元及 5 億元，至 2022 年底止，實收資本額總計為新臺幣 30 億元。

In 2020, the registered capital was adjusted to 3.5 billion NTD. Between 2020 and 2022, new shares were issued to raise additional cash, with amounts being 750 million NTD, 750 million NTD, and 500 million NTD, respectively. By the end of 2022, the total paid-in capital amounted to 3 billion NTD.

董事會

Board of Directors

職稱 Title	姓名 Name
董事長 Chairman	林志盈 (臺中捷運公司董事長) Lin, Chih-Ying (Chairman, Taichung Mass Rapid Transit Corporation)
董事 Directors	吳存金 (臺中市政府地政局局長) Wu, Tsun-Chin (Commissioner, Land Administration Bureau, Taichung City Government)
	林良泰 (逢甲大學智慧運輸與物流創新中心主任) Lin, Liang-Tay (Director, Innovation Center for Intelligent Transportation and Logistics, Feng Chia University)
	林麗玉 (臺北市政府前參事) Lin, Li-Yu (Former Counselor, Taipei City Government)
	張峯源 (臺中市政府經發局局長) Chang, Feng-yuan (Director-General, Economic Development Bureau, Taichung City Government)
	黃文彬 (臺中市政府都發局局長) Huang, Wen-Pin (Director-General, Urban Development Bureau, Taichung City Government)
	鍾慧諭 (逢甲大學智慧運輸與物流創新中心副主任) Chung, Hui-Yu (Vice Director, Innovation Center for Intelligent Transportation and Logistics, Feng Chia University)
監察人 Supervisors	李善植 (臺中市政府法制局局長) Lee, Shan-Chih (Director-General, Legal Affairs Bureau, Taichung City Government)
	林淑勤 (臺中市政府主計處處長) Lin, Shu-Chin (Director-General, Budget, Accounting and Statistics Office, Taichung City Government)

(以 2022.12.31 在任董事會成員名單為準，並依姓氏筆劃順序)
(Based on the list of board members in office as of December 31, 2022)

經營團隊

Management Team

部門 Department	職稱 Job Title	姓名 Name
總經理室 General Manager Office	總經理 President	莊明聰 CHUANG, MING-TSUNG
副總經理室 Vice President Office	副總經理 Vice President	葉進財 YEH, CHIN-TSAI
企劃處 Planning Division	處長 Director	王炳蘊 WANG, PING-YUN
運務處 Operation Division	處長 Director	許泰銘 SHEU, TAI-MING
運務處 Operation Division	副處長 Deputy Director	郭松鑫 KUO, SUNG-HSIN
維修處 Maintenance Division	處長 Director	林永盛 LIN, YUNG-SHENG
維修處 Maintenance Division	副處長 Deputy Director	黃文通 HUANG, WEN-TUNG
行政處 Administration Division	副處長 Deputy Director	余吉昌 SHE, JYI-CHANG
事業處 Business Division	處長 Director	鄭凱祥 CHENG, KAI-HSIANG
人力資源處 Human Resources Division	處長 Director	葉進財 兼任 YEH, CHIN-TSAI
財務室 Finance Office	主任 Director	許泰銘 兼任 SHEU, TAI-MING
法務室 Legal Affairs Office	主任 Director	葉進財 兼任 YEH, CHIN-TSAI
會計室 Budget and Accounting Office	主任 Director	張家智 CHANG, CHIA-CHIH
工安室 Industrial Safety Office	主任 Director	陳玉明 CHEN, YU-MING
資訊室 Information Management Office	主任 Director	林永盛 兼任 LIN, YUNG-SHENG
稽核室 Auditing Office	主任 Director	張家智 兼任 CHANG, CHIA-CHIH

2022.12.31 在任名單 (List of Incumbents as of December 31, 2022)



05

Operational Overview

經營概況



人力概況

(統計至 2022.12.31)

(Statistics up to December 31, 2022)

Human Resources Overview

1. 人力統計 Headcount

台中捷運從業人員共計 841 人，其中男性 607 人 (72.0%)、女性 234 人 (28.0%)，平均年齡 34.6 歲，具學士學位以上之員工達 91.2%。台中捷運依身心障礙者權益保護法及原住民族工作權保障法等相關法令，進用身心障礙者及原住民身分之員工，進用人數均超過法定人數，善盡企業社會責任。

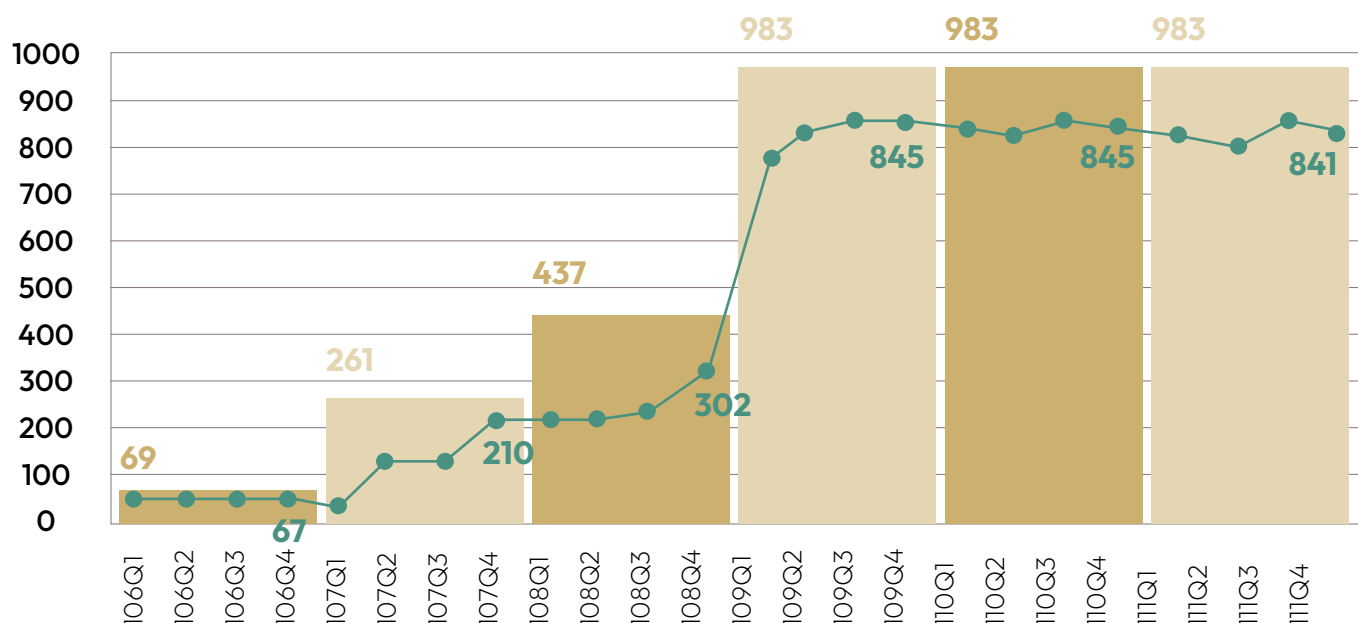
As of the end of December 2022, TMRT had a total of 841 employees, among which 607 were male (72.0%) and 234 female (28.0%). The average age of the employees was 34.6 years, and 91.2% of the employees had earned at least a bachelor's degree. In compliance with laws such as the People with Disabilities Rights Protection Act and the Indigenous Peoples Employment Rights Protection Act, TMRT employs individuals with disabilities and indigenous identity. The number of such employees exceeds the legally mandated minimum, fulfilling the Company's corporate social responsibility.

2. 歷年人力狀況 Staffing Over the Years

	2017	2018	2019	2020	2021	2022
預算員額 Budgeted Personnel Quota	69	261	437	983	983	983
在職人數 Number of In-service Employees	67	210	302	845	854	841

臺中捷運股份有限公司歷年預算員額數及員工人數

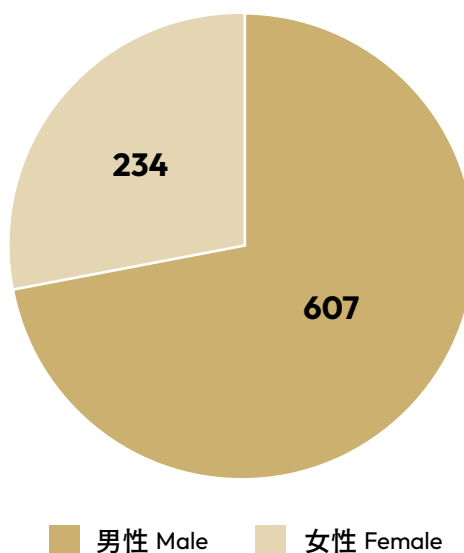
Taichung Mass Rapid Transit Corporation's Historical Budgeted Personnel Quotas and Actual Employee Count



3. 性別比例、特殊身分比例、學歷統計 Gender Ratio, Special Status Ratio, and Education Statistics

性別比例 Gender Ratio	男性 Male	607
	女性 Female	234
特殊身分比例 Special Status Ratio	一般 General	793
	身心障礙 Persons with Disabilities	26
	原住民 Indigenous Peoples	22
學歷統計 Education Statistics	博士 Doctorate	1
	碩士 Master's	146
	學士 Bachelor's	621
	副學士 Associate's	27
	高中 (職) Senior High School (Vocational)	46

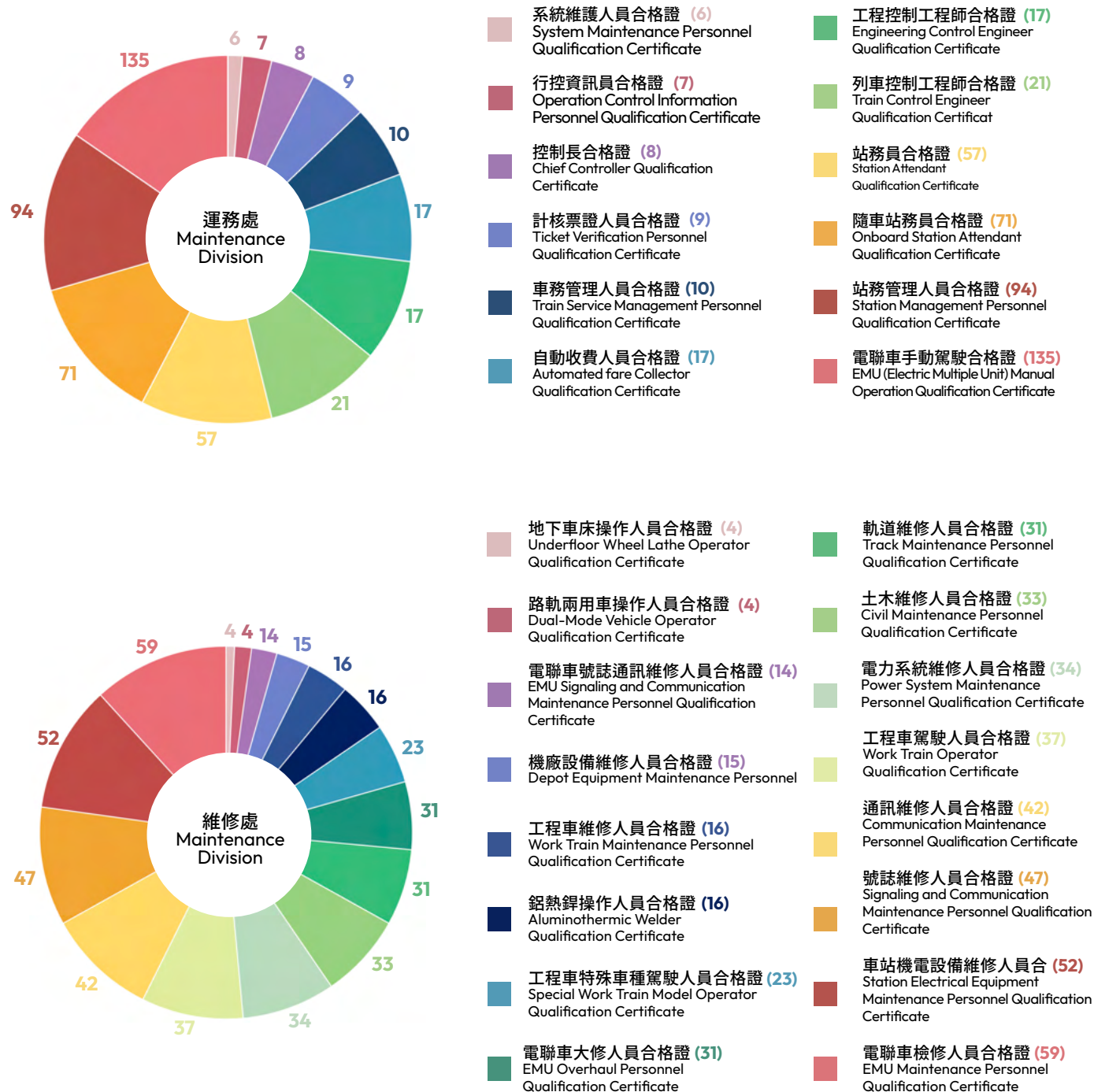
臺中捷運股份有限公司性別比例
Gender Ratio of Taichung Mass Rapid Transit Corporation



4. 專業合格證授證情形 Professional Qualification Certification Status

台中捷運為了提供民衆安全、可靠、舒適、便捷的捷運系統，依據臺中市政府核定之2022年行車人員訓練計畫執行各項員工訓練。2022年度共辦理28項訓練課程，總訓練時數22,122小時，總核發證照數909張。

In order to provide the public with a safe, reliable, comfortable, and convenient MRT system, TMRT has carried out various employee training programs according to the Taichung City Government's approved 2022 Operational Staff Training Plan. In 2022, we organized a total of 28 training courses, with a total of 22,122 training hours, and issued a total of 909 licenses.

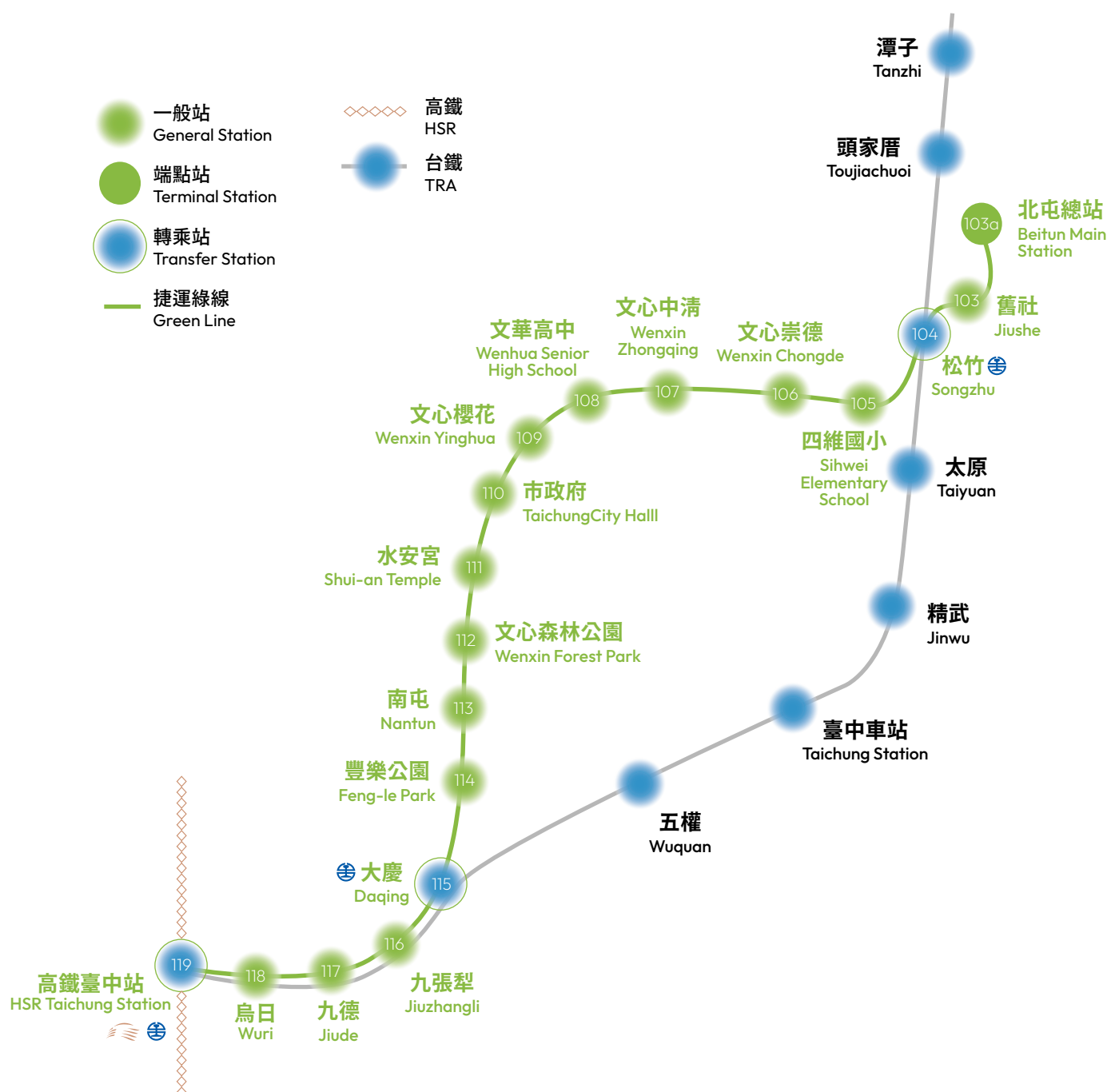


營運路線

Operational Route

臺中捷運烏日文心北屯線（以下簡稱捷運綠線）全長 16.71 公里，其中高架段約 15.94 公里，地面段約 0.77 公里，路線起自北屯總站，途經松竹路、北屯路、文心路、建國路，終點止於高鐵臺中站，共設置 18 座車站，1 座機廠，1 個行控中心（OCC, Operation Control Center）及 1 個備援行控中心（BOCC, Backup Operation Control Center），初期投入 18 列電聯車營運。

The TMRT Wuri-Wenxin-Beitun Line (a.k.a. the TMRT Green Line) has a total length of 16.71 kilometers, of which approximately 15.94 kilometers are elevated and approximately 0.77 kilometers at ground level. The Line starts from Beitun Main Station and passes through Songzhu Road, Beitun Road, Wenxin Road, and Jianguo Road, ending at the Taiwan High Speed Rail Taichung Station. The Line has 18 stations, one depot, one Operation Control Center (OCC), and one Backup Operation Control Center (BOCC). Initially, 18 Electric Multiple Units (EMUs) were deployed for operation.



捷運營運概況

Metro Overview

台中捷運秉持安全、可靠、舒適、便捷之使命，於 2022 年第一次營運滿整年且達多項新里程碑。

雖受到 Covid-19 疫情影響，捷運綠線仍於 12 月達成通車以來最高月運量 1,057,496 人次及日均運量 34,113 人次紀錄。

2022 年系統可靠度指標 MKBF 為 107.8 萬車廂公里，也就是每發生 1 件 5 分鐘以上行車延誤事件之平均行駛車廂公里數，準點率達 99.91%，超越預定目標，證明台中捷運安全及穩定之運輸系統值得信賴。相關營運數據說明如下：

Upholding the mission of safety, reliability, comfort, and convenience, TMRT successfully completed its first full year of operation in 2022 and achieved multiple new milestones.

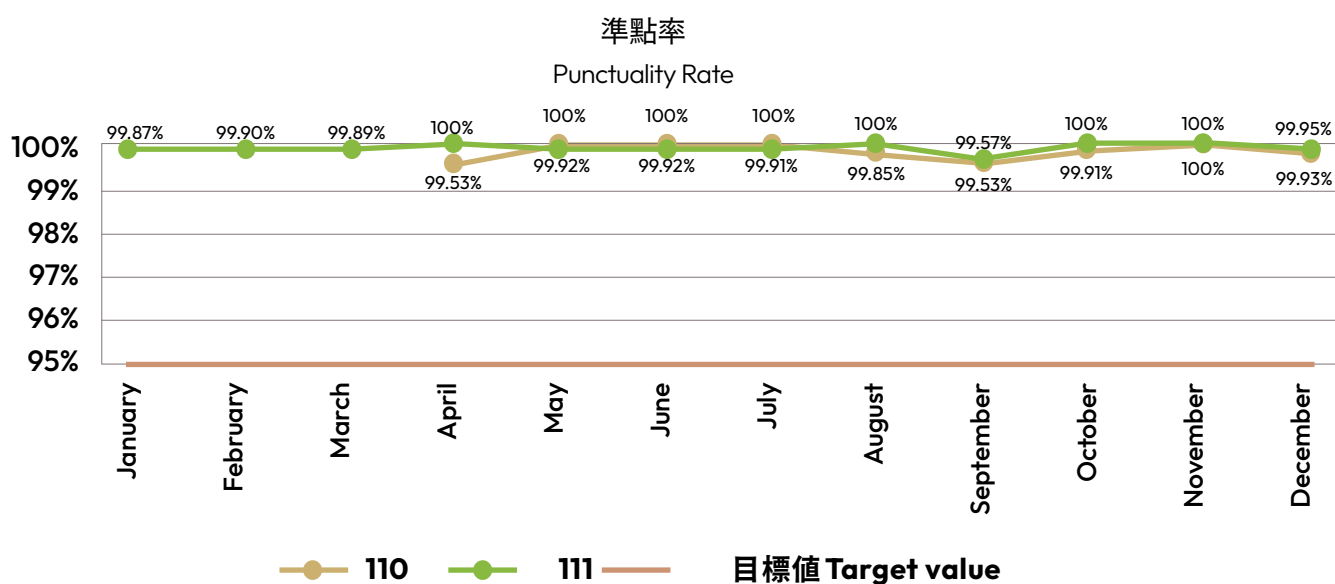
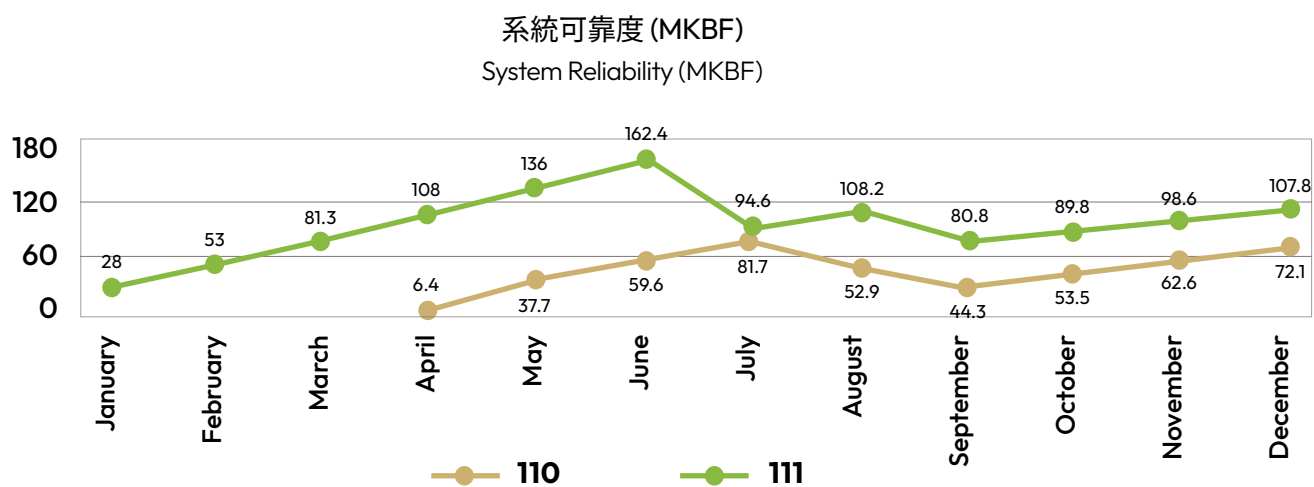
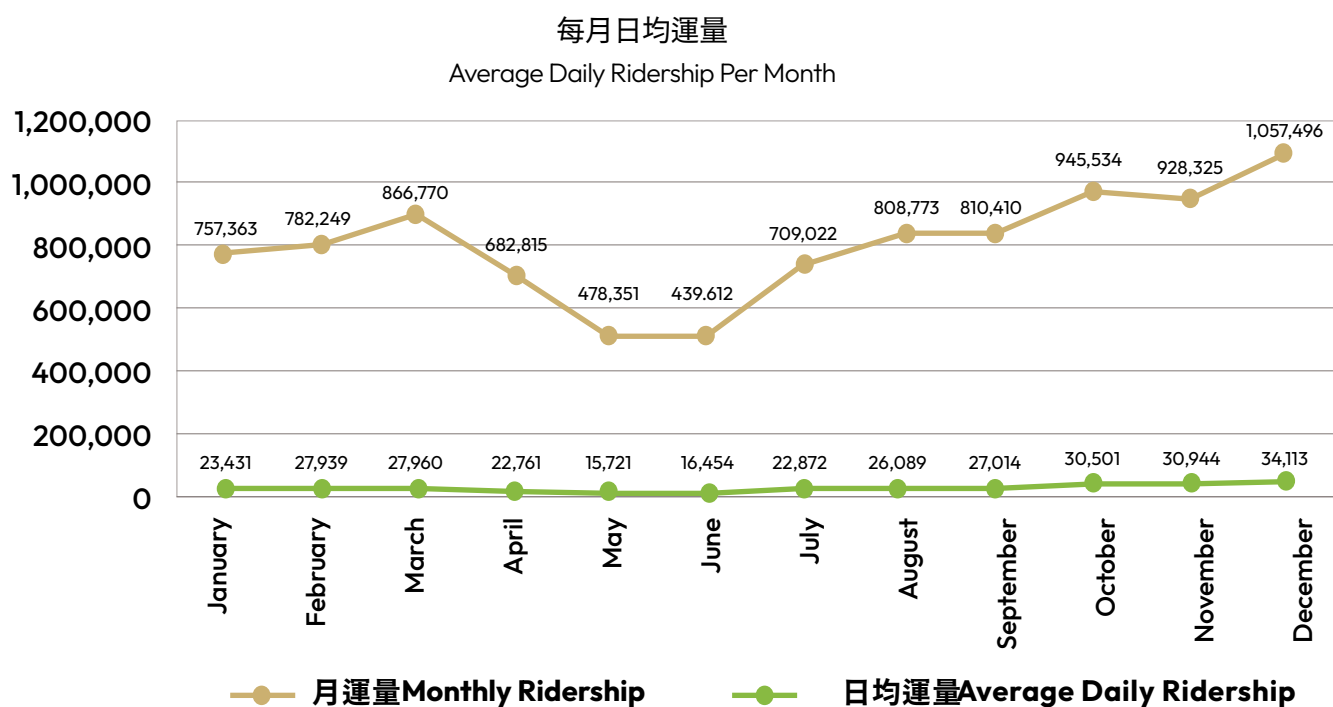
Despite the impact of the Covid-19 pandemic, the Green Line still reached its highest monthly ridership (1,057,496) ever in December, with the average daily ridership of 34,113.

In 2022, the system reliability indicator MKBF (Mean Kilometers Between Failures) was 1.078 million car-kilometers. This is the average number of car-kilometers between incidents that result in a delay of 5 minutes or more. The punctuality rate was 99.91%, surpassing the set targets and proving that the TMRT is a safe, stable, and trustworthy transportation system. Relevant Operational Data Explained Below:

	2021	2022
系統可靠度 (MKBF) System Reliability (車廂公里) (Car-Kilometers)	721,000	1,078,000
總運量 Total Ridership (人次) (Number of Passengers)	4,184,285	9,329,765
總車廂公里數 Total Car-Kilometers (車公里) (Car-Kilometers)	2,162,273.64	3,233,218.36
總延人公里數 Total Passenger-Kilometers (人公里) (Passenger-Kilometers)	27,312,242	59,524,929
平均日運量 Average Passenger-Kilometers (人次 / 日) (Number of Passengers/Day)	16,670	25,561
平均延人公里 Average Passenger-Kilometers (人公里) (Passenger-Kilometers)	6.53	6.38
準點率 Punctuality Rate	99.86%	99.91%

註：2021 年計算區間自通車日 4 月 25 至 12 月 31 日止，共計 251 天。

Note: The calculation period for 2021 starts from the first day of its operation on April 25th and ends on December 31st, which is 251 days in total.





