

Notice to the Market

TramCité Project

Submitted by: CDPQ Infra

Date: December 19, 2024

12-CDPQI-AAM-EN

NOTE: In the event of divergence between the original French version and English translation of this Notice to market, the French version shall prevail.



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1. Introduction

1.1. Purpose and content of the Notice to the Market

This Notice to the Market is open to companies with both local and international experience in the construction of major infrastructure and urban tramway-type transit systems. It is intended for any party interested in carrying out the Project (as defined below), which will be performed using a Progressive Design-Build (**PDB**) approach for the civil works and systems scopes. The information contained in this document is provided for information purposes only, taking into account the current progress of the planning of the Project and is intended solely to provide any interested party with a general idea of the scope of the Project. The Project will continue to evolve to incorporate changes and improvements as planning progresses.

An information session will be held on the date indicated below in hybrid form, both in person in Quebec City at a location that will be confirmed, as well as by videoconference, to answer questions from parties interested in participating in the Project. Questions can be emailed in advance to “appro-projets@cdpqinfra.com” by indicating “**12-CDPQI-AAM Questions**” in the subject header. Please note that CDPQ Infra reserves the right to accept or refuse any questions without providing a reason and will communicate its decision via email. The answers will be provided at the information session that will be held on:

February 19, 2025 from 10 a.m. to 12 p.m.

All those interested in attending this information session are asked to indicate their interest by **February 12, 2025**, at the latest by writing to “appro-projets@cdpqinfra.com” and providing their name, title and company name. CDPQ Infra may change these dates at its sole discretion by sending a notice to that effect via the same means as the Notice to the Market.

Additional information on the Project is available on CDPQ Infra’s website at <https://cdpqinfra.com/en/cite>

1.2. Project Overview

The Project consists of a new 19-km-long tramway network with 29 stations linking the Quebec City areas of Le Genre, Sainte-Foy, Université Laval, Parliament Hill, Saint-Roch, and Charlesbourg. This tramway network constitutes the backbone of mobility in the Communauté métropolitaine de Québec (**CMQ**) area. It is connected in an efficient and accessible manner to the other modes of transportation and serves the city’s busiest mobility corridors, increasing the fluidity and capacity of the existing transit network. Like many cities around the world that have implemented a modern tramway system, the tramway network integrates harmoniously into communities and contributes to their development and the quality of their environment. CMQ currently has the highest population growth rate in Quebec and is expected to exceed one million inhabitants by 2040.

1.3. Project History

On November 20, 2023, CDPQ Infra Inc. (**CDPQ Infra**) accepted a mandate from the Ministère des Transports et de la Mobilité durable du Québec (**MTMD**) to conduct a review of the current and projected mobility throughout the CMQ for all modes of transportation combined. After in-depth review, CDPQ Infra was to recommend the solution(s) that would provide for the identification of an effective transportation project for Québec City and improve mobility and fluidity across the CMQ.

On June 12, 2024, following comprehensive and rigorous analysis and consultations, CDPQ Infra proposed a master mobility plan to be implemented in phases across the CMQ: the “Circuit intégré de transport express” plan (**CITÉ Plan**). The aim of this plan is to meet current needs while adapting the services and infrastructure to the region’s economic and demographic growth. The plan also aims to provide an overall vision and create more effective links to and between locations considered to be major generators of travel. The CITÉ Plan is based on interconnected solutions, including a 19-km-long tramway line linking the Quebec City areas of Le Gendre, Sainte-Foy, Université Laval, Parliament Hill, Saint-Roch and Charlesbourg. The new tramway line constitutes the TramCité Project (the **Project**).

On October 8, 2024, the Minister of Transport and Sustainable Mobility mandated CDPQ Infra to take the necessary actions to develop the CITÉ Plan. On December 16, 2024, CDPQ Infra and the Government of Quebec entered into an implementation agreement for the CITÉ Plan that sets out the framework applicable to the Project, with respect to the planning phase and the general principles applicable to the execution and operation phases (**Implementation Agreement**). Under the Implementation Agreement, the planning phase refers to the period beginning on October 8 and ending on the date on which a definitive agreement is signed for the execution phase (**Planning Phase**).

