

Consolidated Financial Statements

BRITISH COLUMBIA RAILWAY COMPANY

March 31, 2014



INDEPENDENT AUDITOR'S REPORT

*To the Board of Directors of the British Columbia Railway Company, and
To the Minister of Transportation and Infrastructure, Province of British Columbia*

I have audited the accompanying consolidated financial statements of the British Columbia Railway Company, which comprise the consolidated statement of financial position as at March 31, 2014, and the consolidated statements of comprehensive income, cash flows and changes in equity for the year then ended, and a summary of significant accounting policies and other explanatory information.

Management's Responsibility for the Consolidated 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 financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

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

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the 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 entity'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 entity'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.

In my view, the audit evidence I have obtained is sufficient and appropriate to provide a basis for my audit opinion.

Opinion

In my opinion, the consolidated financial statements present fairly, in all material respects, the financial position of the British Columbia Railway Company as at March 31, 2014, and its financial performance and its cash flows for the year then ended in accordance with International Financial Reporting Standards.



Russ Jones, MBA, CPA, CA
Auditor General

Victoria, British Columbia
May 28, 2014

BRITISH COLUMBIA RAILWAY COMPANY
CONSOLIDATED STATEMENT OF FINANCIAL POSITION
(in thousands of dollars)

	<i>Note</i>	March 31 2014	March 31 2013
ASSETS			
Current assets			
Cash and cash equivalents	10	\$ 122,891	\$ 131,395
Trade and other receivables	11	3,438	2,700
Materials and other items	-	940	926
Total current assets		127,269	135,021
Non-current assets			
Other receivables	11	115,203	104,319
Property, plant and equipment	12	229	242
Investment property	13	113,394	133,133
Total non-current assets		228,826	237,694
Total assets		\$ 356,095	\$ 372,715
LIABILITIES AND SHAREHOLDER'S EQUITY			
Current liabilities			
Trade and other payables	15	\$ 3,660	\$ 5,209
Deferred lease revenue	16	1,348	1,597
Total current liabilities		5,008	6,806
Non-current liabilities			
Deferred lease revenue	16	30,333	31,235
Provisions	17	182,213	195,109
Employee benefits	14	3,242	2,331
Total non-current liabilities		215,788	228,675
Total liabilities		220,796	235,481
Shareholder's Equity			
Share capital	18	257,688	257,688
Contributed surplus	19	65,055	79,547
Deficit	-	(187,444)	(200,001)
Total shareholder's equity		135,299	137,234
Total liabilities and shareholder's equity		\$ 356,095	\$ 372,715

The accompanying notes on pages 5 to 34 are an integral part of these consolidated financial statements.

On behalf of the Board



Director

BRITISH COLUMBIA RAILWAY COMPANY
CONSOLIDATED STATEMENT OF COMPREHENSIVE INCOME
(in thousands of dollars)

For the year ended	Note	March 31 2014	March 31 2013
Revenue	6	\$ 19,849	\$ 18,277
Expenses			
Labour costs	7	3,768	3,643
Repairs and maintenance		4,207	3,934
Professional services		2,288	1,816
Information technology		590	593
Administrative		893	1,472
Depreciation	8	483	456
Environmental costs		540	808
Property taxes		1,852	2,049
		14,621	14,771
Operating results before gain on sale of investment property		5,228	3,506
Gain on sale of investment property		9,597	3,263
Results from operating activities		14,825	6,769
Finance income	9	2,184	2,384
Finance costs	9	(3,660)	(3,495)
Net finance costs		(1,476)	(1,111)
Profit for the period		13,349	5,658
Other comprehensive income (loss)			
Defined benefit plan actuarial losses	14	(879)	(306)
Post-employment benefit plan actuarial gains	14	87	35
Other comprehensive income (loss) for the period		(792)	(271)
Total comprehensive income for the period		\$ 12,557	\$ 5,387

The accompanying notes on pages 5 to 34 are an integral part of these consolidated financial statements.

BRITISH COLUMBIA RAILWAY COMPANY
CONSOLIDATED STATEMENT OF CASH FLOWS
(in thousands of dollars)

For the year ended	Note	March 31 2014	March 31 2013
Cash flows from operating activities			
Profit for the period		\$ 13,349	\$ 5,658
Adjustments for:			
Gain on sale of investment property		(9,597)	(3,263)
Depreciation	8	483	456
Amortization of deferred lease revenue		(1,122)	(1,124)
Accretion income on long-term notes receivable	11(c)	(488)	(464)
Pension benefit expense	14	44	33
Unwind of discount on provisions	9	3,660	3,495
		6,329	4,791
Change in working capital	25	(2,620)	3,828
Change in general environmental provision		(567)	(463)
Change in long-term receivable for environmental services	11(d)	(5,130)	(4,716)
Change in Joint Capital Account Receivable	11(b)	133	-
Change in post-employment benefit obligation		75	65
Net cash from (used in) operating activities		(1,780)	3,505
Cash flows from investing activities			
Acquisition of property and equipment	12	(63)	(234)
Development costs on investment properties	13	(529)	(936)
Acquisition of Joint Capital Account assets	11(b)	(7,694)	(9,233)
Proceeds from sale of investment property		13,689	6,593
Payments received on mortgages	11(a)	2,365	844
Net cash from (used in) investing activities		7,768	(2,966)
Cash flows from financing activities			
Payments to the Province	19	(14,492)	(10,000)
Net cash used in financing activities		(14,492)	(10,000)
Net decrease in cash and cash equivalents		(8,504)	(9,461)
Cash and cash equivalents, beginning of period		131,395	140,856
Cash and cash equivalents, end of period		\$ 122,891	\$ 131,395

The accompanying notes on pages 5 to 34 are an integral part of these consolidated financial statements.

BRITISH COLUMBIA RAILWAY COMPANY
CONSOLIDATED STATEMENT OF CHANGES IN EQUITY
(in thousands of dollars)

	Share Capital	Contributed Surplus	Deficit	Total Equity
Balance at April 1, 2012	\$ 257,688	\$ 89,547	\$ (205,388)	\$ 141,847
Total comprehensive income for the period				
Profit	-	-	5,658	5,658
Other comprehensive income (loss)				
Defined benefit plan actuarial losses	-	-	(306)	(306)
Post-employment benefit plan actuarial gains	-	-	35	35
Total other comprehensive income (loss)	-	-	(271)	(271)
Total comprehensive income for the period	-	-	5,387	5,387
Transactions with owners, recorded directly in equity				
Distributions to owners				
Payment to the Province (Note 19)	-	(10,000)	-	(10,000)
Balance at March 31, 2013	\$ 257,688	\$ 79,547	\$ (200,001)	\$ 137,234
Total comprehensive income for the period				
Profit	-	-	13,349	13,349
Other comprehensive income (loss)				
Defined benefit plan actuarial losses	-	-	(879)	(879)
Post-employment benefit plan actuarial gains	-	-	87	87
Total other comprehensive income (loss)	-	-	(792)	(792)
Total comprehensive income for the period	-	-	12,557	12,557
Transactions with owners, recorded directly in equity				
Distributions to owners				
Payment to the Province (Note 19)	-	(14,492)	-	(14,492)
Balance at March 31, 2014	\$ 257,688	\$ 65,055	\$ (187,444)	\$ 135,299

The accompanying notes on pages 5 to 34 are an integral part of these consolidated financial statements.

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

1. REPORTING ENTITY

British Columbia Railway Company (“BCRC” or the “Company”) is a company domiciled in Canada. The address of the registered office is Suite 600 - 221 West Esplanade, North Vancouver, BC, V7M 3J3. It is incorporated under the *British Columbia Railway Act*. It is owned by the BC Transportation Finance Authority (“BCTFA”), a subsidiary of the Province of British Columbia (the “Province”), operating under the supervision of the Ministry of Transportation and Infrastructure (“MoTI”).

The consolidated financial statements of the Company as at and for the year ended March 31, 2014 comprise the Company and its subsidiaries (together referred to as the “Group” and individually as “Group entities”).

