



Windsor-Detroit Bridge Authority

Quarterly Financial Report for the Period Ended

June 30, 2018

Unaudited





Mandate

The Windsor-Detroit Bridge Authority (WDBA), established on October 9, 2012, by Letters Patent pursuant to the International Bridges and Tunnels Act, is a Schedule III, Part I non-agent parent Crown Corporation responsible for carrying out the obligations of the Crossing Authority as a party to the 2012 Canada-Michigan Crossing Agreement. Its mandate is to construct and/or operate the Gordie Howe International Bridge project (formerly known as the New International Trade Crossing and the Detroit River International Crossing), and to do so directly or under one or more public-private partnership (P3) agreements with one or more private sector concessionaires procured through a competitive procurement process as contemplated by the Crossing Agreement.

In June 2012, the Government of Canada and Michigan set out the governance framework for WDBA and outlined the roles and responsibilities of the key parties involved in the Gordie Howe International Bridge project. The Crossing Agreement, signed between Canada, WDBA and Michigan (the State of Michigan, the Michigan Department of Transportation and the Michigan Strategic Fund) assumes that Canada will fund the entire project.

The Crossing Agreement also established the International Authority (IA), a legal entity separate and distinct from WDBA. The IA is empowered to approve land acquisitions in the State of Michigan, leases of land in Michigan, as well as the Request for Qualifications, Request for Proposal and the Public-Private Agreement with respect to the Gordie Howe International Bridge project. The IA also has certain oversight responsibilities. These are to maintain on-going monitoring of compliance by WDBA with the Crossing Agreement and the Concessionaire with the Public-Private Agreement. WDBA is required by the Crossing Agreement to fund the activities of the IA.

Overview of the Gordie Howe International Bridge Project

The Windsor-Detroit trade corridor, in particular the Ambassador Bridge, is the busiest border crossing between the U.S. and Canada. The Gordie Howe International Bridge project will address current constraints with existing crossing capacity and will accommodate future trade and travel demand to provide needed capacity as well as system redundancy (i.e. overflow capacity and choice of crossings) in the Windsor-Detroit Region, and flexibility to stream traffic to improve border processing. The project has four major components:

- **Bridge** – a six-lane cable-stayed or suspension bridge with a span of 850 metres across the Detroit River.
- **Canadian Port of Entry (POE)** – a 53 hectare site that will house passenger, commercial and animal customs and border processing, tolling, and maintenance facilities.
- **U.S. POE** – a 68 hectare site and of similar scale to the Canadian Port of Entry, but without toll collection facilities.
- **Michigan Interchange with Interstate 75 (I-75)** – consists of the primary connecting overpasses and ramps to and from the U.S. Port of Entry and associated local road improvements.



2018-2019 Strategic Priorities

The WDBA's key objective for 2018-19 is to launch the construction of the Gordie Howe International Bridge project. To be able to achieve this objective, WDBA is focused on the following aspects related to the construction of the new crossing including:

- Finalizing the P3 procurement process
- Acquiring the U.S. properties
- Utility relocation in the U.S.
- Completing the Early Works and utility relocation in Canada
- Commence construction of the new crossing

Financial Analysis Summary

At the end of the first quarter of 2018-19, net results of operations at WDBA reflect a surplus of \$30.2 million (compared to \$26.2 million in the prior year). The surplus is mostly due to the timing of appropriations and expenses on the acquisition of US properties and capital costs.

Compared to the year end results, net financial assets increased by \$2.8 million to \$133.7 million. Non-financial assets increased by \$31.2 million to \$436.8 million. The increase is driven by property acquisition activities in Michigan, the signing of the ground lease for the Canadian land, utility relocation in Canada, the Early Works on the Canadian lands, capitalized design and engineering costs, compared to the prior year.

The Crossing Agreement signed in June 2012 mandated the creation of a "Crossing Authority" to finance, construct and manage the operations of the new international crossing. WDBA was created in October 2012 to fulfill the mandate of the "Crossing Authority". WDBA became operational in August 2014, with the creation of its Board of Directors and the hiring of its President and CEO. In order to begin the new international crossing project as soon as possible, Transport Canada began some activities on behalf of WDBA when the Crossing Agreement was signed. As of April 1, 2016 Infrastructure Canada has assumed responsibility for WDBA. All costs incurred by Transport Canada and Infrastructure Canada on behalf of WDBA after the signature of the Crossing Agreement are reflected in the financial statements of WDBA.