Important Operational Tasks

營運重要工作



堅守安全可靠

Upholding Safety and Reliability



ISO 27001 資訊安全管理

ISO 27001 Information Security Management

英國標準協會 (BSI) 於 2022 年 10 月 14 日對台中捷運資訊安全管理系統進行 ISO 27001 標準之追查作業，順利通過標準驗證，確保資通訊系統安全性及可靠度，中捷並持續推動轉版驗證。

The British Standards Institution (BSI) conducted a follow-up inspection of TMRT's Information Security Management System against the ISO 27001 standard on October 14, 2022. The inspection was successfully passed, ensuring the security and reliability of the information and communication system. TMRT will continue to promote the compliance with the new version of the Standard.

半永久聯結器定期監測

Regular Monitoring of Semi-Permanent Coupler

台中捷運於 2021 年 4 月份完成 3 個月監測、2021 年 7 月份完成 6 個月監測、2022 年 1 月份完成 1 年監測及 2022 年 12 月份完成 2 年監測作業等，共 4 次作業，檢測項目有水平力 (標準不大於 500N)、垂直力 (標準不大於 750N) 兩項。上述監測結果均為合格，其中垂直力又針對 -2 度、0 度及 +2 度等 3 種不同擺動時機測試，結果均在可控範圍內，確保軸心優化後運行正常。

TMRT completed four rounds of monitoring operations: a quarterly check in April 2021, a bi-annual check in July 2021, an annual check in January 2022, and a biennial check in December 2022. The checks involved two test items: horizontal force (not exceeding 500N as per standard) and vertical force (not exceeding 750N as per standard). All monitoring results met the requirements. Vertical force tests were conducted at three angular displacements of -2, 0, and +2 degrees respectively, and the results were within controllable limits, ensuring normal operations after axis optimization.



行控中心監控系統與作業流程優化

Optimization of the Operation Control Center (OCC) Monitoring Systems and Operational Procedures

行控中心職責係使捷運系統正常運轉，監控全線營運及維修狀態。故捷運監控設備的完備性，在於能提升系統運作的安全性，進而降低系統受損的風險及減少處理事故異常時間。為使行控中心人員有效發揮應有技能與及時排除異常狀況，台中捷運監控系統進行全面優化，包括針對「行控中心勤務軟體」、「民生示警公開資料平台推播」、「建物資訊維修管理系統 (BIMMS)」、「地震監測系統眾數軟體」、「風力監測系統」等 5 項監控系統及「簡訊資料庫 - 資料庫」共 1 項作業流程進行優化。

The responsibility of the OCC is to ensure the normal operation of the MRT system, monitoring the entire line's operations and maintenance status. The comprehensiveness of MRT monitoring equipment contributes to enhancing system safety, thereby reducing the risk of system damage and shortening the time required to address accidents and anomalies. To enable the OCC personnel to effectively utilize their skills and promptly address irregularities, TMRT has comprehensively optimized five monitoring systems (i.e., "OCC Duty Software," "Public Alert Open Data Platform Push," "Building Information Maintenance Management System (BIMMS)," "Earthquake Monitoring System Mode Software," and "Wind Force Monitoring System"), and one operational procedure (i.e., "SMS Database-Database").

列車半永久聯結器即時運轉

Real-Time Operation of Train Semi-Permanent Couplers

半永久聯結器優化後強度增加，代表監測運作正常。廠商負責架設攝影機監看運作狀況，台中捷運並定期每兩週監看軸心運轉狀況是否順暢。

The strength of the semi-permanent couplers increased after optimization, indicating that the monitoring is functioning correctly. Vendors are responsible for installing cameras to monitor operational status, while TMRT checks the axis operation conditions bi-weekly to ensure smooth operations.

系統安全強化

System Safety Enhancements Enhancements

除了安全監測系統之外，日常維修為列車運輸安全的重要條件。維修部門需依規定之設備保養周期進行維護保養作業，以確保設備正常運作及穩定功能，藉以提升服務品質。各項重要作業圖文解說如下：

In addition to the safety monitoring system, routine maintenance is a critical factor in ensuring the safety of train transportation. The maintenance department must perform maintenance according to the prescribed equipment maintenance cycles to ensure the normal and stable functioning of the equipment, thereby enhancing the quality of service. Explanation of Various Important Operational Processes:

1. 電聯車 Electric Multiple Units (EMU)

為確保電聯車正常運作，台中捷運定期實施車門保養及防夾裝置檢查；另外為了確保列車救援時能正常運作，也必須定期也執行聯結器檢修作業。另外，維修人員針對煞車系統，也依照檢修週期不同而分別實施各項壓力測量，使列車煞車具備良好制動力，確保營運安全。

To ensure the normal operation of EMUs, TMRT regularly performs door maintenance and anti-pinch device inspections. Additionally, to ensure that the train rescue can work normally in case of an emergency, coupler maintenance tasks must also be performed regularly. Furthermore, maintenance personnel carry out various pressure measurements on the brake system according to the maintenance cycles, to ensure that the train has good braking power and operational safety.



2. 軌道檢查車及軌道例行性保養作業

Routine Maintenance of Track Geometry Cars and Tracks



針對道岔範圍內基本軌、導軌以及岔心上車輪與鋼軌接觸面及周邊過多油漬問題，團隊以人工方式使用刮刀將油漬刮除，維持車輪與鋼軌接觸面間的清潔度，藉以提升良好的行車運轉品質及旅客舒適度。

Specifically focusing on issues like excess oil stains on the stock rails, guide rails, and the contact surfaces between the wheels and the tracks on the frogs within the turnout range, the team manually uses scrapers to remove the oil stains. This maintains the cleanliness of the contact surfaces between the wheels and tracks, thereby improving the quality of train's operation and the comfort of passengers.

3. 電子通訊設備 Electronic Communication Equipment

台中捷運定期測試話機通話功能是否正常、檢查連接埠接頭有無脫落及外觀是否破損，以確保電話功能正常。

台中捷運定期實施保養檢修作業，確保數位無線電系統、廣播系統設施設備正常運作及營運安全。

TMRT regularly tests whether the telephone functions are working correctly, inspects the connectors for any disconnections, and checks the appearance for any damage to ensure that the telephone system operates normally.

TMRT conducts regular maintenance and repair work to ensure the proper functioning and operational safety of digital radio systems and broadcasting systems.



4. 電子號誌設備 Electronic Signaling Equipment



台中捷運定期實施轉轍器預檢保養，確保電聯車能安全行駛。

軌道電路主要功能，係在確保列車佔據訊號確認回傳以及確認軌道是否發生斷軌。台中捷運藉由卡板進行各項電氣數值檢測及使用電阻器連接軌道測試訊號回傳，確保軌道電路功能及運作正常。

台中捷運定期實施保養檢修作業，確保月台門系統、號誌設施設備正常運作及營運安全。

TMRT performs regular preventive inspection and maintenance on turnouts to ensure that EMUs can run safely.

The primary function of the track circuit is to ensure confirmation of occupancy signal return and to verify whether a rail break has occurred. TMRT uses test boards to perform

various electrical measurements and employs resistors to connect to the track for testing signal returns, ensuring the track circuits function and operate normally.

TMRT conducts regular maintenance and repair work to ensure the proper functioning and operational safety of the platform door systems and signaling equipment.

5. 電力設備 Electrical Equipment

台中捷運定期檢查電力來源開關盤，預防三軌電力供應異常，避免列車因失去電力影響營運。

台中捷運定期實施保養檢修作業，確保供電系統正常運作及營運安全。

TMRT performs regular inspections on the electric switchboard to prevent abnormalities in the third-rail power supply, avoiding any operational interruptions due to power failure.

TMRT conducts regular maintenance and repair work to ensure the proper functioning and operational safety of the power supply system.

維修人員的敬業與技術，攸關軌道維修成效；人員安全更是軌道營運重要基礎，例如原駐車區內，任一軌道帶電，全區均顯示藍燈，無法精確顯示駐車區軌道上的帶電狀態，難立即區分單一軌道是否帶電，同時增加軌區同仁工作之風險。2022 年駐車區內的月台新增駐車區軌道帶電指示燈，負責顯示軌道三軌之中任一軌是否帶電，直接降低勞工作業風險並提升維修效能。

TMRT conducts regular maintenance and repair work to ensure the proper functioning and operational safety of the power supply system. TMRT conducts regular maintenance and repair work to ensure the proper functioning and operational safety of the power supply system. The competence and skills of maintenance personnel directly affect the effectiveness of track maintenance. Employee safety is a more critical foundation of track operation. For example, in the original stabling area, if any track is live, a blue light is displayed throughout the area, making it unable to precisely show the electrical status of the tracks in the stabling area and difficult to determine whether any single track is live, thus increasing the risk for track working crew. In 2022, new track voltage indicator lights were added to the platforms in the stabling area. They display whether any of the three tracks are live, directly reducing labor operational risks and increasing maintenance efficiency.



6. 水電環控設備 Utility and Environmental Control Equipment

為確保消防、照明、水環等系統設備正常運作及營運安全，台中捷運定期實施保養檢修作業。

To ensure the proper functioning and operational safety of fire safety, lighting, and water systems, TMRT conducts regular maintenance and repair work.



年度定期檢查評級特優，戮力提供更優質服務 Annual regular inspections receives an excellence rating, and TMRT is striving to provide higher-quality services

臺中市政府 2022 年 6 月 22 日辦理捷運綠線首次年度定期檢查並順利完成。經營維護與安全監督檢查委員由市府邀請府內、外專家學者籌組，市府交通局長擔任總召集人，委員分爲「營運管理狀況及服務水準組」、「電聯車及路線維護保養情形組」、「行車安全及保安措施組」分別進行檢查，共同爲臺中捷運經營與安全把關。

經過委員現場檢視、資料檢閱，委員分組討論，並於總結會議時，定檢小組委員共提出 25 項建議事項及 8 項優良嘉許。本次定檢加權後總得分爲 91.73 分，檢查結果僅列建議及優良嘉許事項，無違反大眾捷運法及其相關子法等缺失事項。

獲優良嘉許事項包含：大慶站和台鐵轉乘指標清楚，還提供旅客借道穿越捷運車站時，有 5 分鐘進出站不扣款的貼心設計。另外，車站應變設備與器材皆有定期檢點及妥善管理等，都受到肯定。藉由專家、學者從不同面向提供專業建言，將臺中捷運公司的營運更爲安全、服務更爲精進，並能持續優化服務品質，以達成「以提供安全、可靠、舒適、便捷的捷運服務，強化大台中都會區社會經濟發展，善盡企業公民與社會責任，實踐永續經營理想」的使命。

On June 22, 2022, Taichung City Government successfully completed the first annual regular inspection of the TMRT Green Line. The Operations, Maintenance, and Safety Supervisory Committee is composed of internal and external experts and scholars invited by the City Government. The Director of the City's Transportation Bureau serves as the chief convenor. The committee is divided into sub-committees, namely "Operations Management and Service Level," "Electric Multiple Units and Route Maintenance," and "Traffic Safety and Security Measures." These sub-committees perform inspections separately, collectively overseeing the operation and safety of TMRT.

After on-site inspections and data review

by the regular inspection committee members, followed by group discussions, the committee members gave a total of 25 suggestions and 8 commendations during the concluding meeting. The total weighted score of this regular inspection is 91.73 points. The inspection results only include suggestions and commendations, with no violations of the Mass Rapid Transit Act or its related regulations.

Commendations include: clear transfer indicators between Daqing Station and Taiwan Railways, as well as a thoughtful design that allows passengers to pass through the TMRT station without being charged if they exit in 5 minutes. Additionally, the station's emergency equipment and tools are regularly inspected and well-managed, which was acknowledged positively. Through

professional advice from experts and scholars from different perspectives, TMRT aims to improve safety and service further, continually optimizing service quality. This is in line with its mission to "provide safe, reliable, comfortable, and convenient MRT services to boost the social and economic development of the Greater Taichung Metropolitan Area, fulfilling its role as a corporate citizen and carrying out its social responsibilities while achieving sustainable operations."



現場實地檢視
On-Site Inspections



現場實地檢視
On-Site Inspections



召開總結會議
Concluding Meeting Convened



定檢委員檢查後合影
Group Photo After Inspection by the Regular inspection
Committee Members

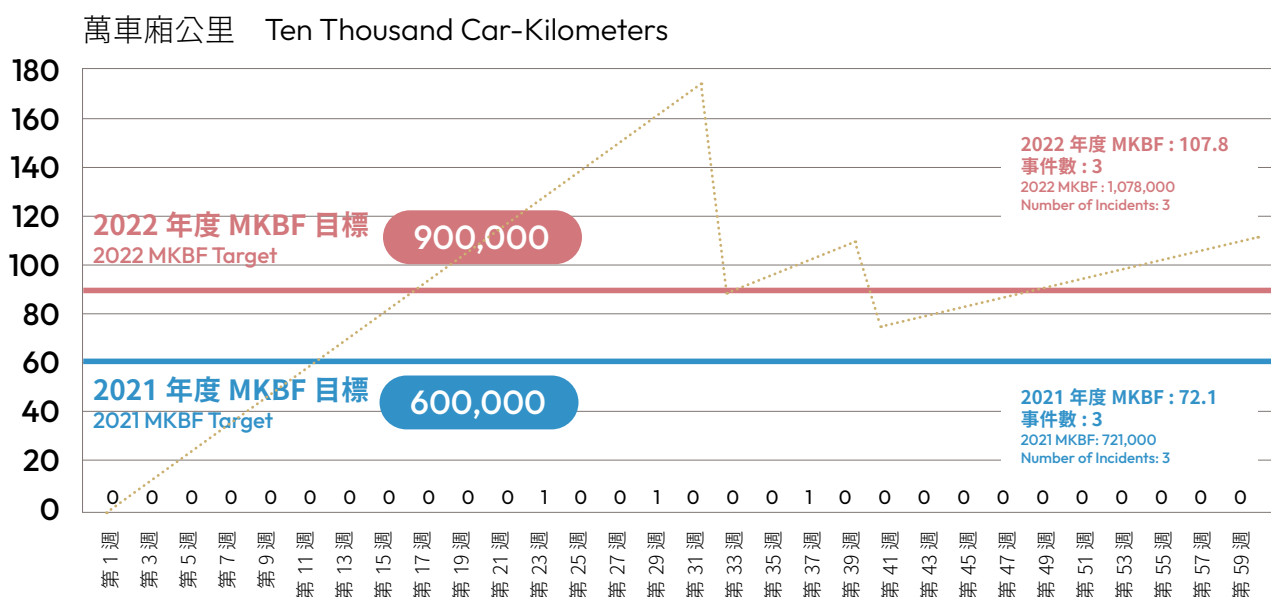
系統營運可靠度表現優於預期

System Operational Reliability Exceeds Expectations

台中捷運營運即初期致力於提供安全、可靠、便捷、舒適的運輸服務，用心為旅客打造最安全穩定的運輸系統。2022 年營運可靠度指標 MKBF，年度預期目標為 90 萬車廂公里，實際營運達到 107.8 萬車廂公里，相較於 2020 年試運轉階段運行績效 15.1 萬車廂公里以及 2021 年 72.1 萬車廂公里，系統穩定度明顯提升且持續成長。除此之外，列車延誤情形也都在標準範圍內，平均每行駛 30,987 趟次，僅發生 1 件 5 分鐘延誤事件。(MKBF 為每發生一次延誤 5 分鐘以上事件之平均行駛車廂公里數)

TMRT has been committed to providing safe, reliable, convenient, and comfortable transportation services since its initial operation. The system is meticulously

designed to be the safest and most stable transportation means for passengers. For the year 2022, the operational reliability indicator MKBF (Mean Kilometers Between Failures) had a anticipated target of 900,000 car-kilometers. The actual performance reached 1,078,000 car-kilometers, showing a significant improvement in system stability and continual growth compared to 151,000 car-kilometers during the trial operation stage in 2020 and 721,000 car-kilometers in 2021. In addition, train delays remained within standard ranges. On average, out of every 30,987 trips, there was only one incident causing a 5-minute delay. (Note: MKBF refers to the average car-kilometers traveled between events causing delays of 5 minutes or more.)



持續演訓守護綠線

Ongoing Drills to Safeguard the Green Line

除了因應平日的列車營運及維護，台中捷運在防災演練亦十分全面。2022 年上半年多重災害模擬演練以列車犯罪、縱火造成營運中斷事件為演習主題。演練主要在線上列車模擬發生旅客犯罪事件及列車火災等情境，考驗台中捷運公司因應多重災害的通報、應變及營運調度能力，同時也強化警消動員協同合作應變能

力。演練實境逼真，演練站務人員於事故發生時立即疏散旅客、通報行控中心啟動相關應變（包含暫停事故車站及列車營運、變更運轉模式、啟動公車接駁、通報警消緊急應變），並成立現場指揮所、自衛消防編組及成立緊急應變中心，由警方及消防人員搶救人質、控制火勢滅火及傷患搶救。最後進



行事故現場管制配合調查及設備檢修復原，演練順利完成。

2022年下半年多重災害模擬演練併同萬安演習辦理，情境內容包括模擬捷運站遭受突如其來之飛彈波及。疑似敵軍侵台以飛彈襲擊，造成捷運站站體毀損、火災產生，捷運站內部及周遭大量人員受傷。事件發生當下，事故車站成立現場指揮所，進行搶救、搶修及避難引導指揮，同步啟動自衛消防編組進行應變。隨後透過與警方與消防人力的聯繫支援等，啟動大量傷患救助事宜，順利完成空襲避難應變任務。

In addition to managing daily train operations and maintenance, TMRT also places great emphasis on comprehensive disaster preparedness exercises. For the first half of 2022, the focus of multi-hazard simulation exercise was on scenarios involving operational interruptions caused by crimes and arson on the train. The exercise primarily simulated events of passenger crimes and train fires on online train models, testing TMRT's ability to cope with multiple hazards through notification,

response, and operational dispatch. The exercise also aimed to strengthen the collaborative emergency response capabilities of the police and fire departments. The drills were realistic, with station attendants immediately evacuating passengers and notifying the OCC to initiate related response measures (including suspending the operations of the affected stations and trains, changing the mode of operation, launching bus shuttles, and notifying police and fire department). The TMRT also established on-site command posts, self-defense firefighting teams, and emergency response centers, with police and firefighters conducting hostage rescue, fire control, and first aid. Finally, the exercises involved the control and cooperative investigation of the incident scene, as well as the repair and restoration of equipment. The drills were successfully completed.

For the second half of 2022, multi-hazard simulation exercise was conducted in conjunction with the Wan An Exercise. The scenarios included simulating the impact of a sudden missile attack on the TMRT stations. In the case of a hypothetical enemy attack on Taiwan with missiles, causing damage to the structure of the TMRT station and fires, with many people inside and around the station getting injured. Upon occurrence of the incident, the affected station established an on-site command post, which would provide guidance and issue commands concerning rescue, repair, and evacuation efforts, and simultaneously initiate self-defense firefighting teams for emergency response. Subsequently, with communication support of the manpower from the police and firefighters, mass casualty rescue would be initiated, successfully completing the task of air-raid evacuation and emergency response.



推動各項安全衛生訓練

Promoting Various Safety and Health Training Programs



工作團隊專業進修是提升公司營運效能的基礎。台中捷運為增進同仁安全專業及工程管理經驗，於2022年陸續辦理安全管理與作業風險相關課程。課程內容包含工程採購注意事項及職業工安事故發生之意外類別，藉以提升全員作業安全意識。

此外，員工健康也是捷運正常營運的根本。為提升員工健康知識，台中捷運持續安排各項健康促進講座，提醒同仁在意自身健康，同時營造樂活中捷的工作氛圍。

Professional advancement of the working team forms the basis for enhancing the Company's operational efficiency. To advance the safety expertise and engineering management experience of its staff, TMRT organized a series of safety management and operational risk-related courses in 2022. The curriculum included key points on engineering procurement and types of occupational safety incidents, aiming to raise awareness about operational safety among all employees.

Additionally, employee health is crucial to the normal operation of the MRT. To improve knowledge about health, TMRT continually arranges various health-promoting lectures, reminding colleagues to pay attention to their own well-being while fostering a joyful and lively working atmosphere.

落實各項災害整備作業

Implementing Various Disaster Preparedness Measures

台中捷運於2022年持續檢討各項災害應變程序，優化程序以符合與外部機關之配合措施，如修正災害防救業務計畫，調整事故等級分類，以及災害發生時如何配合外部機關調查等，以符合上位法規要求。

社會環境瞬息萬變，台中捷運也持續藉由各項事件進行檢討，檢討設備保養、故障應變措施及檢修作為等。我們並定期盤點、檢視搶救搶修機具，確保各項搶救搶修機具在必要時便於調度使用。

In 2022, TMRT continued to review various disaster response procedures, optimizing them to align with coordinative measures with external agencies. This includes revising disaster prevention and rescue plans, adjusting accident severity classifications, and detailing how to cooperate with external agencies during a disaster to comply with higher-level regulations.

As social environments are rapidly changing, TMRT continuously reviews various matters, including equipment maintenance, emergency response measures, and maintenance and repair actions. We also regularly inventory and inspect emergency rescue and repair equipment to ensure they can be easily dispatched when needed.

創意提案獎勵活動

Creative Proposal Incentive Activity



台中捷運自通車以來，同仁積極改善、優化工作營運作業，逐步達成簡化工作流程、降低營運成本、節省人力、提高效率、優化服務品質、增加運量及營收等成效。2022 年辦理第一屆第一次創意提案獎勵活動，共獲得 68 件提案。此舉達到鼓勵同仁發揮自主改善精神，建立並提升企業創新機制。

Since its inception, TMRT employees have been actively improving and optimizing work and operational procedures, gradually making achievements such as streamlined workflows, lower operational costs, manpower saving, greater efficiency, optimized service quality, and increased ridership and revenue. In 2022, the first-ever Creative Proposal Incentive Activity was held, receiving a total of 68 proposals. This initiative has encouraged employees to foster a spirit of autonomous improvement, while establishing and enhancing corporate innovation mechanisms.

技術與知識交流

Technical and Knowledge Exchange

他山之石可以攻錯。除了縱向與橫向的鏈結優化，台中捷運也著重各類技術與知識交流，藉鏡同業經驗，精益求精。

"Other people' experiences can be used to correct one's errors." In addition to optimizing vertical and horizontal linkages, TMRT places greater emphasis on various forms of technical and knowledge exchange, learning from peers in the industry to continually improve itself.

1. 第 12 屆軌道行車控制技術研究發展交流會 12th Rail Traffic Control Seminar

台灣高鐵公司主辦的第 12 屆行控交流會於 2022 年 9 月 16 日召開，全程採實體會議交流研討。促進軌道同業行車控制經驗交流，分享運轉知識，以期達到營運安全、增進營運效率及提升旅客服務品質。

除了吸取同業寶貴經驗之外，也分享自身經驗。本次台中捷運發表主題為「臺中捷運綠線環控系統改善沿革」，台中捷運與興建單位幾經協調及後續導入 BMS 的辦理歷程，做為發表主題，也可以說是以重要經驗回饋同業。



Hosted by the Taiwan High Speed Rail Corporation, the 12th Rail Traffic Control Seminar was held on September 16, 2022, with the entire event being an in-person conference for research and discussion. The focus was on promoting the exchange of experience in rail traffic control among peers, sharing knowledge about operations with the aim of improving operational safety, operational efficiency, and passenger service quality.

Besides absorbing valuable experiences from peers, TMRT also shared its own experiences. The topic presented by TMRT was "Evolution of Environmental Control Systems in the TMRT Green Line." This included the efforts of coordination with construction units and the subsequent introduction of the Building Management System (BMS), which could be important experience benefitting peers in the industry.

2.

除了交流研討會之外，2022 年 3 月 29 日參訪高雄捷運公司數位無線電系統替代方案暨研討交流。此行有利於了解數位無線電系統後續維護保養成本及替代方案之可行性評估。（圖為前往高雄捷運公司進行研討交流。）

In addition to the seminar, a visit to the Kaohsiung Rapid Transit Corporation was conducted on March 29, 2022, focusing on its alternative solutions and idea exchange for digital radio systems. This visit was beneficial for understanding the ongoing maintenance costs and feasibility assessments of alternative solutions for digital radio systems. (A picture shows the visit to the Kaohsiung Rapid Transit Corporation for idea exchange.) --

3.

2022 年 4 月 27 日參與台北國際安全科技應用博覽會暨系列研討會，觀摩學習各鐵道同業於車輛、通訊號誌及機電等系統上科技技術及國產化應用。

On April 27, 2022, we took part in the SecuTech Expo (Taipei) and a series of seminars. The event served as an opportunity to observe and learn from peers in the railway industry about technological advancements and local production applications in vehicle systems, communications signals, and electromechanical systems.



4.

2022 年 12 月 6 日參與逢甲大學 5G 技術交流會，引入交通場域連結創新智慧應用服務及建構生活場域、商業環境新興智慧交通科技實證場域等高端知識。

On December 6, 2022, TMRT participated in the 5G Technology Exchange Seminar hosted by Feng Chia University. The focus was on the introduction of innovative smart applications into the transportation field and the establishment of merging smart transportation technology demonstration areas in living and commercial environments.

5.

2022 年 12 月 16 日參訪高雄捷運公司，旨在深入了解同業維修作業流程、規劃及建立同業間交流之管道。

On December 16, 2022, a visit was made to the Kaohsiung Rapid Transit Corporation with the aim of gaining an in-depth understanding of peer maintenance operation procedures, and planning and establishing channels for inter-company exchanges.

6. 鐵道局鐵路監理檢查員訓練 Railway Bureau Rail Supervision Inspector Training

交通部鐵道局為培育鐵路監理檢查專業人才，安排 24 名鐵路監理檢查員於 2022 年 11 月 22 日至台中捷運交流見習。期間，行控中心以導覽及分組實作進行「行車監控系統概述」、「席位勤務與系統操作說明」研討與解說，並至車站進行訓練課程。

台中捷運綠線系統之車輛、電子電機及軌道土木等領域，分別向台鐵檢查員進行相關維修作業說明及介紹。

To cultivate professional rail supervision inspectors, the Railway Bureau, MOTC arranged for 24 rail supervision inspectors to visit and train at the TMRT on November 22, 2022. During their stay, the OCC conducted a guided tour and group practices that included seminars and explanations on topics like "Overview of the Traffic Monitoring System," and "Duties and System Operations at Various Control Stations." Training sessions were also held at stations.

In the fields of vehicles, electronics, and civil engineering related to the tracks of the TMRT Green Line, respective maintenance operation explanations and introductions were given to the inspectors from Taiwan Railways.



行車監控系統概述研討
Overview Seminar on Traffic Monitoring Systems



各席位勤務說明
Explanations on the duties at various control stations.



交通部鐵道局第二期鐵路監理檢查員訓練課程（北屯總站、松竹站）
Phase II Rail Inspector Training Course of the Railway Bureau, MOTC (Beitun Main Station and Songzhu Station.)

