

The Seaway International Bridge Corporation, Ltd.

Financial Statements

March 31, 2022

STATEMENT OF MANAGEMENT RESPONSIBILITY

The accompanying financial statements of The Seaway International Bridge Corporation, Ltd. (the Corporation) and information related to the Corporation contained in the annual report of The Federal Bridge Corporation Limited (Parent Company) are the responsibility of management.

The financial statements have been prepared in accordance with Canadian Public Sector Accounting Standards and necessarily include some estimates, which are based on management's best judgements.

To meet management's responsibility, management has developed and maintains books of account, records, financial and management controls, information systems and management practices. These are designed to provide reasonable assurance as to the integrity and reliability of financial information, that assets are safeguarded and controlled, and that transactions and events are properly recorded. The system of internal control is supplemented by internal auditors, who conduct periodic reviews of different aspects of the Corporation's operations.

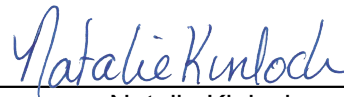
The Board of Directors is responsible for ensuring that management fulfills its responsibilities for financial reporting and internal control in accordance with Part X of the *Financial Administration Act* and regulations, the *Canada Business Corporations Act* and regulations, the *Canada Marine Act* and regulations and the articles and by-laws of the Corporation. The Board exercises these responsibilities with the assistance of the Audit Committee of the Board, which is composed of three directors who are not employees of the Corporation.

The Audit Committee meets with management and the Auditor General of Canada, the external auditor, and also reviews and recommends to the Board the approval of the auditor's report and the Corporation's annual financial statements. In addition, the external auditor has full and free access to the directors of the Corporation.

The Auditor General of Canada is responsible for auditing the financial statements and for issuing her report thereon.



Wade Dorland
Bridge Director



Natalie Kinloch
Board Chair

Cornwall, Ontario
June 16, 2022



INDEPENDENT AUDITOR'S REPORT

To the Minister of Transport

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of The Seaway International Bridge Corporation, Ltd. (SIBC), which comprise the statement of financial position as at 31 March 2022, and the statement of operations, statement of change in net debt and statement of cash flow for the year then ended, and notes to the financial statements, including a summary of significant accounting policies.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of SIBC as at 31 March 2022, and the results of its operations, changes in its net debt, and its cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Statements* section of our report. We are independent of SIBC in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with Canadian public sector accounting standards, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

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

Those charged with governance are responsible for overseeing SIBC's financial reporting process.

Auditor's Responsibilities for the Audit of the Financial Statements

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

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of SIBC's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on SIBC's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause SIBC to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

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

Report on Compliance with Specified Authorities

Opinion

In conjunction with the audit of the financial statements, we have audited transactions of The Seaway International Bridge Corporation, Ltd. coming to our notice for compliance with specified authorities. The specified authorities against which compliance was audited are Part X of the *Financial Administration Act* and regulations, the *Canada Business Corporations Act* and regulations, the *Canada Marine Act* and regulations, and the articles and by-laws of The Seaway International Bridge Corporation, Ltd.

In our opinion, the transactions of The Seaway International Bridge Corporation, Ltd. that came to our notice during the audit of the financial statements have complied, in all material respects, with the specified authorities referred to above. Further, as required by the *Financial Administration Act*, we report that, in our opinion, the accounting principles in Canadian public sector accounting standards have been applied on a basis consistent with that of the preceding year.

Responsibilities of Management for Compliance with Specified Authorities

Management is responsible for The Seaway International Bridge Corporation, Ltd.'s compliance with the specified authorities named above, and for such internal control as management determines is necessary to enable The Seaway International Bridge Corporation, Ltd. to comply with the specified authorities.

Auditor's Responsibilities for the Audit of Compliance with Specified Authorities

Our audit responsibilities include planning and performing procedures to provide an audit opinion and reporting on whether the transactions coming to our notice during the audit of the financial statements are in compliance with the specified authorities referred to above.



Catherine Lapalme, CPA, CA
Principal
for the Auditor General of Canada

Ottawa, Canada
16 June 2022

THE SEAWAY INTERNATIONAL BRIDGE CORPORATION, LTD.

Statement of Financial Position

as at March 31

(in Canadian dollars)

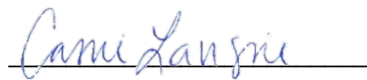
	2022	2021
FINANCIAL ASSETS		
Cash and cash equivalents (Note 3)	2,395,071	3,227,216
Accounts receivable	93,491	23,871
Government funding receivable	202,254	804,834
TOTAL FINANCIAL ASSETS	2,690,816	4,055,921
LIABILITIES		
Accounts payable and accrued liabilities		
Federal departments and agencies	55,715	39,392
Others	581,521	230,239
Holdbacks	282,483	62,623
Client deposits	60,517	50,295
Due to partners (Note 4)	1,566,210	3,467,297
Employee future benefits (Note 5)	267,210	409,030
Deferred revenue	217,784	217,149
TOTAL LIABILITIES	3,031,440	4,476,025
NET DEBT	340,624	420,104
NON-FINANCIAL ASSETS		
Tangible capital assets (Note 6)	346,197	411,996
Prepaid expenses	2,427	16,108
TOTAL NON-FINANCIAL ASSETS	348,624	428,104
ACCUMULATED SURPLUS	8,000	8,000

Contractual obligations (Note 8), Contractual rights (Note 9) and Contingencies (Note 10)

APPROVED BY THE BOARD OF DIRECTORS



Director



Director

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

THE SEAWAY INTERNATIONAL BRIDGE CORPORATION, LTD.

