

Bangkok Expressway and Metro Public Company Limited
and its subsidiaries
Report and consolidated financial statements
31 December 2023

Independent Auditor's Report

To the Shareholders of Bangkok Expressway and Metro Public Company Limited

Opinion

I have audited the accompanying consolidated financial statements of Bangkok Expressway and Metro Public Company Limited and its subsidiaries (the Group), which comprise the consolidated statement of financial position as at 31 December 2023, and the related consolidated statements of income, comprehensive income, changes in shareholders' equity and cash flows for the year then ended, and notes to the consolidated financial statements, including a summary of significant accounting policies, and have also audited the separate financial statements of Bangkok Expressway and Metro Public Company Limited for the same period.

In my opinion, the financial statements referred to above present fairly, in all material respects, the financial position of Bangkok Expressway and Metro Public Company Limited and its subsidiaries and of Bangkok Expressway and Metro Public Company Limited as at 31 December 2023, their financial performance and cash flows for the year then ended in accordance with Thai Financial Reporting Standards.

Basis for Opinion

I conducted my audit in accordance with Thai Standards on Auditing. My responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Statements* section of my report. I am independent of the Group in accordance with the *Code of Ethics for Professional Accountants including Independence Standards* issued by the Federation of Accounting Professions (Code of Ethics for Professional Accountants) that are relevant to my audit of the financial statements, and I have fulfilled my other ethical responsibilities in accordance with the Code of Ethics for Professional Accountants. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

Key Audit Matter

Key audit matter is this matter that, in my professional judgement, was of most significance in my audit of the financial statements of the current period. This matter was addressed in the context of my audit of the financial statements as a whole, and in forming my opinion thereon, and I do not provide a separate opinion on these matters.

I have fulfilled the responsibilities described in the *Auditor's Responsibilities for the Audit of the Financial Statements* section of my report, including in relation to these matters. Accordingly, my audit included the performance of procedures designed to respond to my assessment of the risks of material misstatement of the financial statements. The result of my audit procedures, including the procedures performed to address the matter below, provide the basis for my audit opinion on the accompanying financial statements as a whole.

Key audit matter and how audit procedures respond to the matter are described below.

Intangible assets under concession agreements

As at 31 December 2023, the Group has intangible assets under concession agreements, including the rights to operate expressway sectors, the intangible assets under concession agreement of the MRT Blue Line Project, and the prepaid project remuneration, totaling Baht 91,647 million, in the consolidated financial statements. This represents 81 percent of total assets (the Company only: Baht 86,823 million, or equivalent to 80 percent of total assets). The management exercises judgement in the selection of the amortisation method, opting for the unit of throughput method over the concession period after the commencement date, along with other appropriate estimations. The management exercises a high degree of judgement in forecasting commuters over the concession period, taking into account various assumptions such as financial information, demographic factors and other relevant statistics. The management also considers the work of specialist in estimation, ensuring rational data for calculation proposes.

I assessed the management's evaluation of selecting the work of specialist and gain an understanding of the process involved in forecasting the number of commuters over the concession period, as prepared by the specialist. This involved querying the specialist regarding their preparation method, the appropriateness of the model used, data input procedures, calculation processes, and validating rationale of the results. Additionally, I assessed the rationale of statistical data and other assumptions used by the specialist, comparing these assumptions with external and internal sources of the Group. In addition, I considered the reviewing the disclosures in the notes to financial statements.

Other Information

Management is responsible for the other information. The other information comprise the information included in annual report of the Group, but does not include the financial statements and my auditor's report thereon. The annual report of the Group is expected to be made available to me after the date of this auditor's report.

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

In connection with my audit of the financial statements, my responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or my knowledge obtained in the audit or otherwise appears to be materially misstated.

When I read the annual report of the Group, if I conclude that there is a material misstatement therein, I am required to communicate the matter to those charged with governance for correction of the misstatement.

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 Thai Financial Reporting Standards, 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.

In preparing the financial statements, management is responsible for assessing the Group'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 management either intends to liquidate the Group or to cease operations, or has no realistic alternative but to do so.

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

Auditor's Responsibilities for the Audit of the Financial Statements

My 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 my opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Thai Standards on Auditing 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 Thai Standards on Auditing, I exercise professional judgement and maintain professional skepticism throughout the audit. I 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 my 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 Group's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- 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 Group's ability to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify my opinion. My conclusions are based on the audit evidence obtained up to the date of my auditor's report. However, future events or conditions may cause the Group 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.

- Obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the Group to express an opinion on the consolidated financial statements. I am responsible for the direction, supervision and performance of the group audit. I remain solely responsible for my audit opinion.

I 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 I identify during my audit.

I also provide those charged with governance with a statement that I have complied with relevant ethical requirements regarding independence, and to communicate with them all relationships and other matters that may reasonably be thought to bear on my independence, and where applicable, related safeguards.

From the matters communicated with those charged with governance, I determine those matters that were of most significance in the audit of the financial statements of the current period and are therefore the key audit matters. I describe these matters in my auditor's report unless law or regulation precludes public disclosure about the matter or when, in extremely rare circumstances, I determine that a matter should not be communicated in my report because the adverse consequences of doing so would reasonably be expected to outweigh the public interest benefits of such communication.

I am responsible for the audit resulting in this independent auditor's report.

Kittiphun Kiatsomphob
Certified Public Accountant (Thailand) No. 8050

EY Office Limited
Bangkok: 28 February 2024

Bangkok Expressway and Metro Public Company Limited and its subsidiaries

Statement of financial position

As at 31 December 2023

(Unit: Baht)

	Note	Consolidated financial statements		Separate financial statements	
		2023	2022	2023	2022
Assets					
Current assets					
Cash and cash equivalents	7	1,246,093,019	1,787,836,238	1,029,226,366	1,410,945,524
Bank deposit for unearned fare box revenue	8	249,162,363	229,984,555	249,162,363	229,984,555
Trade and other receivables	9	896,962,252	647,992,309	920,781,170	800,027,621
Current portion of receivable under the concession agreement	10	1,649,683,274	1,649,683,274	1,649,683,274	1,649,683,274
Current tax assets		161,984,235	144,533,107	157,382,649	142,532,837
Other current financial assets	11	823,623,422	946,995,194	823,623,422	946,995,194
Other current assets		219,652,439	158,536,307	212,165,904	153,269,345
Total current assets		5,247,161,004	5,565,560,984	5,042,025,148	5,333,438,350
Non-current assets					
Receivable under the concession agreement, net of current portion	10	2,611,998,518	4,261,681,792	2,611,998,518	4,261,681,792
Long term-loan to related party	6	-	-	713,000,000	300,000,000
Other non-current financial assets	11	11,681,898,461	13,418,815,206	11,646,898,361	13,418,815,206
Investments in subsidiaries	12	-	-	767,729,867	767,729,867
Investment properties	13	120,357,493	120,357,493	120,357,493	120,357,493
Building and equipment	14	326,689,575	337,931,815	312,931,877	324,762,189
Right-of-use assets	23	117,524,269	171,595,613	45,709,150	78,166,681
Rights to operate expressway sectors	15	31,136,595,058	31,860,051,536	26,559,407,503	27,123,127,708
Intangible asset under concession agreement of the MRT Blue Line Project	16	45,186,801,505	45,245,877,915	44,939,459,444	44,989,376,430
Project cost of the MRT Chalong Ratchadham Line	17	662,239,850	656,677,998	662,239,850	656,677,998
Prepaid project remuneration	6	15,323,690,059	12,400,550,604	15,323,690,059	12,400,550,604
Other intangible assets	18	25,344,485	33,948,492	25,212,488	33,431,861
Deferred tax assets	32	18,780,077	19,994,793	-	-
Other non-current assets		36,793,163	35,143,010	16,422,224	15,192,677
Total non-current assets		107,248,712,513	108,562,626,267	103,745,056,834	104,489,870,506
Total assets		112,495,873,517	114,128,187,251	108,787,081,982	109,823,308,856

The accompanying notes are an integral part of the financial statements.

Bangkok Expressway and Metro Public Company Limited and its subsidiaries

Statement of financial position (continued)

As at 31 December 2023

(Unit: Baht)

	Note	Consolidated financial statements		Separate financial statements	
		2023	2022	2023	2022
Liabilities and shareholders' equity					
Current liabilities					
Short-term loans from financial institution	40.2	1,000,000,000	-	1,000,000,000	-
Trade and other payables	19	1,614,883,617	1,762,804,876	1,563,892,661	1,703,436,123
Current portion of long-term loans from financial institutions	20	4,245,844,069	4,173,244,069	3,461,764,069	3,461,764,069
Current portion of lease liabilities	23	52,765,200	67,763,943	27,963,100	44,010,119
Current portion of debentures	21	8,000,000,000	5,500,000,000	8,000,000,000	5,500,000,000
Unearned fare box revenue	8	258,974,516	243,947,482	258,974,516	243,947,482
Deposits on stored value ticket		102,595,947	93,486,147	102,595,947	93,486,147
Income tax payable		8,103,183	11,603,425	-	-
Other current financial liabilities		113,531,303	105,052,472	109,101,066	101,692,473
Other current liabilities		169,483,664	133,826,661	159,938,686	125,632,597
Total current liabilities		15,566,181,499	12,091,729,075	14,684,230,045	11,273,969,010
Non-current liabilities					
Long-term loans from financial institutions, net of current portion	20	20,499,306,627	24,709,713,605	19,657,113,245	23,072,321,974
Lease liabilities, net of current portion	23	64,140,816	103,375,827	18,033,339	35,034,289
Debentures, net of current portion	21	34,557,971,302	36,058,427,918	34,557,971,302	36,058,427,918
Provision for long-term employee benefits	24	700,902,148	838,048,488	664,854,143	806,946,344
Deferred tax liabilities	32	3,435,145,718	3,051,921,707	3,435,145,718	3,051,921,707
Other non-current liabilities		7,904,624	11,407,818	9,677,104	15,039,633
Total non-current liabilities		59,265,371,235	64,772,895,363	58,342,794,851	63,039,691,865
Total liabilities		74,831,552,734	76,864,624,438	73,027,024,896	74,313,660,875

The accompanying notes are an integral part of the financial statements.

Bangkok Expressway and Metro Public Company Limited and its subsidiaries

Statement of financial position (continued)

As at 31 December 2023

(Unit: Baht)

	Note	Consolidated financial statements		Separate financial statements	
		2023	2022	2023	2022
Shareholders' equity					
Share capital					
Registered					
15,285,000,000 ordinary shares of Baht 1 each		<u>15,285,000,000</u>	<u>15,285,000,000</u>	<u>15,285,000,000</u>	<u>15,285,000,000</u>
Issued and fully paid-up					
15,285,000,000 ordinary shares of Baht 1 each		15,285,000,000	15,285,000,000	15,285,000,000	15,285,000,000
Premium on ordinary shares		5,816,938,084	5,816,938,084	5,816,938,084	5,816,938,084
Capital deficit from change in shareholding in subsidiaries		(346,046,294)	(346,046,294)	-	-
Retained earnings					
Appropriated - statutory reserve	25	1,528,500,000	1,528,500,000	1,528,500,000	1,528,500,000
Unappropriated		18,272,947,696	16,451,236,957	9,918,400,034	8,246,983,467
Other components of shareholders' equity		<u>(2,894,695,259)</u>	<u>(1,473,687,797)</u>	<u>3,211,218,968</u>	<u>4,632,226,430</u>
Equity attributable to shareholders of the Company		<u>37,662,644,227</u>	<u>37,261,940,950</u>	<u>35,760,057,086</u>	<u>35,509,647,981</u>
Non-controlling interests of the subsidiaries		<u>1,676,556</u>	<u>1,621,863</u>	-	-
Total shareholders' equity		<u>37,664,320,783</u>	<u>37,263,562,813</u>	<u>35,760,057,086</u>	<u>35,509,647,981</u>
Total liabilities and shareholders' equity		<u>112,495,873,517</u>	<u>114,128,187,251</u>	<u>108,787,081,982</u>	<u>109,823,308,856</u>

The accompanying notes are an integral part of the financial statements.

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Directors

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Bangkok Expressway and Metro Public Company Limited and its subsidiaries

Income statement

For the year ended 31 December 2023

(Unit: Baht)

	Note	<u>Consolidated financial statements</u>		<u>Separate financial statements</u>	
		<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>
Service revenues		16,374,409,631	14,029,439,224	14,970,823,003	12,736,398,008
Cost of services		<u>(9,310,857,732)</u>	<u>(8,447,064,226)</u>	<u>(8,755,347,992)</u>	<u>(7,967,958,200)</u>
Gross profit		7,063,551,899	5,582,374,998	6,215,475,011	4,768,439,808
Other incomes		<u>764,305,986</u>	<u>772,034,759</u>	<u>1,462,959,882</u>	<u>1,536,427,628</u>
Profit before expenses		7,827,857,885	6,354,409,757	7,678,434,893	6,304,867,436
Selling expenses		<u>(196,542,242)</u>	<u>(126,823,156)</u>	<u>(93,091,142)</u>	<u>(63,206,281)</u>
Administrative expenses		<u>(1,044,724,036)</u>	<u>(1,032,991,990)</u>	<u>(1,240,055,299)</u>	<u>(1,285,119,860)</u>
Operating profit		6,586,591,607	5,194,594,611	6,345,288,452	4,956,541,295
Finance costs	30	<u>(2,371,020,831)</u>	<u>(2,360,679,969)</u>	<u>(2,319,652,284)</u>	<u>(2,276,594,977)</u>
Profit before income tax expenses		4,215,570,776	2,833,914,642	4,025,636,168	2,679,946,318
Income tax expenses	32	<u>(736,864,569)</u>	<u>(397,658,573)</u>	<u>(697,278,826)</u>	<u>(366,507,052)</u>
Profit for the year		<u>3,478,706,207</u>	<u>2,436,256,069</u>	<u>3,328,357,342</u>	<u>2,313,439,266</u>
Profit attributable to:					
Equity holders of the Company		3,478,651,514	2,436,184,543	<u>3,328,357,342</u>	<u>2,313,439,266</u>
Non-controlling interests of the subsidiaries		<u>54,693</u>	<u>71,526</u>		
		<u>3,478,706,207</u>	<u>2,436,256,069</u>		
Basic earnings per share					
Profit attributable to equity holders of the Company	33	<u>0.23</u>	<u>0.16</u>	<u>0.22</u>	<u>0.15</u>

The accompanying notes are an integral part of the financial statements.

Bangkok Expressway and Metro Public Company Limited and its subsidiaries

Statement of comprehensive income

For the year ended 31 December 2023

(Unit: Baht)

	Note	<u>Consolidated financial statements</u>		<u>Separate financial statements</u>	
		<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>
Profit for the year		<u>3,478,706,207</u>	<u>2,436,256,069</u>	<u>3,328,357,342</u>	<u>2,313,439,266</u>
Other comprehensive income					
<i>Other comprehensive income to be reclassified to profit or loss in subsequent periods:</i>					
Gain (loss) from cash flow hedges, net of income tax		<u>(57,817,065)</u>	<u>170,438,852</u>	<u>(57,817,065)</u>	<u>170,438,852</u>
		<u>(57,817,065)</u>	<u>170,438,852</u>	<u>(57,817,065)</u>	<u>170,438,852</u>
<i>Other comprehensive income not to be reclassified to profit or loss in subsequent periods:</i>					
Loss on changes in value of investments, net of income tax		<u>(1,363,190,397)</u>	<u>(1,819,164,507)</u>	<u>(1,363,190,397)</u>	<u>(1,819,164,507)</u>
Actuarial gain, net of income tax	24	<u>177,259,225</u>	<u>-</u>	<u>177,259,225</u>	<u>-</u>
		<u>(1,185,931,172)</u>	<u>(1,819,164,507)</u>	<u>(1,185,931,172)</u>	<u>(1,819,164,507)</u>
Other comprehensive income for the year		<u>(1,243,748,237)</u>	<u>(1,648,725,655)</u>	<u>(1,243,748,237)</u>	<u>(1,648,725,655)</u>
Total comprehensive income for the year		<u>2,234,957,970</u>	<u>787,530,414</u>	<u>2,084,609,105</u>	<u>664,713,611</u>
Total comprehensive income attributable to:					
Equity holders of the Company		<u>2,234,903,277</u>	<u>787,458,888</u>	<u>2,084,609,105</u>	<u>664,713,611</u>
Non-controlling interests of the subsidiaries		<u>54,693</u>	<u>71,526</u>		
		<u>2,234,957,970</u>	<u>787,530,414</u>		

The accompanying notes are an integral part of the financial statements.

