

## FINANCIAL STATEMENTS AND RELATED ANNOUNCEMENT::HALF YEARLY RESULTS

### Issuer & Securities

#### Issuer/ Manager

COMFORTDELGRO CORPORATION LIMITED

#### Securities

COMFORTDELGRO CORPORATION LTD - SG1N31909426 - C52

#### Stapled Security

No

### Announcement Details

#### Announcement Title

Financial Statements and Related Announcement

#### Date & Time of Broadcast

14-Aug-2023 18:10:44

#### Status

New

#### Announcement Sub Title

Half Yearly Results

#### Announcement Reference

SG230814OTHRAV8Y

#### Submitted By (Co./ Ind. Name)

Angeline Joyce Lee Siang Pohr

#### Designation

Company Secretary

#### Description (Please provide a detailed description of the event in the box below - Refer to the Online help for the format)

Please see the attachments:

- (1) Unaudited Condensed Interim Consolidated Financial Statements for the half year ended 30 June 2023 and Dividend Announcement;
- (2) 1HFY2023 Financial Results Presentation; and
- (3) Media Release.

### Additional Details

#### For Financial Period Ended

30/06/2023

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## Attachments

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[ComfortDelGro - 1HFY2023 Unaudited FS and Dividend Announcement.pdf](#)

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[ComfortDelGro - 1HFY2023 Financial Results Presentation.pdf](#)

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[ComfortDelGro - Media Release - CDG Results for Q2FY2023.pdf](#)

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Total size =1927K MB

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**COMFORTDELGRO CORPORATION LIMITED**  
Company Registration Number: 200300002K

**Unaudited Condensed Interim Consolidated Financial Statements for  
the half year ended 30 June 2023 and Dividend Announcement**

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**A. CONDENSED INTERIM GROUP INCOME STATEMENT**

	Note	Group		
		1st Half 2023	1st Half 2022*	Fav/ (Adv)
		\$'m	\$'m	%
<b>Revenue</b>	5	<b>1,862.3</b>	<b>1,843.3</b>	<b>1.0</b>
Staff costs		(901.2)	(904.6)	0.4
Fuel and electricity costs		(201.6)	(193.1)	(4.4)
Depreciation and amortisation		(180.6)	(177.6)	(1.7)
Repairs and maintenance costs		(138.1)	(138.8)	0.5
Contract services		(96.7)	(73.6)	(31.4)
Materials and consumables costs		(54.1)	(62.0)	12.7
Insurance premiums and accident claims		(40.4)	(37.9)	(6.6)
Premises costs		(37.5)	(36.2)	(3.6)
Road tax and licence fees		(26.6)	(26.6)	-
Utilities, IT and communication costs		(24.1)	(20.1)	(19.9)
Advertising production and promotion costs		(11.6)	(9.5)	(22.1)
Professional fees		(10.3)	(5.5)	(87.3)
Net gain on disposal of vehicles, premises and equipment		1.8	38.9	(95.4)
Other operating costs		(24.1)	(25.6)	5.9
Total Operating Costs		<u>(1,745.1)</u>	<u>(1,672.2)</u>	(4.4)
<b>Operating Profit</b>		<b>117.2</b>	<b>171.1</b>	<b>(31.5)</b>
Net Income from Investments		14.9	4.0	272.5
Finance Costs		(9.3)	(4.9)	(89.8)
Share of results of associates and joint ventures		0.9	0.5	80.0
<b>Profit before Taxation</b>		<b>123.7</b>	<b>170.7</b>	<b>(27.5)</b>
Taxation	7	(23.7)	(35.0)	32.3
<b>Profit after Taxation</b>	8	<b><u>100.0</u></b>	<b><u>135.7</u></b>	<b>(26.3)</b>
Profit Attributable to:				
<b>Shareholders of the Company</b>		<b>78.5</b>	<b>115.3</b>	<b>(31.9)</b>
Non-Controlling Interests		21.5	20.4	5.4
		<u>100.0</u>	<u>135.7</u>	(26.3)

\* Certain comparative figures have been restated. Please refer to Note 3 for further details.

**B. CONDENSED INTERIM GROUP COMPREHENSIVE INCOME STATEMENT**

	<b>Group</b>	
	<b>1st Half 2023</b>	<b>1st Half 2022**</b>
	\$'m	\$'m
<b>Profit after Taxation</b>	<b>100.0</b>	<b>135.7</b>
<i>Items that may be reclassified subsequently to profit and loss</i>		
Fair value adjustment on cash flow hedges	(0.6)	0.2
Exchange differences on translation of foreign operations	(2.3)	(66.1)
	<u>(2.9)</u>	<u>(65.9)</u>
<i>Items that will not be reclassified subsequently to profit or loss</i>		
Fair value adjustment on equity investments	5.0	(2.6)
<b>Other comprehensive income for the period</b>	<b>2.1</b>	<b>(68.5)</b>
	<u>2.1</u>	<u>(68.5)</u>
<b>Total comprehensive income for the period</b>	<b>102.1</b>	<b>67.2</b>
	<u>102.1</u>	<u>67.2</u>
<b>Attributable to:</b>		
Shareholders of the Company	85.6	50.5
Non-Controlling Interests	16.5	16.7
	<u>102.1</u>	<u>67.2</u>
Earnings per share (in cents) *:		
Basic	<u>3.62</u>	<u>5.32</u>
Diluted	<u>3.62</u>	<u>5.32</u>

\* Based on weighted average number of ordinary shares in issue (excluding treasury shares).

\*\* Certain comparative figures have been restated. Please refer to Note 3 for further details.

## C. CONDENSED INTERIM STATEMENTS OF FINANCIAL POSITION

Note	Group		Company	
	30 Jun 2023	31 Dec 2022	30 Jun 2023	31 Dec 2022
	\$'m	\$'m (Restated)	\$'m	\$'m (Restated)
<b>ASSETS</b>				
<b>Current assets</b>				
	877.0	967.0	135.0	241.1
	561.1	550.0	6.9	8.4
	-	-	42.3	6.3
	131.9	120.1	-	-
	6.6	7.6	-	-
	<u>1,576.6</u>	<u>1,644.7</u>	<u>184.2</u>	<u>255.8</u>
<b>Non-current assets</b>				
	-	-	1,187.6	1,187.6
	9.0	7.4	-	-
11	40.6	25.2	12.0	8.7
	146.4	142.6	8.7	10.6
	-	-	283.1	250.7
12	2,050.3	2,038.4	11.3	10.8
13	199.7	201.8	-	-
14	621.5	614.5	-	-
	29.7	27.0	-	0.3
	<u>3,097.2</u>	<u>3,056.9</u>	<u>1,502.7</u>	<u>1,468.7</u>
<b>Total assets</b>	<u>4,673.8</u>	<u>4,701.6</u>	<u>1,686.9</u>	<u>1,724.5</u>
<b>LIABILITIES AND EQUITY</b>				
<b>Current liabilities</b>				
15	39.5	26.8	8.5	8.6
15	10.4	12.7	-	-
15	29.3	37.6	4.9	4.7
	782.8	832.2	13.5	20.2
	-	-	196.3	260.1
	26.5	0.6	-	-
	20.1	20.0	-	-
	42.7	45.3	-	-
	51.3	65.6	0.4	1.6
	<u>1,002.6</u>	<u>1,040.8</u>	<u>223.6</u>	<u>295.2</u>
<b>Non-current liabilities</b>				
15	272.4	265.4	137.7	119.9
15	4.9	8.7	-	-
15	174.1	151.9	12.2	14.7
	4.6	4.3	-	-
	74.9	67.9	-	-
	19.4	20.0	-	-
	130.5	137.9	-	-
	<u>680.8</u>	<u>656.1</u>	<u>149.9</u>	<u>134.6</u>
<b>Total liabilities</b>	<u>1,683.4</u>	<u>1,696.9</u>	<u>373.5</u>	<u>429.8</u>
<b>Capital, reserves and non-controlling interests</b>				
16	694.4	694.4	694.4	694.4
17	(2.0)	(1.8)	(2.0)	(1.8)
	64.2	60.5	(38.6)	(41.0)
	(154.5)	(157.5)	-	-
	1,965.1	1,977.6	659.6	643.1
<b>Equity attributable to shareholders of the Company</b>	<u>2,567.2</u>	<u>2,573.2</u>	<u>1,313.4</u>	<u>1,294.7</u>
Non-controlling interests *	423.2	431.5	-	-
<b>Total equity</b>	<u>2,990.4</u>	<u>3,004.7</u>	<u>1,313.4</u>	<u>1,294.7</u>
<b>Total liabilities and equity</b>	<u>4,673.8</u>	<u>4,701.6</u>	<u>1,686.9</u>	<u>1,724.5</u>

\* Following the amendment of SFRS(I) 1-12 Income Taxes effective from 1 Jan 2023, deferred tax assets (liabilities), retained earnings and non-controlling interests have been restated. Please refer to Note 2.1 for further details.

**D. CONDENSED INTERIM GROUP CASH FLOW STATEMENT**

	Note	Group	
		1st Half 2023	1st Half 2022*
		\$'m	\$'m
<b>Operating activities</b>			
Profit before Taxation		123.7	170.7
Adjustments for:			
Depreciation and amortisation		180.6	177.6
Finance costs		9.3	4.9
Interest income		(14.9)	(4.0)
Net gain on disposal of vehicles, premises and equipment		(1.8)	(38.9)
Provision for accident claims		5.8	5.6
Allowance for inventory obsolescence		3.5	4.1
Write-back of allowance for expected credit losses		(0.6)	-
Others		2.9	0.2
Operating cash flows before movements in working capital		308.5	320.2
Inventories		(15.0)	(11.8)
Trade and other receivables		(4.5)	21.5
Grant receivables, net of deferred grants		26.2	2.9
Trade and other payables		(49.0)	3.6
Other liabilities		5.6	(12.8)
Payments of service benefits and long service awards		(0.9)	-
Payments of accident claims		(8.9)	(7.5)
Changes in working capital		(46.5)	(4.1)
Cash generated from operations		262.0	316.1
Income tax paid		(47.4)	(40.7)
Interest paid arising from leases		(2.2)	(2.0)
<b>Net cash from operating activities</b>		<b>212.4</b>	<b>273.4</b>
<b>Investing activities:</b>			
Purchases of vehicles, premises and equipment	12	(164.7)	(145.8)
Less: Proceeds from disposal of vehicles, premises and equipment		12.6	63.1
Cash payments on purchase of vehicles, premises and equipment		(152.1)	(82.7)
Additions to intangible assets		(2.7)	(0.9)
Investments made		(10.2)	(1.9)
Acquisition of business assets / subsidiaries, net of cash	18	(12.3)	(15.0)
Divestment of subsidiaries, net of cash [Note (a)]		-	0.1
Acquisition of joint ventures		(0.7)	(5.8)
Interest received		15.2	3.7
<b>Net cash used in investing activities</b>		<b>(162.8)</b>	<b>(102.5)</b>

\* Certain comparative figures have been restated. Please refer to Note 3 for further details.

**D. CONDENSED INTERIM GROUP CASH FLOW STATEMENT (cont'd)**

	Group	
	1st Half 2023	1st Half 2022
	\$'m	\$'m
Note		
<b>Financing activities:</b>		
New loans raised	552.9	1,790.2
Repayment of borrowings and lease liabilities from financial institutions	(538.1)	(1,811.3)
Payments under lease liabilities	(26.1)	(14.6)
Capital contribution from non-controlling shareholder of a subsidiary	2.0	-
Dividends paid to shareholders of the Company	(91.4)	(45.5)
Dividends paid to non-controlling shareholders of subsidiaries	(26.5)	(21.2)
Purchase of treasury shares	(1.4)	(0.7)
Interest paid	(7.2)	(3.0)
<b>Net cash used in financing activities</b>	<b>(135.8)</b>	<b>(106.1)</b>
Net effect of exchange rate changes in consolidating subsidiaries	(3.8)	(13.4)
<b>Net (decrease) / increase in cash and cash equivalents</b>	<b>(90.0)</b>	<b>51.4</b>
Cash and cash equivalents at beginning of period	967.0	919.1
Cash and cash equivalents at end of period	877.0	970.5

**Note (a): Summary of the effects of divestment of subsidiaries:**

	Group	
	1st Half 2023	1st Half 2022
	\$'m	\$'m
Net assets (liabilities) on divestment:		
Current assets	-	14.2
Non-current assets	-	3.0
Current liabilities	-	(1.3)
Net assets divested	-	15.9
Less: Non-controlling interest	-	(1.9)
Less: Cash and cash equivalent balances acquired	-	(13.9)
Cash flow from divestment, net of cash	-	0.1

Divestment of subsidiaries in 1H2022 related mainly to the disposal of interest in Nanjing ComfortDelGro Xixia Driver Training Co.,Ltd and Vietnam Taxi Co.,Ltd.



