



REM Network Access Protocol

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ACCESS PROTOCOL

1. BACKGROUND

The Réseau express métropolitain (the “**REM**”) is an integrated public transit system with twenty-six (26) stations and sixty-seven kilometers (67km) of tracks connecting downtown Montreal, the South Shore, the North Shore (Deux-Montagnes), the West Island and the Montréal-Trudeau airport. The REM is a fully automated (driverless) and electric light rail transit system. The REM Right-of-Way¹ is more fully described and illustrated in **Schedule D** of this Protocol.

Projet REM s.e.c. (the “**Operating Company**”) is responsible for the construction and operation of the REM and has full authority over the REM according to section 88.10 of the *Transport Act* (CQLR, c. T-12) and, as the operating company of the REM, it must ensure its safe operation, including in a manner that complies with the *Regulation respecting the safety of the Réseau électrique métropolitain* (CQLR, c. S-3.3, r.3)² (the “**Regulation**”).

Section 2(1)(e) of the Regulation provides that the operation of the REM must include the following features: “*an operation site, in a secured right-of-way, corresponding to the area occupied by the guideways on a dedicated site, without level crossing or interference with a public road, that is delimited by a gate and secured access allowing the automatic and safe movement of the automated guided transport system, driverless.*”

This Protocol shall be read and interpreted to give effect to the provisions of the *Act to ensure safety in guided land transport* (CQLR, c. S-3.3), the REM tracks being guideways within the meaning of that Act. This act requires express authorization for construction or maintenance work in respect to any works within the right-of-way of, above or below the guideway, and imposes obligations on all those wishing to undertake such work near, above or below a guideway. This act applies to all Residents, including the government, its departments and agencies that are agents of the government.

Buildings or facilities belonging to owners operating heavy rail systems, public utility networks, municipal infrastructure, commercial or real estate complexes, etc. border the REM Right-of-Way. For this reason, the Operating Company wishes to provide in advance the terms and conditions for access to the REM Right-of-Way and to a Caution Area, when these terms and conditions are not already determined by applicable laws and regulations, by the Operating Company’s obligations relating to the safe operation of the REM or by specific pre-existing agreements.

This Protocol provides the normative framework for planning, coordinatign and executing the Resident’s Work. It sets out the necessary conditions that must be met by the Resident in order to carry out certain work in or near the REM Right-of-Way and, where applicable, to obtain an Intervention Permit. These conditions are part of an approach aimed at ensuring the safety of all and the preservation of property.

The Operating Company has control over activities within the REM Right-of-Way and therefore, any activity within the REM Right-of-Way must be approved in advance by the Operating Company and the Operator. In addition, as provided for in this Protocol, certain Work outside the

¹ Note that capitalized terms are defined terms; definitions are provided in **Schedule A** of this Protocol.

² The project was initially called “Réseau électrique métropolitain.” This designation was changed to “Réseau express métropolitain” by government decree.

REM Right-of-Way having an impact on the REM's operations and safety may require the transmission of a notice by the Resident to the Operating Company or obtaining an Intervention Permit.

The REM is integrated into a vast and complex urban environment requiring healthy cohabitation and collaboration with neighbouring property owners (the "**Other Owners**") to allow the construction and operation of the REM.

The Resident shall also ensure that it coordinates the Resident's Work with the Other Owners and obtains the required approvals from the Other Owners, if applicable. However, this Protocol does not seek to obtain authorizations from the Other Owners, and it is the Resident's responsibility to take the necessary steps to do so.

The Protocol may be amended unilaterally by the Operating Company at its discretion. It is the Resident's responsibility to ensure that they have the latest version of the Protocol, which can be downloaded at the following address: [Rules and safety | REM](#).

2. COVERED WORK

This Protocol is applicable to the Resident's Work.

All Work Requiring an Intervention Permit shall be authorized by the Operating Company and the Operator in accordance with the processes set forth in article 5 of this Protocol.

3. FLOWCHARTS

In planning the Resident's Work, the Resident may refer to Flowchart 1, which illustrates, among other things, the processes set forth in article 5 of this Protocol.

All flowcharts identified in this Protocol can be found in **Schedule F**.

4. NON-INTRUSIVE WORK

4.1 Safe distances

Non-Intrusive Work performed by the Resident does not require an Intervention Permit. However, the latter must be obtained by the Resident prior to carrying out any Work Requiring an Intervention Permit, as more fully described in section 5 of this Protocol.

When carrying out Non-Intrusive Work, the Resident must, at all times, respect the Safety Distances defined in **Schedule A** of this Protocol and any other safety instructions expressed by the Operating Company and the Operator.

4.2 Non-intrusive Work

The Resident's Work in the vicinity of the REM Right-of-Way involves risks inherent to the nature of the operations and operating of the REM. Considering that it is essential to protect the personnel involved in the Resident's Work and the REM infrastructure, coordination of Non-Intrusive Work within a Caution Area is necessary, notwithstanding the fact that it is not mandatory to obtain an Intervention Permit before the said Work is undertaken. It is the Resident's responsibility to take all necessary steps to coordinate Non-Intrusive Work within a Caution Area and to ensure the health and safety of the personnel involved in said Work at all times.

As an example of Non-Intrusive Work within a Caution Area, (i) Work within three (3) metres of an overhead contact line (e.g. catenaries positioned near the Operating Company's site boundaries), or (ii) Work underneath the REM tracks (e.g. Work under overhead structures, passage of underground pipes) is Work that, by its nature, may require additional safety and coordination measures.

Prior to undertaking any Non-Intrusive Work within a Caution Area, the Resident must provide the Operating Company with a notice specifying the nature of the Work to be done and the schedule for its completion. If additional safety or coordination measures are required, the Operating Company will have the opportunity to inform the Resident of these measures and implement them, if necessary.

A series of illustrations identifying the Caution Area and the Non-intrusion Area are included in ***Schedule G***.

5. INTERVENTION PERMIT APPLICATION PROCESS

5.1 General

Work Requiring an Intervention Permit can be carried out in planned or emergency mode.

All Work Requiring an Intervention Permit under the ballast, near, below, or above the REM infrastructure, as well as access to the REM Right-of-Way, must be carried out in such a way as not to cause damage to persons, infrastructure or equipment and must not generate impacts affecting the operations of the REM.

During the carrying out of Work requiring an Intervention Permit, the Operating Company and the Operator must have access, at all times, to the REM Right-of-Way, including any Work Area, and the REM infrastructure and equipment. In addition, the Operating Company and the Operator may, at their discretion, monitor the Work Requiring an Intervention Permit to ensure that the Resident is complying with the terms of the Intervention Permit.

The Resident is, at all times, responsible for health, safety and accident prevention within the context of the Resident's Work.

5.2 Planned Work

The process for obtaining an Intervention Permit for Planned Work is described in section 5.2.

5.2.1 Process

Prior to carrying out the Planned Work, the Resident must obtain an Intervention Permit and to do so, they must make an official request to the Operating Company and the Operator via the work request form, which is available on the Operating Company's website. The Resident must ensure that they are using the current version of the form, which can be downloaded at the following link: [Rules and safety | REM](#).

The process described below must be followed to ensure proper coordination of the Planned Work while considering the REM's operational context. Flowchart 2, in **Schedule F** outlines each step involved in applying for an Intervention Permit.

5.2.2 Step 1: Request to Info-Excavation for excavation, pile driving or drilling work

Prior to carrying out any Planned Work that may affect the underground network of the REM (e.g. excavation work, pile driving or drilling) or any Work that may affect the bearing capacity of soils in or on which the REM infrastructure is located, the Resident and its Contractors are required to make the necessary requests for information to Info-Excavation and to the Other Owners who are not part of Info-Excavation's service. If necessary, the Resident shall locate and protect the underground systems by carefully drilling location holes (exploratory wells) at its expense. It is also the Resident's responsibility to carry out the Planned Work with all the necessary precautions and protections to avoid any damage to the REM infrastructure.

For any request for Planned Work received via Info-Excavation, the Operating Company and the Operator will respond to ensure that the proposed Work respects the REM infrastructure. If the Work is to be carried out on a site where the Operating Company is a tenant, the Operator will redirect the request to the Resident who owns the site.

5.2.3 Step 2: Intervention Permit application

For the purposes of filing an Intervention Permit application, the Resident must complete an electronic form on the Operating Company's website [Rules and safety | REM](#), or the form can be emailed to the Operating Company's attention at the following address: exploitation@rem.info. A copy of the Intervention Permit application must also be sent by email to the Operator at the following address: travaux@gpmmom.ca.

