



Windsor-Detroit Bridge Authority

Quarterly Financial Report for the Period Ended

June 30, 2020

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 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) stipulates 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 monitors 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 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 bridge with a span of 850 meters 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 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.



The Project is being delivered through a public-private partnership (P3), using the design, build, finance, operate and maintain (DBFOM) model. WDBA's private sector partner is Bridging North America (BNA). BNA is a consortium consisting of:

- ACS Infrastructure Canada Inc. (ACSIC), which is the Canadian subsidiary of ACS Group
- Fluor Canada Ltd., a subsidiary of Fluor Corporation, and
- Aecon Group Inc.

OBJECTIVES, ACTIVITIES, AND EXPECTED RESULTS FOR 2020-21

Windsor-Detroit Bridge Authority (WDBA) is continuing with its objectives and activities which were established in Fiscal Year 2019-2020. The following include those objectives, activities, and the expected results for the first quarter of 2020-2021, as well as a summary of progress:

1. Executing on Oversight Plans, Ensuring Project Agreement Obligations are met

Oversight Plans are being executed and reported on monthly.

2. Design and Construction of the Gordie Howe International Bridge project

Progress is being made on the design and construction work on all four components of the project. As an example, work on the Canadian side of the bridge component included the completion of most of the drilled shafts on the Canadian tower site.

3. Site Preparation (US Property acquisition, Early Works, and Utility Relocation in Canada and Michigan)

Activities related to US Property Acquisition, Early Works, and Canadian utility relocation are progressing. Notably, lands related to Early Works were handed over to the project's private-sector partner in June 2020.

4. Building Organizational Capacity and Continued Organizational Development During the Design-Build Phase

WDBA successfully achieved its staffing goals noted in its 2019-2020 Corporate Plan by end of summer 2019. WDBA continued to analyze its resourcing requirements for the remainder of 2019-2020, to further de-risk the Gordie Howe International Bridge project.

5. Stakeholder Engagement and External Positioning for Operations

WDBA has made significant progress in the delivery of its stakeholder engagement and communications activities on both sides of the border. While COVID-19 has had an impact on communications and stakeholder activities, they have been maintained using alternate methods of delivery.

6. Transition Planning from Construction to Operations

WDBA is further developing the systems that will be needed when the Gordie Howe International Bridge project nears substantial completion.



FINANCIAL ANALYSIS

SUMMARY

At the end of first quarter of 2020-21, net results of operations at WDBA reflect a surplus of \$36.2 million (2019-20: \$106.8 million). The surplus is mostly due to the timing of appropriations and expenditures on capital assets and the acquisition of US properties.

Compared to the 2020 fiscal year end results, WDBA net debt increased from \$556.1 million to \$622.4 million, a change of \$66.3 million. Non-financial assets increased by \$98.3 million to \$1,787.0 million (2019-20: \$1,688.7 million). The increase is driven by continuing BNA construction activities and increases in costs related to Michigan activities.

STATEMENT OF OPERATIONS

APPROPRIATIONS

WDBA received \$85.8 million in appropriations in the first quarter of 2020-21, compared to \$133.5 million in the prior year. WDBA returned \$15.0 million of the prior year's appropriations (2019-20: \$0), which represented cash surplus to requirements. WDBA ended the first quarter of 2020-21 with a net surplus of \$36.2 million, compared to \$106.8 million in the prior year. The surplus is mostly due to the timing of appropriations and expenditures on capital assets.

The appropriations were used to fund BNA's activities, Michigan activities, design, and engineering costs, and WDBA operations.

EXPENSES

WDBA incurred \$32.7 million of direct expenses in the first quarter of 2020-21, compared to \$28.2 million in the prior year. As shown in the accompanying table, expenses are higher in the current year due to increasing I-75 costs, increased amortization costs as additional properties were leased and roadwork was completed, and higher payroll and benefit costs. Cost decreases in the period were primarily related to Michigan Land, and a decrease in professional fees.

