

## **LIGHT RAIL TRANSIT AUTHORITY NOTES TO FINANCIAL STATEMENTS**

### **1. GENERAL INFORMATION/ENTITY PROFILE**

The Light Rail Transit Authority (herein referred to as LRTA or the Authority) was created on July 12, 1980, under Executive Order (EO) No. 603, amended by EO No. 830 and EO No. 210 on September 22, 1982, and July 7, 1987, respectively. It is primarily responsible for the construction, operation, maintenance and/or lease of LRT Systems in Metro Manila and other metropolitan areas of the country.

LRTA is recognized as the premiere rail transit in the country providing reliable, efficient, dependable and environmental-friendly mass rail services to residents of Metro Manila. It is a wholly-owned government corporation with an authorized capital of P3.0 billion. Corporate powers and functions are vested and exercised by its Board of Directors composed of nine members, chaired by the Secretary of Department of Transportation (DOTr), seven ex-officio members from the Department of Finance (DOF), Department of Budget and Management (DBM), Department of Public Works and Highways (DPWH), National Economic Development Authority (NEDA), Land Transportation Franchising and Regulatory Board (LTFRB), Metropolitan Manila Development Authority (MMDA), Administrator of LRTA and a representative from the private sector, appointed by the President of the Philippines. It is headed by an Administrator, assisted by two Deputy Administrators and 10 Department Managers.

LRTA is presently managing the Light Rail Transit Line 2 System which runs from Antipolo City to Recto, Manila. On September 12, 2015, LRTA transferred the management and operations of Line 1 System (Baclaran, Paranaque City to Roosevelt, Quezon City) to Light Rail Manila Corporation (LRMC), a private firm, in accordance with the Concession Agreement dated October 2, 2014.

The LRTA manpower as of December 31, 2022 is composed of 332 permanent, 430 contractual, 694 contract of services and 55 Project Management Office (PMO) contractual employees.

The LRTA's registered office is located in the Administration Building, Line 2 Depot, Marcos Highway, Santolan, Pasig City.

The financial statements of LRTA was authorized for issue on May 31, 2023 as shown in the Statement of Management Responsibility for Financial Statements signed by DOTr Sec. Jaime J. Bautista and Administrator Hernando T. Cabrera, as the Authorized Representatives.

### **2. STATUS OF OPERATIONS**

#### **2.1 Railway Operations**

The LRTA services have been a critical part of the daily lives of the commuting public. A pioneer of the industry, it has become the country's prime mover in the rail transport sector serving the needs of millions of Filipinos by exploring avenues

where the LRT System could continuously provide efficient transport services while promoting economy and efficiency of operations.

#### 2.1.1 *Line 1 System*

- a. Constructed in September 1981 the Line 1 System is the first LRT system in Southeast Asia. It has a total route length of 20.7-kilometer elevated track with 20 stations from Baclaran to Roosevelt. These trains have a maximum capacity of 3,864 passengers. It transports about 475,000 passengers on a weekday basis. It is served by a mixed fleet of three types of rolling stocks in the configuration of three or four cars or light rail vehicles (LRVs).
- b. In providing quality and seamless mobility, the LRTA upholds its core value of genuine public service through partnership projects and programs with various stakeholders in both government and private entities and development partners. To improve the existing Line 1 System that currently provides access to Central Manila and expands this further at its south end particularly to the Cavite Province, the Department of Transportation (DOTr), formerly known as Department of Transportation and Communication, and LRTA, as Grantors, entered into a Concession Agreement under the Public-Private Partnership (PPP) with Light Rail Manila Corporation (LRMC) to operate and maintain the existing Line 1 System and construct the LRT Line 1 Cavite Extension Project. Under this Concession Agreement, LRMC will finance 50 percent of the construction costs. Thus, the Operation and Maintenance of existing LRT 1 System was handed over to the LRMC, the private concessionaire, on September 12, 2015. The first and second concession payments amounted to P1.807 billion (tax inclusive). LRTA's share as co-grantor of DOTr in the amount of P935.010 million was directly paid to the Bureau of the Treasury (BTr) by LRMC and the rest is DOTr's share as grantor. The Agency's share in the bid premium amounting to P834.8 million was applied by the BTr to National Government (NG) Advances in 2016 and was only recorded in LRTA's book on December 31, 2016 after receipt of supporting documents from the BTr. Adjustments were made in CY 2019 to recognize the share in Service Concession Revenue and Receivable in compliance with IPSAS 32 on Service Concession Arrangements (SCA)–Grantor and Par. 7 of IPSAS 1 on accrual basis of accounting.

#### 2.1.2 *Line 2 System*

- a. The LRT Line 2 System has a total route of 13.8-kilometer track of 11 stations consisting of ten elevated and one underground station from Santolan in Pasig to Recto in Manila. Two additional stations were inaugurated on July 1, 2021 with the completion of the Line 2 East Extension Project - the Marikina Station, which is located at Emerald Drive in front of Robinsons Place Metro East and Sta. Lucia in Cainta, Rizal and the Antipolo Station, which was located before the Masinag Junction in Antipolo City. Line 2 was also known as the "Megatren", the latest among the three rail systems. It is equipped with a CCTV system

and Braille tactile along the lanes and elevators to guide blind passengers during boarding and alighting the train and stations. On a daily basis, Line 2 is transporting an estimate of 200,000 passengers and can accommodate up to 500,000 due to its wider interior and larger capacity compared to Line 1 and with automatic vending machines, which enable the passengers to buy tickets without queuing at the ticket booths. It has a fleet of 18 four-car trains, each of which has a capacity of 1,628 passengers.

- b. In compliance to Republic Act (RA) No.10149 the GOCC Governance Act of 2011, the Governance Commission for GOCC's (GCG) mandates the LRTA to actively implement the Performance Evaluation System (PES). For CY 2022, the submission of the mandatory requirements for performance accomplishment for the Performance-Based Bonus (PBB) is ongoing. In 2022, Line 2 transported 31.64 million passengers or a 167 percent increase over the 2021 level of 11.84 million with a daily average of 108,762 passengers, 226.83 percent increase from 2021 average of 33,267.
- c. As to financial standing, the Authority has sustained improved farebox as the deficit level from rail operations against current operating expense for 2022 amounting to P992.73 million decreased by 26 percent compared to 2021 amount of P1.350 billion.
- d. Gross rail revenue collection during the year amounted to P1.074 billion or 61 percent higher than the P667.56 million in 2021. The increase in revenue was attributed to the increase revenue in rail operations and collections attributed to stall rentals, land lease, advertising spaces and other miscellaneous income derived from non-rail business of the Authority.
- e. On the other hand, the Authority incurred an increase in operating expenses for 2022 amounting P1.618 billion, two percent higher than the 2021 level of P1.580 billion due to implementation of GCG approved Compensation and Position Classification System (CPCS) and inflationary factors affecting direct (i.e. Rolling Stock Spare parts, utilities, etc.) and indirect expenses.

### 2.1.3 *Contactless Ticketing System*

This Automated Ticketing System Project made fare collection systems of LRT Lines 1 and 2 and MRT 3 interoperable, that reduced the transfer time, passengers inconvenience and costs between the three lines. The DOTr and the AF Consortium signed the Concession Agreement for the Automated Fare Collection System (AFCS) Project on March 31, 2014. This System started in October 2015.

## 2.2 **Railway Projects**

As the seat of the Government and the center of economic activity and commercial development, Metro Manila, as well as nearby cities, has experienced rapid

urbanization and dramatic rise in the population through the years. In response to the rising demand for high-speed mobility and motorization, the LRTA has taken initial steps in bringing a medium, sustainable mass transportation that does not only promise a safe, fast, reliable, and efficient service to the riding public, but also spurs economic growth in generating revenues for the government through its operations and non-rail activities.

To provide better service to valued commuters, LRTA has continued the implementation of Passenger Boarding Limit per Platform and Train Trip which gained positive feedback from commuters. LRTA also created its official Facebook and Twitter accounts, which made filing of Customer Complaints Feedback Report easier.

**A summary of the status of LRTA programs and projects:**

**a. *Line 1 North Extension (Closing the Loop) Project***

In an Agreement dated September 28, 2016, the government and its major conglomerates agreed to construct a Common Station between SM North Edsa and Trinoma malls that will link the LRT Line 1 North Extension and Metro Rail Transit Line (MRT) Line 3. The project was assumed by the DOTr under the North Triangle Common Station Project.

**b. *Line 1 South (Cavite) Extension Project***

The project involves the construction of approximately 11.7 km railway line from its tie in point at the terminus of LRT Line 1 at the Baclaran Terminal to Niog Station at Bacoor, Cavite, of which approximately 10.5 km will be elevated and 1.2 km will be at-grade. Eight stations will be constructed with a provision for two additional stations. Intermodal facilities will also be installed at high-demand stations, namely Niog, Zapote, and Dr. Santos Stations. These are the deliverables of the Concessionaire (LRMC).

Meanwhile, Grantors (DOTr and LRTA) will deliver the Right of Way (ROW) acquisition along the project alignment including the Grantors Procured Items (GPI) such as the procurement of thirty 4-car trains or 120 light rail vehicles (LRVs) and construction of new satellite depot and expansion of the existing depot.

As of December 31, 2022, the following are the physical accomplishments:

1. The Concessionaire’s overall physical accomplishment posted 88.93 percent complete to wit:

<b>Concessionaire’s Project Component</b>	<b>Percentage of Completion</b>
1. Existing System Works (ESW)	99.91%
2. Cavite Extension Works (CEW)	77.95%

2. The Grantor’s overall physical accomplishment posted 88.18 percent complete to wit:

<b>Grantor's Project Component</b>	<b>Percentage of Completion</b>
1. Procurement of 120 New Rolling Stock Light Rail Vehicles (LRVs)	74.96%
2. Expansion of the Existing Depot at Baclaran and Construction of a New Satellite Depot at Zapote	97.31%
3. Consulting Services for LRT Line 1 South (Cavite Extension Project)	80.62%
4. Right of Way (ROW) Acquisition and Resettlement	88.02%
5. Consultancy for Topographical, Geotechnical and Geological Survey and Investigation	100.00%

**c. Line 2 East Extension Project**

It is the extension of the existing LRT Line 2 by 3.793 km eastward from the existing Santolan Station at Marcos Highway, terminating at the intersection of Marcos Highway and Sumulong Highway. With two additional stations proposed, Marikina Station in front of Robinson's Metro East mall and the Sta. Lucia East Grand mall in Cainta; and Antipolo Station near the junction of Marcos Highway and Sumulong Highway in Masinag, Antipolo City. The two additional Stations namely Marikina and Antipolo Station were inaugurated on July 1, 2021 and its commercial operation started on July 5, 2021.

The project aims to provide rapid and reliable mode of transit to the east of Manila, and to various strategic commercial, industrial and educational districts in Metro Manila either through direct access from LRT Line 2 itself or through interconnections with other LRT's or modes of transport. Project status as at December 31, 2022 are as follows:

<b>Contracts</b>	<b>Status</b>
Civil Works Consultancy	The requested realignment and extension of contract duration by the Consultant was approved by DOTr, the S-curve is likewise revised to conform with the new contract duration  The consultant requested for additional contract to supervise the Construction of Package 2 – Design and Build of Stations 98.46% physical accomplishment
Interface Consultancy	Ongoing interfacing works with the Package 2 and 3 Contractors and Consultant  Ongoing supervision of the defects liability claims 100% physical accomplishment

<b>Contracts</b>	<b>Status</b>
Civil Works Package 1 – Construction of Viaduct	100% physical accomplishment
Civil Works Package 2 – Design and Build of Stations	Ongoing construction activities for the Antipolo Station Eastbound Access Stairs Ongoing defect liability claims work 99.995% physical accomplishment
Electromechanical Consultancy	Ongoing interfacing with Civil Works Ongoing supervision of the defects liability claims 99.52% physical accomplishment
Design and Construction of Electro-mechanical Equipment – Package 3	Ongoing defects liability claims works 99.998% physical accomplishment

The over-all project accomplishment of Line 2 East Extension Project as at December 31, 2022 is 99.89 percent. LRTA made partial recognition on the turned over and operational extension projects pertaining to Viaduct, Consulting Services-Civil Works and Office Furniture, Fixture and Equipment scope of the contract.

**d. Line 2 West Extension Project**

The project involves the design and construction of the extension for the existing LRT Line 2, with a total length of approximately 3.02 kms. from the Recto Station extending westward to the Pier 4 area including the turn back track. The three proposed additional stations includes (a) Tutuban Station located next to the Cluster mall; (b) Divisoria Station – located west of the Recto Avenue and Asuncion Street Intersection, and (c) Pier 4 Station – located 50 meters north of Zaragoza Street.

The project will include right-of-way acquisition (ROWA), as well as procurement of additional electromechanical requirement including five four (4)-car rolling stocks.

Its project timeline is from third quarter of 2019 to fourth quarter of 2023 (excluding Defects Liability Period (DLP)) with a total project cost of P10.118 billion (NEDA Approved). As of December 31, 2022, financial disbursement was P96.479 million and its physical completion/accomplishment was at 1.11 percent and the financial is at 1.02 percent level.

**e. LRT Rehabilitation Projects**

The Rehabilitation Program comprises the systems and facilities improvement, rehabilitation and modernization program for LRT Lines 1 and 2 projects.

