

## Nicholas Truchon – Substantive corrections to be appended to transcript

Page 8, Line 7	<i>ADD: With the “affiliated entities” overlooking the different activities that are part of the project’s scope</i>
Page 8, Line 12	ADD: and the other major subcontract is with the Rideau Transit Maintenance
Page 9, Line 8	ADD: So RTG is structured as a Special Purpose Vehicle (SPV)
Page 9, Line 17	ADD: but also is supported by a controller that supports the CO in the management of the financial affairs of RTG.
Page 10, Line 18	ADD: That person’s role is to act as the single point of entry to the City within RTG’s quality organization.
Page 10, Line 23	ADD: but also at the interface between RTM and the City throughout the operating term.
Page 11, Line 4	ADD: Our quality system is built off a number of plans and procedures that RTM and its subcontractors have undertaken to follow. Over time, RTM and its subcontractor performance is audited against these plans. Where discrepancies are identified, these result in Non-Conformance Reports which then must be addressed.
Page 15, Line 4	ADD: On the day-to-day affairs of RTG, we operate with a delegation of authority that’s given to me and my CFO.
Page 21, Line 18	ADD: the time of the first City claim of an Event of Default
Page 28, Line 1	ADD: then it does increase the chances that a flat spot will be created
Page 29, Line 21	ADD: moving the train out of the mainline and to an end station, by doing this we improve the way we respond to incidents.
Page 42, Line 5	What I meant with improvements in staffing is the following: During the winter of 2020, RTM was using a subcontractor for winter maintenance activities in stations. Service and performance was unsatisfactory. For the winter of 2021, RTM hired resources directly to ensure a service level that was more in line with the PA requirements.

Page 66, Line 8	CHANGE: "highway" to "track"
Page 81, Line 13	ADD: So people's safety was never compromised.
Page 94, Line 1	CHANGE: "payment" to "deduction"