

**AGREEMENT TO DESIGN, BUILD, FINANCE  
AND OPERATE**

**SOUTHWEST CALGARY RING ROAD**

**HER MAJESTY THE QUEEN IN RIGHT OF ALBERTA**

and

**MOUNTAIN VIEW PARTNERS GP**

**September 13, 2016**

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**AGREEMENT TO DESIGN, BUILD, FINANCE  
AND OPERATE**

**SOUTHWEST CALGARY RING ROAD**

made this 13 day of September, 2016

BETWEEN:

**HER MAJESTY THE QUEEN IN RIGHT OF ALBERTA**, as  
represented by the Minister of Transportation and  
the Minister of Infrastructure  
(the “**Province**”)

AND:

**MOUNTAIN VIEW PARTNERS GP**,  
a general partnership established  
under the laws of the Province of Alberta, by its general  
partners CC&L MVP Holdings Ltd., Kiewit Mountain View Partners Investor Inc.,  
LMVP Limited Partnership by its general partner LMVP GP Ltd., and  
Meridiam Infrastructure Mountain View ULC  
(the “**Contractor**”)

**PREAMBLE:**

Pursuant to an RFQ and RFP process, the Province has selected the Contractor to design, build and finance, and for a 31 year term commencing on the earlier of traffic availability of the applicable leg or October 1, 2020, to operate, maintain and rehabilitate, a portion of the southwest leg of the ring road in the City of Calgary and has selected the Contractor to design, build and finance, and for a 30 year term commencing on the earlier of traffic availability of the applicable leg or October 1, 2021, to operate, maintain and rehabilitate, the remaining portion of the southwest leg of the ring road in the City of Calgary. In addition, and during the same 30 year term, the Contractor has been selected to operate and

maintain certain bridge structures.

The Province and the Contractor therefore agree as follows:

## 1. INTERPRETATION

### 1.1 Defined Terms

In this Agreement (including, except where a contrary meaning is clearly intended, in the Schedules), the following expressions have the following meanings (and where applicable their plurals have corresponding meanings):

“**Business Day**” means a day other than a Saturday, Sunday or statutory holiday in Alberta;

“**Capital Payment**” means the PNI Capital Payment and the RNI Capital Payment;

“**Change Order**” has the meaning indicated in Schedule 1 (Change Orders);

“**Change Order Confirmation**” has the meaning indicated in Schedule 1 (Change Orders);

“**Change Order Directive**” has the meaning indicated in Schedule 1 (Change Orders);

“**City**” means The City of Calgary;

“**City Road Allowances**” means the lands identified as City Road Allowances in Schedule 12;

“**Construction Completion**” means full completion of all aspects of the Project in accordance with the Project Requirements, as evidenced by a certificate issued by the Province under Section 5.16;

“**Construction Period**” means the time between Execution of this Agreement and RNI Traffic Availability (but excluding the day when RNI Traffic Availability is achieved);

“**Construction Period Termination**” has the meaning as set out in Section 18.1;

“**Construction Season**” means the period from May 1 through October 31, inclusive, in any year;

“**Contractor’s Construction Schedule**” means the Contractor’s schedule for construction of the Project, set out in Schedule 2, and including any amendments



made from time to time in accordance with Section 5.5;

**“Contractor’s Contact Organization”** means the Contact Organization named in the response to the RFP that culminated in the Contractor’s Proposal;

**“Contractor’s Designs”** means the Contractor’s design drawings and design reports for the New Infrastructure, set out in Schedule 3, and including any amendments made from time to time in accordance with Section 5.5;

**“Contractor’s Management Systems and Plans”** means all of the Contractor’s systems and plans presented in the Contractor’s Proposal and set out in Schedule 4, and including any amendments made from time to time in accordance with Section 5.5;

**“Contractor’s Proposal”** means the final (SR2B and SR3) proposal submitted by a consortium of which the Contractor is the special purpose vehicle contemplated by the proposal, submitted in response to the RFP, and includes all amendments made by the Contractor in accordance with the RFP;

**“Court”** means a court of law of competent jurisdiction;

**“Direct Lender Agreement”** means the agreement contemplated by Section 3.2 and Schedule 6, to be entered into among the Province, the Contractor, and one or more lenders (or any trustee or other representative of such lenders) who provide the Senior Debt Financing;

**“Dispute Resolution Procedure”** means the procedure set out in Schedule 7;

**“EI O&M Start Date”** means the date that is two months after Execution of the Agreement;

**“Environmental Damage or Degradation”** means the presence of contamination in water, soil or air, in violation of applicable environmental laws (including, without limitation, environmental laws enacted after the time at which the Hazardous Substance causing the contamination is first present), caused by any Hazardous Substance, and includes death or injury to plants, animals or human beings resulting in whole or in part from such contamination;

**“Equity”** means any part of the Project Financing other than the Senior Debt Financing;

**“Execution”** of this Agreement means the signing and delivery of this Agreement by both the Province and the Contractor;

**“Existing Infrastructure”** means the infrastructure described in Schedule 8;

**“Existing O&M Payment”** means the component of the Payment that is designated in Schedule 14 (Payment Schedule) as the Existing O&M Payment;

**“Financing and Initial Performance Letter of Credit”** means the letter of credit to be delivered by the Contractor to the Province under Section 3.3, and the amount thereof may vary as applicable if the second paragraph of Section 3.5 is invoked;

**“FOIP”** means the *Freedom of Information and Protection of Privacy Act* (Alberta), as amended or replaced from time to time;

**“Force Majeure Event”** means any war, invasion, insurrection, armed conflict, act of foreign enemy, revolution, terrorist act, interference by military authorities, nuclear explosion, contamination by ionizing radiation, epidemic, or quarantine restriction that prevents, delays or interrupts the performance of any obligation under this Agreement, other than any obligation to pay any money, and provided such event does not occur by reason of:

- (i) the negligence of the party relying on the Force Majeure Event (or those for whom it is in law responsible); or
- (ii) any act or omission of the party relying on the Force Majeure Event (or those for whom it is in law responsible) that is in breach of the provisions of this Agreement;

**“Handback Requirements”** means the Contractor’s obligations to hand back the New Infrastructure and the Existing Infrastructure at the end of the Term in the condition required by Schedule 18 (Technical Requirements), including any amendments deemed to be made by the operation of Section 6.6;

**“Hazardous Substance”** means any solid, liquid, gas, odor, heat, sound, vibration, radiation or other substance or emission that is a contaminant, pollutant, dangerous substance, toxic substance, hazardous waste, hazardous material or hazardous substance that is or becomes regulated by or under any applicable environmental law or that is or becomes classified as hazardous or toxic by or under any applicable environmental law, but for greater certainty excludes any UXO or Munitions Scrap (both as defined in section 200.4.7 of Schedule 18 (Technical Requirements));

**“Identified Encumbrances”** means:

- (a) all encumbrances and interests that as of April 29, 2016 are registered against any of the titles listed in section 4 of Schedule 12 (Lands); and
- (b) all unregistered utility rights of way, easements and other similar interests that are:
  - (i) specifically identified in Appendix A to Schedule 12;

(ii) as of April 29, 2016 within the “City Road Allowances” defined in Schedule 12; or

(iii) known to the Contractor as of April 29, 2016, or would have been disclosed to the Contractor on that date had the Contractor made inquiry through Alberta One-Call Corporation;

“**Independent Safety Auditor**” means the Independent Safety Auditor contemplated by Section 5.12 whose recommendation constitutes certification of Traffic Availability under Section 5.14;

“**Infrastructure**” means the New Infrastructure and the Existing Infrastructure;

“**Lands**” means the lands, within the Road Right of Way, described in Schedule 12 (Lands) as the Lands, and includes any lands added to the Lands by operation of Section 4.1 or Section 4.5;

“**Local Authority**” means the City or the MD, as applicable having regard to legal jurisdiction;

“**Local Authority Lands**” means the lands identified as Local Authority Lands in the Schedule 12 Drawings attached to Schedule 12;

“**Major Rehabilitation Payment**” means the component of the O&M Payment that is designated in Schedule 14 (Payment Schedule) as the PNI Major Rehabilitation Payment and RNI Major Rehabilitation Payment;

“**MD**” means one or both of the Municipal District of Foothills No. 31 and Rocky View County, as the context requires;

“**New Infrastructure**” means the infrastructure described in sections 2.1, 2.2, and 5 of Schedule 13, and subject to the foregoing generally means the southwest leg of the ring road in the City of Calgary;

“**O&M**” means the operation, maintenance, and rehabilitation of the New Infrastructure and the operation and maintenance of the Existing Infrastructure, as contemplated by the O&M Requirements, and the actions required in order for the Contractor to fulfill the Handback Requirements;

“**O&M Payment**” means the component of the Payment that is other than the PNI Capital Payment and the RNI Capital Payment;

“**O&M Requirements**” means the Province’s requirements and technical specifications for:

- (a) all aspects of the operation and maintenance of the New Infrastructure and the

Existing Infrastructure; and

(b) rehabilitation of the New Infrastructure;

all as set out in Schedule 18 (Technical Requirements), and including any amendments made from time to time pursuant to Section 7.2;

**“Operating Period”** means the time from RNI Traffic Availability (including the day RNI Traffic Availability is achieved) until the end of the Term;

**“Payment”** means the total monthly payment to be paid by the Province to the Contractor under Section 9.2;

**“Payment Adjustment”** means an adjustment to the Payment authorized under Section 10.2 and elsewhere in this Agreement or in Schedule 18 (Technical Requirements), and summarized in Schedule 15 (Payment Adjustments Summary);

**“PNI Capital Payment”** means the component of the monthly payment to be made by the Province to the Contractor under Section 9.2 that is described as the PNI Capital Payment in Schedule 14 (Payment Schedule);

**“PNI Construction Period”** means the time between Execution of this Agreement and PNI Traffic Availability (but excluding the day when PNI Traffic Availability is achieved);

**“PNI Major Rehabilitation Payment”** means the component of the PNI O&M Payment that is designated in Schedule 14 (Payment Schedule) as the PNI Major Rehabilitation Payment;

**“PNI New O&M Payment”** means the component of the Payment that is designated in Schedule 14 (Payment Schedule) as the PNI New O&M Payment;

**“PNI O&M Payment”** means the component of the Payment that is designated in Schedule 14 (Payment Schedule) as the PNI O&M Payment;

**“PNI Operating Period”** means the time from PNI Traffic Availability (including the day PNI Traffic Availability is achieved) until RNI Traffic Availability (but excluding the day when RNI Traffic Availability is achieved);

**“PNI Payment”** means the component of the monthly payment to be paid by the Province to the Contractor with respect to the Priority New Infrastructure under Section 9.2;

**“PNI Project”** means the design and build of the Priority New Infrastructure and the PNI Service Roads in accordance with the Project Requirements;

“**PNI Service Roads**” means the service roads applicable to the Priority New Infrastructure specified by the Technical Requirements to be constructed by the Contractor;

“**PNI Traffic Availability**” means, the date when the Priority New Infrastructure can safely be opened to the public for use by vehicle traffic, and subject to Section 5.15 is the date of certification under Section 5.14;

“**PNI Traffic Availability Target Date**” means October 1, 2020;

“**Prime**” means the rate of interest from time to time declared by the Canadian Imperial Bank of Commerce (or its successor, in the event of a merger or amalgamation) as its prime rate for Canadian dollar commercial loans in Canada;

“**Priority New Infrastructure**” means the infrastructure described in sections 3.1, 3.2, and 5 of Schedule 13;

“**Progress Payments**” means the payments that become due to the Contractor under Section 9.1 in relation to the Provincial Funding;

“**Project**” means the design and build of the New Infrastructure and the Service Roads in accordance with the Project Requirements;

“**Project Financing**” means financing (of whatever nature, and inclusive of Senior Debt Financing and Equity) arranged by or on behalf of the Contractor sufficient (having regard to the Provincial Funding) to carry out and complete the Project; but not in any event exceeding the amount of Project Financing indicated in or by the Contractor’s Proposal (as such amount may be adjusted in accordance with the definition of “**Senior Debt Financing**”);

“**Project Requirements**” means the Province’s specifications and requirements for the Project, as set out in Schedule 18 (Technical Requirements), and including any amendments made or deemed to be made from time to time pursuant to any provision of this Agreement;

“**Provincial Funding**” means funding for the Project in the amount of \$● that will be provided by the Province via progress payments contemplated by Section 9.1 and Schedule 9;

“**Relief Event**” has the meaning set out in Section 13.2, and subject to the foregoing generally means an event the risk of which is for some purposes allocated to the Province by Section 13;

“**Remaining New Infrastructure**” means the infrastructure described in sections 4.1, 4.2, and 5 of Schedule 13;

“**RFP**” means the request for proposals issued by the Province in respect of the Project and the O&M;

“**RNI Capital Payment**” means the component of the monthly payment to be made by the Province to the Contractor under Section 9.2 that is described as the RNI Capital Payment in Schedule 14;

“**RNI Major Rehabilitation Payment**” means the component of the RNI O&M Payment that is designated in Schedule 14 (Payment Schedule) as the RNI Major Rehabilitation Payment;

“**RNI New O&M Payment**” means the component of the Payment that is designated in Schedule 14 (Payment Schedule) as the RNI New O&M Payment;

“**RNI O&M Payment**” means the component of the Payment that is designated in Schedule 14 (Payment Schedule) as the RNI O&M Payment;

“**RNI Payment**” means the component of the monthly payment to be paid by the Province to the Contractor with respect to the Remaining New Infrastructure under Section 9.2;

“**RNI Project**” means the design and build of the Remaining New Infrastructure and the RNI Service Roads in accordance with the Project Requirements;

“**RNI Service Roads**” means the service roads applicable to the Remaining New Infrastructure specified by the Technical Requirements to be constructed by the Contractor;

“**RNI Traffic Availability**” means, the date when both PNI Traffic Availability has been achieved and the Remaining New Infrastructure can safely be opened to the public for use by vehicle traffic, and subject to Section 5.15 is the date of certification under Section 5.14;

“**RNI Traffic Availability Target Date**” means October 1, 2021;

“**Road Right of Way**” means the lands described in Schedule 12 (Lands) as the Road Right of Way;

“**Senior Debt Financing**” means any part of the Project Financing that is debt financing (including capitalized interest) and that, through arrangement with the Contractor has or shares in a first charge on, or otherwise has or shares in first priority to, the Payment; but not in any event exceeding the amount of the Senior Debt Financing indicated in or by the Contractor’s Proposal adjusted for any increase or decrease in that amount that is:

- (a) attributable solely to movements in interest rates between the time of

submission of the Contractor's Proposal and the earlier of the initial financial closing of the Senior Debt Financing and one year after Execution of this Agreement; and

(b) in the case of an increase, communicated to the Province within 14 days after the Contractor causes or agrees to the increase;

and subject to the above limit means, in the event that the debt financing is initially raised in a currency other than Canadian dollars, the equivalent Canadian dollar amount that is: (i) if the amount raised is converted into Canadian dollars by a hedging instrument, the Canadian dollar equivalent, taking into account both the amount raised and the hedging instrument; or (ii) if the amount raised is not converted into Canadian dollars by a hedging instrument, the equivalent in Canadian dollars at the time the financing is raised;

**"Service Roads"** means the service roads specified by the Technical Requirements to be constructed by the Contractor;

**"Technical Requirements"** means all requirements set out in Schedule 18, including but not limited to the Project Requirements, the O&M Requirements and the Handback Requirements, and including any amendments made pursuant to Section 7.1 or Section 7.2;

**"Term"** means the period from and including the day RNI Traffic Availability is achieved to and including the day immediately preceding 30 years from the RNI Traffic Availability Target Date;

**"Termination Event"** means any event described in Section 16.8, and subject to the foregoing, generally means an event or circumstance entitling the Province to terminate this Agreement;

**"Termination Payment"** means the applicable payment specified in Section 18 required to be made by the Province to the Contractor upon termination of this Agreement;

**"TTN Final Agreement"** means the final agreement dated November 27, 2013 between Tsuu T'ina First Nation, as represented by the Chief and Council, and Her Majesty the Queen in right of Alberta, as represented by the Minister of Transportation, the Minister of Infrastructure and the Minister of Aboriginal Relations, as such agreement may be amended from time to time;

**"Traffic Availability"** means PNI Traffic Availability, RNI Traffic Availability, or both, as the context and timing require;

**"Traffic Availability Target Date"** means PNI Traffic Availability Target Date, RNI Traffic Availability Target Date, or both, as the context and timing require;

“**Traffic Volume Adjustment**” means the traffic volume payment adjustment contemplated by section 200.3.1 of Schedule 18 (Technical Requirements);

“**TTN**” means the Tsuut’ina Nation; and

“**TUC**” means the “Transportation/Utility Corridor” lands so described in Schedule 12.

## **1.2 Section References**

References in this Agreement to Sections of this Agreement are to the correspondingly numbered provisions of this Agreement. References to Schedules are to the correspondingly numbered Schedules listed in Section 1.3.

## **1.3 Schedules**

The following Schedules delivered with this Agreement at the time of Execution of this Agreement are for every purpose to be considered as part of this Agreement (and provisions of the Schedules are to be considered as provisions of this Agreement):

**Schedule 1 - Change Orders**

**Schedule 2 - Contractor’s Construction Schedule**

**Schedule 3 - Contractor’s Designs**

**Schedule 4 - Contractor’s Management Systems and Plans**

**Schedule 5 - Design and Plan Certification Process and Review Procedure**

**Schedule 6 - Direct Lender Agreement**

**Schedule 7 - Dispute Resolution Procedure**

**Schedule 8 - Existing Infrastructure**

**Schedule 9 - Provincial Funding Progress Payments**

**Schedule 10 - Index Factor**

**Schedule 11 - Insurance Requirements**

**Schedule 12 - Lands**

**Schedule 13 - New Infrastructure**



**Schedule 14 - Payment Schedule****Schedule 15 - Payment Adjustments Summary****Schedule 16 - Safety Requirements****Schedule 17 - Subcontractors****Schedule 18 - Technical Requirements****1.4 Order of Precedence**

In the event of any conflict or inconsistency between the provisions in the body of this Agreement and the provisions of any Schedule, the provisions in the body of this Agreement shall govern. The provisions of the Direct Lender Agreement will have precedence over the provisions of this Agreement.

**1.5 Entire Agreement**

This Agreement is the entire agreement between the Province and the Contractor regarding the subject matter of this Agreement, and supersedes any previous agreements, negotiations and understandings. There are no agreements, representations, warranties, terms, conditions or commitments regarding the subject matter of this Agreement except as expressed in this Agreement.

**1.6 Currency**

In this Agreement, all references to dollar amounts are in Canadian currency.

**1.7 Liquidated Damages**

Where any provision of this Agreement specifies or otherwise indicates an amount as liquidated damages, both the Province and the Contractor agree that such amount represents their genuine mutual pre-estimate of the particular damages arising from the particular event.

**1.8 No Agency, Joint Venture, Partnership, Lease or Loan**

This Agreement is not intended to and does not:

- (a) constitute either party as the agent of the other for any purpose, or otherwise create any relationship of agency;
- (b) constitute or create any joint venture;

- (c) constitute or create any partnership;
- (d) constitute the relationship of landlord and tenant; or
- (e) constitute the relationship of lender and borrower;

and neither party shall allege or assert for any purpose that this Agreement constitutes or creates a relationship of agency, joint venture, partnership, landlord and tenant, or lender and borrower.

### **1.9 Contractor's Knowledge**

Where any provision of this Agreement refers to the knowledge of or matters known to the Contractor, then:

- (a) prior to Execution of this Agreement, knowledge on the part of any personnel having direct involvement in the preparation of the Contractor's Proposal on behalf of any consortium member named in the Contractor's Proposal shall be deemed to have been knowledge of the Contractor, even if the Contractor had not yet been incorporated or created;
- (b) during the Construction Period, knowledge on the part of personnel of the Contractor's principal design subcontractor or principal construction subcontractor, provided such personnel are directly involved in the design or construction of the Project, shall be deemed to be knowledge of the Contractor; and
- (c) during the Operating Period, knowledge on the part of personnel of the Contractor's principal O&M subcontractor, provided such personnel are directly involved in the O&M, shall be deemed to be knowledge of the Contractor.

### **1.10 Restated Schedules**

Where any provision of this Agreement contemplates amendment of a Schedule, the party initiating the amendment or the course of action that results in the amendment shall as soon as practicable after the amendment comes into effect prepare a restated Schedule reflecting the amendment and deliver it to the other party.

### **1.11 Alberta Transportation and Alberta Infrastructure**

This Agreement is entered into by the Province as an indivisible legal entity. Although signing of this Agreement on behalf of the Province is necessarily effected by both Alberta Transportation and Alberta Infrastructure, the Province represents and warrants that, unless and until the Province provides the Contractor with notice to the contrary, this Agreement will be administered solely by Alberta Transportation.

## **2. DESIGN, BUILD, FINANCE, OPERATE AND MAINTAIN**

### **2.1 Project Financing**

The Contractor undertakes to arrange the Project Financing, as more particularly contemplated in Section 3.

### **2.2 Design and Build**

The Contractor undertakes to design and build the New Infrastructure and the Service Roads in accordance with the Project Requirements and as more particularly set out in Section 5.

### **2.3 Operation and Maintenance**

The Contractor agrees to operate and maintain the New Infrastructure and the Existing Infrastructure in accordance with the O&M Requirements and as more particularly set out in Section 6.

### **2.4 Handback**

The Contractor undertakes that upon expiry of the Term, the New Infrastructure and the Existing Infrastructure shall be in accordance with the Handback Requirements and as more particularly set out in Section 8.

### **2.5 Assumption of Risk**

Except to the extent otherwise expressly allocated to the Province by the provisions of this Agreement, all risks, costs and expenses in relation to the performance by the Contractor of its obligations under this Agreement are allocated to, and as between the Province and the Contractor are the exclusive responsibility of, the Contractor.

## **3. FINANCING**

### **3.1 Project Financing**

The arranging of the Project Financing is the sole responsibility of the Contractor.

### **3.2 Direct Lender Agreement**

The Province will, at the Contractor's request, enter into a Direct Lender Agreement with the Contractor and a lender or lenders (or any trustee for or other representative of lenders) who provide all or a substantial portion of the Senior Debt Financing, subject to the following:

(a) the Direct Lender Agreement to be entered into under this Agreement must be in all material respects in the form prescribed by Schedule 6, and must not include any substantive obligations on the part of the Province other than as expressly contemplated by Schedule 6; and

(b) the Province will enter into a replacement Direct Lender Agreement at the Contractor's request, provided the Contractor has arranged cancellation of the Direct Lender Agreement previously in effect, it being understood that no more than one Direct Lender Agreement will be in effect at any time.

### **3.3 Condition Precedent**

The Contractor must, as a condition precedent to this Agreement, deliver to the Province within five Business Days after Execution of this Agreement an irrevocable, unconditional, on sight letter of credit (the "**Financing and Initial Performance Letter of Credit**") in the amount of \$40 million, presentable for payment at a bank in Canada and issued by a bank authorized under the *Bank Act* (Canada) to do business in Canada (or issued by such other financial institution approved in advance for the purposes of this Section by the Province, who may grant or decline such approval in its absolute discretion), and having a senior, unsecured long-term credit rating of not less than A mid (with not less than a stable outlook) or equivalent from one of (and no rating less than A mid (with not less than a stable outlook) or equivalent from any other of) Standard & Poor's, DBRS (formerly known as Dominion Bond Rating Service) or Fitch Ratings (or any other major credit rating agency approved for the purposes of this Section by the Province, who may grant or decline such approval in its absolute discretion), failing which this Agreement shall not come into effect and shall not create legal obligations.

### **3.4 Financing and Initial Performance Letter of Credit**

The Financing and Initial Performance Letter of Credit shall be held by the Province as security for the obligations of the Contractor to obtain the Project Financing and to design and build the Project.

### **3.5 Release of Financing and Initial Performance Letter of Credit**

The Financing and Initial Performance Letter of Credit must be maintained in effect by the Contractor until the Contractor has satisfied the Province, acting reasonably, that the Contractor has incurred in furtherance of the Project direct out of pocket expenditures of not less than \$40 million, exclusive of:

- (i) the cost of legal and financial advisors;
- (ii) any costs incurred in connection with preparation of the Contractor's Proposal;

- (iii) design costs;
- (iv) financing costs;
- (v) mobilization costs;
- (vi) any prepaid management or service fees; and
- (vii) the cost of any materials that have not been incorporated into the Project as fixtures;

and upon such event, the Province shall immediately surrender the Financing and Initial Performance Letter of Credit to the Contractor. The Province will also as soon as reasonably practicable surrender to the Contractor the Financing and Initial Performance Letter of Credit if this Agreement is terminated in accordance with this Agreement other than under Section 17.2(a).

Notwithstanding the foregoing paragraph, for each \$10 million in direct out of pocket expenditures that the Contractor satisfies the Province, acting reasonably, that the Contractor has incurred in furtherance of the Project, exclusive of items (i) to (vii) in the foregoing paragraph, the Province shall surrender the then held Financing and Initial Performance Letter of Credit to the Contractor provided the Contractor delivers to the Province a replacement of the Financing and Initial Performance Letter of Credit in the amount of the remaining direct out of pocket expenditures (rounded up to the nearest \$10 million) necessary to reach the \$40 million threshold. For greater clarity and by example, the Province will surrender the \$40 million Financing and Initial Performance Letter of Credit if the Contractor has incurred \$12 million in direct out of pocket expenditures determined in accordance with the foregoing paragraph and provided the Contractor has delivered to the Province a Financing and Initial Performance Letter of Credit in the amount of \$30 million. The Province will surrender the \$30 million Financing and Initial Performance Letter of Credit if the Contractor has incurred \$20 million in direct out of pocket expenditures determined in accordance with the foregoing paragraph and provided the Contractor has delivered to the Province a Financing and Initial Performance Letter of Credit in the amount of \$20 million. The Province will surrender the \$20 million Financing and Initial Performance Letter of Credit if the Contractor has incurred \$33 million in direct out of pocket expenditures determined in accordance with the foregoing paragraph and provided the Contractor has delivered to the Province a Financing and Initial Performance Letter of Credit in the amount of \$10 million.

### **3.6 Presentation of Financing and Initial Performance Letter of Credit**

The Province may present the Financing and Initial Performance Letter of Credit for payment only if:

- (a) this Agreement is terminated by the Province under Section 17.2(a);

- (b) the Financing and Initial Performance Letter of Credit has an expiry date and the Contractor fails to deliver a renewal of the Financing and Initial Performance Letter of Credit at least 20 days before the expiry date specified in the Financing and Initial Performance Letter of Credit; or
- (c) any of the senior, unsecured long-term credit ratings of the issuer of the Financing and Initial Performance Letter of Credit becomes less than A mid (with a stable outlook) or equivalent and the Contractor fails to deliver a replacement of the Financing and Initial Performance Letter of Credit no later than 21 days after being so requested by the Province;

and only if the condition in Section 3.5 for release of the Financing and Initial Performance Letter of Credit has not been achieved prior to the occurrence of the event described in clause (a) or clause (b) or clause (c), as the case may be.

Upon presenting the Financing and Initial Performance Letter of Credit for payment, the Province may, subject to the obligations of the Province under Section 3.7, retain the proceeds therefrom as liquidated damages.

### **3.7 Repayment of Proceeds**

If the Province presents the Financing and Initial Performance Letter of Credit under Section 3.6(b) or (c), and if thereafter, but prior to termination of this Agreement, the Contractor meets the conditions in Section 3.5 for release or reduction of the Financing and Initial Performance Letter of Credit, then the Province shall within five Business Days thereafter repay to the Contractor, without interest (excepting only interest accruing pursuant to Section 9.9 after such repayment becomes due), the proceeds (or as applicable the relevant portion of such proceeds as are equal in amount to the reduction in the Financing and Initial Performance Letter of Credit to which the Contractor is entitled under Section 3.5) from presenting the Financing and Initial Performance Letter of Credit.

