

# Consolidated Financial Statements

Halifax Port Authority

December 31, 2014



**Halifax Port Authority**  
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ISO 14001:2004 1040847

Canada 



## **Message from CEO Halifax Port Authority – Overview 2014**

The diversification of the Port business across all lines including cargo, cruise and real estate, has helped the Halifax Port Authority to maintain a solid financial position, as evidenced by a credit rating of A+ from Standard & Poors.

The world's largest shipping lines call on the Port of Halifax, connecting business to more than 150 countries. The Halifax Seaport is a premier cruise and tourist destination, which attracts more than 1.2 million visitors each year.

Strong partners and stakeholders, collaborating together, enable the Port community to deliver world class service – thank you.

The Port of Halifax generates more than 11,800 jobs and contributes over \$1.6 billion in economic impact. As one of the key economic engines for Nova Scotia and Atlantic Canada, it is important for all partners and stakeholders to continue to work together to grow our economy and create prosperity.

Sincerely,

Karen Oldfield

A handwritten signature in blue ink, appearing to read "Karen Oldfield".

President and CEO  
Halifax Port Authority

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## Independent auditor's report

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**To the Honourable Lisa Raitt  
Minister of Transport**

We have audited the accompanying consolidated financial statements of Halifax Port Authority, which comprise the statement of financial position as at December 31, 2014, and the statements of earnings and comprehensive income, changes in equity of Canada and cash flows for the year then ended, and 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 consolidated financial statements in accordance with International Financial Reporting Standards, and for such internal control as management determines is necessary to enable the preparation of consolidated financial statements that are free from material misstatement, whether due to fraud or error.

### **Auditor's responsibility**

Our responsibility is to express an opinion on these consolidated 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 consolidated financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the consolidated financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the consolidated financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Authority's preparation and fair presentation of the consolidated 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 Authority'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 consolidated financial statements.

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

### **Opinion**

In our opinion, the consolidated financial statements present fairly, in all material respects, the financial position of the Halifax Port Authority as at December 31, 2014, and its financial performance and its cash flows for the year then ended in accordance with International Financial Reporting Standards.



Halifax, Canada  
February 27, 2015

Chartered Accountants

## Halifax Port Authority

### Consolidated statement of earnings

Year ended December 31 (expressed in CAD \$, 000's)

	2014	2013
<b>Operating revenues</b>		
Port revenue	\$ <u>33,802</u>	\$ <u>33,465</u>
<b>Expenses</b>		
Salary and employee benefits	7,727	8,089
Maintenance and repairs	2,062	1,818
Professional and consulting fees	659	997
Other operating and administration expenses (Note 5)	<u>8,242</u>	<u>7,743</u>
	<u>18,690</u>	<u>18,647</u>
<b>Earnings from operations before other income and expenses</b>	<u>15,112</u>	<u>14,818</u>
<b>Other income and expenses</b>		
Depreciation (Note 8)	9,260	8,376
Gross revenue charge (Note 6)	1,425	1,441
Finance costs, net	<u>155</u>	<u>53</u>
	<u>10,840</u>	<u>9,870</u>
<b>Net earnings</b>	<u>\$ 4,272</u>	<u>\$ 4,948</u>

## Halifax Port Authority

### Consolidated statement of comprehensive income

Year ended December 31 (expressed in CAD \$, 000's)

	2014	2013
<b>Net earnings</b>	\$ 4,272	\$ 4,948
<b>Other comprehensive income</b>		
Items that will not be reclassified subsequently to earnings		
Actuarial (losses) gains on defined benefit plans (Note 14)	(1,930)	4,285
Items that will be reclassified subsequently to earnings		
Unrealized loss on derivatives designated as cash flow hedges	<u>(505)</u>	<u>(121)</u>
<b>Total comprehensive income</b>	<u>\$ 1,837</u>	<u>\$ 9,112</u>

See accompanying notes to the consolidated financial statements.

# Halifax Port Authority

## Consolidated statement of financial position

December 31 (expressed in CAD \$, 000's)

2014

2013

### Assets

#### Current

Cash and cash equivalents	\$ 146	\$ 16
Receivables (Note 7 and 10)	9,280	5,947
Prepaid expenses	392	415
	<u>9,818</u>	<u>6,378</u>

#### Non-current

Receivables (Note 10)	8,055	7,896
Other assets	2,659	1,845
Property and equipment (Note 8)	206,903	198,069
	<u>\$ 227,435</u>	<u>\$ 214,188</u>

### Liabilities and Equity of Canada

#### Current

Bank indebtedness (Note 11)	\$ 30,021	\$ 16,518
Payables and accruals	7,993	9,957
Provisions (Note 13)	-	2,074
Deferred revenue	326	330
Current portion of long-term debt (Note 11)	2,279	2,218
	<u>40,619</u>	<u>31,097</u>

#### Non-current

Employee benefit obligation (Note 14)	4,139	2,648
Provisions (Note 13)	2,223	-
Long-term debt (Note 11)	19,894	22,162
Derivative liabilities	626	121
Deferred revenue	1,862	1,925
	<u>69,363</u>	<u>57,953</u>

#### Equity of Canada

	<u>158,072</u>	<u>156,235</u>
	<u>\$ 227,435</u>	<u>\$ 214,188</u>

Commitments (Note 9)

Contingencies (Note 17)

Approved by the Board of Directors

Director, 

Director, 

See accompanying notes to the consolidated financial statements. The accompanying notes on pages 6 to 25 were authorized by the Board of Directors on February 27, 2015, and were signed on its behalf.

# Halifax Port Authority

## Consolidated statement of changes in equity of Canada

December 31, 2014 (expressed in CAD \$, 000's)

	Contributed Capital	Accumulated Other Comprehensive Income	Retained Earnings	Total Equity
<b>Balance, January 1, 2014</b>	\$ 50,857	\$ (2,165)	\$ 107,543	\$ 156,235
Net earnings	-	-	4,272	4,272
Other comprehensive income				
Actuarial losses on defined benefit plans (Note 14)	-	(1,930)	-	(1,930)
Unrealized loss on derivatives designated cash flow hedge	-	(505)	-	(505)
<b>Balance, December 31, 2014</b>	<b>\$ 50,857</b>	<b>\$ (4,600)</b>	<b>\$ 111,815</b>	<b>\$ 158,072</b>

	Contributed Capital	Accumulated Other Comprehensive Loss	Retained Earnings	Total Equity
<b>Balance, January 1, 2013</b>	\$ 50,857	\$ (6,329)	\$ 102,595	\$ 147,123
Net earnings	-	-	4,948	4,948
Other comprehensive income				
Actuarial gains on defined benefit plans (Note 14)	-	4,285	-	4,285
Unrealized loss on derivatives Designated cash flow hedge	-	(121)	-	(121)
<b>Balance, December 31, 2013</b>	<b>\$ 50,857</b>	<b>\$ (2,165)</b>	<b>\$ 107,543</b>	<b>\$ 156,235</b>

See accompanying notes to the consolidated financial statements.