追求便捷服務

Striving for Convenient Services

台中捷運通車屆滿 1 週年了！自通車以來一直致力於多管齊下，提升便捷服務。未來將與市府持續努力，打造完善大台中公共運輸轉乘與接駁服務環境，優化沿線號誌及售票系統等友善指標，真正貼近市民生活，提升民衆搭乘大眾運輸的意願，達到低碳永續城市的目標。

以下為追求便捷服務概況：

TMRT is celebrating its first anniversary! Since its inauguration, TMRT has been committed to a multi-faceted approach to enhance convenience in its services. Looking ahead, we will continue to collaborate with the City Government to create a seamless environment for public transportation transfers and connections throughout Greater Taichung. This will involve optimizing user-friendly features such as signals along the route and ticketing systems, making our services truly close to the daily lives of citizens. Our aim is to increase the public's willingness to use mass transit, thus realizing the goal of a low-carbon, sustainable city. Overview of Efforts to Enhance Convenient Services:

轉乘精進研討會，打造完善任意門

Transfer Improvement Seminar: Creating a Seamless Transit Experience

台中捷運通車屆滿 1 週年之際，2022 年 4 月 29 日於台中捷運北屯機廠國際會議廳舉辦「台中捷運轉乘精進研討會」，藉由資料分析與交通領域各專家學者針對捷運轉乘公車、公共自行車及捷運站周邊步行環境提出建議，以達到捷運轉乘運輸工具的多元整合運用，解決乘客轉乘不便。

On April 29, 2022, in conjunction with the first anniversary of the TMRT's inauguration, a seminar on transfer improvement was held at the International Conference Hall of TMRT Beitun Depot. In the seminar, experts and scholars in the fields of data analysis and transportation offered recommendations on improving the transit of buses, public bicycles, and the pedestrian environment around TMRT stations, with the aim of facilitating the diverse, integrated use of transit options and solving the inconvenience faced by passengers when transferring from TMRT.



捷運轉乘服務再優化 Further Enhancements in Transit Services

無縫運輸是提升載運量的重要條件。台中捷運持續與臺中市政府交通局攜手優化大眾運輸轉乘路網，包括：

Seamless transit is a critical factor in increasing ridership. TMRT continues to work with the Transportation Bureau of Taichung City Government to optimize the mass transit transfer network, including:

1. 7月1日推出幹線公車(100路、300路、500路、700路及900路)行經捷運站。

Launching Trunk Buses (Routes 100, 300, 500, 700, and 900) that pass by TMRT stations, starting on July 1st.

2. 10至11月期間陸續調整綠1路與99路(含延)公車調整行駛動線並增設高鐵臺中站2號出口之站位、1路繞駛至捷運四維國小站。

In October and November, adjustments were successively made to Routes Green 1 and 99 (including extension), including an additional stop at the No. 2 exit of the HSR Taichung Station, and Route 1 was also extended to the TMRT Sihwei Elementary School Station.

3. 假日新闢66路副線(左右環線)大坑登山公車，便利假日登山民衆前往大坑，強化捷運站周邊轉乘。

Introduction of a new Route 66 branch line (left-right circular line) for weekend hikers to Dakeng, improving transfer around the TMRT stations.



市民限定交通優惠捷運站點協助綁卡 TMRT stations provide assistance in binding the citizen-only ride discount to your choice of card

台中捷運持續配合雙十公車「市民限定乘車優惠」政策，於捷運 5 處車站（松竹、文心中清、市政府、文心森林公園、大慶日）提供市民限定綁卡服務。統計至 2022 年底，捷運車站共服務約 12 萬人綁卡作業。台中捷運秉持貼近市民日常需求的初衷，讓捷運車站除了提供行的服務外，於平日夜間及假日時段也提供綁卡服務，讓民衆的生活與車站緊密的連結。

TMRT continues to cooperate with the Double Ten Bus “Citizen-Only Ride Discount” program. Citizen-only card binding services are available at five TMRT stations (Songzhu, Wenxin Zhongqing, Taichung City Hall, Wenxin Forest Park, and Daqing). By the end of 2022, approximately 120 thousand people had completed the card-binding services at the TMRT stations. Upholding our commitment to meeting the daily needs of citizens, TMRT stations not only provide transportation services but also offer card-binding services during weekday evenings and holidays, forging an intimate connection between the stations and the community.



旅客反映意見統計 Passenger Feedback Statistics

客服中心 2022 年受理 5,713 件旅客意見，意見來源包括客服專線 5,218 件 (91%)、旅客信箱 262 件 (5%) 及車站顧客意見表 233 件 (4%)。受理案件以諮詢為主，其中旅客主要詢問列車首末班車時間及班距、遺失物協尋、票證使用、市民限定綁卡等 (如下圖)。

The Customer Service Center received 5,713 cases of passenger feedback in 2022. The sources of the feedback include 5,218 calls (91%) to the customer service hotline, 262 emails (5%) via passenger mailbox, and 233 station customer feedback forms (4%). The majority of the cases handled were inquiries, which predominantly consisted of questions about the time of first or last train leaving, train frequency, lost-and-found services, ticket usage, and citizen-only card discount binding, as illustrated below (see the figure).

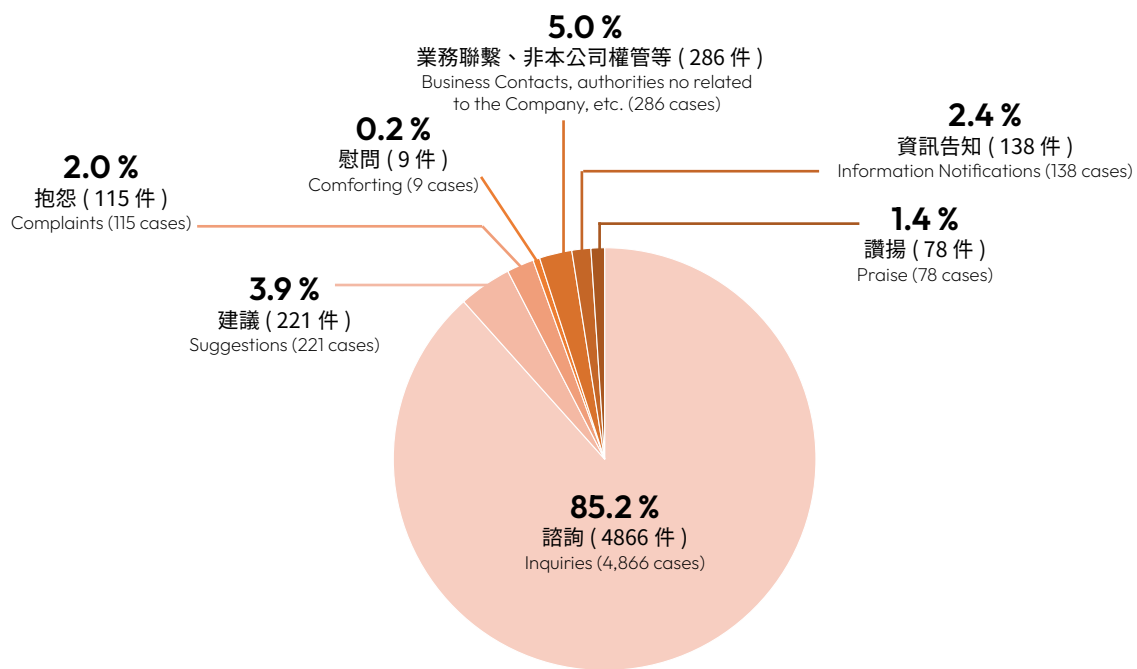


圖 1、2022 年受理案件類別
Figure 1: Categories of Cases Handled in 2022

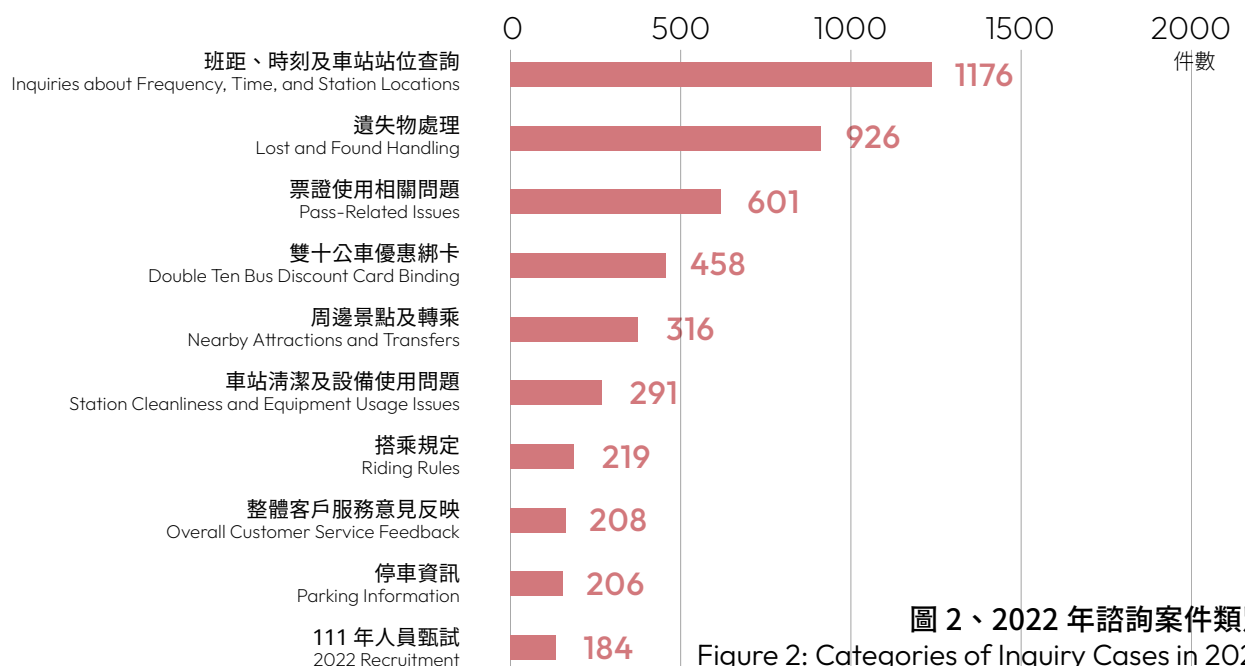


圖 2、2022 年諮詢案件類別
Figure 2: Categories of Inquiry Cases in 2022

旅客滿意度再創佳績

Customer Satisfaction Reaches Another Milestone

爲了解旅客對台中捷運各項服務之滿意度評價，台中捷運於 2022 年 10 月針對年滿 15 歲有搭乘捷運綠線經驗者進行面訪問卷調查。調查結果 2022 年旅客整體滿意度達 93.7%，較 2021 年（92.7%）成長 1 個百分點，再度獲得旅客高度肯定。未來將依據旅客回饋意見，持續提升服務品質，以提供大台中都會區更友善、便捷及安全的大眾運輸服務。

To understand customer satisfaction and opinions concerning various services offered by the TMRT, a face-to-face questionnaire survey was conducted in October 2022 among individuals aged 15 and above who have ridden the TMRT Green Line. According to the survey results, overall customer satisfaction in 2022 reached 93.7%, growing by 1% from 2021 (92.7%), and once again earning high praise from customers. In the future, we will continue to improve service quality based on customer feedback, aiming to offer a safer, friendlier, and more convenient public transport service for the Greater Taichung Metropolitan Area.



系統標誌優化

System Logo Optimization

1. 加值售票機關機節能

Top up/Ticket Vending Machines are switched off for saving energy efficiency.

加值售票機關機節能，加入台中捷運積極響應節能減碳政策及行銷活動元素，除了針對部分使用量較少之加值售票機進行關閉之外，還配合公司行銷活動，提升關閉機台利用率，於關機時間配合限時行銷活動，將這些售票機使用率極大化。

Add value machines are switched off for saving energy efficiency. To actively respond to energy-saving and carbon reduction

policies, as well as incorporate marketing activities, TMRT is not only shutting down some less frequently used Top up/Ticket Vending Machines but also aligning this with the Company's marketing efforts. This aims to maximize the utility of these machines during their downtime by coordinating with time-limited marketing activities.

2. 系統路線圖與車站路線圖改版更新

System Route Map and Station Route Map Update

爲提供民衆更方便的路線資訊，台中捷運進行系統路線圖與車站路線圖改版。新版系統路線圖除新增車站中英文名稱外，爲優化轉乘資訊呈現方式，新增轉乘資訊 QR Code 使用引導說明，系統已於 2022 年 9 月 22 日至 9 月 23 日全線車站更新完成。

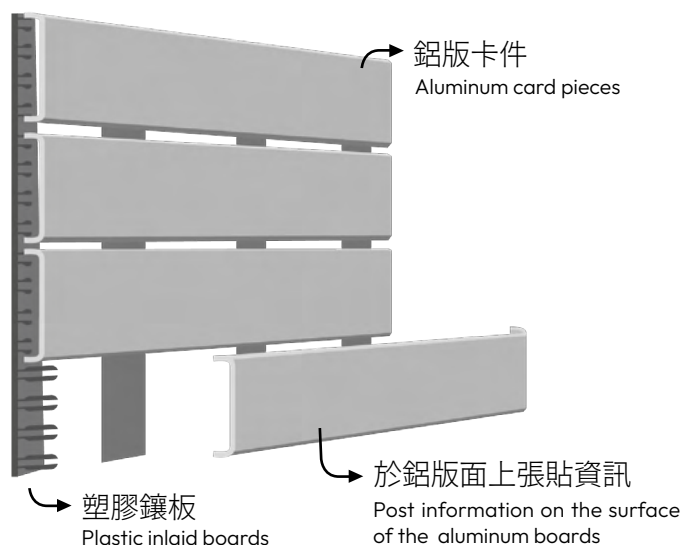
To provide more convenient route information to the public, TMRT has updated its system route map and station route maps. The new version includes both Chinese and English names of the stations and employs QR Codes for better transit information guidance. This update was completed at all stations on September 22nd and 23rd, 2022.

3. 舊社站「出入口地標引導標誌」設置

Jiushe Station's "Entrance and Exit Landmark Signs" Setup

提供旅客更直覺的方向指引，乃軌道運輸的進步指標。過去旅客到了出入口，往往發現出口名稱非爲正對道路路名，也缺少車站景點指引，因此，台中捷運於車站出入口設置「出入口地標引導標誌」同步揭露資訊，2022 年 9 月 19 日先行於舊社站試辦，將持續觀察成效以評估是否平行且全面展開。

It's an indicator of progress in rail transport to provide passengers with more intuitive direction guidance. Many passengers used to find the exit names inconsistent with road names and there was also a lack of station landmark guidance. To address this problem, TMRT plans to set up "Entrance and Exit Landmark Signs" at the exits of its stations and



disclose information at the same time. A trial was carried out at Jiushe Station on September 19, 2022, and the results will be continuously evaluated to decide whether to fully execute the program in all stations.

嗶！乘車便捷—自動收費系統電子支付服務上路

Beep! Efficient Boarding—Electronic Payment Services or Automated Fare Collection now Available

爲因應旅客多元支付需求與提升搭乘意願，台中捷運於 2022 年 10 月 3 日新增悠遊付「嗶乘車」支付功能。旅客持有具備 NFC 功能 Android 6.0 版本 (含) 以上之手機並安裝悠遊付 App，於完成相關設定後即可使用「嗶乘車」，該支付功能等同電子票證實體卡，可搭乘捷運 / 公車與騎乘 YouBike，並可在 App 上查詢扣款明細、設定自動儲值等多項功能。民衆搭乘捷運時，使用手機即可進行支付，一方面提升進出閘門順暢度，也可以減少實體金流接觸風險，對於疫情期間之防疫控管有相當助益。

To cater to passengers' diverse payment needs and encourage ridership, TMRT introduced the EasyWallet "Beep and Ride" payment feature on October 3, 2022. Passengers with NFC-enabled Android smartphones (version 6.0 and above) can download the EasyWallet App and complete the necessary setup to use the "Beep and Ride" feature. It functions like a physical electronic pass and can be used on the TMRT, public buses, and YouBike. The App also offers many other functions, including viewing transaction details and setting up automatic top-ups. Using this feature not only makes it faster to go through the gates but also minimizes the contact risk of physical cash transactions, which is beneficial for disease control during the times of the pandemic.

為安全把關—閘門系統功能新增大客流模式 Enhanced Security with High-Volume Traffic Mode at Gates

為強化旅客乘車安全與進出閘門順暢度，中捷於 2022 年 5 月 27 日新增閘門系統大客流進出模式，主要應用於當車站出現大量人潮湧入時，避免自動閘門重覆開關、感測器偵測異常而造成人流阻塞情況，同時也可減少旅客行進過程間發生推擠、跌倒…等意外。這項模式對於旅客進出站的安全性，有著實質上的提升。

To enhance passenger safety and gate operation smoothness, a high-volume traffic mode was introduced to the gate system on May 27, 2022. This mode is activated during times of high passenger volume to prevent congestion due to repeated automated gate opening and closing and abnormalities sensed by sensors. It reduces the risk of pushing and shoving, falling, and other accidents when going through the gates. This mode substantially improve safety for passengers entering and exiting the TMRT stations.

支付全方位—行動支付建置招標 All-Around Payment Options—Mobile Payment Infrastructure Bidding

行動支付市場蓬勃發展，台中捷運除了「嗶乘車」之外，也積極打造全方位支付環境。後續將規劃在現無障礙閘門上安裝及整合信用卡感應與 QR Code 掃描設備。未來民衆只要掃描 QR Code、持信用卡感應就能進出閘門，支付方式更多元、乘車也更便捷。

With the burgeoning mobile payment market, in addition to “Beep and Ride,” TMRT strives to create an all-encompassing payment environment. Later on, we plan to install and integrate credit card sensing and QR code scanning devices into existing accessible gates. Passengers will be able to use even more diverse and convenient payment options, such as QR Code scanning and credit card taps, to pass through the gates in the future.





行人與乘客友善—車站及車廂空間優化

Pedestrian- and Passenger-Friendly : Optimizing Station and Car Interiors

1. 車站廁所特優認證與綠美化規劃

Certification and Green Beautification for Station Restrooms:

台中捷運提升車站廁所質感，不遺餘力。台中捷運採用仿真盆栽及壓克力相框擺飾等方式進行綠美化，初期先就為松竹站、文心崇德站、市政府站、大慶站、高鐵臺中站等 6 站進行試辦並於 2022 年 2 月 17 日設置完成。

台中捷運綠線 18 個車站廁所均獲得「公廁特優場所認證」，其中北屯總站、松竹站、市政府站及文心森林公園站獲選台中市 2021 年度十大績優公廁。董事長林志盈於 2022 年 10 月 25 日帶領車站同仁及清潔人員接受市長盧秀燕表揚。

TMRT has made relentless efforts to improve the quality of station restrooms. TMRT used artificial potted plants and acrylic frames for decoration and beautification, and the installation of an initial pilot at six stations, including Songzhu, Wenxin Chongde, Taichung City Hall, Daqing, and HSR Taichung Station, was completed on February 17, 2022.

All 18 restrooms on the TRMT Green Line have received the "Exceptional Public Restroom Certification," with Beitun Main Station, Songzhu, Taichung City Hall, and Wenxin Forest Park included in the list of Taichung City's top ten public restrooms in 2021. Chairman Lin Chih-ying led station staff and cleaning crew to receive accolades from Mayor Lu Shioh-Yen on October 25, 2022.



此外，捷運文心森林公園站公廁於環保署 2022 年全國績優公廁評比榮獲全國績優公廁「多元跨界獎」，2022 年 11 月 18 日由行政院環境保護署長張子敬頒獎，總經理莊明聰代表受獎。

Additionally, Wenxin Forest Park Station's restroom was honored with the "Diversity and Integration Award" in the 2022 National Outstanding Public Restroom Rating by the Environmental Protection Administration (EPA). The award was presented by Chang Tzi-Chin, Minister of the EPA, on November 18, 2022, and accepted by President Chuang Ming-Tsung on behalf of the Company.

2. 車站臨時哺集乳室規畫

Planning of Temporary Breastfeeding Rooms at Stations

台中捷運也致力於營造哺乳友善環境，除了捷運綠線於北屯總站、市政府站、高鐵臺中站均設有哺集乳室之外，特殊節慶也有臨時的特別安排。例如，為因應中臺灣元宵燈會期間文心森林公園站哺集乳之需求，特別規劃文心森林公園站站長室作為臨時哺集乳空間，供旅客使用。此舉深獲旅客媽媽們嘉許。也因此，中捷參考同業作法，自 2022 年 8 月起將綠線其餘 15 站均以站長室或清潔保全候勤室作為臨時哺集乳空間，提供有需求的旅客臨時使用之便。

TMRT is also committed to creating a breastfeeding-friendly environment. Aside from having breastfeeding rooms at Beitun Main Station, Taichung City Hall Station, and HSR Taichung Station, special arrangements are made during specific festivals. For example, to meet breastfeeding needs during the Central Taiwan Lantern Festival event, a temporary breastfeeding space was set up in the station manager's office at Wenxin Forest Park Station, which was well-received by traveling mothers. Accordingly, TMRT, referring to the practices of the industry peers, starting in August 2022, offers temporary breastfeeding spaces in the station manager's office or janitor and security duty room at the other 15 stations on the Green Line to accommodate the needs of traveling mothers.

3. 全線車站寫字檯便民 QR Code 設置 Convenient QR Code Setup at Writing Desks At All Stations

為推動及因應無紙化時代與加強便民服務，台中捷運 2022 年 3 月 29 日於全線車站寫字檯上方增加便民 QR Code。圖中由左至右分別為中捷官網、計程車叫車資訊、遺失物查詢、旅客信箱等，提供有需求的民衆線上使用之便。

To promote a paperless trend and enhance convenient services, TMRT added convenient QR Codes above the writing desks at all stations on March 29, 2022. The QR Codes link to various services, which are, from left to right, the TMRT official website, cab information, lost and found inquiry, and a passenger mailbox, providing online access for those in need.



4. 全線車站閘門感應區識別圖像增設 Identification Icons Added to Gate Sensing Zones at All Stations

年長旅客進出閘門時，常因不熟悉票卡感應區位置而造成誤靠顯示螢幕上等情事。為提高旅客辨識度與出入順暢，臺中捷運規劃了閘門感應區識別優化方案，達到識別引導、動線順暢及設備保護之成效。2022 年 5 月 27 日已全線車站完成辨識圖像張貼。

Elderly passengers often experience confusion when entering or exiting the ticket/pass gates due to unfamiliarity with the locations of sensing zones. To improve identification and facilitate smoother traffic flow, TMRT has devised an optimization plan for identifying icons in the gate sensing zones, achieving improved guidance, smoother traffic flow, and device protection. This was fully implemented across all stations on May 27, 2022.

5. 九德站自行車架增設

Additional Bicycle Racks at Jiude Station

台中捷運順應旅客意見並經評估之後，於 2022 年 9 月 9 日完成九德站出口二自行車架 (共 9 支) 裝設、2022 年 9 月 14 日完成出口一自行車架 (共 9 支) 裝設，增設後出口一自行車停車格數量共計 34 支，出口二自行車停車格數量共計 9 支。

In response to passenger feedback and after evaluations, TMRT completed the installation of nine bicycle racks at Exit 2 of Jiude Station on September 9, 2022, and another nine at Exit 1 on September 14, 2022. After these additions, there are now 34 bike parking spots at Exit 1 and nine at Exit 2.

6. 車站防走光霧面玻璃貼增設

Stations Equipped with Anti-upskirting Matte Glass

為維護旅客隱私，避免旅客有走光疑慮，台中捷運於 2022 年 6 月 15 日完成舊社站、大慶站、九德站、烏日站等 4 站之霧面玻璃貼張貼。

To protect passenger privacy and prevent potential upskirting concerns, matte glass was installed on June 15, 2022 at four stations, namely Jiushe, Daqing, Jiude, and Wuri.

舊社站備援行控大樓停車場啟用

Activation of Backup Operation Control Center Parking Lot at Jiushe Station

舊社站備援行控大樓停車場於 2022 年 8 月 15 日正式對外啟用，全場計有汽車車格 160 格、機車車格 135 格 (含汽車無障礙車格 4 格、機車無障礙車格 4 格及親子車格 4 格、低碳車格 4 格、汽車充電設備 1 組)。停車場採車牌辨識系統，提供民衆便捷的停車服務。同時為鼓勵民衆搭乘捷運，凡持悠遊卡轉乘捷運即享有轉乘優惠機車 3 元、汽車 10 元。

The Backup Operation Control Center parking lot at Jiushe Station was officially opened to the public on August 15, 2022. The parking lot has 160 car spaces and 135 motorcycle spaces, including 4 accessible spaces for both cars and motorcycles, 4 family spaces, 4 low-emission vehicle spaces, and one unit of car charging equipment. The parking lot uses a license plate recognition system, offering convenient parking services to the public. To encourage the public's use of MRT, anyone transferring to the TMRT with a EasyCard enjoys a discount of parking: 3 NTD for motorcycles and 10 NTD for cars.

綠線機車轉乘停車場

Green Line Motorcycle Transfer Parking Lots

綠線機車轉乘停車場自 2022 年 7 月 1 日起由中興電工機械股份有限公司 (嘟嘟房) 接手，7 月 15 日正式營運，於北屯總站、四維國小站、文心崇德站、文心中清站、文華高中站、文心櫻花站、水安宮站、南屯站、豐樂公園站及大慶站等計 10 個車站提供便捷的停車服務。為鼓勵民衆多多搭乘捷運，凡持悠遊卡轉乘捷運就享有轉乘優惠每次 3 元。

Starting from July 1, 2022, the motorcycle transfer parking lots on the Green Line were taken over by Chung-Hsin Electric & Machinery Manufacturing Corp. (dodohome), which has officially operated since July 15th. Convenient parking services are provided at 10 stations, including Beitun Main Station, Sihwei Elementary School, Wenxin Chongde, Wenxin Zhongqing, Wenhua Senior High School, Wenxin Yinghua, Shui-an Temple, Nantun, Feng-le Park, and Daqing. To encourage more people to ride the TMRT, transferring to the TMRT with an EasyCard will enjoy a discount of 3 NTD.

P 轉乘搭捷運 停車享優惠

持悠遊卡繳費享折扣 **3元/次**

舊社站停車場 持悠遊卡繳費享折扣 **10元/次**

台中捷運官方網站

收費轉乘停車場 歡迎您多加利用

- 停車場相關資訊詳見台中捷運官方網站
- 停車場費率及須知以現場公告為準

置物櫃 Lockers

為滿足民衆寄物需求，2022 年 1 月起在文心森林公園新增 1 組置物櫃副櫃，未來也將拓展更多站點設置置物櫃，以提供搭乘捷運省時輕便之效。

To meet the public's luggage storage needs, a new set of auxiliary lockers was added in January 2022 at Wenxin Forest Park Station. It's planed to install lockers at more stations, aiming to make TMRT travel easier and faster.



台中捷運周邊商品網路商城上線 Launch of Online Mall for TMRT-related Merchandise

台中捷運周邊商品網路商城於 2022 年 8 月 15 日正式上線，民衆購買管道選擇更加多元，亦可搭配公司各項行銷活動推出優惠方案，提升民衆購買意願。

The online mall for TMRT merchandise was officially open on August 15, 2022. The public now has more diverse options of purchasing channels, and promotional offers will be launched in conjunction with the Company's various marketing activities to boost consumer interest.