Bangkok Expressway and Metro Public Company Limited and its subsidiaries

Statement of changes in shareholders' equity

For the year ended 31 December 2023

(Unit: Baht)

Consolidated financial statements											
Equity attributable to the shareholders of the Company											
	Issued and paid-up share capital	Premium on ordinary shares	Capital deficit from change in shareholding in subsidiaries	Retained earnings		Other components of shareholders' equity		Total other components of shareholders' equity	Total equity attributable to shareholders of the Company	Equity attributable to non-controlling interests of the subsidiaries	Total shareholders' equity
				Appropriated - statutory reserve	Unappropriated	Cash flow hedge	Fair value of investments				
Balance as at 1 January 2022	15,285,000,000	5,816,938,084	(346,046,294)	1,502,600,000	15,193,997,725	(76,704,635)	321,497,182	244,792,547	37,697,282,062	1,550,337	37,698,832,399
Profit for the year	-	-	-	-	2,436,184,543	-	-	-	2,436,184,543	71,526	2,436,256,069
Other comprehensive income for the year	-	-	-	-	-	170,438,852	(1,819,164,507)	(1,648,725,655)	(1,648,725,655)	-	(1,648,725,655)
Total comprehensive income for the year	-	-	-	-	2,436,184,543	170,438,852	(1,819,164,507)	(1,648,725,655)	787,458,888	71,526	787,530,414
Transferred to retained earnings	-	-	-	-	69,754,689	-	(69,754,689)	(69,754,689)	-	-	-
Transferred to statutory reserve	-	-	-	25,900,000	(25,900,000)	-	-	-	-	-	-
Dividend paid	-	-	-	-	(1,222,800,000)	-	-	-	(1,222,800,000)	-	(1,222,800,000)
Balance as at 31 December 2022	<u>15,285,000,000</u>	<u>5,816,938,084</u>	<u>(346,046,294)</u>	<u>1,528,500,000</u>	<u>16,451,236,957</u>	<u>93,734,217</u>	<u>(1,567,422,014)</u>	<u>(1,473,687,797)</u>	<u>37,261,940,950</u>	<u>1,621,863</u>	<u>37,263,562,813</u>
Balance as at 1 January 2023	15,285,000,000	5,816,938,084	(346,046,294)	1,528,500,000	16,451,236,957	93,734,217	(1,567,422,014)	(1,473,687,797)	37,261,940,950	1,621,863	37,263,562,813
Profit for the year	-	-	-	-	3,478,651,514	-	-	-	3,478,651,514	54,693	3,478,706,207
Other comprehensive income for the year	-	-	-	-	177,259,225	(57,817,065)	(1,363,190,397)	(1,421,007,462)	(1,243,748,237)	-	(1,243,748,237)
Total comprehensive income for the year	-	-	-	-	3,655,910,739	(57,817,065)	(1,363,190,397)	(1,421,007,462)	2,234,903,277	54,693	2,234,957,970
Dividend paid (Note 34)	-	-	-	-	(1,834,200,000)	-	-	-	(1,834,200,000)	-	(1,834,200,000)
Balance as at 31 December 2023	<u>15,285,000,000</u>	<u>5,816,938,084</u>	<u>(346,046,294)</u>	<u>1,528,500,000</u>	<u>18,272,947,696</u>	<u>35,917,152</u>	<u>(2,930,612,411)</u>	<u>(2,894,695,259)</u>	<u>37,662,644,227</u>	<u>1,676,556</u>	<u>37,664,320,783</u>

The accompanying notes are an integral part of the financial statements.

Bangkok Expressway and Metro Public Company Limited and its subsidiaries

Statement of changes in shareholders' equity (continued)

For the year ended 31 December 2023

(Unit: Baht)

	Separate financial statements							
	Issued and paid-up share capital	Premium on ordinary shares	Retained earnings		Other components of shareholders' equity			Total shareholders' equity
			Appropriated - statutory reserve	Unappropriated	Other comprehensive income		Total other components of shareholders' equity	
					Cash flow hedge	Fair value of investments		
Balance as at 1 January 2022	15,285,000,000	5,816,938,084	1,502,600,000	7,030,014,932	(76,704,635)	6,509,885,989	6,433,181,354	36,067,734,370
Profit for the year	-	-	-	2,313,439,266	-	-	-	2,313,439,266
Other comprehensive income for the year	-	-	-	-	170,438,852	(1,819,164,507)	(1,648,725,655)	(1,648,725,655)
Total comprehensive income for the year	-	-	-	2,313,439,266	170,438,852	(1,819,164,507)	(1,648,725,655)	664,713,611
Transferred to retained earnings	-	-	-	152,229,269	-	(152,229,269)	(152,229,269)	-
Transferred to statutory reserve	-	-	25,900,000	(25,900,000)	-	-	-	-
Dividend paid	-	-	-	(1,222,800,000)	-	-	-	(1,222,800,000)
Balance as at 31 December 2022	<u>15,285,000,000</u>	<u>5,816,938,084</u>	<u>1,528,500,000</u>	<u>8,246,983,467</u>	<u>93,734,217</u>	<u>4,538,492,213</u>	<u>4,632,226,430</u>	<u>35,509,647,981</u>
Balance as at 1 January 2023	15,285,000,000	5,816,938,084	1,528,500,000	8,246,983,467	93,734,217	4,538,492,213	4,632,226,430	35,509,647,981
Profit for the year	-	-	-	3,328,357,342	-	-	-	3,328,357,342
Other comprehensive income for the year	-	-	-	177,259,225	(57,817,065)	(1,363,190,397)	(1,421,007,462)	(1,243,748,237)
Total comprehensive income for the year	-	-	-	3,505,616,567	(57,817,065)	(1,363,190,397)	(1,421,007,462)	2,084,609,105
Dividend paid (Note 34)	-	-	-	(1,834,200,000)	-	-	-	(1,834,200,000)
Balance as at 31 December 2023	<u>15,285,000,000</u>	<u>5,816,938,084</u>	<u>1,528,500,000</u>	<u>9,918,400,034</u>	<u>35,917,152</u>	<u>3,175,301,816</u>	<u>3,211,218,968</u>	<u>35,760,057,086</u>

The accompanying notes are an integral part of the financial statements.

Bangkok Expressway and Metro Public Company Limited and its subsidiaries

Cash flow statement

For the year ended 31 December 2023

(Unit: Baht)

	Consolidated financial statements		Separate financial statements	
	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>
Cash flows from operating activities				
Profit before tax	4,215,570,776	2,833,914,642	4,025,636,168	2,679,946,318
Adjustments to reconcile profit before tax to net cash provided by (paid from) operating activities:				
Depreciation on building and equipment	68,102,486	76,065,745	63,858,281	71,496,009
Amortisation on right-of-use assets	70,614,161	68,496,825	44,108,647	43,182,793
Amortisation on intangible asset under concession agreements	1,819,011,551	1,430,296,365	1,495,651,781	1,152,566,707
Project remuneration expense	521,911,990	421,101,751	521,911,990	421,101,751
Amortisation on other intangible assets	9,874,889	14,402,919	9,355,264	12,244,384
Bad debt expenses	9,618	369,373	-	96,981
Reversal of expected credit losses	(1,200,165)	(1,292,240)	(1,055,956)	(945,225)
Withholding tax deducted at source written off	1,790,828	-	1,790,828	-
(Gain) loss on sale of investments in financial assets	(352,625)	44,760	(352,625)	44,760
Gain on fair value adjustments of financial assets	(9,227,433)	(1,369,235)	(9,227,433)	(1,369,235)
(Gain) loss on disposals/write-off of equipment and intangible asset under concession agreement	546,394	(3,045,993)	(1,543,106)	(3,740,530)
Provision for long-term employee benefits	111,283,566	95,848,906	105,822,565	90,813,499
Unrealised loss on exchange rate	163,755	179,699	163,755	179,699
Interest income	(179,362,310)	(187,223,397)	(191,515,504)	(185,472,961)
Dividend income	(558,372,792)	(551,535,569)	(558,372,792)	(551,535,569)
Interest expenses	2,350,171,930	2,327,131,223	2,298,803,383	2,243,252,859
Profit from operating activities before changes in operating assets and liabilities	8,420,536,619	6,523,385,774	7,805,035,246	5,971,862,240
Operating assets (increase) decrease				
Bank deposit for unearned fare box revenue	(19,177,808)	(4,783,524)	(19,177,808)	(4,783,524)
Trade and other receivables	(247,417,861)	(172,798,401)	(119,336,072)	(323,280,922)
Receivable under the concession agreement	1,649,683,274	1,649,683,274	1,649,683,274	1,649,683,274
Other current assets	(47,564,687)	27,632,706	(45,359,815)	20,856,598
Other non-current assets	(1,650,331)	(7,145,686)	(1,229,548)	(4,940,429)
Cash paid for project remuneration	(3,429,689,915)	(2,998,854,922)	(3,429,689,915)	(2,998,854,922)
Operating liabilities increase (decrease)				
Trade and other payables	(118,858,429)	253,415,423	(242,955,773)	400,072,303
Unearned fare box revenue	15,027,034	22,061,851	15,027,034	22,061,851
Deposits on stored value ticket	9,109,800	6,918,250	9,109,800	6,918,250
Other current liabilities	44,135,832	10,914,667	41,714,683	25,853,980
Other non-current liabilities	(2,607,725)	1,498,300	(4,467,060)	(324,860)
Cash paid for long-term employee benefits	(26,855,873)	(28,696,707)	(26,340,733)	(28,696,707)
Net cash flows from operating activities	6,244,669,930	5,283,231,005	5,632,013,313	4,736,427,132
Interest received	172,536,912	186,204,886	170,143,829	184,410,161
Withholding tax deducted at source refund	142,742,457	358,669,287	140,742,009	358,669,287
Income tax paid	(206,973,260)	(195,569,220)	(160,500,406)	(142,532,837)
Net cash flows from operating activities	6,352,976,039	5,632,535,958	5,782,398,745	5,136,973,743

The accompanying notes are an integral part of the financial statements.

Bangkok Expressway and Metro Public Company Limited and its subsidiaries

Cash flow statement (continued)

For the year ended 31 December 2023

(Unit: Baht)

	Consolidated financial statements		Separate financial statements	
	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>
Cash flows from investing activities				
Cash received from sale of financial assets at amortised cost	2,050,000,000	700,000,000	2,050,000,000	700,000,000
Cash paid for purchase of financial assets at amortised cost	(1,980,048,171)	(1,050,000,000)	(1,980,048,171)	(1,050,000,000)
Cash received from sale of financial assets at FVTPL	123,267,900	170,000,000	123,267,900	170,000,000
Cash paid for purchase of financial assets at FVTPL	(60,267,900)	-	(60,267,900)	-
Cash received from sale of financial assets at FVOCI	-	334,321,496	-	334,321,496
Cash paid for purchase of financial assets at FVOCI	(35,000,100)	-	-	-
Cash paid for long-term loan to related party	-	-	(413,000,000)	(300,000,000)
Cash received from dividend income	558,372,792	551,535,569	558,372,792	551,535,569
Cash received from interest income	6,463,863	-	21,024,855	-
Cash received from sale of equipment and intangible asset under concession agreements	2,773,923	4,373,953	2,456,673	4,114,514
Cash paid for purchase of equipment	(57,880,648)	(31,104,242)	(52,807,891)	(36,534,733)
Cash paid for cost of the improvement of expressway	(504,314,789)	(796,809,743)	(257,898,925)	(645,308,363)
Cash paid for intangible asset under concession agreement of the MRT Blue Line Project	(580,449,272)	(447,753,901)	(537,320,453)	(415,607,952)
Cash paid for project cost of the MRT Chalong Ratchadham Line	(39,168,620)	(31,829,054)	(39,168,620)	(31,829,054)
Increase in other intangible assets	<u>(1,270,882)</u>	<u>(37,916)</u>	<u>(1,135,891)</u>	<u>(37,916)</u>
Net cash flows used in investing activities	<u>(517,521,904)</u>	<u>(597,303,838)</u>	<u>(586,525,631)</u>	<u>(719,346,439)</u>
Cash flows from financing activities				
Increase (decrease) in short-term loan from financial institution	1,000,000,000	(2,000,000,000)	1,000,000,000	(2,000,000,000)
Cash received from long-term loans from financial institutions	-	3,000,000,000	-	3,000,000,000
Repayment of long-term loans from financial institutions	(4,173,244,069)	(3,544,204,069)	(3,461,764,069)	(2,861,764,069)
Cash received from issuance debentures	6,500,000,000	4,500,000,000	6,500,000,000	4,500,000,000
Cash paid for redemption of debentures	(5,500,000,000)	(3,000,000,000)	(5,500,000,000)	(3,000,000,000)
Cash payment for lease liabilities	(74,317,141)	(70,714,108)	(46,603,167)	(44,345,722)
Cash paid for financial fees	(13,935,235)	(16,007,795)	(13,935,235)	(16,007,795)
Interest paid	(2,281,500,909)	(2,025,037,821)	(2,221,089,801)	(1,957,738,222)
Dividend paid	<u>(1,834,200,000)</u>	<u>(1,222,800,000)</u>	<u>(1,834,200,000)</u>	<u>(1,222,800,000)</u>
Net cash flows used in financing activities	<u>(6,377,197,354)</u>	<u>(4,378,763,793)</u>	<u>(5,577,592,272)</u>	<u>(3,602,655,808)</u>
Net increase (decrease) in cash and cash equivalents	(541,743,219)	656,468,327	(381,719,158)	814,971,496
Cash and cash equivalents at beginning of year	<u>1,787,836,238</u>	<u>1,131,367,911</u>	<u>1,410,945,524</u>	<u>595,974,028</u>
Cash and cash equivalents at end of year	<u>1,246,093,019</u>	<u>1,787,836,238</u>	<u>1,029,226,366</u>	<u>1,410,945,524</u>
Supplemental cash flows information				
Non-cash items consist of:				
Increase in payable from cost of expressway improvement	-	75,940,257	24,289,645	-
Increase in intangible asset under concession agreement of the MRT Blue Line Project	29,062,719	-	29,062,719	-
Increase in right-of-use assets from lease liabilities	18,776,222	100,974,285	13,884,522	70,163,649

The accompanying notes are an integral part of the financial statements.

Bangkok Expressway and Metro Public Company Limited and its subsidiaries
Notes to consolidated financial statements
For the year ended 31 December 2023

1. General information

Bangkok Expressway and Metro Public Company Limited (“the Company”) is a public company incorporated from an amalgamation on 30 December 2015 and domiciled in Thailand. The Company’s major shareholder is the CH. Karnchang Public Company Limited, which is a public company incorporated in Thailand. The registered office of the Company is at 587 Sutthisarn Road, Ratchacaphisek Subdistrict, Dindaeng District, Bangkok. The Company has four branches.

The Company is principally engaged in the construction and management of expressways, the operation of metro services and commercial development. Details are as follows:

A. Construction and management of expressways

The Group has been granted concessions by the Expressway Authority of Thailand (“EXAT”) for the construction and management of expressways, as follows:

A.1 The Si Rat Expressway under the Second Stage Expressway agreement (Sector A, Sector B and Sector C) and the Extension of the Second Stage Expressway agreement (Sector D).

The Company, as a concessionaire, invested in the design, construction and management of expressways. These consists of 4 sectors: Sector A (Rama IX-Ratchadapisek), Sector B (Phayathai-Bangkhlo), Sector C (Ratchadapisek-Chaeng Watthana) and Sector D (Rama IX-Srinagarindra). The concession periods are 30 years commencing on 1 March 1990 for Sector A, Sector B and Sector C, and on 17 April 1997 for Sector D. The EXAT has the rights to collect all toll revenues and is to compensate the Company in the form of toll revenue sharing at the rates specified in the concession agreement, throughout the concession period. The Company has the rights to extend the concession for two further periods of 10 years each, depending upon terms and conditions that are to be agreed between the parties.

On 20 February 2020, the Company and EXAT signed the Second Stage Expressway Agreement (Amendment). The Company was granted extensions to 31 October 2035 of the terms of the existing agreements for both the Second Stage Expressway agreement (Sector A, Sector B and Sector C), which was to end on 29 February 2020, and the Extension of the Second Stage Expressway agreement (Sector D), which was to end on 21 April 2027. In addition, the Company retains all rights to extend the concessions specified in the existing agreements. The remaining periods of the existing agreements are 4 years and 4 months for the Second Stage Expressway agreement and 11 years and 6 months for the Extension of the Second Stage Expressway agreement (Sector D), commencing from the end of the amended agreements. The toll rates are to be increased every 10 years by fixed amounts specified in the agreements, commencing from 1 September 2018.

- A.2 The Prachin Rattaya Expressway Project under the Si Rat - Outer Ring Road Expressway Project agreement in respect of the investment, design, construction, management, operation and maintenance.

The Company, as concessionaire, invested in the design, construction, management, operation and maintenance of the Prachin Rattaya Expressway, and is also responsible for expressway operation expenses throughout the concession period, which is for 30 years commencing on 15 December 2012. The Company has the rights to collect all toll revenue and all other related income, and the Company agreed in the concession agreement to share toll revenues received to the EXAT, throughout the concession period.

- A.3 The Udon Rattaya Expressway Project under the Bang Pa-In - Pak Kret Expressway Agreement in respect of the construction and management of the expressway project of a subsidiary.

The Subsidiary, as concessionaire, invested in the design, construction and management of the expressway, together with related business under a 30-year concession commencing on 27 September 1996. The EXAT has the rights to collect all toll revenue and is to compensate the subsidiary in the form of revenue sharing at the rates specified in the concession agreement, throughout the concession period. The subsidiary has the rights to extend the concession for two further periods of 10 years each, depending upon terms and conditions that are to be agreed between the parties.

On 20 February 2020, the subsidiary and EXAT signed the Bang Pa-In - Pak Kret Expressway Project Agreement (Amendment). The subsidiary received an extension of the term of the existing agreement, which was to end on 26 September 2026, to 31 October 2035. The subsidiary retains all rights to extend the concession specified in the existing agreement, of which the remaining period is 10 years and 11 months commencing from the end of the amended agreements. The toll rates are to be increased every 10 years by fixed amounts specified in the agreements, commencing from 1 November 2018.

B. Operation of metro services

The Company received concessions from the Mass Rapid Transit Authority of Thailand (“MRTA”) to operate metro services, as follows:

B.1 The MRT Chaloen Ratchamongkhon Line Project (the “MRT Blue Line Project”)

The Company, as concessionaire of the MRTA Initial System Project - Chaloen Ratchamongkhon Line (The MRT Blue Line: Hua Lamphong Station - Bang Sue Station) under the MRTA Initial System Project - Chaloen Ratchamongkhon Line, invested in M&E Equipment and is to operate and maintain the MRTA Initial System for a concession period of 25 years, commencing on 2 July 2004.

On 31 March 2017, the Company signed the MRT Blue Line Concession Agreement for a concession period of approximately 33 years under the Build, Transfer and Operate basis, with the MRTA. The MRT Blue Line Project consists of the MRTA Initial System Project - Chaloen Ratchamongkhon Line: Hua Lamphong Station-Bang Sue Station and the MRT Blue Line Extension: Hua Lamphong Station-Lak Song Station and Bang Sue Station-Tha Phra Station.

Under the MRT Blue Line Concession Agreement, a concession agreement with the MRTA for the MRTA Initial System Project - Chaloen Ratchamongkhon Line is deemed to be part of the MRT Blue Line Concession Agreement, and only the clauses relating the rights, duties and provisions with respect to fares, fare rates and payment of remuneration to the MRTA will remain in effect until the end of the concession agreement with the MRTA for the MRTA Initial System Project - Chaloen Ratchamongkhon Line.