# Halifax Port Authority

## Consolidated statement of cash flows

Year ended December 31 (expressed in CAD \$, 000's)	2014	2013
<b>Operating activities</b>		
Net earnings	\$ 4,272	\$ 4,948
Depreciation and other adjustments	9,293	9,022
Employee benefit obligations	(439)	60
Other assets	(814)	(803)
Provisions	149	-
Net changes in working capital (Note 15)	<u>(2,789)</u>	<u>(2,068)</u>
<b>Cash flows from operating activities</b>	<u>9,672</u>	<u>11,159</u>
<b>Financing activities</b>		
Repayments of long term debt, net of proceeds	(2,207)	24,380
Proceeds from infrastructure grants	<u>9,591</u>	<u>5,145</u>
<b>Cash flows from financing activities</b>	<u>7,384</u>	<u>29,525</u>
<b>Investing activities</b>		
Purchase of property and equipment	(30,398)	(24,208)
Advances of loans, net of repayments	<u>(31)</u>	<u>(6,976)</u>
<b>Cash flows used for investing activities</b>	<u>(30,429)</u>	<u>(31,184)</u>
<b>Net (decrease) increase in cash and cash equivalents</b>	<b>(13,373)</b>	<b>9,500</b>
Bank indebtedness, beginning of year	<u>(16,502)</u>	<u>(26,002)</u>
Bank indebtedness, end of year	<u>\$ (29,875)</u>	<u>\$ (16,502)</u>

See accompanying notes to the consolidated financial statements.



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# Halifax Port Authority

## Notes to the consolidated financial statements

December 31, 2014 (expressed in CAD \$, 000's)

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### 1. Nature of operations

The Halifax Port Authority (the "Authority") was established effective March 1, 1999 pursuant to the Canada Marine Act and is a continuation of the former Halifax Port Corporation. The address of its registered office is 1215 Marginal Road, Halifax, Nova Scotia, B3J 2P6, Canada.

The Authority is managed by a Board of Directors consisting of not more than seven members. The Authority operates on a commercial basis and is mandated to be financially self-sufficient. The Authority exercises management authority over Halifax harbour and Federal real property under its control and has ownership of other property and equipment as outlined in Note 8 to the consolidated financial statements.

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### 2. Summary of significant accounting policies

#### Statement of compliance

The consolidated financial statements (the "financial statements") have been prepared in accordance with International Financial Reporting Standards ("IFRS") issued by the International Accounting Standards Board ("IASB"). The principal accounting policies applied in the preparation of these financial statements are set out below. These policies have been consistently applied to all years presented, unless otherwise stated.

The financial statements were authorized for issue by the Board of Directors on February 27, 2015.

#### Basis of presentation

The financial statements are presented in Canadian dollars, rounded to the nearest thousand and are presented on the historical cost basis, except for certain financial instruments measured at fair value. The financial statements are presented in accordance with International Accounting Standards ("IAS") 1 "*Presentation of Financial Statements*".

#### Basis of consolidation

The financial statements reflect the consolidated financial position of the Authority and its wholly owned subsidiary, POSH Management Inc. as at December 31, 2014, and consolidated results of operations for the period then ended. All intercompany transactions, balances, income and expenses have been eliminated in preparing the consolidated financial statements.

Through an operating agreement entered into between Nova Scotia Business Inc. ("NSBI") and the Authority, the subsidiary is responsible to manage the marine facility at Sheet Harbour on behalf of NSBI. Port revenues, less fees charged on gross revenues, and related expenses for the operation of the Port accrue to the subsidiary.

#### Cash and cash equivalents

Cash and cash equivalents include cash on hand, balances with banks and short term investments with maturities of three months or less. Bank borrowings are considered to be financing activities.

#### Receivables

Trade receivables and accruals are amounts due from customers in the ordinary course of business where collection is expected in one year or less. Trade receivables and accruals are classified as current assets. Long term receivables include interest and non-interest bearing amounts that are repayable over the terms specified in contractual agreements entered into with third parties. Amounts due within the next twelve months are classified as current assets.

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# Halifax Port Authority

## Notes to the consolidated financial statements

December 31, 2014 (expressed in CAD \$, 000's)

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### 2. Summary of significant accounting policies (continued)

#### Receivables (continued)

Trade receivables and accruals, including long-term receivables are recognized initially at fair value and subsequently measured at amortized cost using the effective interest method less allowances for impairment. Interest income recognized during the period is recorded as finance income on the statement of earnings. The Authority establishes an allowance for accounts where collection is considered doubtful as required under the Authority's credit and collection policies. Allowances for doubtful receivables are recorded as a reduction to earnings in the period the allowance is identified. Accounts that have been previously allowed for, and for which ultimate collection is considered not likely, are written off.

#### Revenue recognition

Revenue is measured at the fair value of the consideration received or receivable, and is recognized when the amount of revenue can be reasonably measured, collection is probable, and when it is likely that the economic benefits associated with the transaction will flow to the Authority for each of the various revenue streams. Amounts recognized and classified as port revenue arising in the course of ordinary activities of the Authority include the following items:

a) *Leases*

Lease revenue is recognized on a straight-line basis over the term of the initial lease agreement. The unearned portion of lease revenue collected during the period is classified as deferred revenue. Deferred revenue that will be earned and recognized within the next twelve months is classified as current at year end. Recoverable costs are presented on a net basis with the associated expenses in the statement of earnings.

b) *Vessels, cargo and passengers*

Revenue earned from vessels, cargo and passengers is recognized when services are substantially rendered. Recoverable costs are presented on a net basis with the associated expenses in the statement of earnings.

Other income includes items that are non-recurring and not directly related to the Authority's operations and activities in the course of ordinary activities. Finance income and expenses includes interest on loans, investment income, and interest expense on borrowings not capitalized.

#### Property and equipment

Federal real property consists of land, dredging, berthing structures, buildings, tenant improvements, utilities, roads and surfaces, machinery and equipment, and projects under construction. Federal real property is carried at historical cost less depreciation and any impairment losses. Federal real property is owned by the federal government and is managed and operated by the Authority as an agent of Her Majesty in right of Canada for certain activities set out in the Canada Marine Act. Federal land, excluding buildings and structures, cannot be mortgaged or pledged as security by the Authority. The Authority is responsible for performing necessary maintenance, restoration and replacement of Federal real property that it manages.

Other property and equipment of the Authority consists of land, buildings, tenant improvements, utilities, roads and surfaces, machinery and equipment, office furniture and equipment, and projects under construction. Other property and equipment are carried at historical cost less depreciation and any impairment losses.

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# Halifax Port Authority

## Notes to the consolidated financial statements

December 31, 2014 (expressed in CAD \$, 000's)

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### 2. Summary of significant accounting policies (continued)

#### Property and equipment (continued)

Historical cost of Federal real property and other property and equipment includes expenditures that are directly attributable to the acquisition or construction, including borrowing costs relating to the acquisition or construction. Subsequent costs are included in the asset's carrying amount or recognized as a separate asset, as appropriate, only when it is probable that future economic benefits associated with the item will flow to the Authority and the cost of the item can be measured reliably. Borrowing costs directly attributable to the acquisition, construction or production of a qualifying asset are capitalized during the period of time that it is necessary to complete and prepare the asset for its intended use. A qualifying asset is defined as such where it takes the Authority at least six months to complete. Other borrowing costs are expensed in the period in which they are incurred and reported as finance costs in the statement of earnings. The amount of interest capitalized to property and equipment during the year was \$511 (2013 - \$503).

The carrying amount of replaced capital assets are derecognized as incurred. All repairs and maintenance are charged to earnings during the period in which they are incurred.

Land and dredging are not depreciated. Depreciation on other assets is calculated on the straight-line basis, commencing when the asset is available for use, using rates based on the estimated useful lives of the assets. Depreciation for tenant improvements is based on the terms of the related lease agreements. No depreciation is recorded in the year of disposition. Depreciation rates based on the estimated useful lives of the assets are as follows:

<u>Asset</u>	<u>Rate</u>
<i>Federal real property</i>	
Berthing structures	1.3 - 10%
Buildings	2.5 - 10%
Utilities	2.0 - 10%
Roads and surfaces	2.5 - 20%
Machinery and equipment	5 - 100%
<i>Other property and equipment</i>	
Building	2.5 - 10%
Utilities	2.0 - 10%
Roads and surfaces	2.5 - 20%
Machinery and equipment	5 - 100%
Office furniture and equipment	20 - 100%

Residual values and useful lives are reviewed, and adjusted if necessary, at the end of each reporting period. Gains or losses arising on the disposal of property and equipment are determined as the difference between the disposal proceeds and the carrying amount of the assets, and are recognized in earnings within other income and expenses.

