HIGHWAY 104 WESTERN ALIGNMENT CORPORATION

ANNUAL REPORT 2014–2015

HIGHWAY 104 COBEQUID PASS

CONTENTS

FACTS AT A GLANCE

45 kilometres between Masstown and Thomson Station

Twinned, four lanes

Wide median: 22.6 metres

110 km/hour speed limit

Five full interchanges

Six major bridges

Five large tunnels under the road for access to land parcels, snowmobile trails and wildlife passages

18 kilometres of access roads

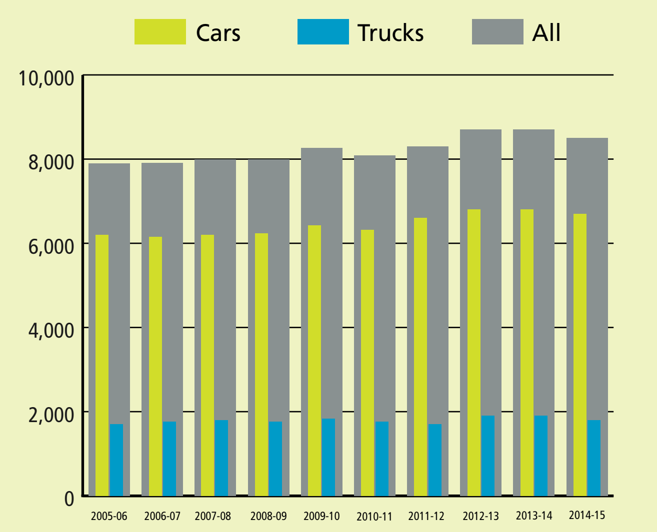
Constructed by Atlantic Highways Corporation, a subsidiary of Canadian Highways International Corporation, in 20 months. A national industry publication called Cobequid Pass the fastest highway ever to be designed and constructed in Canada.

The Highway 104 Corporation contracts the management of the toll plaza to Atlantic Highways Management Corporation Limited

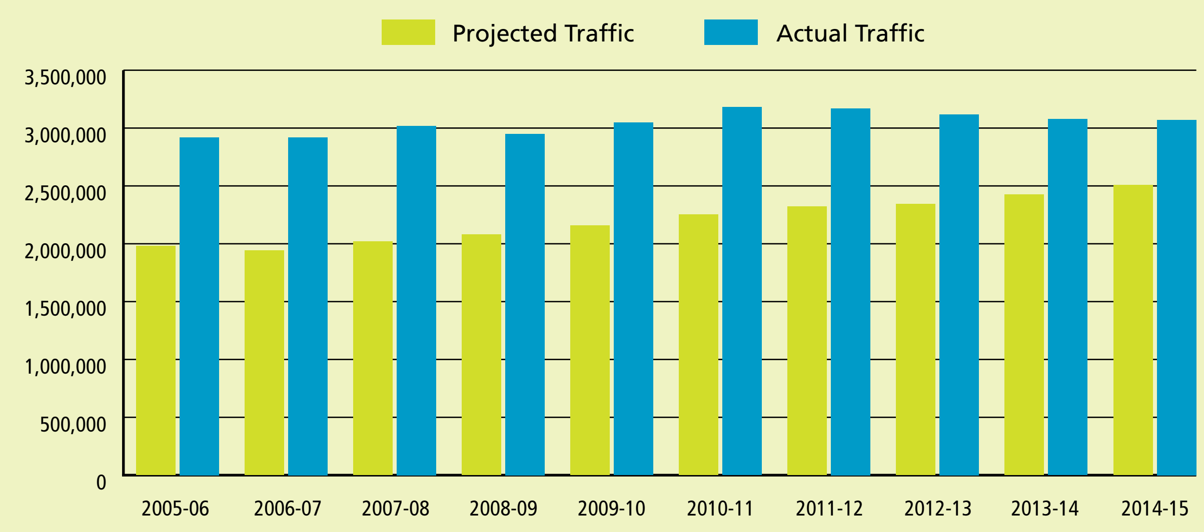
Opened November 15, 1997

Average daily traffic for 2014-15: cars – 6,600; trucks – 1,800

Annual average daily traffic



Projected traffic versus actual traffic



LETTERS TO STAKEHOLDERS

President

The Highway 104 Western Alignment Corporation has completed its seventeenth year of operation providing a high level of highway operation and customer service.

Our customers continue to pay the same amount at the tolls, unchanged since 2004.

We attribute this to a combination of sound financial management and higher than forecast traffic volumes on the Cobequid Pass.

The Independent Maintenance Engineer (IME), MMM Group Ltd, continues to monitor and update the original pavement renewal strategy and major maintenance contracts are tendered based on this strategy. The IME also plays a vital role in monitoring the condition of the roadway and reviewing the contracts called for maintenance activities, such as micro surfacing, structural repairs and paving contracts.

The law firm of McInnis-Cooper supports Corporation activities through sound legal advice and CIT Financial, the Bondholder's representative, provide financial oversight on behalf of the Bondholders. KPMG provides audit service and other financial advice to the Corporation.

The Corporation's road maintenance contractor, the Department of Transportation & Infrastructure Renewal (NSTIR), provides summer and winter maintenance on the Cobequid Pass. The Corporation pays NSTIR an annual fee for highway maintenance activities. NSTIR also provides project management services to the Corporation for any capital contracts that are called for highway projects such as re-paving, micro surfacing and structure repairs.

The Corporation's management team consists of General Manager Paul Richard, P.Eng, Controller Eva Hislop, CMA, and Administrative Assistant Patricia Belleza, PCP.

The Corporation works with NS TIR's Government liaison, Peter Hackett, P.Eng, as the Transportation Department continues to provide excellent service to the traveling public by maintaining the Cobequid Pass Toll Road as a first class highway facility.

The Corporation will continue to provide strong financial management and a well maintained roadway for a quality driving experience.

Lee Rankin. P.Eng.
President

General Manager

The Cobequid Pass is an essential part of the Province's highway system, providing a modern, well maintained highway that is part of the TransCanada Highway which connects Nova Scotia to the rest of the Country.

Traffic remained strong, as 3.1 million vehicles passed through the Toll Plaza in fiscal 2014-15, of which 78% were cars and 22% commercial vehicles. This is a small decrease of 1.3% over the previous fiscal year.

In comparison to original forecasted traffic, automobile traffic is up 39%, while truck traffic is down 15%. Tolling revenue remained constant in fiscal 2014-15, reflecting the slight decrease in traffic volume.

In the summer of 2013, the Corporation embarked on a 5 year program to repave the entire Cobequid Pass. The repaving includes milling off 50mm of the existing surface and replacing it with two lifts of new asphalt, widening of the existing roadway from 9.5 to 10.9 metres, replace all existing guardrail and re-gravel all shoulders.

During 2014-15, the 2nd year of the program, the Corporation expended $5.2 million on the repaving.

This report provides a broad overview of the history and administrative structure of the Corporation, and the traffic and financial operation of the Cobequid Pass for fiscal 2014-15. The financial statements are in accordance with the International Financial Reporting Standards. The accompanying notes provide a thorough explanation of the financial details of the Corporation's operations.

If you have any questions or comments regarding the Cobequid Pass or the Highway 104 Corporation, I would welcome hearing from you.

Paul E. Richard, P.Eng.
General Manager

ADMINISTRATION AND ACCOUNTABILITY

Background

Creating the Highway 104 Western Alignment Corporation was key to constructing the Cobequid Pass Toll Highway. The Nova Scotia Government is the sole shareholder of the Corporation, which is categorized as a Government Business Enterprise. Its sole purpose, by statute, is to oversee the financing, design, construction, operation and maintenance of the Cobequid Pass.

The Corporation's mandate is to manage revenue collection, to maintain the schedule to repay investors, and to fund annual and long term maintenance until the debt is fully paid in 2026.