The project involves major repair/rehabilitation of existing Lines 1 and 2 rolling stocks, systems, structures and facilities such as Restoration of Rectifier Substation (RSS) 4, 5 and 6 (Goods), Maintenance of Line 2 System under the LRTA Maintenance Transition Team (MTT), Repair of Unbonded Concrete Plinth of LRT 2 System, Design and Build for the Improvement of Line 2 Stations and Facilities, Testing and Commissioning of 45 Brand New Escalators and Comprehensive Maintenance of 32 Elevators and 58 Escalators, Rehabilitation of Fire Detection Alarm System and Fire Suppression System, and other rehabilitation projects.

It aims to address the problems of deteriorating rolling stocks, tracks and facilities and to increase the number of running trains/LRV's and it will further enhance the capacity, safety and reliability of the LRT systems.

The total number of projects is 92 with a total project cost of P10.967 billion and its project timeline covers 2011-2025. As at December 31, 2022, 71.74 percent of the total rehabilitation projects were completed.

The following are the ongoing rehabilitation projects and its status as at December 31, 2022:

PROJECTS	STATUS
1. Supply, Delivery, Testing and Commissioning of OCS Truck (Truck & Rail Vehicle) Goods	For finalization of Inspection Acceptance Committee (IAC) Joint Inspection and Evaluation Report
2. Rehabilitation of Fire Detection and Alarm System and fire Suppression System (Goods)	Awaiting recommendation of submitted Verified Report for the termination of the contract and blacklisting of Contractor
3. Improvement of Line 2 Depot Offices (Infrastructure)	Ongoing review and finalization of Contractor submitted documents
4. Contract for the Replacement of Precision Air Conditioning System (Goods)	Actual Accomplishment is 97.06%.  Ongoing commissioning of newly installed Air Handling Unit (AHU) and Fan Coil Unit (FCU), for schedule of Technical Training and Submission of pertinent documents including As-Built Plan
5. Design and Build for the Improvement of Line 2 Stations and Facilities (Infrastructure)	Actual Accomplishment is 95.09%

PROJECTS	STATUS
6. Consulting Services for the Structural Investigation and Related Works of LRT Line 1 & 2 Systems (Services)	100% completed. For issuance of Completion Certificate upon completion of punch list
7. Consulting Services for Restoration of Various L2 System Equipment damaged by Fire (Goods)	100% completed. For issuance of Completion Certificate upon completion of required documents
8. Acquisition of one unit Rescue and Emergency Road / Rail Vehicle (Goods)	Awaiting delivery. The supplier submitted a letter for the Factory Acceptance Test (FAT)
9. Restoration of Rectifier Substation (RSS) 4, 5, & 6 (Goods)	Actual Accomplishment is 39.07%
10. Repair of Unbonded Concrete Plinth at LRT Line 2 Mainline – Phase 2 (Infrastructure)	Accomplishment is 90.40%

### 3. STATEMENT OF COMPLIANCE AND BASIS OF PREPARATION OF FINANCIAL STATEMENTS

#### 3.1 Statement of Compliance

The financial statements have been prepared in compliance with the International Public Sector Accounting Standards (IPSASs) issued by the International Public Sector Accounting Standards Board (IPSASB) which were adopted and prescribed by the Commission on Audit through COA Resolution No. 2014-003 dated January 24, 2014, COA Resolution No. 2017-006 dated April 26, 2017 and COA Resolution No. 2020-01 dated January 9, 2020. It adopted appropriate accounting standards, which prescribed new accounting measurement and disclosure practices in conformity with IPSAS and accompanying Philippine Application Guidance (PAG) issued by COA as follows:

**IPSAS 1 - Presentation of Financial Statements** prescribes the manner in which financial statements should be presented to ensure comparability both with the entity's financial statements of previous periods and with the financial statements of other entities. It provides criteria for classifying assets as current assets and other assets shall be classified as non-current.

**IPSAS 12 - Inventories** prescribes the accounting treatment for inventories. It provides guidelines on the determination of cost and its subsequent recognition as an expense, as well as cost formula that are used to assign costs to inventories.



**IPSAS 3 - Accounting Policies, Changes in Accounting Estimates and Errors** states that to the extent that a change in an accounting estimate gives rise to changes in assets or liabilities, or relates to an item of equity, it is recognized by adjusting the carrying amount of the related asset, liability or equity item in the period of the change.

**IPSAS 14 - Events after the Reporting Date** requires disclosure of the date of authorization for issue of the entity's financial statements and who gave such authorization.

**IPSAS 4 - The Effects of Changes in Foreign Exchange Rates** prescribes the accounting treatment for foreign currency transactions and provides guidance on the translation method and on determining the functional and presentation currencies of a reporting entity. Under this standard, foreign exchange differences are now recognized in Net Income or Loss since capitalization of the same is no longer permitted in any circumstances.

### **3.2 Basis of Preparation**

The financial statements have been prepared on accrual basis using the historical cost, unless stated otherwise. Historical cost is generally based on the fair value of the consideration given in exchange for goods and services. The Statement of Cash Flows prepared using the direct method.

The preparation of financial statements in compliance with the adopted IPSASs requires the use of certain accounting estimates. It also requires the agency to exercise judgment in applying its accounting policies. The areas where significant judgments and estimates have been made in preparing the financial statements and their effects are disclosed.

### **3.3 Functional and Presentation Currency**

The financial statements are presented in peso (P), which is also the country's functional currency. Amounts are rounded off to the nearest peso, unless otherwise stated.

## **4. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

### **4.1 Basis of Accounting**

The accompanying financial statements of the LRTA have been prepared on an accrual basis in accordance with IPSAS.

### **4.2 Preparation of Financial Statements and Other Financial Reports**

The LRTA's accounting system currently uses account codes and titles based on the approved Accounting Manual of the Authority. However, in compliance to the above Circular, the prescribed line items used in the preparation and presentation of financial statements are based on the Updated Revised Chart of Accounts for

Government Corporations (2019) issued by COA. It also complies with the COA Circular No. 2017-004, which prescribed the guidelines on the preparation of financial statements and other financial reports and implementation of the Philippine Financial Reporting Standards (PFRS) by Government Corporations classified as Government Business Enterprises (GBE) and Philippine Public Sector Accounting Standards (PPSAS) by Non-Government Business Enterprises (Non-GBE), dated December 13, 2017.

#### **4.3 Current versus Non-current Classification**

The LRTA presents assets and liabilities in the Statements of Financial Position based on current and non-current classifications.

- a. Current/Non-current Assets. An asset shall be classified as current when it satisfies any of the following criteria:
  1. It is expected to be realized in, or is held for sale or consumption in, the entity's normal operating cycle;
  2. It is held primarily for the purpose of being traded;
  3. It is expected to be realized within twelve months after the reporting date; or
  4. It is cash or a cash equivalent, unless it is restricted from being exchanged or used to settle a liability for at least twelve months after the reporting date.

All other assets shall be classified as non-current. (*Par. 76, IPSAS 1*)

- b. Current/Non-current Liabilities. A liability shall be classified as current when it satisfies any of the following criteria:
  1. It is expected to be settled in the entity's normal operating cycle;
  2. It is held primarily for the purpose of being traded;
  3. It is due to be settled within twelve months after the reporting date; or
  4. The entity does not have an unconditional right to defer settlement of the liability for at least twelve months after the reporting date. xxx

All other liabilities shall be classified as non-current. (*Par. 80, IPSAS 1*)

#### **4.4 Financial Instruments**

##### **a. Financial assets**

##### **i. Initial recognition and measurement**

Financial assets within the scope of IPSAS 41-*Financial Instruments: Recognition and Measurement* are classified as financial assets at fair value through surplus or deficit, held-to-maturity investments, loans and receivables or available-for-sale financial assets, as appropriate. LRTA determines the classification of its financial assets at initial recognition.

LRTA's financial assets include cash and cash equivalents, trade, and other receivables.

## ii. Subsequent measurement

The subsequent measurement of financial assets depends on their classification:

### ▪ Financial assets at fair value through surplus or deficit

Financial assets at fair value through surplus or deficit include financial assets held for trading and financial assets designated upon initial recognition at fair value through surplus or deficit. Financial assets are classified as held for trading if they are acquired for the purpose of selling or repurchasing in the near term.

### ▪ Receivables

Receivables are initially measured at face value and subsequently at amortized cost using the effective interest method. Impairment loss is recognized using an allowance account.

These are classified as current assets as they are expected to be collected within 12 months after the financial reporting date, except the restructured accounts which are classified as non-current assets.

## b. Derecognition

LRTA derecognizes a financial asset or where applicable, a part of a financial asset or part of LRTA of similar financial assets when:

- The contractual rights to the cash flows from the financial asset expired or waived; and
- LRTA has transferred its contractual rights to receive the cash flows of the financial assets, or retains the contractual rights to receive the cash flows of the financial assets but assumes a contractual obligation to pay the cash flows to one or more recipients in an arrangement that meets the conditions set forth in IPSAS 41; and either the entity has: (i) transferred substantially all the risks and rewards of ownership of the financial asset; or (ii) neither transferred nor retained substantially all the risks and rewards of ownership of the financial asset but has transferred the control of the assets.

## c. Impairment of financial assets

LRTA assesses at each reporting date whether there is objective evidence that a financial asset or a group of financial assets is impaired.

A financial asset or a group of financial assets is deemed to be impaired if and only if, there is an objective evidence of impairment as a result of one or more events that has occurred after the initial recognition of the asset (an incurred “loss event”) and that loss event has an impact on the estimated future cash flows of the financial asset or the group of financial assets that can be reliably estimated.

Evidence of impairment may include the following indicators:

- The debtors or a group of debtors are experiencing significant financial difficulty;
- Default or delinquency in interest or principal payments;
- The probability that debtors will enter bankruptcy or other financial reorganization; and
- Observable data indicates a measurable decrease in estimated future cash flows (e.g. changes in arrears or economic conditions that correlate with defaults).

**d. Financial assets carried at amortized cost**

For financial assets carried at amortized cost, the LRTA first assesses whether objective evidence of impairment exists individually for financial assets that are individually significant, or collectively for financial assets that are not individually significant. If the LRTA determines that no objective evidence of impairment exists for an individually assessed financial asset, whether significant or not, it includes the asset in a group of financial assets with similar credit risk characteristics and collectively assesses them for impairment. Assets that are individually assessed for impairment and for which an impairment loss is, or continues to be, recognized are not included in a collective assessment of impairment.

If there is objective evidence that an impairment loss has been incurred, the amount of the loss is measured as the difference between the asset’s carrying amount and the present value of estimated future cash flows (excluding future expected credit losses that have not yet been incurred). The present value of the estimated future cash flows is discounted at the financial asset’s original effective interest rate. If a loan has a variable interest rate, the discount rate for measuring any impairment loss is the current effective interest rate.

The carrying amount of the asset is reduced using an allowance account and the amount of the loss is recognized in surplus or deficit.

**e. Financial liabilities**

**i. Initial recognition and measurement**

Financial liabilities within the scope of IPSAS 29 are classified as financial liabilities at fair value through surplus or deficit, or loans and borrowings, as appropriate. LRTA determines the classification of its financial liabilities at initial recognition.

All financial liabilities are recognized initially at fair value and, in the case of loans and borrowings, plus directly attributable transactions costs. LRTA's financial liabilities include trade and other payables and loans and borrowings.

**ii. Subsequent measurement**

After initial recognition, interest bearing loans and borrowings are subsequently measured at amortized cost using the effective interest method. Gains and losses are recognized in surplus or deficit when the liabilities are derecognized as well through the amortization process.

Amortized cost is calculated by taking into account any discount or premium on acquisition and fees or costs that are an integral part of the effective interest rate.

**iii. Derecognition**

A financial liability is derecognized when the obligation under the liability expires or is discharged or cancelled.

When an existing financial liability is replaced by another from the same lender or substantially different terms, or the terms of an existing liability are substantially modified, such an exchange or modification is treated as a derecognition of the original liability and the recognition of a new liability, and the difference in the respective carrying amounts is recognized in surplus or deficit.

**4.5 Cash and Cash Equivalents**

Cash includes cash on hand and in banks. LRTA considers all highly liquid instruments that are readily convertible to known amounts of cash with original maturities of three months or less from the date of acquisition as cash equivalents.

**4.6 Receivables**

Receivables are stated at face value, net of allowance for doubtful accounts. Allowance for Impairment-Receivables is established as a certain percentage of age of receivables, as shown on the next page:

Age	Percent
Over 1 year to 2 years	10
Over 2 years to 3 years	15
Over 3 years to 4 years	20
Over 4 years to 5 years	25
Over 5 years to 7 years	50
Over 7 years to 8 years	75
Over 8 years to 9 years	90
Over 10 years	100

This percentage is based on a collective assessment of historical collection, write-down experiences and specific identification of uncollectible accounts. The policy on the determination of bad debt expense and the writing down of long outstanding receivables was approved by the LRTA Board of Directors in a meeting held on December 16, 2009.

#### **4.7 Inventories**

Inventory is measured at cost upon initial recognition.

The cost of inventories comprised of all costs of purchase, costs of conversion, and other costs incurred in bringing the inventories to their present location and condition.

After initial recognition, inventory is measured using the moving-weighted average method.

Inventories are recognized as an expense or asset as applicable, when deployed for utilization or consumption in the ordinary course of operations of LRTA.

IPSAS 12-*Inventories* suggests the write down of inventories below cost to net realizable value which is consistent with the view that assets are not to be carried in excess of the future economic benefits or service potential expected to be realized from their sale, exchange, distribution or use.

#### **4.8 Investment Properties**

Investment properties are measured initially at cost, including transaction costs. The carrying amount includes the replacement cost of components of an existing investment property at the time that cost is incurred if the recognition criteria are met and excludes the costs of day-to-day maintenance of an investment property.