#### Infrastructure grants

Grants are recognized at their fair value when it is reasonably assured that the grant will be received and the Authority will comply with all attached conditions. Infrastructure grants relating to property and equipment are deducted from the cost therein and depreciation recorded on a net basis.

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# Halifax Port Authority

## Notes to the consolidated financial statements

December 31, 2014 (expressed in CAD \$, 000's)

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### 2. Summary of significant accounting policies (continued)

#### Impairment of long-lived non-financial assets

Long-lived non-financial assets are reviewed for impairment when events or changes in circumstances indicate that the carrying amount may not be recoverable. If such an indication exists, the recoverable amount of the asset is estimated in order to determine the extent of the impairment loss, if any. The recoverable amount is the higher of fair value less costs of disposal and value-in-use. For the purposes of assessing impairment, assets are grouped at the lowest levels for which there are largely independent cash inflows, or cash generating units ("CGU's"). Where the asset does not generate cash flows that are independent from other assets, the Authority estimates the recoverable amount of the CGU to which the asset belongs. When the recoverable amount of an asset (or CGU) is estimated to be less than its carrying amount, the carrying amount is reduced to the recoverable amount and an impairment loss is recognized. Impairment losses are recognized as an expense immediately in earnings. An impairment charge is reversed if the asset (or CGU's) recoverable amount exceeds its carrying amount.

#### Foreign currency

Assets and liabilities denominated in foreign currencies are translated into Canadian dollars at the foreign currency exchange rate in effect at each reporting date. Exchange gains or losses arising from the translation of these balances denominated in foreign currencies are recognized in profit for the period. Revenues and expenses denominated in foreign currencies are translated into Canadian dollars at the average foreign currency exchange rate for the period.

#### Leases

A lease is an agreement whereby the Authority, the lessor, conveys to the tenant, the lessee, in return for a payment, or series of payments, for the right to use an asset, generally land and buildings, for an agreed period of time. Leases in which a significant portion of the risks and rewards of ownership are retained by the Authority are classified as operating leases. Operating lease rentals are recognized on a straight-line basis over the period of the lease. Leases are classified as finance leases if the terms of the lease transfer substantially all the risks and rewards of ownership to the lessee. As at December 31, 2014, the Authority did not have any finance lease agreements.

Initial direct costs incurred in negotiating a lease are added to the carrying amount of the leased asset and recognized on a straight-line basis over the term of the lease.

#### Payments in lieu of taxes

Payments are estimated by the Authority in accordance with the Payments in Lieu of Taxes Act. Accruals are re-evaluated each year and charges, if any, are made in the current period's financial statements based on the best available information.

#### Provisions

Provisions are recognized when the Authority has a present obligation, legal or constructive, as a result of a past event, and it is probable that the Authority will be required to settle the obligation and a reliable estimate can be made of the amount of the obligation.

The amount recognized as a provision is the best estimate of the consideration required to settle the present obligation at the balance sheet date, taking into account the risks and uncertainties surrounding the obligation. Where a provision is measured using cash flows estimated to settle the present obligation for a period ending beyond one year, its carrying amount is the present value of those cash flows, where the time value of money is material. When some or all of the economic benefits required to settle a provision are expected to be recovered from a third party, the receivable is recognized as an asset if it is virtually certain that reimbursement will be received and the amount of the receivable can be measured reliably. Provisions reflect the Authority's best estimate at the reporting date. Provisions are not recognized for future operating losses.

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# Halifax Port Authority

## Notes to the consolidated financial statements

December 31, 2014 (expressed in CAD \$, 000's)

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### 2. Summary of significant accounting policies (continued)

#### Provisions (continued)

Present obligations arising under onerous contracts are recognized and measured as provisions. An onerous contract is considered to exist where the Authority has a contract under which the unavoidable costs of meeting the obligations under the contract exceed the economic benefits expected to be received.

#### Financial instruments

Financial assets and liabilities are recognized when the Authority becomes party to the contractual provisions of the financial instrument. Financial assets are derecognized when control over the contractual rights to receive cash flows and benefits related from the financial asset are transferred and/or substantially all the risks and rewards of ownership have been given to another party. Financial liabilities are derecognized when obligations under the contract expire and are discharged or cancelled. Management of the Authority classifies financial instruments into various categories as disclosed in Note 10 to the financial statements.

#### Hedges

The Authority enters into derivative financial instruments (interest rate swaps) to manage its exposure on variable interest rates associated with long term credit facilities.

Derivatives are initially recognized at fair value on the date the derivative contracts are entered into and are subsequently remeasured at fair value at the end of each reporting period. The resulting gain or loss is recognized in earnings immediately unless the derivative is designated and is effective as a hedging instrument, in which event the timing of the recognition in earnings depends on the nature of the hedge relationship. The Authority's interest rate swaps are designated as cash flow hedges.

For cash flow hedges, the effective portion of the change in fair value of the hedging item is recorded in other comprehensive income. To the extent the change in fair value of the derivative is not completely offset by the change in fair value of the hedged item, the ineffective portion of the hedging relationship is recorded immediately in earnings. Amounts accumulated in other comprehensive income are reclassified to earnings when the hedged item is recognized in earnings. When a hedging instrument in a cash flow hedge expires or is sold, or when a hedge no longer meets the criteria for hedge accounting, any cumulative gain or loss in accumulated other comprehensive income relating to the hedge is carried forward until the hedged item is recognized in earnings. When the hedged item ceases to exist as a result of its expiry or sale, or if an anticipated transaction is no longer expected to occur, the cumulative gain or loss in accumulated other comprehensive income is immediately reclassified to earnings.

Financial derivatives assigned as part of a cash flow hedging relationship are classified as either other long term assets or other long term liabilities as required based on their fair value determination. Hedge accounting treatment results in interest expense on the related debt being reflected at hedged rates rather than variable interest rates.

#### Employee benefits

The Authority accrues in its accounts, annually, the estimated liabilities for pensions and other employee benefits, including lump sum severance entitlements (or retiring allowances) and self-insured workers' compensation benefits, payable to employees in subsequent years under collective agreements, or in accordance with the Authority's policies.

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# Halifax Port Authority

## Notes to the consolidated financial statements

December 31, 2014 (expressed in CAD \$, 000's)

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### 2. Summary of significant accounting policies (continued)

#### *Pension benefits*

The Authority provides post-employment benefits through defined benefit plans and defined contribution plans.

The cost of pension benefits for defined contribution pension plans are expensed at the time active employees are compensated.

The defined benefit plans sponsored by the Authority determine the amount of pension benefits employees will receive on retirement by reference to length of service and salary levels. Obligations associated with defined benefit plans reside with the Authority, even if plan assets for funding the plan are set aside.

The liability recognized in the statement of financial position for defined benefit plans is the present value of the defined benefit obligation at the end of the reporting date, less the fair value of plan assets, together with adjustments for unrecognized past-service costs.

Management estimates the defined benefit obligation annually with assistance from an independent actuary using the projected unit credit method. The defined benefit obligation uses estimates for inflation, medical cost trends, mortality, and anticipated salary levels. The discount factor used to present value estimated future cash flows is determined with reference to high quality corporate bonds denominated in the currency in which the benefits will be paid, and that have terms to maturity approximating to the terms of the related pension liability.