## **4. THE LANDS**

### **4.1 Access and Use**

Subject to the provisions of this Section 4.1, the Province hereby provides the Contractor with non-exclusive access to and use of, for the purpose of performing its obligations under this Agreement, all of the Lands currently owned by the Province and not leased to third parties (such ownership and leasing as disclosed in Schedule 12 (Lands) and as disclosed as forming one or more of the Identified Encumbrances, respectively), including all fixtures and improvements constructed thereon under this Agreement. Such access and use extends to and includes:

- (a) any of the Lands not presently owned by the Province as disclosed in

Schedule 12 (Lands), once such lands have been acquired by the Province; and

(b) any of the Lands presently leased by the Province to third parties as disclosed as forming one or more of the Identified Encumbrances, upon expiry of the leases to third parties.

Additionally, the Contractor may, in furtherance of the Project or the O&M, provide to its subcontractors, agents and employees or any representatives of the holders of the Senior Debt Financing, a right of access to and use of the Lands, but no such right of access and use shall have effect beyond the expiry or termination of this Agreement.

The Contractor acknowledges that the Province may, without compensation to the Contractor except under Section 4.8(f) or as follows from the existence of a Relief Event under Section 13.2(n), grant utility rights of way, easements or similar interests in land over the Lands, pursuant to the *Calgary Restricted Development Area Regulations* (AR 212/76, as amended).

The Contractor acknowledges that the City Road Allowances are not presently owned by the Province, and that pending acquisition of the City Road Allowances, the Contractor will be responsible, at its own expense (except as follows from the existence of a Relief Event under Section 13.2(p) and subject to the obligation of the Province under Section 15.4 to provide reasonable assistance), to obtain permission from the Local Authority, to access and make use of the City Road Allowances for the purposes of the Project. The Province undertakes to obtain ownership of the City Road Allowances within the City of Calgary by March 31, 2017 and within the MD by March 31, 2017.

The Contractor acknowledges that the Local Authority Lands are not owned by the Province, and that the Contractor will be responsible, at its own expense (except as follows from the existence of a Relief Event under Section 13.2(p) and subject to the obligation of the Province under Section 15.4 to provide reasonable assistance), to obtain permission from the Local Authority or the TTN, as applicable, to access and make use of the Local Authority Lands for the purposes of the Project and the O&M.

#### **4.2 Status of Lands**

Except as expressly set out in this Agreement:

(a) access to and use of the Lands is being provided to the Contractor on an “as is” basis; and

(b) the Province provides no representations or warranties with respect to the Road Right of Way.

### 4.3 Commencement and Duration

Subject to Section 4.16, the Contractor's right to non-exclusive access to and use of the Lands comes into effect upon Execution of this Agreement and continues until the expiry of the Term or sooner termination of this Agreement. Such right to non-exclusive access and use (together with any right of access and use granted by the Contractor pursuant to Section 4.1) automatically terminates upon any termination of this Agreement.

### 4.4 No Access Fee

No fee or other amount shall be payable by the Contractor to the Province for its right of access to and use of the Lands.

### 4.5 Additional TUC Lands

If the Contractor demonstrates to the satisfaction of the Province, acting reasonably, that lands within the TUC in addition to the Road Right of Way (other than the "**Privately-Owned TUC Land**" as defined and described in section 2 of Schedule 12 (Lands) and the "**Third Party Leased Lands**" as defined in Schedule 18 (Technical Requirements) and set out in Appendix G to Schedule 18) are reasonably required for the Project, the Province will, provided it is practicable to do so without material expense to the Province and without material impact upon other stakeholder uses within the TUC, add those lands to either:

- (a) the Road Right of Way, whereupon (and upon the Province being or becoming the owner of those lands) they will become part of the Lands; or
- (b) the Lands, without adding them to the Road Right of Way;

and in either such case, the Contractor's rights of non-exclusive access and use hereunder shall extend to such lands.

### 4.6 Access to and Use of TUC Lands

The Contractor acknowledges that:

- (a) access to and use of the TUC outside of the Road Right of Way is subject to the Contractor obtaining written consent of the Province's Minister of Infrastructure and otherwise complying with the *Calgary Restricted Development Area Regulations* (AR 212/76, as amended) and obtaining such other consents and complying with such other requirements as may from time to time be required by applicable laws;
- (b) except to the extent that inability to obtain required consents constitutes a Relief Event under Section 13.2(i) or (p), it is the responsibility of the Contractor to obtain all consents and comply with all applicable laws as necessary to obtain



access to and use of the TUC outside of the Road Right of Way, and the Province has provided no representations or assurances in relation to such matters.

The Contractor shall be responsible for and shall rectify any damage to the TUC outside of the Road Right of Way caused by the Contractor, its agents, subcontractors or others for whom the Contractor is legally responsible. The Province acknowledges and agrees that provided the Contractor complies with Section 4.6(a) and (b) above neither the Project itself nor the observing and carrying out of the Technical Requirements by the Contractor (including, without limitation, the reasonable and prudent use of road salt) shall of itself constitute damage to the TUC outside the Road Right of Way caused by the Contractor, its agents, subcontractors or others for whom the Contractor is legally responsible.

#### **4.7 Additional Lands Outside the TUC**

If, despite the Contractor's acknowledgement in Section 5.8, the Contractor decides that lands outside of the TUC and outside the Road Right of Way are required for the New Infrastructure, then the Contractor shall acquire fee simple ownership of such additional lands at its sole cost, and the Contractor hereby grants to the Province an option, exercisable upon notice given at any time within 30 days before or after expiry of the Term or sooner termination of this Agreement, to purchase such additional lands for a purchase price of one dollar. The Contractor shall promptly notify the Province of any such lands that it acquires, shall provide to the Province the legal description of such lands, shall in furtherance of the option hereby granted and at the request of the Province from time to time enter into a formal option agreement in such form as the Province may reasonably require, and shall not grant or assume any mortgage or other security interest in such lands. The Province acknowledges and agrees that:

- (a) this Section 4.7 is not intended to apply to, and does not apply to, lands intended to be used by the Contractor that will not contain any of the New Infrastructure and will not materially affect the ownership or use of the New Infrastructure following expiry of the Term or sooner termination of this Agreement; and
- (b) the Contractor may grant a security interest in any lands to be acquired by the Contractor under this Section 4.7, but only if the Contractor satisfies the Province, acting reasonably, that the Province will be legally entitled to have the security interest discharged without payment by the Province upon the Province exercising its option to acquire the lands.

#### **4.8 Utility, Railway and Drainage Agreements**

Subject only to the Province's obligations under Section 15.4 and as otherwise set out in this Section 4.8, the Contractor shall negotiate and arrange all agreements (collectively the "**TP Interface Agreements**") required in respect of utilities ("**Utility Agreements**"), drainage outside the TUC ("**Drainage Agreements**") or railways (in the event the

Existing Railway Arrangement (as defined below) is not sufficient) in order to carry out the Project, on the following basis:

- (a) the TP Interface Agreements shall be in such form as is acceptable to the Province, acting reasonably;
- (b) to the extent practicable, the Contractor shall enter into the TP Interface Agreements in its own right, in which case:
  - (i) the TP Interface Agreements shall be expressly assignable to the Province (including the automatic assignment contemplated by subclause (ii)) upon expiry of the Term or sooner termination of this Agreement;
  - (ii) the Contractor shall be deemed to have assigned the TP Interface Agreements to the Province upon expiry of the Term or sooner termination of this Agreement; and
  - (iii) the Contractor shall execute and deliver any other documentation as may from time to time be required to give full effect to the assignment contemplated by subclause (ii);
- (c) where required by a utility or railway, the Province will be a party to the TP Interface Agreements. If the utility or railway require the Province to be a party to the TP Interface Agreements, then the Contractor shall keep the Province informed to a reasonable extent and in a reasonable manner on an ongoing basis as to the negotiations with such utility or railway and in any event shall keep the Province informed to the extent and in the manner as requested by the Province, acting reasonably; and
- (d) regardless of whether the Province is a party to the TP Interface Agreements, the Contractor shall until the end of the Term or sooner termination of this Agreement duly perform and carry out the TP Interface Agreements, and indemnify the Province against any failure by the Contractor to perform them, except only to the extent that such failure was caused or contributed to by the Province or those for whom the Province is legally responsible or caused by any person (other than a party to the applicable TP Interface Agreement) exercising rights under an Identified Encumbrance, a grant contemplated by the third paragraph of Section 4.1, Future Utilities (as defined in Section 4.8), or a consent contemplated by the last sentence of Section 4.14.

The Contractor acknowledges that the TUC is premised upon ongoing cooperation among stakeholders, and acknowledges the probability that additional utility and other authorized uses beyond those identified in the Identified Encumbrances (“**Future Utilities**”) of the TUC will, subsequent to the Contractor’s Proposal and until the end of the Term, be approved by the Province as contemplated by Section 4.1. The Contractor undertakes to provide all reasonable cooperation in order to reasonably accommodate the

Future Utilities, provided however that the Contractor shall be entitled to recover its direct out-of-pocket expenses incurred as a result (excluding any reimbursement for the internal cost of providing reasonable cooperation in order to reasonably accommodate the Future Utilities):

- (e) directly from Future Utilities to the extent that Ministerial consents given in respect of those Future Utilities enable the Contractor to require payment from such Future Utilities of those expenses; and
- (f) from the Province, to the extent that Ministerial consents given in respect of those Future Utilities do not enable the Contractor to require payment from such Future Utilities of those expenses.

Immediately upon the Contractor becoming aware of difficulties in relation to Future Utilities that have potential to result in a claim by the Contractor against the Province under clause (f) of this Section 4.8, the Contractor shall provide to the Province notice, including reasonable details, of those difficulties, and shall thereafter work cooperatively with the Province to mitigate the possibility of and the amount of any claim under clause (f).

The Contractor acknowledges that the Province has received the Canadian Transportation Agency Decision No. 397-R-2015 dated December 24, 2015 in respect of the Canadian Pacific Railway Company grade separation at mileage 10.73 of the Macleod Subdivision (the “**Existing Railway Arrangement**”).

The Contractor further acknowledges and agrees as follows:

- (g) the Contractor is in receipt of a copy of and has reviewed the Existing Railway Arrangement; and
- (h) the Contractor shall until the end of the Term or sooner termination of this Agreement duly perform and carry out on behalf of the Province all obligations of the Province under applicable law in respect of the Existing Railway Arrangement, and shall, subject to Section 16.2, indemnify the Province against any liability under or in relation to the Existing Railway Arrangement arising from the Contractor’s failure to perform all such obligations on behalf of the Province, except only to the extent that such failure was caused or contributed to by the Province or those for whom the Province is legally responsible or caused by any person exercising rights under an Identified Encumbrance, a grant contemplated by the third paragraph of Section 4.1, Future Utilities (as defined in this Section 4.8), or a consent contemplated by the last sentence of Section 4.14.

#### **4.9 Condition of the Lands**

Subject to Sections 11.7, 11.8, and 13.2(e), and subject to the Contractor’s obligations under this Agreement to carry out the Project, the Contractor shall maintain the Lands in

good and proper order and repair throughout the duration of this Agreement, and shall:

(a) subject to (e) below, be responsible for repairing all damage to the Lands, however caused, excepting only damage caused by a Force Majeure Event or damage to the extent caused directly by the Province or its agents or contractors (except the Contractor but including, without limitation, those contractors other than the Contractor engaged by the Province under Sections 7.3, 7.4 or 11.8) or those for whom the Province is legally responsible or caused by any person exercising rights under an Identified Encumbrance, a grant contemplated by the third paragraph of Section 4.1, Future Utilities (as defined in Section 4.8), or a consent contemplated by the last sentence of Section 4.14. Notwithstanding the foregoing in this Section 4.9(a), during the Construction Period the Province will bear the risk of damage to bridge structures, including without limitation sign bridge structures, on the Lands which exist as of the Execution of this Agreement and related to Highway 8/Glenmore Trail between Lott Creek Boulevard and east of 37 Street, Highway 22X/Stoney Trail between 69 Street SW and east of Macleod Trail S, and on 37 Street from 146 Avenue SW to Anderson Road, caused by:

(i) any person other than the Contractor, its agents or subcontractors or others for whom the Contractor is legally responsible; and

(ii) any other incident or discrete event;

(collectively, “**In-Service Roadway Damage Events**”). Upon the occurrence of an In-Service Roadway Damage Event, the Province is obligated to repair the damage, and to that end the Province shall direct the Contractor to repair the damage, and the Contractor shall repair the damage and invoice the Province the amount to which the Contractor would be entitled if the work were a Change Order Directive governed by Schedule 1 (Change Orders);

(b) dispose of garbage from the Lands, in accordance with the requirements more particularly set out in the Technical Requirements;

(c) not stockpile any material on the Lands (applicable to the Priority New Infrastructure) except during the PNI Construction Period and on the Lands (applicable to the Remaining New Infrastructure) except during the Construction Period or during and for the purpose of doing major rehabilitation or otherwise carrying out construction, maintenance or repair activities under this Agreement;

(d) not commit or permit by the Contractor’s agents or subcontractors or those for whom the Contractor is legally responsible, any waste or nuisance on the Lands; and

(e) promptly deal with any Environmental Damage or Degradation to the Lands as required by applicable laws (which dealing with may require excavation and

removal or may permit implementation of a risk management plan depending upon the applicable laws), with the exception only of:

(i) Environmental Damage or Degradation (including, without limitation, the presence of any Hazardous Substance) pre-existing as of the date of Execution of this Agreement, provided that if such pre-existing Environmental Damage or Degradation is required to be dealt with in order to carry out the Project or the O&M, the Contractor shall do so and claim relief arising in connection therewith under Section 13.2(e); and

(ii) Environmental Damage or Degradation (including, without limitation, the presence of any Hazardous Substance) caused after the date of Execution of this Agreement by the Province or its agents or contractors (except the Contractor but including, without limitation, those contractors other than the Contractor engaged by the Province under Sections 7.3, 7.4 or 11.8) or those for whom the Province is legally responsible or caused by any person exercising rights under an Identified Encumbrance, a grant contemplated by the third paragraph of Section 4.1, Future Utilities (as defined in Section 4.8), or a consent contemplated by the last sentence of Section 4.14;

which excepted Environmental Damage or Degradation shall be remediated by the Province in such manner and upon such timetable as the Province may determine, provided however that the Province shall ensure that neither the remediation nor any failure or delay by the Province to carry out the remediation interferes with or disrupts or delays the carrying out by the Contractor of the Project or the O&M, as the case may be.

The Province acknowledges and agrees that neither the Project itself nor the observing and carrying out of the Technical Requirements by the Contractor (including without limitation, the reasonable and prudent use of road salt) shall of itself constitute a breach of the Contractor's obligations to maintain the Lands in good and proper order or its obligations under clauses (a) or (d) of this Section 4.9, nor shall it constitute Environmental Damage or Degradation that the Contractor is obligated to rectify under clause (e) of this Section.

#### **4.10 Permitted Use**

The Contractor covenants that it (and others for whom it is legally responsible):

(a) will use the applicable Lands and the Priority New Infrastructure to be constructed thereon only for the purposes of the PNI Project and, from and after PNI Traffic Availability, only as a public highway and not for any commercial purposes other than the PNI Project and the O&M and will use the applicable Lands and the Remaining New Infrastructure to be constructed thereon only for the purposes of the RNI Project and, from and after RNI Traffic Availability, only

as a public highway and not for any commercial purposes other than the Project and the O&M; and

(b) will not, from and after PNI Traffic Availability, interfere with the Priority New Infrastructure being continuously open and available for free public use, excepting only such closures or partial closures as are expressly contemplated and authorized by the Technical Requirements and will not, from and after RNI Traffic Availability, interfere with the New Infrastructure being continuously open and available for free public use, excepting only such closures or partial closures as are expressly contemplated and authorized by the Technical Requirements.

#### **4.11 No Encumbrances On Lands**

Except for the TTN Interests (as defined below), Province represents that it has not granted or permitted to be granted, and covenants that, except for the TTN Interests, it will not grant or permit to be granted, any mortgage or other security interest in the Lands. The Province covenants that, except for the TTN Interests, it will not grant or permit to be granted any encumbrance that can be registered against title to the Lands that results in the Province being in breach of its obligations set out in Section 4.14 (Uninterrupted Access and Use). The “**TTN Interests**” means any interests in the Lands granted to the Tsuut’ina Nation (formerly Tsuu T’ina Nation) under the TTN Final Agreement (which agreement the Contractor acknowledges as having reviewed) but excluding any amendments thereto.

#### **4.12 Liens**

The Contractor shall promptly pay all proper accounts for work done or materials furnished under all contracts it enters into relating to the Project or relating to the O&M, excepting those sums required to be retained under the provisions of any applicable statute of Alberta, and shall not by any act or omission cause, encourage, suffer or allow any lien or claim under any such statute or in equity to be made against the Province or filed or registered against the Lands or the Infrastructure or the Service Roads by reason of work, services or materials supplied or claimed to have been supplied to the Contractor or anyone holding any interest through or under the Contractor. The Contractor shall at its own expense promptly take all steps required to effect a discharge of any lien so filed or registered.

#### **4.13 Ownership of Improvements**

The Contractor acknowledges that the New Infrastructure and all other fixed improvements that the Contractor may from time to time construct upon the Lands shall be the property of the Province.

#### **4.14 Uninterrupted Access and Use**

The Province covenants that the Contractor's access to and use of the Lands pursuant to Section 4.1 shall be uninterrupted during the duration of this Agreement, shall be without any disturbance or interference from the Province or any person claiming from or under the Province, and shall be adequate to enable the Contractor to carry out the Project throughout the Construction Period and to carry out the O&M, as applicable, throughout the Construction Period and the Operating Period, in each case subject to the following:

- (a) the Identified Encumbrances and the Future Utilities as defined in Section 4.8 (but subject in each case to the obligations of the Province under Section 15.4);
- (b) the exercise by the Province of any express right under and in accordance with this Agreement, including without limitation the Province's right under Section 5.10 to direct the Contractor to cease construction, the Province's rights under Sections 7.3 and 7.4 to undertake additional improvements or expansion, the Province's right under Section 14.4 to access to and use of the Lands for inspection purposes, and the Province's step-in rights under Section 16.6;
- (c) any interference, including without limitation an injunction issued by a Court or action by protesters, to the extent attributable to a negligent or wrongful act or omission by the Contractor or those for whom the Contractor is legally responsible.

The Province shall defend its title to the Lands against any person (including, without limiting the generality of the foregoing, any person claiming aboriginal title or treaty rights) claiming any interest adverse to the Province in the Lands, except where such adverse interest arises as a result of a negligent or wrongful act or omission of the Contractor or those for whom it is legally responsible. Unless expressly otherwise stated by the Province, any entry upon the Lands by the Province in accordance with the provisions of this Agreement or by any third party through written consent of the Province's Minister of Infrastructure pursuant to the *Calgary Restricted Development Area Regulations* (AR 212/76, as amended) shall not constitute a breach of this covenant of uninterrupted access to and use of the Lands, provided that such entry does not (having regard to and subject to the provisions of Sections 4.8 and 13.2(n) regarding "Future Utilities") materially adversely interfere with or disturb the Contractor's carrying out of the Project or the O&M.

#### **4.15 Payment of Taxes on Lands**

The Province will directly pay all property taxes, special taxes, local improvement taxes and requisitions that may be imposed on the Lands by a municipality pursuant to the *Municipal Government Act* (Alberta) or any successor legislation.

#### **4.16 Access and Use Rights to Cease**

Upon any termination of this Agreement, the Contractor shall cease to have any right of access to and use of the Lands other than as is available to any member of the public, and if the Contractor fails to comply with this Section 4.16, then it shall indemnify the Province against any damages, losses or costs incurred by the Province in consequence of such failure. Notwithstanding the foregoing sentence, if termination of this Agreement occurs during the Construction Period, the Province shall permit the Contractor reasonable access and use of the Lands to, as soon as reasonably practical and in any event no later than one month following termination of this Agreement, demobilize and remove any of the Contractor's equipment and materials from the Lands, and the Contractor shall indemnify the Province against any damages, losses or costs incurred by the Province in consequence of the Contractor accessing and using the Lands after termination of this Agreement pursuant to this sentence.

#### **4.17 Hold Harmless**

Without limitation to the applicability of the general indemnity in Section 16.1, but subject to the last sentence of Sections 5.2 and 6.2 and subject to Sections 5.7(c) and 6.5(c) and subject to the exceptions set out in Section 4.9(e) and in the last paragraph of Section 4.9, the Contractor shall hold harmless and indemnify the Province (and as such Section 20.3 applies) from any and all third party claims for which the Contractor is legally responsible and arising in relation to the Lands, including without limiting the generality of the foregoing:

- (a) any claims for occupier's liability in respect of the Lands, including any claims for which the Province has liability solely as a result of being the registered owner of the Lands, except to the extent that a Court has determined that such liability was caused or contributed to by the Province or its agents or contractors (excluding the Contractor), those for whom the Province is legally responsible, or caused by any person exercising rights under an Identified Encumbrance, a grant contemplated by the third paragraph of Section 4.1, Future Utilities (as defined in Section 4.8), or a consent contemplated by the last sentence of Section 4.14;
- (b) any claims arising out of negligence or willful acts by the Contractor or the Contractor's agents or subcontractors or those for whom the Contractor is legally responsible; and
- (c) any claims arising under or in relation to any Environmental Damage or Degradation (except for claims arising in relation to the Environmental Damage or Degradation set out in clauses (i) and (ii) of Section 4.9(e)) or any nuisance.

#### **4.18 Realignment Environmental Permits and Approvals**

Subject only to the Province's obligations under Section 15.4 and as otherwise set out in



this Section 4.18, the Contractor shall arrange all permits and approvals required in respect of the watercourse realignments in order to carry out the Project and the O&M (the “**Realignment Environmental Permits and Approvals**”), on the following basis:

- (a) to the extent practicable, the Contractor shall apply for the Realignment Environmental Permits and Approvals in its own right, in which case:
  - (i) the Realignment Environmental Permits and Approvals shall be expressly assignable to the Province (including the automatic assignment contemplated by subclause (ii)) upon expiry of the Term or sooner termination of this Agreement;
  - (ii) the Contractor shall be deemed to have assigned the Realignment Environmental Permits and Approvals to the Province upon expiry of the Term or sooner termination of this Agreement; and
  - (iii) the Contractor shall execute and deliver any other documentation as may from time to time be required to give full effect to the assignment contemplated by subclause (ii);
- (b) where required by a regulator, the Province will be the applicant for the Realignment Environmental Permits and Approvals. If the regulator requires the Province to be the applicant for the Realignment Environmental Permits and Approvals, then the Contractor shall keep the Province informed to a reasonable extent and in a reasonable manner on an ongoing basis as to the discussions with such regulator and in any event shall keep the Province informed to the extent and in the manner as requested by the Province, acting reasonably; and
- (c) regardless of whether the Province is the applicant for the Realignment Environmental Permits and Approvals, the Contractor shall until the end of the Term or sooner termination of this Agreement duly perform and carry out on behalf of the Province all obligations of the Province under the Realignment Environmental Permits and Approvals that the Contractor has the legal standing to perform and carry out, and shall, subject to Section 16.2, indemnify the Province against any liability under or in relation to the Realignment Environmental Permits and Approvals arising from the Contractor’s failure to perform all such obligations on behalf of the Province, except only to the extent that such failure was caused or contributed to by the Province, its agents or those for whom the Province is legally responsible or caused by any person exercising rights under an Identified Encumbrance, a grant contemplated by the third paragraph of Section 4.1, Future Utilities (as defined in Section 4.8), or a consent contemplated by the last sentence of Section 4.14.

## **5. DESIGN AND BUILD OF THE NEW INFRASTRUCTURE**

### **5.1 Contractor's Obligations**

The Contractor agrees to design and build the New Infrastructure and the Service Roads in accordance with the Project Requirements, the Contractor's Designs and the Contractor's Management Systems and Plans, and to use reasonable endeavors to comply with the Contractor's Construction Schedule. In the event of any inconsistency among the Project Requirements, the Contractor's Designs and the Contractor's Management Systems and Plans, the higher standard or specification shall apply; but in no event shall anything in the Contractor's Designs or the Contractor's Management Systems and Plans detract from the Contractor's absolute obligation to design and build the New Infrastructure in accordance with the Project Requirements.

### **5.2 Project Requirements**

Subject only to Section 5.4 and notwithstanding any other provision of this Agreement, the Contractor's obligation to design and build the New Infrastructure and the Service Roads in accordance with the Project Requirements is absolute, and cannot be modified or waived except by amendment of the Project Requirements made in accordance with Section 7.1. If the Contractor asserts that any aspect of the Project Requirements is uncertain or ambiguous, either party may require that the interpretation of that aspect of the Project Requirements be determined by the Dispute Resolution Procedure. The Province acknowledges that it is responsible for the adequacy and suitability of the Project Requirements, and shall indemnify the Contractor against any claims by third parties (including the reasonable cost of defending such third party claims, on a solicitor and client basis) for personal injuries or property damage to the extent that the Province has agreed with the Contractor, or a Court has determined, that such injury or damage was caused or contributed to by a failure of the Project Requirements to be adequate and suitable.

### **5.3 Contractor's Responsibility to Carry Out Project Requirements**

Subject to Section 5.4 or as expressly stated otherwise in this Agreement, no consultation with or inspection or test or approval or comment (whether under the procedure contemplated by Section 5.9 or otherwise) or purported direction by or on behalf of the Province, and no information of any kind or nature whatsoever furnished by the Province, shall relieve the Contractor from exclusive responsibility for ensuring that the Project complies with the Project Requirements or estop the Province from asserting any non-compliance with the Project Requirements. In the event of any failure by the Contractor to comply with the Project Requirements, the Contractor shall not assert any duty of care or contributory negligence on the part of the Province in relation to such failure, and shall indemnify and hold harmless the Province against any claims by third parties arising as a result of such failure.

#### **5.4 Request for Clarification**

The Contractor may request that the Province agree that a particular design element or construction specification complies with the Project Requirements, and if the Province so agrees then such design element or construction specification shall be deemed to comply with the Project Requirements. However, the Province must consider such a request only where:

- (a) the request is in relation to a specific design element or construction specification;
- (b) the pertinent Project Requirements are capable of differing interpretations in relation to the specific design element or construction specification;
- (c) the Contractor has established that it would be exposed to significant risk of material expense or delay if its interpretation of the pertinent Project Requirements ultimately proved to be incorrect; and
- (d) the Contractor has not made multiple or generalized requests under this Section such that in the reasonable opinion of the Province the Contractor is attempting to use this Section to transfer to the Province all or partial responsibility for ensuring that the Project meets the Project Requirements.

#### **5.5 Contractor's Designs, Plans and Schedule**

The Contractor may, in accordance with the procedures set out in Schedule 5 (Design and Plan Certification Process and Review Procedure), amend the Contractor's Designs, the Contractor's Management Systems and Plans or the Contractor's Construction Schedule with the Province's prior consent, such consent not to be unreasonably withheld (it being reasonable for the Province to withhold consent to any amendment that would result in a material reduction in quality, safety, durability, functionality or aesthetics; in which context "material" means that the Province could reasonably have declined the design on a pass-fail basis had the proposed amendment been submitted during the SR2 phase of the RFP). If the Contractor asserts that the Province has unreasonably withheld consent, either party may require that the matter be determined by the Dispute Resolution Procedure.

#### **5.6 Contractor Solely Responsible for Project**

Except for the obligations of the Province specifically set out in this Agreement, the Contractor is solely responsible for doing all things of any nature whatsoever required to complete the Project, including without limiting the generality of the foregoing:

- (a) subject to the obligations of the Province set out in Sections 4.18 and 15.4:
  - (i) the obtaining of all required permits;

- (ii) all required arrangements, as more particularly contemplated by Section 4.8, relating to utilities, railways and drainage; and
- (iii) all required arrangements with municipalities;
- (b) establishing or arranging its own operations and maintenance yard (outside the TUC) and any other support facilities required by the Contractor; and
- (c) complying with all applicable laws.

