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More About **KMB**
九巴透視

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九龍巴士(一九三三)有限公司 之財務及營運資料

本小冊子概述有關九龍巴士(一九三三)有限公司(「九巴」)截至2006年12月31日止的10年間在營運、財務、服務及顧客關係等各方面的表現。

九巴在2006年的經營環境是過去十年來最困難的一年。國際燃油價格飆升至歷史高位，隧道費、工資和利息支出的上升，以及來自新鐵路的激烈競爭，均對九巴的財務表現帶來沉重的壓力。於截至2006年12月31日止年度，九巴來自專營公共巴士業務的除稅後盈利僅為港幣2.410億元，而2005年為港幣3.975億元。我們為了應付這些挑戰，在可行的範圍內繼續致力及適時地精簡我們的巴士服務網絡，及發揮創新動力提升服務質素及效率，並開拓新的收入來源，以舒緩經營成本上升的影響。

於2006年1月，九巴獲得在香港經營專營公共巴士服務的新專營權，有效期至2017年7月1日。由於我們的主要營運資產如巴士及車廠等之可用年期相對較長，適時延續我們的專營權可幫助我們制訂優質的服務計劃。

九巴自1997年起並沒有提出加價申請，相反地我們更推出多項車費折扣和優惠計劃，以及多個巴士轉乘計劃，從而令顧客獲益。對於尋找控制成本的方法以及提升生產力和效率，為顧客提供優質及物超所值的巴士服務，我們都有優良的紀錄。

Financial and Operational Information on The Kowloon Motor Bus Company (1933) Limited

This booklet provides an overview of the performance of The Kowloon Motor Bus Company (1933) Limited ("KMB") over the 10-year period ended 31 December 2006. It also covers various aspects of KMB's operation, financial position, services and customer relations.

The operating environment of KMB in 2006 was the most difficult that we have experienced in the past decade. The surge in international fuel oil prices to a historically high level, increased tunnel tolls, staff salaries and interest expenses, and intense competition for patronage from the new railways, exerted considerable pressure on the financial performance of KMB. For the year ended 31 December 2006, KMB's profit after taxation from franchised public bus operations was only HK\$241.0 million, compared with HK\$397.5 million for 2005. To respond to these challenges, we continued to implement the timely rationalisation of our bus services network wherever possible, and to take an innovative approach to enhancing the efficiency and quality of our services as well as exploring new sources of income to mitigate the impact of the escalating operating costs.

In January 2006, KMB was granted a new franchise for operating franchised public bus services in Hong Kong until 1 July 2017. As our major operating assets, such as buses and depots, have relatively long useful lives, the timely renewal of our franchise has facilitated our planning for service excellence.

KMB has not applied for a fare increase since 1997: on the contrary, we have implemented a variety of fare discounts and concessions as well as a large number of Bus-bus Interchange ("BBI") Schemes for the benefit of our customers. We have a long track record of identifying ways to control costs and improve productivity and efficiency in order to provide our customers with quality bus services that give excellent value for money.

以下是九巴在2006年為提升服務水平而推出的部分主要措施：

- 車隊新增110部空調超低地台雙層巴士，其中57部為「前衛巴士」及51部為「超『直』巴士」。「前衛巴士」及「超『直』巴士」為九巴引入香港的新一代雙層巴士，設有更寬敞的車廂空間、更寬闊的入口通道，以及革命性的筆直式樓梯設計。這些新一代巴士亦安裝了廢氣排放質素達到非常嚴格水平的環保引擎，其標準已十分接近歐盟第四代引擎的標準。此外，兩部全新的歐盟第四代巴士(其中一部為富豪B9TL Volgren，另一部為三鋒型Enviro 500)亦已投入服務，使九巴在香港成為首間引進歐盟第四代引擎雙層巴士服務的公司；
- 於2006年開闢一條新路線以服務上水增長中的人口。另外，因應2006年7月的「香港書展」交通服務需求，推出兩條過海特別路線，分別由灣仔北開出至美孚及觀塘；
- 年內，新增12個八達通巴士轉乘計劃。截至2006年年底，九巴共營辦61個八達通巴士轉乘計劃及一個八達通巴士鐵路轉乘計劃；
- 在穗禾苑、平田及顯徑巴士總站安裝綜合巴士服務資訊顯示系統。此系統以大型發光二極管顯示屏，顯示各條巴士路線的下一班車的開出時間、巴士路線目的地和車費等資料，以及重大交通事故等緊急訊息；

The following are some of the major service enhancement measures implemented by KMB during 2006:

- A total of 110 new super-low floor air-conditioned double-deck buses were added to the fleet. These buses included 57 Wright Buses and 51 Super Buses which are the latest generation of double-deck buses launched in Hong Kong offering a wider bus saloon and entryway as well as a revolutionary straight staircase. They are also equipped with environment-friendly engines which meet stringent exhaust emission standards very close to those of Euro IV engines. Furthermore, two Euro IV prototypes (one Volvo B9TL Volgren and one Trident Enviro 500) were put into service, making KMB the first to introduce Euro IV double-deck buses for operation in Hong Kong;
- A new bus route was launched in 2006 to serve the population intake in Sheung Shui. In addition, two special routes were introduced to provide cross-harbour services from Wan Chai (North) to Mei Foo and Kwun Tong respectively to cater for the "Hong Kong Book Fair" in July 2006;
- 12 Octopus BBI schemes were introduced during the year. At the end of 2006, KMB had 61 Octopus BBI schemes and one Octopus Bus-rail interchange scheme in operation;
- Three new Integrated Bus Service Information Display ("IBSID") Systems were installed at the bus termini at Sul Wo Court, Ping Tin and Hin Keng. Information such as next departure times, bus route destinations and fares of individual bus routes are shown on large light emitting diode ("LED") display panels at the termini. Emergency messages such as major traffic disruptions can also be shown;



- 安裝使用無線網狀節點科技的無線網絡，在總部、紅磡車站巴士總站和觀塘碼頭巴士總站內傳送數據和車務資料。這種傳送數據技術突破有線網絡所受到的地理限制，毋需因鋪設地底線纜而進行路面工程，因此可避免對環境產生負面影響和對巴士總站乘客造成不便；