The Company, as concessionaire of the MRT Blue Line Concession Agreement is responsible for the supply, installation and testing of the M&E Systems of the MRT Blue Line Extension Project (Phase 1 of the concession, which has a terms of 36 months) and operation of the Through Operation systems of the MRT Blue Line Project (Phase 2 of the concession, which has a term of 30 years from the commencement date of the revenue-generating service on all sectors). The Company has rights, duties and obligations to claim, collect, and retain all fares, and to generate revenue from commercial development, and is responsible for all investment, payment of operating costs, and payment of remuneration to the MRTA in accordance with the Concession.

On 30 March 2020, the Company officially commenced commercial operation of the MRT Blue Line Project Extension Project. As a result, the Company commenced operation and revenue-generating service of the Through Operation systems of the MRT Blue Line Project in accordance with the MRT Blue Line Concession Agreement. The MRT Blue Line Concession Agreement has a term of 30 years from the commencement date of the revenue-generating service on all sectors (30 March 2020).

- B.2 The MRT Chalong Ratchadham Line Project (Bang Yai-Rat Burana, Bang Yai-Bang Sue Section (Khlong Bang Phai Station-Tao Poon Station)) (the "MRT Purple Line Project") Contract 4: Concession for Supply of M&E Systems and O&M Services.

The Company, as concessionaire, invested in the M&E Systems and rolling stock. In addition, the Company provides operation and maintenance services. The MRTA has the rights to collect fare box revenues and commercial revenues from the use of all civil infrastructure and the M&E Systems, and is to compensate the Company in the form of M&E Systems equipment costs (Phase I) and operation and maintenance service fees (Phase II). Details are as below:

Phase I: Design and Build

The Company is to design, supply, install and test the M&E Systems. In return the Company is to receive remuneration and interest totaling Baht 20,011 million from the MRTA in the form of monthly payments over a period of 10 years, beginning from the date of the Commissioning Certificate.

On 6 August 2016, the Company delivered the M&E Systems and Rolling Stocks under Phase 1 of the concession agreement to the MRTA.

Phase II: O&M services

The Company is responsible for the operation of metro services, including repair, maintenance and improvement of all equipment and materials related to the civil infrastructure works and M&E Systems from the date specified in the Commissioning Certificate until the end of the concession period. In addition, the Company shall transfer rights of civil infrastructure and M&E Systems to the MRTA when the concession agreement ends. The compensation for Phase II under the agreement, amounting to approximately Baht 57,208 million (excluding escalations for inflation and adjustments to reflect electricity prices), will be paid to the Company on a monthly basis until the expiration of the concession agreement (3 September 2043).

On 6 August 2016, the Company is delivered the operating civil infrastructure and M&E Systems equipment of the MRT Chalong Ratchadham Line from the MRTA.

On that day, the operation of the MRT Chalong Ratchadham Line Project officially started.

- C. Commercial development business, which consists of commercial developments related to the expressways and the operation of metro services.

On 1 October 2018, the Company and Bangkok Metro Network Limited (a subsidiary company) agreed to terminate and replace the amendment to the commercial development rights agreement dated 11 March 2015, and terminate the contract granting commercial development rights to manage advertising services through the Passenger Information Display System (PIDs) dated 1 January 2010. Under the agreements, the Company transferred the commercial development rights to provide services relating to the MRTA Initial System Project - Chaloem Ratchamongkhon Line and to manage advertising services through PIDs in the MRTA Initial System Project - Chaloem Ratchamongkhon Line to the subsidiary. It also had the rights to receive commercial development revenue and share the revenue with the Company at the rates specified in the agreement. On the same day, the Company and the subsidiary entered into a management agreement for commercial development of the MRT Blue Line Project (the MRTA Initial System Project - Chaloem Ratchamongkhon Line and the MRT Blue Line Extension Project). Under this agreement, the Company authorised the subsidiary to act on its behalf in managing commercial development and advertising services through the Passenger Information Display System (PIDs) for the MRT Blue Line Project. The contract will expire in July 2029, and the Company is to pay a management fee to the subsidiary based on the specified rate.

2. Basis of preparation

2.1 The financial statements have been prepared in accordance with Thai Financial Reporting Standards enunciated under the Accounting Profession Act B.E. 2547 and their presentation has been made in compliance with the stipulations of the Notification of the Department of Business Development, issued under the Accounting Act B.E. 2543.

The financial statements in Thai language are the official statutory financial statements of the Company. The financial statements in English language have been translated from the Thai language financial statements.

The financial statements have been prepared on a historical cost basis except where otherwise disclosed in the accounting policies.

2.2 Basis of consolidation

a) The consolidated financial statements include the financial statements of Bangkok Expressway and Metro Public Company Limited (“the Company”) and its subsidiaries (“the subsidiaries”) (collectively as “the Group”). Details are as follows:

Company's name	Nature of business	Country of incorporation	Proportion of Shareholding	
			2023 (Percent)	2022 (Percent)
Northern Bangkok Expressway Company Limited	Operation and management of Bang Pa-In - Pak Kret Expressway project	Thailand	99.99	99.99
Bangkok Metro Networks Limited	Management on commercial development of the MRT projects and Expressways	Thailand	99.67	99.67

b) The Company is deemed to have control over an investee or subsidiaries if it has rights, or is exposed, to variable returns from its involvement with the investee, and it has the ability to direct the activities that affect the amount of its returns.

c) Subsidiaries are fully consolidated, being the date on which the Company obtains control, and continue to be consolidated until the date when such control ceases.

d) The financial statements of the subsidiaries are prepared using the same significant accounting policies as the Company.

e) Material balances and transactions between the Group have been eliminated from the consolidated financial statements.

f) Non-controlling interests represent the portion of profit or loss and net assets of the subsidiaries that are not held by the Company and are presented separately in the consolidated profit or loss and within equity in the consolidated statement of financial position.

2.3 The separate financial statements, which present investment in subsidiaries presented under the cost method.

3. New financial reporting standards

3.1 Financial reporting standards that became effective in the current year

During the year, the Group has adopted the revised financial reporting standards which are effective for fiscal years beginning on or after 1 January 2023. These financial reporting standards were aimed at alignment with the corresponding International Financial Reporting Standards with most of the changes directed towards clarifying accounting treatment and providing accounting guidance for users of the standards.

The adoption of these financial reporting standards does not have any significant impact on the Group's financial statements.

3.2 Financial reporting standards that will become effective for fiscal years beginning on or after 1 January 2024

The Federation of Accounting Professions issued a number of revised financial reporting standards, which are effective for fiscal years beginning on or after 1 January 2024. These financial reporting standards were aimed at alignment with the corresponding International Financial Reporting Standards with most of the changes directed towards clarifying accounting treatment and providing accounting guidance for users of the standards.

The management of the Group believes that adoption of these amendments will not have any significant impact on the Group's financial statements.

4. Significant accounting policies

4.1 Revenue and expense recognition

a) Toll revenue recognition

Toll revenue represent the invoiced value, excluding value added tax, at a point in time upon completion of the service.

b) Toll revenue sharing recognition

Toll revenue sharing represent the invoiced value, excluding value added tax, on accrual basis.

c) Fare box revenue recognition

Smart card and smart token sales are recognised as revenue at a point in time upon completion of the service. Prepaid value in stored value smart cards is recorded as unearned fare box revenue in current liabilities in the statement of financial position.

d) Revenue recognition from provision of operating services

Revenue from provision of operating services is recognised over time when services have been rendered, excluding value added tax. Service rate charged is in accordance with rates stipulated in the agreement.

e) Revenue recognition from commercial development revenue

Commercial development revenue is recognised over time when services have been rendered.

f) Other revenues and expenses recognition

Interest income

Interest income is calculated using the effective interest method.

Interest income from receivable under the concession agreement is realised over the installment period using the effective interest rate method. Interest income is recognised when installments come due, regardless of whether collection is made, and is presented under interest income in profit and loss.

Finance cost

Interest expense from financial liabilities at amortised cost is calculated using the effective interest method.

Dividends

Dividends are recognised when the rights to receive the dividends is established.

4.2 Cash and cash equivalents

Cash and cash equivalents consist of cash in hand and cash at banks, and all highly liquid investments with an original maturity of three months or less and not subject to withdrawal restrictions.

4.3 Investments in subsidiaries

Investments in subsidiaries are accounted for in the separate financial statements using the cost method.

4.4 Investment properties

Investment properties are measured initially at cost, including transaction costs. Subsequent to initial recognition, investment properties are stated at cost less accumulated depreciation and allowance for loss on impairment (if any).

No depreciation has been provided for land awaiting sales.

On disposal of investment properties, the difference between the net disposal proceeds and the carrying amount of the asset is recognised in profit or loss in the period when the asset is derecognised.

4.5 Building and equipment and depreciation

Building and equipment are stated at cost less accumulated depreciation and allowance for loss on impairment of assets (if any).

Depreciation of building and equipment is calculated by reference to their costs on the straight-line basis over the following estimated useful lives:

Building and construction improvement	5 years, 20 years
Furniture, fixture and equipment	3 - 10 years, 20 years
Vehicles	5 - 15 years, 30 years

Depreciation is included in determining income. No depreciation has been provided for assets under installations.

An item of building and equipment is derecognised upon disposal or when no future economic benefits are expected from its use or disposal. Any gain or loss arising on disposal of an asset is included in profit or loss when the asset is derecognised.

4.6 Amortisation of rights to operate expressway sectors and amortisation

Rights to operate expressway sectors represent the cost of construction of the Second Stage Expressway System, the Si Rat - Outer Ring Road Expressway and the Bang Pa-In - Pak Kret Expressway. It is stated at cost less accumulated amortisation and allowance for loss on impairment (if any).

The rights to operate completed expressway sectors are amortised as expenses in income statements with the unit of throughput method over the concession period as follows:

Amortisation for the year = Net rights to operate expressway sectors x Percentage of the number of vehicle volume for the year

Percentage of the number of vehicles volume for the year =
$$\frac{\text{Current year's number of actual vehicle volume}}{(\text{Current year's number of actual vehicle volume} + \text{Projected vehicle volume for the remaining years of the agreement})}$$

Equipment to operate expressway sectors purchased during the concession period and having a limited useful life is depreciated on a straight-line basis over the estimated useful life or residual life of the concession period, whichever is less, as follows:

Toll collection system equipment and traffic management system equipment	7 - 15 years and concession period
Other equipments	5 - 15 years and concession period

Amortisation of the expressway sectors is included in profit or loss. No amortisation is provided on project costs under construction.

4.7 Intangible assets under concession agreement of the MRT Blue Line Project and amortisation

Intangible assets under concession agreement of the MRT Blue Line Project are stated at cost less accumulated amortisation and allowance for loss on impairment (if any).

The Group capitalised as assets all expenditures related to the MRT Blue Line Project, which including management and consultant fees, design costs, electrical and mechanical works and rolling stock purchased during the concession period, interest and other financing expenses. These will be amortised to expenses over the concession period after the commencement of operations.

Equipment - Metro system

The Company has been adopting the unit of throughput method to amortise such intangible assets, which related to equipment of metro system, over concession period of the MRT Blue Line Project and based on the following methodology:

$$\text{Amortisation for the year} = \text{Net intangible assets under concession agreement of the MRT Blue Line Project} \times \text{Percentage of passengers for the year}$$

$$\text{Percentage of Passengers for the year} = \frac{\text{Current year's actual passengers}}{(\text{Actual passengers for the current year} + \text{Projected passengers through the remaining concession year})}$$

Equipment - Other system

Amortisation of intangible assets under the concession agreement of the MRT Blue Line Project related to other system such as station's equipment rental area improvement, telecommunication equipment at station, advertising equipment etc. is calculated by reference to its cost on the straight-line basis over the following estimated useful lives:

Electrical equipment and station's rental area improvement	5 - 15 years and concession period
Telecommunication equipment	5 years and concession period
Advertising equipment	5 - 7 years

Amortisation of intangible assets under concession agreement of the MRT Blue Line Project is included in profit or loss. No amortisation is provided on assets under installations.

4.8 Project cost of the MRT Chalong Ratchadham Line and amortisation

Project cost of the MRT Chalong Ratchadham Line is stated at cost less accumulated amortisation and allowance for loss on impairment (if any). The amortisation is calculated on the straight-line basis over the concession period.

The amortisation is included in profit or loss. No amortisation is provided on project cost under installations.

4.9 Prepaid project remuneration

The Company records remuneration expense of the MRT Blue Line Project in profit or loss for each year based on the proportion of projected remuneration to projected revenue under the concession agreement over the concession period. Differences between the remuneration that the Company pays to the MRTA and the recognised remuneration expenses are recorded under "prepaid project remuneration" in the statement of financial position.

The proportion of projected remuneration to projected revenue under the concession agreement of the MRT Blue Line Project is reviewed at least once a year.

4.10 Other intangible assets and amortisation

The Group is initially recognised intangible assets at cost. Following the initial recognition, the intangible assets are carried at cost less any accumulated amortisation and allowance for loss on impairment (if any).

Intangible assets with finite useful lives are amortised on the straight-line basis over the economic useful life and tested for impairment whenever there is an indication that the intangible asset may be impaired. The amortisation period and the amortisation method of such intangible assets are reviewed at least at each financial year end. The amortisation is included in profit or loss.

The intangible assets with finite useful lives is computer software with 3 years, 5 years and 10 years useful lives.

4.11 Leases

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

The Group as a lessee

The Group applied a single recognition and measurement approach for all leases, except for short-term leases and leases of low-value assets. At the commencement date of the lease (i.e. the date the underlying asset is available for use), the Group recognises right-of-use assets representing the right to use underlying assets and lease liabilities based on lease payments.

Right-of-use assets

Right-of-use assets are measured at cost, less accumulated depreciation, any accumulated impairment losses, and adjusted for any remeasurement of lease liabilities. The cost of right-of-use assets includes the amount of lease liabilities initially recognised, initial direct costs incurred, and lease payments made at or before the commencement date of the lease, and an estimate of costs to dismantle and remove the underlying asset or to restore the underlying asset or the site on which it is located less any lease incentives received.

Depreciation of right-of-use assets are calculated by reference to their costs, on the straight-line basis over the shorter of their estimated useful lives and the lease term.

Building and construction improvement	3 - 6 years
Vehicles	1 - 7 years

If ownership of the leased asset is transferred to the Group 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.

Lease liabilities

Lease liabilities are measured at the present value of the lease payments to be made over the lease term. The lease payments include fixed payments less any lease incentives receivable, and amounts expected to be payable under residual value guarantees. Moreover, the lease payments include the exercise price of a purchase option reasonably certain to be exercised by the Group and payments of penalties for terminating the lease, if the lease term reflects the Group exercising an option to terminate.

The Group discounted the present value of the lease payments by the interest rate implicit in the lease or the Group's incremental borrowing rate. 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 change in the lease term, a change in the lease payments or a change in the assessment of an option to purchase the underlying asset.

Short-term leases and leases of low-value assets

A lease that has a lease term less than or equal to 12 months from commencement date or a lease of low-value assets is recognised as expenses on a straight-line basis over the lease term.

4.12 Related party transactions

Related parties comprise individuals or enterprises that control, or are controlled by, the Group, whether directly or indirectly, or which are under common control with the Group.

They also include associates, and individuals or enterprises which directly or indirectly own a voting interest in the Company that gives them significant influence over the Group, key management personnel, directors and officers with authority in the planning and direction of the Group's operations.

4.13 Foreign currencies

The consolidated and separate financial statements are presented in Baht, which is also the Company's functional currency.

Transactions in foreign currencies are translated into Baht at the exchange rate ruling at the date of the transaction. Monetary assets and liabilities denominated in foreign currencies are translated into Baht at the exchange rate ruling at the end of reporting period.

Gains and losses on exchange are included in determining income.

4.14 Impairment of non-financial assets

At the end of each reporting period, the Group performs impairment reviews in respect of the building and equipment, right-of-use assets, investment properties and other intangible assets whenever events or changes in circumstances indicate that an asset may be impaired. The Group also carries out annual impairment reviews in respect of goodwill. An impairment loss is recognised when the recoverable amount of an asset, which is the higher of the asset's fair value less costs to sell and its value in use, is less than the carrying amount.

An impairment loss is recognised in profit or loss.

4.15 Employee benefits

Short-term employee benefits

The Group will recognise salaries, wages, bonuses and contributions to the social security fund as expenses when incurred.

Post-employment benefits

Defined contribution plans

The Group and its employees have jointly established a provident fund. The fund is monthly contributed by employees and by the Group. The fund's assets are held in a separate trust fund and the contributions of the Group is recognised as expenses when incurred.

Defined benefit plans

The Group has obligations in respect of the severance payments they must make to employees upon retirement under labor law. The Group treats these severance payment obligations as a defined benefit plan.

The obligation under the defined benefit plan is determined by a professionally qualified independent actuary based on actuarial techniques, using the projected unit credit method.

Actuarial gains and losses arising from post-employment benefits are recognised immediately in other comprehensive income.

4.16 Provisions

Provisions are recognised when the Group has a present obligation 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 a reliable estimate can be made of the amount of the obligation.

4.17 Income tax

Income tax expense represents the sum of corporate income tax currently payable and deferred tax.

Current tax

Current income tax is provided in the accounts at the amount expected to be paid to the taxation authorities, based on taxable profits determined in accordance with tax legislation.

Deferred tax

Deferred income tax is provided on temporary differences between the tax bases of assets and liabilities and their carrying amounts at the end of each reporting period, using the tax rates enacted at the end of the reporting period.

The Group recognises deferred tax liabilities for all taxable temporary differences while it recognises deferred tax assets for all deductible temporary differences and tax losses carried forward to the extent that it is probable that future taxable profit will be available against which such deductible temporary differences and tax losses carried forward can be utilised.

At each reporting date, the Group reviews and reduces the carrying amount of deferred tax assets to the extent that it is no longer probable that sufficient taxable profit will be available to allow all or part of the deferred tax asset to be utilised.

The Group records deferred tax directly to shareholders' equity if the tax relates to items that are recorded directly to shareholders' equity.

4.18 Financial instruments

The Group initially measures financial assets at its fair value plus, in the case of financial assets that are not measured at fair value through profit or loss, transaction costs. However, trade receivables, that do not contain a significant financing component, are measured at the transaction price as disclosed in the accounting policy relating to revenue recognition.

