



Les Ponts Jacques Cartier et Champlain Incorporée
The Jacques Cartier and Champlain Bridges Incorporated

Canada

**2nd Quarter (Q2)
For the six months
Ended September 30, 2014**

**QUARTERLY
FINANCIAL
REPORT**

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STATUS

**SECTION
1**

1. STATUS

The Jacques Cartier and Champlain Bridges Inc. (“JCCBI” or “the Corporation”) was incorporated on November 3, 1978, under the *Canada Business Corporations Act*. JCCBI was, until September 30, 1998, a Crown corporation wholly owned by the St. Lawrence Seaway Authority (“SLSA”).

On October 1, 1998, it became a wholly owned subsidiary of the Federal Bridge Corporation Limited (“FBCL”), a parent Crown corporation registered under Part I of Schedule III of the *Financial Administration Act* (“FAA”).

On February 13, 2014, JCCBI became a parent Crown corporation registered under Part I of Schedule III of the FAA.

JCCBI is an agent Crown corporation of Her Majesty under *The Jacques Cartier and Champlain Bridges Inc. Regulations* (DORS / 98-568). As such, it is subject to Part X of the FAA.

1.1. Mandate

JCCBI manages all bridges, roads, and tunnels under federal jurisdiction located in the Greater Montreal Area: the Champlain and Jacques Cartier Bridges, the federal portion of the Honoré Mercier Bridge and approaches thereto, and three related infrastructures, namely a section of the Bonaventure Expressway and of Highway 15, the Champlain Bridge Ice Control Structure, and the Melocheville Tunnel.

For each of these infrastructures, JCCBI assumes responsibility for:

- operations;
- inspections;
- maintenance;
- repairs;
- safety;
- coordination with municipal and provincial stakeholders;
- management of contaminated sites.

1.2. Mission, Vision, and Values

» Our Mission

Ensure the safe passage of users through the management, maintenance, and rehabilitation of the infrastructure as well as by optimizing traffic flow and respecting the environment.

» Our Vision

JCCBI pursues its development so as to consolidate its position as a manager of major infrastructure works and as a leader in its field through responsible, preventive, and systemic management.

» Our Values

Teamwork, transparency, thoroughness, innovation, and commitment are the values JCCBI has adopted to accomplish its mission.

1.3. Administrative Profile and Funding

JCCBI's activities are distributed between two sectors:

» Planning, Engineering and Construction

JCCBI manages the activities connected with major projects for the construction, rehabilitation, and repair of components of civil and road engineering structures (such as piers, girders, decks, steel structures, foundations, paving, and painting).

» Operations and Maintenance

JCCBI oversees and manages contracts for snow removal and spreading of abrasives, road cleaning and maintenance, landscaping, replacement of guardrails, sealing cracks and lubricating bearings, and the repairing of potholes in the pavement and bridge decks, as well as for the maintenance and operation of lane signal control systems and surveillance cameras, electrical distribution, and road lighting.

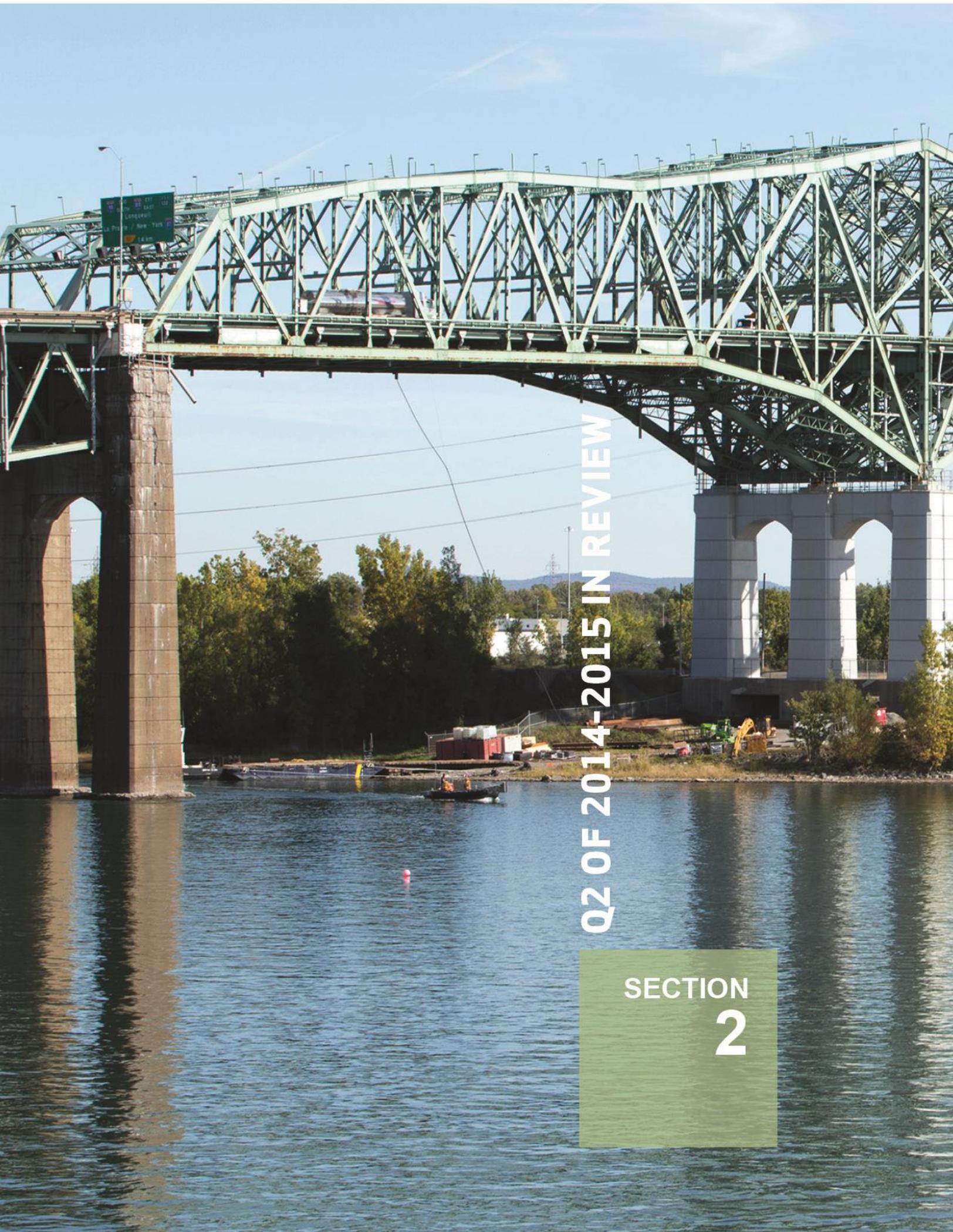
Administrative departments such as Legal Counsel, Procurement, Finances, Information Technology, Human Resources, Environment, and Communications support these sectors.

The specialized professionals on JCCBI's team have extensive know-how and experience in bridge and highway infrastructures as well as in the engineering and management of bridges and structures. The strong partnerships JCCBI has established over the years play a key role in the management of its infrastructures and execution of its projects.