Internal services costs, as shown in the Statement of Operations, reflect expenses to support the Gordie Howe International Bridge Project: primarily salaries and benefits of employees not directly involved in the project. WDBA incurred \$2.6 million of internal services costs in the first quarter of 2020-21, compared to \$2.2 million in the prior year.



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

(thousands of dollars)

	Three Months Ended	
	June 30, 2020	June 30, 2019
I-75 Costs	24,246	17,033
Payroll and Benefits	3,559	2,659
Amortization	1,917	796
Insurance	1,353	1,432
Legal Services	1,239	1,514
Professional Services	1,126	2,241
Local Road Improvements	773	752
Rent	250	191
Transfers to International Authority	235	300
Office and Maintenance	219	230
Michigan Land	143	3,008
Property Taxes	136	130
Repairs and Maintenance	26	2
Other	10	40
Travel expenses	4	83
Work performed for other Government Agencies	-	1
	35,236	30,412

As the I-75 interchange will be turned over to the State of Michigan upon completion of the project, all costs associated with the I-75 interchange are expensed as incurred. I-75 Costs are primarily for BNA's construction costs, utility work, demolition, environmental work, and professional services related to the design and engineering of the I-75 Interchange. The increase in I-75 costs is due to the ramp-up of BNA's construction activities.

Amortization costs increased over the year due to a significant increase in leased property, and the placement into service of the remainder of the Perimeter Access Road (PAR) on the Canadian POE.

Payroll and Benefits have increased because of increased staffing levels to support the construction phase of the project.

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 the property acquisition process nearing completion.

Professional services and Legal services were lower primarily due to a decrease in consulting services related to the MDOT planning and engineering work and other consulting work in support of the project.



STATEMENT OF FINANCIAL POSITION

FINANCIAL ASSETS

Financial assets of \$152.8 million (March 31, 2020: \$219.5 million) consisting of \$126.2 million in cash and \$26.6 million in accounts receivable and deposits (March 31, 2020: \$174.2 million and \$45.3 million), are offset by \$775.2 million in liabilities (March 31, 2020: \$775.7 million).

On June 30, 2020, WDBA had a restricted cash balance of \$110.0 million in an escrow account (March 31, 2020: \$132.9 million). These funds are held in a US dollar escrow account to fund U.S. property acquisitions and other Michigan activities carried out by MDOT. WDBA is required to fund MDOT's Michigan activities at the beginning of each quarter in the escrow account.

Accounts receivable on June 30, 2020 and March 31, 2020 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. In the current fiscal year, WDBA has recovered \$32.6 million of HST.

LIABILITIES

On June 30, 2020, WDBA's liabilities were \$775.2 million (March 31, 2020: \$775.7 million). Liabilities consist mainly of BNA's 15% contribution to the project, accounts payable and accruals for WDBA's suppliers, holdbacks, and a liability for environmental remediation.

Accounts payable and accrued liabilities of \$62.2 million (March 31, 2020: \$79.3 million) consist primarily of amounts for BNA activities, the Owner's Engineer, utility relocation, Michigan activities, and legal fees.

The environmental liability of \$9.1 million remains unchanged from March 31, 2020 as no remediation work was performed during the quarter.

NON-FINANCIAL ASSETS

WDBA held \$1,683.3 million of tangible capital assets at the end of the first quarter of 2020-21, compared to \$1,590.6 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), leased property in Canada and Michigan, and the Perimeter Access Road (PAR).

No properties were transferred from prepaid expenses to tangible capital assets for properties held under a master lease with the State of Michigan during the quarter (2020: \$90.3 million).

During the year, the remainder of the PAR was completed and turned over to BNA to be put into service. This is reflected in the Tangible Capital Assets table as a transfer out of Construction in Process and a transfer into Roads. As per the agreement with the City of Windsor, WDBA will return the PAR to the City upon substantial completion of the Project. As such, this asset will be fully depreciated by the time of substantial completion.