The Highway 104 Corporation is financially sustainable and responsible for its own debt, and does not have to rely on a Government debt guarantee. The Corporation's main source of revenue is tolls.

Because some public monies were involved in the highway's initial financing, and because the Highway 104 Corporation is wholly owned by the Crown, its annual operations may be scrutinized by the Auditor General of Nova Scotia. The Auditor General conducted audits of the Highway 104 Corporation in 1996 and again in 2002.

Operating independently of government, the Highway 104 Corporation is the entity that permitted non-recourse financing, meaning private investors can lay no claim on government assets or money in the unlikely event toll revenue should fail to provide a return on investment.

Administration

One of the Corporation's primary administrative responsibilities is ensuring toll revenue is collected and distributed according to the agreements signed by the government of Nova Scotia, Atlantic Highway Management Corporation Limited (AHMCL), and CIT Financial Limited, formerly Newcourt Credit Group, the Bondholder's Representative.

This responsibility includes maintaining budget control, issuing payment directives, and ensuring that parties to the agreements are meeting obligations in timely fashion. It also means keeping communication lines open and direct between all parties.

The administration of Highway 104 Western Alignment Corporation is led by its General Manager, Paul Richard, P.Eng. and by the Controller, Eva Hislop, CMA. Patricia M. Belleza, PCP provides administrative and accounting support.

Accountability

The financial activities of the Corporation are carefully scrutinized by CIT Financial Limited and the Department of Transportation and Infrastructure Renewal (NS TIR). In addition, the Corporation engages KPMG LLP to provide audit reports in accordance with International Financial Reporting Standards.

Detailed monthly reports of the highway's financial operations are sent to the Executive Director Highway Engineering & Construction, who is the Department's liaison with the Corporation. This liaison keeps the Deputy Minister and the Minister informed of the Corporation's activities. The Minister is well equipped to respond to questions from the public, Cabinet, Members of the Legislative Assembly, and the media, as is the Corporation's General Manager.

The Highway 104 Corporation, NS TIR, AHMCL and the Independent Maintenance Engineer are represented on a Joint Advisory Committee, which meets on a quarterly basis to review and discuss the operations of the Corporation.

The Corporation's Annual General Meeting is held in the Fall of each year.

Maintenance

In fiscal 2014-15 the Corporation paid $1,211,600 to NS TIR to provide maintenance services on the Cobequid Pass Toll Highway under the terms of the Annual Maintenance Agreement. The majority of this work consists of snow and ice removal during the winter months. The Department also performs annual line painting, guardrail replacement and repair, litter removal, and other routine maintenance activities to ensure the highway is maintained at a high standard.

The Corporation expended $5,290,000 in Major Maintenance work on the Cobequid Pass facility this fiscal year for resurfacing 17.7 kilometres of the Cobequid Pass.

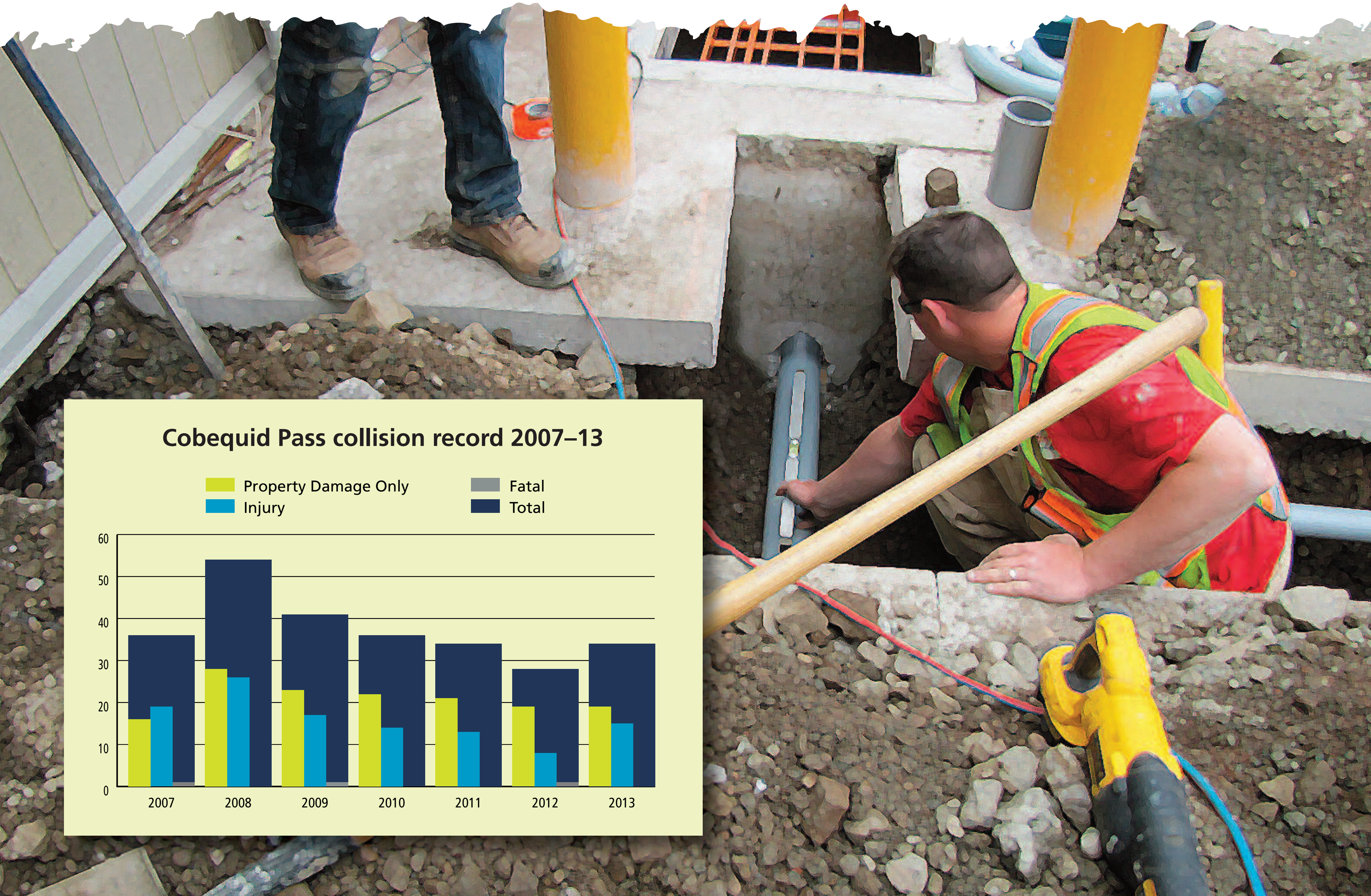
For Capital projects, the Corporation expended $290,000 to upgrade the tolling system.

These works were funded through the Corporation's Major Maintenance Reserve Fund, and involved no public monies.

Atlantic Highway Management Corporation

The toll operations are run by Atlantic Highway Management Corporation Limited (AHMCL), a subsidiary of Aecon.

AHMCL currently employs about 40 people at the Toll Plaza, mostly from Cumberland and Colchester Counties.


Cobequid Pass collision record 2007–13
Property Damage Only
Injury
Fatal
Total
60
50
40
30
20
10
0
2007
2008
2009
2010
2011
2012
2013

MAINTENANCE FUNDING

Cobequid Pass is the only highway in Nova Scotia that required a relatively small one-time initial investment from governments for its construction. It is also the only highway that covers the cost of its annual and long-term maintenance over a 30-year period.

The terms of agreement between the partners detail how toll revenue is used to repay investors, cover toll operations, and fund long and short-term maintenance.