The Resident will then be attributed a project number, which must appear on all communications between the Resident, the Operator and the Operating Company.

As further provided for in the Intervention Permit application form, the Resident must, among other things, identify the person responsible for said application, describe the scope of the Work and provide a schedule and a cost estimate.

Depending on the type and scope of the Planned Work, the following activities of the Operating Company and Operator shall be integrated by the Resident in the planning and carrying out of the Planned Work:

Project Management

- i. Appointment of a project manager;
- ii. Establishment of a multidisciplinary project team;
- iii. Preparation of a project schedule.

Design

- i. Technical assistance in the design of the new structure;
- ii. Technical assistance in the Resident documentation Review Procedure;
- iii. Modification of the software used by the Operating Company and the Operator (BIM, GTT, SCADA).

Real Estate

- i. Granting of access or permission to the Resident with attached conditions;
- ii. Development of a real estate agreement with the Resident, if applicable.

Construction

- i. All Work within the REM Right-of-Way, authorized and carried out by the Operator and the Operating Company, as applicable;
- ii. Purchase, replacement and installation of additional materials and equipment by the Operating Company and the Operator;
- iii. Technical assistance in the field during the construction of the new structure;
- iv. Technical assistance to conduct quality audits in the field.

Pre-operational testing and verification

- i. Technical assistance during the Resident's tests;
- ii. Required training of the Operating Company's and the Operator's personnel.

The Resident shall submit as deliverables for the purposes of the Review Procedure all necessary documentation including, but not limited to, a description of the Planned Work, the proposed Work Area, the equipment to be used, the anticipated schedule and any other existing documentation that may be deemed useful by the Operating Company, as well as detailed Work Methods describing how said Work will be implemented and controlled to ensure the safety of persons and property.

Without limiting the generality of the foregoing, the Resident shall include the following documents with their Intervention Permit application:

- i. Design deliverables:
 - Plan book;
 - Technical feasibility studies;
 - Applicable quotes, work orders or change orders;
 - Documents explaining the impacts on the REM infrastructure;
 - Calculation notes.
- ii. Intervention schedules;
- iii. Geotechnical soil characterization reports by the Resident, when required by the type of Work;
- iv. Work Methods;
- v. Risk Analysis in connection with the Planned Work;
- vi. Necessary permits, if any;
- vii. Insurance certificates.

For Works in the vicinity of the REM infrastructure, the Resident must design and carry out the Planned Work so as not to cause damage, affect the structural integrity or affect the durability of the REM underground infrastructures. In addition, depending on the level of severity and frequency of occurrence and the level of acceptability of the risks by the Resident, the Operating Company may impose specific safety distances in connection with such work.

If necessary, the Operating Company and the Operator shall provide the relevant information so that the Residents can conduct the required analyses.

Following the submission of all required documentation, the Intervention Permit application will be analyzed by the Operating Company and the Operator. The application shall be considered unsatisfactory if any of the requested documents or any other necessary documents are missing or incomplete and the Resident must resubmit, upon request, the missing or incomplete documents to the Operating Company and the Operator for review under the Review Procedure.

Underground work

For the purposes of underground work in the vicinity of the REM infrastructure, the Resident shall provide for review by the Operating Company and the Operator:

- i. The definition and characterization of anticipated soil movements and vibrations during and after the Planned Work;
- ii. The assessment of the impacts of these movements, vibrations and stability on the REM underground infrastructure;
- iii. The production of a sensitivity analysis and damage assessment;
- iv. Implementation of a monitoring program including the type and frequency of monitoring and a mitigation plan;
- v. A documented inspection before and after the Work, including a report on damage to the Operating Company's underground structure;
- vi. The final report signed by an engineer specialized in the type of work performed to ensure the structural integrity of the REM infrastructure during the work as well as its long-term sustainability.

Work requiring a crane

For the purposes of the Resident's work requiring a crane in the vicinity of the REM infrastructure, the Resident must comply with the Safe Distances and provide for review by the Operating Company and the Operator the following documents:

- i. The detailed work methods signed and sealed by an engineer including the equipment list;
- ii. The security and control measures put in place to protect all REM structures;
- iii. The lifting plans and calculations signed by an engineer, if applicable;
- iv. The crane compliance report and visual inspection report, if applicable;
- v. The crane charter, if applicable;
- vi. The design of the pads under the crane legs, if applicable, including the load-bearing capacity and ground pressure calculations;
- vii. A certificate of compliance of the crane installation platform, signed by a geotechnical engineer from the client's laboratory, validating the overall stability and bearing capacity of the backfill for lifting operations;
- viii. The competency cards for crane operators.

5.2.4 Step 3: Categorization of the Intervention Permit application

At this stage of the process, the Operator, at its discretion, categorizes the Planned Work as minor Work or major Work.

Each Intervention Permit application for minor or major Work shall require payment of file-opening fees by the Resident to allow the Operating Company and the Operator to assign the necessary human resources for analysis. Applicable fees are set out in **Schedule C**.

A. Minor Work

- i. Inspection work;
- ii. Maintenance work;
- iii. Request for access to the REM Right-of-Way (e.g., photo and video shoots, surveying, training).

Upon receipt of an Intervention Permit application for minor Work, the Operating Company and the Operator shall diligently analyze the application in order to respond within approximately twenty (20) Business Days of receipt of an application deemed satisfactory and complete by the Operating Company and the Operator.

B. Major Work

- i. Construction work;
- ii. Addition of a structure;
- iii. Major repair or rehabilitation of a structure;
- iv. Work to complete or abandon a structure and restore it to its original state.

Following receipt of the Resident's request, the Operating Company and the Operator shall analyze the request diligently with the objective of responding within approximately sixty (60) Business Days following receipt of a request deemed satisfactory and complete by the Operating Company and the Operator. The fee for analyzing an Intervention Permit application for major Work will be estimated on a cost-plus basis, which will be provided to the Resident in advance.

5.2.5 Step 4: Review of Intervention Permit application

Following receipt of an Intervention Permit application, the Operating Company and the Operator shall analyze the application in accordance with the Review Procedure described below and determine whether the application is accepted. If the application is denied, the Operating Company or the Operator shall inform the Resident of the decision, explaining the reasons for it.

To the extent that the Planned Work requires the Operator's intervention, the Operating Company shall request the Operator to plan and incorporate the Resident's requested intervention into its operation of the REM. All costs related to this intervention will be invoiced to the Resident by the Operator. The Resident is fully responsible for these costs. The Operator will estimate the applicable costs and such estimation will be submitted to the Resident in an agreement of undertaking the payment of the fees, which must be signed by the Resident. The obtainment of the Intervention Permit is conditional to the signature, by the Resident, of the agreement of undertaking the payment of the fees.

A. REM Executive Committee

A pre-feasibility analysis will be performed by the Operating Company for all major Work. Based on the results of this analysis, the Operating Company makes a recommendation to the REM Executive Committee. At its discretion, the REM Executive Committee accepts or rejects the Operating Company's recommendation of whether to proceed with the detailed study of the application for an Intervention Permit and informs the Resident of the decision in writing.

If the REM Executive Committee agrees that the application for an Intervention Permit should be studied in detail by the Operating Company and the Operator, a project manager will be appointed by the Operating Company and a Processing Committee will be created to process the said request and analyze its feasibility.

Specifically, the Operating Company shall form a Processing Committee, which shall include at a minimum:

- i. One (1) representative from the Operating Company's Operations department;
- ii. One (1) representative from the Operating Company's Transactions and Investments department;
- iii. One (1) representative from the Operating Company's Legal Affairs department;
- iv. One (1) representative from the Operating Company's Commercial department; and
- v. Any other representatives that should be involved considering the nature of the application for an Intervention Permit, such as:

- a. Technical representative;
- b. Operator representative;
- c. Other representative (universal accessibility, training, etc.).

Where appropriate, the Processing Committee may require additional documentation (reports, plans, insurance policies, etc.) from the Resident for review purposes or to comply with other terms and conditions established by the Operating Company or the Operator.

If the major Work requires an engineering study, the application will be subject to a feasibility study in which several aspects will be analyzed, including technical, legal and environmental requirements, risks, budgeting and financing of the major Work.

Following the study and analysis of the application for an Intervention Permit, a decision with supporting reasons is communicated to the Resident.