Construction in Progress of \$1,424.9 million on June 30, 2020 (March 31, 2020: \$1,352.8 million), includes costs related to the building of the Bridge and the Canadian and U.S. POEs. Given that the



project is still in its early stages, most of the capitalized costs are related to BNA's start-up, design, procurement and early construction costs, the Early Works, utility relocation, professional services, and environmental remediation.

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

(thousands of dollars)

	June 30, 2020	March 31, 2020
Bridge	590,115	544,041
Canadian Port of Entry	428,755	423,862
US Port of Entry	405,987	384,853
	1,424,857	1,352,756

Prepaid expenses of \$103.7 million (March 31, 2020: \$98.1 million) primarily consisted of costs related to the acquisition of land in Michigan of \$88.1 million at June 30, 2020 (March 31, 2020: \$81.3 million), and prepaid insurance of \$15.4 million at June 30, 2020 (March 31, 2020: \$16.6 million).



WDBA QUARTERLY FINANCIAL STATEMENTS FOR THE FIRST QUARTER 2020-2021

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.

Bryce Phillips
Chief Executive Officer

Mike St. Amant, FCPA, FCA
Chief Financial Administrative Officer

Windsor, Canada
August 21, 2020



Windsor-Detroit Bridge Authority
Quarterly Statement of Financial Position
June 30, 2020
(thousands of dollars)

(Unaudited)

	June 30, 2020	March 31, 2020
FINANCIAL ASSETS		
Cash	16,178	41,324
Restricted cash (Note 3)	110,025	132,885
Accounts receivable	26,451	45,172
Deposits	159	159
Total Financial Assets	152,813	219,540
LIABILITIES		
Accounts payable and accrued liabilities	62,193	79,255
Accrued employee benefits	1,260	1,009
Environmental liability (Note 4)	9,088	9,088
Holdback (Note 5)	96,670	85,183
Due to private partner (Note 6)	605,957	601,146
Total Liabilities	775,168	775,681
Net Debt	622,355	556,141
NON-FINANCIAL ASSETS		
Tangible capital assets (Note 7)	1,683,292	1,590,564
Prepaid expenses (Note 8)	103,685	98,087
Total Non-Financial Assets	1,786,977	1,688,651
Accumulated Surplus	1,164,622	1,132,510
Accumulated surplus is comprised of:		
Accumulated operating surplus	1,167,287	1,131,041
Accumulated remeasurement gains (losses)	(2,665)	1,469
	1,164,622	1,132,510

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



Windsor-Detroit Bridge Authority
Quarterly Statement of Operations
for the period ended June 30, 2020
(thousands of dollars)

(Unaudited)

	Twelve Months Ended	Three Months Ended	
	March 31,	June 30,	June 30,
	2021	2020	2019
	Budget	Actual	Actual
REVENUE			
Revenue from operations	-	65	-
Proceeds from insurance claims	-	-	1,500
Interest	-	195	1,621
Foreign exchange gain	-	371	595
Total Revenue	-	631	3,716
EXPENSES (Note 10)			
Gordie Howe International Bridge Project	177,923	32,670	28,188
Internal services	14,709	2,566	2,223
Work performed for other Government agencies	-	-	1
Total Expenses	192,632	35,236	30,412
Deficit before Government funding	(192,632)	(34,605)	(26,696)
Government transfers - appropriations	778,634	85,800	133,499
Reimbursement of Appropriations (Note 11)	-	(14,950)	-
Government transfers - recoveries	-	-	1
	778,634	70,850	133,500
Operating surplus	586,002	36,245	106,804
Accumulated operating surplus, beginning of period	694,459	1,131,042	671,044
Accumulated operating surplus, end of period	1,280,461	1,167,287	777,848

