

# **NIGERIAN RAILWAY CORPORATION**



## **FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2023**

**GBENGA BADEJO & CO.  
(CHARTERED ACCOUNTANTS)**

A Correspondent Firm of Reanda International. An International Network of Independent Accounting and Consulting Firms.

# NIGERIAN RAILWAY CORPORATION

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# NIGERIAN RAILWAY CORPORATION

## CORPORATE INFORMATION

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### BOARD OF DIRECTORS

Engr. Ibrahim Alhassan Musa	Chairman
Engr. F.E. Okhiria	Managing Director/Chief Executive Officer
Rt. Hon. Adetunji Orisalade	Member
Ms. Obukome Ibru	Member
Dr. Gabriel Longpet	Member
Maj. Gen Richard Chioba (Rtd)	Member
Engr. Yakubu Bello	Member
Brig. Gen. Aliyu Kama (Rtd)	Member
Otunba Gbenga Elegbeleye	Member
Abubakar B. Jijiwa MFR	Member
Hon. Paul Gowon Haruna	Member
Musa Bayero Mohammed	Member
AIG. Umar U. Shehu (Rtd)	Member
Hon. Dele Obadina (MHR)	Member
Comrade Kayode Opeifa (Ph.D)	Member
Prof. Nnamdi O. Obianeri	Member
Idris Othman Waziri	Member
Hon. Charles Idahosa	Member
Hon. Musa Mahmood	Member
Hon. Alli Bukar Dalori	Member
Sen. Bello Maitama	Member
Dr. Mercy Olanike Ilori	Federal Ministry of Transport - Representative

**NB: The board was dissolved by President Bola Ahmed Tinubu on 16 June 2023**

### KEY MANAGEMENT PERSONNEL

Engr. F. E. Okhiria	Managing Director/Chief Executive Officer
Mrs. Mojisola Adetunji	Director of Finance and Accounts
Dr. Albert Asowata	Director of Medical Services
Engr. Jerry Oche	Director of Mechanical/Electrical/Signal/Telecom
Engr. A.O. Ayeni	Director of Civil Engineering/New Lines
Dr. Mrs. Monsurat Omotayo	Director of Administration/Human Resources
Mr. Akin Osinowo	Director of Operations and Commercial
Mr. Ben Iloanusi	Director of Procurement
Mr. Yakub Mahmood	Deputy Director Public Relations
Mrs. Lilian Olekanma	Assistant Director Audit
Barr. Obiora Emedolibe	Secretary to the Corporation/Director Legal

### CORPORATE HEADQUARTERS

Railway Headquarters  
1, Oke-Ira Road, Railway Compound,  
Ebute Metta,  
Lagos State.

### TAX IDENTIFICATION NUMBER

02968958 - 0001

### INDEPENDENT AUDITORS

Gbenga Badejo & Co.,  
(Chartered Accountants),  
A Correspondent Firm of Reanda International. An International Network of Independent Accounting and Consulting Firms.  
Plot 8A, Ajumobi Olorunoje Street,  
By First Bank, Off Acme Road, Agidingbi, Ikeja, Lagos State.  
Tel.: 0809 622 7865  
Email: info@gbc-consult.com  
Website: www.gbc-consult.com

### SOLE BANKER

Central Bank of Nigeria

# NIGERIAN RAILWAY CORPORATION

## FINANCIAL HIGHLIGHTS

FOR THE YEAR ENDED 31 DECEMBER, 2023.

	2023	2022	Increase/ (Decrease)
	N	N	%
<b>MAJOR FINANCIAL PERFORMANCE ITEMS</b>			
Revenue from Non-Exchange Transaction	12,124,750,357	8,033,383,202	51
Revenue from Exchange Transaction	7,047,989,308	5,302,064,069	33
Total Expenditure	44,051,906,875	33,807,362,187	30
<b>Deficit for the year</b>	<b>(24,879,167,210)</b>	<b>(20,471,914,916)</b>	22
Transferred to Consolidated Revenue Fund	1,527,544,404	3,815,245,368	(60)
<b>Net Deficit for the year</b>	<b>(26,406,711,615)</b>	<b>(24,287,160,284)</b>	9
<b>MAJOR STATEMENT OF FINANCIAL POSITION ITEMS</b>			
Property, Plant and Equipment	425,468,325,204	441,625,809,751	(4)
Current Assets	14,131,928,575	11,270,521,063	25
Total Assets	876,994,846,814	890,290,923,849	(1)
Current Liabilities	542,633,829	331,959,445	63
Non-Current Liabilities	1,057,372,667,110	1,045,066,712,394	1
Net Assets/Capital Fund	(180,920,454,125)	(155,107,747,992)	17

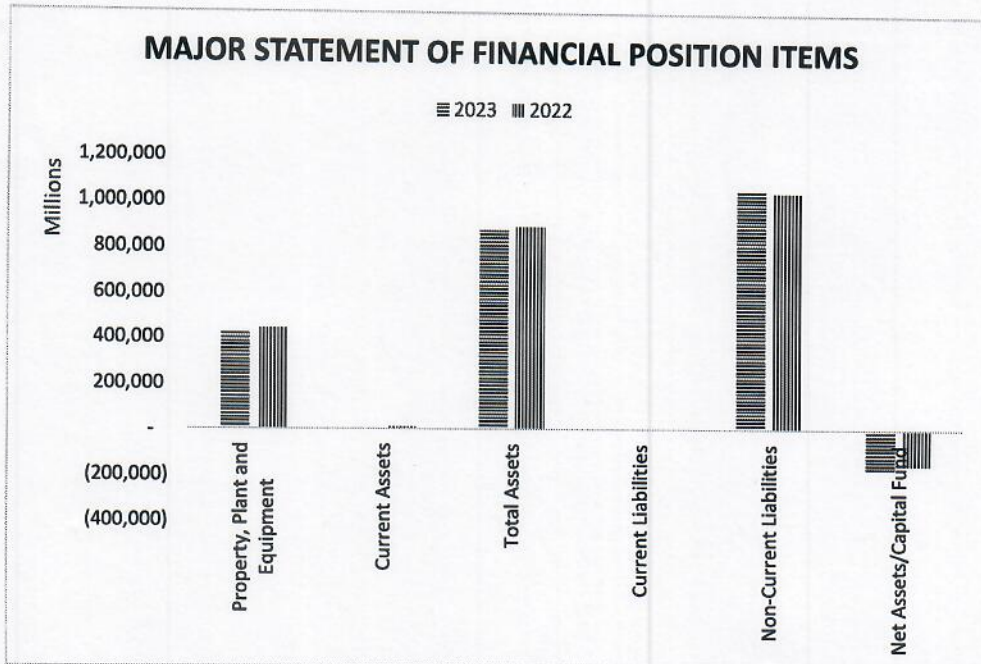
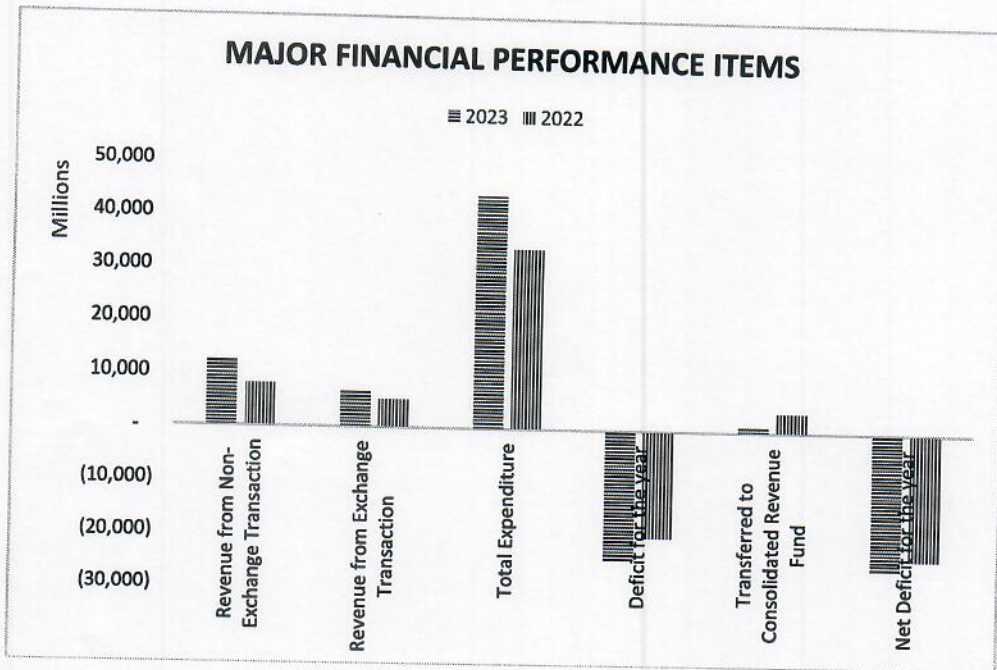
## EXTRACT FROM THE STATEMENT OF COMPARISON OF BUDGET AND ACTUAL AMOUNTS FOR THE YEAR ENDED 31 DECEMBER, 2023

	Original and Final Budget	Actual Comparative Basis	(Adverse)/ Favourable
Salaries, Wages and Other Benefits	11,055,712,800	19,532,096,453	(8,476,383,653)
Other Operating Expenditure	126,181,600	7,683,947,989	(7,557,766,389)
Capital Expenditure and Others	27,114,856,854	7,538,894,291	19,575,962,563
<b>Total</b>	<b>38,296,751,254</b>	<b>34,754,938,733</b>	<b>3,541,812,521</b>



# NIGERIAN RAILWAY CORPORATION

## FINANCIAL HIGHLIGHTS - GRAPHICAL REPRESENTATION FOR THE YEAR ENDED 31 DECEMBER, 2023.



# NIGERIAN RAILWAY CORPORATION

## REPORT OF THE DIRECTORS FOR THE YEAR ENDED 31 DECEMBER, 2023.

The Directors present to the members of the Corporation their report together with the audited financial statements for the year ended 31 December, 2023

### 1. PRINCIPAL ACTIVITIES

The Corporation came into existence on 3rd October, 1912 by the merger of Lagos Government Railway and the Baro-Kano Railway. It however became an autonomous public corporation created by an Act of Parliament - the Nigerian Railway Corporation Act (1955) as amended with the original objectives of "carriage of passengers and goods in the manner that will offer full value and quality of service, ensure safety of operations and maximum efficiency, meet social responsibility in a manner that will meet the requirements of rail users, trade, commerce and the general public.

### 2. STATE OF AFFAIRS

In the opinion of the Directors, the state of affairs of the Corporation is satisfactory and there has been no material change since the date of the financial position.

### 3. RESULTS FOR THE YEAR

	2023 N	2022 N	Change %
Revenue from Non-Exchange Transactions	12,124,750,357	8,033,383,202	51
Revenue from Exchange Transactions	7,047,989,308	5,302,064,069	33
<b>Total Revenue</b>	<b>19,172,739,665</b>	<b>13,335,447,271</b>	<b>44</b>
Total Expenditure	(44,051,906,875)	(33,807,362,187)	30
<b>Deficit for the year</b>	<b>(24,879,167,210)</b>	<b>(20,471,914,916)</b>	<b>22</b>
Transferred to Consolidated Revenue Fund	(1,527,544,404)	(3,815,245,368)	(60)
<b>Net Deficit for the year</b>	<b>(26,406,711,615)</b>	<b>(24,287,160,284)</b>	<b>9</b>

### 4. DISTRICTS HEADQUARTERS / MANAGERS

Nigerian Railway Corporation has eight geographical district offices and a liaison office situated across the federation. These offices are saddled with the responsibility of overseeing the operations of the stations within them. Below are the list and addresses of these district/liaison offices and their respective district managers (RDM):-

Engr. Augustine Lord Mbakwe Arisa	<b>Lagos District</b> Ebute Metta Junction Alagomeji Bus Stop Yaba, Lagos State
Mr. Ibrahim Mohammed Modibo	<b>Eastern District</b> Enugu City, Enugu State
Engr. Angelique N. Ikwuka	<b>Western District</b> Dugbe Ibadan, Oyo State
Engr. Olakunle Habib Alaka	<b>Northern District</b> Zaria, Kaduna State
Engr. Aliyu Mainasara	<b>North Eastern District</b> Bauchi Town, Bauchi State
Mr. Austen Utiung Ashibekong	<b>North Central District</b> Kafanchan, Kaduna State
Engr. Sulaimon Obafunso	<b>North Western District</b> Minna, Niger State
Engr. Abdulganiyu Sanni	<b>Agbor District</b> Agbor Town, Delta State
Mr. Victor Adamu	<b>Abuja - Kaduna Train Service (AKTS)/Liaison Office</b> Idu Train Station, Idu - Abuja



# NIGERIAN RAILWAY CORPORATION

REPORT OF THE DIRECTORS (CONTINUED)  
FOR THE YEAR ENDED 31 DECEMBER, 2023.