The Group has commercial and business activities conducted through its operating subsidiary, BCR Properties Ltd. (“BCRP”), spanning the business areas of real estate, railway and marine terminal management. The Group’s primary mandate is to support and facilitate the British Columbia Ports Strategy and Pacific Gateway Strategy, by providing consulting advice, acquiring and holding railway corridor and strategic port lands, and making related infrastructure investments for the Province.

The Company owns the former BC Rail right-of-way and railway track infrastructure and leases those assets to Canadian National Railway Company (“CN”) for the purposes of operating a freight railway. Consistent with the Province’s Ports Strategy and Pacific Gateway Strategy, BCRC has retained ownership of the Port Subdivision operation, which provides open, neutral rail access to the port terminals at Roberts Bank and, through its subsidiary BCRP, has retained ownership of certain port-related lands.

The Province has determined that the remaining assets and entities owned by the Group that are not required to meet the Pacific Gateway Strategy or required to be publicly owned, should be disposed in a timely manner which maximizes a commercial return to the Province. Management has completed its assessment of the Group and has concluded that the Group has the ability to continue as a going concern.

2. BASIS OF PREPARATION

a) Statement of compliance

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

The consolidated financial statements were authorized for issue by the Board of Directors on May 28, 2014.

b) Basis of measurement

The consolidated financial statements have been prepared on the historical cost basis.

c) Functional and presentation currency

These consolidated financial statements are presented in Canadian dollars, which is the Group’s functional currency and the functional currency of all its subsidiaries.

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

2. BASIS OF PREPARATION (continued)

d) Use of estimates and judgements

The preparation of the consolidated financial statements in conformity with IFRSs requires management to make judgements, estimates and assumptions that affect the application of accounting policies and the reported amounts of assets, liabilities, income and expenses. Actual results may differ from these estimates.

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

Information about critical judgments in applying accounting policies that have the most significant effect on the amounts recognized in the consolidated financial statements is included in the following notes:

- Notes 4 and 5 – accounting for an arrangement containing a lease
- Note 11(b) – lease classification
- Note 13 – classification of investment property

Information about assumptions and estimation uncertainties that have a significant risk of resulting in a material adjustment within the next financial year are included in the following notes:

- Note 14 – measurement of employee benefit obligations
- Note 17 – provisions
- Note 23 – Determination of fair values
- Note 24 – contingencies

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

The accounting policies have been applied consistently by Group entities.

3. SIGNIFICANT ACCOUNTING POLICIES

a) Basis of consolidation

i) Subsidiaries

As a result of IFRS 10 (2011), the Group has changed its accounting policy for determining whether it has control over and consequently whether it consolidates its investees. IFRS 10 (2011) introduces a new control model that focuses on whether the Group has power over an investee, exposure or rights to variable returns from its involvement with the investee and ability to use its power to affect those returns.

In accordance with the transitional provisions of IFRS 10 (2011), the Group reassessed the control conclusion for its investees at April 1, 2013. This reassessment resulted in no change to the Group's subsidiaries. The financial statements of subsidiaries are included in the consolidated financial statements from the date that control commences until the date that control ceases. The accounting policies of subsidiaries have been changed when necessary to align them with the policies adopted by the Group.

ii) Transaction elimination on consolidation

Intra-group balances and transactions, and any unrealized income and expenses arising from intra-group transactions, are eliminated in preparing the consolidated financial statements.

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

3. SIGNIFICANT ACCOUNTING POLICIES (continued)

b) Financial Instruments

i) Non-derivative financial assets

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

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

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

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

The Group's loans and receivables are comprised of cash and cash equivalents, all amounts receivable (including Joint Capital Account receivables), and long-term notes receivable.

ii) Non-derivative financial liabilities

The Group initially recognizes debt securities issued and subordinated liabilities on the date that they are originated. All other financial liabilities (including liabilities designated at fair value through profit or loss) are recognized initially on the trade date at which the Group becomes a party to the contractual provisions of the instrument.

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

The Group's financial liabilities are comprised of trade and other payables which are recognized initially at fair value plus any directly attributable transaction costs. Subsequent to initial recognition these financial liabilities are measured at amortized cost using the effective interest method.

iii) Derivative financial instruments

Derivative instruments are recorded as either assets or liabilities measured at their fair value except when considered a normal purchase and sale arrangement. Certain derivatives embedded in other contracts are also measured at fair value. All changes in the fair value of derivatives are recognized in earnings unless specific hedge accounting criteria are met, which requires that a company formally document, designate and assess the effectiveness of transactions that receive hedge accounting.

The Group has no derivatives or embedded derivatives.

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

3. SIGNIFICANT ACCOUNTING POLICIES (continued)

c) Property, Plant and Equipment

i) Recognition and measurement

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

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

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

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

ii) Reclassification to investment property

When the use of a property changes from owner-occupied to investment property, the property is retained at its historical cost and reclassified as investment property. Therefore, no gain or loss is recognized at the time of reclassification.

iii) Subsequent costs

The cost of replacing a part of an item of property, plant and equipment is recognized in the carrying amount of the item if it is probable that the future economic benefits embodied within the asset will flow to the Group, and its cost can be measured reliably. The carrying amount of the replaced part is derecognized. The costs of the day-to-day servicing of property, plant and equipment are recognized in profit or loss as incurred.

iv) Depreciation

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

Depreciation is recognized in profit or loss on a straight-line basis over the estimated useful lives of each part of an item of property, plant and equipment, since this most closely reflects the expected pattern of consumption of the future economic benefits embodied in the asset. Leased assets are depreciated over the shorter of the lease term and their useful lives unless it is reasonably certain that the Group will obtain ownership by the end of the lease term.

The estimated useful lives for the current and comparative periods are as follows:

- buildings 30 - 40 years
- equipment 6 - 15 years

Depreciation methods, useful lives and residual values are reviewed at each financial year end and adjusted if appropriate.

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

3. SIGNIFICANT ACCOUNTING POLICIES (continued)

d) Investment Property

Investment property is property held either to earn rental income or for capital appreciation or for both, but not for sale in the ordinary course of business, use in the production or supply of goods or services or for administrative purposes.

i) Recognition and measurement

Items of investment property are measured at cost less accumulated depreciation and accumulated impairment losses.

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

Gains and losses on disposal of investment property are determined by comparing the proceeds from disposal with the carrying amount of the asset, and are recognized net in profit or loss.

ii) Subsequent costs

The cost of replacing a part of an item of investment property is recognized in the carrying amount of the item if it is probable that the future economic benefits embodied within the part will flow to the Group, and its cost can be measured reliably. The carrying amount of the replaced part is derecognized. The costs of the day-to-day servicing of investment property are recognized in profit or loss as incurred.

iii) Depreciation

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

Depreciation is recognized in profit or loss on a straight-line basis over the estimated useful lives of each part of an item of investment property, since this most closely reflects the expected pattern of consumption of the future economic benefits embodied in the asset. Leased assets are depreciated over the shorter of the lease term and their useful lives unless it is reasonably certain that the Group will obtain ownership by the end of the lease term.

The estimated useful lives for the current and comparative periods are as follows:

- buildings 30 - 40 years

Depreciation methods, useful lives and residual values are reviewed at each financial year end and adjusted if appropriate.

e) Disclosure of interests in other entities

The Group adopted IFRS 12 *Disclosure of Interests in Other Entities* effective April 1, 2013. The adoption of this standard did not have any impact on the Group's consolidated financial statements.

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

3. SIGNIFICANT ACCOUNTING POLICIES (continued)

f) Materials

Materials are measured at the lower of cost and net realizable value. The cost of materials includes expenditures incurred in acquiring the materials, production or conversion costs and other costs incurred in bringing them to their existing location and condition. Net realizable value is the replacement cost of the materials.

g) Impairments

i) Financial assets (including receivables)

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

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

ii) Non-Financial Assets

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

The recoverable amount of an asset or cash-generating unit is the greater of its value in use and its fair value less costs to sell. In assessing value in use, the estimated future cash flows are discounted to their present value using a discount rate that reflects current market assessments of the time value of money and the risks specific to the asset. For the purpose of impairment testing, assets that cannot be tested individually are grouped together into the smallest group of assets that generates cash inflows from continuing use that are largely independent of the cash inflows of other assets or groups of assets (the "cash-generating unit, or CGU").

