



SMRT Corporation Ltd

251 North Bridge Road

Singapore 179102

Tel : 65 6331 1000

Fax : 65 6339 4229

www.smrt.com.sg

Date of Issue: 30 April 2010

Embargo Date/Time: 30 April 2010/5.05 pm

SMRT POSTED \$162.9 MILLION NET PROFIT FOR FY2010

- *FY2010 net profit was comparable to last year*
- *Board of Directors recommends a final dividend of 6.75 cents per share, bringing total dividend per share to 8.5 cents for the year*

GROUP PERFORMANCE HIGHLIGHTS

Financial Highlights for Fourth Quarter and Full Year FY2010 Ended 31 March 2010 ¹						
	4QFY10	4QFY09	% Change	FY2010	FY2009	% Change
Revenue (\$m)	225.1	216.9	3.7	895.1	879.0	1.8
Other Operating Income (\$m)	8.5	8.1	4.9	43.2	26.7	62.0
EBITDA ² (\$m)	57.2	64.7	(11.7)	320.9	299.0	7.3
Total Operating Expenses (\$m)	(206.6)	(187.7)	10.1	(741.0)	(716.9)	3.4
Operating Profit (\$m)	27.0	37.4	(27.9)	197.2	188.7	4.5
Profit Before Tax (\$m)	26.1	36.1	(27.8)	191.7	185.8	3.2
Profit After Tax (\$m)	22.7	38.7	(41.4)	162.9	162.7	0.1
Basic Earnings Per Share (cents)	1.5	2.5	(41.4)	10.7	10.7	-
Economic Value Added (\$m)	11.9	20.6	(42.1)	121.0	111.1	8.8
	As at 31 Mar 10	As at 31 Mar 09	% Change			
Net Tangible Assets Per Share ³ (cents)	48.4	44.9	7.8			
Net Gearing	Net cash	0.01	N.A.			

Group revenue in FY2010 increased 1.8% to \$895.1 million due mainly to higher MRT ridership, Circle Line Stage 3 contribution, higher rental revenue and fees from overseas projects, partially offset by fare reduction.

Operating profits were 4.5% higher at \$197.2 million in FY2010 as compared to FY2009 due mainly to higher revenue, other operating income and lower energy costs and other operating expenses, partially offset by higher staff and related costs, scheduled repairs and maintenance

¹ All figures are quoted in Singapore dollars.

² EBITDA excludes impairment of goodwill.

³ Excludes intangible asset.

costs and impairment of goodwill. Consequently, profit after tax was higher by 0.1% at \$162.9 million.

Group revenue for the fourth quarter stood at \$225.1 million, 3.7% higher as compared to a year ago. Net profit after tax decreased 41.4% to \$22.7 million for the same quarter mainly attributed to lower operating profits and higher income tax expenses.

SMRT President and CEO Saw Phaik Hwa said: "SMRT has achieved a satisfactory net profit of \$162.9 million despite the fare reduction. A 2.5% fare reduction in accordance with the fare formula will be applied to the overall fares once the 15-month fare discount of 3% ceases from 3 July 2010. In the next 12 months, volatility in energy prices and the cessation of Government Budget measures as announced in the Budget speech 2009 will also impact our profitability."

OPERATING PERFORMANCE BY BUSINESS (FY2010 AS COMPARED TO FY2009)

Revenue and Operating Profit by Business for FY2010 Ended 31 March 2010						
S\$m	Revenue			Operating Profit		
	FY10	FY09	% Increase/ (Decrease)	FY10	FY09	% Increase/ (Decrease)
Train	480.7	474.3	1.4	129.7	130.6	(0.6)
LRT	8.7	9.2	(4.9)	(0.4)	(0.2)	(79.9)
Bus	199.7	207.2	(3.6)	(1.9)	(4.9)	60.3
Fare Subtotal	689.2	690.7	(0.2)	127.4	125.5	1.5
Taxi	71.0	71.7	(1.0)	1.8	(6.3)	128.3
Rental	65.0	57.5	13.0	50.8	46.5	9.4
Advertising	22.5	22.5	-	15.0	15.0	0.1
Engineering & Other Services	47.3	36.5	29.8	9.9	6.4	55.9
Non-fare Subtotal	205.9	188.3	9.4	77.6	61.5	26.0
Group Elimination/ Investment Holding	-	-	-	(1.1)	1.7	(168.1)

Revenue from **Train operations** in FY2010 increased by 1.4% to \$480.7 million due mainly to higher MRT ridership from the North-South and East-West lines and contribution from Circle Line Stage 3, partially offset by lower average fare for MRT. Operating profits was \$0.8 million lower at \$129.7 million in the same year, attributed mainly to higher repair and maintenance costs, staff and related expenses and electricity cost, partially offset by higher revenue and other operating income.

Revenue from **Bus operations** was 3.6% lower at \$199.7 million in FY2010 due mainly to lower average fare. For FY2010, Bus incurred a lower operating loss of \$1.9 million as compared to \$4.9 million in FY2009 due mainly to lower diesel cost partially offset by lower revenue, provision for fuel equalisation account, higher repairs and maintenance expenses and higher depreciation.

Taxi operations posted lower revenue of \$71.0 million for the full year as compared to FY2009 due mainly to a smaller average holding fleet, partially offset by the higher average hired-out rate. Taxi posted a turnaround in operating profit at \$1.8 million in FY2010 as compared to an operating loss of \$6.3 million in FY2009. This was a result of lower depreciation, loss on disposal of taxis, and other operating expenses as a result of a smaller average holding fleet.

