



NEW LANTAO BUS
新 大 嶼 山 巴 士

2025/2026

透露更詳盡財務及營運資料
及 企業社會責任

**Fuller Disclosure of Financial and
Operational Data
& Corporate Social Responsibility**

新大嶼山巴士 (一九七三) 有限公司
New Lantao Bus Company (1973) Limited

(冠忠巴士集團有限公司之附屬公司)
(A subsidiary of Kwoon Chung Bus Holdings Limited)

透露更詳盡財務及營運資料

引言

新大嶼山巴士 (1973) 有限公司 (「嶼巴」) 為了符合政府對專營巴士營運商所訂立之管理標準，每年須向公眾透露更詳盡之財務及營運資料。

因此，文件將會展示嶼巴由 2025 年 4 月 1 日至 2026 年 3 月 31 日止之主要財務及營運數據。為求令公眾人士對嶼巴之發展及服務有進一步之認識，對上一年度之資料亦包括於本文件內。

年度回顧

截至 2026 年 3 月 31 日止，嶼巴在新界（元朗及天水圍地區）及大嶼山經營 29 條專營巴士路線。公司以 93 輛單層巴士及 69 輛雙層巴士（包括雙層巴士、單層巴士、小巴及 4 輛電動巴士）運作。

嶼巴車隊獲發牌照的巴士平均車齡為 9.53 年。

在 2025 至 2026 年度，嶼巴乘客量達 37,427,000（上年度乘客量為 35,830,000），車隊總行車公里數達 861 萬公里（上年度為 820 萬公里）。

截至 2026 年 3 月 31 日止年度，營業額約為 273.4 百萬港元（2024 至 2025 年度約為 243.2 百萬港元），財政盈利約 7.9 百萬港元（2024 至 2025 年度盈利約 9.7 百萬港元）。

嶼巴繼續按計劃加強安全績效管理，並會維持及鞏固其安全文化（「我們關注，您的安全」）以達致更有效的風險管理。

嶼巴亦成功履行乘客服務承諾，回應乘客訴求方面，99% 於 10 個工作天內回覆或初步回應，或於 21 個工作天內回覆較需時處理的意見。

透露更詳盡資料為嶼巴營運政策之一部份，確保緊密的社區參與。嶼巴歡迎公眾人士及各有關監管機構對提高服務質素給予寶貴意見。嶼巴亦派出代表出席不同區議會屬下的交通及運輸委員會定期舉行的會議。作為良好的企業公民，嶼巴亦舉辦乘客聯絡小組會議，並參與離島區議會(及其他團體如大嶼山鄉事委員會)舉辦的各種社交活動。

嶼巴首要之營運目標仍然是為乘客提供不斷改進之安全、可靠及舒適的公共巴士服務。我們希望於將來以最大的誠意和關懷繼續為大眾市民服務。

黃焯安
董事總經理
2026 年 8 月 31 日

企業社會責任

背景

自從引入企業社會責任概念，新大嶼山巴士 (1973) 有限公司 (「嶼巴」) 持續面對有關企業社會責任之考驗，此等考驗主要針對環境影響及交通管制。面對上述問題，嶼巴訂立企業社會責任政策，而此等政策亦應與時並進、可持續及配合社會之發展。

為確保新訂立之企業社會責任可以滿足上述條件，嶼巴已制定下列策略：

1. 正確及有效地確認與嶼巴企業社會責任有關之問題；
2. 發展及制訂可以回應社會及市場轉變之企業營運方法；
3. 獨力或與其他公共交通服務營辦商合作採取適當措施，以達致企業社會責任之目標；以及
4. 將上述措施之成效，與社區及政府分享及溝通。

產品及服務

嶼巴經營專營公共巴士服務，大部份路線服務新界大嶼山。截至 2026 年 3 月 31 日，嶼巴共有 93 部單層巴士和 69 部雙層巴士行走 29 條專營巴士路線。嶼巴亦經營分別來往深圳灣口岸與新界西北地區之 B2、B2P 及 XB2 路線。