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



Windsor-Detroit Bridge Authority
Quarterly Statement of Remeasurement Gains and Losses
for the period ended June 30, 2020
(thousands of dollars)

(Unaudited)

	Three Months Ended	
	June 30,	June 30,
	2020	2019
Accumulated remeasurement gains beginning of period	1,469	343
Unrealized losses attributable to:		
Foreign exchange	(3,763)	(2,946)
Amounts reclassified to the Statement of Operations:		
Foreign exchange	(371)	(595)
Net remeasurement losses for the period	(4,134)	(3,541)
Accumulated remeasurement losses end of period	(2,665)	(3,198)

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



Windsor-Detroit Bridge Authority
Quarterly Statement of Change in Net Financial Assets (Net Debt)
for the period ended June 30, 2020
(thousands of dollars)

(Unaudited)

	Twelve Months Ended	Three Months Ended	
	March 31,	June 30,	June 30,
	2021	2020	2019
	Budget	Actual	Actual
Operating surplus	586,002	36,245	106,804
Acquisition of tangible capital assets	(722,099)	(94,645)	(990,209)
Amortization of tangible capital assets	127	1,917	796
	(135,970)	(56,483)	(882,609)
Changes in other non-financial assets			
Net change in prepaid expenses	3,620	(5,598)	(8,606)
Transfer of prepaids to capital	-	-	54,832
	3,620	(5,598)	46,226
Net remeasurement losses for the period	-	(4,134)	(3,541)
Change in net debt	(132,350)	(66,215)	(839,924)
Net financial assets (net debt) beginning of period	(622,451)	(556,140)	360,174
Net debt end of period	(754,801)	(622,355)	(479,750)

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



Windsor-Detroit Bridge Authority
Quarterly Statement of Cash Flow
for the period ended June 30
(thousands of dollars)

(Unaudited)

	Three Months Ended	
	June 30, 2020	June 30, 2019
OPERATING TRANSACTIONS		
Cash receipts from Government transfers	85,800	133,500
Interest received	342	1,615
HST Refunds	32,558	30,622
Other cash receipts	252	1,743
Cash payments to suppliers	(53,475)	(174,387)
Return of Parliamentary appropriations	(14,950)	-
Cash payments to and on behalf of employees	(3,259)	(2,396)
Transfers to International Authority	(235)	(300)
Cash Provided by Operating Transactions	47,033	(9,603)
CAPITAL TRANSACTIONS		
Cash used to acquire tangible capital assets	(89,772)	(3,153)
Cash applied to Capital Transactions	(89,772)	(3,153)
Effect of exchange rate changes on cash	(5,267)	(3,749)
Increase (decrease) in cash and cash equivalents	(48,006)	(16,505)
Cash and cash equivalents at beginning of period	174,209	240,366
Cash and cash equivalents at end of period	126,203	223,861
Cash is composed of:		
Cash	16,178	46,069
Restricted cash	110,025	177,792
	126,203	223,861

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 through a Public-Private Partnership.

In the early stages of the Gordie Howe International Bridge Project (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.

WDBA is also 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 Partnership Agreement with respect to the 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 Partnership 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 partially fund 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.

On September 28, 2018, WDBA entered into a Public-Private Partnership Agreement (Project Agreement) with Bridging North America (BNA) to design, build, partially finance, operate and maintain the Project. Specifically, the Project Agreement covers BNA's responsibilities to design, construct, partially finance, operate and maintain the Facility; and to design, construct and partially finance the



Interstate 75 Interchange (I-75 Interchange). The components of the Facility are the Bridge, the Canadian Port of Entry, and the US Port of Entry. The Project Agreement will expire in 2054. BNA is responsible for financing the Facility and the I-75 Interchange to an amount equal to 15% of design and build costs. BNA contributed these funds prior to WDBA contributing its own funds to the Project. BNA contributions will be repaid through Capital Payments.

There have been no changes in the terms of the Project Agreement since its commencement date.