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## 5. EMPLOYEE HEALTH, SAFETY AND WELFARE

The Corporation is fully committed to employees' well-being and would continue to seek better ways of guaranteeing their well-being. The Corporation provides subsidy to all employees for medical, transportation, housing etc.

## 6. EMPLOYMENT OF DISABLED PERSONS

The Corporation has an employment policy which does not discriminate against the disabled.

## 7. CHARITABLE DONATIONS

The Corporation did not make any charitable donations during the year ended 2023 (2022: Nil).

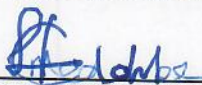
## 8. EVENTS AFTER THE REPORTING DATE

There were no significant events after the reporting date which could have had a material effect on the state of affairs of the Corporation as at 31 December 2023 which have not been adequately provided or considered.

## 9. AUDITORS

The Auditors, Messrs. **Gbenga Badejo & Co. (Chartered Accountants)** has accepted to continue as Auditors to Nigerian Railway Corporation in line with the provision of Section 401 (1) of the Companies and Allied Matters Act, CAP C20, LFN 2022.

## BY ORDER OF THE BOARD



SECRETARY TO THE BOARD  
FRC/2024/PRO/NBA/004/197533

DATE: 19/01 2024

# NIGERIAN RAILWAY CORPORATION

## STATEMENT OF THE DIRECTORS' RESPONSIBILITIES FOR THE YEAR ENDED 31 DECEMBER, 2023

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The Financial Regulation requires the Nigerian Railway Corporation Management Board to prepare the financial statements for each financial year that give a true and fair view of the state of financial affairs of the Corporation at the end of the year and of its surplus or deficit. The responsibility include ensuring that the Entity:

- a) keeps proper accounting records that disclose, with reasonable accuracy, the financial position of the Corporation.
- b) establishes adequate internal controls to safeguard its assets and to prevent and detect fraud and other irregularities: and
- c) prepares its financial statements using suitable accounting policies supported by reasonable and prudent judgments and estimates that are consistently applied.

The Directors accept responsibility for the annual financial statements, which have been prepared using appropriate accounting policies supported by reasonable and prudent judgments and estimates, in conformity with the International Public Sector Accounting Standards as issued by the International Public Sector Accounting Standards Board, Financial Regulation Act, Financial Reporting Council of Nigeria Amendment Act, 2023 and the requirements of the Railway Corporation Act of 1995.

The Directors are of the opinion that the financial statements give a true and fair view of the state of the financial affairs of the Corporation and of its surplus. The Directors further accept responsibility for the maintenance of accounting records that may be relied upon in the preparation of financial statements, as well as adequate systems of internal financial control.

Nothing has come to the attention of the Directors to indicate that the Corporation will not remain a going concern for at least twelve months from the date of this statement.



Engr. F.E. Okhiria  
Managing Director  
FRCN: FRC/2024/PRO/COREN/004/197533

Date: 12/08/2024



Mrs. Mojisola Adetunji  
Director, Finance and Account  
FRCN: FRC/2024/PRO/ICAN/001/38158

Date: ..... 2024



## **REPORT OF THE INDEPENDENT AUDITORS TO THE MEMBERS OF NIGERIAN RAILWAY CORPORATION**

We have audited the accompanying Financial Statements of Nigerian Railway Corporation. These Financial Statements comprises of Statement of Financial Position as at 31 December, 2023, Statement of Profit or Loss and Other Comprehensive Income, Statement of Changes in Equity, Statement of Cashflows, Summary of significant Accounting policies and other explanatory notes for the year ended 31 December, 2023.

### **OPINION**

In our opinion, the accompanying Financial Statements give a true and fair view of the financial position of Nigeria Railway Corporation as at 31 December, 2023 and of the financial performance and cash flows for the year ended in accordance with International Public Sector Accounting Standard as issued by the International Public Sector Accounting Standard Board, Financial Reporting Council of Nigeria Amendment Act, 2023 and the requirements of Nigerian Railway Corporation Board Act 1990 as amended and other circulars.

### **BASIS FOR OUR OPINION**

We conducted our audit in accordance with International Standards on Auditing (ISAs).

Our responsibilities under those standards are further described in the Auditors' responsibilities for the audit of the Financial Statements section of our report.

We are independent of the Corporation in accordance with the Institute of Chartered Accountants of Nigeria (ICAN) Professional Code of Conduct and Guide for Accountants and other independence requirements applicable to performing audits of financial statements in Nigeria. We have fulfilled our other ethical responsibilities in accordance with the ICAN code and in accordance with other ethical audits in Nigeria. The ICAN Code is consistent with the International Ethics Standards Board for Accountants Code of Ethics for Professional Accountants. We believe that the audit evidences we have obtained is sufficient and appropriate to provide a basis for our opinion.

### **KEY AUDIT MATTERS**

Key audit matters are those matters that, in our professional judgement, were of most significance in our audit of the financial statement. These matter were addressed in the context of our audit of the financial statement and in forming our opinion thereon, and we do not provide a separate opinion on these matters.

### **Other Information in the Annual Report**

The directors are responsible for the other information. The other information comprises all the information in the Nigerian Railway Corporation's annual report other than the Corporation's financial statements and our auditor's report thereon ("the Other Information").

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

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



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**REPORT OF THE INDEPENDENT AUDITORS (CONTINUED)  
TO THE MEMBERS OF NIGERIAN RAILWAY CORPORATION**

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**Responsibilities of the Directors and Those Charged with Governance for the Financial Statements**

The Directors are responsible for the preparation and fair presentation of the financial statements in accordance with the International Public Sector Accounting Standards and the requirement of Nigerian Railway Corporation Board Act 1990 as amended, other circulars and guidelines issued by the Financial Reporting Council Amendment Act 2023 and for such internal control as the directors determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the directors are responsible for assessing the corporation's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the directors either intends to liquidate the corporation or to cease operations, or have no realistic alternative but to do so.

**Auditor's Responsibilities for the Audit of the Financial Statements**

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with ISAs, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error; design and perform audit procedures responsive to those risks; and, obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the internal control.

Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by directors.

Conclude on the appropriateness of directors' use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Corporation's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Corporation to cease to continue as a going concern.



**REPORT OF THE INDEPENDENT AUDITORS (CONTINUED)  
TO THE MEMBERS OF NIGERIAN RAILWAY CORPORATION**

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Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with the directors regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

We also provide the directors with a statement that we have complied with relevant ethical requirements regarding independence, and to communicate with them all relationships and other matters that may reasonably be thought to bear on our independence, and where applicable, related safeguards.

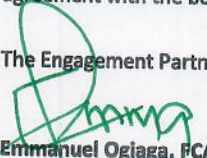
From the matters communicated with the directors, we determine those matters that were of most significance in the audit of the financial statements of the current period and are therefore the key audit matters. We describe these matters in our auditor's report unless law or regulation precludes public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

**Report on Other Legal Requirements**

The Nigerian Railway Corporation Act 1990 as amended requires that in carrying out our audit we consider and report to you on the following matters. We confirm that:

- i. We have obtained all the information and explanations which to the best of our knowledge and belief were necessary for the purpose of our audit;
- ii. In our opinion, proper books of account have been kept by the Corporation; and
- iii. The Corporation's statement of financial position and statement of profit or loss and other comprehensive income are in agreement with the books of account.

The Engagement Partner on the audit resulting in this independent auditor's report is :-

  
Emmanuel Ogiaga, FCA  
FRC/2021/PRO/ICAN/004/00000024269  
Gbenga Badejo & Co.  
(Chartered Accountants),  
Lagos State, Nigeria.

DATE: 21/8, 2024



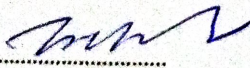


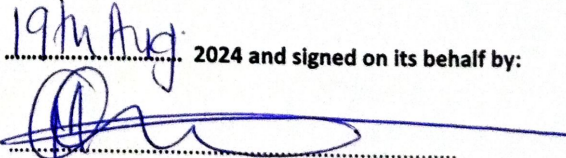
# NIGERIAN RAILWAY CORPORATION

## STATEMENT OF FINANCIAL POSITION FOR THE YEAR ENDED 31 DECEMBER,

ASSET	NOTES	2023 N	2022 N
<b>NON-CURRENT ASSETS</b>			
Property, Plant and Equipment	6	425,468,325,204	441,625,809,751
Capital Work-in-Progress	6.6	434,854,236,061	434,854,236,061
Investment Valued at other Comprehensive Income	7	2,540,356,974	2,540,356,974
<b>TOTAL NON CURRENT ASSET</b>		<b>862,862,918,239</b>	<b>879,020,402,786</b>
<b>CURRENT ASSETS</b>			
Bank Balances	8	3,337,031,058	570,573,092
Capital and Overhead Account	9	5,370,475,239	5,371,361,372
Inventories	10	5,403,674,413	5,307,838,734
Trade and Other Receivables	11	20,747,865	20,747,865
<b>TOTAL CURRENT ASSETS</b>		<b>14,131,928,575</b>	<b>11,270,521,063</b>
<b>TOTAL ASSETS</b>		<b>876,994,846,814</b>	<b>890,290,923,849</b>
<b>LIABILITIES AND CAPITAL FUNDS</b>			
<b>CURRENT LIABILITIES</b>			
Trade and Other Payables - Exchange Transaction	12.1	1,750,790	1,750,790
Trade and Other Payables - Non-Exchange Transaction	12.2	540,883,039	330,208,655
		<b>542,633,829</b>	<b>331,959,445</b>
<b>NON - CURRENT LIABILITIES</b>			
Federal Government Loans	16	675,820,738,843	675,820,738,843
Debt Management Office (DMO) Loan	17	-	-
Loan from China Government	18	-	-
Federal Government Fund	19	381,551,928,267	369,245,973,551
<b>Total Non-Current Liabilities</b>		<b>1,057,372,667,110</b>	<b>1,045,066,712,394</b>
<b>TOTAL LIABILITIES</b>		<b>1,057,915,300,939</b>	<b>1,045,398,671,839</b>
<b>TOTAL ASSETS LESS TOTAL LIABILITIES</b>		<b>(180,920,454,125)</b>	<b>(155,107,747,990)</b>
<b>NET ASSETS/CAPITAL FUNDS</b>			
Capital Reserve Account	13	50,826,253	50,826,253
Federal Government Capital Fund	14	433,290,175	5,370,473,155
Fair Value Reserve - OCI	15.1	2,522,077,974	2,522,077,974
Accumulated Revenue Fund	15	(183,926,648,527)	(163,051,125,375)
		<b>(180,920,454,125)</b>	<b>(155,107,747,992)</b>
<b>TOTAL CAPITAL FUNDS AND LIABILITIES</b>		<b>876,994,846,814</b>	<b>890,290,923,849</b>

These Financial Statements were approved by the Board of Directors on 19th Aug 2024 and signed on its behalf by:

  
Engr. F.E Okhiria  
Managing Director  
FRCN: FRC/2024/PRO/COREN/004/197533

  
Mrs. Mojisola Adetunji, FCA  
Director, Finance and Account  
FRCN: FRC/2024/PRO/ICAN/001/38158

The accompanying notes are an integral part of these Financial Statements.



# NIGERIAN RAILWAY CORPORATION

## STATEMENT OF FINANCIAL PERFORMANCE FOR THE YEAR ENDED 31 DECEMBER, 2023

	Notes	2023 N	2022 N	Increase/(Decrease) N	%
<b>Revenue</b>					
Non-Exchange Transaction	22	12,124,750,357	8,033,383,202	4,091,367,155	51
Exchange Transaction	23	<u>7,047,989,308</u>	<u>5,302,064,069</u>	1,745,925,239	33
<b>Total Revenue</b>		<b><u>19,172,739,665</u></b>	<b><u>13,335,447,271</u></b>	<b>5,837,292,394</b>	<b>44</b>
<b>Expenditure</b>					
Personnel Emolument	24	12,484,107,145	8,112,075,680	(4,372,031,465)	54
Supplies and Consumables	25	4,641,694,178	4,397,098,438	(244,595,740)	6
Administrative and General Expenses	26	3,229,726,714	2,949,584,414	(280,142,300)	9
Depreciation	26.1	23,696,378,838	18,348,603,656	(5,347,775,182)	29
<b>Total Expenditure</b>		<b><u>44,051,906,875</u></b>	<b><u>33,807,362,187</u></b>	<b>(10,244,544,688)</b>	<b>30</b>
<b>Deficit for the Period</b>		<b>(24,879,167,210)</b>	<b>(20,471,914,916)</b>	<b>4,407,252,294</b>	<b>22</b>
<b>Transfer</b>					
Transferred to Consolidated Revenue Fund	23.3	<u>(1,527,544,404)</u>	<u>(3,815,245,368)</u>	(2,287,700,963)	(60)
<b>Net Deficit for the Period</b>		<b><u>(26,406,711,615)</u></b>	<b><u>(24,287,160,284)</u></b>	<b>2,119,551,331</b>	<b>9</b>
<b>Other Comprehensive Income/(Loss) Items that may not be reclassified to statement of financial performance</b>					
Net Gain on Investment at Fair Value Through Other Comprehensive Income	15.1	-	2,522,077,974	2,522,077,974	-
<b>Total Comprehensive Loss for the Period</b>		<b><u>(26,406,711,615)</u></b>	<b><u>(21,765,082,310)</u></b>	<b>4,641,629,305</b>	<b>21</b>

The accompanying notes are an integral part of these Financial Statements.