## E. CONDENSED INTERIM STATEMENTS OF CHANGES IN EQUITY

		Group							
		Attributable to shareholders of the Company							
Note	Share capital	Treasury shares	Other reserves	Foreign currency translation reserve	Retained earnings	Total	Non-controlling interests	Total equity	
	\$'m	\$'m	\$'m	\$'m	\$'m	\$'m	\$'m	\$'m	
	Balance at 1 January 2023 (as previously reported)	694.4	(1.8)	60.5	(157.5)	1,973.3	2,568.9	430.5	2,999.4
	Restatement on amendment to SFRS(I) 1-12 *	-	-	-	-	4.3	4.3	1.0	5.3
	<b>Balance at 1 January 2023</b>	<b>694.4</b>	<b>(1.8)</b>	<b>60.5</b>	<b>(157.5)</b>	<b>1,977.6</b>	<b>2,573.2</b>	<b>431.5</b>	<b>3,004.7</b>
	<b>Total comprehensive income for the year</b>								
	Profit for the year	-	-	-	-	78.5	78.5	21.5	100.0
	Other comprehensive income for the year	-	-	4.1	3.0	-	7.1	(5.0)	2.1
	Total	-	-	4.1	3.0	78.5	85.6	16.5	102.1
	<b>Transactions recognized directly in equity</b>								
	Unclaimed dividends	-	-	-	-	0.9	0.9	-	0.9
	Payment of dividends	-	-	-	-	(91.4)	(91.4)	-	(91.4)
	Purchase of treasury shares	-	(1.4)	-	-	-	(1.4)	-	(1.4)
	Transfer from treasury shares to share-based payments	-	1.2	(1.2)	-	-	-	-	-
	Other reserves	-	-	0.8	-	(0.5)	0.3	(24.8)	(24.5)
	Total	-	(0.2)	(0.4)	-	(91.0)	(91.6)	(24.8)	(116.4)
	<b>Balance at 30 June 2023</b>	<b>694.4</b>	<b>(2.0)</b>	<b>64.2</b>	<b>(154.4)</b>	<b>1,965.1</b>	<b>2,567.2</b>	<b>423.2</b>	<b>2,990.4</b>
	Balance at 1 January 2022 (as previously reported)	694.4	(0.7)	70.8	(23.7)	1,937.8	2,678.6	429.8	3,108.4
	Restatement on amendment to SFRS(I) 1-12 *	-	-	-	-	4.3	4.3	1.0	5.3
	<b>Balance at 1 January 2022</b>	<b>694.4</b>	<b>(0.7)</b>	<b>70.8</b>	<b>(23.7)</b>	<b>1,942.1</b>	<b>2,682.9</b>	<b>430.8</b>	<b>3,113.7</b>
	<b>Total comprehensive income for the year</b>								
	Profit for the year **	-	-	-	-	115.3	115.3	20.4	135.7
	Other comprehensive income for the year	-	-	(2.6)	(62.2)	-	(64.8)	(3.7)	(68.5)
	Total	-	-	(2.6)	(62.2)	115.3	50.5	16.7	67.2
	<b>Transactions recognized directly in equity</b>								
	Payment of dividends	-	-	-	-	(45.5)	(45.5)	-	(45.5)
	Purchase of treasury shares	-	(0.7)	-	-	-	(0.7)	-	(0.7)
	Transfer from treasury shares to share-based payments	-	0.6	(0.6)	-	-	-	-	-
	Other reserves	-	-	-	-	-	-	(22.5)	(22.5)
	Total	-	(0.1)	(0.6)	-	(45.5)	(46.2)	(22.5)	(68.7)
	<b>Balance at 30 June 2022</b>	<b>694.4</b>	<b>(0.8)</b>	<b>67.6</b>	<b>(85.9)</b>	<b>2,011.9</b>	<b>2,687.2</b>	<b>425.0</b>	<b>3,112.2</b>

\* Following the amendment of SFRS(I) 1-12 Income Taxes effective from 1 Jan 2023, retained earnings and non-controlling interests have been restated. Please refer to Note 2.1 for further details.

\*\* Certain comparative figures have been restated. Please refer to Note 3 for further details.

**E. CONDENSED INTERIM STATEMENTS OF CHANGES IN EQUITY (cont'd)**

Note	Company				
	Share capital	Treasury shares	Other reserves	Retained earnings	Total equity
	\$'m	\$'m	\$'m	\$'m	\$'m
Balance at 1 January 2023 (as previously reported)	694.4	(1.8)	(41.0)	641.7	1,293.3
Restatement on amendment to SFRS(I) 1-12 *	-	-	-	1.4	1.4
<b>Balance at 1 January 2023</b>	<b>694.4</b>	<b>(1.8)</b>	<b>(41.0)</b>	<b>643.1</b>	<b>1,294.7</b>
<b>Total comprehensive income for the period</b>					
Profit for the period	-	-	-	107.0	107.0
Other comprehensive income for the period	-	-	3.3	-	3.3
Total	-	-	3.3	107.0	110.3
<b>Transactions recognised directly in equity</b>					
Unclaimed dividends	-	-	-	0.9	0.9
Payment of dividends	9	-	-	(91.4)	(91.4)
Purchase of treasury shares	17	(1.4)	-	-	(1.4)
Transfer from treasury shares to share-based payments	17	-	1.2	(1.2)	-
Other reserves	-	-	0.3	-	0.3
Total	-	(0.2)	(0.9)	(90.5)	(91.6)
<b>Balance at 30 June 2023</b>	<b>694.4</b>	<b>(2.0)</b>	<b>(38.6)</b>	<b>659.6</b>	<b>1,313.4</b>
Balance at 1 January 2022 (as previously reported)	694.4	(0.7)	(38.3)	573.1	1,228.5
Restatement on amendment to SFRS(I) 1-12 *	-	-	-	1.4	1.4
<b>Balance at 1 January 2022</b>	<b>694.4</b>	<b>(0.7)</b>	<b>(38.3)</b>	<b>574.5</b>	<b>1,229.9</b>
<b>Total comprehensive income for the period</b>					
Profit for the period	-	-	-	123.1	123.1
Other comprehensive income for the period	-	-	(2.2)	-	(2.2)
Total	-	-	(2.2)	123.1	120.9
<b>Transactions recognised directly in equity</b>					
Payment of dividends	9	-	-	(45.5)	(45.5)
Purchase of treasury shares	-	(0.7)	-	-	(0.7)
Transfer from treasury shares to share-based payments	-	0.6	(0.6)	-	-
Other reserves	-	-	0.2	-	0.2
Total	-	(0.1)	(0.4)	(45.5)	(46.0)
<b>Balance at 30 June 2022</b>	<b>694.4</b>	<b>(0.8)</b>	<b>(40.9)</b>	<b>652.1</b>	<b>1,304.8</b>

\* Following the amendment of SFRS(I) 1-12 Income Taxes effective from 1 Jan 2023, retained earnings has been restated. Please refer to Note 2.1 for further details.

## **F. NOTES TO THE CONDENSED INTERIM CONSOLIDATED FINANCIAL STATEMENTS**

### **1. CORPORATE INFORMATION**

ComfortDelGro Corporation Limited (the Company) is incorporated in the Republic of Singapore with its registered office and principal place of business at 205 Braddell Road, Singapore 579701. The Company is listed on the Singapore Exchange Securities Trading Limited. These condensed interim consolidated financial statements as at and for the six months ended 30 June 2023 comprise the Company and its subsidiaries (collectively, the Group).

The principal activities of the Company are those of investment holding and the provision of management and shared services. The principal activities of the Group are described in Note 5.

### **2. BASIS OF PREPARATION**

The condensed interim financial statements as at and for the six months ended 30 June 2023 have been prepared in accordance with SFRS(I) 1-34 Interim Financial Reporting. The condensed interim financial statements do not include all the information required for a complete set of financial statements. However, selected explanatory notes are included to explain events and transactions that are significant to an understanding of the changes in the Group's financial position and performance of the Group since the last annual financial statements for the year ended 31 December 2022.

The accounting policies adopted are consistent with those of the previous financial year which were prepared in accordance with SFRS(I)s, except for the adoption of new and amended standards as set out in Note 2.1.

The condensed interim financial statements are presented in Singapore dollar which is the Company's functional currency and all values are expressed in million (\$'m) except when otherwise indicated.

#### **2.1. New and amended standards adopted by the Group**

The following are the new or amended SFRS(I)s, SFRS(I) Interpretations and amendments to SFRS(I)s, that are relevant to the Group:

- Amendments to SFRS(I) 1-12 Income Taxes - Deferred Tax related to Assets and Liabilities arising from a Single Transaction

The above amendments apply for annual reporting periods beginning on or after 1 January 2023, which narrowed the scope of the recognition exemption of SFRS(I) 1-12 Income Taxes so that the exemption no longer applies to transactions such as leases and decommissioning obligations that, on initial recognition, give rise to equal taxable and deductible temporary differences.

The Group applies the amendments to transactions that occur on or after the beginning of the earliest comparative period presented. It also, at the beginning of the earliest comparative period presented, recognises deferred tax for all temporary differences related to leases and decommissioning obligations and recognises the cumulative effect of initially applying the amendments as an adjustment to the opening balance of retained earnings at that date.

## 2.1. New and amended standards adopted by the Group (cont'd)

The effects of the adoption of the above new or amended SFRS(I)s, SFRS(I) Interpretations and amendments to SFRS(I)s are shown below.

	<b>Group</b> <b>1 Jan</b> <b>2022</b>	<b>Company</b> <b>1 Jan</b> <b>2022</b>
	\$'m	\$'m
Net increase in deferred tax assets	5.3	1.4
Increase in retained earnings	4.3	1.4
Increase in non-controlling interest	1.0	-

## 2.2. Use of judgements and estimates

In the application of the Group's accounting policies, Management is required to make judgements, estimates and assumptions about the carrying amounts of assets and liabilities that are not readily apparent from other sources. The estimates and associated assumptions are based on historical experience and other factors that are considered to be relevant. Actual results may differ from these estimates. Management is of the opinion that any instances of applications of judgements are not expected to have a significant effect on the amounts recognised in the Financial Statements (apart from those involving estimations, which are dealt with below).

The estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognised in the period in which the estimate is revised if the revision affects only that period, or in the period of the revision and future periods if the revision affects both current and future periods.

### Critical judgements in applying the Group's accounting policies

The following are the critical judgements, apart from those involving estimates (see below), that Management has made in the process of applying the Group's accounting policies and that have a significant effect on the amounts recognised in the Financial Statements:

#### Provision for rail contract

In projecting the future financial performance of the DTL, NEL and SPLRT under the Consolidated Rail Licence, significant judgement is exercised in key assumptions relating to ridership, fare adjustments and availability of grants from the Authorities, taking into consideration the timing of the full recovery of travel and economic activities to pre-pandemic levels. Based on SBS Transit Ltd's Management's assessment, no provision for rail contract is required.

#### 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, that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next financial year, are discussed below.

## 2.2. Use of judgements and estimates (cont'd)

### Provisions: Accident claims

Claims for property damage and personal injury are provided in the Financial Statements based on the claims outstanding as of the end of the financial period and estimated amounts payable. The past claims history and payment trends are used as a basis to estimate the amounts in which the Group will have to pay to third parties for such claims. The provision for accident claims as at 30 June 2023 is \$42.7m (31 December 2022: \$45.3m).

### Impairment review of taxi vehicles, taxi licences, goodwill and investment in subsidiaries

The Group tests goodwill and taxi licences with indefinite useful lives for impairment annually, or more frequently if there are indications that they might be impaired. Impairment assessment is also performed for taxi vehicles and taxi licences with finite useful lives when there is an impairment indication. The Company assess any indicator for impairment for investments in subsidiaries annually, or more frequently if there are indications that they might be impaired.

Determining whether taxi vehicles, taxi licences, goodwill and investment in subsidiaries are impaired requires an estimation of the value in use of the cash-generating units ("CGUs") to which subsidiaries, taxi vehicles, taxi licences and goodwill have been allocated. The value in use calculation requires the entity to estimate the future cash flows expected to arise from the cash-generating unit and a suitable discount rate in order to calculate present value. A provision for impairment loss on taxi vehicles, taxi licences, goodwill and investment in subsidiaries is recognised in Profit or Loss and can be reversed in the subsequent period except for goodwill when the amount of impairment loss decreases.

The recoverable amounts of the CGUs are determined from value in use calculations. The key assumptions for the value in use calculations are those regarding the discount rates, growth rates and expected changes to profit margins during the period.

The Group and the Company prepare cash flow forecasts derived from the most recent financial budgets approved by Management for the next year and extrapolates cash flows based on estimated growth rate. The estimated terminal growth rate does not exceed the average long-term growth rate for the relevant markets and countries in which the CGU operates.

No indicators of impairment were identified as at 30 June 2023. Accordingly, no provision for impairment was made for taxi vehicles, taxi licences, goodwill and investment in subsidiaries for the half year ended 30 June 2023.

### Allowance for inventory obsolescence

The Group's inventories comprise mainly parts, accessories and consumable stock required for the operation and maintenance of vehicles and equipment.

The terms of the rail licence contract and useful life of buses are considered in the determination of the useful life of the inventories. In addition to identification of obsolete inventories based on considerations such as phasing out of vehicle models and inventories purchased for specific projects which have ended, Management identifies inventories that are slow moving and evaluates the carrying value of inventories. An allowance for inventory obsolescence is recognised for these inventories based on its useful life and inventory turnover.

## 2.2. Use of judgements and estimates (cont'd)

### Useful lives of vehicles, premises and equipment

The Group reviews the estimated useful lives of vehicles, premises and equipment at the end of each annual reporting year. Management determined that the estimated useful lives of vehicles, premises and equipment remain appropriate.

## 3. RESTATEMENT OF COMPARATIVE INFORMATION

The Group reviewed the accounting policy for the bus contract in Australia relating to the treatment applied by an operator in a public-to private service concession arrangement and some of the contracts are in scope of SFRS(I) INT 12 in 2022 (refer to Note 43 of the audited 2022 Financial Statement). Consequently, certain line items have been restated in the unaudited Condensed Interim Consolidated Financial Statement for the half year ended 30 June 2022 ("1H2022").

The related items restated in 1H2022 were as follows:

### Restated Condensed Interim Income Statement for the first half year ended 30 June 2022:

	<b>Group</b>		
	<b>1<sup>st</sup> Half 2022</b>		
	\$'m <u>Reported</u>	\$'m <u>Adjustments</u>	\$'m <u>Restated</u>
<b>Revenue</b>	1,859.9	(16.6)	1,843.3
Depreciation and amortisation	(189.7)	12.1	(177.6)
<b>Profit before Taxation</b>	175.2	(4.5)	170.7
Taxation	(36.1)	1.1	(35.0)
<b>Profit after Taxation</b>	139.1	(3.4)	135.7
Profit Attributable to: <b>Shareholders of the Company</b>	<b>118.7</b>	<b>(3.4)</b>	<b>115.3</b>
Earnings per share (in cents):			
Basic	5.48	(0.16)	5.32
Diluted	5.48	(0.16)	5.32

### Restated Condensed Interim Cash Flow Statement for the first half year ended 30 June 2022:

	<b>Group</b>		
	<b>1<sup>st</sup> Half 2022</b>		
	\$'m <u>Reported</u>	\$'m <u>Adjustments</u>	\$'m <u>Restated</u>
<b>Operating activities:</b>			
Profit before Taxation	175.2	(4.5)	170.7
Adjustments for:			
Depreciation and amortisation	189.7	(12.1)	177.6
<b>Operating cash flows before movements in working capital</b>	336.8	(16.6)	320.2
Trade and other receivables	5.8	15.7	21.5
Changes in working capital	(19.8)	15.7	(4.1)
Cash generated from operations	317.0	(0.9)	316.1
<b>Net cash from operating activities</b>	274.3	(0.9)	273.4
Purchases of vehicles, premises and equipment	(146.7)	0.9	(145.8)
<b>Net cash used in investing activities</b>	(103.4)	0.9	(102.5)

#### 4. SEASONAL OPERATIONS

The Group's businesses are not affected significantly by seasonal or cyclical factors during the financial period.