Classification and measurement of financial assets

Financial assets are classified, at initial recognition, as to be subsequently measured at amortised cost, fair value through other comprehensive income ("FVOCI"), or fair value through profit or loss ("FVTPL"). The classification of financial assets at initial recognition is driven by the Group's business model for managing the financial assets and the contractual cash flows characteristics of the financial assets.

Financial assets at amortised cost

The Group measures financial assets at amortised cost if the financial asset is held in order to collect contractual cash flows and the contractual terms of the financial asset give rise on specified dates to cash flows that are solely payments of principal and interest on the principal amount outstanding.

Financial assets at amortised cost are subsequently measured using the effective interest rate ("EIR") method and are subject to impairment. Gains and losses are recognised in profit or loss when the asset is derecognised, modified or impaired.

Financial assets designated at FVOCI (equity instruments)

Upon initial recognition, the Group can elect to irrevocably classify its equity investments which are not held for trading as equity instruments designated at FVOCI. The classification is determined on an instrument-by-instrument basis.

Gains and losses recognised in other comprehensive income on these financial assets are never recycled to profit or loss.

Dividends are recognised as other income in profit or loss, except when the dividends clearly represent a recovery of part of the cost of the financial asset, in which case, the gains are recognised in other comprehensive income.

Equity instruments designated at FVOCI are not subject to impairment assessment.

Financial assets designated at FVTPL

Financial assets measured at FVTPL are carried in the statement of financial position at fair value with net changes in fair value recognised in profit or loss.

Classification and measurement of financial liabilities

Except for derivative liabilities, at initial recognition the Group's financial liabilities are recognised at fair value net of transaction costs and classified as liabilities to be subsequently measured at amortised cost using the EIR method. Gains and losses are recognised in profit or loss when the liabilities are derecognised as well as through the EIR amortisation process. In determining amortised cost, the Group takes into account any discounts or premiums on acquisition and fees or costs that are an integral part of the EIR. The EIR amortisation is included in finance costs in profit or loss.

Derecognition of financial instruments

A financial asset is primarily derecognised when the rights to receive cash flows from the asset have expired or have been transferred and either the Group has transferred substantially all the risks and rewards of the asset, or the Group has transferred control of the asset.

A financial liability is derecognised when the obligation under the liability is discharged or cancelled or expires. When an existing financial liability is replaced by another from the same lender on substantially different terms, or the terms of an existing liability are substantially modified, such an exchange or modification is treated as the derecognition of the original liability and the recognition of a new liability. The difference in the respective carrying amounts is recognised in profit or loss.

Impairment of financial assets

The Group recognises an allowance for expected credit losses ("ECLs") for all debt instruments not held at FVTPL. ECLs are based on the difference between the contractual cash flows due in accordance with the contract and all the cash flows that the Group expects to receive, discounted at an approximation of the original effective interest rate.

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 required for credit losses expected over the remaining life of the exposure (a lifetime ECL).

The Group considers a significant increase in credit risk to have occurred when contractual payments are more than 30 days past due and considers a financial asset as credit impaired or default when contractual payments are 90 days past due. However, in certain cases, the Group may also consider a financial asset to have a significant increase in credit risk and to be in default using other internal or external information, such as credit rating of issuers.

For trade receivables, the Group applies a simplified approach in calculating ECLs. Therefore, the Group does not track changes in credit risk, but instead recognises a loss allowance based on lifetime ECLs at each reporting date.

ECLs are calculated based on its historical credit loss experience and adjusted for forward-looking factors specific to the debtors and the economic environment.

A financial asset is written off when there is no reasonable expectation of recovering the contractual cash flows.

Offsetting of financial instruments

Financial assets and financial liabilities are offset, and the net amount is reported in the statement of financial position if there is a currently enforceable legal right to offset the recognised amounts and there is an intention to settle on a net basis, to realise the assets and settle the liabilities simultaneously.

4.19 Derivatives and hedge accounting

The Company uses derivatives, which are the interest rate swaps and cross currency and interest rate swaps, to hedge its interest rate risks and foreign currency and interest rate risks, respectively.

Derivatives are initially recognised at fair value on the date on which a derivative contract is entered into and are subsequently remeasured at fair value. The subsequent changes including interest income are recognised in profit or loss unless the derivative is designated and effective as a hedging instrument under cash flow hedge. Derivatives are carried as financial assets when the fair value is positive and as financial liabilities when the fair value is negative.

Derivatives are presented as non-current assets or non-current liabilities if the remaining maturity of the instrument is more than 12-months and it is not due to be realised or settled within 12 months. Other derivatives are presented as current assets or current liabilities.

Hedge accounting

For the purpose of hedge accounting, hedges are classified as:

- Fair value hedges when hedging the exposure to changes in the fair value of a recognised asset or liability or an unrecognised firm commitment
- Cash flow hedges when hedging the exposure to a variability in cash flows that is either attributable to a particular risk associated with a recognised asset or liability or a highly probable forecast transaction

At the inception of a hedging relationship, the Company formally designates and documents the hedging relationship to which it wishes to apply hedge accounting and the risk management objective and strategy for undertaking the hedge.

The documentation, at the inception of the hedge and on an ongoing basis, includes identification of the hedging instrument, the hedged item, the nature of the risk being hedged and how the Company will assess whether the hedging relationship meets the hedge effectiveness requirements, including analysis of the sources of hedge ineffectiveness and how the hedge ratio is determined.

A hedging relationship qualifies for hedge accounting if it meets all of the following hedge effectiveness requirements:

- There is 'an economic relationship' between the hedged item and the hedging instrument.
- The effect of credit risk is not the dominant factor in the value changes that result from that economic relationship.
- The hedge ratio of the hedging relationship is the same as that resulting from the quantity of the hedged item that the Group actually hedges and the quantity of the hedging instrument that the Group actually uses to hedge that quantity of hedged item.

Hedges that meet all of the qualifying criteria for hedge accounting are accounted for, as described below:

Fair value hedges

The change in the fair value of a hedging instrument is recognised in profit or loss. The change in the fair value of the hedged item attributable to the risk hedged is recorded as part of the carrying value of the hedged item and is also recognised in profit or loss.

Any adjustment to the carrying value of fair value hedges relating to items carried at amortised cost, is amortised through profit or loss over the remaining term of the hedge using the effective interest method. The amortisation may begin as soon as an adjustment exists and no later than when the hedged item ceases to be adjusted for changes in its fair value attributable to the risk being hedged. If the hedged item is derecognised, the unamortised fair value is recognised immediately in profit or loss.

When an unrecognised firm commitment is designated as a hedged item, the subsequent cumulative change in the fair value of the firm commitment attributable to the hedged risk is recognised as an asset or liability with a corresponding gain or loss recognised in profit or loss.

Cash flow hedges

The effective portion of the gain or loss on the hedging instrument is recognised in other comprehensive income in the cash flow hedge reserve, while any ineffective portion is recognised immediately in profit or loss. The cash flow hedge reserve is adjusted to the lower (in absolute amounts) of the cumulative gain or loss on the hedging instrument and the cumulative change in fair value of the hedged item.

The way cash flow hedge reserve accumulated in other comprehensive income are subsequently accounted for, depends on the nature of the underlying hedged transaction. If the hedged transaction subsequently results in the recognition of a non-financial item, the reserve accumulated in equity is removed from the separate component of equity and included in the initial cost or other carrying amount of the hedged asset or liability. This is not a reclassification adjustment and is not recognised in other comprehensive income for the period. For any other cash flow hedges, the reserve accumulated in other comprehensive income is subsequently reclassified to profit or loss as a reclassification adjustment in the same period which the hedged cash flows affect profit or loss.

If cash flow hedge accounting is discontinued, the cash flow hedge reserve accumulated in other comprehensive income must remain in equity if the hedged future cash flows are still expected to occur. Otherwise, the reserve will be immediately reclassified to profit or loss as a reclassification adjustment. After discontinuation, once the hedged cash flow occurs, the way the reserve remaining in equity is accounted for depends on the nature of the underlying transaction as described above.

4.20 Fair value measurement

Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between buyer and seller (market participants) at the measurement date. The Group applies a quoted market price in an active market to measure their assets and liabilities that are required to be measured at fair value by relevant financial reporting standards. Except in case of no active market of an identical asset or liability or when a quoted market price is not available, the Group measures fair value using valuation technique that are appropriate in the circumstances and maximises the use of relevant observable inputs related to assets and liabilities that are required to be measured at fair value.

All assets and liabilities for which fair value is measured or disclosed in the financial statements are categorised within the fair value hierarchy into three levels based on categorise of input to be used in fair value measurement as follows:

Level 1 - Use of quoted market prices in an observable active market for such assets or liabilities

Level 2 - Use of other observable inputs for such assets or liabilities, whether directly or indirectly

Level 3 - Use of unobservable inputs such as estimates of future cash flows

At the end of each reporting period, the Group determines whether transfers have occurred between levels within the fair value hierarchy for assets and liabilities held at the end of the reporting period that are measured at fair value on a recurring basis.

5. Significant accounting judgements and estimates

The preparation of financial statements in conformity with financial reporting standards at times requires management to make subjective judgements and estimates regarding matters that are inherently uncertain. These judgements and estimates affect reported amounts and disclosures; and actual results could differ from these estimates. Significant judgements and estimates are as follows:

Amortisation of rights to operate completed expressway sectors

In determining amortisation of rights to operate completed expressway sectors, the management has to project vehicle volume after current year for the remaining years of the agreement. Vehicle volume is projected based on the number of vehicles as assessed by an independent appraiser, and adjusted by comparison to actual vehicle volume. However, the actual vehicle volume in the future could differ from the estimate depending upon changes in external factors that may affect toll rates and vehicle volume.

Amortisation of intangible asset under concession agreement of the MRT Blue Line Project

In determining amortisation of intangible assets under the concession agreement of the MRT Blue Line Project, the management has to project the number of passengers for the remaining years of the agreement. Various assumptions needed for the projection by an accredited independent valuer include traffic model, network rail, average cost of fuel, and fare structure.

In addition, the intangibles assets under concession agreement of the MRT Blue Line Project are subject to impairment if there is an indication that they may be impaired, and impairment losses are to be recorded if it is expected that the recoverable amount will lower than the carrying amount of the underlying assets.

The impairment analysis of intangibles assets under concession agreement of the MRT Blue Line Project requires the management to exercise judgments concerning estimates of cash flows to be generated by the assets or the cash generating units and to choose a suitable discount rate in order to determine the present value of those cash flows. The cash flow estimates are based on currently available information about the operations and the management is required to exercise judgments regarding the number of passengers throughout the period of the concession agreement, future revenues and expenses relevant to the assets or the cash generating units. Events and factors that may significantly affect the estimates include, among others, behavioral trends of riders who use the transportation system, competitive landscape, changes in revenue fare box rates, cost structures, changes in discount rates and relevant industry or market sector conditions

Leases

In determining the lease term, the management is required to exercise judgement in assessing whether the Group is reasonably certain to exercise the option to extend or terminate the lease considering all relevant facts and circumstances that create an economic incentive for the Group to exercise either the extension or termination option.

The management exercises judgement in estimating its incremental borrowing rate to discount lease liabilities. The incremental borrowing rate is the rate of interest that the Group 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.

Fair value of financial instruments

In determining the fair value of financial instruments recognised in the statement of financial position that are not actively traded and for which quoted market prices are not readily available, the management exercise judgement, using a variety of valuation techniques and models. The input to these models is taken from observable markets, and includes credit risks for both bank and counter parties consideration of liquidity, correlation and longer-term volatility of financial instruments. Change in assumption which is related to calculating input, could affect fair value in financial statement and the disclosure of fair value hierarchy.

Impairment of investment in subsidiaries

The Company reviews impairment of investment in subsidiaries, which requires management to prepare projection of the cash flow expected to be generated by the investment in the future, and to choose a suitable discount rate in order to calculate the present value of those cash flows.

Building improvement and equipment/Depreciation

In determining depreciation of building improvement and equipment, the management is required to make estimates of the useful lives and residual values of the Company's building improvement and equipment and to review estimate useful lives and residual values when there are any changes.

In addition, the management is required to review building improvement and equipment for impairment on a periodical basis and record impairment losses in the period when it is determined that their recoverable amount is lower than the carrying amount. This requires judgements regarding forecast of future revenues and expenses relating to the assets subject to the review.

Deferred tax assets

Deferred tax assets are recognised for deductible temporary differences and unused tax losses to the extent that it is probable that taxable profit will be available against which the temporary differences and losses can be utilised. Significant management judgement is required to determine the amount of deferred tax assets that can be recognised, based upon the likely timing and level of estimate future taxable profits.

Post-employment benefits under defined benefit plans

The obligation under the defined benefit plan is determined based on actuarial techniques. Such determination is made based on various assumptions, including discount rate, future salary increase rate, mortality rate and staff turnover rate.

6. Related party transactions

During the year, the Group had significant business transactions with related parties. Such transactions arose in the ordinary course of business and were concluded on commercial terms and bases agreed upon between the Group and those related parties.

Such significant transactions for the years ended 31 December 2023 and 2022 are summarised below.

(Unit: Million Baht)

	Consolidated		Separate		Pricing policy
	financial statements		financial statements		
	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>	
<u>Transactions with major shareholder</u>					
Cost of rail projects	421	76	421	76	Based on contracts
Cost of expressway project	163	845	163	828	Based on contracts
Repair and maintenance expenses of expressway and rail projects	796	710	796	710	Based on contracts
Office rental and service expenses	9	9	-	-	Based on contracts
<u>Transactions with subsidiary companies</u>					
(eliminated from the consolidated financial statements)					
Commercial development revenue	-	-	5	4	Based on contracts
Project management and maintenance incomes	-	-	686	773	Based on contract
Interest income	-	-	15	-	FDR plus stipulated margin per annum
Commercial development management fee	-	-	285	240	Based on contract
Cost of commercial development	-	-	3	2	Based on contract
Purchase of vehicles	-	-	-	7	Agreed between the parties
<u>Transactions with related companies</u>					
Interest income from M&E Systems	153	176	153	176	FDR plus stipulated margin per annum
Dividend income	558	552	558	552	As declared
Cost of commercial development	19	18	-	-	Agreed between the parties
Remuneration from fare box (Inclusive of VAT)	495	394	495	394	Concession agreement
Remuneration from commercial development	27	27	27	27	Concession agreement
Land and Building Tax	20	17	20	17	At the rates charged by State agencies
Utility expenses	3	2	2	2	Based on contract

As at 31 December 2023 and 2022, the balances of the accounts between the Group and related parties are as follows:

	(Unit: Thousand Baht)			
	Consolidated		Separate	
	financial statements		financial statements	
	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>
<u>Trade and other receivables (Note 9)</u>				
<u>Trade receivables</u>				
Subsidiary	-	-	788	311
Related company	436,468	220,806	436,468	220,806
Total	<u>436,468</u>	<u>220,806</u>	<u>437,256</u>	<u>221,117</u>
<u>Other receivables</u>				
Subsidiary	-	-	51,427	51,870
<u>Accrued income</u>				
Subsidiary	-	-	11,378	144,140
Related company	205,484	207,605	205,484	207,605
Total	<u>205,484</u>	<u>207,605</u>	<u>216,862</u>	<u>351,745</u>
<u>Guarantee paid for area</u>				
Major shareholder	1,914	1,914	-	-
Related company	6,000	5,681	-	-
Total	<u>7,914</u>	<u>7,595</u>	<u>-</u>	<u>-</u>
<u>Receivable under the concession agreement (Note 10)</u>				
Related company	4,261,682	5,911,365	4,261,682	5,911,365
<u>Prepaid project remuneration</u>				
Related company	15,323,690	12,400,551	15,323,690	12,400,551
<u>Trade and other payables (Note 19)</u>				
Subsidiary	-	-	38,796	23,779
Major shareholder	230,041	384,664	229,897	384,563
Related companies	296,623	281,515	296,611	281,511
Total	<u>526,664</u>	<u>666,179</u>	<u>565,304</u>	<u>689,853</u>
<u>Retention guarantees</u>				
Major shareholder	94,681	87,354	94,681	87,354
<u>Guarantees obtained for area</u>				
Subsidiary	-	-	723	723
<u>Unearned revenue from advertising management rights (Note 22)</u>				
Subsidiary	-	-	6,873	8,121

Long-term loan to related party

The movement in long-term loan to the subsidiary as presented in the separate financial statements are as follows:

(Unit: Thousand Baht)

Loan to	As at 31 December 2022	Increase during the year	As at 31 December 2023
Northern Bangkok Expressway Company Limited	300,000	413,000	713,000

The long-term loan to related party has a credit facility of Baht 2,000 million, carrying a floating interest of FDR plus a stipulated margin per annum. The loan is repayable within 30 December 2030.

Directors and management's remuneration

During the years ended 31 December 2023 and 2022, the Group had employee benefit expenses payable to their directors and management as below.

(Unit: Thousand Baht)

	Consolidated financial statements		Separate financial statements	
	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>
Short-term employee benefits	97,442	87,306	80,948	72,460
Post-employment benefits	6,773	4,038	5,788	3,147
Total	104,215	91,344	86,736	75,607

7. Cash and cash equivalents

(Unit: Thousand Baht)

	Consolidated financial statements		Separate financial statements	
	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>
Cash	38,419	41,219	35,261	38,070
Bank deposits	1,207,674	1,746,617	993,965	1,372,876
Total	1,246,093	1,787,836	1,029,226	1,410,946

The Company has pledged the bank accounts used to deposit moneys received for work on the MRT Chalong Ratchadham Line Project (Note 10), as well as for receiving fare and commercial development revenue related to the MRT Blue Line Project, and transferred rights to debit or withdraw from the deposit accounts used to make payment of loans and related financial fees to a group of lenders to secure the Company's loan, as described in Note 20 to the consolidated financial statements. As at 31 December 2023, the balance of the pledged bank accounts amounted to Baht 7.59 million (2022: Baht 1.46 million).

8. Bank deposit for unearned fare box revenue

Bank deposit for unearned fare box revenue is a reserve bank account set aside in compliance with the Notification of the Bank of Thailand applicable to electronic card businesses. These funds cannot be used for any purpose other than making payment for fare box revenue.

