



龍運透視 2021 More About LWB





目錄

Contents

龍運巴士有限公司 之財務及營運資料	1	Financial and Operational Information on Long Win Bus Company Limited	1
營運資料一覽	3	Operational Information Summary	3
營運統計資料	5	Operational Statistical Information	5
截至2021年12月31日止年度 專營公共巴士業務之業績	10	Results for Franchised Public Bus Operations for the year ended 31 December 2021	11
固定資產	12	Fixed Assets	13



龍運巴士有限公司 之財務及營運資料

本小冊子概述有關龍運巴士有限公司(「龍運」)在截至2021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。

龍運於2021年的車費收入為港幣3.182億元，較2020年的港幣3.414億元減少港幣2,320萬元或6.8%。車費收入減少的主要原因是自2020年2月起，世界各地因應2019冠狀病毒病疫情而實行的旅遊限制，令平均票價下降，但乘客量增加抵銷部分不利因素。龍運於2021年錄得2,890萬人次的總載客量(每日平均為79,000人次)，而2020年為2,820萬人次(每日平均為77,000人次)。年內的總經營成本為港幣4.264億元，較2020年的港幣4.709億元減少港幣4,450萬元或9.4%。經營成本下跌，主要由於班次調整以及巴士路線自2021年6月20日屯門－赤臘角隧道啟用後的改道安排，使隧道費支出減少。因此，龍運的專營公共巴士業務於2021年錄得除稅後虧損港幣3,680萬元，較2020年的除稅後虧損港幣330萬元錄得不利差額港幣3,350萬元。

2021年年間，口岸持續關閉以及旅遊限制仍然實施，訪港旅客或離港人數均未有起色。龍運的客源大部份來自遊客及旅遊相關行業，有別於其他營運市區路線的專營公共巴士公司，2019冠狀病毒病大流行對龍運的載客量造成顯著負面影響。儘管2019冠狀病毒病疫情仍然波動，龍運仍不斷檢討本身的巴士服務和維修保養計劃，以確保巴士車隊維持最高水平的安全和效率。車隊新增119部配備最新安全設施的雙層巴士。於2021年年底，龍運車隊共有252部超低地台空調雙層巴士及四部超低地台空調電動單層巴士，行走40條路線，連接新界、香港國際機場、港珠澳大橋香港口岸及北大嶼山。全部巴士均可供輪椅上落及設有電子報站系統。新款巴士同時配備多項先進設備，包括提升車隊管理功能的遠程信息處理系統，雙層巴士上的閉路電視，以便監察乘客行李並提高安全度，以及車長倦意提示系統和駕駛輔助系統，以提升行車安全。

Financial and Operational Information on Long Win Bus Company Limited

This booklet provides an overview of the performance of Long Win Bus Company Limited ("LWB") over the ten-year period ended 31 December 2021. It also covers various aspects of LWB's operations, financial position, services and customer relations.

LWB's fare revenue for 2021 amounted to HK\$318.2 million, a decrease of HK\$23.2 million or 6.8% compared with HK\$341.4 million for 2020. The decline was mainly due to decrease in average fare as the impact of COVID-19 leading to global travel restrictions began to take effect from February 2020 but was partly offset by the increase in ridership. LWB recorded a total ridership of 28.9 million passenger trips (a daily average of 79,000 passenger trips) for 2021, as compared with 28.2 million passenger trips (a daily average of 77,000 passenger trips) for 2020. Total operating expenses for the year amounted to HK\$426.4 million, a decrease of HK\$44.5 million or 9.4% compared with HK\$470.9 million for 2020. The decrease in operating expenses was largely due to the decrease in toll charges as a result of the reduction in number of trips resulting from service reductions as well as bus route diversion arrangements following the commissioning of the Tuen Mun-Chek Lap Kok Tunnel ("TM-CLKT") with effect from 20 June 2021. These factors resulted in LWB reporting a loss after taxation of HK\$36.8 million for its franchised public bus operations in 2021, representing an unfavourable variance of HK\$33.5 million compared with a loss after tax of HK\$3.3 million in 2020.

Boundary closures and travel restrictions remained in effect throughout the year, visitor arrivals and the number of departures showed no improvement. As LWB primarily relies on transport demand generated from the tourism and related industries, the COVID-19 pandemic has an additional impact on ridership than other franchised bus operators in the urban area. Despite the fact that the COVID-19 epidemic situation has remained volatile, LWB constantly reviews its bus services and maintenance regime to ensure that safety and efficiency should be maintained at the highest level across its bus fleet. 119 new buses equipped with the latest safety devices were added to the fleet. At the end of 2021, LWB operated 252 air-conditioned super-low floor double-deck buses and four air-conditioned single-deck electric buses on 40 routes connecting the New Territories with the Airport, the Hong Kong Port of the Hong Kong-Zhuhai-Macao Bridge and North Lantau. All buses are equipped with wheelchair access and the On-board Electronic Bus Stop Announcement System. New buses incorporate advanced features including the Bus Telematics System, which provides enhanced functions for fleet management, an on-board CCTV system for the double-deck buses, which monitors passengers' luggage and enhances security, and the Drowsiness Monitoring System and Advanced Driver Assistance System, which enhance driving safety.



