

# Junction



## The PPP process reaches another milestone

The business aspect, the Request for Qualifications, the Request for Proposals – so many new terms for the Québec population to learn, and so many processes for the Ministère des Transports du Québec (MTQ) and its partners to master.

The important thing to remember with respect to the launch of the Request for Proposals is that the Government of Québec now has three potential candidates. These candidates must present their project for the completion of the Western Section of Autoroute 30 while respecting the benchmarks and standards set by the MTQ.

This second road project that is being carried out as a PPP has completed yet another step, which required a significant effort on the part of everyone involved in the completion of Autoroute 30. Although there are still many steps to go, their efforts to date have been rewarded by a sense of satisfaction in a job well done.

Since 2003, the completion of Autoroute 30 has been a priority for the Government, which has taken all necessary measures in order to make it a reality. The Request for Proposals step, which began on June 20, 2007, stands out as a symbol of this desire to complete a complex project that is absolutely necessary.

Have a great vacation!

**Julie Boulet**  
Québec Minister of Transport, and Minister Responsible for the Mauricie Region

## Launch of the Request for Proposals

On June 20, 2007, the Québec Government launched the Request for Proposals for the design, construction, financing, operation, maintenance and repair of the completion of Autoroute 30 as a Public-Private Partnership.

The Request for Proposals represents the second step in the process to select a private partner, which will conclude with the signing of a partnership agreement.

The three qualified candidates who were invited to continue in the process are Infras-Québec A 30, Nouvelle Autoroute 30, and SNC-Lavalin. These three candidates have been invited to submit a proposal that satisfies the technical and financial requirements for the completion of the Western Section of Autoroute 30.

The instructions for invited proponents are now available at [www.autoroute30.qc.ca](http://www.autoroute30.qc.ca).

Highlights of the proposed partnership agreement:

- A 35-year agreement that includes the design, construction, financing, operation, maintenance and repair of the infrastructure;
- Sharing of risks and responsibilities, including the private partner taking responsibility for the risk of cost overruns and delays;
- Remuneration to the private partner based on construction payments, payments on principal, and payments for operations, maintenance and repair, along with collected tolls;
- Additional segments that may be financed, operated, maintained and repaired by the private partner.

The MTQ recently sent candidates a document that defines the technical and administrative requirements and the performance criteria for the completion and operation of the infrastructure. In addition, the MTQ will ensure that the private partner respects all of its obligations in terms of the provision of services for the duration of the agreement. In the case of non-performance, the payments on principal and the payments for operations, maintenance and repair to the private partner may be reduced.

It is important to note that the private partner will be responsible for respecting the environmental conditions of the orders-in-council that authorized the execution of the completion of Autoroute 30, and for implementing the mitigation and compensation measures required by the environmental orders-in-council and the federal environmental assessment.

The three invited proponents will have until March 2008 to submit their detailed technical proposals, and until May 7, 2008 to submit their financial proposals.



## The completion of A-30 as a PPP: undeniable benefits for the government

The MTQ collaborates with the private sector for many projects. In fact, the majority of the work that is carried out by the MTQ every year is designed and executed by private companies. In addition, many positive experiences in Canada and abroad have demonstrated that the Public-Private Partnership (PPP) approach, which is very different from conventional agreements with the private sector, is a very promising approach in the transportation sector.



*The Confederation Bridge in New Brunswick was built as a PPP. Source: Transports Canada.*

In the context of the completion of Autoroute 30, the business aspect has shown that it is beneficial to use a PPP approach in order to obtain the best possible economic benefits for the population. Grouping these activities under a single contract will make it possible to develop a solution that is better integrated and that promotes innovation and savings. In fact, we may derive benefits from the expertise of the various consortiums, thanks to the major projects that they have participated in around the world.

The terms of the PPP contract are focused on the results that must be obtained, and therefore, they encourage the completion of the project in accordance with the predetermined deadlines and

costs. In fact, the formula that determines the sharing of risks between the parties stipulates that the private partner assumes responsibility if the deadlines or costs are not respected.

According to the studies that were conducted by the Minister of Finance in the United Kingdom, 88% of PPP projects in that country have been completed within the predetermined deadlines, whereas conventional projects achieve this in only 30% of cases. In addition, the first eight road concessions generated an average savings of 15% for work that was of equal or superior quality compared to the applicable standards in the United Kingdom for projects carried out using conventional methods.

## The environment: flora protected by the MTQ

Autoroute 30 will be built in the Montérégie region. This region is recognized as home to a large number of plants with a specific status, which the MTQ is committed to protecting.



*Hawthorn flowers. Source: MTQ.*

Before the work on the completion of Autoroute 30 was started, inventories were taken in order to create a directory of the floral populations that were present on the territory. The MTQ listed more than thirty species in the right-of-way that was acquired for the completion of the Western Section of Autoroute 30, including bloodroot and several varieties of hawthorn.

A number of solutions have been implemented in order to preserve the biodiversity of the region in the condition that was found before the work started. Several of specimens cannot be transplanted because of their large dimensions, and therefore, new plantings will be carried out in similar habitats. Other smaller species may be relocated elsewhere.

A follow-up will then be conducted in order to maximize the chances of success for the operation. The deforestation took place before the transplanting, and fences were installed around the colonies in order to protect the specimens and their natural habitats.

As a result, enthusiasts and the general population will continue to be fascinated by the rare and diverse species of flora in the Montérégie region.

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