#### 5. SEGMENT AND REVENUE INFORMATION

The Group has changed its segmental reporting structure in line with its current operating divisions following the reorganisation of the taxi, private hire vehicle (PHV) and other private transport businesses.

Information reported to the Group's chief operating decision maker for the purposes of resource allocation and assessment of segment performance is organised on a world-wide basis into 5 new major operating divisions:

- a) Public transport: Income is generated substantially from the provision of bus and rail services to commuters travelling on public transport systems and contracted revenue for operation of scheduled services.
- b) Taxi and PHV: Income is generated through renting out taxis, operating taxi bureau services, platform services, renting and leasing of cars, provision of vehicular maintenance and repair services, construction of specialised vehicles, assembly of bus bodies, crash repair services, engineering services and sale of diesel and petrol.
- c) Other private transport: Income is generated through provision of coach rental services and provision of non-emergency transport services to patients.
- d) Inspection and testing services: Income is generated through the provision of motor vehicle inspection services and provision of non-vehicle testing, inspection and consultancy services.
- e) Other segments: Income is generated through operating driving schools, ancillary advertisement income, electric vehicle charging infrastructure and insurance broking.

Segment revenue and expenses: Segment revenue and expenses are the operating revenue and expenses reported in the Group's Income Statement that are directly attributable to a segment and the relevant portion of such revenue and expenses that can be allocated on a reasonable basis to a segment.

Segment assets and liabilities: Segment assets include all operating assets used by a segment and consist principally of operating receivables, inventories, intangible assets, goodwill, vehicles, premises and equipment, right-of-use assets, net of allowances and provisions. Capital additions include the total cost incurred to acquire vehicles, premises and equipment and intangible assets directly attributable to the segment. Segment liabilities include all operating liabilities and consist principally of trade payables, accruals, deferred grants, deposits, provisions, lease liabilities from financial institution and lease liabilities.

## 5.1 Segment information

### (i) Business Segments

	Public <u>Transport</u> \$'m	Taxi / <u>PHV</u> \$'m	Other Private <u>Transport</u> \$'m	Inspection & Testing <u>Services</u> \$'m	Other <u>Segments</u> \$'m	<u>Total</u> \$'m
<b>1st Half 2023</b>						
<b>Revenue</b>	1,416.1	277.9	69.5	54.7	44.1	1,862.3
<b>Operating Profit</b>	52.4	42.7	(0.4)	16.6	5.9	117.2
Net income from investments						14.9
Finance Costs						(9.3)
Share of results of associates and joint ventures						0.9
<b>Profit before Taxation</b>						123.7
Taxation						(23.7)
<b>Profit after Taxation</b>						100.0
Non-Controlling Interests						(21.5)
<b>Profit attributable to Shareholders of the Company</b>						78.5
External revenue from contracts with customers						
- Over time	1,330.0	214.3	51.0	0.1	13.1	1,608.5
- At a point in time	86.1	63.6	18.5	54.6	31.0	253.8
<b>TOTAL</b>	<b>1,416.1</b>	<b>277.9</b>	<b>69.5</b>	<b>54.7</b>	<b>44.1</b>	<b>1,862.3</b>
<b>As at 30 Jun 2023</b>						
<b>ASSETS</b>						
Segment assets	1,919.2	767.1	213.6	118.6	77.5	3,096.0
Goodwill	553.7	21.6	21.0	10.5	14.7	621.5
Associates and joint ventures						9.0
Cash, fixed deposits, equities & bonds						917.6
Deferred tax assets						29.7
<b>Consolidated total assets</b>						<b>4,673.8</b>
<b>LIABILITIES</b>						
Segment liabilities	754.7	252.1	29.9	52.4	100.6	1,189.7
Borrowings						311.9
Income tax payable						51.3
Deferred tax liabilities						130.5
<b>Consolidated total liabilities</b>						<b>1,683.4</b>
<b>OTHER INFORMATION</b>						
Depreciation expense	85.7	67.0	13.3	3.6	8.4	178.0
Amortisation expense	0.7	1.4	0.5	-	-	2.6
Additions of vehicles, premises and equipment	51.0	91.9	12.6	2.9	6.3	164.7
Additions to intangible assets	-	2.7	-	-	-	2.7
Additions to goodwill	-	6.7	-	-	-	6.7



## 5.1 Segment information (cont'd)

### (i) Business Segments (cont'd)

	Public <u>Transport</u> \$'m	Taxi / <u>PHV</u> \$'m	Other Private <u>Transport</u> \$'m	Inspection & Testing <u>Services</u> \$'m	Other <u>Segments</u> \$'m	<u>Total</u> \$'m
<b>1st Half 2022 *</b>						
<b>Revenue</b>	1,399.8	269.3	80.4	52.2	41.6	1,843.3
<b>Operating Profit</b>	117.4	25.1	2.3	16.5	9.8	171.1
Net income from investments						4.0
Finance Costs						(4.9)
Share of results of associates and joint ventures						0.5
<b>Profit before Taxation</b>						170.7
Taxation						(35.0)
<b>Profit after Taxation</b>						135.7
Non-Controlling Interests						(20.4)
<b>Profit attributable to Shareholders of the Company</b>						115.3
External revenue from contracts with customers						
- Over time	1,350.7	198.8	48.1	-	11.1	1,608.7
- At a point in time	49.1	70.5	32.3	52.2	30.5	234.6
<b>TOTAL</b>	<b>1,399.8</b>	<b>269.3</b>	<b>80.4</b>	<b>52.2</b>	<b>41.6</b>	<b>1,843.3</b>
<b>As at 30 Jun 2022</b>						
<b>ASSETS</b>						
Segment assets	2,025.0	777.4	169.0	108.9	78.2	3,158.5
Goodwill	571.1	13.5	26.3	10.5	14.7	636.1
Associates and joint ventures						7.1
Cash, fixed deposits, equities & bonds						997.2
Deferred tax assets						37.9
<b>Consolidated total assets</b>						<b>4,836.8</b>
<b>LIABILITIES</b>						
Segment liabilities	740.7	224.9	27.3	60.5	107.1	1,160.5
Borrowings						327.1
Income tax payable						76.8
Deferred tax liabilities						162.3
<b>Consolidated total liabilities</b>						<b>1,726.7</b>
<b>OTHER INFORMATION</b>						
Depreciation expense	87.1	66.3	11.7	3.4	7.5	176.0
Amortisation expense	0.7	0.9	-	-	-	1.6
Additions of vehicles, premises and equipment	56.6	76.6	4.5	1.7	6.4	145.8
Additions to intangible assets	-	0.9	-	-	-	0.9
Additions to goodwill	3.5	-	4.2	-	-	7.7

\* Certain comparative figures have been restated. Please refer to Note 3 for further details.

## 5.1 Segment information (cont'd)

### (ii) Geographical segmental

	Revenue		Non-current assets*		Additions to Non-current assets*	
	1st Half 2023	1st Half 2022**	30 Jun 2023	31 Dec 2022	30 Jun 2023	31 Dec 2022
	\$'m	\$'m	\$'m	\$'m	\$'m	\$'m
Singapore	1,084.4	1,068.0	1,137.7	1,183.5	75.3	199.8
United Kingdom/ Ireland	396.4	380.7	569.6	512.3	48.5	57.6
Australia	334.8	344.0	861.5	879.9	5.9	31.0
China	45.7	49.4	299.0	275.2	44.0	28.7
Malaysia	1.0	1.0	3.7	3.8	0.4	0.7
Vietnam	-	0.2	-	-	-	-
Total	1,862.3	1,843.3	2,871.5	2,854.7	174.1	317.8

\* Comprising vehicles, premises, equipment, intangible assets and goodwill

\*\* Certain comparative figures have been restated. Please refer to Note 3 for further details.

## 5.2 Revenue

The Group has the right to consideration from customers in amounts that correspond directly with the performance of the services completed.

Included in the revenue from transport services are performance incentives from transport regulators for achieving certain performance and service quality targets. These performance incentives accounted for not more than 2% (1H2022: 2%) of the total revenue.

Out of the total revenue, 86% (1H2022: 87%) is recognised over time, largely contributed by Public Transport, Taxi / PHV, and Other Private Transport segments. The revenue arising from the remaining segments are recognized at a point in time. Please refer to Note 5.1(i) for further details.

## 6. FINANCIAL ASSETS AND FINANCIAL LIABILITIES

Set out below is an overview of the financial assets and financial liabilities of the Group as at 30 June 2023 and 31 December 2022:

	Group		Company	
	30 Jun 2023	31 Dec 2022	30 Jun 2023	31 Dec 2022
	\$'m	\$'m	\$'m	\$'m
<b>Financial Assets</b>				
Amortised cost	1,506.8	1,585.3	475.0	515.5
Equity instruments classified as at fair value through other comprehensive income	40.6	25.2	12.0	8.7
Financial instruments designated in hedge accounting relationships - Hedging instruments	0.1	-	-	-
<b>Financial Liabilities</b>				
Amortised cost	1,431.0	1,448.5	373.1	424.8

## 7. TAXATION

The Group calculates the period income tax expense using the tax rate that would be applicable to the expected total annual earnings. The major components of income tax expense in the condensed interim group income statement are:

	<b>Group</b>	
	<b>1st Half 2023</b>	<b>1st Half 2022*</b>
	\$'m	\$'m
Current income tax expense	35.2	60.3
Deferred income taxation expense relating to origination and reversal of temporary differences	(11.5)	(25.3)
	<u>23.7</u>	<u>35.0</u>

\* Certain comparative figures have been restated. Please refer to Note 3 for further details.

## 8. PROFIT AFTER TAXATION

### 8.1 Significant items

	<b>Group</b>	
	<b>1st Half 2023</b>	<b>1st Half 2022</b>
	\$'m	\$'m
Amortisation of intangible assets	2.6	1.6
Depreciation expense from vehicles, premises and equipment and right-of-use assets	178.0	176.0
Gain on sale of UK property	-	(37.2)
Net gain on disposal of vehicles, premises and equipment	(1.8)	(1.7)
Write-back of allowance for expected credit losses	(0.6)	-
Allowance for inventory obsolescence	<u>3.5</u>	<u>4.1</u>

### 8.2 Related party transactions

For the half year ended 30 June 2023, the Group had no material related party transactions.

## 9. DIVIDENDS

During the half year ended 30 June 2023, the Company paid dividends as follows:

	<b>Group</b>	
	<b>1st Half 2023</b>	<b>1st Half 2022</b>
	\$'m	\$'m
Tax- exempt one-tier final dividend in respect of the previous financial year: - 1.76 cents (2022: 2.10 cents) per ordinary share	38.1	45.5
Tax- exempt one-tier special dividend in respect of the previous financial year: - 2.46 cents (2022: nil) per ordinary share	53.3	-
Total	<u>91.4</u>	<u>45.5</u>

**10. NET ASSET VALUE**

	<b>Group</b>		<b>Company</b>	
	<b>30 Jun 2023</b>	<b>31 Dec 2022</b>	<b>30 Jun 2023</b>	<b>31 Dec 2022</b>
	\$'m	\$'m	\$'m	\$'m
Net asset value per ordinary share based on issued share capital (excluding treasury shares) - cents	<u>118.54</u>	<u>118.79</u>	<u>60.65</u>	<u>59.77</u>

**11. INVESTMENTS**

	<b>Group</b>		<b>Company</b>	
	<b>30 Jun 2023</b>	<b>31 Dec 2022</b>	<b>30 Jun 2023</b>	<b>31 Dec 2022</b>
	\$'m	\$'m	\$'m	\$'m
Financial assets at fair value through Other Comprehensive Income:				
Equity shares in corporations				
At beginning of year	25.2	27.7	8.7	11.7
Additions	10.2	2.1	-	-
Fair value adjustment	5.0	(3.6)	3.3	(3.0)
Exchange difference	0.2	(1.0)	-	-
At end of year	<u>40.6</u>	<u>25.2</u>	<u>12.0</u>	<u>8.7</u>
Analysed as:				
- Non-current	<u>40.6</u>	<u>25.2</u>	<u>12.0</u>	<u>8.7</u>

The equity shares in corporations represent investment for long-term strategic purpose.

The Group classifies fair value measurements using a fair value hierarchy that reflects the significance of the inputs used in making the measurements. The fair value hierarchy has the following levels:

- quoted prices in active markets for identical assets or liabilities (Level 1);
- inputs other than quoted prices included within Level 1 that are observable for the asset or liability, either directly or indirectly (Level 2); and
- inputs for the asset or liability that are not based on observable market data (Level 3).

The majority of the fair value of the Group's investments is classified into Level 1. The Group's hedging instruments, if any, are classified into Level 2. Fair value of the financial instrument classified in Level 3 is insignificant. There are also no transfers between Levels 1 and 2 of the fair value hierarchy during the financial period.

**12. VEHICLES, PREMISES AND EQUIPMENT**

During the six months ended 30 June 2023, the Group acquired assets amounting to \$164.7m (30 June 2022: \$145.8m) and disposed of assets amounting to \$10.8m (30 June 2022: \$24.2m).