Actuarial gains and losses arising from experience adjustments and changes in actuarial assumptions are charged to other comprehensive income in the period in which they arise. Past service costs are recognized immediately into earnings, unless the changes in the pension are conditional on the employees remaining in service for a specified period of time (the vesting period). In this case, the past service costs are amortized on a straight-line basis over the vesting period.

Interest expenses related to pension obligations and returns on plan assets are included in salary and benefits on the statement of earnings.

#### *Other long term employee benefits*

Other long term employee benefits include lump-sum severance entitlements (or retiring allowances) available to employees upon retirement with the Authority, as well as self-insured obligations related to providing workers' compensation benefits.

Lump-sum severance entitlements are recognized on a consistent manner as the Authority's defined benefit plans noted above, however are not actuarially determined. Self-insured workers' compensation and other benefits are recognized when the event triggering the obligation occurs since the level of benefits provided does not vary with years of service, and are determined by management with assistance from an independent actuary. The liability recognized in the statement of financial position for other long term employee benefits is the present value of the defined benefit obligation at the end of the reporting period. Other long term employee benefits are unfunded. Actuarial gains and losses, and past service costs, are recognized immediately into earnings.

#### **Use of estimates and critical accounting judgments**

The preparation of financial statements requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities, the disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenses during the reporting year. The Authority's significant estimates and judgements are continually evaluated and are based on historical experience, knowledge of current events and conditions, and other factors that are believed to be reasonable under the circumstances, including expectations of future events. The resulting accounting estimates will, by definition, seldom equal the related actual results, and actual results may ultimately differ from these estimates.

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# Halifax Port Authority

## Notes to the consolidated financial statements

December 31, 2014 (expressed in CAD \$, 000's)

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### 2. Summary of significant accounting policies (continued)

#### Use of estimates and critical accounting judgments (continued)

Significant estimates and assumptions that have a risk of causing a material adjustment to the carrying amounts of assets and liabilities include estimates of useful lives for amortization of property and equipment, measurement of pension and employee benefits, estimates of provisions that are uncertain in measurements and timing of settlement, evaluation of financial and non-financial assets for impairments, and fair value measurement of financial instruments. The significant estimates and judgments made by management in recognizing and de-recognizing assets and liabilities, as well as their measurement, are explained in the various accounting policy notes.

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### 3. Future accounting standards

#### *Financial instruments*

In July 2014, the IASB issued the final version of IFRS 9, "Financial Instruments", which replaces IAS 39, "Financial Instruments: Recognition and Measurement". IFRS 9 provides guidance on the classification and measurement of financial assets and financial liabilities, establishes an expected credit losses impairment model and a new hedge accounting model with corresponding risk management activity disclosures. The standard is effective for annual periods beginning on or after January 1, 2018. The Authority is currently assessing the impact of the new standard on its financial statements.

#### *Revenues*

In May 2014, the IASB issued IFRS 15, "Revenue from Contracts with Customers". IFRS 15 replaces IAS 18, "Revenue", IAS 11, "Construction Contracts", and some revenue related Interpretations. IFRS 15 establishes a new control-based revenue recognition model and provides a comprehensive framework for recognition, measurement and disclosure of revenue from contracts with customers, excluding contracts within the scope of the standards on leases, insurance contracts and financial instruments. The new standard becomes effective January 1, 2017. IFRS 15 allows for early adoption, but the Authority is currently assessing the impact of the new standard on its financial statements.

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### 4. Accounting standards and policies adopted during fiscal 2014

#### *Financial assets and financial liabilities*

The IASB amended IAS 32, "Financial Instruments: Presentation", to clarify the requirements which permit offsetting a financial asset and liability in the financial statements. This standard became effective during fiscal 2014 and did not have any impact on the Authority's financial statements.

#### *Impairment of non-financial assets*

The IASB amended IAS 36, "Impairment of Assets", to address the disclosure of information around the recoverable amount of impaired assets for which an impairment loss has been recognized or reversed during the period. This standard became effective during fiscal 2014 and did not have a significant impact on the Authority's financial statements.

#### *Levies*

The IASB issued IFRIC 21, "Levies", which is an interpretation of IAS 37 "Provisions, Contingent Liabilities and Contingent Assets" and establishes criteria for the recognition of a liability to pay levies imposed by governments, other than income taxes. The standard clarifies that the obligating event which gives rise to a liability to pay a levy is the activity described in the relevant legislation that triggers the payment of the levy. This standard became effective during fiscal 2014 and did not have a significant impact on the Authority's financial statements.

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# Halifax Port Authority

## Notes to the consolidated financial statements

December 31, 2014 (expressed in CAD \$, 000's)

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<b>5. Other operating and administration expenses</b>	<b><u>2014</u></b>	<b><u>2013</u></b>
Security and other services	\$ 2,890	\$ 2,837
Payments in lieu of taxes	1,852	1,221
Fuel, oil, and electricity	1,137	997
Travel / hospitality	654	669
Advertising	488	345
Office, insurance and other administrative expenses	479	419
Community investment and port promotion	274	212
Industry and association memberships	266	266
Project development costs	141	647
Industry education and professional development	<u>61</u>	<u>130</u>
	<b><u>\$ 8,242</u></b>	<b><u>\$ 7,743</u></b>

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### 6. Gross revenue charge

In order to maintain its Letters Patent in good standing, the Authority is required to annually pay to the Minister of Transport a charge on gross revenues which is calculated as follows:

<b><u>Gross revenue</u></b>	<b><u>Charge</u></b>
up to \$10,000	2%
on the next \$10,000	4%
on the next \$40,000	6%
on the next \$10,000	4%
over \$70,000	2%

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<b>7. Loans and receivables</b>	<b><u>2014</u></b>	<b><u>2013</u></b>
Infrastructure grants	\$ 5,076	\$ 2,396
Trade receivables and accruals	4,003	3,222
Loans receivable	<u>201</u>	<u>329</u>
	<b><u>\$ 9,280</u></b>	<b><u>\$ 5,947</u></b>



# Halifax Port Authority

## Notes to the consolidated financial statements

December 31, 2014 (expressed in CAD \$, 000's)

