

# Junction Junction



MONTHLY NEWSLETTER CONCERNING THE COMPLETION OF AUTOROUTE 30

**D**uring this time of celebration, I would like to take this opportunity to thank and congratulate the team that has been working on the completion of autoroute 30. In 2005, you made it possible to solidify and to move forward on this project, which many people have been working on ceaselessly for many months. Thanks to you, the metropolitan region will soon have a southern belt, and also thanks to you, the economy of an entire region will benefit!

Several private stakeholders have recently teamed up with the Ministère des Transports du Québec, bringing new expertise to the public sector. This expertise, specifically pertaining to PPPs and project management, is in keeping with the objectives of the autoroute 30 completion team, and it gives me great pleasure to let you know just how important the support that we receive from each and every one of you is in terms of ensuring the smooth operation of this incredible jobsite!

The achievement of a project such as this would not be possible without the support of our many partners. I would like to wish you all a very Happy Holiday, and it is my sincere hope that you will find success in every challenge you face in the coming year!

**Paul-André Fournier**  
Director of Bureau de projet  
de l'autoroute 30



## The PPP and Autoroute 30: What you need to know!

The Ministère de Transports plans to carry out the completion of the western section of autoroute 30 through the use of a public-private partnership (PPP). This section comprises the 35-kilometre span located between Châteauguay and Vaudreuil-Dorion, and includes repairs to a 7-km section connecting the town of Salaberry-de-Valleyfield (autoroute 530) to autoroute 30.

### What is a PPP?

A PPP is a long-term contractual agreement between a government and a private partner, the purpose of which is to ensure the provision of a public service. With respect to the western section of autoroute 30, the Québec government, with the financial participation of the federal government, would like to sign an agreement for a term of approximately 30 years with a private partner to complete and operate this section of the autoroute.

### What form will this partnership take?

The private partner will be required to design, construct, finance, operate, and maintain this section of autoroute 30. However, it is the MTQ's responsibility to determine the quality criteria for the infrastructures, as well as the expected services.

### Benefits of the PPP approach

The PPP is an interesting solution in terms of advancing and accelerating the work, offering the best value for the funds invested, and distributing the risks associated with the project. Furthermore, the margin of manoeuvre entrusted to the private sector fosters the adoption of innovative work methods and techniques.

### Government objectives

In completing autoroute 30, one of the government's main objectives is to respond to a need that has been recognized by the community for a long time. In light of this, the government is intent on completing the project as quickly as possible, and this goal will be facilitated by the PPP. By signing a partnership agreement with the private sector, the government also minimizes its financial contribution, and transfers a portion of the risks and responsibilities associated with the project to the private sector.

## Basics of the PPP approach

Before signing a public-private partnership (PPP) agreement, the MTQ evaluates the relevance of the project, in order to ensure that the introduction of a PPP represents the best value for the funds invested. In other words, a project completed using the PPP approach must generate the best social and economic benefits possible for the community in exchange for the associated project costs.

The successful rollout of PPP projects requires the integration of a meticulous approach. At the MTQ, this approach is being coordinated by the Bureau de la mise en œuvre du partenariat public-privé (BMOPPP), in cooperation with the government units concerned and specialized consultants working in the areas of engineering, legal issues, traffic and revenues, finance, processes, the economy, the environment, and communications.

The PPP approach is characterized by two main steps: preparation of the business component, and the contract award strategy.

### Preparation of the business component

The preparation of the business component requires the completion of several studies and consultations in order to determine whether the PPP approach or the conventional approach is the most beneficial solution. During this step, the BMOPPP must carry out a determination of needs, an environmental impact assessment, a cost-benefit analysis, a financial analysis, a risk assessment, a technical and technological feasibility study of the project, and an analysis of traffic and revenues.

### Contract award strategy

Once interest in utilizing the PPP approach is confirmed, the award strategy leading to the selection of the best proposal and the best partner for the project is developed. This strategy is designed to ensure competitiveness between companies, fairness, and transparency.

## 2005 OVERVIEW

2005 was a year that was dedicated to the completion of autoroute 30, both in terms of preparatory studies and the land involved!

Acquisitions for the western section, between Châteauguay and Vaudreuil-Dorion, have been progressing smoothly: by the end of December, the MTQ will own more than half of the right-of-way that must be acquired.

We have also been busy on the eastern section! The finalization of the last project brief made it possible to begin work on the overpass in October, and construction of the future 15/30 interchange will begin next summer.

All of these endeavours are well in line with the objective of delivering this infrastructure in 2008 for the eastern section, and delivering all 54 kilometres of autoroute 30 that need to be completed in 2009.



*The western segment will require the construction, under the terms of a future private partnership, of a colossal structure that will span the St. Lawrence River.*

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