

Registered in England and Wales No: 01424399

RAC MOTORING SERVICES
ANNUAL REPORT AND FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 DECEMBER 2021

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RAC Motoring Services

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RAC Motoring Services

Company information

Directors:

J Baker
P Gale
D Hobday
P Ryan
R Templeman
G M Wood

Company Secretary:

K Bowden

Auditor:

Deloitte LLP
Statutory Auditor
Four Brindleyplace
Birmingham
United Kingdom
B1 2HZ

Registered office:

RAC House
Brockhurst Crescent
Walsall
West Midlands
United Kingdom
WS5 4AW

Company number:

Registered in England and Wales: No. 01424399

Other information:

RAC Motoring Services, ("the Company") is authorised and regulated by the Financial Conduct Authority ("FCA") in respect of insurance and mediation activities (FRN: 310208). For the year ended 31 December 2021, the Company was a member of the RAC Group of Companies ("the Group"), which includes RAC Group (Holdings) Limited and its subsidiaries, which during 2021 and 2020 included RAC Midco Limited, RAC Midco II Limited, RAC Bidco Limited, RAC Bond Co plc, RAC Limited, RAC Group Limited, RAC Motoring Services (Holdings) Limited, RAC Motoring Services, RACMS (Ireland) Limited, RAC Financial Services Limited, RAC Insurance Limited, RAC Brand Enterprises LLP, RAC Cars Limited and Risk Telematics UK Limited.

These Financial Statements are presented for the year ended 31 December 2021. Comparatives are presented for the year ended 31 December 2020.

RAC Motoring Services

Strategic report

For the year ended 31 December 2021

The Directors present their Strategic report for the year ended 31 December 2021. The Directors, in preparing this Strategic report, have complied with s414C of the Companies Act 2006.

Basis of preparation

This business review is addressed to, and written for, the members of the Company with the aim of providing a fair review of business development and performance during the financial year. In providing this review, the aim is to present a view that is both balanced and comprehensive, and is consistent with the size and complexity of the business.

Principal activity

The Company is a consumer services subscription business, providing a differentiated range of driving and mobility related services, principally breakdown assistance, for consumer and business customers. There were no significant changes in these activities during the year.

Objectives and future developments

The strategy for the Company is determined by the Directors of the Company's ultimate parent company, RAC Group (Holdings) Limited and disclosed in the Annual Report and Financial Statements of that company.

Key Performance Indicators ("KPIs")

The KPIs set out in the table below are fundamental to the Company's business and reflect its focus on the drivers of value that will enable and inform the management team to achieve the Company's business plans, strategic aims and objectives.

	2021	2020
Revenue (£m)	435	429
EBITDA before exceptional items (£m) ¹	88	106
Operating profit (£m)	55	76
Number of Breakdowns (millions)	2.3	2.2
Consumer roadside churn rate ²	14.5%	15.0%

¹ Earnings before interest, tax, depreciation, amortisation and exceptional items. The Board believes that the use of EBITDA pre-exceptional items gives a better indication of the underlying performance of the Company. This is consistent with how business performance is measured internally.

² The percentage of Members leaving as a proportion of opening filesize plus acquisitions, measured over a rolling 12 month period.

The Company also uses a range of other financial and non-financial performance indicators to monitor its performance.

Review of the business including major events

The Group continues to monitor its risks in light of the continuing challenges presented by Covid-19 and has been able to continue to maintain the delivery of full services to our members and partners.

The Group's response to Covid-19 continues to be led by government guidance and to be coordinated through the formal business continuity command structure. Actions taken have included moving a large proportion of the workforce to home working, changes to working arrangements at our main operational sites and continuing to adjust our operational processes at roadside in order to protect our customers and colleagues.

Covid-19 has resulted in some changes to the demand patterns for our roadside assistance services as various lockdown measures have been implemented and released, and as a result of the continued increase in UK-only travel. This has been mitigated by careful management of our operation in order to ensure that the right resources are in place to respond to customer demand.

RAC Motoring Services

Strategic report (continued)

Review of the business including major events (continued)

The financial position of the Company at 31 December 2021 is shown in the Statement of financial position on page 15, with the trading results shown in the Income statement on page 13 and the Statement of cash flows. Revenue increased by £6 million (2020: decrease of £19 million), cost of sales increased by £2 million (2020: increase of £24 million) and administrative expenses increased by £25 million (2020: decrease of £5 million) in the year ended 31 December 2021.

The net assets of the Company increased by £68 million (2020: decrease of £1 million) largely due to a reduction in amounts due to related parties.

Ordinary interim dividends of 5p were paid during the year to the Company's parent company, RAC Motoring Services (Holdings) Limited (2020: £74 million; 251.6 pence per share).

Principal risks and uncertainties

The Company's principal risks and uncertainties include Credit & Liquidity risk, Regulatory risk and Brexit risk; Climate risk and COVID-19 risk are viewed as emerging risks as set out below:

Credit & Liquidity risk management

Management of credit risk is carried out in accordance with Group credit risk processes, which include setting exposure limits and monitoring exposures in accordance with ratings set by credit ratings agencies such as Standard & Poor's.

Cash and cash equivalents throughout the periods reported on were held with institutions that are A rated. The Company's largest cash and cash equivalent counterparty is Barclays (2020: Barclays). At 31 December 2021 the balance held by this counterparty was £17 million (2020: £9 million).

The Group has set its investment strategy to ensure it has sufficient liquid funds to meet its expected obligations as they fall due.

The Company does not have any obligations outside of the Group for which liquidity risk would be significant.

Regulatory / Conduct risk

The Group defines this risk as the risk of failure to comply with current regulatory requirements applying to the business, the risk associated with potential future changes in regulatory requirements or the risk of failing to ensure that risks to good customer outcomes are identified and mitigated.

Failure to comply with relevant regulations could result in RAC having to suspend, either temporarily or permanently, certain activities and could lead to substantial fines or penalties. Any negative publicity arising in connection with any enquiries or regulatory investigation affecting RAC's business could adversely affect its reputation.

To mitigate these risks RAC provides regular training and briefings to its employees to ensure a customer and compliance culture exists throughout the business. The Group has clear governance procedures in place in order to minimise the risk of any legal/compliance failure or breach. The Group also has specialist committees and working groups in place with responsibility for oversight of specific areas of regulatory or conduct risk, such as Board and Executive Risk, Audit & Compliance Committees and a Conduct Risk Committee, and the Group also employs regulatory and compliance specialists to ensure the regulatory and legislative requirements are adhered to. Legislative and regulatory developments are monitored and assessed in order that the Group can adapt to any changes and minimise any impact.

RAC Motoring Services

Strategic report (continued)

Principal risks and uncertainties (continued)

Brexit risk

RAC continues to monitor the impact of Brexit and will take appropriate steps to maintain RAC's competitive position. RAC is a UK focused business, with very limited trade outside of the UK's borders and, to date, there has been no material impact on our operations.

RAC will continue to engage with key suppliers in order to ensure the continuity of supplies now that the Brexit transition period has ended. Should there be any negative impact from Brexit to growth prospects for the UK economy, our business has proved in the past to be resilient during recessionary times.

Climate and environmental risk

The Group defines this as the risk of damaging the environment in which we operate or of climate change resulting in adverse operational or financial impacts on the business.

As a motoring organisation we are aware of our environmental impact, with roadside operations being our highest contributor to carbon emissions. We have attained ISO14001 accreditation across the whole of our operation and use a risk management process to identify and address environmental issues resulting from our business.

The Group also continues to monitor the potential operational and financial impacts of climate change on the business, in particular the potential for changing weather patterns to result in changes in customer demand, as well as the potential need for investment in new vehicle types. As part of this, the Group has taken steps to implement PRA requirements in relation to managing the financial risks from climate change which were required to be implemented by the end of 2021 and will continue to evolve its approach to managing the risks from climate change. In 2021 the Group implemented an ESG Committee with responsibility for oversight of the overall Group ESG agenda.

Covid-19 Risk

The Group continues to monitor its risks in light of the continuing challenges presented by Covid-19 and has been able to continue to maintain the delivery of full services to our members and partners.

The Group's response to Covid-19 continues to be led by government guidance and to be coordinated through the formal business continuity command structure. Actions taken have included moving a large proportion of the workforce to home working, changes to working arrangements at our main operational sites and continuing to adjust our operational processes at roadside in order to protect our customers and colleagues.

Covid-19 has resulted in some changes to the demand patterns for our roadside assistance services as various lockdown measures have been implemented and released, and as a result of the continued increase in UK-only travel. This has been mitigated by careful management of our operation in order to ensure that the right resources are in place to respond to customer demand.

Capital management

In managing its capital, RAC seeks to:

- i. Match the expected cash inflows from its assets with the expected cash outflows from its liabilities as they fall due;
- ii. Maintain financial strength to support new business growth and to satisfy the requirements of its Members and regulators;
- iii. Retain financial flexibility by maintaining strong liquidity; and
- iv. Allocate capital efficiently to support growth and repatriate excess capital where appropriate.