### 13. INTANGIBLE ASSETS

Group	Taxi Licences \$'m	Rights under contract \$'m	Brands \$'m	Customer Relationship \$'m	Software Development costs \$'m	Total \$'m
<b>Cost:</b>						
At 1 January 2022	279.4	13.3	9.7	0.6	3.9	306.9
Arising from acquisition of business Assets	-	0.7	-	4.4	-	5.1
Arising from sale of business	(0.8)	-	(0.4)	-	-	(1.2)
Additions	-	-	-	-	2.2	2.2
Exchange differences	(23.8)	(1.9)	(1.0)	(0.1)	-	(26.8)
At 31 December 2022	254.8	12.1	8.3	4.9	6.1	286.2
Arising from acquisition of business assets	-	-	4.5	1.2	-	5.7
Additions	-	-	-	-	2.7	2.7
Exchange differences	(10.9)	(0.1)	0.5	0.1	-	(10.4)
At 30 June 2023	243.9	12.0	13.3	6.2	8.8	284.2
<b>Accumulated amortisation and impairment loss:</b>						
At 1 January 2022	78.5	6.7	0.2	0.2	1.3	86.9
Arising from sale of business	(0.8)	-	(0.2)	-	-	(1.0)
Amortisation	0.3	1.5	0.1	1.0	1.5	4.4
Exchange differences	(5.3)	(0.5)	-	-	(0.1)	(5.9)
At 31 December 2022	72.7	7.7	0.1	1.2	2.7	84.4
Arising from acquisition of business Assets	-	-	-	0.1	-	0.1
Amortisation	0.2	0.7	0.2	0.5	1.0	2.6
Exchange differences	(2.5)	(0.1)	-	-	-	(2.6)
At 30 June 2023	70.4	8.3	0.3	1.8	3.7	84.5
<b>Carrying amount:</b>						
At 30 June 2023	173.5	3.7	13.0	4.4	5.1	199.7
At 31 December 2022	182.1	4.4	8.2	3.7	3.4	201.8

Of the carrying amount of \$199.7m (31 December 2022: \$201.8m) is \$173.5m (31 December 2022: \$181.8m) of taxi licences in China and \$7.0m (31 December 2022: \$6.6m) of brands in the United Kingdom with indefinite lives. These taxi licenses, rights under contract and brands are not amortised because there is no foreseeable limit to the cash flows generated.

The remaining balance of \$19.2m (31 December 2022: \$13.4m) mainly relates to \$3.7m (31 December 2022: \$4.4m) of rights under contract in Australia, \$6.0m (31 December 2022: \$1.3m) of brands in the United Kingdom, \$4.6m (31 December 2022: \$2.9m) of software development costs and \$3.5m (31 December 2022: \$3.5m) of customer relationship in Singapore with finite useful lives over which the assets are amortised. The useful lives of intangible assets are ranging from 2 to 15 years (31 December 2022: 2 to 15 years).

## 14. GOODWILL

	<b>Group</b>	
	<b>30 Jun 2023</b>	<b>31 Dec 2022</b>
	\$'m	\$'m
Cost:		
At beginning of year	639.3	673.6
Arising from acquisition of subsidiaries	6.7	13.2
Arising from sale of business	-	(0.9)
Exchange differences	0.4	(46.6)
At end of year	<u>646.4</u>	<u>639.3</u>
Accumulated impairment:		
At beginning of year	(24.8)	(26.7)
Arising from sale of business	-	0.9
Exchange differences	(0.1)	1.0
At end of year	<u>(24.9)</u>	<u>(24.8)</u>
Carrying amount:		
At end of year	<u>621.5</u>	<u>614.5</u>

Goodwill acquired in a business combination is allocated at acquisition, to the cash generating units ("CGUs") that are expected to benefit from that business combination.

The carrying amount of goodwill of \$621.5m (2022: \$614.5m) is allocated to the respective CGUs:

	<b>Group</b>	
	<b>30 Jun 2023</b>	<b>31 Dec 2022</b>
	\$'m	\$'m
Cash-generated units ("CGUs")		
Public Transport		
Australia	434.9	440.7
United Kingdom	109.4	104.0
Singapore	9.4	9.4
Taxi / PHV		
United Kingdom	17.9	10.2
China	3.7	3.7
Others	46.2	46.5
Total	<u>621.5</u>	<u>614.5</u>

## 15. AGGREGATE AMOUNT OF GROUP'S BORROWINGS AND LEASE LIABILITIES

### Secured / Unsecured Group Borrowings and Lease liabilities

	<b>Group</b>	
	<b>30 Jun 2023</b>	<b>31 Dec 2022</b>
	\$'m	\$'m
<u>Borrowings</u>		
Secured		
Amount repayable in one year or less, or on demand	17.9	18.2
Amount repayable after one year	134.7	145.5
	<u>152.6</u>	<u>163.7</u>
Unsecured		
Amount repayable in one year or less, or on demand	21.6	8.6
Amount repayable after one year	137.7	119.9
	<u>159.3</u>	<u>128.5</u>
Amount repayable in one year or less, or on demand	39.5	26.8
Amount repayable after one year	272.4	265.4
	<u>311.9</u>	<u>292.2</u>
<u>Lease liabilities from financial institutions</u>		
Secured		
Amount repayable in one year or less, or on demand	10.4	12.7
Amount repayable after one year	4.9	8.7
	<u>15.3</u>	<u>21.4</u>
<u>Lease liabilities</u>		
Secured		
Amount repayable in one year or less, or on demand	29.3	37.6
Amount repayable after one year	174.1	151.9
	<u>203.4</u>	<u>189.5</u>

### Details of any collateral

Details of the total secured borrowings of \$152.6m, lease liabilities from financial institutions of \$15.3m and lease liabilities of \$203.4m are as follows:

- a. \$152.6m relates to borrowings of subsidiaries secured by fixed deposits and buses;
- b. \$15.3m relates to financing of vehicles under hire purchase arrangements; and
- c. \$203.4m relates to lease liabilities secured over the right-of-use assets.

**16. SHARE CAPITAL**

	<b>Group and Company</b>			
	30 Jun 2023	31 Dec 2022	30 Jun 2023	31 Dec 2022
	Number of ordinary shares (million)		\$'m	\$'m
Issued and paid-up:				
At beginning and end of period	2,167.5	2,167.5	694.4	694.4

As at 30 June 2023, the total number of issued shares was 2,167,447,913 (31 December 2022: 2,167,447,913). Excluding treasury shares, the total number of issued shares was 2,165,713,013 (31 December 2022: 2,166,107,463).

**Outstanding shares – ComfortDelGro Executive Share Award Scheme (“CDG ESAS”)**

As at 30 June 2023, share award of 1,620,000 ordinary shares (31 December 2022: 1,627,500) remained outstanding under the CDG ESAS. These are time-based awards to be vested over a 4-year period.

**17. TREASURY SHARES**

	<b>Group and Company</b>			
	30 Jun 2023	31 Dec 2022	30 Jun 2023	31 Dec 2022
	Number of ordinary shares (thousands)		\$'m	\$'m
At beginning of period	1,340	464	1.8	0.7
Repurchased during the year	1,248	1,284	1.4	1.7
Transfer to share-based payments	(853)	(408)	(1.2)	(0.6)
At end of period	1,735	1,340	2.0	1.8

During the half year ended 30 June 2023, the Company acquired its own shares 1,248,200 (31 December 2022: 1,284,200) through purchases on the Singapore Exchange. The Company transferred 853,750 (31 December 2022: 407,500) ordinary shares to employees upon vesting of shares released under the CDG ESAS during the half year ended 30 June 2023.

As at 30 June 2023, the total number of treasury shares was 1,734,900 or 0.0801% of issued share capital excluding treasury shares (31 December 2022: 1,340,450 or 0.0619%).



## 18. ACQUISITIONS OF BUSINESS ASSETS/ NEW SUBSIDIARIES

During the first half of 2023, the Group acquired the entire issued share capital of KingKabs Limited from Nigel Hugh David Thomas and Caroline Jane Thomas and the remaining 10% of the issued share capital in Ming Chuan Transportation Pte Ltd from Madam Neo Lay Kim.

In prior year, acquisition of a new subsidiary related to the acquisition of 90% of the issued share capital of Ming Chuan Transportation Pte Ltd, certain business assets from Keydale Pty Ltd, Keydale Holdings Pty Ltd, Barry Stephen Rothery and Roslyn Ann Rothery ("Rothery's Coaches business") in Australia, the entire issued share capital of Evobus and Coach Limited and certain business assets from Stagecoach Group plc, Stagecoach Services Limited, Midland Red (South) Limited, Stagecoach Bus Holdings Limited and Stagecoach Devon Limited ("Stagecoach") in the United Kingdom.

	<b>Group</b>	
	<b>30 Jun 2023</b>	<b>31 Dec 2022</b>
	\$'m	\$'m
<b>Consideration transferred (at acquisition date fair values)</b>		
KingKabs Limited	14.6	-
Ming Chuan Transportation Pte Ltd	1.0	8.5
Rothery's Coaches business	-	7.2
Evobus and Coach Limited	-	17.1
Stagecoach	-	2.8
Total purchase consideration for new acquisitions	<u>15.6</u>	<u>35.6</u>

Acquisition-related costs have been excluded from the consideration transferred and have been recognised as an expense in the period, within the "Other operating costs" line item in the Group Income Statement.

	<b>Group</b>	
	<b>30 Jun 2023</b>	<b>31 Dec 2022</b>
	\$'m	\$'m
<b>Assets acquired and liabilities assumed at the date of acquisition</b>		
Current assets	3.8	0.5
Non-current assets	6.1	22.0
Current liabilities	<u>(1.0)</u>	<u>(0.1)</u>
Net assets acquired and liabilities assumed	8.9	22.4
Provisional goodwill arising on acquisitions	<u>6.7</u>	<u>13.2</u>
Purchase consideration for new acquisitions	<u>15.6</u>	<u>35.6</u>

**18. ACQUISITIONS OF BUSINESS ASSETS/ NEW SUBSIDIARIES (cont'd)**

Goodwill arose in the acquisition because the consideration paid for the combination included amounts in relation to the benefit of expected synergies, revenue growth, future market development and the assembled workforce. These benefits are not recognised separately from goodwill because they do not meet the recognition criteria for identifiable intangible assets.

The finalisation of the goodwill amount is dependent on the completion of the valuation of net assets acquired. None of the goodwill arising from these acquisitions is expected to be deductible for tax purposes.

	<b>Group</b>	
	<b>30 Jun 2023</b>	<b>31 Dec 2022</b>
	\$'m	\$'m
<b>Net cash outflow on acquisition of subsidiaries</b>		
Purchase consideration	15.6	35.6
Less: Consideration paid by issuance of shares	-	(2.8)
Consideration paid in cash	15.6	32.8
Less: Non-controlling interest	-	(0.4)
Less: Cash and cash equivalent balances acquired	(3.3)	(0.3)
	<u>12.3</u>	<u>32.1</u>

**19. SUBSEQUENT EVENTS**

There are no known subsequent events which have led to adjustments to this set of condensed financial statements.

**G. OTHER INFORMATION REQUIRED BY LISTING RULE APPENDIX 7.2****1. REVIEW**

The condensed interim financial statements have not been audited or reviewed.

**2. REVIEW OF GROUP PERFORMANCE****Performance Review**

The Group's financial performance in 1H2023 was weaker compared to 1H2022 mainly due to the exceptional gain on disposal of Alperton property in London of \$37.2m in 1H2022 and also the inflationary cost pressures on Public Transport Services.

Group Revenue of \$1,862.3m for 1H2023 was \$19.0m or 1.0% higher compared to \$1,843.3m for 1H2022 with the increase of \$81.2m coming from underlying businesses partially offset by an unfavourable foreign currency translation of \$62.2m from the weaker A\$ and £.

Group Operating Costs of \$1,745.1m for 1H2023 was \$72.9m or 4.4% higher compared to \$1,672.2m for 1H2022 with the increase of \$132.7m coming from the underlying businesses partially offset by a favourable foreign currency translation of \$59.8m from the weaker A\$ and £. Group Operating Costs were higher mainly due to inflation and the absence of the one-time \$37.2m gain from the disposal of Alperton property in 1H2022.

Group Operating Profit of \$117.2m for 1H2023 was \$53.9m or 31.5% lower compared to \$171.1m for 1H2022 with \$14.3m coming from the underlying businesses, \$2.4m coming from the net negative impact of the foreign currency translation and the absence of the \$37.2m one-time gain on disposal for Alperton property in 1H2022.

Net Income from Investments of \$14.9m for 1H2023, which was mostly related to interest income on short-term deposits and bank balances, increased by \$10.9m or 272.5% compared to \$4.0m for 1H2022 due to higher deposit rates.

Finance Costs of \$9.3m for 1H2023 increased by \$4.4m or 89.8% from \$4.9m for 1H2022 mainly due to the higher interest rates.

Share of results of associates and joint ventures of \$0.9m for 1H2023 increased by \$0.4m or 80.0% from \$0.5m for 1H2022 mainly from Auckland One Rail Limited ("AOR").

Consequently, Group Profit before Taxation of \$123.7m for 1H2023 was \$47.0m or 27.5% lower compared to \$170.7m for 1H2022.

Taxation for the Group of \$23.7m for 1H2023 was \$11.3m or 32.3% lower compared to \$35.0m for 1H2022 mainly due to lower taxable profits.

Group Profit after Taxation of \$100.0m for 1H2023 was \$35.7m or 26.3% lower than the \$135.7m for 1H2022.

Group Profit attributable to Non-Controlling Interests of \$21.5m for 1H2023 increased by \$1.1m or 5.4% compared to \$20.4m for 1H2022 due to higher profits from subsidiaries with non-controlling interests.

Group Profit attributable to Shareholders of the Company of \$78.5m for 1H2023 was \$36.8m or 31.9% lower compared to \$115.3m for 1H2022.