# NIGERIAN RAILWAY CORPORATION

## STATEMENT OF CASH FLOWS FOR THE YEAR ENDED 31 DECEMBER,

	NOTES	2023		2022	
		N	N	N	N
<b>CASH FLOW FROM OPERATING ACTIVITIES</b>					
Deficit for the period			(26,406,711,615)		(24,287,160,284)
<b>Adjustment for non-cash movement items:</b>					
Impact of adjustment due to restatement	15	5,531,188,463		3,584,358,830	
Depreciation	6	23,696,378,839		18,348,603,656	
Amortisation		-		-	
			<u>29,227,567,301</u>		<u>21,932,962,486</u>
<b>Net Cash Flows before Changes in Working Capital</b>			<b>2,820,855,687</b>		<b>(2,354,197,798)</b>
<b>Changes in Working Capital</b>					
(Increase)/ Decrease in Inventories	10	(95,835,679)		(2,012,327,791)	
(Increase)/ Decrease in Trade and Other Receivable	10	-		213,350,961	
Increase in Trade and Other Payables	11	210,674,384		(916,986,434)	
			<u>114,838,706</u>		<u>(2,715,963,264)</u>
<b>Net Cash Flow From Operating Activities</b>			<b>2,935,694,392</b>		<b>(5,070,161,062)</b>
<b>CASH FLOW FROM INVESTING ACTIVITIES</b>					
Purchase of Property, Plant and Equipment	6	(7,538,894,291)		(18,221,952,009)	
Purchase of Intangible Asset		-		-	
Profit on Disposal of Assets		-		-	
<b>Net Cash flow From Investing Activities</b>			<b>(7,538,894,291)</b>		<b>(18,221,952,009)</b>
<b>CASH FLOW FROM FINANCING ACTIVITIES</b>					
Increase/(Decrease) in Federal Government Loans		-		672,287,007,059	
Increase/(Decrease) in FGN Fund		7,369,657,866		23,362,704,115	
Increase/(Decrease) in DMO Loan		-		(50,369,245,934)	
Increase/(Decrease) in Loan from China Government		-		(621,917,761,125)	
				<u>7,369,657,866</u>	<u>23,362,704,115</u>
<b>Net Cash flow From Financing Activities</b>			<b>7,369,657,866</b>		<b>23,362,704,115</b>
Net Cash inflow for the year			<u>2,766,457,967</u>		<u>70,591,044</u>
Cash and Cash Equivalents as at 1st January,			<u>570,573,092</u>		<u>499,982,048</u>
<b>Cash and Cash Equivalents as at 31st December,</b>			<b><u>3,337,031,058</u></b>		<b><u>570,573,092</u></b>
<b>Bank Balances</b>	8		<b><u>3,337,031,058</u></b>		<b><u>570,573,092</u></b>



**NIGERIAN RAILWAY CORPORATION**

**STATEMENT OF CHANGES IN CAPITAL FUNDS  
FOR THE YEAR ENDED 31 DECEMBER, 2023**

	Capital Reserves Account ₦	Accumulated Revenue Fund ₦	Federal Government Capital Fund ₦	Fair Value Reserve - OCI ₦	Total ₦
<b>Changes in Funds for 2022</b>					
Balance at 1 January, 2022	50,826,253	(138,763,965,091)	17,610,980,689	-	(121,102,158,149)
Net Change in Fair Value of Investment measured at OCI				2,522,077,974	2,522,077,974
Additional funds from the Federal Government	-	-	11,045,097,103	-	11,045,097,103
Utilisation during the period	-	-	(23,285,604,637)	-	(23,285,604,637)
Deficit for the year	-	(24,287,160,284)	-	-	(24,287,160,284)
<b>Balance at 31 December 2022</b>	<b>50,826,253</b>	<b>(163,051,125,375)</b>	<b>5,370,473,155</b>	<b>2,522,077,974</b>	<b>(155,107,747,992)</b>
<b>Changes in Fund for 2023</b>					
Balance as at 1 January, 2023	50,826,253	(163,051,125,375)	5,370,473,155	2,522,077,974	(155,107,747,992)
Net Change in Fair Value of Investment measured at OCI					-
Additional funds from the Federal Government	-	-	7,368,771,736	-	7,368,771,736
Utilisation during the period	-	-	-	-	-
Deficit for the year	-	(26,406,711,615)	-	-	(26,406,711,615)
<b>Balance at 31 December 2023</b>	<b>50,826,253</b>	<b>(189,457,836,989)</b>	<b>12,739,244,891</b>	<b>2,522,077,974</b>	<b>(174,145,687,871)</b>



# NIGERIAN RAILWAY CORPORATION

## STATEMENT OF COMPARISON OF BUDGET AND ACTUAL AMOUNTS FOR THE YEAR ENDED 31 DECEMBER, 2023

YEAR 2023	Budget	Actual Comparative	(Adverse)/
	N	Basis N	Favourable N
<b>Revenue</b>			
Revenue from Passenger and Freight Services	4,650,000,000	6,207,874,275	1,557,874,275
Non-Core Income	706,571,418	840,115,033	133,543,615
<b>Salaries, wages and other benefits</b>			
Basic Salary and Other Allowance	9,618,766,521	12,146,124,686	2,527,358,165
Non Regular Allowances	6,580,320	257,374,038	250,793,718
NHIS	480,438,326	-	(480,438,326)
Contributory Pension	948,027,633	1,551,810	(946,475,823)
Salaries and Allowances (Casual/Contract)	-	34,778,837	34,778,837
Overtime Payments (Incentives)	-	29,601,000	29,601,000
Death Benefits (Burial Expenses)	1,900,000	14,676,774	12,776,774
<b>Total salaries, wages and other benefits</b>	<b>16,412,284,218</b>	<b>19,532,096,453</b>	<b>3,119,812,235</b>
<b>Other Recurrent Cost</b>			
Supplies and Consumables		4,641,694,178	(4,641,694,178)
Printing of security document	450,000	38,261,085	(37,811,085)
Recruitment and Appointment (service wide)	250,000	6,090,350	(5,840,350)
Water	-	25,224,100	(25,224,100)
Electricity Charges	3,300,000	212,508,881	(209,208,881)
Travel and Transport	27,663,646	222,315,869	(194,652,223)
Sanitation / Waste Management	-	532,503,759	(532,503,759)
Uniform and Other Clothing	-	209,220,748	(209,220,748)
Damages by Accidents	-	35,000	(35,000)
Magazines and Periodicals	252,000	6,047,300	(5,795,300)
Publicity and Advertisements	1,050,000	28,454,628	(27,404,628)
General expenses /others	-	17,919,241	(17,919,241)
Overseas Tours	6,000,000	30,478,026	(24,478,026)
Staff Welfare Packages	-	9,092,350	(9,092,350)
Telephone	-	7,569,230	(7,569,230)
Monitoring Activities and Follow up	7,000,000	33,788,608	(26,788,608)
Security Services	-	521,667,196	(521,667,196)
Anti corruption	1,000,000	4,523,400	(3,523,400)
Commercial Entertainment	-	39,257,450	(39,257,450)
Local Training / Manpower Development	10,000,000	4,402,057	5,597,943
International Training	-	-	-
Union African Railway	-	-	(121,779,137)
Legal Consultancy and Professional Services	9,000,000	121,779,137	(19,368,062)
Audit Fees	19,000,000	28,368,062	(9,368,062)
Insurance Premium	7,700,000	380,376,872	(372,676,872)
<b>Balance Carried Forward</b>	<b>92,665,646</b>	<b>7,121,577,527</b>	<b>(7,057,279,943)</b>



# NIGERIAN RAILWAY CORPORATION

## STATEMENT OF COMPARISON OF BUDGET AND ACTUAL AMOUNTS FOR THE YEAR ENDED 31 DECEMBER, 2023

	Budget	Actual Comparative Basis	(Adverse)/ Favourable
	N	N	N
<b>Balance Brought Forward</b>	<b>92,665,646</b>	<b>7,121,577,527</b>	<b>(7,028,911,881)</b>
Maintenance of Furniture and Equipment	-	23,399,980	(23,399,980)
Maintenance of Motor Vehicle / Transport Equipment	2,200,000	37,865,525	(35,665,525)
Maintenance of Office Building / Residential	-	34,490,793	(34,490,793)
Maintenance of Plant and Generator /Railway	-	70,551,418	(70,551,418)
Motor Vehicle Running Expenses	-	71,314,487	(71,314,487)
ICT / Internet Access Charges	-	11,821,494	(11,821,494)
Honorarium and Sitting Allowance	-	24,713,000	(24,713,000)
Cost of Operation	-	38,866,102	(38,866,102)
Office Stationeries and Computer Consumables	8,000,000	178,720,679	(170,720,679)
Medicals	-	70,626,984	(70,626,984)
<b>Total other operating expenditure</b>	<b>102,865,646</b>	<b>7,683,947,989</b>	<b>(7,581,082,343)</b>
<b>Capital Expenditure and Others</b>			
Building	1,000,000,000	633,391,193	366,608,807
Construction and Rehabilitation of Culvert and Bridges	200,000,000	237,699,459	(37,699,459)
Water Supply	-	11,878,890	(11,878,890)
Sewage and Drainage	-	157,840,159	(157,840,159)
Permanent Ways	2,186,725,335	1,875,589,460	311,135,875
Signals and Communications	-	257,330,388	(257,330,388)
Locomotives, Coaches and Wagons	6,244,165,589	3,702,755,386	2,541,410,203
Motor Vehicle	-	2,678,650	(2,678,650)
Plant and Machinery	-	562,441,342	(562,441,342)
Computer	-	20,717,366	(20,717,366)
Furniture and Fittings	-	76,571,996	(76,571,996)
<b>Total Capital Expenditure</b>	<b>9,630,890,924</b>	<b>7,538,894,291</b>	<b>2,091,996,633</b>

The budget amounts and the financial statement amounts are prepared on a different basis. The statement of comparison of budget and actual amounts above is prepared on the same basis as the budget.

Budgeted compared to actual spend is only required to be disclosed by IPSAS 24 when budgets are publicly available, Nigeria Railway Corporation has chosen to disclose this information voluntarily to enhance the transparency of its financial statements and the accountability of management for delivering the corporation service.