- 興建35個候車亭。在候車亭內安裝發光巴士路線資料屏，以方便乘客在晚間閱覽巴士路線資料。另外亦翻新了12個在不同地區巴士總站；及

- 出版資料詳盡的《九巴版圖2006》，列載所有九巴巴士路線和巴士站位置的地圖。

九巴一直致力維持高水平及持續提升巴士服務質素。多年來我們的卓越成就均為本港社會各界人士，包括本地以及國際組織所稱許。下列為九巴於2006年獲頒授的獎項：

- 獲香港特別行政區政府(「特區政府」)環境保護署頒發「卓越明智減廢標誌」；
- 獲香港公益金頒發「公益優異獎」；
- 連續第五年被香港社會服務聯會頒發「商界展關懷」標誌；
- 獲互聯網專業人員協會頒發的「無障礙優異網站2006」金獎；
- 獲《明報周刊》、香港明天更好基金、聯合國開發計劃署及和平發展基金會頒發2006年「愛心動力大獎」；

- A wireless network technology using Wireless Mesh Nodes was set up to transmit data and bus information within our headquarters, Hung Hom Station bus terminus and Kwun Tong Ferry bus terminus. This technology represents a breakthrough in data transmission at locations which have geographical constraints on using cable networks and also helps to avoid roadworks for installing underground cables, eliminating any negative impact on the environment and inconvenience to passengers at the bus termini;

- 35 new waiting shelters were built. Illuminated bus route information panels were installed at the shelters to facilitate passengers reading bus route information at night. In addition, 12 bus termini in various districts were refurbished; and

- A comprehensive "KMB Bus Guide 2006" was published incorporating information on all KMB bus routes and maps with bus-stop locations.

KMB adheres to high quality standards and continues to improve our bus services. Over the years, our achievements have been widely recognised by various sectors of the Hong Kong community as well as local and international organisations. In 2006, KMB was presented the following awards:

- "Gold Wastewise Logo" awarded by the Environmental Protection Department of the Government of the Hong Kong Special Administrative Region (the "HKSAR Government");
- The "Award of Distinction" presented by The Community Chest of Hong Kong;
- Naming as a "Caring Company" by The Hong Kong Council of Social Service for the 5th consecutive year;
- Gold prize of Web Care Award 2006 presented by the Internet Professionals Association;
- Heart of Gold Award 2006 presented jointly by Ming Pao Weekly, the Better Hong Kong Foundation, the United Nations Development Programme and the Peace and Development Foundation;

- 獲Contact Centre Association of Singapore 主辦的「亞洲客戶中心大獎2006」中之「最佳客戶服務中心金獎」；
- 獲香港客戶中心協會主辦的「2006客戶中心大獎」之「2006最佳客戶服務中心銀獎」及「2006傑出客戶服務中心主管銅獎」；
- 獲香港優質顧客服務協會主辦的「優質顧客服務大獎2006」之「卓越項目獎銅獎」及「傑出個人獎銅獎」；
- 獲《Best Practice Management》頒發的「2006年最佳業務實踐獎：客戶關係管理」；
- 獲2006年第七屆中國最佳公共關係案例大賽「2006年環境保護組別」及「社區關係組別」銀獎；
- 獲國際公共關係協會頒發2006年全球金獎大賽社會責任組別的嘉許狀；及
- 獲公共交通國際聯會頒發2006年UITP青年計劃大獎的兩個亞洲區獎項。
- Gold Award in the Best Contact Centre of the Year of the Regional Contact Centre Awards 2006 organised by the Contact Centre Association of Singapore;
- Silver Award in the Contact Centre of the Year and Bronze Award in the Supervisor of the Year category of the 2006 Annual Call Centre Awards organised by the Hong Kong Call Centre Association;
- Bronze Award in the Programme category and Bronze Award in the Individual category of the Customer Service Excellence Award 2006 organised by the Hong Kong Association for Customer Service Excellence;
- 2006 Best Practice Awards: Customer Relationship Management organised by Best Practice Management;
- Silver Awards from the China International Public Relations Association in the 7th China Golden Awards for Excellence in Public Relations (2006) in the Environmental Protection and Community Relations categories;
- Certificate of Recognition in the Social Responsibility category of the 2006 Golden World Awards for Excellence in Public Relations from the International Public Relations Association; and
- Two Asian Region Awards in the 2006 UITP Youth Project Awards from the International Association of Public Transport.



於2006年，九巴繼續為使用八達通卡繳付車資的乘客提供車資優惠，為了配合特區政府新訂的專營公共巴士票價調整機制，九巴於2006年初推出以下車資優惠計劃，於個別生效日期起計，為期36個月：

折扣優惠	不適用	生效日期
(1) 65歲或以上的乘客	於星期日及公眾假期每程票價一律為港幣2元或半價，以較低者為準	馬場路線 2006年1月28日
(2) 車費為港幣15元或以上的	即日回程乘搭同一條路線或同一組路線，回程車費可享有20%折扣	馬場路線及清園路線 2006年2月19日 (附註)
(3) 車費為港幣10元至14.9元的	即日回程乘搭同一條路線或同一組路線，回程車費可享有10%折扣	馬場路線及清園路線 2006年2月19日 (附註)

附註：上述第(2)及第(3)項車資優惠計劃，已於2006年7月1日起擴展至聯營的過海隧道路線。

九巴的服務宗旨是為乘客提供安全、舒適及方便的服務，並承諾力求創新及不斷加強我們在各方面的營運能力，以提升服務的安全水平及效率，令顧客更感稱心。此外，我們亦以創新精神配合經營地區持續轉變的社會需要，致力保護和改善我們的生活及工作環境。

董事總經理

何達文

2007年5月14日

During 2006, KMB continued to offer fare concessions to its passengers paying by Octopus Card. To coincide with the introduction of the new fare adjustment mechanism for the franchised bus industry by the HKSAR Government, KMB offered the following fare concession schemes for a period of 36 months from their respective effective dates in early 2006:

Discount rates	Exceptions	Effective date
(1) Passengers aged 65 or above	A flat fare of HK\$2 or half fare (whichever is the lower) on Sundays and public holidays	Racecourse routes 28 January 2006
(2) Fares at or above HK\$15	20% fare discount for the return trip of the same route or route group on the same day	Racecourse and recreation routes 19 February 2006 (Note)
(3) Fares between HK\$10 and HK\$14.9	10% fare discount for the return trip of the same route or route group on the same day	Racecourse and recreation routes 19 February 2006 (Note)

Note: The fare concessions under schemes (2) and (3) above have been extended to cover jointly-operated cross-harbour routes with effect from 1 July 2006.