How the agreement works

Funding	Amount	Issued by
Senior Bond Issue	$51.0 million	CIT Structured Finance
Junior Bond Issue[1]	$9.9 million	CIT Structured Finance
Subordinate Notes[2]	$5.5 million	Province of Nova Scotia
Total Borrowed	$66.4 million	
Equity	$1	Province of Nova Scotia
Interest Earning	Amount based on interest rates	From all investments and bank accounts
Federal Funding	$27.5 million	Government of Canada
Provincial Funding	$27.5 million	Government of Nova Scotia

Notes:

[1] Junior Bond Issue was retired September 30, 2007

[2] Subordinate Notes were retired September 30, 1999

Operations

The Project Account was established to:

- Pay the 104 Western Alignment's ongoing administrative cost.
- Pay operating and maintenance costs for Cobequid Pass.

Every month the Highway 104 Corporation transfers any cash balance from the Project Account into the Capital Reserve Account. By agreement, the Project Account keeps only a balance equal to two months of its operating/administrative budget.

The sources of cash for the Project Account are:

- Toll revenue
- Any cash not used during construction
- Interest Income
- Subsidy Income

The Capital Reserve account is used to:

- Pay Trustee fees
- Pay senior bond debt as per scheduled quarterly repayment dates
- Meet the minimum funding requirements of the Debt Service Reserve Account if required. (The Debt Service Reserve Account must be funded at one year of Senior Debt Payments, according to the amortization schedule, at any given time.)
- Meet the funding requirements of the Major Maintenance Reserve Fund
- Pre-pay the debt

MAINTENANCE FUNDING

The sources of cash for the Capital Reserve Account are:

- The Project Account: All monies in excess of two months operating and administrative budget are deposited to the Capital Reserve Account
- All excess funds in the Debt Service Reserve Account (DSRA): The DSRA, on any given bond principal and interest payment date, can only hold the scheduled Senior bond repayments for the following 12 month period.

Senior Debt Service Coverage Ratio (DSCR)

The Senior Debt Service Coverage Ratio must be 1.2:1 at any time during the first 36 months after December 31, 1997, the Date of Acceptance, and 1.3:1 at any time after the 36th month after the Date of Acceptance.

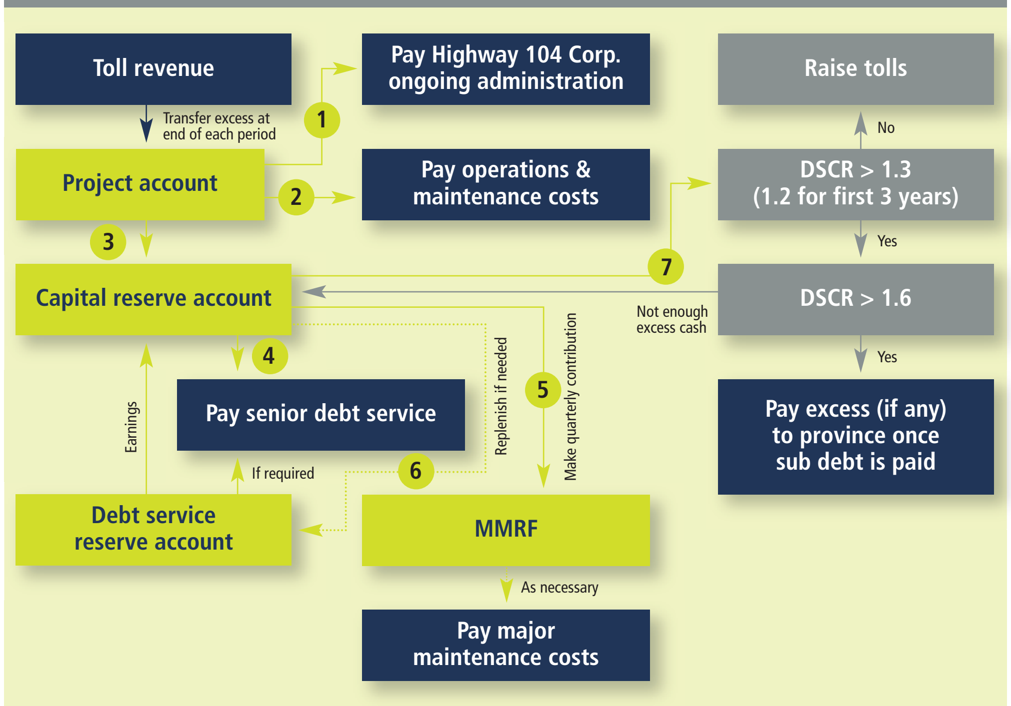
If the Senior Debt Service Ratio is larger than 1.3:1 but less than 1.6:1 then all funds in excess of expenditures and bond repayment are accumulated in the Capital Reserve Fund where they are placed in permitted investments. If the Senior Debt Service Ratio is larger than 1.6:1, provisions in the agreements allow for some of the funds to be paid to the Province. The Province has declined to exercise this option, and has directed the Corporation to reduce the debt or to forego toll increases when possible.

Major Maintenance Reserve Fund (MMRF)

The Major Maintenance Reserve Fund ensures that once the three-year warranty runs out on the highway there are funds available to pay for major maintenance costs such as repaving.

The first contribution to the MMRF fund came from the Subordinate Notes, which were issued in November 1997. This was a total amount of $500,000. The Financing Agreements require that specific quarterly contributions be made to the MMRF from the Capital Reserve Fund and these contributions are adjusted annually based on maintenance requirements.