CDPQ Infra and the Government of Quebec intend to conclude new agreements, in particular for preparatory work on certain segments of the tramway route, an interface management agreement and a definitive delivery agreement that will come into effect at the end of the Planning Phase.

1.4. Caisse de dépôt et placement du Québec (CDPQ)

Created in 1965, CDPQ is now a global investment group headquartered in Quebec City. CDPQ manages the funds of 48 depositors, mainly Quebec public and parapublic pension and insurance plans, for more than six million Quebecers. As at June 30, 2024, its net assets were CAN\$452.1 billion.

CDPQ invests constructively to generate long-term sustainable returns and is active in major financial markets, private credit, private placements, real estate and infrastructure. With respect to infrastructure, CDPQ is the world’s largest institutional investor, with CAN\$60 billion in net assets as at December 31, 2023. Its infrastructure portfolio includes investments in diversified sectors, including transportation, where the focus is on sustainable mobility.

CDPQ’s financial position gives it the highest credit ratings issued by the following rating agencies: Moody’s Investors Service (“Aaa”), S&P Global Ratings (“AAA”), DBRS (“AAA”) and Fitch Ratings (“AAA”).

1.5. CDPQ Infra inc.

CDPQ Infra, a wholly owned subsidiary of CDPQ, was created in 2015 under the Quebec *Business Corporations Act*. Its head office is located at 1000 Place Jean-Paul-Riopelle, Montréal, Quebec, Canada.

Its primary activities consist of the planning, financing, execution and operation of major infrastructure projects. To ensure the success of the mandates it undertakes, CDPQ Infra has set up a team of local and international talent who have worked all around the world, thus constituting high-level expertise.

In Quebec, CDPQ Infra owns and is responsible for the operation of the Réseau express métropolitain (**REM**), a 26-station, 67-km-long light rail transit system connecting downtown Montreal, the airport and the Montreal metropolitan area. REM is one of the largest GOA4 automated train projects in the world.

CDPQ Infra headed the development of the REM Project, including the procurement of major contracts, which enabled construction to begin in May 2018. Despite the pandemic and the many technical challenges that were encountered, the first segment of the REM linking Brossard Station to Central Station in downtown Montreal was commissioned in July 2023, only five years after the start of construction. The final major segments of the network are scheduled to be commissioned in the fall of 2025.

The Project differs significantly from the REM in terms of technology, scope and management. The Project is an aboveground tramway that runs in existing Québec City rights-of-way, focusing primarily on servicing core neighbourhoods and more densely populated areas.

2. Presentation of the Project

2.1. Overview

As described in the introduction, the Project consists of a new public transit service for Quebec City. The new 19-km-long tramway network connects the Quebec City areas of Le Gendre, Sainte-Foy, Université Laval, Parliament Hill, Saint-Roch and Charlesbourg. It consists of 27 aboveground stations and 2 underground stations, spaced on average around 700 m apart. The route is primarily aboveground with a tunnel section of around 2 km long connecting Upper Town and Lower Town under Parliament Hill. Over time, the network has the potential be further developed in accordance with the CITÉ Plan to eventually include new antennas. To achieve this, the Project will have to be designed to enable the implementation of these future extensions.

Table 1 presents the characteristics of the Project as currently considered.