	Budget	Actual Comparative Basis	(Adverse)/ Favourable
	N	N	N
<b>INTERNALLY GENERATED REVENUE (IGR)</b>			
Income from Passenger Services	-	5,128,583,864	5,128,583,864
Income from Freight	-	1,079,290,411	1,079,290,411
Income from Other Sources	-	840,115,033	840,115,033
	-	<b>7,047,989,308</b>	<b>(7,047,989,308)</b>



# NIGERIAN RAILWAY CORPORATION

## STATEMENT OF COMPARISON OF BUDGET AND ACTUAL AMOUNTS FOR THE YEAR ENDED 31 DECEMBER, 2022

YEAR 2022	Original and Final	Actual Comparative	(Adverse)/
	Budget	Basis	Favourable
Revenue	N	N	N
Revenue from Passenger and Freight Services	4,650,000,000	4,052,324,315	(597,675,685)
Non-Core Income	706,571,418	1,172,759,704	466,188,286
<b>Salaries, wages and other benefits</b>			
Salary and Wages	8,108,594,227	7,990,043,581	(118,550,646)
Non Regular Allowance	15,436,074	43,638,396	28,202,322
NHIS	405,429,711	-	(405,429,711)
Contributory Pension	810,859,423	9,871,138	(800,988,285)
Salaries and Allowances (Casual/Contract)	-	10,594,778	10,594,778
Overtime Payments (Incentives)	-	35,524,378	35,524,378
Death Benefits (Burial Expenses)	1,900,000	22,403,409	20,503,409
<b>Total salaries, wages and other benefits</b>	<b>14,698,790,853</b>	<b>13,337,159,699</b>	<b>(1,361,631,154)</b>
<b>Other Recurrent Cost</b>			
Supplies and Consumables		4,397,098,438	(4,397,098,438)
Printing of security document	450,000	38,006,163	(37,556,163)
Recruitment and Appointment (service wide)	20,000	2,986,950	(2,966,950)
Water	-	20,552,880	(20,552,880)
Electricity Charges	3,300,000	172,869,476	(169,569,476)
Travel and Transport	45,593,600	312,717,813	(267,124,213)
Sanitation / Waste Management	-	427,747,059	(427,747,059)
Uniform and Other Clothing	-	120,280,990	(120,280,990)
Damages by Accidents	-	5,518,461	(5,518,461)
Magazines and Periodicals	252,000	11,199,050	(10,947,050)
Publicity & Advertisements	1,050,000	28,935,398	(27,885,398)
General expenses /others	-	27,205,500	(27,205,500)
Overseas Tours	6,000,000	86,131,531	(80,131,531)
Staff Welfare Packages	-	17,638,290	(17,638,290)
Telephone	-	10,715,540	(10,715,540)
Monitoring Activities and Follow up	7,000,000	100,260,100	(93,260,100)
Security Services	-	290,928,163	(290,928,163)
Anti corruption	1,000,000	-	1,000,000
Commercial Entertainment	-	893,250	(893,250)
Local Training / Manpower Development	10,000,000	36,552,858	(26,552,858)
International Training	-	-	-
Union African Railway	-	-	-
Legal Consultancy and Professional Services	9,000,000	135,130,690	(126,130,690)
Audit Fees	19,000,000	28,368,062	(9,368,062)
Insurance Premium	7,700,000	316,174,089	(308,474,089)
Maintenance of Furniture and Equipment	-	11,908,278	(11,908,278)
Maintenance of Motor Vehicle / Transport Equipment	-	109,934,260	(109,934,260)
Maintenance of Office Building / Residential	-	16,964,413	(16,964,413)
Maintenance of Plant and Generator /Railway/	-	172,871,298	(172,871,298)
Motor Vehicle Running Expenses	-	5,006,000	(5,006,000)
ICT / Internet Access Charges	-	-	-
Honorarium and Sitting Allowance	-	-	-
<b>Balance Carried Forward</b>	<b>110,365,600</b>	<b>6,904,594,997</b>	<b>(6,794,229,397)</b>



# NIGERIAN RAILWAY CORPORATION

## STATEMENT OF COMPARISON OF BUDGET AND ACTUAL AMOUNTS FOR THE YEAR ENDED 31 DECEMBER, 2022

	Original and Final Budget	Actual Comparative Basis	(Adverse)/ Favourable
	N	N	N
<b>Balance Brought Forward</b>	<b>110,365,600</b>	<b>6,904,594,997</b>	<b>(6,794,229,397)</b>
Maintenance of Furniture and Equipment	-	11,908,278	(11,908,278)
Maintenance of Motor Vehicle / Transport Equipment	1,152,000	109,934,260	(108,782,260)
Maintenance of Office Building / Residential	-	16,964,413	(16,964,413)
Maintenance of Plant and Generator /Railway/	-	172,871,298	(172,871,298)
Motor Vehicle Running Expenses	1,440,000	5,006,000	(3,566,000)
ICT / Internet Access Charges	500,000	11,123,309	(10,623,309)
Honorarium and Sitting Allowance	4,724,000	62,870,650	(58,146,650)
Cost of Operation	-	20,136,000	(20,136,000)
Office Stationeries and Computer Consumables	8,000,000	83,565,599	(75,565,599)
Medicals	-	45,913,694	(45,913,694)
<b>Total other operating expenditure</b>	<b>126,181,600</b>	<b>7,444,888,497</b>	<b>(7,318,706,897)</b>
<b>Capital Expenditure and Others</b>	<b>N</b>	<b>N</b>	<b>N</b>
Building	3,310,000,000	1,290,991,220	2,019,008,780
Construction and Rehabilitation of Culvert and Bridges	800,000,000	1,213,970,039	(413,970,039)
Water Supply	-	6,898,704	(6,898,704)
Sewage and Drainage	-	52,460,957	(52,460,957)
Permanent Ways	9,767,000,000	13,988,695,082	(4,221,695,082)
Signals and Communications	-	27,057,533	(27,057,533)
Locomotives, Coaches and Wagons	8,017,856,854	538,100,088	7,479,756,766
Motor Vehicle	-	530,565	(530,565)
Plant and Machinery	5,220,000,000	787,971,396	4,432,028,604
Computer	-	209,342,319	(209,342,319)
Furniture and Fittings	-	95,004,901	(95,004,901)
<b>Total capital expenditure and other</b>	<b>27,114,856,854</b>	<b>18,211,022,805</b>	<b>8,903,834,049</b>

The budget amounts and the financial statement amounts are prepared on a different basis. The statement of comparison of budget and actual amounts above is prepared on the same basis as the budget.

Budgeted compared to actual spend is only required to be disclosed by IPSAS 24 when budgets are publicly available, Nigeria Railway Corporation has chosen to disclose this information voluntarily to enhance the transparency of its financial statements and the accountability of management for delivering the corporation service.

	Original and Final Budget	Actual Comparative Basis	(Adverse)/ Favourable
	N	N	N
<b>INTERNALLY GENERATED REVENUE (IGR)</b>			
Income from Passenger Services	3,550,000,000	3,692,313,899	142,313,899
Income from Freight	1,100,000,000	360,010,416	(739,989,584)
Income from Other Sources	706,571,418	1,172,759,704	466,188,286
	<b>5,356,571,418</b>	<b>5,225,084,019</b>	<b>(131,487,399)</b>



## **NIGERIAN RAILWAY CORPORATION**

### **NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER, 2023**

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#### **1 General Information**

Nigerian Railway Corporation is domiciled in Nigeria. The Headquarter is located at Number 1 Oke - Ira Road, Railway Compound, Ebute Metta, Lagos State.

The Principal Activities of the Corporation is the provision of transportation of goods and services.

#### **2 Statement of Compliance with IPSAS**

These financial statements for the year ended 31 December, 2023 have been prepared in accordance with International Public Sector Accounting Standards.

#### **3 Summary of Significant Accounting Policies**

The principal accounting policies applied in the preparation of these financial statements are set out below. These policies have been consistently applied to all the years presented, unless otherwise stated.

##### **3.1 Basis of Preparation**

The Financial Statements have been prepared in accordance with International Public Sector Accounting Standards (IPSASs). The Financial Statements have been prepared under the Historical Cost convention. The financial statements have been prepared in Nigerian Naira (₦) being the local functional currency.

The preparation of Financial Statements in conformity with IPSAS requires the use of certain critical accounting estimates. It also requires Directors to exercise judgment in the process of applying the Corporation's accounting policies. Changes in assumptions may have a significant impact on the Financial Statements in the period the assumptions changed. Directors believe that the underlying assumptions are appropriate and that the Corporation's Financial Statements therefore present the financial position and results fairly. The areas involving a higher degree of judgment or complexity or areas where assumptions and estimates are significant to the Financial Statements, are disclosed in Note 4.

The Financial Statements comprise the Statement of Financial Performance, the Statement of Financial Position, the Statement of Changes in Capital Funds, the Statement of Cash Flows, Statement of Comparison of Budget and Actual and the Notes.

##### **3.1.1 Going Concern**

The financial statements have been prepared in accordance with the going concern principle under the historical cost convention.



**NIGERIAN RAILWAY CORPORATION**

**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)  
FOR THE YEAR ENDED 31 DECEMBER, 2023**

**3.1.2 Changes In Accounting Policy (Continued)**

***Accounting Standards and Amendments issued but not yet adopted***

Standards issued but not yet effective up to the date of issuance of the financial statements are listed below. This listing is of standards and interpretations issued, which the Corporation reasonably expects to be applicable at a future date. The Corporation intends to adopt those standards when they become effective.

IPSAS Reference	Title and Affected Standard(s)	Nature of change	Application date	Impact on Initial Application
IPSAS 41	Financial Instruments	Sets out requirements for recognition and measurement of financial instruments, including impairment, derecognition and general hedge accounting	January 1, 2023	This standard will have impact on the Corporation's Financial Statements
PBE IFRS 17	Insurance Contracts-Not-For-Profit	This is to ensure that an entity provides relevant information that faithfully represent those contracts. This information gives a basis for user of financial statements to assess the effect that insurance contracts have on the entity's financial position, financial performance and cash flow	January 1, 2023	This standard will have impact on the Corporation's Financial Statements.

***Accounting Standards and Amendment not yet effective***

IPSAS Reference	Title and Affected Standard(s)	Nature of change	Commencement Date	Application date
PBE IPSAS 1	Disclosure of Fee for Audit Firms' Services	This standard set out overall considerations for the presentation of financial report, guidance for their structure, and minimum requirements for the content of financial reports.	January 1, 2024	January 2, 2024
PBE IFRS 17	Insurance Contracts in the Public Sector	This is to ensure that an entity provides relevant information that faithfully represent those contracts. This information gives a basis for user of financial statements to assess the effect that insurance contracts have on the entity's financial position, financial performance and cash flow	January 1, 2026	January 2, 2026



**NIGERIAN RAILWAY CORPORATION**

**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)  
FOR THE YEAR ENDED 31 DECEMBER, 2023**

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**Changes in Accounting Policy (Continued)**

**3.2 Foreign Currency Translation**

**(a) Functional and Presentation Currency**

Items included in the financial statements of the Corporation are measured using the currency of the primary economic environment in which the entity operates ('the functional currency'). The functional currency and presentation currency of Nigerian Railway Corporation is the Nigerian Naira (₦).

**(b) Transactions and Balances**

Foreign currency transactions are translated into the functional currency using the exchange rates prevailing at the dates of the transactions. Foreign exchange gains and losses resulting from the settlement of foreign currency transactions and from the translation at exchange rates of monetary assets and liabilities denominated in currencies other than the Corporation's functional currency are recognized in the foreign exchange gain in statement of financial performance

**3.3 Property, Plant and Equipment**

All property, plant and equipment are stated at cost less accumulated depreciation and impairment losses. Cost includes expenditure that is directly attributable to the acquisition of the items. When significant parts of property, plant and equipment are required to be replaced at intervals, the entity recognizes such parts as individual assets with specific useful lives and depreciates them accordingly. Likewise, when a major inspection is performed, its cost is recognized in the carrying amount of the plant and equipment as a replacement if the recognition criteria are satisfied. All other repair and maintenance costs are recognized in statement of financial performance as incurred. Where an asset is acquired in a non-exchange transaction for nil or nominal consideration the asset is initially measured at its fair value.

Property, Plant and Equipment are initially recorded at cost ; cost includes all costs necessary to bring the asset to working condition for its intended use, it also include costs of site preparation, delivery and handling, installation, related professional fees for architects and engineers, and the estimated cost of dismantling and removing the asset and restoring the site.

Items of Property, Plant and Equipment are recognised as asset if it is probable that future economic benefits associated with the item will flow to the entity and the cost of the item can be measured reliably.

Repairs and maintenance are charged to the income statement during the financial period in which they are incurred.

**Depreciation rate:**

Land and Survey	Nil
Building	25 years (4%)
Culvert and Bridges	25 years (4%)
Water Supply	33.33 years (0.33%)
Permanent Ways	33.33 years (0.33%)
Signals	10 years (10%)
Locomotive, Coaches and Wagons	25 years (4%)
Plant and Machinery	5 years (20%)
Computer	4years (25%)
Motor Vehicles	4years (25%)
Law Books	5years (20%)

Depreciation method applied is reviewed at the end of each financial year, and adjusted to reflect any significant change in the expected patterns of consumption of the future economic benefit embodied in the assets.

Depreciation is not provided on items of property, plant and equipment until they are available for use.

An item of Plant, Property and Equipment is derecognised when it is disposed or when no future economic benefit is expected from its use or disposal. The assets residual value, useful lives and methods are reviewed, and adjusted if appropriate at each financial year end.

Building work in progress are stated at cost and not depreciated until they are ready for intended use. Cost attributed to work in progress comprises contractor's payments and directly attributable cost incurred in preparing these assets for their intended use.

An asset's carrying amount is written down immediately to its recoverable amount if the asset's carrying amount is greater than its estimated recoverable amount. Gains and losses on disposals are determined by comparing the proceeds with the carrying amount and are recognised within 'Other (losses)/gains – net' in the income statement.



# NIGERIAN RAILWAY CORPORATION

## NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER, 2023

### STATEMENT OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

#### 3.4 Intangible Assets

##### Software

In accordance with criteria set out in IPSAS 31 – “Intangible assets”, intangible assets are recognised only if identifiable; controlled by the entity because of past events; it is probable that the expected future economic benefits that are attributable to the asset will flow to the corporation and the cost of the asset can be measured reliably. Intangible assets primarily include amortizable items such as software, mineral rights, as well as certain development costs that meet the IPSAS 31 criteria.