### **5.7 Contractor Solely Responsible for Costs**

Except as expressly set out in this Agreement, the Contractor is solely responsible for paying all costs, fees and charges of any nature whatsoever required to complete the Project, excepting only:

- (a) the costs, fees and charges of the Province's own personnel, consultants and professional advisors;
- (b) the costs, fees and charges of any mediation or arbitration pursuant to the Dispute Resolution Procedure, which are specifically provided for in Schedule 7 (Dispute Resolution Procedure);
- (c) any claims by third parties asserting a right to damages as a result of the Project being carried out as contemplated by and in accordance with this Agreement, to the extent such claims are not founded on any negligent act or omission by the Contractor or any of its subcontractors or a failure by the Contractor to comply with this Agreement. The Province shall indemnify the Contractor against such third party claims set out in the foregoing portion of (c) (including the reasonable cost of defending such claims, on a solicitor and client basis); and
- (d) any costs, fees, charges or payments expressly to be made by the Province under the provisions of this Agreement.

The Province shall not be obligated to pay any costs, fees or charges in relation to the Project except as expressly set out in Section 9 (including, without limitation, the Provincial Funding) or elsewhere in this Agreement.

### **5.8 Construction Within the Lands**

Subject to Section 4.7 and except to the extent expressly required otherwise in the Technical Requirements, the Contractor agrees to construct the New Infrastructure entirely within the TUC (except, to the extent that the Road Right of Way is outside the TUC) and, subject to Section 4.5, entirely within the Road Right of Way, and

acknowledges that it has fully familiarized itself with the Project and the TUC and has satisfied itself that no other land outside the TUC (except, to the extent that the Road Right of Way is outside the TUC) will be required for the New Infrastructure.

## **5.9 Detailed Designs**

The Contractor shall, in accordance with the procedures set out in Schedule 5 (Design and Plan Certification Process and Review Procedure), provide the Province with copies of all detailed designs (including, but not limited to, design reports, detailed design drawings, shop drawings, and construction specifications, and for express clarity, including any changes to detailed designs previously provided to the Province in accordance with this Section 5.9) for the Project or any rehabilitation as they are prepared, and invite comment from the Province on the detailed designs, all in accordance with the procedures set out in Schedule 5. The Contractor shall not commence work on any component of the Project if such work has not been addressed in detailed designs provided to the Province in accordance with this Section 5.9. **The parties expressly intend and agree that neither comment by the Province nor failure by the Province to comment or otherwise participate in any manner in respect of the procedure prescribed by Schedule 5 shall shift or detract from the Contractor's absolute responsibility under Section 5.3 to carry out the Project or any rehabilitation in accordance with the Technical Requirements.**

## **5.10 Stop Work Order**

The Province may at any time direct the Contractor to cease any construction that it considers to be not in accordance with the Project Requirements. If it is subsequently determined that the work was in accordance with the Project Requirements, then such direction shall, subject to Section 13.2, constitute a Relief Event under Section 13.2(c).

## **5.11 Construction Delays**

If the progress of the Project falls materially behind the Contractor's Construction Schedule, the Contractor shall, as soon as reasonably practicable after becoming aware of the same, so advise the Province and shall in a timely manner advise the Province of its remedial plan for bringing the Project back on schedule.

If the Contractor fails to achieve RNI Traffic Availability by the RNI Traffic Availability Target Date, the Contractor shall (subject to adjustment of the dates in clauses (a) and (b) below pursuant to Section 11.7, Section 12.1(b) or Section 13.3(b)) provide the Province with:

- (a) by October 31, 2021, the Contractor's plan for achieving RNI Traffic Availability no later than October 1, 2022; and
- (b) from and after November 1, 2021, weekly progress and activity reports, including a statement of the Contractor's current expectation of when RNI Traffic

Availability will be achieved and all contingencies to which that expectation is subject.

### **5.12 Independent Safety Auditor**

Prior to finalization of the Contractor's Designs and the Contractor's Management Systems and Plans, the Contractor must retain an Independent Safety Auditor to perform a safety assessment of the Contractor's Designs and the Contractor's Management Systems and Plans, in the manner contemplated by the Safety Audit Plan forming part of Schedule 4 (Contractor's Management Systems and Plans).

At least 60 days prior to the date the Contractor anticipates that the PNI Project or the RNI Project, as applicable, will be sufficiently completed that the Priority New Infrastructure or Remaining New Infrastructure, as applicable, can safely be opened to the public for use by vehicle traffic, the Contractor must retain an Independent Safety Auditor (who may be but need not be the same person as previously retained) to perform a safety assessment of the PNI Project or the RNI Project, as applicable. In each case the Independent Safety Auditor shall be retained in accordance with the following:

- (a) the Independent Safety Auditor must be an engineering consultant having strong expertise in roadway design and traffic safety, selected in consultation with the Province;
- (b) the Independent Safety Auditor must agree to carry out and discharge the responsibilities contemplated by this Section 5.12 or Sections 5.13 and 5.14, as the case may be;
- (c) the Independent Safety Auditor must carry professional liability insurance with errors and omissions coverage of not less than \$500,000 per occurrence;
- (d) all fees and expenses of the Independent Safety Auditor are to be borne by the Contractor; and
- (e) the Independent Safety Auditor shall be impartial to the parties when required to make any recommendation, determination or assessment under this Agreement.

### **5.13 Anticipated Traffic Availability**

When the Contractor anticipates that in approximately 25 days the PNI Project or the RNI Project, as applicable, will be sufficiently completed that the Priority New Infrastructure or the Remaining New Infrastructure, as applicable, can safely be opened to the public for use by vehicle traffic, the Contractor shall:

- (a) notify the Province, including an indication of the work still intended to be completed by the Contractor prior to Traffic Availability;

- (b) procure an inspection by the Independent Safety Auditor; and
- (c) provide the Province with the results of the inspection by the Independent Safety Auditor.

The Province may within 10 days after receiving such results (i) perform its own inspection and (ii) notify the Contractor and the Independent Safety Auditor of any deficiencies and safety concerns.

#### **5.14 Certification of Traffic Availability**

When the Independent Safety Auditor, having regard to any deficiencies and safety concerns noted by the Province within the above 10 day period and all remedial action taken by the Contractor in response thereto, is satisfied that the Priority New Infrastructure can safely be opened to the public for use by vehicle traffic, the Independent Safety Auditor shall issue to the Contractor and the Province a recommendation that the Priority New Infrastructure is ready for and safe for vehicle traffic, and such recommendation shall for the purposes of this Agreement but subject to Section 5.15, constitute certification that PNI Traffic Availability has been achieved. For the purposes of determining whether the Priority New Infrastructure can safely be opened to the public, any unremedied deficiency in the Contractor's compliance with the following sections of the Technical Requirements shall be conclusively deemed to adversely affect the safety of the roads: 400.4.2.4 (cross-slope and superelevation, pavement width); 400.4.3.2 (smoothness); 400.4.4.2 (rutting); 400.4.5.3 (skid resistance); 100.2.9 (initial Operation & Maintenance Plan reviewed); and 100.2.10 (initial Infrastructure Wholelife Management Plan reviewed).

When the Independent Safety Auditor, having regard to any deficiencies and safety concerns noted by the Province within the above 10 day period and all remedial action taken by the Contractor in response thereto, is satisfied that the Remaining New Infrastructure can safely be opened to the public for use by vehicle traffic, the Independent Safety Auditor shall issue to the Contractor and the Province a recommendation that the Remaining New Infrastructure is ready for and safe for vehicle traffic, and such recommendation shall for the purposes of this Agreement, but provided PNI Traffic Availability has been achieved, and subject to Section 5.15, constitute certification that RNI Traffic Availability has been achieved. For the purposes of determining whether the Remaining New Infrastructure can safely be opened to the public, any unremedied deficiency in the Contractor's compliance with the following sections of the Technical Requirements shall be conclusively deemed to adversely affect the safety of the roads: 400.4.2.4 (cross-slope and superelevation, pavement width); 400.4.3.2 (smoothness); 400.4.4.2 (rutting); 400.4.5.3 (skid resistance); 100.2.9 (initial Operation & Maintenance Plan reviewed); and 100.2.10 (initial Infrastructure Wholelife Management Plan reviewed).

### **5.15 Province May Prevent Road Opening**

Notwithstanding a recommendation and deemed certification under Section 5.14, the Province may, if it considers, based on safety concerns (i) identified in writing by the Province during the design review process, (ii) notified by the Province in accordance with Section 5.13, or (iii) that could not reasonably have been identified by the Province at the time of its inspection under Section 5.13, that the Priority New Infrastructure is not safe for vehicle traffic, immediately and upon so notifying the Contractor and the Independent Safety Auditor (which notice must set out the specific safety concerns), prevent the opening of the Priority New Infrastructure to vehicle traffic until such time as the Province is satisfied that the Priority New Infrastructure is safe for vehicle traffic. In that event:

(a) the Province and the Contractor will work cooperatively together to arrive at a mutually agreeable plan for the Contractor to rectify the safety concerns so that the Priority New Infrastructure can be opened to the public at the earliest possible date;

(b) PNI Traffic Availability shall for all purposes of this Agreement be considered to have been achieved, the Province shall commence making the PNI Payment accordingly, and the Contractor shall commence performing the O&M on the Priority New Infrastructure;

(c) the difference of opinion and the question of whether and on what date the Priority New Infrastructure was safe for vehicle traffic shall be resolved pursuant to the Dispute Resolution Procedure;

(d) if it should be determined pursuant to the Dispute Resolution Procedure that by reason of the safety concerns identified by the Province in the notice to the Contractor under this Section 5.15, the Priority New Infrastructure was not safe for vehicle traffic on or before the date of the recommendation by the Independent Safety Auditor under Section 5.14, then:

(i) the arbitrator making that determination shall determine the date on which the Priority New Infrastructure was safe for vehicle traffic, and award a credit to the Province, to be applied against the Payment next coming due, in the amount of: \$16,250 for each day that the opening of the Priority New Infrastructure was delayed by the safety concerns; plus the PNI New O&M Payment (as defined in Schedule 14) on a per day rate for each day that the opening of the Priority New Infrastructure was delayed by the safety concerns; and

(ii) the Contractor shall as soon as practicable and at its expense rectify such of the safety concerns as have not yet been rectified.

Notwithstanding a recommendation and deemed certification under Section 5.14, the



Province may, if it considers, based on safety concerns (i) identified in writing by the Province during the design review process, (ii) notified by the Province in accordance with Section 5.13, or (iii) that could not reasonably have been identified by the Province at the time of its inspection under Section 5.13, that the Remaining New Infrastructure is not safe for vehicle traffic, immediately and upon so notifying the Contractor and the Independent Safety Auditor (which notice must set out the specific safety concerns), prevent the opening of the Remaining New Infrastructure to vehicle traffic until such time as the Province is satisfied that the Remaining New Infrastructure is safe for vehicle traffic. In that event:

(e) the Province and the Contractor will work cooperatively together to arrive at a mutually agreeable plan for the Contractor to rectify the safety concerns so that the Remaining New Infrastructure can be opened to the public at the earliest possible date;

(f) RNI Traffic Availability shall for all purposes of this Agreement be considered to have been achieved, the Province shall commence making the RNI Payment accordingly, and the Contractor shall commence performing the O&M on the Remaining New Infrastructure;

(g) the difference of opinion and the question of whether and on what date the Remaining New Infrastructure was safe for vehicle traffic shall be resolved pursuant to the Dispute Resolution Procedure;

(h) if it should be determined pursuant to the Dispute Resolution Procedure that by reason of the safety concerns identified by the Province in the notice to the Contractor under this Section 5.15, the Remaining New Infrastructure was not safe for vehicle traffic on or before the date of the recommendation by the Independent Safety Auditor under Section 5.14, then:

(i) the arbitrator making that determination shall determine the date on which the Remaining New Infrastructure was safe for vehicle traffic, and award a credit to the Province, to be applied against the Payment next coming due, in the amount of: \$8,750 for each day that the opening of the Remaining New Infrastructure was delayed by the safety concerns; plus the RNI New O&M Payment (as defined in Schedule 14) on a per day rate for each day that the opening of the Remaining New Infrastructure was delayed by the safety concerns; and

(ii) the Contractor shall as soon as practicable and at its expense rectify such of the safety concerns as have not yet been rectified.

In the event that the Contractor notifies the Province that it disputes safety concerns identified by the Province but intends to address such safety concerns as requested by the Province while reserving the right to dispute such safety concerns, then the Contractor may thereafter through the Dispute Resolution Procedure seek a determination that the

work done by the Contractor in response to the Province's concerns shall be deemed to be work done pursuant to a Change Order Directive.

### **5.16 Construction Completion**

Following achievement of RNI Traffic Availability, the Contractor shall diligently proceed to Construction Completion. When the Contractor has advised that Construction Completion has been achieved, the Province will do a further inspection (which shall be carried out jointly with the Contractor if so requested by the Contractor) and, when all noted deficiencies from the Project Requirements have been rectified, will issue a certificate confirming Construction Completion.

### **5.17 Construction Completion Holdback**

If upon RNI Traffic Availability the Contractor has not achieved Construction Completion, the Contractor shall within 30 days thereafter prepare and deliver to the Province a comprehensive workplan and schedule acceptable to the Province, acting reasonably, designed to achieve Construction Completion within a reasonable time thereafter. Following delivery and acceptance of such workplan and schedule, the Contractor shall keep the Province fully advised of all activity and progress in carrying out the workplan. If the Contractor fails to deliver an acceptable workplan and schedule within such 30 day period or, having delivered it, fails in any material respect to diligently carry out the workplan in accordance with the schedule, then the Province may hold back from any Payment an amount of up to twice the cost, estimated by the Province acting reasonably, of achieving Construction Completion. The holdback shall be proportionately released to the Contractor, without interest, as the remaining work is done (but not more frequently than monthly). When Construction Completion is achieved, the Province shall release the remaining balance of the holdback to the Contractor, without interest. If Construction Completion is not achieved within one year after RNI Traffic Availability the ("**Construction Completion Deadline**"), the Province may by notice to the Contractor elect to, but is not required to, do the remaining work required to achieve Construction Completion and in that event may retain the remaining balance of the holdback as liquidated damages.

Notwithstanding the previous paragraph, and in addition to the rights of the Province under the previous paragraph, the Province shall be entitled to a Payment Adjustment in the sum of \$2,500 per day for each day or partial day after the Construction Completion Deadline that Construction Completion has not been achieved.

### **5.18 Service Roads**

In addition to and not in substitution for all other obligations of the Contractor under this Agreement in relation to the Service Roads, the Contractor shall:

- (a) design and construct the Service Roads in compliance with all applicable municipal requirements;

(b) complete construction of the Service Roads and open the Service Roads to vehicle traffic, at the times specified in the Project Requirements; and

(c) warrant each Service Road to be free from any defect or failure to withstand climatic conditions, maintenance and normal operating conditions, all in accordance with applicable municipal requirements, for a period of two years following the earlier of:

(i) the date on which the Service Road is opened to traffic with the approval of the Province acting reasonably; and

(ii) the date of Construction Completion.

The Province shall, during the warranty period, notify the Contractor of required warranty work as the Province becomes aware of the need for such warranty work, and the Contractor shall diligently perform such warranty work as soon as practicable following receipt of such notice. If the Contractor fails to complete warranty work on the Service Road within one month after expiry of the warranty (or, in the event that the warranty work is seasonally delayed or reasonably requires more time to complete, fails to within one month after expiry of the warranty provide the Province with a reasonable plan and timetable for completing the warranty work, and thereafter diligently carry out such plan in accordance with such timetable), the Province may upon so notifying the Contractor make other arrangements for performance of the warranty work, and set off the cost of the work against the Payment. The Province shall by October 1, 2016 arrange for the Contractor to have all rights of access to the Service Roads reasonably required for the construction of the Service Roads and the performance of the warranty work.

#### **5.19 Opening of Select Roads to Traffic in Advance of Traffic Availability**

If the Contractor is of the reasonable opinion that a certain road or a certain portion of a certain road (the “**Early Opening Candidate**”) needs to be opened to the public for use by vehicle traffic prior to Traffic Availability in order to facilitate sequencing of the PNI Project or the RNI Project, as applicable, then when the Contractor anticipates that in approximately 25 days the Early Opening Candidate will be sufficiently completed such that it can safely be opened to the public for use by vehicle traffic, the Contractor shall:

(a) notify the Province, including an indication of the work still intended to be completed by the Contractor prior to such opening;

(b) procure an inspection by the Independent Safety Auditor;

(c) provide the Province with the results of the inspection by the Independent Safety Auditor;

(d) undertake testing as reasonably required by the Province and provide the

Province with such testing results; and

(e) provide an updated Operation and Maintenance Plan (or have already provided such Plan) that addresses the O&M during the PNI Construction Period or the Construction Period, as applicable, of the Early Opening Candidate.

The Province may within 10 days after receiving such Independent Safety Auditor and other testing results (i) perform its own inspection and (ii) notify the Contractor and the Independent Safety Auditor of any deficiencies and safety concerns.

When the Province, having regard to any deficiencies and safety concerns noted by the Province within the above 10 day period and all remedial action taken by the Contractor in response thereto, is satisfied that the Early Opening Candidate can safely be opened to the public for use by vehicle traffic, the Province shall issue to the Contractor an approval that the Early Opening Candidate can be opened to the public for use by vehicle traffic prior to Traffic Availability (the “**Early Opened Road**”).

Provided the Early Opened Road met the pre-opening conditions set out in the following sections of the Technical Requirements: 400.4.2.4 (cross-slope and superelevation, pavement width); 400.4.3.2 (smoothness); and 400.4.4.2 (rutting), at the time of opening, the Early Opened Road shall not be required to again meet such pre-opening conditions immediately before Traffic Availability.

The Early Opened Road shall be deemed to be an “In-Service Road” (as defined in section 200.3.10 (Operation and Maintenance of In-Service Roads During Construction Period) of the Technical Requirements and the requirements in section 200.3.10 of the Technical Requirements shall apply to the Early Opened Road. For greater clarity, at PNI Traffic Availability or RNI Traffic Availability, as applicable, the Early Opened Road is part of the Priority New Infrastructure or the Remaining New Infrastructure, as applicable.

## **6. OPERATION AND MAINTENANCE**

### **6.1 Commencement of O&M**

The Contractor shall perform and carry out the O&M in accordance with the O&M Requirements and in accordance with such of the Contractor’s Management Systems and Plans (as amended from time to time as contemplated by Section 5.5) for the Existing Infrastructure from the EI O&M Start Date and for the Priority New Infrastructure from PNI Traffic Availability and for the Remaining New Infrastructure from RNI Traffic Availability, and for all three until the end of the Term or the sooner termination of this Agreement in accordance with its provisions. The Service Roads are not included in the O&M to be performed by the Contractor. From the EI O&M Start Date until the end of the Term or the sooner termination of this Agreement in accordance with its provisions, the Province shall provide the Contractor with non-exclusive access to and use of, for the

purpose of performing its obligations under this Agreement, the portion of the Road Right of Way related to the Existing Infrastructure.

## **6.2 O&M Requirements**

The O&M Requirements may be modified only by amendment of the O&M Requirements made in accordance with Section 7.2. If the Contractor asserts that any aspect of the O&M Requirements is uncertain or ambiguous, either party may require that the interpretation of that aspect of the O&M Requirements be determined by the Dispute Resolution Procedure. The Province acknowledges that it is responsible for the adequacy and suitability of the O&M Requirements, and shall indemnify the Contractor against any claims by third parties (including the reasonable cost of defending such third party claims, on a solicitor and client basis) for personal injuries or property damage to the extent that the Province has agreed with the Contractor, or a Court has determined, that such injury or damage was caused or contributed to by a failure of the O&M Requirements to be adequate and suitable.

## **6.3 Compliance with Applicable Laws**

The Contractor undertakes to comply with all applicable laws in the carrying out of the O&M Requirements.

## **6.4 Road Closure Fees**

Where the Contractor, as contemplated by and in accordance with the Technical Requirements, makes arrangements with the carriers of high loads or oversized loads to close any portion or any lane of the New Infrastructure or the Existing Infrastructure for that purpose, such arrangements shall limit the Contractor to recovering from such carriers an amount calculated according to section 4.4 of Schedule 1 as if such arrangement were pursuant to a Change Order Directive.

## **6.5 Contractor Solely Responsible for O&M Costs**

Except as expressly set out in this Agreement, the Contractor is solely responsible for paying all costs, fees and charges of any nature whatsoever required to perform the O&M, excepting only:

- (a) the costs, fees and charges of the Province's own personnel, consultants and professional advisors;
- (b) the costs, fees and charges of any mediation or arbitration pursuant to the Dispute Resolution Procedure, which are specifically provided for in Schedule 7 (Dispute Resolution Procedure);
- (c) any claims by third parties asserting a right to damages as a result of the O&M being carried out as contemplated by and in accordance with this

Agreement, to the extent such claims are not founded on any negligent act or omission by the Contractor or any of its subcontractors or a failure by the Contractor to comply with this Agreement. The Province shall indemnify the Contractor against such third party claims set out in the foregoing portion of (c) (including the reasonable cost of defending such claims, on a solicitor and client basis); and

(d) any costs, fees, charges or payments expressly to be made by the Province under the provisions of this Agreement.

## **6.6 Condition of Existing Infrastructure**

The Province shall ensure that on the EI O&M Start Date the Existing Infrastructure is in a condition as if maintained in accordance with the O&M Requirements, and to that end:

(a) the Contractor and the Province shall within 45 days after Execution of this Agreement arrange joint inspections of the condition of the Existing Infrastructure and identify all respects (“**EI Deficiencies**”) in which the condition of the Existing Infrastructure falls short of the condition required to be maintained pursuant to the O&M Requirements;

(b) upon identification of the EI Deficiencies, the Province shall, prior to the EI O&M Start Date, for each EI Deficiency either:

(i) remedy the EI Deficiency at its own expense;

(ii) make arrangements with the Contractor to remedy the EI Deficiency, in consideration of such payment as the Province and the Contractor may negotiate; or

(iii) notify the Contractor that the EI Deficiency need not be remedied, in which case the O&M Requirements and the Handback Requirements as they apply to the Existing Infrastructure shall be deemed to be amended accordingly; and

(c) if the joint inspections fail to identify latent defects in the Existing Infrastructure, but such latent defects come to light on or before the date 10 years after the EI O&M Start Date, then the Province shall correct and repair the defects in such manner and on such timetable as is reasonable in the circumstances and does not unreasonably interfere with the Contractor’s performance of the Project or the O&M, it being acknowledged that, except to the extent that the Contractor has failed to fulfill the Project Requirements or the O&M Requirements in respect of the Existing Infrastructure, nothing herein imposes responsibility on the Contractor to correct or repair latent defects to the extent such correction or repair is beyond the scope of the Project Requirements, the O&M Requirements and the Handback Requirements.

The Province undertakes that it will during the Construction Period and the Operating Period from time to time rehabilitate the Existing Infrastructure (“**EI Rehab**”) as is reasonably appropriate, provided that the Province shall be obliged to carry out such rehabilitation only (“**EI Rehab Standard**”):

(d) to the extent that such rehabilitation work is not required to be performed by the Contractor pursuant to the O&M Requirements, and

(e) on such timetable and to such standard as is generally commensurate with rehabilitation on high volume, high profile, major penetrator highway bridge structures under the jurisdiction of the Province and adjacent to the City of Calgary and the City of Edmonton; such highways currently being Highways 1, 2, 2A, 14, 16, 16A, and 28.

The Province shall ensure that during the Construction Period and the Operating Period the Existing Infrastructure is rehabilitated to the EI Rehab Standard, and to that end and provided the Contractor has not been contracted to do the EI Rehab:

(f) when the Province anticipates that an EI Rehab will be substantially completed within the ensuing 30 days, the Province shall so notify the Contractor, and the Province and the Contractor shall:

(i) within 15 days thereafter; and

(ii) no earlier than 21 days prior to the anticipated substantial completion date of the EI Rehab and no later than seven days prior to the anticipated substantial completion date of the EI Rehab;

arrange joint inspections of the condition of the EI Rehab and identify all respects (“**EI Rehab Deficiencies**”) in which the condition of the EI Rehab falls short of the condition required to be maintained pursuant to the O&M Requirements;

(g) upon identification of the EI Rehab Deficiencies, the Province shall, as soon as reasonably practicable, for each EI Rehab Deficiency either:

(i) remedy the EI Rehab Deficiency at its own expense;

(ii) make arrangements with the Contractor to remedy the EI Rehab Deficiency, in consideration of such payment as the Province and the Contractor may negotiate; or

(iii) notify the Contractor that the EI Rehab Deficiency need not be remedied, in which case the O&M Requirements and the Handback Requirements as they apply to the Existing Infrastructure shall be deemed to be amended accordingly; and

(h) if the joint inspections fail to identify latent defects in the EI Rehab, but such latent defects come to light on or before the date 10 years after substantial completion of the EI Rehab, then the Province shall correct and repair the defects at its own cost in such manner and on such timetable as is reasonable in the circumstances and does not unreasonably interfere with the Contractor's performance of the O&M, it being acknowledged that, except to the extent that the Contractor has failed to fulfill the Project Requirements or the O&M Requirements in respect of the Existing Infrastructure, nothing herein imposes responsibility on the Contractor to correct or repair latent defects to the extent such correction or repair is beyond the scope of the Project Requirements, the O&M Requirements and the Handback Requirements.

## **7. MODIFICATIONS AND CHANGE ORDERS**

### **7.1 Modification of Project Requirements**

If during the Construction Period, the Province wishes to modify the Project or the Project Requirements, it shall proceed as provided in Schedule 1 (Change Orders). If the Contractor wishes to recommend modification of the PNI Project or the RNI Project, as applicable, or the Project Requirements, it may invite the Province to proceed as provided in Schedule 1. Upon a Change Order Confirmation or a Change Order Directive being issued by the Province pursuant to Schedule 1 in respect of the PNI Project or the RNI Project, as applicable, or the Project Requirements:

- (a) Schedule 18 (Technical Requirements) or any other affected Schedule (other than Schedule 14 which is addressed in (d) below) shall be amended accordingly;
- (b) except as otherwise agreed between the Province and the Contractor (including without limitation any arrangement proposed by the Contractor under clause (c) and agreed to by the Province), the Contractor shall be entitled to payment from the Province on a progress basis, invoiced and paid on a monthly basis, of the reasonable incremental costs, if any, of carrying out the PNI Project or the RNI Project, as applicable, or the Project Requirements, including, if the Change Order will delay Traffic Availability, any costs to the Contractor occasioned by the delay in Traffic Availability, which payment shall be made following the Traffic Availability Target Date for those incurred costs;
- (c) if the Contractor anticipates that the Change Order will delay Traffic Availability, but is of the opinion the delay can be avoided or mitigated through extraordinary measures, the Contractor may propose to the Province that such extraordinary measures be taken by the Contractor at the Province's expense; and
- (d) except as otherwise agreed between the Province and the Contractor, if the Change Order will increase or decrease the cost to the Contractor of carrying out



the O&M or the O&M Requirements, then the O&M Payments in Schedule 14 (Payment Schedule) shall be adjusted commensurately.

The Province shall not, without the prior consent of the Contractor, pursue any Change Orders that singularly or in the aggregate involve an alteration in the scope of the PNI Project or the RNI Project, as applicable, of such magnitude that it could reasonably be expected to materially impact the Project Financing or the Contractor's ability to achieve PNI Traffic Availability or RNI Traffic Availability by the PNI Traffic Availability Target Date or the RNI Traffic Availability Target Date respectively or otherwise materially and adversely alter the risk profile of the PNI Project or the RNI Project, as applicable (including, without limitation, increased exposure to Payment Adjustments).

