

PRESS RELEASE
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Autoroute 30 in 2012: Final worksite up and running

Montréal, October 7, 2008 – Julie Boulet, Minister for Transport and Minister responsible for the Mauricie region; Monique Jérôme-Forget, Minister for Finance, Minister of Government Services, Minister responsible for Government Administration, and Chair of the Conseil du trésor; along with Jean-Marc Fournier, Government House Leader, Minister of Revenue, Minister responsible for Parliamentary Reform, and Minister responsible for the Montérégie region, today announced the signing of the public-private partnership agreement between the ministère des Transports du Québec and Nouvelle Autoroute 30, S.E.N.C., for the design, construction, financing, operation, maintenance and repair of the Autoroute 30 completion for a period of 35 years.

“This agreement is the outcome of a rigorous selection process headed by the ministère des Transports du Québec and the Agence des partenariats public-privé du Québec,” Minister Boulet explained. The project will require investments of \$1.5 B in current dollar value for all activities relating to the design, construction, financing, maintenance, operation, and repair, over the next 35 years.

Nouvelle Autoroute 30, S.E.N.C. is made up of Acciona Nouvelle Autoroute 30 Inc. and Iridium Nouvelle Autoroute 30 Inc., which are Canadian subsidiaries of Acciona, S.A. and Iridium Concesiones de Infraestructuras, S.A. Both are based in Spain, and are investing their respective capital in the partnership. Other companies participating in the project are Acciona Infraestructuras Canada Inc., Dragados Canada Inc., S.I.C.E., Arup Canada Inc., Construction DJL Inc., and Verreault Inc.

“We are proud to have been chosen to work on the completion of Autoroute 30, which is the biggest road project in Quebec”, declared M. Philip Tingle, spokesperson for Nouvelle Autoroute 30, S.E.N.C. “We are convinced that the expertise of all of the members of Nouvelle Autoroute 30 will make it possible for us to honour our commitment and carry out the project in accordance with the established schedules and costs, and to keep the infrastructure in excellent condition for 35 years.”

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Chair of the Conseil du trésor, Monique Jérôme-Forget, specified that “in addition to generating major savings, this PPP will also enable a significant amount of risk to be transferred to the private partner, specifically with regard to cost overruns and production delays – these are risks that would otherwise be assumed by the government and as such, by Quebec taxpayers. Accordingly, this agreement represents savings of \$751 M in current dollar value compared with the project’s completion using a conventional method.”

The following are among the obligations of private partner Nouvelle Autoroute 30, S.E.N.C. It must oversee:

- The design and construction of the completion in time for opening to traffic no later than December 2012;
- The financing, and more specifically the financial plan and its implementation to ensure the completion of the project;
- The maintenance, infrastructure operation, and structural repairs;
- The inspection and correction of work in accordance with the contract terms;
- The installation of a fully electronic toll system;
- The transfer of the structures after 35 years in accordance with specific requirements.

The government obligations include:

- The remuneration of the private partner, which comprises four components:
 - Construction payments;
 - Capital payments;
 - Payments related to operations, maintenance, and repairs;
 - Discount for toll revenue up to a total of approximately 150% of the revenues estimated by the traffic and revenue advisor for the Ministère. Any surplus will be shared equally between Nouvelle Autoroute 30, S.E.N.C. and the government.

Jean-Marc Fournier, the Minister responsible for the Montérégie region, mentioned that “the completion of this major project will allow for the creation of 18,900 direct and indirect jobs throughout the entire construction phase. It is estimated that more than 75% of construction expenses will be local or regional. The 30 is more than just asphalt. It is an intermodal convergence artery that will bring added value to our rail and port systems, as well as to the 10, 20, and 40”, Minister Fournier explained.

The partnership agreement established between Nouvelle Autoroute 30, S.E.N.C. and the ministère des Transports du Québec encourages the private partner to offer users a top-quality service. If the partner fails to respect the requirements stipulated in the agreement, deductions will be made from the payments owed to the private partner as a result of this non-performance.

As planned, there will be only one toll, which will be located on the bridge spanning the St. Lawrence. The Ministère has established minimum and maximum toll fees which the partner must respect. Once the Autoroute is open to traffic, these toll fees will be between \$0.30 and \$0.70 per axle, which for a car represents a cost of between \$0.60 and \$1.40 per trip.

In the coming weeks, the analysis report pertaining to the added value of the Autoroute 30 completion project will be made public. This report will present a cost comparison between the conventional approach and the PPP approach. It will be available on the Internet sites of the selection process co-managers, specifically the ministère des Transports du Québec site at: www.autoroute30.qc.ca and the Agence des partenariats public-privé du Québec site at: www.ppp.gouv.qc.ca.

It is important to remember that the maintenance, operation, and repair of approximately 35 additional kilometres of Autoroute 30, constructed using a conventional approach, will also be entrusted to the private partner for the same period, specifically for 35 years.

The purpose of the completion of Autoroute 30, which is being carried with the financial participation of the Government of Canada, is to provide the metropolitan region with a southern bypass route. The Western section (42 km) extends from Vaudreuil-Dorion to Châteauguay and includes a 7 km section of highway extending towards Salaberry-de-Valleyfield. The Eastern section (13 km), south of Candiac, Delson, and Saint-Constant, is currently being completed using a conventional approach by the ministère des Transports du Québec.

This project will benefit from the largest contribution ever made by the federal government to a transport project in Canada. The federal government has already contributed more than \$10.5 M for the construction of the Western section of Autoroute 30. The Government of Canada has also confirmed that it will make a major contribution to Phase 2 of this project, which is being financed in accordance with the terms of the plan Chantiers Canada pour le Québec, signed on September 3, 2008. The total amount of the federal contribution will be announced at the signing of a contribution agreement which is presently being finalized.

The A-30 completion map is available on the ministère des Transports du Québec Website at:

http://www.autoroute30.qc.ca/fr/Documents/A30_Tt_A0_sans_cadastre_060705.pdf

Sources:

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