Table 1: Project characteristics

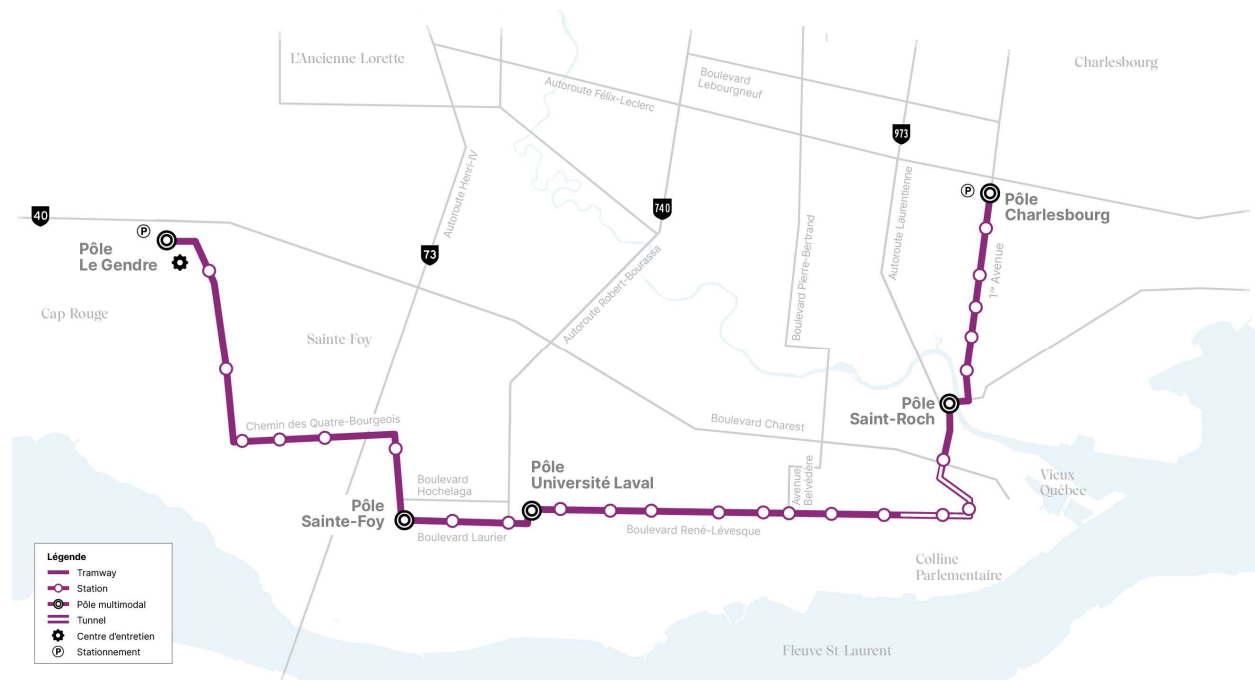
Project	
Size	<ul style="list-style-type: none"> • 19-km-long route with double tracks • 27 universally accessible aboveground stations with approximately 40-m-long platforms • Two (2) universally accessible underground stations with platforms sized to allow service to be expanded in the future • Optimized pick-up capacity for public transit, active transportation and private vehicles via 5 multimodal transfer points • 2 park-and-ride lots integrated into the multimodal transfer points • 2-km-long tunnel under Parliament Hill • Construction or alteration of structures, some of which may require third-party interfaces • Operations and maintenance centre (“CEE”), centralized control post (“PCC”) and backup PCC • Universal accessibility at aboveground and underground stations and in the CEE
Rolling stock	<ul style="list-style-type: none"> • Fleet of around 30 cars powered by hybrid technology, by overhead contact line and on-board energy, depending on the location on the network • Car size between 35 and 40 m • Capacity of approximately 250 passengers per car
Technology choices	<ul style="list-style-type: none"> • Railway signalling system • Hybrid traction power system with overhead contact line and on-board energy capacity charging system • All other systems required for tramway operation

Operating and maintenance principles

- The operation of the network is not the responsibility of CDPQ Infra and its suppliers, but rather that of an operator designated by the Government of Quebec: the Réseau de transport de la Capitale (RTC).
 - The Project integrates into Québec City's public transit network and active transportation systems and aims to reduce the number of buses operated by the RTC, the Société de transport de Lévis and the transit authorities in municipalities adjacent to the stations and multimodal transfer points.
 - Basic and level 1(*) maintenance will be performed by the operator designated by the Government of Quebec – the RTC
 - Level 2(*) to 5(*) maintenance will be performed by CDPQ Infra and/or by a supplier selected by CDPQ Infra
- (*) As per Standard EN13306

2.2. Proposed Project route

The following figure shows the proposed route for the Project.