JCCBI operates in a complex environment where many external factors can affect its planning. On the financial front, JCCBI continues to be vigilant with regard to the use of public funds.

JCCBI must ensure the safety of its infrastructures at all times. The Corporation has implemented inspection programs combined with detailed records and additional investigations, thus ensuring the availability of relevant and up-to-date information for informed decision-making on short-, medium- and long-term maintenance and rehabilitation programs.

JCCBI is entirely funded through parliamentary appropriations from the Government of Canada. Revenue from other sources, such as leases, permits, and billboards, contributes to its funding, but very minimally. JCCBI must optimize maintenance and rehabilitation of aging infrastructures in order to maximize the life and safety thereof.



Q2 OF 2014-2015 IN REVIEW

SECTION
2

2. Q2 OF 2014–2015 IN REVIEW

This quarterly financial report has been prepared in accordance with the requirements of the FAA and with the Standard on Quarterly Financial Reports for Crown Corporations issued by the Treasury Board Secretariat.

This quarterly financial report provides an assessment of JCCBI's operations and financial position for the quarter ended September 30, 2014 (Q2). It should be read in conjunction with the unaudited Interim Financial Statements and accompanying notes contained in this document, as well as with the audited Annual Financial Statements and supporting notes included in JCCBI's Annual Report for 2013–2014. All amounts are in Canadian dollars and are mainly derived from the Corporation's unaudited Interim Financial Statements, which were prepared in accordance with the Canadian Public Sector Accounting Standards ("CPSAS").

2.1. Summary

JCCBI declares a surplus of \$38.5 M for the six months ended September 30, 2014 (\$31.8 M in 2013). The deficit before public funding was \$75.3 M as at September 30, 2014 (\$54.1 M in 2013).

For the current fiscal year, the combined total revenues were \$2.1 M (\$0.6 M in 2013). Since February 1, 2014, following the transfer of FBCL's contract to JCCBI, the Corporation has collected the revenue from billboards installed on its territory directly. For the first six months, this revenue is in the order of \$1.5 M. The net debt increases by \$2.4 M during the same period to total \$36.8 M. Financial assets increased by \$27.2 M. It is mainly changes in the amounts received and those due from the federal government that are responsible for this change. Capital asset acquisitions in the second quarter of the current fiscal year totalled \$18.6 M (\$26.8 M in 2013). They mostly consist of expenses of \$7.6 M for Nuns' Island temporary causeway-bridge, \$8 M for the Honoré Mercier Bridge, \$1.6 M for the Champlain Bridge, \$0.7 M for the Jacques Cartier Bridge and \$0.7 M for various other projects.

2.2. Outlook

The expenses to maintain the bridges and related infrastructures remain at historical highs. Repairs to the Champlain Bridge will significantly increase in order to address the results of the latest inspection reports. Other government-funded projects are ongoing, including the rehabilitation currently underway at the Honoré Mercier Bridge, the repairs to the Champlain Bridge, and the construction of the temporary causeway-bridge for the replacement of Nuns' Island Bridge in Montreal.

Future maintenance and rehabilitation work is even more important with the ongoing rehabilitation or construction of major projects:

1. In order to maintain the Jacques Cartier Bridge in a long-term perspective, JCCBI has developed a revitalization plan for the various components of the structure;

2. For the Champlain Bridge, the repairs planned in the Ten-Year Program will continue to be required. In addition, additional investments in the order of \$389 M could be required over the next four (4) years (including the current year) to mitigate the risks associated with the condition of the edge girders;
3. Work, both required and necessary for the maintenance of assets, is planned on Highway 15, the Bonaventure Expressway, the Honoré Mercier Bridge, the Melocheville Tunnel, and the Champlain Bridge Ice Control Structure;
4. Important environmental mitigation measures are required to contain and treat contaminated groundwater on lands owned by JCCBI in the Bonaventure Expressway Sector (West and East Sectors);
5. Given the eventual demolition of the Champlain Bridge plaza as part of the project to build the new bridge for the St. Lawrence, the condition of the Jacques Cartier plaza and adjoining buildings, and the maturity of the leases for the Corporation's office space, JCCBI plans the possible centralization of its Administration and Operations departments into a single new multifunctional building at the location and in replacement of the Jacques Cartier plaza.

JCCBI is proud of its workforce, whose strength lies in its absolute commitment to the achievement of its strategic outcome. The long-term funding provided by the government makes it possible to maintain the infrastructures that play a vital role in the well-being of the population and of the economy.



ANALYSIS OF FINANCIAL RESULTS

SECTION
3

3. ANALYSIS OF FINANCIAL RESULTS

3.1. Results of Operations

3.1.1. Statement of Financial Position

Financial Assets

During the six (6) months ended September 30, 2014, the total financial assets increased by \$27.2 M, to amount to \$78.5 M, compared to \$51.3 M as at March 31, 2014. As in previous fiscal years, a critical contributor to the increase in financial assets is the date on which the federal appropriations, which include funding for major capital projects and operating expenses, will be received.

JCCBI's net cash position increased by \$30.9 M during Q2 to amount to \$45.1 M as at September 30, 2014 (\$14.3 M as at March 31, 2014). This increase during the quarter is due to the receipt of the amounts due from the Government of Canada as at June 30, 2014.

Liability

Accounts payable and accrued liabilities increased by \$30.9 M, from \$38.8 M as at March 31, 2014, to \$69.7 M as at September 30, 2014. This increase is largely due to the activities of the various ongoing construction projects.

To carry out its major projects, JCCBI entered into construction contracts which provide for the withholding of a portion of the payment until certain work has been completed in compliance with the performance requirements and the contractual warranties have expired. These contractual holdbacks have decreased by \$1.6 M to amount to \$7.9 M as at September 30, 2014 (\$9.5 M as at March 31, 2014). These amounts will become payable when the work is completed and warranties have expired.

JCCBI has revised the environmental obligation by \$0.2 M during the second quarter of the current fiscal year (\$36.5 M as at June 30, 2014) to reflect the most up-to-date information available. Changes in other liabilities are minimal.

Non-Financial Assets

Tangible capital assets increased by \$38.9 M to total \$421.2 M relative to the March 31, 2014, Financial Statements (\$382.2 M). This total comprises \$46.2 M in capital asset acquisitions, less charges for amortization of \$7.3 M and the major works of: Nuns' Island causeway-bridge (\$22.9 M), the Honoré Mercier Bridge (\$13.1 M), the Champlain Bridge (\$6.1 M), the Jacques Cartier Bridge (\$2.1 M) and various other works totalling \$2 M.

Prepaid expenses during the fiscal year increased by \$1.9 M. This increase is primarily related to advance payments, in the amount of \$2 M, for work to be performed on the Honoré Mercier Bridge in Montreal.

Government Funding

The following table summarizes the public funding for the second quarter of the current year and that of the previous fiscal year:

(In thousands of dollars)	Second Quarter		Cumulative	
	2014-15	2013-14	2014-15	2013-14
Public funding for operating expenses	42,639	25,224	67,579	43,453
Public funding for tangible capital assets	18,590	26,834	46,206	42,462
TOTAL	61,229	52,058	113,785	85,915

Section 3.4 presents the results of the use of parliamentary appropriations.

