

**FINANCIAL STATEMENTS**  
**For**  
**THE OWEN SOUND TRANSPORTATION COMPANY LIMITED**  
**For year ended**  
**MARCH 31, 2024**

THE OWEN SOUND TRANSPORTATION COMPANY LIMITED

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MARCH 31, 2024

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## **Management's Responsibility for the Financial Statements**

The financial statements of The Owen Sound Transportation Company Limited (the "OSTC") are the responsibility of management and have been approved by the Board.

The financial statements have been prepared in compliance with the Canadian public sector accounting standards established by the Public Sector Accounting Board (PSAB) of the Chartered Professional Accountants of Canada. A summary of the significant accounting policies are described in Note 2 to the financial statements.

The preparation of the financial statements necessarily involves the use of estimates based on management's judgement, particularly when transactions affecting the current accounting period cannot be finalized with certainty until future periods.

The OSTC's management maintains a system of internal controls designed to provide reasonable assurance that assets are safeguarded, transactions are properly authorized and recorded in compliance with legislative and regulatory requirements, and reliable financial information is available on a timely basis for preparation of the financial statements. These systems are monitored and evaluated by management.

The Board of Directors is responsible for ensuring that management fulfills its responsibilities for financial reporting. The Board reviews the OSTC's financial statements and discusses any significant financial reporting or internal control matters prior to the approval of the financial statements.

The financial statements have been audited by Welch LLP, independent external auditors appointed by the Board of Directors, in accordance with Canadian generally accepted auditing standards. The accompanying Independent Auditor's Report outlines their responsibilities, the scope of their examination and their opinion on the OSTC's financial statements.

*Jamie Collier* ..... Board Chairperson

*Jim Hepple* ..... Audit Committee Chairperson

## INDEPENDENT AUDITOR'S REPORT

To the shareholder of

### **THE OWEN SOUND TRANSPORTATION COMPANY LIMITED**

#### *Opinion*

We have audited the financial statements of The Owen Sound Transportation Company Limited (the OSTC), which comprise the statement of financial position as at March 31, 2024, and the statements of operations and accumulated surplus, changes in net financial assets and cash flows 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 the OSTC as at March 31, 2024, and the results of its operations 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 the OSTC in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada, and we have fulfilled our 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 the OSTC'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 the OSTC or to cease operations, or has no realistic alternative but to do so.

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

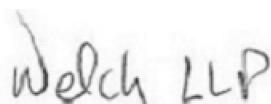
### *Auditor's Responsibilities for the Audit of the Financial Statements*

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 the OSTC'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 the OSTC'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 the OSTC 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.



Chartered Professional Accountants  
Licensed Public Accountants

Toronto, Ontario  
December 20, 2024.

THE OWEN SOUND TRANSPORTATION COMPANY LIMITED

STATEMENT OF FINANCIAL POSITION

MARCH 31, 2024

	<u>2024</u>	<u>2023</u>
<b>Financial assets</b>		
Cash (note 3)	\$ 634,367	\$ 54,765
Accounts receivable (note 4)	9,043,655	9,997,343
Inventory held for resale	<u>40,059</u>	<u>40,373</u>
	<u>9,718,081</u>	<u>10,092,481</u>
<b>Liabilities</b>		
Bank indebtedness (note 5)	-	1,130,000
Accounts payable and accrued liabilities	2,034,903	1,522,361
Deferred revenue (note 6)	565,531	568,537
Employee future benefit obligations (note 8)	<u>3,187,244</u>	<u>2,886,049</u>
	<u>5,787,678</u>	<u>6,106,947</u>
<b>Net financial assets</b>	<u>3,930,403</u>	<u>3,985,534</u>
<b>Non-financial assets</b>		
Inventory for own use	60,201	67,320
Prepaid expenses	62,249	-
Tangible capital assets (note 9)	<u>22,380,008</u>	<u>21,655,039</u>
	<u>22,502,458</u>	<u>21,722,359</u>
<b>Accumulated surplus (note 10)</b>	<u>\$ 26,432,861</u>	<u>\$ 25,707,893</u>

Approved by the Board:

*Jamie Colliver*

..... Board Chairperson

*Jim Hepple*

..... Audit Committee Chairperson

(See accompanying notes)

