

PUBLIC TRANSPORT COUNCIL

(Constituted under the Public Transport Council Act 1987)

FINANCIAL STATEMENTS

For the financial year ended 31 March 2026

Audit Alliance LLP

Public Accountants and Chartered Accountants Singapore

PUBLIC TRANSPORT COUNCIL

(Constituted under the Public Transport Council Act 1987)

FINANCIAL STATEMENTS

For the financial year ended 31 March 2026

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PUBLIC TRANSPORT COUNCIL

(Constituted under the Public Transport Council Act 1987)

STATEMENT BY THE MEMBERS OF THE PUBLIC TRANSPORT COUNCIL

For the financial year ended 31 March 2026

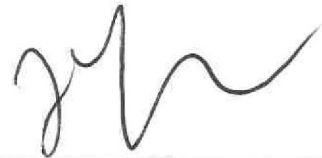
In our opinion,

- (a) the accompanying financial statements of the Public Transport Council (hereafter to be called "Council") as set out on pages 6 to 41 are properly drawn up in accordance with the provisions of the Public Sector (Governance) Act 2018, Act 5 of 2018 (the "Public Sector (Governance) Act"), the Public Transport Council Act 1987 (the "Act") and Statutory Board Financial Reporting Standards ("SB-FRSs"), so as to present fairly, in all material respects, the financial position of the Council as at **31 March 2026** and the results, changes in equity and cash flows of the Council for the financial year then ended;
- (b) the receipts, expenditure, investment of moneys and the acquisition and disposal of assets by the Council during the financial year have been, in all material respects, in accordance with the provisions of the Public Sector (Governance) Act and the Act; and
- (c) proper accounting and other records have been kept, including records of all assets of the Council whether purchased, donated or otherwise.

On behalf of the Council,



Janet Ang Guat Har
Chairperson



Leow Yew Chin
Chief Executive

Singapore

Date: 15 JUL 2026

**INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF THE
PUBLIC TRANSPORT COUNCIL**

(Constituted under the Public Transport Council Act 1987)

For the financial year ended 31 March 2026

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of the Public Transport Council (the “Council”) which comprise the statement of financial position as at **31 March 2026**, and the statement of comprehensive income, statement of changes in equity and statement of cash flows for the financial year then ended, and notes to the financial statements, including material accounting policy information.

In our opinion, the accompanying financial statements are properly drawn up in accordance with the provisions of the Public Sector (Governance) Act 2018, Act 5 of 2018 (the “Public Sector (Governance) Act”), the Public Transport Council Act 1987 (the “Act”) and Statutory Board Financial Reporting Standards (“SB-FRSs”) so as to present fairly, in all material respects, the state of affairs of the Council as at **31 March 2026** and the results, changes in equity and cash flows of the Council for the year ended on that date.

Basis for Opinion

We conducted our audit in accordance with Singapore Standards on Auditing (“SSAs”). Our responsibilities under those standards are further described in the *Auditor’s Responsibilities for the Audit of the Financial Statements* section of our report. We are independent of the Council in accordance with the Accounting and Corporate Regulatory Authority (“ACRA”) *Code of Professional Conduct and Ethics for Public Accountants and Accounting Entities* (“ACRA Code”) together with the ethical requirements that are relevant to our audit of the financial statements in Singapore, and we have fulfilled our other ethical responsibilities in accordance with these requirements and the ACRA Code. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Other Information

Management is responsible for other information. The other information comprises the Statement by the Members of Public Transport Council set out on page 1.

Our opinion on the financial statements does not cover the other information and we do not express any form of assurance conclusion thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit, or otherwise appears to be materially misstated. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

**INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF THE
PUBLIC TRANSPORT COUNCIL**

(Constituted under the Public Transport Council Act 1987)

For the financial year ended 31 March 2026

Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with the provisions of the Public Sector (Governance) Act, the Act and SB-FRSs, 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.

A statutory board is constituted based on its constitutional act and its dissolution requires Parliament's approval. In preparing the financial statements, management is responsible for assessing the Council'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 there is intention to wind up the Council or for the Council to cease operations.

Those charged with governance are responsible for overseeing the Council's financial reporting process.

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 SSAs 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 SSAs, we exercise professional judgement and maintain professional scepticism throughout the audit. We also:

- 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.
- 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 Council's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.

**INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF THE
PUBLIC TRANSPORT COUNCIL**

(Constituted under the Public Transport Council Act 1987)

For the financial year ended 31 March 2026

Auditor's Responsibilities for the Audit of the Financial Statements (Continued)

- 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 Council'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 Council to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, 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.

Report on Other Legal and Regulatory Requirement

Opinion

In our opinion:

- (a) the receipts, expenditure, investment of moneys and the acquisition and disposal of assets by the Council during the financial year are, in all material respects, in accordance with the provisions of the Public Sector (Governance) Act, the Act and the requirements of any other written law applicable to moneys of or managed by the Council; and
- (b) proper accounting and other records have been kept, including records of all assets of the Council whether purchased, donated or otherwise.

Basis for Opinion

We conducted our audit in accordance with SSAs. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Compliance Audit* section of our report. We are independent of the Council in accordance with the ACRA Code together with the ethical requirements that are relevant to our audit of the financial statements in Singapore, and we have fulfilled our other ethical responsibilities in accordance with these requirements and the ACRA Code. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on management's compliance.

**INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF THE
PUBLIC TRANSPORT COUNCIL**

(Constituted under the Public Transport Council Act 1987)

For the financial year ended 31 March 2026

Responsibilities of Management for Compliance with Legal and Regulatory Requirements

Management is responsible for ensuring that the receipts, expenditure, investment of moneys and the acquisition and disposal of assets, are in accordance with the provisions of the Public Sector (Governance) Act, the Act and the requirements of any other written law applicable to moneys of or managed by the Council. This responsibility includes implementing accounting and internal controls as management determines are necessary to enable compliance with the provisions of the Act.

Auditor's Responsibilities for the Compliance Audit

Our responsibility is to express an opinion on management's compliance based on our audit of the financial statements. We planned and performed the compliance audit to obtain reasonable assurance about whether the receipts, expenditure, investment of moneys and the acquisition and disposal of assets, are in accordance with the provisions of the Public Sector (Governance) Act, the Act and the requirements of any other written law applicable to moneys of or managed by the Council.

Our compliance audit includes obtaining an understanding of the internal control relevant to the receipts, expenditure, investment of moneys and the acquisition and disposal of assets; and assessing the risks of material misstatement of the financial statements from non-compliance, if any, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Because of the inherent limitations in any accounting and internal control system, non-compliances may nevertheless occur and not be detected.

The engagement partner on the audit resulting in this independent auditor's report is Chiew Shang Hui.



Audit Alliance LLP

Public Accountants and Chartered Accountants

Singapore

Date: 15 JUL 2026

PUBLIC TRANSPORT COUNCIL*(Constituted under the Public Transport Council Act 1987)***STATEMENT OF COMPREHENSIVE INCOME***For the financial year ended 31 March 2026*

	Note	2025/2026 S\$	2024/2025 S\$
Revenue			
Penalty fee		30,650	32,800
Interest income		126,117	146,795
Others		30	30
Rental Income		164,464	164,464
	4	321,261	344,089
Less: Expenditure			
Council members' allowance		111,575	101,250
Depreciation of property, plant and equipment	6	836,237	889,434
Entertainment and refreshments		18,090	19,438
General administration		37,159	36,947
Interest expense on lease liabilities	5	42,301	75,489
Other Services		492,740	196,847
Professional Services		4,532	4,653
Publicity		259,835	347,269
Staff costs			
- Salaries & Allowances		5,491,905	5,244,390
- Central Provident Fund contributions		680,610	637,212
Staff Development & Well Being		82,610	132,031
Survey and Focus Group Discussion (FGD)		573,946	464,411
Technology-Related Services		1,467,677	1,578,124
Travel and Transport		60,384	57,520
Utilities & Telecommunications		37,291	38,671
Total operating expenses		10,196,892	9,823,686
Operating deficit before government grants and contributions to consolidated fund		(9,875,631)	(9,479,597)
Grants			
Operating grants	8	10,450,239	10,584,443
Deferred capital grant amortised	13	65,888	66,229
Surplus for the financial year before statutory contributions to consolidated fund		640,496	1,171,075
Statutory contributions to consolidated fund	11	108,884	199,083
Surplus for the year, representing to total comprehensive income for the financial year		531,612	971,992

The accompanying notes form an integral part of these financial statements.