3.1.2. Expenses

Maintenance

Maintenance charges during the second quarter represent 92.6% of the total expenses for the quarter, amounting to \$43.6 M (\$23.9 M in 2013).

For the six (6) months ended September 30, 2014, maintenance charges total \$69.1 M and are mainly distributed as follows:

- 1.5 M for Nuns' Island temporary causeway-bridge and maintenance of the existing bridge;
- \$2 M for the Honoré Mercier Bridge;
- \$24.5 M for the Champlain Bridge;
- \$11.6 M for the Jacques Cartier Bridge;
- \$8.2 M for the Bonaventure Expressway;
- \$7.7 M for Highway 15;
- \$2.3 M for the Melocheville Tunnel;
- \$3.6 M for the Ice Control Structure;
- \$7.7 M for various other projects and for equipment.

Operations

Operating expenses during the second quarter totalled \$1.1 M (\$1.1 M in Q2 2013). These figures represent 2.3% of the total expenses (3.2% in Q2 2013).

Administration

The \$2.6 M in administrative expenses in Q2 represents a \$0.8 M increase over Q2 of the previous fiscal year (\$1.8 M in Q2 2013). During the quarter, administrative expenses represented 5.6% (5.5% in 2013) of the total expenses.

Environmental Obligation

The environmental obligation increased by \$0.439 M since the beginning of the fiscal year, related to the estimated value related to future expenditures.

3.2. Cash Flow

During the second quarter, the cash balance increased by \$42.2 M, to amount to \$45.2 M. This increase is primarily due to the receipt of appropriations from the federal government (\$94.2 M).

3.3. Strategic Issues and Risks

As a parent Crown corporation, JCCBI must meet the requirements of and comply with the obligations set out in the various legislations applicable to all Crown corporations.

3.3.1. Bridge Safety

JCCBI's priority is to ensure the safety at all times of all its structures. JCCBI judiciously administers its programs for bridges in order to extend their service life as much as possible. The fiscal realities associated with the extent of repairs must be taken into account.

The bridges are old and have been subjected to years of heavy traffic, climatic conditions, and to the use of road salts. In addition to major work completed or underway, these structures will require major work over the next decade. Traffic congestion on all South Shore bridges has an impact on JCCBI's ability to carry out major work during normal working hours, which has a direct impact on the planning, execution, and cost of repairs. Major rehabilitation work is planned or underway on all structures where signs of degradation increase safety risks. Long-term planning, as well as communication and sharing of information on the issues, is ongoing.

3.3.2. Sustainable Funding

In its decision making, JCCBI must constantly consider how best to use available resources in order to protect the property under its management and fulfill its mission to ensure safe passage on its structures.

The Corporation is working with Infrastructure Canada to identify its short-term and long-term financial requirements. JCCBI benefited from significant investments for specific needs related to property or to short-term operating requirements. The work is defined and planned in the context of available resources.

For the projects relating to the Bonaventure Expressway Sector contaminated groundwater, JCCBI has received funding from Budget 2014 for the next five (5) years. JCCBI has also received funding from the Federal Contaminated Sites Action Plan (“FCSAP”), which was renewed in 2011 for a four-year period. This program was not structured to accommodate the needs of long-term projects, as FCSAP only allows projects of a maximum duration of four (4) years. This poses a real challenge, as the projects relating to the Bonaventure Expressway Sector contaminated groundwater require a long-term action plan. The need for long-term funding over a fifteen-year period, which corresponds to the scheduled operating term of the DBFMO (design-build-finance-maintain-operate) contract for the West Sector, currently in the tendering process, is therefore imperative.

3.3.3. Human Resources Management

Given the size and rapid growth of its major maintenance program budget, JCCBI added several positions within its various departments in order to provide an increased capacity to achieve its strategic goals. Furthermore, JCCBI is revising its business model to incorporate best project management practices. With the help of a firm specializing in change management, JCCBI has identified the needs and established the priorities of a general integration and training program for new employees and managers. In addition, an analysis of the specific training needs for each department was performed in order to establish a work plan to be implemented over the next few months.

In order to overcome the expertise vulnerabilities caused by an actual or announced departure of a key resource of the organization, JCCBI has developed learning activities and performance support to document the expertise and offset its potential loss.

JCCBI must also be sure to keep its employees’ and managers’ successors and continuous development plans up to date.

3.3.4. Information Technologies

In order to generate timely and reliable financial and management information, the processes of the different functions of the Corporation must be supported by tools which are effective and tailored to meet the Corporation's realities. For these reasons, the implementation of integrated software (ERP or PGI) is underway. The Finances and Procurement functions are operational since June 2014 and project management is currently being implemented. Will follow, in 2015, the deployment of electronic document management software, which will help digitize physical records.

The introduction of new management software tools is imperative in order to ensure the Corporation's provision of services, but also in order to reduce the pressure on human capital.

With the help of specialized firms, JCCBI has implemented the most appropriate solutions to support its processes and ensure that all information technology components (technology infrastructures, systems, and data) are aligned in order to ensure the achievement of its strategic goals.

All previously mentioned risks or issues are interrelated. JCCBI assesses the risks related to bridge safety and sustainable funding as very high. Therefore, to ensure bridge safety, JCCBI must have sustainable funding available to enable it to develop a solid corporate structure supported by high-level human and information resources.

3.3.5. Environmental Obligations

JCCBI participates in FCSAP, administered by Environment Canada, for the implementation of the mitigation measures required to contain and treat contaminated groundwater on lands in the Bonaventure Expressway Sector (West and East Sectors) in Montreal and along the St. Lawrence River. JCCBI works in partnership with owners and stakeholders to study the groundwater contamination in that sector and implement mitigation plans. The Environmental Plan for the East and West Sectors is prepared with these partners.

For the West Sector, it is a joint project with the Quebec government, notably the *ministère du Développement durable, de l'Environnement et de la Lutte contre les changements climatiques* (MDDELCC).

For the East Sector, JCCBI coordinates its efforts with Canadian National and the City of Montreal.

3.3.6. Major Projects

JCCBI is currently carrying out major work on the bridges and related structures under its responsibility. Below is a description of the main achievements in Q2.

The Jacques Cartier Bridge

The bridge, now 84 years old, is in relatively good condition. Several components, including the piers, will, however, require repairs in the next few years. Some bearings must be replaced, a portion of the pavement must be resurfaced, and painting work must be performed. A recent study on the bearing capacity of the structure confirms the existence of other risks related to the structural capacity of the bridge, which requires steel reinforcement.

Work, in the order of \$4.4 M, has been carried out in the last quarter, particularly to rehabilitate piers, reinforce the steel and stabilize a slope on the South Shore. Since the beginning of the fiscal year, the cost for this work amounts to \$11 M.