Statement of Operations

for the year ended March 31

(in Canadian dollars)

	2022 Budget	2022 Actual	2021 Actual
REVENUE			
Tolls	1,022,507	1,203,661	1,030,163
Leases and permits	170,160	164,645	168,640
Interest	29,664	14,990	33,821
Other	13,515	13,183	7,743
TOTAL REVENUE	1,235,846	1,396,479	1,240,367
EXPENSES (Note 12)			
Maintenance	1,035,234	992,053	1,274,761
Operations	1,165,422	1,119,875	1,405,815
Administration	927,682	951,892	898,186
TOTAL EXPENSES	3,128,338	3,063,820	3,578,762
Annual Deficit before Government Funding	(1,892,492)	(1,667,341)	(2,338,395)
Government Funding (Note 13)	1,892,492	1,667,341	2,338,395
Annual Surplus	-	-	-
Accumulated Surplus at beginning of year	8,000	8,000	8,000
Allocation of annual operating surplus as per the joint venture agreement (Note 4)			
Great Lakes St. Lawrence Seaway Development Corporation	-	-	-
The Federal Bridge Corporation Limited	-	-	-
Accumulated Surplus at end of year	8,000	8,000	8,000

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

THE SEAWAY INTERNATIONAL BRIDGE CORPORATION, LTD.

Statement of Change in Net Debt

for the year ended March 31

(in Canadian dollars)

	2022 Budget	2022 Actual	2021 Actual
ANNUAL SURPLUS	-	-	-
Acquisition of tangible capital assets (Note 6)	-	-	(43,573)
Amortization of tangible capital assets (Note 6)	57,359	65,799	58,959
	57,359	65,799	15,386
Acquisition of prepaid expenses	(168,906)	(117,052)	(93,340)
Use of prepaid expenses	168,906	130,733	92,798
	-	13,681	(542)
Allocation of annual surplus (Note 4)			
Great Lakes St. Lawrence Seaway Development Corporation	-	-	-
The Federal Bridge Corporation Limited	-	-	-
	-	-	-
(INCREASE) DECREASE IN NET DEBT	57,359	79,480	14,844
NET DEBT AT BEGINNING OF YEAR	420,496	420,104	434,948
NET DEBT AT END OF YEAR	363,137	340,624	420,104

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

THE SEAWAY INTERNATIONAL BRIDGE CORPORATION, LTD.

Statement of Cash Flow

for the year ended March 31

(in Canadian dollars)

	2022	2021
OPERATING TRANSACTIONS		
Annual surplus	-	-
Adjustment for non-cash items		
Amortization of tangible capital assets (Note 6)	65,799	58,959
Foreign exchange loss	670	387
Changes in non-cash working capital items		
(Increase) decrease in accrued interest receivable on investments	-	10,858
(Increase) decrease in accounts receivable	(16,220)	1,647
(Increase) decrease in government funding receivable	602,580	(804,834)
Increase (decrease) in accounts payable to federal departments and agencies	16,323	(49,109)
Increase (decrease) in other accounts payable	126,323	(21,750)
Increase (decrease) in client deposits	10,222	3,515
Increase (decrease) in deferred revenue	635	(2,477)
Increase (decrease) in interest due to partners	2,819	12,293
Increase (decrease) in employee future benefits	(141,820)	192,383
(Increase) decrease in prepaid expenses	13,681	(542)
NET CASH PROVIDED BY (USED FOR) OPERATING ACTIVITIES	681,012	(598,670)
CAPITAL TRANSACTIONS		
Cash used to acquire tangible capital assets	-	(43,573)
NET CASH USED FOR CAPITAL ACTIVITIES	-	(43,573)
INVESTING TRANSACTIONS		
Disposal of investments	-	1,784,846
Acquisition of investments	-	(774,239)
NET CASH (USED FOR) PROVIDED BY INVESTING ACTIVITIES	-	1,010,607
FINANCING TRANSACTIONS		
Amounts received from partners	486,176	-
Amounts paid for work done on behalf of the partners	(1,998,665)	(1,220,951)
NET CASH USED FOR FINANCING ACTIVITIES	(1,512,488)	(1,220,951)
Foreign exchange loss on cash and cash equivalents held in foreign currency	(670)	(387)
NET (DECREASE) INCREASE IN CASH AND CASH EQUIVALENTS	(832,146)	(852,974)
CASH AND CASH EQUIVALENTS AT BEGINNING OF YEAR	3,227,216	4,080,190
CASH AND CASH EQUIVALENTS AT END OF YEAR	2,395,070	3,227,216

Interest received during the year was \$14,990 (\$44,679 for the year ended March 31, 2021) and interest paid during the year was nil (\$1,813 for the year ended March 31, 2021).