Welch LLP®

**THE OWEN SOUND TRANSPORTATION COMPANY LIMITED**  
**STATEMENT OF OPERATIONS AND ACCUMULATED SURPLUS**

**YEAR ENDED MARCH 31, 2024**

	<u>Budget</u> <u>2024</u> (unaudited)	<u>Actual</u> <u>2024</u>	<u>Actual</u> <u>2023</u>
<b>Revenues</b>			
Ministry of Transportation contribution (note 11)	\$ 31,275,378	\$ 26,776,929	\$ 27,169,985
Vehicles	4,050,114	4,436,044	3,876,037
Passenger revenue	3,348,509	3,799,460	3,174,205
Cafeteria and gift shop	796,970	1,409,733	1,059,058
Interest, freight and other	<u>443,030</u>	<u>292,760</u>	<u>335,375</u>
	<u>39,914,001</u>	<u>36,714,926</u>	<u>35,614,660</u>
<b>Expenses</b>			
Repairs and maintenance	6,231,298	12,873,182	12,811,176
Salaries and wages	9,541,250	9,427,063	8,904,831
General and administrative expenses	3,055,455	3,714,043	3,861,295
Fuel	4,391,395	3,452,989	4,275,511
Employee benefits	2,182,318	2,494,941	2,262,334
Services	1,708,205	1,881,458	1,670,740
Amortization	-	1,408,939	1,217,505
Utilities	585,754	409,776	497,626
Tools and operating supplies	<u>350,326</u>	<u>327,567</u>	<u>322,262</u>
	<u>28,046,001</u>	<u>35,989,958</u>	<u>35,823,280</u>
<b>Annual (deficit) surplus</b>	<u><u>\$ 11,868,000</u></u>	<u>724,968</u>	<u>(208,620)</u>
<b>Accumulated surplus, beginning of year</b>		<u>25,707,893</u>	<u>25,916,513</u>
<b>Accumulated surplus, end of year</b>		<u><u>\$ 26,432,861</u></u>	<u><u>\$ 25,707,893</u></u>

(See accompanying notes)

**Welch LLP®**

THE OWEN SOUND TRANSPORTATION COMPANY LIMITED

STATEMENT OF CHANGES IN NET FINANCIAL ASSETS

YEAR ENDED MARCH 31, 2024

	Budget <u>2024</u> (unaudited)	Actual <u>2024</u>	Actual <u>2023</u>
<b>Annual surplus (deficit)</b>	\$ 11,868,000	\$ 724,968	\$ (208,620)
Acquisition of tangible capital assets	(11,868,000)	(2,133,908)	(1,008,887)
Amortization of tangible capital assets	-	1,408,939	1,217,505
Change in inventories for own use	-	7,119	147,864
Change in prepaid expenses	<u>-</u>	<u>(62,249)</u>	<u>-</u>
<b>Increase (decrease) in net financial assets</b>	-	(55,131)	147,862
<b>Net financial assets, beginning of year</b>	<u>3,985,534</u>	<u>3,985,534</u>	<u>3,837,672</u>
<b>Net financial assets, end of year</b>	<u>\$ 3,985,534</u>	<u>\$ 3,930,403</u>	<u>\$ 3,985,534</u>

(See accompanying notes)

Welch LLP®

THE OWEN SOUND TRANSPORTATION COMPANY LIMITED

STATEMENT OF CASH FLOWS

YEAR ENDED MARCH 31, 2024

	<u>2024</u>	<u>2023</u>
<b>CASH FLOWS BY (USED IN)</b>		
<b>OPERATING ACTIVITIES</b>		
Annual deficit	\$ 724,968	\$ (208,620)
Items not affecting cash:		
Amortization	1,408,939	1,217,505
Change in employee future benefit obligations	<u>301,195</u>	<u>358,974</u>
	2,435,102	1,367,859
Changes in non-cash working capital components:		
Accounts receivable	953,688	(3,261,532)
Inventory held for resale	314	82,470
Inventory for own use	7,119	147,864
Accounts payable and accrued liabilities	512,542	589,287
Deferred revenue	(3,006)	90,522
Prepaid expenses	<u>(62,249)</u>	-
	3,843,510	(983,530)
<b>INVESTING ACTIVITIES</b>		
Acquisition of tangible capital assets	(2,133,908)	(1,008,887)
<b>FINANCING ACTIVITIES</b>		
Advance (payment) on line of credit	<u>(1,130,000)</u>	<u>1,130,000</u>
<b>INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS</b>	579,602	(862,417)
<b>CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR</b>	<u>54,765</u>	<u>917,182</u>
<b>CASH AND CASH EQUIVALENTS, END OF YEAR</b>	<u>\$ 634,367</u>	<u>\$ 54,765</u>