The Honoré Mercier Bridge

A major deck rehabilitation and replacement project is underway on the federal portion of the bridge. The work is carried out by a Mohawk contractor and by Mohawk workers from the Reserve of Kahnawake. A major shift in the strategy of the Quebec government, JCCBI's partner in this project with respect to the work planned on the provincial portion of the bridge, has delayed the project schedule. Once the deck is replaced, major work must continue on other components of the bridge, notably on piers and on the steel structure, in order to maintain the structure in an acceptable condition.

The strengthening and replacement of the deck have continued in Q2. Work, totalling \$9.6 M, was carried out, particularly to install platforms (Seaway section) and strengthen pier caps as well as to remove the existing deck and install the new deck (the section of the island between the Seaway and the river), and to reinforce the steel on the Seaway section.

The Champlain Bridge

The Champlain Bridge is aging prematurely. JCCBI is considering various risk mitigation strategies for the existing bridge. These strategies must ensure that the crossing between the South Shore and the Island of Montreal remains safe until the new bridge is in operation. Major repairs to the structure on components such as girders, pier caps, pier shafts and pier footings are being carried out as part of a ten-year overall strategy. In addition, repairs to the main span structure steel components and other major repairs, such as the replacement of the expansion joints, must be carried out on an ongoing basis.

In 2014–2015, the ten-year major bridge repair program enters its sixth year, and signs of deterioration continue to appear, as the deterioration of an end-of-life structure tends to follow an exponential curve. The announced timetable for the bridge replacement by 2018 requires

that the maintenance program continue until the replacement is complete, given the increased risks related to the increase of corrosion of the pre-stressing cables inside the pre-stressed concrete girders, which is a major issue. Work in the amount of approximately \$10 M was carried out, particularly to rehabilitate piers, repair the steel, and replace the bearings.

This aging structure requires a detailed inspection program whose frequency is much more important than for the other structures, coupled with state-of-the-art destructive and non-destructive inspection techniques. In addition, as part of the risk mitigation strategy, sophisticated measuring instruments and analysis tools are in place to monitor the performance of certain important components of the bridge. Several routine tests (weight, stress on girders, and structural capacity under various deterioration scenarios) are also being conducted to enable the assessment of the structural health of the bridge. The installation of such instrumentation on section 7 is completed. One hundred percent of the installation of the instrumentation on section 5 will be completed in 2014. A table showing the health of the internal and external pre-stressed girders of sections 5 and 7 was developed and is updated on a continual basis by JCCBI. During Q2, JCCBI has acquired \$0.523 M worth of instrumentation material to be installed on section 5.

The engineering firm Buckland & Taylor Ltd., expert in bridge design, has, in 2013, conducted an assessment study of the structural health of the bridge. The recent report from this study has identified that the work planned in the Corporation's Ten-Year Plan must be significantly accelerated to mitigate the risk associated with the uncertainty about the condition of the bridge edge girders. Buckland & Taylor Ltd. has identified that additional investments in the order of \$389 M will be required over the next four (4) years (2014–2018) in order maintain the structure in an acceptable condition.

Work (\$8 M) to rehabilitate the piers, girders, slabs and deck joints at sections 5 and 7 of the bridge was carried out in Q2.

The complete replacement of the Champlain Bridge Corridor is planned over the next few years. In October 2011, the federal government announced the construction of a new bridge for the St. Lawrence and entrusted the project to Infrastructure Canada. On December 1, 2013, the federal government announced that the new bridge would be in place in 2018.

An important coordination between the responsible authorities is required to ensure the safety and flow of traffic at all times. Moreover, this coordination will be crucial for the mobilization areas and to access the Ice Control Structure. The very limited space, combined with the complexity of the work, will pose major challenges. It is also important to note that the construction of the Nuns' Island temporary causeway-bridge has had a significant impact on JCCBI's work planning, this new arrival being located near several other projects, including the projects to replace the Main Overpass and Viaducts N and V and the environmental mitigation project in the Bonaventure Expressway Sector.

Nuns' Island Bridge

With regard to Nun's Island Bridge, which connects Nuns' Island to the Island of Montreal, JCCBI has, during Q1, carried out maintenance work, totalling \$1.8 M, on the existing bridge. This work focused on the piers, girders, and the slab, as well as on the instrumentation and special inspections to ensure that risk management of these components is adequate.

In June 2012, the federal government announced that JCCBI would be responsible for developing a solution for the temporary replacement of the existing bridge, comprising the construction of a temporary causeway-bridge. It is an interim solution while the new bridge for the St. Lawrence corridor is being planned and constructed. Construction began in August 2013 and completion in December 2014. Completion work will be carried out in June 2015. Work totalling \$11.4 M was carried out in Q2.

Bonaventure Expressway

The Bonaventure Expressway, built in the early 60s, is undergoing a major rehabilitation program for the complete replacement of all deck sections of the elevated lanes. The work also includes the repair of the piers, pier caps, girders, bearings and pavement. This program, which began during the 2009-2010 season, is expected to be completed in 2015-2016. The value of work performed in the last two (2) quarters amounts to \$8.4 M.

Melocheville Tunnel

In the last two quarters, work was performed to repair concrete and replace lighting fixtures. This work amounts to \$2.1 M. Work to secure rock walls and rehabilitate mechanical and electrical equipment will also be carried out this year.

3.4. Report on the Use of Appropriations

According to planning, appropriations available during the current fiscal year are \$399.8 M.

<i>In thousands of dollars</i>	Three Months Ended June 30, 2014			Three Months Ended June 30, 2013		
	Operating	Capital	Total	Operating	Capital	Total
▪ Main Estimates	248,960	150,860	399,820	104,539	76,410	180,949
▪ Supplementary Estimates	21,965	11,048	33,013	22,641	47,696	70,337
▪ Request for Deferral (1)						
— From Previous Years				0	17,510	17,510
— To Future Years	(109,568)	(45,536)	(155,104)	(19,498)	(19,489)	(38,987)
Available Funding	161,357	116,372	277,729	107,682	122,127	229,809
▪ Parliamentary Appropriations (2)						
— Used	67,579	46,206	113,785	43,503	42,412	85,915
— Required	93,778	70,166	163,944	64,179	79,715	143,894
Total Parliamentary Appropriations	161,357	116,372	277,729	107,682	122,127	229,809

(1) Approvals will be sought in the future fiscal years.

(2) Generally, JCCBI only receives its funding once the expenses have been incurred.

The background image shows a large, multi-arched bridge structure. The bridge is supported by massive, rectangular stone pillars. The upper part of the bridge features a complex steel truss system. The sky is filled with white, fluffy clouds. In the distance, a city skyline is visible across a body of water.

**UNAUDITED INTERIM FINANCIAL
STATEMENTS OF JCCBI**

**SECTION
4**

4. UNAUDITED INTERIM FINANCIAL STATEMENTS OF JCCBI

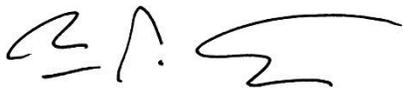
For the six (6) months ended September 30, 2014: JCCBI's unaudited Interim Financial Statements have been prepared by management, reviewed by the Audit Committee, and approved by JCCBI's Board of Directors. JCCBI's external auditors have not audited or reviewed these unaudited Interim Financial Statements.