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

THE SEAWAY INTERNATIONAL BRIDGE CORPORATION, LTD.

Notes to the Financial Statements

(in Canadian dollars)

1. AUTHORITY AND ACTIVITIES

The Seaway International Bridge Corporation, Ltd. (SIBC) is a wholly owned subsidiary of The Federal Bridge Corporation Limited (FBCL), a federal Crown corporation listed in Schedule III-Part I of the *Financial Administration Act*. SIBC is exempt from income tax under Part I of the Canadian *Income Tax Act*.

SIBC was incorporated under the *Canada Corporations Act* in 1962 and was continued under the *Canada Business Corporations Act* to operate and manage an international toll bridge between Cornwall, Ontario and Rooseveltown, New York.

Based on a September 1957 agreement, SIBC manages and operates a joint venture on behalf of FBCL and the Great Lakes St. Lawrence Seaway Development Corporation (GLS). The joint venture has been classified as a government partnership. The accumulated surplus includes 8 issued, fully paid common shares of SIBC at a value of \$1,000 each. FBCL owns all of the shares, which makes SIBC a wholly owned subsidiary of FBCL for the purposes of the *Financial Administration Act*. FBCL's share ownership in SIBC accounts for its 50% investment in the government partnership.

The mandate of SIBC is to operate and manage the international toll bridge corridor linking Cornwall, Ontario, Akwesasne and Rooseveltown, New York. The corridor comprises a low level bridge connecting the City of Cornwall, Ontario to Cornwall Island (North Channel Bridge); a toll plaza and roadway extending across Cornwall Island; and a high level suspension bridge connecting Cornwall Island to Rooseveltown in the state of New York (South Channel Bridge).

The assets and liabilities and the operations presented in the financial statements are those of the partners.

2. SIGNIFICANT ACCOUNTING POLICIES

Basis of accounting

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

Cash and cash equivalents

Cash and cash equivalents include cash on hand, bank balances, high interest savings accounts and highly liquid investments maturing within 90 days.

THE SEAWAY INTERNATIONAL BRIDGE CORPORATION, LTD.

Notes to the Financial Statements

(in Canadian dollars)

2. SIGNIFICANT ACCOUNTING POLICIES (Continued)

Prepaid expenses

Prepaid expenses consist of payments made in advance for insurance services to be received in the future, and payments in lieu of tax paid in advance. Prepaid expenses are recognized in expenses as the related services are rendered. Prepaid insurance and prepaid payments in lieu of taxes are included in acquisitions of prepaid expenses and use of prepaid expenses, as shown on the Statement of Change in Net Debt.

Tangible capital assets

Tangible capital assets are recorded at amortized cost. SIBC's tangible capital assets include assets acquired to operate the international toll bridge corridor. Since the North and South Channel Bridges and certain buildings are owned directly by the partners, capital projects relating to these assets are recorded as work done on behalf of the partners (Note 4), rather than as tangible capital assets of SIBC.

Replacements and major improvements which extend the useful service lives of existing assets, increase their capacity, safety or effectiveness, or are committed to reduce or prevent environmental contamination are capitalized. Repairs and maintenance are charged to operations as incurred.

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

Vehicles and equipment	5 to 10 years
Buildings	10 to 25 years

Tangible capital assets classified as work in progress are transferred to the appropriate capital asset classification when they start being used, and are then amortized.

When conditions indicate that a tangible capital asset no longer contributes to SIBC's ability to provide goods and services, or that the value of future economic benefits associated with the tangible capital asset is less than its net book value, the cost of the tangible capital asset is reduced to reflect the decline in the asset's value.

THE SEAWAY INTERNATIONAL BRIDGE CORPORATION, LTD.

Notes to the Financial Statements

(in Canadian dollars)

2. SIGNIFICANT ACCOUNTING POLICIES (Continued)

Client deposits

Security deposits from charge account customers are retained by SIBC. The amount secured is an estimate of two months of transit costs for new customers. Customers who have been with SIBC for over two years with no delinquent payments can reduce that deposit to one and a half months. After five years of no delinquent payments the deposit can be reduced to one month, which is two billing cycles. Deposits are returned to the customer without interest when the accounts are closed.