KMB's service philosophy is based on safety, comfort and passenger convenience, backed by a strong commitment to innovation and ongoing improvement of all aspects of our operations to enhance safety, efficiency and customer satisfaction. Our innovations have aimed at the evolving needs of the society where we operate and the preservation and improvement of the environment in which we live and work.

Edmond HO Tat Man

Managing Director

14 May 2007

營運及顧客服務資料一覽

營運資料一覽

在1997年至2006年的10年間，九巴：

- 斥資港幣60.92億元購置2,656部配備歐盟第一代、歐盟第二代、歐盟第三代或歐盟第四代環保引擎的新巴士；
- 增開共99條巴士路線；
- 建造及改建1,197個巴士候車亭；
- 加密班次和改善服務共910次；
- 增加行車總里數，由每年3.008億公里增至每年3.362億公里；
- 加強巴士保養及車長培訓，使意外發生事件由行車平均每一百萬公里的3.33宗減至平均每一百萬公里的2.99宗；
- 透過嚴格控制成本的措施及提高員工生產效率，使平均每部巴士所需僱員數目由3.26人減至3.02人；及
- 提供長者車資優惠。

這些年間，我們亦在多方面改善巴士服務質素，例如：

- 自1999年11月起憑著優質管理系統而全面獲得ISO 9001品質證書。而沙田車廠及新荔枝角車廠的優質環保管理亦分別於2001年11月及2003年11月獲得ISO 14001認證；
- 在新的巴士上裝設無障礙設施，以方便傷健人士；
- 於全線巴士上裝配報站系統，在沿途廣播和顯示有關下一站的資料；

Summaries of Operational and Customer Service Information

Operational Information Summary

In the past decade from 1997 to 2006, KMB:

- added 2,656 new buses fitted with Euro I, Euro II, Euro III or Euro IV standard environment-friendly engines to its bus fleet at a total cost of HK\$6,092 million;
- introduced a total of 99 new bus routes;
- constructed and renovated 1,197 bus shelters;
- improved frequencies and services on 910 occasions;
- increased the number of bus kilometres operated from 300.8 million per annum to 336.2 million per annum;
- raised the standard of bus maintenance and bus captain training, thereby reducing the accident rate from 3.33 accidents per million vehicle/km to 2.99 accidents per million vehicle/km;
- reduced the number of employees required per bus from 3.26 to 3.02 through cost control measures and enhanced employee productivity; and
- provided concessionary fares to senior citizens.

Over the years, we have also improved the quality of our bus services in various aspects. For instance, we have:

- sustained ISO 9001 certification on a corporate-wide basis for our quality management systems since November 1999 and also ISO 14001 certification in respect of quality environmental management for our Sha Tin Depot and New Lai Chi Kok Depot since November 2001 and November 2003 respectively;
- equipped new buses with barrier-free facilities for the convenience of disabled persons;
- installed Bus-stop Announcement Systems to our entire bus fleet to broadcast and display information on the next bus-stop;



- 在個別主要巴士總站安裝綜合巴士服務資訊系統，在總站中央安裝大型發光二極管顯示屏，以顯示各巴士路線的下一班車的開出時間、目的地和票價等資料，以及重大交通事故等緊急訊息；
- 為全線車隊安裝「八達通」卡收費系統；
- 全線車隊已於2001年1月開始使用超低含硫柴油；
- 在3,399部巴士上安裝「流動多媒體」系統，為乘客提供巴士服務資料和娛樂資訊；
- 在巴士上擺放車長名牌及在站長室外擺放站長名牌；
- 為了宣傳乘搭巴士時遵守秩序，律己守禮的重要性，在2006年內在電視台播出一系列為時十秒的公民教育資訊短片節目；及
- 為承諾支持環保，九巴在2006年內共推出了六款「環保九巴」車身廣告及燈箱海報，向乘客推廣環保意識。
- installed IBSD Systems at selected major termini where large LED display panels are centrally positioned to provide information on next departure times, destinations and fares of individual bus routes as well as emergency messages such as those about major traffic disruptions;
- equipped our entire fleet with the Octopus Smart Card System for fare payment;
- used ultra low sulphur diesel on our entire bus fleet since January 2001;
- installed Multi-media On-board Systems on 3,399 buses to provide passengers with bus service information and infotainment;
- installed bus captains' name plates inside buses and terminus supervisors' name plates at their kiosks and offices;
- broadcasted a series of 10-second civic education television advertisements in 2006 to promote the importance of proper conduct on buses; and
- launched an environmental protection campaign in 2006 which included 6 versions of bus body advertisements and 4-sheet posters at bus shelters to promote and reinforce KMB's commitment to environmental protection.

顧客服務資料一覽

有效的溝通是滿足顧客需要的一個重要因素。這些年間，我們以各種的方式為顧客提供巴士服務資料及搜集他們的意見。例如：

- 設立多個九巴顧客服務中心和一個流動服務中心，以提供巴士服務資料及收集顧客意見；
- 設置乘客聯絡小組計劃，加強與顧客的溝通；
- 設立九巴網站(www.kmb.hk)提供最新巴士路線資料、點到點路線搜尋服務及其他服務資訊。該路線搜尋服務已進一步加強其點到點路線搜尋功能，讓乘客更充分掌握九巴的路線資料。乘客可先查閱有關的巴士站照片，以確定上車及下車的站位，真正做到點到點的路線查詢；
- 設置留言系統，提供24小時顧客服務熱線電話諮詢服務，以解答顧客的查詢及收集顧客的意見；並將顧客服務熱線每天早上7時至晚上11時的接線員服務時段擴展至每星期七天，包括星期六下午、星期日及公眾假期；
- 於顧客服務熱線設置「數碼地圖乘客諮詢系統」以提升處理顧客查詢的效率，及透過流動電話短訊服務為使用服務熱線的顧客提供巴士路線資料；
- 在多個候車亭、巴士總站及巴士車廂內廣泛增設路線資料板，以提供巴士時間表、票價及路線等資料；

Customer Service Information Summary

Effective communication with customers is a critical factor to achieving customer satisfaction. Throughout the years, we used various means to provide bus service information to our customers and obtain feedback from them. For example, we have:

- established a number of "KMB Customer Service Centres" as well as a "Mobile Customer Service Centre" to provide information on bus services and to collect customers' opinions;
- maintained a Passenger Liaison Group programme to enhance communication with our customers;
- established the KMB's website (www.kmb.hk) to provide up-to-date bus route information, a point-to-point route search facility and other service information. The route search function has been enhanced by adding another level, "Bus Stop", to the search field. This enables passengers to get a more accurate search result by viewing the location of the bus stop through a photo of the bus stop, making it a real point-to-point route search;
- maintained a Voice Mail System with a 24-hour Customer Service Hotline to answer customers' enquiries and to collect customers' opinions; and also extended the Customer Service Hotline's Operator Service to serve customers from 7 a.m. to 11 p.m. every day, seven days a week including Saturday afternoons, Sundays and public holidays;
- installed the Digital Map Passenger Enquiry System at the Customer Service Hotline to enhance the efficiency of handling customers' enquiries; and launched a Short Message Service ("SMS") facility to provide bus route information to Customer Service Hotline users with mobile phones;
- installed route information plates at bus stops and termini as well as inside bus compartments to provide bus service information, such as timetables, fare tables and route information;



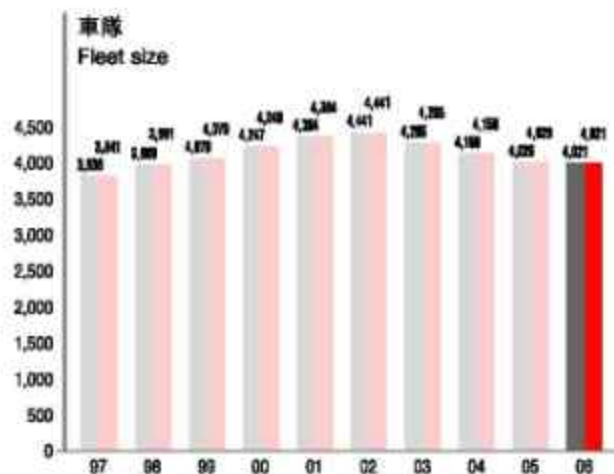
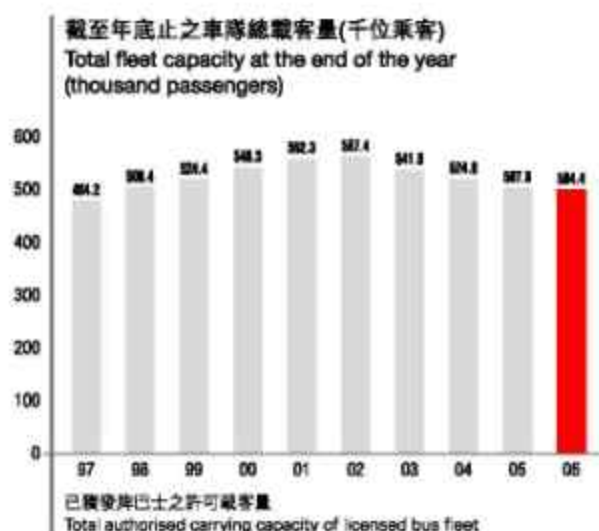
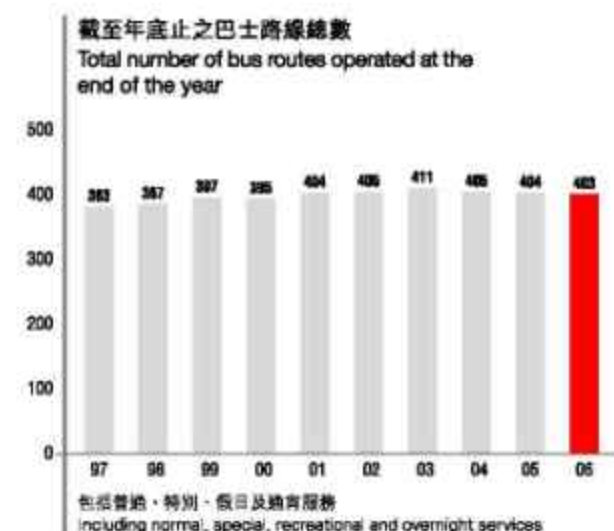
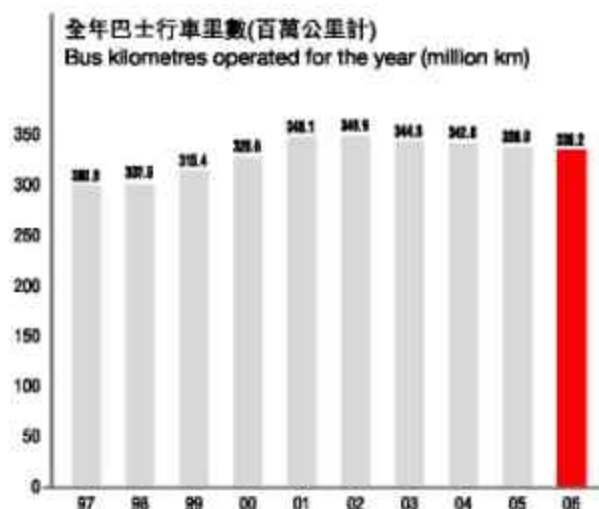
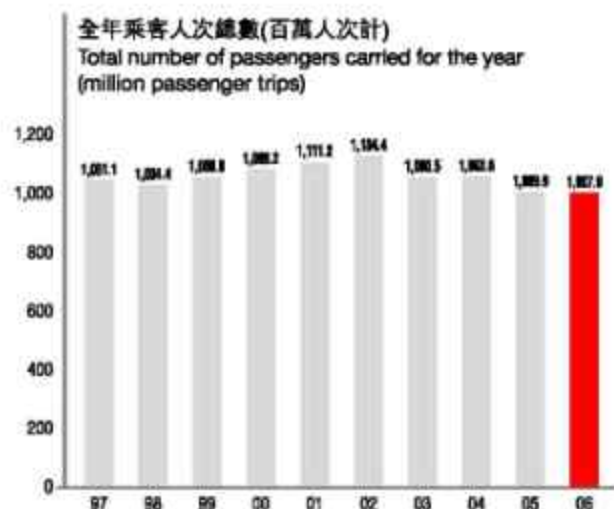
- 派發路線圖，包括透過九巴顧客服務中心派發的多種郊遊路線圖，以及透過民政事務處或以郵遞派發地區路線圖；
- 在九巴顧客服務中心內安裝「數碼地圖乘客諮詢系統」，為顧客提供一個先進的搜尋巴士路線資料設備；及
- 引入創新的巴士到站時間查詢服務，為乘客提供通宵服務巴士N216、N241、N260與N293號路線下兩班巴士之到站時間。

瞭解社會的需要以及提供高質素的顧客服務是我們企業文化的重要元素。我們將會繼續集中我們的專業及管理優勢為顧客提供安全、具效率、可靠、友善、以及物超所值的巴士服務。

- distributed route maps, including various leisure route maps, at KMB Customer Service Centres, and district-based route maps via District Offices or by mail;
- equipped our Customer Service Centres with the Digital Map Passenger Enquiry System to provide customers with the advanced bus route information search facility; and
- introduced an innovative enquiry service, the BAT (Bus Arrival Timeline), for passengers to check the arrival time of the next two buses of our overnight bus services on Route Nos. N216, N241, N260 and N293 through our Customer Service Hotline.