An impairment loss is recognized if the carrying amount of an asset or its CGU exceeds its estimated recoverable amount. Impairment losses are recognized in profit or loss. Impairment losses recognized in respect of CGUs are allocated to the carrying amounts of the assets in the unit (group of units) on a pro rata basis.

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

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

3. SIGNIFICANT ACCOUNTING POLICIES (continued)

h) Assets Held for Sale

Assets, or disposal groups comprising assets and liabilities, that are expected to be recovered primarily through sale rather than through continuing use, are classified as held for sale. For this to be the case, the asset (or disposal group) must be available for immediate sale in its present condition and its sale must be highly probable to complete within one year. Immediately before classification as held for sale, the assets, or components of a disposal group, are re-measured in accordance with the Group's accounting policies. Thereafter the asset, or disposal group, is measured at the lower of its carrying amount and fair value less cost to sell. Impairment losses on initial classification as held for sale and subsequent gains or losses on re-measurement are recognized in profit or loss. Gains are not recognized in excess of any cumulative impairment loss.

i) Employee Benefits

i) Defined Benefit Plans

A defined benefit plan is a post-employment benefit plan other than a defined contribution plan. The Group's net obligation in respect of defined benefit pension plans is calculated separately for each plan by estimating the amount of future benefit that employees have earned in return for their service in the current and prior periods; that benefit is discounted to determine its present value. Any unrecognized past service costs and the fair value of any plan assets are deducted. The discount rate is the yield at the reporting date on AA credit-rated bonds that have maturity dates approximating the terms of the Group's obligations and that are denominated in the same currency in which the benefits are expected to be paid. The calculation is performed annually by a qualified actuary using the projected unit credit method. When the calculation results in a benefit to the Group, the recognized asset is limited to the total of any unrecognized past service costs and the present value of economic benefits available in the form of any future refunds from the plan or reductions in future contributions to the plan. In order to calculate the present value of economic benefits, consideration is given to any minimum funding requirements that apply to any plan in the Group. An economic benefit is available to the Group if it is realizable during the life of the plan, or on settlement of the plan liabilities.

When the benefits of a plan are improved, the portion of the increased benefit relating to past service by employees is recognized in profit or loss on a straight-line basis over the average period until the benefits become vested. To the extent that the benefits vest immediately, the expense is recognized immediately in profit or loss.

The Group recognizes actuarial gains and losses arising from post employment defined benefit plans immediately in other comprehensive income, and reports them in retained earnings.

ii) Registered Retirement Savings Plan Contributions

Contributions made by the Group to a registered retirement savings plan on behalf of its employees are expensed as contributions are made.

iii) Other Long-Term Employee Benefits

The Group's net obligation in respect of long-term employee benefits other than pension plans is the amount of future benefit that employees have earned in return for their service in the current and prior periods; that benefit is discounted to determine its present value, and the fair value of any related assets is deducted. The discount rate is the yield at the reporting date on AA credit-rated bonds that have maturity dates approximating the terms of the Group's obligations. The calculation is performed using the projected unit credit method. Any actuarial gains and losses are recognized in profit or loss in the period in which they arise.

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

3. SIGNIFICANT ACCOUNTING POLICIES (continued)

i) Employee Benefits (continued)

iv) Termination Benefits

Termination benefits are recognized as an expense when the Group is committed demonstrably, without realistic possibility of withdrawal, to a formal detailed plan to either terminate employment before the normal retirement date, or to provide termination benefits as a result of an offer made to encourage voluntary redundancy. Termination benefits for voluntary redundancies are recognized as an expense if the Group has made an offer of voluntary redundancy, it is probable that the offer will be accepted, and the number of acceptances can be estimated reliably. If benefits are payable more than 12 months after the reporting period, then they are discounted to their present value.

v) Short-Term Employee Benefits

Short-term employee benefit obligations are measured on an undiscounted basis and are expensed as the related service is provided. A liability is recognized for the amount expected to be paid under short-term cash bonus or profit-sharing plans if the Group has a present legal or constructive obligation to pay this amount as a result of past service provided by the employee, and the obligation can be estimated reliably.

vi) Adoption of IAS 19 (2011) Employee Benefits

As a result of the retrospective adoption of IAS 19 (2011) in the current year, the Group has changed its accounting policy with respect to the basis for determining the income or expense related to its post-employment defined benefit plans.

Under IAS 19 (2011), the Group determines the net interest expense (income) on the net defined benefit liability (asset) for the period by applying the discount rate used to measure the defined benefit obligation at the beginning of the annual period to the then-net-defined benefit liability (asset), taking into account any changes in the net defined benefit liability (asset) during the period as a result of contributions and benefit payments. Consequently, the net interest on the net defined benefit liability (asset) now comprises: interest cost on the defined benefit obligation, interest income on plan assets, and interest on the effect on the asset ceiling. Previously, the Group determined interest income on plan assets based on their long-term rate of expected return.

Net interest expense and other expenses related to defined benefit plans are recognized in profit or loss. Remeasurements of the net defined benefit liability, which comprise actuarial gains and losses, the return on plan assets (excluding interest) and the effect of the asset ceiling (if any), are recognized immediately in other comprehensive income (OCI).

When the benefits of a plan are changed or when a plan is curtailed, the resulting change in benefit that relates to past service or the gain or loss on curtailment is recognized immediately in profit or loss. The Group recognizes gains and losses on the settlement of a defined benefit plan when the settlement occurs.

The adoption of IAS 19 (2011) did not result in a material change to the 2013 expense or other comprehensive income (loss) (a decrease of \$172,000 to the expense and an increase of \$172,000 to other comprehensive loss). The comparative figures for labour costs expense and other comprehensive loss for 2013 have been revised. There was, however, no impact to assets, liabilities or equity in either reporting year therefore a third statement in the statement of financial position as at April 1, 2012 has not been presented.

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

3. SIGNIFICANT ACCOUNTING POLICIES (continued)

j) Provisions

A provision is recognized if, as a result of a past event, the Group has a present legal or constructive obligation that can be estimated reliably, and it is probable that an outflow of economic benefits will be required to settle the obligation. Provisions are determined by discounting the expected future cash flows at a pre-tax rate that reflects current market assessments of the time value of money and the risks specific to the liability. The unwinding of the discount is recognized as finance cost.

i) Site Restoration

In accordance with the Group's environmental policy and applicable legal requirements, provisions for site restoration in respect of contaminated land and the related expenses are recognized when the land is contaminated. The provisions are recognized as non-current liabilities and are discounted to their present value based on expected future cash flows. Changes in estimates are dealt with on a prospective basis as they arise.

A provision is also recognized for expected remediation or retirements costs associated with owned or leased property or equipment as a non-current liability with a corresponding asset. At each reporting date, the liability is re-measured in line with changes in discount rates and timing or amount of the costs to be incurred. Any changes in the liability are added to, or deducted from, the related asset, other than the unwinding of the discount which is recognized as a finance cost in profit or loss as it occurs. If the change in the liability results in a decrease in the liability that exceeds the carrying amount of the asset, the asset is written down to nil and the excess is recognized immediately in profit or loss.

k) Revenue

i) Leasing Revenue

Leasing revenue from investment property is recognized in profit and loss on a straight-line basis over the term of the lease. Proceeds from prepaid lease arrangements are deferred and recognized in profit and loss on a straight-line basis over the term of the lease.

ii) Services

Revenue from services rendered, including fees related to the Port Subdivision operation, are recognized in profit or loss when services have been delivered, the amounts are measurable, and collectability is reasonably assured.

l) Lease Payments

Payments made or received under operating leases are recognized in profit or loss on a straight-line basis over the term of the lease. Lease incentives are recognized as an integral part of the total lease expense / revenue, over the term of the lease. Contingent lease payments are accounted for in the period in which they are incurred.

m) Determining whether an arrangement contains a lease

At inception of an arrangement, the Group determines whether such an arrangement is or contains a lease. A specific asset is the subject of a lease if fulfilment of the arrangement is dependent on the use of that specified asset. An arrangement conveys the right to use the asset if the arrangement conveys to the Group the right to control the use of the underlying asset.