By Order in Council P.C. 2014-1382 dated December 10, 2014, WDBA 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 this directive effective December 31, 2017.

In July 2015, WDBA 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 the directive in WDBA's 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 21, 2020.

2. SIGNIFICANT ACCOUNTING POLICIES

a. BASIS OF ACCOUNTING

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

b. PUBLIC-PRIVATE PARTNERSHIP

The substance of the Project Agreement is that the ownership of the land and infrastructure remains with WDBA during the project term, though BNA is granted rights of use and access to the site to carry out project work. BNA also bears the performance risk related to the scope of work to design, build, partially finance, operate and maintain the international crossing.

WDBA accounts for the Public-Private Partnership to reflect the terms of the Project Agreement in accordance with Canadian PSAS. In accordance with the terms of the Project Agreement, WDBA is



required to make various payments to BNA during the construction period, including Progress Payments, Handover Payments, Interim Operating and Maintenance Payments, Public Art Payments, Community Benefit Payments, Large Scale Imaging equipment (LSI) payments and the Substantial Completion. Throughout the construction period progress payments are paid to BNA based on completed milestones which are certified by the Independent Certifier.

Eligible costs incurred by BNA related to the Facility are recognized as tangible capital assets, as the Facility is constructed. These costs include design and build costs, interest costs incurred prior to assets being ready for productive use, as well as rehabilitation payments which are determined to be a betterment. Eligible costs related to the I-75 Interchange are recognized as expenses as they are incurred given that this component will be turned over to MDOT upon completion. At this point, WDBA will have no further responsibility for or involvement with the I-75 Interchange.

WDBA recognizes the associated liability of the Public-Private Partnership for the first 15% of the design and build costs as Due to Private Partner, representing the Threshold Amount. The Threshold Amount was achieved during March 2019. A 15% holdback is also recorded as a liability for each subsequent invoice of the design and build costs, which will be due upon substantial completion of the Facility.

The accounting for the Project Agreement infrastructure includes an estimate for the measurement of construction-in-progress based on the Progress Measurement Technique (PMT) established by BNA and agreed with the Independent Certifier, as specified in the Project Agreement. The PMT measures progress based on completed milestones. Progress is calculated against the Schedule of Values in the Project Agreement and is verified by the Independent Certifier as part of the certification process. In management's view the PMT is an appropriate method to measure progress based on reliable information. The PMT does not include a measure for partially completed milestones since there is insufficient information available to make a reasonable estimate of the amount before a milestone is completed and verifiable by the Independent Certifier.

c. 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.

d. INTEREST

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

e. PROCEEDS FROM INSURANCE CLAIMS

Proceeds from insurance claims are recognized in the period in which they are confirmed.

f. 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.



g. 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.

h. 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.

i. CASH AND RESTRICTED CASH

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

j. 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.

k. 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 WDBA.

l. ACCOUNTS PAYABLE AND ACCRUED LIABILITIES

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

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 remediate the property, 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, and 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 management's best estimate of the 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 remediation will occur, the situation will be disclosed through a note to the Financial Statements.

n. DUE TO PRIVATE PARTNER

The amount due to Private partners consists of the obligation to BNA for the first 15% of the design and build costs. The obligation is measured at amortized cost based on the effective interest rate, which is represented by the rate implicit within the contract. Capital payments commence upon handover of the Canadian Port of Entry and expire after 30 years, which include both principal and interest payments.



o. 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.

Leased property is recognized when properties are turned over to WDBA by Michigan under a master lease agreement between Michigan and WDBA. Properties are first recognized in Prepaid Expenses and upon entering the master lease agreement properties are reclassified to tangible capital assets and amortized over the lesser of the term of the lease agreement or their individual useful lives.