4.1. Management's Responsibility for Financial Information

Management of the Corporation is responsible for preparing the unaudited Interim Financial Statements, in accordance with the Standard on Quarterly Financial Reports for Crown Corporations issued by the Treasury Board Secretariat. This responsibility requires the selection of appropriate accounting principles and the ability to exercise judgment in establishing reasonable estimates.

Management maintains appropriate financial systems and internal controls. These systems and practices are designed to provide reasonable assurance as to the reliability of financial information and to ensure that (a) the Corporation's assets are adequately safeguarded; (b) its resources are managed economically and efficiently; and (c) its transactions are conducted efficiently. These systems and practices are also designed to provide reasonable assurance that the Corporation's transactions are duly authorized and conducted in accordance with Part X of the FAA and regulations, the *Canada Business Corporations Act*, *The Jacques Cartier and Champlain Bridges Incorporated Regulations*, the *Canada Marine Act*, as well as the Corporation's articles and by laws.

The Board of Directors is made up of Directors and of the Chief Executive Officer of the Corporation. Through the Audit Committee, the Board of Directors ensures that management fulfills its responsibilities for financial reporting and internal controls. The Financial Statements are reviewed and approved by the Board of Directors on the recommendation of the Audit Committee.



Glen P. Carlin, Eng.
Chief Executive Officer



Claude Lachance, CPA, CMA, MBA
Senior Director, Administration

November 20, 2014

4.2. Statement of Financial Position as at September 30, 2014

(Unaudited – in Canadian Dollars)

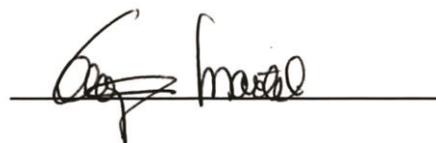
	<u>Sept. 30, 2014</u>	<u>March 31, 2014</u>
	\$	\$
Financial Assets		
Cash flow	45,192,130	14,273,961
Accounts receivable		
Due from FBCL	38,049	3,005,964
Due from the Government of Canada	23,180,842	23,667,621
Other	10,062,630	10,317,788
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Total Financial Assets	78,473,651	51,265,334
<hr/>		
Liabilities		
Accounts payable and accrued liabilities		
Due to FBCL		421,898
Other suppliers	69,679,327	38,392,709
Employee future benefits	1,196,388	1,161,439
Contractual holdbacks (Note 4.6.5)	7,929,147	9,536,511
Deferred revenue	181,699	351,836
Environmental obligations (Note 4.6.6)	36,300,000	35,861,000
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Total Liabilities	115,286,560	85,725,393
<hr/>		
Net Debt	(36,812,910)	(34,460,059)
<hr/>		
Non-Financial Assets		
Tangible capital assets (Note 4.6.7)	421,176,040	382,220,826
Prepaid expenses	2,701,837	787,985
<hr/>		
Total Non-Financial Assets	423,877,877	383,008,811
<hr/>		
Accumulated Surplus	387,064,967	348,548,752

The accompanying notes form an integral part of the unaudited Interim Financial Statements.

Approved by the Board of Directors:



Director



Director

4.3. Statement of Operations for the Six Months Ended September 30, 2014

(Unaudited – in Canadian Dollars)

	Twelve Months Ended	Six Months Ended		Six Months Ended	
	March 31, 2015	September 30, 2014		September 30, 2013	
	Budget	Actual, Quarter	Actual, Cumulative	Actual, Quarter	Actual, Cumulative
	\$	\$	\$	\$	\$
Revenue					
Leases and permits	3,617,000	951,468	1,896,242	208,124	419,495
Interests	238,000	150,813	206,618	72,046	135,830
Other sources		863	13,365	2,625	10,925
Total Revenue	3,855,000	1,103,144	2,116,225	282,795	566,250
Expenses (Note 4.6.11)					
Maintenance	283,513,000	43,569,105	69,111,200	23,935,162	42,535,084
Operations	4,265,000	1,084,362	2,128,819	1,063,339	2,083,140
Administration	10,127,000	2,626,752	5,702,492	1,835,457	3,464,765
Environmental obligations	1,487,000	(229,666)	442,762	6,428,722	6,540,884
Total Expenses	299,392,000	47,050,553	77,385,273	33,262,680	54,623,873
Deficit before Government of Canada Funding	(295,537,000)	(45,947,409)	(75,269,048)	(32,979,885)	(54,057,623)
Portion of transfer payments for operating expenses (Note 4.6.10)	270,925,000	42,638,779	67,578,707	25,223,382	43,452,823
Portion of transfer payments for tangible capital assets (Note 4.6.10)	161,908,000	18,590,019	46,206,556	26,834,453	42,462,016
Funding from FBCL					
Annual Operating Surplus	137,296,000	15,281,389	38,516,215	19,077,950	31,857,216
Accumulated Operating Surplus, Beginning of the Year			348,548,752		258,322,215
Accumulated Operating Surplus, End of the Year			387,064,967		290,179,431

The accompanying notes form an integral part of the unaudited Interim Financial Statements.

4.4. Statement of Change in Net Debt for the Six Months Ended September 30, 2014

(Unaudited – in Canadian Dollars)

	Twelve Months	Six Months Ended		Six Months Ended	
	Ended	September 30, 2014		September 30, 2013	
	March 31, 2015	Actual, Quarter	Actual, Cumulative	Actual, Quarter	Actual, Cumulative
	Budget				
	\$	\$	\$	\$	\$
Annual Operating Surplus	137,296,000	15,281,389	38,516,215	19,077,950	31,857,216
Acquisition of tangible capital assets (Note 4.6.7)	(161,908,000)	(18,590,019)	(46,206,556)	(26,834,453)	(42,462,016)
Amortization of tangible capital assets (Note 4.6.7)	38,044,000	3,530,708	7,251,343	2,830,954	5,657,176
Total Variation Due to Tangible Capital Assets	(123,864,000)	(15,059,312)	(38,955,214)	(24,003,499)	(36,804,840)
Acquisition of prepaid expenses		(355,961)	(2,703,472)	(6,141,192)	(8,611,091)
Use of prepaid expenses		375,855	789,620	188,392	281,866
Total Variation Due to Prepaid Expenses		19,894	(1,913,852)	(5,952,800)	(8,329,225)
Decrease (Increase) in Net Debt	13,432,000	241,971	(2,352,851)	(10,878,349)	(13,276,849)
Net Debt, Beginning of the Year			(34,460,059)		(34,460,059)
Net Debt, End of the Year			(36,812,910)		(47,736,908)

The accompanying notes form an integral part of the unaudited Interim Financial Statements.