Intangible assets with finite useful lives that are acquired separately are carried at cost less accumulated amortisation and accumulated impairment losses. Intangible assets are amortized using the straight-line method over their useful lives. Amortization expense is recorded in Administrative Expenses, based on the function of the underlying assets. The estimated useful lives and amortisation method are reviewed at the end of each reporting period, with the effect of any changes in estimate being accounted for on a prospective basis.

##### Derecognition of Intangible Assets

An intangible asset is derecognised on disposal, or when no future economic benefits are expected from use or disposal. Gains or losses arising from derecognition of an intangible asset, measured as the difference between the net disposal proceeds and the carrying amount of the asset, are recognised in the Statement of Financial Performance when the asset is derecognised.

#### 3.5 Financial Assets

Financial assets are recognised when the Corporation becomes a party to the contractual provisions of the instrument. Financial assets are derecognised when the right to receive cash flows from the assets have expired or have been transferred and the Corporation has transferred substantially all risks and rewards of ownership.

##### 3.5.1 Classification

Management determines the classification of its financial instruments at initial recognition.

The Corporation classifies its financial assets in the following categories: fair value through profit or loss, other comprehensive income and Amortised cost. The classification depends on the purpose for which the financial assets were acquired. Management determines the classification of its financial assets at initial recognition and re-evaluates this designation at every reporting date.

The Corporation did not own any financial assets that can be classified as fair value through profit and loss.

##### Loans and Receivables

Loans and receivables are non-derivative financial assets with fixed or determinable payments that are not quoted in an active market. They are included in current assets, except for maturities greater than 12 months after the reporting date, which are classified as non-current assets. Loans and receivables comprise trade and other receivables and cash and cash equivalents in the statement of financial position.

##### Non-Current Assets held for Sale

Non current assets-for-sale are non-derivatives that are either designated in this category or not classified in any of the other categories. They are included in non-current assets unless the investment matures or management intends to dispose of it within 12 months of the end of the reporting period.

##### 3.5.2 Recognition and Measurement

Loans and receivables are initially recognized at fair value and subsequently carried at amortized cost using the effective interest method.

Changes in the fair value of monetary and non-monetary securities classified as FVTOCI are recognised in other comprehensive income.

When securities classified as fair value through other comprehensive income, the accumulated fair value adjustments recognised in equity are included in the income statement as ‘Gains and losses from investment securities.



## **NIGERIAN RAILWAY CORPORATION**

### **NOTES TO THE FINANCIAL STATEMENT**

**FOR THE YEAR ENDED 31 DECEMBER, 2023**

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#### **STATEMENT OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

**3.5.3 De-recognition of Financial Assets:** Financial asset or, when applicable, a part of a financial asset or part of a corporation of similar financial assets is derecognised when the rights to receive cash flows from the asset have expired or when it transfers the financial asset and substantially all the risks and reward of ownership of the asset to another entity. If the corporation neither transfers nor retains substantially all risks and rewards of ownership, and still controls the transferred asset, the corporation recognizes its retained interest in the asset and associated liability for amounts it may have to pay.

**3.5.4 Impairment of Financial Assets:** The Corporation 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 impaired and impairment losses are incurred only if there is an objective evidence of impairment as a result of events that occurred after the initial recognition of the asset and that loss event has an impact on the estimated future cash flows of the financial asset or group of financial assets that can be reliably estimated.

Evidence of impairment may include indications that the debtor is experiencing financial difficulty, default in interest or principal payments, or the probability that the debtor will go bankrupt or where there is an indication of a decrease in the estimated future cash flows.

For receivables, prepayments and related party transactions, the amount of the loss is measured as the difference between the carrying amount and the present value of the estimated future cash flows. The carrying amount is reduced and the loss is recognised in the statement of financial performance.

If in a subsequent period, the amount of the impairment loss decreases and the decrease can be seen to be as a result of an event occurring after the impairment was recognised (such as an improvement in the debtor's credit rating), the reversal of the previously recognised impairment loss is recognised in the statement of financial performance.

For equity investments, a significant or prolonged decline in the fair value of the security below its cost is also evidence that the assets are impaired. If any such evidence exists the cumulative loss – measured as the difference between the acquisition cost and the current fair value, less any impairment loss on that financial asset previously recognised in statement of financial performance – is removed from investment and recognised in statement of financial performance

#### **3.6 Financial Liabilities**

Financial liabilities at amortized cost include trade and other payables, bank overdraft and long-term loan.

**3.6.1 Classification:** The Corporation's financial liabilities are trade, other payables and borrowings.

##### **3.6.2 Recognition and Measurement**

Trade payables are initially recognized at the amount required to be paid, less, when material, a discount to reduce the payables to fair value. Subsequently, trade payables are measured at amortized cost using the effective interest method.

Bank debt and long-term debt are recognized initially at fair value, net of any transaction costs incurred, and subsequently at amortized cost using the effective interest method. These are classified as current liabilities if payment is due within twelve months. Otherwise, they are presented as non-current liabilities. Financial liabilities are derecognized when the obligation specified in the contract is discharged, cancelled or expired.

**3.6.3 Derecognition of Financial Liabilities:** A Financial Liability is derecognised when the obligation under the liability is discharged or cancelled or expired. The difference between the carrying value of the financial liabilities derecognised and the consideration paid, and payable is recognized in the statement of financial performance.



**NIGERIAN RAILWAY CORPORATION**

**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**

**FOR THE YEAR ENDED 31 DECEMBER, 2023**

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**STATEMENT OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

**3.7 Inventories**

Inventories are valued at the lower of cost or net realisable value. Cost is determined using the first-in, first-out (FIFO) method.

Net Realisable Value is the estimated selling price in the ordinary course of business less estimated cost of completion and the estimated costs necessary to make the sale.

**3.8 Trade Receivables**

A provision for impairment of trade receivables is established when there is objective evidence that the corporation will not be able to collect all the amounts due according to the original terms of the receivables. Significant financial difficulties of the debtor, probability that the debtor will enter bankruptcy or financial reorganization, and default or delinquency in payments are considered indicators that the trade receivable is impaired.

The amount of the provision is the difference between the assets' carrying amount and the recoverable amount. The recoverable amount, if the receivable is more than one year is equal to the present value of expected cash flows, is discounted at the market rate of interest applicable to similar borrowers. The amount of the provision is recognized as an expense in statement of financial performance.

**3.9 Cash, Cash Equivalents and Bank Overdrafts**

Cash and cash equivalents include cash at hand and deposits held at call with banks. Bank overdrafts are included within borrowings in current liabilities on the Statement of Financial Position.

**3.10 Capital Funds and Reserves**

**3.10.1 Capital Funds:** This is the initial cash and asset contributed by Government and other government entities.

**3.10.2 Accumulated Fund:** It represents amount set aside out of surplus of the Corporation, it is applicable for meeting contingencies or maintenance of any works connected with the business of the corporation based on the discretion of the directors.

**3.11 Trade Payables**

Trade payables are obligations to pay for goods or services that have been acquired in the ordinary course of business from suppliers. Accounts payable are classified as current liabilities if payment is within one year or less. Otherwise, they are classified as non-current liabilities.

Trade payables are recognized initially at fair value and subsequently measured at amortized cost using the effective interest method.

**3.12 Revenue Recognition**

Revenues are measured at fair value and recognized on obtaining control of the asset (cash, goods, services and property) if the transfer is free from conditions and it is probable that the economic benefits or service potential related to the asset will flow to the Entity and can be measured reliably.



# NIGERIAN RAILWAY CORPORATION

## NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER, 2023

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### STATEMENT OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

#### Revenue from Non-Exchange Transactions

These are transactions that are not exchange transactions. In a non exchange transaction, an entity either receives value from another entity without directly giving approximately equal value in exchange, or gives value to another entity without directly receiving approximately equal value in exchange.

#### Transfers from other government entities

The entity recognises revenue from subventions and grants received from federal government. These subventions and grant are used for the payment of personnel salaries and wages and to carry out overheads expenses.

#### Revenue from Exchange Transactions

These are transactions in which one entity receives assets or services and directly gives approximately equal value (primarily in form of cash, goods, services, or use of assets) to another entity exchange.

#### 3.12.1 Rendering of Services

The entity recognizes revenue from rendering of services ("carriage of passengers and goods in the manner that will offer full value and quality of service, ensure safety of operations and maximum efficiency ,meet social responsibility in a manner that will meet the requirements of rail users, trade, commerce and the general public) by reference to the completion when the outcome of the transaction can be estimated reliably.

#### 3.13 Determination of Fair Value

For financial instruments traded in active markets, the determination of fair values of financial assets and financial liabilities is based on quoted market prices or dealer price quotations. This includes listed equity securities and quoted debt instruments on major exchanges (for example, Nigerian Exchange Limited-NGX) and broker quotes from the Financial Markets Dealers Quotation (FMDQ) website.

A financial instrument is regarded as quoted in an active market if quoted prices are readily and regularly available from an exchange, dealer, broker, industry group, pricing service or regulatory agency, and those prices represent actual and regularly occurring market transactions on an arm's length basis. If the above criteria are not met, the market is regarded as being inactive. Some indications that a market is inactive include when there is a wide bid-offer spread or significant increase in the bid-offer spread or there are few recent transactions.

For all other financial instruments, fair value is determined using valuation techniques. In these techniques, fair values are estimated from observable data in respect of similar financial instruments, using models to estimate the present value of expected future cash flows or other valuation techniques, using inputs existing at the dates of the statement of financial position. In very rare cases where fair value could not be determined, the instruments are carried at cost.

#### 3.14 Employee Benefits

##### 3.14.1 Defined Contributory Pension Scheme

The Corporation operates a defined contributory pension scheme for its employees. The scheme which is funded by contribution from employees at 8% of its pensionable income while the company contributes 10% of the pensionable emoluments which is consistent with the provisions of the Pension Reform Acts, 2014 as amended.

Payments to the defined contributory retirement schemes are charged to the Statement of Financial Performance Income in the period for which they fall due and are payable.



## **NIGERIAN RAILWAY CORPORATION**

### **NOTES TO THE FINANCIAL STATEMENTS (CONTINUED) FOR THE YEAR ENDED 31 DECEMBER, 2023**

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#### **STATEMENT OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)**

##### **3.15 Related Parties Disclosures**

Parties are considered to be related if one party has the ability to control the other party or exercises significant influence over the other party in making financial and operating decisions. Related parties include:

- (i) Entities over which the Corporation exercises significant influence.
- (ii) Stakeholders and key management personnel of the Corporation.
- (iii) Close family members of Key Management Personnel
- (iv) Post-employment benefit plan which is for the benefit of employees of the Corporation or of any entity that is a related party of the Corporation.

Key Management Personnel comprise of the Board of Director and key members of management having authority and responsibility for planning, directing and controlling the activities of the Corporation.

The Corporation enters into transactions with related parties at arm's length. Prices for transactions with related parties are determined using the current market price or admissible valuation methods.

##### **3.16 Budget Information**

The annual budget is prepared on the accrual basis, that is, all planned costs and income are presented in a single statement to determine the needs of the Entity. As a result of the adoption of the accrual basis for budgeting purposes, there are no basis, timing or entity differences that would require reconciliation between the actual comparable amounts and the amounts presented as a separate additional financial statements in the statement of comparison of budget and actual amounts.

The annual budget figures included in the financial statements are for the entity. These budget figures are those approved by the governing body both at the beginning and during the year.

#### **4 RISK MANAGEMENT PHILOSOPHY**

Nigerian Railway Corporation's Risk Management Philosophy is drawn from its mission statement and seeks to enrich the financial well-being of its stakeholders, while committing to the following key indices:

- \* Professionalism while delivering value to the customers;
- \* Good Corporate Governance;
- \* Strong Performance reporting;
- \* Consistent appreciation in shareholders' value;

##### **4.1 RISK MANAGEMENT FRAMEWORK**

Nigerian Railway Corporation's Risk Management policies are established to identify and analyse the risks (market risks, credit risk, liquidity risks, foreign exchange risks, internal operation risks) faced by the Corporation, to set appropriate risk limits and controls, to monitor risks and adherence to limits. These policies are reviewed at least once in two years, but more frequent reviews may be conducted in the opinion of the Board most especially when changes in laws, regulations, market conditions or in the Corporation's activities are material enough to impact on the continued adoption of the existing risks policies. The Corporation through its training and management standards and procedures aims to develop a disciplined and constructive control environment, in which all employees understand their roles and obligations.