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

3. SIGNIFICANT ACCOUNTING POLICIES (continued)

n) Finance Income and Finance Costs

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

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

o) Income Tax

The Group is exempt from Canadian federal and British Columbia provincial income taxes.

p) Fair Value Measurement

IFRS 13 establishes a single framework for measuring fair value and making disclosures about fair value measurements when such measurements are required or permitted by other IFRSs. It unifies the definition of fair value as the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. It replaces and expands the disclosure requirements about fair value measurements in other IFRSs, including IFRS 7. The adoption of this standard did not have a significant impact to these consolidated financial statements.

In accordance with the transitional provisions of IFRS 13, the Group has applied the new fair value measurement guidance prospectively and has not provided any comparative information for new disclosures. Notwithstanding the above, the change had no significant impact on the measurements of the Group's assets and liabilities.

q) Future Accounting Standards

The following is a summary of recent accounting pronouncements which have not yet been adopted by the Group:

• IFRS 9 *Financial Instruments*

In November 2009 the IASB issued IFRS 9 Financial Instruments (IFRS 9 (2009)), and in October 2010, the IASB published amendments to IFRS 9 (IFRS 9 (2010)). In November 2013, the IASB issued a new general hedge accounting standard, which forms part of IFRS 9 Financial Instruments (2013). The new standard removes the January 1, 2015 effective date of IFRS 9. The new mandatory effective date will be determined once the classification and measurement and impairment phases of IFRS 9 are finalized.

IFRS 9 (2009) introduces new requirements for the classification and measurement of financial assets. Under IFRS 9 (2009), financial assets are classified and measured based on the business model in which they are held and the characteristics of their contractual cash flows. IFRS 9 (2010) introduces additional changes relating to financial liabilities.

The mandatory effective date is not yet determined; however, early adoption of the new standard is still permitted. The Group does not intend to adopt IFRS 9 (2009), IFRS 9 (2010) or IFRS 9 (2013) in its financial statements for the annual period beginning on April 1, 2014.

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

3. SIGNIFICANT ACCOUNTING POLICIES (continued)

q) Future Accounting Standards (continued)

• Recoverable Amount Disclosures for Non-Financial Assets (Amendments to IAS 36)

In May 2013, the IASB issued Recoverable Amount Disclosures for Non-Financial Assets (Amendments to IAS 36).

The IASB has issued amendments to reverse the unintended requirement in IFRS 13 Fair Value Measurement to disclose the recoverable amount of every cash-generating unit to which significant goodwill or indefinite-lived intangible assets have been allocated. Under the amendments, recoverable amount is required to be disclosed only when an impairment loss has been recognized or reversed.

The Group intends to adopt the amendments in its financial statements for the annual period beginning on April 1, 2014. As the amendments impact certain disclosure requirements only, the Group does not expect the amendments to have a material impact on the financial statements.

• Offsetting Financial Assets and Liabilities

In December 2011 the IASB published Offsetting Financial Assets and Financial Liabilities. The effective date for the amendments to IAS 32 is annual periods beginning on or after January 1, 2014. These amendments are to be applied retrospectively.

The amendments to IAS 32 clarify that an entity currently has a legally enforceable right to set-off if that right is not contingent on a future event and is enforceable both in the normal course of business and in the event of default, insolvency or bankruptcy of the entity and all counterparties. The amendments to IAS 32 also clarify when a settlement mechanism provides for net settlement or gross settlement that is equivalent to net settlement.

The Group intends to adopt the amendments to IAS 32 in its financial statements for the annual period beginning April 1, 2014. The Group does not expect the amendments to have a material impact on the financial statements.

• Defined Benefit Plans: Employee Contributions (Amendments to IAS 19)

In November 2013, the IASB issued amendments to pension accounting under IAS 19, Employee Benefits. The amendments apply retrospectively for annual periods beginning on or after July 1, 2014. Earlier application is permitted.

The amendments introduce a relief (practical expedient) that will reduce the complexity and burden of accounting for certain contributions from employees or third parties. When employee contributions are eligible for the practical expedient, an entity is permitted (but not required) to recognize them as a reduction of the service cost in the period in which the related service is rendered.

For companies that cannot (or decide not to) apply the practical expedient, the amendments clarify how service-linked contributions from employees or third parties should be included in determining net current service cost and the defined benefit obligation.

The Group intends to adopt the amendments in its financial statements for the annual period beginning on April 1, 2015. The extent of the impact of adoption of the amendments has not yet been determined.

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

3. SIGNIFICANT ACCOUNTING POLICIES (continued)

q) Future Accounting Standards (continued)

• IFRIC 21 Levies

In May 2013, the IASB issued IFRIC 21 Levies. This IFRIC is effective for annual periods commencing on or after January 1, 2014 and is to be applied retrospectively.

The IFRIC provides guidance on accounting for levies in accordance with the requirements of IAS 37 Provisions, Contingent Liabilities and Contingent Assets. The interpretation defines a levy as an outflow from an entity imposed by a government in accordance with legislation. It also notes that levies do not arise from executory contracts or other contractual arrangements. The interpretation also confirms that an entity recognizes a liability for a levy only when the triggering event specified in the legislation occurs.

The Group intends to adopt IFRIC 21 in its financial statements for the annual period beginning January 1, 2014. The extent of the impact of adoption of the amendments has not yet been determined.

• Annual Improvements to IFRS (2010 – 2012) and (2011 – 2013) cycles

In December 2013, the IASB issued narrow-scope amendments to a total of nine standards as part of its annual improvements process. The IASB uses the annual improvements process to make non-urgent but necessary amendments to IFRS. Most amendments will apply prospectively for annual periods beginning on or after July 1, 2014; earlier application is permitted, in which case, the related consequential amendments to other IFRSs would also apply.

Amendments were made to clarify the following items, among other items, in their respective standards:

- Measurement of short-term receivables and payables; and scope of portfolio exception in IFRS 13 Fair Value Measurement; and
- Definition of “related party” in IAS 24 Related Party Disclosures.

The Group intends to adopt these amendments in its financial statements for the annual period beginning on April 1, 2014. The extent of the impact of adoption of the amendments has not yet been determined.

4. CN TRANSACTION

- (a) On July 14, 2004, BCRC and BCRP completed a transaction with CN pursuant to an agreement signed between the parties on November 25, 2003 (the “CN Transaction”). Under the terms of the agreement, CN assumed the Group’s industrial freight railway business by purchasing the shares of BC Rail Ltd., the partnership interests of BC Rail Partnership, and railcars from a related entity (collectively “BC Rail”).
- (b) BCRC and BC Rail entered into a Revitalization Agreement which was assumed by CN. Under the agreement, BC Rail leased the railway right-of-way land, railbed assets, and related track infrastructure from BCRC under a long-term lease. BC Rail prepaid all lease payments under the Revitalization Agreement. The lease is being treated as a finance lease and all the related assets have been removed from the financial statements.

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

4. CN TRANSACTION (continued)

- (c) As part of the CN Transaction, CN committed to certain average transit times for rail traffic on the BC Railway system. Breach of the transit time commitments results in penalty payments required to be made by CN that are dedicated for use on upgrades of the BC railway system to improve reliability and transit times for the railway users. As at March 31, 2014, the trust fund held \$2.7 million (March 31, 2013 - \$2.7 million) in unspent CN penalty payments, which are not recognized in these financial statements.
- (d) Under the Revitalization Agreement, effective July 14, 2009 CN has the right to return certain segments of track to BCRC's control, for no proceeds; subject to specific legal and regulatory approvals. If segments are returned to BCRC, BCRC can retain, sell, or otherwise use the segment at its own discretion, or put the segment back to CN for \$1. As at March 31, 2014, CN has not commenced any action for the return of any segments of the main line.