4.5. Statement of Cash Flow for the Six Months Ended September 30, 2014

(Unaudited – in Canadian Dollars)

	Six Months Ended September 30, 2014		Six Months Ended September 30, 2013	
	Actual, Quarter	Actual, Cumulative	Actual, Quarter	Actual, Cumulative
	\$	\$	\$	\$
Operating Transactions				
Annual operating surplus	15,281,389	38,516,215	19,077,950	31,857,216
Adjustments for non-cash items:				
Amortization of tangible capital assets (Note 4.6.7)	3,530,708	7,251,343	2,830,954	5,657,176
Increase (decrease) in employee future benefits	(122,869)	34,949	(1,634)	26,441
Increase (decrease) in environmental obligations	(200,000)	439,000	6,300,000	6,300,000
Changes in non-cash working capital items:				
(Increase) decrease in accounts receivable	31,164,473	3,709,853	(15,510,908)	(23,823,543)
Increase in accounts payable and accrued liabilities	11,236,416	30,864,720	13,955,939	19,828,495
Increase in employee future benefits	-	-	(32,127)	5,601
(Decrease) increase in contractual holdbacks	37,317	(1,607,364)	13,160	161,557
(Decrease) increase in deferred revenue	(145,234)	(170,137)	(78,286)	(76,379)
(Increase) in prepaid expenses	19,894	(1,913,852)	(5,952,800)	(8,329,225)
Cash flow provided by Operating Transactions	60,802,093	77,124,726	20,602,248	31,607,339
Capital Transactions				
Acquisition of tangible capital assets (Note 4.6.7)	(18,590,019)	(46,206,556)	(26,834,453)	(42,462,016)
Cash Flow Used for Capital Transactions	(18,590,019)	(46,206,556)	(26,834,453)	(42,462,016)
(Decrease) Increase in Cash	42,212,073	30,918,169	(6,232,205)	(10,854,677)
Cash, Beginning of the Year		14,273,961		21,820,474
		-		-
Cash, End of the Year		45,192,130		10,965,797

The accompanying notes form an integral part of the unaudited Interim Financial Statements.

4.6. Notes to Unaudited Interim Financial Statements

4.6.1. Authority and Activities

The Jacques Cartier and Champlain Bridges Incorporated (“the Corporation”) was incorporated on November 3, 1978, under the *Canada Business Corporations Act* as a wholly owned subsidiary of the SLSA. On October 1, 1998, it became a wholly owned subsidiary of FBCL. On February 13, 2014, pursuant to an Order in Council from the Governor in Council, FBCL transferred all its shares in The Jacques Cartier and Champlain Bridges Incorporated to the Minister of Infrastructure, Communities and Intergovernmental Affairs on behalf of Her Majesty in right of Canada. Since this transfer, the Corporation is a parent Crown corporation listed under Part I of Schedule III of the FAA.

Since December 1, 1978, the Corporation has been responsible for the management, maintenance, and control of the Jacques Cartier and Champlain Bridges and of a portion of the Bonaventure Expressway. On October 1, 1998, in accordance with a directive issued by the Minister of Transport under the *Canada Marine Act*, the Corporation became responsible for managing the federal portion of the Honoré Mercier Bridge and the Melocheville Tunnel. The management of the Champlain Bridge Ice Control Structure was transferred to the Corporation from the Minister of Transport on December 2, 1999.

The Corporation is not subject to income tax under the provisions of the *Income Tax Act*.

The Corporation is dependent on the Government of Canada for its funding.

4.6.2. Significant Accounting Policies

These unaudited Interim Financial Statements have been prepared by management according to the CPSAS and in accordance with the requirements of the FAA and the Standard on Quarterly Financial Reports for Crown Corporations issued by the Treasury Board Secretariat.

The main accounting policies followed by the Corporation are the following:

Government Transfers

Government transfer payments are recognized as revenue when the transfer is authorized and eligibility criteria are met, except to the extent that the stipulations give rise to an obligation that meets the definition of a liability. The transfers are recorded as deferred revenue when stipulations lead to the creation of a liability. Revenue is recorded in the Statement of Operations as the stipulations are met. Any portion of government transfers to which the Corporation is entitled to, but has not yet received, is recorded under “Due from the Government of Canada.”

Tangible Capital Assets

Tangible capital assets are recorded at cost. Replacements and major improvements which extend the useful service lives of existing assets are capitalized. Repair and maintenance costs are charged to operations when they are incurred. Costs that increase their service capacity, safety, or effectiveness are capitalized.

Amounts related to projects in progress are transferred to the appropriate tangible capital assets category when the project is completed and are amortized according to the Corporation's policy.

Capital assets received as contributions from departments, agencies, and Crown corporations within the jurisdiction of the Government of Canada are recorded at their fair market value at the date of transfer.

Tangible capital assets are amortized based on the estimated useful life of the components, on a straight-line basis, over the following periods:

Bridges and roads: between 10 and 48 years

Vehicles and equipment: between 3 and 10 years

When the conditions indicate that a tangible capital asset no longer contributes to the ability of the Corporation to provide services, or that the value of future economic benefits associated with the tangible capital asset is less than its net carrying value, the cost of the tangible capital asset is reduced to reflect the impairment. Net write-downs on tangible capital assets are recorded as expenses in the Statement of Operations.

Revenue Recognition

Revenues from leases and permits, interests, and other sources are recognized in the fiscal year in which they are earned. Revenues from leases and permits collected in advance are recorded as "Deferred Revenue" in the Statement of Financial Position.

Employee Future Benefits

Pension Plan

All employees of the Corporation are covered by the Public Service Pension Plan (the "Plan"). It is a contributory defined benefit plan established by law and sponsored by the Government of Canada. The employees and the Corporation must contribute to the Plan to cover the cost of services rendered during the fiscal year. Under current legislation, the Corporation has no legal or constructive obligation to pay additional contributions to cover past services or to fund deficiencies of the Plan. Consequently, contributions are charged to expenses in the fiscal year during which the employees render the services and they represent the total pension

obligation of the Corporation. The Corporation is not required by law to make up the actuarial deficiencies of the Plan.

Severance Benefits

In the past, the employees of the Corporation had acquired rights to specific benefits provided for in their conditions of employment through a severance benefit plan. The Corporation terminated this plan as of August 31, 2012, and agreed with its employees to eliminate severance benefits on the basis of various payment methods, as stipulated by Treasury Board directives. The past cost of post-employment benefits relating to severance benefits was recognized over the periods during which the employees rendered services to the entity, and the liability is recorded as "Employee Future Benefits." Management uses assumptions and its best estimates, at present value, to calculate the value of the liability for the severance benefits.

Post-Employment Benefits and Compensated Absences

Employees are entitled to days of sick leave and compensation for work injuries, as provided for under their conditions of employment. Employees of the Corporation are subject to the *Government Employees Compensation Act*. Every year, managers and non-unionized employees are paid the unused portion of their days of sick leave. These annual payments are recorded directly in current costs for the fiscal year. Unionized employees accumulate the unused days of sick leave, which are redeemable at the end of their employment with the Corporation. The Corporation records the cost of employee future benefits for sick leave as they are earned by the employees. Moreover, the Corporation records the cost of compensation for work injuries payable at the time the event obligating the Corporation occurs. The liability that these benefits represent is determined based on management's best assumptions in terms of salary increases, age of employees, years of service and probability of employees leaving. These assumptions are reviewed annually. Post-employment benefits and compensated absences are recorded at present value.