### 8. Property and equipment

#### Federal real property:

	Land	Dredging	Berthing Structures	Buildings	Tenant improvements	Utilities	Roads and Surface	Machinery	Office Furniture & Equipment	WUC	Total
<b>Beginning balance</b>											
<b>January 1, 2014</b>											
Cost, net of grants	\$ 27,338	\$ 13,342	\$ 70,803	\$ 63,018	\$ 1,479	\$ 43,235	\$ 43,915	\$ 931	\$ -	\$ 21,666	\$ 285,727
Accumulated depreciation	-	-	(34,348)	(25,656)	(624)	(19,009)	(27,485)	(193)	-	-	(107,315)
Net book value	\$ 27,338	\$ 13,342	\$ 36,455	\$ 37,362	\$ 855	\$ 24,226	\$ 16,430	\$ 738	\$ -	\$ 21,666	\$ 178,412
Additions, net of grants	\$ 1,877	\$ 2,886	\$ 17,065	\$ 6,803	\$ -	\$ 4,747	\$ 4,263	\$ 353	\$ -	\$ 47,355	\$ 85,349
Transfers	-	-	-	-	-	-	-	-	-	(68,515)	(68,515)
Adjustments: <sup>1</sup>											
Cost, net of grants	-	-	-	(661)	-	(474)	(239)	-	-	-	(1,374)
Accumulated depreciation	-	-	-	768	(105)	472	239	-	-	-	1,374
Depreciation	-	-	(1,150)	(1,553)	(128)	(2,044)	(2,011)	(107)	-	-	(6,993)
<b>Ending balance</b>											
<b>December 31, 2014</b>											
Cost, net of grants	\$ 29,215	\$ 16,228	\$ 87,868	\$ 69,160	\$ 1,479	\$ 47,508	\$ 47,939	\$ 1,284	\$ -	\$ 506	\$ 301,187
Accumulated depreciation	-	-	(35,498)	(26,441)	(857)	(20,581)	(29,257)	(300)	-	-	(112,934)
Net book value	\$ 29,215	\$ 16,228	\$ 52,370	\$ 42,719	\$ 622	\$ 26,927	\$ 18,682	\$ 984	\$ -	\$ 506	\$ 188,253
<b>Other property and equipment:</b>											
<b>Beginning balance</b>											
<b>January 1, 2014</b>											
Cost, net of grants	\$ 5,237	\$ -	\$ -	\$ 6,825	\$ 850	\$ 1,790	\$ 3,903	\$ 24,223	\$ 8,137	\$ 496	\$ 51,461
Accumulated depreciation	-	-	-	(1,061)	(702)	(507)	(2,100)	(20,081)	(7,353)	-	(31,804)
Net book value	\$ 5,237	\$ -	\$ -	\$ 5,764	\$ 148	\$ 1,283	\$ 1,803	\$ 4,142	\$ 784	\$ 496	\$ 19,657
Additions, net of grants	\$ -	\$ -	\$ -	\$ 107	\$ 108	\$ 20	\$ -	\$ 86	\$ 876	\$ 1,570	\$ 2,767
Transfers	-	-	-	-	-	-	-	-	-	(1,507)	(1,507)
Adjustments: <sup>1</sup>											
Cost, net of grants	-	-	-	-	6	-	-	(87)	-	(6)	(87)
Accumulated depreciation	-	-	-	(105)	105	-	-	87	-	-	87
Depreciation	-	-	-	(179)	(74)	(85)	(255)	(953)	(721)	-	(2,267)
<b>Ending balance</b>											
<b>December 31, 2014</b>											
Cost, net of grants	\$ 5,237	\$ -	\$ -	\$ 6,932	\$ 964	\$ 1,810	\$ 3,903	\$ 24,222	\$ 9,013	\$ 553	\$ 52,634
Accumulated depreciation	-	-	-	(1,345)	(671)	(592)	(2,355)	(20,947)	(8,074)	-	(33,984)
Net book value	\$ 5,237	\$ -	\$ -	\$ 5,587	\$ 293	\$ 1,218	\$ 1,548	\$ 3,275	\$ 939	\$ 553	\$ 18,650
<b>Ending cost, net of grants</b>	<b>\$ 34,452</b>	<b>\$ 16,228</b>	<b>\$ 87,868</b>	<b>\$ 76,092</b>	<b>\$ 2,443</b>	<b>\$ 49,318</b>	<b>\$ 51,842</b>	<b>\$ 25,506</b>	<b>\$ 9,013</b>	<b>\$ 1,059</b>	<b>\$ 353,821</b>
<b>Accumulated depreciation</b>	<b>-</b>	<b>-</b>	<b>(35,498)</b>	<b>(27,786)</b>	<b>(1,528)</b>	<b>(21,173)</b>	<b>(31,612)</b>	<b>(21,247)</b>	<b>(8,074)</b>	<b>-</b>	<b>(146,918)</b>
<b>Net book value</b>	<b>\$ 34,452</b>	<b>\$ 16,228</b>	<b>\$ 52,370</b>	<b>\$ 48,306</b>	<b>\$ 915</b>	<b>\$ 28,145</b>	<b>\$ 20,230</b>	<b>\$ 4,259</b>	<b>\$ 939</b>	<b>\$ 1,059</b>	<b>\$ 206,903</b>

<sup>1</sup> Adjustments represent the removal of costs and accumulated depreciation for fully depreciated assets that are no longer in use

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# Halifax Port Authority

## Notes to the consolidated financial statements

December 31, 2014 (expressed in CAD \$, 000's)

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### 8. Property and equipment (continued)

#### *Leased property*

Assets of the Authority included in Federal real property and other property and equipment includes property leased to third parties under operating leases with carrying amounts of \$134,903 (2013 - \$110,837) and \$13,844 (2013 - \$14,482) respectively. Leases for land and buildings under non-cancellable operating lease agreements have varying terms, break-clauses and renewal rights.

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### 9. Commitments

#### *Capital projects*

During the year, additions to property and equipment totalled \$30,398 (2013 - \$24,208). At December 31, 2014, contractual obligations for capital projects are estimated at \$1,953 (2013 - \$5,515) for the construction and purchase of property and equipment.

Included in the foregoing amounts are the following projects which individually are estimated to exceed \$1,000, and other projects that in aggregate exceed \$1,000:

<u>Project description</u>	<u>Spending to Date</u>	<u>Commitments at Year end</u>	<u>Total Authorized Cost</u>
Richmond Terminals Multipurpose Gateway	\$ 63,382	\$ 219	\$ 70,787
Shore Power Electrical Connection	<u>10,196</u>	<u>968</u>	<u>10,731</u>
	<u>\$ 73,578</u>	<u>\$ 1,187</u>	<u>\$ 81,518</u>

The Authority and Federal Government jointly entered into the Gateways and Border Crossings Fund Agreement for Terminal Improvements (the "Agreement") for the expansion and improvements of its terminals. Subject to the terms and conditions of the Agreement, the Authority is eligible to receive contribution funding from the Federal Government for an amount of up to 50% of the total eligible expenditures, or \$34,670 for the on-going Richmond Terminals project. As at December 31, 2014 the Authority had received a total \$29,251 (2013 - \$24,813) in funding under this agreement for the on-going project and \$1,526 (2013 - \$2,176) was recorded as a receivable.

The Authority entered into agreements with both the Federal Government and the Province of Nova Scotia to provide funding for the construction of a shore power electrical connection as an alternative fuel source to cruise operators. Subject to the terms and conditions of the respective agreements, the Authority is eligible to receive contribution funding from the Federal Government for an amount of up to 50% of the total eligible expenditures, or \$5,000, and contribution funding from Province of Nova Scotia for an amount of up to 25% of the total eligible costs, or \$2,500. As at December 31, 2014, the Authority received \$3,950 from the Federal Government and \$3,550 (2013 - \$97) was recorded as receivables at year end.

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### 10. Financial instruments and risk management

The Authority is exposed to a number of risks as a result of holding financial instruments. Management considers and evaluates those risks on an on-going basis to ensure that the risks are appropriately managed. These potential risks include credit risk, liquidity risk and market risk.

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# Halifax Port Authority

## Notes to the consolidated financial statements

December 31, 2014 (expressed in CAD \$, 000's)

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### 10. Financial instruments and risk management (continued)

#### Credit risk

Credit risk is the risk that the entities to which the Authority provides services may experience financial difficulty and be unable to fulfil their obligations. The Authority reviews outstanding receivables on an ongoing basis and records a provision for accounts where collection is doubtful, or writes off receivables that are considered uncollectible after all collection efforts are followed. In addition, the Authority establishes a general provision for doubtful accounts based on past experience and when economic conditions may indicate losses have occurred, that are not specifically identified. The Authority mitigates credit risk by actively monitoring the aging of accounts receivable and regularly follows up on overdue accounts.