## **7.2 Modification of O&M Requirements**

If the Province wishes to modify the O&M or the O&M Requirements, it shall proceed as provided in Schedule 1 (Change Orders). If the Contractor wishes to recommend modification of the O&M or the O&M Requirements, it may invite the Province to proceed under Schedule 1. Upon a Change Order Confirmation or a Change Order Directive being issued by the Province pursuant to Schedule 1 in respect of the O&M or the O&M Requirements:

- (a) Schedule 18 (Technical Requirements) or any other affected Schedule (other than Schedule 14 which is addressed in (b) below) shall be amended accordingly; and
- (b) except as otherwise agreed between the Province and the Contractor, if the Change Order will increase or decrease the cost to the Contractor of carrying out the O&M or the O&M Requirements, then the O&M Payments in Schedule 14 (Payment Schedule) shall thereafter be adjusted commensurately.

The Province shall not, without the prior consent of the Contractor, pursue any Change Orders that singularly or in the aggregate would: (i) effect a reduction in the O&M or the O&M Requirements of such magnitude as could reasonably be expected to materially and adversely affect the Contractor; or (ii) involve an alteration in the scope of the O&M of such magnitude that it could reasonably be expected to materially and adversely alter the risk profile of the O&M (including, without limitation, increased exposure to Payment Adjustments).

## **7.3 Other Work by Province**

The Province shall be at liberty, both during the Construction Period and the Operating Period, to undertake additional improvements or accommodate additional utilities within the TUC or within the Road Right of Way (provided such additional improvements or accommodation of additional utilities have not been deleted from the Project or the O&M via a Change Order), but in that event:

(a) the Province shall take all commercially reasonable measures to minimize interference with or disruption to the Contractor's carrying out of the Project, the Project Requirements, the O&M or the O&M Requirements (as the case may be) and, shall take all commercially reasonable efforts to have any third party carrying out the additional improvements or carrying out works to accommodate additional utilities referred to above to coordinate the carrying out of its activities with the activities of the Contractor (including in respect of occupational health and safety on site); and

(b) if the activities of the Province or its contractors in carrying out the additional improvements do interfere with or disrupt the Contractor's carrying out of the Project, the Project Requirements, the O&M or the O&M Requirements (including without limitation as a result of damage caused to the New Infrastructure or as a result of any defect in the additional improvements), such interference or disruption shall, subject to Section 13.2, constitute a Relief Event under Section 13.2(a) or 13.2(j), as applicable.

The Contractor shall provide all reasonable cooperation (but without obligation to incur material expense unless underwritten by the Province) to facilitate the Province's carrying out of the additional improvements or to accommodate the additional utilities.

#### **7.4 Expansion by Province**

The Province shall be at liberty during the PNI Operating Period and the Operating Period to undertake expansion to any aspect of the New Infrastructure (the Priority New Infrastructure if during the PNI Operating Period) or the Existing Infrastructure, but in that event:

(a) the Province shall, before entering into any agreement to expand the New Infrastructure, but only to the extent permitted by law and any intergovernmental agreements to which the Province is then a party, discuss with the Contractor for a period of 60 days, the possibility of engaging the Contractor to carry out such expansion and to mutually consider whether the expansion would materially and adversely alter the risk profile of the O&M;

(b) if the Province does not engage the Contractor to carry out such expansion, the Province shall take all commercially reasonable measures to minimize interference with or disruption to the Contractor's carrying out of the PNI Project, the O&M or the O&M Requirements (including without limitation as a result of damage caused to the New Infrastructure or, but only if the Contractor is not engaged to operate and maintain such expansion, as a result of any defect in such expansion), and if the activities of the Province or its contractors in carrying out the expansion do interfere with or disrupt the Contractor's carrying out of the O&M or the O&M Requirements, such interference or disruption shall, subject to Section 13.2, constitute a Relief Event under Section 13.2(a) or 13.2(k), as applicable;

(c) if the Province does engage the Contractor to operate and maintain such expansion the O&M and the O&M Requirements shall then be amended to reflect the expansion and shall be amended at reasonable times, in a reasonable manner and with reasonable information sharing so as to as much as practicable minimize the cost to the Province of the amendment, and in that event the scope of the O&M shall be extended to and include the expansion;

(d) if the Province does engage the Contractor to operate and maintain such expansion and if the expansion when completed increases the cost to the Contractor of carrying out the O&M or the O&M Requirements, then in accordance with Section 7.5 the O&M Payments in Schedule 14 (Payment Schedule) shall thereafter be adjusted commensurately; and

(e) if expansion of the New Infrastructure is carried out other than by the Contractor (the “**Expansion**”) but the Province does engage pursuant to Section 7.2 the Contractor to operate and maintain the Expansion, then:

(i) the Contractor shall provide all reasonable cooperation (but without obligation to incur material expense unless underwritten by the Province) to facilitate the carrying out of the Expansion;

(ii) subject to the last paragraph below in Section 7.4, for all purposes related to the Handback Requirements and responsibility for latent defects, the Expansion shall be treated as if it were part of the New Infrastructure; and

(iii) if the Expansion materially and adversely alters the risk profile of the O&M (including, without limitation, increased exposure to Payment Adjustments) or materially and adversely alters the risk profile of the Handback Requirements as applied to the Expansion, the Contractor is entitled to reasonable compensation (on an ongoing basis) therefor from the Province.

When the Province anticipates that the Expansion will be substantially completed in six months, the Province shall so notify the Contractor, and the Province and the Contractor shall:

(iv) within 15 days thereafter; and

(v) no earlier than 45 days prior to the anticipated substantial completion date of the Expansion and no later than 30 days prior to the anticipated substantial completion date of the Expansion;

arrange joint inspections of the condition of the Expansion and identify all defects in which the condition of the Expansion falls short of the condition required to be

constructed pursuant to the Project Requirements.

If the joint inspections fail to identify latent defects in the Expansion, but such latent defects come to light on or before the date 10 years after substantial completion of the Expansion, then the Province shall correct and repair the defects at its own cost in such manner and on such timetable as is reasonable in the circumstances and does not unreasonably interfere with the Contractor's performance of the O&M, it being acknowledged that, except to the extent that the Contractor has failed to fulfill the O&M Requirements in respect of the Expansion, nothing herein imposes responsibility on the Contractor to correct or repair latent defects to the extent such correction or repair is beyond the scope of the O&M Requirements and the Handback Requirements.

## **7.5 Determination of Costs**

All payments and adjustments of Schedule 14 (Payment Schedule) on account of Change Orders under Sections 7.1 or 7.2 or by the operation of Section 7.4(d) shall be calculated in accordance with the provisions of Schedule 1 (Change Orders).

## **8. HANDBACK UPON EXPIRY**

### **8.1 Handback Requirements**

Upon expiry of the Term, the Contractor shall leave the New Infrastructure and the Existing Infrastructure in the condition required by the Handback Requirements.

### **8.2 Handback Inspections**

The Contractor and the Province shall jointly carry out the following handback inspections (consisting of all appropriate examinations and tests, carried out in accordance with all applicable Technical Requirements) in order to assess what work (including, in the case of the New Infrastructure, major rehabilitation work as required) is likely to be required in order to achieve the Handback Requirements:

(a) the first handback inspection shall take place at a time, specified by the Province following consultation with the Contractor, that is at least 57 months and not more than 63 months prior to expiry of the Term;

(b) the second handback inspection shall take place at a time, specified by the Province following consultation with the Contractor, that is at least 15 months and not more than 18 months prior to expiry of the Term; and

(c) the third handback inspection shall take place at a time, specified by the Province following consultation with the Contractor, that is not more than one month prior to the expiry of the Term.

### 8.3 Procedure Following Inspections

Following each handback inspection under Section 8.2, the Contractor shall within:

- (a) 60 days of the first handback inspection;
- (b) 30 days of the second handback inspection; and
- (c) 7 days of the third handback inspection;

prepare and deliver to the Province a comprehensive workplan and schedule acceptable to the Province, acting reasonably, designed to ensure that the New Infrastructure and the Existing Infrastructure will meet the Handback Requirements upon expiry of the Term. Following delivery and acceptance of such workplan and schedule, the Contractor shall keep the Province fully advised of all activity and progress in carrying out the workplan.

### 8.4 Holdbacks

If the Contractor fails to deliver a workplan and schedule in accordance with Section 8.3 or, having delivered it, fails in any material respect to diligently carry out the workplan in accordance with the schedule, then the Province may hold back (without duplication) from any amounts thereafter becoming payable to the Contractor under this Agreement an aggregate amount (the “**Holdback**”) that the Province, acting reasonably and following consultation with the Contractor and having regard to the amounts of the O&M Payments remaining to be made during the remainder of the Term, considers sufficient to achieve the Handback Requirements at the end of the Term in the event that the Contractor were to fail to do so. Notwithstanding the foregoing, the Province may not in any event hold back under this Section:

- (a) any amount prior to the last four years of the Term; or
- (b) any part of the Capital Payment prior to the last three years of the Term.

The Holdback shall be released to the Contractor, without interest, as the work is done by the Contractor (but not more frequently than monthly). If the Handback Requirements are not achieved by the expiry of the Term (or, if the Term expires other than during the Construction Season, within 90 days after the next Construction Season begins), the Province may release the Contractor from its obligation to achieve the Handback Requirements and in that event may retain the remaining balance of the Holdback as liquidated damages.

### 8.5 Substitution of Letter of Credit

The Contractor may at any time call for release of the remaining balance of the Holdback (as defined in Section 8.4) upon delivering to the Province an irrevocable, unconditional,

on sight letter of credit in the amount of the remaining balance of the Holdback, presentable for payment at a bank in Canada and issued by a bank authorized under the *Bank Act* (Canada) to do business in Canada (or issued by such other financial institution approved in advance for the purposes of this Section by the Province, who may grant or decline such approval in its absolute discretion), and having a senior, unsecured long-term issuer credit rating of not less than A+ (with not less than a stable outlook) or equivalent from one of (and no rating less than A+ (with not less than a stable outlook) or equivalent from any other of) Standard & Poor's, DBRS (formerly known as Dominion Bond Rating Service) or Fitch Ratings (or any other major credit rating agency approved for the purposes of this Section by the Province, who may grant or decline such approval in its absolute discretion). The Province may present the letter of credit for payment if:

- (a) upon expiry of the Term, the Handback Requirements are not met;
- (b) the letter of credit has an expiry date and the Contractor fails to deliver a renewal letter of credit at least 20 days in advance of the expiry of the letter of credit; or
- (c) any of the senior, unsecured long-term credit ratings of the issuer of the letter of credit becomes less than A+ (with a stable outlook) or equivalent and the Contractor fails to deliver a replacement of the letter of credit no later than 21 days after being so requested by the Province;

and in either case the amount received by the Province upon presentation of the letter of credit shall be dealt with by the Province in the same manner as the Holdback under Section 8.4.

Subject to Section 8.4, as the work referenced in the second paragraph of Section 8.4 is done by the Contractor, the Province shall permit (but not more frequently than monthly), on written application by the Contractor, a corresponding reduction in the amount of the letter of credit.

## **8.6 Disagreements**

If the Contractor disputes the appropriateness of the amount of the Holdback or disagrees with the Province's assessment of whether any of the Handback Requirements have been achieved, the Contractor may refer the matter to the Dispute Resolution Procedure.

## **9. PAYMENT**

### **9.1 Payment of Provincial Funding**

The Province will make payment of the Progress Payments to the Contractor at the times and in the amounts and subject to the conditions specified in Schedule 9 (Provincial Funding Progress Payments).

## 9.2 Payment Mechanism

Apart from the Progress Payments, payment by the Province to the Contractor under this Agreement shall be in the form of a single monthly payment (the “**Payment**”) comprised of the amounts described below in clauses (a), (a.1), (b) and (b.1) less the amounts described below in clauses (c), (d) and (e):

(a) the amount of the PNI Capital Payment as set out in Schedule 14 (Payment Schedule) as amended and adjusted under Sections 9.4 through 9.6, as applicable; plus

(a.1) the amount of the RNI Capital Payment as set out in Schedule 14 (Payment Schedule) as amended and adjusted under Sections 9.4 through 9.6, as applicable; plus

(b) the amount of the PNI O&M Payment as set out in Schedule 14 (Payment Schedule) as amended and adjusted:

(i) under Sections 9.4 through 9.6, as applicable;

(ii) from time to time in accordance with the Index Factor, in accordance with Section 10.1; and

(iii) from time to time in accordance with the Traffic Volume Adjustment; plus

(b.1) the amount of the RNI O&M Payment as set out in Schedule 14 (Payment Schedule) as amended and adjusted:

(i) under Sections 9.4 through 9.6, as applicable;

(ii) from time to time in accordance with the Index Factor, in accordance with Section 10.1; and

(iii) from time to time in accordance with the Traffic Volume Adjustment; less

(c) the amount of any holdback made by the Province in accordance with Section 5.17 or Section 8.4; and

(d) the amount of any Payment Adjustments (excluding Traffic Volume Adjustments) made by the Province in accordance with Section 10.2; and

(e) any amount set off by the Province in accordance with Section 9.8.

In the event that the above calculation produces a negative amount for any month, such amount may be set off by the Province against the Payment for the next following month (or, if necessary, months).

The Province's obligation to make the Payment each month until expiry of the Term (or earlier termination of this Agreement in accordance with its provisions) shall not be interrupted, abated or adjusted except as expressly set out in this Agreement.

### **9.3 Payment Procedure**

The first PNI Payment shall be on the first Business Day of the month following the month in which PNI Traffic Availability is achieved, and each PNI Payment shall be made by the Province on the first Business Day of each month thereafter.

The first RNI Payment shall be on the first Business Day of the month following the month in which RNI Traffic Availability is achieved, and each RNI Payment shall be made by the Province on the first Business Day of each month thereafter.

The Contractor shall, at least five Business Days prior to the first Business Day of each month, submit in the form specified by Schedule 14 (Payment Schedule), details of the Contractor's proposed calculation of the Payment next falling due, including details of all applicable Payment Adjustments and having regard to the categories enumerated in Section 9.2. The Province shall, on or before making each Payment, provide to the Contractor in the form specified by Schedule 14, the Province's calculation (similarly enumerated by category) of that Payment. In the event that the Contractor disputes the amount of any Payment made by the Province, the Contractor shall bring such dispute to the attention of the Province within 30 days after the date the Payment is received, failing which, in the absence of manifest error, the Contractor shall be estopped from later disputing the correctness of the amount so paid.

### **9.4 Adjustment of the Payment Schedule**

Schedule 14 (Payment Schedule) is premised upon PNI Traffic Availability being achieved on the PNI Traffic Availability Target Date. Upon PNI Traffic Availability, Schedule 14 (Payment Schedule) shall be proportionately adjusted and amended so that:

(a) the first PNI Payment (that is, both the PNI Capital Payment and the PNI O&M Payment which excludes the Existing O&M Payment) is for the number of days, from and including the day PNI Traffic Availability is achieved, remaining in that month and the final payment (that is, both the PNI Capital Payment and the PNI O&M Payment which excludes the Existing O&M Payment) is for the number of days, from and including the first day of the month in which the 30<sup>th</sup> anniversary of PNI Traffic Availability (the "**Anniversary Date**") falls to and including the day before the Anniversary Date; and

(b) the timing of all other PNI Payments are adjusted accordingly.



Schedule 14 (Payment Schedule) is premised upon RNI Traffic Availability being achieved on the RNI Traffic Availability Target Date. Upon RNI Traffic Availability, Schedule 14 (Payment Schedule) shall be proportionately adjusted and amended so that:

- (c) the first RNI Payment (that is, both the RNI Capital Payment and the RNI O&M Payment which includes the Existing O&M Payment) is for the number of days, from and including the day RNI Traffic Availability is achieved, remaining in that month and the final payment (that is, both the RNI Capital Payment and the RNI O&M Payment which includes the Existing O&M Payment) is for the number of days, from and including the first day of the month in which the Term expires to and including the day the Term expires; and
- (d) the timing of all other RNI Payments are adjusted accordingly.

For greater clarity, the Existing O&M Payments do not start until RNI Traffic Availability is achieved.

## 9.5 Early Completion

In the event PNI Traffic Availability is achieved prior to the PNI Traffic Availability Target Date, then:

- (a) the Term shall still expire 31 years from the PNI Traffic Availability Target Date, but, subject to clause (c) below, there will be only 31 years of PNI Payments;
- (b) Schedule 14 (Payment Schedule) with respect to the PNI Payments shall be adjusted and amended accordingly; and
- (c) for the period between the date the day before the 31<sup>st</sup> anniversary of PNI Traffic Availability (the “**PNI End Date**”) to and including the day the Term expires, the Province shall pay to the Contractor (the “**PNI Stub Period Payment**”) for the Contractor to carry out the O&M of the Priority New Infrastructure (the “**PNI Stub Period O&M**”), the following payments:
  - (i) for each full month of PNI Stub Period O&M, a monthly amount equal to the PNI New O&M Payment for September 2051 as set out in Schedule 14 (Payment Schedule) after annual indexing for inflation; and
  - (ii) the first PNI Stub Period Payment is prorated for the number of days, from and including the PNI End Date, remaining in that month and the final PNI Stub Period Payment is prorated for the number of days, from and including the first day of the month in which the Term expires to and including the day the Term expires.

In the event RNI Traffic Availability is achieved prior to the RNI Traffic Availability Target Date, then:

(d) the Term shall still expire 30 years from the RNI Traffic Availability Target Date, but, subject to clause (f) below, there will be only 30 years of RNI Payments;

(e) Schedule 14 (Payment Schedule) with respect to the RNI Payments shall be adjusted and amended accordingly; and

(f) for the period between the date the day before the 30th anniversary of RNI Traffic Availability (the “**RNI End Date**”) to and including the day the Term expires, the Province shall pay to the Contractor (the “**RNI Stub Period Payment**”) for the Contractor to carry out the O&M of the Remaining New Infrastructure and the Existing Infrastructure (the “**RNI Stub Period O&M**”), the following payments:

(i) for each full month of RNI Stub Period O&M, a monthly amount equal to the sum of the RNI New O&M Payment and the Existing O&M Payment for September 2051 both as set out in Schedule 14 (Payment Schedule) after annual indexing for inflation; and

(ii) the first RNI Stub Period Payment is prorated for the number of days, from and including the RNI End Date, remaining in that month and the final RNI Stub Period Payment is prorated for the number of days, from and including the first day of the month in which the Term expires to and including the day the Term expires.

The first PNI Stub Period Payment shall be on the first Business Day of the month following the month in which the PNI End Date falls, and each PNI Stub Period Payment shall be made by the Province on the first Business Day of each month thereafter.

The first RNI Stub Period Payment shall be on the first Business Day of the month following the month in which the RNI End Date falls, and each RNI Stub Period Payment shall be made by the Province on the first Business Day of each month thereafter.

The PNI Stub Period Payment and the RNI Stub Period Payment both are subject to Payment Adjustments the same as the Payment.

The Contractor shall, at least five Business Days prior to the first Business Day of each month, submit details of the Contractor’s proposed calculation of the PNI Stub Period Payment or the RNI Stub Period Payment, as applicable, next falling due, including details of all applicable Payment Adjustments. The Province shall, on or before making each PNI Stub Period Payment or RNI Stub Period Payment, as applicable, provide to the Contractor the Province’s calculation of the PNI Stub Period Payment or the RNI Stub Period Payment, as applicable. In the event that the Contractor disputes the amount of

any PNI Stub Period Payment or RNI Stub Period Payment, as applicable, made by the Province, the Contractor shall bring such dispute to the attention of the Province within 30 days after the date the PNI Stub Period Payment or the RNI Stub Period Payment, as applicable, is received, failing which, in the absence of manifest error, the Contractor shall be estopped from later disputing the correctness of the amount so paid.

## **9.6 Late Completion**

Subject to Section 9.10, in the event that PNI Traffic Availability is not achieved until after the PNI Traffic Availability Target Date, then:

- (a) the Term shall expire 31 years from the PNI Traffic Availability Target Date; and
- (b) Schedule 14 (Payment Schedule) shall not be adjusted or amended, except that:
  - (i) the Contractor is not entitled to the PNI Payment for any month prior to the month in which PNI Traffic Availability is achieved but subject to the provisions of Sections 7.1(b), 11.7, 12.1(d), and 13.3(d); and
  - (ii) the Contractor is entitled to the PNI Payment for the month in which PNI Traffic Availability is achieved, based on the number of days from and including the day PNI Traffic Availability is achieved until the end of that month;

it being the mutual intent of the parties that in such event, the aggregate amounts of the PNI Capital Payments and the PNI O&M Payments payable shall be reduced in accordance with the foregoing.

Subject to Section 9.10, in the event that RNI Traffic Availability is not achieved until after the RNI Traffic Availability Target Date, then:

- (c) the Term shall expire 30 years from the RNI Traffic Availability Target Date, that is, so that the Operating Period is less than 30 years; and
- (d) Schedule 14 (Payment Schedule) shall not be adjusted or amended, except that:
  - (i) the Contractor is not entitled to the RNI Payment for any month prior to the month in which RNI Traffic Availability is achieved but subject to the provisions of Sections 7.1(b), 11.7, 12.1(d), and 13.3(d); and
  - (ii) the Contractor is entitled to the RNI Payment for the month in which RNI Traffic Availability is achieved, based on the number of days from and including the day RNI Traffic Availability is achieved until the end of

that month;

it being the mutual intent of the parties that in such event, both the Operating Period and the aggregate amounts of the RNI Capital Payments and the RNI O&M Payments payable over the Term shall be reduced in accordance with the foregoing.

### **9.7 No GST**

The Province represents and warrants that it is not, and will not become, obligated to pay the goods and services tax or a harmonized sales tax (“**GST**”) under Part IX of the *Excise Tax Act* (Canada), and that its GST registration number is 124072513RT0001. No amount payable by the Province under this Agreement is subject to GST.

In the event that the Province is or becomes obligated, in connection with this Agreement and in respect of any period during the Construction Period or the Term, to collect from the Contractor and remit any amounts in respect of GST or any successor goods and services tax or harmonized sales tax pursuant to Part IX of the *Excise Tax Act* (Canada) or any successor legislation, then the Contractor shall pay such amounts to the Province within 30 days of receipt by the Contractor of an invoice for such amounts containing the information required by the applicable legislation. The Contractor acknowledges and agrees that any amounts paid by the Contractor to the Province pursuant to this Agreement (including payments in kind in the form of property or services) are exclusive of GST.

### **9.8 Set-off**

The Province is entitled to set off against any Payment or any Progress Payment only an amount:

- (a) finally determined (that is, no longer subject to the Dispute Resolution Procedure) to be payable by the Contractor to the Province under this Agreement;
- or
- (b) paid by the Province under and in accordance with any statute in respect of any lien or claim arising from any act or omission of the Contractor, or those for whom it is legally responsible, in relation to the Project or the O&M.

The Province, upon becoming aware that it is or may become obligated to pay and before paying an amount contemplated by clause (b) such that a right of set-off may arise under clause (b), shall give the Contractor such advance notice as may be practicable in the circumstances (without exposing the Province to any risk of being obliged to pay the same amount twice), with a view to affording the Contractor an opportunity to dispute (provided the Province is satisfied the dispute is bona fide), or make arrangements to remove or eliminate, the lien or claim.

## **9.9 Interest on Overdue Payments**

Except as otherwise provided in Section 17.5(b)(i), any amount payable under this Agreement and not paid when it becomes due shall bear interest at Prime plus 2%, without compounding, from the due date of the amount payable until the date (or dates) of payment. Where pursuant to the Dispute Resolution Procedure a disputed amount is determined to have been payable, then subject to any contrary determination pursuant to the Dispute Resolution Procedure, interest at Prime plus 2%, without compounding, shall be payable from the date when such amount ought to have been paid until the date (or dates) of payment.

## **9.10 Winter Relief**

Notwithstanding Section 9.6 and without amending the Province's payment obligations under Section 9.2, if PNI Traffic Availability is not achieved by the PNI Traffic Availability Target Date and is further delayed into the winter of 2020-2021, the Province agrees to provide the following (and, subject to Sections 11.7, 12.1(d) and 13.3(d), no other relief to the Contractor):

- (a) for each month or pro-rated portion thereof from December 1, 2020 through May 31, 2021 during which PNI Traffic Availability has not been achieved, the Province will pay to the Contractor two-thirds of the PNI Capital Payment that would have been payable for such months had PNI Traffic Availability been achieved;
- (b) the amount payable by the Province under clause (a) shall be payable to the Contractor, without interest, only upon PNI Traffic Availability;
- (c) the amount payable by the Province under clause (a) shall be reduced (but not to less than zero) by any amount paid or payable by the Province under Section 11.7, 12.1(d) or Section 13.3(d) in relation to the same months, it being the intent of the parties to avoid compensating the same loss more than once;
- (d) should this Agreement be terminated prior to PNI Traffic Availability but after December 1, 2020, then:
  - (i) if the termination is a Construction Period Termination or a Force Majeure Termination (in either case as defined in Section 18.1), the Province shall have no obligation arising under this Section 9.10;
  - (ii) if the termination is a Termination for Convenience (as defined in Section 18.1), the amount that would have become payable under this Section but for such termination shall be subsumed in the damages to which the Contractor is entitled under Section 18.9(b), it being the intent of the parties to avoid compensating the same loss more than once.

The relief afforded by the Province to the Contractor under the paragraph above is applicable, if at all, only to the months of December 1, 2020 through May 31, 2021, regardless of any intervening Relief Events or Force Majeure Events or any other circumstances.

Notwithstanding Section 9.6 and without amending the Province's payment obligations under Section 9.2 and provided PNI Traffic Availability has been achieved, if RNI Traffic Availability is not achieved by the RNI Traffic Availability Target Date and is further delayed into the winter of 2021-2022, the Province agrees to provide the following (and, subject to Sections 11.7, 12.1(d) and 13.3(d), no other relief to the Contractor):

- (e) for each month or pro-rated portion thereof from December 1, 2021 through May 31, 2022 during which RNI Traffic Availability has not been achieved, the Province will pay to the Contractor two-thirds of the RNI Capital Payment that would have been payable for such months had RNI Traffic Availability been achieved;
- (f) the amount payable by the Province under clause (e) shall be payable to the Contractor, without interest, only upon RNI Traffic Availability;
- (g) the amount payable by the Province under clause (e) shall be reduced (but not to less than zero) by any amount paid or payable by the Province under Section 11.7, 12.1(d) or Section 13.3(d) in relation to the same months, it being the intent of the parties to avoid compensating the same loss more than once;
- (h) should this Agreement be terminated prior to RNI Traffic Availability but after December 1, 2021, then:
  - (i) if the termination is a Construction Period Termination or a Force Majeure Termination (in either case as defined in Section 18.1), the Province shall have no obligation arising under this Section 9.10;
  - (ii) if the termination is a Termination for Convenience (as defined in Section 18.1), the amount that would have become payable under this Section but for such termination shall be subsumed in the damages to which the Contractor is entitled under Section 18.9(b), it being the intent of the parties to avoid compensating the same loss more than once.

The relief afforded by the Province to the Contractor under the paragraph immediately above is applicable, if at all, only to the months of December 1, 2021 through May 31, 2022, regardless of any intervening Relief Events or Force Majeure Events or any other circumstances.

## **10. INDEXING AND PAYMENT ADJUSTMENTS**

### **10.1 Indexing of O&M Payment**

The O&M Payment component of the Payment (but not the Capital Payment component of the Payment) is subject to annual indexing for inflation in the manner and at the times set out in Schedule 10 (Index Factor).