Cash Flow Diagram

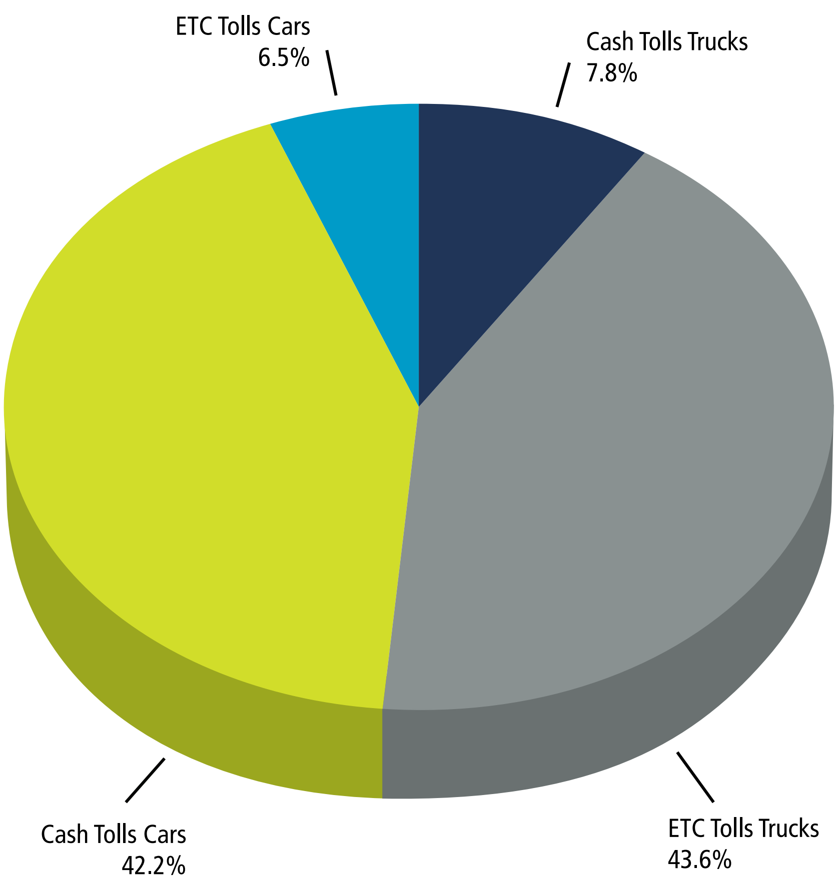


FINANCING

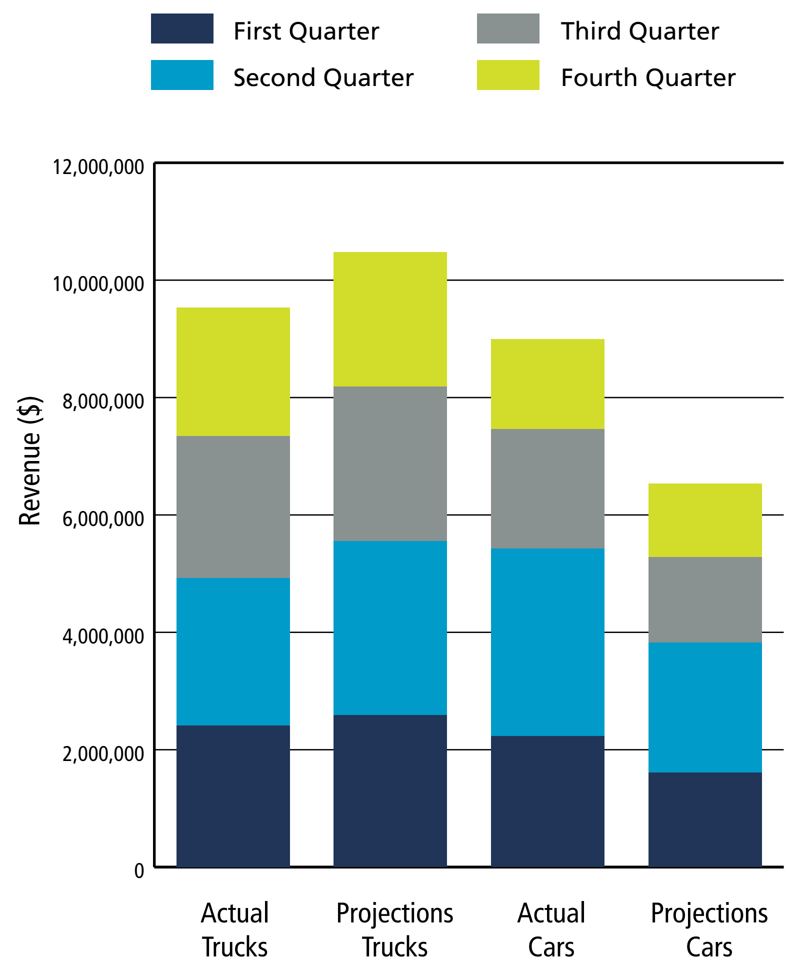
Cobequid Pass was built as a public-private partnership that allowed the government to make an affordable financial contribution to build this much-needed highway.

- Construction cost: $112.9 million
- Provincial contribution: $27.5 million
- Federal contribution: $27.5 million
- $5.5 million in subordinated notes invested from the provincial pension fund
- $60.9 million provided by the sale of bonds to private investors underwritten by CIT Financial of Toronto
- Toll revenues over 30 years will provide the investors a return; pay for toll operations; cover annual maintenance and contribute to long-term maintenance.
- The money borrowed from the private sector by the Highway 104 Western Alignment Corporation through CIT Financial is borrowed on the security of tolls and on the financial guarantees of the province.

Cash toll and ETC revenue



Revenue versus day 1 projections for fiscal 2015



FINANCIAL STATEMENTS

Auditors' Report

To the shareholder of Highway 104 Western Alignment Corporation

We have audited the accompanying financial statements of Highway 104 Western Alignment Corporation, which comprise the statement of financial position as at March 31, 2015, the statements of comprehensive income, changes in equity and cash flows for the year then ended, and notes, comprising a summary of significant accounting policies and other explanatory information.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with International Financial Reporting 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.

Auditors' Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with Canadian generally accepted auditing standards. Those standards require that we comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on our judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, we consider internal control relevant to the Corporation's preparation and fair presentation of the financial statements 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 the Corporation's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements present fairly, in all material respects, the financial position of Highway 104 Western Alignment Corporation as at March 31, 2015, and its results of operations and its cash flows for the year then ended in accordance with International Financial Reporting Standards as issued by the International Accounting Standards Board.

KPMG LLP

Chartered Accountants
May 22, 2015
Halifax, Canada

Statement of Financial Position

March 31, 2015, with comparative information for 2014

	2015	2014
Assets		
Current assets:		
Cash	$ 727,088	$ 684,614
Prepaids and other (note 4)	508,523	488,514
Receivables (note 5)	771,008	1,593,123
	2,006,619	2,766,251
Non-current assets:		
Restricted assets (note 6)	44,694,155	34,311,063
Property, plant and equipment (note 7)	32,913,291	36,534,031
	77,607,446	70,845,094
	$ 79,614,065	$ 73,611,345
Liabilities and Equity		
Current liabilities:		
Accounts payable and accrued liabilities (note 8)	$ 5,782,087	$ 679,728
Current portion of-long-term debt (note 9)	2,163,498	1,955,266
Deferred revenue	1,103,242	1,104,288
	9,048,827	3,739,282
Non-current liabilities:		
Long-term debt (note 9)	39,435,022	41,598,520
Deferred government grant	5,278,365	6,535,456
	44,713,387	48,133,976
Equity:		
Share capital	1	1
Reserve for restricted assets	38,753,043	28,369,951
Deficit	(12,901,193)	(6,631,865)
	25,851,851	21,738,087
Commitments (note 15)		
	$ 79,614,065	$ 73,611,345

The accompany notes are an integral part of these financial statements.
Approved on behalf of the Shareholder:

Director

Statement of Comprehensive Income

Year ended March 31, 2015, with comparative information for 2014

	2015	2014
Revenue:		
Facility revenue	$ 20,530,564	$ 20,496,558
Expenses:		
Fees and banking services	383,297	364,043
Wages and benefits (note 10)	672,476	650,824
Toll collection	1,091,549	1,065,670
Facility maintenance, materials and supplies (note 11)	1,730,179	1,695,605
Engineering and professional fees (note 11)	99,701	123,302
Insurance	151,119	158,578
Other costs (note 11)	567,787	578,084
	4,696,108	4,636,106
Earnings from operations before the following items	15,834,456	15,860,452
Finance income (note 12)	595,378	353,199
Finance costs (note 12)	(4,380,499)	(7,521,702)
Net finance costs	(3,785,121)	(7,168,503)
Depreciation and loss on disposal	(9,199,136)	(8,315,508)
Government grant amortization	1,263,565	1,263,372
Net income, being comprehensive income	$ 4,113,764	$ 1,639,813

The accompany notes are an integral part of these financial statements.

Statement of Changes in Equity

Year ended March 31, 2015, with comparative information for 2014

	2015	2014
Common shares (1 share)	$ 1	$ 1
Deficit:		
Beginning of year	$ (6,631,865)	$ (12,864,699)
Net earnings for the year	4,113,764	1,639,813
Transfer from (to) restricted assets	(10,383,092)	4,593,021
End of year	(12,901,193)	(6,631,865)
Reserve for restricted assets:		
Beginning of year	28,369,951	32,962,972
Transfers from project account	16,381,500	16,065,600
Interest income	466,160	444,886
Long-term debt payments, including interest	(6,329,291)	(14,330,141)
Change in market value of restricted assets	120,857	(99,136)
Major maintenance payments, including HST to be recovered	(256,134)	(6,674,230)
End of year	38,753,043	28,369,951
Total equity	$ 25,851,851	$ 21,738,087

The accompanying notes are an integral part of these financial statements.