An analysis of the Authority's receivables, including long-term receivables, and continuity of the Authority's provision for impairment losses on receivables is as follows:

<u>Loans and receivables</u>	<u>2014</u>	<u>2013</u>
Trade receivables and accruals	\$ 4,551	\$ 3,490
Infrastructure grants	5,076	2,396
Loans receivable	8,019	8,222
Less: allowance for doubtful receivables	<u>(311)</u>	<u>(265)</u>
	<u>\$ 17,335</u>	<u>\$ 13,843</u>

In the prior year, the Authority advanced \$7,268 to a third party to provide capital infrastructure financing. Financing is interest-bearing at market rates and is repayable over the term specified in the agreement. The loan is secured by equipment. In accordance with the agreement the Authority is contractually obligated to provide additional financing in fiscal 2015 in the amount \$1,817 at the request of the third party. As at December 31, 2014, all funds advanced and outstanding were all classified as long-term.

The credit quality of financial assets that are neither past due nor impaired are assessed with reference to historical information and includes the following considerations; new customers / tenants, existing customers / tenants (e.g. greater than six months) with no history of defaults or those that have some history of defaults but were eventually fully recovered.

An allowance for doubtful receivables was recorded at year end against trade, other receivables and loans in the amount of \$311 (2013 - \$265), for accounts where there is uncertainty regarding ultimate collection. Allowances on loans are measured as the difference between the carrying value of the loan and the estimated fair value of security pledged against the loan. Receivables written off during the year amounted to \$4 (2013 - \$143).

It is the opinion of management the Authority is not exposed to significant credit risks as substantially all trade receivables, including infrastructure grants, are aged under 60 days. Similarly, long term receivables are secured by assets pledged to the Authority from third parties.

#### Liquidity risk

Liquidity risk is the risk that the Authority will not be able to meet financial obligations as they become due. The Authority manages the risk through management of its capital structure in conjunction with cash flow forecasting. To facilitate the Authority's capital expenditure program, the Authority has credit facilities, as outlined in Note 11 to the financial statements. The total amount of undiscounted cash repayments, including interest and contractual maturities of significant financial liabilities as at December 31, 2014 includes the following:

# Halifax Port Authority

## Notes to the consolidated financial statements

December 31, 2014 (expressed in CAD \$, 000's)

### 10. Financial instruments and risk management (continued)

	Carrying Value	2015	2016	2017	2018	2019 and Thereafter
Non-derivative financial liabilities:						
Bank indebtedness	\$ 30,021	\$ 30,021	\$ -	\$ -	\$ -	\$ -
Payables and accruals	7,993	7,993	-	-	-	-
Provisions	2,223	-	-	-	-	2,711
Long-term debt	<u>22,238</u>	<u>2,869</u>	<u>2,869</u>	<u>2,869</u>	<u>2,869</u>	<u>13,254</u>
	<u>\$ 62,475</u>	<u>\$ 40,883</u>	<u>\$ 2,869</u>	<u>\$ 2,869</u>	<u>\$ 2,869</u>	<u>\$ 15,965</u>

#### Market risk

Market risk is the risk that changes in market price, such as foreign exchange rates and interest rates will affect the Authority's earnings or the value of its financial instruments.

##### a) Foreign currency exchange risk

Foreign currency exchange rate risk is the risk that the fair value of future cash flows will fluctuate as a result of changes in foreign currency exchange rates. All of the Authority's revenues are in Canadian dollars. Expenses incurred and capital acquisitions in foreign currency are approximately \$1,303 (2013 - \$1,406).

##### b) Interest rate risk

Interest rate risk is the risk that future cash flows associated with the Authority's debt and interest payments will fluctuate as a result of changes in market interest rates. The Authority is exposed to interest rate fluctuations on its credit facilities as outlined in Note 11 to the financial statements. The Authority manages interest rate risk by monitoring market conditions and the impact of interest rate fluctuations on its debt. The Authority utilizes interest rate swaps designated as cash flow hedges to manage variable interest rates associated with the Authority's long-term debt. Hedge accounting treatment resulted in interest expense on the related borrowings being reflected at hedged rates rather than at variable interest rates. All of the Authority's long-term debt is hedged with interest rate swaps. Net earnings is sensitive to the impact of an increase (decrease) in interest rates of 0.5% on bank indebtedness of \$2 (2013 - \$5).

#### Fair value of financial instruments

The Authority classifies financial assets and financial liabilities according to their characteristics and management's choices and intentions. Classifications of financial assets include:

- fair value through profit and loss (measured at fair value with changes in fair value recorded in earnings),
- held-to-maturity (measured at amortized cost with gains and losses recognized in earnings in the period the asset becomes derecognized or impaired),
- available-for-sale (measurement at fair value with changes in fair value recognized in other comprehensive income for the current period until realized through disposal or impairment), and
- loans and receivable (measured at amortized cost with gains and losses recognized in earnings in the period that the asset is no longer recognized or impaired).

Classifications of financial liabilities include:

- fair value through profit and loss (as previously noted), and
- other liabilities (measured at amortized cost with gains and losses recognized in earnings in the period the liability is no longer recognized).

The fair value of financial instruments is the estimated amount that the Authority would receive to sell financial assets or pay to transfer financial liabilities in an orderly transaction between market participants at the measurement date.

# Halifax Port Authority

## Notes to the consolidated financial statements

December 31, 2014 (expressed in CAD \$, 000's)

### 10. Financial instruments and risk management (continued)

The Authority applies a three-tier hierarchy framework for disclosing fair value of financial instruments, based on whether the inputs into the various valuation techniques are observable or unobservable. Observable techniques reflect market data obtained from independent sources, while unobservable inputs reflect management assumptions. Changes in valuation techniques of financial instruments may result in transfers of assigned levels. The hierarchy of input is as follows:

- Level I - Quoted prices in active markets for identical assets or liabilities;
- Level II - Inputs other than quoted prices included in Level I that are observable, either directly or indirectly; and
- Level III - Inputs that are not based on observable market data.

The carrying values of current assets and current liabilities approximate their fair value due to the relatively short period to maturity of these financial instruments. The carrying value of the long-term portion of loans receivable approximates fair value due to the current market rates associated with the instruments. Loans and receivables are carried at amortized cost.

The fair value of variable rate long-term debt is assumed to approximate its carrying value. Fair value has been estimated by discounting future cash flows at a rate offered for borrowings of similar maturities and credit quality at year end.

There were no transfers between classes of the fair value hierarchy during the year.

The following table summarizes the classifications of the Authority's financial instruments, as well as their carrying amounts and fair values.

	<u>2014</u>		<u>2013</u>	
	<u>Carrying Value</u>	<u>Fair Value</u>	<u>Carrying Value</u>	<u>Fair Value</u>
<b>Financial assets:</b>				
Loans and receivables				
Cash and cash equivalents	\$ 146	\$ 146	\$ 16	\$ 16
Loans and receivables	<u>17,335</u>	<u>17,335</u>	<u>13,843</u>	<u>13,843</u>
Total financial assets	<u>\$ 17,481</u>	<u>\$ 17,481</u>	<u>\$ 13,859</u>	<u>\$ 13,859</u>
<b>Financial liabilities:</b>				
Other financial liabilities				
Bank indebtedness	\$ 30,021	\$ 30,021	\$ 16,518	\$ 16,518
Payables and accruals	7,993	7,993	9,957	9,957
Long-term debt	22,238	22,124	24,455	24,300
Derivative liabilities	<u>626</u>	<u>626</u>	<u>121</u>	<u>121</u>
Total financial liabilities	<u>\$ 60,878</u>	<u>\$ 60,764</u>	<u>\$ 51,051</u>	<u>\$ 50,896</u>

All of the Authority's financial assets and liabilities are classified as level I with the exception of derivative financial liabilities associated with interest rate swaps which are considered level II.