RAC Motoring Services

Strategic report (continued)

General

The Company is a regulated company which holds sufficient capital to meet acceptable solvency levels based on applicable FCA regulations. There have not been any breaches in the reported periods.

Regulatory bases

Relevant capital and solvency regulations are used to measure and report on the Company's financial strength. These measures are based on the FCA's current regulatory requirements. Regulatory capital tests verify adequate excess of capital above the required minimum level, calculated using a series of prudent assumptions about the type of business.

Environmental targets and Carbon Emissions

Across our property estate, we continue to invest in initiatives to reduce energy consumption. Colleagues are encouraged to significantly reduce travel between sites and instead utilise Microsoft Teams software for video conferencing collaboration and telephony calls. This has resulted in a reduction in fuel consumption. We continue to closely monitor volumes of waste sent to landfill.

We are fully compliant with the Government and Environment Agencies Energy Saving Opportunities Scheme (ESOS Phase 2) and have implemented a new energy procurement process and improved the efficiency of our BMS and HVAC systems.

Section 172(1) Statement

RAC Motoring Services is a wholly owned subsidiary of RAC Group (Holdings) Limited and decisions on matters covered in section 172 (1) of the Companies Act 2006 are made at group level. Accordingly, RAC Motoring Services refers to the section 172(1) statement of RAC Group (Holdings) Limited, which is set out in the 2021 Annual Report and Financial Statements of RAC Group (Holdings) Limited, an electronic copy of which is available on the website www.raccorporate.co.uk. In discharging their responsibilities, in respect of the matters covered in s172(1) (a)–(f), the Directors of the company who are also Directors of RAC Group (Holdings) Limited have applied the group policies to RAC Motoring Services by making decisions in relation to capital and risk management in order to implement the "RAC2025" strategy and ensure long term success. This includes ensuring dividends paid by the company are in line with the group dividend policy.

As approved by the Board on 30 June 2022



J Baker
Chief Financial Officer

RAC Motoring Services

Directors' report

For the year ended 31 December 2021

The Directors present their Annual Report on the affairs of RAC Motoring Services, together with the audited Financial Statements and independent auditor's report for the year ended 31 December 2021.

Directors

The names of the current Directors of the Company appear on page 1.

Those who have served in office during the year and up to the date of approval of the Financial Statements have been as follows:

J Baker
P Gale
D Hobday
P Ryan
R Templeman
G M Wood

None of the Directors had any interest in the shares of the Company during the year.

Objectives and future developments

The strategy for the Company is determined by the Directors of the Company's ultimate Parent Company, RAC Group (Holdings) Limited and disclosed in the Financial Statements of that Company.

Results and Dividends

Ordinary interim dividends of £nil were paid during the year to the Company's parent company, RAC Motoring Services (Holdings) Limited (2020: £74 million; 251.6 pence per share).

There are no final dividends proposed.

Employees

All employees of the Group are employed and remunerated by the Company, which acts as the employment company for the Group. Disclosures relating to employees may be found in note 8 to the Financial Statements.

The Company gives full consideration to applications for employment from disabled persons where the candidate's particular aptitudes and abilities are consistent with adequately meeting the requirements of the job. Opportunities are available to disabled employees for training, career development and promotion.

Where existing employees become disabled, it is the Company's policy to provide continuing employment wherever practical in the same or alternative position and to provide appropriate training to achieve this aim.

The Company recognises the importance of communications in order to engage with all colleagues through a variety of different media. Consultation forums and a culture of two-way communication are actively promoted.

The Company engages and involves colleagues in the development and direction of the business through colleague forums and a strong partnership with UNITE, the Union. We share information and updates with UNITE and Your Forum representatives and consult fully with them when decisions affect colleagues.

RAC Motoring Services

Directors' report (continued)

Directors' indemnities

RAC Group (Holdings) Limited, the Company's ultimate Parent Company, has granted an indemnity to all RAC Company Directors against liability in respect of proceedings brought by third parties, subject to the conditions set out in the Companies Act 2006. This indemnity was first granted in 2011 and the provisions in the Company's Articles of Association constitute "qualifying third party indemnities" for the purposes of section 236 of the Companies Act 2006. These qualifying third party indemnity provisions remain in force as at the date of approving the Directors' Report by virtue of the transitional provisions to the Companies Act 2006.

Going concern

The financial statements have been prepared on a going concern basis, which assumes that the Company has adequate resources to continue in operational existence for the foreseeable future.

The Company made a profit of £68 million for the year ended 31 December 2021 (2020: £73 million) and at 31 December 2021 had net assets of £280 million (2020: £212 million) and net current liabilities of £18 million (2020: £70 million) however within net current liabilities is £88 million (2020: £73 million) of deferred income and £9 million (2020: £10 million) of IFRS 16 lease liabilities. The Company's business activities, together with the factors likely to affect its future development, performance and position are set out in the Strategic Report on pages 2 to 5. Details of its cash and cash equivalents are set out in note 17 to the Financial Statements.

The Directors have assessed the financial position and the future funding requirements of the Group and the Company and compared them to the level of available committed borrowing facilities. The Company's objectives, policies and processes for managing its capital, its financial risk management objectives and its exposure to credit risk and liquidity risk are set out in the Strategic Report.

The Directors' assessment included a review of the Group's financial forecasts, financial instruments and hedging arrangements for the 18 month period from the Statement of financial position date, including the impact of the UK leaving the EU and a consideration of the continued uncertainty as a result of the Covid-19 pandemic. The Directors considered a range of potential scenarios and how these may impact on cash flow, facility headroom and the Group's ability to comply with the terms of its bank debt. The Directors also considered what mitigating actions the Group and Company could take to limit any adverse consequences.

The Directors have assessed the impact to the Group and Company of the UK leaving the European Union and do not consider there to be a significant risk to operations. Further details are set out in the Strategic Report of RAC Bidco Limited's Financial Statements.

Having undertaken this assessment, the Directors have a reasonable expectation that the Company and the Group have adequate resources to continue in operational existence for the foreseeable future, at least 12 months from the date of the audit report being issued. For these reasons, they continue to adopt the going concern basis in preparing the Company's Financial Statements.

Auditor

Deloitte LLP has expressed its willingness to continue in office as auditor of the Group and Company and their reappointment will be proposed to the Board at the July 2022 Board meeting.

Strategic Report

The Companies Act 2006 requires the Company to prepare a Strategic Report, set out on pages 2 to 5. The Strategic Report includes information about the Company's operations and business model, financial performance throughout the year, financial instruments and risk management, likely future developments, key performance indicators, and principal risks.

RAC Motoring Services

Directors' report (continued)

Disclosure of information to the auditor

Each person who was a Director of the Company on the date that this report was approved confirms that, so far as the Director is aware, there is no relevant audit information, being information needed by the auditor in connection with preparing his report, of which the auditor is unaware. Each Director has taken all the steps that he or she ought to have taken as a Director in order to make himself or herself aware of any relevant audit information and to establish that the auditor is aware of that information. This confirmation is given and should be interpreted in accordance with the provisions of s418 of the Companies Act 2006.

Statement of Directors' responsibilities

The Directors are responsible for preparing the Annual Report and the Financial Statements in accordance with applicable law and regulations. Company law requires the Directors to prepare financial statements for each financial year. Under that law the Directors have elected to prepare the financial statements in accordance with United Kingdom Generally Accepted Accounting Practice (United Kingdom Accounting Standards and applicable law), including FRS 101 "Reduced Disclosure Framework".

Under company law the Directors must not approve the financial statements unless they are satisfied that they give a true and fair view of the state of affairs of the Company and of the profit or loss of the Company for that period. In preparing these financial statements, the Directors are required to:


- select suitable accounting policies and then apply them consistently;
- make judgments and accounting estimates that are reasonable and prudent;
- state whether applicable UK Accounting Standards have been followed, subject to any material departures disclosed and explained in the financial statements; and
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the Company will continue in business.

The Directors are responsible for keeping adequate accounting records that are sufficient to show and explain the Company's transactions and disclose with reasonable accuracy at any time the financial position of the Company and enable them to ensure that the financial statements comply with the Companies Act 2006. They are also responsible for safeguarding the assets of the Company and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

Events since the statement of financial position date

Subsequent to the Statement of Financial Position date, regulatory approval in respect of the Silver Lake partial acquisition of the Group was received, with completion taking place on 11 March 2022. This does not have a material impact on the Company's financial position as at 31 December 2021.

As approved by the Board on 30 June 2022



J Baker
Chief Financial Officer

RAC Motoring Services

Independent auditor's report to the members of RAC Motoring Services

Report on the audit of the Financial Statements

Opinion

In our opinion the financial statements of RAC Motoring Services (the 'company'):

- give a true and fair view of the state of the company's affairs as at 31 December 2021 and of its profit for the year then ended;
- have been properly prepared in accordance with United Kingdom Generally Accepted Accounting Practice, including Financial Reporting Standard 101 "Reduced Disclosure Framework"; and
- have been prepared in accordance with the requirements of the Companies Act 2006.