(See accompanying notes)

Welch LLP®

# THE OWEN SOUND TRANSPORTATION COMPANY LIMITED

## NOTES TO THE FINANCIAL STATEMENTS

YEAR ENDED MARCH 31, 2024

### 1. NATURE OF OPERATIONS

The Owen Sound Transportation Company Limited ("OSTC"), an operational enterprise agency of the Province of Ontario, owns and operates a seasonal vehicle and passenger ferry, the M.S. Chi-Cheemaun, from Tobermory to Manitoulin Island and the M.V. Niska, from Moosonee to Moose Factory Island. It also provides vessel management services for the Ministry of Transportation for three vessels, the M.V. Pelee Islander, M.V. Pelee Islander 2, and the M.V. Jiimaan, operating on the Pelee Island service, and a daily air service between the Ontario mainland and Pelee Island during the winter months when the ferry service is not in operation.

OSTC's one issued and outstanding common share is held by the Ministry of Transportation.

### 2. SIGNIFICANT ACCOUNTING POLICIES

#### *Basis of accounting*

The financial statements have been prepared in accordance with Canadian public sector accounting standards established by the Public Sector Accounting Board of the Canadian Institute of Chartered Professional Accountants of Canada.

The accrual basis of accounting recognizes the effect of transactions and events in the period in which the transactions and events occur, regardless of whether there has been a receipt or payment of cash or its equivalent.

#### *Cash and cash equivalents*

Cash and cash equivalents include cash on hand and balances with banks.

#### *Inventory*

Inventory of goods held for resale is recorded at the lower of cost and net realizable value. Cost is determined based on a first-in first-out methodology.

Inventory for own use is recorded at the lower of cost and replacement cost.

#### *Tangible capital assets*

Purchased tangible capital assets are recorded at cost less accumulated amortization. Costs include all amounts that are directly attributable to acquisition, construction, development or betterment of the asset. Contributed capital assets are recorded at fair value at the date of contribution. Repairs and maintenance costs are charged to expense. Betterments that extend the estimated life of an asset are capitalized. When a capital asset no longer contributes to OSTC's ability to provide services, or the value of future economic benefits associated with the capital asset is less than its net book value, the carrying value of the capital asset is reduced to reflect the decline in the asset's value. Construction in progress is not amortized until construction is substantially complete and the assets are ready for use.

Amortization is calculated using the straight-line method over the estimated service lives of the assets. The estimated service lives for principal categories of assets are as follows:

Land improvements	10 years
Buildings and improvements	20 years
Equipment and other	5 years
Marine vessels	30 years

**THE OWEN SOUND TRANSPORTATION COMPANY LIMITED**

**NOTES TO THE FINANCIAL STATEMENTS - Cont'd.**

**YEAR ENDED MARCH 31, 2024**

**2. SIGNIFICANT ACCOUNTING POLICIES - Cont'd.**

*Financial instruments*

OSTC initially measures its financial assets and financial liabilities at fair value. OSTC subsequently measures its financial assets and financial liabilities at amortized cost, unless the financial instruments meet the requirements to be measured at fair value in accordance with public sector accounting standards.

Financial assets measured at amortized cost include cash and accounts receivable. Financial liabilities measured at amortized cost include bank indebtedness, and accounts payable and accrued liabilities.

*Bank indebtedness*

Bank indebtedness represents amounts drawn on the bank line of credit.

*Income taxes*

As an agency of the Province of Ontario, OSTC is exempt from income taxes and, accordingly, no tax provision is recorded in these financial statements.

*Employee future benefit obligations*

Certain employees are eligible to participate in the defined benefit Ontario Public Service Pension Plan (OPS). The contributions to the pension plan, a multi-employer defined benefit plan are expensed when due.

In addition, eligible employees are also entitled to non-pension post-retirement benefits such as group life, health care and long-term disability as part of the OPS multiple-employer group plan. The costs associated with these future benefits are actuarially determined using the projected benefits method pro-rated on service and best estimate assumptions.