### **10.2 Payment Adjustments**

The Payment and the Progress Payments are subject to Payment Adjustments on the basis set out elsewhere in this Agreement or in Schedule 18 (Technical Requirements) and as summarized in Schedule 15 (Payment Adjustments Summary), applied at the times and in the manner set out elsewhere in this Agreement or in Schedule 18. In the event of any inconsistency between the criteria for and descriptions of the Payment Adjustments set out elsewhere in this Agreement or in Schedule 18 and the summaries of such criteria and such descriptions included in Schedule 15, the more detailed provisions of this Agreement or Schedule 18 shall govern. All Payment Adjustments except for the Traffic Volume Adjustment (which is based on a percentage of the O&M Payment exclusive of the Major Rehabilitation Payment) shall be subject to annual indexing for inflation in the manner and at the times set out in Schedule 10 (Index Factor).

### **10.3 Notification of Payment Adjustments**

Each of the Contractor and the Province shall notify the other in a timely manner upon becoming aware of circumstances that give rise to a Payment Adjustment. Failure by either party to give such notice in a timely manner shall not in any event disqualify the Province (or, in the case of the Traffic Volume Adjustment, the Contractor) from claiming the Payment Adjustment, but either party may assert against the other a claim for any damages resulting from the failure to give notice in a timely manner.

### **10.4 Replacement of Subcontractor**

The Province acknowledges that where it becomes necessary for the Contractor to replace the subcontractor performing the O&M (the “**O&M Subcontractor**”), a replacement O&M Subcontractor can most efficiently be procured only if the consequences of future Payment Adjustments are “reset” to zero. Accordingly, where the O&M Subcontractor is replaced either by the Contractor or pursuant to the Direct Lender Agreement, then provided that:

- (a) the replacement O&M Subcontractor is at arm’s length from the replaced O&M Subcontractor; and
- (b) the O&M Subcontractor has not previously been replaced more than once in the immediately preceding five year period;

the first circumstance thereafter giving rise to a Payment Adjustment shall be deemed to be the first Payment Adjustment under this Agreement. Nothing in this Section shall operate to relieve the Contractor against any Payment Adjustments arising prior to the replacement of the O&M Subcontractor.

## **11. INSURANCE, DAMAGE AND DESTRUCTION**

### **11.1 Insurance Requirements**

Prior to the Contractor commencing construction of the New Infrastructure and until Construction Completion, the Contractor shall maintain in place all of the insurance specified in Schedule 11 (Insurance Requirements) as being required during the Construction Period. From and after PNI Traffic Availability until the end of the Term, the Contractor shall, subject to the provisions of Section 11.9 addressing uninsurability, maintain in place all of the insurance with respect to the Priority New Infrastructure specified in Schedule 11 (Insurance Requirements) as being required until the end of the Term. From and after RNI Traffic Availability until the end of the Term, the Contractor shall, subject to the provisions of Section 11.9 addressing uninsurability, maintain in place all of the insurance with respect to the Remaining New Infrastructure specified in Schedule 11 (Insurance Requirements) as being required during the Operating Period.

### **11.2 Other Requirements**

All insurance required under Section 11.1:

- (a) shall be primary and shall not require the pro rata sharing of any loss by any insurer of the Province; and
- (b) shall be endorsed to provide the Province with 30 days advance written notice of (i) material change restricting coverage (with the exception of automobile insurance under sections 3.1(b) and 4.1(b) of Schedule 11 (Insurance Requirements)) or (ii) cancellation, including for non-payment of premium.

The Contractor shall require and ensure that each of its subcontractors identified in Schedule 17 (Subcontractors) and shall require and use all commercially reasonable efforts to ensure that each of its other subcontractors:

- (c) designing or building the Project, maintains and provides evidence as reasonably requested by the Province of comparable insurance set forth in section 3.1(b) of Schedule 11 in an amount not less than \$5,000,000 inclusive per occurrence or carrying out the operations and maintenance activities during the Construction Period required by the Technical Requirements, maintains during the Construction Period and provides evidence as reasonably requested by the Province of comparable insurance set forth in sections 4.1(a) in an amount not less than \$10,000,000 inclusive per occurrence and 4.1(b) of Schedule 11 in an



amount not less than \$5,000,000 inclusive per occurrence;

(d) designing the Project, maintains from the Execution of the DBFO Agreement until twelve months following Construction Completion and provides evidence, as reasonably requested by the Province, of professional errors and omissions insurance. The lead designer is required to maintain errors and omissions insurance in an amount not less than \$5,000,000 per claim and in the aggregate. All other architects, engineers and designers are required to maintain errors and omissions insurance in an amount not less than \$2,000,000 per claim and in the aggregate; and

(e) carrying out the O&M, maintains and provides evidence as reasonably requested by the Province of comparable insurance set forth in section 4.1(a) of Schedule 11 in an amount not less than \$10,000,000 inclusive per occurrence and set forth in section 4.1(b) of Schedule 11 in an amount not less than \$5,000,000.

### **11.3 Waiver of Recourse**

The Contractor shall, to the extent that any of its property is required under this Agreement to be insured against, waive any right of recourse against the Province in regard to any loss or damage to such property to the extent of the proceeds actually recovered from such insurance, and shall make its insurer(s) aware of such waiver.

### **11.4 Evidence of Insurance**

The Contractor shall deliver or cause to be delivered to the Province:

(a) in relation to the insurance required for the Construction Period, evidence satisfactory to the Province acting reasonably (which evidence may include but not be limited to detailed insurance cover notes and detailed certificates of insurance and written confirmation from the Contractor's insurance broker that all insurance required to be obtained and maintained by the Contractor by this Section 11 is in effect and complies with each of the insurance requirements in Section 11 and Schedule 11) of all insurance policies required to be obtained and maintained by the Contractor by this Section 11 at least 5 days prior to the Contractor making any entry upon the Lands for the purpose of commencing construction. The Contractor shall deliver or cause to be delivered to the Province certified copies of all insurance policies evidencing the insurance required to be obtained and maintained by the Contractor by this Section 11 as soon as reasonably practicable, and in any event within 30 days after Execution of this Agreement; and

(b) in relation to the insurance required for the Operating Period, certified copies of all insurance policies evidencing the insurance required to be obtained and maintained by the Contractor by this Section 11 prior to and as a precondition to PNI Traffic Availability or RNI Traffic Availability, as applicable;

and shall provide or cause to be provided, not less than 10 days prior to expiration of any then current policy documentation evidencing to the satisfaction of the Province (acting reasonably) the renewal, extension or replacement of such insurance and as soon as reasonably practicable, and in any event within 30 days after expiration of any then current policy, certified copies of policies evidencing to the satisfaction of the Province (acting reasonably) the renewal, extension or replacement of such insurance. Delivery to and examination by the Province of any policy of insurance or certificate or other form of documentation evidencing such insurance shall not relieve the Contractor of any of its obligations pursuant to the provisions of this Section 11 and shall not operate as a waiver by the Province of any rights.

### **11.5 Province May Insure**

If the Contractor at any time fails to furnish the Province with evidence of all required insurance in the manner specified by Section 11.4, or if subsequent to providing evidence of all required insurance the Contractor's insurance is subject to a material change restricting coverage or is cancelled, the Province may upon five Business Days' notice to the Contractor obtain the required insurance not so evidenced or so restricted or cancelled, and may set off the cost of the insurance so obtained against any amount payable to the Contractor under this Agreement.

### **11.6 Review and Benchmarking of Insurance**

During the PNI Operating Period and the Operating Period, the Contractor and the Province shall jointly review Schedule 11 (Insurance Requirements) within three months of every anniversary of Execution of this Agreement, and shall:

(a) amend that Schedule as necessary to maintain reasonably appropriate coverage in light of any changes in applicable industry standards since the date of Execution of this Agreement or the date of the last review, as the case may be; and

(b) adjust, upwards or downwards, the O&M Payments coming due from and after such anniversary so as to reflect generally applicable changes to insurance premiums payable by highway operations and maintenance contractors in Alberta (having regard to any changes in coverage arising under clause (a) and otherwise having regard only to the insurance required by Schedule 11 and not to any additional insurance the Contractor chooses to carry), determined as of such anniversary on the basis of industry standard insurance premiums for services in Alberta approximating the O&M Requirements (the "**Benchmark Insurance Premium**"), which adjustment shall be calculated in accordance with cost increases indicated by the Benchmark Insurance Premium but subject to the following:

(i) the calculation shall take into account the application of the

indexing factor in Section 10.1, so as to avoid double-counting; and

(ii) no upwards adjustment shall exceed the increase in the Contractor's actual cost of the insurance required by Schedule 11.

In the event of disagreement regarding currently applicable industry standards or the insurance coverage appropriate in light of those standards, or the calculation or application of the Benchmark Insurance Premium, either party may refer the matter to the Dispute Resolution Procedure.

### **11.7 Repair of Damage - Construction Period**

The Contractor shall repair all damage to the Priority New Infrastructure during the PNI Construction Period, of whatever nature and however caused, excepting only: damage caused by a Force Majeure Event (in which case Sections 12.1 and 12.3 apply); Environmental Damage or Degradation described in Section 4.9(e)(i) or (ii) (in which case Section 4.9(e) applies); or damage caused by the Province or its agents or contractors or subcontractors (except the Contractor and its subcontractors), those for whom the Province is legally responsible or caused by any person exercising rights under an Identified Encumbrance, a grant contemplated by the third paragraph of Section 4.1, Future Utilities (as defined in Section 4.8), or a consent contemplated by the last sentence of Section 4.14. If damage to the Priority New Infrastructure during the PNI Construction Period causes PNI Traffic Availability to be delayed beyond the PNI Traffic Availability Target Date or causes RNI Traffic Availability to be delayed beyond the RNI Traffic Availability Target Date, then if:

- (a) the damage was not caused by the Contractor or its agents or subcontractors or others for whom the Contractor is legally responsible;
- (b) the Contractor takes all reasonable action to diligently repair the damage and mitigate the delay; and
- (c) the Contractor maintained any insurance required by Section 11.1 that is relevant to the damage;

the Contractor's Construction Schedule and the dates in Sections 5.11 and clauses (g), (h), (h.1), (i) and (i.1) of Section 16.8 shall be adjusted commensurately to the period during which the Contractor is taking all reasonable action to diligently repair the damage and mitigate the delay, and the Province will, to the extent the damages occasioned to the Contractor by the delay is not insured against, compensate the Contractor for the damages occasioned by PNI Traffic Availability being delayed beyond the PNI Traffic Availability Target Date or by RNI Traffic Availability being delayed beyond the RNI Traffic Availability Target Date, in which event:

- (d) the PNI Traffic Availability Target Date or the RNI Traffic Availability Target Date, as applicable, shall not be adjusted, but the Province shall upon

whichever is applicable of PNI Traffic Availability or RNI Traffic Availability pay to the Contractor its damages resulting from whichever is applicable of PNI Traffic Availability or RNI Traffic Availability being delayed beyond the applicable Traffic Availability Target Date (and shall, from and after the applicable Traffic Availability Target Date, make advance payment to the Contractor on account of such damages, to the extent such damages can reasonably be determined prior to whichever is applicable of PNI Traffic Availability or RNI Traffic Availability, it being mutually anticipated by the parties that such damages and such advance payment will include at least an amount equal to each PNI Capital Payment or the RNI Capital Payment, as applicable, that would have been payable had whichever is applicable of PNI Traffic Availability or RNI Traffic Availability been achieved). Notwithstanding that advance payment to the Contractor of such damages will not start until the applicable Traffic Availability Target Date, if prior to the applicable Traffic Availability Target Date the Contractor incurs direct out of pocket expenditures as part of such damages and such out of pocket expenditures cannot reasonably be financed until the applicable Traffic Availability Target Date by the Project Financing, then the Province shall make advance payment to the Contractor on account of such out of pocket expenditures as soon as reasonably practicable following notification by the Contractor to the Province that such out of pocket expenditures have been incurred by the Contractor.

The Contractor shall repair all damage to the Remaining New Infrastructure during the Construction Period, of whatever nature and however caused, excepting only: damage caused by a Force Majeure Event (in which case Sections 12.1 and 12.3 apply); Environmental Damage or Degradation described in Section 4.9(e)(i) or (ii) (in which case Section 4.9(e) applies); or damage caused by the Province or its agents or contractors or subcontractors (except the Contractor and its subcontractors), those for whom the Province is legally responsible or caused by any person exercising rights under an Identified Encumbrance, a grant contemplated by the third paragraph of Section 4.1, Future Utilities (as defined in Section 4.8), or a consent contemplated by the last sentence of Section 4.14. If damage to the Remaining New Infrastructure during the Construction Period causes RNI Traffic Availability to be delayed beyond the RNI Traffic Availability Target Date, then if:

- (e) the damage was not caused by the Contractor or its agents or subcontractors or others for whom the Contractor is legally responsible;
- (f) the Contractor takes all reasonable action to diligently repair the damage and mitigate the delay; and
- (g) the Contractor maintained any insurance required by Section 11.1 that is relevant to the damage;

the Contractor's Construction Schedule and the dates in Sections 5.11 and clauses (h.1) and (i.1) of Section 16.8 shall be adjusted commensurately to the period during which the

Contractor is taking all reasonable action to diligently repair the damage and mitigate the delay, and the Province will, to the extent the damages occasioned to the Contractor by the delay is not insured against, compensate the Contractor for the damages occasioned by RNI Traffic Availability being delayed beyond the RNI Traffic Availability Target Date, in which event:

(h) the RNI Traffic Availability Target Date shall not be adjusted, but the Province shall upon RNI Traffic Availability pay to the Contractor its damages resulting from RNI Traffic Availability being delayed beyond the RNI Traffic Availability Target Date (and shall, from and after the RNI Traffic Availability Target Date, make advance payment to the Contractor on account of such damages, to the extent such damages can reasonably be determined prior to RNI Traffic Availability, it being mutually anticipated by the parties that such damages and such advance payment will include at least an amount equal to each RNI Capital Payment that would have been payable had RNI Traffic Availability been achieved). Notwithstanding that advance payment to the Contractor of such damages will not start until the RNI Traffic Availability Target Date, if prior to the RNI Traffic Availability Target Date the Contractor incurs direct out of pocket expenditures as part of such damages and such out of pocket expenditures cannot reasonably be financed until the RNI Traffic Availability Target Date by the Project Financing, then the Province shall make advance payment to the Contractor on account of such out of pocket expenditures as soon as reasonably practicable following notification by the Contractor to the Province that such out of pocket expenditures have been incurred by the Contractor.

During the PNI Construction Period the Province will bear the risk of damage to the Existing Infrastructure on the Lands applicable to the Priority New Infrastructure and during the Construction Period the Province will bear the risk of damage to the Existing Infrastructure on the Lands applicable to the Remaining New Infrastructure, caused by:

(i) any person other than the Contractor, its agents or subcontractors or others for whom the Contractor is legally responsible; and

(j) any other incident or discrete event, including a tornado or earthquake or weather events, and excluding:

(i) any damage to the extent caused or contributed to by any failure by the Contractor to meet the O&M Requirements; and

(ii) damage caused by a Force Majeure Event (in which case Sections 12.1 12.2(d) apply);

(collectively, “**CP Damage Events**”). For greater clarity, the subject matter covered in section 400.4.7.5 (Litter and Graffiti Clean Up) of Schedule 18, including without limitation litter and graffiti, are not considered CP Damage Events. Upon the occurrence of a CP Damage Event, the Province is obligated to repair the damage, and to that end the

Province shall direct the Contractor to repair the damage, and the Contractor shall repair the damage and invoice the Province the amount to which the Contractor would be entitled if the work were a Change Order Directive governed by Schedule 1 (Change Orders), provided that if the Province anticipates that the cost of repairs necessitated by a particular CP Damage Event will exceed \$25,000, the Province may instead tender the repair work, in which case:

(k) the Province shall ensure that the person contracted to repair the damage takes all commercially reasonable measures to minimize interference with or disruption to the Contractor's carrying out of the O&M or the O&M Requirements; and if the repair work causes damage to the Lands or any other part of the New Infrastructure or damage to the Existing Infrastructure or if the repair work interferes with or disrupts the Contractor's carrying out of the O&M or the O&M Requirements, such interference or disruption shall, subject to Section 13.2, constitute a Relief Event under Section 13.2(k);

(l) for all purposes related to the Handback Requirements, the Contractor shall not be obligated to make good any deficiency or defect in the repair work; and

(m) if the repair work materially and adversely alters the risk profile of the O&M (including, without limitation, increased exposure to Payment Adjustments) or materially and adversely alters the risk profile of the Handback Requirements as applied to the repair work, the Contractor is entitled to reasonable compensation (on an ongoing basis) therefor from the Province.

### **11.8 Repair of Damage - Operating Period**

During the PNI Operating Period, the Province will bear the risk of damage to the Lands applicable to the Priority New Infrastructure, the Priority New Infrastructure or the Existing Infrastructure on the Lands applicable to the Priority New Infrastructure, and during the Operating Period, the Province will bear the risk of damage to the Lands, the New Infrastructure or the Existing Infrastructure, caused by:

(a) any person other than the Contractor, its agents or subcontractors or others for whom the Contractor is legally responsible; and

(b) any other incident or discrete event, including a tornado or earthquake but otherwise excluding weather events, and excluding:

(i) any damage to the extent caused or contributed to by any failure by the Contractor to meet the Project Requirements or the O&M Requirements; and

(ii) damage caused by a Force Majeure Event (in which case Section 12.2 applies);

(collectively, “**Damage Events**”). For greater clarity, the subject matter covered in section 400.4.7.5 (Litter and Graffiti Clean Up) of Schedule 18, including without limitation litter and graffiti, are not considered Damage Events. Upon the occurrence of a Damage Event, the Province is obligated to repair the damage, and to that end the Province shall direct the Contractor to repair the damage, and the Contractor shall repair the damage and invoice the Province the amount to which the Contractor would be entitled if the work were a Change Order Directive governed by Schedule 1 (Change Orders), provided that if the Province anticipates that the cost of repairs necessitated by a particular Damage Event will exceed \$25,000, the Province may instead tender the repair work, in which case:

(c) the Province shall ensure that the person contracted to repair the damage takes all commercially reasonable measures to minimize interference with or disruption to the Contractor’s carrying out of the O&M, the O&M Requirements, or the RNI Project; and if the repair work causes damage to the Lands or any other part of the New Infrastructure or damage to the Existing Infrastructure or if the repair work interferes with or disrupts the Contractor’s carrying out of the O&M or the O&M Requirements, such interference or disruption shall, subject to Section 13.2, constitute a Relief Event under Section 13.2(k);

(d) for all purposes related to the Handback Requirements, the Contractor shall not be obligated to make good any deficiency or defect in the repair work; and

(e) if the repair work materially and adversely alters the risk profile of the O&M (including, without limitation, increased exposure to Payment Adjustments) or materially and adversely alters the risk profile of the Handback Requirements as applied to the repair work, the Contractor is entitled to reasonable compensation (on an ongoing basis) therefor from the Province.

If by reason of damage occurring during the PNI Operating Period and caused other than by a Force Majeure Event all or any portion of the roadways in the Priority New Infrastructure or the Existing Infrastructure (on the Lands applicable to the Priority New Infrastructure) are closed to vehicle traffic, then the O&M Payment shall abate in the same manner as is set out in Section 12.2 in respect of closure occasioned by a Force Majeure Event.

If damage is caused during the PNI Operating Period by a weather event other than a tornado or earthquake, the Contractor shall repair damage to the Lands applicable to the Priority New Infrastructure or the Priority New Infrastructure and the Province shall repair damage to the Existing Infrastructure on the Lands applicable to the Priority New Infrastructure.

If by reason of damage occurring during the Operating Period and caused other than by a Force Majeure Event all or any portion of the roadways in the New Infrastructure or the Existing Infrastructure are closed to vehicle traffic, then the O&M Payment shall abate in the same manner as is set out in Section 12.2 in respect of closure occasioned by a Force

Majeure Event.

If damage is caused during the Operating Period by a weather event other than a tornado or earthquake, the Contractor shall repair damage to the Lands or the New Infrastructure and the Province shall repair damage to the Existing Infrastructure.

### **11.9 Uninsurability**

Notwithstanding Section 11.1, the Contractor shall not be obligated during the PNI Operating Period to maintain insurance with respect to the Priority New Infrastructure against a risk that has become uninsurable and during the Operating Period to maintain insurance against a risk that has become uninsurable. A risk shall be considered to have become uninsurable only if:

- (a) insurance against that risk is generally not available to Canadian roadbuilding and road maintenance contractors with reputable insurers in good standing; or
- (b) the terms and conditions generally required by insurers for insuring such risk are such that the risk is generally not being insured against by Canadian roadbuilding and road maintenance contractors;

and shall only be considered an uninsurable risk during such period when the Contractor has not obtained insurance against the risk. Upon the Contractor becoming aware of an uninsurable risk, the Contractor shall in a timely manner give the Province notice of the uninsurable risk, including any details as may be reasonably requested by the Province.

For so long as a risk is uninsurable, the PNI O&M Payment or the O&M Payment, as applicable, shall abate by the amount of any reduction in the insurance premiums paid by the Contractor (or that would have been paid by the Contractor had the Contractor obtained insurance in accordance with Schedule 11) as a result of no longer being required to insure against such risk.

In the event that, subsequent to the date of the Contractor's Proposal, a risk becomes an uninsurable risk, and if the Contractor would have been required under Section 11.1 to insure against that risk but for the risk having become an uninsurable risk during the PNI Operating Period or the Operating Period, and if a loss occurs in respect of that risk, then the Province shall, at its option, either:

- (c) assume responsibility for the loss, to the extent of the insurance proceeds that would have been payable if the insurance specified in Schedule 11 had been available to and was obtained by the Contractor (having regard to the coverage limits specified in Schedule 11 and any applicable deductibles); or
- (d) declare a Force Majeure Termination, pay the Termination Payment required by Section 18.8 and, if applicable, assume responsibility for the loss arising from the occurrence, to the extent of the insurance proceeds that would have been



payable if the insurance specified in Schedule 11 had been available to and was obtained by the Contractor (having regard to the coverage limits specified in Schedule 11 and any applicable deductibles);

provided that the Province shall not declare a Force Majeure Termination under clause (d) unless:

(e) the Province has incurred a liability under this Section 11.9 and made corresponding payments of at least \$5,000,000 in any calendar year or at least \$10,000,000 in aggregate during any period of 10 calendar years; and

(f) the Province has first afforded the Contractor a reasonable opportunity to meet with the Province to discuss alternative ways to address risks that have become uninsurable.

## **12. FORCE MAJEURE**

### **12.1 Force Majeure During Construction Period**

If a Force Majeure Event occurs during the Construction Period, then notwithstanding any other provision of this Agreement:

(a) to the extent that and for so long as either party is prevented by the Force Majeure Event from performing any obligation under this Agreement, that party is relieved from any liability or consequence under this Agreement arising from its inability to perform or delay in performing that obligation;

(b) if the Force Majeure Event wholly or substantially prevents the Contractor from proceeding with the PNI Project or the Project for a continuous period of at least 21 days, then the Contractor's Construction Schedule and the dates in Section 5.11 and clauses (g), (h), (h.1), (i), and (i.1) of Section 16.8 shall be adjusted commensurately to the period during which the Contractor is prevented by the Force Majeure Event from proceeding with the Project;

(c) no non-performance of any obligation under this Agreement shall give rise to a Termination Event, to the extent that and for so long as performance of the obligation is prevented by the Force Majeure Event;

(d) the Traffic Availability Target Date(s) shall not be adjusted, but if by reason of the Force Majeure Event, PNI Traffic Availability or RNI Traffic Availability is delayed until beyond the applicable Traffic Availability Target Date, then the Province shall upon whichever is applicable of PNI Traffic Availability or RNI Traffic Availability pay to the Contractor its damages resulting from whichever is applicable of PNI Traffic Availability or RNI Traffic Availability being delayed beyond the applicable Traffic Availability Target Date by the Force Majeure

Event (and shall, from and after the applicable Traffic Availability Target Date, make advance payment to the Contractor on account of such damages, to the extent such damages can reasonably be determined prior to whichever is applicable of PNI Traffic Availability or RNI Traffic Availability, it being mutually anticipated by the parties that such damages and such advance payment will include at least an amount equal to each PNI Capital Payment or RNI Capital Payment, as applicable, that would have been payable had whichever is applicable of PNI Traffic Availability or RNI Traffic Availability been achieved), subject to the Contractor's obligation to take reasonable steps to mitigate the delay and to mitigate its damages. Notwithstanding that advance payment to the Contractor of such damages will not start until the applicable Traffic Availability Target Date, if prior to the applicable Traffic Availability Target Date the Contractor incurs direct out of pocket expenditures as part of such damages and such out of pocket expenditures cannot reasonably be financed until the applicable Traffic Availability Target Date by the Project Financing, then the Province shall make advance payment to the Contractor on account of such out of pocket expenditures as soon as reasonably practicable following notification by the Contractor to the Province that such out of pocket expenditures have been incurred by the Contractor;

(e) no damages are payable under clause (d) to the extent that the damages are covered (or would have been covered but for the Contractor's failure to comply with Section 11) by insurance maintained by or for the benefit of the Contractor;

(f) if one or more Force Majeure Events results in the Contractor being wholly or substantially prevented from proceeding with the PNI Project for an aggregate period of at least 120 days falling within one or more Construction Seasons, then the Payment Schedule shall be adjusted and amended by postponing all PNI Major Rehabilitation Payments by:

(i) one year, if the aggregate period is up to and including 240 days falling within one or more Construction Seasons; and

(ii) two years, if the aggregate period is over 240 days falling within one or more Construction Seasons;

provided that in no event shall PNI Major Rehabilitation Payments be postponed beyond the end of the Term;

(f.1) if one or more Force Majeure Events results in the Contractor being wholly or substantially prevented from proceeding with the RNI Project for an aggregate period of at least 120 days falling within one or more Construction Seasons, then the Payment Schedule shall be adjusted and amended by postponing all RNI Major Rehabilitation Payments by:

(i) one year, if the aggregate period is up to and including 240 days falling

within one or more Construction Seasons; and

(ii) two years, if the aggregate period is over 240 days falling within one or more Construction Seasons;

provided that in no event shall RNI Major Rehabilitation Payments be postponed beyond the end of the Term; and

(g) if the Contractor anticipates that the Force Majeure Event will delay Traffic Availability, but is of the opinion the delay can be avoided or mitigated through extraordinary measures, the Contractor may propose to the Province that such extraordinary measures be taken by the Contractor at the Province's expense.

## **12.2 Force Majeure During Operating Period**

If a Force Majeure Event occurs during the PNI Operating Period or Operating Period, as applicable, then notwithstanding any other provision of this Agreement:

(a) to the extent that and for so long as either party is prevented by the Force Majeure Event from performing any obligation under this Agreement, that party is relieved from any liability or consequence under this Agreement arising from its inability to perform or delay in performing that obligation;

(b) no Payment Adjustment (other than Traffic Volume Adjustments) shall be applicable, to the extent that and for so long as the relevant performance was prevented by the Force Majeure Event;

(c) no non-performance of any obligation under this Agreement shall give rise to a Termination Event, to the extent that and for so long as performance of the obligation is prevented by the Force Majeure Event; and

(d) if and for so long as all or any portion of the roadways in the New Infrastructure or the Existing Infrastructure is closed to vehicle traffic as a result of the Force Majeure Event, then the O&M Payment, exclusive of the Major Rehabilitation Payment, shall abate proportionately during the period of closure due to the Force Majeure Event, and in that event:

(i) subject to subclause (iii), the proportionate abatement shall be based on the number of lane kilometers of the roadway that are not open to vehicle traffic;

(ii) each portion of the roadway between interchanges shall be considered fully open to vehicle traffic only to the extent that a vehicle entering either end of that portion of the roadway can travel along the roadway without interruption; and

(iii) if the Contractor demonstrates to the satisfaction of the Province, acting reasonably, that the actual reduction in the Contractor's costs of performing the O&M is other than in proportion to the lane closure, then the proportionate abatement shall be the actual reduction in costs as demonstrated by the Contractor to the satisfaction of the Province, acting reasonably.