APP 捷運資訊服務更多元 More Diverse APP TMRT Information Services

中捷爲了幫助旅客快速找回失物，APP 捷運資訊服務推出遺失物協尋功能，也新增幹線公車轉乘資訊，方便民衆轉乘。本年度 APP 累計下載量超過 8 萬人次，使用服務超過 40 萬人次。歡迎旅客持續多加利用，感受中捷貼心的服務。各項服務介紹如下：

To help passengers quickly retrieve lost items, the TMRT Information Service App has launched a lost-and-found feature and added information for transferring to Trunk Buses, making it more convenient for the public to transfer between different modes of transport. This year, the App has been downloaded over 80 thousand times and used over 400 thousand times. We encourage passengers to make good use of the App as it's earnestly designed by the TMRT. Various services are described as follows:

1. 遺失物協尋功能，也能找回遺失票卡

Lost-and-Found Feature and Lost Pass Retrieval

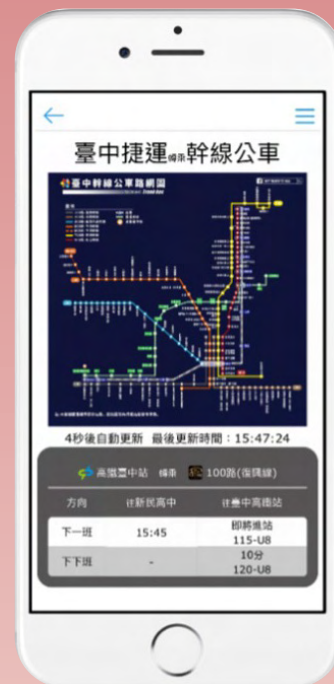


旅客可隨時查詢待認領物品，也可以線上填寫協尋單，縮短協尋時間。註冊會員若綁定電子票證，遺失票證時還能接獲即時訊息通知，提高找回電子票證的機會。經統計，完成綁定的會員找回遺失票卡機率超過 9 成。

Passengers can enquire about items waiting to be claimed at any time or fill out an online form for lost items, reducing the time required for the search. Registered members who have their electronic passes bound will receive immediate notifications if the passes are lost, increasing the chance of retrieval. According to statistics, members who have completed card binding have more than 90% chance of getting their lost passes back.

2. 轉乘幹線公車資訊，可查詢下 2 班公車即時到站資訊

Trunk Bus Transfer Information: Check the Instant Arrival Time of the Next Two Buses



幹線公車分別行經捷運高鐵台中站、市政府站、文心中清站、文心崇德站、松竹站等車站，形成台中市區的大眾運輸主幹路網。APP 新增幹線公車轉乘資訊，可以查詢下 2 班公車即時到站資訊，民衆轉乘更方便省心。

Trunk buses pass through TMRT stations such as HSR Taichung Station, Taichung City Hall, Wenxin Zhongqing, Wenxin Chongde, and Songzhu, forming the main public transport trunk network in downtown Taichung City. The App has added Trunk Bus transfer information, which allows you to check the real-time arrival of the next two buses, making it even more convenient and worry-free for the public to transfer.



車站防疫措施，全方位守護您的健康

Station Epidemic Prevention Measures: Comprehensive Protection for Your Health

延續 2021 年三級警戒以來的防疫作為，台中捷運持續以最嚴謹的態度維護旅客搭乘健康與安全。隨著 2022 年 4 月變異株 Omicron 疫情爆發，引發憂慮，但此際中央流行疫情指揮中心表示我國防疫進入以正常生活、積極防疫、穩健開放為原則之「新臺灣模式」；同月中央亦取消簡訊實聯制政策。

歷經 5 月疫情高峰之後，疫情終於逐漸趨緩，指揮中心亦持續進行防疫措施鬆綁與政策調整，以達穩健開放，恢復正常生活之目標。車站防疫措施也隨之對應滾動性檢討。

Extending the measures taken at the time of the Level 3 alert in 2021, TMRT continues to safeguard the health and safety of its passengers with the utmost rigor. With the outbreak of the Omicron variant in April 2022 causing concern, the Central Epidemic Command Center (CECC) stated that Taiwan's pandemic prevention had entered a "New Taiwan Model," based on principles of normal life, proactive prevention, and cautious reopening. The same month, the central government also canceled the SMS-based contact tracing policy.

After the peak of the epidemic in May, the situation has gradually eased. The CECC continues to relax preventive measures and adjust policies to achieve stable reopening and a return to normal life. Station epidemic prevention measures are also correspondingly reviewed on a rolling basis.

串起幸福生活

Creating Happy Lives



台中捷運通車周年慶成果特展 TMRT's First Anniversary Achievement Exhibition

台中捷運於 2022 年 4 月 25 日歡慶通車滿 1 週年。市政府站設置通車週年成果特展，以「安全舒適」、「便捷幸福」、「社會責任」為主題，呈現捷運對民衆生活及交通環境的正面影響，以及台中捷運通車首年的營運成果。現場另規劃掃描 QR Code 填答題目抽限量紀念品福袋的活動，增加民衆對捷運系統的認識，也提升市民對捷運的認同感及歡慶通車週年的參與感。

On April 25, 2022, TMRT celebrated its first anniversary. The Taichung City Hall Station hosted an anniversary achievement exhibition, featuring themes like "Safety and Comfort," "Convenience and Happiness," and "Social Responsibility." The event highlighted the positive impact the TMRT has had on the lives of citizens and the transportation landscape, as well as its operational achievements in its inaugural year. To enhance public awareness and foster a sense of identity with the TMRT system, the exhibition also organized a QR Code-based quiz, with limited edition goodie bags up for grabs.



另外，迎接台中捷運慶祝綠線通車滿週年暨歡慶兒童節，追求低碳綠色環保生活向下扎根，特別與樹太老日本定食專賣店合作舉辦「我是小小畫家兒童著色比賽」，著色稿以台中捷運 1 週年快樂為主題。

In addition, to celebrate the first anniversary of TMRT Green Line's inauguration and Children's Day, the Company organized the "I'm a Little Painter Children's Coloring Contest" by collaborating with Kitaro Japanese Meal Sets Specialty Restaurant. The theme for the coloring sheets was "Happy First Anniversary, TMRT."



台中捷運前進校園，首屆校園大使徵選

TMRT Visits the Campus: The First Campus Ambassador Selection

台中捷運前進校園，第一屆校園大使經過兩階段激烈評選，10 名高中、大學生從 109 名參賽者中脫穎而出，成為台中捷運首屆校園大使，將協助中捷宣傳各項活動。

TMRT visited the campuses. The first Campus Ambassador selection, after two stages of fierce evaluation, had picked 10 winners out of 109 contestants. The winning students of senior high school or college are the first-term Campus Ambassadors, who will assist TMRT in promoting its various events.



振興 e79 上路，中捷票價 79 折

e79 Revitalization Program Hits the Road: TMRT Offers a 21% Fare Discount

Covid-19 疫情趨緩，為鼓勵民衆回歸日常生活、提升使用大眾運輸意願，配合市府「紓困振興 e79 計畫」，推出「振興一起走」台中捷運全面 79 折乘車優惠方案。自 7 月 1 日起至 9 月 30 日止，民衆在活動期間內持悠遊卡、一卡通或 icash 2.0 搭乘台中捷運，即享票價 79 折優惠。2020 年 9 月就推出的捷粉回饋專案，也配合「零接觸運輸」新捷粉回饋方案，延續實施至 2022 年 12 月 31 日。

As the Covid-19 epidemic situation eases, to encourage the public to return to normal life and boost the usage of public transportation, TMRT launched a "Ride for Revitalization" 21% fare discount scheme in collaboration with the City Government's "e79 Economic Relief and Revitalization Program." Starting from July 1st to September 30th, passengers using contactless payment cards like EasyCard, iPass, or icash 2.0 will receive a 21% discount on TMRT fares. Initiated in September 2020, the "MRT Fan Reward Program" has also been updated to align with the "Contactless Transportation" initiative. The program is set to continue until December 31, 2022.

捷運千萬人次活動

TMRT Reaches Ten Million Ridership Milestone

台中捷運運量不斷刷新里程碑，全線運量於 2 月 4 日破 500 萬人次，3 月 11 日突破 600 萬人次，4 月 17 日突破 700 萬人次，6 月 16 日突破 800 萬人次，8 月 2 日突破 900 萬人次，9 月 9 日突破千萬人次！這位千萬幸運兒享有 365 天無限搭乘優惠。

2022 年 9 月 12 日市政府舉行「中捷千萬 有你 +1」記者會，首播台中捷運主題 MV「家」。盧市長宣布推出千萬人次 24 小時限時販售紀念票，於 2022 年 9 月 17 日上午 10 時市政府站限量販售。



TMRT continues to set new ridership records. On February 4th, the cumulative ridership exceeded 5 million; on March 11th, it broke 6 million; on April 17th, surpassed 7 million; on June 16th, came to 8 million; on August 2nd, hit 9 million; and on September 9th, saw the 10 million mark! The lucky ten-millionth rider enjoyed unlimited rides for 365 days.

On September 12, 2022, the City Government held a press conference, titled "TMRT 10 Million Passengers + You," where the TMRT theme MV "Home" was premiered. Mayor Lu announced the 24-hour limited-time sale of commemorative passes to celebrate the 10 million ridership milestone. These passes were available for purchase at the Taichung City Hall Station on September 17, 2022, starting at 10 a.m.





票卡行銷，另類城市意象

Pass Marketing: An Unconventional City Image



1. 通車週年票卡

TMRT Anniversary Pass

通車週年票卡 4 月 21 日起於車站經常性販售，票卡延續中捷一貫的「輕、簡、透」風格，以點線面幾何符號詮釋捷運便利生活圈的概念。

TMRT First Anniversary passes go on regular sale at stations starting from April 21st. These passes continue TMRT's consistent style of "light, simple, and transparent." They feature geometric symbols to interpret the concept of a convenient life circle around the TMRT.



2. 2022 年度票卡

2022 Annual Pass

2022 年度票卡於 8 月 6 日上午 9 時起開賣。在松竹、文心崇德、市政府、文心森林公園、豐樂公園、高鐵臺中站 6 站車站詢問處獨賣，每站限量 250 張。票卡融入電聯車快速穿梭於綠色隔音牆的特色，熟悉的畫面讓常搭乘台中捷運的民衆看了會心一笑。此外，卡面呈現無限延伸的綠色隧道意象，也象徵中捷將持續提供安全、可靠、舒適、便捷的服務給民衆。

The 2022 Annual Pass was available for purchase from 9 in the morning of August 6th. These passes are exclusively available at the information counters of six TMRT stations: Songzhu, Wenxin Chongde, Taichung City Hall, Wenxin Forest Park, Feng-le Park, and HSR Taichung Station. Each station has a limited supply of 250 passes. The pass design incorporates the image of an EMU swiftly moving alongside green noise barriers—a familiar sight that brings a knowing smile to the regular riders of TMRT. Additionally, the card's design includes an infinitely extending green tunnel, symbolizing TMRT's commitment to continually offering safe, reliable, comfortable, and convenient services to the public.

車站廣播系統擴充案 - 增加進站廣播功能

Station Broadcast System Expansion - Adding Train Arriving Broadcast Feature

列車進站時，不再只有罐頭播音了！中捷擴充原廣播系統，在列車進站時增加以地景音樂做為提醒的播音，提醒旅客列車即將進站。此外，列車停妥後上行月台以男聲、下行月台以女聲放送目的地語音，增加聽覺辨識度，也做為精進及改善身心障礙者、市民之乘車環境。

Gone are the days of canned announcements when a train enters the station! The TMRT has expanded its original broadcast system to include landscape music as a reminder to passengers of a train entering the station. Furthermore, after the train comes to a stop, the announcements for the destinations will be made in a male voice for the outbound platforms and a female voice for the inbound platforms. This enhances auditory recognition and also serves to improve and refine the travel environment for individuals with disabilities and the general public.



捷粉回饋方案廣受好評

TMRT Fan Reward Program Widely Praised

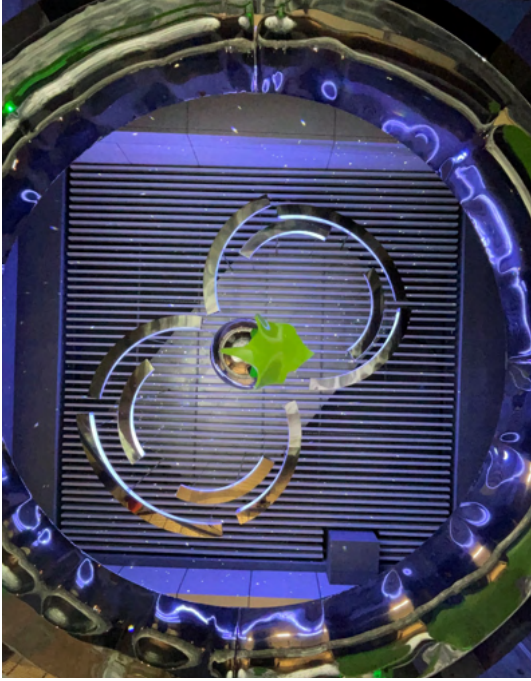
自台中捷運通車以來，許多民衆的日常生活開始透過捷運通勤、購物、拜訪親友。台中捷運為提供民衆更便利、實惠的搭乘方案，於 2021 年 9 月 1 日推出「捷粉回饋方案」後，廣受民衆喜愛，每月捷粉人數從一開始 9 月的 946 人，至 2022 年 12 月已成長至 3,832 人，成長幅度達 305% 且持續成長中。另外，每月捷粉黏著度平均達 7 成以上。

Since the launch of the TMRT, many people have begun to use the service for daily commuting, shopping, and visiting friends and family. To provide a more convenient and economical travel option for the public, TMRT launched the "MRT Fan Reward Program" on September 1, 2021. It has been highly popular, and the number of the TMRT fans grew from 946 in the initial month of September to 3,832 by December 2022, equivalent to a growth rate of 305%, which continues to rise. Additionally, the monthly adherence of TMRT fans was over 70% on average.



中捷首座公共藝術 - 尚水．綠動未來於舊社站揭幕

The First Public Art Piece in TMRT: "Water of Life" Unveiled at Jiushe Station



台中捷運第一個公共藝術尚水．綠動未來，這是全台交通運輸業首度由營運單位主辦的公共藝術作品。作品融合水圳與菸葉的在地元素，在交通局及中捷公司共同努力下，歷經 1 年多完成徵選、設置，已然成為台中的新地標。中捷希望台中獨有的人文與地景故事，能以藝術形態永續傳播，也希望民衆透過這件作品的在地性、藝術性及互動性，與台中捷運交織出更多想像與新記憶。

The first public art piece in TMRT, "Water of Life," marks the first time a piece of public art work was organized by a transit operator in Taiwan. The artwork incorporates local elements of canals and tobacco leaves. With the collective efforts of the Transportation Bureau and Taichung Mass Rapid Transit Corporation, it took over one year to complete the selection and installation of the work, which has become a new landmark of Taichung City. TMRT hopes that Taichung's unique cultural and landscape stories can be sustainably communicated through the form of art, and passengers can weave new imaginations and memories with the TMRT system through the local, artistic, and interactive spirit of the artwork.

工程車吉祥物推出

Introduction of Work Train Mascots

2020 年中捷推出吉祥物「小綠綠」，受到粉絲喜愛及大眾認可。2022 年再推出工程車吉祥物—磨軌車「磨磨」及檢查車「查查」，持續打造吉祥物家族，也增加小車角色豐富度，進而凝聚捷粉黏著度。

In 2020, TMRT launched its mascot "Little Green," which was well-received and recognized by fans and the general public. In 2022, we introduced new mascots for work trains—Rail Grinder "Mo Mo" and rail Inspector "Cha Cha," further enriching the mascot family and enhancing the engagement of the TMRT fans.



磨軌車——磨磨
Rail Grinder: Mo Mo

列車——小綠
Train: Little Green

檢查車——查查
Rail Inspector: Cha Cha

捷運空間推廣人文藝術、延伸公益廣告效益 Promoting Culture and Art in TMRT Spaces, Extending the Benefits of Public Service Advertising

1. 藝文展示空間 Art and Cultural Exhibition Spaces

市政府站及松竹站藝文展示空間於官網受理申請，截至 2022 年 12 月 31 日，申請件數共計 3 件。

Applications for art and cultural exhibition spaces at the Taichung City Hall and Songzhu Stations are accepted on the official website. As of December 31, 2022, a total of 3 applications have been received.



2. 公益廣告露出

Public Service Advertising Exposure

公益廣告版 2022 年度傳統壁貼版位申請件數共計 7 件，數位廣告共計上架 16 支影片。

For 2022, a total of 7 applications were received for traditional billboard public service advertising spaces, and 16 digital ads were uploaded.

3. 文宣品上刊

Publicity Materials Published

車站公益文宣品上刊辦法公告於官網，截至 2022 年 12 月 31 日，申請件數共 58 件。

The method for publishing public welfare publicity materials at stations is announced on the official website. As of December 31, 2022, a total of 58 applications have been received.



促進在地繁榮 ——異業合作共創雙贏

Promoting Local Prosperity:
Cross-Industry Collaboration for Mutual Benefit



捷伴台中遊與沿線商家合作活動

Events jointly organized by TMRT Taichung Tour Companion and businesses along the line

台中捷運 7 月 20 日推出旅遊小手冊，收錄綠線沿線 57 個景點、63 家特約商店優惠，異業結盟，共造雙贏。

On July 20th, TMRT released a travel guide that included 57 tourist attractions and 63 contract stores along the Green Line, encouraging cross-industry partnerships for mutual benefits.



店鋪短租擴大服務效益

Expanding Service Benefits Through Short-term Shop Rentals



中捷為增加附屬事業收益，針對各車站空間配置規劃，推出 2 期店鋪短租申請。目前營運中的 2 家店鋪，分別為舊社站的「種子部落市集」及市政府站 3 樓的「好禮幸福館」。位於市政府站 1 樓的「未來你好」也完成簽約，預計 2023 年開幕。台中捷運未來將以此模式提供旅客更便利、多樣性的服務，與市民共融。

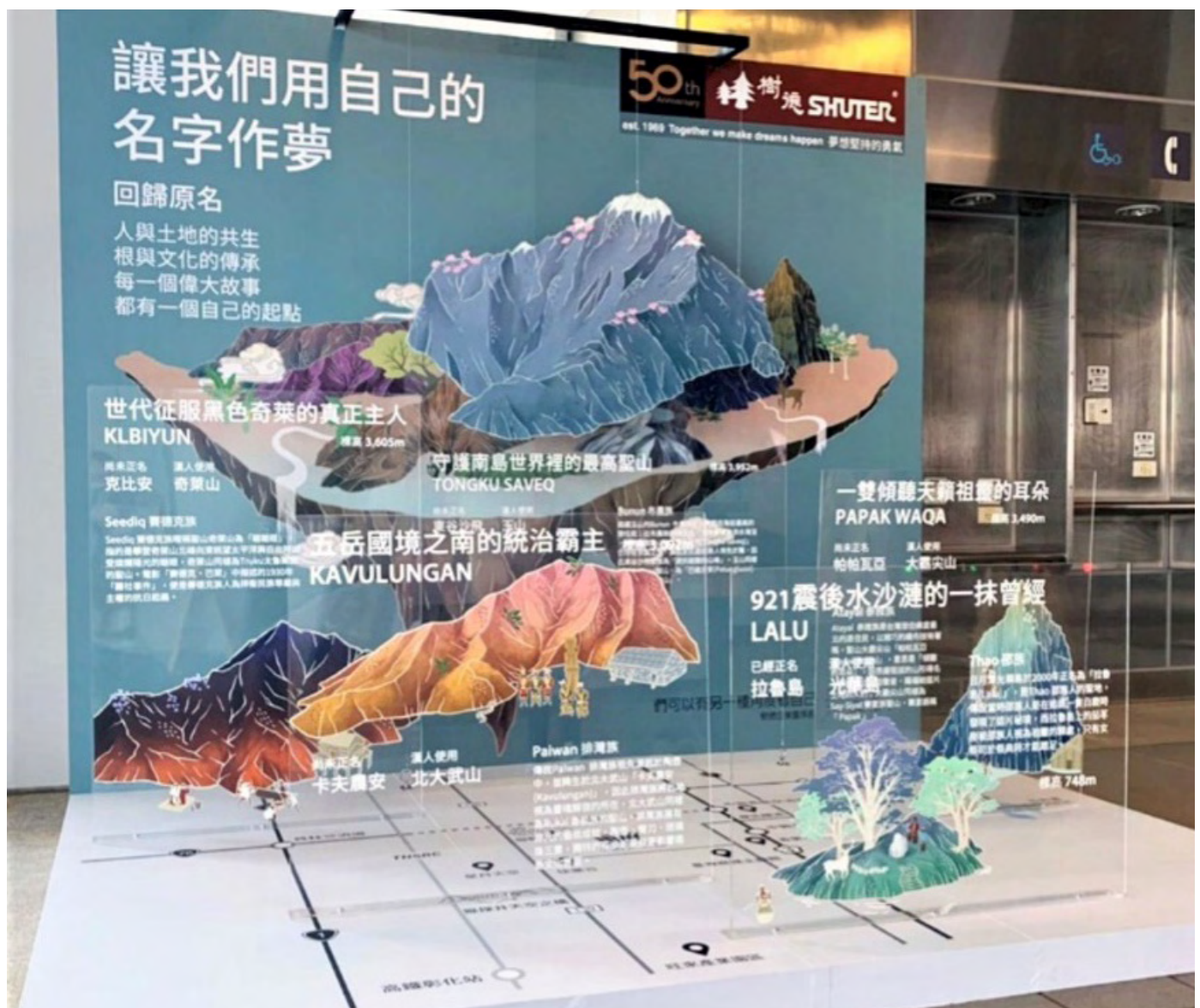
To increase ancillary business revenues, TMRT initiated phase 2 planning for short-term shop rentals at various stations. Currently operational shops include the "Seed Tribe Market" at Jiushe Station and the "Gift and Happiness Pavilion" on the 3rd floor of Taichung City Hall Station. "Yiho Yoho" has also completed its contract signing and is set to open on the 1st floor of Taichung City Hall Station in 2023. TMRT aims to provide passengers with more convenient and diverse services through this model, fostering community integration.

捷運是你我的幸福角落

TMRT as a Corner of Happiness for Everyone

結合本土企業，分別於大慶站及高鐵臺中站展出以南島文化及綠色環保為主軸的裝置藝術，為捷運車站增添多元的藝術氛圍，打造幸福角落。

In collaboration with local enterprises, the themed installations of Austronesian Culture and environmental sustainability are displayed at both Daqing and HSR Taichung Stations. These art installations enrich the cultural atmosphere at the TMRT stations, creating a corner of happiness for all.





Corporate Responsibility in Practice

企業責任實踐



生產

環境永續發展

Sustainable Environmental Development



車站綠建築

Green Architecture for Stations

台中捷運綠線為台中市第一條捷運，為形塑捷運綠線、樂活台中意象以及減少捷運營運維修成本，捷運車站的建置規劃採「輕、簡、透」的綠建築設計理念，站內著重自然採光、通風和綠化，車站主要設計特點是將自然風和光線導入室內，搭配大片植栽牆，便能以『微氣候』來調節站內溫度，是一座節能減碳的綠美建築。

The construction plan for TMRT stations is based on a green architectural design concept of "light, simple, transparent." The interior of the stations focuses on natural lighting, ventilation, and greenery. The overall design of the station primarily channels natural wind and light into the interior, coupled with large green walls, to create a "microclimate" for temperature regulation within the station. The result is a green building that contributes to energy conservation and carbon reduction.



節能減碳邁步走

Striding Toward Energy Conservation and Carbon Reduction

1. 節能委員會成立

Establishment of the Energy Conservation Committee

台中捷運為有效管理、推動及落實節約能源及提升能源使用效率，參照行政院經濟部能源局「能源管理法」相關規定訂定「節約能源管理要點」，並於 2021 年 6 月 21 日成立節約能源委員會。透過每季定期召開委員會，進行節能措施之提案、執行成果追蹤，2022 年提案節能措施合計 23 件，成效顯著。

Given the continually rising electricity costs, the committee has been proactive in promoting and implementing related energy-saving measures. It convenes once a quarter, with a total of four meetings held in 2022. The frequent meetings have resulted in as many as 23 proposals related to energy-saving measures, marking significant achievements.

2. 節能措施推進

Advancement in Station Energy-Saving Measures

捷運車站作為服務旅客之重要節點，中捷公司持續提供旅客各面向之貼心服務，然考量電費持續上漲以及響應政府推行節能減碳政策，在維持既有旅客搭乘中捷之服務品質下，進行各項節能措施：

As MRT stations are important nodes for passenger service, TMRT continues to provide passengers with a wide

range of attentive services. However, in consideration of the rising electricity tariffs and in response to the government's policy of energy conservation and carbon reduction, TMRT has implemented a variety of energy-saving measures while maintaining the quality of service for existing passengers traveling on:

A. 分析捷運運量以及旅客使用需求，於運量離峰時段設定電扶梯啟閉模式，降低機械運作以節省電力耗費。

Analyze the MRT traffic volume and passenger demand, and set the escalator start/stop mode during off-peak hours to reduce the mechanical operation to save electricity consumption.

B. 考慮日光照射狀況與各場域照度需求，在安全且勤務執行無礙之前提下，進行車站及廁間照明啟閉時段，執行北屯機廠、各車站、變電站及停車場燈管減量措施，關閉車站設備帶站名燈、行控中心觀景平台等非必要照明，另提倡午休時間關閉辦公室照明。



Considering the sunlight exposure conditions and the illumination needs of each area, under the premise of safety and unobstructed operation, station and toilet lighting will be turned on and off during the period of time, and measures will be taken to reduce the amount of lamps in the North Tuen Mun Depot, stations, substations, and car parks, to turn off the non-essential lighting such as station name lamps for the equipment belt in the stations, and the viewing platform in the traffic control center, etc., and to advocate that the lighting of the offices should be turned off during the lunch breaks.

C. 依據天候狀況與考量旅客搭乘捷運舒適性，適時調整電聯車空調溫度，在保持舒適乘車環境同時降低列車運轉電力。

Adjust the air-conditioning temperature of the tram in a timely manner according to the weather conditions and considering the comfort of the passengers on the MRT, in order to maintain a comfortable riding environment and at the same time reduce the power of the train operation.

	2021	2022	節電成效 Power Saving Effectiveness
用電度數 Electricity Usage	1,824 萬度 18.24 million kWh	1,779 萬度 17.79 million kWh	減少 45 萬度 Reduce 450,000 kWh
電費 Electricity Expenditure	8,061 萬元 80.61 million TWD	7,842 萬元 78.42 million TWD	減少 219 萬元 Saving 2.19 million TWD



北屯機廠太陽能光電設備建置

Beitun Depot Solar Photovoltaic System Installation

受到物價通膨與燃料價格處於高檔影響，台電自 2022 年 7 月 1 日針對高壓及特高壓用戶調漲電價 15%，2023 年 4 月 1 日起再調漲 17%。又台電於 2023 年 1 月 1 日調整三段式電價時間帶，以及 2023 年 2 月 1 日起取消軌道電費優惠等措施，使台中捷運一年電費支出增加約 2,800 萬元，為此，除函請經濟部考量研擬專案電價優惠方案，降低軌道運輸業者財務壓力之外，中捷公司也積極開發綠能，北屯機廠太陽光電發電設備設置容量約達 5.7M 峰瓦 (kWp)，2022 年底完成掛表並聯試運轉，開始售電予台電公司，預估每年可為公司增加售電回饋金額約 750 萬元，彌補部分電價調漲的成本，減輕營運壓力。

綠能發展是國際趨勢，也是企業責任。中捷公司配合市府「光電四倍增」計畫，積極推動綠能發展，持續盤點所管區域並與廠商研擬各式方案，在兼顧綠能發電及景觀植栽共存原則下，積極尋找適合現有空間拓展光電以創造收益，同時挹注公司營收。



Since July 1, 2022, Taiwan Power Company (Taipower) increased electricity prices by 15% for high-voltage and extra-high-voltage users, with another 17% increase scheduled for April 1st of the following year. Additionally, Taipower adjusted the three-tiered electricity pricing schedule on January 1, 2023 and canceled the preferential rates for rail transit electricity from February 1, 2023. This has resulted in an approximate annual increase of 28 million NTD in electricity costs for the TMRT.