巴士安全是龍運的首要考慮，在疫情肆虐期間，龍運的巴士均定期接受徹底檢查，以確保維持最高的運作標準。龍運在2020年11月引入「GreenRoad」車長駕駛反饋系統及相關獎勵計劃，透過有關系統為車長提供實時駕駛反饋意見，能有效培養車長的良好駕駛習慣。有關系統有效提升車長的環保駕駛意識，同時減低巴士油耗及引擎空轉率，超過八成車長取得優異成績，而耗油量及引擎空轉時間亦分別降低了2.5%及15.6%。

隨著屯門－赤鱗角隧道啟用，龍運於2021年6月20日落實第二階段元朗及天水圍區巴士路線的服務調整安排，擴大龍運於元朗、天水圍、東涌東及東涌北的覆蓋網絡，屯門－赤鱗角隧道轉車站的轉乘網絡亦進一步提升，讓屯門區乘客受惠。另外，龍運亦試辦新路線E43來往北區及東涌。為加強連接南大嶼山的服務網絡，龍運於2021年5月，推出全新的轉乘優惠計劃，涵蓋13條龍運E線及3條新大嶼山巴士（一九七三）有限公司路線。新轉乘優惠計劃為乘客提供更多交通選擇，享受優惠和便捷的巴士服務往來新界各區與南大嶼山。

龍運是全港首間專營巴士公司引入多元化電子支付系統「e度嘍」，讓乘客在支付車資上有更多選擇，尤其是剛到港而未有港幣或八達通的旅客。龍運於2021年繼續提升其電子支付系統，新增支援JCB非接觸式信用卡。系統目前接受十種支付方式，包括非接觸支付、流動支付及二維碼支付，令公司成為現時本港接受最多電子支付方式的公共交通營辦商。

儘管龍運的載客量遠遠不及疫情前水平，龍運仍然繼續拓展其巴士網絡，以配合北大嶼山落成的新基建及新住宅發展區。此外，我們會緊握屯門至赤鱗角第二階段啟用後所帶來的機遇，繼續探索更多加強旗下服務網絡的機會，為乘客提供更優質的服務。

董事總經理

李澤昌

2022年5月30日

Safety has always been our top priority. Amid prolonged COVID-19 disruption, regular and thorough inspections of LWB's buses are undertaken to make sure that they are maintained at the highest standards. The introduction of bus captain driving feedback system "GreenRoad" together with its associated reward scheme since November 2020 is proved to be effective in nurturing good driving habits of bus captains through providing real-time feedback on their driving performance. The system effectively raised the awareness of green driving among our bus captains and lowered the fuel consumption and engine idling time of buses. Over 80% of bus captains received excellent result; in the meantime, the fuel consumption has been reduced by 2.5% with the engine idling time decreasing by 15.6%.

In conjunction with the commissioning of the TM-CLKT, the second phase of routes diversion, which involved the LWB routes serving Yuen Long and Tin Shui Wai, was implemented on 20 June 2021. The revamped service covers an enlarged servicing area of LWB in Yuen Long, Tin Shui Wai, Tung Chung East and Tung Chung North. Passengers in Tuen Mun are also benefited as the interchange network at the TM-CLKT Interchange has been further improved. In addition, Route E43 plying between North District and Tung Chung was opened for trial operation. To provide a better connectivity to South Lantau Island, LWB has set up a new BBI scheme between 13 LWB "E" routes and three New Lantao Bus Company (1973) Limited routes since May 2021. The new BBI scheme facilitates passengers in different areas from the New Territories to South Lantau.

LWB is the first franchised bus company in Hong Kong to provide diversified e-payment services, providing convenience for passengers, especially those from overseas without access to the local currency or an Octopus card upon arrival in the city. LWB continued to enhance its e-payment system in 2021 and accepted payments using contactless JCB credit cards. Currently, the system accepts ten payment methods including contactless payment, mobile payment and QR code payment, making it, the e-payment system which accepts the most payment methods compared to other public transport operators' system.

Though passenger numbers of LWB were still far below pre-COVID-19 levels, LWB continued to enhance the bus network coverage riding on the commissioning for the new infrastructure and new residential development in North Lantau. Furthermore, by implementing the second phase of routes diversion of the Tuen Mun-Chek Lap Kok Link, LWB will explore more possibilities for strengthening the network and providing better service for the passengers.

Roger LEE Chak Cheong

Managing Director

30 May 2022



營運資料一覽

在2012年至2021年的10年間，我們：

- 斥資港幣9.181億元購置329部配備歐盟第五代或歐盟第六代環保引擎的新巴士；
- 試行4部電動巴士；
- 增設共27條新路線；
- 加密班次及改善服務共238次；
- 建造共9個巴士候車亭；
- 加強巴士保養及車長培訓，以提升服務的安全性及可靠性；
- 在巴士上裝設方便傷健人士的設施；
- 提供長者車資優惠；
- 龍運及九巴推出全新會員計劃「club1933」，乘客透過手機應用程式「App1933」登記入會，便可搭巴士賺積分，換取豐富會員專屬禮遇；
- 透過龍運顧客服務熱線的全自動電話服務，以廣東話、英語及普通話，為顧客提供所需的巴士路線資料、最新服務資訊、交通消息及留言信箱服務；
- 在手機應用程式App1933及網頁引進人工智能聊天機械人「bot1933」，24小時協助乘客、解答查詢和提供資訊；
- 設立龍運乘客聯絡小組，以收集顧客的意見；
- 在巴士候車亭、巴士總站及巴士車廂內設置路線資料板；
- 在主要巴士總站安裝綜合巴士服務資訊顯示系統，透過LCD顯示屏，提供各巴士路線的下一班車的開出時間、目的地和車費等資料；
- 向顧客派發巴士路線小冊子；
- 分別在機場地面運輸中心及港珠澳大橋香港口岸公共交通交匯處開設顧客服務及售票處，為乘客提供查詢及售票服務；
- 增設龍運官方網站(www.lwb.hk)，為乘客提供便捷的服務查詢；

Operational Information Summary

Over the past ten years from 2012 to 2021, we have:

- added 329 new buses fitted with environment-friendly Euro V or Euro VI standard engines to the bus fleet at a total cost of HK\$918.1 million;
- deployed 4 battery-electric buses for trial;
- introduced 27 new bus routes;
- improved frequencies and services on 238 occasions;
- constructed 9 bus shelters;
- upgraded the standards of bus maintenance and bus captain training to enhance safety as well as service reliability and delivery;
- installed facilities on board for the convenience of disabled persons;
- provided concessionary fares to senior citizens;
- LWB and KMB have launched a new membership scheme club1933, under which passengers can register through App1933 and travel by bus to earn points for exclusive privileges;
- operated the Long Win Customer Service Hotline with the provision of a fully-automatic telephone hotline service to provide bus route information, service updates, traffic news and a voicemail service in Cantonese, English and Putonghua;
- introduced an artificial intelligence Chatbot channel, bot1933 on App1933 and website to provide 24-hour customer assistance, respond to customer enquiries and provide information;
- established a Long Win Passenger Liaison Group programme to obtain feedback from our customers;
- provided route information panels at bus stops and termini as well as inside bus compartments;
- installed the Integrated Bus Service Information Display System at major termini, where LCD display panels provide information on next departure times, destinations and fares of individual bus routes;
- distributed service and route information, such as route leaflets, to passengers;
- operated two Customer Service and Ticket Offices at the Airport's Ground Transportation Centre and the Hong Kong Port of the Hong Kong-Zhuhai-Macao Bridge Public Transport Interchange to provide passenger enquiry and ticketing services;
- launched LWB's official website (www.lwb.hk) to facilitate passenger service enquiries;

- 增設免費的智能手機應用程式，讓顧客通過其智能手機獲取巴士路線資料及搜尋路線；
- 提供所有龍運常規路線巴士到站時間預報服務。乘客可透過App1933、龍運網站及主要巴士站的顯示屏獲取巴士到站資訊。此平台讓乘客更便利地掌握路線資料及其他重要巴士服務資訊；
- 在所有巴士上安裝報站系統，廣播及顯示下一個巴士站的資料，並給予服務提示；
- 於「A」線豪華巴士推出免費Wi-Fi無線上網及USB充電插座，為乘客提供更優質旅程體驗；
- 除現有「八達通」卡收費系統外，引入多元化電子支付系統「e度嘟」。系統目前支援十種非接觸式電子支付方式；
- 推出22個八達通巴士轉乘計劃，讓乘客可享轉乘優惠；
- 為致力提供優質服務，自2012年11月起一直獲得ISO 9001:2008品質管理認證；
- 實施一個全面的清潔和保養通風系統及設備的計劃，以改進巴士車廂內通風系統及空氣質素，並按照環境保護署發佈的《管理空調公共運輸設施內空氣質素專業守則－巴士》指引，定期進行二氧化碳濃度樣本測試；
- 於65部巴士的上層座椅安裝安全帶。所有自2018年7月起採購的新巴士的上、下層座椅均會裝設安全帶；
- 於65部巴士加裝電子穩定控制系統。此系統有助減低巴士在轉彎或濕滑路面行駛時翻車或打滑的風險。所有自2018年7月起採購的新巴士均會裝設該系統；
- 於65部巴士加裝車速限制裝置。此設施有助防止巴士落斜時超速。所有自2018年7月起採購的新巴士均會裝設有關的設施；及
- 於超過210部巴士加裝泊車感應器。所有自2019年12月起採購的新巴士均會裝設有關設施。
- launched a free smartphone app to help customers retrieve bus route information and make route searches via their smartphones;
- provided Estimated Time of Bus Arrival (“ETA”) information for all LWB routes with regular services, which is available on App1933, LWB’s website and display panels at selected bus stops. These platforms also provide passengers with convenient access to route information and other key bus service information;
- installed the Bus Stop Announcement System on all buses to broadcast and display information about the next bus stop and give service reminders;
- introduced a free Wi-Fi service and USB chargers on “A” route premium buses to provide a better journey experience to passengers;
- in addition to the existing Octopus Smart Card System for fare payment, introduced a diversified electronic payment system in its entire fleet, supporting ten contactless e-payment methods;
- introduced 22 Octopus BBI Schemes to provide interchange fare discounts to passengers;
- maintained ISO 9001:2008 quality management system certification since November 2012 in our pursuit of service excellence;
- improved the ventilation system and air quality in bus compartments through a comprehensive scheme for the cleaning and maintenance of the ventilation system. Sample checks on CO₂ concentrations are conducted regularly in accordance with the Environmental Protection Department’s Practice Note for Managing Air Quality in Air-conditioned Public Transport Facilities — Buses;
- retrofitted 65 buses with seatbelts at the upper deck. All new buses procured from July 2018 onwards have been installed with seatbelts on all seats;
- retrofitted 65 buses with electronic stability control, which is a safety device for reducing the risk of bus skidding or overturning when the bus is cornering or operating on slippery road surfaces. All new buses procured from July 2018 onwards have been equipped with this device;
- retrofitted 65 buses with speed limiting retarder, which is a safety device for preventing speeding when the bus is travelling downhill. All new buses procured from July 2018 onwards have been equipped with this device; and
- retrofitted over 210 buses with parking sensors. All new buses procured from December 2019 onwards have been equipped with this device.

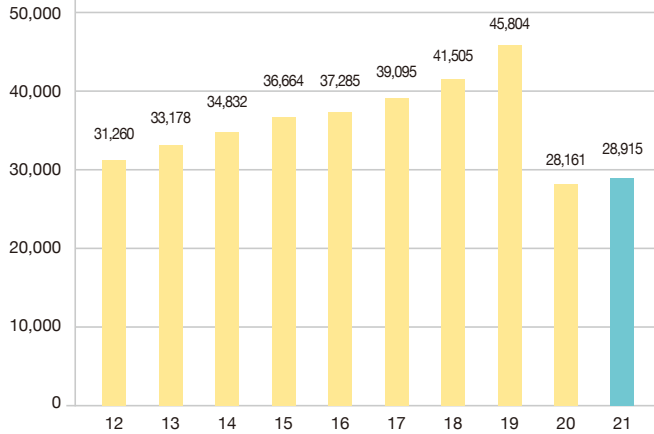
過去兩年多的全球疫情，對香港而言是漫長而艱鉅的考驗。龍運致力以物有所值、覆蓋全面的巴士服務和創新環保的科技，為大眾提供巴士服務，讓他們擁有最佳的出行體驗。

The global pandemic has been a long and difficult challenge for Hong Kong over the past two years. LWB remains committed to providing bus services with the best travel experience for the public through a value-for-money service, a comprehensive bus service network, and innovative and eco-technologies.