5. KINDER MORGAN ("KM") TRANSACTION

- (a) On May 30, 2007, BCRC and its subsidiaries, Vancouver Wharves Limited Partnership ("VWLP") and BCRP completed a transaction with KM pursuant to an agreement signed on April 3, 2007. Under the terms of the agreement, KM took over the operations of VWLP's port terminal facility by acquiring certain operating assets from VWLP and signing a 40-year non-renewable operating lease with BCRP for the land upon which VWLP operates. The net proceeds from the lease are being recognized as deferred lease revenue (Note 16) and amortized to income on a straight-line basis over the term of the lease.
- (b) As part of the agreement, KM assumed responsibility to complete certain projects designed to prevent further off-site migration of contamination on the land during the lease and to remediate all site contamination at the end of the lease. The fair value of the remediation services at the date of the agreement was estimated at \$14.0 million for off-site migration contamination projects and \$27.1 million for the remediation and site restoration at the end of the lease. As the Group retains ultimate responsibility for the remediation of the land, the site restoration and environmental obligations will continue to be reflected in the Group's consolidated financial statements (Note 17) until such time as management is satisfied that KM has completed the remediation work. As the value of the assumed obligations is considered to be part of the lease proceeds, an equivalent amount of lease revenue will be recognized on a straight-line basis over the lease term (Note 11(d)). An annual assessment will be made concerning Kinder Morgan's plans and progress towards completion of the remediation services. Any remediation performed in excess of revenue recognized will be reclassified to deferred revenue to ensure straight-line recognition over the lease term.

6. REVENUE

For the year ended	<i>Note</i>	March 31 2014	March 31 2013
Investment property leasing revenue		\$ 8,007	\$ 7,865
Port Subdivision operating and maintenance services	(a)	8,595	7,509
Port Subdivision JCA privilege revenue	(a)	3,226	2,847
Sale of goods		21	56
		\$ 19,849	\$ 18,277

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

6. REVENUE (continued)

a) Port Subdivision Joint Service Revenue

The Group operates and maintains the 37-kilometre track connecting three railways to the port terminal at Roberts Bank (the "Port Subdivision operation") and recovers its operating and maintenance costs for this service from the three user railways in proportion to each railway's use of the track each month.

The Group has also invested in railway assets for its Port Subdivision operation. Agreements between the Group and the three user railways require the Group to maintain a separate account of the invested costs (the "Joint Capital Account") as the costs will be reimbursed by the user railways in proportion to their use of the track at the time that the assets are retired or when the operation ceases to exist. The portion of the Joint Capital Account ("JCA") relating to land has been accounted for as an operating lease and included with investment property (Note 13) and the balance, accounted for as finance leases, is included in other assets as the Joint Capital Account Receivables (Note 11(b)) to be collected upon retirement or cessation of operations.

The Group collects monthly lease payments ("JCA privilege revenue") from the user railways calculated at prime plus 1% (as at April 1 of each year) on the balance of the JCA balance and based on each railway's proportionate use of the track each month.

7. LABOUR COSTS

For the year ended	<i>Note</i>	March 31 2014	March 31 2013
Direct labour costs		\$ 2,934	\$ 2,757
Labour costs for contracted MoTI employees	26	834	886
		\$ 3,768	\$ 3,643

Direct labour costs include employee wages, dental and health benefits, RRSP contributions, and the annual expense related to the post-employment benefit plan and the defined benefit supplemental pension plan.

8. DEPRECIATION EXPENSE

For the year ended	<i>Note</i>	March 31 2014	March 31 2013
Property, plant and equipment	12	\$ 68	\$ 5
Investment property	13	415	451
		\$ 483	\$ 456

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

9. FINANCE INCOME AND FINANCE COSTS

For the year ended	<i>Note</i>	March 31 2014	March 31 2013
Interest on bank deposits		\$ 18	\$ 22
Interest on loans and receivables		554	606
Interest on money market instruments		1,612	1,756
Finance income		2,184	2,384
Unwind of discount on provision	17	(3,660)	(3,495)
Finance costs		(3,660)	(3,495)
Net finance costs recognized in profit or loss		\$ (1,476)	\$ (1,111)

10. CASH AND CASH EQUIVALENTS

	<i>Note</i>	March 31 2014	March 31 2013
Cash		\$ 7,352	\$ 4,468
Money market instruments		115,539	126,927
		\$ 122,891	\$ 131,395

The Group's money market instruments are invested in a fund which invests in government and corporate debt securities, including commercial paper.

11. TRADE AND OTHER RECEIVABLES

	<i>Note</i>	March 31 2014	March 31 2013
Trade receivables		\$ 3,157	\$ 2,349
Loans and receivables			
Mortgages receivable	(a)	281	2,646
Joint Capital Account receivables	(b)	80,649	73,088
Long-term notes receivable from CN	(c)	8,893	8,405
Long-term receivable for environmental services	(d)	25,661	20,531
		115,484	104,670
		\$ 118,641	\$ 107,019
Current		\$ 3,438	\$ 2,700
Non-current		115,203	104,319
		\$ 118,641	\$ 107,019

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

11. TRADE AND OTHER RECEIVABLES (continued)

- (a) The Group has one outstanding mortgage issued in fiscal 2012 to a purchaser as part of a property sale transaction from the Group's real estate portfolio. The mortgage bears interest at 4.75%. The mortgage for \$0.3 million was extended for a further 1-year term, expiring in November 2014.
- (b) The Joint Capital Account receivables relate to long-term finance leases which will be repaid to the Group by the users of the railway in proportion to their use of the track when the assets are either retired or the operation ceases. The receivables bear interest at prime plus 1% which is paid monthly.

Because the annual lease payments are based on prime plus 1% as at April 1 of each year and it is not possible to forecast with any accuracy the rates applicable to the lease throughout the lease term, it is not possible to accurately calculate the future minimum lease payments for this lease. Therefore the lease revenue is recorded through profit or loss as it becomes measurable and collectable.

- (c) The long-term notes receivable from CN (Note 4) are non-interest bearing and due on July 12, 2094. The notes were initially recorded at fair value calculated based on the discounted cash flow using an implied interest rate of 5.75% and are accreted each year at 5.75% to their ultimate face value of \$842 million.
- (d) The long-term receivable for environmental services relates to the KM lease for the Vancouver Wharves port terminal facility (Note 5). The receivable will be settled through the lessee's remediation performance at the end of the lease agreement. The value of the receivable at inception of the lease was based on the present value of the related remediation, using an implicit rate of interest of 4.6%. In each subsequent reporting period, the receivable balance is adjusted to reflect the time value of money at the current implicit rate of interest, as well as for any changes to the expected future cost of remediation.

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

12. PROPERTY PLANT AND EQUIPMENT

	Buildings	Equipment	Leasehold Improvements	Total
<u>Cost</u>				
Balance April 1, 2012	\$ 24	\$ 1,461	\$ 262	\$ 1,747
Additions	-	234	-	234
Disposals	-	(30)	-	(30)
Balance March 31, 2013	\$ 24	\$ 1,665	\$ 262	\$ 1,951
Additions	-	63	-	63
Disposals	-	(47)	-	(47)
Balance March 31, 2014	\$ 24	\$ 1,681	\$ 262	\$ 1,967
<u>Depreciation</u>				
Balance April 1, 2012	\$ 23	\$ 1,449	\$ 262	\$ 1,734
Depreciation for the year	-	5	-	5
Disposal	-	(30)	-	(30)
Balance March 31, 2013	\$ 23	\$ 1,424	\$ 262	\$ 1,709
Depreciation for the year	-	68	-	68
Disposal	-	(39)	-	(39)
Balance March 31, 2014	\$ 23	\$ 1,453	\$ 262	\$ 1,738
<u>Carrying Amounts</u>				
At March 31, 2013	\$ 1	\$ 241	\$ -	\$ 242
At March 31, 2014	\$ 1	\$ 228	\$ -	\$ 229

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

13. INVESTMENT PROPERTY

<u>Cost</u>	
Balance April 1, 2012	\$ 130,245
Additions	936
Effect of increased estimated cost of remediation	8,798
Disposals	(2,802)
Balance March 31, 2013	\$ 137,177
Additions	529
Effect of decreased estimated cost of remediation	(15,769)
Disposals	(4,084)
Balance March 31, 2014	\$ 117,853
<u>Depreciation</u>	
Balance April 1, 2012	\$ 3,609
Depreciation for the year	451
Disposal	(16)
Balance March 31, 2013	\$ 4,044
Depreciation for the year	415
Disposal	-
Balance March 31, 2014	\$ 4,459
<u>Carrying Value</u>	
At March 31, 2013	\$ 133,133
At March 31, 2014	\$ 113,394

Investment property comprises a number of commercial properties that are leased to third parties with varying lease terms and conditions. The estimated fair value of the investment property portfolio as at March 31, 2014 is \$198 million (March 31, 2013 - \$207 million).