企業社會責任之基礎

公共交通服務提供者與各界持份者(包括乘客、監管機構、業界不同領域、工會、員工及社區)保持良好溝通。這有助加深彼此了解，並提升公司對各項關注事

宜的應對能力。

以嶼巴為例，由於其所處的營運環境鼓勵不同交通營辦商之間進行良性競爭，促使本公司採取更導向市場的方式，致力不斷提升服務質素，以滿足顧客需求。

隨著乘客的需求日益提高，嶼巴必須持續創新並採取相應措施，以迎合不斷提升的期望。例如，本公司於 2025/2026 年度開辦了全新的特快路線 XB2，並同步擴充現有巴士車隊及推動巴士車隊現代化。

企業社會責任之定義

企業社會責任可以解釋為一套企業應該遵守之行為準則，從而令企業對社會帶來積極及有建設性之影響。生產與銷售產品及服務、商業道德、保護環境之措施、招聘及僱用員工之條件、遵守平等機會原則及投資與回饋社會，均為良好企業社會責任的例證。

企業社會投資為其中一個發展及量度商業標準的重要機制，亦為企業社會責任的一項重要工具，包含了一套實用可行的計劃，使企業能將其僱員之專業技能及時間有效地運用於滿足社會需求之上。

下列標準可應用於嶼巴不同層面的營運上，以達致上述目標：

1. 工作場所 – 通過依循規管平等機會的現行法例，引進平等機會聘用條件，以及增加與職業相關的僱員培訓機會。
2. 供應商 – 通過在採購上採用及確保有關步驟符合嶼巴在商業道德上的標準。
3. 市場 – 宣示嶼巴對消費者承諾之服務水平。
4. 社會 – 投入社區建設，特別是在這方面被剝削的社區界別。

持份者

如上文所述，嶼巴有不同的主要持份者，企業社會責任對他們有不同程度的承諾：

1. 僱員 – 車長、站長、維修人員、行政及文職人員、人力資源及管理階層。
2. 政府 – 運輸及物流局、運輸署、離島民政事務處及區議會等。
3. 顧客 – 乘客及企業客戶。
4. 供應商 – 巴士製造商及代理商、零件供應商、油公司及其他服務供應商，如銀行、公共服務及八達通收費系統。
5. 社區 – 嶼巴巴士服務網絡所覆蓋地區的社群。
6. 投資者 – 持有母公司股份之非直接投資者。
7. 公共服務 – 非政府機構。
8. 業務合作伙伴 – 運輸行業內的合作伙伴，例如昂坪纜車營辦商、寶蓮禪寺、港鐵公司(巴士 – 鐵路轉乘計劃伙伴)、其他專營巴士營辦商(巴士轉乘計劃伙伴) 及於巴士、車站和總站投放廣告的廣告商及其代理人。

企業社會責任的進一步闡釋

企業管治

嶼巴作為專營巴士營辦商及公營事業，其服務具有甚高之透明度，因為巴士在服務網絡所覆蓋之公路上行駛，必定要維持公共交通服務所具備的優良形象。

此外，政府對巴士營辦商有其評核準則，而作為公營事業，嶼巴亦必須與廉政公署緊密合作，防止貪污。

平等機會

嶼巴支持在職位聘用及服務提供方面引入平等機會守則。

安全及環保

如上文所述，嶼巴致力於推廣其安全文化，並以此為宗旨，製作了一系列海報，旨在強化「我們關注，你的安全」的信息。



嶼巴的主要企業社會責任舉措是為面臨工作或個人問題的員工提供支援網絡。就工作事宜而言，嶼巴設有「申訴程序」及「申訴機制」。另外，我們近月亦有為全體員工提供外判的輔導服務。