The Board of Directors has overall responsibility for the establishment and oversight of the Corporation's risk management framework via its Board Management Committee. The Corporation is majorly exposed to the following risks:



## NIGERIAN RAILWAY CORPORATION

### NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 DECEMBER, 2023

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#### 4.1 RISK MANAGEMENT FRAMEWORK (CONTINUED)

(a) **MARKET RISK:** The possibility for a Corporation to experience losses due to factors that affect the overall performance of the markets. Market risk, also called "systematic risk," cannot be eliminated through diversification, though it can be hedged against. The risk that a major natural disaster will cause a decline in the market as a whole is an example of market risk. Other sources of market risk include recessions, political turmoil, changes in interest rates, foreign exchange rates and terrorist attacks. The Corporation manages its exposure to these risks by:

- \* Setting limits and controls, and ensure that these limits and controls are adhered to by the Corporation.
- \* Taking adequate caution when dealing with government institutions or politically exposed persons (PEP)
- \* Conducting background checks on employees, customers, and suppliers to ensure all parties the corporation associates with are not doing anything illegal.
- \* Putting in place adequate Health Safety and Environment trainings and ensuring that all employees participate.

(b) **LIQUIDITY RISK:** Liquidity risk is the current and future likelihood of NIGERIAN RAILWAY CORPORATION'S inability to meet its obligations when they fall due without incurring additional costs or unacceptable losses. It also means the likelihood of inability to recognise and address changes in market conditions that affect its ability to liquidate assets quickly with minimal loss in value. Typically, the industry we operate exposes us mostly to liquidity risk arising from non-settlement of accounts by our customers as at when due, and at the same time our suppliers want to render services on cash and carry basis. High interest rates discourage one to take the option of approaching banks for funds.

The Corporation manages its exposure to liquidity risks thus:

- \* Maintaining minimum levels of liquid and near money assets.
- \* Monitoring its cash flow and financial position trends. The Corporation also makes forecasts of anticipated income and expenditure to determine their potential effects on the Corporation.
- \* Regular measurement and monitoring of its liquidity position and ratios.
- \* Monitoring of cash concentration and diversification of funding sources.
- \* Effective creditor / customer relationship management resulting in low debtors collection period and extended creditors payment period

#### (c) **CREDIT RISK:**

The Corporation defines Credit Risk as the risk of counterparty's failure to meet the terms of any credit sales or services with the Corporation or otherwise to perform as agreed. This arises when the Corporation's funds are extended beyond its due date for collection. Rendering of services on credit is one of the ways we conduct our business in order to achieve targets, keep existing customers and endear the prospective ones. This practice has its attendant risk (Credit Risk). We recognise this and have placed commensurate emphasis on effective management of our exposure thus:

- \* Formulating credit policies for the Corporation, covering credit worthiness and assessment.
- \* Systematic and non-direct collateral requirement when credit is to be offered most especially to new customers/patients
- \* Establishing authorisation structure for granting credits
- \* Risk grading and legal procedure backup to discourage wilful default
- \* Effective debt management by ensuring customers keep to their commitment to settle account as agreed.



## **NIGERIAN RAILWAY CORPORATION**

### **NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**

**FOR THE YEAR ENDED 31 DECEMBER, 2023**

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(d) **OPERATIONAL RISK:** The Corporation defines Operational Risk as risks of direct or indirect loss arising from inadequate or failed internal process, people and systems or from external events. It requires reviews and monitoring of all strategies and initiatives deployed in the Corporation's people management, process improvements and engineering, technology investment and deployment, management of all regulatory responsibilities and response to external threats and expectation gaps. The Corporation mitigates against these by:

- \* Frequent assessment of performance and obtaining feedback to curtail expectation gaps.
- \* Frequent in-house trainings for employees to up their skills and professionalism to keep smooth flow of system going
- \* Business continuity and reputation management.
- \* Strategising to ensure confidentiality, availability and integrity of the Corporation's information.
- \* Putting in place contingency plans for specific risks and laying down the principle on how operational risks incidents are to be identified and controlled.
- \* Monthly operational risk report that highlight key operational risks are circulated for awareness and timely implementation of mitigation strategies

#### **5 CRITICAL ACCOUNTING ESTIMATES AND JUDGEMENTS**

##### **Critical accounting policies and key sources of estimation uncertainty**

The preparation of financial statements requires directors to use judgment in applying its accounting policies and estimates and assumptions about the future. Estimates and other judgments are continuously evaluated and are based on directors experience and other factors, including expectations about future events that are believed to be reasonable under the circumstances. Significant accounting judgment and estimate made in the preparation of the financial statements is shown below:



**NIGERIAN RAILWAY CORPORATION**

**NOTES TO THE FINANCIAL STATEMENT**

**FOR THE YEAR ENDED 31 DECEMBER, 2023**

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**5 CRITICAL ACCOUNTING ESTIMATES AND JUDGEMENTS (CONTINUED)**

**Plant and Machinery**

Plant and machinery is depreciated over its useful life. Nigerian Railway Corporation estimates the useful lives of plant and machinery based on the period over which the assets are expected to be available for use. The estimation of the useful lives of plant and machinery are based on technical evaluations carried out by those staff with knowledge of the machines and experience with similar assets. Estimates could change if expectations differ due to physical wear and tear and technical or commercial obsolescence. It is possible however, that future results of operations could be materially affected by changes in the estimates brought about by changes in factors mentioned above. The amounts and timing of expenses for any period would be affected by changes in these factors and circumstances. A reduction in the estimated useful lives of the plant and machinery would increase expenses and decrease the value of non-current assets.

Plant and Machinery are based on technical evaluations carried out by those staff with knowledge of the machines and experience with similar assets. Estimates could change if expectations differ due to physical wear and tear and technical or commercial obsolescence.

It is possible however, that future results of operations could be materially affected by changes in the estimates brought about by changes in factors mentioned above. The amounts and timing of expenses for any period would be affected by changes in these factors and circumstances. A reduction in the estimated useful lives of the plant and machinery would increase expenses and decrease the value of non-current assets.

**Impairment of Property, Plant and Equipment**

The Entity assesses assets or groups of assets for impairment annually or whenever events or changes in circumstances indicate that carrying amounts of those assets may not be recoverable. In assessing whether a write-down of the carrying amount of a potentially impaired asset is required, the asset's carrying amount is compared to the recoverable amount. Frequently, the recoverable amount of an asset proves to be the Entity's estimated value in use.

The estimated future cash flows applied are based on reasonable and supportable assumptions over the remaining useful life of the cash flow generating assets.

**Impairment on Trade Receivable**

The Corporation assesses its trade receivables for impairment at the end of each reporting period. In determining whether an impairment should be recorded in profit or loss, the corporation makes judgements as to whether there is observable data indicating a measurable decrease in the estimated future cash flows from a financial assets.



**NIGERIAN RAILWAY CORPORATION**  
**NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)**  
**FOR THE YEAR ENDED 31 DECEMBER, 2023**  
**6 PROPERTY, PLANT AND EQUIPMENT**

COST	Land and Survey		Building		Culverts and Bridges		Water Supply		Permanent Ways		Signals and Communications		Locomotives, Coaches and Wagons		Motor Vehicle		Plant and Machinery		Computer		Furniture and Fittings		Total		
	N		N		N		N		N		N		N		N		N		N		N				
As at 1 January, 2023	6,321,808,802	82,867,631,457	151,816,239,849	358,694,310	208,547,589,383	26,254,095,495	92,584,249,741	125,059,435	26,535,416,840	344,315,845	274,143,157	596,029,244,313	27,097,898,182	350,715,153	603,568,136,604										
Additions	-	633,391,193	237,699,459	169,719,050	1,875,589,460	237,330,388	3,702,755,386	2,678,650	562,441,342	20,717,366	76,571,996	7,538,894,291													
Transfer to/from Building																									
As at 31 December, 2023	6,321,808,802	83,501,022,650	152,053,939,308	528,413,360	210,423,178,843	26,511,425,883	96,287,005,127	127,738,085	27,097,898,182	365,033,211	350,715,153	603,568,136,604													
As at 1 January, 2022	6,321,808,802	81,576,640,237	150,602,269,809	299,334,651	194,558,894,301	26,237,037,951	92,046,149,652	124,528,870	25,747,445,444	134,973,525	179,138,256	577,818,221,509													
Additions	-	1,290,991,220	1,213,970,039	59,959,660	13,988,995,082	27,057,553	538,100,088	530,565	787,971,396	209,342,319	95,004,901	18,211,022,804													
As at 31 December, 2022	6,321,808,802	82,867,631,457	151,816,239,849	358,694,310	208,547,589,383	26,254,095,495	92,584,249,741	125,059,435	26,535,416,840	344,315,845	274,143,157	596,029,244,313													
DEPRECIATION																									
As at 1 January, 2023	-	21,109,257,555	40,450,624,182	21,203,299	36,520,153,797	16,155,113,477	18,957,677,637	112,707,366	20,841,261,943	152,098,954	83,336,352	154,403,434,562													
Charge for the year	-	3,351,136,011	6,074,087,338	14,567,713	6,267,776,874	2,642,904,669	46,577,042	12,267,936	5,075,386,110	165,038,954	65,062,471	23,696,378,838.56													
As at 31 December, 2023	-	24,440,393,566	46,524,711,520	35,771,011	42,787,930,671	18,798,018,146	19,004,254,679	124,975,302	25,916,648,052	317,709,630	149,398,823	178,099,813,400													
As at 1 January, 2022	-	18,541,802,350	35,808,204,323	12,387,936	31,199,717,645	15,093,004,364	15,802,379,184	108,766,864	19,413,388,951	99,851,638	35,827,651	136,054,830,906													
Charge for the year	-	2,567,955,205	4,642,419,859	8,815,363	5,320,436,152	1,122,109,113	3,155,298,452.56	3,940,502	1,427,872,992	52,247,316	47,508,701	18,346,603,656													
As at 31 December, 2022	-	21,109,257,555	40,450,624,182	21,203,299	36,520,153,797	16,155,113,477	18,957,677,637	112,707,366	20,841,261,943	152,098,954	83,336,352	154,403,434,562													
CARRYING AMOUNT																									
As at 31 December, 2023	6,321,808,802	59,060,627,094	105,529,227,788	492,642,349	167,635,248,172	7,713,407,737	77,282,750,448	2,762,783	1,181,210,130	47,323,581	204,316,330	425,468,325,204													
As at 31 December, 2022	6,321,808,802	61,758,373,902	111,365,615,666	337,491,012	172,027,435,586	10,098,982,017	73,626,572,104	12,352,069	5,694,154,897	192,216,891	190,806,805	441,625,809,755													

6.1 Depreciation charged for the year were allocated amongst the cost centres.

6.2 Impairment losses recognised in the year  
 There were no impairment losses recognised during the year

6.3 Collateral  
 No items of property, plant and equipment were held as lien for Borrowings from the Federal Government or any other third party (Domestic and International)

6.4 Building Work-in-Progress  
 Capital work-in-progress represents assets under construction which are not subject to depreciation. These assets, after completion of construction will be reclassified to the appropriate class of property, plant and equipment.

6.5 Depreciation charged for the year  
 Depreciation expense charged for the year is included in administrative expense:

	2023	2022
Depreciation expense charged for the year is included in administrative expense:		
N	23,696,378,839	18,348,603,656
<b>6.6 Capital Work-in-Progress</b>		
As at the beginning		
Additions	434,854,236,061	434,843,306,856
As at the end	434,854,236,061	434,854,236,061

Capital Work-in-Progress represents various projects under construction across the Headquarters and Districts



**NIGERIAN RAILWAY CORPORATION**

**NOTES TO THE ACCOUNTS  
FOR THE YEAR ENDED 31 DECEMBER, 2023**

	<b>2023</b>	<b>2022</b>
<b>7 FINANCIAL ASSETS</b>	<b>N</b>	<b>N</b>
Investment in Railway Property Management Company Limited	<u>2,540,356,974</u>	<u>2,540,356,974</u>
<b>8 BANK BALANCES</b>		
Central Bank of Nigeria (CBN)	<u>3,337,031,058</u>	<u>570,573,092</u>
	<u><b>3,337,031,058</b></u>	<u><b>570,573,092</b></u>
<p>The Corporation did not pledge part of its short-term deposits in order to fulfil collateral requirements with any banks.</p> <p>For the purpose of the statement of cash flow, cash and cash equivalents comprises only of cash at the Bank</p>		
<b>9 CAPITAL AND OVERHEAD ACCOUNT</b>	<b>2023</b>	<b>2022</b>
	<b>N</b>	<b>N</b>
GIFMIS Capital Account	5,370,473,155	5,370,473,155
GIFMIS Overhead Account	<u>2,084</u>	<u>888,217</u>
	<u><b>5,370,475,239</b></u>	<u><b>5,371,361,372</b></u>
<b>10 INVENTORIES</b>		
Stores	3,236,107,977	3,188,238,109
Medical	496,687	496,687
Diesel	18,372,381	18,372,381
Engineering Equipment and Tract Tools	<u>2,148,697,368</u>	<u>2,100,731,558</u>
	<u><b>5,403,674,413</b></u>	<u><b>5,307,838,734</b></u>

**10.1** In compliance with IPSAS 12, Inventories have been stated at the lower of cost and net realisable value. The cost of the inventories recognised as expense and included in the supplies and consumables amounted to N4,641,694,178 (2022: N4,397,098,438)



**NIGERIAN RAILWAY CORPORATION**

**NOTES TO THE ACCOUNTS (CONTINUED)  
FOR THE YEAR ENDED 31 DECEMBER, 2023**

<b>11 TRADE AND OTHER RECEIVABLES</b>		
<b>11.1 TRADE AND OTHER RECEIVABLES - EXCHANGE TRANSACTION</b>		
<b>Trade and Other Receivables</b>	<b>2023</b>	<b>2022</b>
	<b>₦</b>	<b>₦</b>
Prepaid Insurance	<u>20,747,865</u>	<u>20,747,865</u>
	<u>20,747,865</u>	<u>20,747,865</u>
<b>TOTAL TRADE AND OTHER RECEIVABLE</b>	<u><u>20,747,865</u></u>	<u><u>20,747,865</u></u>

All trade and other receivables are recoverable and are also short term in nature. Trade Receivable relates to freight bill outstanding as at reporting period.

