Maritable for James Parish Parishane's Accounting to Parishane's A	(UNAUDITED)				
Segmented revenues \$ 11,397 \$ 12,394 Acrospace in Cransportation 9,586 9,422 BC 681 885 Intersegment revenues (253) 1,422 External revenues 21,321 21,139 Income (loss) from continuing operations before special items and income taxes \$ 262 \$ (33) Transportation in Gene Exection in Genetic Segment (loss) from continuing operations in Genetic Segment (loss) from continuing operations in Genetic Segment (loss) from continuing operations \$ 262 \$ (33) Transportation 439 301 \$ (33) Special items 428 1,311 \$ (34) \$ (200	4	2003	
Accesspace of Transportation \$11,307 \$11,204 BC 9,586 9,422 BC 681 985 Interesigement revenues (253) 422 External revenues \$21,321 \$2.180 Income (1688) from continuing operations before special **** **** Income (1688) from continuing operations before special **** **** Aerospace of Transportation of 104 310 310 BC 433 104 310 BC 433 131 104 310 Percentage 428 1,311 104 104 310 104 104 310 104		тот	AL.	TOTAL	
Accesspace of Transportation \$11,307 \$11,204 BC 9,586 9,422 BC 681 985 Interesigement revenues (253) 422 External revenues \$21,321 \$2.180 Income (1688) from continuing operations before special **** **** Income (1688) from continuing operations before special **** **** Aerospace of Transportation of 104 310 310 BC 433 104 310 BC 433 131 104 310 Percentage 428 1,311 104 104 310 104 104 310 104	Segmented revenues				
BC Intersegrent revenues (253) (427) External revenues 2 1,210 2 1,100 Income (loss) from continuing operations before special items and income taxes 2 262 (33) Aerospace (a) 104 310 BC 73 104 BC 433 381 Special items 439 1,311 Aerospace 288 1,311 Transportation 457 - Aerospace 289 1,311 Transportation 457 - Income (loss) from continuing operations 457 - Aerospace 290 (1,34) Aerospa		\$ 11,30	7 \$	11,294	
Intersegment revenues (253) (422) External revenues \$ 21,312 \$ 21,189 Income (loss) from continuing operations before special items and income taxes \$ 262 (33) Aerospace ™ 104 310 BC 73 104 BC 439 381 Special items 489 1,311 Aerospace (28) 1,311 Transportation 457 − Lecture income (loss) from continuing operations 8 1,311 Income (loss) from continuing operations 8 1,311 Income (loss) from continuing operations 8 1,311 From electure income taxes 8 1,311 Aerospace 290 (1,344) From electure income taxes 290 (1,344) From continuing operations 10 (930) Income (loss) from continuing operations (19) (25) (221) Income (loss) from continuing operations (19) (51) (51) (70) Income (loss) from continuing operation	Transportation	9,58	6	9,422	
External revenues \$ 21,321 \$ 21,189 Income (loss) from continuing operations before special items and income taxes \$ 262 \$ (33) Aerospace (2) \$ 262 \$ (33) Transportation (3) 104 310 BC 73 104 Special items 439 381 Special items (28) 1,311 Aerospace (28) 1,311 Transportation 457 - Income (loss) from continuing operations 457 - before income taxes 290 (1,344) Transportation 353 310 BC 73 104 Transportation 10 (930) BC 73 104 Transportation 10 (930) BC 73 104 Income (loss) from continuing operations 195 (709) Income (loss) from continuing operations 195 (709) Income (loss) from continuing operations 10 94 Net income (BC	68	1	895	
Name (loss) from continuing operations before special items and income taxes \$262 \$ (33) \$262	Intersegment revenues	(25	3)	(422)	
items and income taxes Aerospace ¹⁰ \$262 \$(33) Transportation ⁶¹ 104 310 BC 73 104 Expecial items 439 381 Special items [28] 1,311 Transportation 457 - Income (loss) from continuing operations 290 {1,344} Expense 290 {1,344} Transportation (58) 310 BC 73 104 Transportation (58) 310 BC 73 104 Transportation (58) 221 Income (loss) from continuing operations (58) 221 Income (loss) from continuing operations (195) (70) Income (loss) from continuing operations (195) (70) Income (loss) from continuing operations (8) (615) Examings (loss) per share 8 (1,07) (0,07) Express (loss) per share (0,07) (0,07) (0,07)	External revenues	\$ 21,32	.1 \$	21,189	