Investment property acquired through a non-exchange transaction is measured at its fair value at the date of acquisition. Subsequent to initial recognition, investment properties are measured using the cost model and are depreciated over its estimated useful life.

Investment properties are derecognized either when they have been disposed of or when the investment property is permanently withdrawn from use and no

future economic benefit or service potential is expected from its disposal. The difference between the net disposal proceeds and the carrying amount of the asset is recognized in the surplus or deficit in the period of derecognition.

Transfers are made to or from investment property only when there is a change in use. The LRTA uses the cost method for the measurement of investment property after initial recognition.

#### **4.9 Property, Plant and Equipment**

##### **a. Recognition**

Property, Plant and Equipment (PPE) that qualifies for recognition as an Asset if it meets the characteristics and recognition criteria as follows:

- i. Tangible items
- ii. It is probable that the future economic benefits or service potential associated with the item will flow to the entity;
- iii. The cost or fair value of the item can be measured reliably;
- iv. Beneficial ownership and control clearly rest with the government;
- v. The asset is used to achieve government objectives; and
- vi. It meets the capitalization threshold of P50,000.00 based on COA Circular No. 2022-004 dated May 31, 2022.

##### **b. Measurement at recognition**

Property, Plant and Equipment that qualifies for recognition as an Asset measured at cost. The initial cost of fixed assets consists of its purchase price including import duties and non-refundable purchase taxes and any costs directly attributable in bringing the asset to its working condition and location for its intended use. It also includes interest on borrowed funds used during the construction period. After the assets have been put into operations subsequent expenditures are charged to operations, except in situations where it can be clearly demonstrated that the expenditures have resulted in an increase in future economic benefits and are capitalized as additional costs of the assets.

##### **c. Measurement after recognition**

After recognition, all PPE are stated at cost less accumulated depreciation and impairment losses.

When significant parts of PPE are required to be replaced at intervals, LRTA recognizes such parts as individual assets with specific useful lives and depreciates them accordingly.

Likewise, when a major repair/replacement is done, its cost is recognized in the carrying amount of the PPE as a replacement if the recognition criteria are satisfied.

All other repair and maintenance costs are recognized as expense in surplus or deficit as incurred.

**d. Depreciation**

Each part of an item of PPE with a cost that is significant in relation to the total cost of the item is depreciated separately.

The depreciation charge for each period is recognized as expense unless it is included in the cost of another asset.

**i. Initial recognition of depreciation**

Depreciation of an asset begins when it is available for use such as when it is in the location and condition necessary for it to be capable of operating in the manner intended by management.

For simplicity and to avoid proportionate computation, the depreciation is for one month if the PPE is available for use on or before the 15th of the month.

However, if the PPE is available for use after the 15th of the month, depreciation is for the succeeding month.

**ii. Depreciation method and Estimated Useful Life**

Depreciation is computed on a straight-line basis over the following estimated useful lives of the assets:

<b>Major Asset Category</b>	<b>Estimated Useful Life in Years (COA Circular No. 2017-004)</b>
Land Improvement	10-25 years
Infrastructure Assets	20-50 years
Buildings & Other Structures	30-50 years
Machinery & Equipment	5-15 years
Transportation Equipment:	
Motor Vehicles	5-15 years
Trains	10-20 years
Other Transportation Equipment	5-10 years
Furniture & Fixtures	2-15 years
Service Concession Assets	Over the useful life of the asset or remaining term of SCA, whichever is shorter.

The estimated useful lives are reviewed periodically and are updated if expectations differ from previous estimates. It is also based on collective assessment of industry practice, internal technical evaluation



and experience with similar assets and issuances or policies on the matter by COA.

### **iii. Residual Value**

LRTA applied prospectively the residual value of at least five percent of the cost of the PPE in 2018 onwards.

### **e. Impairment**

An asset's carrying amount is written down to its recoverable amount, or recoverable service amount, if the asset's carrying amount is greater than its estimated recoverable amount or recoverable service amount.

### **f. Derecognition**

LRTA derecognizes items of PPE and/or any significant part of an asset upon disposal or when no future economic benefits or service potential is expected from its continuing use.

Any gain or loss arising on derecognition of the asset (calculated as the difference between the net disposal proceeds and the carrying amount of the asset) is included in the surplus or deficit when the asset is derecognized.

## **4.10 Construction-in-Progress**

Construction-in-Progress is stated at cost. This includes the cost of construction, plant and equipment and other direct costs. Likewise, all expenses such as personal services, etc. except for Maintenance and Other Operating Expenses (MOOE) during the construction period shall be capitalized. As soon as the construction is completed, this account shall be reclassified to the proper asset account.

## **4.11 Foreign Currency Transaction**

Transactions denominated in foreign currencies are initially recorded in the functional currency prevailing at the date of the transaction. Monetary assets and liabilities denominated in foreign currencies are restated using the Philippine Dealing and Exchange Corporation System (PDEX) rate as of December 31, 2022. The resulting gains or losses arising from the exchange differences are recognized in the Statement of Comprehensive Income, in compliance with IPSAS 4.

## **4.12 Borrowing Costs**

Borrowing costs include interest charges, guarantee fees and other costs incurred in connection with the loans used to finance the projects. It is generally expensed as incurred. However, borrowing costs are capitalized if they are directly attributable to the acquisition, construction or production of a qualifying asset and prior to the commencement of operation.

#### **4.13 Revenue Recognition**

Revenues are measured at the fair value of the consideration received and represent receivables for service in the normal course of business.

a. *Operations*

LRTA uses the cash basis of accounting for its revenues from rail operations, and non-rail revenues generated from rental of commercial and advertising spaces.

b. *Interest Income*

Interest income on High Yield Savings, special and time deposits is accrued on a time proportion basis, by reference to the principal amount outstanding and at the interest rates applicable.

c. *Subsidy*

In accordance with existing accounting and auditing laws, rules and regulations, subsidies received from the National Government to fund railway projects, as well as downloaded funds from DOTr are recognized as Subsidy Income.

#### **4.14 Contingencies**

At present, the Authority has several pending legal and expropriation cases. The estimates of the probable costs for the settlement of these claims have been developed in consultation with the counsels handling the defense on these matters and based on an analysis of potential results. Contingent liabilities are not recognized in the financial statements but the possible contingent claims are disclosed in Other Matters Note 38. Similarly, a contingent asset is not recognized but disclosed when an inflow of economic benefits is probable.

#### **4.15 Changes in Accounting Policies and Estimates**

LRTA recognizes the effects of changes in accounting policy retrospectively. The effects of changes in accounting policy are applied prospectively if retrospective application is impractical.

LRTA recognizes the effects of changes in accounting estimates prospectively through surplus and deficit.

LRTA corrects material prior period errors retrospectively in the first set of financial statements authorized for issue after their discovery by:

- a. Restating the comparative amounts for prior period(s) presented in which the error occurred; or

- b. If the error occurred before the earliest prior period presented, restating the opening balances of assets, liabilities and net assets/equity for the earliest prior period presented.

#### 4.16 Employees Benefits

The employees of LRTA are members of the Government Service Insurance System (GSIS), which provides life and retirement insurance coverage. LRTA provides employees benefits that are stipulated in EO No. 150 such as Standards Allowances and Benefits i.e. Year-End Bonus (YEB), Cash Gift, Uniform/Clothing Allowance (UCA) and Personnel Economic Relief Allowance (PERA).

Recognition and measurement

- a. When an employee has rendered service during an accounting period, LRTA recognized the gross amount of employees benefits expected to be paid in exchange for that service as:
  - 1. Liability
  - 2. Expense
- b. LRTA may pay employees for leave of absences for various reasons, including holidays, sickness, maternity or paternity whether accumulating or non-accumulating.

#### 5. CHANGES IN ACCOUNTING POLICY - Section 23 of the General Provisions of RA No. 11639

Pursuant to COA Circular No. 2022-04 dated May 31, 2022 – Guidelines on the implementation of Section 23 of the General Provisions of RA No. 11639 also known as the General Appropriation Act (GAA) for fiscal year (FY) 2022 relative to the increase in the capitalization threshold from P15,000.00 to P50,000.00, tangible items which meet the definition and recognition criteria of PPE below fifty thousand pesos (P50,000) threshold shall be accounted in the books as semi-expendable property.

#### 6. PRIOR PERIOD ADJUSTMENTS

In compliance with paragraph 47 of IPSAS 3 - Accounting Policies, Changes in Accounting Estimates and Errors, CY 2021 portion of the Comparative Financial Statements due to prior years' errors and adjustments amounting to P316.177 million were restated. Details are as follows:

Nature of Error and Adjustments	Accounts Restated	Amount of Adjustments
1 Payment for Meralco bills, Miscellaneous expense and Security Services incurred in	Expense,	(866,045.95)

	<b>Nature of Error and Adjustments</b>	<b>Accounts Restated</b>	<b>Amount of Adjustments</b>
	2021	Accounts Payable	
2	Interest Earned for the year 2021	Interest Income, Cash in Bank	255.45
3	Interest Earned for December 31, 2021	Interest Income, Cash in Bank	25,020.33
4	Unrecorded Direct Costs - Maintenance for issued of Spare parts from Maintenance Contractor (AMSCO-JV) for the month of June 2021 and October 2021	Direct Cost – Maintenance, Spare parts Inventory	(8,487,424.00)
5	Adjustment on entries made in JEV # L1-502-21-10-581 dated October 2021.re: Restoration of various Equipment room damaged by fire project completed on September 01, 2021 and JEV # L1-502-20-08-426 dated August 2020 on Restoration of damaged burnt cable trays/ walkways project completed on June 29, 2020	Impairment Loss - PPE, Accumulated Impairment Loss- PPE	(5,451,020.00)
	<b>Sub-total</b>		<b>(14,779,214.17)</b>
6	Reimbursement of miscellaneous expenses incurred from November to December 2021	Expense, Due to Officers and Employees	(27,282.71)
7	Reversal on the Derecognition of CY 2021 Spare parts Inventory	Spare parts Inventory, Impairment Loss, Allowance for Impairment Loss	4,948,629.97
8	To close in CY 2021 the Other Payable in 2019 per Section 98 of PD 1445	Miscellaneous Income, Other Payables	238,629.89
9	Unrecognized Interest Income for December 1- 31, 2021 -DBP S/A #465-XXXX-530 (Non-Rail)	Interest Income, Cash in Bank	6,837.59
10	Unrecognized Interest Income for the year 2021 -Cash in Bank - LC ROW (Line 1 South Cavite Expro. accounts)	Interest Income, Cash in Bank	523,737.53
	<b>Sub-total</b>		<b>5,690,552.27</b>
11	Adjustment on Depreciation of Mass Thermal Imaging Camera	Depreciation Expense Accumulated Depreciation	(444,124.98)
12	Under Accrual of Direct Cost - Maintenance account for the months of October and November 2021	Direct Cost – Maintenance, Accounts Payable	(90.42)
13	Over Accrual of Janitorial expense account for the month of December 2021	Utility expense, Accounts Payable	729.44

	<b>Nature of Error and Adjustments</b>	<b>Accounts Restated</b>	<b>Amount of Adjustments</b>
14	Correction of entry JEV# 502-22-03-172 dated March 31, 2021- Trust Liability	Trust Liability	(157,971.25)
	<b>Sub-total</b>		<b>(601,457.21)</b>
15	To close Other Payable entries as per Section 98 of PD 1445	Miscellaneous Income,	897.68
16	To correct entry made JEV# L2 502-20-08-443 dated August 31, 2020 - Fines and Penalty	Other Payable Fines and Penalty, Other Payables	34,561.95
17	Adjustment on under accrual GSIS (Life & Retirement) account ref. JEV# L2 502-20-12-797	GSIS (Life & Retirement), Due to GSIS	(76,000.00)
18	Adjustment on over accrual GSIS (Life & Retirement) account JEV# 502-17-12-829, JEV# L2 502-19-12-914, JEV# 502-20-12-820 dated December 31,2017, 2019 and 2020, respectively	GSIS (Life & Retirement) , Due to GSIS	207,468.29
19	Recognition of first year fees in compliance with the requirements of the Trade Finance unit relative to the amendment of irrevocable Standby letter of credit effective December 16, 2019	Other MOOE, Cash in Bank	(453,262.02)
20	Recognition of Bank charges for the renewal for two years of standby letter on favor of the AFP Inc. effective December 16, 2019	Bank charges, Cash in Bank	(51,205.50)
21	Adjustment on unrecorded prior years' issuances of Spare parts	Spare parts Inventory,	(93,037.10)
22	Adjustment on unrecognized expenses from prior years-power consumption 2021	Direct Cost - Maintenance Direct Cost – Power, Accounts Payable	(14,976,135.90)
23	Adjust entry made in JEV# 502-18-07-533 dated July 31, 2018	Interest Income, Cash in Bank	(0.02)
24	Adjustment on refund Bid Documents fee of the cancelled public bidding of the procurement of contract for the disinfection (fogging) of LRTA offices and other facilities inside the Line 2 depot Area, Revenue Line 2 Trainsets & Service vehicle under PR No. GSD 2108-125	Miscellaneous Income, Other Payables	(5,000.00)
25	Accrual of accumulated unused leave credits by each LRTA employees for CY 2021	Leave Benefits Payable, Terminal Leave Benefits	(25,330,822.28)
26	Payment prior year's salaries, overtime and other payables for regular and	Expense, Due to Officers and	(27,474.50)