Both pension and non-pension expenses consist of current service costs, interest and adjustments arising from plan amendments, changes in assumptions and net actuarial gains or losses. These expenses are recorded in the year in which employees render services to OSTC.

The OSTC is a Schedule 2 employer with respect to workers' safety insurance. As such, OSTC is individually liable for reimbursing the WSIB costs relating to its workers' WSIB claims. The estimated future benefits are determined using actuarial calculations and OSTC recognizes its obligation for these benefits on an accrual basis.

*Liability for Contaminated Sites*

A contaminated site is a site at which substances occur in concentrations that exceed the maximum acceptable amounts under an environmental standard. Sites that are currently in productive use are only considered a contaminated site if an unexpected event results in contamination. A liability for remediation of contaminated sites is recognized when the organization is directly responsible or accepts responsibility; it is expected that future economic benefits will be given up; and a reasonable estimate of the amount can be made. The liability includes all costs directly attributable to remediation activities including post remediation operations, maintenance and monitoring. The liability is recorded net of any expected recoveries. Management is not aware of any contaminated sites.

**THE OWEN SOUND TRANSPORTATION COMPANY LIMITED**

**NOTES TO THE FINANCIAL STATEMENTS - Cont'd.**

**YEAR ENDED MARCH 31, 2024**

**2. SIGNIFICANT ACCOUNTING POLICIES - Cont'd.**

*Revenue recognition*

Vehicle and passenger revenues are generally recognized on the date the service is provided.

Cafeteria and gift shop and other revenue is recorded upon sale of goods or provision of service when collection is reasonably assured.

Interest is recognized in the period earned.

Government transfers are recognized as revenue in the financial statements 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, in which case revenue is recognized upon fulfillment of the stipulations. Government transfers to cover operational surplus or deficits will be recognized in the year that the related net expenditures occur on an accrual basis.

*Foreign currency translation*

Foreign currency accounts are translated into Canadian dollars as follows:

At the transaction date, each asset, liability, revenue and expense is translated into Canadian dollars by the use of the exchange rate in effect at that date. At the year-end date, monetary assets and liabilities are translated into Canadian dollars by using the exchange rate in effect at that date. The resulting foreign exchange gains and losses are included in income in the current period.

*Use of estimates*

Preparation of the financial statements in accordance with Canadian public sector accounting standards requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and the reported amounts of revenues and expenses during the reporting period. Estimates are used when accounting for items such as accrued grant receivables, accrued liabilities, employee future benefit obligations and useful life of tangible capital assets. By their nature, these estimates are subject to measurement uncertainty and actual results could differ from management's best estimates as additional information becomes available in the future.

**3. CASH AND CASH EQUIVALENTS**

Cash and cash equivalents is comprised of the following:

	<u>2024</u>	<u>2023</u>
Cash on hand	\$ 15,050	\$ 18,450
Bank	<u>619,317</u>	<u>36,315</u>
	<u><u>\$ 634,367</u></u>	<u><u>\$ 54,765</u></u>

**THE OWEN SOUND TRANSPORTATION COMPANY LIMITED**

**NOTES TO THE FINANCIAL STATEMENTS - Cont'd.**

**YEAR ENDED MARCH 31, 2024**

**4. ACCOUNTS RECEIVABLE**

Accounts receivable is comprised of the following:

	<u>2024</u>	<u>2023</u>
Ministry of Transportation	\$ 5,001,836	\$ 5,817,890
Ministry of Transportation - future employment benefits	3,187,244	2,886,049
HST recoverable	748,852	1,240,410
Other	<u>105,723</u>	<u>52,994</u>
	<u><u>\$ 9,043,655</u></u>	<u><u>\$ 9,997,343</u></u>

**5. BANK INDEBTEDNESS**

OSTC has a demand operating line of credit with a Canadian Chartered Bank, bearing interest at the bank's prime rate less 0.5%. The maximum amount which can be drawn on this operating line is \$2,000,000. At March 31, 2024 the OSTC had \$nil (2023 - \$1,130,000), under this facility.

**6. DEFERRED REVENUE**

The OSTC collects payment for passenger and vehicle revenue at the time of booking, and defers revenue recognition until the service has been provided. All amounts in deferred revenue relate to prepaid passenger and vehicle revenue for the upcoming sailing season.