9. Trade and other receivables

(Unit: Thousand Baht)

	Consolidated financial statements		Separate financial statements	
	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>
<u>Trade receivables</u>				
Trade receivables				
- Related parties (Note 6)	436,468	220,806	437,256	221,117
- Unrelated parties	177,587	166,759	150,414	130,763
Less: Allowance for expected credit losses	(707)	(1,907)	(695)	(1,751)
Total trade receivables - net	<u>613,348</u>	<u>385,658</u>	<u>586,975</u>	<u>350,129</u>
<u>Other receivables</u>				
Other receivables				
- Related parties (Note 6)	-	-	51,427	51,870
- Unrelated parties	3,582	2,761	2,549	2,157
Accrued income				
- Related parties (Note 6)	205,484	207,605	216,862	351,745
- Unrelated parties	74,548	51,968	62,968	44,127
Total other receivables	<u>283,614</u>	<u>262,334</u>	<u>333,806</u>	<u>449,899</u>
Total trade and other receivables - net	<u><u>896,962</u></u>	<u><u>647,992</u></u>	<u><u>920,781</u></u>	<u><u>800,028</u></u>

Most of the trade receivables of the Group was within their credit terms or past due up to 3 months. As at 31 December 2023, the outstanding balances of trade receivables in the consolidated and separate financial statements that are one year past due amounted to approximately Baht 0.6 million (2022: Baht 0.6 million).

Set out below is the movement in the allowance for expected credit losses of trade receivables.

	(Unit: Thousand Baht)			
	Consolidated		Separate	
	financial statements		financial statements	
	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>
Beginning balance	1,907	3,199	1,751	2,696
Reversal of provision for expected credit losses	(1,200)	(1,020)	(1,056)	(945)
Amount written off	-	(272)	-	-
Ending balance	<u>707</u>	<u>1,907</u>	<u>695</u>	<u>1,751</u>

10. Receivable under the concession agreement

	(Unit: Thousand Baht)	
	Consolidated and	
	Separate financial statements	
	<u>2023</u>	<u>2022</u>
Net book value at the beginning of the year	5,911,365	7,561,049
Collection	(1,649,683)	(1,649,684)
Net book value at the end of the year	<u>4,261,682</u>	<u>5,911,365</u>
Current	1,649,683	1,649,683
Non-current	2,611,999	4,261,682
Total receivable under the concession agreement	<u>4,261,682</u>	<u>5,911,365</u>

Receivable under the concession agreement is a receivable for M&E Systems (Inclusive of VAT) of Phase 1 of the MRT Chalong Ratchadham Line Project as described in Note 1 B.2 to the consolidated financial statements. The MRTA will pay the remuneration and interest in the form of monthly installments until 2026. The Company transferred rights to receive cash from receivable under the concession agreement to the group of lenders, in settlement of long-term loans from financial institutions, as described in Note 20 to the consolidated financial statements under the details of loans No. 20.1 and 20.2.

Interest income for M&E Systems for the year ended 31 December 2023 amounted to Baht 153 million (2022: Baht 176 million).

11. Other financial assets

	(Unit: Thousand Baht)			
	Consolidated		Separate	
	financial statements		financial statements	
	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>
<u>Financial assets at amortised cost</u>				
- Certificates of deposit	280,048	350,000	280,048	350,000
<u>Financial assets at FVTPL</u>				
- Unit trusts	543,575	596,995	543,575	596,995
<u>Equity instruments designated at FVOCI</u>				
- Equity instruments of listed companies	11,163,660	12,867,647	11,163,660	12,867,647
- Equity instruments of non-listed companies	469,000	434,000	434,000	434,000
Total	<u>11,632,660</u>	<u>13,301,647</u>	<u>11,597,660</u>	<u>13,301,647</u>
<u>Derivative designated as hedging instruments</u>				
- Interest rate swap contracts	44,897	117,168	44,897	117,168
- Cross currency and Interest rate swap contracts	4,342	-	4,342	-
Total	<u>49,239</u>	<u>117,168</u>	<u>49,239</u>	<u>117,168</u>
Total other financial assets - net	<u>12,505,522</u>	<u>14,365,810</u>	<u>12,470,522</u>	<u>14,365,810</u>
Current	823,623	946,995	823,623	946,995
Non-current	<u>11,681,899</u>	<u>13,418,815</u>	<u>11,646,899</u>	<u>13,418,815</u>
Total other financial assets	<u>12,505,522</u>	<u>14,365,810</u>	<u>12,470,522</u>	<u>14,365,810</u>

Equity instruments designated at FVOCI include listed and non-listed equity investments which the Group considers these investments to be strategic in nature.

12. Investments in subsidiaries

Details of investments in subsidiaries as presented in the separate financial statements are as follows:

(Unit: Million Baht)

Company's name	Registered capital		Paid-up capital		Proportion of investment		Cost	
	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>
					(percent)			
Northern Bangkok Expressway Company Limited	6,000	6,000	5,250	5,250	99.99	99.99	2,604	2,604
Bangkok Metro Networks Limited	254	254	254	254	99.67	99.67	630	630
Total cost							3,234	3,234
Allowance for impairment							(2,466)	(2,466)
Net book value							768	768

13. Investment properties

As at 31 December 2023, the Company has investment properties, consisting of land, which is presented in the consolidated and separate financial statements at its fair value of Baht 346 million (2022: Baht 346 million).

The fair value has been determined based on the valuation performance by an accredited independent valuer, using market approach.

14. Building and equipment

(Unit: Thousand Baht)

Consolidated financial statements					
	Building and construction improvement	Furniture, fixture and office equipment	Vehicles	Asset under installation	Total
Cost:					
1 January 2022	117,235	266,171	474,692	70,358	928,456
Additions	752	8,173	18,663	2,552	30,140
Disposals/Write off	-	(8,954)	(21,129)	-	(30,083)
Reclassification/ Transfer in (out)	65,305	-	4,579	(66,997)	2,887
31 December 2022	183,292	265,390	476,805	5,913	931,400
Additions	1,217	28,338	23,692	4,767	58,014
Disposals/Write off	(591)	(2,906)	(19,823)	-	(23,320)
Transfer in (out)	106	-	-	(106)	-
31 December 2023	184,024	290,822	480,674	10,574	966,094
Accumulated depreciation:					
1 January 2022	76,484	218,634	249,353	-	544,471
Depreciation for the year	24,502	16,848	34,716	-	76,066
Accumulated depreciation on disposals/write off	-	(8,929)	(20,450)	-	(29,379)
Reclassification	-	-	2,310	-	2,310
31 December 2022	100,986	226,553	265,929	-	593,468
Depreciation for the year	21,508	15,444	31,150	-	68,102
Accumulated depreciation on disposals/write off	(351)	(2,850)	(18,965)	-	(22,166)
31 December 2023	122,143	239,147	278,114	-	639,404
Net book value:					
31 December 2022	82,306	38,837	210,876	5,913	337,932
31 December 2023	61,881	51,675	202,560	10,574	326,690
Depreciation for the year					
2022 (Baht 39 million included in cost of services and the remaining balance in selling and administrative expense)					76,066
2023 (Baht 35 million included in cost of services and the remaining balance in selling and administrative expense)					68,102

(Unit: Thousand Baht)

	Separate financial statements				
	Building and construction improvement	Furniture, fixture and office equipment	Vehicles	Asset under installation	Total
Cost:					
1 January 2022	86,448	203,539	462,366	68,666	821,019
Additions	582	7,507	25,328	2,446	35,863
Disposals/Write off	-	(8,839)	(18,257)	-	(27,096)
Reclassification/ Transfer in (out)	65,305	-	2,887	(65,305)	2,887
31 December 2022	152,335	202,207	472,324	5,807	832,673
Additions	108	25,275	22,792	4,767	52,942
Disposals/Write off	-	(2,176)	(18,690)	-	(20,866)
31 December 2023	152,443	225,306	476,426	10,574	864,749
Accumulated depreciation:					
1 January 2022	57,651	160,688	242,488	-	460,827
Depreciation for the year	21,908	15,055	34,533	-	71,496
Accumulated depreciation on disposals/write off	-	(8,839)	(17,883)	-	(26,722)
Reclassification	-	-	2,310	-	2,310
31 December 2022	79,559	166,904	261,448	-	507,911
Depreciation for the year	19,018	13,802	31,038	-	63,858
Accumulated depreciation on disposals/write off	-	(2,121)	(17,831)	-	(19,952)
31 December 2023	98,577	178,585	274,655	-	551,817
Net book value:					
31 December 2022	72,776	35,303	210,876	5,807	324,762
31 December 2023	53,866	46,721	201,771	10,574	312,932
Depreciation for the year					
2022 (Baht 35 million included in cost of services and the remaining balance in selling and administrative expense)					71,496
2023 (Baht 33 million included in cost of services and the remaining balance in selling and administrative expense)					63,858

As at 31 December 2023, the Group have certain items of building improvement and equipment which were fully depreciated but are still in use. Cost of those assets amounted to approximately Baht 394 million (2022: Baht 386 million) (The Company only: Baht 318 million, 2022: Baht 315 million).

15. Rights to operate expressway sectors

(Unit: Thousand Baht)

	Consolidated financial statements		
	Rights to operate		
	completed expressway sector	Project costs under construction	Total
Cost:			
1 January 2022	87,279,420	1,287,020	88,566,440
Additions	324,404	548,345	872,749
Transfer in (out)	1,287,020	(1,287,020)	-
31 December 2022	88,890,844	548,345	89,439,189
Additions	137,736	257,954	395,690
Disposals/write off	(43,970)	-	(43,970)
Transfer in (out)	89,636	(89,636)	-
31 December 2023	89,074,246	716,663	89,790,909
Accumulated amortisation:			
1 January 2022	56,645,909	-	56,645,909
Amortisation for the year ⁽¹⁾	933,228	-	933,228
31 December 2022	57,579,137	-	57,579,137
Amortisation for the year ⁽¹⁾	1,119,147	-	1,119,147
Disposals/write off	(43,970)	-	(43,970)
31 December 2023	58,654,314	-	58,654,314
Net book value:			
31 December 2022	31,311,707	548,345	31,860,052
31 December 2023	30,419,932	716,663	31,136,595

⁽¹⁾ Amortisation for the year included in cost of services

(Unit: Thousand Baht)

	Separate financial statements		
	Rights to operate		Total
	completed expressway sector	Project costs under construction	
Cost:			
1 January 2022	74,403,937	1,188,277	75,592,214
Additions	211,590	373,202	584,792
Transfer in (out)	1,188,277	(1,188,277)	-
31 December 2022	75,803,804	373,202	76,177,006
Additions	86,101	196,088	282,189
Disposals/write off	(25,542)	-	(25,542)
Transfer in (out)	84,511	(84,511)	-
31 December 2023	75,948,874	484,779	76,433,653
Accumulated amortisation:			
1 January 2022	48,350,539	-	48,350,539
Amortisation for the year ⁽¹⁾	703,339	-	703,339
31 December 2022	49,053,878	-	49,053,878
Amortisation for the year ⁽¹⁾	845,909	-	845,909
Disposals/write off	(25,542)	-	(25,542)
31 December 2023	49,874,245	-	49,874,245
Net book value:			
31 December 2022	26,749,926	373,202	27,123,128
31 December 2023	26,074,629	484,779	26,559,408

⁽¹⁾ Amortisation for the year included in cost of services

16. Intangible asset under concession agreement of the MRT Blue Line Project

(Unit: Thousand Baht)

	Consolidated financial statements		
	Intangible asset under concession agreement of the MRT Blue Line Project	Project costs under installation	Total
Cost:			
1 January 2022	48,122,713	2,280,840	50,403,553
Additions	322,428	23,224	345,652
Write off	(7,781)	-	(7,781)
Transfer in (out)	2,273,850	(2,273,850)	-
31 December 2022	50,711,210	30,214	50,741,424
Additions	89,446	520,066	609,512
Write off	(13,154)	(82)	(13,236)
Transfer in (out)	17,758	(17,758)	-
31 December 2023	50,805,260	532,440	51,337,700
Accumulated amortisation:			
1 January 2022	5,034,930	-	5,034,930
Amortisation for the year ⁽¹⁾	467,773	-	467,773
Write off	(7,157)	-	(7,157)
31 December 2022	5,495,546	-	5,495,546
Amortisation for the year ⁽¹⁾	666,422	-	666,422
Write off	(11,070)	-	(11,070)
31 December 2023	6,150,898	-	6,150,898
Net book value:			
31 December 2022	45,215,664	30,214	45,245,878
31 December 2023	44,654,362	532,440	45,186,802

⁽¹⁾ Amortisation for the year included in cost of services

(Unit: Thousand Baht)

Separate financial statements

	Intangible asset under concession agreement of the MRT Blue Line Project	Project costs under installation	Total
Cost:			
1 January 2022	47,436,913	2,279,503	49,716,416
Additions	306,386	7,119	313,505
Transfer in (out)	2,272,890	(2,272,890)	-
31 December 2022	50,016,189	13,732	50,029,921
Additions	62,481	503,902	566,383
Transfer in (out)	2,326	(2,326)	-
31 December 2023	50,080,996	515,308	50,596,304
Accumulated amortisation:			
1 January 2022	4,620,612	-	4,620,612
Amortisation for the year ⁽¹⁾	419,933	-	419,933
31 December 2022	5,040,545	-	5,040,545
Amortisation for the year ⁽¹⁾	616,300	-	616,300
31 December 2023	5,656,845	-	5,656,845
Net book value:			
31 December 2022	44,975,644	13,732	44,989,376
31 December 2023	44,424,151	515,308	44,939,459

⁽¹⁾ Amortisation for the year included in cost of services

17. Project cost of the MRT Chalong Ratchadham Line

(Unit: Thousand Baht)

	Consolidated and Separate financial statements		
	Project Cost of the MRT Chalong Ratchadham Line	Project costs under installation	Total
Cost:			
1 January 2022	739,715	77,701	817,416
Additions	7,898	1,322	9,220
Transfer in (out)	77,701	(77,701)	-
31 December 2022	825,314	1,322	826,636
Additions	-	39,005	39,005
31 December 2023	825,314	40,327	865,641
Accumulated amortisation:			
1 January 2022	140,663	-	140,663
Amortisation for the year ⁽¹⁾	29,295	-	29,295
31 December 2022	169,958	-	169,958
Amortisation for the year ⁽¹⁾	33,443	-	33,443
31 December 2023	203,401	-	203,401
Net book value:			
31 December 2022	655,356	1,322	656,678
31 December 2023	621,913	40,327	662,240

⁽¹⁾ Amortisation for the year included in cost of services

18. Other intangible assets

The net book value of other intangible assets which are computer software as at 31 December 2023 and 2022 is presented below.

	(Unit: Thousand Baht)			
	Consolidated		Separate	
	financial statements		financial statements	
	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>
Cost	224,755	223,484	210,397	209,262
Less: Accumulated amortisation	(199,411)	(189,536)	(185,185)	(175,830)
Net book value	<u>25,344</u>	<u>33,948</u>	<u>25,212</u>	<u>33,432</u>

A reconciliation of the net book value of other intangible assets for the years 2023 and 2022 is presented below.

	(Unit: Thousand Baht)			
	Consolidated		Separate	
	financial statements		financial statements	
	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>
Net book value at beginning of year	33,948	48,351	33,432	45,676
Acquisition	1,271	-	1,135	-
Amortisation for the year	(9,875)	(14,403)	(9,355)	(12,244)
Net book value at end of year	<u>25,344</u>	<u>33,948</u>	<u>25,212</u>	<u>33,432</u>

19. Trade and other payables

	(Unit: Thousand Baht)			
	Consolidated		Separate	
	financial statements		financial statements	
	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>
Trade payables - related parties (Note 6)	477,083	586,698	498,493	608,899
Trade payables - unrelated parties	300,012	293,037	289,816	279,201
Accrued expenses - related parties (Note 6)	49,581	79,481	66,811	80,954
Accrued expenses - unrelated parties	483,262	535,585	406,530	468,153
Accrued interest	286,187	251,392	285,614	251,049
Other payables	18,759	16,612	16,629	15,180
Total trade and other payables	<u>1,614,884</u>	<u>1,762,805</u>	<u>1,563,893</u>	<u>1,703,436</u>

20. Long-term loans from financial institutions

(Unit: Thousand Baht)

Loans	Credit facility (Million Baht)	Objective	Interest rate (percent)	Period of repayment	Consolidated financial statements		Separate financial statements	
					2023	2022	2023	2022
20.1 Tranche A (Fully drew down)	13,557	To invest in the MRT Chalong Ratchadham Line Project	Interest rate of FDR plus stipulated margins	Repayment in monthly installments commencing October 2017 to July 2026	3,964,773	5,499,523	3,964,773	5,499,523
20.2 Tranche B (Fully drew down)	62	To invest in the MRT Chalong Ratchadham Line Project	Interest rate of FDR plus stipulated margins	Repayment in monthly installments commencing October 2017 to July 2026	18,107	25,117	18,107	25,117
20.3 Long-term loan (Fully drew down)	14,000	To invest in the MRT Blue Line Extension Project	Interest rate of 6M THOR plus stipulated margins	Repayment in quarterly installments commencing December 2021 to December 2035	13,549,989	13,749,993	13,549,989	13,749,993
20.4 Long-term loan (Fully drew down)	5,000	To refinance existing debt and working capital	Interest rate of 6M THOR plus stipulated margins	Repayment installments in every six month commencing April 2022 to April 2026	2,760,000	3,880,000	2,760,000	3,880,000
20.5 Sustainability loan (Fully drew down)	3,000	To refinance existing debt or debentures and to invest in eligible green and social projects	A fixed interest rate	Repayment in annually installments commencing February 2023 to February 2027	2,400,000	3,000,000	2,400,000	3,000,000
20.6 Long-term loan (Fully drew down)	3,630	Repayment for loan obtained from the Company	Interest rate of 6M FDR plus stipulated margins	Repayment in quarterly installments within December 2025	1,611,720	2,323,200	-	-
Total	<u>39,249</u>							
Add (less): Loss (gain) from cross currency and interest rate swap contracts					4,430	(1,052)	4,430	(1,052)
Total					24,309,019	28,476,781	22,697,299	26,153,581
Less: Current portion of long-term loans					(4,245,844)	(4,173,244)	(3,461,764)	(3,461,764)
Less: Deferred financial fees					(52,732)	(59,196)	(52,733)	(59,196)
Add: Deferred interest expense					488,864	465,373	474,311	439,701
Long-term loans - net of current portion					<u>20,499,307</u>	<u>24,709,714</u>	<u>19,657,113</u>	<u>23,072,322</u>

Movements in the long-term loans account for the years ended 31 December 2023 and 2022 are as follows:

(Unit: Thousand Baht)

	Consolidated		Separate	
	financial statements		financial statements	
	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>
Beginning balance	28,476,781	29,022,037	26,153,581	26,016,397
Add: Additional borrowings	-	3,000,000	-	3,000,000
Less: Repayments	(4,173,244)	(3,544,204)	(3,461,764)	(2,861,764)
Add (less): Loss (gain) from cross currency and interest rate swap contracts	5,482	(1,052)	5,482	(1,052)
Ending balance	<u>24,309,019</u>	<u>28,476,781</u>	<u>22,697,299</u>	<u>26,153,581</u>

For the long-term loans number 20.1 and 20.2

The Company pledged bank accounts used to deposit moneys received for work on the M&E system of Phase 1 of the MRT Chalong Ratchadham Line (Note 10) and transferred rights to receive payments for such work to the group of lenders as collateral to secure these loans. The Company had interest expenses amounting to Baht 153 million on such loans for the year ended 31 December 2023 (2022: Baht 176 million).