### **12.3 Procedure on Force Majeure Event**

Upon either party becoming aware of the occurrence of a Force Majeure Event that may prevent that party from performing any obligation under this Agreement, that party shall in a timely manner give the other party notice of the Force Majeure Event, including reasonable details of the anticipated effect of the Force Majeure Event upon performance of this Agreement, and thereafter the parties shall on an ongoing basis consult with each other with a view to remedying or mitigating the Force Majeure Event and, if applicable, rebuilding the Project or otherwise addressing the consequences of the Force Majeure Event.

Except to the extent that damage caused to the Existing Infrastructure or the New Infrastructure by a Force Majeure Event is insured against or required to be insured against by the Contractor, the Province shall be responsible for repairing the damage, provided that:

- (a) the Province may in its discretion, having regard to the nature and extent of the damage and acting reasonably, decline to repair the damage; and
- (b) if the Province, pursuant to clause (a), declines to repair the damage, that shall, subject to Section 13.2, constitute a Relief Event under Section 13.2(s) (but without prejudice to any termination right arising under Section 17.4).

## **13. RELIEF EVENTS**

### **13.1 Definitions**

In Section 13.2, the following expressions have the following meanings:

- (a) **“Designated Change in Law”** means the following and no other changes in any applicable statute, regulation or other subordinate legislation or other law (whether federal, provincial or municipal, and including common law), including any change in binding judicial interpretation of any applicable law:
  - (i) changes in the load limits generally applicable on roadways in Alberta;
  - (ii) the prohibition or restriction of salt usage on roadways in Alberta;

(iii) a change directed specifically at the road construction or maintenance industries in Alberta or directed specifically at the Contractor, the Project, the O&M, the New Infrastructure or the Existing Infrastructure or public-private arrangements of the nature of this Agreement;

(iv) a change of a standard incorporated by reference in the Technical Requirements, or any other change that is tantamount to a modification of the Technical Requirements;

(v) changes in applicable laws enacted by the Province in relation to environmental approvals required or not required, as the case may be, for the Project, including related administrative practices and policies pursuant to such laws that are material to the requirement or absence thereof to obtain environmental approvals for the Project;

(vi) the enactment of a general consumer goods and services sales tax in Alberta which is applied to any good or service consumed, used or supplied, or to be consumed, used or supplied, exclusively by the Contractor in the course of carrying out the Project or the O&M, to the extent that the Contractor is unable to recover or be credited with input tax credits, refunds, rebates or exemptions for taxes payable by the Contractor under such sales tax; or

(vii) changes in applicable laws that were not reasonably anticipated enacted by Her Majesty the Queen in Right of Canada in the six month period starting the date one month before the SR3 deadline in the RFP (or to any such changes made after such six month period but having retroactive effect within such six month period) in relation to environmental approvals required or not required, as the case may be, for the Project, including related national administrative practices and policies pursuant to such laws that are material to the requirement or absence thereof to obtain environmental approvals for the Project; and

(b) “**Heritage Find**” means property of archaeological, paleontological or heritage significance or historical resources, burial sites or human remains located in, under or on the TUC, the Road Right of Way or the Service Roads.

### 13.2 Relief Event Defined

In this Agreement, “**Relief Event**” means any of the following events that prevents, delays, interrupts or renders more expensive to the Contractor the performance of any obligation of the Contractor under this Agreement:

(a) breach of any provision of this Agreement by the Province, including without limitation breach of the obligations of the Province under Sections 4.9(e), 4.14, 6.6(c), 6.6(h), 7.3, 7.4, and 16.6(d);

- (b) if by March 31, 2017 the Province has not acquired fee simple ownership of all land within the Lands including the To Be Acquired Lands (as defined in section 4 of Schedule 12), free from any leasehold interests (except for Identified Encumbrances) and free from any mortgages or other security interests;
- (c) in the circumstances specified in Section 5.10, a stop work order issued by the Province;
- (d) a Designated Change in Law coming into effect after submission of the Contractor's Proposal;
- (e) any Environmental Damage or Degradation in, on, under or around the TUC, the Road Right of Way or the Service Roads that was unknown to the Contractor at the time of submission of the Contractor's Proposal or was subsequently caused by parties other than the Contractor or its agents or subcontractors or those for whom the Contractor is legally responsible;
- (f) the presence in, under or on the TUC, the Road Right of Way or the Service Roads, of Heritage Finds, which presence was unknown to the Contractor at the time of submission of the Contractor's Proposal;
- (g) an order granted by a Court directly resulting from:
  - (i) a challenge to the selection process under which the Contractor was awarded the opportunity to enter into this Agreement;
  - (ii) a third party claim of an interest in the TUC, the Road Right of Way, the Service Roads or a portion thereof;
  - (iii) any other proceeding brought against the Province or to which the Province is a party;
  - (iv) any proceeding brought against the Contractor or its principal subcontractor engaged to construct the Project identified in Schedule 17 (Subcontractors), provided the proceeding relates to the nature of the Project and not to any wrongful or negligent act of the Contractor or such subcontractor or those for whom either of them is legally responsible;
- (h) a general strike or other labour disruption in Alberta that is applicable broadly to the roadbuilding or road maintenance/operation industries in Alberta or is directed at the Province;
- (i) if the Contractor has not, within 60 days after having taken all reasonable steps and complying with all pertinent requirements and acting in accordance with any recommendations provided by the Province, obtained the Ministerial consent

contemplated by Section 4.6(a), without conditions other than conditions duplicated in all material respects by the Contractor's obligations under this Agreement;

(j) in the circumstances specified in Section 7.3(b), interference with or disruption of the Contractor's carrying out of the Project, the Project Requirements, the O&M or the O&M Requirements;

(k) in the circumstances specified in Section 7.4(b), 11.7(k) or Section 11.8(c), interference with or disruption of the Contractor's carrying out of the O&M or the O&M Requirements;

(l) any interference with the Project or the O&M by persons claiming aboriginal title or treaty rights in respect of all or any part of the Lands or the TUC or the Road Right of Way or the Service Roads;

(m) in the circumstances specified in Section 16.6(e), any Remedial Action (as defined in Section 16.6) taken by the Province;

(n) if, above and beyond the reasonable cooperation required of the Contractor by Section 4.8 in relation to the "Future Utilities" described therein and despite the Contractor taking all commercially reasonable measures to mitigate any delay or inconvenience arising from its obligation to accommodate Future Utilities, the Contractor's activities in carrying out the Project or the O&M are unreasonably delayed or interfered with as a result of Future Utilities;

(o) if, despite the Contractor taking all commercially reasonable measures to mitigate any cost, delay or inconvenience (including providing the Province with timely notice of the cost, delay or inconvenience encountered), the Contractor incurs increased costs or the Contractor's activities in carrying out the Project or the O&M are delayed or prevented as a result of any encumbrances, other than Identified Encumbrances, that pertain to the Lands;

(p) if the Contractor has not obtained the permission from the Local Authority or the TTN, as applicable, contemplated by Section 4.1 in respect of the City Road Allowances and the Local Authority Lands within 60 days (120 days in the case of obtaining permission from the TTN) after having taken all reasonable steps for obtaining such permission, provided the Contractor has, immediately upon encountering difficulties in obtaining the permission, requested the assistance of the Province under Section 15.4 in relation to the permission;

(q) protest actions by persons protesting the construction of the Project or any other protest action in the TUC or the Road Right of Way;

(r) the presence on or around the TUC, the Road Right of Way or the Service Roads of animal or plant species protected by applicable environmental laws,

which presence was unknown to the Contractor at the time of submission of the Contractor's Proposal;

(s) in the circumstances specified in Section 12.3, a failure by the Province to repair, within a timeframe that is reasonable having regard to the circumstances, damage caused by a Force Majeure Event;

(t) any environmental assessment process or environmental impact assessment report directed under sections 44 or 47 of the *Environmental Protection and Enhancement Act* (Alberta), except where such direction arises as a result of activities or actions (whether planned or actually carried out) by the Contractor (or those for whom it is in law responsible) in circumstances where:

(i) it was reasonably foreseeable that such activities or actions could lead to such assessment process or report being directed; and

(ii) having regard to the Contractor's Designs generally, the Contractor could reasonably have carried out the Project without such activities or actions;

(u) the inability to enforce performance by a railway of its obligations under an applicable Existing Railway Arrangement (as defined in Section 4.8);

(v) if, despite the Contractor taking all commercially reasonable measures to mitigate any cost, delay or inconvenience (including providing the Province with timely notice of the cost, delay or inconvenience encountered), the Contractor incurs increased costs or the Contractor's activities in carrying out the Project are delayed or prevented as a result of the AT Initiated Utility Relocations (as defined in section 200.2.10 of Schedule 18) not being substantially complete by the applicable "Construction Completion Deadline after which potential Relief Event" date set out in the last column of the AT Initiated Utility Relocations Table in section 200.2.10 of Schedule 18 for each of the AT Initiated Utility Relocations; or

(w) the presence in, under or on the TUC, the Road Right of Way or the Service Roads, but excepting out the current river bed of the Elbow River at the Weaselhead outside the Road Right of Way, of greater than 15 separate and discrete (separated by time or space) confirmed UXOs (as defined in section 200.4.7 of Schedule 18 (Technical Requirements) but excluding ammunition of 50 calibre or less), which presence was unknown to the Contractor, and provided the Contractor has given the Province timely notice and verification of the presence of the first 15 confirmed UXOs as each one is confirmed;

but excluding in any case any event to the extent caused by the negligence or unlawful act of the Contractor (or those for whom it is in law responsible) or any act or omission of the Contractor in breach of the provisions of this Agreement.



### **13.3 Relief Event During Construction Period**

If a Relief Event occurs during the Construction Period, then notwithstanding any other provision of this Agreement:

(a) to the extent that and for so long as the Contractor is prevented by the Relief Event from performing any obligation under this Agreement, the Contractor is relieved from any liability or consequence under this Agreement arising from its delay in performing that obligation;

(b) if the Relief Event wholly or substantially prevents the Contractor from proceeding with the PNI Project or the Project for a period of at least 10 days, or if multiple Relief Events when taken together wholly or substantially prevent the Contractor from proceeding with the PNI Project or the Project for a period of at least 10 days and each such Relief Event wholly or substantially prevents the Contractor from proceeding with the PNI Project or the Project for a period of at least two days, then the Contractor's Construction Schedule and the dates in Section 5.11 and clauses (g), (h), (h.1), (i), and (i.1) of Section 16.8 shall be adjusted commensurately to the period during which the Contractor is prevented by the Relief Event from proceeding with the PNI Project or the Project;

(c) no non-performance of any obligation of the Contractor under this Agreement shall give rise to a Termination Event, to the extent that and for so long as performance of the obligation is prevented by the Relief Event;

(d) the Traffic Availability Target Date(s) shall not be adjusted, but if by reason of the Relief Event, PNI Traffic Availability or RNI Traffic Availability is delayed until beyond the applicable Traffic Availability Target Date, then the Province shall upon whichever is applicable of PNI Traffic Availability or RNI Traffic Availability pay to the Contractor its damages resulting from whichever is applicable of PNI Traffic Availability or RNI Traffic Availability being delayed beyond the applicable Traffic Availability Target Date by the Relief Event (and shall, from and after the applicable Traffic Availability Target Date, make advance payment on account of such damages, to the extent such damages can reasonably be determined prior to whichever is applicable of PNI Traffic Availability or RNI Traffic Availability, it being mutually anticipated by the parties that such damages and such advance payment will include at least an amount equal to each PNI Capital Payment or RNI Capital Payment, as applicable, that would have been payable had whichever is applicable of PNI Traffic Availability or RNI Traffic Availability been achieved), subject to the Contractor's obligation to take reasonable steps to mitigate the delay and to mitigate its damages. Notwithstanding that advance payment to the Contractor of such damages will not start until the applicable Traffic Availability Target Date, if prior to the applicable Traffic Availability Target Date the Contractor incurs direct out of pocket expenditures as part of such damages and such out of pocket

expenditures cannot reasonably be financed until the applicable Traffic Availability Target Date by the Project Financing, then the Province shall make advance payment to the Contractor on account of such out of pocket expenditures as soon as reasonably practicable following notification by the Contractor to the Province that such out of pocket expenditures have been incurred by the Contractor;

(e) if the Contractor anticipates that the Relief Event will delay Traffic Availability, but is of the opinion the delay can be avoided or mitigated through extraordinary measures, the Contractor may propose to the Province that such extraordinary measures be taken by the Contractor at the Province's expense;

(f) if the Relief Event, when aggregated with the effect of any other Relief Event or Relief Events occurring in the same calendar year and not previously claimed for by the Contractor increases the Contractor's cost of carrying out the Project by at least \$100,000, then subject to Section 13.5 and subject in every case to the Contractor's obligation to take reasonable steps to mitigate the increase in its costs, and without duplicating any amount payable under clause (d), the Province shall, as soon as practicable following receipt from the Contractor of appropriate documentation establishing the amount payable, pay to the Contractor, without duplication:

(i) if the Relief Event is a breach by the Province of any of its obligations under this Agreement, the amount payable under the indemnity in Section 16.2;

(ii) if the effect of the Relief Event is tantamount to a change in the Project Requirements, the amount that would have been payable by the Province if the change in the Project Requirements had been a Change Order governed by Section 7.1 and requested by the Province pursuant to a Change Order Directive; and

(iii) in any other case, the Contractor's reasonable damages;

(g) no damages are payable under this Section 13.3 to the extent that the damages are covered (or would have been covered but for the Contractor's failure to comply with Section 11) by insurance maintained by or for the benefit of the Contractor;

(h) if one or more Relief Events results in the Contractor being wholly or substantially prevented from proceeding with the PNI Project for an aggregate period of at least 120 days falling within one or more Construction Seasons, then Schedule 14 (Payment Schedule) shall be adjusted and amended by postponing all PNI Major Rehabilitation Payments by:

(i) one year, if the aggregate period is up to and including 240 days falling

within one or more Construction Seasons; and

(ii) two years, if the aggregate period is over 240 days falling within one or more Construction Seasons;

provided that in no event shall PNI Major Rehabilitation Payments be postponed beyond the end of the Term; and

(h.1) if one or more Relief Events results in the Contractor being wholly or substantially prevented from proceeding with the RNI Project for an aggregate period of at least 120 days falling within one or more Construction Seasons, then Schedule 14 (Payment Schedule) shall be adjusted and amended by postponing all RNI Major Rehabilitation Payments by:

(i) one year, if the aggregate period is up to and including 240 days falling within one or more Construction Seasons; and

(ii) two years, if the aggregate period is over 240 days falling within one or more Construction Seasons;

provided that in no event shall RNI Major Rehabilitation Payments be postponed beyond the end of the Term.

#### **13.4 Relief Event During Operating Period**

If a Relief Event occurs during the PNI Operating Period or the Operating Period, as applicable, then notwithstanding any other provision of this Agreement:

(a) to the extent that and for so long as the Contractor is prevented by the Relief Event from performing any obligation under this Agreement, the Contractor is relieved from any liability or consequence under this Agreement arising from its delay in performing that obligation;

(b) no Payment Adjustment (other than Traffic Volume Adjustments) shall be applicable, to the extent that and for so long as the relevant performance was prevented by the Relief Event;

(c) no non-performance of any obligation of the Contractor under this Agreement shall give rise to a Termination Event, to the extent that and for so long as performance of the obligation is prevented by the Relief Event;

(d) if the Relief Event, when aggregated with the effect of any other Relief Event occurring in the same calendar year and not previously claimed for by the Contractor, will increase the Contractor's net cost of carrying out the O&M Requirements by at least \$40,000 over the remainder of the Term, then subject to Section 13.5 and subject in every case to the Contractor's obligation to take

reasonable steps to mitigate the increase in its costs, and without duplication:

(i) if the Relief Event is a breach by the Province of any of its obligations under this Agreement, the Province shall pay to the Contractor the amount payable under the indemnity in Section 16.2;

(ii) if the effect of the Relief Event is tantamount to a change in the O&M Requirements, then the O&M Payments in Schedule 14 (Payment Schedule) shall be adjusted as if the change in the O&M Requirements had been a Change Order governed by Section 7.2 and requested by the Province pursuant to a Change Order Directive; and

(iii) in any other case, the Province shall pay to the Contractor the Contractor's reasonable damages arising from the Relief Event.

### **13.5 Procedure on Relief Event**

Immediately upon the Contractor becoming aware of the occurrence of an event that is or may be or is likely to become a Relief Event, it shall give the Province notice of the Relief Event, including reasonable details of the anticipated effect of the Relief Event upon the Contractor's performance of this Agreement, and thereafter the parties shall on an ongoing basis communicate and consult with each other with a view to monitoring, remedying, mitigating or otherwise addressing the consequences of the Relief Event. Failure by the Contractor to provide such notice in such manner shall not thereafter disqualify the Contractor from providing notice of and claiming relief under the Relief Event, but the Province may in that event assert a claim for damages arising from such failure.

### **13.6 TTN Final Agreement**

In the event the Province finally and conclusively obtains (whether by agreement of the TTN or by final determination by a Court that is no longer subject to appeal) an extension to the seven year period under section 15 of the TTN Final Agreement (which, as of the date of this Agreement, is seven years from May 22, 2015), then the dates in clauses (g), (h), and (i) of Section 16.8 shall be adjusted day for day based on the extension obtained by the Province under the TTN Final Agreement. The Contractor acknowledges and agrees that the Province is under no obligation, legal or otherwise, to the Contractor to seek any extension under the TTN Final Agreement.

## **14. CONTRACTOR'S REPRESENTATIONS AND OBLIGATIONS**

### **14.1 Contractor's Representations**

The Contractor represents and warrants to the Province that, as of the date of Execution of this Agreement:

- (a) the Contractor is a general partnership. The Contractor is duly formed, validly existing, and registered and otherwise lawfully authorized to do business under the laws of Alberta, and each of its four general partners have the capacity, power and authority as the general partners of the Contractor to enter into this Agreement for and on behalf of the Contractor and to perform its obligations hereunder. Each of the Contractor's four general partners is duly organized, validly existing, in good standing, and registered and otherwise lawfully authorized to do business under the laws of Alberta;
- (b) this Agreement has been duly authorized on behalf of the Contractor, and upon its execution and delivery constitutes a legal, valid and binding obligation of the Contractor;
- (c) the Contractor is a "special purpose vehicle" that has not carried on business other than directly in relation to, in anticipation of, and for the purposes of this Agreement;
- (d) all partnership interests in the Contractor, all direct shareholdings in the corporate general partners of the Contractor, all partnership interests in the limited partnership general partner of the Contractor, details of the indirect ownership or partnership interests in each of the general partners at the time of Execution of this Agreement have been disclosed to the Province;
- (e) the Contractor is relying only on its own investigation and due diligence in relation to the risks assumed by it under the provisions of this Agreement, and is not relying on any information received from or representation made by the Province, with the exception only of the Province's representations in Section 15.1 and any information or representations relating to any of the Lands of which the Province is not the owner and has not been able to grant access to the Contractor prior to submission of the Contractor's Proposal;
- (f) the Contractor's Proposal, to the extent it consists of statements of fact, is at the time of Execution of this Agreement in every material respect true and not misleading (except as has been disclosed in writing to and accepted in writing by the Province prior to Execution of this Agreement); and
- (g) the Contractor, either in the Contractor's Proposal or in formal communications with the Province under the RFP, has made plain and true disclosure to the Province of all facts and circumstances regarding the Contractor, its general partners, its intended subcontractors, and the Project Financing that might reasonably be material to the willingness of the Province to enter into this Agreement with the Contractor having regard to the information requested by the Province in the RFP.

## 14.2 Reporting Requirements

In addition to all specific reports and notices required by the Technical Requirements, the Contractor shall provide the following reporting to the Province:

- (a) during the Construction Period, a monthly report on the progress of the Project, including but not limited to a report of any material events, developments or circumstances arising in relation to the Project since the last monthly report, all in a form and format prescribed or approved from time to time by the Province, acting reasonably;
- (b) throughout both the Construction Period and the Operating Period, a monthly report noting all circumstances known to the Contractor that trigger or, if continued, will trigger a Payment Adjustment and any other events, developments or circumstances material to the Contractor's performance of the O&M and the O&M Requirements, and during the PNI Operating Period and the Operating Period an annual report summarizing the Contractor's expenditures on major rehabilitation of the New Infrastructure, all in a form and format prescribed or approved from time to time by the Province, acting reasonably;
- (c) throughout both the Construction Period and the Operating Period, copies of its quarterly financial statements and annual financial statements (each of which may be delivered in confidence), in each case prepared in accordance with generally accepted accounting principles;
- (d) copies of all financial reporting (in addition to the reporting under clause (c)) provided from time to time to any lender providing all or any part of the Senior Debt Financing;
- (e) such other periodic reports as the Province may from time to time reasonably require; and
- (f) throughout both the Construction Period and the Operating Period, a response delivered in a timely manner to any inquiry reasonably made by the Province in relation to any aspect of the business of the Contractor, the Project, the Project Requirements, the O&M, the O&M Requirements, or this Agreement;

provided that, to the extent that such reporting includes commercially sensitive information, it may be delivered to the Province expressly in confidence and marked as confidential.

## 14.3 Records

The Contractor shall, following Execution of this Agreement and for a period of two years following expiry of the Term or earlier termination of this Agreement, (i) maintain in an appropriate form full accounting and other records in respect of performance by it

of its obligations under this Agreement, and (ii) keep those records available for inspection by the Province (including the Auditor General of the Province or any other representative designated by the Province for that purpose) at all reasonable times upon reasonable notice, for the purpose of determining the Contractor's compliance with this Agreement. Apart from this right of inspection and the obligation of the Contractor under Section 17.5(c) upon termination of this Agreement, the records of the Contractor shall be in the exclusive custody and control of the Contractor, and the Province shall have no general right to access or obtain copies of such files and records. Upon expiry of the Term, the Contractor shall, upon request by the Province and at no cost to the Province, hand over to the Province copies of all records that relate to the Contractor's performance of the O&M that are of a kind or nature that the Province, acting reasonably, indicates will be of utility to the Province or its contractors assuming responsibility for performing the O&M. The Contractor shall not be required to hand over to the Province copies of any records that constitute proprietary information in the nature of trade secrets.

#### **14.4 Access, Inspection and Testing**

The Contractor acknowledges and agrees that, at all times until the end of the Term, the Province shall have full and free access to:

- (a) the Lands; and
- (b) on reasonable prior notice, any site occupied by the Contractor or to which the Contractor has access, where materials to be used in the Project or the O&M are fabricated or stored;

for the purpose of inspecting the Lands or materials to be used in the Project or the O&M so as to be able to determine compliance by the Contractor with the terms of this Agreement; and such access shall not of itself be construed as constituting disturbance or interference with the Contractor's uninterrupted access to the Lands; provided however that the Contractor may exercise reasonable control over such access for reasons of safety and operational efficiency. For the purpose of such inspection, the Province may at all reasonable times and subject to the reasonable requirements of third party suppliers, perform any measurement, test or other observation or investigation. The Contractor shall provide reasonable cooperation (but without obligation to incur material expense) to facilitate any such measurements, tests or other observations or investigations. The Province shall conduct all such measurements, tests, observations and investigations in a manner that will not materially disturb, interfere with or disrupt the Project or the O&M.

#### **14.5 Safety**

The Contractor shall observe all safety requirements specifically set out in Schedule 16 (Safety Requirements) or in the Technical Requirements, and shall in all respects and at all times carry out the Project Requirements and the O&M Requirements with due regard for public safety.

## **14.6 Contractor's Other Obligations**

The Contractor covenants to do all things specified in the Schedules to this Agreement to be done by the Contractor, in such manner and at such times as specified in the Schedules to this Agreement. The Contractor shall take all such actions in the context of the Project and the O&M as are from time to time required in order to allow the Province, other governmental authorities, police services and emergency response services to carry out their respective statutory duties in relation to the New Infrastructure, the Existing Infrastructure, and the other contiguous roadways.

## **15. PROVINCE'S REPRESENTATIONS AND OBLIGATIONS**

### **15.1 Province's Representations**

The Province represents and warrants to the Contractor, as of the date of Execution of this Agreement, that:

- (a) the Province has all requisite capacity, power and authority to enter into and perform its obligations under this Agreement;
- (b) this Agreement has been duly authorized on behalf of the Province, and upon execution and delivery constitutes a legal, valid and binding obligation of the Province;
- (c) officials of the Province's Transportation Department have no actual knowledge of any material inaccuracies or materially misleading statements in any reports, studies or other information formally made available by the Province to the Contractor in relation to the preparation and submission of the Contractor's Proposal, except as expressly identified in written communications between the Province and the Contractor (including any written communications, prior to incorporation or other legal creation of the Contractor, between the Province and the Contractor's Contact Organization);
- (d) the Province is the owner of an estate in fee simple of all of the Lands, except for the lands described in Schedule 12 as the "City Road Allowances" or the lands described in Schedule 12 as the "To Be Acquired Lands";
- (e) the Province has not granted any leases that are outstanding in respect of the Lands, except for the leases forming part of the Identified Encumbrances and the leases described in Appendix G of Schedule 18;
- (f) the Province has the legal authority to use the Lands for the Project and the O&M; and
- (g) the Ministerial Order being MO No. 06/16 making the Provincial Highways



Designation Amendment Order as set out in the Appendix attached thereto is in full force and effect.

## **15.2 Province's General Obligation**

The Province covenants to do all things specified in the Schedules to this Agreement to be done by the Province, in such manner and at such times as specified in the Schedules to this Agreement.

## **15.3 Contractor's Reliance on Information**

Except to the extent of actual knowledge of officials of the Province's Transportation Department that has not been expressly identified in written communications between the Province and the Contractor (including any written communications, prior to incorporation or other legal creation of the Contractor, between the Province and the Contractor's Contact Organization), the representation by the Province in Section 15.1(c) shall not be construed as importing any duty of care to the Contractor on the part of the Province in relation to the accuracy of such reports, studies or other information, it being mutually understood and agreed that the Contractor will perform its own research, investigation and due diligence. However, the Contractor may rely on the accuracy and completeness for its intended purpose of the Clearances (as defined in section 200.2.17.4 of Schedule 18) for archeological and historical resources.

## **15.4 Assistance with Permits and TP Interface Agreements**

Without derogating from the Contractor's responsibilities under Section 5.6 to obtain all permits and municipal approvals required for the Project (including but not limited to any Local Authority permission referred to in the fourth and fifth paragraphs of Section 4.1 and any Realignment Environmental Permits and Approvals (as defined in Section 4.18)) and all required arrangements relating to utilities, railways and drainage (including but not limited to the "TP Interface Agreements" contemplated by Section 4.8), the Province shall, in response to any reasonable request by the Contractor in relation to such permits, approvals, permissions or required arrangements, provide the Contractor with such reasonable assistance as the Province is able to offer without unduly fettering its executive discretion or pursuing amendment of any legislation or subordinate legislation, but otherwise including taking any action required to obtain a permit or approval which only the Province can take and which cannot be taken by the Contractor on the Province's behalf, and in any case where the Province concludes that a third party is acting unreasonably in relation to the negotiation of such permits, approvals, permissions or required arrangements, but not limited to the shared-use nature of the TUC, the exercise by the Province of all legal rights and remedies available to it in relation to such third party, to the extent it is reasonable in the circumstances for the Province to exercise such legal rights and remedies.