We have audited the financial statements which comprise:

- the Income statement;
- the Statement of comprehensive income;
- the Statement of financial position;
- the Statement of changes in equity;
- the Statement of cash flows;
- the accounting policies; and
- the related notes 1 to 23.

The financial reporting framework that has been applied in their preparation is applicable law and United Kingdom Accounting Standards, including Financial Reporting Standard 101 "Reduced Disclosure Framework" (United Kingdom Generally Accepted Accounting Practice).

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (UK) (ISAs (UK)) and applicable law. Our responsibilities under those standards are further described in the auditor's responsibilities for the audit of the financial statements section of our report.

We are independent of the company in accordance with the ethical requirements that are relevant to our audit of the financial statements in the UK, including the Financial Reporting Council's (the 'FRC's') Ethical Standard, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Conclusions relating to going concern

In auditing the financial statements, we have concluded that the directors' use of the going concern basis of accounting in the preparation of the financial statements is appropriate.

Based on the work we have performed, we have not identified any material uncertainties relating to events or conditions that, individually or collectively, may cast significant doubt on the company's ability to continue as a going concern for a period of at least twelve months from when the financial statements are authorised for issue.

Our responsibilities and the responsibilities of the directors with respect to going concern are described in the relevant sections of this report.

RAC Motoring Services

Independent auditor's report to the members of RAC Motoring Services (continued)

Other information

The other information comprises the information included in the annual report, other than the financial statements and our auditor's report thereon. The directors are responsible for the other information contained within the annual report. Our opinion on the financial statements does not cover the other information and, except to the extent otherwise explicitly stated in our report, we do not express any form of assurance conclusion thereon.

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 course of the audit, or otherwise appears to be materially misstated. If we identify such material inconsistencies or apparent material misstatements, we are required to determine whether this gives rise to a material misstatement in the financial statements themselves. 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.

Responsibilities of Directors

As explained more fully in the directors' responsibilities statement, the directors are responsible for the preparation of the financial statements and for being satisfied that they give a true and fair view, 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 company'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 intend to liquidate the company 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 (UK) 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.

A further description of our responsibilities for the audit of the financial statements is located on the FRC's website at: www.frc.org.uk/auditorsresponsibilities. This description forms part of our auditor's report.

RAC Motoring Services

Independent auditor's report to the members of RAC Motoring Services (conti

Extent to which the audit was considered capable of detecting irregularities, including fraud

Irregularities, including fraud, are instances of non-compliance with laws and regulations. We design procedures in line with our responsibilities, outlined above, to detect material misstatements in respect of irregularities, including fraud. The extent to which our procedures are capable of detecting irregularities, including fraud is detailed below.

We considered the nature of the company's industry and its control environment, and reviewed the company's documentation of their policies and procedures relating to fraud and compliance with laws and regulations.

We also enquired of management, internal audit, risk and compliance and those charged with governance about their own identification and assessment of the risks of irregularities.

We obtained an understanding of the legal and regulatory framework that the company operates in, and identified the key laws and regulations that:

- had a direct effect on the determination of material amounts and disclosures in the financial statements. These included the Companies Act 2006, IT, conduct risk, data analytics, pension and tax regulations.
- do not have a direct effect on the financial statements but compliance with which may be fundamental to the company's ability to operate or to avoid a material penalty. These included Financial Conduct Authority (FCA) regulations, Prudential Regulation Authority (PRA) regulations, money laundering regulations, the Data Protection Act 2018 and the Bribery Act 2010.

We discussed among the audit engagement team including relevant internal specialists such as tax, IT, pensions, conduct risk and data analytics regarding the opportunities and incentives that may exist within the organisation for fraud and how and where fraud might occur in the financial statements.

In common with all audits under ISAs (UK), we are also required to perform specific procedures to respond to the risk of management override. In addressing the risk of fraud through management override of controls, we tested the appropriateness of journal entries and other adjustments; assessed whether the judgements made in making accounting estimates are indicative of a potential bias; and evaluated the business rationale of any significant transactions that are unusual or outside the normal course of business.

In addition to the above, our procedures to respond to the risks identified included the following:

- reviewing financial statement disclosures by testing to supporting documentation to assess compliance with provisions of relevant laws and regulations described as having a direct effect on the financial statements;
- performing analytical procedures to identify any unusual or unexpected relationships that may indicate risks of material misstatement due to fraud;
- enquiring of management, internal audit and in-house legal counsel concerning actual and potential litigation and claims, and instances of non-compliance with laws and regulations; and
- reading minutes of meetings of those charged with governance, reviewing internal audit reports and reviewing correspondence with HMRC and FCA.

RAC Motoring Services

Independent auditor's report to the members of RAC Motoring Services (continued)

Report on other legal and regulatory requirements

Opinions on other matters prescribed by the Companies Act 2006

In our opinion, based on the work undertaken in the course of the audit:

- the information given in the strategic report and the directors' report for the financial year for which the financial statements are prepared is consistent with the financial statements; and
- the strategic report and the directors' report have been prepared in accordance with applicable legal requirements.

In the light of the knowledge and understanding of the company and its environment obtained in the course of the audit, we have not identified any material misstatements in the strategic report or the directors' report.

Matters on which we are required to report by exception

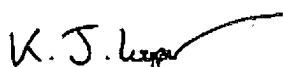
Under the Companies Act 2006 we are required to report in respect of the following matters if, in our opinion:

- adequate accounting records have not been kept, or returns adequate for our audit have not been received from branches not visited by us; or
- the financial statements are not in agreement with the accounting records and returns; or
- certain disclosures of directors' remuneration specified by law are not made; or
- we have not received all the information and explanations we require for our audit.

We have nothing to report in respect of these matters.

Use of our report

This report is made solely to the company's members, as a body, in accordance with Chapter 3 of Part 16 of the Companies Act 2006. Our audit work has been undertaken so that we might state to the company's members those matters we are required to state to them in an auditor's report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the company and the company's members as a body, for our audit work, for this report, or for the opinions we have formed.



Kieren Cooper, FCA (Senior statutory auditor)
For and on behalf of Deloitte LLP
Statutory Auditor
Birmingham, United Kingdom
30 June 2022

RAC Motoring Services
Financial Statements 2021
Income statement
For the year ended 31 December 2021

	Note	2021	2020
		£m	£m
Revenue	1	435	429
Cost of sales		(257)	(255)
Gross profit		178	174
Administrative expenses		(123)	(98)
Operating profit	2	55	76
EBITDA before exceptional items		88	106
Exceptional items	3	(4)	(1)
Depreciation of owned tangible assets	12	(5)	(5)
Depreciation of right of use assets	13	(13)	(13)
Amortisation of non customer acquisition intangible assets	11	(11)	(11)
Operating profit		55	76
Finance income	6	2	2
Finance expenses	5	(4)	(4)
Investment income	14	12	9
Profit before tax		65	83
Tax credit/ (charge)	10	3	(10)
Profit for the year		68	73

All activities relate to continuing operations.

The accounting policies and notes on pages 18 to 43 are an integral part of these Financial Statements.

RAC Motoring Services
Financial Statements 2021 (continued)
Statement of comprehensive income
For the year ended 31 December 2021

	Note	2021	2020
		£m	£m
Profit for the year		68	73
Actuarial losses on employee benefit schemes	22(c)(iii)	-	-
Net other comprehensive expense not to be reclassified to profit or loss in subsequent years		-	-
Other comprehensive expense, net of tax		-	-
Total comprehensive income for the year		68	73

The accounting policies and notes on pages 18 to 43 are an integral part of these Financial Statements.

RAC Motoring Services

Financial Statements 2021 (continued)

Registered in England and Wales: No. 01424399

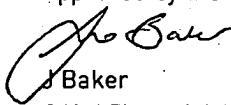
Statement of financial position

As at 31 December 2021

	Note	2021	2020
		£m	£m
ASSETS			
Non-current assets			
Intangible assets	11	37	36
Plant and equipment	12	27	26
Right of use asset	13	57	62
Investments in subsidiaries and associates	14	58	58
Deferred tax asset	18	62	46
Trade and other receivables	16	120	118
		<u>361</u>	<u>346</u>
Current assets			
Inventories	15	3	4
Trade and other receivables	16	333	391
Cash and cash equivalents	17	18	15
		<u>354</u>	<u>410</u>
LIABILITIES			
Current liabilities			
Trade and other payables	20	(356)	(462)
Current tax payable	18	(15)	(17)
Provisions	19	(1)	(1)
		<u>(372)</u>	<u>(480)</u>
Net current liabilities		<u>(18)</u>	<u>(70)</u>
Non-current liabilities			
Employee benefit liability	22(c)(iv)	(3)	(3)
Trade and other payables	20	(60)	(61)
		<u>(63)</u>	<u>(64)</u>
Net assets		<u>280</u>	<u>212</u>
EQUITY			
Ordinary share capital	21	30	30
Retained earnings		250	182
Total equity		<u>280</u>	<u>212</u>

The accounting policies and notes on pages 18 to 43 are an integral part of these Financial Statements.