Under the Credit Facility Agreements, the Company must comply with normal financial covenants relating to various matters, such as maintenance of debt service coverage ratio and debt to equity ratio, dividend payment and conditions for mandatory prepayment.

For Long-term loan number 20.3

The Company entered into interest rate swap agreements for parts of these loans to change the interest rate from a floating rate of 6M THOR plus a stipulated margins to a fixed rate. The Company applied hedge accounting on this transaction.

The Company pledged the bank accounts used for receiving fare and commercial development revenue related to the MRT Blue Line Project (Note 7) and the transferred the rights to receive for such revenue to the lender as collateral to secure this loan.

Under the Credit Facility Agreements, the Company must comply with normal financial covenants relating to various matters, such as maintenance of debt service coverage ratio and debt to equity ratio, dividend payment and conditions for mandatory prepayment.

For Long-term loan number 20.4

The Company signed a long-term loan agreement with a financial institution and also entered into the interest rate swap contract to change the interest rate from a floating rate of 6M THOR plus stipulated margin to a fixed rate. The Company applied hedge accounting on this transaction.

Under the loan agreement, the Company must comply with normal financial covenants relating to various matters, such as the maintenance of debt service coverage ratio and debt to equity ratio, dividend payment and mandatory prepayment conditions.

For Long-term loan number 20.5

The Company entered into the Sustainability loan agreements with a local financial institution. The loan, to be provided in Thai Baht or foreign currency, has a credit facility is the Thai Baht equivalent of no more than Baht 3,000 million and carries a fixed interest rate.

The Company entered into the cross currency and interest rate swap contracts with the financial institution to swap the long-term loan in USD carrying interest at a fixed rate to the long-term loans in Thai Baht carrying interest at a floating rate of THOR plus a stipulated margin. To mitigate the risk of loan and interest, the Company applied hedge accounting on these transactions.

Under the loan agreements, the Company must comply with normal financial covenants relating to various matters, such as maintenance of debt service coverage ratio and debt to equity ratios, dividend payment, mandatory prepayment conditions and other conditions as specified in the agreements.

For Long-term loan number 20.6

This is a loan of a subsidiary company. Under the loan agreement, the subsidiary must comply with normal financial covenants relating to various matters, such as maintenance of debt service coverage ratio and debt to equity ratio, dividend payment and conditions for mandatory prepayment.

The Sustainability loan agreement

In October 2023, the Company entered into a Sustainability loan agreement with a local financial institution. The loan, to be provided in Thai Baht or foreign currency, is intend to fund the refinancing of existing debentures maturing in 2024, which were used for eligible green and social projects. The credit facility amount to the Thai Baht equivalent of no more than Baht 2,000 million. As at 31 December 2023, the Company has not drawn down this loan.

21. Debentures

Debentures as at 31 December 2023 and 2022 have the following details:

(Unit: Thousand Baht)						
Consolidated and Separate						
financial statements						
Type of debenture	Term	Maturity	Interest rate	2023	2022	
			(% per annum)			
1.	No. 1/2016					
	- Tranche 3	7 years	June 2023	3.00	-	2,000,000
	- Tranche 4	10 years	June 2026	3.30	3,335,000	3,335,000
	- Tranche 5	12 years	June 2028	3.61	2,750,000	2,750,000
2.	No. 2/2016	12 years	June 2028	3.61	500,000	500,000
3.	No. 3/2016					
	- Tranche 2	9 years	October 2025	3.78	2,500,000	2,500,000
	- Tranche 3	11 years	October 2027	3.95	3,000,000	3,000,000
4.	No. 1/2017					
	- Tranche 2	7 years	September 2024	3.10	3,000,000	3,000,000
5.	No. 1/2018					
	- Tranche 2	5 years	April 2023	2.46	-	3,500,000
	- Tranche 3	7 years	April 2025	3.01	3,500,000	3,500,000
6.	No. 1/2019					
	- Tranche 2	5 years	May 2024	3.18	2,000,000	2,000,000
	- Tranche 3	7 years	May 2026	3.59	1,000,000	1,000,000
	- Tranche 4	10 years	May 2029	3.84	1,000,000	1,000,000
7.	No. 1/2020					
	- Tranche 1	4 years	June 2024	2.88	1,000,000	1,000,000
	- Tranche 2	10 years	June 2030	3.50	1,300,000	1,300,000
	- Tranche 3	12 years	June 2032	3.78	700,000	700,000
8.	No. 1/2021					
	- Tranche 1	3 years	April 2024	1.56	2,000,000	2,000,000
	- Tranche 2	5 years	April 2026	2.24	2,000,000	2,000,000
	- Tranche 3	7 years	April 2028	2.91	1,000,000	1,000,000
	- Tranche 4	10 years	April 2031	3.33	1,000,000	1,000,000
9.	No. 1/2022					
	- Tranche 1	3 years	September 2025	2.76	1,000,000	1,000,000
	- Tranche 2	5 years	September 2027	3.33	1,500,000	1,500,000
	- Tranche 3	10 years	September 2032	4.01	1,000,000	1,000,000
	- Tranche 4	12 years	September 2034	4.15	1,000,000	1,000,000

(Unit: Thousand Baht)

				Consolidated and Separate financial statements	
Type of debenture	Term	Maturity	Interest rate	2023	2022
			(% per annum)		
10. No. 1/2023					
- Tranche 1	3 years	April 2026	2.79	1,800,000	-
- Tranche 2	5 years	April 2028	3.31	300,000	-
- Tranche 3	10 years	April 2033	4.00	3,400,000	-
- Tranche 4	12 years	April 2035	4.07	1,000,000	-
Total				42,585,000	41,585,000
Less: Current portion of debentures				(8,000,000)	(5,500,000)
Less: Deferred debentures issuing cost				(25,689)	(25,242)
Less: Deferred interest expenses				(1,340)	(1,330)
Debenture - net of current portion				<u>34,557,971</u>	<u>36,058,428</u>

Movements in the debentures account for the years ended 31 December 2023 and 2022 are summarised below.

(Unit: Thousand Baht)

		Consolidated and Separate financial statements	
		<u>2023</u>	<u>2022</u>
Beginning balance		41,585,000	40,085,000
Issuance		6,500,000	4,500,000
Redemption		(5,500,000)	(3,000,000)
Ending balance		<u>42,585,000</u>	<u>41,585,000</u>

All of the Company's debentures are registered debentures, unsubordinated, and unsecured, without a debenture holders' representative, except for the debenture number 6 to number 10 which have a debenture holders' representative, that pay interest semi-annually. The debentures contain covenants relating to maintenance of interest bearing debt to equity ratio.

22. Unearned revenue from advertising management rights

The Company received remuneration of Baht 35 million from the subsidiary for granting the rights to manage advertising services through the Passenger Information Display System (PIDs), as described in Note 1 C. to the consolidated financial statements, on the execution date of the agreement (1 January 2010) and this rights will expire in July 2029. The amount is being amortised to revenue throughout the contract period.

Movements in unearned revenue from advertising management rights account are summarised below.

	(Unit: Thousand Baht)	
	Separate financial statements	
	<u>2023</u>	<u>2022</u>
Beginning balance	8,121	9,369
Recognise to revenue during the year	(1,248)	(1,248)
Ending balance	6,873	8,121
Less: Current portion	(1,249)	(1,249)
Unearned revenue from advertising management rights - net of current portion	<u>5,624</u>	<u>6,872</u>

23. Leases

The Group, as a lessee, has lease contracts for various items of equipment used in its operations. Leases generally have lease terms between 1 - 7 years.

a) Right-of-use assets

Movements of right-of-use assets for the years ended 31 December 2023 and 2022 are summarised below.

	(Unit: Thousand Baht)		
	Consolidated financial statements		
	Buildings	Vehicles	Total
1 January 2022	102,739	36,957	139,696
Additions	92,392	8,582	100,974
Reclassification	-	(577)	(577)
Depreciation for the year	(51,161)	(17,336)	(68,497)
31 December 2022	143,970	27,626	171,596
Additions	12,230	6,546	18,776
Decrease	(1,142)	(1,092)	(2,234)
Depreciation for the year	(54,203)	(16,411)	(70,614)
31 December 2023	<u>100,855</u>	<u>16,669</u>	<u>117,524</u>

(Unit: Thousand Baht)

	Separate financial statements		
	Buildings	Vehicles	Total
1 January 2022	17,264	34,500	51,764
Additions	61,581	8,582	70,163
Reclassification	-	(577)	(577)
Depreciation for the year	(26,955)	(16,228)	(43,183)
31 December 2022	51,890	26,277	78,167
Additions	8,516	5,369	13,885
Decrease	(1,142)	(1,092)	(2,234)
Depreciation for the year	(28,832)	(15,277)	(44,109)
31 December 2023	30,432	15,277	45,709

b) Lease liabilities

(Unit: Thousand Baht)

	Consolidated		Separate	
	financial statements		financial statements	
	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>
Lease payments	121,176	177,487	47,663	81,557
Less: Deferred interest expenses	(4,270)	(6,347)	(1,667)	(2,513)
Total	116,906	171,140	45,996	79,044
Less: Portion due within one year	(52,765)	(67,764)	(27,963)	(44,010)
Lease liabilities - net of current portion	64,141	103,376	18,033	35,034

Movements of the lease liability account during the years ended 31 December 2023 and 2022 are summarised below:

(Unit: Thousand Baht)

	Consolidated		Separate	
	financial statements		financial statements	
	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>
Balance at beginning of year	171,140	137,409	79,044	51,003
Additions	18,776	100,974	13,885	70,163
Accretion of interest	3,541	3,471	1,904	2,224
Repayments	(74,317)	(70,714)	(46,603)	(44,346)
Effect of reduction in rental expenses	(2,234)	-	(2,234)	-
Balance at end of year	116,906	171,140	45,996	79,044

A maturity analysis of lease payments is disclosed in Note 40 to the consolidated financial statements under the liquidity risk.

c) Expenses relating to leases that are recognised in profit or loss

	(Unit: Thousand Baht)			
	Consolidated		Separate	
	financial statements		financial statements	
	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>
Depreciation expense of right-of-use assets	70,614	68,497	44,109	43,183
Interest expense on lease liabilities	3,541	3,471	1,904	2,224
Expense relating to short-term leases and leases of low-value assets	19,343	17,375	18,574	16,295

d) Others

The Group had total cash outflows for leases for the year ended 31 December 2023 of Baht 94 million (2022: Baht 88 million) (the Company only: Baht 65 million, 2022: Baht 61 million), including the cash outflow related to short-term lease and leases of low-value assets.

24. Provision for long-term employee benefits

Provision for long-term employee benefits, which represents compensation payable to employees after they retire, are as follows:

	(Unit: Thousand Baht)			
	Consolidated financial statements		Separate financial statements	
	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>
Provision for long-term employee benefits				
at beginning of the year	838,048	770,896	806,946	744,830
Included in profit or loss:				
Current service cost	94,022	80,321	89,189	75,812
Interest cost	17,262	15,528	16,634	15,001
Included in other comprehensive income:				
Actuarial (gain) loss arising from				
- Demographic assumptions changes	6,904	-	6,904	-
- Financial assumptions changes	(96,849)	-	(96,849)	-
- Experience adjustments	(131,629)	-	(131,629)	-
Benefits paid during the year	(26,856)	(28,697)	(26,341)	(28,697)
Provision for long-term employee benefits				
at end of the year	700,902	838,048	664,854	806,946

The Group expects to pay Baht 26 million of long-term employee benefits during the next year (Separate financial statements: Baht 26 million) (2022: Baht 12 million, Separate financial statements: Baht 11 million).

As at 31 December 2023, the weighted average duration of the liabilities for long-term employee benefit of the Group is 12.82 - 19.00 years (Separate financial statements: 13.00 - 19.00 years) (2022: Consolidated and separate financial statements: 10.91 - 16.42 years).

Significant actuarial assumptions are summarised below.

(Unit: Percent per annum)

	Consolidated financial statements		Separate financial statements	
	2023	2022	2023	2022
Discount rate	2.02 - 3.19	1.7 - 2.2	2.96, 3.19	1.7, 2.2
Future salary increase rate	2.0 - 5.0	1.0 - 5.0	4.0	1.0, 1.5, 4.0
Staff turnover rate (depending on age)	1.34 - 17.19	2.0 - 14.0	1.34 - 17.19	2.0 - 6.0

The result of sensitivity analysis for significant assumptions that affect the present value of the long-term employee benefit obligation as at 31 December 2023 and 2022 are summarised below.

(Unit: Million Baht)

	2023			
	Consolidated financial statements		Separate financial statements	
	Increase 1%	Decrease 1%	Increase 1%	Decrease 1%
Discount rate	(84)	101	(80)	96
Future salary increase rate	92	(79)	87	(74)
Staff turnover rate	(65)	54	(61)	53

(Unit: Million Baht)

	2022			
	Consolidated financial statements		Separate financial statements	
	Increase 1%	Decrease 1%	Increase 1%	Decrease 1%
Discount rate	(72)	85	(69)	81
Future salary increase rate	92	(80)	88	(76)
Staff turnover rate	(76)	54	(72)	53

25. Statutory reserve

Pursuant to Section 116 of the Public Company Limited Act B.E. 2535, the Company is required to set aside to a statutory reserve at least 5 percent of its net profit, after deducting accumulated deficit brought forward (if any), until the reserve reaches 10 percent of the registered capital. The statutory reserve is not available for dividend distribution. At present, the statutory reserved has fully been set aside.

26. Toll revenues

26.1 Under the Construction and Management Contract of the Si Rat Expressway Project (the Second Stage Expressway System) and the Bang Pa-In - Pak Kret Expressway Project and the Concession agreements (Amendment) that granted concession extensions, as described in Note 1 A. to the consolidated financial statements. The Group and the EXAT agreed to share toll revenues receive as follows:

	<u>The Group</u> (Percent)	<u>The EXAT</u> (Percent)
Urban Network (FES and SES Sector A and Sector B)	40	60
Suburban Network (SES Sector C)	100	Nil
Suburban Network (SES Sector D)	100	Nil
Bang Pa-In - Pak Kret Expressway	100	Nil

26.2 Under a concession agreement of the Si Rat - Outer Ring Road Expressway Project, the Company and the EXAT agreed to share toll revenues receive as follows:

	<u>The Company</u> (Percent)	<u>The EXAT</u> (Percent)
<u>The Prachin Rattaya Expressway Project</u>		
From the construction completion date of relevant Sections until end of contract period (14 December 2042)	100	Nil

27. Revenue from commercial development business

Revenue from commercial development business in the separate financial statements for the year ended 31 December 2023 amounted to Baht 984 million (2022: Baht 811 million). This included revenue from commercial development under the MRT Blue Line Concession Agreement amounting to Baht 913 million (2022: Baht 769 million).

28. Revenue from telecommunications network services and income from provision of space and facilities for the installation of telecommunications equipment

The Company's revenue from telecommunications network services and income from provision of space and facilities for the installation of telecommunications equipment for the years ended 31 December 2023 and 2022 was as follows:

	(Unit: Thousand Baht)	
	<u>2023</u>	<u>2022</u>
Telecommunications Business License Type 2 with its own telecommunication network	268,312	271,854
Income from provision of space and facilities for the installation of telecommunications equipment	<u>12,840</u>	<u>12,840</u>
	<u><u>281,152</u></u>	<u><u>284,694</u></u>

29. Remuneration from fare box revenue and commercial development revenue

29.1 The Concession agreement of the MRTA Initial System Project - Chaloem Ratchamongkhon Line

The Company agrees to apportion revenues derived under the MRTA Initial System Project - Chaloem Ratchamongkhon Line concession agreement to the MRTA. These consist of remuneration from fares, remuneration from commercial development, apportionment of profit in excess of stipulated Return on Equity (ROE) and any benefit derived from the interest rate on a loan being lower the rate specified in the Concession Agreement.

As described in Note 1 B.1 to the consolidated financial statements, the Company signed the MRT Blue Line Project Concession Agreement on 31 March 2017. Under the MRT Blue Line Concession Agreement, the MRTA Initial System Project - Chaloem Ratchamongkhon Line concession agreement is deemed to be part of the MRT Blue Line Concession Agreement, and only the clauses relating the rights, duties and provisions with respect to fares, fare rates and payment of remuneration to the MRTA will remain in effect until the end of the concession agreement with the MRTA for the MRTA Initial System Project - Chaloem Ratchamongkhon Line.

Remuneration paid to the MRTA under the MRTA Initial System Project - Chaloem Ratchamongkhon Line concession agreement is summarised in Part I of Note 29.2 to the consolidated financial statements.