Rental business continued to grow at 13.0% and contributed \$7.5 million more in revenue for FY2010 as a result of better yield and increased space following the redevelopment of commercial spaces at various MRT stations. As a result, operating profit in FY2010 increased 9.4% to \$50.8 million.

Advertising revenue and operating profits in FY2010 were comparable to FY2009 at \$22.5 million and \$15.0 million respectively, despite an economic downturn in the year.

Revenue from **Engineering and Other Services** rose 29.8% to \$47.3 million due mainly to increased consultancy revenue partially offset by lower revenue from diesel sold to taxi hirers. As a result, operating profit for the full year increased 55.9% to \$9.9 million. The increase in profit was however partially offset by higher allowance for doubtful debts.

Details of the operating metrics are stated in the **Annex** on page 5.

OUTLOOK AND PROSPECTS

1QFY11 against 1QFY10

Group revenue is expected to be higher in 1QFY11 as compared to 1QFY10 due mainly to commencement of Circle Line Stages 1 and 2 in April 2010. Higher MRT and Bus ridership are also expected to contribute to the higher Group revenue.

Group operating expenses for 1QFY11 are expected to be higher compared to 1QFY10. Staff and related costs will be higher as headcount has increased with the operation of Circle Line Stages 1 and 2 from 17 April 2010. In addition, increased train runs and Circle Line operations will result in higher energy costs.

12 months outlook

For the next 12 months, the profitability of the Group is expected to be impacted by volatility in energy prices and the cessation of Government Budget measures as announced in the Budget speech 2009. From July 2010 onwards, Train and Bus fares will be reduced by 2.5% on account of the fare formula for 2010 and the implementation of distance fares. The 2.5% fare reduction will be applied to overall fares once the 15-month fare discount of 3% ceases on 2 July 2010.

- End -

For enquiries, please contact:

Media:

Elaine Koh

Senior Manager

Corporate Marketing & Communications

Tel : +65 6331 1155

HP: +65 9107 1117

Email: elainekoh@smrt.com.sg

Website: www.smrt.com.sg

Analysts/Investors:

Elizabeth Loo

Senior Manager

Investor Relations

Tel : +65 6331 1213

HP: +65 9677 6109

Email: elizabethloo@smrt.com.sg

Enclosures :

- 1) *Unaudited Financial Statements for the Fourth Quarter ended 31 March 2010.*
- 2) *Presentation for Analysts and Media Briefing: 4QFY10 Financial Results*
- 3) *Speech by Saw Phaik Hwa, President and Chief Executive Officer, and Lim Cheng Cheng, Executive Vice President and Chief Financial Officer, SMRT Corporation, at Analysts and Media Briefing on Fourth Quarter ended 31 March 2010*



ANNEX

	OPERATING METRICS					ANNEX		
	4QFY10	4QFY09	3QFY10	4Q10 vs 4Q09 (%)	4Q10 vs 3Q10 (%)	FY2010	FY2009	FY10 vs FY09 (%)
Train								
Total Ridership ('000)	136,180	124,159	137,321	9.7	(0.8)	536,551	510,248	5.2
Average Daily Ridership ('000)	1,513	1,380	1,493	9.7	1.4	1,470	1,398	5.2
Average No. of Passengers/Car Operated	71	70	69	0.9	2.0	70	73	(4.1)
Average Peak Period Passenger Load/Car (No. of passengers) ¹	177	214	169	(17.3)	4.4	173	218	(20.7)
Average Fare (cents)	88.2	93.6	88.7	(5.8)	(0.6)	89.1	92.9	(4.2)
LRT								
Total Ridership ('000)	4,158	3,992	3,955	4.2	5.1	16,262	15,960	1.9
Average Daily Ridership ('000)	46.2	44.4	43.0	4.2	7.5	44.6	43.7	1.9
Average No. of Passengers/Train Operated	25	24	23	3.8	7.6	24	24	0.7
Average Fare (cents)	53.0	58.9	53.5	(9.9)	(0.9)	53.5	57.6	(7.3)
Buses								
Total Ridership ('000)	73,737	71,672	72,015	2.9	2.4	289,956	288,002	0.7
Average Daily Ridership ('000)	819.3	796.4	782.8	2.9	4.7	794.4	789.0	0.7
Load Factor ² (%)	25.7	24.2	25.0	6.2	2.8	24.6	24.4	1.0
Average Fare (cents)	65.2	69.5	65.0	(6.3)	0.2	65.2	69.5	(6.2)
Taxis								
Holding Fleet (as of end-period)	2,572	2,591	2,582	(0.7)	(0.4)	2,572	2,591	(0.7)
Rental								
Total Lettable Space (sqm) ³	28,909	27,303	29,028	5.9	(0.4)	28,909	27,303	5.9
No. of Shops/Units (as of end-period) ³	591	549	589	7.7	0.3	591	549	7.7
Average Occupancy Rate (%) ³	99.4	99.3	99.3	0.2	0.1	99.2	99.2	-

¹ An average of estimated maximum half-hour pax load per car during peak hours for selected stations along NSEW lines and CCL.

² As different vehicle types have different capacities, the average occupancy rate of buses is expressed as load factor.

³ Figures relate to spaces at MRT stations only.