Route of Le Gendre line to Sainte-Foy line (±6.50 km, 8 stations)

The starting point for the Project's route is in the Chaudière area, at the intersection of the Félix-Leclerc (A-40) and Duplessis (A-540) highways. The Le Gendre multimodal transfer point will enable connections with buses and car commuters from the west end of the city and neighbouring municipalities. It is also located close to a vast area of brownfield land earmarked for the CEE. The CEE houses all the essential facilities for the maintenance, repair and storage of the fleet. It includes a garage as well as the operator's technical and administrative premises.

Tramway access to the Sainte-Foy plateau will be enabled by the construction of a structure in the extension of the Mendel thoroughfare. The Project extends along the Hydro-Québec transmission line parallel to Boulevard Pie-XII followed by Chemin des Quatre-Bourgeois. It takes Avenue Roland-Beaudin and runs alongside the Rochebelle high school campus before reaching the Sainte-Foy multimodal transfer point, between Boulevard Hochelaga and Boulevard Laurier. This critical access point to the network will facilitate public transit connections for the northern and western parts of Quebec City, in addition to being a key interconnection point with South Shore public transit services.

The segment between the Le Gendre line and the Sainte-Foy line crosses natural conservation areas (for which intervention measures will be required) and a vacant lot, as well as a variety of residential, commercial and institutional areas.

Route of Sainte-Foy line to Parliament Hill (±8.75 km, 13 stations)

Starting at the Sainte-Foy multimodal transfer point, the Project crosses Boulevard Laurier, a regional business, commercial and service sector for the western part of Quebec City. The route links the main travel generators, namely Centre hospitalier de l'Université Laval (CHUL), major shopping centres (Laurier Québec, Place de la Cité and Place Ste-Foy), and a multitude of businesses and employers.

From Boulevard Laurier, the Project crosses the Université Laval campus with two stations, including a multimodal transfer point that will enable transfers to other public transit routes from the north, west and the downtown core. The route then runs along Boulevard René-Lévesque. This corridor crosses the central neighbourhoods from west to east and is the main public transit route in Québec City's Upper Town. Boulevard René-Lévesque, which is primarily residential, also has institutions (in particular schools) and passes right through or near major commercial hubs such as Myrand, Maguire and Cartier avenues. The rows of mature trees give it a unique character.

A tunnel approximately 2 km long will have to be built along Boulevard René-Lévesque Boulevard to connect the Upper Town to the Lower Town. The feeders that ensure the transition from the surface rail platform to the underground portion are located near Avenue Turnbull (west end of the tunnel) and on Rue De la Couronne (east end). The two underground stations will include all the facilities needed to ensure universal accessibility for users.

Route of Parliament Hill to the Charlesbourg terminal (±4.0 km, 8 stations)

Upon exiting the tunnel in the Lower Town, the Project runs along Jardin Jean-Paul-L'Allier and Place de l'Université-du-Québec up to the intersection with Boulevard Charest. This integration makes it possible to serve a large number of travel generators in this neighbourhood and the development of the Saint-Roch multimodal transfer point to create a critical link with Quebec City buses. Quebec City is planning to transform Rue de la Couronne into a pedestrian zone to give this area a distinctive character.

The route then continues towards the Saint-Roch multimodal transfer point, enabling the tramway to link up with a significant number of bus routes from northern Quebec City. The route then crosses Rivière Saint-Charles via the Drouin bridge and then heads to 1^{re} avenue to the terminal where there is a multimodal transfer point at 41^e rue. The 1^e avenue area is primarily residential with a number of businesses, institutions and, to a lesser extent, manufacturing companies. This avenue forms a crucial north-south corridor, linking downtown Quebec City to Charlesbourg.

3. Project team and assignment of responsibilities

3.1. Project team

CDPQ Infra has set up a dedicated Project team made up of experienced internal and external resources.