To mitigate this financial burden, aside from formally requesting the Ministry of Economic Affairs to consider special electricity pricing schemes, Taichung Mass Rapid Transit Corporation has also been actively exploring green energy solutions. The solar photovoltaic system installed at the Beitun Depot has an installed capacity of approximately 5.7 MWp (Mega Watt peak). By the end of 2022, the meters was installed and connected to the grid for trial operation, start selling electricity back to Taipower, generating an estimated annual revenue of around 7.5 million NTD. This additional income will partially offset the increased costs due to the electricity price hike, alleviating some of the operational stress.

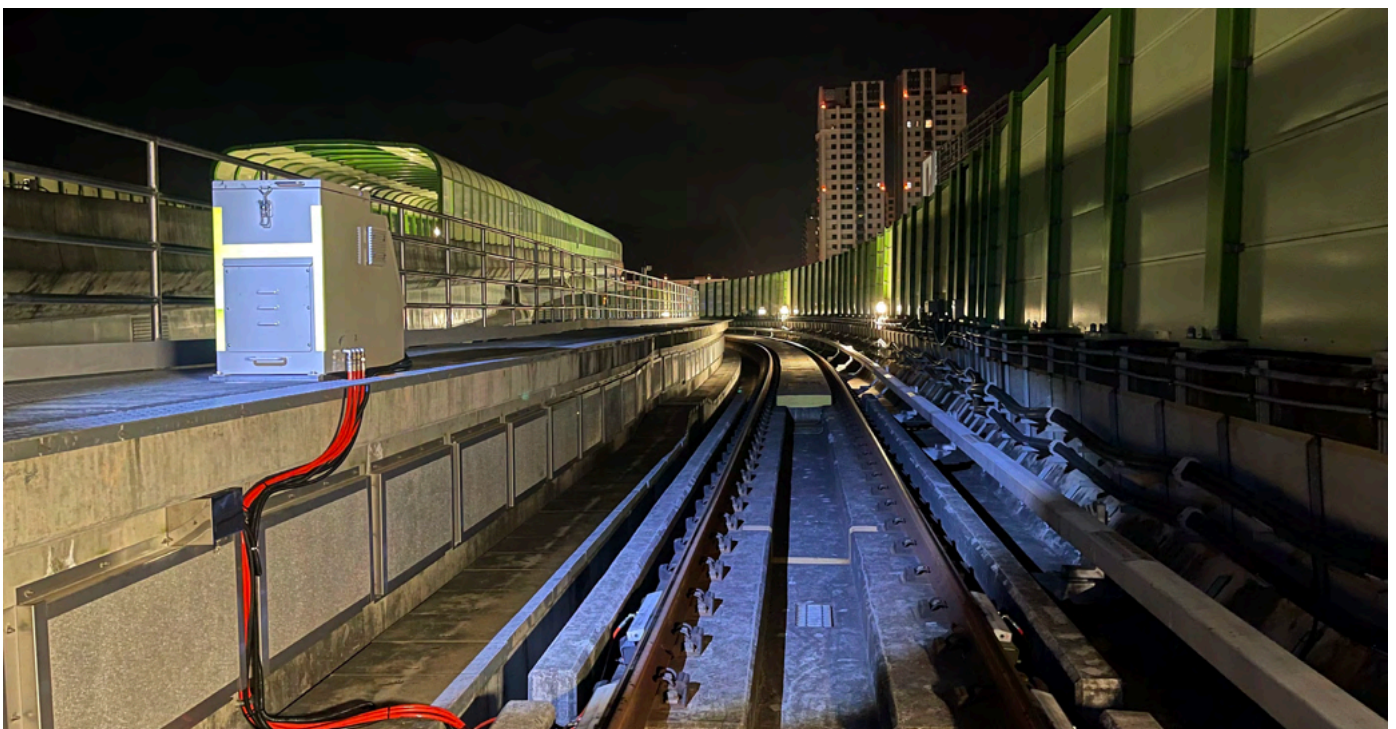
Green energy development is not just an international trend but also a corporate responsibility. Taichung Mass Rapid Transit Corporation is actively promoting green energy development in line with the City Government's "Fourfold Increase in Photovoltaic Power" plan. It is continuously inventorying its managed areas and working with suppliers to formulate various schemes. While adhering to principles that allow both green energy production and landscape planting to coexist, the Company is proactively looking for suitable spaces to expand its solar photovoltaic infrastructure, thereby boosting company revenue.

噪音防制—降噪成效顯著

Noise Control - Achievements in Noise Reduction

提供舒適安全的行車品質是中捷的企業責任，其中，降噪更是中捷長期努力的方向。台中捷運為降低電聯車過彎輪軌摩擦噪音，2021 年起於四維國小站至松竹站上行軌轉彎段，安裝第一套鋼軌塗佈降噪設施；2022 年再增設三套鋼軌塗佈降噪設施，分別安裝於舊社站至北屯總站上行軌、豐樂公園站至大慶站下行軌、大慶站至豐樂公園站上行軌，並且定期監控降噪成效。比較鋼軌塗佈降噪設施使用前後的降噪成效，車內噪音可降低約 7.5 分貝以上，車外噪音可降低約 12.3 分貝以上，降噪成效顯現。這套降噪設備亦可視氣候條件及實際噪音值進行遠端遙控，進行塗佈劑量及開關功能調整。台中捷運將持續監控全線電聯車過彎噪音狀況，提供城市更舒適安全的行車與環境品質。

Providing a comfortable and safe travel experience is a corporate responsibility for TMRT, and noise reduction is a long-term focus for the company. To minimize the noise caused by the friction of wheels on rails when electric railcars are turning, TMRT initiated the installation of the first set of rail-coating noise reduction systems in 2021, from the Sihwei Elementary School station to the Songzhu station on the upline track. In 2022, three additional sets were installed at various locations: from the Jiushe station to Beitun Main Station on the upline track, from Fengle Park station to Daqing station on the downline track, and from Daqing station to Fengle Park station on the upline track. The effectiveness of these noise reduction systems is regularly monitored. Comparing the noise levels before and after the installation of the rail-coating noise reduction systems, the noise inside the vehicles has been reduced by approximately 7.5 decibels or more, and external noise has been reduced by approximately 12.3 decibels or more. These results showcase the effectiveness of the noise reduction initiatives. The noise reduction equipment can also be remotely controlled based on weather conditions and actual noise levels, allowing for adjustments in the quantity of coating applied and the system's on-off settings. TMRT will continue to monitor the noise levels caused by electric railcars turning at bends throughout the network, contributing to a more comfortable and safe urban travel and environmental quality.





公眾議題與社會公益加強關注

Increased Focus on Public Issues and Social Welfare

1. 法規宣導面向擴及 Legal Advocacy

台中捷運為有效管理、推動及落實節約能源及提升能源使用效率，參照行政院經濟部能源局「能源管理法」相關規定訂定「節約能源管理要點」，並於 2021 年 6 月 21 日成立節約能源委員會。透過每季定期召開委員會，進行節能措施之提案、執行成果追蹤，2022 年提案節能措施合計 23 件，成效顯著。

Given the continually rising electricity costs, the committee has been proactive in promoting and implementing related energy-saving measures. It convenes once a quarter, with a total of four meetings held in 2022. The frequent meetings have resulted in as many as 23 proposals related to energy-saving measures, marking significant achievements.

A. 言論自由與網路素養

Freedom of Speech and Online Etiquette

資訊發展迅速且日新月異，透過網路於各媒介與平台抒發意見，已成為現代人的生活常態，但也易衍生諸多糾紛。有鑑於此，台中捷運法務室特邀請專業律師主講「網路發言面面觀—關於言論自由，您應該知道的法律問題」，透過實務案例，與公司同仁分享與探討言論自由之界線，提升同仁職場法律素養並且避免誤觸法網。

With the rapid and ever-changing development of information, expressing opinions across various media and platforms via the internet has become a norm in modern life. However, it can also easily lead to disputes. Recognizing this, the Legal Department of TMRT invited a professional lawyer to speak on "A Comprehensive Look at Online Speech—Legal Issues You Should Know About Freedom of Speech." Through real-life case studies, the seminar explored the boundaries of freedom of speech, aiming to enhance employees' legal literacy in the workplace and help them avoid legal pitfalls.

B. 智慧財產權與法律新知

Intellectual Property and Legal Updates

智慧財產權是當今同仁在辦理業務，或甚至日常生活中，常遇到的問題，也是現代公職人員必備的知識。本公司特別邀請專業律師主講「智慧財產權概論—以公營事業辦理業務為例」，深入淺出地介紹智慧財產之基本觀念，進一步探討相關實務操作，協助同仁認識智慧財產權並提升相關的法律素養。

Intellectual property is a topic frequently encountered by our employees in the course of their work and even in their daily lives; it is also essential knowledge for modern public sector workers. Our company has specially invited a professional lawyer to deliver a talk titled "An Overview of Intellectual Property—Focusing on Public Sector Operations," which provides a straightforward introduction to basic concepts of intellectual property and further explores related practical operations. This assists our employees in understanding intellectual property and improves their legal literacy.

2. 性別平等暨性騷擾防治教育訓練

Gender Equality and Sexual Harassment Prevention Training

性平觀念是職場極為重要的課題。台中捷運以全體從業人員為參訓對象，採階梯式訓練區分訓練類型，學員需依序完成基礎訓練、進階訓練、高階訓練。

Gender equality is a highly important issue in the workplace. TMRT targets all its employees

for this training and adopts a tiered training approach, differentiating the types of training provided. Trainees are required to complete basic, intermediate, and advanced training sessions. The training schedule is organized as follows:

職業安全衛生嚴格把關

Occupational Safety and Health: Strict Implementation

管制區內進場管理、作業安全與災變預防，是捷運營運的重要一環。台中捷運為落實各管制區域的進場管理效能，乃依據台中捷運進入管制區資格認證規定，嚴格要求欲進入台中捷運行車管制區或一般管制區作業承包商必須取得相關作業資格。2022年進場資格教育訓練共完成24場次，完訓人數436人，完訓時數1,370小時。

Managing entry into controlled areas, ensuring operational safety, and preventing disasters are crucial aspects of metro operation. To implement effective entry management in all controlled areas, TMRT strictly adheres to its certification regulations for entry into controlled areas. Contractors wishing to work in the operational controlled zones or general controlled zones of TMRT must obtain relevant operational qualifications. In 2022, a total of 24 educational training sessions were completed for entry qualification, with 436 people completing the training, amounting to 1,370 hours in total.



除此之外，台中捷運依據職業安全衛生法及按作業屬性，要求員工參加工作與預防災變所必要的安全衛生教育訓練。相關領域的作業人員例如：具有危險性之機械或設備操作人員（吊升荷重在三公噸以上之固定式起重機、移動式起重機）、營造作業主管及有害作業主管（屋頂作業主管、缺氧作業主管等）、特殊作業人員（荷重在一公噸以上之堆高機操作人員、高空工作車操作人員等）及急救人員等，2022 年職業安全衛生相關教育訓練共完成了 15 項，完訓人數 190 人，完訓時數共計 2,390 小時。

In addition, in accordance with the Occupational Safety and Health Act, TMRT also arranges for employees to participate in necessary safety and health educational training based on the nature of their work and to prevent disasters. Relevant fields of work include, for example: operators of machinery or equipment that are hazardous (fixed cranes with a lifting capacity exceeding three tons, mobile cranes), construction supervisors and hazardous work supervisors (roofing work supervisors, hypoxia work supervisors, etc.), specialized operators (operators for forklifts with loads exceeding one ton, aerial work platform operators, etc.), and first aid personnel. In 2022, a total of 15 occupational safety and health-related educational trainings were completed, with 190 people completing the training, amounting to a total of 2,390 hours.

身心障礙員工表揚

Recognition of Employees with Disabilities

台中捷運向來重視身心障礙員工招募與職場友善，在「111 年臺中市進用身心障礙者績優機關及暨模範身心障礙勞工」活動中，一舉榮獲了下列獎項：

TMRT has always prioritized the recruitment of employees with disabilities and creating a disability-friendly work environment. In the "2022 Taichung City's Excellent Institutions for Disabled Employees and Model Employees with Disabilities" event, the organization was honored with the following awards:

1. 績優機關

Excellent Institution

A. 招募進用時不限制特定障別，並依身心障礙類別、障礙程度及技能從事合適工作，內容包含公文管理庶務、首長行政秘書、協助行車控制、辦理車站相關站務類事務規劃、票務系統操作、遺失物中心失物招領與管理及職業安全衛生相關業務。

B. 多元的職涯發展加上公司內部升遷平調規定透明，員工得於專業領域垂直升遷或跨領域水平調動、跨部門借調支援等，並且有機會參與多樣化訓練課程，擴展職涯。

C. 職場環境友善措施包括於廁所、電梯等皆設置無障礙設施及身心障礙員工專用車，方便利用。

Unrestricted recruitment with regard to specific types of disabilities, while providing suitable work based on the category, severity, and skills of the disability. This encompasses roles in document management, executive secretarial duties, assisting in traffic control, planning station-related tasks, operating ticketing systems, managing lost and found centers, and roles related to occupational safety and health.

Transparent rules for internal promotions and lateral movements offer employees opportunities for vertical advancement in their specialized fields, or for horizontal moves across different departments and roles. Employees also have the opportunity to participate in diverse training programs to expand their career paths.

Accessibility features are incorporated into the workplace environment, including restrooms and elevators. Vehicles designated for employees with disabilities are also provided for convenience.

2. 模範身心障礙勞工獲肯定

Model Disabled Worker Recognized

台中捷運行政處事務員紀亭君同仁，職務主要負責總機接聽來電、受理系統拍攝申請及支援公司重要活動。由於服務經驗豐富，應對進退獲得讚賞，又於客服中心協助話務支援之相關工作。紀員入職 3 年有餘，歷經臺中捷運綠線初勘、履勘、試營運、通車到通車滿週年等公司各項重要活動皆參與其中，經推薦並且榮獲台中捷運模範身心障礙勞工，實至名歸。

Administrative clerk Chi, Ting-Chun at TMRT is primarily responsible for handling incoming calls at the switchboard, processing system photography applications, and supporting key company events. Thanks to her extensive service experience and commendable professionalism, she also assists in call center operations. Having been with the company for over three years, Ji Tingjun has participated in various significant activities, from the initial survey and trial operations of TMRT's Green Line to its first anniversary. She was nominated and honored as a Model Disabled Worker by TMRT, a well-deserved recognition.



◀ 臺中捷運紀亭君獲得 111 年模範身心障礙勞工殊榮

Chi, Ting-Chun of TMRT Honored as Model Disabled Worker in 2022

一日志工服務兼與體驗

One-day Volunteer Service and Experience

台中捷運除了全體員工群策群力之外，還得力於無數的志工夥伴。2022年7月30日中捷特別配合臺中市社會局、新聞局以及臺中市志願服務推廣中心，共同舉辦「一日志工體驗活動」，提供車站志工難得的服務體驗，藉此增進志工夥伴對捷運服務的深入了解，體會志願服務的精神與宗旨之外，也能做為媒介，拉近中捷與大眾的距離。

Apart from the collective efforts of all its employees, TMRT also relies on numerous volunteer partners. On July 30, 2022, TMRT collaborated with the Information Bureau and Social Affairs Bureau of Taichung City, the News Bureau, and the Taichung City Volunteer Service Promotion Center to co-host a "One-Day Volunteer Experience Event." This event offered station volunteers a rare service experience, allowing them to deepen their understanding of metro services. Beyond grasping the spirit and purpose of volunteer service, the event also served as a medium to narrow the gap between TMRT and the general public.





培養人才，社會共好

Cultivating Talent for the Greater Good of Society



北屯機廠參訪活動

Beitun Depot Open for Visits

2022 年全年度參訪活動共計辦理 28 場 (總人次 874 人)，參訪外賓包含全國各大機關、各級學校師生、社會團體、公益團體及社區鄰里等。台中捷運提供參訪外賓多元生動、深入淺出的導覽解說服務，讓大家可以更瞭解台中捷運，未來也將持續精進參訪活動內容，打造更優質的捷運服務，以回饋大眾對台中捷運的支持。

In 2022, we held a total of 28 visit activities (with a total of 874 participants). The visitors included those from national institutions, teachers and students from various levels of schools, social organizations, charitable groups, and neighboring communities. TMRT provides visitors with a diverse, engaging, and easy-to-understand guided tour. In the future, we will continue to improve the content of the visit activities to offer even higher quality MRT services as a way to show our appreciation for the public's support of TMRT.

敦親睦鄰，拉近與市民的距離

Fostering Community Relations and Getting Closer to Citizens

台中捷運自 2021 年 4 月 25 日通車至 2022 年底已逾一週年，捷運車站逐步帶動週邊環境的更新與活絡，提供民衆通勤、就學、旅遊、商務的便利性，更有效紓解沿線交通擁擠現象。

爲了增進與民衆互動與彼此了解，台中捷運也著力於敦親睦鄰工作，包括拜會或邀請社區里長、里民至車站進行參訪，以期透過雙向意見交流建立起溝通管道與機制，促使社區居民能認同捷運，樂於使用綠色運輸。

敦親睦鄰活動自 2022 年 7 月中旬至 8 月底止，共拜會 37 位里長，並有 7 位里長接受公司邀請帶領鄰長、環保志工及里民到車站參訪，了解車站各項友善設施設備、近期搭乘優惠措施及搭乘捷運注意事項等。雙方藉此進行意見交流，多位里長並且表示，捷運時間準點、班距固定，民衆可掌握搭乘及到站時間，期待未來捷運路網的形成，帶給市民更便捷的交通。未來將多宣傳捷運周邊景點及交通方式，增加捷運轉乘公車路線，進一步結合附近店家推展行銷活動，提升民衆搭乘捷運的意願及方便性，讓捷運能真正融入社區生活。

Since its inauguration on April 25, 2021, until the end of 2022, TMRT has been in operation for over a year. TMRT stations have progressively revitalized and improved the surrounding areas, providing convenience for people's daily commutes, education, tourism, and business needs while effectively alleviating traffic congestion along the line.

To enhance interaction and understanding between the TMRT and the public, TMRT has been focusing on community outreach efforts, which include meeting or inviting community leaders and residents to visit the stations. The aim is to establish communication channels and mechanisms through dialogues, encouraging community residents to identify with and willingly use green transportation options.

From mid-July to the end of August 2022, the community outreach efforts involved meeting with 37 village chiefs. Additionally, 7 village chiefs accepted the Company's invitation to lead the heads of neighborhoods, environmental protection volunteers, and villagers to visit TMRT stations. These visits helped the public understand TMRT's various friendly facilities, recent fare benefits, and rules for riding TMRT. Through these dialogues, several village chiefs expressed that the TMRT was punctual, with regular intervals, allowing people to predict boarding and arrival times. They look forward to the future development of the TMRT network, hoping it will offer citizens more convenient transportation options. In the future, there will be more publicity around the attractions surrounding the TMRT and available transportation options. This will include increasing bus routes that connect to the TMRT and collaborating with nearby stores for marketing activities. These efforts aim to enhance the willingness and convenience of the public in riding the TMRT, allowing it to fully integrate into community life.



優游台中學首創，帶領青年學子「探索小綠綠」

Pioneering "Exploring Little Green" Program with Youth in YouYou Taichung School

捷運除了追求安全與運量之外，積極培養在地軌道專業人才，與社會共好，也是台中捷運的企業責任與使命。2022 年臺中市政府教育局優遊臺中學活動，首度將捷運體驗納入人才培養行列。活動共開設 2 班的「探索小綠綠」課程，青年學子在課外學習活動中，擁有難得的機會親近與體驗捷運系統。

「探索小綠綠」課程由公司實務經驗豐富的主管授課，中部地區國高中生學員從中認識「小綠綠的家」，包含負責列車保養維修的「主維修廠」，以及確保無人駕駛列車運行安全的「行控中心」。另外，主辦單位還安排「小綠綠的任意門」實作課程，實際操作與體驗旅客進出站的「自動閘門」及上下車的「月台門」，提高了學員的興趣。

2 班課程分別於 10 月 1 日及 11 月 5 日完訓，每班報名人數 30 名皆額滿。課程中還加入 QA 互動式問答，師生互動熱烈。尤其是實作課程設計，讓學生看到平常搭車時看不到的細節，學習過程中，同學們表現主動學習的熱情與展現探索的高度興趣，對未來升學及就業方向頗有助益。

Beyond striving for safety and capacity, TMRT is committed to nurturing local railway professionals and contributing to societal well-being, fulfilling its corporate responsibility and mission. In 2022, for the first time, YouYou Taichung School program, organized by the Education Bureau of Taichung City Government, incorporated metro experiencing as part of talent development. The program offered two classes under the "Exploring Little Green" curriculum, giving young students a rare opportunity to get up close and personal with the metro system during extracurricular activities.

The "Exploring Little Green" course is taught by company executives with extensive practical experience, where middle and high school students in the central region get to know the "Home of Little Green." This includes the "Main Maintenance Plant" responsible for train upkeep and the "Control Center" ensuring the safe operation of unmanned trains. Additionally, the organizers arranged hands-on classes called "Little Green's Magic Door," where students operate and experience "Automatic Gates" for passenger entry and exit, as well as "Platform Doors" for boarding and alighting, increasing student engagement.

Both classes were completed on October 1 and November 5, with full enrollment of 30 students each. The courses also included interactive QA sessions, resulting in enthusiastic teacher-student interactions. The hands-on course design particularly enabled students to observe details they don't usually see while taking the metro. Throughout the learning process, the students displayed keen enthusiasm and high levels of interest in active learning and exploration, benefiting their future academic and career paths.



台中捷運攝影比賽 TMRT Photography Competition

為加強行銷台中捷運運輸服務的便利性、鼓勵民衆搭捷運探索綠線沿線景點、發掘捷運之美並促進地方觀光，2022 年 6 月 16 日至 8 月 8 日辦理了「台中捷運攝影比賽」活動。徵件期間總投件數共 1300 組，得獎作品專業攝影組 30 組；手機攝影組 10 組。

配合活動所安排的行銷宣傳管道，結合了線上、線下、相關徵件平台、攝影社團及各級學校等管道全面行銷比賽資訊，創造話題聲量與討論熱度。其中主宣傳影片就超過 10 萬次觀看數。

為拉近與民衆間的距離，除了舉辦實體攝影交流活動外，於得獎名單公布後，還於市政府及松竹站藝文廊展出作品，並辦理成果交流會。為延續作品價值，另與沿線店家異業合作，規劃小型攝影展，同時也讓捷運提升曝光度並觸及更多群眾，促進旅客、地方與捷運間的互動持續增溫。

To strengthen the marketing of the convenience of TMRT's transportation services, encourage the public to explore tourist attractions along the Green Line, discover the beauty of the TMRT, and promote local tourism, a "TMRT Photography Competition" was held from June 16 to August 8, 2022. During the submission period, a total of 1,300 sets of works were submitted. Awards were given to 30 sets in the professional photography category and 10 sets in the smartphone photography category.

The event was comprehensively marketed through various channels, both online and offline, including relevant submission platforms, photography clubs, and educational institutions of all levels, generating significant discussion and buzz. The main promotional video alone received over 100 thousand views.

To make the public more familiar with the TMRT, physical photography exchange events were held. After the announcement of the winners, the works were exhibited in the art galleries of Taichung City Hall and Songzhu Stations, and a results-sharing meeting was conducted. To extend the value of the works, further collaborations were planned with businesses along the TMRT line for small-scale photography shows. This also increased the TMRT's visibility and engagement with a wider audience, enhancing the ongoing interaction between passengers, local communities, and the TMRT.



舉辦捐血活動，員工熱烈響應

Blood Donation Campaign Receives Enthusiastic Response from Employees

2022 年中旬因 COVID-19 疫情嚴峻影響民衆捐血意願，血庫存量持續告急。台中捷運為善盡企業社會責任，於 2022 年 5 月 24 日與台中捐血中心、聯邦銀行合作，於捷運北屯總站舉辦捐血活動，號召市民及員工挽袖救人。

中捷員工熱血助人不落人後！活動當日由總經理莊明聰、副總經理葉進財帶頭號召員工捐血，民衆也熱情響應，捐血活動獲得 149 人次響應，共募集 218 袋血液。活動現場落實防疫措施，保障捐血人及工作人員的安全，捐血時民衆全程佩戴口罩，等候區並維持社交距離，現場並有酒精供民衆防疫消毒。中捷公司員工採取分時分流方式，利用工作之餘前往捐血。

Amid a severe COVID-19 situation in mid-2022 affecting the public's willingness to donate blood, reserves have been critically low. To fulfill its corporate social responsibilities, the TMRT collaborated with the Taichung Blood Center and the Union Bank of Taiwan to organize a blood donation campaign at Beitun Main Station on May 24, 2022, calling upon citizens and staff to roll up their sleeves and save lives.

The employees of TMRT actively participated in the blood donation campaign, showing their strong commitment to helping others. On the day of the event, led by President Chuang Ming-Tsung and Vice President Yeh Chin-Tsai, employees responded to the call for blood donations. The public also responded enthusiastically, with 149 participants donating a total of 218 bags of blood. Strict pandemic prevention measures were implemented at the event to ensure the safety of both donors and staff. Donors wore masks throughout the process, social distancing was maintained in the waiting area, and alcohol sanitizers were available for public use. TMRT staff took turns to donate blood, making use of their free time during working hours.



節日節慶也有中捷身影

TMRT also a part of festive celebration

1. 中捷 X 萬秀「環保永續，對城市有情」

TMRT Collaborates with Want Show: "Eco-friendly and Sustainable, Caring for the City"

2022 年 8 月 14 日逢「世界綠色情人節」，台中捷運綠線搭配這股風潮，邀請推動循環時尚並打造「史上最潮爺嬤」的萬秀洗衣店於捷運市政府站內推出「環保永續，對城市有情」限定店，展出萬秀概念商品。活動於 2022 年 8 月 13 日由市長盧秀燕與萬吉阿公、秀娥阿嬤於市政府站舉辦記者會，為限定店開幕，活動延續至 2022 年 8 月 21 日。

On August 14, 2022, coinciding with "Green Valentine's Day," the TMRT Green Line collaborates with Want Show Laundry, the recycling fashion creator of the "Trendies Grandparents in History," to launch a pop-up store titled "Eco-friendly and Sustainable, Caring for the City." The store featured Want Show's concept merchandise. A press conference for the store's opening was held at Taichung City Hall Station on August 13, 2022 with Mayor Lu Shiow-Yen, Grandpa Want-ji, and Grandma Show-e in attendance. The event ran until August 21, 2022.



2. 市政府站母親節贈送康乃馨活動

Mother's Day Carnation Giveaway at Taichung City Hall Station

2022 年 5 月 7 日母親節前夕及 2022 年 5 月 8 日母親節當天上午 10 點起，捷運市政府站往 1 號出入口的閘門付費區，贈送給凡搭乘台中捷運的旅客每人 1 株康乃馨，每日限量 400 株，送完為止。

On the eve of Mother's Day, May 7, 2022, and on the morning of May 8 starting at 10 am, the TMRT Taichung City Hall Station will distribute one carnation per passenger in the fare gate near Exit 1. The daily limit is 400 carnations, and the event will end when all flowers are given away.

