







"E"	Environmental	Comment
	<p>Greenhouse gases</p>	<p>Greenhouse gas emissions (GHG) of 90,900 tonnes of equivalent carbon dioxide related to construction activities were compensated through the carrying-out of GHG compensation projects, primarily related to vegetation densification, planting of native trees and shrubs, and purchase of carbon credits.</p> <p>Functional lighting on the Samuel de Champlain Bridge Corridor is entirely by LED luminaires individually managed using the Philips CityTouch system.</p>  <p>Although nearly 99% of Quebec's energy production is renewable, savings in energy consumption allows Hydro Quebec to sell power to neighbouring jurisdictions thereby reducing their dependence on non-renewable energy sources.</p> <p>Traffic fluidity in the corridor is improved thereby improving ambient air quality and further reducing GHG production. By incorporating provisions for a light rail transit corridor across the bridge, it is expected that the corridor will encourage greater use of public transit in the future.</p>
	<p>Waste</p>	<p>The Operator recycles waste from their own consumables and from debris that is collected along the roadway - from cardboard to plastics and tires to asphalt.</p> <p>During construction, an extensive waste recycling program based upon source separation of metals, concrete, wood and general waste from demolition was implemented.</p> <p>Approximately 50% of the corridor is located on contaminated land (brownfields). Significant efforts were applied during construction to reduce the movement of contaminated soils from the site and to ensure that the reuse of contaminated soils was done in an appropriate manner.</p>
	<p>Water</p>	<p>Storm water best management practices have been implemented to reduce the discharge of contaminants to environmentally sensitive natural water courses.</p> <p>Several fisheries compensation projects are being implemented.</p>

	<p>Land Use</p>	<p>Endangered brown snake habitat is being restored along the banks of the St. Lawrence River.</p> <p>Cliff swallows and peregrine falcons are monitored.</p> <p>Falcon nesting boxes are located at strategic locations on the bridge. Work near the nesting boxes is coordinated to minimize its impact.</p> <p>Architectural lighting is adjusted during the bird migration periods.</p>
	<p>General Factors</p>	<p>The project has been awarded the platinum certification from ENVISION that sets the standard for sustainable infrastructure.</p> <p>The project's Environment Management System is certified to ISO 14001:2015.</p> <p>The project actively monitors noise along the corridor and in surrounding neighbourhoods. Noise mitigation barriers have been installed in noise-sensitive areas.</p> <p>The project actively monitors air quality along the corridor and in surrounding neighbourhoods.</p> <p>The project replaces an aging bridge that had prematurely reached the end of its useful life. The new bridge has the same number of traffic lanes in each direction as the bridge it replaces thereby encouraging users to seek alternative modes of transportation in the corridor. Originally planned to incorporate a Bus Rapid Transit system down a separate transit corridor, a light rail transit system is being constructed across the Samuel de Champlain Bridge to connect the cities of Brossard and Montreal.</p> <p>The Samuel de Champlain Bridge and the Ile des Soeurs Bridges are designed for 125 years of useful life, an increase of 50 years over convention design requirements. The durability requirements are consistent with the principles of sustainable infrastructure and will ensure the long term enjoyment of the assets by the public.</p> <p>An innovative solution for mitigation of the risk of ice accretion on the stay cables has been implemented.</p>

“S”	Social	Comment
	Workforce Diversity	Women and visible minorities make up over 20% of the workforce.
	Safety Management	<p>Operations and maintenance staff receive formal function-based safety training and Standard First Aid training.</p> <p>Public safety is enhanced through an extensive Intelligent Transportation System that includes lane control devices and variable message signs.</p>
	Customer Engagement	<p>The Operator participates in regular customer/stakeholder meetings to promote collaboration, coordination and integration of operations with municipalities and local contractors to ensure seamless operations, maximum efficiencies and to and minimize disruption to the travelling public. From winter maintenance to street sweeping and emergency responses, the project staff work in coordination with other local maintenance operations, municipalities and emergency responders.</p>
	Communities	<p>Communications with local communities and stakeholders are managed by an external agency and driven through the project web site.</p> <p>Maintenance of the visual quality of the project infrastructure is an integral requirement of our mandate.</p> <p>An extensive program of anti-graffiti coatings and graffiti removal is rigorously maintained.</p> <p>Architectural lighting schemes are regularly updated to celebrate local occasions and events.</p>
	General Factors	<p>All management and non-operational staff are working from home during the protracted COVID-19 pandemic restrictions. Consequently, social activities and community outreach are suspended indefinitely.</p>

"G"	Governance	Comment
	Structure and Oversight	The project has a rigorous governance structure in place with quarterly board meetings, ad-hoc meetings when required and an authority delegation matrix to the management team.
	Code Values and	<p>The project has the following policies in place:</p> <ul style="list-style-type: none"> <li>• Employee Code of conduct</li> <li>• Health &amp; Safety</li> <li>• Emergency Response Plan</li> <li>• Building Evacuation Procedure</li> <li>• Authority delegation matrix</li> <li>• COVID-19</li> </ul> <p>The project's Quality Management System is certified to ISO 9001:2015</p>

	<p>Transparency and Reporting</p>	<p>The project provides quarterly a board pack, reporting to the Board of Directors on the operational and financial performance of the project and compliance with its obligations.</p> <p>The Operator self-reports on a monthly basis:</p> <ul style="list-style-type: none"> <li>• Communications</li> <li>• Traffic Management</li> <li>• Quality Management</li> <li>• Requests for Information and Complaints</li> <li>• Traffic Lane Information</li> <li>• Notices of Non-Compliance</li> <li>• Lighting Levels</li> <li>• Monthly Inspections</li> <li>• Security</li> <li>• Traffic Data</li> <li>• Details of Deductions and Failure Points</li> <li>• Rehabilitation Work</li> <li>• Insurance</li> <li>• Summary of Accidents</li> <li>• Operation and Maintenance Activities</li> <li>• Utility Work</li> <li>• Road Accidents</li> <li>• Multi-use Path Accidents</li> </ul> <p>Quarterly reports include:</p> <ul style="list-style-type: none"> <li>• Environmental Management</li> <li>• Quality Management</li> <li>• Emergency Response</li> </ul>
	<p>Cyber risk and Systems</p>	<p>The project has multiple levels of cyber security in place</p>
	<p>General Factors</p>	<p>All employees must obtain Reliability Status with Canadian Industrial Security Directorate (CISD)</p>