年內，嶼巴為環境保護及改善空氣質素作出下列措施：

1. 繼續淘汰排放標準過時的巴士。
2. 定期抽查巴士車廂內二氧化碳含量。年內按環境保護署制訂之「管理空調公共運輸設施內空氣質素專業守則 – 巴士」所抽查巴士之車廂空氣質素，100%符合空氣質素標準（二氧化碳濃度上限為每小時平均 3,500ppm）。此項檢測會持續進行。
3. 嶼巴一直致力與運輸署保持緊密合作，減少不必要的車輛運行，從而改善環境並降低公司營運的風險狀況。例如，在合理可行情況下，以班次略少的雙層巴士取代頻密的單層巴士班次（包括繁忙日子重疊的班次），此項措施已在第 38 號線成功實施，公司現計劃繼續推廣至其他路線。

有效企業管治的良好指引

上述指引並無刻板的準則，管理原則、企業歷史、本土文化、業務性質及監管機制都需要一併考慮。在制訂企業管治良好指引時，下列特質可以視作基礎：

1. 必須與所有員工分享企業的服務承諾，並獲他們接受，因此必定要有效地與各階層清楚溝通。
2. 高層管理人員必定要以身作則，保持信用及全情投入實踐公司所提倡的價值觀。
3. 這些價值觀必須得以反映在日常營運中。
4. 企業的制度與架構必定要能夠支持實踐這些價值觀。
5. 高層管理人員必須接受訓練，達致水準及能有效地作出決定，具備足夠知識及能力，以實行社會道德所接受的決策，而這些決策必須獲視為公正、公平及對社會有裨益的。

量化後之企業社會責任措施

嶼巴在提升其企業社會責任時，推行以下之措施，令有關公眾直接受惠：

1. 發展新路線

通過每年呈交運輸署之五年發展計劃，嶼巴會探討及研究開辦新路線，以供運輸署審批。這項持續的工作旨在開拓新的收入來源，以及/或實施合理的「內部管理措施」(例如重組巴士路線，使供求更加平衡等)，從而改善嶼巴的財務可持續性，減輕巴士車費加價壓力，讓社會大眾受惠。