3.3.1 Internal team

The internal team is made up of some 50 CDPQ Infra professionals who bring together the expertise required to ensure the success of the Project. The professionals assigned to the Project have extensive experience in engineering, project management, contract structuring and stakeholder management in major projects in Quebec and internationally.

3.3.2 External team

CDPQ Infra has set up a team of external professionals to support the internal team in carrying out the activities required for the Implementation Agreement.

3.2. Assignment of responsibilities

The Project procurement process will lead to the conclusion of contracts that will enable CDPQ Infra to perform the work required for the Planning Phase, which may include:

- One or more design engineering and work supervision contracts to define certain preparatory work, in particular for the relocation of urban technical networks and municipal services on certain sections of the Project¹. The engineering firms delivering these services will not be in a conflict of interest and may also participate in other procurement processes that will be initiated as part of the Project;
- One or more contracts to carry out preparatory work, in particular for the relocation of urban technical networks and municipal services on certain sections of the Project². Suppliers participating in this work will not be in a conflict of interest and may also participate in other procurement processes that will be initiated as part of the Project;
- A contract for the supply of rolling stock (**MR Contract**)³;
- A Progressive Design-Build (PDB) contract with the objective of establishing a target price and an integrated schedule for the design and construction of civil engineering works, which would eventually be followed by a design, procurement and construction contract for civil engineering infrastructure and railways (**CC Contract**);

¹ Under review.

² Under review.

³ Under review.

- A PDB contract with the objective of establishing a target price and integrated schedule for the design, construction, supply, integration and commissioning of systems, including, in particular, tracks and railway equipment, overhead contact line and traction energy systems, railway signalling systems, tunnel installations, as well as the responsibility for systems integration and rolling stock (**CS Contract**);
- A contract for infrastructure and system servicing and maintenance (**M Contract**)⁴;
- A contract for the services of a shadow operator to support the various phases of the Project by providing advice and expertise on the operation and maintenance of the tramway network during the co-development and design stages, as well as the preparation and training of the future operator during the execution phase (**OEA Contract**);
- A contract for the services of an independent cost estimator (**EIC Contract**) with experience in PDB models and strong knowledge of construction costs in the area.

The preferred contractual approach is the collaborative PDB method, in particular, in addition to the implementation, a co-development period between the various suppliers and CDPQ Infra to enable an integrated design, proper allocation of risks, and the definition of a target price and schedule for the execution of the Project. CDPQ Infra expects a mutual relationship of collaboration and coordination between the parties. The request for proposals (RFP) process will include assessments to review the collaborative spirit and collaborative behaviours at different levels within the organization.

CDPQ Infra will propose an integration solution between the various contracts that will be enhanced with input from bidders during the RFP process. An interface agreement will be included in the RFP for each contract concerned, making it possible to identify critical interfaces in advance and to determine the entities best suited and most experienced to manage them. CDPQ Infra expects to receive comments and suggestions for enhancements from bidders during RFPs in order to optimize the interfaces between the various contracts.

Key elements of the different Project phases:

1. Planning and co-development phase:

- a. CDPQ Infra and the selected suppliers will sign co-development agreements that include interface agreements. The suppliers will have had early visibility on the contractual terms during the RFP period;
- b. The collaborative behaviour of the parties will be encouraged on an ongoing basis throughout the Planning Phase. To that end, CDPQ Infra intends to add external support to the parties;
- c. CDPQ Infra and the selected suppliers will co-develop, for a period of approximately 14 months, the design of the Project in order to integrate the needs of the stakeholders and the various contracting parties. The suppliers will be remunerated during this period and the terms of this remuneration will be communicated in advance during the RFP period;
- d. CDPQ Infra and the selected suppliers will negotiate delivery agreements based on certain key principles that will have been shared prior to the RFP process;
- e. CDPQ Infra and the selected suppliers will work on a collaborative basis in accordance with the principles of transparency and actual costs, with rates and coefficients for fees and profit

⁴ Under review.

defined in the RFP. A pre-approval mechanism by CDPQ Infra is considered for the unforeseen costs that will be incurred;