An awareness of community needs and the provision of quality customer service are the core elements of our corporate culture. We will continue to focus our expertise and management strength to provide a safe, efficient, reliable and user-friendly bus service that gives our customers excellent value for money.

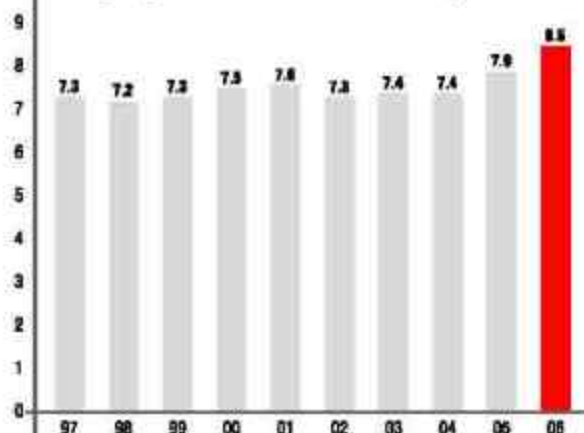
營運統計資料 Operational Statistical Information



- 截至年底止已獲發牌之巴士數量
Number of licensed buses at the end of the year
- 截至年底止已登記之巴士數量
Number of registered buses at the end of the year

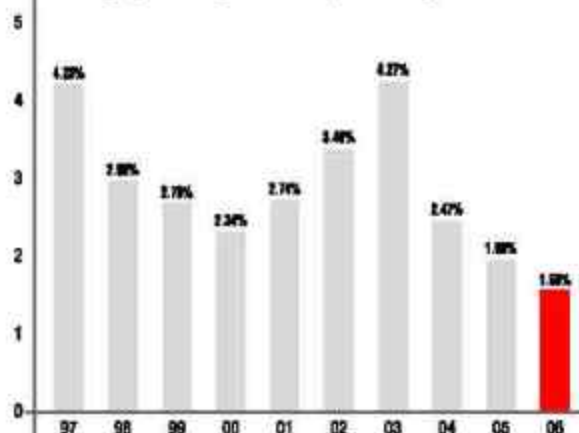


截至年底止之車隊平均車齡
Average age of bus fleet at the end of the year



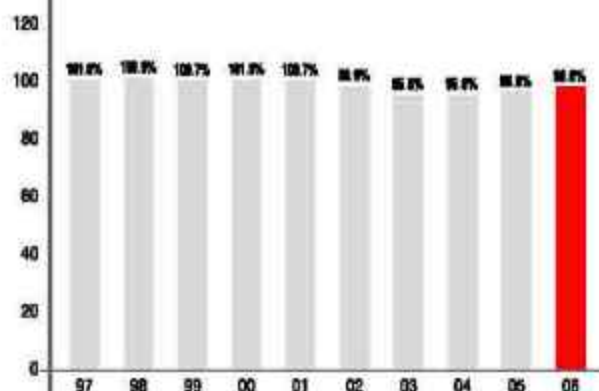
按獲發牌年份計算
Calculated on the basis of year of licensing

全年平均之班次失誤比率
Average percentage of lost trips for the year



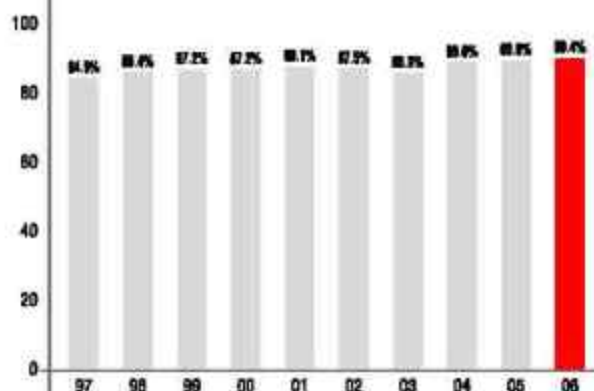
班次失誤及預定班次之百分比
The percentage of number of lost trips to number of scheduled bus trips

全年平均之時間表的成效
Average achievement of schedule for the year



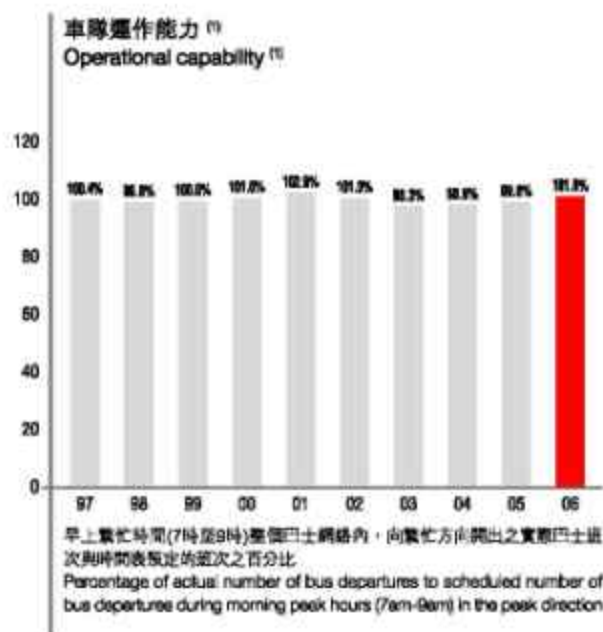
實際路面行車數目及時間表所預定的行車數目之百分比
The percentage of actual number of buses operated on the road to scheduled bus allocation