PUBLIC TRANSPORT COUNCIL*(Constituted under the Public Transport Council Act 1987)***STATEMENT OF FINANCIAL POSITION***As at 31 March 2026*

	Note	2025/2026 S\$	2024/2025 S\$
Non-current assets			
Property, plant and equipment	6	<u>676,748</u>	<u>1,511,797</u>
Current assets			
Prepayments		62,522	56,733
Other receivables	7	429,236	315,259
Cash and cash equivalents	9	<u>7,167,062</u>	<u>6,877,820</u>
		<u>7,658,820</u>	<u>7,249,812</u>
Less:			
Current liabilities			
Other payables	10	1,400,486	1,521,361
Contributions to consolidated fund	11	108,884	199,083
Lease liabilities	12	534,207	681,879
Provision for reinstatement costs	14	<u>79,219</u>	<u>79,219</u>
		<u>2,122,796</u>	<u>2,481,542</u>
Net current assets		<u>5,536,024</u>	<u>4,768,270</u>
Non-current liabilities			
Deferred capital grant	13	169,621	234,321
Lease liabilities	12	<u>-</u>	<u>534,207</u>
		<u>169,621</u>	<u>768,528</u>
NET ASSETS		<u>6,043,151</u>	<u>5,511,539</u>
EQUITY			
Share capital	15	1,187,682	1,187,682
Accumulated surplus	16	<u>4,855,469</u>	<u>4,323,857</u>
		<u>6,043,151</u>	<u>5,511,539</u>

The accompanying notes form an integral part of these financial statements.

PUBLIC TRANSPORT COUNCIL*(Constituted under the Public Transport Council Act 1987)***STATEMENT OF CHANGES IN EQUITY***For the financial year ended 31 March 2026*

	Note	<u>Share Capital</u>	<u>Accumulated surplus</u>	<u>Total</u>
		S\$	S\$	S\$
2025/2026				
Balance as at 1 April 2025		1,187,682	4,323,857	5,511,539
Surplus for the financial year, representing to total comprehensive income for the financial year		-	531,612	531,612
Total capital injection for the financial year	15	-	-	-
Balance as at 31 March 2026	15, 16	1,187,682	4,855,469	6,043,151
2024/2025				
Balance as at 1 April 2024		1,187,682	3,351,865	4,539,547
Deficit for the financial year, representing to total comprehensive income for the financial year		-	971,992	971,992
Total capital injection for the financial year	15	-	-	-
Balance as at 31 March 2025	15, 16	1,187,682	4,323,857	5,511,539

The accompanying notes form an integral part of these financial statements.

PUBLIC TRANSPORT COUNCIL*(Constituted under the Public Transport Council Act 1987)***STATEMENT OF CASH FLOWS***For the financial year ended 31 March 2026*

	Note	2025/2026 S\$	2024/2025 S\$
<u>Cash flows from operating activities</u>			
Operating deficit before government grants and contributions to consolidated fund		(9,875,631)	(9,479,597)
Adjustments for:			
Depreciation of property, plant and equipment	6	836,237	889,434
IT expenditure/maintenance reimbursed by government grants	22	178,288	140,496
Interest income		(126,117)	(146,795)
Interest expense	5	42,301	75,489
Operating deficit before working capital changes		(8,944,922)	(8,520,973)
Change in operating assets and liabilities:			
Prepayments		(5,789)	(1,574)
Other receivables		(60,392)	200,917
Other payables		(120,875)	358,571
Cash used in operations		(9,131,978)	(7,963,059)
Contributions to consolidated fund		(199,083)	(203,024)
Interest received		72,532	72,571
Net cash used in operating activities		(9,258,529)	(8,093,512)
<u>Cash flows from investing activities</u>			
Purchase of plant and equipment		(1,188)	-
Net cash used in investing activities		(1,188)	-
<u>Cash flows from financing activities</u>			
Payment of principal portion of lease liabilities	12	(681,879)	(648,691)
Interest paid		(42,301)	(75,489)
Government operating grants received	8	10,273,139	10,443,947
Net cash generated from financing activities		9,548,959	9,719,767
Net increase in cash and cash equivalents		289,242	1,156,939
Cash and cash equivalents at beginning of the year		6,877,820	5,251,565
Cash and cash equivalents at end of the year	9	7,167,062	6,877,820

The accompanying notes form an integral part of these financial statements.

PUBLIC TRANSPORT COUNCIL

(Constituted under the Public Transport Council Act 1987)

NOTES TO THE FINANCIAL STATEMENTS

For the financial year ended 31 March 2026

These notes form an integral part of and should be read in conjunction with the accompanying financial statements.

1. General

The Public Transport Council (the “Council”) was constituted under the Public Transport Council Act 1987.

The registered office and principal place of operations of the Council is located at 460 Alexandra Road, mTower #05-01A, Singapore 119963.

The principal activities of the Council under the Public Transport Council Act 1987 are:

- (a) to set or approve fares and fare pricing policies for bus services, train services, street-hail services and ride-hail services in Singapore;
- (b) to promote and facilitate the integration of bus fares and train fares to ensure the provision of efficient public passenger transport services and facilities;
- (c) to evaluate and recommend to the Government improvements to, or otherwise advise the Government in respect of, bus services, train services, street-hail services and ride-hail services in Singapore so that they-
 - (i) may satisfy all reasonable passenger demands in Singapore for bus services, train services, street-hail services and ride-hail services;
 - (ii) may offer an attractive alternative to private motor vehicle transport, and the extent of such travel, in Singapore;
 - (iii) are effectively and efficiently integrated so as to facilitate seamless travel for passengers within and between different modes of land transport and greater mobility within communities in Singapore; and
 - (iv) provide viable public passenger transport services at a reasonable cost to the community and the Government;
- (d) to undertake surveys or other arrangements to obtain public feedback on any matter relating to the provision of bus services, train services, street-hail services and ride-hail services in Singapore;
- (e) to exercise licensing and regulatory functions in respect of the provision of ticket payment services in Singapore; and
- (f) to perform such functions as the Minister may, by order in the Gazette, assign.

PUBLIC TRANSPORT COUNCIL

(Constituted under the Public Transport Council Act 1987)

NOTES TO THE FINANCIAL STATEMENTS

For the financial year ended 31 March 2026

2. Material accounting policy information

(a) Basis of preparation

The financial statements have been prepared in accordance with the Act and Statutory Board Singapore Financial Reporting Standards ("SB-FRS") including related interpretations ("INT SB-FRS") and Guidance Notes. The financial statements have been prepared under the historical cost convention, except as disclosed in the accounting policies below.

(b) Adoption of new and amended standards and interpretations

The accounting policies adopted are consistent with those of the previous financial year. There are certain new and amended standards effective for annual financial years beginning on or after 1 April 2025, none of these are applicable to the Council for the current financial year.