Aerospace ® 10 104 104 105 106 106 104 106 106 106 106 106 106 106 106 106 106	Income (loss) from continuing operations before special				
Transportation (a) 104 310 BC 73 104 Special items 439 381 Acrospace (28) 1,311 Transportation 457 − Income (loss) from continuing operations 5 before income taxes 290 (1,344) Acrospace 290 (1,344) Transportation 353 310 BC 73 104 Income tax expense (recovery) 205 (221) Income (loss) from continuing operations (195) (709) Income (loss) from discontinued operations – net of tax 106 94 Net income (loss) from discontinued operations – net of tax \$ (89) 6(15) Earnings (loss) per share 8 (195) (0.54) From continuing operations \$ (81) \$ (0.54) (0.47) From discontinued operations \$ (0.13) \$ (0.54) (0.47) From discontinued operations \$ (0.13) \$ (0.54) (0.47) Income (loss) from discontinued operations	items and income taxes				
BC 73 104 439 381 Special items 381 Aerospace (28) 1,311 Transportation 457 − Lector (loss) from continuing operations 429 1,311 Defore income taxes 2 (1,344) Aerospace 280 (1,344) Tansportation 353 310 BC 73 104 Income (loss) from continuing operations 10 (930) Income (loss) from continuing operations (195) (709) Income (loss) from continuing operations (195) (709) Income (loss) from continuing operations (89) (615) From continuing operations (80) (90) From continuing operations (0.01) (0.07) From discontinued operations (0.07) (0.07) From discontinued operations (0.07) (0.07) From continuing operations (0.07) (0.07) From continuing operations (0.07) (0.07)	Aerospace (2)	\$ 26	2 \$	(33)	
Special items 439 381 Aerospace (28) 1,311 Transportation 457 - Aerospace 429 1,311 Income (loss) from continuing operations 8 1,344 Aerospace 290 (1,344) Transportation (353) 310 BC 73 104 Income (loss) from continuing operations 10 (930) Income (loss) from continuing operations (195) (709) Income (loss) from discontinued operations – net of tax 106 94 Net income (loss) from discontinued operations – net of tax 106 94 From continuing operations (89) (615) From continuing operations (80) (615) From continuing operations (90) (90) From cont	Transportation (3)	10	4	310	
Special items 4crospace (28) 1,311 Transportation 457 − Learn (Ioss) from continuing operations 429 1,311 Income (Ioss) from continuing operations 8 1,344 Acrospace 290 (1,344) Transportation 3633 310 BC 73 104 Income (Ioss) from continuing operations 205 1221 Income (Ioss) from continuing operations 195 709 Income (Ioss) from continuing operations 196 94 Income (Ioss) from continuing operations 889 6615 Earnings (Ioss) per share 889 6615 Basic and diluted: \$ (0.13) \$ (0.54) From continuing operations	BC	7	3	104	
Aerospace (28) 1,311 Transportation 457 − Income (loss) from continuing operations Control of the continuing operations Control of the continuing operations Aerospace 290 (1,344) Transportation (353) 310 BC 73 104 Income (loss) from continuing operations (195) (201) Income (loss) from discontinued operations (195) (709) Income (loss) from discontinued operations – net of tax 106 94 Net income (loss) from continuing operations (195) (709) Earnings (loss) ger share 8 (89) (615) Earnings (loss) per share (195) (195) (195) From continuing operations (195) (195) (195) (195) From continuing operations (196) (196)		43	9	381	
Transportation 457 − Lecture (loss) from continuing operations Lecture (loss) from continuing operations Lecture (loss)	Special items				
Name	Aerospace	(2	8)	1,311	
Name (loss) from continuing operations Defore income taxes D	Transportation	45	7	_	