全年平均之車隊運用比率
Average fleet utilisation for the year

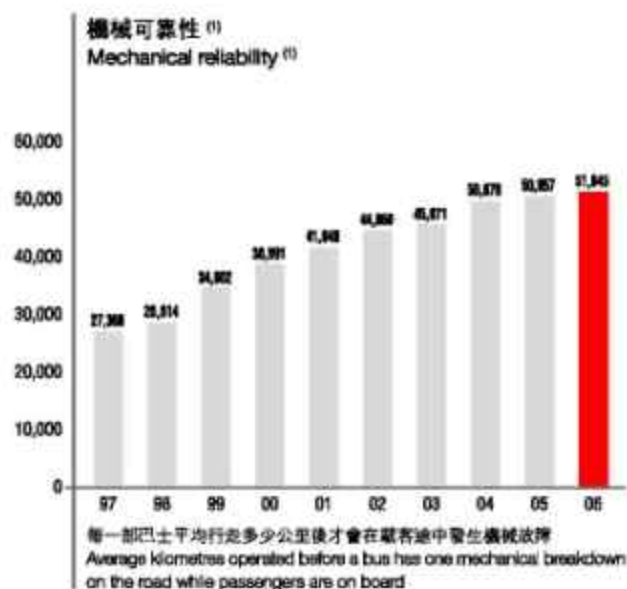


實際路面行車數目及已獲發牌之車隊數目之百分比
The percentage of actual number of buses operated on the road to licensed bus fleet

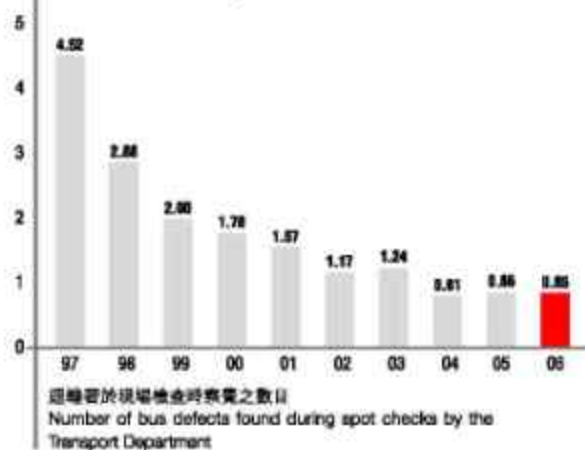
車隊運作能力⁽¹⁾
Operational capability⁽¹⁾



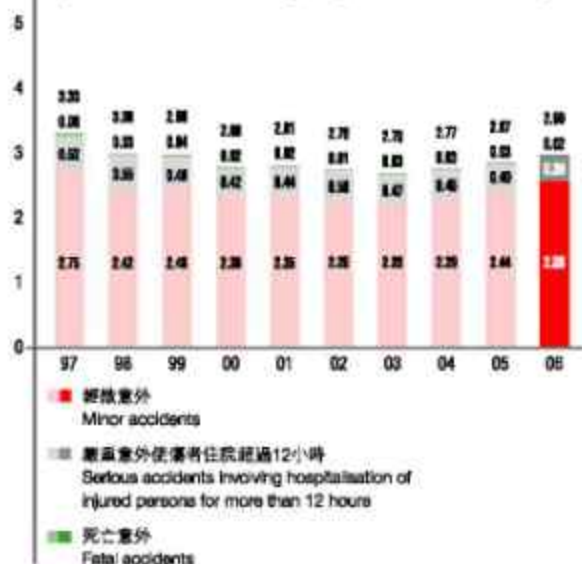
機械可靠性⁽¹⁾
Mechanical reliability⁽¹⁾



全年平均每次車輛檢查時察覺的損壞項目
Average number of bus defects per vehicle examination for the year



全年平均牽涉傷亡的巴士意外數目(以每百萬公里計)
Average number of bus accidents involving personal injuries and deaths for the year (per million vehicle/km)