Statement of Operations

Appropriations

WDBA received \$50.4 million in appropriations in the first quarter of 2018-19, compared to \$37.9 million in the prior year, and ended the quarter with a net surplus of \$30.2 million, compared to \$26.2 million in the prior year. The surplus is mostly due to the timing of appropriations and expenses on the acquisition of US properties and capital costs.

The appropriations were used to fund property acquisition activities in Michigan, Early Works, including Canadian utility relocation and design and engineering costs, and WDBA operations.

Expenses

WDBA incurred \$17.7 million of direct expenses in the first quarter of 2018-19, compared to \$10.6 million in the prior year. The increase is driven mainly by the preparation of the I-75 lands in Michigan and an increase professional services expenses.

Internal services costs reflect expenses to support the Gordie Howe International Bridge project, primarily salaries and benefits of employees not directly involved in the project. WDBA incurred \$3.6 million of internal services costs in the first quarter of 2018-19, compared to \$2.0 million in the prior year.



WDBA recognized expense of \$3.6 million for work performed for other government agencies.

The table below provides a breakdown of the expenses by type:

(thousands of dollars)

	Three Months Ended	
	June 30, 2018	June 30, 2017
I-75 Costs	5,709	52
Professional Services	5,672	2,709
Work performed for other Government agencies	3,621	72
Legal Services	2,744	3,381
Michigan Land	2,274	3,398
Payroll and Benefits	2,181	1,987
Foreign Exchange Loss	1,582	-
Insurance	309	356
Property Taxes	187	124
Rent	168	162
Travel expenses	129	44
Office and Maintenance	119	154
Other	85	114
Amortization	50	58
	24,830	12,611

I-75 Costs are primarily for utility work, demolition, environmental work, and professional services related to design and engineering for the I-75 Interchange. The increase in I-75 costs is mainly the result of significantly design and engineering activities compared to the prior year.

Professional services were higher primarily due to an increase in consulting services related to the MDOT planning and engineering work, P3 procurement process, traffic and revenue forecasting, and other consulting work in support of the project.

The decrease in legal services is mainly due to a decrease in legal activities related to property acquisition in Michigan and work related to the P3 procurement process.

Work performed for other Government agencies relates to activities that WDBA carried out for other parties for activities related to, but distinct from the project. These costs increased from last year as WDBA performed environmental remediation work on a property adjacent to the Canadian POE for Infrastructure Canada. WDBA also acted on behalf of the Ontario Ministry of Transportation (MTO) to have site preparation work performed for Bridge B-1, the bridge that will connect the Rt. Hon. Herb Gray Parkway to the Canadian POE. Both the environmental remediation and the site preparation work for Bridge B-1 were contracted out by WDBA to third parties.

Michigan Land is related to the acquisition of property in Michigan that will be primarily used for the I-75 interchange, or is needed for the associated local road improvements. The decrease in Michigan Land costs is primarily due to lower levels of property acquisition activities in Michigan compared to the prior year.



Statement of Financial Position

Financial Assets

At June 30, 2018, WDBA's net financial assets were \$133.7 million (\$130.9 million at March 31, 2018). Financial assets of \$222.4 million (\$221.8 million at March 31, 2018) were made up of \$206.8 million in cash and \$15.6 million in accounts receivable and deposits (\$198.9 million and \$22.9 million at March 31, 2018), offset by \$88.6 million in liabilities (\$90.9 million at March 31, 2018).

At June 30, 2018, WDBA had a restricted cash balance of \$163.4 million in an escrow account (\$189.9 million at March 31, 2018). These funds are held in a US dollar escrow account to fund U.S. property acquisitions and other Michigan activities. WDBA is required to fund Michigan activities at the beginning of each quarter in the escrow account.