- f. CDPQ Infra will include in the RFP a protocol for setting a target price and reviewing the independent cost estimate;
- g. CDPQ Infra intends to define and allocate risks that will be part of the co-development process. This mechanism will enable suppliers to produce a target price, a target schedule and a mechanism for sharing losses and gains. Some costs will be considered ineligible costs and others as reimbursable costs. Key performance indicators will be defined. These elements will form part of the respective delivery agreements. Appropriate liability and compensation limits for each contract will also be reviewed;
- h. CDPQ Infra's intention is to make a right-of-way available to the selected suppliers during the execution phase that is free of all encumbrances and free of public utilities, which will have been relocated beforehand;
- i. CDPQ Infra and the selected suppliers will define the necessary project management plans with the inputs required to ensure optimal execution of the Project, including work site access, execution sequences, temporary sites, necessary mitigation measures, etc. CDPQ Infra expects suppliers to work proactively in anticipating and identifying inputs;
- j. CDPQ Infra expects the selected suppliers to cooperate for exemplary mitigation of the Project's impact on Quebec City neighbourhoods, businesses and traffic;
- k. CDPQ Infra will sign definitive service, supply and delivery agreements with the selected suppliers following the execution of the definitive agreement with the Government of Quebec at the end of the Planning Phase. CDPQ Infra's intention is to concurrently sign the agreement with the Government and the supplier agreements for the execution of the Project.

2. Execution phase:

- a. CDPQ Infra will be the primary contractor for the Project;
- b. The collaborative behaviour of the parties will be part of the Project execution and will be based in particular on performance indicators to be defined during the previous phase in order to promote these behaviours;
- c. Suppliers will be required to perform the work in accordance with their respective delivery agreement, while taking into account risk sharing and the principles established during the co-development phase that enabled the target price and target schedule for the work to be determined;
- d. The shadow operator will support the suppliers in anticipating the elements relating to the operation and maintenance of the Project to be taken into account in the detailed design. In addition, the shadow operator will support and train RTC for network management and operation.

3. Operations phase

- a. RTC will be the operator of the Project;
- b. CDPQ Infra intends to undertake, in whole or in part, the various asset maintenance tasks according to the sharing of responsibilities set out in Table 2;

c. The allocation of the maintenance agreements will be defined during the Planning Phase.

Table 2 presents the anticipated preliminary allocation of responsibilities for the design, construction, supply, operation, regular servicing and maintenance of the various infrastructures, equipment and systems between the contracts. This allocation is ongoing and will be modified to reflect the scope of the different contracts.

Table 2 – Proposed Allocation of Responsibilities

	MR	CC	CS	M	Other
Civil engineering works and structures and buildings					
Civil engineering works and structures		X			
Tunnel and access portals (approximately 1.9 km)		X			
MEP tunnel (e.g., ventilation, drainage, fire protection, lighting, blue stations)		X			
Underground stations: excavation / concrete work / envelope waterproofing / interior structure / architectural finishes / elevators and escalators / MEP		X			
Aboveground tramway stations		X			
Civil engineering and utility buildings on line (ventilation stations, electrical substations, delivery stations)		X			
Railway tracks and track equipment			X		
Maintenance and Operations Centre (CEE)		X			
Equipment for rolling stock servicing and maintenance at the CEE	X				
Multimodal transfer points and parking areas		X			
Field technical management		X			
Traffic, signage and lighting		X			
Noise and vibration mitigation measures		X			
Alterations to existing infrastructure and preparatory work					
Relocation of utilities and municipal services					X
Preparatory work					X
Rolling stock and vehicles					
Rolling stock (MR)	X				
MR online recovery vehicle	X				
Track or rail/road maintenance vehicles			X		
Systems					
Catenary systems and equipment			X		
On-board energy capacity charging systems			X		
Auxiliary power, including substations			X		
Traction energy, including substations and delivery stations (power supply with Hydro-Québec)			X		
Railway signalling system			X		
Traffic warning light system			X		
Centralized control post (PCC)			X		
Telecommunications and communication systems			X		