B. Review Procedure

The Operating Company and the Operator will review the required documentation for the purpose of responding to the Resident and commenting on the application for an Intervention Permit within the timeframe provided in sub-section 5.2.4. It is important to note that response times may fluctuate depending on the complexity of the request and the availability of the Operating Company’s and the Operator’s internal resources. The Operating Company does not guarantee any response time, and it is the Resident’s responsibility to ensure proper scheduling of the Planned Work. The response to an Intervention Permit application will include one of the following:

Review status	Status description
Accepted	The Resident’s application for an Intervention Permit is accepted without comment by the Operating Company and the Operator.
Accepted with comments**	The Resident’s application for an Intervention Permit is accepted taking into consideration all comments made by the Operating Company and the Operator. The Resident must confirm acceptance of all comments, otherwise the Resident, Operating Company and Operator must meet and discuss the issues. Following the meeting, a review of the application for an Intervention Permit will be done by the Resident.
Refused	The Resident’s application for an Intervention Permit is refused with comments from the Operating Company and the Operator.

5.2.6 Step 5: Negotiation of an agreement between the Resident and the Operating Company

This step is applicable to major Work only.

Depending on the complexity of the major Work request and if required by the Operating Company, a specific agreement (which may take the form of a construction agreement or a real

estate agreement) will be negotiated and concluded between the Operating Company and the Resident for the execution of the requested major Work. The terms and conditions of payment will be specified.

5.2.7 Step 6: Operator field support provided to Resident

If necessary, the Operator will provide the required field assistance to the Resident at the Resident's expense.

The fees shall be paid by the Resident directly to the Operator according to the method agreed upon with the Resident at the time the application for the Intervention Permit was filed or in accordance with **Schedule C**, as applicable.

The Resident must sign the daily form confirming the Operator's services for all services provided by the Operator.

5.2.8 Step 7: Operator's service and subcontracting to the Resident

The Resident may ask to retain the services of the Operator to perform the Planned Work. If the Operator, at its sole discretion, agrees to perform such services, a specific contract shall be entered into between the Resident and the Operator setting forth the scope of services required for the purposes of the Planned Work and the terms and conditions of the fees to be paid by the Resident.

5.2.9 Step 8: Issuance of the Intervention Permit

After analysis of the application for an Intervention Permit and related documents in the Review Procedure, if the application is accepted and is in accordance with the conditions determined by the Operating Company and the Operator, the latter shall issue the Intervention Permit setting forth the conditions for carrying out the Work.

Any Intervention Permit will allow access to the Work Area and will provide a specific validity period for the Planned Work.

Any Intervention Permit may be revoked by the Operating Company or the Operator in the event of failure to comply with any of the conditions of the Intervention Permit that may be provided for in such permit. In addition, the Operating Company or the Operator may request the immediate cessation of any Planned Work if the Resident fails to comply with all applicable safety measures and standards.

5.2.10 Step 9: Performance of Planned Work

The Resident may begin the Planned Work following receipt of the Intervention Permit issued by the Operator. Upon issuance of the Intervention Permit, the Resident shall notify the Operating Company and the Operator of the effective date of commencement of the Work, if a date of commencement of the Work is not indicated on the Intervention Permit.

The Resident shall carry out the Planned Work in accordance with the terms of the Intervention Permit and the Good Practice and shall provide oversight with the on-site support of the Operator's Representative, if required.

Any change to the Work authorized under an Intervention Permit, including a change in the design, schedule, equipment, work method or materials used, shall require prior written approval by the Operating Company and the Operator. In order to approve such change, the Resident shall promptly submit such documents as may be required or requested by the Operating Company or the Operator, which shall be reviewed in accordance with the Review Procedure, with such adjustments as may be necessary.

Any Intervention Permit may provide for specific conditions regarding the execution of the Planned Work, particularly with respect to safety, environmental obligations, insurance, restoration and cleanup of the Work Area and the responsibility of the Resident. In addition, during the carrying out of said Work, the Operating Company and the Operator reserve the right to require, at the Resident's expense, any of the following conditions:

- i. The presence of an Operator Representative in the Work Area;
- ii. A start-up meeting;
- iii. An analysis of the premises before and after the carrying out of the Work;
- iv. The presence of a flagger for the movement of rolling stock on the REM tracks in the Work Area;
- v. The presence of a quality assurance and control auditor;
- vi. Tests in specialized laboratories;
- vii. The presence of an expert in a technical field related to the Work;
- viii. Joint and increased monitoring of the Work carried out near the REM infrastructure;
- ix. Work performed outside of the Operating Company's hours of operation;
- x. Performance of the Work during specific time slots;
- xi. Constraints on implementation based on the impact on the REM infrastructure;
- xii. Constraints on the use of certain types of rolling stock, specialized equipment or special tools to be used by the Resident;
- xiii. Additional health and safety measures;

5.2.11 Step 10: Completion of Work and Intervention Permit

Upon completion of the Planned Work, the Resident shall restore the Work Area in accordance with the terms of the Intervention Permit and confirm their departure to the Operating Company and the Operator. The Intervention Permit shall thereafter be cancelled by the Operator.

5.3 Emergency Work

This section 5.3 describes the process for obtaining an Intervention Permit for the purpose of conducting Emergency Work by the Resident and the terms and conditions applicable to the Resident, Operator and Operating Company with respect to coordination with emergency services.

5.3.1 Process

Flowchart 3, in **Schedule F**, outlines each of the steps that must be followed in order to obtain an Intervention Permit for Emergency Work.

5.3.2 Step 1: Detection of an incident

If the Resident, Operator or Operating Company identify an incident leading to an emergency situation, including any situation that poses an imminent risk to the health and safety of individuals, including users, or an imminent risk to the proper operation, repair and maintenance of the REM and its infrastructure, a Resident Structure or a structure or infrastructure in the vicinity of the REM Right-of-Way, it shall notify the other entities as follows:

- For an emergency situation identified by the Operating Company and the Operator, it is expected that in the event of a major incident within the Operating Company's REM Right-of-Way with a potential impact on the Resident's infrastructure:
 - The Operator contacts 9-1-1 services directly;
 - 9-1-1 services will then notify the Resident;
 - Emergency services will then call the Resident.
- For an emergency situation detected by the Resident, it is provided that upon identification of an event constituting an emergency for a structure, system or infrastructure of the Resident:
 - The Resident contacts 9-1-1 services directly;
 - 9-1-1 services will then notify the Operator;
 - Emergency services will then call the Operator.

5.3.3 Step 2: REM shutdown

In any situation where Emergency services are dispatched to the scene:

- i. Emergency services may request that REM train operations be stopped in the event of a major incident at one of the Resident Structures or in the vicinity of the REM Right-of-Way;
- ii. It is understood that for any emergency intervention, Emergency services will report to the location determined by the Resident and a command post will be established;

- iii. The Operator will perform a service shutdown at the Resident's request, following a request specifically made to the Manager of the Emergency Operations Centre (EOC).

To the extent that a Resident causes an interruption of service, whether due to its fault or to a Resident's Structure, it will be charged for all fees and costs related to such interruption of service.

5.3.4 Step 3: Coordination between the Resident and the Operator

The Resident shall coordinate their actions with the Operating Company and the Operator in order to carry out the Emergency Work and shall ensure its oversight with the support of the Operator, which may, at its discretion, deploy an Operator Representative to the Work Area.

To the extent that an Operator Representative is required to travel to the Work Area, the Resident shall pay the fee set out in Schedule C.

Emergency Work requires the prior obtaining of an Intervention Permit.

5.3.5 Step 4: Operator field support provided to Resident

The provisions of sub-section 5.2.7 apply to this step.

5.3.6 Step 5: Operator's service and subcontracting to the Resident

The provisions of sub-section 5.2.8 apply to this step.

5.3.7 Step 6: Issuance of an Intervention Permit

The Operating Company may, at its discretion and on such terms and conditions as it determines, allow the Resident access to a Non-Intrusion Area without the issuance of an Intervention Permit.

However, the Operating Company may revoke this authorization at any time and require an Intervention Permit.

For Emergency Work, the Operating Company shall determine the form and conditions applicable to the Intervention Permit application, depending on the circumstances. If said application is accepted and in accordance with the conditions determined by the Operating Company and the Operator, the Operator shall issue the Intervention Permit.

Any Intervention Permit will allow access to the Work Area and will provide a specific validity period for Emergency Work. The Operating Company and the Operator shall retain discretion in determining the merits of the Intervention Permit application and may attach special conditions to the Intervention Permit based on the specific circumstances of the application.

5.3.8 Step 7: Performance of the Emergency Work

The provisions of sub-section 5.2.10 apply to this step.