Accounts receivable at June 30, 2018 and March 31, 2018 consisted mainly of recoverable HST. WDBA expects to recover 100% of the HST on expenditures directly related to construction (including design, engineering, plaza fill, utility relocation, etc.), and approximately 70% of the HST for expenditures related to WDBA's operating expenses. WDBA recovered \$9.9 million of HST in the first quarter of 2018-19.

Liabilities

At June 30, 2018, WDBA's liabilities were \$88.6 million (\$90.9 million at March 31, 2018). The liabilities included payables and accruals for WDBA's suppliers, employee benefits, environmental remediation and holdbacks related to the Early Works.

Accounts payable and accrued liabilities of \$67.4 million (\$70.9 million at March 31, 2018) consists primarily of amounts for Michigan activities, utility relocation, legal fees, engineering consulting services and consulting services related to the P3 procurement process.

Non-Financial Assets

WDBA held \$308.2 million of tangible capital assets at the end of the first quarter of 2018-19, compared to \$287.9 million at the end of the prior year. These consist primarily of costs incurred related to the Gordie Howe International Bridge project (Construction in Progress).

Construction in Progress (\$242.9 million at June 30, 2018 - \$222.6 million at March 31, 2018), includes costs related to the building of the bridge, and the Canadian and U.S. POE's. Given that the project is still in its early stages, the majority of the capitalized costs are related to utility relocation, the Early Works, professional services such as the general engineering consultant and environmental remediation.

The table below provides a breakdown of the Construction in Progress:

(thousands of dollars)

	June 30, 2018	March 31, 2018
Canadian Port of Entry	124,981	118,654
Bridge	66,855	57,430
US Port of Entry	51,047	46,539
	242,883	222,623

Prepaid expenses of \$128.6 million (\$117.6 million at March 31, 2018) primarily consisted of costs related to the acquisition of land in Michigan (\$125.8 million at June 30, 2018 - \$114.2 million at March 31, 2018).



Outlook

In line with its priorities, WDBA expects that its major expenses for the rest of the year will be around:

- Advance construction activities in Michigan commenced prior to the signing of the Project Agreement under a separate agreement
- Start of construction of the Gordie Howe International Bridge Project upon signing of the Project Agreement
- U.S. property acquisitions
- Early Works on the Canadian POE
- Utilities relocation in Canada and the United States



WDBA QUARTERLY FINANCIAL STATEMENTS FOR THE FIRST QUARTER 2018-2019

Statement of Management Responsibility

Management is responsible for the preparation and fair presentation of these quarterly financial statements in accordance with the Treasury Board of Canada Standard on Quarterly Financial Reports for Crown Corporations, and for such internal controls as management determines is necessary to enable the preparation of quarterly financial statements that are free from material misstatement. Management is also responsible for ensuring that all other information in the quarterly financial report is consistent, where appropriate, with the quarterly financial statements.

Based on our knowledge, these unaudited quarterly financial statements present fairly, in all material respects, the financial position, results of operations and cash flows of the corporation, as at the date of and for the periods presented in the quarterly financial statements.

André Juneau

Acting Chief Executive Officer

Kevin Wilkinson, CPA, CA, MBA

Interim Chief Financial Officer

Windsor, Canada

August 30, 2018



Windsor-Detroit Bridge Authority
Quarterly Statement of Financial Position
as at June 30, 2018
(thousands of dollars)

(Unaudited)

	June 30, 2018	March 31, 2018
FINANCIAL ASSETS		
Cash	43,329	9,008
Restricted cash (Note 3)	163,448	189,913
Accounts receivable	14,426	21,747
Deposits	1,157	1,160
TOTAL FINANCIAL ASSETS	222,360	221,828
LIABILITIES		
Accounts payable and accrued liabilities	67,371	70,913
Accrued employee benefits	906	753
Environmental liability (Note 8)	15,468	15,468
Holdback (Note 6)	4,890	3,807
TOTAL LIABILITIES	88,635	90,941
NET FINANCIAL ASSETS	133,725	130,887
NON-FINANCIAL ASSETS		
Tangible capital assets (Note 4)	308,158	287,948
Prepaid expenses (Note 5)	128,612	117,601
TOTAL NON-FINANCIAL ASSETS	436,770	405,549
ACCUMULATED SURPLUS	570,495	536,436
Accumulated surplus is comprised of:		
Accumulated operating surplus	572,045	541,856
Accumulated remeasurement gains (losses)	(1,550)	(5,420)
	570,495	536,436

The accompanying notes form an integral part of the financial statements.