## 2. REVIEW OF GROUP PERFORMANCE (cont'd)

### Performance Review (cont'd)

Revenue from the Group's **Public Transport Business** of \$1,416.1m for 1H2023 was \$16.3m or 1.2% higher than the \$1,399.8m for 1H2022 due mainly to improved rail ridership and fare increase offset by contract renewals in Australia at lower margins and also lower margins from the 5 bus packages as part of DTL settlement. Operating Profit of \$52.4m for 1H2023 was \$65.0m or 55.4% lower than the \$117.4m for 1H2022 mainly due to driver shortages, increased wages, inflation and the absence of the one-time \$37.2m gain from the disposal of Alperton property in 1H2022.

Revenue from the Group's **Taxi / PHV Business** of \$277.9m for 1H2023 was \$8.6m or 3.2% higher compared to \$269.3m for 1H2022 due to Taxi trip commissions in Singapore introduced May 2022, lower taxi rental discounts and increased PHV fleet, partially offset by lower utilisation levels in China. Operating profit of \$42.7m for 1H2023 was \$17.6m or 70.1% higher than the \$25.1m in 1H2022 mainly due to higher revenues and lower operating costs in China in response to lower utilisation levels.

Revenue from the Group's **Other Private Transport Business** of \$69.5m for 1H2023 was \$10.9m or 13.6% lower than the \$80.4m for 1H2022 mainly due to lower Singapore private bus charter projects. Operating Loss of \$0.4m for 1H2023 compared to an Operating Profit of \$2.3m for 1H2022, a variance of \$2.7m mainly due to lower revenue.

Revenue from the Group's **Inspection and Testing Services Business** of \$54.7m for 1H2023 was \$2.5m or 4.8% higher than the \$52.2m for 1H2022 contributed by higher business volumes. Operating Profit of \$16.6m for 1H2023 was \$0.1m or 0.6% higher than the \$16.5m for 1H2022 with higher revenues mostly offset by increase in staff costs and lower write-back of allowance for expected credit losses.

Revenue from the Group's **Other Segments Business** of \$44.1m for 1H2023 was \$2.5m or 6.0% higher than the \$41.6m for 1H2022 contributed by the driving school and new logistic businesses. Operating Profit of \$5.9m for 1H2023 was \$3.9m or 39.8% lower than the \$9.8m for 1H2022 due to higher business development costs.

## **2. REVIEW OF GROUP PERFORMANCE (cont'd)**

### **Statements of Financial Position**

The financial position of the Group as at 30 June 2023 remained strong. Total Equity decreased by \$14.3m from \$3,004.7m as at 31 December 2022 to \$2,990.4m as at 30 June 2023 due mainly to payment of final and special dividend for 2022 partially offset by profit generated for the period.

Total Assets decreased by \$27.8m to \$4,673.8m as at 30 June 2023 from \$4,701.6m as at 31 December 2022 due to decreases in current assets by \$68.1m, partially offset by increases in non-current assets by \$40.3m. The decrease in current assets was mainly due to lower short-term deposits and bank balances, partially offset by higher trade and other receivables and inventories. The increase in non-current assets was due mainly to purchases of new vehicles and new investments in ComfortDelGro's venture capital fund.

Total Liabilities decreased by \$13.5m to \$1,683.4m as at 30 June 2023 from \$1,696.9m as at 31 December 2022 due to decreases in current liabilities by \$38.2m partially offset by increases in non-current liabilities by \$24.7m. The decrease in current liabilities was mainly due to lower income tax payable and lower trade and other payables. The increase in non-current liabilities was mainly due to higher long-term borrowings and lease liabilities, partially offset by lower deferred tax liabilities.

### **Cash Flow**

The Group recorded a net cash outflow of \$90.0m for 1H2023. As at 30 June 2023, the Group had short-term deposits and bank balances of \$877.0m. After accounting for the borrowings of \$311.9m and lease liabilities from financial institutions of \$15.3m, the Group had a net cash position of \$549.8m. The Group's gross gearing ratio (excluding lease liabilities recognised under SFRS(I) 16) was 10.9% as at 30 June 2023 compared to 10.4% as at 31 December 2022.

## **3. ANY VARIANCE BETWEEN FORECAST OR PROSPECT STATEMENT PREVIOUSLY DISCLOSED AND THE ACTUAL RESULTS**

No forecast or prospect statement has been previously disclosed.

#### 4. GROUP OUTLOOK

With inflation levels in many countries stabilizing, Public Transport earnings are expected to continue to recover for the remainder of 2023 and continue to be supported by wages and energy indexation on public bus contracts, to some extent.

- Singapore Public Transport revenues is expected to remain stable.
- UK Public Transport revenues are expected to increase as contractual indexation mechanisms in place will partially compensate for previous cost increases. We also anticipate contracts to be tendered for at significantly higher service fees to cater for cost increases.
- Australia Public Transport is expected to remain stable after New South Wales was successfully awarded regions 4, 12 and 14 contracts. New contractual terms commenced from 2Q2023.
- Bus charter in Australia and coach services in the UK have mostly recovered after the relaxation of COVID-19 restrictions and are expected to remain stable.

Singapore Taxi & Private Hire revenues will grow with the introduction of Zig platform fees from July 2023 as demand for taxi and PHVs remains strong. Taxi revenues in China are continuing to recover after the relaxation of COVID-19 restrictions.

Other business segments are expected to remain stable, with improved activity levels and earnings offset by inflation.

The Group, which is in a net cash position, continues to monitor interest rates while managing borrowings.

With a strong balance sheet, the Group remains committed to its long-term strategy to strengthen its core, transform and build new capabilities in smart and green mobility, while looking for growth opportunities in overseas and adjacent segments.

## 5. DIVIDEND

### (a) Current Financial Period Reported On

The Directors are pleased to declare a tax-exempt one-tier interim dividend of 2.90 cents (2022: 2.85 cents) per ordinary share. There was a tax-exempt one-tier special dividend of 1.41 cents per ordinary share in 1H2022.

Name of Dividend	Interim
Dividend Type	Cash; Tax-exempt one-tier
Dividend Amount per ordinary share	2.90 cents
Tax Rate	Exempt one-tier

### (b) Corresponding Period of the Immediate Preceding Financial Year

Name of Dividend	Interim	Special
Dividend Type	Cash; Tax-exempt one-tier	Cash; Tax-exempt one-tier
Dividend Amount per ordinary share	2.85 cents	1.41 cents
Tax Rate	Exempt one-tier	Exempt one-tier

### (c) Date Payable

The interim dividend will be paid on 1 September 2023.

### (d) Record Date

NOTICE IS HEREBY GIVEN that the Transfer Books and Register of Members of the Company will be closed on 22 August 2023 at 5.00 p.m. for the purposes of determining Shareholders' entitlements to the interim dividend.

Duly completed and stamped transfers received by the Company's Share Registrar, B.A.C.S. Private Limited, 77 Robinson Road, #06-03 Robinson 77, Singapore 068896 up to 5.00 p.m. on 22 August 2023 will be registered to determine Shareholders' entitlements to the interim dividend.

Shareholders (being depositors) whose securities accounts with The Central Depository (Pte) Limited are credited with ordinary shares in the capital of the Company as at 5.00 p.m. on 22 August 2023 will be entitled to the interim dividend.

## 6. INTERESTED PERSON TRANSACTIONS

The Group does not have any Shareholders' mandate for interested person transactions pursuant to Rule 920 of the Listing Manual.

**7. CONFIRMATION PURSUANT TO RULE 720(1) OF THE LISTING MANUAL**

The Company confirms that it has procured the Undertakings from all its Directors and Executive Officers in the format set out in Appendix 7.7 pursuant to Rule 720(1) of the Listing Manual.

**8. NEGATIVE ASSURANCE CONFIRMATION ON INTERIM FINANCIAL RESULTS UNDER SGX LISTING RULE 705(5) OF THE LISTING MANUAL**

The Directors confirm that, to the best of their knowledge, nothing has come to the attention of the Board of Directors which may render the half year 2023 financial results to be false or misleading in any material aspects.

ON BEHALF OF THE DIRECTORS

Mark Christopher Greaves  
Chairman

Cheng Siak Kian  
Managing Director/  
Group Chief Executive Officer

**BY ORDER OF THE BOARD**

Angeline Joyce, Lee Siang Pohr  
Company Secretary

14 August 2023





# 1H2023 Financial Results Presentation

14 August 2023

COMFORTDELGRO

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- Executive Summary
- Review of Financial Results
- Performance by Business Segments
- Business Outlook
- Dividend Payout



# EXECUTIVE SUMMARY

# Executive Summary

## 1H2023 financial performance upturn backed by strong operations and improving fundamentals

### 1H2023 Financial Highlights

- **Revenue** of \$1.86b vs \$1.94b for 2H2022
  - When compared with 1H2022, revenue increased 1.0%
- **PATMI** of \$78.5m, up 35.8% from 2H2022
  - When compared with 1H2022, PATMI decreased 31.9% which included one-off gain from the disposal of Alperton property in London
- Declared interim dividend of 2.90 cents / 80% of PATMI
- Refinement of segmentation in line with management structure

### 2Q2023 Financial Highlights

- **Revenue** of \$956m, up 5.5% from 1Q2023
- **PATMI** was \$45.7m, up 39.3% from 1Q2023 as a result of stronger performance from Public Transport and Taxi/PHV

# Key Business Updates

- **Public Transport** improved
  - SG rail ridership increased significantly y-o-y
  - UK renewals & indexation continue
- **Taxi & Private Hire** demand remains high, but competition is increasing
  - Modest commissions introduced in 2022 contributing strongly, while rental discounts have tapered down
  - PHV fleet continues to grow; Pool of PHV drivers onboarded to Zig accelerating
  - Taxi fleet size holding strongly
  - China post-COVID re-opening continues
- **Recent Achievements**
  - Paris Rail Line 15
  - Australia NSW Outer Metropolitan Bus Tender
  - Guangzhou PTG EV Charging
  - Cost management and productivity innovations in Public Transport

# Growth Strategy

## STRATEGIC IMPERATIVES : GROWTH STRATEGY



### Growing Existing Businesses



#### Defend the Core



#### Extend the Core



#### Expand into New Countries

- ✓ Win tenders
- ✓ Maintain operational excellence
- ✓ Transform business with Technology
- ✓ Electrify fleet and depots

- ✓ Expand into new regions/cities within Existing Countries

- ✓ Pursue overseas rail and bus tenders
- ✓ Acquire Bus/Taxi/PHV companies

Improve Core Performance and address Competitive Pressure



### Expand into New Businesses



#### Grow New Businesses

- ✓ Grow EV Charging, Solar Energy
- ✓ EV as a Service

Future Engines of Growth



### Building Future Capabilities



#### Building Future Capabilities

- ✓ Operating AV Fleet
- ✓ Accelerate Smart Mobility – AI/Data driven Fleet Management



# REVIEW OF FINANCIAL RESULTS



# Income Statement

\$'m	2Q2023	1Q2023	4Q2022	3Q2022 <sup>1</sup>	2Q2022 <sup>1</sup>	1Q2022 <sup>1</sup>
<b>Revenue</b>	<b>955.9</b>	<b>906.4</b>	<b>977.2</b>	<b>960.3</b>	<b>955.8</b>	<b>887.5</b>
Operating Costs	(798.8)	(767.5)	(840.6)	(815.8)	(801.6)	(731.9)
Depreciation and Amortisation	(91.8)	(88.8)	(91.3)	(88.3)	(89.3)	(88.3)
<b>Operating Profit excl. non-recurring items ("OPE")</b>	<b>65.3</b>	<b>50.1</b>	<b>45.3</b>	<b>56.2</b>	<b>64.9</b>	<b>67.3</b>
Net Gain/(Loss) on Disposal	1.0	0.8	(2.4)	(0.2)	1.0	37.9
<b>Operating Profit</b>	<b>66.3</b>	<b>50.9</b>	<b>42.9</b>	<b>56.0</b>	<b>65.9</b>	<b>105.2</b>
Net Interest Income/(Expense)	2.6	3.0	2.3	0.5	(0.3)	(0.6)
Share of Results of Associates and Joint Ventures	0.6	0.3	0.2	0.1	0.2	0.3
<b>Profit Before Tax</b>	<b>69.5</b>	<b>54.2</b>	<b>45.4</b>	<b>56.6</b>	<b>65.8</b>	<b>104.9</b>
<b>Profit After Tax</b>	<b>56.4</b>	<b>43.6</b>	<b>38.2</b>	<b>44.6</b>	<b>50.9</b>	<b>84.8</b>
<b>Profit After Tax and MI</b>	<b>45.7</b>	<b>32.8</b>	<b>25.5</b>	<b>32.3</b>	<b>39.2</b>	<b>76.1</b>

- 2Q2023 PATMI ↑\$12.9m or 39.3% vs 1Q2023
  - Public Transport Services and taxi recovery
  - 2Q2023 Revenue ↑\$49.5m or 5.5%; Operating Costs ↑(\$31.3m) or (4.1%)
  - Mainly from Public Transport Services from seasonality, fuel indexation and FX impacts

# Income Statement

\$'m	1H2023	2H2022	1H2022 <sup>1</sup>
<b>Revenue</b>	<b>1,862.3</b>	<b>1,937.5</b>	<b>1,843.3</b>
Operating Costs	(1,566.3)	(1,656.4)	(1,533.4)
Depreciation and Amortisation	(180.6)	(179.6)	(177.6)
<b>Operating Profit excl. non-recurring items ("OPE")</b>	<b>115.4</b>	<b>101.5</b>	<b>132.3</b>
Net Gain/(Loss) on Disposal	1.8	(2.6)	38.8
<b>Operating Profit</b>	<b>117.2</b>	<b>98.9</b>	<b>171.1</b>
Net Interest Income/(Expense)	5.6	2.8	(0.9)
Share of Results of Associates and Joint Ventures	0.9	0.3	0.5
<b>Profit Before Tax</b>	<b>123.7</b>	<b>102.0</b>	<b>170.7</b>
<b>Profit After Tax</b>	<b>100.0</b>	<b>82.8</b>	<b>135.7</b>
<b>Profit After Tax and MI</b>	<b>78.5</b>	<b>57.8</b>	<b>115.3</b>

