

PRESS RELEASE

For immediate release

To reduce costs and maximize ridership
AÉROPORTS DE MONTRÉAL PROPOSES
INTEGRATED LIGHT-RAIL TRANSIT (LRT) SYSTEM
LINKING THE SOUTH SHORE, DOWNTOWN, THE AIRPORT AND WEST ISLAND

Montréal, May 20, 2015 – In a presentation made yesterday to the Committee on Public Finance’s consultations on Bill 38, Aéroports de Montréal (ADM) has proposed to the Government of Québec and the Caisse de dépôt et placement du Québec that the light-rail transit (LRT) systems of the South Shore and West Island be integrated into a single network with a view to maximizing ridership. Using the same type of rolling stock and a common intermediate station downtown would reduce costs for infrastructure and operations.

“By integrating these two projects converging toward downtown, we would create a new urban transit network that would be very much larger than the sum of its two parts,” said James Cherry, President and Chief Executive Officer of ADM. “Such a network, with a branch to Montréal-Trudeau airport and connection to the métro, would directly link the South Shore to the West Island, passing through downtown Montréal. It could include stops at Nuns’ Island, the Cité du Multimédia, at Lionel-Groulx and Atwater Market, in Lachine, in Dorval, and so on.”

Mr. Cherry added: “According to current, rather conservative, figures, the West Island LRT would generate ridership of 60,000 passengers a day, including 10,000 for the airport shuttle service. By adding the approximate ridership of the South Shore LRT, we could easily reach a total of 130,000, without even factoring in the synergy effect. There’s major potential!”

Another important fact is that the integration and harmonization of the two projects could result in substantial economies of scale, both in the development phase and during operation. Among others, according to ADM experts, the West Island LRT infrastructure costs would be reduced significantly by converting the downtown terminal into an intermediate station.

Airport accessibility would also be greatly improved, especially for people from the South Shore who would be able to get there without transferring. Over the longer term, such a network would offer opportunities for linking other sectors not yet served by a public transit system.

“Frankly, it would be a shame to miss out on such an opportunity,” said Mr. Cherry. “If, as a society, we believe in public transportation, in the electrification of transportation, in sustainable and green urbanization, now is the time to prove it.”

The West Island LRT, connecting Pointe-Claire to downtown Montréal with a link to the airport, has been developed by ADM in collaboration with Infrastructure Québec and the Société de transport de Montréal. It has also been analyzed and validated under the West Island Mobility Plan. The project is already quite advanced, and there is consensus around this project designed for optimal service to the airport and the West Island.

LRT is a mode of public transit that can easily be integrated into the urban environment using light rolling stock, electricity and possibly automation. Several technologies are available on the market and, generally speaking, LRT systems are all designed to provide fast, frequent, comfortable and reliable service.

ADM believes that the development of large infrastructure projects proposed in Bill 38 is part of a global trend in which governments are trying to find solutions to meet growing infrastructure needs in the face of limited financial resources. *Innovation à la québécoise*, the partnership between the Québec government and the Caisse de dépôt et placement du Québec is designed to garner the support of Québec stakeholders.

ADM has submitted a brief to the Committee on Public Finance laying out its position and providing details on the West Island LRT project, including the shuttle service between the airport and downtown Montréal. ADM's submission is available on the Committee on Public Finance's website and at admtl.com.

About Aéroports de Montréal

Aéroports de Montréal is the local airport authority that has been responsible for the management, operation and development of Montréal–Trudeau and Montréal–Mirabel international airports since 1992. The Corporation employs 650 people at both airports and at head office. ADM has been ISO 14001 certified since 2000 and BOMA BEST certified since 2008.

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Source: Christiane Beaulieu
Vice-President, Public Affairs and Communications