The Group is preparing non-port related and non-rail real estate assets for sale. The assets continue to be classified with investment property as they do not currently meet all the criteria for classification as held-for-sale.

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

14. EMPLOYEE BENEFITS

The Group makes contributions to a registered retirement savings plan on behalf of its employees which are expensed as contributions are made.

The Group also provided a defined benefit supplemental pension plan ("Pension Plan") for former executives and provides post-employment benefits ("Post-Employment Plan") for current and retired employees upon retirement. The Pension Plan is a non-registered benefit plan. There are currently no active members accruing benefits in the Pension Plan. Pension benefits for all inactive members are frozen, except for adjustments for inflation before and after retirement. The Post-Employment Plan includes the reimbursement of certain medical costs after retirement.

The amounts presented in this note are actuarially determined projections based on management's assumptions provided to the actuary. The Group's actuary prepares annual valuations of the accrued benefit obligation at March 31. The most recent valuations of the Pension Plan and the Post-Employment Plan were conducted as of March 31, 2014. The Pension Plan assets are valued as at March 31 of each year, and the latest valuation of plan assets was March 31, 2014.

Both the Pension Plan and the Post-Employment Plan expose the Group to actuarial risks such as longevity risk, interest rate risk and market (investment) risk.

	Pension Plan		Post-Employment Plan		Total	
	March 31 2014	March 31 2013	March 31 2014	March 31 2013	March 31 2014	March 31 2013
Net defined benefit liability	\$ 946	\$ 23	\$ 2,296	\$ 2,308	\$ 3,242	\$ 2,331
Total employee benefit liabilities	\$ 946	\$ 23	\$ 2,296	\$ 2,308	\$ 3,242	\$ 2,331

Funding

The Pension Plan is fully funded by the Group. The funding requirements are based on the pension fund's actuarial measurement framework set out in the funding policies of the plan. The funding of the plan is based on a separate actuarial valuation for funding purposes for which the assumptions may differ from the assumptions above.

Employees are not required to contribute to the Pension Plan or the Post-Employment Plan. The Group expects to make no contributions to the Pension Plan in 2014 (2013 – nil) and \$98,000 in direct benefit payments to the Post-Employment Plan.

The Group made contributions to a registered retirement savings' plan on behalf of its employees during the year of \$185,000 (2013 - \$173,000).

Movement in net defined benefit liability

The following tables show the reconciliations from the opening balances to the closing balance for the net defined benefit liabilities and their components.

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

14. EMPLOYEE BENEFITS (continued)

Movement in net defined liability (continued)

	Pension Plan		Post-Employment Plan	
	March 31 2014	March 31 2013	March 31 2014	March 31 2013
Defined benefit obligation				
Balance, beginning of year	\$ (18,964)	\$ (18,789)	\$ (2,308)	\$ (2,279)
Included in profit or loss:				
Current service cost	-	-	(78)	(77)
Interest cost	(759)	(784)	(93)	(89)
	(759)	(784)	(171)	(166)
Included in OCI:				
Remeasurements loss (gain):				
Actuarial loss (gain) arising from:				
- demographic assumptions	(2,327)	-	(335)	-
- financial assumptions	720	(372)	126	1
- experience adjustments	40	99	296	34
	(1,567)	(273)	87	35
Other:				
Benefits paid	892	882	96	102
	892	882	96	102
Balance, end of year	\$ (20,398)	\$ (18,964)	\$ (2,296)	\$ (2,308)
Fair value of plan assets				
Balance, beginning of year	\$ 18,941	\$ 19,105	\$ -	\$ -
Included in profit or loss:				
Interest income	757	793		
Administrative expenses	(42)	(42)		
	715	751	-	-
Included in OCI:				
Remeasurements loss (gain):				
Return on plan assets excluding interest income	688	(33)	-	-
	688	(33)	-	-
Other:				
Employer contributions	-	-	96	102
Benefits paid	(892)	(882)	(96)	(102)
	(892)	(882)	-	-
Balance, end of year	\$ 19,452	\$ 18,941	\$ -	\$ -
Net defined benefit liability	\$ (946)	\$ (23)	\$ (2,296)	\$ (2,308)

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

14. EMPLOYEE BENEFITS (continued)

Movement in net defined liability (continued)

	Pension Plan		Post-Employment Plan	
	March 31 2014	March 31 2013	March 31 2014	March 31 2013
Expense recognized in profit or loss				
Defined benefit obligation	\$ (759)	\$ (784)	\$ (171)	\$ (166)
Fair value of plan assets	715	751	-	-
Expense recognized with labour costs	\$ (44)	\$ (33)	\$ (171)	\$ (166)
Gains (losses) recognized in other comprehensive income				
Defined benefit obligation	\$ (1,567)	\$ (273)	\$ 87	\$ 35
Fair value of plan assets	688	(33)	-	-
	\$ (879)	\$ (306)	\$ 87	\$ 35

Plan Assets

The plan assets for the Pension Plan comprise:

	March 31 2014	March 31 2013
Equity securities	32%	29%
Debt securities	20%	19%
Refundable Tax Account	48%	52%
Fair value of plan assets	100%	100%

The portfolio's asset mix is reviewed periodically and may vary in the future.

Actuarial Assumptions

The following were the principal actuarial assumptions as at the reporting date:

	Pension Plan		Post-Employment Plan	
	March 31 2014	March 31 2013	March 31 2014	March 31 2013
Discount rate at end of year	4.35%	4.10%	4.40%	4.10%
Future pension growth	2.25%	2.25%	N/A	N/A
Inflation rate	2.25%	2.25%	N/A	N/A
Immediate health care trend rate	N/A	N/A	5.56%	5.79%
Ultimate health care trend rate	N/A	N/A	4.50%	4.50%
Year ultimate rate reached	N/A	N/A	2027	2027

The Group has an unconditional right to a refund of surplus under the defined benefit supplementary plan. As a result, the Group has assumed that the asset limit as clarified by IFRIC 14 is not applicable to the supplementary plan.

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

14. EMPLOYEE BENEFITS (continued)

Sensitivity Analysis

The following table shows the effect on the defined benefit obligation of a 1% change in certain key assumptions:

1% Movement	Defined Benefit Obligation Increase (Decrease)			
	Pension Plan		Post-Employment Plan	
	Increase	Decrease	Increase	Decrease
Discount rate	\$ (2,500)	\$ 3,093	\$ (308)	\$ 391
Inflation rate / pension increase rate	3,018	(2,486)	N/A	N/A
Health care trend rate	N/A	N/A	422	(337)

15. TRADE AND OTHER PAYABLES

	March 31 2014	March 31 2013
Trade payables	\$ 452	\$ 2,907
Non-trade payables and accrued expenses	3,208	2,302
Total current	\$ 3,660	\$ 5,209

16. DEFERRED LEASE REVENUE

	March 31 2014	March 31 2013
KM operating lease	\$ 31,396	\$ 32,298
Other investment property leases	285	534
	31,681	32,832
Less: current portion	(1,348)	(1,597)
	\$ 30,333	\$ 31,235

Deferred lease revenue on investment property leases other than the KM lease is classified as current as it consists of short-term prepayments on various leases. The non-current portion consists of the lease revenue from the 40-year lease to KM for the Vancouver Wharves port terminal facility which has not yet been recognized in profit or loss (Note 5).