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:

Office equipment and furniture	between 3 and 10 years
Roads	between 4 and 6 years
Leased property	between 92 and 94 years
Leasehold improvements	between 3 and 5 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.

p. 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 Project and that will be leased to WDBA are recorded as prepaid expenses. Payments made to purchase land that will not be leased 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 to WDBA are recorded as Prepaid Expenses – Michigan Land Acquisitions through Condemnation. Payments made for properties that will not be leased back to WDBA but will remain the responsibility of the State of Michigan are expensed as incurred.

When a property is leased from Michigan it is reclassified to tangible capital assets (Leased Property).

q. 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, 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.

r. PENSION AND BENEFIT PLANS

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

s. FINANCIAL INSTRUMENTS

WDBA identifies, assesses, and manages financial risks 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	Cost
	Restricted cash	Cost
	Deposits	Cost
Financial liabilities	Accounts payable and accrued liabilities	Cost
	Holdback	Cost
	Due to private partner	Amortized cost

t. 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 year. Until an item is settled, gains and losses arising because of remeasurement are reported in the Statement of Remeasurement Gains and Losses. When the item is settled, the exchange gains and losses are recorded in the Statement of Operations.

u. 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 measurement of construction-in-progress, the amount of GST/HST recoverable, the estimated useful life of tangible capital assets, accrued liabilities, environmental liabilities, impairments, and contingencies are the most significant items where estimates are used. Actual results could differ significantly from those estimates.

v. 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.

w. STANDARDS ISSUED TO BE ADOPTED AT A LATER DATE

The following standard has been issued by the PSAB:



PS 3280 Asset Retirement Obligation: This new Section establishes standards on when and how to account for an asset retirement obligation.

This Section was issued by PSAB in August 2018 and will be effective for fiscal years beginning on or after April 1, 2022. WDBA intends to adopt this standard when it becomes applicable and is currently evaluating the impact of adopting this standard on its financial statements.

3. RESTRICTED CASH

Restricted cash consists of funds deposited into an escrow account. The cash in the escrow account is used to fund the 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 (MSF)) and other Project activities in Michigan. The escrow account is funded by WDBA on a quarterly basis.

4. 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 Project. In Canada, this consists of land contributed by the Government of Canada to WDBA for use in the Project. 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 remediating the contamination; remediation will be performed as part of the activities to prepare the site for the construction of the Project.

The contamination is the result of prior owners' use of the land. Remediation will require the excavation and disposal of contaminated soil. Studies commissioned by WDBA estimate that the cost of remediation activities for the Canadian land to be \$0 (\$0 for March 31, 2020), and \$9,088 for the Michigan land, (\$9,088 for March 31, 2020) for a total of \$9,088 (\$9,088 for March 31, 2020). The decrease in the liability is primarily due to remediation of the contamination.

This amount was recorded as an environmental liability in the Statement of Financial Position.

5. HOLDBACK

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



6. DUE TO PRIVATE PARTNER

BNA is responsible for financing the Project to an amount equal to 15% of design and build costs, (the Threshold Amount \$574,803 million), prior to WDBA contributing its own funds to the Project. The Threshold Amount was achieved during March 2019, with the liability presented as the present value of expected future cash flows, discounted at the implied effective interest rate of 3.24%.

This liability will be discharged by WDBA through Capital Payments, which commence upon the handover of the Canadian Port of Entry to WDBA and expire 30 years after that date. Estimated repayments for the next five years and thereafter are as follows:

(thousands of dollars)

Capital Payments:	
2022 Through 2024	11,683
2025	35,048
2026	35,048
2027 and Thereafter	969,672
Less: Total Interest	(476,649)
Private Partner Contribution	574,803
Capitalized Interest To Date	25,235
Expensed Interest To Date	5,919
Liability	605,957



7. TANGIBLE CAPITAL ASSETS

(thousands of dollars)