Employee future benefits

a) Compensated absences

Employees of SIBC are entitled to accumulating but non-vesting sick leave and long-term disability benefits provided for under conditions of employment. SIBC recognizes the cost of future sick leave and long-term disability benefits over the periods in which the employees render services to the entity and the liability for these benefits is recognized based on the probability of usage by employees established per historical data. This benefit plan is not pre-funded and thus has no assets, resulting in a plan deficit equal to the accrued benefit obligation.

b) Severance benefits

Prior to January 1, 2012, eligible employees of SIBC were entitled to specified benefits as provided for under conditions of employment, through a severance benefit plan and from time to time employees may receive a separate severance benefit, if applicable. SIBC has eliminated the pre-January 1, 2012 benefit and any outstanding payments due as at year end have been accrued and are remeasured on a yearly basis to take into consideration salary increases.

c) Pension plan

All eligible employees of SIBC are covered by the public service pension plan (Plan), a contributory defined benefit plan established through legislation and sponsored by the Government of Canada. Contributions are required by both the employees and SIBC to cover current service costs. Pursuant to legislation currently in place, SIBC has no legal or constructive obligation to pay further contributions with respect to any past service or funding deficiencies of the Plan. Consequently, contributions are recognized as an expense in the year when employees have rendered service and represent the total pension obligation of SIBC.

THE SEAWAY INTERNATIONAL BRIDGE CORPORATION, LTD.

Notes to the Financial Statements

(in Canadian dollars)

2. SIGNIFICANT ACCOUNTING POLICIES (Continued)

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.

Contractual rights

Contractual rights are rights to economic resources arising from contracts or agreements that will result in both an asset and revenue in the future. For SIBC, this includes lease contracts.

Revenue recognition

Tolls revenue is recognized when tolls are collected as vehicles pass through toll booths. Leases and permits revenue is recognized in accordance with the rental contracts. Interest income is recognized when earned.

Revenue from toll debit cards, toll tickets, leases, and permits that have not been rendered is deferred and recognized in income as the services are provided. Proceeds received relating to unused toll debit cards that have no usage for a period of greater than 10 years old are recognized as toll revenue. Proceeds received relating to toll tickets that are still unredeemed at year end are recorded as toll revenue based on the average redemption rate of prior year balances.

Government funding

Government funding is recognized as revenue when the transfer is authorized and any eligibility criteria are met, except to the extent that transfer stipulations give rise to an obligation that meets the definition of a liability. Approved government funding drawdowns not received at year-end are presented in Government funding receivable.

Lease

The operating lease payments are recognized on a straight-line basis over the term of the lease.

THE SEAWAY INTERNATIONAL BRIDGE CORPORATION, LTD.

Notes to the Financial Statements

(in Canadian dollars)

2. SIGNIFICANT ACCOUNTING POLICIES (Continued)

Annual surplus

As per the Joint Venture agreement, the annual surplus is to be distributed equally between FBCL and GLS.

Financial instruments

SIBC identifies, assesses and manages financial risks in order to minimize their impact on its results and financial position. Financial risks are managed by SIBC in accordance with the criteria disclosed below and presented in Note 15, and SIBC does not engage in speculative transactions or use of derivatives.

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

- SIBC has elected to measure investments at fair value to correspond with how they are evaluated and managed.
- All other financial assets and financial liabilities are measured at cost or amortized cost.

All financial instruments that are carried at fair value are classified within a fair value measurement hierarchy. The nature of the inputs used to arrive at fair value measurement determine the classification. The classifications are described below:

- Level 1 - Quoted prices in active markets for identical assets
- Level 2 - Quoted prices for similar assets, quoted prices in markets that are not active, or models using inputs that are observable
- Level 3 – One or more significant inputs used in a valuation technique are unobservable in determining the fair value of the instruments

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 rates at the end of the fiscal year.

Realized gains and losses resulting from foreign currency translation are reported on the Statement of Operations.

THE SEAWAY INTERNATIONAL BRIDGE CORPORATION, LTD.

Notes to the Financial Statements

(in Canadian dollars)

2. SIGNIFICANT ACCOUNTING POLICIES (Continued)

Measurement uncertainty

The preparation of financial statements in accordance with PSAS requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities at the financial statement date and the reported amounts of revenues and expenses during the reporting period. The estimated useful lives of tangible capital assets, the amount of accrued liabilities, the assessment of employee future benefits obligations, and contingencies are the most significant items where estimates are used. Actual results could differ significantly from those estimates.

Services provided and received without charge

SIBC provides free usage of the bridge system to North American First Nations persons, to individuals qualifying under the First Nations economic free passage incentive programs and to some government agencies. These services are not recorded in the financial statements.

SIBC also receives audit services free of charge from the Office of the Auditor General of Canada. These services have not been recorded in the financial statements.