No provision for impairment has been made on the trade receivables as they are recoverable and more so, the trade receivables age analysis is within 30 - 60 days. Though some of the receivables are due but not impaired. Management ensures that periodical review of its credit risk are assessed for any potential risk of default. See note (4c) for further information on the corporation's credit risk framework.

<b>12 TRADE AND OTHER PAYABLES</b>		
<b>12.1 TRADE AND OTHER PAYABLES - EXCHANGE TRANSACTION</b>		
<b>Retention</b>	<b>2023</b>	<b>2022</b>
	<b>₦</b>	<b>₦</b>
	<u>1,750,790</u>	<u>1,750,790</u>
	<u>1,750,790</u>	<u>1,750,790</u>

<b>12.2 TRADE AND OTHER PAYABLES - NON-EXCHANGE TRANSACTION</b>		
Withholding Tax Payable	213,292,309	213,292,309
Value Added Tax Payable	9,082,931	9,082,931
Audit Fees Payable	33,260,259	33,260,259
Accrued Liability**	<u>285,247,540</u>	<u>74,573,156</u>
<b>Total</b>	<u><u>540,883,039</u></u>	<u><u>330,208,655</u></u>
<b>Total Trade and Other Payables</b>	<u><u>542,633,829</u></u>	<u><u>331,959,445</u></u>

\*\*Accrued Liability consists of Water, Electricity and Fuel Supply fees payables



# NIGERIAN RAILWAY CORPORATION

## NOTES TO THE ACCOUNTS FOR THE YEAR ENDED 31 DECEMBER, 2023

	2023	2022
<b>13 CAPITAL RESERVES</b>	<b>N</b>	<b>N</b>
Arising in connection with the vesting of former Government Railway undertaking on 1st October, 1955 in the Corporation.	<u>50,826,253</u>	<u>50,826,253</u>
<b>14 FEDERAL GOVERNMENT CAPITAL GRANT</b>	<b>2023</b>	<b>2022</b>
<b>Balance brought forward</b>	<b>N</b>	<b>N</b>
Total Capital Receipts	5,370,473,155	17,610,980,689
Actual utilisation for the year transferred to FGN Fund (Note 19)	7,368,771,736	11,045,097,103
<b>Balance carried forward</b>	<u>(12,305,954,716)</u>	<u>(23,285,604,637)</u>
	<u><b>433,290,175</b></u>	<u><b>5,370,473,155</b></u>
<b>15 ACCUMULATED REVENUE FUND</b>		
<b>Balance as previously reported as at 1 January,</b>	<b>(163,051,125,375)</b>	<b>(142,348,323,921)</b>
Adjustment for impact of prior year errors	5,531,188,463	3,584,358,830
Transfer from Statement of financial Performance	(26,406,711,615)	(24,287,160,284)
<b>Balance carried forward</b>	<u><b>(183,926,648,527)</b></u>	<u><b>(163,051,125,375)</b></u>
<b>15.1 FAIR VALUE RESERVE</b>		
As at 1 January	2,522,077,974	-
Net Change in Fair Value of Investment measured at OCI	-	2,522,077,974
<b>As at 31 December</b>	<u><b>2,522,077,974</b></u>	<u><b>2,522,077,974</b></u>



**NIGERIAN RAILWAY CORPORATION**

**NOTES TO THE ACCOUNTS  
FOR THE YEAR ENDED 31 DECEMBER, 2023**

**16 FEDERAL GOVERNMENT LOANS**

2023 N	2022 N
<u>675,820,738,843</u>	<u>675,820,738,843</u>

**The Management authorised the consolidation of DMO Loans and Loans from China Government as FG Loans at the reporting date.**

**16.1** During the year 1960-1961, the Corporation borrowed N8,680,000 from the Federal Government and issued fixed interest stock secured (pari pasu with stocks referred to in note 7 above) by charge upon all the property, undertakings and revenue of the Corporation. The stock bears interest of 6% per annum for 25 years commencing in 1961 on full nominal amount of stock. It is to be redeemed by annual payments due to commence at a date to be fixed later (1961) and equal to 3% of the full nominal amount for a period of 22 years at the expiration of which the stock will be deemed to have been extinguished. At its option, the Corporation may redeem the stock prior to the expiration of the period of 22 years.

During the years 1961-1962, the Corporation borrowed N6,578,000 from Federal Government on terms similar to those in 16.1 above, save that redemption was due to have commenced on October 1, 1964.

During the years 1962-1963, the Corporation borrowed N6,000,000 from Federal Government on terms similar to those in 16.1 above, save that redemption was due to have commenced on October 1, 1965.

During the years 1963-1964, the Corporation borrowed N2,000,000 from Federal Government on terms similar to those in 16.1.

During the years 1966-1967, the Corporation borrowed N776,000 from Federal Government on terms similar to those in 16.1 above, save that date for the commencement of redemption has not been fixed.

**16.2 5.5% Loan from the Federal Government of Nigeria**

During the year 1959-1960, the Corporation borrowed N2,000,000 from the Federal Government and issued fixed interest stock which was secured pari pasu with the stock referred to in note 12, by charge upon all the property, undertaking and revenue of the Corporation. The stock bears interest at 5.5% per Annum for 25 years, commencing in 1990 on the full nominal amount stock, it is to be redeemed by annual payments due to have commenced on October 1, 1962 and equal to 2% of which the stock will be deemed extinguished. The first repayment has not yet been made as the Federal Government has agreed in principle to grant a moratorium to the Corporation for a limited time not yet decided. At this option, the Corporation may redeem the stock prior to expiration of the period of 22 years.

From 1965, the Federal Government of Nigeria has paid annually and on behalf of the Corporation, the instalment on foreign loan and the relative servicing charges due.

**17 DEBT MANAGEMENT OFFICE (DMO) LOAN**

	2023 N	2022 N
Principal	-	-
Interest	-	-
Penalty Charges	-	-
<b>TOTAL</b>	<u>-</u>	<u>-</u>

In year 2009 the Federal Ministry of Transport secured a loan of N12,500,000,000 on behalf of the Nigeria Railway Corporation from the Debt Management Office (DMO) to bridge the funding gap required for acquisition of 25 new locomotives. The loan is a period of 10 years (inclusive of 3 years moratorium) at an interest rate of 11.5% per annum.

The accumulated interest and penalty on the loan up to December 31, 2023 is as stated above.

**The Management authorised the transfer of DMO Loans to FG Loans at the reporting date.**

**18 LOANS FROM CHINA GOVERNMENT**

	2023 N	2022 N
Abuja - Kaduna Railway Line	-	-
Lagos - Ibadan Railway Line	-	-
	<u>-</u>	<u>-</u>

This represents 85% of the various interim payment certificates in respect of railway modernisation projects  
**The Management authorised the transfer of Loans from China Government to FG Loans at the reporting date.**



**NIGERIAN RAILWAY CORPORATION**

**NOTES TO THE ACCOUNTS  
FOR THE YEAR ENDED 31 DECEMBER, 2023**

**19 FEDERAL GOVERNMENT FUND**

	2023 N	2022 N
Balance brought forward		
<b>Add : Movements during the year</b>	369,245,973,551	345,960,368,914
Abuja to Kaduna Railway project	-	-
Lagos to Ibadan Railway project (Capital W.I.P)	-	-
Consultancy services to TEAM	-	-
Capital Receipts from FGN (Note 14)	-	-
	<u>12,305,954,716</u>	<u>23,285,604,637</u>
	<u><b>381,551,928,267</b></u>	<u><b>369,245,973,551</b></u>

**20** Nigerian Government Fund relates to investments made by the Federal Government of Nigeria towards actualising the Railway modernisation projects.

The government through the Federal Ministry of Transportation entered into some agreements with the Chinese Civil Engineering and Construction Company (CCECC) for construction of standard guage railway line from Lagos to Kano.

The project was later broken down into phases. Contracts have been awarded for some of the projects while contract negotiation for the remaining phases are on- going.

**21 Lagos - Kano Railway Project**

**21.1 Abuja - Kaduna Railway Project**

The phase of the project was awarded to CCECC. It was completed and commissioned in 2016. Amount spent on the railway project was N1,540,596,387.20 (US\$942,314,363.71). This was funded through the Chinese Loan and counterpart funding by Federal Government of Nigeria through the Federal Ministry of Transportation. The implementation of this project was done by the FMOT.

**21.2 Lagos - Ibadan Railway Project**

This project covers Lagos to Ibadan standard guage railway line with a spur to Apapa Sea Port. It was awarded to CCECC and was covered under the four (4) different agreements. The total cost of the project per the agreements is US\$2,238,659,586.35 out of which the sum of US\$1,344,147,993.37 had been drawn at year end.

The payment made so far on this project was reflected in the financial statements for the year as Capital Work in Progress as the project was uncompleted at December 31, 2023.

**21.3 Kaduna - Kano Railway Project**

This project was flagged off in year 2021 and it was also awarded to CCECC.

**21.4 Ibadan - Railway Project**

Contract Negotiation for this project is on- going as at the time of this report.

**21.5 Warri - Itakpe Railway Projects**

This project was conceptualised as part of Ajaokuta Steel Project but was abandoned for so many years .

Under this current administration, it was converted into a commercial rail line for carriage of passengers and cargoes. The conversion cost which was done through the Federal Ministry of Transportation is yet to be incorporated in this financial statements.



**NIGERIAN RAILWAY CORPORATION**

**NOTES TO THE ACCOUNTS  
FOR THE YEAR ENDED 31 DECEMBER, 2023**

**21.6 Port Harcourt- Maiduguri Railway Project**

In November 2020, the Federal Government of Nigeria through the Federal Ministry of Transportation entered into an agreement with the CCECC for rehabilitation and reconstruction of the Port Harcourt to Maiduguri narrow railway line with new branch lines at a cost of US\$3,020,279,549.

The project is to be financed through a commercial loan of US\$2,567,237,616.65 while the Federal Government counterpart funding will be US\$53,041,932.35.

**21.7 Kano - Maradi Railway Project**

This project was flagged off also in year 2021 and it was awarded to a Portuguese company - Mota - Engil Group (Multinational Engineering and Construction Company).