5.3.9 Step 8: Completion of Emergency Work and Intervention Permit

The provisions of sub-section 5.2.11 apply to this step.

6. INSURANCE

The basic insurance coverage requirements to be subscribed by the Resident will be provided to the Resident.

Notwithstanding any provision to the contrary, the Operating Company and the Operator may provide for specific insurance terms and conditions as part of the terms and conditions governing Intervention Permits granted pursuant to the processes set forth in the Protocol.

In all cases, the Resident shall remain responsible for assessing the risks associated with the Resident's Work and for ensuring that adequate insurance is obtained and maintained to protect the Operating Company, the Operator and any third party who may suffer damage or loss in connection with the performance of the Resident's Work as a result of the acts or omissions of the Resident, a Contractor, and their respective mandataries, subcontractors, employees, agents and representatives.

7. CONTACT INFORMATION

7.1 General

All communications under this Protocol shall be made in accordance with the provisions of the Protocol and this article 7.

7.2 Contact information for the Operating Company

The contact information for the Operating Company is as follows:

By mail: Projet REM S.E.C.

 1000, place Jean-Paul-Riopelle

 Montréal (Québec) H2Z 2B3

By email: Attention (To):
Operations
Email: exploitationREM@rem.info

with carbon copy (CC):

Land Acquisition Legal Affairs
Email: immobilier@rem.info Email: affairesjuridiques@rem.info

For all document management questions:

Email: gestiondocumentairerem@rem.info

7.3 Contact information for the Operator

It is understood that communications with the Operator are solely between the Command Centre Supervisor and the Emergency Operations Centre (EOC) Manager. All communication with stakeholders on the event site is through them.

For Works info requests for Residents and Info-Excavation (website: <https://www.info-ex.com/>) the contact information for the Operator (by phone or email) are as follows:

Normal work hours on Business Days

Contact information to be used by the Resident, on weekdays, from Monday to Friday, between 8:00 a.m. and 5:00 p.m.:

Operator Info-Work

Telephone: 514-338-0088
Email: travaux@gpmmom.ca

Other work hours

Contact information to be used by the Resident on weekdays, from Monday to Friday, between 5:00 p.m. and 8:00 a.m. and on a day that is not a Business Day:

Command Centre

Telephone: 514-338-0069

Email: supvpcc@gpmmom.ca

The Resident may note that the Command Centre will contact the relevant Operating Company personnel to provide support to the Resident.

7.4 Request for information

The Resident must follow the request for information management process in **Schedule E** for all requests for information,

Schedule A Definitions

- “**9-1-1 Services**” means the primary emergency services call centres and/or secondary dispatch centres.
- “**Business Day**” means any day other than a Saturday, Sunday or any other day on which banking institutions in Montréal, Québec are closed for regular commercial banking operations.
- “**Caution Area**” means an area in the vicinity of the REM Right-of-Way that requires additional security measures and is shown as “orange” and delimited with “orange” lines on all interface drawings of the REM Right-of-Way.
- “**Command Centre**” means the Operator’s central control station.
- “**Contractor**” means the representatives, mandataries, suppliers, manufacturers, subcontractors (at all levels) and any other third parties commissioned by the Resident in connection with the performance of the Resident’s Work and where applicable in the context, their respective officers, advisors, mandataries and employees.
- “**Emergency Services**” means paramedics, police officers and/or firefighters.
- “**Emergency Work**” means Work Requiring an Intervention Permit that must be performed by the Resident or any of their Contractors, which is urgent in nature and is imperative to ensure the safety of users and to maintain any of the Resident’s Structures in a state of good working order, repair and maintenance.
- “**Good Practice**” means the exercise of the degree of skill, diligence, care and foresight that would be expected of a competent and experienced person in design, construction and in similar circumstances and/or conditions.
- “**Inspection**” means a method of formal verification, with or without instruments, performed by a specialist for the purpose of examining or monitoring the overall condition of an infrastructure or facility against applicable standards.
- “**Intervention Permit**” means the permit issued by Operator for the purpose of performing carrying out Work Requiring an Intervention Permit. The Intervention Permit can be for Planned Work or Emergency Work.
- “**Intrusive Work**” means any Work carried outperformed within the Non-Intrusion Area, as well as any Work carried outperformed on, over, or under a guideway as defined in the *Act to ensure safety in guided land transport* or the Regulation.
- “**Non-Intrusion Area**” means an area that is continuously monitored by the Operator’s personnel at the Command Centre and to which access by any person is restricted, which area is shown in “red” and delimited with “red” lines on all interface drawings of the REM Right-of-Way.

- “**Non-Intrusive Work Within a Caution Area**” means all Work requiring the presence of a person, equipment, or tool outside the REM Right-of-Way but within a Caution Area.
- “**Non-Intrusive Work**” means all Work carried out performed outside the REM Right-of-Way or otherwise agreed to with the Operating Company pursuant to the terms of a specific agreement with the Resident.
- “**Operating Company**” has the meaning set out in Section 1 of this Protocol.
- “**Operator Representative**” means the person deployed on site by the Operating Company or the Operator to coordinate the Resident’s Work, facilitate communications, and provide assistance as needed to the Resident.
- “**Operator**” means the Operating Company supplier providing all rolling stock and systems operation and maintenance activities for such rolling stock, equipment, systems, facilities and infrastructure.
- “**Other Owners**” has the meaning set out in Section 1 of this Protocol.
- “**Planned Work**” means Work Requiring an Intervention Permit that is planned in accordance with this Protocol.
- “**Protocol**” means this Access Protocol.
- “**Regulation**” has the meaning set out in Section 1 of this Protocol.
- “**REM Executive Committee**” means the executive committee comprised of Operating Company representatives.
- “**REM Right-of-Way**” means the volumes of space in which the REM infrastructure and rolling stock are located, as described and illustrated in a non-limitative manner in **Schedule D** of this Protocol.
- “**REM**” has the meaning set out in Article 1 of this Protocol.
- “**Resident Structure**” means all buildings, roads, fences, pipes, equipment, gate houses, structures installed or otherwise placed by (or at the request of or owned by) the Resident under, in, or above the REM Right-of-Way.
- “**Resident’s Work**” means Non-Intrusive Work, Non-Intrusive Work Within a Caution Area, and Intrusive Work.
- “**Resident**” means any Person (i) owning a Resident Structure, (ii) responsible for the maintenance, upkeep or operation of a Resident Structure, or (iii) having rights in real property abutting the REM Right-of-Way or located within the Caution Area.
- “**Review Procedure**” means the procedure for reviewing documentation related to an Intervention Permit application.
- “**Risk Analysis**” means the document in which the following information is recorded:

- Identification of each of the risks (severity, occurrence, etc.) that may affect the Planned Work;
 - Identification of mitigation measures planned to reduce the level of risk and quantification of residual risk occurrences and consequences;
 - Description of the flowchart used for risk management;
 - Documentary support to list all decisions and authorizations for activities and work.
- **“Safe Distances”** means the distances below:

- Any Resident infrastructure considered conductive must be located at a minimum distance of 100 mm (4.00 in.) from the active (live) parts of an overhead contact line (the **“OCL”**) and from any structure considered conductive to avoid an electrical arcing situation in case of a short circuit on the side of the OCL (refer to the EN 50119 standard) In addition, this infrastructure must respect minimum distances (refer to EN 50119) of:
 - 4.00 m (13.12 ft) from the vertical axis of the OCL system and,
 - 2.00 m (6.56 ft) from the highest point of the OCL system.