營運統計資料 Operational Statistical Information

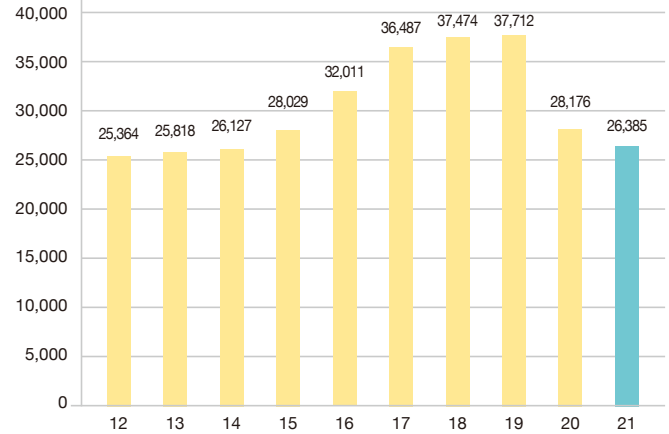
全年乘客人次總數 (千人次計)
Total number of passengers carried for the year
(thousand passenger trips)



附註：由於2019冠狀病毒病爆發，2020年及2021年的全年乘客人次總數顯著減少

Note: Due to the outbreak of COVID-19, total number of passengers carried for the years 2020 and 2021 reduced significantly

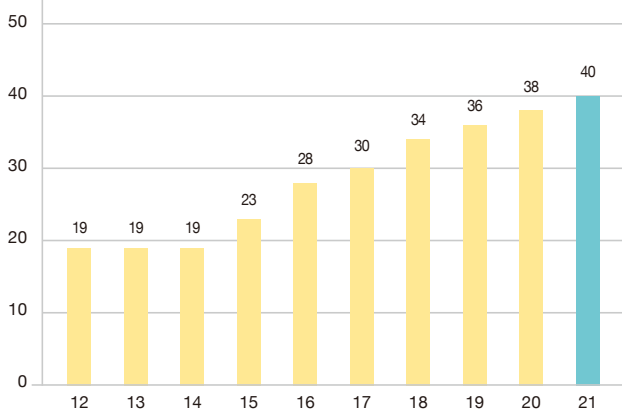
全年巴士行車里數 (千公里計)
Bus kilometres operated for the year (thousand km)



附註：由於2019冠狀病毒病爆發，2020年及2021年的全年巴士行車里數顯著減少

Note: Due to the outbreak of COVID-19, bus kilometres operated for the years 2020 and 2021 reduced significantly

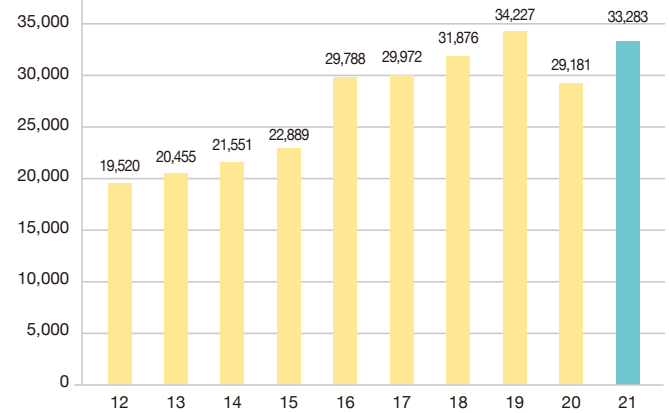
截至年底止之巴士路線總數
Total number of bus routes operated at the end
of the year



包括普通、特別、假日及通宵服務
Including normal, special, recreational and overnight services

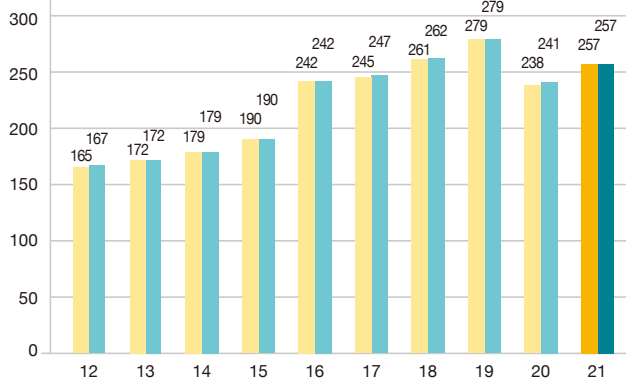
附註：2021年年底的巴士路線總數包含1條試行路線
Note: Included 1 bus route under trial operation at the end of 2021

截至年底止之車隊總載客量 (乘客數量)
Total fleet capacity at the end of the year
(number of passengers)