Approved by the Board on 30 June 2022.


J Baker
Chief Financial Officer

RAC Motoring Services
Financial Statements 2021 (continued)
Statement of changes in equity
For the year ended 31 December 2021

	Note	Ordinary share capital	Retained earnings	Total equity
		£m	£m	£m
Balance at 1 January 2020		30	183	213
Profit for the year		-	73	73
Total comprehensive income		-	73	73
Dividends paid	4	-	(74)	(74)
Balance at 31 December 2020		30	182	212
Profit for the year		-	68	68
Total comprehensive income		-	68	68
Dividends paid	4	-	-	-
Balance at 31 December 2021		30	250	280

The accounting policies and notes on pages 18 to 43 are an integral part of these Financial Statements.

RAC Motoring Services
Financial Statements 2021 (continued)
Statement of cash flows
For the year ended 31 December 2021

	Note	2021 £m	2020 £m
Operating activities			
Profit before tax		65	83
Adjustments to reconcile profit before tax to net cash flows:			
Amortisation of intangible assets	11	11	11
Depreciation of owned tangible assets	12	5	5
Depreciation of right of use assets	13	13	13
Finance income	6 & 14	(14)	(11)
Finance expense	5	4	4
Working capital adjustments:			
Decrease / (increase) in trade and other receivables		57	(47)
(Decrease) / increase in trade and other payables		(119)	62
Decrease / (increase) in inventories		1	(2)
Net cash flows from operating activities		23	118
Purchase of plant and equipment	12	(6)	(18)
Purchase of intangible assets	11	(12)	(11)
Distributions received	14	12	9
Net cash used in investing activities		(6)	(20)
Financing activities			
Repayment of obligations under leases		(14)	(11)
Dividends paid	4	-	(74)
Net cash flows used in financing activities		(14)	(85)
Net increase in cash and cash equivalents		3	13
Cash and cash equivalents brought forward		15	2
Cash and cash equivalents carried forward	17	18	15

The accounting policies and notes on pages 18 to 43 are an integral part of these Financial Statements.

RAC Motoring Services

Accounting policies

(A) Corporate information

RAC Motoring Services is a private unlimited liability company incorporated and domiciled in the United Kingdom and registered in England & Wales. The principal activity of the Company is the provision of services and benefits to members of the RAC and other motorists primarily in the UK. The registered office is located at RAC House, Brockhurst Crescent, Walsall, West Midlands, United Kingdom, WS5 4AW.

The Financial Statements of RAC Motoring Services for the year ended 31 December 2021 were approved for issue by the Board on 28 June 2022.

(B) Basis of preparation

These financial statements were prepared in accordance with Financial Reporting Standard 101 Reduced Disclosure Framework.

The Financial Statements of the Company have been prepared on the historical cost basis. Historical cost is generally based on the fair value of consideration given in exchange for goods and services.

The Company meets the definition of a qualifying entity under FRS 100 'Application on Financial Reporting Requirements' issued the FRC.

In preparing these financial statements, the Company has applied the recognition, measurement and disclosure requirements of UK-adopted international accounting standards but has made amendments where necessary in order to comply with the Companies Act 2006. As permitted by FRS 101, the Company has taken advantage of the disclosure exemptions available under that standard as detailed below. The principal accounting policies adopted in the preparation of these Financial Statements are also set out below.

Disclosure exemptions applied

- (i) The requirements of IFRS 7 *Financial Instruments: Disclosures* and IAS 1 paragraphs 134 to 136;
- (ii) The requirements of IAS 24 *Related Party Disclosure*; and
- (iii) The requirements of paragraphs 30 and 31 of IAS 8 *Accounting Policies, Changes in Accounting Estimates and Errors*.
- iv) The requirements of the second sentence of paragraph 110 and paragraphs 113(a), 114, 115, 118, 119(a) to (c), 120 to 127 and 129 of IFRS 15 *Revenue from Contracts*

The Financial Statements are presented in pounds sterling, which is the Company's functional and presentation currency. Unless otherwise noted, the amounts shown in these Financial Statements are in millions of pounds sterling ("£m").

The Company is exempt from preparing group financial statements by virtue of Section 400 of the Companies Act 2006, as it is a subsidiary of an EU parent, RAC Group (Holdings) Limited. The Financial Statements present information about the Company as an individual company and not about its group.

Application of new and revised International Financial Reporting Standards

The following new and amended IFRSs are effective and relevant for these Financial Statements. The adoption of these Standards has not had any material impact on the disclosures or on the amounts reported in the Company's Financial Statements:

- Amendments to IFRS 9, IAS 39, IFRS 7, IFRS 4 and IFRS 16

RAC Motoring Services

Accounting policies (continued)

(B) Basis of preparation (continued)

Application of new and revised International Financial Reporting Standards (continued)

At 31 December 2021, the Group has not applied the following new and revised IFRSs that have been issued but are not yet effective and in some cases had not yet been adopted by the UK:

- IFRS 3 Reference to conceptual framework ¹
- Annual improvements to IFRS standard 2018-2020 ¹
- Amendment to IAS 1 and IFRS practice statement 2 ¹
- Amendment to IFRS 4 ¹
- Amendment to IAS 12 and 8 ¹

¹ Effective for annual periods commencing on or after 1 January 2022

Going concern

The financial statements have been prepared on a going concern basis, which assumes that the Company has adequate resources to continue in operational existence for the foreseeable future.

The Company made a profit of £68 million for the year ended 31 December 2021 (2020: £73 million) and at 31 December 2021 had net assets of £280 million (2020: £212 million) and net current liabilities of £18 million (2020: £70 million) however within net current liabilities is £88 million (2020: £73 million) of deferred income and £9 million (2020: £10 million) of IFRS 16 lease liabilities. The Company's business activities, together with the factors likely to affect its future development, performance and position are set out in the Strategic Report on pages 2 to 5. Details of its cash and cash equivalents are set out in note 17 to the Financial Statements.

The Directors have assessed the financial position and the future funding requirements of the Group and the Company and compared them to the level of available committed borrowing facilities. The Company's objectives, policies and processes for managing its capital, its financial risk management objectives and its exposure to credit risk and liquidity risk are set out in the Strategic Report.

The Directors' assessment included a review of the Group's financial forecasts, financial instruments and hedging arrangements for the 18 month period from the Statement of financial position date, including the impact of the UK leaving the EU and a consideration of the continued uncertainty as a result of the Covid-19 pandemic. The Directors considered a range of potential scenarios and how these may impact on cash flow, facility headroom and the Group's ability to comply with the terms of its bank debt. The Directors also considered what mitigating actions the Group and Company could take to limit any adverse consequences.

Having undertaken this assessment, the Directors have a reasonable expectation that the Company and the Group have adequate resources to continue in operational existence for the foreseeable future, at least 12 months from the date of the audit report being issued. For these reasons, they continue to adopt the going concern basis in preparing the Company's Financial Statements.

Investment in subsidiaries

Subsidiaries are those entities in which the Company, directly or indirectly, has power to exercise control. Control is achieved when the Company is exposed to, or has rights to, variable returns from its involvement with the investee and has the ability to affect those returns through its power over the investee.

Specifically, the Company controls an investee if and only if the Company has:

- Power over the investee (i.e. existing rights that give it the current ability to direct the relevant activities of the investee);
- Exposure, or rights, to variable returns from its involvement with the investee; and
- The ability to use its power over the investee to affect its returns.

RAC Motoring Services

Accounting policies (continued)

(B) Basis of preparation (continued)

Investment in subsidiaries (continued)

When the Company has less than a majority of the voting or similar rights of an investee, the Company considers all relevant facts and circumstances in assessing whether it has power over an investee, including:

- The contractual arrangements with the other vote holders of the investee;
- Rights arising from other contractual arrangements; and
- The Company's voting rights and contractual voting rights.

The Company re-assesses whether or not it controls an investee if facts and circumstances indicate that there are changes to one or more of the three elements of control.

At each reporting date, the Company determines whether there is objective evidence that the investment in the subsidiary is impaired. If there is such evidence, the Company calculates the amount of impairment as the difference between the recoverable amount of the subsidiary and its carrying value, then recognises the loss in the Income statement.

Investments in associates

An associate is an entity over which the Company has significant influence. Significant influence is the power to participate in the financial and operating policy decisions of the investee, but is not control or joint control over those policies. The considerations made in determining significant influence are similar to those necessary to determine control over subsidiaries. Investments in associates are accounted for using the cost method on the basis of the exemption available in IAS 28 Investments in Associates as a result of the immediate and ultimate parent preparing consolidated financial statements.