Within these distances, the substructure must be grounded by being connected to the traction return circuit via a voltage limiter (VLD-F) to avoid the risk of indirect electrical contact in the event of a break or fault in the OCL and/or a rolling stock pantograph;

- A distance of 1.00 m (3.28 ft) around the pillar above ground level during Work around the pillars of the REM overhead structures;
- A distance of 1.00 m (3.28 ft) under the components of the REM overhead structures;
- A minimum distance of 5.00 m (16.40 ft) from the outer rail of each REM track. For a single track, this implies 5.00 m (16.40 ft) from each rail, excluding the distance between the rails for a total of 10.00 m (32.80 ft);
- A minimum distance of 3.00 m (9.84 ft) from any active (under active voltage) part of the OCL system (refer to EN50122-1 or IEC62128-1);
- An excavation distance of 15.00 m (50.00 ft) for each type of Excavation Work around overhead structure pillars, near an open cut, near a cut-and-cover or near a tunnel (e.g., airport tunnel and Mont-Royal tunnel) of the Operating Company;
- For excavation Work near the REM infrastructure, the excavation distance is to be determined on a case-by-case basis according to the planned excavation depth and the geotechnical characteristics of the soil in place;
- For aboveground work and to the extent that the presence of equipment or vehicles is required in the vicinity of the REM infrastructure, a safe distance must be maintained at all times to:
 - Protect the integrity of the infrastructure;

- Ensure access to equipment and facilities, and;
 - Clear the space required for the means of evacuation or identified for the REM.
- **“Work Area”** means the area within which the Work will take place.
 - **“Work Method”** means the methodology planned to carry outperform the Resident’s Work, the types of equipment used, as well as planned temporary work or structures, infrastructure protection measures, employees, schedule (e.g., overall schedule, 15-minute schedule, 3-week schedule), and duration of each activity.
 - **“Work Requiring an Intervention Permit”** means all Intrusive Work, including Emergency Work and Planned Work.
 - **“Work”** is defined as any work or activity, including any design, construction, completion, testing, maintenance, rehabilitation, servicing, inspection, abandonment, whether in connection with a Resident Structure or otherwise.

Schedule B
Intervention Permit Application Form

B.1: Intervention Permit Application Form

This form is applicable to the entire REM route and must be completed and sent to the Operating Company by Residents who wish to carry out Work Requiring an Intervention Permit. The Resident must use the current version of the form, which is available in MSWord format at [Rules and safety | REM](#).

The form is made up of several sections to be filled out according to the nature of the Work to be done. Only the applicable sections need to be completed.

B.2 Geotechnical Form

If the Work requires a geotechnical analysis, the Resident shall complete and submit to the Operating Company the Resident's Work geotechnical form, available in MSWord format on the website: [Rules and safety | REM](#).

Schedule C **Fees**

C.1. Introduction

In the context of the Resident's Work, fees may be claimed by the Operating Company and/or the Operator in order to carry out some of the activities in cohabitation and ensure everyone's safety.

All Operating Company and Operator costs related to applications for Intervention Permits, including costs related to the analysis and document reviews performed as part of the Review Procedure, activities related to the Resident's Work during the commercial operation of the REM, and traffic delays on the REM network due to the Resident's Work, shall be entirely assumed by the Resident.

These costs may include, but are not limited to, engineering, plan review, flaggers, locating underground cables and conducts, Work supervision, and second opinions. The Operating Company's and/or the Operator's costs will be billed in detail on the basis of actual costs, adjusted by the percentages indicated, plus applicable taxes.

In the event the Resident withdraws from the carrying out of the Work, the Resident will have to pay all the costs incurred by the Operating Company and/or the Operator until the Operating Company and the Operator are informed of such withdrawal.

All amounts provided for in this schedule are valid for the year 2023 and are subject to annual indexing and/or may be otherwise modified by the Operator.

C.2. File Analysis Fees

For Planned Work qualified as minor Work by the Operating Company, fees for the analysis of the file must be paid by the Resident before the request for the Intervention Permit is analysed.

For Planned Work qualified as major Work by the Operating Company, fees for the analysis of the file must be paid by the Resident before the request for the Intervention Permit is analysed. Furthermore, the Operating Company and the Operator may require additional resources to analyse the file or negotiate and conclude a specific agreement with the Resident. Fees for project management, engineering and implementation assistance shall be assessed and determined by the Operator and/or Operating Company on a case-by-case basis depending on the level of complexity of the major Work.

C.2.1 Operating Company's file-analysis fees

The file analysis fees charged by the Operating Company will be communicated to the Resident, from time to time, by written notice or will be available at the following website: [Rules and safety | REM](#).

C.2.2 Operator’s file-analysis fees

For information purposes, the following administrative fees may be required by the Operator:

Table C.2: File Analysis Fees by the Operator

#	ACTIVITIES	DETAILS	FEES FOR 2023
1	Request for Intervention Permit without installations or plans	Opening of file, evaluation, and file closing (file processing that does not exceed 5 hours-person)	\$750
2	Request for Intervention Permit with installations, review of plans and work methods	Opening of file, evaluation, and file closing (file processing that does not exceed 10 hours-person) Plans analysis, work methods, operational and technical impacts.	\$1,500
3	Additional review of the Intervention Permit requests	(File processing that does not exceed 5 hours-person)	\$750

C.3. Operator Field Support Fees

In accordance with the Protocol and where applicable, the Operator shall assist the Resident in the carrying out of their Work. To do so and to ensure the safety of the Work, an agreement between the Resident, the Operating Company and the Operator must be negotiated and concluded.

For information purposes, the fees for field assistance by the Operator are as follows:

Table C.3: List of Operator Fees by Trade for Field Support

#	TRADE	DETAILS	FEES FOR 2023
1	Work Supervisor	Based on the required expertise	\$125/hr
2	Flagger	N/A	To be determined

C.4. Fee for the use of an Operator’s flagger

The Operator’s flagger ensures the protection of workers and that the Operating Company’s facilities remain in a satisfactory condition during and after the performance of the Resident’s Work.

During the REM’s operations and commercial service, the presence of an Operator flagger may be required, at the sole discretion of the Operating Company and the Operator for:

- Intrusive Work;
- Blasting Work or activities to be carried out in a Caution Area or on, over or under properties adjacent to the REM Right-of-Way;
- Work or activities to be carried out in a Caution Area or in, above or below properties adjacent to the REM Right-of-Way to the extent that such Work poses a risk to the safety of the Operator’s personnel, operations or facilities.

In the event of non-compliance with any condition of the Intervention Permit relating to the requirement for a flagger an amount of five thousand dollars (\$5,000.00) shall be charged to the Resident by the Operating Company as a penalty for each non-compliance with such requirement, without limiting any other remedy of the Operator under the Protocol or any applicable law.

C.5. Operator’s service and subcontracting fees

If required due to the nature of the Resident’s Work, the Resident may ask to retain, at its expense, the services of the Operator for the performance of said Work. If the Operator, at its sole discretion, agrees to perform such services, a specific contract shall be entered into between the Resident and the Operator setting forth the scope of services required for the purposes of the Work and the terms and conditions relating to the fees to be paid by the Resident.

For information purposes, the fees for the services provided to the Resident by the Operator are as follows:

Table C.5A : Operator File Analysis Fees

#	INTERNAL RESOURCES	DETAILS	FEES
1	Professional fees	Based on the required expertise (e.g., engineer)	\$150/hr
2	Foreman	Based on the required expertise	\$125/hr
3	Flagger	N/A	To be determined
4	Supervisor	Based on the required expertise	\$125/hr
5	Technician	Based on the required expertise (e.g., Technician in architecture, structure, quality, SSE)	\$110/hr
6	Professional	Based on the required expertise (e.g., Master plumber/electrician, lift operator, high pressure welder)	\$110/hr
7	Unskilled trade	Various services (e.g., cleaning services)	\$85/hr
8	Other	Base on the required expertise	To be determined

#	EXTERNAL RESOURCES	DETAILS	FEES FOR 2023
9	Outsourcing or professional fees	Expert firm or external company	Real costs with a 35% surcharge

Table C.5B: List of Operator Fees for Use of Equipment

#	SERVICES	DETAILS	2023 FEES
1	Equipment	Road and specialized vehicles	\$2,500
2	Storage	Resident's material or equipment on site (outdoor only)	\$5/sq ³ /day

C.6 Applicable conditions to the calculation of the Operators' fees

The following conditions are applicable to the fees charged by the Operator:

- Hourly rates are billed on a minimum daily basis of 8 hours;
- Rates applicable to road and specialized vehicles are billed on a minimum daily basis of 8 hours;
- A surcharge of 150% is applicable to the hourly rates for services carried out during weekends, holidays and at night; and
- Hourly rates are applicable to the time dedicated to the carrying out of services by the Operator as well as time travel of the Operator's resources.

C.7 Other fees of the Operating Company

All of the Operating Company's fees related to the application for an Intervention Permit, including fees related to the analysis and review of documents carried out as part of the Review Procedure, activities related to the Resident's Work during the operation of the REM, traffic slowdowns on the REM network due to the Resident's Work, will be invoiced to the Resident by the Operating Company.

The Operating Company will send the Resident, on a monthly basis, an invoice detailing the actual costs incurred. The total amount invoiced may include a reasonable adjustment of fifteen percent (15%) of the actual costs, which is intended to compensate the Operating Company for the administrative costs generated by the Resident's Work.