- **1H2023 PATMI ↑\$20.7m or 35.8% vs 2H2022**
  - Inflationary costs pressures and driver shortages subsiding
  - 1H2023 Revenue ↓(\$75.2m) or (3.9%); Operating Costs ↓\$90.1m or 5.4%
  - Mainly from Public Transport Services from fuel indexation and FX impacts
  - Net interest income ↑\$2.8m from higher deposit rates
- **1H2023 PATMI ↓(\$36.8m) or (31.9%) vs 1H2022**
- **Normalised PATMI ↓(\$6.3m) or (7.4%) vs 1H2022**
  - 1H2022 includes exceptional gain on disposal of Alperton property in London of \$30.5m – distributed in full as special dividend
  - Before full impact of post-COVID inflation and Ukraine conflict
  - 1H2023 Revenue ↑\$19.0m or 1.0%; Operating Costs ↑(\$32.9m) or (2.1%)
  - Mainly from inflationary cost pressures on Public Transport Services
  - Net interest income ↑\$6.5m from higher deposit rates

# Balance Sheet

\$'m	Jun 23	Dec 22 <sup>1</sup>	Fav/(Adv)
Cash and short-term deposit	877.0	967.0	(90.0) / (9.3%)
Other current assets	699.6	677.7	21.9 / 3.2%
Non-current assets	3,097.2	3,056.9	40.3 / 1.3%
<b>Total Assets</b>	<b>4,673.8</b>	<b>4,701.6</b>	<b>(27.8) / (0.6%)</b>
Current liabilities	1,002.6	1,040.8	38.2 / 3.7%
Non-current liabilities	680.8	656.1	(24.7) / (3.8%)
<b>Total Liabilities</b>	<b>1,683.4</b>	<b>1,696.9</b>	<b>13.5 / 0.8%</b>
Share Capital	694.4	694.4	- / -
Retained Earnings	1,965.1	1,977.6	(12.5) / (0.6%)
Other equity reserves	330.9	332.7	(1.8) / (0.5%)
<b>Total Equity</b>	<b>2,990.4</b>	<b>3,004.7</b>	<b>(14.3) / (0.5%)</b>
<b>Net Asset Value per ordinary share (cents)</b>	<b>118.5</b>	<b>118.8</b>	<b>(0.3) / (0.3%)</b>

- Total assets remained stable with decrease in cash and short-term deposits after dividend payments, capex and investments
- Decrease in total liabilities mainly due to payments settled, partially offset by lease renewals and deferred grants
- Decrease in total equity mainly due to 2022 final and special dividends offset by profit for the period

# Cashflow

\$'m	1H2023		1H2022 <sup>1</sup>	
<b>Cash from Operating Activities</b>		<b>259.8</b>		<b>314.1</b>
<u>Utilisation of Cash:</u>				
Net CAPEX	(152.1)		(82.7)*	
Dividends	(117.9)		(66.7)	
Tax	(47.4)		(40.7)	
Acquisitions	(13.0)		(20.8)	
Others	(4.3)		(2.7)	
<b>Total Utilisation of Cash</b>		<b>(334.7)</b>		<b>(213.6)</b>
<b>Net Decrease in Borrowings</b>		<b>(11.3)</b>		<b>(35.7)</b>
<b>Net effect of exchange rate changes in consolidating subsidiaries</b>		<b>(3.8)</b>		<b>(13.4)</b>
<b>Net Cash (Outflow)/Inflow</b>		<b>(90.0)</b>		<b>51.4</b>

\* Net of proceeds from disposal of Alperton property in London of \$44.8m

- 1H2023 net cash outflow of \$90m – mainly due to 2022 special dividend and working capital movements

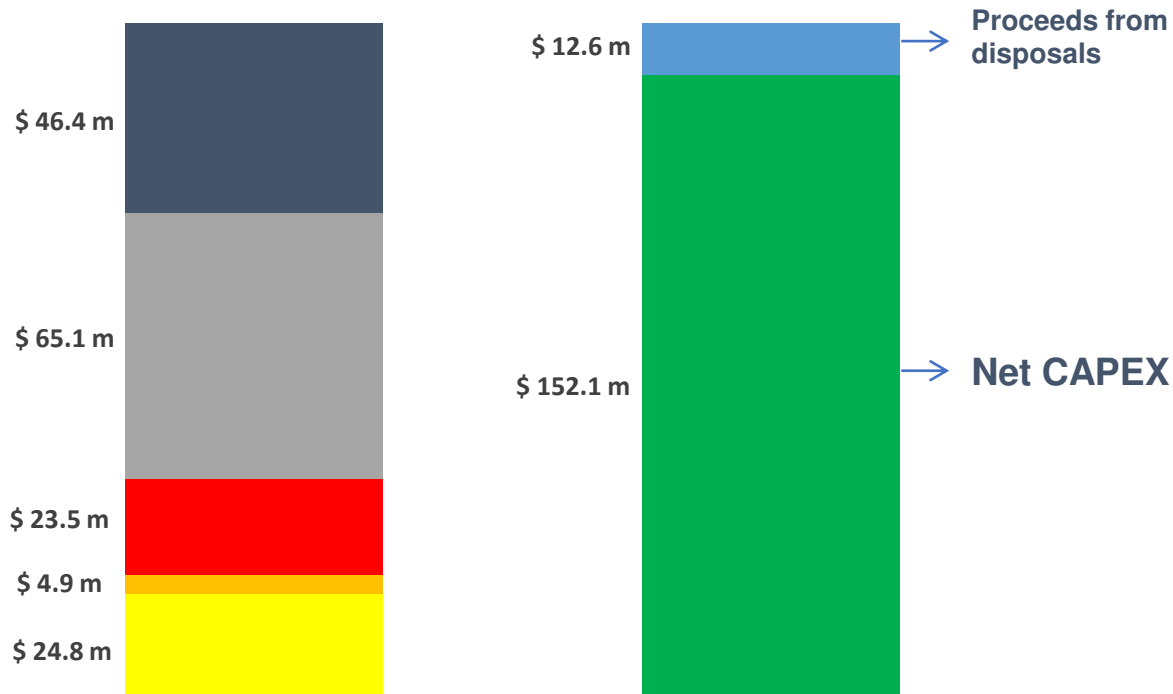
# Group Treasury Status

\$'m	Jun 23	Dec 22	Fav/(Adv)
<b>Cash and short-term deposits</b>	<b>877.0</b>	<b>967.0</b>	<b>(90.0) / (9.3%)</b>
Borrowings + finance leases	(327.2)	(313.6)	(13.6) / (4.3%)
Gross Gearing (gross debt / equity)	10.9%	10.5%	(0.4%) points
<b>Total Available facilities</b>	<b>766.7</b>	<b>775.4</b>	<b>(8.7) / (1.1%)</b>

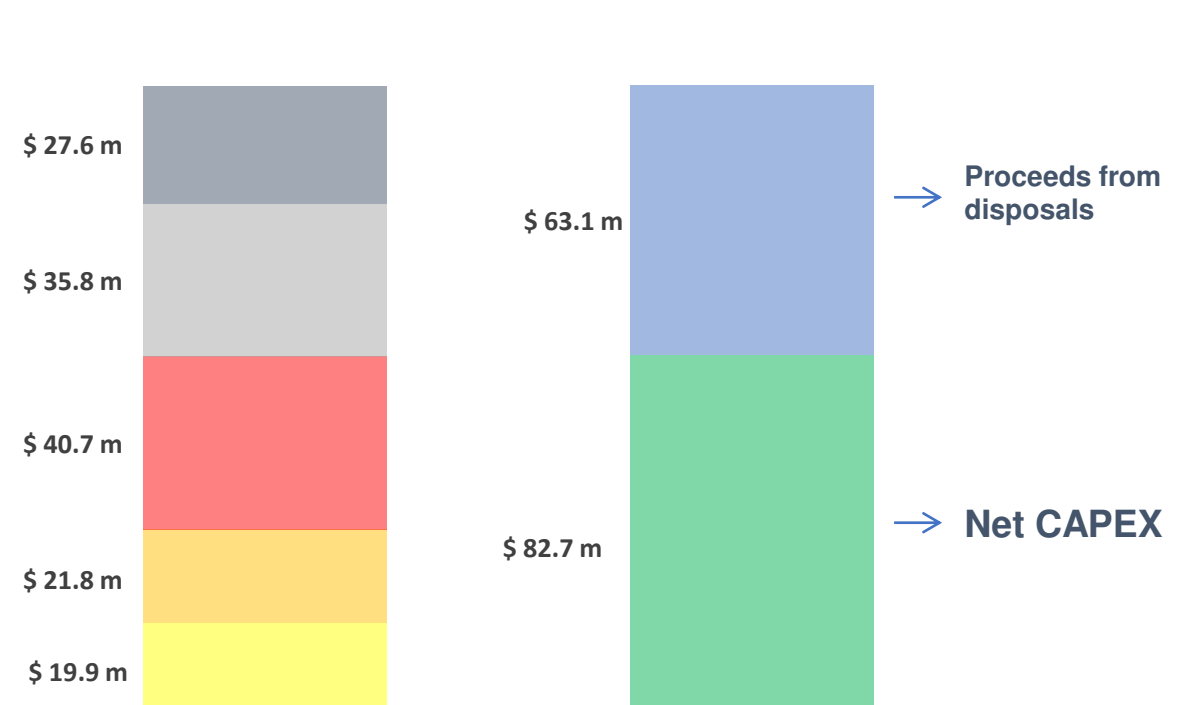
- Net cash position as at 30 Jun 2023 \$549.8m vs 31 Dec 2022 \$653.4m
  - 2022 final and special dividends totalling \$91.4m paid in 2Q2023
- The Group has available facilities of ~\$767m in various currencies
  - Conscious effort to preserve facilities for risk management purposes

# CAPEX Summary

**1H2023**  
\$164.7m



**1H2022<sup>1</sup>**  
\$145.8m

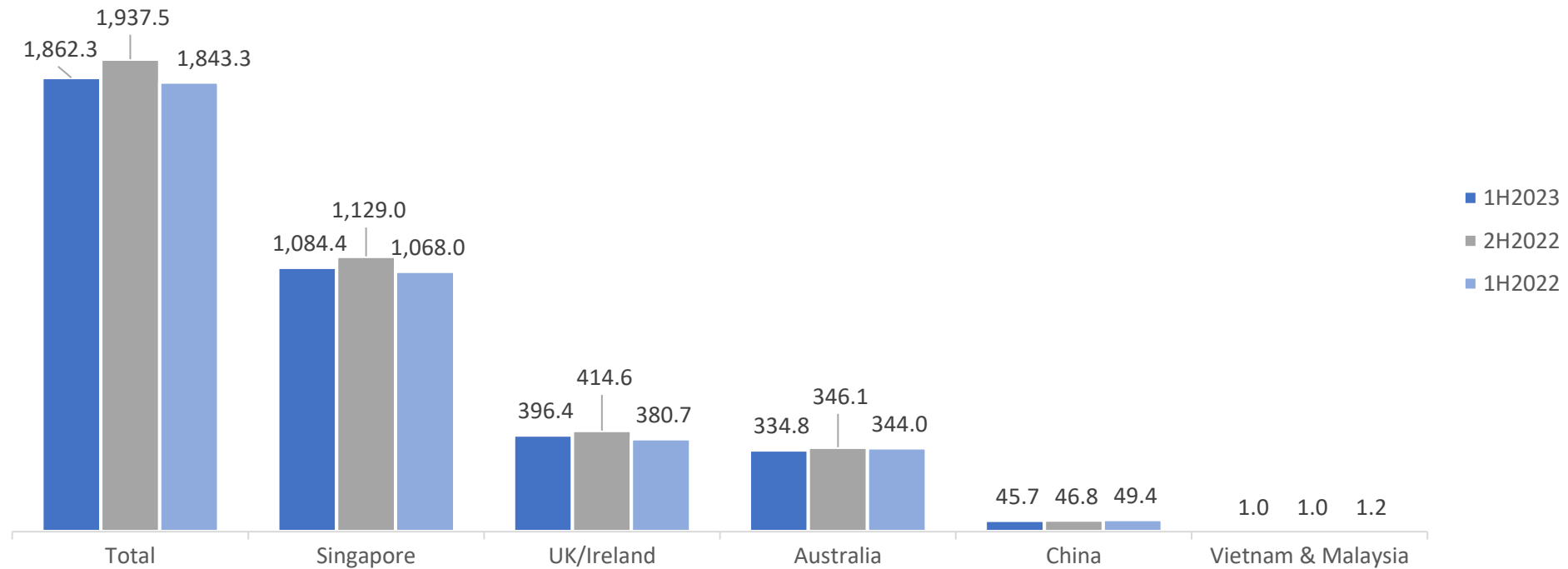


■ Buses   
 ■ Taxis   
 ■ Other vehicles   
 ■ Land and buildings   
 ■ Others

- Buses – fleet replacement and bus accessories for transport authorities which are funded by contracts. Includes ~60 EV buses in UK and SG
- Taxi – SG taxi diesel to EV/hybrid programme continued with ~180 conversions, further ~1,700 EV taxis purchased in China
- Other vehicles – new and replacement SG rental and driving school vehicles, non-emergency ambulances in SG and AU
- Land and buildings – mainly relates to renovation and electrification upgrades for depots, 1H2022 mainly relates to purchase of Athlon Road property in London to replace the disposed Alperton property
- Others includes equipment \$13.0m and Information/Operational Technology \$11.3m
- Proceeds from disposals – mainly proceeds disposal of vehicles, 1H2022 includes sale proceeds of Alperton property \$44.8m