3. 雙后護捷運 祈福大臺中

Two Goddesses Protecting the TMRT with Prayers for Greater Taichung

台中六房媽會開基媽祖「生意媽」及開基二媽「捷運媽」於 2022 年 4 月 23 日聖駕巡遊中捷。

Taichung Liufang Mazu Temple's founding Mazu (a.k.a. "Business Mazu") and the second Mazu (a.k.a. "MRT Mazu") went on a procession tour through TMRT on April 23, 2022.



4. 北屯里樂齡行動教室快閃活動

Beitun Village Elderly Learning Classroom Flash Event

2022 年 1 月 1 日北屯里樂齡行動教室於四維國小站舉辦快閃活動。

On January 1, 2022, the Beitun Village Elderly Learning Classroom hosted a flash event at the Sihwei Elementary School Station.

街舞空間優化與捷舞活動鼓勵

Optimization of Street Dance Space and Encouragement of Jet Dance Activities

捷運是城市居民生活空間的一部分；臺中捷運致力於提升捷運空間使用效益，加強與沿線社區、學校、居民在地連結及互動。2022 年舊社站規劃設置了「捷舞 103 Just Dance」練舞場地，並配有多處大面落地鏡。其中最大的兩面舞鏡各長達 5 公尺及 7 公尺，是目前台中市區公共舞蹈空間少見長鏡，每日早上 8 時到晚上 9 時開放免費自由練舞，全年無休。自 2022 年 7 月 25 日開放統計至當年度年底，使用人數約 1,265 人次，捷運站洋溢著青春氣息。



MRT is a part of urban residents' living space; TMRT is committed to enhancing the efficiency of MRT space utilization and strengthening local connections and interactions with communities, schools, and residents along its routes. In 2022, the Jiushe Station was planned to have "Just Dance 103" dance practice space with a number of large-sized floor-to-ceiling mirrors. The two largest mirrors are each 5 meters long and 7 meters long, which are rare long mirrors in Taichung City's public dance space, and are open from 8:00 a.m. to 9:00 p.m. every day for free dance practice, all year round. From July 25, 2022 until the end of the year, the number of users was about 1,265, and the MRT station was filled with youthfulness.

體育賽事響應 Sports Event Response

2022 年 4 月 2 日，中捷通車滿 1 週年慶前夕、中華職棒新賽季開打當天，中捷與中信兄弟再度聯手打造文心崇德站為「猛瑪·鋼鐸拉王者列車」，主題車站也同步換上全新主視覺。2022 年中信兄弟棒球隊不負眾望，勇奪中華職棒總冠軍，創下二連霸紀錄，11 月 20 日在台中市區盛大舉辦封王遊行，隊伍從臺中市政府出發，行經捷運文心櫻花站、文華高中站、文心中清站、文心崇德站後，一路遊行至洲際棒球場。

On April 2, 2022, the eve of the 1st anniversary of TMRT and the start of the new season of the CPBL, TMRT and The Brothers once again teamed up to create the "Mamma Gundola King Train" at Wenxin Chongde Station, and the themed station was also replaced with a brand new look. 2022 The Brothers Baseball Team lived up to its reputation by winning the championship of the CPBL for the second consecutive time, and held the Parade from Taichung City Hall, passing through Wenxin Yinhua Station, Wenhua High School Station, Wenxin Zhongqing Station, and Wenxin Chongde Station, and then marched all the way to the Intercontinental Baseball Stadium on November 20.





台中捷運

07

Financial Statement

財務報告



臺中捷運股份有限公司

財務報表暨會計師查核報告

民國一一一年度及一一〇年度

公司地址：台中市北屯區舊社里5鄰松竹路1段1000號
公司電話：(04)-2437-5537

財 務 報 表

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會計師查核報告

臺中捷運股份有限公司 公鑒：

查核意見

臺中捷運股份有限公司民國一一一年十二月三十一日之資產負債表，暨民國一一一年一月一日至十二月三十一日之綜合損益表、權益變動表、現金流量表，以及財務報表附註(包括重大會計政策彙總)，業經本會計師查核竣事。

依本會計師之意見，上開財務報表在所有重大方面係依照商業會計法及商業會計處理準則中與財務報表編製有關之規定，暨企業會計準則公報及其解釋編製，足以允當表達臺中捷運股份有限公司民國一一一年十二月三十一日之財務狀況，暨民國一一一年一月一日至十二月三十一日之財務績效及現金流量。

查核意見之基礎

本會計師係依照會計師查核簽證財務報表規則及審計準則執行查核工作。本會計師於該等準則下之責任將於會計師查核財務報表之責任段進一步說明。本會計師所隸屬事務所受獨立性規範之人員已依會計師職業道德規範，與臺中捷運股份有限公司保持超然獨立，並履行該規範之其他責任。本會計師相信已取得足夠及適切之查核證據，以作為表示查核意見之基礎。

其他事項-提及其他會計師之查核

臺中捷運股份有限公司民國一一〇年度財務報表係由其他會計師查核，並於民國一一一年二月十七日出具無保留意見之查核報告。

管理階層對財務報表之責任

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

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

會計師查核財務報表之責任

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

本會計師依照審計準則查核時，運用專業判斷並保持專業上之懷疑。本會計師亦執行下列工作：

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

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

安永聯合會計師事務所

會計師：

蕭子評



中華民國一十二年二月十六日

臺中捷運股份有限公司

資產負債表

民國一十一年十二月三十一日及一〇年十二月三十一日

單位：新台幣元

會計項目	附註	一十一年十二月三十一日		一〇年十二月三十一日	
		金額	%	金額	%
資 產					
流動資產					
現金及約當現金	四及六.1	\$306,134,652	24	\$573,442,788	46
無活絡市場之債務工具投資－流動	四及六.2	683,000,000	54	395,000,000	31
應收票據淨額	四	1,160,448	-	19,700	-
應收帳款淨額	四	9,132,234	1	4,743,212	-
其他應收款	四	3,835,252	-	605,810	-
本期所得稅資產		293,690	-	13,210	-
存貨	四及六.3	122,603,138	10	33,456,862	3
預付款項		44,056,606	3	51,884,378	4
其他流動資產	四及六.4	2,961,830	-	82,899,197	7
流動資產合計		1,173,177,850	92	1,142,065,157	91
非流動資產					
不動產、廠房及設備	四及六.5	78,155,585	6	104,863,361	8
無形資產	四及六.6	19,849,780	2	11,200,822	1
其他非流動資產		22,400	-	12,400	-
非流動資產合計		98,027,765	8	116,076,583	9
資產總計		\$1,271,205,615	100	\$1,258,141,740	100
負債及權益					
流動負債					
應付帳款	四	\$40,717,086	3	\$23,296,085	2
其他應付款	四及六.7	122,988,120	10	115,555,663	9
預收款項		13,010,124	1	12,602,223	1
其他流動負債	六.8	143,424,647	11	67,614,104	5
流動負債合計		320,139,977	25	219,068,075	17
非流動負債					
存入保證金		37,873,390	3	34,510,391	3
非流動負債合計		37,873,390	3	34,510,391	3
負債總計		358,013,367	28	253,578,466	20
權益					
普通股股本	六.9	3,000,000,000	236	2,500,000,000	199
待彌補虧損		(2,086,807,752)	(164)	(1,495,436,726)	(119)
權益總計		913,192,248	72	1,004,563,274	80
負債及權益總計		\$1,271,205,615	100	\$1,258,141,740	100

(請參閱財務報表附註)

董事長：



經理人：



會計主管：



臺中捷運股份有限公司

綜合損益表

民國一〇一一年一月一日至十二月三十一日
及一〇一〇年一月一日至十二月三十一日

單位：新臺幣元

項 目	附 註	一〇一一年度		一〇一〇年度	
		金 額	%	金 額	%
營業收入	四及六.10	\$257,496,908	100	\$138,269,063	100
營業成本	六.11	(729,017,989)	(283)	(620,634,364)	(449)
營業毛利		(471,521,081)	(183)	(482,365,301)	(349)
營業費用	六.11	(158,959,203)	(62)	(133,893,607)	(97)
營業淨損		(630,480,284)	(245)	(616,258,908)	(446)
營業外收益及費損					
利息收入	六.12	8,411,789	3	3,677,501	3
其他收入	六.12	30,697,469	12	10,674,751	8
營業外收益及費損合計		39,109,258	15	14,352,252	11
稅前淨損		(591,371,026)	(230)	(601,906,656)	(435)
所得稅費用	四及六.13	-	-	-	-
本期綜合損益總額		\$(591,371,026)	(230)	\$(601,906,656)	(435)

(請參閱財務報表附註)

董事長：



經理人：



會計主管：



臺中捷運股份有限公司

權益變動表

民國一〇一年一月一日至十二月三十一日

及一〇〇年一月一日至十二月三十一日

單位：新台幣元

項目	股本	待彌補虧損	合計
民國110年1月1日餘額	\$1,750,000,000	\$(893,530,070)	\$856,469,930
110年度稅後淨損	-	(601,906,656)	(601,906,656)
	750,000,000	-	750,000,000
民國110年12月31日餘額	<u>\$2,500,000,000</u>	<u>\$(1,495,436,726)</u>	<u>\$1,004,563,274</u>
民國111年1月1日餘額	\$2,500,000,000	\$(1,495,436,726)	\$1,004,563,274
111年度稅後淨損	-	(591,371,026)	(591,371,026)
現金增資	500,000,000	-	500,000,000
民國111年12月31日餘額	<u>\$3,000,000,000</u>	<u>\$(2,086,807,752)</u>	<u>\$913,192,248</u>

(請參閱財務報表附註)

董事長：



經理人：



會計主管：



臺中捷運股份有限公司

現金流量表

民國一一年一月一日至十二月三十一日
及一一〇年一月一日至十二月三十一日

單位：新台幣元

項 目	一一一年度	一一〇年度
營業活動之現金流量：		
本期稅前淨損	\$(591,371,026)	\$(601,906,656)
調整項目：		
折舊費用	24,787,030	23,277,562
攤銷費用	5,247,333	2,481,218
利息收入	(8,411,789)	(3,677,501)
其他項目	11,319,220	-
與營業活動相關之資產/負債調整項目：		
應收票據(增加)減少	(1,140,748)	335,300
應收帳款增加	(4,389,022)	(4,444,705)
其他應收帳款增加	(3,023,636)	(128,700)
存貨增加	(89,146,276)	(30,233,882)
預付款項減少(增加)	7,827,772	(7,766,410)
其他流動資產減少(增加)	79,937,367	(42,036,365)
應付帳款增加	17,421,001	22,376,276
其他應付款增加	7,652,467	3,936,762
預收款項增加	407,901	1,695,474
其他流動負債增加	75,810,543	65,623,510
營運產生之現金流出：	(467,071,863)	(570,468,117)
收取之利息	8,205,983	3,666,189
支付之所得稅	(280,480)	(2,432)
營運活動之淨現金流出	(459,146,360)	(566,804,360)
投資活動之現金流量：		
無活絡市場之債務工具投資(增加)減少	(288,000,000)	18,000,000
取得不動產、廠房及設備	(9,618,484)	(54,789,466)
取得無形資產	(13,896,291)	(5,667,759)
存出保證金(增加)減少	(10,000)	15,000
投資活動之淨現金流出	(311,524,775)	(42,442,225)
籌資活動之現金流量：		
存入保證金增加	3,362,999	5,973,206
現金增資	500,000,000	750,000,000
籌資活動之淨現金流入	503,362,999	755,973,206
本期現金及約當現金(減少)增加數	(267,308,136)	146,726,621
期初現金及約當現金餘額	573,442,788	426,716,167
期末現金及約當現金餘額	\$306,134,652	\$573,442,788

(請參閱財務報表附註)

董事長：



經理人：



會計主管：



臺中捷運股份有限公司

財務報表附註

民國一一一年度及一一〇年度

(金額除另有註明者外，均以新台幣元為單位)

一、公司沿革

臺中捷運股份有限公司(以下簡稱本公司)於民國一〇六年一月一日，由臺中市政府100%持有。主要營業項目為大眾捷運系統運輸、綜合零售及其他運輸輔助等業務。本公司註冊地及主要營運據點位於臺中市北屯區舊社里5鄰松竹路1段1000號。

二、通過財務報表之日期及程序

本公司財務報表業經董事會於民國一一二年二月十六日通過發布。

三、重大會計政策之變更

無此事項。

四、重大會計政策之彙總說明

1. 遵循聲明

本公司財務報表係依據商業會計法及商業會計處理準則中與財務報表編製有關之規定，暨財團法人中華民國會計研究發展基金會所公布之企業會計準則公報及其解釋編製。

2. 編製基礎

財務報表除以公允價值衡量之金融工具外，係以歷史成本為編製基礎。除另行註明者外，財務報表均以新台幣元為單位。

3. 外幣交易

本公司之財務報表係以功能性貨幣新台幣表達。

外幣交易係以交易日匯率換算為功能性貨幣記錄。於每一報導期間結束日，外幣貨幣性項目以該日收盤匯率換算；以公允價值衡量之外幣非貨幣性項目，以衡量公允價值當日之匯率換算；以歷史成本衡量之外幣非貨幣性項目，以原始交易日之匯率換算。

臺中捷運股份有限公司財務報表附註(續)
(金額除另有註明者外，均以新台幣元為單位)

除下列所述者外，因交割或換算貨幣性項目所產生之兌換差額，於發生當期認列為損益：

- (1) 為取得符合要件之資產所發生之外幣借款，其產生之兌換差額若視為對利息成本之調整者，為借款成本之一部分，予以資本化作為該項資產之成本。
- (2) 適用企業會計準則公報第十五號「金融工具」之外幣項目，依金融工具之會計政策處理。
- (3) 構成企業對國外營運機構淨投資一部分之貨幣性項目，所產生之兌換差額原始係認列為其他綜合損益，並於處分該淨投資時，自權益重分類至損益。

當非貨幣性項目之利益或損失認列為其他綜合損益時，該利益或損失之兌換組成部分認列為其他綜合損益。當非貨幣性項目之利益或損失認列為損益時，該利益或損失之兌換組成部分認列為損益。

4. 資產與負債區分流動與非流動之分類標準

於資產符合下列情況之一時，將其分類為流動資產，資產不符合分類為流動資產者，則分類為非流動資產：

- (1) 預期於正常營業週期中實現之資產，或意圖將其出售或消耗。
- (2) 主要為交易目的而持有之資產。
- (3) 預期於報導期間結束日後十二個月內實現之資產。
- (4) 現金或約當現金，但不包括於報導期間結束日後逾十二個月用以交換、清償負債或受有其他限制者。

有下列情況之一者，分類為流動負債，非屬流動負債，則分類為非流動負債：

- (1) 預期於正常營業週期中清償之負債。
- (2) 主要為交易目的而持有該負債。
- (3) 於報導期間結束日後十二個月內到期清償之負債。
- (4) 不能無條件將清償期限遞延至資產負債表日後至少十二個月之負債。

5. 現金及約當現金

現金及約當現金係庫存現金、活期存款及可隨時轉換成定額現金且價值變動風險甚小之短期並具高度流動性之定期存款或投資。

臺中捷運股份有限公司財務報表附註(續)
(金額除另有註明者外，均以新台幣元為單位)

6. 金融工具

金融資產與金融負債於本公司成為該金融工具合約條款之一方時認列。

符合企業會計準則公報第十五號「金融工具」適用範圍之金融資產與金融負債，於原始認列時，係依公允價值衡量，直接可歸屬於金融資產與金融負債(除分類為透過損益按公允價值衡量之金融資產及金融負債外)取得或發行之交易成本，係從該金融資產及金融負債之公允價值加計或減除。

(1) 金融資產

本公司所有慣例交易金融資產之認列與除列，採交易日會計處理。

本公司之金融資產係放款及應收款。該分類係於金融資產原始認列時視其性質及目的而決定。

放款及應收款

放款及應收款係指無活絡市場公開報價且具固定或可決定收取金額之債務工具投資，惟不包括下列項目：意圖立即或於短期內出售者(應分類為持有供交易)、原始認列時指定為透過損益按公允價值衡量者、原始認列時指定為備供出售者，以及因信用惡化以外之因素致持有人可能無法回收幾乎所有之原始投資者(應分類為備供出售)。

此等金融資產係以應收款項單獨表達於資產負債表，於原始衡量後，採有效利息法之攤銷後成本減除減損後之金額衡量。攤銷後成本之計算則考量取得時之折價或溢價以及交易成本。有效利息法之攤銷認列於損益。

金融資產減損

除透過損益按公允價值衡量之金融資產外，其他金融資產係於每一報導期間結束日評估減損，當有客觀證據顯示，因金融資產原始認列後發生之單一或多項損失事項，致使金融資產之估計未來現金流量受損失者，該金融資產即已發生減損。金融資產帳面金額之減少除應收款項係藉由備抵帳戶調降外，其餘則直接由帳面金額中扣除，並將損失認列於損益。

金融資產之損失事項可能包含：

臺中捷運股份有限公司財務報表附註(續)
(金額除另有註明者外，均以新台幣元為單位)

- A. 發行人或債務人之重大財務困難。
- B. 違約，例如利息或本金支付之延滯或不償付。
- C. 借款人將進入破產或其他財務重整之可能性大增。
- D. 由於財務困難而使金融資產之活絡市場消失。
- E. 權益工具投資之公允價值大幅或持久性下跌至低於成本。

本公司對以攤銷後成本衡量之放款及應收款，首先評估個別重大之金融資產，是否個別存在客觀減損證據；以及評估非個別重大之金融資產，是否個別或集體存在客觀減損證據，若判定個別評估之金融資產，未存在客觀減損證據，再將該資產納入具類似信用風險特性之一組金融資產中，並集體評估其減損。個別評估減損並已認列或持續認列減損損失之金融資產，無須納入集體減損評估。若存有發生減損損失之客觀證據，損失之衡量係以資產帳面金額，與估計未來現金流量(不包括尚未發生之未來信用損失)按該金融資產原始有效利率(即原始認列時計算之有效利率)折現之現值，二者間之差額決定，其後認列之利息收入，應採用衡量該減損損失目的所用以折現未來現金流量之利率持續估列入帳。

當應收款項預期於未來無法收現時，應收款項及相關之備抵科目即應予沖銷。於認列減損損失之後續年度，若因一事件之發生導致估計減損損失金額增加或減少，則藉由調整備抵科目以增加或減少先前已認列之減損損失。如沖銷之後回收，則此回收認列於損益。

金融資產除列

本公司持有之金融資產於符合下列情況之一時除列：

- A. 來自金融資產現金流量之合約權利失效或已交割。
- B. 移轉金融資產所有權之幾乎所有風險及報酬。
- C. 保留金融資產所有權之部分重大風險和報酬，但已將該資產之控制權轉移予另一方，即受讓人具有將該資產整體出售予無關係第三方之實際能力，並可片面行使該能力而無須對該移轉加以額外限制。在此情況下，除列該金融資產，並將該移轉所產生或保留之權利及義務，單獨認列為資產或負債。

一項金融資產整體除列時，其帳面金額與所收取對價加計認列於其他綜合損益之累計利益或損失總和間之差額認列於損益。

臺中捷運股份有限公司財務報表附註(續)
(金額除另有註明者外，均以新台幣元為單位)

(2) 金融負債及權益工具

負債或權益之分類

本公司發行之負債及權益工具，係依據合約協議之實質與金融負債及權益工具之定義，分類為金融負債或權益工具。

權益工具

權益工具係指表彰本公司於資產減除所有負債後剩餘權益之任何合約，本公司發行之權益工具係以取得之價款扣除直接發行成本後之金額認列。

金融負債

本公司之金融負債係以攤銷後成本衡量之金融負債。

以攤銷後成本衡量之金融負債

以攤銷後成本衡量之金融負債包括應付款項及借款等，於原始認列後，續後以有效利息法衡量。當金融負債除列及透過有效利息法攤提時，將其相關損益及攤銷數認列於損益。

攤銷後成本之計算考量取得時之折價或溢價及交易成本。

金融負債之除列

當金融負債之義務履行、取消或到期時，則除列該金融負債。

當本公司與債權人間就具重大差異條款之債務工具進行交換，或對現有金融負債之全部或部分條款作重大修改(不論是否因財務困難)，以除列原始負債並認列新負債之方式處理，除列金融負債時，將其帳面金額與所支付對價(包括任何移轉之非現金資產或承擔之負債)間之差額認列於損益。

(3) 金融資產及負債之互抵

金融資產及金融負債僅於已認列金額目前有法律上可執行之權利，且有意圖以淨額基礎交割或同時實現資產及清償負債時，方能予以互抵並以淨額列示於資產負債表。

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(金額除另有註明者外，均以新台幣元為單位)

7. 存貨

存貨按逐項比較之成本與淨變現價值孰低衡量。

存貨成本包括所有購買成本、加工成本及為使存貨達到目前之地點及狀態所發生之其他成本。

原物料	— 以實際進貨成本，採加權平均法。
商品存貨	— 以實際進貨成本，採加權平均法。

淨變現價值指正常營業過程中，估計售價減去至完工尚需投入及完成出售所需之估計成本後餘額。

8. 不動產、廠房及設備

不動產、廠房及設備係以取得或建造時之成本為認列基礎，後續則以成本並減除累計折舊及累計減損後之帳面金額衡量及列示。不動產、廠房及設備依法令規定辦理重估時，其本期未實現重估增值係認列於其他綜合損益，並累計於其他權益之未實現重估增值項目，自重估年度翌年起，以重估後帳面金額為基礎計提折舊。前述成本包含購買價格、使資產達到預期運作方式之必要狀態及地點之直接可歸屬成本、不動產、廠房及設備之拆卸、移除及復原其所在地點之成本及因未完工程所產生之必要利息支出。後續成本包括後續為增添及部分重置不動產、廠房及設備項目所發生之成本。當不動產、廠房及設備之重大組成項目須被定期重置，本公司將該項目視為個別資產並以特定耐用年限及折舊方法分別認列。該等被重置部分之帳面金額，則依企業會計準則公報第八號「不動產、廠房及設備」之除列規定予以除列。重大檢查成本若符合認列條件，係視為重置而認列為廠房及設備帳面金額之一部分，其他日常維修支出則認列為費用。

折舊係以直線法按下列資產之估計耐用年限計提：

機器設備	2～18年
運輸設備	2～10年
租賃改良	5～10年
其他設備	2～10年

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不動產、廠房及設備之重大組成部分，若以不同方式提供經濟效益，或耐用年限具重大差異時，則依其個別耐用年限分別計提折舊。若不動產、廠房及設備使用方式、未預期之嚴重毀損、技術進步及市價變動等，顯示該資產之殘值或耐用年限可能已改變，則重新檢視其原有估計並依其改變調整殘值、折舊方法或耐用年限。若不動產、廠房及設備未來經濟效益之預期消耗型態已有重大變動，則檢視其原折舊方法，並依其變動調整折舊方法，以反映新消耗型態。

不動產、廠房及設備之項目或任一重要組成部分於原始認列後，若予處分或預期未來不會因使用或處分而產生未來經濟效益，則予以除列並認列損益。其他權益中之未實現重估增值則於資產處分時，轉列為當期損益，作為重分類調整。

9. 租賃

公司為承租人

融資租賃係移轉附屬於租賃標的物所有權之幾乎所有風險與報酬，並在租賃期間開始日，以租賃資產公允價值與最低租賃給付現值，二者較低者，將融資租賃之使用權利與義務，認列為資產與負債。承租人之所有租賃原始直接成本，作為已認列資產成本之增加數。最低租賃給付分配予融資費用及降低尚未支付之負債。融資費用按有效利息法或近似方法分攤於租賃期間，惟按直線法攤銷結果差異不大時，亦得採用之。或有租金則於發生時認列為當期費用。

租賃資產係以該資產耐用年限提列折舊，惟如無法合理確定租賃期間屆滿時本公司將取得該項資產所有權，則以該資產租賃期間與耐用年限二者較短之期間內提列折舊。

營業租賃下之租賃給付係於租賃期間內以直線法認列為費用。

公司為出租人

本公司未移轉附屬於租賃標的物所有權之幾乎所有風險與報酬，則分類為營業租賃。因協商與安排營業租賃所產生之原始直接成本，計入租賃資產之帳面金額，並採用與認列租賃收益相同之方法，於租賃期間認列為費用。營業租賃所產生之租金收入，係以直線法於租賃期間內認列為收益。或有租金則於租金賺得之期間認列為收入。

10. 無形資產

單獨取得之無形資產於原始認列時係以成本衡量。透過企業合併取得之無形資產成本為收購日之公允價值。無形資產於原始認列後，係以其成本減除累計攤銷及累計減損損失後之金額作為帳面金額。無形資產依法令規定辦理重估時，其本期未實現重估增值係認列於其他綜合損益，並累計於其他權益之未實現重估增值項目，自重估年度翌年起，以重估後帳面金額為基礎計提攤銷。不符合認列條件之內部產生無形資產不予資本化，而係於發生時認列至損益。

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(金額除另有註明者外，均以新台幣元為單位)

無形資產之耐用年限區分為有限及非確定耐用年限。

有限耐用年限之無形資產係於其耐用年限內攤銷，並於存有減損跡象時進行減損測試。若資產之預估耐用年限與先前之估計不同或未來經濟效益之預期消耗型態已發生重大改變，則攤銷方法或攤銷期間將予以調整並視為會計估計變動。

無形資產之除列時，淨處分價款與帳面金額間之差額所產生之利益或損失係認列至損益。

商標權

專利權已由相關政府機構授予十年期之權利。

電腦軟體

電腦軟體成本於其估計效益年限(三年至五年)採直線法攤提。

本公司無形資產會計政策彙總如下：

	商標權	電腦軟體
耐用年限	有限	有限
使用之攤銷方法	於專利權期間以直線法攤銷	於估計效益年限以直線法攤銷
內部產生或外部取得	外部取得	外部取得

11. 非金融資產之減損

本公司於每一報導期間結束日評估所有適用企業會計準則公報第十九號「資產減損」之資產是否存有減損跡象。如有減損跡象，本公司即以個別資產或資產所屬之現金產生單位進行測試。減損測試結果如資產或資產所屬現金產生單位之帳面金額大於其可回收金額，則認列減損損失。可回收金額為公允價值減處分成本或使用價值之較高者。

本公司於每一報導期間結束日針對商譽以外之資產，評估是否有跡象顯示先前已認列之減損損失可能已不存在或減少。如存有此等跡象，本公司即估計該資產或現金產生單位之可回收金額。若可回收金額因資產之估計服務潛能變動而增加時，則迴轉減損。惟迴轉後帳面金額不超過資產在未認列減損損失情況下，減除應提列折舊或攤銷後之帳面金額。

繼續營業單位之減損損失及迴轉數係認列於損益。

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(金額除另有註明者外，均以新台幣元為單位)

12. 收入認列

收入係於經濟效益將很有可能流入本公司且金額能可靠衡量時認列。收入以已收或應收取對價之公允價值衡量。各項收入認列之條件及方式列示如下：

運輸收入

本公司提供勞務之收入主要係提供客運服務產生，相關營運收入及成本參照審計部臺中市審計處審定，以總額分別列示於本公司之財務報表。

商品銷售

銷售商品之收入於符合下列所有條件時認列：已將商品所有權之重大風險與報酬移轉予買方、對於已出售之商品既不持續參與管理亦未維持有效控制、收入金額能可靠衡量、與交易有關之經濟效益很有可能流入企業、與交易相關之成本能可靠衡量。

利息收入

以攤銷後成本衡量之金融資產(包括放款及應收款及持有至到期日金融資產)及備供出售金融資產，其利息收入係以有效利率法估列，並將利息收入認列於損益。

13. 政府補助

本公司於可合理確信能同時符合政府補助所附加之條件，並可收到政府補助之經濟效益流入時，始認列政府補助收入。當補助與資產有關時，政府補助則認列為遞延收益，並於相關資產耐用年限分期認列為收益；當補助與費用項目有關時，政府補助係以合理而有系統之方法配合相關成本之預期發生期間認列為收益。