At each reporting date, the Company determines whether there is objective evidence that the investment in the associate is impaired. If there is such evidence, the Company calculates the amount of impairment as the difference between the recoverable amount of the associate and its carrying value, then recognises the loss as 'Share of profit of an associate' in the Income statement.

Upon loss of significant influence over the associate, the Company measures and recognises any retained investment at its fair value. Any difference between the carrying amount of the associate upon loss of significant influence and proceeds from disposal is recognised in the Income statement.

(C) Revenue recognition

Revenue is measured in accordance with relevant accounting standards. For all contracts within the scope of IFRS 15, the Company determines whether enforceable rights and obligations have been created with the customer and recognises revenue based on the total transaction price as estimated at the contract inception, being the amount which the Company expects to be entitled and has present enforceable rights under the contract. Revenue is allocated proportionally across the contract performance obligations and recognised either over time or at a point in time as appropriate.

Service revenue

Revenue represents sales of roadside assistance and related claims services and is either an insured or "pay on use" service. For insured services this is recognised on a straight line basis over the length of the contract, usually twelve months in accordance with IFRS 4. Where amounts have been invoiced in advance, the portion not recognised in revenue is included in deferred income. For "pay on use" contracts revenue is recognised in accordance with IFRS 15 at the point in time when the performance obligation is satisfied. Each billed "pay on use" breakdown is an instance of the RAC fulfilling its obligation under the contract between RAC and the customer.

RAC Motoring Services

Accounting policies (continued)

(C) Revenue recognition

Products

Revenue relating to the sale of products, such as batteries and parts, is recognised according to the terms of the sale, at the point in time when the performance obligations are satisfied.

Interest income

Interest income is recognised in accordance with IFRS 9 when it is probable that the economic benefits will flow to the Company and the amount of revenue can be measured reliably. Interest income is accrued on a time basis, by reference to the principal outstanding and at the effective interest rate applicable.

Dividend income

Dividend income from investments is recognised when the shareholder's right to receive payment has been established (provided that it is probable that the economic benefit will flow to the Company and the amount can be reliably measured).

(D) Exceptional items

Items which are considered by management to be material by size and/or nature and non-recurring are presented separately on the face of the Income statement. Management believe that the separate reporting of exceptional items helps provide an indication of the Company's underlying business performance. Events which may give rise to a classification of items as exceptional include costs associated with business acquisitions, gains or losses on the disposal of businesses, restructuring of businesses and asset impairments.

(E) Intangible assets

Customer lists and other intangible assets

Customer lists and other intangible assets consist of IT projects and infrastructure, and contractual relationships such as access to distribution networks and acquired customer lists. The economic lives are determined by relevant factors which include usage of the asset, typical product life cycles, stability of the industry, competitive position and period of control over the assets. These intangibles are amortised over their useful lives, which range from two to ten years using the straight line method.

The amortisation charge for the period is included separately within the Income statement in administrative expenses. A provision for impairment is charged where evidence of such an impairment is observed. Intangibles with indefinite lives are subject to regular impairment testing.

In accordance with IAS 36, the impairment review compares the recoverable amount of the cash-generating unit to which the goodwill belongs, with the carrying value of that cash-generating unit. The recoverable amount is defined as the higher of value in use and fair value less costs to sell.

Customer acquisition intangibles

The Company expenses acquisition costs as incurred, with the exception of commissions and fees arising as a result of a direct sale of an insurance product, which are capitalised as customer acquisition intangibles.

The customer acquisition intangible is initially recognised at cost and subsequently amortised using a straight line method over the life of the policy, typically two to five years, which is driven by customer retention rate analysis.

RAC Motoring Services

Accounting policies (continued)

(F) Plant and equipment

All items classified as plant and equipment within the Statement of financial position are carried at historical cost less accumulated depreciation. Depreciation is calculated on the straight-line method to write down the cost of assets to their residual values over their estimated useful lives as follows:

Fixtures, fittings and other equipment	2-10 years
Computer equipment	4 years

Where the carrying amount of an asset is greater than its estimated recoverable amount, it is written down immediately to its recoverable amount. Gains and losses on disposal of equipment are determined by reference to their carrying amount and are recorded in the Income statement.

(G) Leases

All items classified as Right of Use assets within the Statement of financial position are carried at the present value of the minimum lease payments less accumulated depreciation and any provision for impairment. Depreciation is calculated using the straight-line method over the life of the lease, typically either five or twenty five years for vehicles and properties respectively. Whenever the Company incurs an obligation for costs to dismantle and remove a leased asset, restore the site on which it is located or restore the underlying asset to the condition required by the terms and conditions of the lease, a provision is recognised and measured under IAS 37. The costs are included in the related right-of-use asset.

The lease liability is initially measured at the present value of the lease payments at the commencement date, discounted using the Group's incremental borrowing rate. The lease liability is subsequently measured by increasing the carrying amount to reflect interest on the lease liability (using the effective interest method) and by reducing the carrying amount to reflect the lease payments made in the period.

The nature of the leases included in the right of use assets are vehicles and properties.

Short-term and low-value leases are recognised as an expense in the Income Statement. Short-term leases are leases with a lease term of 12 months or less.

(H) Inventories

Inventories are stated at the lower of cost and net realisable value. Cost is determined using the first-in, first-out method. Net realisable value is the estimated selling price in the ordinary course of business, less applicable selling expenses. An inventory provision is held based on the age of inventory.

(I) Impairment of non-financial assets

Non-financial assets are reviewed for impairment losses whenever events or changes in circumstances indicate that the carrying amount may not be recoverable. An impairment loss is recognised for the amount by which the carrying amount of the asset exceeds its recoverable amount, which is the higher of an asset's fair value less costs to sell and value in use. For the purposes of assessing impairment, assets are grouped at the lowest level for which there are separately identifiable cash flows.

(J) Trade and other receivables

Trade receivables are recognised initially at fair value and subsequently measured at amortised cost, less provision for impairment. A provision for impairment of trade receivables is recognised on trade receivables if there is considered to be expected credit losses. The amount of expected credit losses is calculated using the simplified approach as allowable under IFRS 9 and is updated at each reporting date to reflect changes in credit risk since initial recognition of the financial asset. Losses arising from impairment are recognised in the Income statement in other operating expenses.

RAC Motoring Services

Accounting policies (continued)

(K) Cash and cash equivalents

Cash and cash equivalents consist of cash at banks and in hand, deposits held at call with banks that are readily convertible to known amounts of cash and which are subject to an insignificant risk of change in value. Such investments are those with less than three months maturity from the date of acquisition, or which are redeemable on demand with only an insignificant change in their fair values. For the purposes of the Statement of cash flows, cash and cash equivalents also include bank overdrafts, which are included in payables and other financial liabilities on the Statement of financial position.

(L) Provisions and contingent liabilities

Provisions are recognised when the Company has a present legal or constructive obligation as a result of a past event, it is probable that an outflow of resources embodying economic benefits will be required to settle the obligation, and a reliable estimate of the amount of the obligation can be made. Where the Company expects a provision to be reimbursed, for example under an insurance contract, the reimbursement is recognised as a separate asset, up to the amount of the provision, but only when the reimbursement is virtually certain.

Contingent liabilities are disclosed if there is a possible future obligation as a result of a past event, or if there is a present obligation as a result of a past event but either a payment is not probable yet still possible or the amount cannot be reliably estimated.

(M) Income taxes

Income taxes include both current and deferred taxes. Income taxes are charged/credited to the Income statement except where they relate to items charged/credited directly to other comprehensive income or equity. In this instance, the income taxes are also charged/credited directly to other comprehensive income or equity respectively.

Current tax is the expected tax payable or receivable on the taxable income or loss for the year, using tax rates enacted or substantively enacted at the Statement of financial position date, and any adjustment to tax payable in respect of previous years.

Deferred tax is provided using the Statement of financial position liability method, providing for temporary differences between the carrying amounts of assets and liabilities for financial reporting purposes and the amounts used for taxation purposes.

Deferred tax is not provided for the initial recognition of goodwill, nor the initial recognitions of assets or liabilities that affect neither the accounting profit nor taxable profit or loss other than in a business combination.

Deferred tax assets are recognised only to the extent that it is probable that taxable profit will be available against which the assets can be utilised. The carrying amount of deferred tax assets is reviewed at each reporting date and reduced to the extent that it is no longer probable that sufficient taxable profit will be available to allow all or part of the deferred income tax asset to be utilised. Unrecognised deferred tax assets are reassessed at each reporting date and are recognised to the extent that it has become probable that future taxable profit will allow the deferred tax asset to be recovered.

Deferred tax assets and liabilities are measured at the tax rates that are expected to apply to the period when the asset is realised or the liability is settled, based on tax rates (and tax laws) that have been enacted or substantively enacted at the reporting date.