	<b>Nature of Error and Adjustments</b>	<b>Accounts Restated</b>	<b>Amount of Adjustments</b>
	contractual personnel paid on April 2022.	Employees	
27	Correction of entry in ref to JEV# L1-502-21-01-048 dated January 31, 2021 on interest income	Interest Income, Cash in Bank	(32.51)
	<b>Sub-total</b>		<b>(40,770,041.91)</b>
28	Bank reversal of LC Bank Charges for AFPI Settlement Account incurred prior years and correction of JEV# 502-22-04-209 dated April 30, 2022	Bank charges, Cash in Bank	8,453.70
29	Collection of Non-rail Revenue for the month of June 2022 from prior years	Business Income - Rent/lease, Operating Lease Receivable	3,500.00
30	Correcting entry: Double recording of interest earned for 1st quarter of CY 2020.	Interest Income, Cash in Bank	(1,598.73)
31	CY 2021 Adjustment on Legal Services account in JEV# 502-22-02-065 dated February 2022	Legal Services, Accounts Payable	(282,000.00)
32	Correction of prior years' issuances of Spare parts	Direct Cost – Maintenance, Spare parts Inventory	22,193.21
33	Correction of recorded depreciation due to reclassification from PPE to Spare parts Inventory	Depreciation Expense-PPE, Spare parts Inventory	1,424,344.82
	<b>Sub-total</b>		<b>1,174,893.00</b>
34	Correcting entry on JEV# 502-22-02-086 dated February 28, 2022 re: prior year's Allowance for Impairment -Operating Lease Receivable	Impairment Loss, Allowance for Impairment - Operating Lease Receivable	63,007.78
35	Issued Spare parts of Maintenance Contractor (AMSCO-JV) for the months of March 2021 to December 2021	Direct Cost – Maintenance, Spare parts Inventory	(45,988,700.00)
36	Correcting Entry to record Notice of Finality of Decision (NFD) # 2016-32 dated July 26, 2016	Receivables-Disallowance/Charges, Miscellaneous Income	1,961,833.16
37	Correcting Entry on the recognized disallowances with ref JEV# 502-21-04-265	Receivables-Disallowance/Charges, Miscellaneous Income	(266,000.00)
38	Correcting entry on JEV# 502-22-03-146 Re: GSIS Life and Retirement October to December 2021	GSIS (Life & Retirement), Due to GSIS	16,264.40

	<b>Nature of Error and Adjustments</b>	<b>Accounts Restated</b>	<b>Amount of Adjustments</b>
	<b>Sub-total</b>		<b>(44,213,594.66)</b>
39	Accumulated Impairment losses of four units unserviceable trainsets	Impairment Loss, Accumulated Impairment Loss	(210,354,822.85)
40	Adjustment of one unit Type 64 Structure Ground Relay- Other Machinery and Equipment	Depreciation Expense, Accumulated Depreciation	(19,360.00)
41	Additional correcting entry on Over Accrual of Expenses re: GSIS Life & Retirement for October to December 2021	GSIS (Life & Retirement), Due to GSIS	8,173.30
	<b>Sub-total</b>		<b>(210,366,009.55)</b>
42	Adjustment to prior years' Depreciation due to revision of estimated useful life	Depreciation Expense, Accumulated Depreciation	(8,578,100.67)
43	Derecognition of PPE - loss of laptop	Depreciation Expense, Accumulated Depreciation, Property Plant and Equipment	(61,772.34)
	<b>Sub-total</b>		<b>(8,639,873.01)</b>
44	Adjustment on interest earned dated October 4, 2021 - Cash in Bank - C/A 0272-XXXX-69	Interest Income, Cash in Bank	16.62
45	Recognition of Interest Income from ESCROW Account No. 016-27-XXXXX for the month of December 2017	Interest Income, Cash in Bank	168,200.88
46	Recognition of Trust Fees from Account No.016-27-XXXXXX for the 4th quarter 2017	Bank charges, Cash in Bank	(38,639.28)
47	Unrecognized interest earned for the CY 2021 from Trust Account No.016-27-XXXXX	Interest Income, Cash in Bank	255,380.79
48	Unrecognized Trust fees for the CY 2021 from trust Account No.016-27-XXXXX.	Bank charges, Cash in Bank	21,969.40
49	Adjustment made on JEV# 502-22-05-327 dated May 31, 2022 re: disbursement made from downloaded funds - P977M Trust Liabilities	Subsidy Income from NG, Trust Liability	(7,382,000.00)
	<b>Sub-total</b>		<b>(6,975,071.59)</b>
50	Close prior year payables in compliance with Section 98 of PD 1445	Miscellaneous Income, Other Payables	2,944,148.87
51	Adjustment on Cash in Bank- Local Currency - HYSA due to over recording of	Interest Income, Cash in Bank	(0.07)

Nature of Error and Adjustments		Accounts Restated	Amount of Adjustments
prior years' interest			
52	Revaluation adjustment of Cash in Bank- Foreign Savings Account using Statement of Account dated July 7, 2010	Gain on Forex Exchange, Cash in Bank	116,728.98
53	Close other deferred credits/payable account as per Section 98 of PD 1445	Miscellaneous Income, Other Payables	241,526.77
<b>Sub-total</b>			<b>3,302,404.55</b>
<b>Total</b>			<b>(316,177,412.28)</b>

## 7. CASH AND CASH EQUIVALENTS

This account consists of the following:

Particulars	2022	2021 (As restated)
Cash on Hand	6,196,151	1,700,932
Cash in Banks - Local Currency	5,691,292,517	5,265,581,348
Cash in Banks - Foreign Currency	3,347,308	3,347,308
Cash Equivalents	10,776,162	3,137,775
<b>Total</b>	<b>5,711,612,138</b>	<b>5,273,767,363</b>

*Cash and Cash Equivalents include the following:*

**Cash in bank** represents the balance of deposits to different Authorized Government Depository Banks (AGDBs) such as Land Bank of the Philippines (LBP), Development Bank of the Philippines (DBP) and Philippine National Bank (PNB). It also includes the following accounts:

- a. *Line 1 South, Rehabilitation Projects and North Extension Projects accounts* represent the balances of the subsidies received from the National Government intended for the aforesaid projects. These also include downloaded funds from DOTr Funds are deposited under separate bank accounts and all interests accruing on these deposits are taken up as current income. These are considered restricted cash since these are funds intended for specific purposes. This was reclassified to Cash and Cash Equivalents in CY2020.
- b. *Financial Assistance to Passengers* represents cash set up to cover expenses of passengers in case of accident.
- c. *Collaterals for Legal Cases* are appeal bonds on various labor cases filed by former employees of Metro Transit Organization, Inc. which were paid by LRTA in 2016.



**Cash equivalents** includes High-Yield Savings Accounts (HYSA) deposit of LRTA with a placement term of 90-days or less.

## 8. RECEIVABLES

Particulars	2022	2021 (As restated)
Receivables	1,086,845,087	825,105,214
Lease Receivables	20,250,409	10,288,267
Inter-Agency Receivables	149,391,059	178,308,443
Intra-Agency Receivables	347,815,867	399,520,033
Other Receivables	37,843,821	37,868,027
<b>Total</b>	<b>1,642,146,243</b>	<b>1,451,089,984</b>

### 8.1 Receivables

Particulars	2022	2021 (As restated)
Interest Receivable	8,522,099	7,666,818
Dividend Receivable	4,099	4,099
<i>Allowance for Impairment Loss</i>	(4,099)	(4,099)
Net Value of Dividend Receivables	0	0
Service Concession Arrangement Receivable	1,078,322,988	817,438,396
<b>Total</b>	<b>1,086,845,087</b>	<b>825,105,214</b>

*Interest Receivables* are receivable representing the accrual of interest earned on High Yield Savings Accounts.

*Service Concession Arrangement Receivable* represents the accrual on the concession payments for the Manila LRT 1 Extension, Operation and Maintenance Project. The balance represents the quarterly concession payments that should have been received by the grantor for the remaining periods of the concession agreement.

### 8.2 Lease Receivables

Particulars	2022	2021 (As restated)
Operating Lease Receivable	25,181,700	11,432,641
<i>Allowance for Impairment Loss</i>	(4,931,291)	(1,144,374)
<b>Total</b>	<b>20,250,409</b>	<b>10,288,267</b>

*Operating Lease Receivable* represents the amount due from various lessees of LRTA from commercial advertisements, lease of lands and other non-rail business of the Authority.

### 8.3 Inter-Agency Receivables

Particulars	2022	2021
Due from National Government Agency	149,387,459	177,349,866
Due from Government Corporation	265,077	261,077
<i>Allowance for Impairment Loss</i>	(261,477)	0
Net Value of Due from Government Corporation	3,600	261,077
Due from Subsidiaries and Affiliates	0	697,500
<b>Total</b>	<b>149,391,059</b>	<b>178,308,443</b>

*Due from National Government Agency* pertains mainly to the funds transferred to Procurement Service-Department of Budget and Management (PS-DBM) for the procurement of supplies, equipment, infrastructure projects and consultancy services pursuant to the Memorandum of Agreement dated September 16, 2015 entered into by the PS-DBM and LRTA.

### 8.4 Intra-Agency Receivables

Particulars	2022	2021
Due from Line 1 South Extension Project	<b>347,815,867</b>	<b>399,520,033</b>

### 8.5 Other Receivables

Particulars	2022	2021 (As restated)
Receivables – Disallowance/Charge	37,234,328	37,048,948
Due from Officers and Employees	264,265	74,626
<i>Allowance for Impairment Loss</i>	(154,498)	0
Net Value of Due from Officers and Employees	109,767	74,626
Other Receivables	30,452,348	30,452,348
<i>Allowance for Impairment Loss</i>	(29,952,622)	(29,707,895)
Net Value of Other Receivables	499,726	744,453
<b>Total</b>	<b>37,843,821</b>	<b>37,868,027</b>

*Other Receivables* includes Due from Officers and Employees, Receivables on various disallowances and charges, Commercial Space and Advertising past-due receivables and Due from Line 2 contractors.

## 8.6 Aging/Analysis of the Receivables

Gross	Total	Current	Past Due		
			<30 days	30-60days	>60days
Interest Receivable	8,522,099	8,522,099	0	0	0
Service Concession					
Arrangement Receivable	1,078,322,988	21,740,382	0	239,144,210	817,438,396
Lease Receivable	20,250,409	872,711	0	13,119,910	6,257,788
Inter-Agency Receivables	149,391,059	3,020	0	1,395,240	147,992,799
Intra-Agency Receivables	347,815,867	0	0	0	347,815,867
Other Receivables	37,843,821	0	0	90,487	37,753,334
<b>Total</b>	<b>1,642,146,243</b>	<b>31,138,211</b>	<b>0</b>	<b>253,749,847</b>	<b>1,357,258,184</b>

## 9. INVENTORIES

This account consists of inventory held for consumption:

Particulars	2022	2021 (As restated)
Spare Parts Inventory	703,203,286	710,177,306
<i>Allowance for Impairment Loss</i>	(4,948,630)	0
Net Value of Spare Parts Inventory	698,254,656	710,177,306
Office Supplies Inventory	1,058,243	1,784,044
Other Supplies & Materials Inventory	827,177	775,074
Semi-Expendable Furniture, Fixture & Books	77,000	0
<b>Total</b>	<b>700,217,076</b>	<b>712,736,424</b>

*Spare Parts Inventory* are spare parts being used/maintained for the repair and maintenance of rolling stocks and other system facilities.

*Other Supplies and Materials Inventory* are supplies and materials used for the maintenance of Service Vehicles and for COVID 19 related supplies.

## 10. Property Plant and Equipment

This account is composed of the following for CY 2022:

Particulars	Land	Land Improvements	Building & Other Structures	Infrastructure Assets	Machinery & Equipment	Transportation Equipment	Furniture & Fixtures	AFCS Equipment	Service Concession Assets	Construction In Progress	TOTAL
Carrying Value											
January 1, 2022	6,214,041,022	682,668,680	985,672,859	12,617,284,351	352,540,977	1,530,639,477	838,278	21,177,927	19,146,563,231	2,176,511,993	43,727,938,795
Additions	381,164,439	0	14,343,106	2,621,550,234	59,515,966	472,505	0	0	0	1,515,325,424	4,592,371,674
Adjustments	558,833,391	(657,218,705)	(80,639)	(61,243,225)	(29,515,653)	(8,900,419)	(139,808)	0	(10,253,899)	12,524,178	(195,994,779)
<b>Total</b>	<b>7,154,038,852</b>	<b>25,449,975</b>	<b>999,935,326</b>	<b>15,177,591,360</b>	<b>382,541,290</b>	<b>1,522,211,563</b>	<b>698,470</b>	<b>21,177,927</b>	<b>19,136,309,332</b>	<b>3,704,361,595</b>	<b>48,124,315,690</b>
Depreciation	0	(19,518,959)	(39,680,721)	(462,445,951)	(50,800,353)	(415,199,750)	(137,350)	0	(1,367,040,369)	0	(2,354,823,453)
Carrying Value											
December 31, 2022	7,154,038,852	5,931,016	960,254,605	14,715,145,409	331,740,937	1,107,011,813	561,120	21,177,927	17,769,268,963	3,704,361,595	45,769,492,237
Cost	7,154,038,852	37,529,624	1,522,582,800	24,345,031,015	881,950,232	6,040,951,100	7,860,483	213,914,263	38,937,969,571	3,704,361,595	82,846,189,535
Accumulated Depreciation	0	(31,598,608)	(562,328,195)	(9,283,935,708)	(550,209,295)	(3,988,830,944)	(7,299,363)	(111,371,628)	(21,168,700,608)	0	(35,704,274,349)
Acc. Impairment Loss	0	0	0	(345,949,898)	0	(945,108,343)	0	(81,364,708)	0	0	(1,372,422,949)
Carrying Value											
December 31, 2022	7,154,038,852	5,931,016	960,254,605	14,715,145,409	331,740,937	1,107,011,813	561,120	21,177,927	17,769,268,963	3,704,361,595	45,769,492,237