2. 票價優惠計劃

實施票價優惠計劃，包括巴士 — 鐵路轉乘、巴士轉乘、即日來回優惠、長者及合資格殘疾人士公共交通票價優惠計劃，以及以回饋乘客資金支付款額之計劃。

3. 環保責任

採購最新的(超低排放)歐盟六期柴油巴士和最新的(零排放)電動巴士。

4. 醫療保健

嶼巴已引入醫療計劃，為所有年屆五十歲之車長提供定期全身檢查，以及包括員工在集團之醫保計劃內。除之之外，年屆五十歲之僱員亦可參加公司的志願性大腸鏡檢查資助計劃。

5. 慈善事業及社區服務

嶼巴亦與大嶼山之社區及地區組織合作，支持及贊助本地康樂、體育及文化事業的發展。

新大嶼山巴士（1973）有限公司

2026 年 8 月 31 日

		結算年度3月31日	結算年度3月31日
		2025/2026	2024/2025
1.	<u>巴士路線總數</u>		
i	專利普通巴士線*	17	17
ii	機場巴士線	1	1
iii	通宵巴士線	4	4
iv	特別巴士線	6	6
v	對外消閒巴士線	1	1
		29	29
2.	<u>車隊 (於結算年度尾)</u>		
i	已登記巴士數量	162	154
ii	已發牌巴士數量	149	141
3.	<u>車隊總載客量</u>	14,554	13,872
4.	<u>車隊運作能力</u>		
i	平日 (星期一至六，公眾假期除外)	104.7%	104.6%
ii	假日 (星期日及公眾假期)	113.7%	111.0%
5.	<u>時間表的成效</u>	104%	109%
6.	<u>車隊運用</u>	83.2%	86.2%
7.	<u>車隊之平均年齡</u>	9.53	9.15
8.	<u>乘客人次總數</u>		
i	全年總數 (以千位計算)	37,427,000	35,830,000
ii	平日每日平均乘客總數	102,327	97,877
iii	假日每日平均乘客總數	103,458	99,446
9.	<u>巴士收費行車公里 (以千位計算)</u>	8,109,000	7,806,000
10.	<u>班次失誤比率</u>	0.70%	0.29%
11.	<u>處理由交通投訴組轉介個案的數目 (以每百萬人次計)</u>	10.47	10.66
12.	<u>乘客聯絡小組會議舉辦次數</u>	6	6
13.	<u>其他顧客服務</u>	3	3
14.	<u>平均每輛巴士檢查須修正的項目 (由運輸署抽檢)</u>	2.00	1.87
15.	<u>牽涉傷人的巴士意外數目 (以每百萬公里計)</u>		
i	輕微意外	1.39	0.85
ii	嚴重意外	0.12	0.24
iii	致命意外	0.00	0.00
16. #	<u>機械可靠性</u>		
	每輛巴士平均行走多少公里內才會在載客途中發生一次機械故障	81,910	67,877
17.	<u>改善服務項目</u>		
i	推出新路線/新輔助路線	1	1
ii	改善行車班次	6	1
iii	改善服務質素	3	0
18.	<u>服務重組項目</u>		
i	取消巴士路線數目	0	0
ii	減少行車班次、減少車輛數目及重組行車路線以節省巴士資源	1	1

* 註: 有關數字已包括第11R號路線 (試辦期已結束)

註: 機械可靠性的定義包括所有導致車輛於載客服務中途停駛的故障。

新大嶼山巴士(一九七三)有限公司

專營公共巴士業務之業績
(專營公共巴士業務)

綜合損益表
(截至該年度三月三十一日止)
(港幣千元)

	2024/2025	2025/2026
營運收入		
車費收入	230,381	260,104
廣告收入	663	470
出售固定資產之收益	-	58
其他收入	12,173	12,731
	243,217	273,363
營運成本		
員工成本	126,811	147,320
燃油及能源成本	32,817	32,999
維修保養	13,341	17,203
隧道費	-	-
專營巴士豁免隧道費基金	-	-
折舊	26,030	25,975
利息支出	719	1,682
其他支出	30,937	40,694
	230,655	265,873
營運溢利/(虧損)	12,562	7,490
出售固定資產之虧損	(8)	-
投資物業之公平值收益/(虧損)淨額	(2,810)	430
除稅前溢利/(虧損)	9,744	7,920
所得稅	-	-
本年度溢利/(虧損)	9,744	7,920
固定資產平均淨值	120,514	126,628
固定資產平均淨值回報(%)	8.09%	6.25%
於3月31日之乘客回饋累計結餘(附註1)	413	-
於3月31日之專營巴士豁免隧道費基金結餘(附註2)	18	18

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 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。該指定觸發回報率自 2019年1月8日起，調整為每年8.7%。
- 由2019年2月17日起，就政府豁免專營巴士的政府隧道及道路收費所節省的隧道費開支，已撥入新開設的專營巴士豁免隧道費基金。該基金須用於減低市民日後在專營巴士營辦商獲批加價申請時所需承受的加價幅度，或將超越該基金上限的滾存金額向乘客提供票價優惠。

新大嶼山巴士(一九七三)有限公司

(專營公共巴士業務)

綜 合 財 務 狀 況 表
(截至該年度三月三十一日止)
(港幣千元)

	2024/2025	2025/2026
非流動資產		
樓宇	10,360	9,272
巴士站結構	1,951	932
巴士及其他車輛	73,087	58,466
傢俱,裝修及辦公室設備	544	297
設備及工具	4,973	5,304
電腦	1,152	863
購買固定資產訂金	1,677	10,607
按金及其他應收款	-	518
使用權資產	25,323	47,957
投資物業	24,710	25,140
	143,777	159,356
流動資產	88,074	104,890
減:流動負債	54,091	71,200
流動資產/(負債)淨值	33,983	33,690
	177,760	193,046
股本	100,000	100,000
資本儲備	152	152
資產重估儲備	25,188	25,188
損益賑	34,196	37,116
遞延稅項	-	-
遞延收益	-	-
應計負債	3,056	3,730
租賃負債	15,168	26,860
	177,760	193,046

Fuller Disclosure of Financial and Operational Data

Background

As a Franchised Bus Operator, New Lantau Bus Company (1973) Limited ("NLB") is obliged to annually disclose specific financial and operational information to the public.