(c) Standards issued but not yet effective

Certain new accounting standards and interpretations have been published that are mandatory for financial years after 1 April 2026.

The Council expects that the adoption of these new and amended standards will have no material impact on the financial statements in the year of initial application.

(d) Revenue recognition

Revenue is measured based on the consideration to which the Council expects to be entitled in exchange for transferring promised goods or services to a customer, excluding amounts collected on behalf of third parties.

Revenue is recognised when the Council satisfies a performance obligation by transferring a promised goods or services to the customer, which is when the customer obtains control of the good or service. A performance obligation may be satisfied at a point in time or over time. The amount of revenue recognised is the amount allocated to the satisfied performance obligation.

The following specific recognition criteria must also be met before revenue is recognised:

(i) Penalty fee

Penalty fee is recognised at the point of collection of the settlement.

(ii) Interest income

Interest income is accrued on a time basis, by reference to the principal outstanding and at the effective interest rate applicable.

PUBLIC TRANSPORT COUNCIL

(Constituted under the Public Transport Council Act 1987)

NOTES TO THE FINANCIAL STATEMENTS

For the financial year ended 31 March 2026

2. Material accounting policy information (continued)

(e) Government grants

Government grants are recognised at their fair value where there is reasonable assurance that the grant will be received and all attaching conditions will be complied with.

Government grants to meet the current period's operating expenses are recognised as income in the financial period in which the operating expenses are incurred.

Grants received from the Ministry of Transport for capital expenditure are taken to the deferred capital grants account upon the utilisation of the grants for purchase of property, plant and equipment, which are capitalised, or to income or expenditure for purchase of property, plant and equipment which are written off in the year of purchase.

Deferred capital grants are recognised as income over the periods necessary to match the depreciation, amortisation, write-off and/or impairment loss of the property, plant and equipment purchased with the related grants. Upon the amortisation or disposal of property, plant and equipment, the balance of the related deferred capital grants is recognised as income to match the carrying amount of the property, plant and equipment disposed of.

(f) Foreign currency

(i) Functional and presentation currency

Items included in the financial statements of the Council are measured using the currency of the primary economic environment in which the entity operates (functional currency). The financial statements are presented in Singapore Dollar, which is the Council's functional currency.

(ii) Transactions and balances

Transactions in foreign currencies are measured in the functional currency of the Council and are recorded on initial recognition in the functional currency at exchange rates approximating those ruling at the transaction dates. Monetary assets and liabilities denominated in foreign currencies are translated at the rate of exchange ruling at the reporting date. Non-monetary items that are measured in terms of historical cost in a foreign currency are translated using the exchange rates as at the dates of the initial transactions.

Exchange differences arising on the settlement of monetary items or on translating monetary items at the end of the reporting period are recognised in statement of comprehensive income.

PUBLIC TRANSPORT COUNCIL

(Constituted under the Public Transport Council Act 1987)

NOTES TO THE FINANCIAL STATEMENTS

For the financial year ended 31 March 2026

2. Material accounting policy information (continued)

(g) Property, plant and equipment

All items of property, plant and equipment are initially recorded at cost. Subsequent to recognition, property, plant and equipment are measured at cost less accumulated depreciation and any accumulated impairment losses. The cost of property, plant and equipment includes its purchase price and 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. Dismantlement, removal or restoration costs are included as part of the cost of property, plant and equipment if the obligation for dismantlement, removal or restoration is incurred as a consequence of acquiring or using the property, plant and equipment.

Depreciation is calculated using the straight-line method to allocate depreciable amounts over their estimated useful lives. The estimated useful lives are as follows:

	<u>Useful lives</u>
Renovation	5 years
Furniture and fittings	5 years
Computer equipment	3 years
Computer software	5 years
Office equipment	5 years
Leasehold property	Over lease period of 3 to 4 years
Provision for reinstatement costs	Over lease period of 3 to 4 years

Property, plant and equipment costing below S\$1,000 per item are charged to the statement of comprehensive income during the financial year.

The residual value, useful lives and depreciation method are reviewed at the end of each reporting period, and adjusted prospectively, if appropriate.

An item of property, plant and equipment is derecognised upon disposal or when no future economic benefits are expected from its use or disposal. Any gain or loss on derecognition of the asset is included in statement of comprehensive income in the year the asset is derecognised.

PUBLIC TRANSPORT COUNCIL

(Constituted under the Public Transport Council Act 1987)

NOTES TO THE FINANCIAL STATEMENTS

For the financial year ended 31 March 2026

2. Material accounting policy information (continued)

(h) Impairment of non-financial assets

The Council assesses at each reporting date whether there is an indication that an asset may be impaired. If any indication exists, (or, where applicable, when an annual impairment testing for an asset is required), the Council makes an estimate of the asset's recoverable amount.

An asset's recoverable amount is the higher of an asset's or cash-generating unit's fair value less costs of disposal and its value in use and is determined for an individual asset, unless the asset does not generate cash inflows that are largely independent of those from other assets or group of assets. Where the carrying amount of an asset or cash-generating unit exceeds its recoverable amount, the asset is considered impaired and is written down to its recoverable amount.

Impairment losses are recognised in statement of comprehensive income.

A previously recognised impairment loss is reversed only if there has been a change in the estimates used to determine the asset's recoverable amount since the last impairment loss was recognised. If that is the case, the carrying amount of the asset is increased to its recoverable amount. That increase cannot exceed the carrying amount that would have been determined, net of depreciation, had no impairment loss been recognised previously. Such reversal is recognised in statement of comprehensive income.

(i) Financial instruments

(i) Financial assets

Initial recognition and measurement

Financial assets are recognised when, and only when the entity becomes party to the contractual provisions of the instruments.

At initial recognition, the Council measures a financial asset at its fair value plus, in the case of a financial asset not at FVPL, transaction costs that are directly attributable to the acquisition of the financial asset. Transaction costs of financial assets carried at FVPL are expensed in statement of comprehensive income.

PUBLIC TRANSPORT COUNCIL

(Constituted under the Public Transport Council Act 1987)

NOTES TO THE FINANCIAL STATEMENTS

For the financial year ended 31 March 2026

2. Material accounting policy information (continued)

(i) Financial instruments (continued)

(i) Financial assets (continued)

Subsequent measurement

- Investment in debt instruments

Subsequent measurement of debt instruments depends on the Council's business model for managing the asset and the contractual cash flow characteristics of the asset. The three measurement categories for classification of debt instruments are amortised cost, FVOCI and FVPL. The Council only has debt instruments at amortised cost.

Financial assets that are held for the collection of contractual cash flows where those cash flows represent solely payments of principal and interest are measured at amortised cost. Financial assets are measured at amortised cost using the effective interest method, less impairment. Gains and losses are recognised in statement of comprehensive income when the assets are derecognised or impaired, and through the amortisation process.

Derecognition

A financial asset is derecognised where the contractual right to receive cash flows from the asset has expired. On derecognition of a financial asset in its entirety, the difference between the carrying amount and the sum of the consideration received and any cumulative gain or loss that had been recognised in other comprehensive income for debt instruments is recognised in statement of comprehensive income.

(ii) Financial liabilities

Initial recognition and measurement

Financial liabilities are recognised when, and only when, the Council becomes a party to the contractual provisions of the financial instrument. The Council determines the classification of its financial liabilities at initial recognition.

All financial liabilities are recognised initially at fair value plus in the case of financial liabilities not at FVPL, directly attributable transaction costs.

Subsequent measurement

After initial recognition, financial liabilities that are not carried at FVPL are subsequently measured at amortised cost using the effective interest method. Gains and losses are recognised in statement of comprehensive income when the liabilities are derecognised, and through the amortisation process.