**Property, Plant and Equipment**  
As at December 31, 2021 (As restated)

Particulars	Land	Land Improvements	Building & Other Structures	Infrastructure Assets	Machinery & Equipment	Transportation Equipment	Furniture & Fixtures	AFCS Equipment	Service Concession Assets	Construction In Progress	TOTAL
Carrying Value January 1, 2021	6,501,225,163	380,151,231	1,051,551,334	13,406,433,148	390,016,269	2,258,067,039	802,272	98,985,953	21,181,362,492	2,111,252,179	47,379,847,080
Additions	281,763,780	318,041,526	0	123,334,978	23,016,456	5,264,000	235,000	0	0	260,522,913	1,012,178,653
Adjustments	(568,947,921)	(269)	(25,880,022)	(545,670,112)	(4,603,971)	(214,949,264)	(27,562)	(77,808,026)	(531,790,313)	(195,263,099)	(2,164,940,559)
<b>Total</b>	<b>6,214,041,022</b>	<b>698,192,488</b>	<b>1,025,671,312</b>	<b>12,984,098,014</b>	<b>408,428,754</b>	<b>2,048,381,775</b>	<b>1,009,710</b>	<b>21,177,927</b>	<b>20,649,572,179</b>	<b>2,176,511,993</b>	<b>46,227,085,174</b>
Depreciation	0	(15,523,808)	(39,998,453)	(366,813,663)	(55,887,777)	(517,742,298)	(171,432)	0	(1,503,008,948)	0	(2,499,146,379)
Carrying Value December 31, 2021	6,214,041,022	682,668,680	985,672,859	12,617,284,351	352,540,977	1,530,639,477	838,278	21,177,927	19,146,563,231	2,176,511,993	43,727,938,795
Cost	6,214,041,022	708,983,923	1,508,355,476	21,685,764,085	919,001,408	6,037,299,088	8,896,629	213,914,263	38,943,249,581	2,176,511,993	78,416,017,468
Accumulated Depreciation	0	(26,315,243)	(522,682,617)	(8,722,529,836)	(566,460,431)	(4,296,304,788)	(8,058,351)	(111,371,628)	(19,796,686,351)	0	(34,050,409,245)
Acc. Impairment Loss	0	0	0	(345,949,898)	0	(210,354,824)	0	(81,364,706)	0	0	(637,669,428)
Carrying Value December 31, 2021	6,214,041,022	682,668,680	985,672,859	12,617,284,351	352,540,977	1,530,639,476	838,278	21,177,929	19,146,563,230	2,176,511,993	43,727,938,795

### 11. INVESTMENT IN TIME DEPOSITS

Particulars	2022	2021
Investments in Time Deposits-Local Currency	555,344	1,096,344
Investments in Time Deposits-Foreign Currency	0	6,415,736
<b>Total</b>	<b>555,344</b>	<b>7,512,080</b>

*Investment in Time Deposits* are mainly placement of time deposit for 91 days.

### 12. INVESTMENT PROPERTY

Particulars	2022	2021
<b>Investment Property-Land</b>	<b>475,466,370</b>	<b>508,583,864</b>

*Investment Property-Land* represents the cost of land used to earn rentals and other idle lands of the Authority.

### 13. OTHER INVESTMENTS

Particulars	2022	2021
Other Investments	14,716,501	14,716,501
<i>Allowance for Impairment Loss</i>	(14,500,000)	(14,500,000)
<b>Total</b>	<b>216,501</b>	<b>216,501</b>

This account pertains to investments in Philippine Long Distance Telephone Company which remained dormant as at year-end.

## 14. OTHER ASSETS

### 14.1 Other Current Assets

Particulars	2022	2021
Advances to Contractors	70,190,325	88,376,007
Guaranty Deposits	38,086,101	37,086,101
Input Tax	28,537,200	40,241,952
Withholding Tax at Source	22,092,204	17,676,461
Prepaid Insurance	4,649,297	2,552,122
Other Prepayments	474,840	474,840
<b>Total</b>	<b>164,029,967</b>	<b>186,407,483</b>

*Advances to Contractors* consist of 15 percent mobilization fees on infrastructure projects.

*Guaranty Deposits* account pertains to the deposits required by various creditors to guarantee payment of utilities such as MERALCO, water companies and gasoline stations.

*Input Tax* refers to value-added taxes imposed on local purchases of goods and services, which are deductibles from output taxes on rental or lease income of property.

### 14.2 Other Non-Current Assets

This account is composed of the following:

Particulars	2022	2021
Other Assets	1,381,413,733	1,381,413,733
<i>Accumulated Impairment Losses</i>	(1,381,413,733)	0
<b>Total</b>	<b>0</b>	<b>1,381,413,733</b>

*Other Assets* consist mainly of Line 1 North Extension Fund and unserviceable equipment of Automated Fare Collection System using magnetic tickets, which were already replaced by Beep Cards or contactless ticketing system.

## 15. FINANCIAL LIABILITIES

This account consists of the following:

Particulars	2022		2021	
	Current	Non-Current	Current	Non-Current
Payables	324,316,460	0	195,084,168	0
Loans				
Payables	1,772,603,275	10,600,222,253	1,862,989,448	12,969,282,542
<b>Total</b>	<b>2,096,919,735</b>	<b>10,600,222,253</b>	<b>2,058,073,616</b>	<b>12,969,282,542</b>

## 15.1 Payables

Particulars	2022	2021
		(As restated)
Accounts Payable	249,437,652	114,956,296
Due to Officers & Employees	1,356,674	1,346,580
Interest Payable	73,522,134	78,781,292
<b>Total</b>	<b>324,316,460</b>	<b>195,084,168</b>

## 15.2 Loans Payable

Particulars	2022		2021	
	Current	Non-Current	Current	Non-Current
Loans Payable- Foreign	1,772,603,275	10,600,222,253	1,862,989,448	12,969,282,542

The Projects implemented by the Authority are substantially funded through loan financing. Significant sources are foreign loans requiring repayment in currencies other than the Philippine peso, primarily in US dollars. The proceeds of the loans were utilized mainly in the acquisition of Light Rail Vehicles (LRVs), the construction of the LRT Depot, Stations and Terminals and all other structures needed for the Light Rail System, as well as other related projects. Details are as follows:

Creditor	Terms	Interest Rates	2022	2021
<b>Foreign Loans</b>				
Belgian State Loan	30 years	5.02%+1%	204,226,900	215,375,907
DOF-Belgian State Loans				
Rehab I	30 years	Interest Free	0	10,692,593
Rehab II	20 years	1% relending rate	29,998,793	38,307,969
Natexis Banque	21 years	1.5% + 1%	6,429,507	16,898,267
Japan Bank for International Corporation Loans				
PH-P137	30 years	3%+ 2% relending rate	24,345,702	51,481,120
PH-P148	20 years	3%+1.9%	379,698,134	602,178,724
PH-P167	20 years	Prin I – 2.7%, Prin II– 2.3% + 1% SF	1,466,925,405	1,994,105,743
PH-P171	20 years	Prin I – 2.7%, Prin II –2.3% + 1% SF	2,391,845,071	3,090,856,951
PH-P185	30 years	0.75% + 1% SF	2,950,559,578	3,314,583,865
PH-P211	30 years	0.75% + 1% SF	4,480,008,681	5,007,353,130
PH-P211A		0.75% + 1% SF	438,787,757	490,437,721

<b>Total</b>	12,372,825,528	14,832,271,990
<b>Current Portion</b>	<b>(1,772,603,275)</b>	<b>(1,862,989,448)</b>
<b>Long-Term Loans Payable</b>	<b>10,600,222,253</b>	<b>12,969,282,542</b>

## *Foreign Loans*

### *I. Belgian State Loan*

This represents the peso equivalent of the foreign loans granted by the Government of Belgium. The first loan (Rehabilitation Project Phase I) is interest free, maturing in 30 years with a grace period of 10 years up to year 2013. The second loan (Rehabilitation of Rolling Stocks) is interest bearing calculated at fixed rate of 5.02 percent per annum plus one percent, repayable in 20 annual installments starting December 31, 2006.

### *II. Department of Finance - Belgian State Loan*

A Subsidiary Loan Agreement was entered into with the Department of Finance (DOF) in October 1992 for a Belgian State Loan amounting to BFR 150,000,000. LRTA has put up an equivalent amount as counterpart with a maturity of 30 years. The proceeds were utilized for the Rehabilitation of LRT Line 1. Another Subsidiary Loan Agreement was entered to finance the Rehabilitation of Rolling Stocks (LRT Line 1) on February 10, 1997, amounting to BFR 131,670,000.

### *III. Natexis Banque*

The Government of the French Republic and the Government of the Republic of the Philippines signed a Financial Protocol on December 18, 1995, by virtue of which the French Government has provided credit facilities to the Philippines amounting to FF162.051 million including a French Treasury grant of FF2.021 million and a French Treasury Loan of FF96.018 million. Relative to these mixed credits, LRTA entered into a contract with *Natexis Banque* (formerly Credit Nationale) on August 30, 1996, for a treasury loan of a maximum amount of FF33.834 million intended to finance the purchase of French goods and services relating to the Automated Fare Collection System Project. The loan is divided in successive portions, each of which corresponds to the drawings made by the *Natexis Banque* during a calendar quarter. Each of the loan, which has a duration of 21 years, is repayable within 19 years in 38 equal and successive half yearly installments and bears interest at the rate of 1 ½ percent per annum, computed on the disbursed and not yet repaid amount.

### *IV. Japan Bank International Corporation (JBIC)*

The Philippine Government entered into several Loan Agreements with the JBIC that financed the following LRTA projects:

<b>Ref.</b>	<b>Date of Agreement</b>	<b>Name of Project</b>	<b>Principal Amount In Yen</b>
PH-P-137	12-16-1993	Engineering services for Line 1 Capacity Expansion Project and LRT 2 construction	1,259,000,000
PH-P-148	12-20-1994	Line 1 Capacity Expansion Project, Phase1	9,795,000,000
PH-P-167	03-26-1996	Line 2 Project – Non-consulting services (Principal 1) and Consulting services (Principal II)	24,712,000,000
PH-P-171	10-14-1997	Line 2 Package 3 Project	26,344,000,000
PH-P-185	09-18-1998	Line 2 Package 4 Project	23,668,000,000
PH-P-211	04-07-2000	Line 1 Capacity Expansion	
PH-P211A	10-31-2000	Project Phase II	22,262,000,000

## 16. INTER-AGENCY PAYABLES

### 16.1 Current Inter- Agency Payables

<b>Particulars</b>	<b>2022</b>	<b>2021 (As restated)</b>
Due to LGUs	676,863,411	676,863,411
Due to BIR	26,932,404	17,105,680
Due to GSIS	8,344,010	8,354,165
Due to PhilHealth	1,134,453	653,713
Due to Pag-IBIG	877,220	884,263
Value Added Tax Payable	76,921	0
<b>Total</b>	<b>714,228,419</b>	<b>703,861,232</b>

*Due to Local Government Units (LGUs)* represent unpaid real property taxes on real property owned by LRTA located in Manila, Quezon City, Caloocan and Pasay. In its decision under GR. No. 155650 (MIAA vs. Court of Appeals, et. al.) dated July 20, 2006, the Supreme Court ruled that the Manila International Airport Authority (MIAA) is exempt from payment of real estate taxes on airport land, buildings, except those leased to private parties. Essentially, LRTA is similarly situated with MIAA in terms of the nature, manner and purpose of creation.

### 16.2 Non-Current Inter-Agency Payables

This pertains to advances by the BTr for the amortization of principal and interest on foreign loans incurred for LRT Lines 1 and 2 which could not be financed by corporate funds.



Particulars	2022	2021
<b>Regular Loans</b>		
Line 1		
Belgian State Loan (#12) BFr 150M	54,655,628	43,517,919
Belgian State Loan (#13) BFr 131.67M	50,273,685	40,306,967
OECF/JBIC Loan PH P 148 & 137	1,371,623,076	1,147,524,277
NG Spread for JBIC Loan PH P 137	4,924,305	4,008,481
NG Spread for JBIC Loan PH P 148	111,816,473	101,946,588
OECF/JBIC Loan PH P 211	1,864,526,206	1,565,588,035
OECF/JBIC Loan PH P 211A	141,794,125	113,644,587
NG Spread for JBIC Loan PH P 211 & 211A	309,819,823	259,160,411
French Protocol	60,204,123	49,185,368
Fortis Bank – Modernization Phase II	159,766	159,766
Fortis Bank – Modernization Phase II – NG Spread	(3,685)	(3,685)
Belgian State Loan (#14) Modernization Phase II	119,430,573	98,375,337
PCIR & New Money Bonds (1992 Financing Plan Bond Conversion)	574,185,054	574,185,054
Swiss Transfer Facility	391,517	391,516
Line 2		
OECF Loan PH P167	10,002,430,553	9,534,923,602
OECF Loan PH P171(including NG Spread)	14,739,571,927	14,088,722,476
OECF Loan PH P185 (including NG Spread)	4,402,420,605	4,158,465,190
Guarantee Fee Line1 –French Protocol & Line 2 – OECF PH P 167	1,038,746,111	1,023,947,045
Interest on Net Lending – Regular Loans Line 1 & Line 2	8,707,734,502	7,819,890,093
Interest on Net Lending – PCIR & NMBs	54,660,205	54,660,205
<b>Total Loans</b>	<b>43,609,364,572</b>	<b>40,678,599,232</b>
Other Payables	22,286,060	0
<b>Total</b>	<b>43,631,650,632</b>	<b>40,678,599,232</b>

#### 17. INTRA-AGENCY PAYABLES

Particulars	2022	2021
Due to Line 1 North Extension Project	1,283,353,083	1,283,353,083

#### 18. TRUST LIABILITIES

Particulars	2022	2021 (As restated)
Trust Liabilities	2,198,457,700	1,458,214,303
Guaranty/Security Deposit Payable	202,321,612	187,347,258

Particulars	2022	2021 (As restated)
Customers Deposits Payable	26,906,402	25,526,979
<b>Total</b>	<b>2,427,685,714</b>	<b>1,671,088,540</b>

*Trust Liabilities* represents the outstanding balance of fund transfers received mainly from the DOTr in compliance with various projects agreements requiring periodic liquidation.