**7. PENSION AGREEMENT**

The OSTC makes contributions to the Contributory Pension Plan of the Ontario Public Service Pension Plan, which is a multi-employer plan, on behalf of 30 members of its staff. This plan is a defined benefit plan which specifies the amount of the retirement benefit to be received by the employees based on the length of service and rates of pay. Employees and employers contribute jointly to the plan. The employer amount contributed to the Plan for 2024 by the OSTC was \$250,200 (2023 - \$188,680). Members contribute 7.4% (2023 - 7.4%) of their earnings between the Year's Basic Exemption (YBE) and the Year's Maximum Pensionable Earnings (YMPE) as defined under the Canada Pension Plan plus 10.5% (2023 - 10.5%) of all other earnings.

The Plan is a multi-employer plan, therefore, any pension plan surpluses or deficits are a joint responsibility of all Plan members and their employees. As a result, the OSTC does not recognize any share of the Plan's pension surplus or deficit. The last available report for the Plan was December 31, 2023. At that time the plan reported a \$5.62 billion actuarial deficit (2022 - \$3.96 billion actuarial deficit), based on actuarial liabilities of \$37.36 billion (2022 - \$34.99 billion) and actuarial assets of \$31.74 billion (2022 - \$31.03 billion). Ongoing adequacy of the current contribution rates will need to be monitored as financial market fluctuations may lead to increased future funding requirements.

**THE OWEN SOUND TRANSPORTATION COMPANY LIMITED**

**NOTES TO THE FINANCIAL STATEMENTS - Cont'd.**

**YEAR ENDED MARCH 31, 2024**

**8. EMPLOYEE FUTURE BENEFIT OBLIGATIONS**

OSTC provides certain benefits, including retirement benefits and other post-employment benefits, to its employees. Also, as the OSTC is an employer included under Schedule 2 of the Workplace Safety and Insurance Act, it self-insures the entire risk of its own WSIB claims and is individually liable for reimbursing the WSIB for all costs relating to its workers' WSIB claims.

The employee future benefit obligations at March 31 includes the following components:

	<u>2024</u>	<u>2023</u>
Total employee accrued benefit obligation - EPEB	\$ 2,961,868	\$ 2,843,636
Unamortized actuarial losses - EPEB	<u>(394,082)</u>	<u>(566,756)</u>
EPEB liability	<u>2,567,786</u>	<u>2,276,880</u>
 Total employee accrued benefit obligation - WSIB	 666,368	 641,712
Unamortized actuarial gains - WSIB	<u>(46,910)</u>	<u>(32,543)</u>
WSIB liability	<u>619,458</u>	<u>609,169</u>
 Total employee future benefit obligations	 <u>\$ 3,187,244</u>	 <u>\$ 2,886,049</u>

The continuity of the accrued employee future benefit obligation is as follows:

	<u>EPEB</u>	<u>WSIB</u>	<u>2024</u>
Balance - beginning of year	\$ 2,276,880	\$ 609,169	\$ 2,886,049
Current service cost	119,168	89,153	208,321
Interest cost	113,833	25,650	139,483
Amortization of actuarial losses (gains)	172,674	(14,367)	158,307
Employer payments	<u>(114,769)</u>	<u>(90,147)</u>	<u>(204,916)</u>
Balance - end of year	<u>\$ 2,567,786</u>	<u>\$ 619,458</u>	<u>\$ 3,187,244</u>

	<u>EPEB</u>	<u>WSIB</u>	<u>2023</u>
Balance - beginning of year	\$ 1,928,782	\$ 598,293	\$ 2,527,075
Current service cost	112,338	102,280	214,618
Interest cost	109,137	24,670	133,807
Amortization of actuarial losses (gains)	226,828	(14,367)	212,461
Employer payments	<u>(100,205)</u>	<u>(101,707)</u>	<u>(201,912)</u>
Balance - end of year	<u>\$ 2,276,880</u>	<u>\$ 609,169</u>	<u>\$ 2,886,049</u>

Actuarial valuations for accounting purposes are performed every three years for the non-pension post-retirement benefits using the projected benefit method, pro-rated on services. The most recent actuarial report was prepared as at March 31, 2022.