Current and deferred income tax assets and liabilities are offset where taxes are levied by the same taxation authority, there is a legal right of offset between the assets and liabilities and there is an intention to settle on a net basis.

RAC Motoring Services

Accounting policies (continued)

(N) Employee benefits

Pension obligations and other post-retirement benefit obligations

The Company operates an unfunded, unapproved pension scheme which is a defined benefit pension plan. The assets of this scheme are held in separate trustee-administered funds.

In addition the Company also provides a disability benefits scheme on a discretionary basis for certain pensioners and their dependants in the UK, and certain employees may also become eligible for this benefit on retirement, and medical benefits on a discretionary basis for certain pensioners and their dependants in the UK. No assets are set aside in separate funds to provide for the future liability.

For post-employment defined benefit plans, the pension costs are assessed using the projected unit credit method. Under this method, the cost of providing pensions is charged to the Income statement so as to spread the regular cost over the service lives of the employees. The pension obligation is measured as the present value of the estimated future cash outflows, using a discount rate based on market yields for high quality corporate bonds that are denominated in the currency in which the benefits will be paid and have terms of maturity approximate to the related pension liability. The resulting pension scheme surplus or deficit appears as an asset or liability in the Statement of financial position.

Re-measurements, comprising of actuarial gains and losses and the return on plan assets (excluding net interest) are recognised immediately in the Statement of financial position with a corresponding debit or credit to retained earnings through other comprehensive income in the period in which they occur. Re-measurements are not reclassified to profit or loss in subsequent periods.

Costs charged to the Income statement comprise the current service cost (the increase in pension obligation resulting from employees' service in the current period, together with the schemes' administration expenses), past service cost (resulting from changes to benefits with respect to previous years' service), and gains or losses on curtailment (when the employer materially reduces the number of employees covered by the scheme) or on settlements (when a scheme's obligations are transferred from the Company).

Past service costs are recognised in the Income statement on the earlier of the date of the plan amendment or curtailment, and the date that the Company recognises restructuring-related costs.

Net interest is calculated by applying the discount rate to the net defined benefit liability or asset. The Company recognises the following changes in the net defined benefit obligation under 'cost of sales' and 'administrative expenses' in the Income statement:

- service costs comprising current service costs, past service costs, gains and losses on curtailment and non-routine settlements; and
- net interest expense or income.

Termination benefits

The Company provides termination benefits. All termination costs are charged to the Income statement when constructive obligation to such costs arises.

RAC Motoring Services

Accounting policies (continued)

(O) Ordinary share capital and dividends

Equity instruments

An equity instrument is a contract that evidences a residual interest in the assets of an entity after deducting all of its liabilities. Accordingly, all financial instruments are treated as financial liabilities or assets unless:

- there is no contractual obligation to deliver cash or other financial assets or to exchange financial assets or liabilities on terms that may be unfavourable; and
- the instrument will not be settled by delivery of a variable number of shares or is a derivative that can be settled other than for a fixed amount of cash, shares or other financial assets.

Dividends

Interim dividends on ordinary shares are recognised in equity in the period in which they are paid. Final dividends on these shares are recognised when they have been approved by shareholders.

(P) Critical accounting judgements and key sources of estimation uncertainty

The preparation of the Financial Statements in conformity with FRS 101 requires the Company to make estimates and judgements using assumptions that affect items reported in the Statement of financial position and Income statement and the disclosure of contingent assets and liabilities at the reporting date. Estimates are based on management's best knowledge of current facts, circumstances and, to some extent, future events and actions. Actual results may differ from those estimates, possibly significantly. We have appropriately disclosed any key sources of estimation uncertainty, including the sensitivity of the carrying amounts to the methods, assumptions and estimates underlying their calculation. Revisions to accounting estimates are recognised in the period in which the estimate is revised if the revision affects only that period, or in the period of the revision and future periods if the revision affects both current and future periods. Set out below are items where management have taken a judgement or which management consider particularly susceptible to changes in estimates and assumptions, and the relevant accounting policy.

(i) Critical judgements in applying the Company's accounting policies

There are no critical judgements made by the Directors in applying the Company's accounting policies.

(ii) Key sources of estimation uncertainty

The key assumptions concerning the future and other key sources of estimation uncertainty at the Consolidated Statement of financial position date are discussed below:

Incremental borrowing rate

In calculating the Group's lease liability, in accordance with IFRS 16, management have determined that the Group is unable to calculate the rate implicit within the lease ('IRIL') for all its lease liabilities and has therefore utilised the Group's incremental borrowing rate of 5% for the purposes of discounting the minimum value of future lease obligations.

In calculating this measure, management have made certain judgements regarding the finance spread adjustment applicable to the Group and lease specific adjustments. Inherently there is an element of judgment in determining these amounts.

The effect of a 1% decrease in the discount rate would increase the asset by £3 million and the liability by £4 million and decrease the combined interest and depreciation charge by £nil. The effect of a 1% increase in the discount rate would decrease the asset by £7 million and liability by £6 million and increase the combined interest and depreciation charge by £nil.

RAC Motoring Services

Notes to the Financial Statements

1 Revenue

	2021	2020
	£m	£m
Sale of products - goods transferred at a point in time	35	37
Sale of services - Insurance related - transferred over time	298	306
Sale of services - Non-Insurance related - transferred at a point in time	102	86
Total revenue	435	429

All revenue is generated from the sale of products and services in the UK.

2 Operating items

The following items have been charged /(credited) to operating profit:

	2021	2020
	£m	£m
Depreciation of owned tangible assets (note 12)	5	5
Depreciation of right of use assets (note 13)	13	13
Amortisation of non-customer acquisition intangible assets (note 11)	11	11
Government assistance	2	(2)
Employee costs (note 8)	146	142
Cost of inventories recognised in cost of sales	16	22

Government assistance relates to the use of the Coronavirus Job Retention Scheme which was claimed in 2020 and repaid in 2021

3 Exceptional Items

	2021	2020
	£m	£m
Restructuring	4	1
	4	1

During 2021 the Group conducted a strategic review of the business and as a result, the Group has incurred £4 million (2020: £1 million) in associated restructuring costs.

4 Dividends

Ordinary interim dividends of £nil thousand were paid during the year, to the Company's parent company, RAC Motoring Services (Holdings) Limited (2020: £74,456 thousand; 251.6 pence per share).

RAC Motoring Services

Notes to the Financial Statements (continued)

5 Finance expenses

	2021	2020
	£m	£m
Interest payable - third parties	1	1
Interest payable - lease liabilities	3	3
	<u>4</u>	<u>4</u>

All of the finance expenses relate to financial liabilities held at amortised cost.

6 Finance income

	2021	2020
	£m	£m
Interest receivable - related parties	2	2
	<u>2</u>	<u>2</u>

7 Auditor's remuneration

The total remuneration payable by the Company on behalf of the Group, excluding VAT, to its auditor, Deloitte LLP, is shown below.

	2021	2020
	£000	£000
Audit services		
Audit of financial statements	133	105
Total remuneration payable to Deloitte LLP	<u>133</u>	<u>105</u>

There were no fees payable to Deloitte LLP in respect of non-audit services (2020: £nil).

RAC Motoring Services

Notes to the Financial Statements (continued)

8 Employee information

The average number of persons employed during the year was:

	2021	2020
	Number	Number
Roadside	3,120	3,033
Support	334	346
	3,454	3,379

The employee numbers disclosed above are the monthly averages for the year.

Total staff costs were:

	2021	2020
	£m	£m
Wages and salaries	124	121
Social security costs	14	13
Defined contribution scheme pension costs	8	8
Termination benefits	-	-
	146	142

	2021	2020
	£m	£m
Cost of sales	115	122
Administrative expenses	31	20
	146	142

These costs were charged within:

9 Directors

Executive Directors are remunerated as employees of the Company. Management recharges for the wider executive group, which includes the executive Directors of the Company, have been charged to the main trading subsidiaries of the Group, which includes RAC Motoring Services. It is not deemed practical to separate the remuneration of the executive Directors from the wider management recharges.

Disclosures relating to Directors' remuneration can be found in the Annual Report and Financial Statements of RAC Group (Holdings) Limited.

RAC Motoring Services

Notes to the Financial Statements (continued)

10 Tax

(a) Tax charged to the Income statement

The total tax charge comprises:

	2021	2020
	£m	£m
Current tax:		
For the year	15	18
Adjustment in respect of prior years	(2)	(1)
Total current tax	13	17
Deferred tax:		
Origination and reversal of timing differences	(2)	(2)
Change in tax rates	(15)	(5)
Adjustment in respect of prior years	1	-
Total deferred tax	(16)	(7)
Total tax (credit)/charged to the Income statement	(3)	10

(b) Tax reconciliation

The tax on the Company's profit before tax differs from the theoretical amount that would arise using the tax rate in the UK as follows:

	2021	2020
	£m	£m
Profit before tax	65	83
Tax calculated at standard UK corporation tax rate of 19% (2020: 19%)	13	16
Effect of tax rate change	(15)	(5)
Adjustment in respect of prior years	(1)	(1)
Total tax charged to the Income statement (note 10(a))	(3)	10

RAC Motoring Services

Notes to the Financial Statements (continued)

10 Tax (continued)

(b) Tax reconciliation (continued)

The headline rate of UK corporation tax is currently 19%. In accordance with the Spring Budget 2021 the main rate of corporation tax will remain at 19% for the accounting periods up to and including the years ending 31 March 2023. For accounting periods ending on or after 1 April 2023 the main rate of corporation tax will increase to 25%.