FINANCIAL STATEMENTS

Statement of Cash Flows

Year ended March 31, 2015, with comparative information for 2014

	2015	2014
Increase (decrease) in cash:		
Operating activities:		
Comprehensive income	$ 4,113,764	$ 1,639,813
Items not affecting cash:		
Government grant amortization	(1,263,565)	(1,263,372)
Depreciation and loss on disposal	9,199,136	8,315,508
Net finance costs	3,785,121	7,168,503
Change in prepaids and other	(20,009)	(7,405)
Change in receivables	822,115	(639,579)
Change in accounts payable and accrued liabilities	5,102,359	(1,004,796)
Change in deferred revenue	(1,046)	49,502
	21,737,875	14,258,174
Investing:		
Interest received	521,256	475,954
Net cash (increase) decrease in restricted assets	(10,308,970)	4,468,168
Purchase of property, plant and equipment	(5,578,396)	(4,846,796)
	(15,366,110)	97,326
Financing:		
Interest paid	(4,349,674)	(7,491,070)
Payment on long-term debt principal	(1,979,617)	(6,839,072)
	(6,329,291)	(14,330,142)
Increase in cash	42,474	25,358
Cash, beginning of year	684,614	659,256
Cash, end of year	$ 727,088	$ 684,614

The accompanying notes are an integral part of these financial statements.

Notes to Financial Statements

Year ended March 31, 2015

1. Reporting entity

The Highway 104 Western Alignment Corporation (the "Corporation") is a company domiciled in Canada. The registered office is located at 1969 Upper Water Street, Halifax, in the Province of Nova Scotia. The Corporation has been established for the purpose of financing, designing, constructing, operating and maintaining a 45km stretch of highway (referred to as the Cobequid Pass) between Masstown and Thomson Station in the Counties of Colchester and Cumberland, Nova Scotia (the "Facility"). The Corporation has been designated a Government Business Enterprise in accordance with the Nova Scotia Provincial Finance Act. The Highway 104 Western Alignment Corporation Act, which authorizes the collection of tolls, states that toll collection will cease upon complete payment of all costs and liabilities relating to the Facility. This includes financing, design, construction, operation and maintenance, and any repair, improvement, replacement, alteration or extension. The forecasted repayment date of all cost and liabilities relating to the Facility is in 2019.

2. Basis of preparation

(a) Statement of compliance

The financial statements have been prepared in accordance with International Financial Reporting Standards (IFRS) as issued by the International Accounting Standards Board.

The financial statements were authorized for issue by the President on May 22, 2015.

(b) Basis of measurement

These financial statements have been prepared on the historical cost basis except for restricted assets that are measured at fair value through profit and loss.

(c) Functional and presentation currency

These financial statements are presented in Canadian dollars, which is the functional currency for the Corporation.

(d) Use of estimates and judgments:

The preparation of the Corporation's financial statements in conformity with IFRS requires the use of accounting estimates and management's judgment to determine the appropriate application of accounting policies. Estimates and assumptions are required to determine the reported amounts of assets, liabilities, income and expenses. Actual results may differ from these estimates.

Estimates and underlying assumptions are reviewed on an ongoing basis. Any revisions to accounting estimates are recognized in the period in which the estimate was revised and any future periods affected.

The following judgments and estimates are those deemed by management to be material to the Corporation's financial statements:

Judgments

(i) Capitalization and componentization

Judgment is used when determining if components of a construction project are of a capital or repair nature and as to what components constitute a significant cost in relation to the total cost of an asset and whether these components have similar or dissimilar patterns of consumption and useful lives for purposes of calculating depreciation. Among other factors, these judgments are based on past experience, as well as information obtained from the Corporation's internal and consulting engineers.

Estimates

(i) Depreciation and amortization

Depreciation and amortization are calculated to write off the cost, less estimated residual value, of assets on a systematic and rational basis over their expected useful lives. Estimates of residual value and useful lives are based on past experience, as well as information obtained from the internal and consulting engineers. Expected useful lives and residual values are reviewed annually for any change to estimates and assumptions.

(ii) Debt repayment

The contractual maturities and estimated interest payments on the long-term debt outlined in note 9 are impacted by the estimates and assumptions regarding the forecasted repayment dates. In addition, the forecasted repayment date impacts the estimated useful life of the components of property, plant and equipment as outlined in note 3(b) as the useful life of each asset is based on the utility of each asset to the Corporation.

3. Significant accounting policies

The accounting policies set out below have been applied consistently to all periods presented in these financial statements.

(a) Financial instruments

The Corporation's financial instruments are comprised of the following:

Financial instrument	Classification
Cash	Loans and receivables
Receivables	Loans and receivables
Restricted assets	At fair value through profit or loss
Accounts payable and accrued liabilities	Other financial liabilities
Long-term debt	Other financial liabilities

(i) Financial assets

The Corporation initially recognizes loans and receivables and deposits on the date that they originate. All other financial assets (including assets designated at fair value through profit or loss) are recognized initially on the trade date at which the Corporation becomes a party to the contractual provisions of the instrument.

The Corporation derecognizes a financial asset when the contractual rights to the cash flows from the asset expire, or it transfers the rights to receive the contractual cash flows on the financial asset in a transaction in which substantially all the risks and rewards of ownership of the financial asset are transferred. Any interest in transferred financial assets that is created or retained by the Corporation is recognized as a separate asset or liability.

Financial assets and liabilities are offset and the net amount presented in the statement of financial position when, and only when, the Corporation has a legal right to offset the amounts and intends either to settle on a net basis or to realize the asset and settle the liability simultaneously.

Financial assets at fair value through profit or loss

A financial asset is classified at fair value through profit or loss if it is held for trading or is designated as such upon initial recognition. Financial assets are designated at fair value through profit or loss if the Corporation manages such investments and makes purchase and sale decisions based on their fair value in accordance with the Corporation's documented risk management or investment strategy. Upon initial recognition, attributable transaction costs are recognized in profit or loss when incurred.

Loans and receivables

Loans and receivables are financial assets with fixed or determinable payments that are not quoted in an active market. Such assets are recognized initially at fair value plus any directly attributable transaction costs. Subsequent to initial recognition loans and receivables are measured at amortized cost using the effective interest method, less any impairment losses.

Cash

Cash includes cash on hand, balances with banks and short-term deposits with original maturities of three months or less.

(ii) Financial liabilities

The Corporation initially recognizes debt securities issued and subordinated liabilities on the date that they originated. All other financial liabilities are recognized initially on the trade date at which the Corporation becomes a party to the contractual provisions of the instrument.

The Corporation derecognizes a financial liability when its contractual obligations are discharged, cancelled or expire.

Financial assets and liabilities are offset and the net amount presented in the statement of financial position when, and only when, the Corporation has a legal right to offset the amounts and intends either to settle on a net basis or to realize the assets and settle the liability simultaneously.

(iii) Other financial liabilities

Other financial liabilities are recognized initially at fair value plus any directly attributable transaction costs. Subsequent to initial recognition these financial liabilities are measured at amortized cost using the effective interest method.

(iv) Share capital

Common shares

Common shares are classified as equity.

(b) Property, plant and equipment

(i) Recognition and measurement

Items of property, plant and equipment are measured at cost less accumulated depreciation and accumulated impairment losses.

Cost includes expenditures that are directly attributable to the acquisition of the asset. The cost of self-constructed assets includes the cost of materials and direct labour, any other costs directly attributable to bringing the assets to working condition for their intended use, the costs of dismantling and removing the items and restoring the site on which they are located. Borrowing costs related to the acquisition, construction or production of qualifying assets are capitalized as a part of the asset.

When the parts of an item of property, plant and equipment have different useful lives, they are accounted for as separate items (major components) of property, plant and equipment.

An item of property, plant and equipment is derecognized upon disposal or when no economic benefits are expected to arise from the continued use of the asset.

FINANCIAL STATEMENTS

Gains and losses on disposal of an item of property, plant and equipment are determined by comparing the proceeds from disposal with the carrying amount of property, plant and equipment, and are recognized net within other income in profit or loss.