The actuarial valuations were based on a number of assumptions about future events, such as inflation rates, medical inflation rates, wage increases, employee turnover and mortality rates. The assumptions used reflect management's best estimates. The post-employment benefit liability was determined using a discount rate of 4%. For extended health care costs, a 5.667% annual rate of increase was assumed for 2023 and 2024, decreasing to a rate of 4% per year for 2029 and subsequent years.

**THE OWEN SOUND TRANSPORTATION COMPANY LIMITED**  
**NOTES TO THE FINANCIAL STATEMENTS - Cont'd.**  
**YEAR ENDED MARCH 31, 2024**

**9. TANGIBLE CAPITAL ASSETS**

In 2024, OSTC purchased \$2,133,908 (2023 - \$1,008,887) worth of tangible capital assets with capital funding. Capital funding of \$9,330,757 (2023 - \$10,011,352) was received for projects that did not meet the capitalization requirements and were expensed as a result. OSTC did not use any of its own operating funds to cover additional capital costs.

	2024						
	<u>Land</u>	<u>Land improvements</u>	<u>Buildings and improvements</u>	<u>Equipment and other</u>	<u>Chi-Cheemaun Ferry</u>	<u>Niska Ferry</u>	<u>Total</u>
Cost, beginning of year	\$ 76,100	\$ 317,248	\$ 2,960,257	\$ 1,113,178	\$ 36,854,632	\$ 4,731,797	\$ 46,053,212
Additions	-	1,603,108	-	81,020	331,108	118,672	2,133,908
Disposals	-	-	-	(437,234)	-	-	(437,234)
Cost, end of year	<u>76,100</u>	<u>1,920,356</u>	<u>2,960,257</u>	<u>756,964</u>	<u>37,185,740</u>	<u>4,850,469</u>	<u>47,749,886</u>
Accumulated amortization, beginning of year	-	36,135	2,038,916	786,028	20,024,058	1,513,036	24,398,173
Amortization	-	178,750	123,982	70,096	875,524	160,587	1,408,939
Amortization on disposals	-	-	-	(437,234)	-	-	(437,234)
Accumulated amortization, end of year	-	<u>214,885</u>	<u>2,162,898</u>	<u>418,890</u>	<u>20,899,582</u>	<u>1,673,623</u>	<u>25,369,878</u>
Net carrying amount, end of year	<u>\$ 76,100</u>	<u>\$ 1,705,471</u>	<u>\$ 797,359</u>	<u>\$ 338,074</u>	<u>\$ 16,286,158</u>	<u>\$ 3,176,846</u>	<u>\$ 22,380,008</u>
	2023						
	<u>Land</u>	<u>Land improvements</u>	<u>Buildings and improvements</u>	<u>Equipment and other</u>	<u>Chi-Cheemaun Ferry</u>	<u>Niska Ferry</u>	<u>Total</u>
Cost, beginning of year	\$ 76,100	\$ 136,471	\$ 2,960,257	\$ 985,431	\$ 36,194,207	\$ 4,691,859	\$ 45,044,325
Additions	-	180,777	-	127,747	660,425	39,938	1,008,887
Cost, end of year	<u>76,100</u>	<u>317,248</u>	<u>2,960,257</u>	<u>1,113,178</u>	<u>36,854,632</u>	<u>4,731,797</u>	<u>46,053,212</u>
Accumulated amortization, beginning of year	-	17,047	1,914,934	732,136	19,160,147	1,356,404	23,180,668
Amortization	-	19,088	123,982	53,892	863,911	156,632	1,217,505
Accumulated amortization, end of year	-	<u>36,135</u>	<u>2,038,916</u>	<u>786,028</u>	<u>20,024,058</u>	<u>1,513,036</u>	<u>24,398,173</u>
Net carrying amount, end of year	<u>\$ 76,100</u>	<u>\$ 281,113</u>	<u>\$ 921,341</u>	<u>\$ 327,150</u>	<u>\$ 16,830,574</u>	<u>\$ 3,218,761</u>	<u>\$ 21,655,039</u>

THE OWEN SOUND TRANSPORTATION COMPANY LIMITED

NOTES TO THE FINANCIAL STATEMENTS - Cont'd.