Windsor-Detroit Bridge Authority
Quarterly Statement of Operations
for the three months ended June 30, 2018
(thousands of dollars)

(Unaudited)

	Twelve Months Ended March 31, 2019 Budget	Three Months Ended June 30, 2018 Actual	June 30, 2017 Actual
REVENUE			
Revenue from Operations	-	25	-
Interest	-	994	78
Foreign Exchange Gain	-	-	702
TOTAL REVENUE	-	1,019	780
EXPENSES (Note 9)			
Detroit River International Crossing	191,755	17,657	10,649
Internal services	17,107	3,552	1,962
Work performed for other Government agencies	-	3,621	-
TOTAL EXPENSES	208,862	24,830	12,611
DEFICIT BEFORE GOVERNMENT FUNDING	(208,862)	(23,811)	(11,831)
Government transfers - Appropriations	352,636	50,395	37,928
Government transfers - Other	7,060	-	72
Government transfers - Recoveries	-	3,605	-
	359,696	54,000	38,000
OPERATING SURPLUS	150,834	30,189	26,169
ACCUMULATED OPERATING SURPLUS, BEGINNING OF PERIOD	522,131	541,856	417,221
ACCUMULATED OPERATING SURPLUS, END OF PERIOD	672,965	572,045	443,390

The accompanying notes form an integral part of the financial statements.



Windsor-Detroit Bridge Authority
Quarterly Statement of Remeasurement Gains and Losses
for the three months ended June 30, 2018
(thousands of dollars)

(Unaudited)

	For the Three Months Ended	
	June 30, 2018	June 30, 2017
ACCUMULATED REMEASUREMENT GAINS (LOSSES), BEGINNING OF PERIOD	(5,420)	(529)
Unrealized gains (losses) attributable to:		
Foreign exchange	2,288	(4,530)
Amounts reclassified to the Statement of Operations:		
Foreign exchange	1,582	(702)
NET REMEASUREMENT GAINS (LOSSES) FOR THE PERIOD	3,870	(5,232)
ACCUMULATED REMEASUREMENT GAINS (LOSSES), END OF PERIOD	(1,550)	(5,761)

The accompanying notes form an integral part of the financial statements.



Windsor-Detroit Bridge Authority
Quarterly Statement of Change in Net Financial Assets
for the three months ended June 30, 2018
(thousands of dollars)

(Unaudited)

	Twelve Months Ended March 31, Budget	Three Months Ended June 30, 2018 Actual	June 30, 2017 Actual
OPERATING SURPLUS	150,834	30,189	26,169
Acquisition of tangible capital assets	(482,130)	(20,260)	(16,774)
Amortization of tangible capital assets	920	50	58
	(330,376)	9,979	9,453
Changes in other non-financial assets			
Acquisition of prepaid expenses	-	(11,825)	(29,175)
Use of prepaid expenses	-	816	714
	-	(11,009)	(28,461)
Net remeasurement gains and (losses) for the period	-	3,870	(5,232)
INCREASE IN NET FINANCIAL ASSETS	(330,376)	2,840	(24,240)
NET FINANCIAL ASSETS, BEGINNING OF PERIOD	127,385	130,885	227,218
NET FINANCIAL ASSETS, END OF PERIOD	(202,991)	133,725	202,978

The accompanying notes form an integral part of the financial statements.