To this end, the following Disclosure Document has been prepared for the year ending 31 March 2026. To enhance public understanding of the development and provision of NLB's services over time, corresponding data from the previous year is also included in this document.

Review of the Year

As at 31 March 2026, NLB operated 29 franchised public bus routes in the New Territories (Yuen Long & Tin Shui Wai areas) and on Lantau Island. A fleet of 93 single-deck and 69 double-deck buses is operated (consisting of double deckers, single deckers and minibuses and including 4 electric buses).

The average age of the NLB bus fleet was 9.53 years.

In the year 2025/2026, NLB carried a total of 37,427,000 passengers (2024/2025: 35,830,000 passengers); and its buses travelled 8,613,000 km (2024/2025: 8,208,000 km).

For the year ended 31 March 2026, the turnover was circa HKD273.4 million (2024/2025 circa HKD243.2 million), with a financial profit being realised of circa HKD7.9 million (2024/2025: profit being realised of circa HKD9.7 million).

NLB has continued to implement programmes to enhance its safety performance management and relentlessly seeks to sustain its Safety Culture ("Safety - We Care") in pursuit of realizing ever better risk management.

NLB successfully met its Passenger Service Pledge, achieving 99%. The pledge ensures a substantive reply within 10 working days for straight forward cases or, for complicated cases, within 21 working days if an interim reply is issued within 10 working days.

The process of compiling this Fuller Disclosure is an integral part of NLB's policy to ensure strong community engagement. Opinions from the public, supervisory bodies,

and other stakeholders are valued and welcomed. To this end, NLB representatives regularly attend meetings of the Traffic and Transport Committees of the District Councils. As a good corporate citizen, NLB also organizes Passenger Liaison Meetings and participates in various social functions organized by the Islands District Council and other groups, such as the Rural Committees of Lantau.

It remains NLB's prime objective to provide continuously improving safe, reliable, and comfortable public bus services for its passengers. To this end, we will strive to continue serving the public with utmost sincerity and care in the coming years and beyond.

James Wong
Managing Director
31 August 2026

Corporate Social Responsibility

Background

A policy on Corporate Social Responsibility ("CSR") has been devised to address various concerns, particularly on environment impact and traffic control, with a view that this policy could be sustainable and adaptable to social changes, and would adapt to these changes accordingly.

In order to ascertain that the CSR of NLB could fulfill the above requisites, the following strategies has been established:

1. To successfully define the various issues associated with the company's CSR;
2. To develop a strategic business response to social and market changes;
3. To initiate action individually, or with fellow public transport operators, in order to accomplish its goals in CSR; and
4. To communicate the results of these actions to the community and the Government.

Product and Services

NLB is a franchised public bus service provider on Lantau Island. As at 31 March 2026, NLB was operating 29 franchised bus routes with a fleet of 93 single deck and 69 double deck buses. It also operates Routes B2, B2P and XB2 which carry passengers between Shenzhen Bay Port and certain areas in the North West NT.

Fundamentals of the CSR

Providers of public transportation services enjoy good engagement with their various stakeholders, including the the passengers, the regulatory authorities, various different sectors of the industry, the union and the staff as well as the community at large. Such will allow for better mutual understanding and will act to improve the responsiveness of the Company to any issues of concern.

In the case of NLB, the fact that its operates in an public transport ecosystem which encourages healthy competition between modes ensures that Company adopts

a more market-oriented approach in the quest to ever better serve customer needs.

And as NLB's customer base becomes more discerning, it is important that NLB continues to innovate and take actions aimed at meeting rising expectations. For example, in 2025/2026, the Company introduced its express new route XB2 and it also took steps to modernize and expand its bus fleet.