已獲發牌巴士之許可載客量
Total authorised carrying capacity of licensed bus fleet

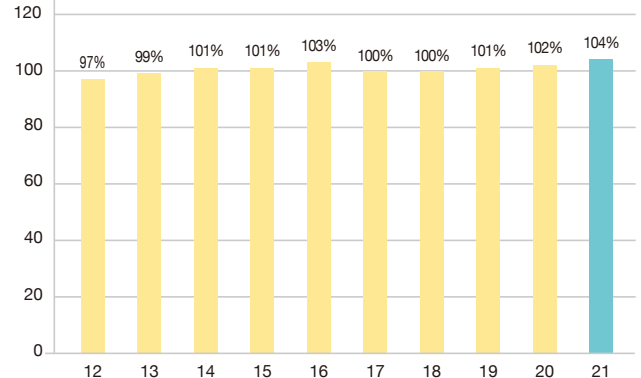
車隊
Fleet size



附註：2021年年底的巴士數量包含1部租借予九巴的巴士
Note : Included 1 bus hiring to KMB at the end of 2021

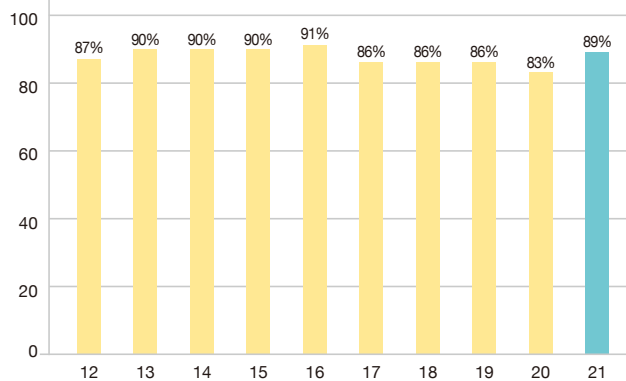
- 截至年底止已獲發牌之巴士數量
Number of licensed buses at the end of the year
- 截至年底止已登記之巴士數量
Number of registered buses at the end of the year

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



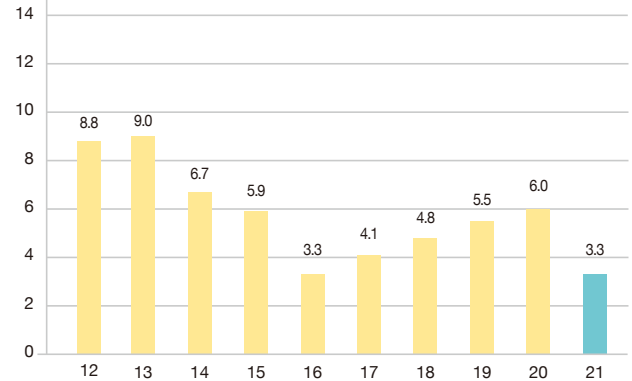
實際路面行車數目與時間表預定的行車數目之百分比
The percentage of actual number of buses operated on the road to scheduled bus allocation

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



實際路面行車數目與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

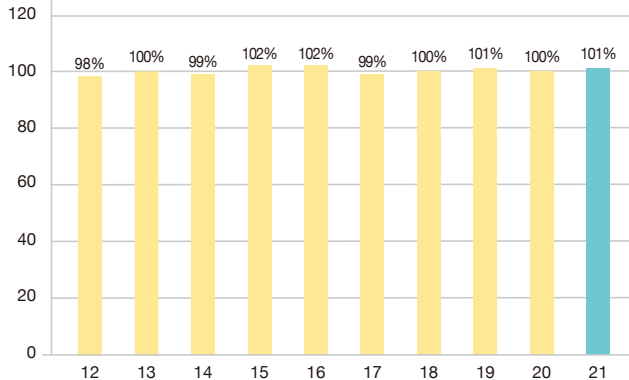
截至年底止之車隊平均車齡
Average age of bus fleet at the end of the year



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

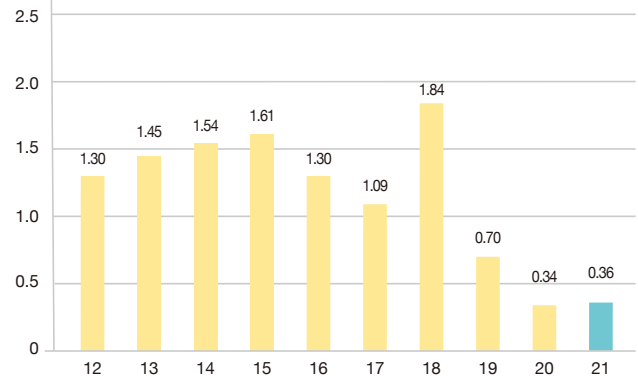


車隊運作能力
Operational capability



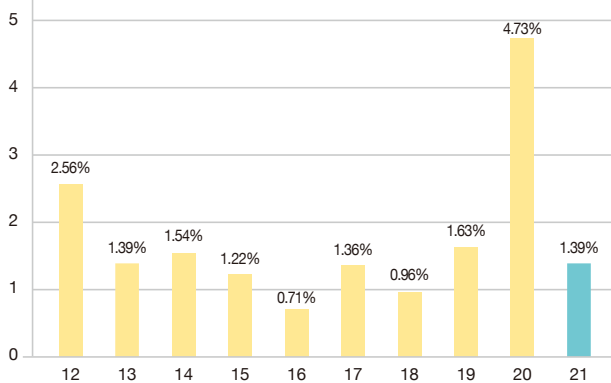
早上繁忙時間(7時至9時)整個巴士網絡內,向繁忙方向開出之實際巴士班次與時間表預定的班次之百分比
Percentage of actual number of bus departures to scheduled number of bus departures during morning peak hours (7 am - 9 am) in the peak direction

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



運輸署於現場檢查時察覺之損壞數目
Number of bus defects found during spot checks by the Transport Department