*Guaranty/Security Deposit Payable* represents the amount of received/withheld cash from contractors required in the performance of the contract and security to correct all discovered defects and settle third party liabilities

*Customers Deposits Payable* represent the security deposits collected to Non-rail Lease Agreements to serve as security for payment of unpaid fees and possible damage caused during the installation and dismantling of advertising materials.

## 19. DEFERRED CREDITS AND UNEARNED REVENUE/INCOME

This account consists of the following:

Particulars	2022	2021 (As restated)
Deferred Credits	7,239,638	129,133
Unearned Revenue/Income	11,224,516	11,224,516
<b>Total</b>	<b>18,464,154</b>	<b>11,353,649</b>

### 19.1 Deferred Credits

Particulars	2022	2021 (As restated)
<b>Deferred Credits</b>	<b>7,239,638</b>	<b>129,133</b>

*Deferred Credits* or *Unearned Revenue/Income* represent the security deposits collected to Non-rail Lease Agreements to serve as security for payment of unpaid fees and possible damage caused during the installation and dismantling of advertising materials.

### 19.2 Unearned Revenue/Income

Particulars	2022	2021
<b>Unearned Revenue/Income</b>	<b>11,224,516</b>	<b>11,224,516</b>

## 20. OTHER PAYABLES

Particulars	2022	2021
<b>Other Payables</b>	<b>25,091,110</b>	<b>20,417,012</b>

*Other payables* represent obligations to various parties not falling under any of the specific payable accounts. This includes cash received by LRTA from Phoenix Omega Development Management Corporation (PODMC) for Line I lease agreement for the latter rental payment for remittance to LRMC.

## 21. PROVISIONS

Particulars	2022	2021
<b>Leave Benefits Payables</b>	<b>144,189,368</b>	<b>134,896,430</b>

*Leave Benefits Payables* represents the accrual of money value of the earned leave credits of LRTA personnel.

## 22. SERVICE AND BUSINESS INCOME

Particulars	2022	2021 (As Restated)
<b>Service Income</b>		
Fines and Penalties-Service Income	1,418,031	650,546
Other Service Income –		
Gross Availability Payment	41,863,318	42,467,266
<b>Total Service Income</b>	<b>43,281,349</b>	<b>43,117,812</b>
<b>Business Income</b>		
Transportation System Fees	625,077,529	229,962,479
Service Concession Revenue	260,884,593	260,884,593
Rental Income	103,678,314	71,119,849
Interest Income	29,129,108	68,724,128
Other Business Income	0	5,422,879
<b>Total Business Income</b>	<b>1,018,769,544</b>	<b>636,113,928</b>
<b>Total</b>	<b>1,062,050,893</b>	<b>679,231,740</b>

*Transportation System Fees* represents the amount of ticket sales from the revenue operation of LRT Line 2.

*Service Concession Revenue* represents the amount of accrual of the of the Total Concession Fee of P9.350 billion for the Service Concession Agreement (SCA) with Light Rail Manila Corporation (LRMC) for the Extension, Operations and Maintenance of Manila LRT1 System. The concession period is 32 years effective on September 12, 2015.

*Rental Income* includes income from non-rail business of the Authority such as commercial advertisements, stall rentals, land lease and inter-connection access.

*Interest Income* represents the amount of interests earned from deposits from the AGDBs of the Authority.

*Other Service Income – Gross Availability Payment* represents cash received from AF Payments, Inc. (AFPI) as specified under (Section 16.2 of) the Automated Fare Collection System (AFCS) Concession Agreement.

## 23. PERSONNEL SERVICES

This account consists of the following:

Particulars	2022	2021 (As restated)
Salaries and Wages	336,353,586	298,739,685
Other Compensation	140,280,929	113,943,026
Personnel Benefit Contributions	48,580,033	41,392,621
Other Personnel Benefits	59,465,683	62,928,794
<b>Total</b>	<b>584,680,231</b>	<b>517,004,126</b>

The increase in Salaries and Wages and Other Compensation is attributable to the implementation of adjustment in the salary rates of personnel under EO No. 150 s. 2021 Compensation and Position Classification System (CPCS) of GOCCs.

### 23.1 Salaries and Wages

Particulars	2022	2021 (As restated)
Salaries and Wages- Regular	210,643,267	188,935,603
Salaries and Wages- Casual/Contractual	125,710,319	109,804,082
<b>Total</b>	<b>336,353,586</b>	<b>298,739,685</b>

### 23.2 Other Compensation

Particulars	2022	2021 (As restated)
Year End Bonus	30,586,597	24,657,130
Mid-Year Bonus	26,990,336	24,803,231
Overtime Pay	19,441,177	16,229,599
Personal Economic Relief Allowance	17,885,409	18,167,091
Hazard Pay	6,755,500	5,586,000
Clothing Allowance	4,578,000	4,602,000
Cash Gift	3,763,250	3,737,000
Representation Allowance	2,972,625	2,806,250
Transportation Allowance	1,666,875	1,416,125
Longevity Pay	520,000	635,000
Directors & Committee Members Fee	364,000	0
Productivity Incentive Allowance	22,048	0
Other Bonus and Allowances	24,735,112	11,303,600
<b>Total</b>	<b>140,280,929</b>	<b>113,943,026</b>

### 23.3 Personnel Benefit Contributions

Particulars	2022	2021 (As restated)
Retirement and Life Insurance Premiums	40,326,737	35,383,197
PhilHealth Contributions	6,460,196	4,197,424
Employees Compensation Insurance Premiums	896,100	905,200
<b>Total</b>	<b>48,580,033</b>	<b>41,392,621</b>

### 23.4 Other Personnel Benefits

Particulars	2022	2021 (As restated)
Terminal Leave Benefits	35,491,818	26,388,862
Other Personnel Benefits	23,973,865	36,539,932
<b>Total</b>	<b>59,465,683</b>	<b>62,928,794</b>

## 24. MAINTENANCE AND OTHER OPERATING EXPENSES (MOOE)

This account consists of the following:

Particulars	2022	2021 (As restated)
Professional Services	70,453,870	48,666,761
Taxes, Insurance Premiums and Other Fees	41,272,156	35,982,097
Supplies and Materials Expenses	20,768,695	12,938,816
General Services	16,258,983	7,868,617
Repairs and Maintenance	3,684,285	19,756,888
Communication Expenses	3,013,654	3,494,989
Utility Expenses	2,482,052	2,121,165
Training and Scholarship Expenses	1,286,079	718,983
Awards/Rewards Expenses	160,000	0
Survey Expenses	45,000	359,000
Travelling Expenses	17,600	0
Other Maintenance and Operating Expenses	4,071,166	3,154,254
<b>Total</b>	<b>163,513,540</b>	<b>135,061,570</b>

### 24.1 Professional Services

Particulars	2022	2021 (As restated)
Consultancy Services	18,833,917	1,240,961
Auditing Services	9,421,810	8,316,300
Legal Services	1,108,072	1,438,067
Other Professional Services	41,090,070	37,671,432
<b>Total</b>	<b>70,453,869</b>	<b>48,666,760</b>

## 24.2 Taxes, Insurance Premiums and Other Fees

Particulars	2022	2021
Taxes, Duties and Licenses	30,369,728	25,895,196
Insurance Expenses	10,318,304	9,849,895
Fidelity Bond Premiums	584,124	237,006
<b>Total</b>	<b>41,272,156</b>	<b>35,982,097</b>

## 24.3 Supplies and Materials Expenses

Particulars	2022	2021 (As restated)
Fuel, Oil, and Lubricant Expenses	2,171,706	1,853,744
Office Supplies Expenses	4,082,969	2,581,218
Semi-Expendable-Machinery & Equipment Expenses	382,726	432,850
Semi-Expendable-Furniture & Fixture Expenses	409,226	0
Other Supplies and Material Expenses	13,722,068	8,071,004
<b>Total</b>	<b>20,768,695</b>	<b>12,938,816</b>

## 24.4 General Services

Particulars	2022	2021
<b>Security Services</b>	<b>16,258,983</b>	<b>7,868,617</b>

## 24.5 Repairs and Maintenance

Particulars	2022	2021 (As restated)
Repairs & Maintenance-Motor Vehicles	645,597	566,959
Repairs & Maintenance-Power & Energy	0	5,451,020
Repairs & Maintenance-Machinery & Equipment	0	11,568
Repairs & Maintenance-Office Building	2,699,313	28,919
Repairs & Maintenance-Office Equipment	0	46,750
Repairs & Maintenance-Trains	339,375	13,651,672
<b>Total</b>	<b>3,684,285</b>	<b>19,756,888</b>

## 24.6 Communication Expenses

Particulars	2022	2021 (As restated)
Telephone Expense-Mobile	1,259,400	1,184,500
Internet Subscription Expenses	1,165,753	1,684,322
Telephone Expense-Landline	560,118	603,675
Postage and Courier Services	28,383	12,239

Particulars	2022	2021 (As restated)
Cable, Satellite, Telegraph & Radio Expenses	0	10,253
<b>Total</b>	<b>3,013,654</b>	<b>3,494,989</b>

#### 24.7 Utility Expenses

Particulars	2022	2021 (As restated)
Electricity Expenses	2,474,982	2,108,950
Water Expenses	7,070	12,215
<b>Total</b>	<b>2,482,052</b>	<b>2,121,165</b>

#### 24.8 Training and Scholarship Expenses

Particulars	2022	2021 (As restated)
<b>Training Expenses</b>	<b>1,286,079</b>	<b>718,983</b>

#### 24.9 Awards/Rewards Expenses

Particulars	2022	2021
<b>Awards/Rewards Expenses</b>	<b>160,000</b>	<b>0</b>

#### 24.10 Survey Expenses

Particulars	2022	2021
<b>Survey Expenses</b>	<b>45,000</b>	<b>359,000</b>

#### 24.11 Travelling Expenses

Particulars	2022	2021
<b>Travelling Expenses-Local</b>	<b>17,600</b>	<b>0</b>

#### 24.12 Other Maintenance and Operating Expenses

Particulars	2022	2021 (As restated)
Representation Expenses	390,256	467,806
Miscellaneous & Extraordinary Expenses	77,954	83,421
Documentary Stamp Expenses	38,121	5,605
Printing & Binding Expenses	34,750	0
Advertising, Promotional & Marketing Expenses	33,054	0
Rent/Lease Expenses	3,600	0
Transportation & Delivery Expenses	3,514	28,450

Particulars	2022	2021 (As restated)
Other MOOE-Other Expenses	3,489,917	2,568,972
<b>Total</b>	<b>4,071,166</b>	<b>3,154,254</b>

## 25. FINANCIAL EXPENSES

Particulars	2022	2021
Interest Expenses	1,532,233,711	1,403,102,761
Bank Charges	656,596	918,423
<b>Total</b>	<b>1,532,890,307</b>	<b>1,404,021,184</b>

## 26. DIRECT COSTS

This account is comprised of the following:

Particulars	2022	2021 (As restated)
Maintenance LRT System	368,621,601	352,399,460
Overhead	270,641,240	250,549,409
Power	229,753,713	159,529,241
Materials	63,280,972	256,534,771
<b>Total</b>	<b>932,297,526</b>	<b>1,019,012,881</b>

*Direct Costs* represents the amount incurred from the labor, spare parts issued, power, and other overhead expenditures for operations in maintaining LRT Line 2 system.