Defining the CSR

Corporate Social Responsibility can be defined as the set of standards of behaviour that a company subscribes in order to make its impact on society positive and constructive. The production and selling of goods and services, business ethics, environmental practices, recruitment and employment conditions, approach to equal opportunities and investment in the community are examples of such impact.

Corporate Community Investment is one of the important mechanisms in developing and measuring business standards, it is also an essential tool of CSR, involving a practicable set of programmes and processes that can enable the company to bring the skill and time of its employees for community need.

The following standards can become applicable in various levels of NLB's operations:

1. Workplace – through the introduction of equal opportunities in employment by adhering to current legislation governing equal opportunities and to provide additional opportunities for employees to undergo occupation-related training.
2. Suppliers – through dissemination and safeguarding of NLB's standards in business ethics.
3. Market – sounding out NLB's obligations to consumers.
4. Community – contributing to the development of the society, in particular, those community sectors that are deprived of these benefits.

Stakeholders

As alluded to above, NLB has a number of other major stakeholders, to whom the CSR could be properly addressed:

1. Employees – drivers, regulators, maintenance staff, administrative and clerical staff, personnel, management.
2. Government – Transport and Logistics Secretariat, Transport Department, District Office and District Council etc.

3. Customers – passengers, corporate clients.
4. Suppliers – vehicle manufacturers and distributors, parts suppliers, fuel companies and services suppliers such as banks, utilities and Octopus.
5. Communities – neighbourhoods which are served by NLB's network of bus service.
6. Investors – indirect investors of holding company which is listed on the Hong Kong Stock Exchange.
7. Public services – NGOs.
8. Business partners – joint venture partners in transport-related businesses, e.g., Cable Car operator, Po Lin Monastery, MTRC Ltd. as bus-rail interchange partners, and fellow franchised public bus operators in bus-bus interchange partnership, and advertisers and their agents in the placement of advertisement on board buses and at stations and terminals.

Insight for CSR Obligation

Corporate Governance

NLB, as a franchised bus operator and a public body, is highly visible, as the buses would frequent the network of routes covered by the Company. It is important for the Company and its vehicles to be seen to be setting a good example and adhering to high standard of the public transport sector.

In addition, the Company has to adhere to the standard of measurement of service by the Government. As a public body, the Company must also work closely with the Independent Commission against Corruption on matters pertinent to corruption prevention.

Equal Opportunities

NLB advocates equal opportunities in employment and in the provision of its services.

Safety and Environment

As mentioned above, NLB seeks to champion its Safety Culture and with this in mind, a series of posters has been produced aimed at reinforcing the message "Safety-We Care".



Our major CSR initiative is the support network for employees in the event that they have any concerns about workplace issues or even personal issues. As far as the former is concerned, we have an "appeals procedure" and a "grievance procedure". Moreover, in recent months, we have also made available an (outsourced) counselling service for all employees.

During the year, NLB has made the following measures for environmental protection and to improve air quality of journey:

1. Continued to eliminate buses with outdated emission standards.
2. Conducted regular checks on carbon dioxide (CO²) level of bus compartment. 100% of buses checked had their CO² level within air quality standard (Upper limit of average hourly concentration of CO² reach to 3,500ppm) in the "Practice Note for Managing Air Quality in Air-conditioned Public Transport Facilities – Bus" published by the Environmental Protection Department ("EPD"). We will continue to conduct such checks in future.
3. NLB continuously is committed to continue working with Transport Department on reducing unnecessary vehicle movements (thereby improving the environment and the risk profile of the Company) – for example by replacing very high frequency single decker bus trips (including duplicated trips on busy days) with slightly less double-decker trips as far as is reasonably practicable (an initiative that was very successfully executed on Route 38 and is now also planned for other routes).