(ii) Repairs and maintenance

Repairs and maintenance costs are charged to expense as incurred, except when these repairs significantly extend the life of the asset or result in an operating improvement. In these instances the portion of these repairs relating to the betterment is capitalized as part of plant and equipment.

(iii) Depreciation

Depreciation is calculated over the depreciable amount, which is the cost of an asset, or other amount substituted for cost, less its residual value.

Depreciation is recognized in profit or loss on a straight-line basis over the estimated useful lives of each part of an item of property, plant and equipment. This method of depreciation most closely reflects the expected pattern of consumption of the future economic benefits embodied in the asset.

The estimated useful lives for the current period are as follows:

• Highway and surface treatments	6 years
• Tolling system	3 to 9 years
• Toll plaza structure	13 years
• Other assets	10 years

The Highway 104 Western Alignment Corporation Act, which authorizes the collection of tolls, states that toll collection will cease upon complete payment of all cost and liabilities relating to the facility. As such, the useful life of each asset is estimated based on the utility of each asset to the Corporation.

(c) Impairment

(i) Financial assets (including receivables)

A financial asset not carried at fair value through profit or loss is assessed at each reporting date to determine whether there is objective evidence that it is impaired. A financial asset is impaired if objective evidence indicates that a loss event has occurred after the initial recognition of the asset, and that the loss event had a negative effect on the estimated future cash flows of that asset that can be estimated reliably.

Objective evidence that financial assets are impaired can include default or delinquency by a debtor, restructuring of an amount due to the Corporation on terms that the Corporation would not consider otherwise, indications that a debtor or issuer will enter bankruptcy, or the disappearance of an active market for a security.

The Corporation considers evidence of impairment for receivables at both a specific asset and collective level. All individually significant receivables and held-to-maturity investment securities are assessed for specific impairment. All individually significant receivables found not to be specifically impaired are then collectively assessed for any impairment that has been incurred but not yet identified. Receivables that are not individually significant are collectively assessed for impairment by grouping together receivables with similar risk characteristics.

An impairment loss in respect of a financial asset measured at amortized cost is calculated as the difference between its carrying amount and the present value of the estimated future cash flows discounted at the asset's original effective interest rate. Losses are recognized in profit or loss and reflected in an allowance account against receivables. Interest on the impaired asset continues to be recognized through the unwinding of the discount. When a subsequent event causes the amount of impairment loss to decrease, the decrease in impairment loss is reversed through profit or loss.

(ii) Non-financial assets

The carrying amounts of the Corporation's non-financial assets are reviewed at each reporting date to determine whether there is any indication of impairment. If any such indication exists, then the asset's recoverable amount is estimated.

The Corporation consists of a single CGU (cash generating unit), as the Corporation's assets do not generate separate cash inflows.

The recoverable amount of an asset or cash-generating unit is the greater of its value in use and its fair value less costs to sell. In assessing value in use, the estimated future cash flows are discounted to their present value using a pre-tax discount rate that reflects current market assessments of the time value of money and the risks specific to the CGU.

An impairment loss is recognized if the carrying amount of the CGU exceeds its estimated recoverable amount. Impairment losses are recognized in profit or loss.

Impairment losses recognized in prior periods are assessed at each reporting date for any indications that the loss has decreased or no longer exists. An impairment loss is reversed if there has been a change in the estimates used to determine the recoverable amount. An impairment loss is reversed only to the extent that the CGU's carrying amount does not exceed the carrying amount that would have been determined, net of depreciation or amortization, if no impairment loss had been recognized.

(d) Facility revenue

Facility revenue is recognized at the time a vehicle utilizes the highway. Customer prepayments of their electronic toll collection crossings are initially recorded as deferred revenue. When the customer utilizes the highway, revenue is recognized and the deferred revenue is reduced accordingly. Provincial subsidies, net of rebates, are recognized as facility revenue per the First Amendment to the Omnibus Agreement.

(e) Government grants

Government grants are recognized initially as deferred revenue at fair value when there is reasonable assurance that they will be received and the Corporation will comply with the conditions associated with the grant. Grants that compensate the Corporation for expenses incurred are recognized in profit or loss on a systematic basis in the same periods in which the expenses are recognized. Grants that compensate the Corporation for the cost of an asset are deferred and amortized to operations over the expected project life or useful life of the asset commencing at the start of the operating period using the straight-line method.

(f) Finance income and finance costs

Finance income comprises interest income on funds invested, and changes in the fair value of financial assets at fair value through profit or loss. Interest income is recognized as it accrues in profit or loss, using the effective interest method.

Finance costs comprise interest expense on borrowings and changes in the fair value of financial assets at fair value through profit or loss. Borrowing costs that are not directly attributable to the acquisition, construction or production of a qualifying asset are recognized in profit or loss using the effective interest method.

(g) Application of new and revised standards:

The Corporation adopted the following accounting standards and amendments to accounting standards effective April 1, 2014:

Financial Instruments

Amendments to IAS 32, Financial Instruments: Presentation, clarify situations in which an entity has a legally enforceable right to set-off a financial liability and financial asset. The amendments to IAS 32 also clarify when a settlement mechanism provides for net settlement or gross settlement that is equivalent to net settlement. There was no impact on the Corporation's financial statements upon adoption of these amendments.

Impairment of assets

Amendments to IAS 36, Impairment of assets, address the circumstances in which the recoverable amount of assets or cash-generating units is required to be disclosed, clarify the disclosures required, and introduce a requirement to disclose the discount rate used in determining impairment (or reversals) where the recoverable amount (based on fair value less cost of disposal) is determined using a present value technique. There was no impact on the Corporation's financial statements upon the adoption of these amendments.

Levies

The IASB has issued IFRIC 21, Levies in May 2013, which provides guidance on accounting for levies in accordance with the requirements of IAS 37, Provisions, Contingent Liabilities and Contingent Assets. The interpretation defines a levy as an outflow from an entity imposed by a government in accordance with legislation and confirms that an entity recognized a liability for a levy only when the triggering event specified in the legislation occurs. There was no impact on the Corporation's financial statements upon adoption of the standard.

(h) New accounting standards and interpretations issued but not yet adopted:

The International Accounting Standards Board ("IASB") and International Financial Reporting Interpretation Committee ("IFRIC") issued the following standards that have not been applied in preparing these financial statements as their effective dates fall within annual periods beginning subsequent to the current reporting period. This listing is of standards and interpretations issued which the Corporation reasonably expects to be applicable at a future date. The Corporation intends to adopt these standards when they become effective.

Revenue from contracts with customers

In May 2014, the IASB issued IFRS 15 Revenue from Contracts with Customers. The new standard is effective for annual reporting periods beginning on or after December 31, 2017 and permits early adoption. IFRS 15 replaces IAS 11 Construction Contracts, IAS 18 Revenue, IFRIC 13 Customer Loyalty Programmes, IFRIC 15 Agreements for the Construction of Real Estate, IFRIC 18 Transfer of Assets from Customers, and SIC 31 Revenue – Barter Transactions Involving Advertising Services. The standard establishes principles for reporting the nature, amount, timing and uncertainty of revenue and cash flows arising from the entity's contracts with customers. New estimates and judgemental thresholds have been introduced, which may affect the amount and/or timing of revenue recognized.

The Corporation intends to adopt IFRS 15 in its financial statements for the fiscal period beginning on April 1, 2017. The extent of the impact of the adoption of the standard on the Corporation's financial statements has not yet been determined.

Financial instruments

In July 2014, the IASB issued IFRS 9, Financial Instruments which will replace IAS 39, Financial Instruments: Recognition and Measurement. The replacement standard provides a new model for the classification and measurement of financial instruments. The IASB has determined the revised effective date for IFRS 9 will be for annual periods beginning on or after January 1, 2018. The Corporation will evaluate the impact of the change to the financial statements based on the characteristics of financial instruments outstanding at the time of adoption.