3. CASH AND CASH EQUIVALENTS

	<u>2022</u>	<u>2021</u>
Cash	\$ 1,178,042	\$ 2,194,005
Cash equivalents	1,217,029	1,033,211
Total cash and cash equivalents	<u>\$ 2,395,071</u>	<u>\$ 3,227,216</u>

THE SEAWAY INTERNATIONAL BRIDGE CORPORATION, LTD.
Notes to the Financial Statements
(in Canadian dollars)

4. DUE TO PARTNERS

As per the Joint Venture agreement, the annual surplus is to be distributed equally between FBCL and GLS. In addition, interest earned on funds held in high interest saving accounts is credited to FBCL and GLS based on their proportionate share of the balance due to partners. Finally, major repairs and/or betterments incurred to assure the reliability of the South Channel Bridge and capital improvements to the North Channel Bridge are paid for by the owners under a service job order system which specifies the owners' percentage allocations.

The amount owed to the partners bears interest at a rate which varies between 0.00% and 0.11% (0.00% and 0.57% for the year ended March 31, 2021) and is payable on demand. The carrying amount approximates its fair value. As of March 31, 2022, the partners have requested that \$933,804 be reinvested in capital improvements (included as work done on behalf of the partners) to be undertaken during the next fiscal year (\$2,588,312 as at March 31, 2021). FBCL's share of this work is \$309,617 (\$828,260 as at March 31, 2021), and GLS's share is \$624,187 (\$1,760,052 as at March 31, 2021).

FBCL will provide additional funds in order to alleviate the difference between the capital improvements requested and their portion of the Due to partners balance, as \$250,000 of FBCL's Due to partners balance is required to stay within SIBC for working capital. As at March 31, 2022, \$53,400 of the contribution from the partners is receivable (nil as at March 31, 2021).

The amounts due to FBCL and GLS are calculated as follows:

	FBCL		GLS		Total	
	2022	2021	2022	2021	2022	2021
Balance due at beginning of year	\$ 492,336	\$ 925,637	\$2,974,961	\$3,877,853	\$3,467,297	\$4,803,490
Interest credited	-	28	2,819	14,079	2,819	14,107
Allocation of annual surplus	-	-	-	-	-	-
Contributions from the partners	539,576	-	-	-	539,576	-
	1,031,912	925,665	2,977,780	3,891,932	4,009,692	4,817,597
Interest paid	-	1,813	-	-	-	1,813
Work done on behalf of the partners	781,912	431,516	1,661,570	916,971	2,443,482	1,348,487
	781,912	433,329	1,661,570	916,971	2,443,482	1,350,300
Balance due at end of year	\$ 250,000	\$ 492,336	\$1,316,210	\$2,974,961	\$1,566,210	\$3,467,297

THE SEAWAY INTERNATIONAL BRIDGE CORPORATION, LTD.
Notes to the Financial Statements
(in Canadian dollars)

5. EMPLOYEE FUTURE BENEFITS

a) Compensated absences and severance benefits

Accumulating non-vesting sick leave benefits are also provided to the employees of SIBC at a rate of 15 days per year and SIBC employees may also qualify for long-term disability. SIBC recognizes the cost of future sick leave, long-term benefits and other severance benefits based on the probability of usage by groups of employees which ranges from 0% to 100%. The probability of usage is determined based on historical usage by group of employees as well as taking into account the health of individual employees.

The employee future benefits liability includes the following components:

	<u>2022</u>	<u>2021</u>
Accrued benefit obligation, beginning of year	\$ 409,030	\$ 216,647
Current service cost	4,907	213,307
Benefits paid	<u>(146,727)</u>	<u>(20,924)</u>
Accrued benefit obligation, end of year	\$ 267,210	\$ 409,030

b) Pension benefits

Under the public service pension plan, the President of the Treasury Board of Canada sets the required employer contributions based on a multiple of the employees' required contribution. The employer matches employee contributions, resulting in SIBC contributing \$105,766 (\$102,605 for the year ended March 31, 2021).

The Government of Canada holds a statutory obligation for the payment of benefits relating to the Plan. Pension benefits generally accrue up to a maximum period of 35 years at an annual rate of 2 percent of pensionable service times the average of the best five consecutive years of earnings. The benefits are coordinated with Canada/Québec Pension Plan benefits and they are indexed to inflation.

THE SEAWAY INTERNATIONAL BRIDGE CORPORATION, LTD.
Notes to the Financial Statements
(in Canadian dollars)

6. TANGIBLE CAPITAL ASSETS

<i>Cost</i>	Vehicles & Equipment	Buildings	Work in Progress	Total
Opening balance, at April 1, 2020	1,067,234	976,369	-	2,043,603
Acquisitions	27,073	-	16,501	43,574
Write-offs	(14,984)	-	-	(14,984)
Transfers	-	-	-	-
Ending balance, at March 31, 2021	\$ 1,079,323	\$ 976,369	\$ 16,501	\$ 2,072,193
Acquisitions	-	-	-	-
Write-offs	-	-	-	-
Transfers	16,501	-	(16,501)	-
Ending balance, at March 31, 2022	\$ 1,095,824	\$ 976,369	\$ -	\$ 2,072,193
<i>Amortization</i>				
Opening balance, at April 1, 2020	824,755	791,466	-	1,616,221
Amortization	48,021	10,939	-	58,960
Write-offs	(14,984)	-	-	(14,984)
Ending balance, at March 31, 2021	\$ 857,792	\$ 802,405	\$ -	\$ 1,660,197
Amortization	56,010	9,789	-	65,799
Write-offs	-	-	-	-
Ending balance, at March 31, 2022	\$ 913,802	\$ 812,194	\$ -	\$ 1,725,996
Net Book Value at March 31, 2022	182,022	164,175	-	346,197
Net Book Value at March 31, 2021	221,531	173,964	16,501	411,996