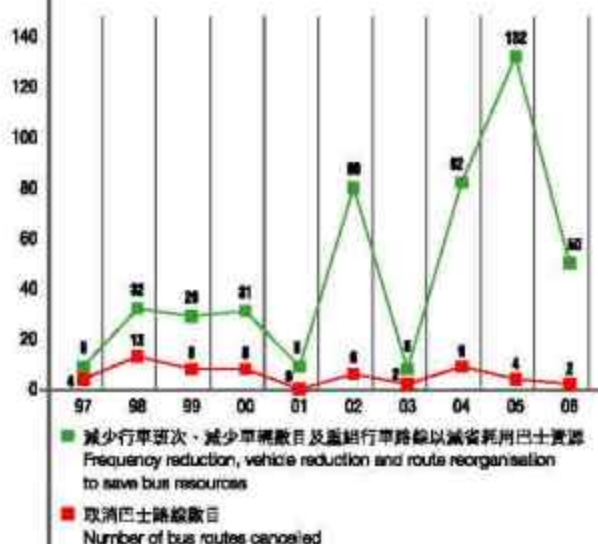


附註 (1)：截至12月31日止年度之平均數
Note (1)：Average for the year ended 31 December



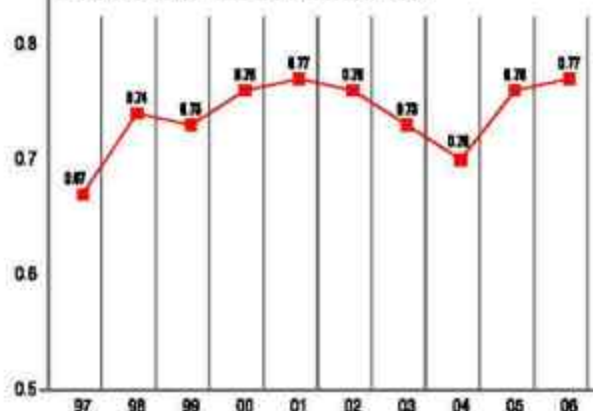
全年服務重疊項目總計

Total service rationalisation items for the year



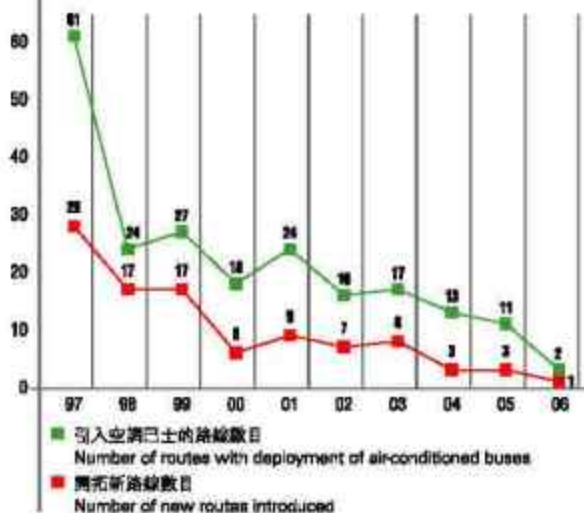
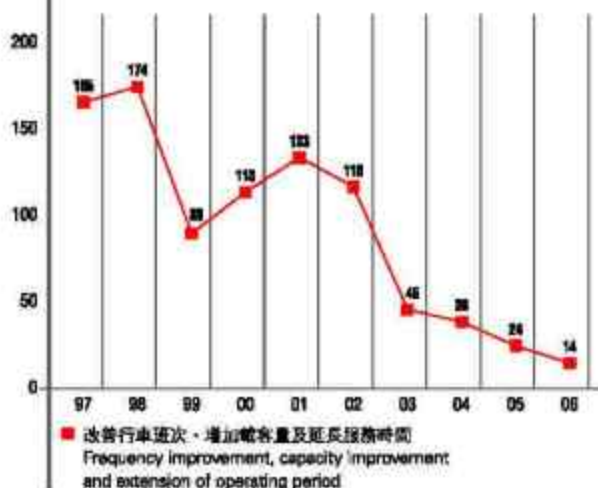
九巴處理投訴的全年平均數目(以每百萬人次計)

Average number of complaints handled by KMB for the year (per million passenger trips)



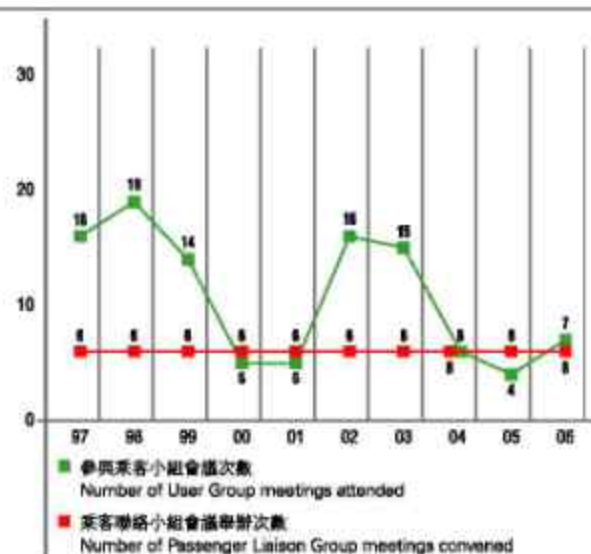
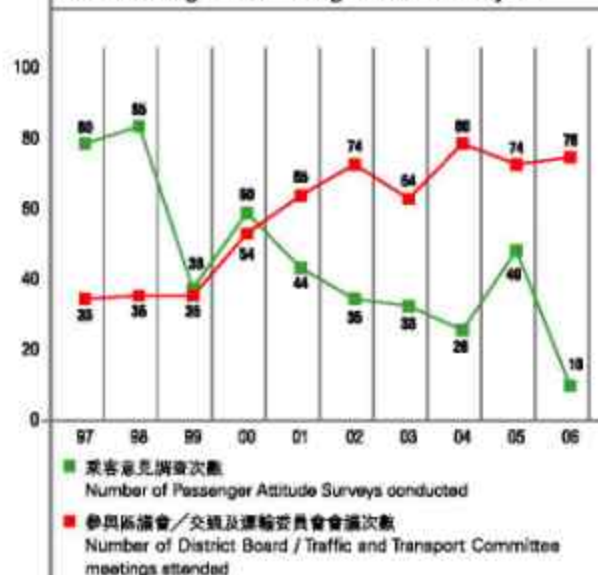
全年改善服務項目總計

Total service improvement items for the year

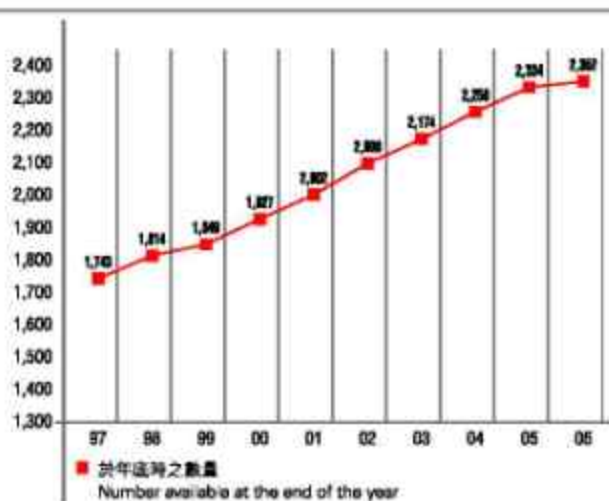
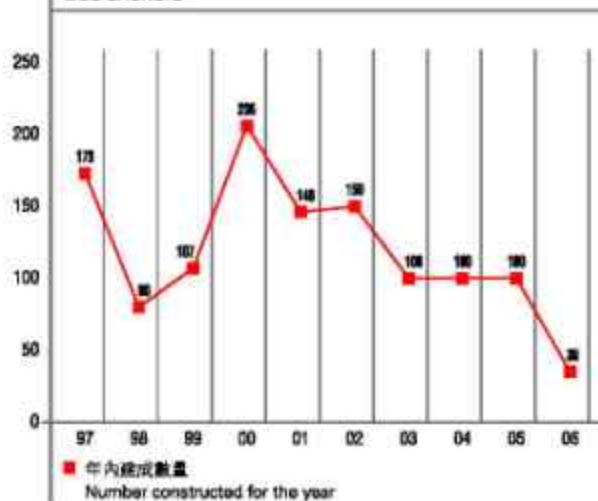