C.8 Invoicing

All fees invoiced to the Resident by the Operating Company and/or the Operator in accordance with this Protocol must be paid by the Resident within thirty (30) days of the receipt of an invoice. The Resident must pay the amounts due under this Protocol to the entity (the Operator or the Operating Company) that has issued the invoice. For clarification purposes, the Operating Company will not receive any payment in favor of the Operator for any fees charged by the Operator to the Resident and vice versa.

Schedule D REM Right-of-Way

D.1 REM Network

The Réseau express métropolitain (REM) is a light rail transit system with twenty-six (26) stations that will span Greater Montréal with sixty-seven kilometers (67 km) of tracks. It will connect downtown Montréal, the South Shore, the North Shore (Deux-Montagnes), the West Island of Montréal and Montréal-Trudeau airport in a unified, fully automated electric transit system. Short (2-car) and long (4-car) trains will operate at speeds up to one-hundred kilometers per hour (100 km/h). The figure below shows the REM network and its stations.



Figure D.1: REM Network and its stations

(Source: [Presentation of the Réseau express métropolitain \(rem.info\)](http://rem.info))

D.2 REM Tracks Route

The REM tracks route is divided into three (3) types of categories: underground, ground and overhead. The different routes are described in the sections below.

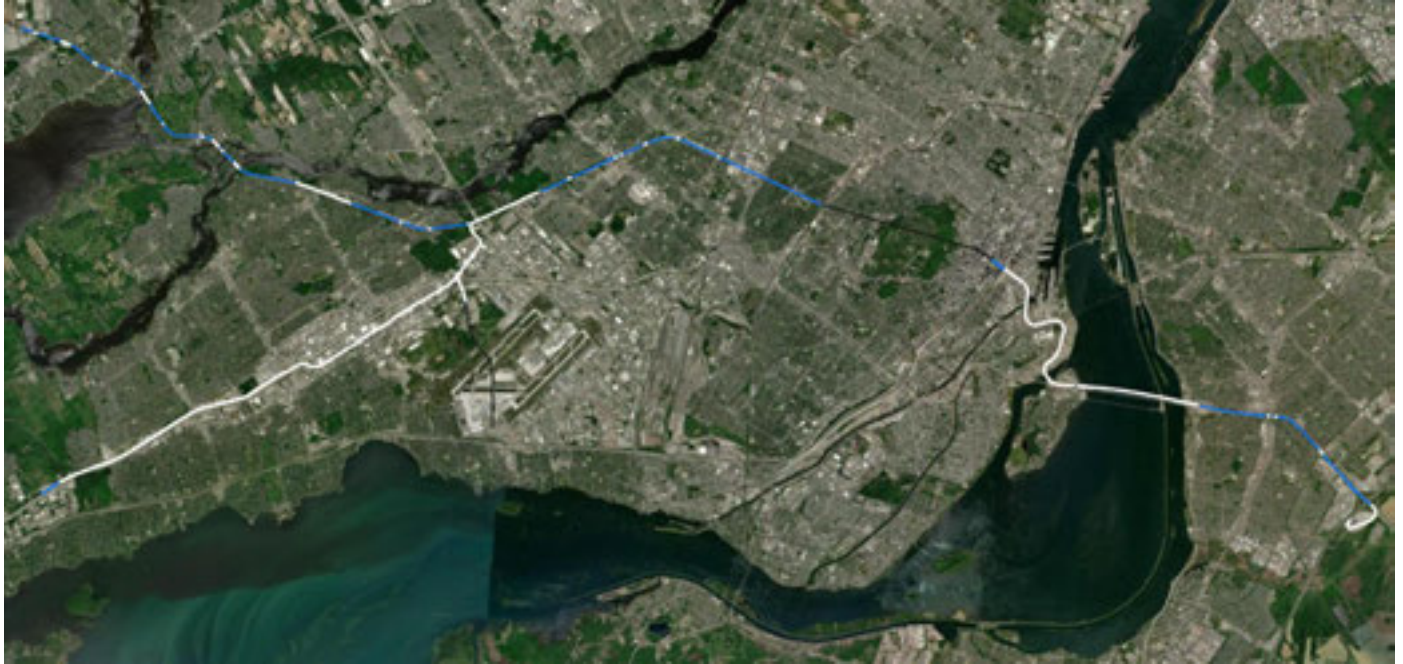


Figure D.3: Underground, Ground and Overhead REM Route (by Colour)

D.2.1 Underground Route

The underground portions of the route are shown in “black” on the “routes” layer. The underground portions are mainly:

- The Mont-Royal tunnel on the Deux-Montagnes branch;
- The cut-and-cover on the Aéroport branch;
- The airport tunnel on the Aéroport branch.

D.2.2 Ground Route

The portions of the ground route are shown in “dark blue” on the “Routes” layer. The ground portions are mainly located on the:

- South Shore branch;
- Deux-Montagnes branch.

D.2.3 Overhead Route

The portions of the overhead route are shown in “white” on the “Routes” layer. The overhead portions are mainly:

- The Central Corridor (also known as the “Transit Corridor”) of the Samuel-De Champlain Bridge;
- The Cross-Country sector on the South Shore branch;
- The portion north of the Pierrefonds-Roxboro station on the Deux-Montagnes branch;
- The Sainte-Anne-de-Bellevue Branch;
- The portion of the Aéroport Branch passing over Highway 40;
- The bridges over waterways;
- The viaducts over transverse roadways.

D.3 Cohabitation between the Operating Company the Other Owners

In order to design the REM, the Operating Company signed cohabitation agreements with the Other Owners. For the concerned locations, the Resident shall contact the Other Owners in addition to the Operating Company and the Operator to carry out their Work.

The table and figure below show the locations where the Operating Company is a tenant of the premises and cohabitation with certain Other Owners must be considered by the Resident in order to obtain all necessary approvals for their Work. To this end, the Resident must first contact the Other Owner(s) concerned in order to take steps to obtain the necessary authorizations for their Work.

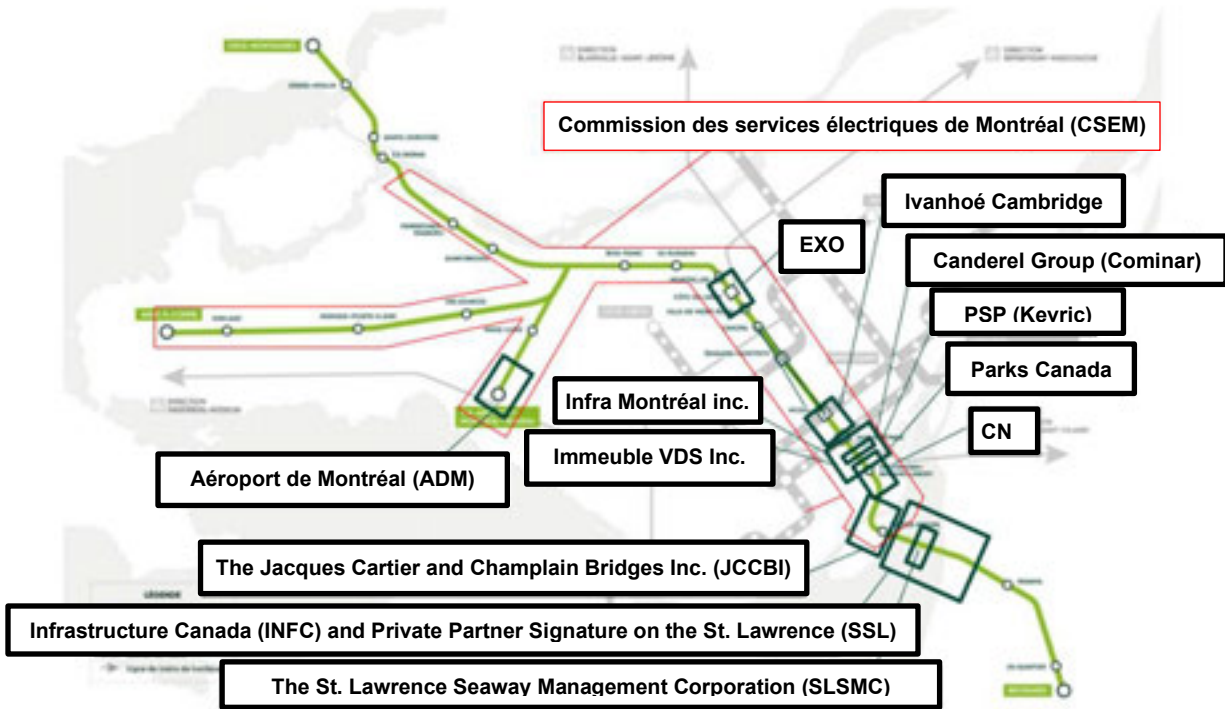


Figure D.4: Cohabitation Between the Operating Company and Other Owners

Table D.2: Cohabitation Between the Operating Company and Other Owners

Kilometre Point (From: – To:)	Other Owners
City of Montreal	Commission des services électriques de Montréal (CSEM) For all underground electrical conducts and overhead lines on the territory of the City of Montreal
108+000 – 107+550	Exo Côte-de-Liesse station (formerly known as “Correspondance A40”)
100+300 – 200+150	Ivanhoé Cambridge Central Station – Place Ville Marie (PVM) McGill Station – Place Montréal Trust (PMT) / Eaton Centre
200+150 – 200+400	Canderel Group (Cominar) Central Station – Concourse
200+000 – 200+550	Infra Montréal Central Station – Under tracks
200+400 – 200+550	PSP (Kevric) Central Station – Place Bonaventure
200+550 – 201+700	Immeuble VDS Inc. (called “Infra Montréal” or “South Viaduct”)
201+700 – 201+800	Parks Canada Lachine Canal
201+800 – 203+500	Canadian National (CN) Canadian National Railway Cross Country