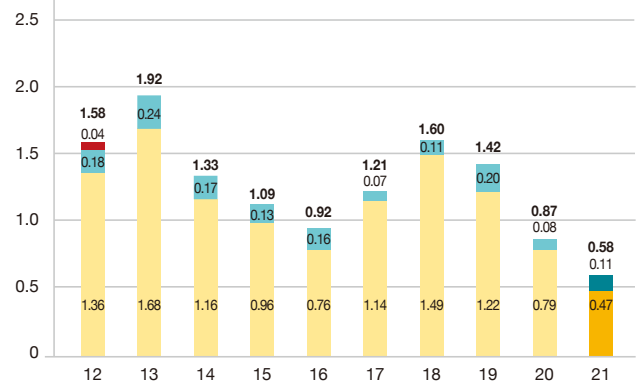
全年平均之班次失誤比率
Average percentage of lost trips for the year



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

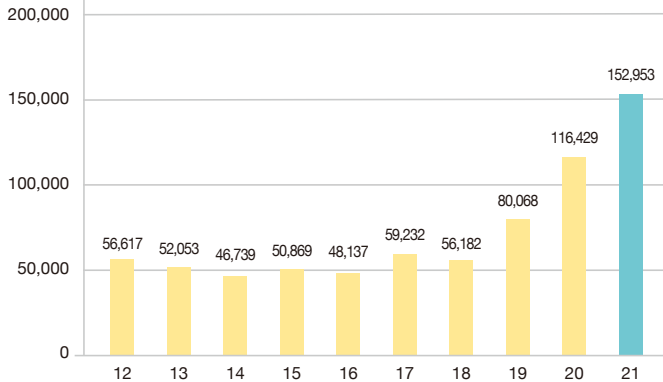
附註:自2015年起,基準修訂為按個別路線每日四個時段之失誤班次計算
Note: From 2015 onwards, basis of calculation revised to daily lost trips of individual routes in four time periods

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)



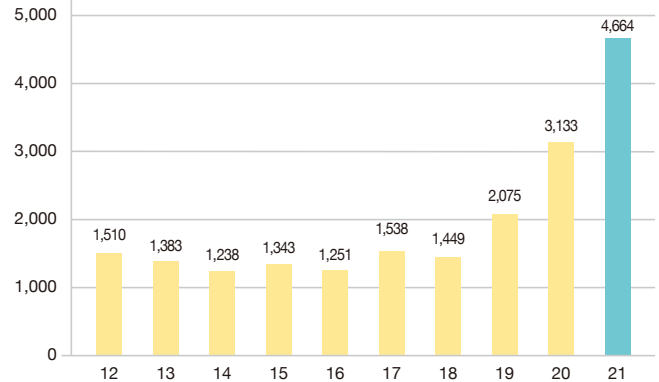
- 輕微意外
Minor accidents
- 嚴重意外使傷者住院超過12小時
Serious accidents involving hospitalisation of injured persons for more than 12 hours
- 致命意外
Fatal accidents

機械可靠性
Mechanical reliability



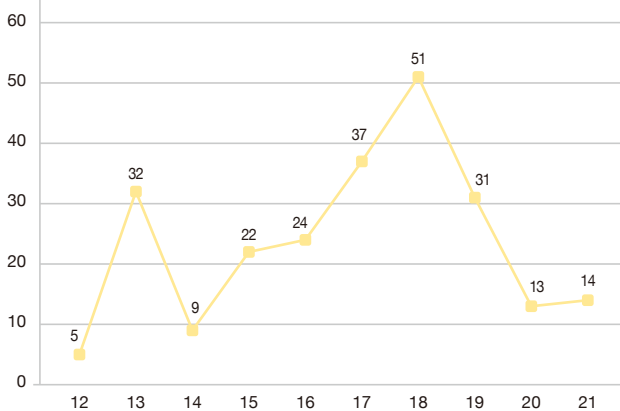
每一部巴士平均行走多少公里後才會在載客途中發生機械故障
Average number of kilometres operated before a bus has one mechanical breakdown while passengers are on board

每次機械故障之全年平均班次數目
Average number of bus trips per breakdown for the year



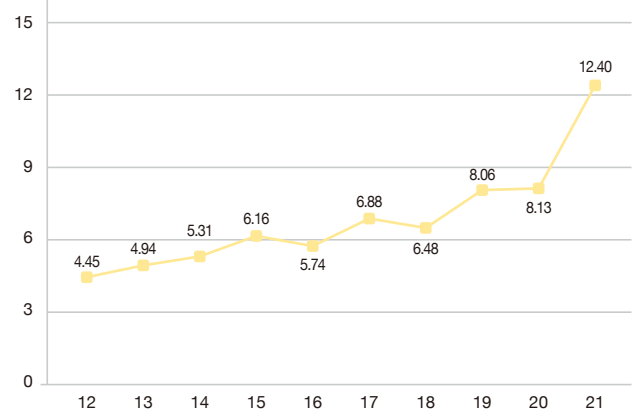
每一部巴士平均行走多少班次後才會在載客途中發生機械故障
Average number of trips operated before a bus has one mechanical breakdown while passengers are on board

全年改善服務項目總計
Total service improvement items for the year



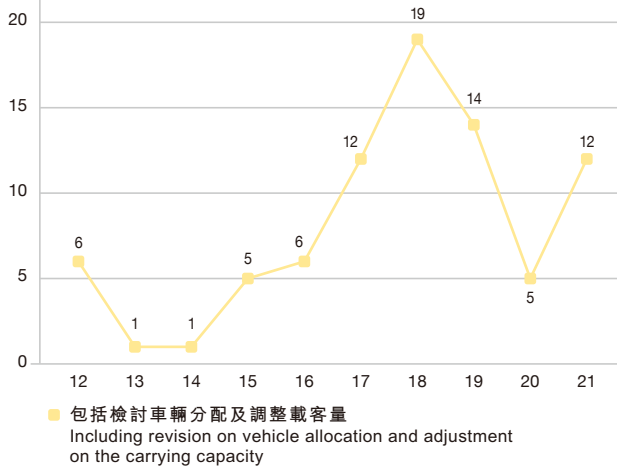
改善行車班次、增加載客量、延長服務時間、新增優惠及其他
Frequency improvement, capacity improvement, extension of operating period, enhanced concession and others