Environmental Obligations

Whenever the Corporation accepts responsibility for sites where contamination exceeds environmental standards plans for the abandonment of future economic benefits to that effect, and when the amount involved can be reasonably estimated, an obligation for the clean-up of the contaminated sites is recorded as a liability in the Statement of Financial Position. The estimated future costs are recorded as liabilities and are based on the present value of the estimated cash flows of costs that are most likely to be incurred. If it proves impossible to make a reasonable estimate of the amount, the situation will be disclosed through a note to the Financial Statements. Other expenses related to environmental measures are recorded as expenditures as they are incurred.

Financial Instruments

The Corporation identifies, assesses, and manages financial risks in order to minimize their impact on its results and financial position. Financial risks are managed in accordance with specific criteria. The Corporation does not engage in speculative transactions nor does it use derivatives.

The measurement of financial instruments depends on their classification as presented in the following table:

Categories	Financial Instruments	Measurement
Financial Assets	Cash Accounts receivable	Cost or amortized cost
Financial Liabilities	Accounts receivable and accrued liabilities Contractual holdbacks Deferred revenue	Cost or amortized cost

Contingencies

Contingent liabilities are potential liabilities which may become actual liabilities if one or more future events occur. If it is probable that an event will occur or fail to occur, and a reasonable estimate of the liability can be made, a provision is recognized and an expense is recorded. If the likelihood of the event cannot be determined or if the amount involved cannot be reasonably estimated, a contingency is disclosed in the notes to the Financial Statements.

Measurement Uncertainty

In preparing the Financial Statements in accordance with the CPSAS, management must use estimates and assumptions which impact the reported amounts of assets and liabilities and the presentation of assets and contingent liabilities at the date of the Financial Statements, as well as the amounts of the revenue and expenses recognized during the period covered by the Financial Statements. Actual results could differ significantly from those estimates.

The most significant estimates used in the preparation of these Financial Statements relate in particular to the useful life of tangible capital assets, accrued liabilities for major rehabilitation work and claims received from suppliers, liability for employee future benefits, expected costs for liabilities arising from environmental obligations, and contingencies.

4.6.3. Adoption of New Accounting Standards

No new accounting standards impacting the Corporation's Financial Statements were adopted.

4.6.4. Contingent Liabilities Related to Tangible Capital Assets

- a) The Corporation was granted a permit to install, maintain, and use a cable for closed circuit television signals on lands that it does not own. This permit, whose term is listed as "during pleasure," contains a termination clause under which either the owner or the Corporation may, by written notification to the other, terminate the permit at any time. The permit provides that, upon cancellation, the Corporation must, at its own expense, immediately remove its facilities from the lands and properties of the owner, failing which the owner may, at its option, either remove the facilities and return the property to a good condition at the Corporation's expense, or keep the facilities with no compensation to the Corporation. As of September 30, 2014, neither the owner of the lands nor the Corporation has indicated their intention to terminate the permit. As the date of eventual termination of the permit cannot be determined, no contingent liability related to this capital asset has been recognized for the current fiscal year.
- b) A permit to occupy public land was granted to the Corporation by a municipal authority for the development, construction, use, and maintenance of a temporary structure and other related uses on land that it does not own. It was agreed between the parties that this permit was a temporary procedural vehicle that would eventually be replaced by a longer-term agreement. The permit of occupancy contains termination clauses which are standard for this type of permit, whereby the owner may require the removal of, or alteration to, the Corporation's structures, if deemed necessary in the public interest, by giving six (6) months' notice to the Corporation, at the expiration of which the permission to occupy the public domain will end. The permit provides that the Corporation must then vacate the land, failing which the municipality may evict the Corporation, at the latter's expense, without indemnity or compensation. The permit also includes the right for the Corporation to terminate the permit upon notice to the other party with the obligation to remove the structures at its expense. The construction of the structure is underway and neither the Corporation nor the owner of the land has expressed its intention to exercise the termination clauses as of September 30, 2014. As the term or date of eventual termination of the permit cannot be determined, no contingent liability related to this capital asset has been recognized for the current fiscal year.
- c) The Corporation holds structures erected on land it does not own, but whose owner has transferred the management and administration to the Government of Canada. The legal transfer documents provide that, in the event of a change in the use of these structures in relation to the use that was made at the time of the transfer, the owner will regain control of this land, without any indemnity for the structures erected, provided they are in satisfactory condition, at the convenience of the owner. At present, the Corporation has no intention of changing the current use of these structures. Consequently, no liability related to these capital assets has been recognized in the Financial Statements.

4.6.5. Contractual Holdbacks

Contractual holdbacks (including performance holdbacks and warranty holdbacks) represent the total amount that the Corporation temporarily retains on amounts due to contractors during the performance of work, to ensure that the latter fulfill their obligations pertaining to warranties of rectification and correction of defects and poor workmanship in work. The warranty periods applicable to each contract begin following the issuance of the Interim Certificate of Completion for the work concerned. The Corporation then pays the 5% contractual holdback (designated as “performance holdback”) and retains a new amount equal to 2.5% as contractual holdback (designated as “warranty holdback”). The contracts provide that the Corporation will pay the second portion of 2.5% of the contractual holdback less, where applicable, any amount owed by the contractor under the terms of the contract once the warranty period has expired.

4.6.6. Environmental Obligations

In the past, the Corporation compiled an inventory of all its properties in order to classify their environmental condition for the purposes of prioritizing interventions. The Corporation counts a number of properties whose soils are contaminated beyond the acceptable criteria. As of September 30, 2014, the priority environmental issue for the Corporation remains that of the lands located in the Bonaventure Expressway Sector in Montreal. These lands, managed by the Corporation since 1978, are located on a portion of and close to a former waste fill site operated by the City of Montreal between 1866 and 1966. This former waste fill site covers several lands belonging to different owners. Since 2003, the Corporation has conducted studies and toxicity tests on the land groundwater in this location. The tests revealed a certain level of toxicity in the groundwater. Given the complexity of the issue, the involvement of numerous owners, and the significant costs involved, the federal government is seeking an integrated solution to the environmental issues at that site. That site may be divided in two sectors: the East Sector and the West Sector.

a) East Sector

The estimate of this liability is based on a feasibility study conducted by an external firm. The Corporation periodically updates certain assumptions as well as certain data of this study, on the basis of new aggregated data.