THE SEAWAY INTERNATIONAL BRIDGE CORPORATION, LTD.
Notes to the Financial Statements
(in Canadian dollars)

7. BRIDGE USAGE

SIBC provides free usage of the bridge system to North American First Nations persons, to individuals qualifying under the First Nations economic free passage incentive programs and to some government agencies. This represents approximately 90% of the bridge traffic for the year ended March 31, 2022 (approximately 91% for the year ended March 31, 2021). The percentage for the years ending March 31, 2022 and 2021, are considerably higher than historical rates of approximately 70% due to restrictions imposed on travel due to COVID-19 which resulted in significantly lower paid tolls.

8. CONTRACTUAL OBLIGATIONS

SIBC has commitments for an operating lease, waste disposal, purchase of materials and bridge inspections for a total of \$1,478,345 (\$1,669,695 as at March 31, 2021). The contractual amounts outstanding for the next five years and beyond are as follows:

<i>Fiscal Year</i>	<i>Contractual amounts outstanding</i>
2022-23	\$ 262,683
2023-24	\$ 115,662
2024-25	\$ 100,000
2025-26	\$ 100,000
2026-27	\$ 100,000
Beyond 2026-27	\$ 800,000

9. CONTRACTUAL RIGHTS

Contractual rights are rights to economic resources arising from contracts or agreements that will result in both an asset and revenue in the future.

SIBC, through FBCL and GLS, has lease agreements with utility companies on both Canadian and American lands. The lease relating to the Canadian land commenced in December 2011 and is for a 20 year term ending November 2031. The base rent established in 2011 is subject to CPI indexation on an annual basis and the payment is due annually in December for the upcoming year. The current annual lease is \$83,191 for the period starting December 2021 and ending November 2022 (\$81,018 for period starting December 2020 and ending November 2021). Under the agreement, either lessor or lessee may terminate the agreement by providing not less than 18 months' prior notice in writing. As at March 31, 2022, no written notices were provided.

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9. CONTRACTUAL RIGHTS (continued)

A similar lease relating to the American land was renewed in June 2018 and is for a five year term ending June 2023. The base rent is also subject to CPI indexation on an annual basis and the payment is due annually in June for the upcoming year. The current annual lease is US\$66,747 for the period starting July 2021 and ending June 2022 (US\$65,429 for the period starting July 2020 and ending June 2021). Under the agreement, either the lessor or lessee may terminate the agreement by providing not less than 12 months' prior notice in writing. As at March 31, 2022, no written notices were provided.

10. CONTINGENCIES

FBCL is named as a defendant jointly and severally with its subsidiary corporation SIBC and Her Majesty in regards to its mandate at the Seaway International Crossing. The amount of the claim is \$50 million, subject to accounting for bridge tolls and revenues. Transport Canada has assumed responsibility to defend against the claim. FBCL and its subsidiary corporation SIBC are agent Crown corporations in their own rights and, with respect to this claim, they are being sued for taking actions that they are mandated to take as agents of Her Majesty. The outcome, timing and amount of any settlement of this claim cannot be determined at this time due to uncertainties primarily related to the resolution of a separate land claim by the same party against Her Majesty that must first be considered and decided. The parties involved in the claim are actively proceeding with negotiations that if accepted, may reduce the remaining useful lives of certain Tangible capital assets.

In the normal course of its activities, SIBC may become a claimant or defendant or may be involved in certain pending claims or lawsuits. At March 31, 2022, there are no claims against SIBC.

11. RELATED PARTY TRANSACTIONS

SIBC is related to FBCL and GLS as these two entities have shared control of SIBC. Consequently, SIBC is related to the federal governments of both Canada and the United States as these governments ultimately control FBCL and GLS. SIBC enters into transactions with these entities in the normal course of business. All related party transactions, with the exception of the transactions listed below, are measured at fair value in the financial statements.

SIBC provides free usage of the bridge system to some government agencies. SIBC also receives audit services free of charge from the Office of the Auditor General of Canada. These services are provided without charge and are not recorded in the financial statements.

Key management personnel consists of the Bridge Director, Board of Director members and immediate family. There are no significant related party transactions with these individuals.