Kilometre Point (From: – To:)	Other Owners
204+800 – 205+300	The Jacques Cartier and Champlain Bridges Inc. (JCCBI) Île-des-Sœurs and Île-des-Sœurs Channel
205+300 – 210+500	Infrastructure Canada (INFC) Samuel-De Champlain Bridge Corridor
208+600 – 208-750	The St. Lawrence Seaway Management Corporation (SLSMC) Seaway under the Samuel-De Champlain Bridge
403+500 – 405+700	Aéroports de Montréal (ADM) YUL-Montréal-Trudeau-Airport station

D.3.1 Chainage

In order to allow precise identification of the various stations and to facilitate referencing along the REM route, kilometre point (KP) chainage is used with all the Residents. It consists of six (6) digits in the format (XYZ+###).

The first letter “X” represents the branch number. The number assigned to each branch is as follows:

Table D.3: Description of Branch Numbers

Branch number	Description
1	Deux-Montagnes branch
2	South Shore branch
3	Sainte-Anne-de-Bellevue branch
4	Aéroport branch

The letters “YZ” indicate the number of kilometres on the branch in question.

The last three digits after the “+” sign (###) represent the distance in metres.

For example, kilometre point 123+450 indicates:

- “1” Deux-Montagnes branch;
- “23” kilometre 23 and;
- “450” the metre 450 after the kilometre 23.

Schedule E
Request for Information Management Process

E.1 Introduction

Throughout the operation of the REM, the Resident must transmit its requests for information (RFI) to the Operating Company via MS Outlook (exploitation@rem.info) and/or the Aconex software managed by the Operating Company. If necessary, the Operating Company shall coordinate any request for information with the Operator.

When requesting information, the following two (2) processes should be followed.

The response times specified in this **Schedule E** are not fixed and actual times may fluctuate depending on the complexity of the request for information and the availability of resources.

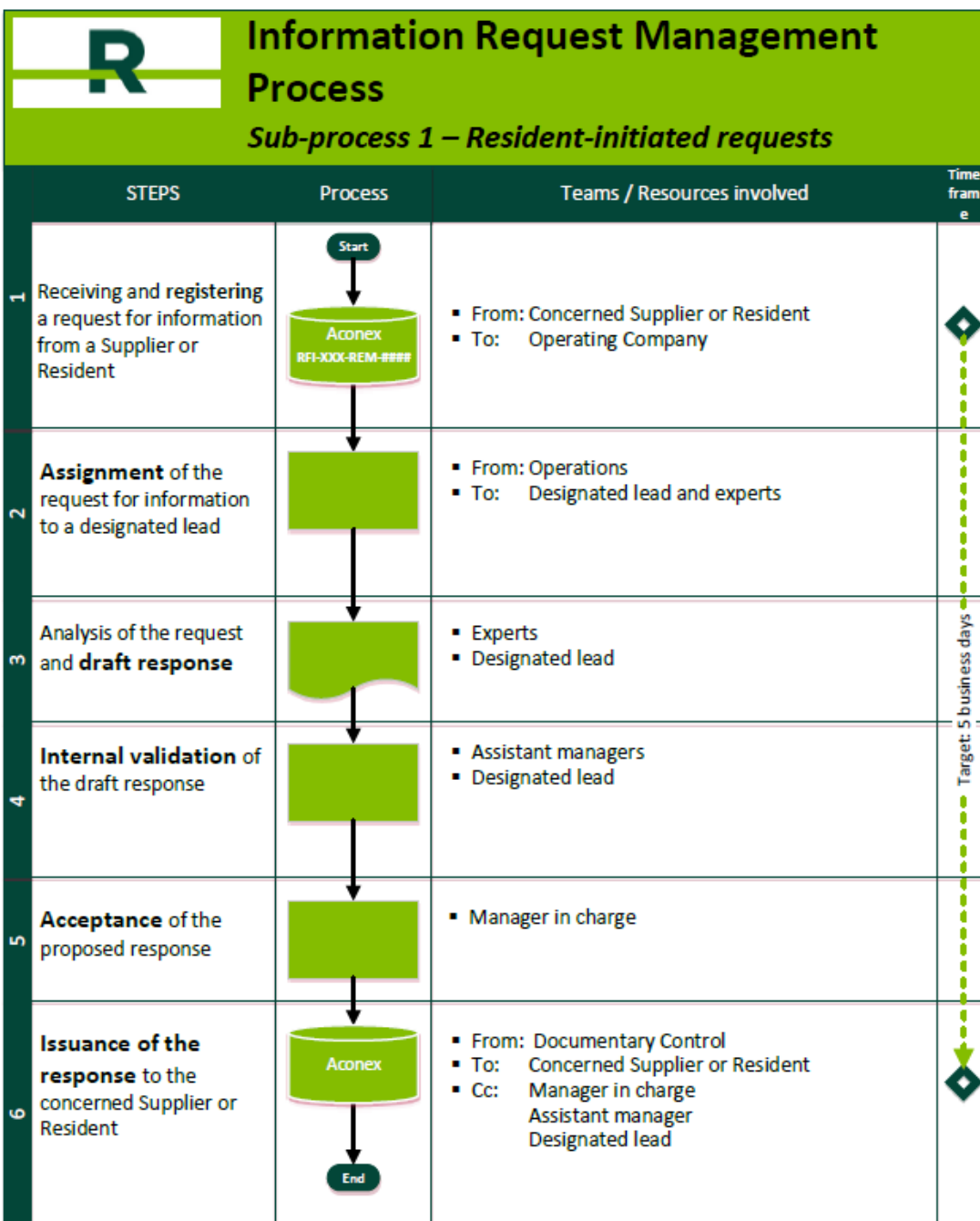
NOTE
<p><u>Aconex Training:</u></p> <p>If required, once a year, training of the Resident's staff in using Aconex software and in completing a Request for information form will be provided by the Operating Company.</p>

E.2 Process #1: Request for information (RFI) issued by the Resident

When a request for information is received via MS Outlook or through the Aconex database, the Operating Company assigns a designated person to prepare a draft response to the questions submitted. If necessary, an internal technical group will be consulted prior to transmitting the proposed response to the Operating Company.

Once all questions in the request for information are answered, the draft response is validated by the Operating Company for acceptance. Upon acceptance of the draft response, the final response is sent to the Resident via MS Outlook or through a formal transmission in the Aconex database.

The time it takes to process a request for information may vary depending on the complexity of the request for information and the availability of resources. For more information, the Resident may refer to *Figure E.1*.





 2023-06-20 - H355608-00000-305-092-0001 Processus de gestion des demandes d'information (simplifié) R01_EN_CDPQJ1372748.vsd (R01)
 2023-07-14 3:44 PM

Figure E.1: Process #1: Resident to Operating Company

E.3 Process #2: Operating Company-Initiated Request

When the Operating Company wishes to obtain information from a Resident, the process begins with the initiator responsible for the questions writing a draft Request for information for internal validation by the Operating Company. After validation and approval by the Operating Company, the Request for information is sent to the Resident.

The expected time to receive a response is approximately five (5) Business Days from the date of issuance. For more information, the Resident may refer to *Figure E.2*.

If necessary, a periodic follow-up is done by the Operating Company every five (5) to ten (10) Business Days during the waiting period until a response is received.