全年乘客聯絡計劃總計

Total Passenger Liaison Programmes for the year



乘客候車亭 Bus shelters





截至2006年12月31日止年度專營公共巴士業務之業績

Results for Franchised Public Bus Operations for the year ended 31 December 2006

		2006 港幣千元 HK\$'000	2005 港幣千元 HK\$'000
營業額	Turnover		
車費收入	Fare revenue	5,722,366	5,667,968
廣告收入	Advertising income	64,705	63,996
其他營運收入	Other operating income	3,507	1,378
		<u>5,790,578</u>	<u>5,733,342</u>
其他收入	Other income	68,300	75,067
		<u>5,858,878</u>	<u>5,808,409</u>
營運成本	Operating costs		
員工成本	Staff costs	2,741,995	2,763,698
燃油	Fuel and oil	982,104	820,190
零件及物料	Spare parts and stores	217,813	197,447
隧道費	Toll charges	289,506	272,169
折舊	Depreciation	822,802	808,755
融資成本	Finance costs	59,290	43,726
其他經營成本	Other operating expenses	480,312	421,232
		<u>5,593,822</u>	<u>5,327,217</u>
除稅前盈利	Profit before taxation	265,056	481,192
所得稅	Income tax	24,009	83,653
專營公共巴士業務 之除稅後盈利	Profit after taxation from franchised public bus operations	<u>241,047</u>	<u>397,539</u>
於12月31日乘客分享 盈餘之累計數額 (附註)	Accumulated balance of passenger share/reward as at 31 December (Note)	<u>47,358</u>	<u>103,026</u>

附註：

根據現時當局在審批巴士票價調整的申請時所採用修改後的「經修訂的考慮多方面因素做法」，一個專營巴士營辦商在某年度獲得的回報率若超過按其平均固定資產淨值計算的指定觸發回報率，其高於指定觸發回報率的50%將會與乘客分享，以舒緩日後車費加價壓力，及向乘客提供巴士車費優惠。該指定觸發回報率於2005年1月1日至2006年1月9日期間為每年13%，而於2006年1月10日至2006年12月31日期間為每年9.7%。

Note:

Under the revised Modified Basket of Factors (MBOF) approach, which is the existing basis for the Administration to assess bus fare adjustment application, 50% of any return of a franchised bus operator in a given year in excess of a prescribed triggering point of return(s) on its average net fixed assets would be shared with passengers to relieve the pressure for future fare increase and to facilitate the offer of bus fare concessions. The prescribed triggering point of return for the period from 1 January 2005 to 9 January 2006 was 13% per annum and that for the period from 10 January 2006 to 31 December 2006 was 9.7% per annum.

固定資產

	樓宇 港幣千元	巴士及 其他車輛 港幣千元	在裝配 中巴士 港幣千元	工具及 其他 港幣千元	小計 港幣千元	持作自用 的租賃 土地權益 港幣千元	固定資產 總額 港幣千元
原值：							
於2006年1月1日結存	988,272	8,122,552	157,405	1,584,549	10,852,778	125,710	10,978,488
添置	8,831	9,459	295,356	224,421	538,067	-	538,067
巴士轉撥	-	337,685	(337,685)	-	-	-	-
出售	(366)	(110,360)	-	(7,281)	(118,007)	-	(118,007)
於2006年12月31日結存	<u>996,737</u>	<u>8,359,336</u>	<u>115,076</u>	<u>1,801,689</u>	<u>11,272,838</u>	<u>125,710</u>	<u>11,398,548</u>
累計折舊：							
於2006年1月1日結存	646,791	4,159,952	-	1,260,535	6,067,278	-	6,067,278
本年度折舊	48,750	557,216	-	216,836	822,802	-	822,802
出售項目撥回	(366)	(110,314)	-	(7,094)	(117,774)	-	(117,774)
於2006年12月31日結存	<u>695,175</u>	<u>4,606,854</u>	<u>-</u>	<u>1,470,277</u>	<u>6,772,306</u>	<u>-</u>	<u>6,772,306</u>
賬面淨值：							
於2006年12月31日結存	<u>301,562</u>	<u>3,752,482</u>	<u>115,076</u>	<u>331,412</u>	<u>4,500,532</u>	<u>125,710</u>	<u>4,626,242</u>
加：已付訂購巴士按金					<u>10,166</u>	<u>-</u>	<u>10,166</u>
					<u>4,510,698</u>	<u>125,710</u>	<u>4,636,408</u>
賬面淨值：							
於2005年12月31日結存	<u>341,481</u>	<u>3,962,600</u>	<u>157,405</u>	<u>324,014</u>	<u>4,785,500</u>	<u>125,710</u>	<u>4,911,210</u>
加：已付訂購巴士按金					<u>29,330</u>	<u>-</u>	<u>29,330</u>
					<u>4,814,830</u>	<u>125,710</u>	<u>4,940,540</u>



Fixed Assets

	Buildings HK\$'000	Buses and other motor vehicles HK\$'000	Buses under construction HK\$'000	Tools and others HK\$'000	Sub-total HK\$'000	Interest in leasehold land held for own use under operating leases HK\$'000	Total fixed assets HK\$'000
Cost:							
At 1 January 2006	988,272	8,122,552	157,405	1,584,549	10,852,778	125,710	10,978,488
Additions	8,831	9,459	295,356	224,421	538,067	—	538,067
Transfer of buses	—	337,685	(337,685)	—	—	—	—
Disposals	(366)	(110,360)	—	(7,281)	(118,007)	—	(118,007)
At 31 December 2006	<u>996,737</u>	<u>8,359,336</u>	<u>115,076</u>	<u>1,801,689</u>	<u>11,272,838</u>	<u>125,710</u>	<u>11,398,548</u>
Accumulated depreciation:							
At 1 January 2006	646,791	4,159,952	—	1,260,535	6,067,278	—	6,067,278
Charge for the year	48,750	557,216	—	216,836	822,802	—	822,802
Written back on disposal	(366)	(110,314)	—	(7,094)	(117,774)	—	(117,774)
At 31 December 2006	<u>695,175</u>	<u>4,606,854</u>	<u>—</u>	<u>1,470,277</u>	<u>6,772,306</u>	<u>—</u>	<u>6,772,306</u>
Net book value:							
At 31 December 2006	<u>301,562</u>	<u>3,752,482</u>	<u>115,076</u>	<u>331,412</u>	<u>4,500,532</u>	<u>125,710</u>	<u>4,626,242</u>
Add: Deposits paid in respect of buses on order					<u>10,166</u>	<u>—</u>	<u>10,166</u>
					<u>4,510,698</u>	<u>125,710</u>	<u>4,636,408</u>
Net book value:							
At 31 December 2005	<u>341,481</u>	<u>3,962,600</u>	<u>157,405</u>	<u>324,014</u>	<u>4,785,500</u>	<u>125,710</u>	<u>4,911,210</u>
Add: Deposits paid in respect of buses on order					<u>29,330</u>	<u>—</u>	<u>29,330</u>
					<u>4,814,830</u>	<u>125,710</u>	<u>4,940,540</u>

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