	Leasehold Improvements	Computer and Office Equipment	Construction in Progress	Land	Roads	Leased Property	Total
Cost							
April 1, 2019	851	337	858,220	64,886	7,571	58,345	990,210
Acquisitions	60	209	511,297	-	-	5,381	516,947
Transfers	-	-	(16,761)	-	16,761	-	-
Transfers from Prepays	-	-	-	-	-	90,319	90,319
March 31, 2020	911	546	1,352,756	64,886	24,332	154,045	1,597,476
April 1, 2020	911	546	1,352,756	64,886	24,332	154,045	1,597,476
Acquisitions	-	79	93,799	-	-	767	94,645
Transfers	-	-	(21,698)	-	21,698	-	-
June 30, 2020	911	625	1,424,857	64,886	46,030	154,812	1,692,121
Accumulated Amortization							
April 1, 2019	529	318	-	-	675	308	1,830
Amortization	110	18	-	-	3,757	1,197	5,082
March 31, 2020	639	336	-	-	4,432	1,505	6,912
April 1, 2020	639	336	-	-	4,432	1,505	6,912
Amortization	14	21	-	-	1,468	414	1,917
June 30, 2020	653	357	-	-	5,900	1,919	8,829
Net Book Value							
March 31, 2020	272	210	1,352,756	64,886	19,900	152,540	1,590,564
June 30, 2020	258	268	1,424,857	64,886	40,130	152,893	1,683,292

On June 30, 2020, WDBA recognized construction in progress of \$1,424,857 (2020: \$1,352,756) for the Project based on eligible costs incurred to date, including capitalized interest of \$25,235 (2020: \$21,338). The Project components will be amortized over their estimated useful lives once they are entered operation and commence rendering service. As of June 30, 2020, WDBA recognized \$25,162 (2020: \$94,384) of expense related to the I-75 costs and local road improvements, including interest of \$914 (2020: \$3,584).

The acquisition of tangible capital assets shown above includes an amount of \$4,873 (2020: \$49,411) for capital items and holdbacks that remain to be paid for as of June 30, 2020. These items are not included in the Statement of Cash Flow.

On July 3rd, 2018, WDBA executed a master lease agreement with Michigan for properties in Michigan's possession. During the quarter, \$0 (2020: \$90,319), of Michigan land was transferred from prepaid expenses (Note 8 - Michigan Land acquisition) to tangible capital assets (Leased Property).



8. PREPAID EXPENSES

(thousands of dollars)

	June 30, 2020	March 31, 2020
Michigan Land Acquisitions	72,777	65,933
Prepaid Insurance	15,410	16,588
Michigan Land Acquisitions through Condemnation	15,363	15,363
Other	135	203
	103,685	98,087

The Michigan Land acquisition is related to payments made to the State of Michigan to fund the purchase of land for the Project that will be leased to WDBA for the life of the bridge. Payments made to purchase land that will not be leased to WDBA were expensed in Michigan Land (Note 10).

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 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.

When land is brought into the master lease agreement with Michigan it is reclassified to tangible capital assets (Leased Property).

9. 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 or fail 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, 2020.



10. EXPENSES BY TYPE

(thousands of dollars)

	Three Months Ended	
	June 30, 2020	June 30, 2019
I-75 Costs	24,246	17,033
Payroll and Benefits	3,559	2,659
Amortization	1,917	796
Insurance	1,353	1,432
Legal Services	1,239	1,514
Professional Services	1,126	2,241
Local Road Improvements	773	752
Rent	250	191
Transfers to International Authority	235	300
Office and Maintenance	219	230
Michigan Land	143	3,008
Property Taxes	136	130
Repairs and Maintenance	26	2
Other	10	40
Travel expenses	4	83
Work performed for other Government Agencies	-	1
	35,236	30,412

11. REIMBURSEMENT OF APPROPRIATIONS

During the year, the Government of Canada requested that WDBA reimburse \$14,950 of appropriations (2019-20: \$0) it had already received, but not drawn, as actual expenditures were lower than estimated. This reimbursement occurred during the first quarter of the year.