Under IAS 12 deferred tax assets and liabilities are measured at the tax rates that are expected to apply to the period when the asset is realised or the liability is settled, based on tax rates (and tax laws) that have been enacted or substantively enacted by the Statement of financial position date.

Therefore, deferred tax balances from the substantively enacted date of 24 May 2021 have been reflected at the increased 25% corporation tax rate they are expected to be realised or settled.

(c) Tax charged to other comprehensive income

Tax charged directly to other comprehensive income in the year amounted to £nil (2020: £nil).

RAC Motoring Services

Notes to the Financial Statements (continued)

11 Intangible assets

	Customer list	Other	Non customer acquisition intangibles subtotal	Customer acquisition intangibles	Total
	£m	£m	£m	£m	£m
Cost:					
At 1 January 2020	1	117	118	1	119
Additions	-	11	11	-	11
Disposals	-	(60)	(60)	-	(60)
At 31 December 2020	1	68	69	1	70
Additions	-	11	11	1	12
At 31 December 2021	1	79	80	2	82
Amortisation:					
At 1 January 2020	1	82	83	-	83
Charge for the year	-	11	11	-	11
Disposals	-	(60)	(60)	-	(60)
At 31 December 2020	1	33	34	-	34
Charge for the year	-	10	10	1	11
At 31 December 2021	1	43	44	1	45
Net book value:					
At 31 December 2021	-	36	36	1	37
At 31 December 2020	-	35	35	1	36

All intangible assets are stated at cost less accumulated amortisation. Other intangible assets comprise the value of customer relationships and IT development.

During the year, impairment of Enil has been recognised (2020: Enil). The recoverable amount of the assets were measured at value in use.

RAC Motoring Services

Notes to the Financial Statements (continued)

12 Plant and equipment

	Fixtures, fittings and other equipment	Computer equipment	Total
	£m	£m	£m
Cost or valuation:			
At 1 January 2020	39	18	57
Additions	5	7	12
At 31 December 2020	44	25	69
Additions	6	-	6
At 31 December 2021	50	25	75
Depreciation:			
At 1 January 2020	20	18	38
Charge for the year	5	-	5
At 31 December 2020	25	18	43
Charge for the year	5	-	5
At 31 December 2021	30	18	48
Net book value:			
At 31 December 2021	20	7	27
At 31 December 2020	19	7	26

The carrying value of plant and equipment shown in the table above is consistent with disclosure on a historical cost basis.

RAC Motoring Services **Notes to the Financial Statements (continued)**

13 Right of use assets

	Property	Vehicles	Total
	£m	£m	£m
Cost or valuation:			
At 1 January 2020	48	40	88
Additions	-	6	6
Disposals	-	(1)	(1)
At 31 December 2020	48	45	93
Additions	-	8	8
At 31 December 2021	48	53	101
Depreciation:			
At 1 January 2020	5	14	19
Charge for the year	2	11	13
Disposals	-	(1)	(1)
At 31 December 2020	7	24	31
Charge for the year	2	11	13
At 31 December 2021	9	35	44
Net book value:			
At 31 December 2021	39	18	57
At 31 December 2020	41	21	62

RAC Motoring Services

Notes to the Financial Statements (continued)

14 Investments in subsidiaries and associates

(a) Movements in the Company's investments in subsidiaries and associates

	2021	2020
	£m	£m
Cost and net book value		
At 1 January and 31 December	58	58

(b) Information about subsidiaries

Particulars of the Company's subsidiary are given below. It has share capital comprising shares of one class only.

Company	Type of business	Class of share	Proportion held	Country of incorporation and operation
RACMS (Ireland) Limited	Dormant	Ordinary	100%	Ireland

RACMS (Ireland) Limited is registered in Ireland. Its registered office is Marine House, Clanwilliam Court, Dublin 2.

(c) Information about associates

Company	Principal activity	Class of share	Proportion held	Country of incorporation and operation
RAC Brand Enterprises LLP	Licensing and management of intangible assets	Members' Capital	93.1%	United Kingdom

The principal activities of the associate are the ownership and management of intangible assets, including the managing of license agreements. Summary financial information extracted from the associate's Financial Statements are as follows:

Its registered office is the same as the Company's.

	2021	2020
	£m	£m
Statement of financial position as at 31 December:		
Non-current assets	463	463
Current assets	226	195
Equity	689	658
Income statement for the year ended 31 December:		
Revenue	58	55
Profit for the year	57	26
Investment income received from RAC Brand Enterprises LLP	12	9

RAC Motoring Services

Notes to the Financial Statements (continued)

15 Inventories

	2021	2020
	£m	£m
Inventories	3	4

All inventories are classified as finished goods.

16 Trade and other receivables

	2021	2020
	£m	£m
Trade receivables	14	11
Amounts due from related parties	423	476
Prepayments and accrued income	16	22
Total	453	509
Expected to be recoverable within one year	333	391
Expected to be recoverable in more than one year	120	118
Total	453	509

Receivables of £453 million (2020: £509 million) are measured at amortised cost net of any impairment losses which are based on a loss allowance for expected credit losses. No material impairment losses have been recognised in 2021 (2020: £nil).

17 Cash and cash equivalents

Cash and cash equivalents at 31 December 2021 comprised of £18 million of cash at bank and in hand (2020: £15 million).

RAC Motoring Services

Notes to the Financial Statements (continued)

18 Tax assets and liabilities

	2021	2020
	£m	£m
Current tax payable (see note 18(a))	(15)	(17)
Deferred tax asset (see note 18(b))	62	46
	47	29

(a) Current tax payable

	2021	2020
	£m	£m
The balance at 31 December comprises:		
Current tax payable	(15)	(17)

(b) Deferred tax asset

	2021	2020
	£m	£m
The balance at 31 December comprises:		
Deferred tax asset	62	46
Net deferred tax asset recognised in the Statement of financial position	62	46

	2021	2020
	£m	£m
The net deferred tax asset arises on the following items:		
Accelerated capital allowances	2	2
Unremitted profits from RAC Brand Enterprises LLP	58	42
Pensions and other post-retirement obligations	1	1
Provisions and other temporary differences	1	1
Net deferred tax asset	62	46

RAC Motoring Services

Notes to the Financial Statements (continued)

18 Tax assets and liabilities (continued)

(b) Deferred tax asset (continued)

	Plant & equipment £m	Unremitted profits £m	Retirement benefit obligations £m	Other temporary differences £m	Total £m
At 1 January 2020	2	34	1	2	39
Credit /(charge) to Income statement	-	8	-	(1)	7
At 31 December 2020	2	42	1	1	46
Credit/(charge) to Income statement	-	16	-	-	16
At 31 December 2021	2	58	1	1	62

2021	2020
£m	£m

The movement in the net deferred tax asset was as follows:

Net deferred tax asset brought forward	46	39
Deferred tax credited to the Income statement	16	7
Net deferred tax asset carried forward	62	46

A deferred tax asset is recognised in respect of income taxable in the current or previous periods but which has not yet been recognised for accounting purposes.

The Company has gross unrecognised temporary differences of £nil (2020: £nil) to carry forward indefinitely against future taxable income.

Liabilities for corporation tax include amounts to be settled by group relief of £15 million (2020: £17 million) and are payable within one year. During the year an amount of £16 million (2020: £16 million) in respect of group relief was settled by an intercompany transfer.

RAC Motoring Services

Notes to the Financial Statements (continued)

19 Provisions

	Strategic Restructure	Other	Total
	£m	£m	£m
At 1 January 2021	-	1	1
Provided during the year	1	-	1
Utilised during the year	(1)	-	(1)
At 31 December 2021	-	1	1

Strategic restructure

During 2021 the Company conducted a strategic review of the business and as a result, the Company has incurred £1 million in associated restructuring costs.

Other

Other provisions include amounts payable at the end of Patrol vehicle leases to correct modifications made and are expected to be utilised at the end of each vehicle's lease term (usually five years).

20 Trade and other payables

	2021	2020
	£m	£m
Trade payables and accruals	39	48
Amounts due to related parties	185	292
Deferred income	88	73
Other payables	104	110
Total	416	523
Expected to be payable within one year	356	462
Expected to be payable in more than one year	60	61
Total	416	523

All payables other than deferred income are financial liabilities and carried at amortised cost, which is considered to be a reasonable approximation of the relevant fair value.