29.2 The MRT Blue Line Concession agreement

Under the MRT Blue Line Project concession agreement dated 31 March 2017, the Company agrees to apportion revenue under the concession agreement to the MRTA, which can be divided into two parts, as follows:

Part I: Remuneration from fares and commercial development revenues of the MRTA Initial System Project - Chaloen Ratchamongkhon Line earned under the related concession agreement until 1 July 2029, with detail as follow:

a) Remuneration from fare revenue

Annual remuneration

The Company has agreed to apportion fare revenue to the MRTA on an annual basis for the period from 2 July 2014 to 1 July 2029. The total amount payable is Baht 43,567 million (inclusive of VAT) divided into annual payments in amounts stipulated in the MRTA Initial System Project - Chaloen Ratchamongkhon Line concession agreement.

As at 31 December 2023, the Company paid accumulated annual remuneration totaling Baht 17,314 million (2022: Baht 14,424 million).

Percentage remuneration

The Company has agreed to apportion to the MRTA 1 percent to 15 percent of the fare revenue of the MRTA Initial System Project - Chaloen Ratchamongkhon Line (inclusive of VAT) from 2 July 2004 to 1 July 2029, in the form of monthly payments.

For the year ended 31 December 2023, the Company paid the percentage remuneration from fare revenue totaling Baht 457 million (2022: Baht 236 million).

b) Remuneration from commercial development revenues

Annual remuneration

The Company has agreed to apportion commercial development revenues to the MRTA on an annual basis for the period from 2 July 2004 to 1 July 2029. The total amount payable is Baht 930 million (inclusive of VAT) divided into annual payments in amounts stipulated in the MRTA Initial System Project - Chaloen Ratchamongkhon Line concession agreement.

As at 31 December 2023, the Company paid accumulated annual remuneration totaling Baht 655 million (2022: Baht 605 million).

Percentage remuneration

The Company has agreed to apportion to the MRTA 7 percent of commercial development revenues of the MRTA Initial System Project - Chaloem Ratchamongkhon Line (inclusive of VAT) from 2 July 2004 to 1 July 2029, in the form of monthly payments.

For the year ended 31 December 2023, the Company paid the percentage remuneration from commercial development revenues totaling Baht 55 million (2022: Baht 46 million).

Part II: Remuneration from fares and commercial development revenues of the MRT Blue Line Extension Project from 31 March 2017 until end of the MRT Blue Line concession period and remuneration from fares and commercial development revenues of the MRTA Initial System Project - Chaloem Ratchamongkhon Line from 2 July 2029 until end of the MRT Blue Line concession period.

The Company is to pay remuneration to MRTA when the Company earns a return on investment over the rate stipulated in the concession agreement, from its operation of the MRT Blue Line Extension Project, as from 31 March 2017, and from its operation of the MRTA Initial System Project - Chaloem Ratchamongkhon Line, as from 2 July 2029, until the end of the MRT Blue Line concession period. The compensation rates are as stipulated in the MRT Blue Line concession agreement.

30. Finance costs

(Unit: Thousand Baht)

	Consolidated		Separate	
	financial statements		financial statements	
	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>
Interest expense on loans and debentures	1,983,359	2,079,332	1,933,627	1,996,700
Interest expense on lease liabilities	3,541	3,471	1,904	2,224
Interest paid from cross currency and interest rate swap contracts	363,272	251,905	363,272	251,905
Others financial cost	20,849	25,972	20,849	25,766
Total	<u>2,371,021</u>	<u>2,360,680</u>	<u>2,319,652</u>	<u>2,276,595</u>

31. Expenses by nature

Significant expenses classified by nature are as follows:

	(Unit: Thousand Baht)			
	Consolidated		Separate	
	financial statements		financial statements	
	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>
Amortisation and depreciation	1,967,603	1,589,262	1,612,974	1,279,490
Salaries, wages and other benefits for the Group's employees	2,646,318	2,380,027	2,487,638	2,253,683
Salaries, wages and other benefits for the EXAT's employees	922,421	1,026,358	747,554	832,102
Repair and maintenance expenses	2,299,871	2,270,030	2,391,026	2,512,965
Utilities expenses	1,037,363	898,022	1,014,974	877,313
Project remuneration expenses under the concession agreement	521,912	421,102	521,912	421,102
Expenses with respect to facilitation and safety on expressway and stations	555,588	537,263	534,104	514,028
Insurance expenses	163,111	154,692	160,532	147,615

32. Income tax

Income tax expenses for the years ended 31 December 2023 and 2022 are made up as follows:

	(Unit: Thousand Baht)			
	Consolidated		Separate	
	financial statements		financial statements	
	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>
Current income tax:				
Current income tax for the year	41,489	34,946	3,118	-
Adjustment in respect of current income tax of previous year	2,587	11,249	2,587	11,359
Deferred tax:				
Relating to origination and reversal of temporary differences	692,789	351,464	691,574	355,148
Income tax expenses reported in the income statement	736,865	397,659	697,279	366,507

The amounts of income tax relating to each component of other comprehensive income for the years ended 31 December 2023 and 2022 are as follows:

	(Unit: Thousand Baht)			
	Consolidated		Separate	
	financial statements		financial statements	
	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>
Deferred tax related to				
- Unrealised gain (loss) from cash flow hedges	(14,455)	42,610	(14,455)	42,610
- Loss from the change in value of financial assets measured at FVOCI	(340,798)	(491,234)	(340,798)	(491,234)
- Actuarial gain	44,315	-	44,315	-
Total	(310,938)	(448,624)	(310,938)	(448,624)

The reconciliation between accounting profit and income tax expense is shown below.

	(Unit: Thousand Baht)			
	Consolidated		Separate	
	financial statements		financial statements	
	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>
Accounting profit before income tax	4,215,571	2,833,915	4,025,636	2,679,946
Applicable income tax rate	20%	20%	20%	20%
Accounting profit before income tax multiplied by applicable tax rate	843,114	566,783	805,127	535,989
Adjustment in respect of income tax expenses of previous year	2,587	11,249	2,587	11,359
Adjustment in respect of deferred tax liabilities	-	(11,137)	-	(11,137)
Previously unrecognised deductible temporary differences that is used to reduce deferred tax expense	-	(57,357)	-	(57,357)
Effects of:				
Tax-exempt revenues	(111,675)	(110,307)	(111,675)	(110,307)
Non-deductible expenses	3,503	1,506	1,059	1,139
Additional expense deductions allowed	(369)	(3,367)	(292)	(2,920)
Others	(295)	289	473	(259)
Total	(108,836)	(111,879)	(110,435)	(112,347)
Income tax expenses reported in the income statement	736,865	397,659	697,279	366,507

The components of deferred tax assets and deferred tax liabilities as at 31 December 2023 and 2022 are as follows:

	(Unit: Thousand Baht)			
	Consolidated		Separate	
	financial statements		financial statements	
	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>
Deferred tax assets				
Provision for bonus	42,668	40,887	34,315	32,760
Provision for others accrued expenses	3,557	2,603	3,072	2,176
Allowance for expected credit losses	141	381	139	350
Provision for long-term employee benefits	140,180	167,610	132,971	161,389
Leases	221	399	401	345
Deferred interest expenses	97,505	92,809	94,594	87,674
Unused tax loss	-	278,854	-	278,854
Derivative financial liabilities	-	179	-	179
Amortisation on the project cost of the MRT				
Chalong Ratchadham Line	54,572	57,357	54,572	57,357
Total	<u>338,844</u>	<u>641,079</u>	<u>320,064</u>	<u>621,084</u>
Deferred tax liabilities				
Accumulated amortisation - Rights to operate				
expressway sectors	829,515	745,041	829,515	745,041
Prepaid project remuneration	2,142,436	1,789,649	2,142,436	1,789,649
Financial derivative assets	9,848	23,433	9,848	23,433
Gain from financial assets designated to FVTPL	13,328	14,002	13,328	14,002
Gain from financial assets designated to FVOCI	760,083	1,100,881	760,083	1,100,881
Total	<u>3,755,210</u>	<u>3,673,006</u>	<u>3,755,210</u>	<u>3,673,006</u>
Presentation in the financial statements				
Deferred tax assets	18,780	19,995	-	-
Deferred tax liabilities	(3,435,146)	(3,051,922)	(3,435,146)	(3,051,922)
	<u>(3,416,366)</u>	<u>(3,031,927)</u>	<u>(3,435,146)</u>	<u>(3,051,922)</u>

33. Earnings per share

Basic earnings per share is calculated by dividing profit for the year attributable to equity holders of the Company (excluding other comprehensive income) by the weighted average number of ordinary shares in issue during the year.

34. Dividends

Dividends declared for the years ended 31 December 2023 and 2022 in the consolidated and separate financial statements consisted of the following:

<u>Dividends</u>	<u>Approved by</u>	<u>Total dividends</u> (Million Baht)	<u>Dividend per share</u> (Baht)	<u>Paid on</u>
<u>For the year ended 31 December 2023</u>				
Dividend for the year 2022	Annual General Meeting of the shareholders on 18 April 2023	<u>1,834</u>	<u>0.12</u>	3 May 2023
<u>For the year ended 31 December 2022</u>				
Dividend for the year 2021	Annual General Meeting of the shareholders on 4 April 2022	<u>1,223</u>	<u>0.08</u>	27 April 2022

35. Promotional privileges

The Company has received promotional privileges from the Board of Investment for the investment of the MRT Blue Line Project, pursuant to the investment promotion certificate No. 60-1074-1-00-1-0 issued on 27 July 2017. Subject to certain imposed conditions, the privileges include an exemption from corporate income tax for a period of 8 years from the date the promoted operations begin generating revenues (11 August 2017).

The Company's operating revenues for the years ended 31 December 2023 and 2022, divided between promoted and non-promoted operations, are summarised below.

	(Unit: Thousand Baht)					
	<u>Promoted operations</u>		<u>Non-promoted operations</u>		<u>Total</u>	
	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>	<u>2023</u>	<u>2022</u>
Revenue from expressway business	-	-	7,647,942	7,008,021	7,647,942	7,008,021
Revenue from rail business	3,898,853	2,704,260	2,439,609	2,212,720	6,338,462	4,916,980
Revenue from commercial development business	-	-	984,419	811,397	984,419	811,397
Other incomes	1,920	-	1,461,040	1,536,428	1,462,960	1,536,428
Total revenues	<u>3,900,773</u>	<u>2,704,260</u>	<u>12,533,010</u>	<u>11,568,566</u>	<u>16,433,783</u>	<u>14,272,826</u>

36. Segment information

Operating segment information is reported in a manner consistent with the internal reports that are regularly reviewed by the chief operating decision maker in order to make decisions about the allocation of resources to the segment and assess its performance.

For management purposes, the Group is organised into business units based on its products and services and have four reportable segments as follows:

- 1) The expressway business segment related to the construction and operation of the expressway.
- 2) The rail business segment related to the operation of the rapid transit system.
- 3) The commercial development business segment related to the rental of retail space, and the provision of advertising media services and telecommunication services inside and outside underground train stations and on expressway.
- 4) Other segments are segments where the Company is employed to operate Bang Pa-In - Pak Kret expressway project of the subsidiary.

The chief operating decision maker monitors the operating results of the business units separately for the purpose of making decisions about resource allocation and assessing performance. Segment performance is measured based on operating profit or loss and total assets and on a basis consistent with that used to measure operating profit or loss and total assets in the financial statements.

The basis of accounting for any transactions between reportable segments is consistent with that for third party transactions.

Revenue and profit or loss and total assets information segments of the Group for the years ended 31 December 2023 and 2022 are as follows:

(Unit: Million Baht)

	Expressway		Rail		Commercial development		Others		Total		Elimination		Consolidation	
	business		business		business				segments					
	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022
Revenue from external customers	8,919	8,192	6,339	4,917	1,117	921	-	-	16,375	14,030	-	-	16,375	14,030
Inter-segment revenues	-	-	-	-	293	246	686	773	979	1,019	(979)	(1,019)	-	-
Total revenues	8,919	8,192	6,339	4,917	1,410	1,167	686	773	17,354	15,049	(979)	(1,019)	16,375	14,030
Gross profit (loss) by segments	5,945	5,365	411	(361)	708	578	-	-	7,064	5,582	-	-	7,064	5,582
Unallocated income and expenses:														
Other incomes													764	772
Selling expenses													(196)	(127)
Administrative expenses													(1,045)	(1,033)
Finance costs													(2,371)	(2,360)
Income tax expenses													(737)	(398)
Non-controlling interests of the subsidiaries													-	-
Profit for the year to equity holders of the Company													3,479	2,436
Rights to operate expressway sectors	31,137	31,860	-	-	-	-	-	-	31,137	31,860	-	-	31,137	31,860
Asset the under the concession agreements														
- The MRT Blue Line Project	-	-	43,878	43,620	1,309	1,626	-	-	45,187	45,246	-	-	45,187	45,246
- The MRT Chalong Ratchadham Line	-	-	662	657	-	-	-	-	662	657	-	-	662	657
Receivable under the concession agreement	-	-	4,262	5,911	-	-	-	-	4,262	5,911	-	-	4,262	5,911
Prepaid project remuneration	-	-	14,875	12,023	449	378	-	-	15,324	12,401	-	-	15,324	12,401
Unallocated assets	-	-	-	-	-	-	17,510	19,344	17,510	19,344	(1,586)	(1,291)	15,924	18,053
Total assets													112,496	114,128

Transfer prices between business segments are as set out in Note 6 to the consolidated financial statements.

Geographic information

The Group operates in Thailand only. As a result, all the revenues and assets as reflected in these financial statements pertain exclusively to this geographical reportable segment.

Major customers

For the years 2023 and 2022, the Group has no major customer with revenue of 10 percent or more of an entity's revenues.

37. Provident fund

The Group and its employees have participated in TISCO Ruamtun 2 Registered Provident Fund as approved by Ministry of Finance in accordance with the Provident Fund Act B.E. 2530. Employees, the Group contributed to the fund monthly at the rates of 3 to 10 percent of basic salary. The fund, which is managed by TISCO Asset Management Company Limited, will be paid to employees upon termination in accordance with the fund rules. During the year 2023, the Group recognised the contribution of Baht 107 million in the consolidated financial statements (2022: Baht 108 million) as expenses and recognised the contribution of Baht 103 million in the separate financial statements (2022: Baht 105 million).

38. Commitments and contingent liabilities

38.1 Capital commitments

The Group has capital commitments as follows:

	As at 31 December	
	2023	2022
a) Performance improvement for farebox collection systems	Baht 18 million and USD 1 million	Baht 51 million and USD 4 million
b) Acquisition of equipment	Baht 21 million	Baht 120 million
c) Installation of the M&E Systems of the MRT Project	Baht 200 million	Baht 116 million
d) Improvement for civil infrastructure of expressway	Baht 83 million	Baht 305 million
e) Other capital commitments	Baht 10 million	Baht 9 million

38.2 Long-term service commitments

The Group has commitments in respect of the Maintenance of M&E equipment and trackwork and infrastructure and civil works contracts of the M&E Project. These contracts will expire between 2024 and 2034.

Future minimum service fees payable under these contracts, excluding escalation in accordance with the general consumer price index are as follows:

(Unit: Million)

	As at 31 December									
	2023					2022				
	<u>Baht</u>	<u>USD</u>	<u>EUR</u>	<u>SGD</u>	<u>YEN</u>	<u>Baht</u>	<u>USD</u>	<u>EUR</u>	<u>SGD</u>	<u>YEN</u>
Payable:										
In up to 1 year	1,393	-	4	-	379	1,709	-	4	-	379
In over 1 year and up to 5 years	4,458	2	15	-	601	4,328	2	15	1	980
In over 5 years	1,202	-	4	-	-	1,284	1	7	-	-

38.3 Commitments under various service agreements

The Group has commitments under various service agreements as follows:

(Unit: Million Baht)

	As at 31 December	
	2023	2022
	Payable:	
In up 1 year	428	486
In over 1 year and up to 5 years	98	338

38.4 Operating lease commitments

The Group entered into several lease agreements in respect of the lease of office building space and equipment that are short-term leases and leases of low-value assets. The terms of these agreements are between 1 - 5 years.

Future minimum lease payments required under these operating lease agreements were as follows:

(Unit: Million Baht)

	As at 31 December	
	2023	2022
	Payable:	
In up 1 year	12	12
In over 1 year and up to 5 years	8	14

38.5 Guarantees

There were the following outstanding performance bonds and bank guarantees issued by banks on behalf of the Company.

	(Unit: Million Baht)	
	As at 31 December	
	2023	2022
a) Issued to the MRTA as guarantee for a bid for the operation of the MRT Orange Line Project - Bang Khun Non - Min Buri (Suwinthawong)	2,000	2,000
b) Issued to the MRTA in accordance with the operation of		
- The MRT Blue Line Concession agreement	210	210
- The MRT Chalong Ratchadham Project agreement	200	200
c) Issued to the Metropolitan Electricity Authority to guarantee electricity under rail projects	118	118
d) Other guarantees	3	3

38.6 Other commitments

As at 31 December 2023 and 2022, the Company has the commitment in respect of the uncalled portion of investment in Northern Bangkok Expressway Company Limited of Baht 750 million.