本公司取得之非貨幣性政府補助時，以名目金額認列所收取之資產與補助，並於標的資產之預期耐用年限與效益消耗型態分期等額於綜合損益表認列收益。

14. 員工退休金

本公司支付員工退休金之義務，係於員工在職期間依法應提撥之退休金數額，認列為當期費用。

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(金額除另有註明者外，均以新台幣元為單位)

15. 所得稅

所得稅費用(利益)係指於決定本期損益時，與當期所得稅及遞延所得稅有關之彙總數。

當期所得稅

當期所得稅負債(資產)，係以報導期間結束日已立法並適用之稅率及稅法衡量。當期所得稅與認列於其他綜合損益或直接認列於權益之項目有關者，係分別認列於其他綜合損益或權益而非損益。

未分配盈餘加徵營利事業所得稅部分，俟當年度盈餘於次年股東會通過盈餘分配案後，認列為當期所得稅費用。

遞延所得稅

遞延所得稅係就報導期間結束日，資產與負債之課稅基礎與其於資產負債表之帳面金額間所產生之暫時性差異予以計算。

遞延所得稅資產及負債係以預期資產實現或負債清償當期之稅率衡量，該稅率並以報導期間結束日已立法之稅率及稅法為基礎。遞延所得稅與不列於損益之項目有關者，亦不認列於損益，而係依其相關交易認列於其他綜合損益或直接認列於權益。遞延所得稅資產於每一報導期間結束日予以重新檢視並認列。

遞延所得稅資產與負債僅於當期所得稅資產及當期所得稅負債之互抵具有法定執行權，且意圖以淨額基礎清償或同時實現資產及清償負債時，可予互抵。

五、重大假設及估計不確定性之主要來源

無此事項。

六、重要會計項目之說明

1. 現金及約當現金

	111.12.31	110.12.31
庫存現金	\$4,450,396	\$4,243,513
活期存款	123,684,256	136,199,275
定期存款	178,000,000	433,000,000
合 計	<u>\$306,134,652</u>	<u>\$573,442,788</u>

臺中捷運股份有限公司財務報表附註(續)
(金額除另有註明者外，均以新台幣元為單位)

2. 無活絡市場之債務工具投資-流動

	111.12.31	110.12.31
定期存款	\$683,000,000	\$395,000,000

本公司無活絡市場之債務工具投資未有提供擔保之情況。

3. 存貨

	111.12.31	110.12.31
商品存貨	\$4,843,865	\$3,432,432
物料	117,759,273	30,024,430
合計	\$122,603,138	\$33,456,862

前述存貨未有提供擔保之情事。

4. 其他流動資產

	111.12.31	110.12.31
暫付及待結轉帳項-墊付工程經費	\$ -	\$82,125,216
暫付及待結轉帳項-其他	2,961,830	773,981
合計	\$2,961,830	\$82,899,197

暫付及待結轉帳項-墊付工程經費主係依大眾捷運法及臺中都會區大眾捷運系統烏日文心北屯線建設計畫設施設備點交移交作業要點之規定，相關費用（含經常性費用、精進改善工程及公共藝術設置等）由計畫工程經費支應，由本公司先行墊付並定期函送申請由計畫工程經費撥付。

5. 不動產、廠房及設備

	機器設備	運輸設備	租賃權益改良	其他設備	合計
原始成本：					
110.01.01	\$44,477,223	\$18,374,797	\$19,591,776	\$16,369,229	\$98,813,025
增添	17,392,113	15,434,617	12,719,743	1,451,706	46,998,179
110.12.31	61,869,336	33,809,414	32,311,519	17,820,935	145,811,204
增添	5,760,486	-	2,892,942	745,046	9,398,474
其他變動	(768,119)	(11,712,500)	-	-	(12,480,619)
111.12.31	\$66,861,703	\$22,096,914	\$35,204,461	\$18,565,981	\$142,729,059

臺中捷運股份有限公司財務報表附註(續)
(金額除另有註明者外，均以新台幣元為單位)

	機器設備	運輸設備	租賃權益改良	其他設備	合計
折舊：					
110.01.01	\$8,977,312	\$2,411,537	\$3,501,594	\$2,779,838	\$17,670,281
折舊	11,415,181	4,016,408	5,133,830	2,712,143	23,277,562
110.12.31	20,392,493	6,427,945	8,635,424	5,491,981	40,947,843
折舊	12,078,783	3,401,332	6,582,714	2,724,201	24,787,030
其他變動	(287,508)	(873,891)	-	-	(1,161,399)
111.12.31	\$32,183,768	\$8,955,386	\$15,218,138	\$8,216,182	\$64,573,474
淨帳面金額：					
111.12.31	\$34,677,935	\$13,141,528	\$19,986,323	\$10,349,799	\$78,155,585
110.12.31	\$41,476,843	\$27,381,469	\$23,676,095	\$12,328,954	\$104,863,361

不動產、廠房及設備未有提供擔保之情事。

6. 無形資產

	商標權	電腦軟體	合計
原始成本：			
110.1.1	\$258,400	\$10,592,522	\$10,850,922
增添	-	5,106,616	5,106,616
110.12.31	258,400	15,699,138	15,957,538
增添	213,600	13,682,691	13,896,291
111.12.31	\$472,000	\$29,381,829	\$29,853,829
累計攤銷：			
110.1.1	\$67,887	\$2,207,611	\$2,275,498
攤銷	26,280	2,454,938	2,481,218
110.12.31	94,167	4,662,549	4,756,716
攤銷	33,400	5,213,933	5,247,333
111.12.31	\$127,567	\$9,876,482	\$10,004,049
帳面金額：			
111.12.31	\$344,433	\$19,505,347	\$19,849,780
110.12.31	\$164,233	\$11,036,589	\$11,200,822

7. 其他應付款

	111.12.31	110.12.31
應付薪資及獎金	\$81,050,636	\$80,104,820
應付勞健保費	11,954,337	11,609,905
應付退休金	6,556,043	6,227,170
應付員工服裝購置費	-	2,790,198
應付設備款	-	231,011
其他	23,427,104	14,592,559
合計	\$122,988,120	\$115,555,663

臺中捷運股份有限公司財務報表附註(續)
(金額除另有註明者外，均以新台幣元為單位)

8. 其他流動負債

	111.12.31	110.12.31
暫收及待結轉帳項	\$141,507,277	\$66,400,285
代收款	1,478,337	1,213,392
其他	439,033	427
合計	<u>\$143,424,647</u>	<u>\$67,614,104</u>

暫收及待結轉帳項主係依台中市交通局委由臺中捷運代辦捷運車站公共藝術設置計畫及精進改善等工程所產生，由本公司先行代收計畫工程經費並定期撥付予相關廠商。

9. 權益

(1) 普通股

截至民國一一年及一〇年十二月三十一日止，本公司額定股本皆為3,500,000,000元，分為350,000,000股，已發行股本分別為3,000,000,000元及2,500,000,000元，每股面額10元，分別為300,000,000股及250,000,000股。每股享有一表決權及收取股利之權利。

本公司於民國一一年一月十三日經董事會決議辦理現金增資發行普通股50,000,000股，已發行股數增加至300,000,000股，每股10元，共計3,000,000,000元，上述增資業經經濟部於民國一一年七月十九日核准在案。

本公司於民國一〇年二月四日經董事會決議辦理現金增資發行普通股75,000,000股，已發行股數增加至250,000,000股，每股10元，共計2,500,000,000元，上述增資業經經濟部於民國一〇年九月九日核准在案。

(2) 盈餘分派

依本公司章程規定，年度決算如有盈餘，依下列順序分派之：

- A. 提繳稅捐。
- B. 彌補虧損。
- C. 提存百分之十為法定盈餘公積。
- D. 其他依法令規定或依主管機關命令提列或迴轉特別盈餘公積。
- E. 其餘由股東會依股利政策擬定盈餘分派案。

臺中捷運股份有限公司財務報表附註(續)
(金額除另有註明者外，均以新台幣元為單位)

依公司法規定，法定盈餘公積應提撥至其總額已達資本總額為止。法定盈餘公積得彌補虧損。公司無虧損時，得以法定盈餘公積超過實收資本額百分之二十五之部分按股東原有股份之比例發放新股或現金。

本公司民國一一一年度及一一〇年度於營運初期皆為累積虧損，故無盈餘可供分配。

10. 營業收入

	111年度	110年度
運輸收入	\$219,456,243	\$105,093,471
其他營業收入	38,040,665	33,175,592
合 計	<u>\$257,496,908</u>	<u>\$138,269,063</u>

11. 民國一一一年度及一一〇年度發生之員工福利、折舊及攤銷費用功能別彙總表如下：

功能別 性質別	111年度			110年度		
	屬於營業 成本者	屬於營業 費用者	合計	屬於營業 成本者	屬於營業 費用者	合計
員工福利費用						
薪資費用	\$433,571,968	\$76,094,377	\$509,666,345	\$404,923,460	\$71,284,868	\$476,208,328
勞健保費用	47,203,722	7,660,929	54,864,651	45,658,767	7,143,582	52,802,349
退休金費用	21,866,407	3,645,048	25,511,455	21,003,156	3,385,561	24,388,717
其他員工福利費用	358,732	2,188,208	2,546,940	81,783	2,269,206	2,350,989
折舊費用	14,164,128	10,622,902	24,787,030	13,563,604	9,713,958	23,277,562
攤銷費用	107,721	5,139,612	5,247,333	-	2,481,218	2,481,218

本公司於民國一一一年及一一〇年十二月三十一日之員工人數分別為841人及854人。

12. 營業外收益及費損

(1) 利息收入

	111年度	110年度
銀行存款利息	<u>\$8,411,789</u>	<u>\$3,677,501</u>

(2) 其他收入

	111年度	110年度
租金收入	\$7,035,330	\$3,503,848
賠償收入	1,699,300	1,875,583
其他收入	21,962,839	5,295,320
合 計	<u>\$30,697,469</u>	<u>\$10,674,751</u>

臺中捷運股份有限公司財務報表附註(續)
(金額除另有註明者外，均以新台幣元為單位)

13. 所得稅

民國一一一年度及一一〇年度所得稅費用主要組成如下：

所得稅費用與會計利潤乘以所適用所得稅率之金額調節如下：

	111年度	110年度
來自於繼續營業單位之稅前淨(損)利	<u>\$(591,371,026)</u>	<u>\$(601,906,656)</u>
以法定所得稅率計算之所得稅	(118,274,205)	(120,381,331)
課稅損失未認列遞延所得稅資產	<u>118,274,205</u>	<u>120,381,331</u>
認列於損益之所得稅費用合計	<u>\$ -</u>	<u>\$ -</u>

本公司未使用課稅損失之資訊彙總如下：

發生年度	虧損金額	尚未使用餘額		最後可抵減年度
		111.12.31	110.12.31	
106年	\$46,717,238	\$46,717,238	\$46,717,238	116年
107年	103,063,008	103,063,008	103,063,008	117年
108年	205,134,499	205,134,499	205,139,499	118年
109年	535,856,523	535,856,523	535,856,523	119年
110年	602,303,656	602,303,656	602,303,656	120年
111年	591,371,026	591,371,026	-	121年
		<u>\$2,084,450,950</u>	<u>\$1,493,079,924</u>	

未認列之遞延所得稅資產

截至民國一一一年十二月三十一日及一一〇年十二月三十一日止，本公司未認列之遞延所得稅資產金額合計分別為416,890,190元及298,615,985元。

所得稅申報核定情形

截至民國一一一年十二月三十一日，本公司之所得稅申報核定至民國一〇九年度。

七、關係人交易

無此事項。

臺中捷運股份有限公司財務報表附註(續)
(金額除另有註明者外，均以新台幣元為單位)

八、質押之資產

無此事項。

九、重大或有負債及未認列之合約承諾

無此事項。

十、重大之期後事項

無此事項。

十一、其他

1. 金融工具之種類

金融資產

	111.12.31	110.12.31
放款及應收款：		
現金及約當現金(不含庫存現金)	\$301,684,256	\$569,199,275
無活絡市場之債務工具投資-流動	683,000,000	395,000,000
應收票據	1,160,448	19,700
應收帳款	9,132,234	4,743,212
合 計	<u>\$994,976,938</u>	<u>\$968,962,187</u>

金融負債

	111.12.31	110.12.31
按攤銷後成本衡量之金融負債：		
應付款項	\$40,717,086	\$23,296,085
其他應付款	122,988,120	115,555,663
合 計	<u>\$163,705,206</u>	<u>\$138,851,748</u>

臺中捷運股份有限公司財務報表附註(續)
(金額除另有註明者外，均以新台幣元為單位)

2. 公允價值衡量之金融工具決定公允價值所採用之方法

公允價值係指於衡量日，市場參與者間在有秩序之交易中出售資產所能收取或移轉負債所需支付之價格。本公司衡量或揭露金融資產及金融負債公允價值所使用之方法及假設如下：

現金及約當現金、應收款項、應付款項及其他流動負債之帳面金額為公允價值之合理近似值，主要係因此類工具之到期期間短。

3. 其他

為便於財務報表之比較，民國一一〇年度之部分科目業經適當重分類。

十二、財務報表表達

財務報表之審定及重編

本公司民國110年度之決算，業於民國111年8月9日經審計部臺中市審計處審定完竣，審定結果與民國110年度財務報表一致。

臺中市會計師公會會員印鑑證明書

中市財證字第 11201140 號

會員姓名：黃子評

事務所名稱：安永聯合會計師事務所

事務所地址：台中市西屯區市政北七路 186 號 26 樓

事務所電話：04-2259-8999

事務所統一編號：04111302


會員證書字號：中市會證字第 七六九 號

委託人名稱：臺中捷運股份有限公司

委託人統一編號：60283214

印鑑證明書用途：辦理 臺中捷運股份有限公司

一百一十一年度（自民國一百一十一年一月一日至
一百一十一年十二月三十一日）財務報表之查核簽證

簽 名 式	黃子評	存 會 印 鑑	
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理事長：



核對人：



中華民國

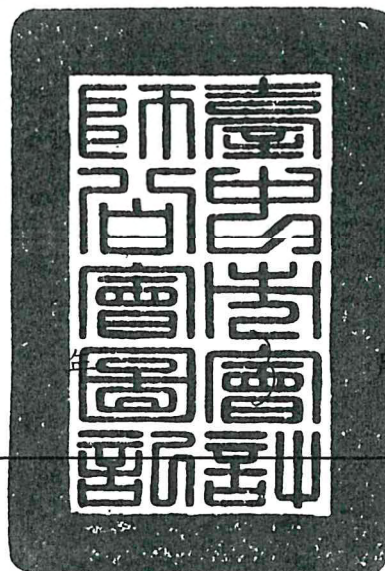
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TAICHUNG MASS RAPID TRANSIT CORPORATION

FINANCIAL STATEMENTS WITH
REPORT OF INDEPENDENT AUDITORS

FOR THE YEARS ENDED 31 DECEMBER 2022 AND 2021

Address : No. 1000, Sec. 1, Songzhu Rd., 5th Neighborhood, Jiushe Vil., Beitun Dist., Taichung
City 40643, Taiwan (R.O.C.)
Telephone : 886-2437-5537

The reader is advised that these financial statements have been prepared originally in Chinese. In the event of a conflict between these financial statements and the original Chinese version or difference in interpretation between the two versions, the Chinese language financial statements shall prevail.

Independent Auditors' Report Translated from Chinese

To Taichung Mass Rapid Transit Corporation

Opinion

We have audited the accompanying balance sheets of Taichung Mass Rapid Transit Corporation. (the "Company") as of 31 December 2022 and 2021, and the related statements of comprehensive income, changes in equity and cash flows for the years ended 31 December 2022 and 2021, and notes to the financial statements, including the summary of significant accounting policies (together "the financial statements").

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Company as of 31 December 2022 and 2021, and its financial performance and cash flows for the years ended 31 December 2022 and 2021, in conformity with the requirements related to the preparation of financial statements within Business Entity Accounting Act and the Regulation on Business Entity Accounting Handling and the Enterprise Accounting Standards and related interpretations issued by the Accounting Research and Development Foundation.

Basis for Opinion

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

Other matters - Mention of other accountants' audits

The financial statements of the Company were audited by other accountants, and an unqualified audit report was issued on 17 February 2022.

Responsibilities of Management for the Financial Statements

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

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

Auditor's Responsibilities for the Audit of the Financial Statements

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

As part of an audit in accordance with the Standards on Auditing of the Republic of China, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

1. Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
2. Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Company's internal control.
3. Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.

4. Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Company's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Company to cease to continue as a going concern.
5. Evaluate the overall presentation, structure and content of the financial statements, including the accompanying notes, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

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

Huang, Tzu Ping

Ernst & Young, Taiwan
16 February 2023

Notice to Readers

The accompanying consolidated financial statements are intended only to present the financial position, results of operations and cash flows in accordance with accounting principles and practices generally accepted in the Republic of China and not those of any other jurisdictions. The standards, procedures and practices to audit such consolidated financial statements are those generally accepted and applied in the Republic of China.

Accordingly, the accompanying consolidated financial statements and report of independent accountants are not intended for use by those who are not informed about the accounting principles or Standards on Auditing of the Republic of China, and their applications in practice. As the financial statements are the responsibility of the management, Ernst & Young 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.

Taichung Mass Rapid Transit Corporation

Balance Sheets

31 December 2022 and 2021

(Expressed in New Taiwan Dollars)

Assets	Notes	31 December 2022	31 December 2021
Current assets			
Cash and cash equivalents	4, 6(1)	\$306,134,652	\$573,442,788
Debt instruments investment without market quotations	4, 6(2)	683,000,000	395,000,000
Notes receivable, net	4	1,160,448	19,700
Accounts receivable, net	4	9,132,234	4,743,212
Other receivables	4	3,835,252	605,810
Current tax assets		293,690	13,210
Inventories	4, 6(3)	122,603,138	33,456,862
Prepayments		44,056,606	51,884,378
Other current assets	4, 6(4)	2,961,830	82,899,197
Total current assets		<u>1,173,177,850</u>	<u>1,142,065,157</u>
Non-current assets			
Property, plant and equipment	4, 6(5)	78,155,585	104,863,361
Intangible assets	4, 6(6)	19,849,780	11,200,822
Other non-current assets		22,400	12,400
Total non-current assets		<u>98,027,765</u>	<u>116,076,583</u>
Total assets		<u>\$1,271,205,615</u>	<u>\$1,258,141,740</u>
Liabilities and Stockholders' Equity			
Current liabilities			
Accounts payable	4	\$40,717,086	\$23,296,085
Other payables	4, 6(7)	122,988,120	115,555,663
Advanced receipts		13,010,124	12,602,223
Other current liabilities	6(8)	143,424,647	67,614,104
Total current liabilities		<u>320,139,977</u>	<u>219,068,075</u>
Non-current liabilities			
Guarantee deposits received		37,873,390	34,510,391
Total non-current liabilities		<u>37,873,390</u>	<u>34,510,391</u>
Total liabilities		<u>358,013,367</u>	<u>253,578,466</u>
Equity			
Common stock	6(9)	3,000,000,000	2,500,000,000
Accumulated deficit		(2,086,807,752)	(1,495,436,726)
Total equity		<u>913,192,248</u>	<u>1,004,563,274</u>
Total Liabilities and equity		<u>\$1,271,205,615</u>	<u>\$1,258,141,740</u>

(The accompanying notes are an integral part of the financial statements)

Taichung Mass Rapid Transit Corporation

Statements of Comprehensive Income

For the Years Ended 31 December 2022 and 2021

(Expressed in New Taiwan Dollars)

	Notes	For the years ended 31 December	
		2022	2021
Operating revenues	4, 6(10)	\$257,496,908	\$138,269,063
Operating costs	6(11)	(729,017,989)	(620,634,364)
Gross profit-net		(471,521,081)	(482,365,301)
Operating expenses	6(11)	(158,959,203)	(133,893,607)
Operating loss		(630,480,284)	(616,258,908)
Non-operating income and expenses			
Interest income	6(12)	8,411,789	3,677,501
Other income	6(12)	30,697,469	10,674,751
Subtotal		39,109,258	14,352,252
Net loss before income tax		(591,371,026)	(601,906,656)
Income tax expense	4, 6(13)	-	-
Total comprehensive loss		\$(591,371,026)	\$(601,906,656)

(The accompanying notes are an integral part of the financial statements)

Taichung Mass Rapid Transit Corporation
 Statements of Changes in Equity
 For the Years Ended 31 December 2022 and 2021
 (Expressed in New Taiwan Dollars)

	Common Stock	Accumulated deficit	Total
Balance as of 1 January 2021	\$1,750,000,000	\$(893,530,070)	\$856,469,930
Net loss in 2021	-	(601,906,656)	(601,906,656)
Issue of shares	750,000,000	-	750,000,000
Balance as of 31 December 2021	<u>\$2,500,000,000</u>	<u>\$(1,495,436,726)</u>	<u>\$1,004,563,274</u>
Balance as of 1 January 2022	\$2,500,000,000	\$(1,495,436,726)	\$1,004,563,274
Net loss in 2022	-	(591,371,026)	(591,371,026)
Issue of shares	500,000,000	-	500,000,000
Balance as of 31 December 2022	<u>\$3,000,000,000</u>	<u>\$(2,086,807,752)</u>	<u>\$913,192,248</u>

(The accompanying notes are an integral part of the financial statements)

Taichung Mass Rapid Transit Corporation
Statements of Cash Flows
For the Years Ended 31 December 2022 and 2021
(Expressed in New Taiwan Dollars)

	For the years ended 31 December	
	2022	2021
Cash flows from operating activities:		
Net loss before tax	\$(591,371,026)	\$(601,906,656)
Income and expense adjustment:		
Depreciation	24,787,030	23,277,562
Amortization	5,247,333	2,481,218
Interest income	(8,411,789)	(3,677,501)
Others	11,319,220	-
Changes in operating assets and liabilities:		
(Increase) Decrease in notes receivable	(1,140,748)	335,300
Increase in accounts receivable	(4,389,022)	(4,444,705)
Increase in other receivables	(3,023,636)	(128,700)
Increase in inventories	(89,146,276)	(30,233,882)
Decrease (Increase) in prepayments	7,827,772	(7,766,410)
Decrease (Increase) in other current assets	79,937,367	(42,036,365)
Increase in accounts payable	17,421,001	22,376,276
Increase in other payables	7,652,467	3,936,762
Increase in advance receipt	407,901	1,695,474
Increase in other current liabilities	75,810,543	65,623,510
Cash generated from operations	(467,071,863)	(570,468,117)
Interest received	8,205,983	3,666,189
Income tax paid	(280,480)	(2,432)
Net cash used in investing activities	(459,146,360)	(566,804,360)
Cash flows from investing activities:		
(Increase) Decrease in debt instruments investment without market quotations	(288,000,000)	18,000,000
Acquisition of property, plant and equipment	(9,618,484)	(54,789,466)
Acquisition of intangible assets	(13,896,291)	(5,667,759)
(Increase) Decrease in refundable deposits	(10,000)	15,000
Net cash used in investing activities	(311,524,775)	(42,442,225)
Cash flows from financing activities:		
Increase in guarantee deposits	3,362,999	5,973,206
Proceeds from issuance shares	500,000,000	750,000,000
Net cash provided by financing activities	503,362,999	755,973,206
Net (decrease) increase in cash and cash equivalents	(267,308,136)	146,726,621
Cash and cash equivalents at beginning of period	573,442,788	426,716,167
Cash and cash equivalents at end of period	\$306,134,652	\$573,442,788

(The accompanying notes are an integral part of the financial statements)

Taichung Mass Rapid Transit Corporation

Notes to Financial Statements

For the Year Ended 31 December 2022 and 2021

(Expressed in New Taiwan Dollars, Unless Otherwise Stated)

1. History and organization

Taichung Mass Rapid Transit Corporation (“the Company”) was incorporated on 1 January 2017, 100% owned by Taichung City Government. The Company engages in the business of mass rapid transit, retail trade and transportation support business. The Company’s registered office and main business location is at No. 1000, Sec. 1, Songzhu Rd., Beitun Dist., Taichung City, Taiwan (R.O.C.).

2. Date and procedures of authorization of financial statements for issue

The financial statements of the Company were authorized for issue by the Board of Directors on 16 February 2023.

3. Changes in significant accounting policies

None.

4. Summary of significant accounting policies

(1) Statement of compliance

The financial statements of the Company have been prepared in accordance with the requirements related to the preparation of financial statements within Business Entity Accounting Act and the Regulation on Business Entity Accounting Handling (“the Regulations”) and the Enterprise Accounting Standards (“EAS”) and related interpretations issued by the Accounting Research and Development Foundation (“ARDF”).

(2) Basis of preparation

The financial statements have been prepared on a historical cost basis, except for financial instruments that have been measured at fair value. The financial statements are expressed in New Taiwan Dollars (“\$”) unless otherwise stated.

(3) Foreign currency transactions

The Company's financial statements are presented in New Taiwan Dollars, which is also the Company's functional currency.

Transactions in foreign currencies are initially recorded by the Company entities at their respective functional currency rates prevailing at the date of the transaction. Monetary assets and liabilities denominated in foreign currencies are retranslated at the functional currency closing rate of exchange ruling at the reporting date. Non-monetary items measured at fair value in a foreign currency are translated using the exchange rates at the date when the fair value is determined. Non-monetary items that are measured at historical cost in a foreign currency are translated using the exchange rates as at the dates of the initial transactions.

All exchange differences arising on the settlement of monetary items or on translating monetary items are taken to profit or loss in the period in which they arise except for the following:

- (a) Exchange differences arising from foreign currency borrowings for an acquisition of a qualifying asset to the extent that they are regarded as an adjustment to interest costs are included in the borrowing costs that are eligible for capitalization.
- (b) Foreign currency items within the scope of EAS 15 *Financial Instruments* are accounted for based on the accounting policy for financial instruments.
- (c) Exchange differences arising on a monetary item that forms part of a reporting entity's net investment in a foreign operation is recognized initially in other comprehensive income and reclassified from equity to profit or loss on disposal of the net investment.

When a gain or loss on a non-monetary item is recognized in other comprehensive income, any exchange component of that gain or loss is recognized in other comprehensive income. When a gain or loss on a non-monetary item is recognized in profit or loss, any exchange component of that gain or loss is recognized in profit or loss.

(4) Current and non-current distinction

An asset is classified as current when:

- (a) The Company expects to realize the asset, or intends to sell or consume it, in its normal operating cycle.
- (b) The Company holds the asset primarily for the purpose of trading.
- (c) The Company expects to realize the asset within twelve months after the reporting period.
- (d) The asset is cash or cash equivalent unless the asset is restricted from being exchanged or used to settle a liability for at least twelve months after the reporting period.

All other assets are classified as non-current.

A liability is classified as current when:

- (a) The Company expects to settle the liability in its normal operating cycle.
- (b) The Company holds the liability primarily for the purpose of trading.
- (c) The liability is due to be settled within twelve months after the reporting period.
- (d) The Company does not have an unconditional right to defer settlement of the liability for at least twelve months after the reporting period. Terms of a liability that could, at the option of the counterparty, result in its settlement by the issue of equity instruments do not affect its classification.

All other liabilities are classified as non-current.

(5) Cash and cash equivalents

Cash and cash equivalents comprises cash on hand, demand deposits and short-term, highly liquid time deposits or investments that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value.

(6) Financial instruments

Financial assets and financial liabilities are recognized when the Company becomes a party to the contractual provisions of the instrument.