## 27. NON-CASH EXPENSES

This account consists of the following:

Particulars	2022	2021 (As restated)
Depreciation	2,354,823,453	2,499,146,379
Impairment Loss	10,093,749	828,859
<b>Total</b>	<b>2,364,917,202</b>	<b>2,499,975,238</b>

### 27.1 Depreciation

Particulars	2022	2021
Depreciation-Service Concession Assets	1,367,040,369	1,503,008,948
Depreciation-Trains	412,345,392	515,182,727
Depreciation-Railway System	458,842,325	348,205,053
Depreciation-Buildings	26,359,429	26,359,429
Depreciation-Office Equipment	11,235,857	12,528,959



<b>Particulars</b>	<b>2022</b>	<b>2021</b>
Depreciation-Communication Equipment	0	3,938,714
Depreciation-ICT Equipment	3,306,363	4,113,857
Depreciation-Water Supply System	3,603,626	2,343,450
Depreciation-Motor Vehicle	2,189,358	1,894,571
Depreciation-Land Improvements	19,518,959	15,523,808
Depreciation-Furniture, Fixtures & Books	137,350	171,432
Depreciation-Other Equipment	36,258,133	35,306,247
Depreciation-Other Transportation Equipment	665,000	665,000
Depreciation-Other Structures	13,321,292	13,639,024
Depreciation-Electrification, Power & Energy Structure	0	16,265,160
<b>Total</b>	<b>2,354,823,453</b>	<b>2,499,146,379</b>

## 27.2 Impairment Loss

<b>Particulars</b>	<b>2022</b>	<b>2021</b>
Impairment Loss-Other Receivables	5,145,119	(252,508)
Impairment Loss-Spare parts Inventory	4,948,630	0
Impairment Loss-Operating Lease Receivable	0	1,081,367
<b>Total</b>	<b>10,093,749</b>	<b>828,859</b>

## 28. OTHER NON-OPERATING INCOME

<b>Particulars</b>	<b>2022</b>	<b>2021</b>
<b>Miscellaneous Income</b>	<b>1,554,180</b>	<b>0</b>

## 29. GAINS AND LOSSES

### 29.1 Gains

<b>Particulars</b>	<b>2022</b>	<b>2021</b> (As restated)
<b>Gain on Foreign Exchange (FOREX)</b>	<b>791,505,385</b>	<b>764,935,831</b>

### 29.2 Losses

<b>Particulars</b>	<b>2022</b>	<b>2021</b> (As restated)
Loss on FOREX	20,513,578	179,384
Loss on Sale of PPE	0	276,325,406
Loss on Impairment-Spare parts Inventory	0	(4,948,630)
Loss on Impairment-PPE	0	210,354,823
<b>Total</b>	<b>20,513,578</b>	<b>481,910,983</b>

*Gain/Loss on Foreign Exchange* is a result of repayment and revaluation of various foreign-denominated loans, especially JBIC loans. The 2022 foreign exchange rate was US\$1 to P56.120 compared to US\$1 to P50.774 in December 2021.

Particulars	2022	2021 (As restated)
Conversion Rate of a Dollar to Peso	56.120	50.774
Foreign Loans	12,372,825,528	15,550,227,470
Repayment Revaluation-Gain	1,335,826,617	1,860,523,576
Repayment Revaluation-Loss	436,776,658	2,465,873
<b>Total</b>	<b>14,145,428,803</b>	<b>17,413,216,919</b>
Gain on FOREX		
On Repayment (Realized)	95,378,629	46,349,782
On Revaluation (Unrealized)	695,098,117	717,955,480
On Dollar Deposit	1,028,638	513,840
On Foreign Currency Deposit	0	116,729
<b>Total</b>	<b>791,505,385</b>	<b>764,935,381</b>
Loss on FOREX		
On Repayment (Realized)	(11,905,826)	(17,518)
On Revaluation (Unrealized)	(8,254,931)	(161,866)
On Dollar Deposit	(352,821)	0
<b>Total</b>	<b>20,513,578</b>	<b>(179,384)</b>

### 30. SUBSIDY FROM NATIONAL GOVERNMENT

Particulars	2022	2021 (As restated)
<b>Subsidy</b>	<b>3,638,062,855</b>	<b>1,405,010,602</b>

*Subsidy from National Government* represents the received budgetary support from the Department of Budget and Management for the procurement of LRT Line maintenance contract, rehabilitation projects of LRT Lines 1 and 2 and operating subsidy. It also includes liquidation of capitalizable expenditures incurred from fund transfers from the DOTr for LRT extension projects.

### 31. GOVERNMENT EQUITY

The P3.0 billion approved capitalization of LRTA, under EO No. 603, amended by EO No. 830 and EO No. 210 on September 22, 1982, and July 7, 1987, respectively is almost fully subscribed amounting to P2.985 billion.

### 32. CONTRIBUTED CAPITAL

This account represents mainly the net assets from the consolidation of all accounts of Fund 101 and 102 under the Modified Disbursement Scheme (MDS) to LRTA books.

Separate sets of books of accounts were maintained for subsidies received by LRTA from the National Government, released thru the DOTr, formerly known as DOTC, under the Modified Disbursement Scheme (MDS), pursuant to the Special Provision under the General Appropriations Act.

The Commission on Audit recommended in the Annual Audit Reports for CYs 2010 and 2011 to recognize the indirect subsidies as LRTA's assets with a corresponding credit to the account "Deposits for Future Subscriptions" since ultimately the indirect subsidies received from the National Government will be converted into equity upon the enactment of a law increasing the capitalization of LRTA. The transactions pertaining to the receipt and utilization of the subsidies should be accounted and consolidated in the LRTA corporate books to ensure that the financial statements of LRTA present the complete picture of the Authority's financial position and results of operations.

This matter has been brought to the attention of the DOTr for definite guidelines. The consolidation of these accounts was implemented in year 2012 without prejudice to the maintenance of separate records and reportorial requirements of the DOTr.

### 33. ACCUMULATED DEFICIT

The amount represents the cumulative result of normal and continuous operations of LRTA including prior period effects of changes in accounting policy and errors.

### 34. RECONCILIATION OF NET CASH FLOW FROM OPERATING ACTIVITIES

<b>Cash Flows from Operating Activities</b>	<b>2022</b>	<b>2021</b>
<b>Cash Inflows</b>		
Collection of Revenue	725,158,620	309,639,791
Receipts of Assistance/Subsidy	1,018,152,000	1,018,152,000
Receipts of Intra-Agency Fund Transfers	0	0
Trust Receipts	831,605,085	25,964,171
Other Receipts	48,355,221	48,032,042
<b>Total Cash Inflows</b>	<b>2,623,270,926</b>	<b>1,401,788,004</b>
<b>Cash Outflows</b>		
Payment of Expenses	1,294,603,712	1,114,593,652
Purchase of Inventories	208,178,251	459,928,622
Remittance of Personnel Benefit	45,449,079	48,089,292
Contribution and Mandatory Deductions		
Other Disbursement	(2,716,245)	22,608,072
<b>Total Cash Outflows</b>	<b>1,545,514,797</b>	<b>1,645,219,638</b>
<b>Net Cash Provided by/(Used in) Operation</b>	<b>1,077,756,129</b>	<b>(243,431,634)</b>

- a. Increase in the Trust Receipts was due to the Receipt of Downloaded Funds thru DOTr for Line 1 SEP.
- b. Increase in the Payment of Personnel Services was due to the implementation of CPCS.

### 35. RECONCILIATION OF BUDGET AND ACTUAL INFORMATION

The annual budget of the LRTA is prepared on a cash basis in compliance with EO No. 91 dated September 19, 2019 and Section 36, Chapter 5, Book VI of EO No. 292 or the “Administrative Code of 1987” and is published in the government website.

Cash-based budgeting is a budget system that proposes cash-based appropriations, which guarantees and authorizes payments for the items (goods and services) that are included in the budget over a limited period of time, generally corresponding to the fiscal year in consideration.

An explanation of variance in the final budget and actual amounts of receipts is as follows:

Particulars	Final Budget (a)	Actual Amounts (b)	Difference (a-b)
<b>Receipts</b>			
National Government Subsidy	1,018,152,000	1,018,152,000	0
Subsidy/Downloaded Thru DOTr	1,144,334,324	819,763,428	324,570,896
Subsidy for Conversion of NG			
Advances	295,858,000	295,858,000	0
Corporate Funds	4,582,133,679	6,043,473,577	(1,461,339,898)
<i>Rail Revenues</i>	710,077,500	628,875,840	81,201,660
<i>Non-Rail Revenues</i>	230,691,738	197,929,331	32,762,407
<i>Prior Year's Subsidy</i>	2,422,515,394	2,422,515,394	0
<i>Other Corporate Funds</i>	1,218,849,047	2,794,153,012	(1,575,303,965)
Net Lending (BTr Advances)	2,981,618,852	3,225,786,092	(244,167,240)
<b>Total Receipts</b>	<b>10,022,096,855</b>	<b>11,403,033,097</b>	<b>(1,380,936,242)</b>
<b>Payments</b>			
Personal Services	643,479,363	569,401,142	74,078,221
Maintenance and Other Operating			
Expenses	1,260,746,073	984,933,896	275,812,177
Capital Outlay	4,794,850,062	615,441,829	4,179,408,233
Prior Years' Payables	41,723,505	0	41,723,505
Debt Service/ Financial Expenses	2,981,618,852	3,225,786,092	(244,167,240)
<i>Principal Repayment</i>	2,358,720,706	1,689,140,519	669,580,187
<i>Interest Payment</i>	622,898,146	1,536,645,573	(913,747,427)
Conversion of BTr Advances into			
Subsidy	295,858,000	295,858,000	0
<b>Total Payments</b>	<b>10,018,275,855</b>	<b>5,691,420,959</b>	<b>4,326,854,896</b>
<b>Net Receipts/Payments</b>	<b>3,821,000</b>	<b>5,711,612,138</b>	<b>(5,707,791,138)</b>

- a. Projections for downloaded funds thru DOTr for Line 1 PMO SEP & Line 2 PMO West Extension Project amounting to P1.144 billion while actual amount received was P819 million for Line 1 SEP only.
- b. Budgeted amount was only a projection, the difference between the budgeted and actual amount was due to the implementation of Libreng Sakay Program for students from August 2022 to November 2022.

- c. Target collection for 2022 was P230 million. Actual amount of collection from Lease was P197 million.
- d. The budgeted amount for Personnel Services includes the proposed additional positions for the Line 2 East additional two sections which were not yet filled-up, while actual amount includes salaries & wages and other allowances of existing filled-up positions.
- e. The budgeted amount for MOOE includes the projected expenses for the take-over of the maintenance of Line 2 System by LRTA effective July 1, 2022.
- f. The difference between the budget and actual was due to the inclusion of the reprogrammed prior years unobligated allotment for various projects.
- g. Debt Services Expenses were based on Actual Advances made by the BTR (using Due Date Exchange Rate) plus interest on Net Lending for the year ended December 31, 2022.

### 36. INCOME TAXES

LRTA is subject to Regular Corporate Income Tax (RCIT). However, a Minimum Corporate Income Tax (MCIT) computed at the rate of two percent shall be imposed whenever the amount of MCIT is greater than the RCIT due.

### 37. INFORMATION REQUIRED UNDER REVENUE REGULATIONS 15-2010 OF THE BUREAU OF INTERNAL REVENUE

The Bureau of Internal Revenue (BIR) issued on November 25, 2010, Revenue Regulations (RR) No. 15-2010, amending certain provisions of RR No. 21-2002, companies requiring to provide information on taxes, duties and license fees paid or accrued during the taxable year. In compliance with said requirements, shown below are the comparative taxes, duties and licenses paid and/or accrued during the year.

<b>Tax Type</b>	<b>2022</b>	<b>2021</b>	<b>Remarks</b>
Common Carriers	15,049,467	5,475,401	LRTA is a non-VAT registered entity on its railway operations. However, pursuant to RR No. 2-98, it is subject to Common Carriers' Tax at the rate of three percent of gross revenues on railway operations.

<b>Tax Type</b>	<b>2022</b>	<b>2021</b>	<b>Remarks</b>
Value-Added Tax	5,345,890	868,243	VAT output tax declaration on rental income with respect to the LRTA's non-rail operations as a VAT-registered entity.
Documentary Stamp	0	5,605	LRTA paid DST on Domestic Loans with its LBP Omnibus Credit Line of P1,767,271,000.
<b>Withholding Tax on:</b>			
a. Compensation and Benefits	43,493,286	32,356,151	
b. Creditable Withholding on:			
b.1 VAT	49,243,000	62,032,507	
b.2 EWT	19,779,273	22,834,190	
<b>All Other Taxes</b>			
a. Licenses and permits	1,392,190	4,702,251	
b. Car Registration	120,254	132,915	
<b>Total</b>	<b>134,423,360</b>	<b>128,407,263</b>	

a. Deficiency Tax Assessment

This pertains to the deficiency tax assessment of P9.3 million on VAT, withholding tax on compensation, expanded withholding tax and withholding VAT for CY 2003. LRTA filed on February 02, 2012, a protest on the BIR's Final Assessment Notice dated November 23, 2011. As of December 31, 2022, no reply has been received from the BIR.

b. Real Property Tax Assessments

The cases for assessment of Real Property Taxes filed in five cities in Metro Manila are as follows:

<b>Name of City</b>	<b>Amount</b>
Caloocan City	1,163,138,057
Manila	1,022,255,405
Pasay City	659,665,917
Quezon City	515,204,769
Marikina City	62,614,065
<b>Total</b>	<b>3,422,878,213</b>

### 38. OTHER MATTERS

There are several pending claims and lawsuits instituted by or against the Authority, which include, among others the following:

- 38.1** An Arbitration Case No. 88-001 was instituted by the Philippine National Construction Corporation (PNCC) against LRTA for the recovery of various claims in connection with the contract for the design, supply, construction, installation and financing of the Metro Manila Light Rail Transit System No. 1 in the original amount of P1.4 billion.

Management and its legal counsel believe that the outcome of other claims and lawsuits would not have a material effect on the current year financial statements.