Windsor-Detroit Bridge Authority
Statement of Cash Flow
for the three months ended June 30, 2018
(thousands of dollars)

(Unaudited)

	For the Three Months Ended	
	June 30, 2018	June 30, 2017
OPERATING TRANSACTIONS		
Cash receipts from Government transfers	54,000	38,000
Interest received	961	144
HST Refunds	9,942	1,742
Other cash receipts	83	6
Cash payments to suppliers	(38,716)	(38,686)
Cash payments to and on behalf of employees	(1,989)	(1,748)
CASH PROVIDED BY OPERATING TRANSACTIONS	24,281	(542)
CAPITAL TRANSACTIONS		
Cash used to acquire tangible capital assets	(19,193)	(20,877)
CASH APPLIED TO CAPITAL TRANSACTIONS	(19,193)	(20,877)
Effect of exchange rate changes on cash	2,768	(6,052)
Increase (decrease) in cash and cash equivalents	7,856	(27,471)
Cash and cash equivalents at beginning of period	198,921	275,525
Cash and cash equivalents at end of period	206,777	248,054
Cash is composed of:		
Cash	43,329	20,429
Restricted cash	163,448	227,625
	206,777	248,054

The accompanying notes form an integral part of the financial statements.



Selected Notes to the Quarterly Unaudited Financial Statements

1. Authority and Activities

The Windsor-Detroit Bridge Authority (WDBA), incorporated on October 9, 2012, under Order in Council P.C. 2012-1350, is a Crown Corporation listed under Schedule III Part I of the *Financial Administration Act (FAA)* and is not subject to income tax under the provisions of the *Income Tax Act*.

WDBA was established in accordance with the Crossing Agreement signed by the Government of Canada and the State of Michigan on June 15, 2012. The mandate of WDBA is to design, construct, finance, operate and maintain a new international crossing between Windsor, Ontario and Detroit, Michigan. In the early stages of the project the international crossing was designated the Detroit River International Crossing; on May 14, 2015, the international crossing was officially named the Gordie Howe International Bridge (GHIB).

WDBA is mandated to design, construct and finance the interchange between the Gordie Howe International Bridge and the Interstate 75 (I-75), a highway that is part of the United States' Interstate Highway System. In accordance with the Crossing Agreement, the interchange shall also be a part of the Interstate Highway System. Once the construction of the interchange has been completed it will be turned over to the Michigan Department of Transportation (MDOT). MDOT will be responsible for maintaining the interchange; WDBA will have no further responsibility for or involvement with the interchange.

The Crossing Agreement also established the International Authority, a legal entity separate and distinct from WDBA. The International Authority is empowered to approve land acquisitions in the State of Michigan, leases of land in Michigan, as well as the Request for Qualifications, Request for Proposal and the Public-Private Agreement with respect to the GHIB project. The International Authority also has certain oversight responsibilities. These are to maintain on-going monitoring of compliance by WDBA with the Crossing Agreement and the Concessionaire with the Public-Private Agreement.

The International Authority is governed by a board consisting of six members. Two of the members are appointed by the Government of Canada, one member by WDBA, and three members appointed by the State of Michigan. All costs of the International Authority are funded by WDBA.

WDBA depends on funding from the Government of Canada for its operations and will require funding from the Government of Canada to finance the construction of the international crossing. After completion of the bridge WDBA will continue to depend on funding from the Government of Canada to finance operations until the bridge operations generate a surplus.

By Order in Council P.C. 2014-1382 dated December 10, 2014, the Corporation is also subject to a directive pursuant to Section 89 of the Financial Administration Act as follows:

- (a) To ensure that the pension plans will provide:
 - i. A 50:50 current service cost-sharing ratio between employee and employer for pension contributions, to be phased in for all members by December 31, 2017, and,
 - ii. For any employee hired on or after January 1, 2015, that the normal age of retirement is raised to 65 years and that the age at which retirement benefits are available, other than those received at the normal age of retirement, corresponds with the age at which they are available under the Public Service Pension Plan; and
- (b) To outline its implementation strategies with respect to the commitments set out in paragraph (a) in its next corporate plan and subsequent corporate plans until the commitments are fully implemented.

WDBA implemented the changes by December 31, 2017.



In July 2015, the Corporation was issued a directive (P.C. 2015-1114) pursuant to section 89 of the Financial Administration Act to align its travel, hospitality, conference and event expenditure policies, guidelines and practices with Treasury Board policies, directives and related instruments on travel, hospitality, conference and event expenditures in a manner that is consistent with their legal obligations, and to report on the implementation of this directive in the Corporation's next corporate plan. WDBA has implemented this directive effective August 7, 2015.

The financial statements were approved and authorized for issuance by the Board of Directors on August 30, 2018.