According to this feasibility study updated by the Corporation, the Corporation’s share in the total undiscounted estimated costs ranges between \$23,600,000 and \$43,900,000 as at September 30, 2014 (\$23,900,000 and \$44,400,000 as at June 30, 2014), whereas the share in the total discounted estimated costs totals an amount ranging between \$19,400,000 and \$36,000,000 (\$19,500,000 and \$36,200,000 as at June 30, 2014). The assumptions used to determine the obligation for the East Sector are the following:

- The project will begin in 2016 with the construction of a floating confinement barrier;

- The installation of the pumping and treatment system is expected to begin the following year, in 2017;
- Decontamination operations are expected to begin in 2017 and extend over an estimated 15-year period. The duration of the project will extend beyond 15 years, but it is impossible to determine the costs beyond 15 years;
- The inflation rate is based on the average increase rate of the Non-Residential Building Construction Price Index – Industrial Sector (“NRBCPI”) since 2000. The 3.43% inflation rate (which ranged between 2.4% and 2.6% in 2013) is used for the discount model;
- The cash flow was discounted using the Government of Canada benchmark yields:
 - Fiscal years 2015 to 2017, namely a rate of 1.14% (1.11% as at June 30, 2014);
 - On the long-term, namely a rate of 2.73% (2.82% as at June 30, 2014);
- For the East Sector, the Corporation’s share is estimated at one-third of the total costs to be incurred;
- There is no residual value to the project.

The costs included in the feasibility study conducted by the external firm are estimated with a degree of accuracy of more or less 30%. Given the negotiations underway between the various partners, the project management method has not yet been ascertained. For the quarter ended September 30, 2014, the Corporation considers it reasonable to set its assessment of the obligation at the lower range of the total discounted estimated costs, namely an amount of \$19,400,000 (\$19,500,000 as at June 30, 2014).

b) **West Sector**

The Corporation periodically updates certain assumptions as well as certain data from a study conducted by an external firm on the basis of new aggregated data.

Based on the study, as updated, the Corporation’s share in the total undiscounted estimated costs ranges between \$22,000,000 and \$32,900,000 as at September 30, 2014 (\$22,200,000 and \$33,300,000 as at June 30, 2014), whereas the share in the total discounted estimated costs totals an amount ranging between \$16,900,000 and \$25,400,000 (\$17,000,000 and \$25,500,000 as at June 30, 2014). The assumptions used to determine the obligation for the West Sector are the following:

- The project will begin in 2016 with the construction of a hydraulic barrier and of the treatment plant;
- Confinement operations are expected to begin in 2017 and extend over an estimated 15-year period. The duration of the project will extend beyond 15 years, but it is impossible to determine the costs beyond 15 years;
- The inflation rate is based on the average increase rate of the Non-Residential Building Construction Price Index – Industrial Sector (“NRBCPI”) since 2000. The 3.43%

inflation rate (which ranged between 2.4% and 2.6% in 2013) is used for the discount model;

- The cash flow was discounted using the Government of Canada benchmark yields:
 - Fiscal years 2015 to 2017, namely a rate of 1.14% (1.11% as at June 30, 2014);
 - On the long-term, namely a rate of 2.73% (2.82% as at June 30, 2014);
- For the West Sector, the Corporation's share is 50% of the total costs to be incurred;
- There is no residual value to the project.

The costs included in the feasibility study conducted by the external firm are estimated with a degree of accuracy of more or less 20%. Given the negotiations underway between the various partners, the project management method has not yet been ascertained. For the quarter ended September 30, 2014, the Corporation considers it reasonable to set its assessment of the obligation at the lower range of the total discounted estimated costs, namely an amount of \$16,900,000 (\$17,000,000 as at June 30, 2014).

As of September 30, 2014, the Corporation therefore estimates at \$36,300,000 (\$36,500,000 as at June 30, 2014) for the East and West Sectors. This amount was recorded as "Environmental Obligations" in the Statement of Financial Position as at September 30, 2014.

4.6.7. Tangible Capital Assets

(Unaudited – in Canadian Dollars)

	Lands	Bridges and Roads	Vehicles and Equipment	Projects in Progress	Total
	\$	\$	\$	\$	\$
Cost					
April 1, 2013	6,890,863	382,159,495	3,626,824	55,806,692	448,483,874
Acquisitions	-	29,744,311	874,414	74,589,276	105,208,001
Disposals	-	-	(168,634)	-	(168,634)
Transfers	-	13,060,310	-	(13,060,310)	-
March 31, 2014	6,890,863	424,964,116	4,332,604	117,335,658	553,523,241
Acquisitions	-	1,596,902	154,680	44,454,974	46,206,556
Disposals	-	-	-	-	-
Transfers	-	-	-	-	-
September 30, 2014	6,890,863	426,561,018	4,487,284	161,790,632	599,729,797
Accumulated Amortization					
April 1, 2013	-	156,754,758	2,401,904	-	159,156,662
Amortization	-	11,892,784	421,603	-	12,314,387
Disposals	-	-	(168,634)	-	(168,634)
Write-downs	-	-	-	-	-
March 31, 2014	-	168,647,542	2,654,873	-	171,302,415
Amortization	-	6,932,013	319,330	-	7,251,343
Disposals	-	-	-	-	-
Write-downs	-	-	-	-	-
September 30, 2014	-	175,579,555	2,974,203	-	178,553,758
Net Book Value					
March 31, 2014	6,890,863	256,316,574	1,677,731	117,335,658	382,220,826
September 30, 2014	6,890,863	250,981,463	1,513,081	161,790,632	421,176,040

4.6.8. Share Capital

The authorized share capital is 50 shares without par value and the Corporation has one issued and fully paid share in the amount of \$100.

4.6.9. Contingencies

In the normal course of its operations, the Corporation is subject to claims or lawsuits, the outcome which cannot be predicted with certainty. Management has made, in the affected accounts, provisions which it deems sufficient, and believes that the resolution of such contingencies should not have any material adverse effect on the Corporation's financial position.

In a project for work that the Corporation has had carried out on its behalf and that of a partner and for which expenses are shared with said partner, the Corporation filed a claim against its partner on November 23, 2012, for additional costs incurred or to be incurred by the Corporation and resulting from said partner's decisions. At present, management considers it impossible to estimate the financial impact of this claim.

4.6.10. Transfer Payments

	September 30	
	2014 (1)	2013
	\$	\$
Transfer payments received or receivable for:		
	By Axis	By Source of Funding
Major maintenance program at the Champlain Bridge	25,742,408	16,564,685
Construction of Nuns' Island's temporary causeway-bridge	24,286,605	7,242,124
Regular operation	16,898,269	48,380,675
Rehabilitation of the Honoré Mercier Bridge	14,186,965	13,486,472
Jacques Cartier Bridge	10,837,799	-
Bonaventure Expressway	8,398,370	-
Highway 15	7,804,795	-
Champlain Bridge Ice Control Structure	3,525,755	-
Melocheville Tunnel	2,100,537	-
Federal Contaminated Sites Action Plan	3,762	240,883
Transfer Payments Approved and Recognized During the Fiscal Year	113,785,266	85,914,839

For fiscal year 2014-2015, transfer payments received or receivable are presented by structure, whereas in 2013-2014, they were presented by sources of funding.

4.6.11. Expenses by Type

	September 30	
	2014	2013
	\$	\$
Regular and major maintenance	59,236,987	33,928,370
Environmental obligations	442,762	6,300,000
Amortization of tangible capital assets	7,251,341	5,657,175
Salaries and employee benefits	6,179,466	4,203,013
Professional services	2,359,323	2,908,648
Goods and services	1,915,395	1,626,667
Total Expenses	77,385,273	54,623,873