龍運處理投訴的全年平均數目(以每百萬人次計)
Average number of complaints handled by LWB for the year (per million passenger trips)

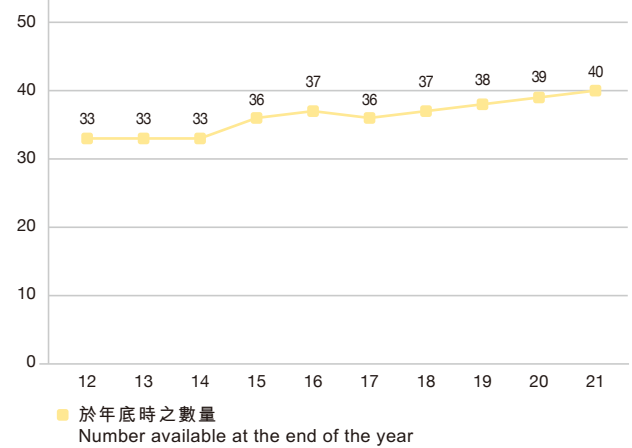




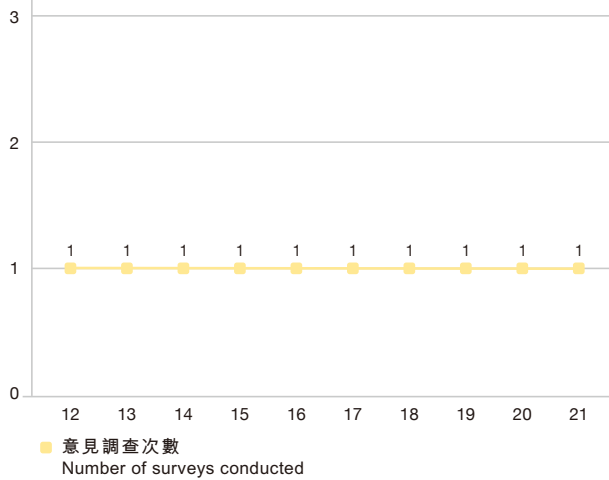
全年服務重整項目總計
Total service rationalisation items for the year



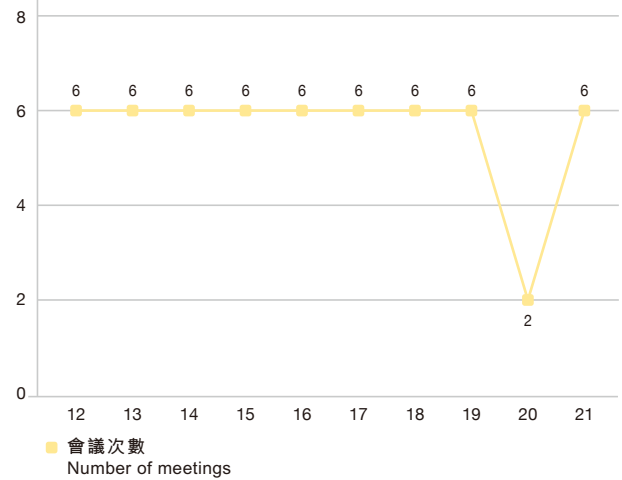
乘客候車亭
Bus shelters



全年乘客意見調查總計
Total Passenger Attitude Surveys conducted for the year



全年舉辦乘客聯絡小組會議總計
Total number of Passenger Liaison Group meetings convened for the year



附註：因應疫情，2020年的會議舉辦次數相應下調
Note: Number of meetings convened in 2020 reduced due to the epidemic situation



截至2021年12月31日止年度專營公共巴士業務之業績

	2021年 港幣千元	2020年 港幣千元
收入		
車費收入	318,165	341,401
廣告收入	4,609	4,443
其他營運收入	7,205	13,550
	<u>329,979</u>	<u>359,394</u>
其他收益	53,791	90,643
	<u>383,770</u>	<u>450,037</u>
營運成本		
員工成本	(206,343)	(223,869)
燃油	(56,026)	(45,047)
零件	(11,939)	(11,726)
隧道費	(15,269)	(28,095)
專營巴士豁免隧道費基金	(897)	(23,007)
折舊	(62,692)	(68,429)
其他經營成本	(73,230)	(70,679)
	<u>(426,396)</u>	<u>(470,852)</u>
經營虧損	(42,626)	(20,815)
融資成本	(1,647)	(125)
除稅前虧損	<u>(44,273)</u>	<u>(20,940)</u>
所得稅抵免	7,433	17,617
專營公共巴士業務之除稅後虧損	<u>(36,840)</u>	<u>(3,323)</u>
於12月31日之專營巴士豁免隧道費基金結餘 (附註 1)	<u>674</u>	<u>49,163</u>
於12月31日之乘客回饋累計結餘 (附註 2)	<u>-</u>	<u>2,195</u>

附註：

1. 政府宣布於2019年2月17日起，所有專營巴士在使用政府隧道及道路時均可獲豁免收費。不過，專營巴士營辦商須將相等於節省的隧道費金額設立相關基金，稱為「專營巴士豁免隧道費基金」，該基金將用於減低未來車費的加價幅度。
2. 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固定資產平均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，以紓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2020年1月1日至2021年12月31日期間為每年8.7%。