2. Significant Accounting Policies

a) Basis of Accounting

These financial statements have been prepared in accordance with Canadian Public Sector Accounting Standards (PSAS).

b) Revenue

WDBA recognizes revenue when the transactions or events giving rise to the revenues occur. Normally, revenues are recognized when persuasive evidence of an arrangement exists, services have been provided or goods have been delivered, the amount is fixed and determinable, and collection is reasonably assured.

c) Government Transfers - Appropriations

Government transfers are recognized as revenue when the transfer is authorized and eligibility criteria are met, except to the extent that stipulations give rise to an obligation that meets the definition of a liability. Transfers received are recognized as deferred revenue when stipulations give rise to a liability.

For government transfers initially recognized as deferred revenue, revenue is recognized in the statement of operations as the stipulations are met. Any portion of government transfers to which WDBA is entitled to but has not received is recognized under Accounts Receivable from the Government of Canada.

d) Government Transfers - Other

Costs incurred by the Government of Canada to support WDBA that would otherwise have been incurred by WDBA are recognized in the financial statements of WDBA at the carrying amount. These costs are reported as Government Transfers - Other, and expensed or capitalized as contributions to tangible capital assets depending on their nature.

e) Government Transfers - Recoveries

Costs recovered from the Government of Canada for services provided by WDBA are recognized in the financial statements at the exchange amount.

f) Interest

Interest on cash deposits is recorded in the period in which it is earned.

g) Cash and Restricted Cash

Cash and restricted cash consist of cash held in WDBA's bank accounts.

h) Deposits

Deposits with other entities are recorded and carried at cost. Deposits represent amounts held by third parties under the terms of their contracts with the WDBA.



i) Accounts Receivable

Accounts receivable are recorded and carried at cost. Accounts receivable are reviewed at each financial statement date by WDBA for impairment. Accounts receivable consist primarily of HST receivable.

j) Accounts Payable

Accounts payable are recorded and carried at cost. Accounts payable consist primarily of amounts related to the ongoing construction activities of the project.

k) Prepaid Expenses

Payments made prior to the related services being rendered are recorded as prepaid expenses. Prepaid expenses are recognized in expense as the related services are rendered.

Payments made to the State of Michigan to fund the purchase of land for the Gordie Howe International Bridge project and that will be leased or licensed back to WDBA are recorded as prepaid expenses. Payments made to purchase land that will not be leased or licensed back to WDBA, but will remain the responsibility of the State of Michigan, are expensed as incurred.

Payments made for Michigan land through the condemnation process which will be leased or licensed back to WDBA are recorded as Prepaid Expenses – Michigan Land Acquisitions through Condemnation. Payments made for properties that will not be leased or licensed back to WDBA, but will remain the responsibility of the State of Michigan, are expensed as incurred.

l) Tangible Capital Assets

Tangible capital assets are recorded at cost. Replacements, major improvements and costs which extend the useful service lives of existing assets or increase their capacity, are capitalized. Repairs and maintenance are charged to the Statement of Operations as incurred.

Amounts included in construction in progress are not amortized until transferred to the appropriate capital asset classification. The amounts are transferred when the assets are ready for productive use in accordance with WDBA's policies.

Tangible capital assets are amortized over their estimated useful lives using the straight-line method, over the following periods:

Leasehold improvements	between 3 and 7 years
Office equipment and furniture	between 3 and 10 years

When conditions indicate that a tangible capital asset no longer contributes to the ability of WDBA to provide services, or that the value of future economic benefits associated with a 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. Assessments of whether such conditions exist are made, at a minimum, at each financial statement date.

m) Environmental Obligations

Whenever WDBA accepts responsibility or has direct responsibility for sites where contamination exceeds environmental standards, plans to abandon future economic benefits to that effect and where 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 estimate includes costs directly attributable to remediation activities, post-remediation operations, maintenance and monitoring activities that are an integral part of the remediation strategy. The



estimated future costs are recorded as a liability 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 or it is not expected that economic benefits will be given up, the situation will be disclosed through a note to the Financial Statements.