Financial assets and financial liabilities within the scope of EAS 15 *Financial Instruments* are recognized initially at fair value plus or minus, in the case of investments not at fair value through profit or loss, directly attributable transaction costs.

(a) Financial assets

The Company accounts for regular way purchase or sales of financial assets on the trade date.

Financial assets of the Company are classified as loans and receivables. The Company determines the classification of its financial assets at initial recognition.

Loans and receivables

Loans and receivables are non-derivative financial assets with fixed or determinable payments that are not quoted in an active market other than those that the Company acquired or incurred principally for the purpose of selling or repurchasing it in the near term (classified as at fair value through profit or loss), upon initial recognition designated as at fair value through profit or loss, designated as available for sale, or those for which the holder may not recover substantially all of its initial investment (classified as available for sale).

Loans and receivables are separately presented on the balance sheet as receivables or debt instrument investments for which no active market exists. After initial measurement, such financial assets are subsequently measured at amortized cost using the effective interest rate method, less impairment. Amortized cost is calculated by taking into account any discount or premium on acquisition and fee or transaction costs. The effective interest method amortization is recognized in profit or loss.

Impairment of financial assets

The Company assesses at each reporting date whether there is any objective evidence that a financial asset other than the financial assets at fair value through profit or loss is impaired. A financial asset is deemed to be impaired if, and only if, there is objective evidence of impairment as a result of one or more loss events that has occurred after the initial recognition of the asset and that loss event has an impact on the estimated future cash flows of the financial asset.

Loss events include:

- i. significant financial difficulty of the issuer or obligor
- ii. a breach of contract, such as a default or delinquency in interest or principal payments
- iii. it becoming probable that the borrower will enter bankruptcy or other financial reorganization
- iv. the disappearance of an active market for that financial asset because of financial difficulties
- v. a significant or prolonged decline in the fair value of an available-for-sale equity instrument below its cost.

For loans and receivables measured at amortized cost, the Company first assesses individually whether objective evidence of impairment exists individually for financial asset that are individually significant, or collectively for financial assets that are not individually significant. If the Company determines that no objective evidence of impairment exists for an individually assessed financial asset, whether significant or not, it includes the asset in a Company of financial assets with similar credit risk characteristics and collectively assesses them for impairment. If there is objective evidence that an impairment loss has been incurred, the amount of the loss is measured as the difference between the assets carrying amount and the present value of estimated future cash flows. The present value of the estimated future cash flows is discounted at the financial assets original effective interest rate. If a loan has a variable interest rate, the discount rate for measuring any impairment loss is the current effective interest rate. Interest income is accrued based on the reduced carrying amount of the asset, using the rate of interest used to discount the future cash flows for the purpose of measuring the impairment loss.

Receivables together with the associated allowance are written off when there is no realistic prospect of future recovery. If, in a subsequent year, the amount of the estimated impairment loss increases or decreases because of an event occurring after the impairment was recognized, the previously recognized impairment loss is increased or reduced by adjusting the allowance account. If a future write-off is later recovered, the recovery is credited to profit or loss.

Derecognition of financial assets

A financial asset is derecognized when:

- i. The rights to receive cash flows from the asset have expired
- ii. The Company has transferred the asset and substantially all the risks and rewards of the asset have been transferred
- iii. The Company has neither transferred nor retained substantially all the risks and rewards of the asset, but has transferred control of the asset. In other words, the transferee can sell the transferred asset in its entirety to an unrelated third party and is able to exercise that ability unilaterally and without imposing additional restrictions on the transfer. Under these circumstances, the financial asset is derecognized, any rights or obligations created or retained as a result of the transfer are recognized separately as assets or liabilities.

On derecognition of a financial asset in its entirety, the difference between the carrying amount and the consideration received or receivable including any cumulative gain or loss that had been recognized in other comprehensive income, is recognized in profit or loss.

(b) Financial liabilities and equity

Classification between liabilities or equity

The Company classifies the instrument issued as a financial liability or an equity instrument in accordance with the substance of the contractual arrangement and the definitions of a financial liability, and an equity instrument.

Equity instruments

An equity instrument is any contract that evidences a residual interest in the assets of an entity after deducting all of its liabilities. The transaction costs of an equity transaction are accounted for as a deduction from equity to the extent they are incremental costs directly attributable to the equity transaction that otherwise would have been avoided.

Financial liabilities

Financial liabilities are classified as financial liabilities measured at amortized cost upon initial recognition.

Financial liabilities at amortized cost

Financial liabilities measured at amortized cost include interest bearing loans and borrowings that are subsequently measured using the effective interest rate method after initial recognition. Gains and losses are recognized in profit or loss when the liabilities are derecognized as well as through the effective interest rate method amortization process.

Amortized cost is calculated by taking into account any discount or premium on acquisition and fees or transaction costs.

Derecognition of financial liabilities

A financial liability is derecognized when the obligation under the liability is discharged or cancelled or expires.

When an existing financial liability is replaced by another from the same lender on substantially different terms, or the terms of an existing liability are substantially modified (whether or not attributable to the financial difficulty of the debtor), such an exchange or modification is treated as a derecognition of the original liability and the recognition of a new liability, and the difference in the respective carrying amounts and the consideration paid, including any non-cash assets transferred or liabilities assumed, is recognized in profit or loss.

(c) Offsetting of financial instruments

Financial assets and financial liabilities are offset and the net amount reported in the balance sheet if, and only if, there is a currently enforceable legal right to offset the recognized amounts and there is an intention to settle on a net basis, or to realize the assets and settle the liabilities simultaneously.

(7) Inventories

Inventories are valued at lower of cost and net realizable value item by item.

Costs incurred in bringing each inventory to its present location and condition are accounted for as follows:

Raw materials – Purchase cost on a weighted average basis.

Merchandises – Purchase cost on a weighted average basis.

Net realizable value is the estimated selling price in the ordinary course of business, less estimated costs of completion and the estimated costs necessary to make the sale.

(8) Property, plant and equipment

Property, plant and equipment is stated at cost, net of accumulated depreciation and accumulated impairment losses, if any. When a property, plant and equipment is revalued in accordance with laws and regulations, the unrealized revaluation gains are recognized as other comprehensive income and accumulated in other equity. Starting from the subsequent year of revaluation, such property plant and equipment is depreciated based on the revalued carrying amount. The cost of property, plant and equipment includes its purchase price, any costs directly attributable to bringing the asset to the location and condition necessary for it to be capable of operating in the manner intended by management, the cost of dismantling and removing the item and restoring the site on which it is located and borrowing costs for construction in progress. Subsequent cost of property, plant and equipment comprises additions and replacement of parts of property, plant and equipment. When significant parts of property, plant and equipment are required to be replaced in intervals, the Company recognized such parts as individual assets with specific useful lives and depreciation, respectively. The carrying amount of those parts that are replaced is derecognized in accordance with the derecognition provisions of EAS 8 “Property, plant and equipment”. When a major inspection is performed, its cost is recognized in the carrying amount of the plant and equipment as a replacement if the recognition criteria are satisfied. All other repair and maintenance costs are recognized in profit or loss as incurred.

Depreciation is calculated on a straight-line basis over the estimated economic lives of the following assets:

Item	Useful lives
Machinery and equipment	2~18 years
Transportation equipment	2~10 years
Leasehold improvements	5~10 years
Other equipment	2~10 years

Each part of an item of property, plant and equipment with a cost that is significant in relation to the total cost of the item is depreciated separately based on its useful life. If there has been a change in the usage of the asset, unexpected physical wear and tear, technological advance or changes in market value, which may result in changes in the asset's residual value or useful life, then the original estimates may need to be reviewed and residual value, depreciation method or useful life to be changed accordingly. If there has been a significant change in the expected pattern of consumption of the future economic benefits embodied in the asset, the depreciation method applied to an asset is reviewed and changed to reflect the changed pattern.

An item of property, plant and equipment and any significant part initially recognized is derecognized upon disposal or when no future economic benefits are expected from its use or disposal. Any gain or loss arising on derecognition of the asset is recognized in profit or loss. Unrealized revaluation gains or loss in the other equity is reclassified to profit or loss when the related asset is derecognized.

(9) Leases

Company as a lessee

Finance leases which transfer to the Company substantially all the risks and benefits incidental to ownership of the leased item, are capitalized at the commencement of the lease at the fair value of the leased property or, if lower, at the present value of the minimum lease payments. Lease payments are apportioned between finance charges and reduction of the lease liability. Interest should be recognized over the period by applying the effective interest rate method; however, if the straight-line method generates similar results, it may be applied. Finance charges are recognized in finance costs in the statement of profit or loss. The Company will charge contingent rents as expenses in the periods in which they are incurred.

A leased asset is depreciated over the useful life of the asset. However, if there is no reasonable certainty that the Company will obtain ownership by the end of the lease term, the asset is depreciated over the shorter of the estimated useful life of the asset and the lease term.

Operating lease payments are recognized as an expense on a straight-line basis over the lease term.

Company as a lessor

Leases in which the Company does not transfer substantially all the risks and benefits of ownership of the asset are classified as operating leases. Initial direct costs incurred in negotiating an operating lease are added to the carrying amount of the leased asset and recognized over the lease term on the same basis as rental income. Contingent rents are recognized as revenue in the period in which they are earned.

(10) Intangible assets

Intangible assets acquired separately are measured on initial recognition at cost. The cost of intangible assets acquired in a business combination is its fair value as at the date of acquisition. Following initial recognition, intangible assets are carried at cost less any accumulated amortization and accumulated impairment losses, if any. When an intangible asset is revalued in accordance with laws and regulations, the unrealized revaluation gains are recognized as other comprehensive income and accumulated in other equity. Starting from the subsequent year of revaluation, such intangible asset is amortized based on the revalued carrying amount. Unqualified internally generated intangible assets, excluding capitalized development costs, are not capitalized and expenditure is reflected in profit or loss for the year in which the expenditure is incurred.

The useful lives of intangible assets are assessed as either finite or indefinite.

Intangible assets with finite lives are amortized over the useful economic life and assessed for impairment whenever there is an indication that the intangible asset may be impaired. The amortization period and the amortization method for an intangible asset with a finite useful life is reviewed at least at the end of each financial year. Changes in the expected useful life or the expected pattern of consumption of future economic benefits embodied in the asset is accounted for by changing the amortization period or method, as appropriate, and are treated as changes in accounting estimates.

Gains or losses arising from derecognition of an intangible asset are measured as the difference between the net disposal proceeds and the carrying amount of the asset and are recognized in profit or loss when the asset is derecognized.

Patents and licenses

The patents have been granted for a period of 10 years by the relevant government agency with the option of renewal at the end of this period.

Computer software

The cost of computer software is amortized on a straight-line basis over the estimated useful life (3 to 5 years).

A summary of the policies applied to the Company's intangible assets is as follows:

	Trademarks	Computer software
Useful lives	Finite	Finite
Amortization method used	Amortized on a straight-line basis over the period of the patent	Amortized on a straight- line basis over the estimated useful life
Internally generated or acquired	Acquired	Acquired

(11) Impairment of non-financial assets

The Company assesses at the end of each reporting period whether there is any indication that an asset in the scope of EAS 19 "Impairment of Assets" may be impaired. If any such indication exists, the Company estimates the asset's or its cash-generating unit's ("CGU") recoverable amount. Where the carrying amount of an asset or CGU exceeds its recoverable amount, the asset is considered impaired and is written down to its recoverable amount. An asset's recoverable amount is the higher of an asset's or cash-generating unit's ("CGU") fair value less costs to sell and its value in use.

For assets excluding goodwill, an assessment is made at each reporting date as to whether there is any indication that previously recognized impairment losses may no longer exist or may have decreased. If such indication exists, the Company estimates the asset's or cash-generating unit's recoverable amount. A previously recognized impairment loss is reversed only if there has been an increase in the estimated service potential of an asset which in turn increases the recoverable amount. However, the reversal is limited so that the carrying amount of the asset does not exceed its recoverable amount, nor exceed the carrying amount that would have been determined, net of depreciation, had no impairment loss been recognized for the asset in prior years.

An impairment loss of continuing operations or a reversal of such impairment loss is recognized in profit or loss.

(12) Revenue recognition

Revenue is recognized to the extent that it is probable that the economic benefits will flow to the Company and the revenue can be reliably measured. Revenue is measured at the fair value of the consideration received or receivable. The following specific recognition criteria must also be met before revenue is recognized:

Transportation revenue

The Company's service revenue mainly arises from providing transportation services with customers. The accounting policies for the Company's types of revenue are set forth as approved by the Taichung City Audit Division, National Audit Office, Taiwan (R.O.C.). The total amount is presented separately in the Company's financial statements.

Sale of goods

Revenue from the sale of goods is recognized when all the following conditions have been satisfied:

- (a) the significant risks and rewards of ownership of the goods have passed to the buyer
- (b) neither continuing managerial involvement nor effective control over the goods sold have been retained
- (c) the amount of revenue can be measured reliably
- (d) it is probable that the economic benefits associated with the transaction will flow to the entity
- (e) the costs incurred in respect of the transaction can be measured reliably

Interest income

For all financial assets measured at amortized cost (including loans and receivables and held-to-maturity financial assets) and available-for-sale financial assets, interest income is recorded using the effective interest rate method and recognized in profit or loss.

(13) Government grants

Government grants are recognized where there is reasonable assurance that the grant will be received and all attached conditions will be complied with. Where the grant relates to an asset, it is recognized as deferred income and released to income in equal amounts over the expected useful life of the related asset. When the grant relates to an expense item, it is recognized as income over the period necessary to match the grant on a systematic basis to the costs that it is intended to compensate.

Where the Company receives non-monetary grants, the asset and the grant are recorded gross at nominal amounts and released to the statement of comprehensive income over the expected useful life and pattern of consumption of the benefit of the underlying asset by equal annual instalments.

(14) Post-employment benefits

The Company's payment for employees post-employment benefits are recognized as expenses in the period the employees render services.

(15) Income taxes

Income tax expense (income) is the aggregate amount included in the determination of profit or loss for the period in respect of current tax and deferred tax.

Current income tax

Current income tax assets and liabilities for the current and prior periods are measured at the amount expected to be recovered from or paid to the taxation authorities, using the tax rates and tax laws that have been enacted by the end of the reporting period. Current income tax relating to items recognized in other comprehensive income or directly in equity is recognized in other comprehensive income or equity and not in profit or loss.

The surtax on undistributed retained earnings is recognized as income tax expense in the subsequent year when the distribution proposal is approved by the shareholders' meeting.

Deferred tax

Deferred tax is provided on temporary differences at the reporting date between the tax bases of assets and liabilities and their carrying amounts for financial reporting purposes.

Deferred tax assets and liabilities are measured at the tax rates that are expected to apply in the year when the asset is realized or the liability is settled, based on tax rates and tax laws that have been enacted or substantively enacted at the reporting date. Deferred tax relating to items recognized outside profit or loss is recognized outside profit or loss. Deferred tax items are recognized in correlation to the underlying transaction either in other comprehensive income or directly in equity. Deferred tax assets are reassessed at each reporting date and are recognized accordingly.

Deferred tax assets and deferred tax liabilities are offset, if a legally enforceable right exists to set off current income tax assets against current income tax liabilities and the deferred taxes relate to the same taxable entity and the same taxation authority.

5. Significant accounting judgements, estimates and assumptions

None.

6. Contents of significant accounts

(1) Cash and Cash Equivalents

	As of 31 December	
	2022	2021
Cash on hand	\$4,450,396	\$4,243,513
Demand deposits	123,684,256	136,199,275
Time deposits	178,000,000	433,000,000
Total	<u>\$306,134,652</u>	<u>\$573,442,788</u>

(2) Debt instruments investment without market quotations

	As of 31 December	
	2022	2021
Time deposits	<u>\$683,000,000</u>	<u>\$395,000,000</u>

The Company's debt instruments investment without market quotations was not pledged.

(3) Inventories

	As of 31 December	
	2022	2021
Merchandises	\$4,843,865	\$3,432,432
Raw materials	117,759,273	30,024,430
Total	<u>\$122,603,138</u>	<u>\$33,456,862</u>

No inventories were pledged.

(4) Other current assets

	As of 31 December	
	2022	2021
Temporary payments and pending transfer items- advance project expenses	\$ -	\$82,125,216
Temporary payments and pending transfer items- other	2,961,830	773,981
Total	<u>\$2,961,830</u>	<u>\$82,899,197</u>

According to the Mass Rapid Transit Act and Directions of Taichung Mass Rapid Transit System Wuri Wenxin Beitun Line Construction Project Facilities and Equipment Handover, the relevant expenses (including recurring expenses, improvement projects and public art installations, etc.) of the temporary payments and pending transfer items- advance project expenses, are covered by the planning project funds, which shall be paid in advance by the Company. The Company shall periodically submit applications for funding to be supported by the planning project funds.

(5) Property, plant and equipment

	Machinery and equipment	Transportation equipment	Leasehold improvements	Other equipment	Total
Cost:					
As of 1 Jan. 2021	\$44,477,223	\$18,374,797	\$19,591,776	\$16,369,229	\$98,813,025
Additions	17,392,113	15,434,617	12,719,743	1,451,706	46,998,179
As of 31 Dec. 2021	61,869,336	33,809,414	32,311,519	17,820,935	145,811,204
Additions	5,760,486	-	2,892,942	745,046	9,398,474
Other changes	(768,119)	(11,712,500)	-	-	(12,480,619)
As of 31 Dec. 2022	<u>\$66,861,703</u>	<u>\$22,096,914</u>	<u>\$35,204,461</u>	<u>\$18,565,981</u>	<u>\$142,729,059</u>
Depreciation :					
As of 1 Jan. 2021	\$8,977,312	\$2,411,537	\$3,501,594	\$2,779,838	\$17,670,281
Depreciation	11,415,181	4,016,408	5,133,830	2,712,143	23,277,562
As of 31 Dec. 2021	20,392,493	6,427,945	8,635,424	5,491,981	40,947,843
Depreciation	12,078,783	3,401,332	6,582,714	2,724,201	24,787,030
Other changes	(287,508)	(873,891)	-	-	(1,161,399)
As of 31 Dec. 2022	<u>\$32,183,768</u>	<u>\$8,955,386</u>	<u>\$15,218,138</u>	<u>\$8,216,182</u>	<u>\$64,573,474</u>
Net carrying amount as of:					
As of 31 Dec. 2022	<u>\$34,677,935</u>	<u>\$13,141,528</u>	<u>\$19,986,323</u>	<u>\$10,349,799</u>	<u>\$78,155,585</u>
As of 31 Dec. 2021	<u>\$41,476,843</u>	<u>\$27,381,469</u>	<u>\$23,676,095</u>	<u>\$12,328,954</u>	<u>\$104,863,361</u>

Property, plant and equipment were not pledged.

(6) Intangible assets

	Trademarks	Computer software	Total
Cost:			
As of 1 Jan. 2021	\$258,400	\$10,592,522	\$10,850,922
Additions	-	5,106,616	5,106,616
As of 31 Dec. 2021	258,400	15,699,138	15,957,538
Additions	213,600	13,682,691	13,896,291
As of 31 Dec. 2022	<u>\$472,000</u>	<u>\$29,381,829</u>	<u>\$29,853,829</u>

	Trademarks	Computer software	Total
Accumulated amortization :			
As of 1 Jan. 2021	\$67,887	\$2,207,611	\$2,275,498
Depreciation	26,280	2,454,938	2,481,218
As of 31 Dec. 2021	94,167	4,662,549	4,756,716
Depreciation	33,400	5,213,933	5,247,333
As of 31 Dec. 2022	<u>\$127,567</u>	<u>\$9,876,482</u>	<u>\$10,004,049</u>
Carrying amount as of:			
As of 31 Dec. 2022	<u>\$344,433</u>	<u>\$19,505,347</u>	<u>\$19,849,780</u>
As of 31 Dec. 2021	<u>\$164,233</u>	<u>\$11,036,589</u>	<u>\$11,200,822</u>

(7) Other payables

	As of 31 December	
	2022	2021
Salaries and bonus payable	\$81,050,636	\$80,104,820
Labor and health insurance payable	11,954,337	11,609,905
Pensions payable	6,556,043	6,227,170
Payable on vocational clothing	-	2,790,198
Payable on equipment	-	231,011
Others	23,427,104	14,592,559
Total	<u>\$122,988,120</u>	<u>\$115,555,663</u>

(8) Other current liabilities

	As of 31 December	
	2022	2021
Temporary receipts and pending transfer items	\$141,507,277	\$66,400,285
Receipts under custody	1,478,337	1,213,392
Other	439,033	427
Total	<u>\$143,424,647</u>	<u>\$67,614,104</u>

Temporary receipts and pending transfer items are mainly generated by the Transportation Bureau of Taichung City Government by the Taichung MRT to handle the MRT station public art installation plan and advanced improvement projects. The Company collected the planned project funds in advance and regularly allocated payments to the relevant vendors.

(9) Equity

(a) Common stocks

As of 31 December 2022 and 2021, the Company's authorized capital stock amounted to both \$3,500,000,000 divided into 350,000,000 shares. Its outstanding capital amounted to \$3,000,000,000 and \$2,500,000,000 respectively, divided into 300,000,000 shares and 250,000,000 shares respectively, with par value of \$10 (in NTD) each.

The Company's board of directors approved on 13 January 2022 the cash issuance of 50,000,000 ordinary shares at \$10 per share. The number of issued shares increased to 300,000,000 shares with par value of \$10 (in NTD) each, totaling \$3,000,000,000. The above capital increase was approved and registered with relevant authorities on 19 July 2022.

The Company's board of directors approved on 4 February 2021 the cash issuance of 75,000,000 ordinary shares at \$10 per share. The number of issued shares increased to 250,000,000 shares with par value of \$10 (in NTD) each, totaling \$2,500,000,000. The above capital increase was approved and registered with relevant authorities on 9 September 2021.

(b) Retained earnings and dividend policies

According to the Company's Articles of Incorporation, current year's earnings, if any, shall be distributed in the following order:

- a. Pay all taxes and dues
- b. Offset prior years' operation losses
- c. Set aside 10% of the remaining amount after deducting items (a) and (b) as legal reserve
- d. Set aside or reverse special reserve in accordance with law and regulations; and
- e. The distribution of the remaining portion, if any, will be recommended by the Board of Directors and resolved in the shareholders' meeting.

According to the Company Act, the Company needs to set aside amount to legal reserve unless where such legal reserve amounts to the total authorized capital. The legal reserve can be used to make good the deficit of the Company. When the Company incurs no loss, it may distribute the portion of legal serve which exceeds 25% of the paid-in capital by issuing new shares or by cash in proportion to the number of shares being held by each of the shareholders.

For the years ended 31 December 2022 and 2021, the Company had accumulated losses in both years, so there was no surplus to distribute.

(10) Operating revenue

	For the years ended 31 December	
	2022	2021
Transportation revenue	\$219,456,243	\$105,093,471
Other revenue	38,040,665	33,175,592
Total	\$257,496,908	\$138,269,063

(11) Summary statement of employee benefits, depreciation and amortization expenses by function during the years ended 31 December 2022 and 2021:

Nature \ Function	For the years ended 31 December					
	2022			2021		
	Operating Costs	Operating Expenses	Total Amount	Operating Costs	Operating Expenses	Total Amount
Employee benefits expense						
Salaries	\$433,571,968	\$76,094,377	\$509,666,345	\$404,923,460	\$71,284,868	\$476,208,328
Labor & Health Insurances	47,203,722	7,660,929	54,864,651	45,658,767	7,143,582	52,802,349
Pension	21,866,407	3,645,048	25,511,455	21,003,156	3,385,561	24,388,717
Other employee benefits expense	358,732	2,188,208	2,546,940	81,783	2,269,206	2,350,989
Depreciation	14,164,128	10,622,902	24,787,030	13,563,604	9,713,958	23,277,562
Amortization	107,721	5,139,612	5,247,333	-	2,481,218	2,481,218

The number of employees for the Company as of 31 December 2022 and 2021 was 841 and 854, respectively.

(12) Non-operating income and expenses

(a) Interest income

	For the years ended 31 December	
	2022	2021
Interest income	\$8,411,789	\$3,677,501

(b) Other income

	For the years ended 31 December	
	2022	2021
Rental income	\$7,035,330	\$3,503,848
Compensation income	1,699,300	1,875,583
Other income	21,962,839	5,295,320
Total	\$30,697,469	\$10,674,751

(13) Income tax

The major components of income tax (income) expense are as follows:

Reconciliation between the tax expense and the product of accounting profit multiplied by applicable tax rates is as follows:

	<u>For the years ended 31 December</u>	
	<u>2022</u>	<u>2021</u>
Accounting loss before tax from continuing operations	\$(591,371,026)	\$(601,906,656)
Tax at the domestic rates applicable to profits in the country concerned	(118,274,205)	(120,381,331)
Taxable losses are not recognized as deferred tax assets	118,274,205	120,381,331
Total income tax expense (income) recognized in profit	<u>\$ -</u>	<u>\$ -</u>

The following table contains information of the unused tax losses of the Company :

<u>Year of occurrence</u>	<u>Amount of less</u>	<u>Unused tax losses as of</u>		
		<u>31 Dec. 2022</u>	<u>31 Dec. 2021</u>	<u>Last deductible year</u>
2017	\$46,717,238	\$46,717,238	\$46,717,238	2027
2018	103,063,008	103,063,008	103,063,008	2028
2019	205,134,499	205,134,499	205,139,499	2029
2020	535,856,523	535,856,523	535,856,523	2030
2021	602,303,656	602,303,656	602,303,656	2031
2022	591,371,026	591,371,026	-	2032
		<u>\$2,084,450,950</u>	<u>\$1,493,079,924</u>	

Unrecognized Deferred tax assets

As of 31 December 2022 and 2021, deferred tax assets that have not been recognized amount to \$416,890,190 and \$298,615,985, respectively.

The assessment of income tax returns

As of 31 December 2022, the Company's income tax returns through 2020 have been assessed and approved by the tax authority.

7. Related party transactions

None.

8. Assets pledged as security

None.

9. Commitments and contingencies

None.

10. Significant subsequent events

None.

11. Other disclosures

(1) Categories of financial instruments

Financial assets

	As of 31 December	
	2022	2021
Loans and receivables:		
Cash and cash equivalents (exclude cash on hand)	\$301,684,256	\$569,199,275
Debt instruments investment without market quotations	683,000,000	395,000,000
Notes receivable, net	1,160,448	19,700
Accounts receivable, net	9,132,234	4,743,212
Total	<u>\$994,976,938</u>	<u>\$968,962,187</u>

Financial liabilities

	As of 31 December	
	2022	2021
Financial liabilities at amortized cost:		
Accounts payables	\$40,717,086	\$23,296,085
Other payables	122,988,120	115,555,663
Total	<u>\$163,705,206</u>	<u>\$138,851,748</u>

(2) The methods and assumptions applied in determining the fair value of financial instruments:

Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. The following methods and assumptions were used by the Company to measure or disclose the fair values of financial assets and financial liabilities:

The carrying amount of cash and cash equivalents, accounts receivables, accounts payable and other current liabilities approximate their fair value due to their short maturities.

(3) Other

In order to facilitate the comparison of financial statements, certain accounts for the year ended 31 December 2021 have been appropriately reclassified.

12. Financial Statement Expression

Review and restatement of financial statements

The Company's financial statements of 2021 were reviewed and approved by the Taichung City Audit Division, National Audit Office, Taiwan (R.O.C.) on 9 August 2022. The results of the review were consistent with the 2021 financial statements.







406015 臺中市北屯區松竹路一段1000號
No. 1000, Section 1, Songzhu Road, Beitun District, Taichung City