PUBLIC TRANSPORT COUNCIL

(Constituted under the Public Transport Council Act 1987)

NOTES TO THE FINANCIAL STATEMENTS

For the financial year ended 31 March 2026

2. Material accounting policy information (continued)

(i) Financial instruments (continued)

(ii) Financial liabilities (continued)

Derecognition

A financial liability is derecognised when the obligation under the liability is discharged or cancelled or expired. On derecognition, the difference between the carrying amounts and the consideration paid is recognised in statement of comprehensive income.

(iii) Offsetting of financial instruments

A financial asset and a financial liability shall be offset and the net amount presented in the statement of financial position when, and only when, an entity:

- (a) currently has a legally enforceable right to set off the recognised amounts; and
- (b) intends either to settle on a net basis, or to realise the asset and settle the liability simultaneously.

(j) Impairment of financial assets

The Council recognises an allowance for expected credit losses (ECLs) for all debt instruments not held at FVPL. ECLs are based on the difference between the contractual cash flows due in accordance with the contract and all the cash flows that the Council expects to receive, discounted at an approximation of the original effective interest rate. The expected cash flows will include cash flows from the sale of collateral held or other credit enhancements that are integral to the contractual terms.

ECLs are recognised in two stages. For credit exposures for which there has not been a significant increase in credit risk since initial recognition, ECLs are provided for credit losses that result from default events that are possible within the next 12-months (a 12-month ECL). For those credit exposures for which there has been a significant increase in credit risk since initial recognition, a loss allowance is recognised for credit losses expected over the remaining life of the exposure, irrespective of timing of the default (a lifetime ECL).

PUBLIC TRANSPORT COUNCIL

(Constituted under the Public Transport Council Act 1987)

NOTES TO THE FINANCIAL STATEMENTS

For the financial year ended 31 March 2026

2. Material accounting policy information (continued)

(j) Impairment of financial assets (continued)

The Council considers a financial asset in default when contractual payments are 90 days past due. However, in certain cases, the Council may also consider a financial asset to be in default when internal or external information indicates that the Council is unlikely to receive the outstanding contractual amounts in full before taking into account any credit enhancements held by the Council. A financial asset is written off when there is no reasonable expectation of recovering the contractual cash flows.

(k) Cash and cash equivalents

Cash and cash equivalents comprise cash at banks and cash deposits with the Accountant General's Department (AGD) which are subject to an insignificant risk of changes in value.

(l) Provisions

Provisions are recognised when the Council has a present obligation (legal or constructive) as a result of a past event, it is probable that an outflow of resources embodying economic benefits will be required to settle the obligation and the amount of the obligation can be estimated reliably.

Provisions are reviewed at the end of each reporting period and adjusted to reflect the current best estimate. If it is no longer probable that an outflow of economic resources will be required to settle the obligation, the provision is reversed. If the effect of the time value of money is material, provisions are discounted using a current pre-tax rate that reflects, where appropriate, the risks specific to the liability. When discounting is used, the increase in the provision due to the passage of time is recognised as a finance cost.

(m) Employee benefits

(i) Defined contribution plans

The Council makes contributions to the Central Provident Fund scheme in Singapore, a defined contribution pension scheme. Contributions to defined contribution pension schemes are recognised as an expense in the period in which the related service is performed.

(ii) Short-term employee benefits

Short-term employee benefit obligations are measured on an undiscounted basis and are expensed as the related service is provided. A liability is recognised for the amount expected to be paid if the Council has a present legal or constructive obligation to pay this amount as a result of past service provided by the employee, and the obligation can be estimated reliably.

PUBLIC TRANSPORT COUNCIL

(Constituted under the Public Transport Council Act 1987)

NOTES TO THE FINANCIAL STATEMENTS

For the financial year ended 31 March 2026

2. Material accounting policy information (continued)

(n) Leases

The Council assesses at contract inception whether a contract is, or contains, a lease. That is, if the contract conveys the right to control the use of an identified asset for a period of time in exchange for consideration.

(i) As lessee

The Council applies a single recognition and measurement approach for all leases, except for short-term leases and leases of low-value assets. The Council recognises lease liabilities representing the obligations to make lease payments and right-of-use assets representing the right to use the underlying leased assets.

Right-of-use assets

The Council recognises right-of-use assets at the commencement date of the leases (i.e. the date of underlying asset is available for use). Right-of-use assets are measured at cost, less any accumulated depreciation and impairment losses, and adjusted for any remeasurement of lease liabilities. The cost of right-of-use assets includes the amount of lease liabilities recognised, initial direct costs incurred, and lease payments made at or before the commencement date less any lease incentives received. Right-of-use assets are depreciated on a straight-line basis over the shorter of the lease term and the estimated useful lives of the assets.

If ownership of the leased asset transfer to the Council at the end of the lease term or the cost reflects the exercise of a purchase option, depreciation is calculated using the estimated useful life of the asset. The right-of-use assets are also subject to impairment. The accounting policy for impairment is disclosed in Note 2(h).

The Council's right-of-use assets are presented within property, plant and equipment (Note 6).

PUBLIC TRANSPORT COUNCIL

(Constituted under the Public Transport Council Act 1987)

NOTES TO THE FINANCIAL STATEMENTS

For the financial year ended 31 March 2026

2. Material accounting policy information (continued)

(n) Leases (continued)

(i) As lessee (continued)

Lease liabilities

At the commencement date of the lease, the Council recognises lease liabilities measured at the present value of lease payments to be made over the lease term. The lease payments include fixed payments (including in-substance fixed payments) less any lease incentives receivable, variable lease payments that depend on an index or a rate, and amounts expected to be paid under residual value guarantees. The lease payments also include the exercise price of a purchase option reasonably certain to be exercised by the Council and payments of penalties for terminating the lease, if the lease term reflects the Council exercising the option to terminate. Variable lease payments that do not depend on an index or a rate are recognised as expenses (unless they are incurred to produce inventories) in the period in which the event or condition that triggers the payment occurs.

In calculating the present value of lease payments, the Council uses its incremental borrowing rate at the lease commencement date because the interest rate implicit in the lease is not readily determinable. After the commencement date, the amount of lease liabilities is increased to reflect the accretion of interest and reduced for the lease payments made. In addition, the carrying amount of lease liabilities is remeasured if there is a modification, a change in the lease term, a change in the lease payments (e.g. changes to future payments resulting from a change in an index or rate used to determine such lease payments) or a change in the assessment of an option to purchase the underlying asset.

(ii) As lessor

Leases in which the Council does not transfer substantially all the risks and rewards incidental to ownership of an asset are classified as operating leases. Rental income arising from operating leases on the Council's investment properties is accounted for on a straight-line basis over the lease terms. Initial direct costs incurred in negotiating and arranging an operating lease are added to the carrying amount of the leased asset and recognised over the lease term on the same basis as rental income. Contingent rents are recognised as revenue in the period in which they are earned.

PUBLIC TRANSPORT COUNCIL

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NOTES TO THE FINANCIAL STATEMENTS

For the financial year ended 31 March 2026

2. Material accounting policy information (continued)

(o) Goods and services tax ("GST")

Revenues, expenses and assets are recognised net of the amount of GST except:

- where the GST incurred on a purchase of assets or services is not recoverable from the taxation authority, in which case the GST is recognised as part of the cost of acquisition of the asset or as an expense in the income or expenditure as applicable; and
- receivables and payables that are stated with the amount of GST included.

The net amount of GST recoverable from, or payable to, the taxation authority is included as part of receivables or payables in the statement of financial position.