During the year, KM performed remediation activities on the site, which reduced the Group's environmental liability accrual. The estimated value of the remediation completed in the year was \$0.2 million (2013 - \$0.2 million). These services were performed as part of the lease arrangement and were recognized as a reduction in the environmental liability and increase in deferred revenue as the revenue will be recognized in profit or loss over the term of the lease (Note 5).

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

17. PROVISIONS

	General	Site	Total
	Environmental	Restoration	
	<i>Note (a)</i>	<i>Note (b)</i>	
Balance April 1, 2012	\$ 91,150	92,350	183,500
Provisions made during the period	850	8,798	9,648
Provisions used during the period	(1,264)	-	(1,264)
Provisions reversed during the period	(49)	-	(49)
Unwind of discount	955	2,540	3,495
Transferred to deferred lease revenue	(221)	-	(221)
Balance March 31, 2013	\$ 91,421	\$ 103,688	\$ 195,109
Provisions made during the period	780	-	780
Provisions used during the period	(1,115)	-	(1,115)
Provisions reversed during the period	(232)	(15,769)	(16,001)
Unwind of discount	963	2,697	3,660
Transferred to deferred lease revenue	(220)	-	(220)
Balance March 31, 2014	\$ 91,597	\$ 90,616	\$ 182,213

- a) The general environmental provision consists of the estimated remediation costs required on the portfolio of real estate properties owned by the Group. The risk of environmental liability is inherent in the operation of the Group's business with respect to both current and past operations. As a result, the Group incurs costs, on an ongoing basis, associated with environmental regulatory compliance and clean-up requirements.

The Group has recorded provisions for both anticipated expenditures on existing environmental remediation programs and contingent liabilities in relation to specific sites where the expected costs can be reasonably estimated. The Group believes it has identified the costs likely to be incurred over the next several years, based on known information. However, ongoing efforts to identify potential environmental concerns associated with the Group's properties may lead to future environmental investigations, which may result in the identification of additional environmental costs and liabilities, the magnitude of which cannot be reasonably estimated.

Also included in the general environmental provision is an estimate related to a portion of a property previously used in the Vancouver Wharves terminal operations and leased from Canada Lands Company Limited ("CLCL"). On June 14, 2002, the Attorney General of Canada commenced legal proceedings in the B.C. Supreme Court against the Company and its subsidiaries alleging that those entities are responsible for soil and groundwater contamination on a site adjacent to the VWLP operation and in Burrard Inlet adjacent to that property as included in the CLCL lease. On February 1, 2008, an Agreement in Principle ("AIP") was reached with Environment Canada which describes the remediation process, the responsibilities of the parties, and the estimated costs of remediation. The AIP which expires March 31, 2015 forms the basis of the negotiations of a final agreement. Based on the agreement principles, management has estimated and recorded a provision in the financial statements. This liability accrued interest as follows:

	2014	2013
Interest rate	1.26%	1.27%

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

17. PROVISIONS (continued)

- b) The site restoration provision relates to the land upon which the Vancouver Wharves port terminal facility operates. While the obligation for restoring the site has been assumed by the lessee as part of the lease agreement (Note 5(b)), the Group retains ultimate responsibility for the obligation therefore the costs will continue to be reflected in these financial statements until such time as management is satisfied that the lessee has completed the remediation work.

An independent estimate of the ultimate remediation costs was obtained by the Group in 2013. Because of the long-term nature of the site restoration liability, the greatest uncertainty in estimating the provision is the costs that will ultimately be incurred. In particular, the Group has assumed that the site will be restored using technology and materials that are currently available. Based on these assumptions, as at March 31, 2014, the liability for retirement and remediation, on an undiscounted basis, before applying an inflation factor of 2.5% (2013: 2.5%) and discounting is estimated to be approximately \$109.9 million (March 31, 2013 - \$107.2 million). The discounted provision decreased by \$15.8 million in 2014 due to revised estimates of the discount rate (2013 - \$8.8 million increase). Management has assumed the following discount rates based on long-term Government of Canada Bond rates and the following inflation rates for future increases:

	2014	2013
Discount rate	3.10%	2.60%

18. SHARE CAPITAL

Authorized: 10,000,000 common shares with a par value of \$100 each.

Issued and outstanding March 31, 2014 and March 31, 2013: 2,576,885 common shares held by the BCTFA (subsidiary of the Province).

19. CONTRIBUTED SURPLUS

During the period ended March 31, 2014, based on a directive from the Province, the Group made payments of \$14.5 million (2013: \$10 million) to the Province from its contributed surplus.

	March 31 2014	March 31 2013
Balance, beginning of the period	\$ 79,547	\$ 89,547
Payments to the Province	(14,492)	(10,000)
Balance, end of the period	\$ 65,055	\$ 79,547

Included in the current year's payments to the Province was \$492,000 paid directly to the BCTFA towards funding of the North Shore Trade Corridor project (Note 22(b)).

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

20. FINANCIAL INSTRUMENTS

Risk management

In the normal course of business, the Group is exposed to various risks such as credit risk, interest rate risk, and liquidity risk. To manage these risks, the Group follows a financial risk management framework, which is monitored and approved by the Group's Board of Directors, with a goal of maintaining a strong balance sheet, optimizing earnings and free cash flow, financing its operations at an optimal cost of capital and preserving its liquidity. The Group does not currently use derivative financial instruments. At March 31, 2014, the Group did not have any derivative financial instruments outstanding (March 31, 2013 – nil).

(a) Credit risk

In the normal course of business, the Group monitors the financial condition and credit limits of its customers and reviews the credit history of each new customer. To manage its credit risk, the Group's focus includes the active management of relationships with customers to ensure timely payments, and requiring increased financial security through guarantees or letters of credit.

Included in Other Receivables (Note 11(b)) is \$81 million of long-term receivables due from CN Rail, CP Rail, and Burlington Northern Railway which will be recovered based on the relative usage by the railroads at the time the assets are retired. In addition, there is a further \$9 million (Note 11(c)) in long-term notes receivable from CN Rail, which remain as part of the 2004 transaction and are repayable in July 2094.

(b) Interest rate

The Group is exposed to interest rate risk, which is the risk that the fair value or future cash flows of a financial instrument will vary as a result of changes in market interest rates. Such risk exists in relation to the funded status of the Group's pension and post-retirement plans, its money market instruments and joint capital account receivables. A 25 bps change to interest rates on the money market instruments and joint capital account receivables would have an impact of \$289,000 and \$199,000 respectively (March 31, 2013 - \$317,000 and \$183,000 respectively) on the Group's profit or loss. The pension plan investments are monitored by the board and management and managed by external pension fund managers.

The Group does not currently hold any derivative financial instruments to manage its interest rate risk.

(c) Liquidity risk

The Group monitors and manages its cash requirements to ensure access to sufficient funds to meet operational and investing requirements. The Group pursues a solid financial policy framework with the goal of maintaining a strong balance sheet, by monitoring its current ratio, and free cash flow forecasts.

The Group's principal source of liquidity is cash generated from the disposal of non-core assets. The Group's primary uses of funds are for working capital requirements, as they come due, pension and post-retirement benefit contributions, contractual obligations, capital expenditures to prepare properties for sale, funding future environmental obligations, and other potential acquisitions. As such, the Group sets priorities on its uses of available funds based on short-term operational requirements, while keeping in mind its long-term contractual obligations and returning value to its shareholders.

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

20. FINANCIAL INSTRUMENTS (continued)

Fair value of financial instruments

A number of the Group's accounting policies require the measurement of fair values. When measuring the fair value of an asset or a liability, the Group uses market observable data as far as possible. Fair values are categorized into different levels in a fair value hierarchy based on the inputs used in the valuation techniques as:

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

If the inputs used to measure the fair value of an asset or a liability might be categorized in different levels of the fair value hierarchy, then the fair value measurement is categorized in its entirety in the same level of the fair value hierarchy as the lowest level input that is significant to the entire measurement.