In the event that the Contractor, despite acting reasonably and prudently and making all commercially reasonable efforts, and despite taking all reasonable mitigation measures

(including, to the extent practicable, considering modifications to the Contractor's Designs):

(a) experiences a delay in the Project (measured on a critical path basis having regard to the Contractor's Construction Schedule) of at least 30 days as a result of being unable to arrange or enforce performance of any particular TP Interface Agreement (as defined in Section 4.8) other than Drainage Agreements (as defined in Section 4.8) or enforce performance of any particular Existing Railway Arrangement, then any delay after the initial 30 day delay period shall be treated as if it were a Relief Event, except that:

(i) the Province shall not share in any costs occasioned by the initial 30 day delay period; and

(ii) after the initial 30 day period, the Province shall contribute one-half of the incremental costs occasioned to the Contractor by the further delay, and the Contractor shall absorb the other one-half; or

(b) incurs direct out-of-pocket costs billed by utilities (for greater clarity, "utilities" does not include railways or a party to a Drainage Agreement (as defined in Section 4.8)) to the Contractor pursuant to Utility Agreements (as defined in Section 4.8), for relocation, power hook-ups or other expenses (collectively, "**Utility Costs**") in relation to the Project (whether incurred during the Construction Period or during the Operating Period) in aggregate exceeding \$100 million, the Province shall, upon receipt of appropriate invoices and supporting documentation reimburse the Contractor for:

(i) one-half of the amount by which the Utility Costs in aggregate exceed \$100 million but do not exceed \$130 million;

(ii) three-quarters of the amount by which the Utility Costs in aggregate exceed \$130 million but do not exceed \$175 million; and

(iii) provided the Contractor has strictly complied with all its obligations under this Section 15.4 in all respects, the full amount by which the Utility Costs in aggregate exceed \$175 million.

**The Contractor shall, upon experiencing a delay in the Project as described in clause (a), provide notice to the Province of the commencement of the 30 day period in clause (a), including details of the cause of the delay and the efforts to date and anticipated further efforts of the Contractor to prevent or minimize the duration of the delay.**

## **16. DEFAULT, REMEDIES AND TERMINATION EVENTS**

### **16.1 Contractor's Indemnity**

Subject to Section 16.3, the Contractor shall indemnify and hold harmless the Province and its officials and employees against all damages, losses and costs, including third party claims (and including the reasonable cost of defending third party claims, on a solicitor and client basis), arising from:

- (a) the Contractor's breach of any provision of this Agreement;
- (b) the negligence or other tortious conduct of the Contractor or any official, director, officer, employee, agent or subcontractor of the Contractor in relation to the Project or the O&M; or
- (c) any third party claim alleging infringement by the Contractor or its subcontractors, in relation to the Project or the O&M, of any intellectual property rights of third parties.

### **16.2 Province's Indemnity**

Subject to Section 16.3, the Province shall indemnify and hold harmless the Contractor and its officials, directors, officers and employees against all damages, losses and costs, including third party claims (and including the reasonable cost of defending third party claims, on a solicitor and client basis), arising from the Province's breach of any provision of this Agreement or arising from the negligence or other tortious conduct of the Province or any official, employee or agent of the Province in relation to the subject matter of this Agreement.

### **16.3 Calculation of and Limitation on Claims**

Where any provision of this Agreement entitles the Contractor to recover damages or losses from the Province upon the occurrence of a specified event, then except as otherwise expressly indicated, the intent is to afford the Contractor the equivalent of the ordinary contractual measure of damages, that is, that such recovery will place the Contractor (and by extension, the subcontractors of the Contractor and persons contracting with the Contractor in relation to the Project Financing) in the same position it would have been in but for the occurrence of the specified event, having regard to the following circumstances and limitations but otherwise without limiting the generality of the foregoing:

- (a) the obligations and arrangements contemplated by the Contractor's Proposal (including obligations to and arrangements with parties specified in the Contractor's Proposal, but also including corresponding obligations to and arrangements with replacement parties), including but not limited to the Contractor's obligations to its subcontractors and obligations arising in relation to

monoline insurance or other arrangements reasonably entered into with a view to credit enhancement, but in each case premised upon breakage costs that are commercially reasonable and consistent with market practice, in accordance with the following:

- (i) break fees payable to the Contractor's subcontractors and others contracting with the Contractor must be commercially reasonable, having regard to customarily negotiated break fees between parties at arm's-length from one another, and subject in every case to a duty on the part of the subcontractor or other contracting party to mitigate its damages; and
  - (ii) in the case of monoline insurance, break fees shall only be payable to the extent necessary to ensure that the monoline insurer receives a total of 10 years premiums taking into account all premiums paid prior to the occurrence of the specified event, and such break fees shall be calculated using a net present value basis (discounting at the average interest rate on the Senior Debt Financing taking into account Canadian dollar interest rate hedges, if applicable);
- (b) participation by the Contractor directly, or indirectly by arrangement with the holders of the Senior Debt Financing (if under such arrangement the risks and benefits of the hedging flow through to the Contractor), in hedging arrangements specifically in relation to changes in Canadian dollar interest rates (and specifically excluding any foreign exchange transactions), provided:
- (i) the hedging arrangements are entered into on an arm's-length basis or else are on commercial terms equivalent to those that would have been available on an arm's-length basis;
  - (ii) particulars of the hedging arrangements are communicated to the Province within five Business Days after the hedging arrangements are entered into; and
  - (iii) the hedging arrangements are not entered into in anticipation of an imminent termination of this Agreement; and
- (c) the Contractor's duty in every instance to take all commercially reasonable measures to mitigate its damages or losses (and the Contractor's corresponding right to include in its damages or losses the reasonable costs of such measures).

Subject to the foregoing, no claim by either party arising from any breach of this Agreement or under any indemnity given by this Agreement, shall include any claim by such party against the other for punitive or exemplary damages, indirect or consequential damages, or any claim for pure economic loss, whether or not the other party has been advised of the possibility of pure economic loss, and regardless of whether the action is framed in contract or in negligence; except nothing in this paragraph shall preclude the

Contractor from claiming for lost profits as part of a recovery of damages that the Contractor is entitled to under any provision of this Agreement, including without limitation a claim by the Contractor for damages under Section 18.9(b).

The Province and the Contractor acknowledge that the Contractor will not be precluded from advancing any claim or seeking any relief under this Agreement solely by the reason that the Contractor is not liable to the applicable subcontractor identified in Schedule 17 (Subcontractors) under the applicable agreement between the Contractor and such subcontractor identified in Schedule 17 until such claim or relief is granted by the Province to the Contractor under this Agreement. Nothing in this paragraph creates any contract or obligation directly between the Province, the Contractor and the applicable subcontractor identified in Schedule 17.

#### **16.4 Exclusivity of Specified Remedies**

The Province shall not be entitled to claim damages or indemnification in respect of specific events or circumstances which constitute (or would constitute, if the applicable threshold set out in the Technical Requirements were met) grounds for a Payment Adjustment (excluding Traffic Volume Adjustments). The Contractor shall not be entitled to damages or indemnification in respect of any breach by the Province under this Agreement that would duplicate compensation to the Contractor under Section 13 arising from a Relief Event.

Every right to claim damages or indemnification or reimbursement under this Agreement shall be construed so that recovery is without duplication to any other amount recoverable under this Agreement, and shall not be construed in such manner as would allow a party to recover the same loss twice.

#### **16.5 Exclusivity of Termination Provisions**

Neither party shall have any right to terminate this Agreement except as expressly set out in Sections 17.2, 17.3 or 17.4; and without limiting the generality of the foregoing neither party shall in any event be entitled to terminate this Agreement on the basis of fundamental breach.

#### **16.6 Province's Step-in Rights**

If at any time during either the Construction Period or the Operating Period the Province reasonably believes that it needs to take action in relation to the Project or the O&M:

- (a) because a serious risk exists to public safety or to the environment;
- (b) in order to discharge a statutory duty or enable performance by any other person of a statutory duty; or
- (c) if necessary in order to prevent the Contractor or its subcontractors from

excluding or limiting public use of the Infrastructure (other than for purposes expressly contemplated by the O&M Requirements);

then the Province may, upon notice to the Contractor (which notice shall specify all pertinent details of the intended action) take such action (the “**Remedial Action**”) in relation to the Project or to the operation and maintenance of the New Infrastructure or the Existing Infrastructure as the Province reasonably considers necessary to mitigate the risk or discharge the statutory duty or keep the New Infrastructure and the Existing Infrastructure open for public use, and in that event:

(d) the Province shall carry out the Remedial Action as quickly as is practicable, and in such manner as will minimize interference with the Contractor’s performance of its obligations under this Agreement;

(e) if the need for the Remedial Action does not arise as a result of any breach by the Contractor of its obligations under this Agreement, then the Remedial Action shall, subject to Section 13.2, constitute a Relief Event under Section 13.2(m); and

(f) to the extent that the need for the Remedial Action arises as a result of any breach by the Contractor of its obligations under this Agreement, then the Contractor shall indemnify the Province against all costs and expenses reasonably incurred by the Province in carrying out the Remedial Action.

## **16.7 Termination Event Defined Terms**

In Section 16.8(n), the following expressions have the following meanings:

“**Default**” means any breach by the Contractor of any provision of this Agreement, including the material inaccuracy, when made, of any representation given by the Contractor in Section 14.1;

“**Incurable Default**” means a Default that is by its nature or by reason of prevailing circumstances incapable of being cured in all material respects, but does not include any Default that is a failure to carry out a particular obligation by a particular date or within a particular period where it is possible to subsequently perform that obligation, albeit not by or within the relevant date or period;

“**Material Adverse Effect**” occurs when a Default, taken together with any other Defaults of a similar nature:

- (i) creates a material risk to public safety or to the environment;
- (ii) creates a material risk of significant liability to third parties on the part of the Province; or

(iii) demonstrates a marked or persistent inability or unwillingness on the part of the Contractor to adhere to its obligations under this Agreement;

and includes any material breach by the Contractor of:

(iv) its insurance obligations under Sections 11.1 through 11.4;

(v) its reporting obligations under Section 14.2 (provided, to the extent the Province knows the Contractor is in breach of such reporting obligations, the Province shall give the Contractor notice of such breach);

(vi) or its obligations under Section 14.3; and

“**Notice of Default**” means a notice from the Province to the Contractor specifying a Default.

## **16.8 Termination Events**

The following shall constitute Termination Events, except where caused directly and specifically by the Province withholding any amount payable under this Agreement except to the extent disputed by the Province in good faith:

- (a) if the Contractor is declared or adjudged a bankrupt, makes a general assignment for the benefit of creditors, or takes the benefit of any legislation in force for (i) protection against creditors, (ii) orderly payment of debts, or (iii) winding up or liquidation;
- (b) if a receiver or receiver-manager is appointed for the business of the Contractor (other than by one or more lenders or any trustee or representative on behalf of such lender or lenders of any of the Senior Debt Financing), unless the appointment is canceled within 21 days;
- (c) if any material part of the property of the Contractor is seized or attached and such seizure or attachment is not successfully contested by the Contractor within 21 days;
- (d) if the Contractor ceases active business operations;
- (e) if the Contractor carries on any business unrelated to the subject matter of this Agreement and does not cease to carry on such business within two Business Days of receiving notice to do so from the Province (in which context neither (i) any lending between the Contractor and any of its general partners or any subsidiaries of its general partners, nor (ii) any other non arm’s-length financial transactions, shall be considered to be carrying on a business unrelated to the subject matter of this Agreement);

(f) if, during the Construction Period and at any time during the Construction Season, the Contractor (by its own actions, and not merely by the actions of the subcontractor retained by the Contractor in respect of the Project unless the Contractor fails to diligently take action in response to abandonment of the Project by the subcontractor) abandons the Project;

(g) if it is determined by arbitration pursuant to the Dispute Resolution Procedure and on a basis consistent with section 2.1(a), (b), and (c) of Schedule 9, except that such determination shall consider completed design work in respect of the Project, the fair market value of aggregate extracted by the Contractor from the aggregate source in the western part of the TUC and materials that have been fabricated, are located within Canada, and for which legal title has transferred to the Contractor, that the Contractor has failed to achieve:

(i) by October 31, 2017, 15% completion of the PNI Project; or

(ii) by October 31, 2018, 40% completion of the PNI Project;

(h) if the Contractor fails to achieve PNI Traffic Availability by December 1, 2020 and there is a reasonable possibility that the Contractor will not achieve PNI Traffic Availability by October 1, 2021, as determined by the Province, acting reasonably including considering any plan submitted by the Contractor for achieving PNI Traffic Availability no later than October 1, 2021, and as determined at any time after December 1, 2020;

(h.1) if the Contractor fails to achieve RNI Traffic Availability by October 1, 2022;

(i) if at any time after the date that is one year before the PNI Traffic Availability Target Date it is determined by arbitration pursuant to the Dispute Resolution Procedure that there is no reasonable possibility of the Contractor achieving PNI Traffic Availability by October 1, 2021;

(i.1) if at any time after the date that is one year before the RNI Traffic Availability Target Date it is determined by arbitration pursuant to the Dispute Resolution Procedure that there is no reasonable possibility of the Contractor achieving RNI Traffic Availability by October 1, 2022;

(j) if during the PNI Operating Period or the Operating Period the Contractor (by its own actions, and not merely by the actions of the subcontractor retained by the Contractor in respect of the O&M unless the Contractor fails to diligently take action in response to abandonment of the O&M by the subcontractor) abandons the business of carrying out the O&M;

(k) if the Contractor, having become subject to Payment Adjustments specified in any of sections 400.1.5 (including by cross-reference in sections 200.2.3.23 and



200.3.10), 400.2.5, 400.3.3.3, 400.3.4.3, and 400.4.2.4 of Schedule 18 (Technical Requirements) as a potential Termination Event, fails to within 10 days of receiving notification from the Province to do so submit to the Province a reasonable remedial plan for achieving due future performance of the O&M, or fails thereafter (but within the lesser of the duration of the remedial plan as specified therein or twelve months) to diligently implement and carry out such remedial plan;

(l) if the Contractor, having become subject to Payment Adjustments (excluding Traffic Volume Adjustments) in any 12 month period that in aggregate exceed 75% of the aggregate O&M Payment (exclusive of any Major Rehabilitation Payment) during that 12 month period, fails to within 10 days of receiving notification from the Province to do so submit to the Province a reasonable remedial plan for achieving due future performance of the O&M, or fails thereafter to diligently implement and carry out such remedial plan;

(m) if after Traffic Availability the Contractor, other than:

(i) for purposes expressly contemplated by Schedule 18 (Technical Requirements); or

(ii) for reasons of public safety, exercised on a temporary basis;

takes any steps to exclude or limit the public from lawfully using the Infrastructure for vehicle traffic or to prevent the performance by the Province of any statutory duty; or

(n) if the Contractor, upon receiving a Notice of Default from the Province where the specified Default has a Material Adverse Effect (regardless of whether the Notice of Default so indicates), fails to:

(i) cure the Default within 21 days; or

(ii) where the Default cannot by reasonable commercial efforts be cured within 21 days, communicate to the Province and initiate within that 21 days a commercially reasonable course of action designed to cure the Default, and thereafter diligently pursue that course of action until the Default is cured; or

(iii) where the Default is an Incurable Default, within 21 days communicate to the Province and initiate a commercially reasonable course of action designed to mitigate the consequences of the Incurable Default to the maximum extent practicable, and thereafter diligently pursue that course of action until the consequences of the Incurable Default have been so mitigated.

## **17. TERMINATION**

### **17.1 Direct Lender Agreement**

All rights to terminate this Agreement, and all Termination Payments required to be made under Section 18, are in every case subject to the provisions of the Direct Lender Agreement.

### **17.2 Termination by Province**

The Province may terminate this Agreement by notice to the Contractor:

- (a) upon or within a reasonable time (having regard to the provisions of the Direct Lender Agreement, and having regard to Section 21.3) after the Province becomes aware of the occurrence of a Termination Event; or
- (b) at any time, in the absolute and unfettered discretion of the Province and for any reason whatsoever or for no reason at all, and at the convenience of the Province.

No notice of termination under this Section 17.2 shall be effective unless, in the case of a notice under clause (a), it specifies the Termination Event relied on, or in the case of a notice under clause (b), it states that the termination is for convenience.

### **17.3 Termination by Contractor**

Subject to Section 17.4, the Contractor may terminate this Agreement by notice to the Province only if:

- (a) the Province has failed to pay any amount due to the Contractor under this Agreement (except to the extent that such amount is disputed in good faith through the Dispute Resolution Procedure) and does not remedy such failure within 21 days of the Contractor providing the Province with notice to do so;
- (b) during the Construction Period, a Relief Event has occurred and continues for a continuous period in excess of 360 days and has wholly or substantially prevented the Contractor from proceeding with the Project during that period; or
- (c) the Province is in breach of Section 22.4.

### **17.4 Termination Upon Force Majeure**

Either party may by notice to the other terminate this Agreement if:

- (a) during the Construction Period, as a result of a Force Majeure Event, it has

become impossible or impractical for the Contractor to proceed with the Project, and such status persists or is highly likely to persist for at least in aggregate 120 days falling within one or more Construction Seasons; or

(b) during the Operating Period, as a result of a Force Majeure Event, performance of all or a substantial portion of the O&M Requirements by the Contractor has become impossible or impractical, and such status persists or is highly likely to persist for at least 180 days.

## **17.5 Consequences of Termination**

Upon any termination of this Agreement under Sections 17.2, 17.3 or 17.4:

(a) the Payment (except for, in the case of a termination under Section 17.4, the Capital Payment) for the month during which the termination occurs shall be pro-rated according to the number of days in that month up to and including the day when termination occurs;

(b) the Province shall as soon as practicable:

(i) pay to the Contractor the amount of the Termination Payment under the pertinent Section of Article 18, together with interest thereon (it being acknowledged and agreed that interest on portions of the Termination Payment paid in advance shall only accrue from the date of termination until the date of the advanced payment) at Prime from the date of the termination until the date of payment (which rate of interest shall be, in the case of a termination under Section 18.9, without prejudice to any right of the Contractor to claim damages under Section 18.9(b)); or

(ii) enter into any alternative arrangement in respect of the Termination Payment that is provided for in the Direct Lender Agreement; and

(c) upon the Province providing confirmation to the Contractor that it is obligated to pay the Termination Payment under the pertinent Section of Section 18 (or in lieu of such payment to enter into any alternative arrangement provided for in the Direct Lender Agreement), then:

(i) the Contractor shall, upon request by the Province and at no cost to the Province, hand over to the Province copies of all records of any kind whatsoever that pertain to the Contractor's performance of, or may otherwise facilitate the Province or its contractors assuming responsibility for performing, the Project Requirements (if the termination is prior to Traffic Availability) or the O&M Requirements (if the termination is after Traffic Availability); provided that

(ii) the Contractor shall have no obligation to hand over copies of records

that constitute proprietary information in the nature of trade secrets.

## **17.6 Survival of Obligations**

All obligations under this Agreement that necessarily extend beyond termination of this Agreement in order to fully achieve their intended purpose shall survive termination of this Agreement, including without limiting the generality of the foregoing:

- (a) all indemnification and hold harmless obligations, insofar as they apply to events that occurred prior to termination of this Agreement;
- (b) the obligations of the Contractor under Section 17.5(c);
- (c) the obligation of the Province to make the Termination Payment specified in Section 18;
- (d) the obligations in relation to Confidential Information set out in Sections 19.4, 19.5, 19.6 and 19.7; and
- (e) the obligations in relation to the Dispute Resolution Procedure set out in Section 21.

## **18. TERMINATION PAYMENTS**

### **18.1 Termination Payments Defined Terms**

In this Section 18, the following expressions have the following meanings:

“**Canada Call Redemption Feature**” means the right of an issuer of bonds (the “**Bonds**”) to redeem the Bonds at the greater of the remaining par value and a price calculated to provide a yield to maturity equal to the Government of Canada Yield (as defined below) plus a spread equal to 25% of the Original Spread (as defined below) as of the date fixed for redemption, where:

- (i) “**Government of Canada Yield**” means on any date the average of the bid side market yield to maturity and the offer side market yield to maturity (“mid yield to maturity”) for spot settlement that a non-callable Government of Canada bond would yield if issued in Canadian dollars in Canada with 100% of the principal amount paid on the date equal to the average remaining life of the Bonds; and where no Government of Canada bond has a maturity equal to such average remaining life, or a bond matures on such date but is not actively traded, then the “Government of Canada Yield” will be the linearly interpolated yield between two actively traded bonds with maturity dates closest to such date, the first of which shall have a maturity date prior to such date and the second of which shall

have a maturity date after such date, as determined by the Contractor and acceptable to the Province acting reasonably, and where the market yield for the Government of Canada bonds will be calculated as the average of the mid yields to maturity determined by two major independent financial institutions active in the Canadian bond market selected by the Contractor and acceptable to the Province acting reasonably; and

(ii) **“Original Spread”** means the spread between the yield to maturity of the Bonds and the interpolated yield to maturity of a Government of Canada bond with a maturity equal to the average remaining life of the Bonds on the date of pricing;

**“Capital Amount”** means:

(i) the parties’ mutually agreed calculation of the net present value, as of:

(A) for purposes of Section 18.2 and Section 18.7, the effective date of the Construction Period Termination or the Force Majeure Termination, as the case may be; and

(B) for purposes of Section 18.8, the earlier of the RNI Traffic Availability Target Date and RNI Traffic Availability;

of the aggregate Capital Payments calculated using the Termination Payment Discount Rate, but not in any event exceeding the total amount of the Project Financing anticipated by the Contractor’s Proposal; plus

(ii) the amount of the Provincial Funding;

**“Construction Period Termination”** means termination of this Agreement by the Province under Section 17.2(a) prior to RNI Traffic Availability;

**“Force Majeure Capital Amount”** means the Capital Amount, exclusive of the amount of the Provincial Funding;

**“Force Majeure Termination”** means termination of this Agreement by either party under Section 17.4 on account of a Force Majeure Event;

**“Operating Period Termination”** means termination of this Agreement by the Province under Section 17.2(a) on or after RNI Traffic Availability;

**“PNI Redemption Payment”** means the Redemption Payment except that to the extent the Senior Debt Financing is bond financing, the Canada Call Redemption Feature shall be amended such that the right to redeem the Bonds (as defined in the definition of Canada Call Redemption Feature) will be at the greater of the remaining par value and a price calculated to provide a yield to maturity equal to

the Government of Canada Yield (as defined in the definition of Canada Call Redemption Feature) plus a spread equal to 66.67% of the Original Spread (as defined in the definition of Canada Call Redemption Feature);

**“Redemption Payment”** means the lesser of:

(i) the amount actually required to redeem the Senior Debt Financing (inclusive of hedging transactions, if applicable) in accordance with its terms; and

(ii) the amount that would be required to redeem the Senior Debt Financing:

(A) to the extent that the Senior Debt Financing is bond financing, if it were bond financing issued with a Canada Call Redemption Feature;

(B) to the extent that the Senior Debt Financing is fixed rate bank financing, if it were issued with a prepayment amount premised only upon a net present value calculation consistent with reasonable commercial terms and without additional premium, bonus or penalty; and to the extent that the Senior Debt Financing is floating rate bank financing, if it were issued with no prepayment premium, bonus or penalty except swap receipts or payments under a hedge described in and within the provisos of Section 16.3(b); and

(C) to the extent that the Senior Debt Financing cannot reasonably be categorized as either bond financing or bank financing, if it were arranged with only such prepayment penalties as are commercially reasonable in the circumstances of the financing and are not unreasonably punitive;

**“Termination for Convenience”** means termination of this Agreement by the Province under Section 17.2(b);

**“Termination by Contractor”** means termination of this Agreement by the Contractor under Section 17.3;

**“Termination Payment Discount Rate”** means the Contractor’s weighted average cost of capital for the Project Financing calculated as an effective annual rate as at the time of submission of the Contractor’s Proposal and having regard to the financial model included in the Contractor’s Proposal and, if applicable, the interest rate adjustment contemplated by the RFP and elected by the Contractor at the time of submitting the Contractor’s Proposal.

## 18.2 Construction Period Termination

Subject to the paragraph below and subject to Section 18.3, upon a Construction Period Termination, the Province shall pay to the Contractor a Termination Payment equal to the Capital Amount less:

- (a) such portion of the Provincial Funding as the Contractor has received through Progress Payments;
- (b) the reasonable cost to the Province, established by competitive bidding process (and including out-of-pocket costs incurred by the Province in relation to that process), of completing the Project, where the competitive bidding process is premised on:
  - (i) a design-build or conventional contract with progress payments and standard industry warranty;
  - (ii) use of as much of the Contractor's Designs as is practicable; and
  - (iii) a duty on the part of the Province to mitigate the cost of completing the Project and thereby minimize the amount deductible under this clause (b);
- (c) liquidated damages of \$40 million to compensate the Province for loss of its bargain; and
- (d) the present value as of the effective date of termination of the PNI Capital Payments the Contractor has received calculated using the Termination Payment Discount Rate.

Subject to Section 18.3 and subject to section 2.13 of the Direct Lender Agreement, upon a Construction Period Termination for the Termination Event set out in Section 16.8(h) or Section 16.8(i), the Province shall pay to the Contractor a Termination Payment equal to, at the Province's option, one of the following two alternatives:

- (e) the PNI Redemption Payment less any amount of the Senior Debt Financing that has been drawn or, in the case of bond financing, issued, whether or not available to the Contractor, but not yet expended on the Project; or
- (f) the Senior Debt Financing less any amount of the Senior Debt Financing that has been drawn or, in the case of bond financing, issued, whether or not available to the Contractor, but not yet expended on the Project or the Senior Debt Financing without reduction provided any amount of the Senior Debt Financing that has been drawn or, in the case of bond financing, issued, whether or not available to the Contractor, but not yet expended on the Project, has been transferred to the Province.

For greater certainty, the intention of clause (e) is to ensure that the payment required to be made by the Province under clause (e) will be an amount sufficient to enable the Contractor (having regard to any part of the Senior Debt Financing drawn or issued but not yet expended on the Project) to fully repay the Senior Debt Financing, provided any premiums on early repayment are within the parameters indicated within the definition of “PNI Redemption Payment”.

### **18.3 Termination While Province Holds Financing and Initial Performance Letter of Credit**

Notwithstanding Section 18.2, if a Construction Period Termination occurs while the Province continues to hold the Financing and Initial Performance Letter of Credit and the condition for release set out in Section 3.5 has not occurred, then the Province shall have no obligation to make a Termination Payment to the Contractor.

### **18.4 Operating Period Termination**

Upon an Operating Period Termination, the Province shall by notice to the Contractor elect to pay to the Contractor either a Termination Payment under Section 18.5 or a Termination Payment under Section 18.6. If the Province fails to make such election by notice to the Contractor within 10 Business Days after an Operating Period Termination, then the Province shall be irrevocably deemed to have elected to make a Termination Payment under Section 18.6.

If the Province elects to pay a Termination Payment under Section 18.5, the Province shall as soon as practicable thereafter (but in any event within 90 days) solicit expressions of interest in order to assess whether there are likely to be two suitable bidders (in which context, “suitable” shall be determined having regard to a bidder’s relevant practical experience, appropriate qualifications, technical competence and resources available to it, including financial resources and subcontracts, all having regard to the obligations to be performed under this Agreement). If the Province fails to elicit within such 90 day period at least two bona fide expressions of interest from suitable potential bidders, it shall immediately re-elect to pay a Termination Payment under Section 18.6.

Between the time of the Operating Period Termination and the making of the Termination Payment, the Province shall make advance payments to the Contractor against the Termination Payment in accordance with and subject to the following:

- (a) the advance payments shall be made monthly, at the times and in the amounts that would have been payable by the Province as the Capital Payment had this Agreement not been terminated; and
- (b) if the Province reasonably concludes that making or continuing to make the advance payments may result in a negative net balance owing by the Province on account of the Termination Payment, then the Province shall have no obligation to



make or continue to make (as the case may be) the advance payments.

In the event the Province, pursuant to clause (b), ceases to make or continue to make (as the case may be) the advance payments, then the Province shall immediately re-elect to pay a Termination Payment under Section 18.6, unless either (i) the Contractor agrees otherwise, or (ii) the bidding process has by the date of such cessation already progressed to receipt of final bids.