YEAR ENDED MARCH 31, 2024

**10. ACCUMULATED SURPLUS**

Accumulated surplus consists of the following categories:

	<u>2024</u>	<u>2023</u>
Invested in tangible capital assets (note 9)	\$ 22,380,008	\$ 21,655,039
Employee future benefits (note 8)	(3,187,244)	(2,886,049)
General surplus	<u>7,240,097</u>	<u>6,938,903</u>
Accumulated surplus	<u>\$ 26,432,861</u>	<u>\$ 25,707,893</u>

**11. GOVERNMENT FUNDING**

Government funding from the Ministry of Transportation (MTO) is as follows:

	<u>2024</u>	<u>2023</u>
OSTC - Operating (a)	\$ 5,851,556	\$ 6,302,106
OSTC - Capital (b)	2,070,281	1,798,325
Niska - Operating (a)	1,384,182	619,619
Niska - Capital (b)	9,449,770	10,074,940
PITS - Operating (c)	<u>8,021,140</u>	<u>8,374,995</u>
Total	<u>\$ 26,776,929</u>	<u>\$ 27,169,985</u>

- a. Under the terms of a memorandum of understanding with the MTO, the OSTC receives both operational and capital funding from the Province of Ontario. The operational contributions are received for the Owen Sound and Moosonee operations based on an approved operating plans and are cash flowed to the OSTC on a quarterly basis. These amounts totaled \$7,235,738 (2023 - \$6,921,725).
- b. Capital contributions are paid to the OSTC on submission of invoices for capital items consistent with its approved capital plan. These amounts totalled \$11,520,051 (2023 - \$11,873,265).
- c. The OSTC has an agreement with MTO to manage and operate the Pelee Island ferry service on Lake Erie between the ports of Kingsville, Leamington and Pelee Island in Ontario and the port of Sandusky in the State of Ohio. Pursuant to this agreement, in addition to costs and expenses included in these statements, the OSTC was reimbursed for MTO capital expenditures incurred of \$3,331,190 (2023 - \$2,051,256), and received \$613,222 in management fee revenues (2023 - \$480,000). This agreement expired March 31, 2023 and is continuing under the same terms and conditions, pending completion of a new agreement.

**12. ECONOMIC DEPENDENCE**

The OSTC is dependent on the continuing contributions from the MTO to carry on its operations.

**THE OWEN SOUND TRANSPORTATION COMPANY LIMITED**  
**NOTES TO THE FINANCIAL STATEMENTS - Cont'd.**  
**YEAR ENDED MARCH 31, 2024**

**13. SEGMENT INFORMATION**

The OSTC is an operational enterprise agency of the Province of Ontario which owns and operates seasonal vehicle and passenger ferries. Distinguishable functional segments have been separately disclosed in the segmented information. The nature of the segments and the activities they encompass are as follows:

*OSTC Administration and the Ferry Service to Manitoulin Island (OSTC)*

The OSTC operates from its head office in Owen Sound and runs the ferry service from Tobermory to Manitoulin Island.

*Ferry Service to Pelee Island (Pelee)*

The OSTC runs the ferry service from Leamington and Kingsville to Pelee Island and to Sandusky Ohio.

*Ferry Service to Moose Factory Island (M.V. Niska 1)*

The OSTC contracts the ferry service from Moosonee and Moose Factory Island on the Moose River, in Northern Ontario.

	2024			
	<u>OSTC</u>	<u>Pelee</u>	<u>M.V. Niska 1</u>	<u>Total</u>
<b>Revenue</b>				
MTO contribution	\$ 7,921,838	\$ 8,021,140	\$ 10,833,951	\$ 26,776,929
Vehicles	3,686,856	694,081	55,107	4,436,044
Passenger revenue	2,983,484	810,256	5,720	3,799,460
Cafeteria and gift shop	1,237,306	172,427	-	1,409,733
Interest, freight and other	90,066	75,447	127,247	292,760
	<u>15,919,550</u>	<u>9,773,351</u>	<u>11,022,025</u>	<u>36,714,926</u>
<b>Expenses</b>				
Repairs and maintenance	1,519,579	1,155,467	10,198,136	12,873,182
Salaries and wages	5,642,110	3,634,953	150,000	9,427,063
Fuel	1,517,398	1,891,676	43,915	3,452,989
General and administrative expenses	2,394,071	1,184,601	135,371	3,714,043
Employee benefits	1,550,339	944,602	-	2,494,941
Services	904,480	607,578	369,400	1,881,458
Amortization	1,248,352	-	160,587	1,408,939
Utilities	224,229	181,021	4,526	409,776
Tools and operating supplies	152,109	173,453	2,005	327,567
	<u>15,152,667</u>	<u>9,773,351</u>	<u>11,063,940</u>	<u>35,989,958</u>
<b>Operating surplus (deficit)</b>	<b>\$ 766,883</b>	<b>\$ -</b>	<b>\$ (41,915)</b>	<b>\$ 724,968</b>