	MR	CC	CS	M	Other
Supervisory Control and Data Acquisition (SCADA)			x		
Information system, video surveillance and signage			x		
BLS, intrusion detection and access control system			x		
Electronic ticketing (equipment)					x
Electronic ticketing (telecom)			x		
Integration					
Systems integration			x		
Urban development					
Offsite related urban developments					x
On-site landscaping		x			
Operation and maintenance					
Operation					x
Rolling stock and infrastructure basic maintenance (e.g., snow removal, cleaning, green spaces, pest control, security / surveillance)					x
Level 1 rolling stock, infrastructure and system maintenance					x
Levels 2 to 4 infrastructure and system maintenance				x	
Level 5 infrastructure and system maintenance					x
Levels 2 to 4 rolling stock maintenance	x				
Level 5 rolling stock maintenance	x				

3.3. Key factors considered at RFPs

CDPQ Infra is looking for suppliers composed of members with relevant experience in projects of similar complexity to the Project. To that end, the construction or systems companies participating in the civil-engineering contract (**CC Contract**) or systems contract (**CS Contract**) with experience in similar projects must also be assisted by design engineering firms with experience in similar projects.

For greater clarity, CDPQ Infra is looking for construction, delivery and systems integration companies as well as engineering firms with proven experience in the execution of urban tramway projects, in street rights-of-way, equivalent to the Quebec City. Knowledge of the local market and a strong team will be essential to meet the target schedules, with a good understanding of the tasks required for optimal delivery of the Project.

For the shadow operator (**OEA**), CDPQ Infra is looking for tramway operators with experience in technology and operations similar to those of the Project, with a capacity to mobilize key players in Quebec City, as well as technical assistance from specialized experts who can work on site or remotely. Collaborative behaviour will be required throughout the procurement process and Project execution.

The language used for the RFP process, as well as the co-development, implementation and operations steps, is French. Selected suppliers must comply with the provisions of the *Charter of the French Language* (c. C-11).

For illustrative purposes, the following critical success factors could be considered in the evaluation process⁵:

For CC Contract and CS Contract:

- Bidders' financial capacity.
- Organization and internal governance between the members of the bidders' team for Project delivery and engineering services. Clear subcontracting structure.
- Experience in similar projects, capacity and depth of bidders's members, including the proposed engineering team. Experience and ability to carry out ground, elevated and underground railway works.
- Co-development approach. Co-development plan that shows an understanding of the scope of the work.
- Approach used for project management, risks and associated mitigation measures. A project management plan tailored to the needs of the scope of work, including a risk management plan.
- Ability to plan, organize and optimize the completion of the work according to a specific and defined allotment between various project packages, and to collaborate and interface with the other contract partners in the various packages.
- Ability to develop a Project digital twin, as needed.
- Ability to mobilize resources and subcontractors in Quebec.
- Experience and approach to stakeholders.
- Experience in project development and design in Quebec. This experience will be assessed for the bidders' entire team, including delivery, engineering, as well as for some key required personnel.
- Experience in criteria related to the environmental authorizations required to perform work in various types of environments (including highly urbanized areas, highways, heritage and historical areas, water crossings, contaminated soils, etc.).
- Health, safety and the environment.
- Assessment of collaborative behaviour.
- Hourly rate criteria and other criteria for the financial evaluation of the proposal

The requested experience could be proven with a bid team structure that includes local knowledge as well as the completion of projects equivalent to the Project.

⁵ MR and M contracts and preparatory work are under review.

For the OEA Contract:

- Bidders' financial capacity.
- Relevant experience in tramway operation in an urban environment equivalent to the Project.
- Approach to service delivery. Co-development plan that shows an understanding of the scope of the work.
- Ability to draft the required procedures.
- Capacity and relevant experience with respect to operational training.
- Assessment of collaborative behaviour.
- Hourly rate criteria and other criteria for the financial evaluation of the proposal

3.4. Project Deadlines

Table 3 presents the main deadlines involved⁶.