before income taxes Aerospace 290 (1,344) Transportation (353) 310 BC 73 104 Income tax expense (recovery) 205 (221) Income (loss) from continuing operations (195) (709) Income (loss) from discontinued operations – net of tax 106 94 Net income (loss) for discontinued operations – net of tax 106 94 Resir and diluted: ** (89) * (615) From continuing operations \$ (0.13) \$ (0.54) From discontinued operations \$ (0.07) (0.47) Prividend – Class A Shares 0.090000 0.180000 Dividend – Class B Shares 0.091563 0.181563 Market price range of Class B Shares 15.67		42	9	1,311	
Aerospace 290 (1,344) Transportation (353) 310 BC 73 104 Income tax expense (recovery) 10 (930) Income (loss) from continuing operations (195) (709) Income (loss) from discontinued operations – net of tax 106 94 Net income (loss) fen \$ (89) \$ (615) Earnings (loss) per share 8 (0.13) \$ (0.54) From continuing operations \$ (0.13) \$ (0.54) From continuing operations 9.066 0.07 From district continued operations 0.066 0.07 Dividend – Class A Shares 0.091000 0.180000 Dividend – Class B Shares 0.091563 0.181563 Market price range of Class B Shares 15.67	Income (loss) from continuing operations				
Transportation (353) 310 BC 73 104 Income tax expense (recovery) 10 (930) Income (loss) from continuing operations (195) (709) Income (loss) from discontinued operations – net of tax 106 94 Net income (loss) (a) (89) (615) Earnings (loss) per share 8 (0.13) (0.54) From continuing operations (0.13) (0.54) From discontinued operations (0.07) (0.47) Dividend – Class A Shares 0.090000 0.180000 Dividend – Class B Shares 0.091563 0.181563 Market price range of Class B Shares 15.67	before income taxes				
BC 73 104 Income tax expense (recovery) 10 (930) Income (loss) from continuing operations (195) (709) Income (loss) from discontinued operations – net of tax 106 94 Net income (loss) (d) (89) (615) Earnings (loss) per share 8 (9.13) (0.54) From continuing operations (0.07) (0.47) Prom discontinued operations 0.09000 0.18000 Prividend – Class A Shares 0.091563 0.181563 Dividend – Class B Shares 0.091563 0.181563 Market price range of Class B Shares 6.28 15.67	Aerospace	29	0	(1,344)	
Net income (loss) from continuing operations 10 (930) (221) (100me (loss) from continuing operations 106 94 (89) (89) (615) (709) (89) (89) (615) (709) (89) (89) (615) (709) (89) (89) (615) (709) (89) (89) (615) (89) (89) (615) (89) (89) (615) (89) (89) (615) (89) (89) (89) (89) (89) (89) (89) (89	Transportation	(35	3)	310	
Income tax expense (recovery) 205 (221) Income (loss) from continuing operations (195) (709) Income (loss) from discontinued operations – net of tax 106 94 Net income (loss) (d) \$ (89) \$ (615) Earnings (loss) per share 8 \$ (0.13) \$ (0.54) From continuing operations \$ (0.13) \$ (0.54) From discontinued operations 0.06 0.07 From discontinued operations 0.090000 0.180000 Dividend – Class A Shares 0.091563 0.181563 Dividend – Class B Shares 4.001 0.001 0.001 Market price range of Class B Shares 6.28 15.67	BC	7	3	104	
Income (loss) from continuing operations (195) (709) Income (loss) from discontinued operations – net of tax 106 94 Net income (loss) (4) \$ (89) \$ (615) Earnings (loss) per share \$ (0.13) \$ (0.54) Basic and diluted: \$ (0.13) \$ (0.54) From continuing operations \$ (0.13) \$ (0.54) From discontinued operations \$ (0.07) \$ (0.47) Dividend – Class A Shares \$ (0.990000) \$ (0.180000) Dividend – Class B Shares \$ (0.991563) \$ (0.181563) Market price range of Class B Shares \$ (0.28) \$ (0.28) \$ (0.28)		1	0	(930)	
Income (loss) from discontinued operations – net of tax 106 94 Net income (loss) (4) \$ (89) \$ (615) Earnings (loss) per share \$ (0.13) \$ (0.54) Basic and diluted: \$ (0.13) \$ (0.54) From continuing operations \$ (0.07) \$ (0.47) From discontinued operations \$ (0.07) \$ (0.47) Dividend − Class A Shares \$ 0.091563 \$ 0.181563 Dividend − Class B Shares \$ (0.28) \$ (0.28) \$ (0.28) High \$ (0.28) \$ (0.28) \$ (0.28) \$ (0.28)	Income tax expense (recovery)	20	5	(221)	