# Revenue by Geographical Region

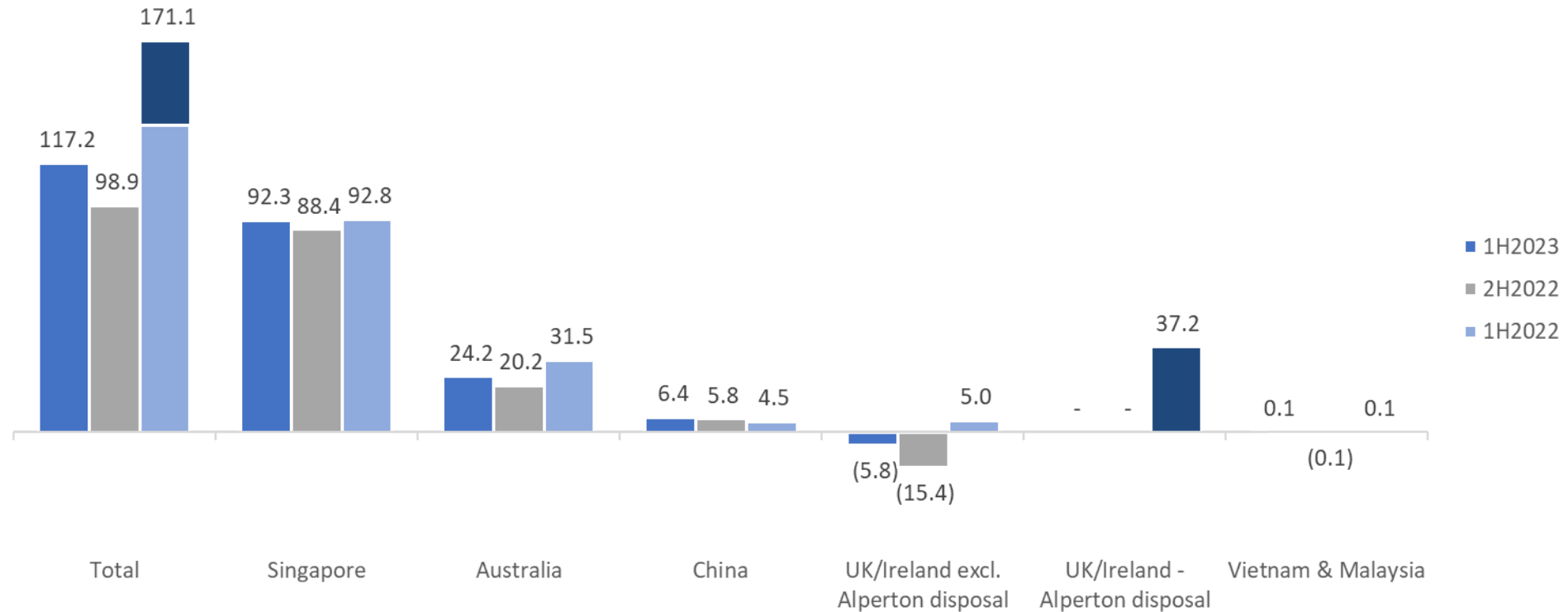
Revenue by Geographical Region (\$'m)



- 1H2023 overseas revenue contribution remained stable at 41.8% (1H2022 : 42.0%)

# Operating Profit by Region

Operating Profit by Geographical Region (\$'m)



- 1H2022 operating profits not affected by inflation / Ukraine conflict
  - Also benefitted from pent up demand after lifting of COVID-19 restrictions in Singapore and one-off exceptional gain on disposal of Alperton property in London \$37.2m



# PERFORMANCE BY BUSINESS SEGMENT

# New Segmentation

New Segments	Main Components
Public Transport	Public Bus, Public Rail, Scheduled Bus
Taxi & Private Hire	Taxi Rental, PHV Rental, Platform Services, Engineering Services, Fuel Sales
Other Private Transport	Private Bus, Non-Emergency Patient Transport, Corporate Vehicle Leasing
Inspection & Testing Services	Vehicle and Non-vehicle Inspection
Other Segments	Driving Centre, Bus Station, Insurance, Media, Logistics, EV Charging

- **Refinement of segmentation in line with management structure**
  - Following re-organisation of taxi, private hire and other private transport businesses
  - Smaller segments aggregated where possible

# Public Transport

- **Main components: Public Bus, Public Rail, Scheduled Bus**

\$'m	2Q2023	1Q2023	4Q2022	3Q2022	2Q2022	1Q2022
Revenue	730.0	686.1	753.2	733.8	735.4	664.4
Operating Costs	(701.1)	(663.1)	(737.9)	(706.3)	(693.9)	(626.7)
Operating Profit excl. non-recurring items ("OPE")	28.9	23.0	15.3	27.5	41.5	37.7
<i>OPE Margin %</i>	<i>4.0%</i>	<i>3.4%</i>	<i>2.0%</i>	<i>3.7%</i>	<i>5.6%</i>	<i>5.7%</i>
Net Gain/(Loss) on Disposal	0.2	0.3	3.1	(0.2)	0.7	37.5
Operating Profit ("OP")	29.1	23.3	18.4	27.3	42.2	75.2

- 2Q2023 OPE ↑\$5.9m or 25.7% vs 1Q2023
  - 1Q2023 Revenue ↑\$43.9m or 6.4%
    - Improved Singapore rail ridership
    - Increased charter activities in Australia
    - UK seasonality and increase in scheduled bus activities
  - Operating Costs ↑(\$38.0m) or (5.7%) mainly from seasonality, fuel indexation and FX impacts

# Public Transport

- Main components: Public Bus, Public Rail, Scheduled Bus

\$'m	1H2023	2H2022	1H2022 <sup>1</sup>
Revenue	1,416.1	1,486.8	1,399.8
Operating Costs	(1,364.2)	(1,444.0)	(1,320.6)
Operating Profit excl. non-recurring items ("OPE")	51.9	42.8	79.2
<i>OPE Margin %</i>	3.7%	2.9%	5.7%
Net Gain/(Loss) on Disposal	0.5	2.9	38.2
Operating Profit ("OP")	52.4	45.7	117.4

- 1H2023 OPE ↑\$9.1m or 21.3% vs 2H2022
  - Mainly due to improved margins in UK after driver pay deal back pay in 4Q2022
  - 1H2023 Revenue ↓(\$70.9m) or (4.8%); Operating Costs ↓\$80.0m or 5.5%
  - Mainly from seasonality, fuel indexation and FX impacts
- 1H2023 OPE ↓(\$27.3m) or (34.5%) vs 1H2022
  - 1H2023 Revenue ↑\$16.3m or 1.2%
    - Improved Singapore rail ridership and fare increase & UK scheduled bus recovery offset by;
    - Contract renewals in Australia at lower margins
    - Lower Singapore Bus margins on 5 bus packages as part of DTL settlement
  - Operating Costs ↑(\$43.6m) or (3.3%) due to driver shortages, increased wages and inflation

# Taxi & Private Hire

- Main components: Taxi Rental, PHV Rental, Platform Services, Engineering Services, Fuel Sales

\$'m	2Q2023	1Q2023	4Q2022	3Q2022	2Q2022	1Q2022
Revenue	140.8	137.1	142.6	142.9	137.4	131.9
Operating Costs	(115.0)	(120.3)	(118.8)	(122.4)	(124.8)	(119.2)
Operating Profit excl. non-recurring items ("OPE")	25.8	16.8	23.7	20.6	12.6	12.7
<i>OPE Margin %</i>	<i>18.3%</i>	<i>12.3%</i>	<i>16.6%</i>	<i>14.4%</i>	<i>9.2%</i>	<i>9.6%</i>
Net Gain/(Loss) on Disposal	0.1	(0.0)	(1.9)	(0.6)	(0.1)	(0.1)
Operating Profit ("OP")	25.9	16.8	21.8	20.0	12.5	12.6

- 2Q2023 OPE ↑\$9.0m or 53.6% vs 1Q2023
  - 1Q2023 Revenue ↑\$3.7m or 2.7%; Operating Costs ↓\$5.3m or 4.4%
  - Mainly due to lower Singapore taxi rental discounts and non-capitalizable developments costs in 1Q2023

# Taxi & Private Hire

- Main components: Taxi Rental, PHV Rental, Platform Services, Engineering Services, Fuel Sales

\$'m	1H2023	2H2022	1H2022
Revenue	277.9	285.5	269.3
Operating Costs	(235.3)	(241.2)	(244.0)
Operating Profit excl. non-recurring items ("OPE")	42.6	44.3	25.3
<i>OPE Margin %</i>	<i>15.3%</i>	<i>15.5%</i>	<i>9.4%</i>
Net Gain/(Loss) on Disposal	0.1	(2.5)	(0.2)
Operating Profit ("OP")	42.7	41.8	25.1

- 1H2023 OPE ↓(\$1.7m) or (3.8%) vs 2H2022
  - 1H2023 Revenue ↓(\$7.6m) or (2.7%); Operating Costs ↓\$5.9m or 2.4%
  - Mainly due to seasonality and lower Singapore job volumes (1H2023 ~16.0m vs 2H2022 ~17.5m)
  - Partially offset by lower rental discounts and higher commissions
- 1H2023 OPE ↑\$17.3m or 68.4% vs 1H2022
  - 1H2023 Revenue ↑\$8.6m or 3.2%
    - Taxi trip commissions in Singapore introduced May 2022, lower taxi rental discounts and increased PHV fleet
    - Partially offset by lower utilisation levels in China
  - Operating Costs ↓\$8.7m or 3.6%
    - Lower operating costs in China in response to lower utilisation levels

# Other Private Transport

- Main components: Private Bus, Non-Emergency Patient Transport, Corporate Vehicle Leasing

\$'m	2Q2023	1Q2023	4Q2022	3Q2022	2Q2022	1Q2022
Revenue	35.4	34.1	33.4	35.6	36.0	44.4
Operating Costs	(36.2)	(34.9)	(36.9)	(38.2)	(36.7)	(42.2)
Operating Profit excl. non-recurring items ("OPE")	(0.8)	(0.8)	(3.5)	(2.6)	(0.7)	2.2
<i>OPE Margin %</i>	-2.3%	-2.3%	-10.5%	-7.3%	-1.9%	5.0%
Net Gain/(Loss) on Disposal	0.7	0.5	(2.2)	0.6	0.3	0.5
Operating Profit ("OP")	(0.1)	(0.3)	(5.7)	(2.0)	(0.4)	2.7

- 2Q2023 OPE in line with 1Q2023
  - 1Q2023 Revenue ↑\$1.3m or 3.8%; Operating Costs ↑(\$1.3m) or (3.7%)

# Other Private Transport

- **Main components: Private Bus, Non-Emergency Patient Transport, Corporate Vehicle Leasing**

\$'m	1H2023	2H2022	1H2022
Revenue	69.5	69.0	80.4
Operating Costs	(71.1)	(75.1)	(78.9)
Operating Profit excl. non-recurring items ("OPE")	(1.6)	(6.1)	1.5
<i>OPE Margin %</i>	-2.3%	-8.8%	1.9%
Net Gain/(Loss) on Disposal	1.2	(1.6)	0.8
Operating Profit ("OP")	(0.4)	(7.7)	2.3

- 1H2023 OPE ↑\$4.5m or 73.7% vs 2H2022
- 1H2023 Revenue ↑\$0.5m or 0.7%; Operating Costs ↓\$4.0m or 5.3%
- Mainly due to lower Singapore private bus subcontractor costs
- 1H2023 OPE ↓(\$3.1m) or (206.7%) vs 1H2022
- 1Q2023 Revenue ↓(\$10.9m) or (13.6%); Operating Costs ↓\$7.8m or 9.9%
- Mainly due to lower Singapore private bus charter projects and inflation, as well as driver shortages in Australia



# Inspection & Testing Services

- Main components: Vehicle and Non-vehicle Inspection

\$'m	2Q2023	1Q2023	4Q2022	3Q2022	2Q2022	1Q2022
Revenue	27.6	27.1	27.0	26.8	26.7	25.5
Operating Costs	(19.1)	(19.0)	(18.2)	(18.7)	(18.2)	(17.5)
Operating Profit excl. non-recurring items ("OPE")	8.5	8.1	8.8	8.1	8.5	8.0
<i>OPE Margin %</i>	<i>30.8%</i>	<i>29.9%</i>	<i>32.6%</i>	<i>30.2%</i>	<i>31.8%</i>	<i>31.4%</i>
Net Gain/(Loss) on Disposal	-	-	(0.8)	-	-	-
Operating Profit ("OP")	8.5	8.1	8.0	8.1	8.5	8.0

- 2Q2023 OPE ↑\$0.4m or 4.9% vs 1Q2023
  - 2Q2023 Revenue ↑\$0.5m or 1.8%; Operating Costs ↑(\$0.1m) or (0.5%)

# Inspection & Testing Services

- **Main components: Vehicle and Non-vehicle Inspection**

\$'m	1H2023	2H2022	1H2022
Revenue	54.7	53.8	52.2
Operating Costs	(38.1)	(36.8)	(35.8)
Operating Profit excl. non-recurring items ("OPE")	16.6	17.0	16.5
<i>OPE Margin %</i>	<i>30.3%</i>	<i>31.6%</i>	<i>31.6%</i>
Net Gain/(Loss) on Disposal	-	(0.8)	-
Operating Profit ("OP")	16.6	16.1	16.5

- 1H2023 OPE ↓(\$0.4m) or (2.4%) vs 2H2022
  - 1H2023 Revenue ↑\$0.9m or 1.7%; Operating Costs ↑(\$1.3m) or (3.5%)
  - Mainly due to inflationary cost pressures
- 1H2023 OPE in line with 1H2022
  - 1Q2023 Revenue ↑\$2.5m or 4.8%; Operating Costs ↑(\$2.4m) or (6.7%)

# Other Segments

- Main components: Driving Centre, Bus Station, Insurance, Media, Logistics, EV Charging

\$'m	2Q2023	1Q2023	4Q2022	3Q2022	2Q2022	1Q2022
Revenue	22.1	22.0	21.1	21.1	20.1	21.5
Operating Costs	(19.2)	(19.0)	(20.1)	(18.6)	(17.0)	(14.8)
Operating Profit excl. non-recurring items ("OPE")	2.9	3.0	1.0	2.5	3.1	6.7
<i>OPE Margin %</i>	<i>13.1%</i>	<i>13.6%</i>	<i>4.7%</i>	<i>11.8%</i>	<i>15.4%</i>	<i>31.2%</i>
Net Gain/(Loss) on Disposal	-	-	(0.5)	-	-	-
Operating Profit ("OP")	2.9	3.0	0.5	2.5	3.1	6.7