	2023	2022
	N	N
<b>22 REVENUE FROM NON-EXCHANGE TRANSACTION</b>		
Subvention - Overhead	-	80,328,450
Subvention - Personnel	12,124,750,357	7,953,054,752
	<u>12,124,750,357</u>	<u>8,033,383,202</u>
<b>23 REVENUE FROM EXCHANGE TRANSACTION</b>		
<b>Other Income from Exchange Transaction includes:</b>		
Income from Passengers, Luggage, Parcel and Country Product	5,128,583,864	3,692,313,899
Income from General Goods - Freight	1,079,290,411	360,010,416
Income from Sundries (IGR) (See Note 23.1)	840,115,033	1,172,759,704
Income from Right of Occupancy (Way Leave)	-	76,980,050
	<u>7,047,989,308</u>	<u>5,302,064,069</u>
<b>23.1 Major items included in sundries (IGR) are the following:</b>		
NHIS Income	840,115,033	1,172,759,704
	<u>840,115,033</u>	<u>1,172,759,704</u>
<b>23.2 Appropriation includes Internally Generated Revenue, below are the stream of revenue</b>		
Passengers, Luggage, Parcel and Country Product	5,128,583,864	3,692,313,899
General Goods - Freight	1,079,290,411	360,010,416
Sundries (IGR) (note 23.1)	840,115,033	1,172,759,704
Right of Occupancy (Way Leave)	-	76,980,050
	<u>7,047,989,308</u>	<u>5,302,064,069</u>
<b>23.3 Transferred to Consolidated Revenue Fund</b>	<u>1,527,544,404</u>	<u>3,815,245,368</u>



# NIGERIAN RAILWAY CORPORATION

## NOTES TO THE ACCOUNTS FOR THE YEAR ENDED 31 DECEMBER,

	2023 N	2022 N
<b>24 PERSONNEL EMOLUMENT</b>		
Basic Salary and Other Allowance	12,146,124,686	7,990,043,581
Non-Regular Allowances	257,374,038	43,638,396
Contributory Pension	1,551,810	9,871,138
Salaries and Allowances (Casual/Contract)	34,778,837	10,594,778
Overtime Payments (Incentives)	29,601,000	35,524,378
Death Benefits (Burial Expenses)	14,676,774	22,403,409
	<u>12,484,107,145</u>	<u>8,112,075,680</u>
<b>24.1 PERSONNEL EMOLUMENT BY MODE OF PAYMENT</b>		
Paid through IPPIS		
- Salaries	12,146,124,686	7,990,043,581
- Allowances	257,374,038	43,638,396
- Contributory Pension	1,551,810	9,871,138
	<u>12,405,050,534</u>	<u>8,043,553,115</u>
Paid through Nigerian Railway Corporation	79,056,611	68,522,565
	<u>12,484,107,145</u>	<u>8,112,075,680</u>
<b>25 SUPPLIES AND CONSUMABLES</b>		
Fuel, Lubricants and Power	4,454,856,271	4,303,679,065
Tools, Plant, Materials and Spare Parts	118,266,736	-
Other Consumable Store	62,880,562	80,576,148
Transportation of Consumables	5,690,609	12,843,225
	<u>4,641,694,178</u>	<u>4,397,098,438</u>
<b>26 ADMINISTRATIVE AND GENERAL OVERHEADS</b>		
Bank Charges	132,416,632	2,028,743
Printing, Postage and Courier Expenses	38,261,085	38,006,163
Recruitment and Appointment (service wide)	6,090,350	2,986,950
Water Expenses	25,224,100	20,552,880
Electricity Charges	212,508,881	172,869,476
Travel and Transport Expenses	222,315,869	312,717,813
Sanitation / Waste Management Expenses	532,503,759	427,747,059
Uniform and Other Clothings Expenses	209,220,748	120,280,990
Damages by Accidents Cost	35,000	5,518,461
Magazines and Periodicals Cost	6,047,300	11,199,050
Publicity and Advertisements Expenses	28,454,628	28,935,398
General Expenses /Others	17,919,241	27,205,500
Overseas Tours Expenses	30,478,026	86,131,531
Staff Welfare Packages Expenses	9,092,350	17,638,290
Telephone Expenses	7,569,230	10,715,540
Monitoring Activities and Follow up Expenses	33,788,608	100,260,100
Security Services Expenses	521,667,196	290,928,163
Commercial Entertainment Expenses	4,523,400	893,250
Local Training / Manpower Development Cost	39,257,450	36,552,858
International Training Expenses	4,402,057	-
Legal Consultancy and Professional Services	121,779,137	135,130,690
Audit Fees	28,368,062	28,368,062
Insurance Premium	380,376,872	316,174,089
Maintenance of Furniture and Equipment	23,399,980	11,908,278
Maintenance of Motor Vehicle / Transport Equipment	37,865,525	109,934,260
Maintenance of Office Building / Residential	34,490,793	16,964,413
<b>Balance Carried Down</b>	<u>2,708,056,279</u>	<u>2,331,648,005</u>



# NIGERIAN RAILWAY CORPORATION

## NOTES TO THE ACCOUNTS FOR THE YEAR ENDED 31 DECEMBER, 2023

	2023	2022
	N	N
<b>26 ADMINISTRATIVE AND GENERAL OVERHEADS (CONTINUED)</b>		
<i>Balance Brought Forward</i>	<b>2,708,056,279</b>	<b>2,331,648,005</b>
Maintenance of Plant and Generator /Railway	70,551,418	172,871,298
General Maintenance Cost	55,056,271	216,449,860
Motor Vehicle Running Expenses	71,314,487	5,006,000
ICT / Internet Access Charges	11,821,494	11,123,309
Honorarium and Sitting Allowance	24,713,000	62,870,650
Cost of Operation	38,866,102	20,136,000
Office Stationeries and Computer Consumables	178,720,679	83,565,599
Medical Expenses	70,626,984	45,913,694
<b>Total Recurrent Expenditure</b>	<b><u>3,229,726,714</u></b>	<b><u>2,949,584,414</u></b>
<b>26.1 Depreciation</b>	<b><u>23,696,378,838</u></b>	<b><u>18,348,603,656</u></b>
	<b><u>23,696,378,838</u></b>	<b><u>18,348,603,656</u></b>
<b>27 FINANCE COST</b>	-	-
Interest on Loan	-	-
<b>28 CAPITAL EXPENDITURE</b>		
Construction and Rehabilitation of Culvert and Bridges	237,699,459	1,213,970,039
Rehabilitation of Stations and other Railway Buildings	633,391,193	1,290,991,220
Various Track Rehabilitation Projects	1,875,589,460	13,988,695,082
Upgrading of Signaling and Telecom System	257,330,388	27,057,533
Water Supply Expenditure	169,719,050	59,359,660
Procurement and Rehabilitation of Locomotives and Rolling Stock	3,702,755,386	538,100,088
Motor Vehicle	2,678,650	530,565
Plant and Machinery	562,441,342	787,971,396
Computer	20,717,366	209,342,319
Furniture and Fittings	76,571,996	95,004,901
Capital Works in Progress	-	10,929,205
<b>Total Capital Expenditure</b>	<b><u>7,538,894,291</u></b>	<b><u>18,221,952,009</u></b>



# NIGERIAN RAILWAY CORPORATION

## NOTES TO THE ACCOUNTS FOR THE YEAR ENDED 31 DECEMBER,

### 29 DIRECTORS AND EMPLOYEES

Employees, other than Directors whose services were wholly or mainly discharged in Nigeria, received emoluments in the following ranges.

	2023 ₦	2022 ₦
<b>Staff costs relating to the above were:</b>		
Staff Cost		
Medicals	12,146,124,686	7,990,043,581
Staff Welfare Packages	70,626,984	45,913,694
Uniform Allowance	9,092,350	17,638,290
	209,220,748	120,280,990
	<u>12,435,064,768</u>	<u>8,173,876,555</u>

### 30 RELATED PARTY DISCLOSURES

#### Key Management Personnel

Key Management Personnel includes: Members of the Nigeria Railway Corporation Board of Directors and its Top Management Committee. Executive Directors are included in the definition of key management personnel as required by IPSAS 20 Related Party Disclosure. The definition of key management includes the close, members of family of key management personnel and any entity over which key management exercise control, joint control or significant influence. Close members of family are those family members who may be expected to influence, or be influenced by that person in their dealings with the company. They include the person's domestic partner and children, the children of the person's domestic partner, and dependents of the person or the person's domestic partner.

#### Key Management Personnel Compensation

Key Management Personnel compensation for the year comprised:

	2023 Number	2022 Number
Directors	25	25
Aggregate number of senior management	8	8
	<u>33</u>	<u>33</u>



# **NIGERIAN RAILWAY CORPORATION**

## **NOTES TO THE ACCOUNTS FOR THE YEAR ENDED 31 DECEMBER, 2023**

### **GUARANTEES, COMMITMENT AND OTHER REPORTING MATTERS**

#### **31 GUARANTEES**

The Corporation did not charge any of its assets to secure liabilities of third parties.

#### **31.1 CONTINGENT LIABILITIES**

There are no material contingent liability other than in the normal course of business that is required to be disclosed in the financial statements .

#### **31.2 COMMITMENTS**

The Directors are of the opinion that all known liabilities and commitments have been taken into account in the preparation of these Financial Statements.

#### **31.3 CAPITAL WORK-IN-PROGRESS**

The Corporation has an ongoing capital work-in-progress as at 31 December 2023 as disclosed in note 6.6.

#### **31.4 COMPLIANCE WITH REGULATORY AUTHORITIES**

There were no penalties for non-compliance matters with respect to regulatory bodies that came to our knowledge for the year ended 31 December 2023.

#### **32 EVENTS AFTER THE REPORTING DATE**

Events after the reporting date are those events, both favourable and unfavourable, that occur between the year end and the date on which the financial statements are authorized for issue.

#### **33 APPROVAL OF THE FINANCIAL STATEMENTS**

The financial statements were approved by the Board of Directors and authorised for issue on ..... , 2024.



# NIGERIAN RAILWAY CORPORATION

## VALUE ADDED STATEMENT (NON-IPSAS) FOR THE YEAR ENDED 31 DECEMBER,

	2023	%	2022	%
	₦		₦	
Total Revenue	19,172,739,665		13,335,447,271	
Less: Bought-in-Materials and Services	<u>(9,398,965,296)</u>		<u>(11,161,928,219)</u>	
<b>Value Added</b>	<b><u>9,773,774,369</u></b>	<b><u>100</u></b>	<b><u>2,173,519,052</u></b>	<b><u>100</u></b>
<b>Applied as follows:</b>				
<b>To pay Employees:</b>				
Staff Cost	12,484,107,145	128	8,112,075,680	373
<b>To Providers of Capital Fund</b>				
Interest on Loan	-	-	-	-
<b>To provide for change of Asset and Expansion:</b>				
Depreciation	23,696,378,839	242	18,348,603,656	844
<b>Excess of Income over Expenditure</b>				
Net Deficit	(26,406,711,615)	(270)	(24,287,160,284)	(1,117)
<b>Value Added</b>	<b><u>9,773,774,369</u></b>	<b><u>100</u></b>	<b><u>2,173,519,052</u></b>	<b><u>100</u></b>

Value added represents the additional wealth which the Corporation has been able to create on its own and by its employees' efforts. This statement shows the allocation of that wealth among employees, provision for change of assets/expansion and that which is retained for future creation of more wealth.



# NIGERIAN RAILWAY CORPORATION

## FIVE YEAR FINANCIAL SUMMARY (NON-IPSAS) FOR THE YEARS ENDED 31 DECEMBER,

Statement of Financial Position	2023	2022	2021	2020	2019
Capital Fund	₦	₦	₦	₦	₦
Capital Reserve Fund	50,826,253	50,826,253	50,826,253	50,826,253	50,826,253
Federal Government Capital Fund	433,290,175	5,370,473,155	17,610,980,689	9,445,452,000	-
Fair Value Reserve - OCI	2,522,077,974	2,522,077,974	-	-	-
Accumulated Deficit	(183,926,648,527)	(163,051,125,375)	(142,348,323,921)	(113,678,682,185)	(23,141,342,518)
<b>Net Asset</b>	<b>(180,920,454,125)</b>	<b>(155,107,747,992)</b>	<b>(124,686,516,979)</b>	<b>(104,182,403,932)</b>	<b>(23,090,516,265)</b>
<b>Non-Current Asset</b>	<b>862,862,918,239</b>	<b>879,020,402,786</b>	<b>876,624,976,459</b>	<b>887,327,706,580</b>	<b>188,450,551,839</b>
Receivables	20,747,865	20,747,865	234,098,826	378,565,840	194,926,791
Inventory	5,403,674,413	5,307,838,734	3,295,510,943	3,262,379,546	2,416,609,771
Bank and Cash Balances	3,337,031,058	570,573,092	499,982,048	12,306,301,784	10,968,328,986
Capital and Overhead Account	5,370,475,239	5,371,361,372	17,688,968,381	-	-
Current Liabilities	(542,633,829)	(331,959,445)	(1,248,945,879)	(3,895,658,736)	(12,389,396,754)
Non-Current Liabilities	(1,057,372,667,110)	(1,045,066,712,394)	(1,021,781,107,757)	(1,003,561,698,946)	(212,731,536,898)
<b>Net Asset</b>	<b>(180,920,454,125)</b>	<b>(155,107,747,992)</b>	<b>(124,686,516,979)</b>	<b>(104,182,403,932)</b>	<b>(23,090,516,265)</b>
<b>Statement of Financial Performance</b>					
Revenue Non-Exchange Transaction	12,124,750,357	8,033,383,202	8,210,355,465	7,163,832,716	8,587,469,429
Revenue Exchange Transaction	7,047,989,308	5,302,064,069	6,207,997,239	2,561,412,787	3,489,122,509
<b>Total Revenue</b>	<b>19,172,739,665</b>	<b>13,335,447,271</b>	<b>14,418,352,704</b>	<b>9,725,245,503</b>	<b>12,076,591,938</b>
Total Expenditure	(45,579,451,280)	(37,622,607,555)	(43,087,994,439)	(39,009,653,796)	(19,285,262,785)
<b>Net (Deficit)</b>	<b>(26,406,711,615)</b>	<b>(24,287,160,284)</b>	<b>(28,669,641,735)</b>	<b>(29,284,408,293)</b>	<b>(7,208,670,847)</b>