(p) Related parties

A related party is defined as follows:

- A. A person or a close member of that person's family is related to the Council if that person:
- (i) has control or joint control of the Council;
 - (ii) has significant influence over the Council; or
 - (iii) is a member of the key management personnel of the Council or of a parent of the Council.

PUBLIC TRANSPORT COUNCIL

(Constituted under the Public Transport Council Act 1987)

NOTES TO THE FINANCIAL STATEMENTS

For the financial year ended 31 March 2026

2. Material accounting policy information (continued)

(p) Related parties (continued)

B. An entity is related to the Council if any of the following conditions applies:

- (i) The entity and the Council are members of the same group (which means that each parent, subsidiary and fellow subsidiary is related to the others);
- (ii) One entity is an associate or joint venture of the other entity (or an associate or joint venture of a member of a group of which the other entity is a member)
- (iii) Both entities are joint ventures of the same third party.
- (iv) One entity is a joint venture of a third entity and the other entity is an associate of the third entity.
- (v) The entity is a post-employment benefit plan for the benefit of employees of either the Council or an entity related to the Council. If the Council is itself such a plan, the sponsoring employers are also related to the Council.
- (vi) The entity is controlled or jointly controlled by a person identified in (A).
- (vii) A person identified in (A) (i) has significant influence over the entity or is a member of the key management personnel of the entity (or of a parent of the entity).
- (viii) The entity, or any member of a group of which it is a part, provides key management personnel services to the Council or to the parent of the Council.

Key management personnel

Key management personnel are those persons having authority and responsibility for planning, directing and controlling the activities of the Council, directly or indirectly.

(q) Share capital

Under the Minister for Finance's Capital Management Framework for Statutory Boards (Finance Circular Minutes No. M26/2008), proceeds received from Ministry of Finance are capital injections recognised as share capital in equity.

PUBLIC TRANSPORT COUNCIL

(Constituted under the Public Transport Council Act 1987)

NOTES TO THE FINANCIAL STATEMENTS

For the financial year ended 31 March 2026

2. Material accounting policy information (continued)

(r) Contributions to consolidated fund

The contributions to the consolidated fund is required under Section 3(a) of the Statutory Corporations (Contributions to Consolidated Fund) Act 1989. The contribution is pegged at the prevailing statutory income tax rate for corporate bodies. Accounting surplus would be used for the purpose of computing the contribution and this is accounted for on an accrual basis.

(s) Contingencies

A contingent liability is:

- (i) a possible obligation that arises from past events and whose existence will be confirmed only by the occurrence or non-occurrence of one or more uncertain future events not wholly within the control of the Council; or
- (ii) a present obligation that arises from past events but is not recognised because:
 - it is not probable that an outflow of resources embodying economic benefits will be required to settle the obligation; or
 - the amount of the obligation cannot be measured with sufficient reliability.

A contingent asset is a possible asset that arises from past events and whose existence will be confirmed only by the occurrence or non-occurrence of one or more uncertain future events not wholly within the control of the Council.

Contingent liabilities and assets are not recognised on the statement of financial position of the Council, except for contingent liabilities assumed in a business combination that are present obligations and which the fair values can be reliably determined.

3. Significant accounting judgements and estimates

The preparation of the Council's financial statements requires management to make judgements, estimates and assumptions that affect the reported amounts of revenues, expenses, assets and liabilities, and the disclosure of contingent liabilities at the end of each reporting period. Uncertainty about these assumptions and estimates could result in outcomes that require a material adjustment to the carrying amount of the asset or liability affected in the future periods.

3.1 Judgements made in applying accounting policies

Management is of the opinion that there are no significant judgements made in applying accounting policies that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next financial year.

PUBLIC TRANSPORT COUNCIL

(Constituted under the Public Transport Council Act 1987)

NOTES TO THE FINANCIAL STATEMENTS

For the financial year ended 31 March 2026

3. Significant accounting judgements and estimates (continued)

3.2 Key sources of estimation uncertainty

The key assumptions concerning the future and other key sources of estimation uncertainty at the end of the reporting period are discussed below. The Council based its assumptions and estimates on parameters available when the financial statements were prepared. Existing circumstances and assumptions about future developments, however, may change due to market changes or circumstances arising beyond the control of the Council. Such changes are reflected in the assumptions when they occur.

(a) Provision for expected credit losses (ECLs) of other receivables

The Council uses a probability of default method to calculate ECLs for other receivables. The probability of default is based on probability of default events that are possible within the next 12-months (a 12-month ECL) for other receivables which there has not been a significant increase in credit risk since initial recognition or probability of default events that are possible over the remaining life of the exposure (a lifetime ECL) for other receivables which there has been a significant increase in credit risk since initial recognition.

The probability of default is initially based on the Council's historical observed default rates. The Council will calibrate the probability to adjust historical credit loss experience with forward-looking information. At every reporting date, historical default rates are updated and changes in the forward-looking estimates are analysed.

The assessment of the correlation between historical observed default rates, forecast economic conditions and ECLs is a significant estimate. The amount of ECLs is sensitive to changes in circumstances and of forecast economic conditions. The Council's historical credit loss experience and forecast of economic conditions may also not be representative of debtor's actual default in the future. The information about the ECLs on the Council's other receivables is disclosed in Note 21(a) to the financial statements.

The carrying amount of the Council's other receivables is disclosed in Note 7 to the financial statements.

PUBLIC TRANSPORT COUNCIL

(Constituted under the Public Transport Council Act 1987)

NOTES TO THE FINANCIAL STATEMENTS

For the financial year ended 31 March 2026

3. Significant accounting judgements and estimates (continued)

3.2 Key sources of estimation uncertainty (continued)

(b) Impairment of property, plant and equipment

Property, plant and equipment is reviewed for impairment whenever there is an indication that these assets may be impaired. The Council considers the guidance of SB-FRS 36 in assessing whether there is any indication that an item of the above assets may be impaired. This assessment requires significant judgement.

If any such indication exists, the recoverable amount of the assets is estimated to ascertain the amount of impairment loss. The recoverable amount is defined as the higher of the fair value less cost to sell and value-in-use.

In determining the value-in-use of assets, the Council applies a discounted cash flow model where the future cash flows derived from such assets are discounted at an appropriate rate. Forecasts of future cash flow are estimated based on financial budgets and forecasts approved by the management.

The carrying amount of the Council's property, plant and equipment as at 31 March 2026 is disclosed in Note 6 to the financial statements.

(c) Estimated useful lives and residual value of property, plant and equipment

The cost of property, plant and equipment less residual value is depreciated on a straight-line basis over the property, plant and equipment's estimated economic useful lives. The estimated useful life and residual value reflects the Council's estimate of the periods that the Council intends to derive future economic benefits from the use of the property, plant and equipment and residual value that the Council's estimated to recover at the end of the useful life.

The carrying amount of the Council's property, plant and equipment as at 31 March 2026 is disclosed in Note 6 to the financial statements.

(d) Estimating the incremental borrowing rate of leases

The Council cannot readily determine the interest rate implicit in the lease, therefore, it uses its incremental borrowing rate to measure lease liabilities. The incremental borrowing rate is the rate of interest that the Council would have to pay to borrow over a similar term, and with a similar security, the funds necessary to obtain an asset of a similar value to the right-of-use asset in a similar economic environment. The incremental borrowing rate therefore reflects what the Council 'would have to pay', which requires estimation when no observable rates are available or when they need to be adjusted to reflect the terms and conditions of the lease. The Council estimates the incremental borrowing rate using observable inputs (such as market interest rates) when available and is required to make certain entity-specific estimates.