- 2Q2023 OPE in line with 1Q2023
  - 2Q2023 Revenue ↑\$0.1m or 0.5%; Operating Costs ↑(\$0.2m) or (1.1%)

# Other Segments

- Main components: Driving Centre, Bus Station, Insurance, Media, Logistics, EV Charging

\$'m	1H2023	2H2022	1H2022
Revenue	44.1	42.2	41.6
Operating Costs	(38.2)	(38.7)	(31.8)
Operating Profit excl. non-recurring items ("OPE")	5.9	3.5	9.8
<i>OPE Margin %</i>	13.4%	8.3%	23.6%
Net Gain/(Loss) on Disposal	-	(0.5)	-
Operating Profit ("OP")	5.9	3.0	9.8

- 1H2023 OPE ↑\$2.4m or 68.6% vs 2H2022
  - 1H2023 Revenue ↑\$1.9m or 4.5%; Operating Costs ↓\$0.5m or 1.3%
  - Mainly from improvements in China Bus Station margins after COVID-19 restrictions lifted in early 2023
- 1H2023 OPE ↓(\$3.9m) or (39.8%) vs 1H2022
  - 1H2023 Revenue ↑\$2.5m or 6.0%; Operating Costs ↑(\$6.4m) or (20.1%)
  - Mainly due to increased business development costs

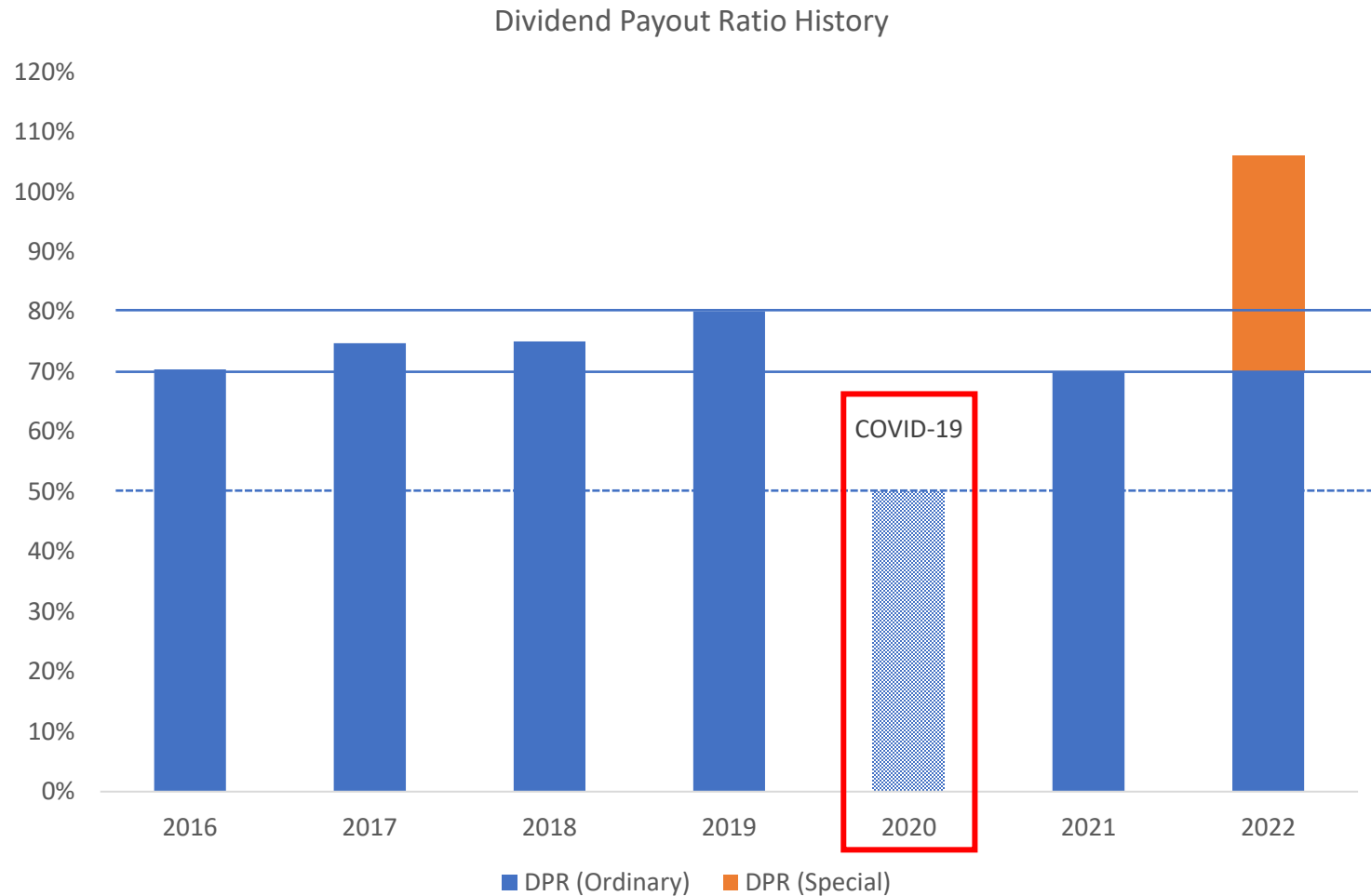
# BUSINESS OUTLOOK

# Business Outlook

- With inflation levels in many countries stabilizing, Public Transport earnings are expected to continue to recover for the remainder of 2023 and continue to be supported by wages and energy indexation on public bus contracts, to some extent.
  - Singapore Public Transport revenues are expected to remain stable.
  - UK Public Transport revenues are expected to increase as contractual indexation mechanisms in place will partially compensate for previous cost increases. We also anticipate contracts to be tendered for at significantly higher service fees to cater for cost increases.
  - Australia Public Transport is expected to remain stable after New South Wales was successfully awarded regions 4, 12 and 14 contracts. New contractual terms commenced from 2Q2023.
  - Bus charter in Australia and coach services in the UK have mostly recovered after the relaxation of COVID-19 restrictions and are expected to remain stable.
- Singapore Taxi & Private Hire revenues will grow with the introduction of Zig platform fees from July 2023 as demand for taxi and PHVs remains strong. Taxi revenues in China are continuing to recover after the relaxation of COVID-19 restrictions.
- Other business segments are expected to remain stable, with improved activity levels and earnings offset by inflation.
- The Group, which is in a net cash position, continues to monitor interest rates while managing borrowings.
- With a strong balance sheet, the Group remains committed to its long-term strategy to strengthen its core, transform and build new capabilities in smart and green mobility, while looking for growth opportunities in overseas and adjacent segments.

# DIVIDEND PAYOUT

# Dividend policy update



- **Updated dividend policy to pay out at least 70% of PATMI going forward**
  - Generally paid out 70%-80% of PATMI as dividends despite previous policy of at least 50%
  - The new 70% payout ratio provides more certainty to shareholders while allowing for growth



# Financial Year 2023 Dividend Payout

	FY2023 (cents)	FY2022 <sup>1</sup> (cents)	Increase / (decrease)
<b>Interim Dividend</b>	<b>2.90</b>	<b>2.85</b>	<b>0.05 / 1.8%</b>
Dividend yield	5.0% <sup>(a)</sup>	3.7% <sup>(b)</sup>	
Special Dividend – 1H2022	-	1.41	
Special Dividend yield	NA	1.0% <sup>(b)</sup>	

- Interim dividend declared at 80% payout ratio on PATMI

a) ComfortDelGro share price of \$1.16 as at 30 Jun 2023

b) ComfortDelGro share price of \$1.40 as at 30 Jun 2022

THANK YOU

**COMFORTDELGRO EARNINGS TURN THE CORNER WITH  
HIGHER PATMI OF \$78.5 MILLION IN 1H2023**

**DIVIDEND PAYOUT RATIO POLICY RAISED TO  
AT LEAST 70% OF PATMI**

- ***1H2023 performance backed by strengthening demand across all focus markets as post-COVID-19 recovery continues globally.***
- ***Earnings recovery accelerated in 2Q2023 with PATMI of \$45.7 million, up 39.3% from \$32.8 million in 1Q2023.***
- ***Dividend payout ratio policy raised to at least 70% of PATMI from 50% previously to better reflect actual payouts and to provide more certainty to shareholders, while still allowing for growth.***

Singapore, 14 August 2023 – ComfortDelGro reported steady revenue of \$1.86 billion in 1H2023, compared to \$1.84 billion in 1H2022. 1H2023 PATMI was \$78.5 million, down 7.4% or \$6.3 million year-on-year excluding the one-off gain recognised in 1H2022 from the sale of the Alperton property in London, with the decrease mainly due to higher operating costs. However, 1H2023 PATMI was 35.8% higher than the \$57.8 million recorded in 2H2022, with 2Q2023 PATMI rising 39.3% over 1Q2023, signaling a strong rebound in recent months.

At the operating profit level, ComfortDelGro turned in a profit of \$117.2 million in 1H2023, 18.5% higher than \$98.9 million in 2H2022, driven by better performance across its core segments<sup>1</sup>. Improved Public Transport performance in Singapore, Australia and the UK drove sequential recovery in the segment's 2Q2023 operating profit to \$29.1 million from \$23.3 million in 1Q2023. The segment's operating profit in 1H2023 also improved to \$52.4 million from \$45.7 million in 2H2022.

<sup>1</sup> Effective 1H2023, ComfortDelGro's business has been re-segmented into (1) Public Transport, (2) Taxi & Private Hire, (3) Other Private Transport, (4) Inspection & Testing Services and (5) Other Segments.

In the Taxi & Private Hire segment, operating profit improved quarter-on-quarter in 2Q2023 to \$25.9 million from \$16.8 million in 1Q2023, mainly due to lower taxi rental discounts in Singapore. In 1H2023, the segment's operating profit remained stable at \$42.7 million, compared to \$41.8 million in 2H2022. In 3Q2023, ComfortDelGro implemented a platform fee for rides booked via its Zig app, which is expected to contribute to the segment's performance going forward.

ComfortDelGro Managing Director/Group CEO Mr Cheng Siak Kian said: **“ComfortDelGro turned in a solid performance in 1H and 2Q2023, backed by strong operations and improving fundamentals post-COVID-19. Despite headwinds in some parts of the business, our overall performance has recovered. We have also seen this recovery accelerate in 2Q2023, particularly in our core business of Public Transport and Taxi & Private Hire. To sustain this momentum, we are exploring new growth opportunities beyond our existing core business, particularly in the areas of electrification and autonomous vehicles.”**

#### Dividend

In line with the stronger performance, ComfortDelGro has declared an interim dividend of 2.90 cents per share, representing a dividend payout ratio of 80% of PATMI.

ComfortDelGro has generally paid out 70 to 80% of PATMI as dividends over the years. To provide more certainty to shareholders and to better reflect the Group's actual dividend payout ratio, the Group has updated its dividend policy to pay out at least 70% of PATMI going forward, from at least 50% of PATMI previously.

ComfortDelGro Chairman Mr Mark Greaves said: **“We believe in rewarding our shareholders and are now committing to pay out at least 70% of PATMI going forward while concurrently pursuing growth opportunities. We are confident we will achieve this, given our stable cash flows and strong balance sheet.**

**“ComfortDelGro is on the cusp of change. As a leader in land transport, we are committing to new technologies and future engines of growth. At the same time, we remain focused on our existing operations to improve core performance.”**

## Financial Highlights

S\$m	1H2023	1H2022 <sup>1</sup>	Change
	\$m	\$m	%
Revenue	1,862.3	1,843.3	1.0
Operating Profit	117.2	171.1	-31.5
EBITDA <sup>2</sup>	296.0	309.8	-4.5
PATMI	78.5	115.3	-31.9
EPS – cents	3.62	5.32	-32.0

<sup>1</sup> Service Concession Arrangements restatement. 1H2022 figures included one-off gains of \$30.5 million from the disposal of Alperton property in London. <sup>2</sup> EBITDA excludes impairment and net gain/(loss) on disposal

## Outlook

With inflation levels in many countries stabilizing, Public Transport earnings are expected to continue to recover for the remainder of 2023 and continue to be supported by wages and energy indexation on public bus contracts, to some extent.

- Singapore Public Transport revenues are expected to remain stable.
- UK Public Transport revenues are expected to increase as contractual indexation mechanisms in place will partially compensate for previous cost increases. We also anticipate contracts to be tendered for at significantly higher service fees to cater for cost increases.
- Australia Public Transport is expected to remain stable after New South Wales was successfully awarded regions 4, 12 and 14 contracts. New contractual terms commenced from 2Q2023.
- Bus charter in Australia and coach services in the UK have mostly recovered after the relaxation of COVID-19 restrictions and are expected to remain stable.

Singapore Taxi & Private Hire revenues will grow with the introduction of Zig platform fees from July 2023 as demand for taxi and PHVs remains strong. Taxi revenues in China are continuing to recover after the relaxation of COVID-19 restrictions.

Other business segments are expected to remain stable, with improved activity levels and earnings offset by inflation.

The Group, which is in a net cash position, continues to monitor interest rates while managing borrowings.

With a strong balance sheet, the Group remains committed to its long-term strategy to strengthen its core, transform and build new capabilities in smart and green mobility, while looking for growth opportunities in overseas and adjacent segments.

### Changes to Segmental Reporting

In line with the Group's strategic focus, ComfortDelGro has introduced a new segmental reporting framework effective 1H2023. This new framework reflects the Group's simplified organisational structure, and seeks to enable the investment community to better understand and evaluate the Group. Under the new framework, ComfortDelGro's new business segments are Public Transport, Taxi & Private Hire, Other Private Transport, Inspection & Testing Services and Other Segments.

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### **Background**

ComfortDelGro is one of the world's largest land transport companies with a total fleet size of about 34,000 buses, taxis and rental vehicles. It also runs 177km of light and heavy rail networks in Singapore and New Zealand. Its global operations span seven countries – Singapore, Australia, the United Kingdom, New Zealand, China, Ireland and Malaysia.