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# Halifax Port Authority

## Notes to the consolidated financial statements

December 31, 2014 (expressed in CAD \$, 000's)

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### 11. Credit facilities

During the year, the Authority cancelled their previous credit facility agreement and entered into a new credit facility agreement with an unsecured, revolving term credit facility up to a maximum of \$45,000. The facility bears interest rates that fluctuate with changes in the Bank's prime lending rate. As at December 31, 2014, the amount drawn down under the revolving facility was \$30,021 (2013 - \$16,518) and \$14,979 (2013 - \$28,482) was available. There are no covenant requirements by the Authority under the new credit facility agreement.

During the prior year, the Authority entered into a non-revolving term loan facility to a maximum of \$25,000 with floating interest rates that fluctuate with changes in the Bank's prime lending rate. As at December 31, 2014, the amount owing under the non-revolving facility was \$22,238 (2013 - \$24,455) and \$2,279 (2013 - \$2,218) is due within the next twelve months. To minimize their exposure to interest rate fluctuations related to the non-revolving term loan facility the Authority entered into an interest rate swap agreement. The non-revolving loan facility is presented net of unamortized transaction costs of \$65 (2013 - \$75).

Principal repayments due in the next five years and thereafter are as follows:

2015	\$	2,279
2016		2,343
2017		2,408
2018		2,475
2019		2,544
Thereafter		10,188

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### 12. Capital risk management

The Authority's objectives when managing capital are to ensure sufficient liquidity to support its financial obligations and execute the operational and strategic plans to continue to provide benefits for its stakeholders and to remain financially self-sufficient. The Authority continually assesses its capital structure and makes adjustments to it with reference to changes in economic conditions and risk characteristics associated with its underlying assets. According to its Letters Patent, the Authority's aggregate borrowing cannot exceed \$75,000 nor can it borrow money as an agent of Her Majesty. Currently, the Authority largely relies on cash flows from operations to fund its capital investment program. The Authority's capital is comprised of bank indebtedness and equity, net of cash and cash equivalents.

<u>Capital management</u>	<u>2014</u>	<u>2013</u>
Total debt	\$ 52,194	\$ 40,898
Less: cash and cash equivalents	<u>146</u>	<u>16</u>
Net debt	52,048	40,882
Equity of Canada	<u>158,072</u>	<u>156,235</u>
Capital under management	<u>\$ 210,120</u>	<u>\$ 197,117</u>

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# Halifax Port Authority

## Notes to the consolidated financial statements

December 31, 2014 (expressed in CAD \$, 000's)

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### 13. Provisions

The carrying amount of provisions related to claims brought against the Authority at year end were \$2,223 (2013 - \$2,074). Changes in the measurement of provisions, resulting from new or changed information, are recorded in earnings during the period and classified as other operating and administrative expenses. Estimates are evaluated periodically and reflect all known information at year end, including uncertainty associated with the timing and amount of the eventual settlement. Provisions related to claims have been reflected as non-current liabilities as at December 31, 2014 and are measured at the present value of the expected future cash flows using a discount rate of 4.0%. In management's view, the outcome of these claims will not be settled within the 12 months subsequent to December 31, 2014.

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### 14. Employee benefit obligation

On March 1, 1999, the Authority was established as described in Note 1 to the financial statements. Pursuant to the Canada Marine Act, the Authority was required by March 1, 2000, to establish benefit plans for its employees as of March 1, 1999 comparable to the benefit plans that were in place immediately prior to its becoming a port authority. Prior to March 1, 1999, all employees were included in the Public Service Superannuation Act (PSSA) Plan. The Authority has complied with this requirement and established defined benefit plans which were available only to employees as at March 1, 1999. A defined contribution Plan has been established for employees hired after March 1, 1999. The Authority has established an unfunded supplementary pension arrangement for designated employees.

The defined benefit plan exposes the Authority to actuarial risks such as interest rate risk, longevity risk and inflation risk.

#### *Interest rate risk*

The present value of the defined benefit liability is calculated using a discount rate determined by reference to market yields of high quality corporate bonds. The estimated term of the bonds is consistent with the estimated term of the defined benefit obligation. A decrease in market yield on high quality corporate bonds will increase the Authority's defined benefit liability, although it is expected that this would be offset partially by an increase in the fair value of certain of the plan assets.

#### *Longevity risk*

The Authority is required to provide benefits for life for the members of the defined benefit liability. Increase in the life expectancy of the members will increase the defined benefit liability.

#### *Inflation risk*

A significant proportion of the defined benefit liability is linked to inflation. An increase in the inflation rate will increase the Authority's liability.

# Halifax Port Authority

## Notes to the consolidated financial statements

December 31, 2014 (expressed in CAD \$, 000's)

### 14. Employee benefit obligation (continued)

Information about the financial position of the Authority's defined benefit and other plans as at December 31, 2014 are as follows:

	Pension Benefit Plans		Other Benefit Plans		Total	
	2014	2013	2014	2013	2014	2013
Change in accrued benefit obligation						
Balance, beginning of year	\$ 14,012	\$ 15,927	\$ 2,434	\$ 2,385	\$ 16,446	\$ 18,312
Current service cost (employer)	558	725	(47)	181	511	906
Interest cost on benefit obligation	689	638	47	44	736	682
Contributions by plan participants	133	134	-	-	133	134
Remeasurements – actuarial (gains)						
losses from changes in demographic assumptions	(394)	740	22	37	(372)	777
Remeasurements – actuarial losses (gains) from changes in financial / experience assumptions	2,826	(3,810)	181	(139)	3,007	(3,949)
Benefits paid	(204)	(342)	(76)	(74)	(280)	(416)
Balance, end of year	17,620	14,012	2,561	2,434	20,181	16,446
Change in fair value of plan assets						
Balance, beginning of year	13,798	11,439	-	-	13,798	11,439
Interest income	708	480	-	-	708	480
Employer contributions	1,081	1,015	76	74	1,157	1,089
Employee contributions	133	134	-	-	133	134
Actual return on plan assets, net	526	1,072	-	-	526	1,072
Benefits paid	(204)	(342)	(76)	(74)	(280)	(416)
Balance, end of year	16,042	13,798	-	-	16,042	13,798
Accrued benefit liability at December 31	\$ (1,578)	\$ (214)	\$ (2,561)	\$ (2,434)	\$ (4,139)	\$ (2,648)

Pension and other post-retirement expense included in earnings as salaries and benefits and other comprehensive income are as follows:

	Pension Benefit Plans		Other Benefit Plans		Total	
	2014	2013	2014	2013	2014	2013
Plan expense						
Current services cost (employer portion)	\$ 558	\$ 725	\$ 266	\$ 25	\$ 824	\$ 750
Past services cost	-	-	-	-	-	-
Interest cost on benefit obligation, net	20	221	47	44	67	265
Pension expense						
Recognized in earnings	\$ 578	\$ 946	\$ 313	\$ 69	\$ 891	\$ 1,015



# Halifax Port Authority

## Notes to the consolidated financial statements

December 31, 2014 (expressed in CAD \$, 000's)

### 14. Employee benefit obligation (continued)

	Defined Benefit Plans		Other Benefit Plans		Total	
	2014	2013	2014	2013	2014	2013
Actuarial (gains) losses						
Remeasurements – actuarial (gains) losses from changes in demographic assumptions	\$ (394)	\$ 740	\$ -	\$ -	\$ (394)	\$ 740
Remeasurements – actuarial losses (gains) from changes in financial / experience assumptions	2,826	(3,810)	64	(80)	2,890	(3,890)
Return on plan assets	(566)	(1,135)	-	-	(566)	(1,135)
Actuarial losses (gains) immediately recognized in comprehensive income	\$ 1,866	\$ (4,205)	\$ 64	\$ (80)	\$ 1,930	\$ (4,285)

The expected return on plan assets for the defined benefit pension plans is comprised of estimated returns for each major asset consistent with market conditions on the valuation date and the asset mix of funds that make up the plan's assets, additional returns assumed to be achievable due to active equity management, and implicit provision for expenses expected to be paid from the pension funds.