Presentation of Financial Statements

On December 18, 2014 the IASB issued amendments to IAS 1, Presentation of financial statements as part of its major initiative to improve presentation and disclosure in financial reports. These amendments will not require any significant change to current practice, but should facilitate improved financial statement disclosures. The amendments are effective for annual periods beginning on or after January 1, 2016 and early adoption is permitted. The Corporation intends to adopt these amendments in its financial statements for the fiscal period beginning on April 1, 2016. The extent of the impact of the adoption of the amendments has not yet been determined.

4. Prepaids and other

	2015	2014
Advance to facility operator	$ 442,908	$ 425,784
Operating expenses	54,488	55,230
Inventory	11,127	7,500
	$ 508,523	$ 488,514

5. Receivables

	2015	2014
Due from the Province of Nova Scotia	$ 600,259	$ 637,302
HST receivable	157,879	918,508
Other trade receivables	12,870	37,313
	$ 771,008	$ 1,593,123

6. Restricted assets

	2015	2014
Capital reserve account	$ 21,052,924	$ 16,113,833
Major maintenance reserve account	17,264,669	11,839,794
Debt service reserve account	6,376,562	6,357,436
	$ 44,694,155	$ 34,311,063

Restricted assets are comprised of bank bearer deposit notes and bankers acceptances which are recorded at fair value and include accrued interest of $21,074 (2014 - $67,810), have a weighted average term of 5.60 (2014 - 6.86) months to maturity and a weighted average interest rate of 0.92% (2014 - 1.16 %).

The following restricted accounts have been established in accordance to trust indenture agreements between the Corporation and the senior and junior bondholders and an Omnibus Agreement between the Corporation and Province of Nova Scotia:

(i) The capital reserve account has been established to provide funds to pay the interest and principal on the senior and junior bonds and the subordinated notes. These funds are also available to pay the trustee and bondholders' representative fees to the extent they are not paid out of the project account. This account provides funding to the major maintenance reserve and the senior debt reserve accounts. The capital reserve account is funded from excess funds transferred from the project bank account of the Corporation.

(ii) The major maintenance reserve account has been established for the purpose of paying major maintenance repair and rehabilitation expenses. This reserve is funded from the capital reserve account in accordance with a maintenance budget recommended by the Independent Engineer through the terms of the major maintenance reserve fund agreement.

(iii) The debt service reserve account has been established to provide a reserve of funds to be available for payments as they come due for the senior toll revenue bonds. Funds can only be transferred from this fund when funds in the capital reserve accounts are insufficient to pay senior toll revenue bond payments. The account should maintain sufficient reserves equal to 12 months principal and interest payments due on the senior toll revenue bonds. The replenishment of the reserve comes from the capital reserve account.

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7. Property, plant and equipment

	Toll Plaza	Tolling System	Toll Highway	Road surface Treatments	Other Assets	Total
Cost						
Balance, April 1, 2014	$5,457,898	$2,851,864	$119,819,949	$11,822,623	$50,498	$140,002,832
Additions	–	288,695	–	5,289,701	–	5,578,396
Disposals	–	–	(2,868,604)	–	–	(2,868,604)
Balance, March 31, 2015	5,457,898	3,140,559	116,951,345	17,112,324	50,498	142,712,624
Balance, April 1, 2013	$5,457,898	$2,768,594	$122,639,932	$7,059,097	$50,498	$137,976,019
Additions	–	83,270	–	4,763,526	–	4,846,796
Disposals	–	–	(2,819,983)	–	–	(2,819,983)
Balance, March 31, 2014	$5,457,898	$2,851,864	$119,819,949	$11,822,623	$50,498	$140,002,832
Depreciation						
Balance, April 1, 2014	$3,254,506	$1,559,197	$92,505,575	$6,113,451	$36,072	$103,468,801
Depreciation for the year	448,832	291,259	5,630,159	2,174,045	2,886	8,547,181
Disposals	–	–	(2,216,649)	–	–	(2,216,649)
Balance, March 31, 2015	3,703,338	1,850,456	95,919,085	8,287,496	38,958	109,799,333
Balance, April 1, 2013	$2,805,674	$1,313,154	$88,926,313	$4,894,950	$33,186	$97,973,277
Depreciation for the year	448,832	246,043	5,630,159	1,218,501	2,886	7,546,421
Disposals	–	–	(2,050,897)	–	–	(2,050,897)
Balance, March 31, 2014	$3,254,506	$1,559,197	$92,505,575	$6,113,451	$36,072	$103,468,801
Carrying amounts:						
At March 31, 2014	$2,203,392	$1,292,667	$27,314,374	$5,709,172	$14,426	$36,534,031
At March 31, 2015	1,754,560	1,290,103	21,032,260	8,824,828	11,540	32,913,291

8. Accounts payable and accrued liabilities

	2015	2014
Trade payables	$ 432,640	$ 644,210
Accrued expenses	5,349,447	35,518
	$ 5,782,087	$ 679,728

9. Long-term debt

This note provides information about the contractual terms of the Corporations interest-bearing loans and borrowings, which are measured at amortized cost and denominated in Canadian dollars.

	Nominal interest rate	Year of maturity	Face value	2015 Carrying amount	Face value	2014 Carrying amount
Senior toll revenue bonds	10.251%	2026	$51,000,000	$41,671,571	$51,000,000	$43,651,188

	2015	2014
Senior toll revenue bonds carrying amount	$ 41,671,571	$ 43,651,188
Deferred finance fees	(73,051)	(97,402)
	41,598,520	43,553,786
Current portion of long-term debt	2,163,498	1,955,266
	$ 39,435,022	$ 41,598,520

The senior toll revenue bonds are secured by a first charge and security interest over all the present and future property and assets, including, but not limited to, cash and securities held in trust, rights under all material contracts, all accounts receivable and interest.

The following are the contractual maturities of financial liabilities, including estimated interest payments.

	Carrying amount	Contractual cash flows	6 months or less	6-12 months	1-2 years	2-5 years	More than 5 years
Non-derivative financial liabilities:							
Secured bond issues	$41,598,520	$69,622,210	$3,164,646	$3,164,646	$6,329,292	$18,987,875	$37,975,751
Accounts payables and accrued liabilities	5,782,087	5,782,087	5,782,087	–	–	–	–

The contractual cash flows included above are based on agreements in place with the secured bond issues. These contractual cash flows do not include the impact of possible prepayments.

10. Personnel expenses

		2015		2014
Wages and salaries	$	655,973	$	640,013
Canadian Pension Plan (CPP) and EI remittances		16,503		10,811
	$	672,476	$	650,824

Wages and salaries include costs related to contract employees.

11. Expenses

(a) Facility maintenance materials and supplies

		2015		2014
Highway improvements	$	21,744	$	18,765
Maintenance services		1,522,959		1,478,596
Maintenance materials and supplies		91,648		101,084
Technical services and warranties		93,828		97,160
	$	1,730,179	$	1,695,605

(b) Engineering and professional fees

		2015		2014
Legal fees	$	11,499	$	400
Audit fees		34,676		38,711
Consulting fees		11,640		17,981
Engineering fees		41,886		66,210
	$	99,701	$	123,302

(c) Other costs

		2015		2014
Training	$	4,365	$	9,353
Office supplies and stationery		13,710		11,405
Office equipment		81,180		80,722
Utilities		66,366		66,069
Travel and transportation costs		18,833		24,030
Enforcement		60,000		60,000
Security		35,585		37,744
Facility operator management fee		227,590		223,047
Meeting costs		18,274		20,060
Administrative costs		41,884		45,654
	$	567,787	$	578,084

12. Finance income and finance costs

		2015		2014
Interest income on restricted assets	$	466,160	$	444,886
Interest income on bank deposits		8,360		7,449
Net change in fair value of financial assets at fair value through profit or loss		120,858		(99,136)
Finance income		595,378		353,199
Interest expense on financial liabilities		(4,380,499)		(7,521,702)
Finance costs		(4,380,499)		(7,521,702)
Net finance costs recognized in profit or loss	$	(3,785,121)	$	(7,168,503)

13. Financial risk management

Overview

The Corporation has exposure to the following risks from its use of financial instruments:

- Credit risk
- Liquidity risk
- Market risk
- Operational risk

This note presents information about the Corporation's exposure to each of the above risks, its risk management framework and the Corporation's management of capital. Further quantitative disclosures are included throughout these financial statements.