Establishing Guidelines for Effective Corporate Integrity

There is no one precise standard of corporate integrity; the management principles, corporate history, local culture, nature of business and regulatory mechanisms have to be taken into consideration. The following features may serve as the fundamentals in the establishment of such guidelines:

1. The corporate obligations must be shared and accepted by members of the Company. These have to be clearly communicated to all levels of staff.
2. Members of senior management must be personally committed, trustworthy, and willing to achieve those values that the Company advocate.
3. These values must be reflected in the day to day functioning of the corporation.
4. The Company's systems and structures must be able to support the implementation of these values.
5. Senior management must be trained and acquired the decision-making skills, knowledge, and competencies needed to make ethically sound decisions and act accordingly. The actions must be seen to be just and fair and beneficial to the society.

Quantified Corporate Social Responsibility Measures

The followings are material performances of NLB in the enhancement of the company's CSR, with direct bearing on its services and target publics:

1. New Bus Routes
Though the annual submission of Forward Planning Programmes for the forthcoming five years, NLB would explore and develop new routes for approval from Transport Department. This ongoing exercise acts to benefit the community by reducing the pressure on bus fares as NLB seeks to improve its financial sustainability by realizing new additional revenue streams and/or by implementing sensible "housekeeping measures" (for example the rationalization of bus routes so as to ensure that supply is in better balance with demand.)
2. Fare Concession Schemes
Implementation of fare concession schemes, including bus-rail interchange, bus-bus interchange, same day return concession, Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities. And Schemes aimed at ensuring the disbursement of any monies held in the Passenger Reward Fund.
3. Environmental Responsibility
Procurement of the latest Euro VI (ultra-low emission) diesel buses and the latest electric-powered (zero-emission) buses.

4. Health Care

NLB has introduced regular medical examinations for drivers who are aged 50 or over; and attachment to the Group's medical insurance scheme. An additional voluntary scheme is offered to employees who are aged 50 or above to provide financial subsidies for Colonoscopy examination.

5. Charitable and Community Service

NLB also cooperates with local community, sports and recreational promotion groups by sponsoring their services and activities.

New Lantao Bus Company (1973) Limited
31 August 2026

	Year ended 31 March <u>2025/2026</u>	Year ended 31 March <u>2024/2025</u>
1. <u>Total number of bus routes operated</u>		
(i) Franchised normal routes*	17	17
(ii) Airbus routes	1	1
(iii) Overnight routes	4	4
(iv) Special routes	6	6
(v) Alignment external recreational route	1	1
	29	29
2. <u>Fleet size at end of reporting period</u>		
(i) Registered buses	162	154
(ii) Licensed buses	149	141
3. <u>Total fleet capacity</u>	14,554	13,872
4. <u>Operational capability</u>		
(i) Mondays to Saturdays (except Public Holidays)	104.7%	104.6%
(ii) Sundays and Public Holidays	113.7%	111.0%
5. <u>Achievement of schedule</u>	104%	109%
6. <u>Fleet utilization</u>	83.2%	86.2%
7. <u>Average age of bus fleet (licensed fleet)</u>	9.53	9.15
8. <u>Total number of passengers carried</u>		
(i) Annual total (to nearest thousand)	37,427,000	35,830,000
(ii) Average daily passengers on weekdays	102,327	97,877
(iii) Average daily passengers on Sundays and Public Holidays	103,458	99,446
9. <u>Paid bus km (to nearest thousand)</u>	8,109,000	7,806,000
10. <u>Percentage of lost trips</u>	0.70%	0.29%
11. <u>Number of cases forwarded by TCU and handled by NLB per million passengers in a year</u>	10.47	10.66
12. <u>No. of Passenger Liaison Group meeting convened</u>	6	6
13. <u>Other customer services</u>	3	3
14. <u>Average number of bus defects detected per vehicle examination (during spot checked by TD)</u>	2.00	1.87
15. <u>Number of bus accidents involving injury to person per million vehicle-km</u>		
(i) Slight accidents	1.39	0.85
(ii) Serious accidents	0.12	0.24
(iii) Fatal accidents	0.00	0.00
16. # <u>Mechanical reliability</u> Average No. of km operated before a bus would experience one all breakdown on the road while passengers are on board	81,910	67,877
17. <u>Service improvement items</u>		
(i) Number of new routes / new supplementary routes introduced	1	1
(ii) Frequency improvement	6	1
(iii) Quality improvements	3	0
18. <u>Service rationalization items</u>		
(i) Number of bus routes cancelled	0	0
(ii) Frequency reduction, vehicle reduction and routes reorganization to save bus resources	1	1