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12. CLASSIFICATION OF EXPENSES BY TYPE

	<u>2022</u>	<u>2021</u>
Salaries and Benefits	\$ 1,762,063	\$ 1,956,765
Materials and Other Services	636,957	695,234
Professional Services	309,417	567,245
Insurance	191,391	176,158
Lease of tolling facilities	100,000	100,000
Amortization	65,799	58,959
Interest Expense	2,819	14,107
Foreign currency loss	-	13,521
Recovered Expenses	(4,626)	(3,227)
	<hr/>	<hr/>
Total Expenses	\$ 3,063,820	\$ 3,578,762

13. GOVERNMENT FUNDING

As part of the *Appropriation Act No. 1, 2021–22* and *Appropriation Act No. 2, 2021-22*, FBCL was authorized to receive up to \$18,497,000 in Government funding for both operating and capital purposes to support the continued safe operation in 2021-22 of the Sault Ste. Marie International Bridge, the Blue Water Bridge, the Thousand Islands International Bridge and the Seaway International Bridge. This Government funding is required given the reduction of the Corporation's revenues as a result of the significant drop in traffic (and associated toll collections) following the prolonged cross-border travel restrictions related to COVID-19. SIBC submits a request to FBCL to cover the deficiency of expenses over revenues and receives Government funding thereafter. During the year ended March 31, 2022, SIBC claimed \$1,658,901 of Government funding for operations and nil for capital purposes. There is also a stipulation that if FBCL's consolidated toll revenues in 2021-22 are higher than forecasted in FBCL's Amended 2020-25 Corporate Plan, then the Government funding of \$18,497,000 is to be reduced by an equivalent amount. This stipulation is not applicable to SIBC as FBCL has agreed to fully fund SIBC's deficit for the current fiscal year. Therefore, there is no requirement for either partner to reimburse the government funding received in the current year in a future year should SIBC incur a positive annual surplus.

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13. GOVERNMENT FUNDING (continued)

In 2020-21, as part of the Government of Canada's *Public Health Events of National Concern Payments Act* (PHENCPA) enacted under the *COVID-19 Economic Response Act*, FBCL was authorized to receive up to \$2,556,324 to cover the revenue shortfalls experienced by SIBC due to COVID-19 and ensure the continued safe operation of the Seaway International Bridge. FBCL claimed \$1,480,000 under this statutory funding before its repeal date of 31 December 2020. The unused amounts were re-profiled as part of the government's budgetary process and authorized for drawdown by 31 March 2021 through *Appropriation Act No. 5, 2020–21* and *Appropriation Act No. 6, 2020–21*. In 2020-21, of the \$2,556,324 government funding available, FBCL claimed \$2,337,944 for SIBC's operations and \$43,573 for SIBC's purchase of tangible capital assets, leaving an amount unclaimed of \$174,807. In 2020-21 FBCL transferred the full amount of Government funding for operations to SIBC. The Government funding for tangible capital assets is transferred to SIBC based on the amortization of tangible capital assets, as historically the partners fund tangible capital assets annually based on amortization rates. During the year ended March 31, 2022, \$8,440 (\$451 for the year ended March 31, 2021) of Government funding for tangible capital assets has been recognized by SIBC as Government funding. There is no requirement for either partner to reimburse the government funding received in the current year in a future year should SIBC incur positive annual surplus.

14. BUDGET TO ACTUAL VARIANCE

The budget for the fiscal year is normally approved at least 60 days prior to the commencement of the fiscal year. However, for the current year budgets (which remained unchanged during the year) were approved on a quarterly basis throughout the year.

Budgeted tolls revenues were based on existing restrictions and volumes resulting from COVID-19. During the year, the volumes have increased over the prior year partly due to more travel to Cornwall Island as well as easing of border restrictions. Toll revenues continue to be significantly below normal pre-pandemic volume thus requiring government funding (as disclosed in Note 13). Additionally, SIBC monitored operating expenses to ensure that only required spending was incurred during the year with the expectation to ensure expenses were below budget.

15. FINANCIAL INSTRUMENTS

SIBC's financial instruments consist of cash and cash equivalents, accounts receivable, accounts payable and accrued liabilities, client deposits, and due to partners. Unless otherwise disclosed, the fair value of the financial instruments approximates their respective carrying values due to their impending maturity.

It is management's opinion that SIBC is not exposed to significant credit, interest rate, currency or liquidity risks arising from these financial instruments.

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15. FINANCIAL INSTRUMENTS (Continued)

Credit risk - Credit risk is the risk that one party to a financial instrument will cause a financial loss for the other party by failing to discharge an obligation.

SIBC is subject to credit risk on cash and cash equivalents and investments. The carrying value reported on the Corporation's Statement of Financial Position represents the maximum amount exposed to credit risk. In order to reduce this risk, SIBC deals only with members of Payments Canada and invests in highly liquid investments.

SIBC is also subject to credit risk on the accounts receivable from non-related parties. SIBC's maximum exposure to credit risk as at March 31, 2022, was \$40,090 (\$23,871 as at March 31, 2021). In total, \$4,932 (\$6,947 as at March 31, 2021) of accounts receivable are past due but not impaired. Accounts that have exceeded 30 days are considered past due.