n) Contingent Liabilities

Contingent liabilities are potential liabilities which may become actual liabilities when one or more future events occur or fail to occur. If the future event is likely to occur or fail to occur, and a reasonable estimate of the loss can be made, an estimated liability is recognized and an expense recorded. If the likelihood is not determinable or an amount cannot be reasonably estimated, the contingency is disclosed in the notes to the financial statements.

o) Expense Recognition

All expenses are recognized in the period in which they are incurred. Estimates for accruals are made at the end of each period.

p) Pension and Benefit Plans

WDBA offers defined contribution pension and benefit plans to its employees; expenses related to these plans are recognized in the period in which they are incurred.

q) Financial Instruments

WDBA 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. WDBA does not engage in speculative transactions or the use of derivatives.

The measurement of financial instruments depends on their classification as follows:

Categories	Financial instruments	Measurement
Financial assets	Cash Restricted cash Deposits	Cost or amortized cost
Financial liabilities	Accounts payable and accrued liabilities Holdback	Cost or amortized cost

r) Foreign Currency Translation

Transactions involving foreign currencies are translated into Canadian dollar equivalents using rates in effect at the time of those transactions. Monetary assets and liabilities denominated in foreign currencies are translated using the rate at the end of each quarter. Until an item is settled, gains and losses arising as a result of remeasurement are reported in the Statement of Remeasurement Gains and Losses. When the item is settled, the exchange gain and loss are recorded in the Statement of Operations.

s) Measurement Uncertainty

The preparation of financial statements in accordance with PSAS requires management to make estimates and assumptions that affect the reported amounts and presentation of assets and liabilities at the financial statements date and the reported amounts of revenues and expenses during the reporting period. The amount of GST/HST recoverable, the estimated useful life of tangible capital assets, accrued liabilities, environmental liabilities and contingencies are the most significant items where estimates are used. Actual results could differ significantly from those estimates.



t) Budget Figures

Budget figures included in the Financial Statements were provided for comparison. These figures are from WDBA's Corporate Plan which was approved by WDBA's Board of Directors and the Treasury Board Secretariat, and have not been audited.

u) Accounting Standards and Guidelines Adopted During the Year

The following standard has been issued by the PSAB effective April 1, 2018 and was adopted prospectively by WDBA on April 1, 2018. The adoption did not have a significant impact on the financial statements and no adjustment was required to the opening accumulated surplus:

PS 3430 Restructuring transactions: This new Section defines a restructuring transaction and establishes standards for recognizing and measuring assets and liabilities transferred in a restructuring transaction.

3. Restricted Cash

Restricted cash consists of funds deposited into an escrow account. The cash in the escrow account is used to fund the Gordie Howe International Bridge project activities in Michigan, including property acquisition and related costs, planning and engineering costs.

WDBA is required by the Michigan Activities Funding Acknowledgement to utilize an escrow account to hold and disburse the funds for these activities. The Michigan Activities Funding Acknowledgement outlines the processes, roles and responsibilities surrounding the acquisition of property in Michigan by the Michigan Parties (MDOT and the Michigan Strategic Fund, or MSF) and other project activities in Michigan. The escrow account is funded by WDBA on a quarterly basis.



4. Tangible Capital Assets

(thousands of dollars)

	Leasehold Improvements	Computer and Office Equipment	Construction in Progress	Land	Total
Cost					
April 1, 2017	809	327	134,803	-	135,939
Acquisitions	22	-	92,775	-	92,797
Contributions	-	-	-	64,886	64,886
Impairments	-	-	(4,955)	-	(4,955)
March 31, 2018	831	327	222,623	64,886	288,667
April 1, 2018	831	327	222,623	64,886	288,667
Acquisitions	-	-	20,260	-	20,260
June 30, 2018	831	327	242,883	64,886	308,927
Accumulated Amortization					
April 1, 2017	277	195	-	-	472
Amortization	138	109	-	-	247
March 31, 2018	415	304	-	-	719
April 1, 2018	415	304	-	-	719
Amortization	35	15	-	-	50
June 30, 2018	450	319	-	-	769
Net Book Value					
March 31, 2018	416	23	222,623	64,886	287,948
June 30, 2018	381	8	242,883	64,886	308,158

The acquisition of tangible capital assets shown above includes an amount of \$42,434 (\$38,540- as of the end of 2017) for capital items and holdbacks that remain to be paid for as at June 30, 2018. These items are not included in the Statement of Cash Flow.