Table 3: Main deadlines⁷

Description	Deadlines
Notice to the Market	December 19, 2024
Information session	February 19, 2025
Request for expressions of interest with qualification criteria for the EIC Contract	Winter 2025
Request for proposals for the EIC Contract	Winter 2025
Request for expressions of interest with qualification criteria for the OEA Contract	Winter 2025
Request for proposals for the OEA Contract	Winter 2025
Submission of proposals for the OEA Contract	Spring 2025
Request for expressions of interest with qualification criteria for the CC and CS contracts	Spring 2025
Request for proposals for the CS and CS contracts	Spring 2025
Submission of proposals for the CS and CS contracts	Fall 2025
Start of co-development period for CC and CS contracts	Winter 2026
Duration of Co-development Phase	14 months following the execution of co-development contracts with suppliers
Execution	6 years

⁶ Deadlines and/or activities that may be withdrawn or deferred

⁷ MR and M contracts as well as preparatory work are under review.

4. Procurement Process

Governance and procurement process requirements will be consistent with industry best practices and CDPQ Infra's procurement policy to ensure fair, transparent and unbiased treatment for all interested parties as well as an optimal competitive environment.

CDPQ Infra is aiming to include international and local participants on the various teams of bidders in order to create a competitive environment. To that end, for the CC Contract, CDPQ Infra intends to limit the number of participants to two (2) construction companies on the same bidding team. Engineering firms will have to participate as subcontractors of the bidding teams. In addition, subcontractors whose contracts represent more than 5% of the value of the CC Contract in the execution phase must be approved by CDPQ Infra.

CDPQ Infra will allow engineering firms to participate in bidding teams for different project packages.

CDPQ Infra provides for a customized procurement process for each of the major contracts according to their specific characteristics. To that end, a request for expressions of interest with qualification criteria for the CC, CS and OEA contracts, followed by simultaneous RFPs, will facilitate the development of interface agreements. The duration of these RFPs is estimated at around six (6) months for the CC and CS contracts and two and a half months for the OEA Contract. CDPQ Infra intends to provide participation allowance fees for the CC, CS and OEA contracts.

Several process auditors have been assigned to oversee the procurement processes and the selection of chosen bidders. Resources will also be assigned to review business relationships and conflicts of interest during procurement processes and Project delivery. Evaluation committees will be set up to assess specific parts of the proposals. These committees will be independent and will be made up of internal and external assessors who meet all the requirements with respect to no conflict of interest and confidentiality. The recommendations of the various evaluation committees will be forwarded to an internal review committee that will be responsible for quality control, compliance with rules and final recommendations.

4.1. Authorization by the Autorité des marchés publics

The parties interested in participating in an RFP, as well as their partners and subcontractors, will be required, as specified in more detail in the RFPs, to obtain authorization to contract from the Autorité des marchés publics (**AMP**). Since certain processing times are involved to obtain the authorization, it is strongly suggested that interested parties and their partners and subcontractors begin these procedures as soon as possible.

At the time of submitting their proposal, interested parties and their partners and subcontractors will be required to provide such authorization or, if they have not yet obtained it, proof that the request was submitted or renewed.

The AMP provides Quebec and foreign enterprises⁸ with a guide to help them prepare their authorization application. This guide is available at the following links:

- (Quebec companies) <https://amp.quebec/en/authorization-to-contract/guides-and-declarations/>
- (Foreign companies) <https://amp.quebec/en/authorization-to-contract/foreign-enterprises-and-natural-persons-operating-an-enterprise/>

Other information relevant to preparing an AMP authorization application includes:

Type of applicant	Information source	Website
Quebec enterprises	Authorization application to be submitted using the AMP's E- services	E-Services – Autorité des marchés publics (bilingual site)
Foreign enterprises or enterprises based in another Canadian province	Authorization form to be completed	https://amp.quebec/en/authorization-to-contract/foreign-enterprises-and-natural-persons-operating-an-enterprise/ (bilingual site)

⁸ "Foreign enterprises or enterprises based in another Canadian province" include enterprises that are not incorporated under Quebec laws and do not have a head office or an establishment in Quebec where they primarily operate their business.