PUBLIC TRANSPORT COUNCIL*(Constituted under the Public Transport Council Act 1987)***NOTES TO THE FINANCIAL STATEMENTS***For the financial year ended 31 March 2026*

4. Revenue

	2025/2026	2024/2025
	S\$	S\$
<u>Type of services</u>		
Penalty fee	30,650	32,800
Interest income	126,117	146,795
Others	30	30
Rental Income	164,464	164,464
	321,261	344,089
<u>Timing of transfer of services</u>		
At a point in time	321,261	344,089

5. Finance cost

	2025/2026	2024/2025
	S\$	S\$
Interest expense on:		
- Lease liabilities	42,301	75,489

PUBLIC TRANSPORT COUNCIL*(Constituted under the Public Transport Council Act 1987)***NOTES TO THE FINANCIAL STATEMENTS***For the financial year ended 31 March 2026***6. Property, plant and equipment**

	<u>Renovation</u>	<u>Furniture and fittings</u>	<u>Computer equipment/ software</u>	<u>Office equipment</u>	<u>Leasehold property</u>	<u>Total</u>
	S\$	S\$	S\$	S\$	S\$	S\$
<u>Cost</u>						
As at 1 April 2024	365,867	67,737	504,449	226,204	4,703,678	5,867,935
Additions	-	-	-	-	-	-
Disposal/Written off	-	-	-	-	-	-
As at 31 March 2025/ 1 April 2025	365,867	67,737	504,449	226,204	4,703,678	5,867,935
Additions	-	1,188	-	-	-	1,188
Disposal/Written off	-	-	-	-	-	-
As at 31 March 2026	365,867	68,925	504,449	226,204	4,703,678	5,869,123

PUBLIC TRANSPORT COUNCIL*(Constituted under the Public Transport Council Act 1987)***NOTES TO THE FINANCIAL STATEMENTS***For the financial year ended 31 March 2026***6. Property, plant and equipment (continued)**

	<u>Renovation</u> S\$	<u>Furniture and fittings</u> S\$	<u>Computer equipment/ software</u> S\$	<u>Office equipment</u> S\$	<u>Leasehold property</u> S\$	<u>Total</u> S\$
<u>Accumulated Depreciation</u>						
As at 1 April 2024	238,889	47,969	183,142	146,485	2,850,219	3,466,704
Depreciation for the year	72,559	11,297	87,933	43,660	673,985	889,434
Disposal/Written off	-	-	-	-	-	-
As at 31 March 2025/ 1 April 2025	311,448	59,266	271,075	190,145	3,524,204	4,356,138
Depreciation for the year	54,419	8,571	64,935	34,327	673,985	836,237
Disposal/Written off	-	-	-	-	-	-
As at 31 March 2026	365,867	67,837	336,010	224,472	4,198,189	5,192,375
<u>Carrying amount</u>						
As at 31 March 2026	-	1,088	168,439	1,732	505,489	676,748
As at 31 March 2025	54,419	8,471	233,374	36,059	1,179,474	1,511,797

Included within the Leasehold property is a provision for premise reinstatement costs of **S\$79,219** (2024/2025: S\$79,219) (Note 14).

PUBLIC TRANSPORT COUNCIL*(Constituted under the Public Transport Council Act 1987)***NOTES TO THE FINANCIAL STATEMENTS***For the financial year ended 31 March 2026***7. Other receivables**

	2025/2026	2024/2025
	S\$	S\$
Accrued income	2,300	2,950
Deposits	171,307	171,642
Interest receivables	53,585	74,224
Others	202,044	66,443
	<u>429,236</u>	<u>315,259</u>

Other receivables are denominated in Singapore Dollar.

8. Grant receivables

	2025/2026	2024/2025
	S\$	S\$
At the beginning of the financial year	-	-
Grant recognised in income and expenditure for the financial year (Note 2e)	10,450,239	10,584,443
Transferred to deferred capital grant during the financial year (Note 13)	1,188	-
Operating grants received during the year	(10,273,139)	(10,443,947)
Reimbursements of Agency Facility Management Services (Note 22)	<u>(178,288)</u>	<u>(140,496)</u>
At the end of the financial year	<u>-</u>	<u>-</u>
Government grant representing:		
Grant receivables	<u>-</u>	<u>-</u>

Grant receivables are denominated in Singapore Dollar.

PUBLIC TRANSPORT COUNCIL*(Constituted under the Public Transport Council Act 1987)***NOTES TO THE FINANCIAL STATEMENTS***For the financial year ended 31 March 2026*

9. Cash and cash equivalents

	2025/2026 S\$	2024/2025 S\$
Cash at bank	20,701	20,701
Cash deposits with AGD	<u>7,146,361</u>	<u>6,857,119</u>
	<u>7,167,062</u>	<u>6,877,820</u>

Cash and cash equivalents comprise cash which includes bank balances held by Accountant-General's Department ("AGD") under the Government's Centralised Liquidity Management Framework for Statutory Boards.

Cash and cash equivalents are denominated in Singapore Dollar.

10. Other payables

	2025/2026 S\$	2024/2025 S\$
Other payables	310,335	291,568
Security deposits	142,721	142,721
Accrued expenses	<u>947,430</u>	<u>1,087,072</u>
	<u>1,400,486</u>	<u>1,521,361</u>

Other payables are denominated in the Singapore Dollar.

11. Contributions to consolidated fund

Under Section 13(1)(e) and the First Schedule of the Singapore Income Tax Act 1947, the income of the Council is exempt from income tax.

In lieu of income tax, the Council is required to make contribution to the Government Consolidated Fund in accordance with the Statutory Corporations (Contributions to Consolidated Fund) Act 1989. The provision is based on the guidelines specified by the Ministry of Finance and is computed based on the net surplus of the Council for each of the financial year at the prevailing corporate tax rate for the Year of Assessment.

PUBLIC TRANSPORT COUNCIL*(Constituted under the Public Transport Council Act 1987)***NOTES TO THE FINANCIAL STATEMENTS***For the financial year ended 31 March 2026***11. Contributions to consolidated fund (continued)**

	2025/2026 S\$	2024/2025 S\$
Provision for current year contributions	<u>108,884</u>	<u>199,083</u>
Reconciliation of effective tax rate:		
Surplus before statutory contributions to consolidated fund recognised in statement of comprehensive income	640,496	1,171,075
Tax at statutory rate of 17% (2024/2025: 17 %)	<u>108,884</u>	<u>199,083</u>
Contributions to consolidated fund recognised in statement of comprehensive income	<u>531,612</u>	<u>971,992</u>

12. LeasesCouncil as a lessee

The Council has lease contracts for leasehold property. The Council's obligations under these leases are secured by the lessor's title to the leased assets.

- (a) Carrying amounts of right-of-use assets classified within property, plant and equipment.