Currently WDBA has not recognized any impairments in 2018-19. In the prior year, WDBA recognized impairment losses totaling \$4,955 to write-down damaged assets in construction in progress to their net realizable values. Due to physical damage to the assets, WDBA determined that the assets provided no future benefit to WDBA.



5. Prepaid Expenses

(thousands of dollars)

	June 30, 2018	March 31, 2018
Michigan Land Acquisitions	87,439	38,853
Michigan Land Acquisitions through Condemnation	38,364	75,388
Prepaid Insurance	2,683	3,010
Other	126	350
	128,612	117,601

The Michigan Land acquisition is related to payments made to the State of Michigan to fund the purchase of land for the Gordie Howe International Bridge project that will be leased back to WDBA for the life of the bridge. Payments made to purchase land that will not be leased or licensed back to WDBA were expensed in Michigan Land (Note 9).

Where a property cannot otherwise be acquired through voluntary means, MDOT will acquire the property through the condemnation process. Michigan Land Acquisitions through Condemnation represent amounts related to properties in the condemnation process that will be leased back to WDBA by the State of Michigan. Once the court has awarded title of a property to MDOT the amount associated with that property is reclassified to Michigan Land acquisitions.

6. Holdback

WDBA temporarily retains an amount on the total due to contractors to ensure that the latter fulfills its obligations. The contracts call for WDBA to pay holdbacks upon substantial completion of the individual contracts.

7. Contingencies

In the normal course of its activities, WDBA is the claimant or defendant or is involved in certain pending claims or lawsuits. To the extent that a future event is likely to occur, and a reasonable estimate of the loss can be made, an estimated liability is accrued and an expense is recorded in the financial statements. It is the opinion of management that the settlement of such matters will not result in any material liabilities to WDBA for the quarter ended June 30, 2018.

8. Environmental Liability

WDBA recognizes a provision for environmental cleanup when all of the following conditions are satisfied: an environmental standard exists; the level of contamination has been determined to exceed the environmental standard; WDBA is directly responsible or accepts responsibility; it is expected that future economic benefits will be given up; and a reasonable estimate of the amount can be made at that time.

WDBA is responsible for the land required for the Gordie Howe International Bridge project. In Canada, this consists of land currently owned by the Government of Canada in Windsor, Ontario. The Michigan land required for the project is purchased by the State of Michigan; these purchases are funded by WDBA. It has been determined that certain parcels of land contain levels of contamination above acceptable environmental standards. WDBA expects that future economic benefits will be given up to remediate the contamination; remediation will be performed as part of the activities to prepare the site for the construction of the Gordie Howe International Bridge.

The contamination is the result of prior owners' use of the land. Studies commissioned by WDBA estimate that the cost of remediation activities for the Canadian land to be \$3.2 million, (\$3.2 million for March 31, 2018), and \$12.3 million for the Michigan land, (\$12.3 million for March 31, 2018) for a total of \$15.5 million (\$15.5 million for March 31, 2018).



This amount was recorded as an environmental liability in the Statement of Financial Position. Of this amount, \$13.8 million was capitalized to the cost of the project, and \$1.7 million relating to land that will not be leased back to WDBA, but will remain the responsibility of the State of Michigan, was expensed; all of this activity was recorded in prior periods.

9. Expenses by Type

(thousands of dollars)

	Three Months Ended	
	June 30, 2018	June 30, 2017
I-75 Costs	5,709	52
Professional Services	5,672	2,709
Work performed for other Government agencies	3,621	72
Legal Services	2,744	3,381
Michigan Land	2,274	3,398
Payroll and Benefits	2,181	1,987
Foreign Exchange Loss	1,582	-
Insurance	309	356
Property Taxes	187	124
Rent	168	162
Travel expenses	129	44
Office and Maintenance	119	154
Other	85	114
Amortization	50	58
	24,830	12,611

10. Comparative Figures

Certain comparative figures have been reclassified to conform to the presentation adopted in the current year.