Based on a specific analysis of accounts receivable, and considering the Corporation's knowledge of the financial condition of its customers, no allowance for doubtful accounts was recorded at year-end (nil at March 31, 2021). In order to further reduce this risk, SIBC's credit policy requires customers to provide a non-interest bearing security deposit ranging between one to two months of transits, or a minimum of \$300. As at March 31, 2022, the security deposit balance was \$60,517 (\$50,295 as at March 31, 2021).

Interest rate risk - Interest rate risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate because of changes in market interest rates.

SIBC is exposed to interest rate risk from its cash equivalents and investments and its obligation to pay interest on outstanding balances due to partners. SIBC manages this risk by basing the interest paid to the partners on actual interest earned on investments or cash equivalents. The cash equivalents that the Corporation holds as of March 31, 2022, yields 0.45% (0.25% for the year ended March 31, 2021).

Currency risk - Currency risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate because of changes in foreign exchange rate.

SIBC operates internationally and is exposed to foreign exchange risks mainly arising as a result of tolls collected in US dollars. SIBC manages this risk by periodically adjusting the US toll rates with the Canadian rates and by converting US bank account balances to Canadian dollars on a regular basis.

During the fiscal year, SIBC recorded US\$181,099 in total revenue (US\$163,242 for the year ended March 31, 2021) and paid out US\$16,884 in expenses (US\$36,452 for the year ended March 31, 2021). A 5% change in the average exchange rate during the year would not be material.

At the end of the fiscal year, SIBC held \$34,057 in US funds (US\$31,419 as at March 31, 2021). A 5% change in the exchange rate in effect on March 31, 2022 would not be material.

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15. FINANCIAL INSTRUMENTS (Continued)

Liquidity risk - Liquidity risk is the risk that SIBC will not be able to meet its obligations as they fall due.

As summarized in Note 4, FBCL has requested that \$309,617 (\$828,260 as at March 31, 2021) be reinvested in capital improvements in the upcoming year in which FBCL will invest the difference between its Due to Partner balance adjusted by the working capital retained in SIBC and the capital improvements. GLS has requested that \$624,187 be re-invested in capital improvements for the upcoming year (\$1,760,052 was requested as at March 31, 2021).

The maturities of SIBC's financial liabilities as at March 31, 2022, are estimated by management to be as follows:

	Less than 3 months	3 months to 1 year	Over 1 year	Total
Accounts payable and accrued liabilities ¹	\$ 602,211	\$ 35,025	\$ -	\$ 637,236
Holdbacks	187,983	94,500	-	282,483
Client deposits	60,517	-	-	60,517
Due to partners ²	-	624,187	942,203	1,566,210

¹ Included in accounts payable and accrued liabilities is an amount of \$33,380 for accrued insurance premiums (2021 - \$31,520 for accrued insurance premiums and purchase of COVID-19 personal protective equipment).

² The liquidity risk for SIBC relates to the fact that the due to partners is payable on demand. SIBC manages this risk by requesting a letter of intention from the partners, on the amounts they expect to withdraw or re-invest in the short-term.

16. REORGANIZATION

In December 2013 the Government of Canada passed legislation, *Economic Action Plan Act, No.2* authorizing the re-organization of certain Crown corporations involved in the management of international bridges crossing waterways between the Province of Ontario and the States of New York and Michigan. The effects of the re-organization on SIBC would be an amalgamation of SIBC with FBCL. There is no current date for SIBC's amalgamation with FBCL as the amalgamation is pending as discussions continue between Transport Canada and the American counterpart, GLS. Therefore, SIBC at this time continues its operations as a subsidiary of FBCL.

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17. COVID-19 AND SUBSEQUENT EVENTS

The duration and extent of the COVID-19 pandemic measures and related travel restrictions remain unclear at this time as they are constantly evolving. With every change in restrictions, the Corporation has seen an increase or decrease in toll revenues. SIBC has considered the impact of this event on the valuation of its assets and has determined that assets are appropriately valued and that no impairments are required.

It is not possible to reliably estimate the full effect on the Corporation at this time. SIBC has experienced a significant decrease in toll revenue as personal travel accounts for the majority of SIBC's toll revenues. The Corporation has obtained government funding in both fiscal 2020-21 and 2021-22, via FBCL, to cover the revenue shortfalls experienced due to COVID-19. The US federal government, through its 2022 Consolidated Appropriations Bill, has provided access to funding for GLS, of which a portion is expected to flow through to SIBC during the next fiscal year to address operating shortfalls brought on as a result of COVID-19. The Canadian federal government's 2022-23 government expenditure plan and main estimates include an amount for FBCL, of which a portion is expected to flow through to SIBC during the next fiscal year to address COVID-19 related financial impacts in 2022-23.