	Leasehold property S\$
2025/2026	
At 1 April 2025	1,179,474
Acquisitions	-
Depreciation	<u>(673,985)</u>
At 31 March 2026	<u>505,489</u>
2024/2025	
At 1 April 2024	1,853,459
Acquisitions	-
Depreciation	<u>(673,985)</u>
At 31 March 2025	<u>1,179,474</u>

PUBLIC TRANSPORT COUNCIL*(Constituted under the Public Transport Council Act 1987)***NOTES TO THE FINANCIAL STATEMENTS***For the financial year ended 31 March 2026***12. Leases (continued)****Council as a lessee (continued)****(b) Lease liabilities**

	2025/2026 S\$	2024/2025 S\$
Current	534,207	681,879
Non-current	-	534,207
	<u>534,207</u>	<u>1,216,086</u>

A reconciliation of liabilities arising from financing activities is as follows:

	1 April 2025	Cash flows	<u>Non-cash changes</u>			31 March 2026
			Acquisition	Accretion of interest	Other	
	S\$	S\$	S\$	S\$	S\$	S\$
Lease liabilities						
- Current	681,879	(724,180)	-	42,301	534,207	534,207
- Non-current	534,207	-	-	-	-(534,207)	-
	<u>1,216,086</u>	<u>(724,180)</u>	<u>-</u>	<u>42,301</u>	<u>-</u>	<u>534,207</u>

	1 April 2024	Cash flows	<u>Non-cash changes</u>			31 March 2025
			Acquisition	Accretion of interest	Other	
	S\$	S\$	S\$	S\$	S\$	S\$
Lease liabilities						
- Current	648,691	(724,180)	-	75,489	681,879	681,879
- Non-current	1,216,086	-	-	-	-(681,879)	534,207
	<u>1,864,777</u>	<u>(724,180)</u>	<u>-</u>	<u>75,489</u>	<u>-</u>	<u>1,216,086</u>

(c) Amounts recognised in statement of comprehensive income

	2025/2026 S\$	2024/2025 S\$
Depreciation of right-of-use assets	673,985	673,985
Interest expense on lease liabilities (Note 5)	42,301	75,489
Lease expense not capitalised in lease liabilities		
- Expense relating to leases of low-value assets (included in IT expenditure/maintenance)	<u>50,917</u>	<u>35,573</u>
Total amount recognised in statement of comprehensive income	<u>767,203</u>	<u>785,047</u>

PUBLIC TRANSPORT COUNCIL*(Constituted under the Public Transport Council Act 1987)***NOTES TO THE FINANCIAL STATEMENTS***For the financial year ended 31 March 2026***12. Leases (continued)**Council as a lessee (continued)**(d) Total cash outflow**

The Council had total cash outflow for leases of **S\$724,180** in 2025/2026 (2024/2025: S\$724,180).

(e) Extension options

The Council has lease contracts that include extension options. These options are negotiated by council to provide flexibility in managing the leased-asset portfolio and align with the Council's business needs. Council exercises significant judgement in determining whether these extension options are reasonably certain to be exercised.

Council as a lessor

The Council has entered into operating leases. The Council leases office under non-cancellable operating lease agreements. These leases have varying terms.

Rental income is disclosed in Note 4.

The future minimum rental receivable under non-cancellable operating leases contracted for at the reporting period are as follows:

	2025/2026	2024/2025
	S\$	S\$
Not later than one year	123,348	164,464
Later than one year but not later than five year	-	123,348
	<u>123,348</u>	<u>287,812</u>

13. Deferred capital grant

	2025/2026	2024/2025
	S\$	S\$
At the beginning of the financial year	234,321	300,550
Transferred from government operating grant during the financial year (Note 8)	1,188	-
Grant recognised in income and expenditure for the financial year (Note 2e)	<u>(65,888)</u>	<u>(66,229)</u>
At end of the financial year	<u>169,621</u>	<u>234,321</u>

PUBLIC TRANSPORT COUNCIL*(Constituted under the Public Transport Council Act 1987)***NOTES TO THE FINANCIAL STATEMENTS***For the financial year ended 31 March 2026***14. Provision for reinstatement costs**

Provision for reinstatement costs is made for the estimated cost of reinstating the Council's rented premises to the original condition upon termination of the lease:

	2025/2026 S\$	2024/2025 S\$
At the beginning of the financial year	79,219	79,219
Provision during the financial year	-	-
Utilisation during the financial year	-	-
At the end of the financial year	<u>79,219</u>	<u>79,219</u>

15. Share capital

	2025/2026 Number of shares	2024/2025	2025/2026 S\$	2024/2025 S\$
Issued and fully paid up	<u>1,187,682</u>	<u>1,187,682</u>	<u>1,187,682</u>	<u>1,187,682</u>

During the financial year, the Council received additional proceeds from equity financing of S\$0 (2024/2025: S\$0) from the Ministry of Finance. 0 (2024/2025: 0) ordinary shares issued during the financial year were held by the Minister for Finance, a body incorporated by the Minister for Finance (Incorporation) Act 1959 in its capacity as shareholder under the Capital Management Framework for Statutory Boards. The holder of these shares, which has no par value, is entitled to receive dividends.

16. Accumulated surplus

The balance represents unutilised surplus of the Council.

17. Licence fees

All licence fees received by the Council are taken into the Consolidated Fund and bank account maintained by the Accountant General's Department in accordance with Section 26B(2) of the Public Transport Council Act 1987. The following licence fees received during the financial year are therefore not included in the statement of comprehensive income or statement of financial position of the Council.

	2025/2026 S\$	2024/2025 S\$
Ticket payment service licence fees	<u>42,300</u>	<u>35,400</u>

PUBLIC TRANSPORT COUNCIL*(Constituted under the Public Transport Council Act 1987)***NOTES TO THE FINANCIAL STATEMENTS***For the financial year ended 31 March 2026***18. Significant related party transactions**

For the purpose of these financial statements, parties are considered to be related to the Council if the Council has the ability, directly or indirectly, to control the party or exercise significant influence over the party in making financial and operating decisions, or vice versa, or where the Council and the party are subject to common control or common significant influence. Related parties may be individuals or other entities. Under SB-FRS 24, the parent Ministry and other government agencies are deemed as related parties.

Purchase of services

Other than disclosed elsewhere in the financial statements, the transactions with related parties based on agreed terms are as follows:

	2025/2026 S\$	2024/2025 S\$
Ministries		
Manpower-related services	-	120,150
Support services	<u>381,871</u>	<u>302,457</u>
Statutory Boards		
Manpower-related services	1,380,860	1,099,162
Support services	<u>705,625</u>	<u>518,758</u>

Compensation of key management personnel

	2025/2026 S\$	2024/2025 S\$
Salaries, allowances and benefits	1,936,533	1,984,534
Employer's contributions to Central Provident Fund	<u>103,100</u>	<u>99,759</u>
	<u>2,039,633</u>	<u>2,084,293</u>

The above includes Council Members' allowance of S\$111,575 (2024/2025: S\$101,250).

PUBLIC TRANSPORT COUNCIL

(Constituted under the Public Transport Council Act 1987)

NOTES TO THE FINANCIAL STATEMENTS

For the financial year ended 31 March 2026

19. Fair value of assets and liabilities

Assets and liabilities not measured at fair value

Other receivables, grant receivables, cash and cash equivalents and other payables

The carrying amounts of these balances approximate their fair values due to the short-term nature of these balances.

Lease liabilities

The carrying amounts of lease liabilities approximate their fair value as they are subject to interest rates close to market rate of interest for similar arrangements with financial institutions.

20. Financial risk management

The Council's activities expose it to a variety of financial risks from its operations. The key financial risks include credit risk, liquidity risk and market risk (including interest rate risk and foreign currency risk).

The Council does not have a formal overall risk management programme but reviews the overall risk on an informal basis. Risk management is determined and carried out by the Council's Management.

The following sections provide details regarding the Council's exposure to the above-mentioned financial risks and the objectives and processes for the management of these risks.

There has been no change to the Council's exposure to these financial risks or the manner in which it manages and measures the risks.

(a) Credit risk

Credit risk refers to the risk that the counterparty will default on its contractual obligations resulting in a loss to the Council. The Council's exposure to credit risk arises primarily from other receivables. For other financial assets (including cash and cash equivalents), the Council minimises credit risk by dealing exclusively with high credit rating counterparties.

The Council has adopted a policy of only dealing with creditworthy counterparties. The Council performs ongoing credit evaluation of its counterparties' financial condition and generally do not require a collateral.