The Group uses the following methods and assumptions to estimate the fair value of each class of financial instruments for which the carrying amounts are included in the Consolidated Statement of Financial Position under the following captions:

- (a) Cash and cash equivalents, trade accounts receivable, and trade and other payables:
The carrying amounts approximate fair value because of the short maturity of these instruments.
- (b) Other assets:
- i) Joint Capital Account Receivables – these receivables generate interest at current market terms for instruments with similar terms and conditions, therefore the fair value approximates the carrying value.
 - ii) Long-Term Note Receivable from CN – the estimated fair value of the notes as at March 31, 2014 is \$17 million (March 31, 2013 – \$22 million); however due to the unique terms and conditions of the notes, there is a limited market or opportunity to readily dispose of these instruments.

The Company does not have any financial instruments which are carried at fair value.

Capital Management

As a result of its ownership by the Province of British Columbia, the Group is not able to obtain financing through the issuance of new equity. All capital resources, both sustaining and growth or investment capital, must be generated out of operating cash flows or disposals of surplus property, or, where there is a shortfall, through debt.

The Group currently has no debt outstanding and is retaining surplus equity to fund operating costs and disposition costs for non-port related and non-rail real estate properties, capital requirements for additional rail capacity and related infrastructure for port terminal expansions at Roberts Bank.

The Group made payments to the Province during the year of \$14.5 million from its contributed surplus (2013 - \$10 million).

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

21. OPERATING LEASES

Leases as Lessee

Non-cancellable operating lease rentals are payable as follows:

	March 31 2014
Less than 1 year	\$ 227
Between 1 and 5 years	843
More than 5 years	71
	\$ 1,141

The Group leases office space and office equipment under operating leases. The office leases typically run for a period of 5 to 10 years and the office equipment for a period of 1 to 3 years.

During the year ended March 31, 2014 an amount of \$434,000 was recognized as an expense in profit or loss in respect of operating leases (2013: \$426,000).

Leases as Lessor

The Group leases out certain investment property held under operating leases (Note 13). The future minimum lease payments under non-cancellable leases are as follows:

	March 31 2014	March 31 2013
Less than 1 year	\$ 504	\$ 956
Between 1 and 5 years	469	775
More than 5 years	587	676
	\$ 1,560	\$ 2,407

The 40-year operating lease with KM (Note 5) and the CN Revitalization Agreement (Note 4) were prepaid therefore no future payments are included above for these leases. Total proceeds from the KM lease are amortized to income annually resulting in rental income in 2014 of \$6.2 million (2013: \$5.8 million). The CN lease is being treated as a finance lease; all related assets were removed from the financial statements and related gains and losses were recognized at the time of the transaction.

22. CAPITAL COMMITMENTS

The Group is committed to the following funding agreements:

a) Roberts Bank Rail Corridor Grade Separations

In 2009, in support of the Asia-Pacific Gateway and Corridor Initiative, the Group (on behalf of the Port Sub user railways) committed to share in the funding of two of the nine road/rail grade separations proposed for the Roberts Bank Rail Corridor up to a total of \$21 million. As at March 31, 2014, the Group paid out \$12.1 million of the total commitment amount (March 31, 2013 – \$10.8 million). Contributions to this project are included with the Joint Capital Account receivables (Note 11(b)) as the amounts are recoverable from the user railways.

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

22. CAPITAL COMMITMENTS (continued)

b) North Shore Trade Area (“NSTA”) Improvements

In 2009, the Group, on behalf of the Province, committed to share in the funding of infrastructure improvements along the North Shore of Burrard Inlet in North Vancouver, British Columbia. The NSTA improvements are expected to occur over the next 3 years. The Board has approved a contribution of up to \$32 million to the project including a strip of land with an approximate value of \$5 million. As at March 31, 2014, the Group paid out \$0.5 million of the total committed amount (March 31, 2013 – nil). As the contributions are not expected to contribute to the Group’s infrastructure network, they are being treated as a distribution to the Province at the time of payment.

23. DETERMINATION OF FAIR VALUES

A number of the Group’s accounting policies and disclosures require the determination of fair value, for both financial and non-financial assets and liabilities. Fair values have been determined for measurement and/or disclosure purposes based on the following methods. When applicable, further information about the assumptions made in determining fair values is disclosed in the notes specific to that asset or liability.

a) Investment Property

External, independent valuation companies, having appropriate recognized professional qualifications and recent experience in the location and category of property being valued, value the Group’s investment property portfolio as required for property disposal purposes (usually every 12 to 24 months). The fair values are based on market values, being the estimated amount for which a property could be exchanged on the date of the valuation between a willing buyer and a willing seller in an arm’s length transaction after proper marketing wherein the parties had each acted knowledgeably and willingly. For those properties not currently for sale, the properties are valued by an external independent valuation company every 2 to 3 years or if there has been a significant change in the market conditions.

In the absence of current prices in an active market, the valuations are prepared by considering the aggregate of the estimated cash flows expected to be received from renting out the property. A yield that reflects the specific risks inherent in the net cash flows then is applied to the net annual cash flows to arrive at the property valuation.

Valuations reflect, when appropriate, the type of tenants actually in occupation or responsible for meeting lease commitments or likely to be in occupation after letting vacant accommodation, the allocation of maintenance and insurance responsibilities between the Group and the lessee, and the remaining economic life of the property. When rent reviews or lease renewals are pending with anticipated reversionary increases, it is assumed that all notices, and when appropriate counter-notices, have been served validly and within the appropriate time.

b) Trade and Other Receivables

The fair value of trade and other receivables is estimated as the present value of future cash flows, discounted at the market rate of interest at the reporting date. This fair value is determined for disclosure purposes.

c) Non-Derivative Financial Liabilities

Fair value, which is determined for disclosure purposes, is calculated based on the present value of future principal and interest cash flows, discounted at the market rate of interest at the reporting date.

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

24. CONTINGENCIES

The Group is contingently liable with respect to environmental obligations and pending litigation and claims arising in the normal course of business. Provisions have been made based on the best estimates of management with the information available (Note 17). Estimates are periodically reviewed and will be adjusted in the period that additional information becomes available.

25. CONSOLIDATED STATEMENT OF CASH FLOWS – SUPPLEMENTAL INFORMATION

The components of changes in non-cash working capital balances relating to operations are as follows:

	March 31 2014	March 31 2013
Accounts receivable	\$ (808)	\$ 1,106
Materials and other items	(14)	(160)
Accounts payable and accrued liabilities	(1,549)	2,858
Current portion of deferred revenue	(249)	24
	\$ (2,620)	\$ 3,828

26. RELATED PARTIES

All transactions with the Province of BC and its ministries, agencies and Crown corporations occurred in the normal course of business and are at arm's length, which is representative of fair value, unless otherwise disclosed in these notes.

Key Management Personnel Compensation

The Group has defined key management as management employees at the Vice-President level and above and members of the Board of Directors.

In addition to their salaries, the Group also provides employment and post-employment benefits to executive officers, and contributes to an RRSP on their behalf.

Key management personnel compensation comprised:

	March 31 2014	March 31 2013
Short-term employee benefits	\$ 410	\$ 414
	\$ 410	\$ 414

A number of key management personnel, or their related parties, hold positions in other entities that result in them having control or significant influence over the financial or operating policies of these entities. The related entities charged management fees to recover the related personnel costs in the reporting period.

BRITISH COLUMBIA RAILWAY COMPANY
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEAR ENDED MARCH 31, 2014
(tabular amounts in thousands of dollars)

26. RELATED PARTIES (continued)

The aggregate value of transactions and outstanding balances relating to key management personnel and entities over which they have control or significant influence were as follows:

	March 31		March 31
	2014		2013
Employee Costs (a)	\$ 834	\$	886
	\$ 834	\$	886

(a) The Group received employee services from employees of MoTI.

The balance owing at March 31, 2014 to MoTI is \$239,000 (March 31, 2013 - \$526,000).

Other Related Party Transactions

All outstanding balances with these related parties are to be settled in cash within 3 months of the reporting date. None of the balances are secured. During the financial year there were no transactions or outstanding balances with BCTFA with the exception of the distribution made to the BCTFA (Note 19).

Other related party transactions have been disclosed elsewhere in the notes to the consolidated financial statements.