Income (loss) from discontinued operations – net of tax 106 94 Net income (loss) (4) \$ (89) \$ (615) Earnings (loss) per share \$ (0.13) \$ (0.54) Basic and diluted: \$ (0.13) \$ (0.54) From continuing operations \$ (0.07) \$ (0.47) From discontinued operations \$ (0.07) \$ (0.47) Dividend − Class A Shares \$ 0.091563 \$ 0.181563 Dividend − Class B Shares \$ (0.28) \$ (0.28) \$ (0.28) High \$ (0.28) \$ (0.28) \$ (0.28) \$ (0.28)		(19	5)	(709)	
Earnings (loss) per share Basic and diluted: From continuing operations \$ (0.13) \$ (0.54) From discontinued operations 0.06 0.07 Dividend – Class A Shares 0.099000 0.180000 Dividend – Class B Shares 0.091563 0.181563 Market price range of Class B Shares High 6.28 15.67	Income (loss) from discontinued operations – net of tax	10	6	94	
Basic and diluted: From continuing operations \$ (0.13) \$ (0.54) From discontinued operations 0.06 0.07 Dividend – Class A Shares 0.090000 0.180000 Dividend – Class B Shares 0.091563 0.181563 Market price range of Class B Shares 6.28 15.67	Net income (loss) (4)	\$ (8	9) \$	(615)	
From continuing operations \$ (0.13) \$ (0.54) From discontinued operations 0.06 0.07 (0.07) (0.47) Dividend – Class A Shares 0.090000 0.180000 Dividend – Class B Shares 0.091563 0.181563 Market price range of Class B Shares 6.28 15.67	Earnings (loss) per share				
From discontinued operations 0.06 0.07 (0.07) (0.47) Dividend – Class A Shares 0.090000 0.180000 Dividend – Class B Shares 0.091563 0.181563 Market price range of Class B Shares 6.28 15.67	Basic and diluted:				
(0.07) (0.47) Dividend – Class A Shares 0.090000 0.180000 Dividend – Class B Shares 0.091563 0.181563 Market price range of Class B Shares 6.28 15.67	From continuing operations	\$ (0.1	3) \$	(0.54)	
Dividend – Class A Shares 0.090000 0.180000 Dividend – Class B Shares 0.091563 0.181563 Market price range of Class B Shares 6.28 15.67	From discontinued operations	0.0	6	0.07	
Dividend – Class B Shares 0.091563 0.181563 Market price range of Class B Shares High 6.28 15.67		(0.0	7)	(0.47)	
Market price range of Class B Shares High 6.28 15.67	Dividend – Class A Shares	0.09000	0	0.180000	
High 6.28 15.67	Dividend – Class B Shares	0.09156	3	0.181563	
High 6.28 15.67	Market price range of Class B Shares				
		6.2	.8	15.67	
		2.5	6	3.13	

⁽¹⁾ Historically, Bombardier Aerospace has higher aircraft deliveries during the fourth quarter compared to the first three quarters of its fiscal year, generating higher revenues.

⁽²⁾ Bombardier Aerospace's fourth quarter results of fiscal 2004 compared to fiscal 2003 mainly reflect increased business aircraft deliveries. Deliveries for the fourth quarter of fiscal 2003 reflect 14 less deliveries of Bombardier Learjet aircraft arising from the one-time negative impact of the decision to cease recognizing revenues on the sale of narrow-body aircraft upon green aircraft delivery.

⁽³⁾ Bombardier Transportation's results for the fourth quarter of fiscal year 2004 and 2003 were negatively impacted due to revisions of estimates to complete certain contracts. In addition, results for the fourth quarter of fiscal year 2004 were negatively impacted by a charge of \$139 million recorded in connection with an agreement reached with Amtrak to settle all outstanding claims in connection with the Acela high-speed trainset and locomotive contracts.

⁽⁴⁾ During the fourth quarter of the year ended January 31, 2004, the Corporation began expensing employee stock-based compensation with retroactive effect as of February 1, 2003. Figures for the first three quarters of fiscal year 2004 were not restated since the impact was not material.