39. Fair value hierarchy

As at 31 December 2023 and 2022, the Group had the assets and liabilities that were measured or disclosed at fair value using different levels of inputs as follows:

	(Unit: Million Baht)			
	As at 31 December 2023			
	Consolidated financial statements			
	Level 1	Level 2	Level 3	Total
Assets measured at fair value				
Financial assets measured at FVTPL				
- Unit trusts	-	544	-	544
- Derivative				
Cross currency and Interest rate swap contracts	-	4	-	4
Financial assets measured at FVOCI				
- Listed equities	11,164	-	-	11,164
- Non-listed equities	-	-	469	469
- Derivative				
Interest rate swap contracts	-	45	-	45

(Unit: Million Baht)

As at 31 December 2023

Consolidated financial statements				
Level 1	Level 2	Level 3	Total	
Assets for which fair value are disclosed				
Investment properties	-	-	346	346
Liabilities for which fair value are disclosed				
Loans	-	-	3,886	3,886
Debentures	-	42,491	-	42,491

(Unit: Million Baht)

As at 31 December 2023

Separate financial statements				
Level 1	Level 2	Level 3	Total	
Assets measured at fair value				
Financial assets measured at FVTPL				
- Unit trusts	-	544	-	544
- Derivative				
Cross currency and Interest rate swap contracts	-	4	-	4
Financial assets measured at FVOCI				
- Listed equities	11,164	-	-	11,164
- Non-listed equity	-	-	434	434
- Derivative				
Interest rate swap contracts	-	45	-	45
Assets for which fair value are disclosed				
Investment properties	-	-	346	346
Liabilities for which fair value are disclosed				
Loans	-	-	3,886	3,886
Debentures	-	42,491	-	42,491

(Unit: Million Baht)

	As at 31 December 2022			
	Consolidated and Separate financial statements			
	Level 1	Level 2	Level 3	Total
Assets measured at fair value				
Financial assets measured at FVTPL				
- Unit trusts	-	597	-	597
Financial assets measured at FVOCI				
- Listed equities	12,868	-	-	12,868
- Non-listed equity	-	-	434	434
- Derivative				
Interest rate swap contracts	-	117	-	117
Liabilities measured at fair value				
Financial liabilities measured at FVTPL				
- Derivative				
Cross currency and Interest rate swap contracts	-	1	-	1
Assets for which fair value are disclosed				
Investment properties	-	-	346	346
Liabilities for which fair value are disclosed				
Loans	-	-	4,021	4,021
Debentures	-	41,802	-	41,802

40. Financial instruments

40.1 Derivatives and hedge accounting

Derivatives designated as hedging instruments

Cash flow hedges

The Company designated interest rate swap contracts as a hedging instrument used to hedge cash flows on a variable rate loan. This risk hedging is defined as an interest hedge.

There is an economic relationship between the hedged item and the hedging instrument as the terms of the interest rate swap match the terms of the variable rate loan (i.e., notional amount, maturity, payment and reset dates). The Company has established a hedge ratio of 1:1 as the underlying risk of the interest rate swap is identical to the hedged risk component. To test the hedge effectiveness, the Company uses the hypothetical derivative method and compares the changes in the fair value of the hedging instruments against the changes in fair value of the hedged items attributable to the hedged risks.

Fair value hedge

The Company designated a cross currency and interest rate swap contract as a hedging instrument in fair value hedges of a fixed-interest rate long-term loan denominated in USD whereby the Company exchanges the USD 91 million long-term loan into a Baht 3,000 million long-term loan and receives a fixed rate of interest of 2.875 and 3.346 percent per annum and pays interest at a variable rate equal to THOR plus stipulated margins percent per annum on the notional amount.

There is an economic relationship between the hedged item and the hedging instrument as the terms of the cross currency and interest rate swap contracts match the terms of the fixed rate loan (i.e., notional amount, and the maturity, payment and reset dates). The company has established a hedge ratio of 1.1 as the underlying risk of the cross currency and interest rate swap contract is identical to the hedged risk component.

Hedge ineffectiveness can arise from:

- Differences in the interest rate curves applied to discount the hedged item and hedging instrument
- Differences in how the counterparties's credit risk impacts the fair value movements of the hedging instrument and hedged item

The ineffectiveness recognised in profit or loss was immaterial.

40.2 Financial risk management objectives and policies

The Group's financial instruments principally comprise cash and cash equivalents, bank deposit for unearned fare box revenue, trade and other receivables, receivable under the concession agreement, short-term loans from financial institution, trade and other payables, lease liabilities, long-term loans from financial institution and debentures. The financial risks associated with these financial instruments and how they are managed is described below.

Credit risk

The Group is exposed to credit risk primarily with respect to trade and other receivables, receivable under the concession agreement, deposits with banks and financial institutions and other financial instruments. The maximum exposure to credit risk is limited to the carrying amounts as stated in the statement of financial position. The Group's maximum exposure relating to derivatives is noted in the liquidity risk topic.

Trade receivables and receivable under the concession agreement

The Group manages the risk by adopting appropriate credit control policies and procedures and therefore does not expect to incur material financial losses. Outstanding trade receivables and receivable under the concession agreement are regularly monitored.

An impairment analysis is performed at each reporting date to measure expected credit losses. The provision rates are based on days past due for groupings of various customer segments with similar credit risks. The Group classifies customer segments by customer type. The calculation reflects the probability-weighted outcome, the time value of money and reasonable and supportable information that is available at the reporting date about past events, current conditions and forecasts of future economic conditions.

Financial instruments and cash deposits

The Group manages the credit risk from balances with banks and financial institutions by making investments only with approved counterparties and within credit limits assigned to each counterparty. Counterparty credit may be updated throughout the year. The limits are set to minimise the concentration of risks and therefore mitigate financial loss through a counterparty's potential failure to make payments.

The credit risk on debt instruments and derivatives is limited because the counterparties are banks with high credit-ratings assigned by international credit-rating agencies.

Market risk

There are two types of market risk comprising foreign currency risk and interest rate risk.

Foreign currency risk

The Company has a significant foreign currency risk in respect of construction payable and loan. As at 31 December 2023, the Company has outstanding financial liabilities denominated in foreign currency amounting to JPY 107 million, and SGD 0.10 million (2022: JPY 107 million, USD 0.1 million and SGD 0.1 million) which have not yet been hedged against foreign exchange risk (the majority of these liabilities are repayable within 1 year). For the loan denominated in foreign currency, the Company seeks to mitigate this risk by entering into foreign exchange rate contracts to convert a long-term loan in denominated USD to a long-term loan denominated in Thai Baht (Note 20).

Interest rate risk

The Group's exposure to interest rate risk relates primarily to its short-term loans, long-term loans and debentures. Most of the Group's financial assets and liabilities bear floating interest rates or fixed interest rates which are close to the market rate.

The Group manages its interest rate risk by entering to interest rate swaps for some of long-term loans, in which it agrees to exchange, at specified intervals, between fixed and variable rate interest amounts calculated by reference to an agreed-upon notional principal amount as described in Note 20 to the consolidated financial statements.

As at 31 December 2023 and 2022, significant financial assets and liabilities classified by type of interest rate are summarised in the table below, with those financial assets and liabilities that carry fixed interest rates further classified based on the maturity date, or the repricing date if this occurs before the maturity date.

(Unit: Million Baht)

	Consolidated financial statements						
	2023						
	Fixed interest rates			Floating	Non-interest	Total	Effective
	Within 1 year	1 - 5 years	Over 5 years	interest rate	bearing		interest rate
						(% p.a.)	
Financial assets							
Cash and cash equivalents	-	-	-	1,170	76	1,246	0.05 - 2.15
Bank deposit for unearned fare box revenue	-	-	-	249	-	249	0.15 - 2.25
Trade and other receivables	-	-	-	-	897	897	-
Receivable under the concession agreement	-	-	-	4,262	-	4,262	Note 10
Other financial assets	280	-	-	-	12,226	12,506	2.10 - 2.30
	280	-	-	5,681	13,199	19,160	
Financial liabilities							
Short-term loans from financial institution	1,000	-	-	-	-	1,000	2.86 - 2.95
Trade and other payables	-	-	-	-	1,615	1,615	-
Long-term loans from financial institutions	1,227	1,983	723	20,812	-	24,745	Note 20
Lease liabilities	53	64	-	-	-	117	Note 23
Debentures	7,973	24,185	10,400	-	-	42,558	Note 21
Other financial liabilities	-	-	-	-	113	113	-
	10,253	26,232	11,123	20,812	1,728	70,148	

(Unit: Million Baht)

Consolidated financial statements

	2022						Effective interest rate (% p.a.)
	Fixed interest rates			Floating interest rate	Non-interest bearing	Total	
	Within 1 year	1 - 5 years	Over 5 years				
Financial assets							
Cash and cash equivalents	-	-	-	1,725	63	1,788	0.05 - 1.00
Bank deposit for unearned fare box revenue	-	-	-	230	-	230	0.05 - 2.00
Trade and other receivables	-	-	-	-	648	648	-
Receivable under the concession agreement	-	-	-	5,911	-	5,911	Note 10
Other financial assets	350	-	-	-	14,016	14,366	0.90
	<u>350</u>	<u>-</u>	<u>-</u>	<u>7,866</u>	<u>14,727</u>	<u>22,943</u>	
Financial liabilities							
Trade and other payables	-	-	-	-	1,763	1,763	-
Long-term loans from financial institutions	1,163	2,888	-	24,832	-	28,883	Note 20
Lease liabilities	68	103	-	-	-	171	Note 23
Debentures	5,493	25,815	10,250	-	-	41,558	Note 21
Other financial liabilities	-	-	-	-	106	106	-
	<u>6,724</u>	<u>28,806</u>	<u>10,250</u>	<u>24,832</u>	<u>1,869</u>	<u>72,481</u>	

(Unit: Million Baht)

Separate financial statements

	2023						Effective interest rate (% p.a.)
	Fixed interest rates			Floating interest rate	Non-interest bearing	Total	
	Within 1 year	1 - 5 years	Over 5 years				
Financial assets							
Cash and cash equivalents	-	-	-	956	73	1,029	0.05 - 2.15
Bank deposit for unearned fare box revenue	-	-	-	249	-	249	0.15 - 2.25
Trade and other receivables	-	-	-	-	921	921	-
Receivable under the concession agreement	-	-	-	4,262	-	4,262	Note 10
Long term-loan to related party	-	-	-	713	-	713	3.24
Other financial assets	280	-	-	-	12,191	12,471	2.10 - 2.30
	<u>280</u>	<u>-</u>	<u>-</u>	<u>6,180</u>	<u>13,185</u>	<u>19,645</u>	
Financial liabilities							
Short-term loans from financial institution	1,000	-	-	-	-	1,000	2.86 - 2.95
Trade and other payables	-	-	-	-	1,564	1,564	-
Long-term loans from financial institutions	1,227	1,983	723	19,186	-	23,119	Note 20
Lease liabilities	28	18	-	-	-	46	Note 23
Debentures	7,973	24,185	10,400	-	-	42,558	Note 21
Other financial liabilities	-	-	-	-	109	109	-
	<u>10,228</u>	<u>26,186</u>	<u>11,123</u>	<u>19,186</u>	<u>1,673</u>	<u>68,396</u>	

(Unit: Million Baht)

Separate financial statements							
2022							
	Fixed interest rates			Floating interest rate	Non-interest bearing	Total	Effective interest rate (% p.a.)
	Within 1 year	1 - 5 years	Over 5 years				
Financial assets							
Cash and cash equivalents	-	-	-	1,351	60	1,411	0.05 - 1.00
Bank deposit for unearned fare box revenue	-	-	-	230	-	230	0.05 - 2.00
Trade and other receivables	-	-	-	-	800	800	-
Receivable under the concession agreement	-	-	-	5,911	-	5,911	Note 10
Long term-loan to related party	-	-	-	300	-	300	2.30
Other financial assets	350	-	-	-	14,016	14,366	0.90
	<u>350</u>	<u>-</u>	<u>-</u>	<u>7,792</u>	<u>14,876</u>	<u>23,018</u>	
Financial liabilities							
Trade and other payables	-	-	-	-	1,703	1,703	-
Long-term loans from financial institutions	1,163	2,888	-	22,483	-	26,534	Note 20
Lease liabilities	44	35	-	-	-	79	Note 23
Debentures	5,493	25,815	10,250	-	-	41,558	Note 21
Other financial liabilities	-	-	-	-	103	103	-
	<u>6,700</u>	<u>28,738</u>	<u>10,250</u>	<u>22,483</u>	<u>1,806</u>	<u>69,977</u>	

Interest rate sensitivity

The following table demonstrates the sensitivity of the Group's profit before tax and equity to a reasonably possible change in interest rates on that portion of the floating rate loans affected as at 31 December 2023 and 2022 as follows:

Currency	2023			2022		
	Increase/ decrease (%)	Effect on		Increase/ decrease	Effect on	
		Profit before tax (Thousand Baht)	Other components of shareholder's equity (Thousand Baht)		Profit before tax (Thousand Baht)	Other components of shareholder's equity (Thousand Baht)
Baht	+0.25	(33,759)	(68,125)	+ 0.25	(47,239)	(28,083)
	- 0.25	33,811	68,125	- 0.25	47,273	28,083

The above analysis has been prepared assuming that the amounts of the floating rate loans and all other variables remain constant over one year. Moreover, the floating legs of these loans are assumed to not yet have set interest rates. As a result, a change in interest rates affects interest payable for the full 12-month period of the sensitivity calculation.

Liquidity risk

As at 31 December 2023, approximately 20.3 percent of the Group's debt will mature in less than one year (2022: 16.0 percent) (the Company only: 19.5 percent, 2022: 15.4 percent) based on the carrying value of borrowings reflected in the financial statements. The Group has assessed the concentration of risk with respect to refinancing its debt and concluded it to be low. The Group has access to a sufficient variety of sources of funding.

The table below summarises the maturity profile of the Group's non-derivative financial liabilities and derivative financial instruments as at 31 December 2023 and 2022 based on contractual undiscounted cash flows:

(Unit: Million Baht)

	Consolidated financial statements				
	As at 31 December 2023				
	On demand	Less than 1 year	1 to 5 years	Over 5 years	Total
Non-derivatives					
Short-term loans from financial institution	-	1,000	-	-	1,000
Trade and other payables	-	1,615	-	-	1,615
Long-term loans from financial institutions	-	4,246	7,513	12,550	24,309
Lease liabilities	-	55	66	-	121
Debentures	-	8,000	24,185	10,400	42,585
Total non-derivatives	-	14,916	31,764	22,950	69,630

(Unit: Million Baht)

Separate financial statements					
As at 31 December 2023					
	On demand	Less than 1 year	1 to 5 years	Over 5 years	Total
Non-derivatives					
Short-term loans from financial institution	-	1,000	-	-	1,000
Trade and other payables	-	1,564	-	-	1,564
Long-term loans from financial institutions	-	3,462	6,685	12,550	22,697
Lease liabilities	-	29	19	-	48
Debentures	-	8,000	24,185	10,400	42,585
Total non-derivatives	-	14,055	30,889	22,950	67,894

(Unit: Million Baht)

Consolidated financial statements					
As at 31 December 2022					
	On demand	Less than 1 year	1 to 5 years	Over 5 years	Total
Non-derivatives					
Trade and other payables	-	1,763	-	-	1,763
Long-term loans from financial institutions	-	4,173	11,554	12,750	28,477
Lease liabilities	-	71	106	-	177
Debentures	-	5,500	25,835	10,250	41,585
Total non-derivatives	-	11,507	37,495	23,000	72,002
Derivatives					
Derivative liabilities: net settled	-	-	1	-	1
Total derivatives	-	-	1	-	1

(Unit: Million Baht)

	Separate financial statements				
	As at 31 December 2022				
	On demand	Less than 1 year	1 to 5 years	Over 5 years	Total
Non-derivatives					
Trade and other payables	-	1,703	-	-	1,703
Long-term loans from financial institutions	-	3,462	9,942	12,750	26,154
Lease liabilities	-	46	36	-	82
Debentures	-	5,500	25,835	10,250	41,585
Total non-derivatives	-	10,711	35,813	23,000	69,524
Derivatives					
Derivative liabilities: net settled	-	-	1	-	1
Total derivatives	-	-	1	-	1

40.3 Fair values of financial instruments

Since the majority of the Group's financial instruments of the Group are short-term in nature or carrying interest at rates close to the market interest rates, their fair value is not expected to be materially different from the amounts presented in the statements of financial position. However, as at 31 December 2023, the Company has financial liabilities with carrying value that differs from the fair value comprising the debentures with a book value of Baht 42,585 million and a fair value of Baht 42,491 million (2022: book value of Baht 41,585 million and a fair value of Baht 41,802 million) and the fixed-rate long-term loan with a book value of Baht 3,933 million and a fair value of Baht 3,886 million (2022: book value of Baht 4,051 million and a fair value of Baht 4,021 million).

The methods and assumptions used by the Group estimating the fair value of financial instruments are as follows:

- a) For financial assets and liabilities which have short-term maturities, including cash and cash equivalents, bank deposit for unearned fare box revenue, trade and other receivables, receivable under the concession agreement, short-term loans from financial institutions and trade and other payables the carrying amounts in the statement of financial position approximate their fair value.

- b) The fair value of debt securities is generally derived from quoted market prices or by using the yield curve announced by the Thai Bond Market Association. The fair value of unit trusts is determined from their net asset value.
- c) The fair value of equity securities is generally derived from quoted market prices, or based on generally accepted pricing models when no market price is available.
- d) The fair value of fixed rate of short-term loans, debentures and long-term loans is estimated by discounting expected future cash flow by the current market interest rate of loans with similar terms and conditions.
- e) The carrying amounts of long-term loans carrying interest at rates approximating the market rate, in the statement of financial position approximates their fair value.
- f) The fair value of derivatives has been determined using a discounted future cash flow model and a valuation model technique. Most of the inputs used for the valuation are observable in the relevant market, such as interest rate yield curves. The Group considers counterparty credit risk when determining the fair value of derivatives.

During the current year, there were no transfers within the fair value hierarchy.

41. Events after the reporting period

41.1 Issuing of Sustainability Bond

On 15 February 2024, the Company issued five tranches of Sustainability Bond No.1/2024, totaling Baht 5,000 million, with interest rates of 3.07 - 4.05 percent per annum and maturity dates between February 2027 and February 2036, to fund the refinancing of existing debt and/or invest in the MRT Blue Line Project. These debentures are registered debentures, unsubordinated, and unsecured, with a debenture holders' representative, that pay interest semi-annually. The debenture agreements contain covenants relating to maintenance of an interest-bearing debt to equity ratio.

41.2 Dividend payment

On 28 February 2024, a meeting of the Board of Directors passed a resolution to the 2024 Annual General Meeting of the shareholders for approval to propose a dividend payment from the 2023 operating result to the Company's shareholders at a rate of Baht 0.14 per share or a total of Baht 2,140 million. This dividend payment is subject to the approval of the Annual General Meeting of the shareholders.

41.3 Treasury shares

On 28 February 2024, a meeting of the Company's Board of Directors passed a resolution approving the Share Repurchase Project for financial management purposes in the amount not exceeding Baht 4,000 million, and the number of shares not exceeding 450 million shares, equivalent to 2.94% which does not exceed 10 percent of the total shares sold.

42. Approval of financial statements

These financial statements were authorised for issue by the Company's Board of Directors on 28 February 2024.