* Note: Route 11R is included despite the end of its trial period

Note: The definition of mechanical reliability takes into account all types

NEW LANTAO BUS COMPANY (1973) LIMITED

RESULTS FOR FRANCHISED PUBLIC BUS OPERATION
("Franchised Account")

Statement of Comprehensive Income
For the year ended 31 March
(Expressed in HK\$'000)

	<u>2024/2025</u>	<u>2025/2026</u>
REVENUE		
Fare Revenue	230,381	260,104
Advertising Income	663	470
Gain on Disposal of Fixed Assets	-	58
Sundry Income	<u>12,173</u>	<u>12,731</u>
	243,217	273,363
OPERATING COSTS		
Staff Costs	126,811	147,320
Fuel and Energy Costs	32,817	32,999
Repair & Maintenance	13,341	17,203
Toll Charges	-	-
Franchised Bus Toll Exemption Fund	-	-
Depreciation	26,030	25,975
Interest Expenses	719	1,682
Other Expenses	<u>30,937</u>	<u>40,694</u>
	230,655	265,873
OPERATING PROFIT / (LOSS)	12,562	7,490
Loss on Disposal of Fixed Assets	(8)	-
Fair Value Gain/(Loss) on Investment Property, net	<u>(2,810)</u>	<u>430</u>
PROFIT / (LOSS) BEFORE TAX	9,744	7,920
Income Tax	<u>-</u>	<u>-</u>
PROFIT / (LOSS) FOR THE YEAR	9,744	7,920
AVERAGE NET FIXED ASSETS ("ANFA")	120,514	126,628
RETURN ON ANFA (%)	8.09%	6.25%
Accumulated balance of passenger reward as at 31 March (Note 1)	413	-
Accumulated balance of Franchised Bus Toll Exemption Fund as at 31 March (Note 2)	18	18

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 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 was adjusted to 8.7% per annum commencing from 8 January 2019.
- The Franchised Bus Toll Exemption Fund ("the Fund") has been set up for keeping the toll saving from exempting the toll of government tunnels and roads charged on franchised buses with effect from 17 February 2019. The Fund would be used for mitigating the extent of fare increase shouldered by the passengers as approved by the government when a franchised bus operator applies for fare increase or providing fare concession to passengers if the Fund exceeds the prescribed cap.

NEW LANTAO BUS COMPANY (1973) LIMITED

("Franchised Account")

Statement of Financial Position

As at 31 March

(Expressed in HK\$'000)

	2024/2025	2025/2026
NON-CURRENT ASSETS		
Buildings	10,360	9,272
Bus terminal structures	1,951	932
Motor buses & vehicles	73,087	58,466
Furniture, fixtures & office equipment	544	297
Equipment & tools	4,973	5,304
Computers	1,152	863
Deposits paid for purchases of fixed assets	1,677	10,607
Deposit and other receivables	-	518
Right-of-use assets	25,323	47,957
Investment properties	24,710	25,140
	143,777	159,356
CURRENT ASSETS	88,074	104,890
LESS: CURRENT LIABILITIES	54,091	71,200
NET CURRENT ASSETS / (LIABILITIES)	33,983	33,690
	177,760	193,046
SHARE CAPITAL	100,000	100,000
CAPITAL RESERVE	152	152
ASSET REVALUATION RESERVE	25,188	25,188
PROFIT AND LOSS ACCOUNT	34,196	37,116
DEFERRED TAX	-	-
DEFERRED INCOME	-	-
ACCRUALS	3,056	3,730
LEASE LIABILITIES	15,168	26,860
	177,760	193,046

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