### **18.5 Payment Based on Sale of Contractual Rights**

If upon an Operating Period Termination the Province elects a Termination Payment under this Section 18.5, then the following provisions shall apply:

- (a) the Province shall within six months after the Operating Period Termination obtain at least two bona fide, fully committed bids, each from a suitable bidder (having regard to the same criteria as set out in Section 18.4), for acquiring all rights and obligations (both present and future) of the Contractor under this Agreement as if this Agreement had not been terminated;
- (b) the Province shall conduct the bidding process so as to obtain the maximum cash purchase price (but otherwise, to the extent practicable, generally in accordance with its usual procurement processes), and shall select the winning bidder accordingly;
- (c) the Province shall, as soon as practicable (having regard to clause (a)), implement and complete the bidding process and enter into an agreement with, and collect the purchase price from, the winning bidder;
- (d) upon receiving the purchase price from the winning bidder, the Province shall pay to the Contractor a Termination Payment consisting of:
  - (i) the purchase price received by the Province from the winning bidder; less
  - (ii) the Province's reasonable costs reasonably incurred in establishing and conducting the bidding process and entering into the new agreement;
- (e) if the Province fails to:
  - (i) within six months after the Operating Period Termination, obtain two bids in accordance with clause (a); or
  - (ii) within 12 months after the Operating Period Termination, enter into an agreement with, and collect the purchase price from, the winning bidder;

then the Province shall be deemed to have elected to make a Termination

Payment under Section 18.6 rather than under this Section 18.5;

(f) subject to clause (g), no bid shall be capable of acceptance by the Province unless it would result in an amount greater than zero payable to the Contractor under Section 18.5, having regard to any advance payments made by the Province pursuant to Section 18.4; and

(g) if acceptance of the winning bid would not result in an amount greater than the amount described in clause (f), the Province may accept or not accept the bid, but in either event the Province shall be deemed to have re-elected to pay a Termination Payment under Section 18.6 in lieu of a Termination Payment under Section 18.5.

### **18.6 Payment of Fair Market Value**

If upon an Operating Period Termination the Province elects a Termination Payment under this Section 18.6, or if by Section 18.4 or Section 18.5(e) or (g) is deemed to have elected a Termination Payment under this Section 18.6, then the following provisions shall apply:

(a) the Province and the Contractor shall seek to arrive at agreement on the fair market value of the Contractor's rights and obligations under this Agreement, calculated:

(i) as of the date of the Operating Period Termination and as if this Agreement had not been terminated and no Termination Event had occurred or was imminent;

(ii) on the assumption that the purchaser would be responsible for curing any existing default (or, in the case of an "Incurable Default" as defined in Section 16.7, taking the remedial action contemplated by Section 16.8(n)(iii)) by the Contractor under this Agreement;

(iii) on the assumption of a willing and qualified purchaser and the Contractor as a willing vendor; and

(iv) having regard to the future Payments expected for the duration of the Term, the costs of curing or taking required remedial action in respect of any existing default, and the projected costs of carrying out the O&M without incurring Payment Adjustments, including a reasonable allowance for contingencies;

(b) if the Province and the Contractor have not within 30 days after the election (or deemed election) arrived at agreement under clause (a), then the fair market value of the Contractor's rights and obligations under this Agreement shall be determined by the Dispute Resolution Procedure, applying the same assumptions

as set out in clause (a); and

(c) upon the fair market value of the Contractor's rights and obligations under this Agreement being determined under clause (a) or clause (b), the Province shall pay to the Contractor as a Termination Payment an amount consisting of the fair market value so determined, less:

(i) the Province's reasonable costs reasonably incurred of calculating the fair market value; and

(ii) the Province's reasonable costs, or the Province's reasonable pre-estimate thereof, of selecting and entering into a new agreement with a new provider of services in lieu of the Contractor's performance of the O&M under this Agreement.

### **18.7 Force Majeure Termination - Construction Period**

Upon a Force Majeure Termination during the Construction Period, the Province shall pay to the Contractor a Termination Payment equal to the lesser of:

(a) the Capital Amount less the Progress Payments and the present value as of the effective date of termination of the PNI Capital Payments that the Contractor has received calculated using the Termination Payment Discount Rate; and

(b) the amount actually expended (including any irrevocable commitment to purchase and pay for materials not readily returnable or readily deployable other than on the Project provided arrangements are made satisfactory to the Province acting reasonably, to transfer to the Province ownership of such materials free and clear of any security interests) in furtherance of the design, build and financing of the Project by the Contractor, less the amount of any Progress Payments and the present value as of the effective date of termination of the PNI Capital Payments that the Contractor has received calculated using the Termination Payment Discount Rate (but without duplication of any Progress Payments the Contractor had become entitled to receive from the Province but had not yet received);

less, in either case, all insurance proceeds, if any, legally claimable by the Contractor as a result of events occurring prior to the Force Majeure Termination.

### **18.8 Force Majeure Termination - Operating Period**

Upon a Force Majeure Termination during the Operating Period, the Province shall pay to the Contractor a Termination Payment equal to the Force Majeure Capital Amount less:

(a) all principal repaid on the Senior Debt Financing prior to the Force Majeure Termination plus any amounts that could have been repaid based on any cash,

cash equivalents or reserves (including loans or investments by the Contractor) available for repayment of or held as security for the Senior Debt Financing as at the date of the Force Majeure Termination (but excluding reserves in the form of surety bonds or letters of credit or similar instruments unless they are secured by cash, financial instruments or securities; and further provided that if any surety bonds, letters of credit or similar instruments have been drawn and the proceeds used, prior to the Force Majeure Termination, to repay principal on the Senior Debt Financing, such principal repayments shall not be included under this clause (a) to the extent that the reimbursement obligations remain outstanding);

(b) all distributions on or return of Equity (including, in the case of subordinated debt, all payments of principal and interest) made prior to the Force Majeure Termination, and all such distributions that the Contractor, immediately prior to the Force Majeure Termination, could have made (on the basis of free cash in hand and any cash equivalents, investments, or reserves accessible by the Contractor) but had not yet made; but not exceeding, in aggregate, the amount of the Equity; and

(c) all insurance proceeds, if any, legally claimable by the Contractor as a result of events occurring prior to the Force Majeure Termination.

### **18.9 Termination for Convenience or by Contractor**

Upon a Termination for Convenience or a Termination by Contractor, the Province shall pay to the Contractor a Termination Payment calculated as follows:

(a) the Redemption Payment; plus (without duplication);

(b) the Contractor's reasonable damages (including for loss of its bargain) calculated having regard to the principles set out in Section 16.3 and having regard to the PNI Capital Payments the Contractor has received; less

(c) if the Termination for Convenience or Termination by Contractor occurs during the Construction Period, any amount of the Project Financing that has been drawn or, in the case of bond financing, issued, whether or not available to the Contractor, but not yet expended on the Project.

For greater certainty, the intention of clauses (a) and (c) is to ensure that the payment required to be made by the Province under this Section (without taking into account any amounts payable under clause (b)) will be an amount sufficient to enable the Contractor (having regard to any part of the Senior Debt Financing drawn or issued but not yet expended on the Project) to fully repay the Senior Debt Financing, provided any premiums on early repayment are within the parameters indicated within the definition of "Redemption Payment".

### **18.10 Set-off Against Termination Payments**

The Province may set off against any Termination Payment the amounts of any Payment Adjustments (excluding Traffic Volume Adjustments) triggered prior to the termination and not set off against a Payment; provided that where Section 18.9 applies the Province shall be entitled to claim a set-off only to the extent that the net Termination Payment is not reduced below the amount of the Redemption Payment.

### **18.11 Negative Amounts**

If the amount of the Termination Payment calculated under any of Sections 18.2, 18.5 or 18.6 is a negative number, the Province shall be entitled to claim that amount (stated as a positive number) from the Contractor.

### **18.12 Rescue Financing**

Notwithstanding the definitions of “Capital Amount” and “Force Majeure Capital Amount” in Section 18.1 and the definition of “Senior Debt Financing” in Section 1.1, if the Province expressly and by express reference to this Section 18.12 so agrees, in consideration of the Contractor raising financing in addition to the amount of the Project Financing in order to enable completion of the Project, then the amount of such additional financing up to a maximum of 10% of the initial amount of the Senior Debt Financing shall be known as “**Rescue Financing**”, and in that event:

- (a) the Capital Amount and the Force Majeure Capital Amount shall be adjusted so as to include the value of the Rescue Financing; and
- (b) for the purposes of the Redemption Payment, the Rescue Financing shall be deemed to be part of the Senior Debt Financing.

### **18.13 Delivery of Information**

Upon any termination of this Agreement, each party shall as soon as practicable deliver to the other all information within the possession of, or that thereafter from time to time comes into the possession of, that party that is relevant to the determination and calculation of the Termination Payment.

Upon the initial closing of the Senior Debt Financing, the Contractor shall deliver to the Province particulars of:

- (a) the amount of the Senior Debt Financing;
- (b) the basis for determining the amount by which the Senior Debt Financing by its terms can be redeemed in advance of its maturity;
- (c) any hedging transactions material or potentially material to any Termination

Payment that may in future become payable under this Agreement; and

(d) the Original Spread as defined in the definition of “Canada Call Redemption Feature” in Section 18.1 as well as the benchmark yield to which the Original Spread is applied, including full details on how it was determined;

and after the initial closing of the Senior Debt Financing, the Contractor shall deliver to the Province particulars of any material changes in or additions to the information delivered under clause (a), within five Business Days of those changes or additions being effected.

## **19. COMMUNICATIONS**

### **19.1 Notices**

Any notice, consent, approval or other communication under any provision of this Agreement must be in writing to be effective, and is effective when delivered by any means, including fax transmission or e-mail, to the following respective addresses:

(a) if to the Province:

Alberta Transportation  
 2nd floor Twin Atria Building  
 4999 - 98 Avenue  
 Edmonton, Alberta  
 T6B 2X3  
 attention: Landon Reppert  
 fax: (780) 415-0475  
 e-mail: landon.reppert@gov.ab.ca

(b) if to the Contractor:

Mountain View Partners GP  
 c/o Meridiam Infrastructure North America Corp.  
 First Canadian Place, 100 King Street West, Suite 2500  
 PO Box 253  
 Toronto, Ontario  
 M5X 1C8  
 attention: Sven Kottwitz  
 e-mail: s.kottwitz@meridiam.com

Either party may change its address information by giving notice to the other in the above manner.

### **19.2 Authority to Give Notices**

The parties designate for the time being the following individuals as having authority to communicate to the other any notice, approval, consent, waiver or other communication under this Agreement:

(a) in the case of the Province:

Landon Reppert  
 Alberta Transportation  
 Executive Director, Major Capital Projects Branch

(b) in the case of the Contractor:

Sven Kottwitz  
 Mountain View Partners GP  
 Executive Committee Member

In the absence of any further designation or limitation communicated with reference to this Section 19.2, each party may assume that any notice, approval, consent, waiver or other communication under this Agreement given by the above individual has been duly authorized and is binding upon the other party.

### **19.3 Public Announcements**

The Contractor shall not make, and shall not cause or permit any entity not at arm's-length with the Contractor to make, any public announcement relating to this Agreement except as approved in advance by the Province, acting reasonably.

### **19.4 Confidential Information**

Each party shall, upon delivering any information to the other that includes information delivered in confidence, identify the information delivered in confidence (the "**Confidential Information**"). The receiving party shall maintain (and shall ensure that its officers, employees, consultants, advisors and contractors maintain) the confidentiality of the Confidential Information, with the exception of information that:

- (a) at the time of the disclosure to the receiving party, was in the public domain;
- (b) after disclosure to the receiving party became part of the public domain through no fault of the receiving party or those for whom it is responsible at law;
- (c) was in the possession of the receiving party at the time of disclosure to it, as demonstrated by written records; or
- (d) was received by the receiving party from a third party who had a lawful right to disclose the information.

### **19.5 Disclosure of Confidential Information**

Neither party shall disclose Confidential Information (as defined in Section 19.4) delivered by the other except:

- (a) to such of its affiliates, officers, employees, consultants, advisors and contractors (including, in the case of the Contractor, its lenders and potential lenders, investors and potential investors, and rating agencies, surety companies and prospective guarantors) who reasonably require access to the Confidential Information for the due performance of this Agreement or to further the purposes of this Agreement;
- (b) as required by FOIP or any other applicable law; or
- (c) where the disclosure is consented to by the other.

### **19.6 Public Disclosure of Agreement**

Notwithstanding the above Sections 19.4 and 19.5, the Contractor agrees that the Province will be at liberty to disclose all information contained in this Agreement, excepting only any Schedules or portions thereof that the Contractor has, prior to signing of this Agreement, established to the satisfaction of the Province, acting reasonably, contain information that:

- (a) would reveal trade secrets, or commercial, financial, labour relations, scientific or technical information of the Contractor;
- (b) is being supplied in confidence to the Province; and
- (c) if disclosed, could reasonably be expected to harm significantly the competitive position or interfere significantly with the negotiating position of the Contractor,

(the “**Sensitive Information**”). In the event of a request under FOIP for access to any of the Sensitive Information, the Contractor will be given notice of the request pursuant to FOIP and will be given an opportunity to make representations as to why the information should not be disclosed.

The Province acknowledges that the financial, commercial and technical information contained in the Contractor’s Proposal (including but not limited to the financial model contained therein) has been submitted to the Province in confidence.

### **19.7 Collection, Use and Disclosure of Personal Information**

For the purposes of this Section, “**personal information**” has the same definition as that



which is found in FOIP.

The Contractor acknowledges that FOIP applies to information obtained, related, generated, collected or provided for the Province under this Agreement and agrees to adhere to FOIP.

The Contractor shall not collect, use or disclose any personal information under this Agreement except that which is reasonably required to fulfil its obligations under this Agreement, or as otherwise authorized by the Province.

The Contractor shall protect the personal information it collects under this Agreement and shall make reasonable security arrangements against such risks as unauthorized access, collection, use, disclosure or destruction.

Upon request, the Contractor shall provide to the Province, within seven days, any records that are requested under the access provisions of FOIP that are in the custody or under the control of the Contractor. Should the Contractor receive an access request under FOIP, the Contractor shall not respond to it, but shall immediately forward the access request to the Province for further handling.

The Contractor shall ensure that its employees, agents, and subcontractors comply with this Section 19.7.

## **19.8 Naming Rights**

The Contractor acknowledges that the Province, as owner of the Lands, the Existing Infrastructure, and the New Infrastructure, has the exclusive right to name and re-name (subject to Sections 7.1 and 7.2) the Existing Infrastructure, the New Infrastructure and all related roadways and improvements. The Contractor shall not name nor purport to name the Project, the Existing Infrastructure, the New Infrastructure, or any portions thereof. Where the Province has named the Existing Infrastructure or the New Infrastructure, the Contractor shall not publicly refer to the infrastructure except as so named by the Province.

## **20. CONTRACT ADMINISTRATION**

### **20.1 Contract Administration Representatives**

Immediately following Execution of this Agreement, the Province and the Contractor will each designate a representative or representatives to establish protocols and procedures, including but not limited to lines of communication additional to those expressly contemplated by this Agreement, designed to facilitate the effective, efficient and cooperative administration of this Agreement and avoidance of disputes.

## 20.2 Mutual Cooperation

In administering, interpreting and carrying out their respective obligations under this Agreement, the parties mutually undertake to deal fairly and in good faith, and to act at all times in a spirit of mutual cooperation.

## 20.3 Conduct of Indemnified Claims

Where either party to this Agreement is entitled to indemnification under this Agreement (“**Indemnified Party**”) and determines that an event has occurred giving rise or that may give rise to a right of indemnification in favor of the Indemnified Party (an “**Indemnity Claim**”), the Indemnified Party shall promptly notify the party obligated to provide indemnification (the “**Indemnifying Party**”) of such Indemnity Claim (a “**Claim Notice**”) describing in reasonable detail the facts giving rise to the claim for indemnification, and shall include in such Claim Notice (if then known) the amount or the method of computation of the amount of such Indemnity Claim; provided that the failure of an Indemnified Party to give timely notice thereof shall not affect any of its rights to indemnification nor relieve the Indemnifying Party from any of its indemnification obligations except to the extent the Indemnifying Party is materially prejudiced by such failure.

Any obligation to provide indemnification under this Agreement shall be subject to the following terms and conditions:

(a) upon receipt of a Claim Notice the Indemnifying Party shall, at its cost and expense and upon notice to the Indemnified Party within 30 days of its receipt of such Claim Notice (or such shorter time period as the circumstances warrant), assume and control the defence, investigation, compromise and settlement of such Indemnity Claim, including the management of any proceeding relating thereto, and shall employ and engage legal counsel reasonably acceptable to the Indemnified Party; provided that if there exists a material conflict of interest (other than one of a monetary nature) or if the Indemnified Party has been advised by counsel that there may be one or more legal or equitable defences available to it that are different from or additional to those available to the Indemnifying Party that in either case, would make it inappropriate for the same counsel to represent both the Indemnifying Party and the Indemnified Party, then the Indemnified Party shall be entitled to retain its own counsel at the cost and expense of the Indemnifying Party (except that the Indemnifying Party shall not be obligated to pay the fees and expenses of more than one separate counsel, other than local counsel, for all Indemnified Parties, taken together);

(b) the Indemnified Party may, at its own cost and expense, participate in the defence of the Indemnity Claim, and shall cooperate with the Indemnifying Party in such efforts and make available to the Indemnifying Party all witnesses, records, materials and information in the Indemnified Party’s possession, under its control or to which it may have access as may be reasonably required by the

Indemnifying Party. The Indemnifying Party will keep the Indemnified Party reasonably informed of the progress of the defence of the Indemnity Claim. If the Indemnifying Party, contrary to clause (a), fails to assume the defence and investigation of the Indemnity Claim, then:

(i) the Indemnified Party shall have the right to undertake the defence, investigation, compromise and settlement of the Indemnity Claim on behalf of, and at the cost and expense of and for the account and risk of the Indemnifying Party;

(ii) the Indemnifying Party shall cooperate with the Indemnified Party in such efforts; and

(iii) the Indemnified Party will keep the Indemnifying Party reasonably informed of the progress of the defence of the Indemnity Claim.

The Indemnifying Party shall not, without the written consent of the Indemnified Party:

(c) settle or compromise any Indemnity Claim or consent to any final judgment that does not include as an unconditional term thereof the delivery by the claimant or plaintiff of a written release or releases from all liability in respect of such Indemnity Claim of all Indemnified Parties affected by such Indemnity Claim; or

(d) settle or compromise any Indemnity Claim if the settlement imposes equitable remedies or material obligations on the Indemnified Party other than financial obligations for which such Indemnified Party will be indemnified hereunder. No Indemnity Claim that is being defended in good faith by the Indemnifying Party shall be settled or compromised by the Indemnified Party without the written consent of the Indemnifying Party.

## **21. DISPUTE RESOLUTION**

### **21.1 Dispute Resolution Procedure**

Unless otherwise agreed to in writing between the Province and the Contractor, all disputes in respect of the application or interpretation of any provision of this Agreement shall be determined in accordance with the Dispute Resolution Procedure. Either party may at any time by notice to the other refer any question in respect of the application or interpretation of any provision of this Agreement to the Dispute Resolution Procedure. The right to refer disagreements to the Dispute Resolution Procedure shall not be limited to provisions of this Agreement that expressly refer to the Dispute Resolution Procedure, and all such express provisions shall be construed as having been included only for greater certainty.

## **21.2 Exception**

Where under the provisions of this Agreement a party has an unfettered discretion to exercise a right or take an action, the decision of that party to exercise the right or take the action is not subject to review under the Dispute Resolution Procedure; but where any decision or discretion is expressly required to be made or exercised reasonably (or is otherwise qualified), then the reasonableness (or other qualification) of the decision made or the discretion exercised may be referred to the Dispute Resolution Procedure for determination.

## **21.3 Termination and Dispute Resolution Procedure**

A party may refer to the Dispute Resolution Procedure for advance determination the question of whether it has grounds for terminating this Agreement (including, without limitation, whether the circumstances described in Section 16.8(g), (i), or (i.1) have occurred). However, the submission of that question to the Dispute Resolution Procedure shall not prevent either party from terminating this Agreement in accordance with its provisions prior to determination of that question by the Dispute Resolution Procedure. If either party has purported to terminate this Agreement in accordance with its provisions, the other party may submit to the Dispute Resolution Procedure the question of whether such termination was made in accordance with this Agreement, and request either:

- (a) a ruling that this Agreement has not been terminated; or
- (b) an award of damages for wrongful repudiation of this Agreement.

## **21.4 No Court Proceedings**

Neither party shall, except as may be otherwise expressly permitted by this Agreement or permitted by the *Arbitration Act* (Alberta) or with the prior approval of the other, initiate in any Court any proceedings against the other (including but not limited to any application for an injunction) in respect of the application or interpretation of any provision of this Agreement.

## **21.5 Payments Where Amount in Dispute**

Where the amount of any payment required to be made under this Agreement (including without limiting the generality of the foregoing the amount of any Termination Payment) is in dispute, the party required to make the payment shall pay such portion of the payment as it does not dispute in good faith.

## **22. GENERAL PROVISIONS**

### **22.1 Assignment by Contractor**

The Contractor may not, without the prior consent of the Province, which consent shall not be unreasonably withheld, assign this Agreement or any right or benefit under this Agreement, except that the Contractor may assign to a party to the Direct Lender Agreement the right to receive the Payment, the Progress Payments and any Termination Payment or other payment becoming due by the Province to the Contractor hereunder, in which case the Province will consent to the assignment as required by section 94 of the *Financial Administration Act* (Alberta). Except as set out in Section 4.7(b), nothing in this Agreement restricts the Contractor from granting security interests (including any security interest that is nominally structured as an “assignment” but is in essence a security agreement) in its assets as it sees fit. For greater certainty, the Province shall not withhold or delay its consent where the Contractor has satisfied the Province, acting reasonably, that:

- (a) the proposed transferee is of good reputation and has suitable technical, commercial and financial resources; and
- (b) the proposed transferee is not involved in a business or activity incompatible with or inappropriate in relation to the Project or the O&M or the business relationship between the Province and the Contractor.

### **22.2 Subcontracting by Contractor**

The Contractor may subcontract its obligation to carry out the Project and its obligation to perform the O&M Requirements only to:

- (a) the respective subcontractors identified in Schedule 17 (Subcontractors); and
- (b) any additional subcontractors approved in advance by the Province.

The Contractor may replace a subcontractor or engage additional subcontractors only with the prior consent of the Province, such consent not to be unreasonably withheld (having regard to the reputation of and the technical, commercial and financial resources available to the proposed subcontractor). For greater certainty, in this Section 22.2, “subcontractors” means parties having a direct contractual relationship with the Contractor, and excludes subcontractors of such parties.

### **22.3 Change in Ownership**

The Contractor shall not, prior to one year after RNI Traffic Availability, allow or suffer any material change in its ownership (direct or indirect) unless such change has been consented to in advance by the Province, such consent not to be unreasonably withheld or delayed. For greater certainty, the Province shall not withhold or delay its consent where

the Contractor has satisfied the Province, acting reasonably, that:

- (a) the proposed owner is of good reputation and has suitable technical, commercial and financial resources; and
- (b) the proposed owner is not involved in a business or activity incompatible with or inappropriate in relation to the Project or the O&M or the business relationship between the Province and the Contractor.

For the purposes of this Section: (i) the issuance by the Contractor of non-voting preferred shares or any similar transaction entered into for tax-planning purposes that does not involve voting shares in the Contractor; (ii) internal reorganizations, which do not have the effect of changing the ultimate ownership of the Contractor; or (iii) the initial public offering or the trading of publicly traded securities of an entity that directly or indirectly holds an interest in the Contractor, shall not be considered to be a material change in the ownership of the Contractor.

#### **22.4 Assignment by Province**

The Province may assign and transfer all its rights and obligations under this Agreement only to a “Provincial corporation” (as that term is defined by the *Financial Administration Act* (Alberta)) that is a Crown agent such that the Province, as principal to that Crown agent, retains full legal responsibility for all obligations stated as obligations of the Province in this Agreement.

#### **22.5 Intellectual Property**

All intellectual property created by the Contractor or its subcontractors, including but not limited to copyright, patents and industrial designs, and including without limiting the generality of the foregoing the Contractor’s Designs and all other plans, drawings and designs created by the Contractor or its subcontractors in relation to the Project, arising from or in relation to the Contractor’s Proposal or the Contractor’s carrying out of the Project (collectively, the “**Assigned Intellectual Property**”), shall be owned by the Province, and the Province shall be granted a non-exclusive, irrevocable, perpetual, royalty-free license in and to all rights to use intellectual property belonging to third parties necessary for the use of the intellectual property created by the Contractor or its subcontractors (the “**Licensed Intellectual Property**”), subject to and in accordance with the following:

- (a) the Province hereby grants to the Contractor an irrevocable, perpetual, royalty-free license to use any of the Assigned Intellectual Property (including a right to grant sub-licenses or otherwise commercialize the Assigned Intellectual Property). The Contractor shall as soon as reasonably practicable give the Province notice of each time the Contractor intends to grant sub-licenses or otherwise commercialize the Assigned Intellectual Property; and

(b) the Contractor shall ensure that its employees, subcontractors and agents waive all moral rights in respect of the Assigned Intellectual Property.

Notwithstanding Section 22.5(a), the Contractor may without notice to the Province grant to its subcontractors such permissions and, if applicable, sub-licences in respect of the Assigned Intellectual Property as are reasonably required for:

(c) the carrying out of the Project and the O&M; or

(d) the use by a third party, other than in furtherance of the Project or the O&M, of a design or invention or process developed by that third party in its capacity as a subcontractor to the Contractor in respect of the Project or the O&M.

## **22.6 Applicable Law and Jurisdiction**

This Agreement shall be governed by the laws in force in Alberta, including the federal laws of Canada applicable therein. Subject to Section 21.4, Alberta courts shall have exclusive jurisdiction over all matters arising in relation to this Agreement, and each party accepts the jurisdiction of Alberta courts.

## **22.7 Amendment and Waiver**

No amendment of this Agreement is effective unless made in writing and signed by a duly authorized representative of each of the Province and the Contractor. No waiver of any provision of this Agreement is effective unless made in writing, and any such waiver has effect only in respect of the particular provision or circumstance stated in the waiver. No representation by either of the parties with respect to the performance of any obligation under this Agreement is capable of giving rise to an estoppel unless the representation is made in writing.

## **22.8 Additional Assurances**

The Province and the Contractor each agree to from time to time do all such acts and provide such further assurances and instruments as may reasonably be required in order to carry out the provisions of this Agreement according to their spirit and intent; but this Section 22.8 shall not in any event be construed as obligating the Province to amend or enact any statute or regulation.

## **22.9 Counterparts**

This Agreement may be executed in counterparts, in which case (i) the counterparts together shall constitute one agreement, and (ii) communication of execution by fax transmission shall constitute good delivery.

**22.10 Joint and Several**

Where two or more persons execute this Agreement as the Contractor, the liability under this Agreement of such persons executing this Agreement shall be joint and several.

The parties have therefore signed this Agreement, by their respective duly authorized officers, on the respective dates shown below.

**HER MAJESTY THE QUEEN IN RIGHT OF ALBERTA**, as represented by the Minister of Transportation and the Minister of Infrastructure

Date: August \_\_\_, 2016

Per: \_\_\_\_\_  
Barry Day  
Deputy Minister of Transportation

Date: September \_\_\_, 2016

Per: \_\_\_\_\_  
David Breakwell  
Acting Deputy Minister of Infrastructure

**MOUNTAIN VIEW PARTNERS GP**, by its general partners:

CC&L MVP Holdings Ltd.

Per: \_\_\_\_\_  
Name:  
Title:

Date: September \_\_\_, 2016

Kiewit Mountain View Partners Investor Inc.

Per: \_\_\_\_\_  
Name:  
Title:

Date: September \_\_\_, 2016

LMVP Limited Partnership, by its general partner LMVP GP Ltd.

Per: \_\_\_\_\_  
Name:  
Title:

Date: September \_\_\_, 2016

Meridiam Infrastructure Mountain View ULC

Per: \_\_\_\_\_  
Name:  
Title:

Date: September \_\_\_, 2016