	2023			
	<u>OSTC</u>	<u>Pelee</u>	<u>M.V. Niska 1</u>	<u>Total</u>
<b>Revenue</b>				
MTO contribution	\$ 8,100,430	\$ 8,374,995	\$ 10,694,560	\$ 27,169,985
Vehicles	3,205,219	670,818	-	3,876,037
Passenger revenue	2,448,862	721,080	4,263	3,174,205
Interest, freight and other	182,436	58,743	94,196	335,375
Cafeteria and gift shop	1,008,117	50,941	-	1,059,058
	<u>14,945,064</u>	<u>9,876,577</u>	<u>10,793,019</u>	<u>35,614,660</u>
<b>Expenses</b>				
Salaries and wages	5,135,345	3,654,486	115,000	8,904,831
Repairs and maintenance	1,628,718	988,290	10,194,168	12,811,176
General and administrative expenses	2,879,184	840,517	141,594	3,861,295
Fuel	1,837,143	2,409,027	29,341	4,275,511
Employee benefits	1,299,429	962,905	-	2,262,334
Amortization	1,060,873	-	156,632	1,217,505
Services	754,172	609,687	306,881	1,670,740
Utilities	245,609	247,022	4,995	497,626
Tools and operating supplies	156,580	164,643	1,039	322,262
	<u>14,997,053</u>	<u>9,876,577</u>	<u>10,949,650</u>	<u>35,823,280</u>
<b>Operating surplus (deficit)</b>	<b>\$ (51,989)</b>	<b>\$ -</b>	<b>\$ (156,631)</b>	<b>\$ (208,620)</b>

**THE OWEN SOUND TRANSPORTATION COMPANY LIMITED**

**NOTES TO THE FINANCIAL STATEMENTS - Cont'd.**

**YEAR ENDED MARCH 31, 2024**

**14. FINANCIAL INSTRUMENT RISK MANAGEMENT**

The OSTC, through its financial assets and liabilities, has exposure to the following risks from its use of financial instruments:

*Credit risk*

Credit risk is the risk of financial loss to OSTC if a debtor fails to make payments when due. OSTC is exposed to this risk relating to its cash and accounts receivable. OSTC holds its cash with federally regulated chartered banks who are insured by the Canadian Deposit Insurance Corporation. In the event of default, OSTC's cash accounts are insured up to \$100,000.

The maximum exposure to credit risk is outlined in Note 4.

Accounts receivable are primarily due from CRA and MTO. Credit risk is mitigated by the financial solvency of the Provincial government.

OSTC measures its exposure to credit risk based on how long the amounts have been outstanding. An impairment allowance is set up based on the OSTC's historical experience regarding collections. At March 31, 2024 there is no impairment allowance.

*Liquidity risk*

Liquidity risk is the risk that OSTC will not be able to meet all cash outflow obligations as they come due. OSTC mitigates this risk by monitoring cash activities and expected outflows through extensive budgeting and maintaining investments that may be converted to cash in the near-term if unexpected cash outflows arise. OSTC is exposed to this risk relating to its accounts payable and accrued liabilities.

*Market risk*

Market risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate as a result of market factors. Market factors include three types of risk; interest rate risk, currency risk and equity risk. OSTC is not exposed to significant currency or equity risk as it does not transact materially in foreign currency or hold equity financial instruments.

*Interest rate risk*

Interest rate risk refers to the risk that the fair value of financial instruments or future cash flows associated with the instruments will fluctuate due to changes in market interest rates. OSTC's maximum exposure to interest rate risk relates to the amounts withdrawn under the OSTC's line of credit which generally are based on varying market interest rates.

**15. COMPARATIVE FIGURES**

Comparative figures have been reclassified where necessary to conform to the financial statement presentation adopted in the current year.