The invested assets of the defined benefit pension plan and supplemental plan by type are as follows as at December 31:

	Defined Benefit Pension Plans		Supplemental Plan	
	2014	2013	2014	2013
Fixed income	35%	35%	-	-
Canadian equity	24%	19%	-	-
Real estate	9%	10%	-	-
Foreign equity	32%	31%	-	-
Cash and cash equivalents	-	5%	51%	55%
Balanced segregated funds	-	-	49%	45%
Total	100%	100%	100%	100%

The significant actuarial assumptions adopted in measuring the Authority's accrued benefit obligations are as follows as at December 31:

	Pension Plan Benefits		Other Benefit Plans	
	2014	2013	2014	2013
Discount rate	4.05%	4.95%	4.60%	4.60%
Inflation rate	2.20%	2.20%	2.50%	2.20%
Medical cost trend plan	NA	N/A	4.50%	4.50%
Rate of compensation increase				
Pension/supplemental plan/other benefit plans	3.50%	3.50%	4.00%	4.00%
Designated plan	2.70%	2.70%	NA	N/A

# Halifax Port Authority

## Notes to the consolidated financial statements

December 31, 2014 (expressed in CAD \$, 000's)

### 14. Employee benefit obligation (continued)

The estimated employer contributions expected to be paid into the defined benefit plan and supplemental plan for the next fiscal year are \$1,053.

The measurement date used to determine the Plan assets and the accrued benefit obligation was December 31, 2014. The most recent and the next required actuarial valuation for funding purposes are as follows:

	<u>Most Recent Actuarial Valuation</u>	<u>Next Required Actuarial Valuation</u>
Defined benefit pension plan	December 31, 2013	December 31, 2014
Supplementary pension arrangement	December 31, 2013	December 31, 2014

The significant actuarial assumptions for the determination of the defined benefit obligation, including other benefit plans, are the discount rate, salary growth rate, pension growth rate and health care trend rate. The calculation of the net defined benefit liability is sensitive to those assumptions. The following table summarizes the effects of changes in these actuarial assumptions on the defined benefit and other liability as at December 31, 2014:

	<u>Defined Benefit Pension Plans</u>	<u>Other Benefit Plans</u>
Discount rate		
Increase of 25 bsp	\$ 16,799	\$ 2,506
Decrease of 25 bsp	18,496	2,617
Salary rate		
Increase of 25 bsp	17,868	2,584
Decrease of 25 bsp	17,378	2,539
Pension rate		
Increase of 25 bsp	18,258	N/A
Decrease of 25 bsp	17,016	N/A
Health care trend rate		
Increase of 100 bsp	N/A	2,583
Decrease of 100 bsp	N/A	2,543

The present value of the defined benefit obligation was calculated using the same method as the defined benefit obligation recognized in the statement of financial position. This sensitivity analyses are based on a change in one assumption while not changing all other assumptions. This analysis may not be representative of the actual change in the defined benefit obligation as it is unlikely that the change in the assumptions would occur in isolation of one another as some of the assumptions may be correlated.

#### *Defined contribution plan*

The net expense for the Authority's defined contribution included in salaries and benefits is \$196 (2013 - \$188).

# Halifax Port Authority

## Notes to the consolidated financial statements

December 31, 2014 (expressed in CAD \$, 000's)

### 14. Employee benefit obligation (continued)

#### *Other benefit plans*

Other benefit plans consist of lump sum payment entitlements for employees upon their retirement, calculated in accordance with the Authority's policies. These plans are unfunded and measured using the projected benefit method and management's best estimate of salary escalation and retirement of employees. Assumptions used in the determination of the accrued benefit obligation are consistent with those used in determining the accrued benefit obligation of the pension benefit plans, with the exception of the discount rate.

The Authority is subject to the Government Employees Compensation Act and, therefore, is not mandatorily covered under the Nova Scotia Workers' Compensation Act. The Authority is considered a self-insured employer, responsible for worker's compensation benefits incurred prior to, and since incorporation. The Authority's unfunded obligation for workers' compensation benefits is based on known awarded disability and survivor pensions and other potential service awards for accidents that occurred up to the measurement date. Benefits are provided according to the Nova Scotia workers' compensation legislation.

15. Supplemental cash flow information	<u>2014</u>	<u>2013</u>
Change in non-cash operating working capital		
Trade receivables	\$ (781)	\$ (254)
Prepaid expenses	23	108
Payables and accruals	(1,964)	(1,829)
Deferred revenue	<u>(67)</u>	<u>(93)</u>
	<u>\$ (2,789)</u>	<u>\$ (2,068)</u>
Bank indebtedness, net of cash and cash equivalents		
Cash and cash equivalents	\$ 146	\$ 16
Bank indebtedness	<u>(30,021)</u>	<u>(16,518)</u>
	<u>\$ (29,875)</u>	<u>\$ (16,502)</u>
Interest paid	<u>\$ 534</u>	<u>\$ 608</u>
Interest received	<u>\$ 263</u>	<u>\$ 56</u>

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# Halifax Port Authority

## Notes to the consolidated financial statements

December 31, 2014 (expressed in CAD \$, 000's)

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### 16. Related party and other information

Key management includes directors and persons who have the authority and responsibility for planning, directing and controlling the activities of the Authority, directly or indirectly, during the fiscal year. In addition, the Canada Marine Act requires disclosure of remuneration and allowances paid to directors and certain employees. A summary of compensation as at December 31 was as follows:

Name	Title	Remuneration <sup>(1)</sup>	Directors		2014	2013
			Fees	Allowance		
D. Geoffrey Machum	Chair	\$ 35	\$ 32	\$ -	\$ 67	\$ 75
David Henderson	Vice-Chair	18	23	-	41	43
Trevor Johnson <sup>(2)</sup>	Director	6	4	-	10	27
L. Anne Galbraith <sup>(3)(4)</sup>	Director	13	13	-	26	30
Hector Jacques <sup>(5)</sup>	Director	12	18	-	30	28
Edward Larsen <sup>(6)</sup>	Director	10	13	-	23	27
Lantz Siteman <sup>(7)</sup>	Director	10	20	-	30	20
Thomas Hayes <sup>(8)</sup>	Director	4	10	-	14	-
Karen Oldfield	President, Chief Executive Officer	351	-	11	362	361
Paul MacIsaac	Senior Vice-President	236	-	7	243	237
George Malec	Vice-President, Business Development & Operations	233	-	7	240	233
Krista Dempsey	Vice-President, Real Estate	171	-	7	178	174

In addition, other short-term and post-employment benefits provided during the year was \$158 (2013 - \$156).

- (1) Remuneration includes salary and management bonuses
- (2) Term as Director expired August 13, 2014
- (3) Chair – Audit Committee
- (4) Resigned as Director February 6, 2015
- (5) Chair – Security, Environment & Safety Committee
- (6) Chair – Gateway and Infrastructure Committee
- (7) Chair – Human Resources & Compensation Committee
- (8) Appointed Director June 13, 2014

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### 17. Contingent liabilities

There are various claims and litigation, which the Authority is involved with, arising out of the ordinary course of business operations. The Authority's management does not consider the exposure to such litigation to be material, although this cannot be predicted with certainty.