

## YVES DECLERCQ – Substantive Changes (to be appended to transcript)

Transcript Reference (page #, line #)	Change Requested
page 5, line 8	tram <b>train</b> product --
page 7, line 16	YVES DECLERCQ: I've been working <b>for Air France before but it was only three years.</b>
page 10, line 13	some change on the <b>vehicle design</b> -- lots of, maybe sometime it's
page 13, line 19	of it, a quite light vehicle, we have to keep <b>a maximum 13 ton per axle while a railway vehicle</b> can go
page 27, line 20	YVES DECLERCQ: Yes. <b>Formal unified thanks to our standard low floor</b>
page 31, line 22	direction. It's usual maximum standard. <b>The Ottawa LRV system is sized to meet 24,000 PPHPD, so</b>
page 65, line 25	<b>-- I don't remember</b> it was ten years <b>ago</b> from the contract
page 70, line 23	was not designed <b>with to handle</b> safety condition. So to ensure
page 75, line 7	detail of the vehicle. And according to their <b>experience</b> —they
page 75, line 13	because more or less it's <b>similar for all LRVs</b>
page 94, line 7	way to achieve a <b>Canadian Content</b> -- and the skill base in Canada is
page 94, line 8	quite poor, so it's not able to <b>hire rail experienced workers</b> -- it's not possible
page 101, line 1	test all the <b>train</b> system, including high power.
page 102, line 4	debate at the end, the <b>manager top management took a decision</b> -- in fact, it was a