Results for Franchised Public Bus Operations for the year ended 31 December 2021

	2021 HK\$'000	2020 HK\$'000
Revenue		
Fare revenue	318,165	341,401
Advertising income	4,609	4,443
Other operating income	7,205	13,550
	<u>329,979</u>	<u>359,394</u>
Other income	53,791	90,643
	<u>383,770</u>	<u>450,037</u>
Operating costs		
Staff costs	(206,343)	(223,869)
Fuel and oil	(56,026)	(45,047)
Spare parts	(11,939)	(11,726)
Toll charges	(15,269)	(28,095)
Franchised Bus Toll Exemption Fund	(897)	(23,007)
Depreciation	(62,692)	(68,429)
Other operating expenses	(73,230)	(70,679)
	<u>(426,396)</u>	<u>(470,852)</u>
Loss from operations	(42,626)	(20,815)
Finance costs	(1,647)	(125)
Loss before taxation	(44,273)	(20,940)
Income tax credit	7,433	17,617
Loss after taxation from franchised public bus operations	<u>(36,840)</u>	<u>(3,323)</u>
Accumulated balance of Franchised Bus Toll Exemption Fund as at 31 December (Note 1)	<u>674</u>	<u>49,163</u>
Accumulated balance of passenger reward as at 31 December (Note 2)	<u>-</u>	<u>2,195</u>

Notes :

1. The Hong Kong Special Administration Region Government has announced that with effect from 17 February 2019, all franchised buses are exempted from paying toll when using the Government tunnels and roads. However, each franchised bus operator is required to spend an equivalent amount of the toll saved to set up its own dedicated account known as the "Franchised Bus Toll Exemption Fund" in which the fund will normally be used to lower the magnitude of future fare increases.
2. Under the revised Modified Basket of Factors (MBOF) approach, which is the existing basis for the Administration to assess bus fare adjustment applications, 50% of any return of a franchised bus operator in a given year in excess of a prescribed triggering point of return on its average net fixed assets would be shared with passengers to relieve the pressure for future fare increases and to facilitate the offer of bus fare concessions. The prescribed triggering point of return for the period from 1 January 2020 to 31 December 2021 was 8.7% per annum.

固定資產

	樓宇 港幣千元	其他租賃 作自用物業 (按成本列賬) 港幣千元	巴士及 其他車輛 港幣千元	在裝配中 的巴士 港幣千元	工具及 其他 港幣千元	固定資產 總額 港幣千元
原值：						
於2021年1月1日結存	43,346	3,412	653,912	256,831	113,896	1,071,397
添置	1,023	3,681	5,531	170,369	12,932	193,536
巴士轉撥	—	—	345,581	(345,581)	—	—
轉撥至同系附屬公司	—	—	(285,676)	—	—	(285,676)
出售	—	—	—	—	(1,242)	(1,242)
於2021年12月31日結存	<u>44,369</u>	<u>7,093</u>	<u>719,348</u>	<u>81,619</u>	<u>125,586</u>	<u>978,015</u>
累計折舊：						
於2021年1月1日結存	41,851	2,486	284,565	—	86,348	415,250
本年度折舊	837	1,312	47,498	—	13,045	62,692
轉撥至同系附屬公司	—	—	(166,637)	—	—	(166,637)
出售項目撥回	—	—	—	—	(1,215)	(1,215)
於2021年12月31日結存	<u>42,688</u>	<u>3,798</u>	<u>165,426</u>	<u>—</u>	<u>98,178</u>	<u>310,090</u>
賬面淨值：						
於2021年12月31日結存	<u>1,681</u>	<u>3,295</u>	<u>553,922</u>	<u>81,619</u>	<u>27,408</u>	667,925
加：已付訂購巴士按金						<u>3,260</u>
						<u>671,185</u>
賬面淨值：						
於2020年12月31日結存	<u>1,495</u>	<u>926</u>	<u>369,347</u>	<u>256,831</u>	<u>27,548</u>	656,147
加：已付訂購巴士按金						<u>18,561</u>
						<u>674,708</u>



Fixed Assets

	Buildings HK\$'000	Other properties leased for own use carried at cost HK\$'000	Buses and other motor vehicles HK\$'000	Buses under construction HK\$'000	Tools and others HK\$'000	Total fixed assets HK\$'000
Cost:						
At 1 January 2021	43,346	3,412	653,912	256,831	113,896	1,071,397
Additions	1,023	3,681	5,531	170,369	12,932	193,536
Transfer of buses	—	—	345,581	(345,581)	—	—
Transfer to a fellow subsidiary	—	—	(285,676)	—	—	(285,676)
Disposals	—	—	—	—	(1,242)	(1,242)
At 31 December 2021	<u>44,369</u>	<u>7,093</u>	<u>719,348</u>	<u>81,619</u>	<u>125,586</u>	<u>978,015</u>
Accumulated depreciation:						
At 1 January 2021	41,851	2,486	284,565	—	86,348	415,250
Charge for the year	837	1,312	47,498	—	13,045	62,692
Transfer to a fellow subsidiary	—	—	(166,637)	—	—	(166,637)
Written back on disposal	—	—	—	—	(1,215)	(1,215)
At 31 December 2021	<u>42,688</u>	<u>3,798</u>	<u>165,426</u>	<u>—</u>	<u>98,178</u>	<u>310,090</u>
Net book value:						
At 31 December 2021	<u>1,681</u>	<u>3,295</u>	<u>553,922</u>	<u>81,619</u>	<u>27,408</u>	<u>667,925</u>
Add: Deposits paid in respect of buses on order						<u>3,260</u>
						<u>671,185</u>
Net book value:						
At 31 December 2020	<u>1,495</u>	<u>926</u>	<u>369,347</u>	<u>256,831</u>	<u>27,548</u>	656,147
Add: Deposits paid in respect of buses on order						<u>18,561</u>
						<u>674,708</u>

香港九龍荔枝角寶輪街9號15樓

15/F, 9 Po Lun Street, Lai Chi Kok, Kowloon, Hong Kong

電話 Telephone: (852) 2708 5678

傳真 Facsimile: (852) 2745 6779

www.lwb.hk