Risk management

Management has overall responsibility for the establishment and oversight of the Corporation's risk management framework.

The Corporation's policies are established to minimize the risks faced by the Corporation, to set appropriate controls and to monitor risks. Management policies and systems are reviewed regularly to reflect changes in market conditions and the Corporation's activities. The Corporation, through its management standards and procedures, aims to develop a disciplined and constructive control environment in which all employees understand their roles and obligations.

Operational risk

Operational risk is the risk of direct or indirect loss arising from a wide variety of causes associated with the Corporation's processes, personnel, technology and infrastructure, and from external factors other than credit, market and liquidity risks such as those arising from legal and regulatory requirements and generally accepted standards of corporate behavior. Operational risks arise from all of the Corporation's operations.

The Corporation's objective is to manage operational risk so as to balance the avoidance of financial losses and damage to the Corporation's reputation with overall cost effectiveness and to avoid control procedures that restrict initiative and creativity.

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The primary responsibility for the development and implementation of controls to address operational risk is assigned to senior management. This responsibility is supported by the development of overall Corporation standards for the management of operational risk in the following areas:

- requirements for appropriate segregation of duties, when possible
- requirements for the reconciliation and monitoring of transactions
- compliance with regulatory and other legal requirements
- documentation of controls and procedures
- development of contingency plans
- training and professional development
- ethical and business standards
- risk mitigation, including insurance when this is effective.

Credit risk

Exposure to credit risk

The carrying amount of the financial assets represents the maximum credit exposure. The maximum exposure to credit risk at the reporting date was:

	Carrying amount	
	Year ended March 31, 2015	Year ended March 31, 2014
Restricted assets	$ 44,694,155	$ 34,311,063
Receivables	771,008	1,593,123
Cash	727,088	684,614
	$ 46,192,251	$ 36,588,800

The maximum exposure to credit risk for receivables at the reporting date by type of counterparty is outlined in note 5.

The aging of receivables at the reporting date was:

	2015	2014
Not past due	$ 652,282	$ 694,307
Past due 30-60	61,588	816,911
Past due 60-90	52,726	52,793
Over 90 days	4,412	29,112
	$ 771,008	$ 1,593,123

There is no allowance for impairment in respect to receivables and no write offs of receivable balances within the past three fiscal years. The Corporation has receivables with reputable organizations and therefore believes there is no significant exposure to credit risk.

Restricted asset investments consist mainly of short-term money market deposits. The Corporation has deposited these investments with reputable Canadian financial institutions, from which management believes the risk of loss is remote.

The Corporation's cash is held with a top tier commercial Canadian bank.

Liquidity risk

Liquidity risk is the risk that the Corporation will encounter difficulty in meeting the obligations associated with its financial liabilities that are settled by delivering cash or another financial asset. The Corporation's approach to managing liquidity is to ensure, as far as possible, that it will always have sufficient liquidity to meet its liabilities when due, under both normal and stressed conditions, without incurring unacceptable losses or risking damage to the Corporations' reputation.

Typically the Corporation ensures that it has sufficient cash and investments on demand to meet expected operational expenses for a period in excess of 365 days, including the servicing of financial obligations; this excludes the potential impact of extreme circumstances that cannot reasonably be predicted, such as natural disasters.

Interest rate risk

The Corporation is not exposed to interest rate risk on its long-term debt as it bears interest at a fixed rate. Interest rate risk on cash flows associated with investments and cash fluctuate due to changes in market interest rates. The Corporation manages this risk exposure by using a mix of fixed and variable rate investments.

14. Financial instruments

Fair value versus carrying amounts

The fair value of financial assets and liabilities, together with the carrying amounts shown in the Statement of Financial Position are as follows:

		March 31, 2015		March 31, 2014	
	Note	Carrying amount	Fair value	Carrying amount	Fair value
Assets carried at fair value:					
Restricted assets	6	$44,694,155	$44,694,155	$34,311,063	$34,311,063
Receivables	5	771,008	771,008	1,593,123	1,593,123
Cash		727,088	727,088	684,614	684,614
Liabilities carried at amortized cost:					
Secured bond issues	9	41,598,520	66,142,965	43,553,786	70,806,610
Trade and other payables	8	5,782,087	5,782,087	679,728	679,728

	Fair value			Fair value		
	Level 1	Level 2	Level 3	Level 1	Level 2	Level 3
Assets						
Cash	$727,088	—	—	$684,614	—	—
Advance to facility operator	—	$442,908	—	—	$425,784	—
Receivables	—	$771,008	—	—	$1,593,123	—
Restricted assets	$44,694,155	—	—	$34,311,063	—	—
Liabilities						
Trade and other payables	—	$5,782,087	—	—	$679,728	—
Long-term debt	—	—	$66,142,965	—	—	$70,806,610

There have been no transfers between the levels within the year. The different levels have been defined as follows:

- Level 1: quoted prices (unadjusted) in active markets for identical assets or liabilities
- Level 2: inputs other than quoted prices included within Level 1 that are observable for the asset or liability, either directly (i.e. as prices) or indirectly (i.e. derived from prices)
- Level 3: inputs for the asset or liability that are not based on observable market data (unobservable inputs).

15. Commitments

The following are the estimated contractual obligations for the next five years:

	Capital	Operating lease	Service contract
2016	$ 6,030,000	$ 23,206	$ 1,235,832
2017	6,130,000	2,520	1,260,549
2018	2,830,000	2,520	1,285,760
2019	865,000	2,520	1,311,475
2020	—	1,890	—
Total contractual obligations	$ 15,855,000	$ 32,656	$ 5,093,616

Capital

Capital commitments are based on the Major Maintenance Reserve Fund Agreement between the Corporation, the Trustee and the Bondholders' Representative to provide for the major maintenance work required during the operating period of the Facility. The Agreement requires the Corporation, on an annual basis, to engage an independent engineer to report on all major maintenance work to be completed in the upcoming year, as well as a major maintenance budget to determine the required annual amount to be deposited in the Major Maintenance Reserve Account.

Operating lease

The Corporation has entered into various lease agreements for equipment and office space.

Service contract

The Service contract consists of an agreement between the Corporation and the Nova Scotia Transportation Infrastructure and Public Works to provide annual roadway maintenance services which is renewable in five year increments.

16. Related party transactions

Included in these financial statements are transactions with various Crown corporations, ministries, agencies, boards and commissions related to the Corporation by virtue of common control by the Government of Nova Scotia (the Corporation's controlling shareholder)

The Corporation has applied the modified disclosure requirements under IAS 24, Related Party Disclosures, which exempt government-related entities from providing all of the disclosures about related party transactions with government or other government-related entities.

All other transactions with parties under the control of the government are routine operating transactions carried out as part of the Corporation's normal day-to-day operations. These routine transactions are individually insignificant and include maintenance services ($1,211,890; 2014 - $1,224,237), enforcement, costs ($60,000; 2014 - $60,000), purchases of inventory ($21,718; 2014 - $25,788) and property, plant and equipment $286,651; 2014 - $253,955).

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