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NOTES TO THE FINANCIAL STATEMENTS

For the financial year ended 31 March 2026

20. Financial risk management (continued)

(a) Credit risk (continued)

The Council considers the probability of default upon initial recognition of asset and whether there has been a significant increase in credit risk on an ongoing basis throughout each reporting period.

The Council has determined the default event on a financial asset to be when internal and/or external information indicates that the financial asset is unlikely to be received, which could include default of contractual payments due for more than 90 days, default of interest due for more than 90 days or there is significant difficulty of the counterparty.

To minimise credit risk, the Council has developed and maintained the Council's credit risk gradings to categorise exposures according to their degree of risk of default. The credit rating information is supplied by publicly available financial information and the Council's own trading records to rate its major customers and other debtors. The Council considers available reasonable and supportive forward-looking information which includes the following indicators:

- Internal credit rating
- External credit rating
- Actual or expected significant adverse changes in business, financial or economic conditions that are expected to cause a significant change to the debtor's ability to meet its obligations
- Actual or expected significant changes in the operating results of the debtor
- Significant increases in credit risk on other financial instruments of the same debtor
- Significant changes in the expected performance and behaviour of the debtor, including changes in the payment status of debtors in the group and changes in the operating results of the debtor.

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For the financial year ended 31 March 2026

20. Financial risk management (continued)

(a) Credit risk (continued)

Regardless of the analysis above, a significant increase in credit risk is presumed if a debtor is more than 90 days past due in making contractual payment.

The Council determined that its financial assets are credit-impaired when:

- There is significant difficulty of the debtor
- A breach of contract, such as a default or past due event
- It is becoming probable that the debtor will enter bankruptcy or other financial reorganisation
- There is a disappearance of an active market for that financial asset because of financial difficulty

The Council categorises a receivable for potential write-off when a debtor fails to make contractual payments more than 90 days past due. Financial assets are written off when there is evidence indicating that the debtor is in severe financial difficulty and the debtor has no realistic prospect of recovery.

The Council's current credit risk grading framework comprises the following categories:

Category	Definition of category	Basis for recognising expected credit loss (ECL)
I	Counterparty has a low risk of default and does not have any past-due amounts.	12-month ECL
II	Amount is > 30 days past due or there has been a significant increase in credit risk since initial recognition.	Lifetime ECL – not credit-impaired
III	Amount is > 60 days past due or there is evidence indicating the asset is credit-impaired (in default).	Lifetime ECL – credit-impaired
IV	There is evidence indicating that the debtor is in severe financial difficulty and the debtor has no realistic prospect of recovery.	Amount is written off

PUBLIC TRANSPORT COUNCIL*(Constituted under the Public Transport Council Act 1987)***NOTES TO THE FINANCIAL STATEMENTS***For the financial year ended 31 March 2026***20. Financial risk management (continued)****(a) Credit risk (continued)**

The table below details the credit quality of the Council's financial assets, as well as maximum exposure to credit risk by credit risk rating categories:

	Note	Category	12-month or lifetime ECL	Gross carrying amount S\$	Loss allowance S\$	Net carrying amount S\$
31 March 2026						
Other receivables	7	I	12-month ECL	429,236	-	429,236
31 March 2025						
Other receivables	7	I	12-month ECL	315,259	-	315,259
					-	

Other receivables and grant receivables

The Council assessed the latest performance and financial position of the counterparties, adjusted for the future outlook of the industry in which the counterparties operate in, and concluded that there has been no significant increase in the credit risk since the initial recognition of the financial assets. Accordingly, the Council measured the impairment loss allowance using 12-month ECL and determined that the ECL is insignificant.

(b) Liquidity risk

Liquidity risk refers to the risk that the Council will encounter difficulties in meeting its short-term obligations due to shortage of funds. The Council's exposure to liquidity risk arises primarily from mismatches of the maturities of financial assets and liabilities. It is managed by matching the payment and receipt cycles.

The Council manages liquidity risk by maintaining sufficient funding from the Government to finance its operations. The Council exercises prudent liquidity and cash flow risk management policies and aims at maintaining high level of liquidity and cash flow at all times.

All financial assets and liabilities (excluding provision for reinstatement costs) are repayable on demand or due within 1 year from the end of the reporting period.

(c) Market risk

Market risk is the risk that changes in market prices, such as interest rates and foreign exchange rates will affect the Council's income. The objective of market risk management is to manage and control market risk exposures within acceptable parameters, while optimising the return on risk.

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For the financial year ended 31 March 2026

20. Financial risk management (continued)

(c) Market risk (continued)

(i) Interest rate risk

Interest rate risk is the risk that the fair value or future cash flows of the Council's financial instruments will fluctuate because of changes in market interest rates.

At the end of the reporting period, the Council has limited exposure to interest rate risk.

(ii) Foreign currency risk

The Council's foreign exchange risk results mainly from cash flows from transactions denominated in foreign currencies. At present, the Council does not have any formal policy for hedging against currency risk. The Council ensures that the net exposure is kept to an acceptable level by buying or selling foreign currencies at spot rates, where necessary, to address short term imbalances.

At the end of the reporting period, the Council does not have any significant foreign currency risk.

21. Financial instruments by category

At the reporting date, the aggregate carrying amounts of financial assets at amortised cost and financial liabilities at amortised cost were as follows:

	Note	2025/2026 S\$	2024/2025 S\$
<u>Financial assets measured at amortised cost</u>			
Other receivables		429,236	315,259
Cash and cash equivalents		7,167,062	6,877,820
Total financial assets measured at amortised cost		<u>7,596,298</u>	<u>7,193,079</u>
<u>Financial liabilities measured at amortised cost</u>			
Other payables		1,400,486	1,521,361
Lease liabilities		534,207	1,216,086
Total financial liabilities measured at amortised cost		<u>1,934,693</u>	<u>2,737,447</u>

22. Agency Facility Management Services and Systems Maintenance Grant

The Council incurred S\$178,288 (2024/2025: S\$140,496) for the Agency Facility Management and system maintenance services, which encompass helpdesk, onsite engineers support, network support and maintenance support. The amount was funded via operating grants retained and disbursed by the Ministry of Transport.

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NOTES TO THE FINANCIAL STATEMENTS

For the financial year ended 31 March 2026

23. Authorisation of financial statements for issue

The financial statements for the financial year ended 31 March 2026 were authorised for issue in accordance with a resolution of the Council Members on 15 July 2026.

PUBLIC TRANSPORT COUNCIL

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GENERAL INFORMATION

For the financial year ended 31 March 2026

Council's Members

Ms. Janet Ang Guat Har	
Mr. Leow Yew Chin	
Mr Cham Dao Song	
Ms. Ku Geok Boon	
Mr. Lim Bok Ngam	
Mr. Lim Boon Wee	
Mr. Mak Mun Whai	
Mr. Naseer Bin Ghani	
Mr. Tan Soo Nan	
Dr. Vincent Chua Cheng Huat	
Ms. Amatul Jameel Suhani Binte Sujari	(Appointed on 01 May 2025)
Mr. Anwar Abdullah	(Appointed on 01 May 2025)
Mr. Bharathi Muthu Kumaran	(Appointed on 01 May 2025)
Mr. Cheng Yong Tai	(Appointed on 01 May 2025)
Ms. Chong Choy Hoong, Beatrice	(Appointed on 01 May 2025)
Mr. D S Sakthivel	(Appointed on 01 May 2025)
Mr. Loh Joo Shia, Daniel	(Appointed on 01 May 2025)
Mr. Timothy Wong	(Appointed on 01 May 2025)

Auditors

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Partner : Chiew Shang Hui

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mTower #05-01A

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Principal Banker

Oversea-Chinese Banking Corporation Limited