#### 38.2 Civil Cases

Case Title	Status/Remarks
LRTA VS. SIGHTS AND SITES OUTDOOR ADVERTISING INC. R-RH-14-15654 RTC Branch 115, Pasay City	Scheduled for presentation of evidence.
LRTA VS. RAYMOND TRANSPORT and all other persons claiming rights over it. MTC Manila, Branch 18 Rey C. Mordeno (LRT Passenger) vs. LRTA et. Al.	RTC remanded the case to MeTC for submission of Position Paper.
R-RH-14-15648-N RTC Branch 118, Pasay City	Petition for Review on Certiorari was filed before the Supreme Court last May 2, 2023.
Automation Specialists & Power Exponents Inc. vs. LRTA Civil Case No. MC16-10688	Submitted for arbitration.
Isetann Department Store, Inc vs. LRTA Civil Case No. 10-122974 RTC Branch 54, Manila	Pending with Court Appeals
Phoenix Omega and Development Corporation vs. LRTA	Submitted for resolution by the Tribunal.
Special Proceeding No. RMNL-18-06682-SP LRTA vs. Alimatar Datumanong Malic (Jewelmal)	Case decided in favor of LRTA.
Case No. M-PSY-20-00083-CV	

<b>Case Title</b>	<b>Status/Remarks</b>
LRTA vs. Guidote Mercantile Corp. SCA No. 01101326 RTC Branch 52, Manila	Pending case in Regional Trial Court. There is an ongoing settlement of claims between the previous lawyer of Guidote and Guidote.
Jose Luis Quimson et. Al vs. LRTA SP No. 16135196 RTC Branch 36, Manila	Pending in court for continuation of presentation of evidence.
ICC Case No. 27011/HTG in the Matter of an Arbitration under the 2021 Arbitration Rules of the International Chamber of Commerce between: LRMC and DOTr and LRTA	Submitted for resolution on jurisdictional matter.

### 38.3 Tax Cases

<b>Cases</b>	<b>Status/Remarks</b>
LRTA vs. Commissioner of Internal Revenue Case No. 8746 3rd Division CTA Quezon City	LRTA filed a petition for Review before the Supreme Court on January 14, 2020. The Supreme Court rendered its decision on July 22, 2022, in favor of LRTA and remanded the case to the Court of Tax Appeals for decision.
LRTA vs. Commissioner of Internal Revenue Case No. 8893 1st Division	Motion to Quash Writ of Execution was denied by the CTA. However, CTA reminded BIR to follow the COA rules on the money claims against government agencies.
LRTA vs. Commissioner of Internal Revenue Case No. 8891 3rd Division	LRTA complied with the documentary requirements by the SC 3rd Division dated January 10, 2018. Awaiting resolution.
LRTA vs. Bureau of Internal Revenue represented by Caesar Dulay and/or Manuel Mapoy OSJ Case No. 04-2020	Continuation of the Preliminary Conference set on May 19, 2022.
<b>REAL PROPERTY</b>	
LRTA vs. City of Pasay represented by the City Treasurer and the City Assessor Case No. R-RS-12-09347-CV RTC Branch 109, Pasay City	Supreme Court decided in favor of LRTA.
LRTA vs. City of Caloocan represented by the City Treasurer and the City	Pending with the Supreme Court.



<b>Cases</b>	<b>Status/Remarks</b>
Assessor  SCA Case No. C-1080-2012 RTC Branch 126, Caloocan City	
LRTA vs. City of Manila represented by the City Treasurer and the City Assessor	Case submitted for resolution.
SCA Case No. 21292-5 LRTA vs. City of Marikina represented by the City Treasurer and the City Assessor	Case pending with trial court. The City Assessor recognized earlier the Supreme Court decision on Real property tax.
SCA Case No. 12-838 RTC Branch 263, Marikina City	

#### **38.4 Line 1 Expropriation Cases**

<b>Cases</b>	<b>Status/Remarks</b>
<b>PACKAGE 1</b>	
LRTA vs. Heirs of Eleuteria Bernardo  Civil Case No. 11-0053/ Branch 195 Paranaque	Case is now terminated pending payment of just compensation.
LRTA vs. Heirs of Faustino Bernardo  Civil Case No. 11-0052 Branch 274 Paranaque	Case is now terminated, Board approved the proposed sale.
LRTA vs. Antonio F. Bernardo  Civil Case No. 08-0265 Branch 195 Paranaque	Court granted the Writ of Possession and appointed the Board of Commissioners.
LRTA vs. Camille Clarisse P. Co  Civil Case No. 2020-062 Branch 196 Paranaque	Ongoing trial.
LRTA vs. Stella Rodriguez et. al  Civil Case No. 2020-078 Branch 274 Paranaque	Awaiting decision of Board of Commissioners.
LRTA vs. Heirs of Faustino Bernardo et. al.  Civil Case No. 2020-107 Branch 257 Paranaque	LRTA Board approved the proposed sale.

<b>Cases</b>	<b>Status/Remarks</b>
LRTA vs. Adelfa Properties, Inc.  Civil Case No. 2020-114 Branch 257 Paranaque	Awaiting decision of Board of Commissioners.
LRTA vs. Rosario de Leon and Fine Properties Inc.  Civil Case No. 2020-115 Branch 257 Paranaque	Awaiting decision of Board of Commissioners.
<b>PACKAGE 2</b>	
LRTA vs. Carmen Miranda and Heirs of Catalina Aguilar  SCA Case No. 08-0029 Branch 255 Las Pinas	The court already issued its decision for the payment of just compensation.
LRTA vs. Sarao Motors, Inc.  SCA Case No. 08-001 Branch 198, Las Pinas	Motion for withdrawal of the complaint already granted. Affected by the new alignment.
LRTA vs. Carmen Miranda Villanueva  Civil Case No. 21-0001 RTC Branch 254, Las Pinas	Awaiting for the grant of the motion for withdrawal of the complaint. Affected by the new alignment.
LRTA vs. Sps. Nestor and Norma Lim  Civil Case No. 20-0006 Branch 201, Las Pinas	Motion for withdrawal of the complaint already granted. Affected by the new alignment.
LRTA vs. Sps. Noel and Irish Lim  Civil Case No. 20-0004 Branch 198, Las Pinas	Motion for withdrawal of the complaint already granted. Affected by the new alignment.
LRTA vs. Eduardo de Leon  Civil Case No. 20-0005 RTC Branch 253, Las Pinas	Writ of possession already served. Ongoing trial.
LRTA vs. Eartheaven Eco Community Inc.  Civil Case No. 20-0003 RTC Branch 275, Las Pinas	Pending with Court of Appeals.
LRTA vs. Unknown Owner  Civil Case SCA2 21-002	Ongoing trial.
LRTA vs. Rosario V. Delfin married to Mariano G. Bondoc  SCA Case No. 21-0003	Ex-Parte Motion for Issuance of WOP was granted.

<b>Cases</b>	<b>Status/Remarks</b>
RTC Branch 201, Las Pinas	
LRTA vs. Rosario V. Delfin De Bondoc, substituted by Antonio Delfin Bondoc, Ramon Delfin Bondoc, Eduardo Delfin Bondoc and Mariano Delfin Bondoc Jr.	Awaiting decision of Board of Commissioners.
SCA Case No. 21-0004 RTC Branch 201, Las Pinas	
<b>PACKAGE 3</b>	
LRTA vs. Julian Gregorio et. al	Court granted the motion for writ of possession. Awaiting decision of Board of Commissioners.
BCV No. 2014-223 Branch 19, Cavite	
LRTA vs. Cesar Eusebio	Ongoing expropriation proceeding. Defendant manifested that LRTA should purchase the orphaned lot. Board of Commissioners convened on May 19, 2022.
BCV No. 2011-45 Branch 89, Bacoor Cavite	
LRTA vs. Estate of Marcela Cuenca et. al.	Awaiting for the issuance of the Writ of Possession.
BCV No. 2009-104 Branch 89, Bacoor Cavite	
LRTA vs. Lucia Kalinisan et. al. (co-owner, Adelfa Properties Inc.)	Ongoing expropriation proceeding. Pre-trial re-scheduled to May 24, 2022.
BCV No. 2011-45 Branch 89, Bacoor Cavite	

### 38.5 Labor Cases

<b>Cases</b>	<b>Status/Remarks</b>
Ancheta, Joane et. al vs. Variance Security Agency & NLRC	With pending verified comment/opposition.
NLRC NCR No. 11-13663-15	
LRTA vs. Joanne Ancheta et. al.	LRTA submitted a Compliance to the CA in relation to the April 10, 2018 CA decision.
CA-GR SP No. 148759	
Variance Security Agency Corp vs. NLRC, Joanne Ancheta et. al.	Awaiting resolution.
CA-GR SP No. 149440	
Miguel B. Robles vs. MTOI and LRTA	Pending with NLRC.
CA GR SP No. 104848	

<b>Cases</b>	<b>Status/Remarks</b>
LRTA vs. Hon. Labor Arbiter Madjayran H. Ajan and Hon. Sheriff Ireneo dela Cruz of NLRC	On appeal.
NLRC Lic No. 07-12-12	
LRTA vs. NLRC, Hon. Michelle P. Pagtalunan, et. al.	The NLRC 4th division issued an Entry of Judgement dated June 3, 2013 denying private respondents Motion to Vacate the Decision for lack of merit.
NLRC NCR Case No. 30-02-01191-02	
LRTA vs. Bienvenido Alvarez et. al.	Awaiting the NLRC decision on the appeal of LRTA.
NLRC Case No. 046112-05	
MTOI vs. Emilio et. al	On appeal.
GR No. 203542	
Emmanuel S. Hugo et. al vs. MTOI et. al.	NLRC 2nd Division held METRO solely liable for the monetary claims such decision became final and executory.
NLRC Case No.30-1191-02	
Emmanuel S. Hugo et. al. vs. NLRC	Awaiting resolution of the Motion for Reconsideration filed by LRTA.
CA GR SP. No. 130659	
Leopoldo Mendoza vs. MTOI and LRTA	Awaiting the NLRC decision on the appeal of complaint.
NLRC NCR Case No. 00-07-08504-03	
Marcelino Manahan vs. MTOI and LRTA	Enforcement of the writ of execution remains suspended because the complainants were ordered to file their claims with the COA.
NLRC NCR Case No. 00-07-08857-03	
LRTA vs. NLRC, Alabarca, et. al.	Awaiting resolution of the Petition for Certiorari filed with the CA.
CA GR SP No. 93092	
LRTA vs. Romulo Mendoza et. al.	Certain amount approved by DBM. No payment is made yet to the complainants.
GR No. 202322	
Esperanza A. Flores, Nelmer B. Espinosa, Roberto A. Soler, Prospero E. Parde,Jr. and George D. Deguia, for themselves and behalf of 224 other former LRTA employees vs. LRTA	The Court of Appeals Third Division dismissed the appeal of the petitioners. Decision in favor of LRTA.
SCA Case No. 18-00073-SC RTC Branch 71, Pasig City	
Edgar C. Malit, et. al. vs. MTOI, LRTA; Rodolfo Tan vs. MTOI, LRTA; Rolando A. Avendano vs. MTOI, LRTA	The Court of Appeals Seventh Division dismissed the appeal of the petitioners. Decision in favor of LRTA.

<b>Cases</b>	<b>Status/Remarks</b>
Lolita B. Atis et. al. vs. MTOI/LRTA	Motion for pre-execution conference. Execution is limited to MTOI and LRTA. Decision in favor of LRTA.
Ramon Catalan vs. MTOI/LRTA	Awaiting resolution.
NLRC NCR Case No. 00-07-08543-2003	
Edwin R. Moronia et. al. vs. MTOI/LRTA	Pending with the Commission on Audit Proper.
RCMB-NCR-RTA-08-0207-2019	
Raymond Vasquez et. al. vs. LRTA/MTOI	Pending with the Commission on Audit Proper.
RCMB-NCR-OSG-SENA-04-0024-2019	
Joselito Espineli et. al. vs. MTOI	LRTA filed its position paper.
NLRC 07-00111-21	
Nancy Franco et. al. vs. MTOI/LRTA	For conciliation.
SEAD No. NLRC-RAB-00448-21	
Ronie F. Billones et. al. vs. Metro Transit Organization Inc. and Light Rail Transit Authority et. al.	Ongoing litigation.
NLRC-CA No. 046842-05	

### **39. KEY MANAGEMENT PERSONNEL**

#### **a. Members of the Board**

Chairman of the Board	Sec. Jaime J. Bautista	DOTr
Ex-Officio-Member	Atty. Hernando T. Cabrera	LRTA
Ex-Officio-Member	Sec. Amenah F. Pangandaman	DBM
Ex-Officio-Member	Sec. Manuel M. Bonoan	DPWH
Ex-Officio-Member	Sec. Benjamin E. Diokno	DOF
Ex-Officio-Member	Atty. Romando S. Artes	MMDA
Ex-Officio-Member	Atty. Teofilo E. Guadiz III	MMDA
Ex-Officio-Member	Sec. Arsenio M. Balisacan	NEDA
Appointive Member	Atty. Dimapuno R. Datu	Private Sector

**b. LRTA Key Officials**

LRTA Administrator	Atty. Hernando T. Cabrera
Officer-in-Charge (OIC) - Deputy Administrator for Administrative, Finance and Automated Fare Collection System and Concurrent Legal Department Manager	Atty. Jose Jobel V. Belarmino
OIC - Administrative Department	Ms. Divina J. Guison
Manager, Finance Department	Ms. Marilou B. Liscano
Manager, Automated Fare Collection System Services Department	Mr. Nicolas G. Ombao
Deputy Administrator for Operations And Engineering	Mr. Paul Y. Chua PhD CESO III
Manager, Line 1 Operations Department (CAMT Head)	Mr. Felix Gerard R. Leyson
Manager, Line 2 Operations Department	Mr. Raymond C. Vazquez
Manager, Lines 1 and 2 Engineering Department	Engr. Santos A. Abrazado
Manager, Line 1 South Extension Project	Ms. Eleonor C. Palaypayon
Manager, Line 2 West and East Extension Projects	Engr. Joseph Dexter S. Buenconsejo