Included within other payables are £5 million of social security payables (2020: £4 million) and £1 million of pensions payables (2020: £1 million).

RAC Motoring Services

Notes to the Financial Statements (continued)

20 Trade and other payables (continued)

Included within other payables is £65 million (2020: £68 million) in relation to lease liabilities recognised as a result of IFRS 16 (note 13).

	2021	2020
	£m	£m
Within 1 year	9	10
1 to 5 years	16	17
5 to 10 years	40	41
	65	68

Creditors due after five years

The amounts due after five years relate to property leases. The lease liabilities has been discounted at an appropriate rate to determine the PV in accordance with IFRS 16.

Lease Commitments

As at 31 December 2021 the company had committed to aggregated undiscounted future lease payments of £3 million payable over a period up to 5 years (2020: £2 million payable over a period up to 5 years).

Short-term and low-value leases expensed to the Income Statement in the year amounts to £nil (2020: £nil). Lease commitments for short-term and low-value leases at the balance sheet date amounted to £nil (2020: £nil).

21 Ordinary share capital

Details of the Company's ordinary share capital are as follows:

	2021	2020
	£m	£m
Allotted, authorised, called up and fully paid:		
29,596,002 (2020: 29,596,002) ordinary shares of £1 each	30	30

22 Employee benefit obligations

This note describes the Company's benefit arrangements for its employees and explains how the obligations to these schemes are calculated.

(a) Introduction

The Company operates a number of employee benefit schemes as follows:

Unfunded Unapproved Pension Scheme ("UUP Scheme")

A UUP Scheme is provided on a discretionary basis for certain employees who receive benefits on a defined benefit basis (generally related to final salary). The number of pensioners entitled to this benefit at 31 December 2021 was 7 (2020: 7).

Disability Benefit Scheme ("DB Scheme")

Under the DB Scheme, the Company provides disability benefits on a discretionary basis for certain former employees in the UK. Currently the Company contributes a flat rate per person to the scheme dependent on their individual circumstances.

RAC Motoring Services

Notes to the Financial Statements (continued)

22 Employee benefit obligations (continued)

(b) Charges to the Income statement

The total losses of the Company's employee defined benefit schemes were:

	2021	2020
	£000	£000
Other operating losses	(47)	(67)
Total	(47)	(67)

(c) Employee benefit scheme assumptions and disclosures

Disclosures under IAS 19 Employee Benefits are given on the following pages on a consolidated basis for the UUP Scheme and the DB Scheme ("the Schemes").

(i) Assumptions for the liabilities of the Schemes

The projected unit credit method

The inherent uncertainties affecting the measurement of the liabilities of the Schemes require these to be measured on an actuarial basis. This involves discounting the best estimate of future cash outflows from the Schemes using the projected unit credit method. This is an accrued benefits valuation method which calculates the past service liability to members and makes allowances for their projected future earnings. It is based on a number of actuarial assumptions, which vary according to economic conditions, and changes in these assumptions can materially affect the measurement of the employee liability obligations.

Valuations and assumptions

The valuation used for accounting under IAS 19 has been based on the most recent full actuarial valuation, updated to take account of that standard's requirements in order to assess the liabilities of the Schemes at 31 December 2021. This update was made by the Schemes' actuaries. The Schemes' assets are stated at their fair values as at 31 December 2021. The main actuarial assumptions used to calculate the UUP Scheme and the DB Scheme liabilities under IAS 19 are:

	2021	2020
	%	%
Inflation rate	3.50	2.90
Pension increases	3.50	2.90
Discount rate	1.80	1.40

The inflation rate is the assumption that has the largest impact on the value of the liabilities. The effect of a 1% increase in the inflation rate would increase liabilities and service costs by £318 thousand and £nil respectively (2020: 1% increase in the inflation rate would increase liabilities and service costs by £319 thousand and £nil respectively).

RAC Motoring Services

Notes to the Financial Statements (continued)

22 Employee benefit obligations (continued)

(c) Employee benefit scheme assumptions and disclosures (continued)

(i) Assumptions for the liabilities of the Schemes (continued)

Valuations and assumptions (continued)

Mortality assumptions (UUP and the DB Schemes)

Mortality assumptions are significant in measuring the Company's obligations under the defined benefit schemes, particularly given the maturity of these obligations in these Schemes. The mortality tables and average life expectancy used at 31 December 2021 for Scheme members are as follows:

	Normal retirement age (NRA)	Life expectancy (pension duration) at NRA of a male		Life expectancy (pension duration) at NRA of a female	
		Currently aged NRA	20 years younger than NRA	Currently aged NRA	20 years younger than NRA
SAPS S1 tables, including allowances for future improvements	65.0	88.1 (23.1)	89.7 (24.7)	89.7 (24.7)	91.2 (26.2)

The assumptions above are based on commonly used mortality tables, which have been adjusted to reflect recent research into mortality experience. However, the extent of future improvements in longevity is subject to considerable uncertainty and judgement is required in setting this assumption. The assumptions above include an allowance for future mortality improvements, based on the actuarial profession's medium cohort projection table. The effect on the Scheme if life expectancy was one year higher would increase the Schemes' liabilities by £275 thousand (2020: £152 thousand).

(ii) Employee defined benefit expense

The total employee defined benefit expense for the Schemes comprise:

	2021	2020
	£000	£000
Recognised in the Income statement		
Net interest expense	(47)	(67)
Total employee benefit losses credited within profit or loss	(47)	(67)
	2021	2020
	£000	£000
Recognised in other comprehensive income		
Actuarial loss on scheme liabilities	(160)	(244)
Actuarial losses arising from change in assumptions	(42)	(143)
Total losses recognised in other comprehensive income	(202)	(387)

RAC Motoring Services

Notes to the Financial Statements (continued)

22 Employee benefit obligations (continued)

(c) Employee benefit scheme assumptions and disclosures (continued)

(ii) Employee defined benefit expense (continued)

The cumulative amount of actuarial gains and losses recognised in the Statement of comprehensive income since 1 January 2004 (the date of transition to IFRS) was £4,174 thousand loss at 31 December 2021 (2020: £3,972 thousand loss).

(iii) Experience gains and losses

The following table shows the experience gains and losses of the Schemes:

	2021	2020
	£000	£000
Fair value of the Scheme assets at the end of the year	-	-
Present value of the Schemes' liabilities at the end of the year	(3,315)	(3,409)
Net deficit in the Schemes	(3,315)	(3,409)

Estimated employer contributions for the financial year ending 31 December 2021 are £343 thousand in respect of the Defined Benefit schemes (2020: £394 thousand).

(iv) Schemes' deficit

The present value of the Schemes' obligations and the fair value of the plan assets are as follows:

	2021	2020
	£000	£000
Total fair value of assets	-	-
Present value of defined benefit obligations	(3,315)	(3,409)
Net deficit in the Schemes	(3,315)	(3,409)

Amounts recognised in the Statement of financial position:

	2021	2020
	£000	£000
Surplus included in non-current assets	-	-
Deficits included in non-current liabilities	(3,315)	(3,409)
Net deficit in the Schemes	(3,315)	(3,409)

The deficits in non-current liabilities wholly relate to unfunded schemes.

RAC Motoring Services

Notes to the Financial Statements (continued)

22 Employee benefit obligations (continued)

(c) Employee benefit scheme assumptions and disclosures (continued)

(v) Movement in the Scheme deficits and surplus comprise:

	Scheme liabilities	Net deficit	Scheme liabilities	Net deficit
	2021	2021	2020	2020
	£000	£000	£000	£000
Balance at 1 January	(3,409)	(3,409)	(3,349)	(3,349)
Benefits paid	343	343	394	394
Interest expense	(47)	(47)	(67)	(67)
Remeasurement gains/losses				
Loss on liabilities	(160)	(160)	(244)	(244)
Actuarial loss arising from change in assumptions	(42)	(42)	(143)	(143)
Balance at 31 December	(3,315)	(3,315)	(3,409)	(3,409)

23 Related party transactions

(a) Key management interests

No key management personnel held equity stakes in the Company at 31 December 2021 or 31 December 2020.

At no time during the reported periods did any Director hold a material interest in any contract of significance with any Group company other than an indemnity provision between each Director and a Group company and a service contract between each Director and a Group company.

(b) Immediate Parent company

The Company's immediate Parent company is RAC Motoring Services (Holdings) Limited, registered in England and Wales.

(c) Ultimate controlling entity

The Company's ultimate controlling entity and largest level at which consolidated IFRS Financial Statements are prepared is RAC Group (Holdings) Limited. The lowest level at which consolidated IFRS Financial Statements are prepared is RAC Bidco Limited. The Consolidated Annual Report and Financial Statements of both companies are available on application to the Company Secretary, RAC Group (Holdings) Limited, RAC House, Brockhurst Crescent, Walsall, West Midlands, United Kingdom, WS5 4AW.