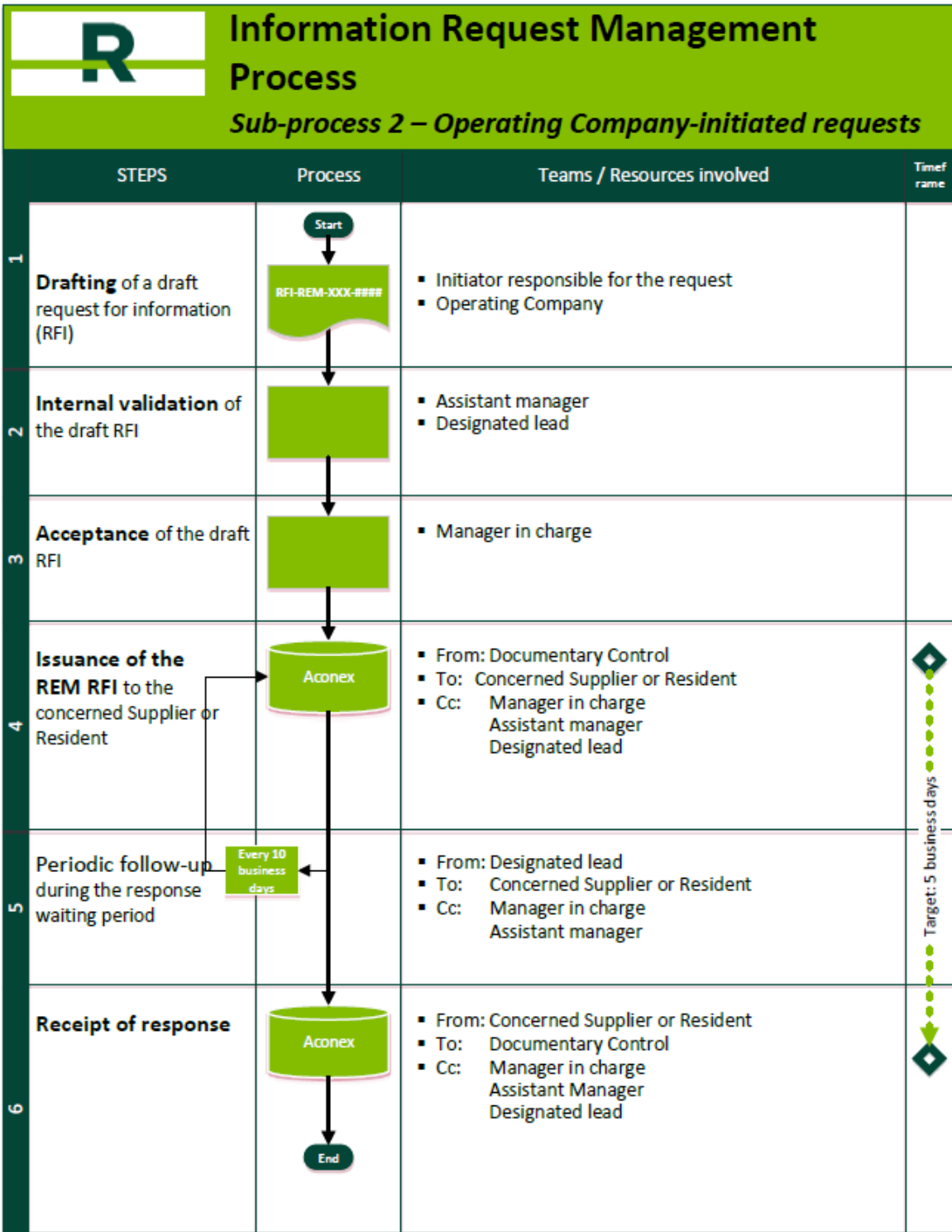


Figure E.2: Process #2: Operating Company to Resident

E. 4 Form

Each Request for information must be structured according to a form designed for this purpose in the Aconex software or available in MSWord format, which includes the following information:

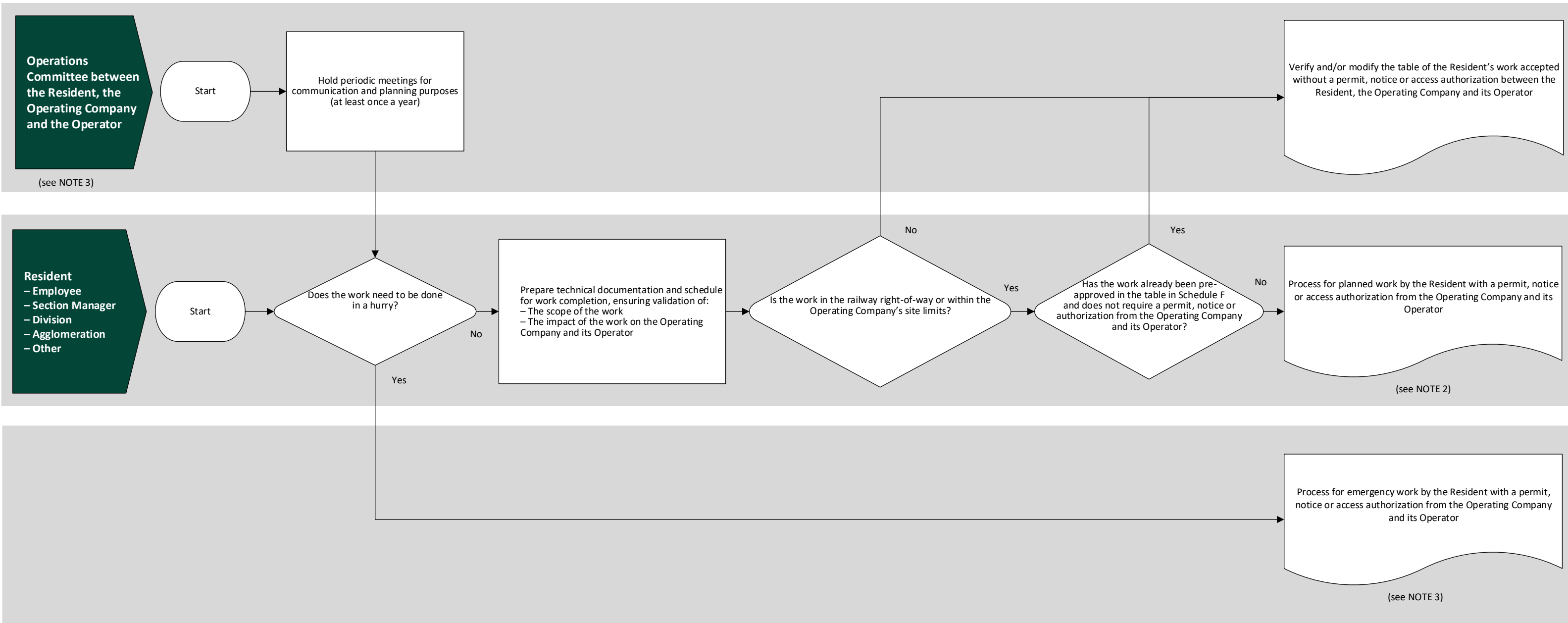
- Request for information number;
- Date of the Request for information;
- Title of the Request for information;
- Location and siting of the request according to the REM chainage (Kilometre Points (KP));
- Timelines and desired date of response;
- Background;
- List of questions.

The Request for information form in MSWord format can be downloaded at: [Rules and safety | REM](#).

Schedule F
Flowcharts

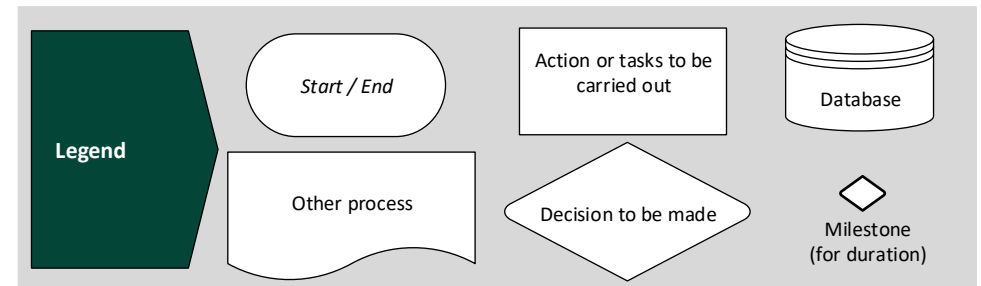
R Flowchart – General for various Resident work processes

(see NOTE 1)



NOTES

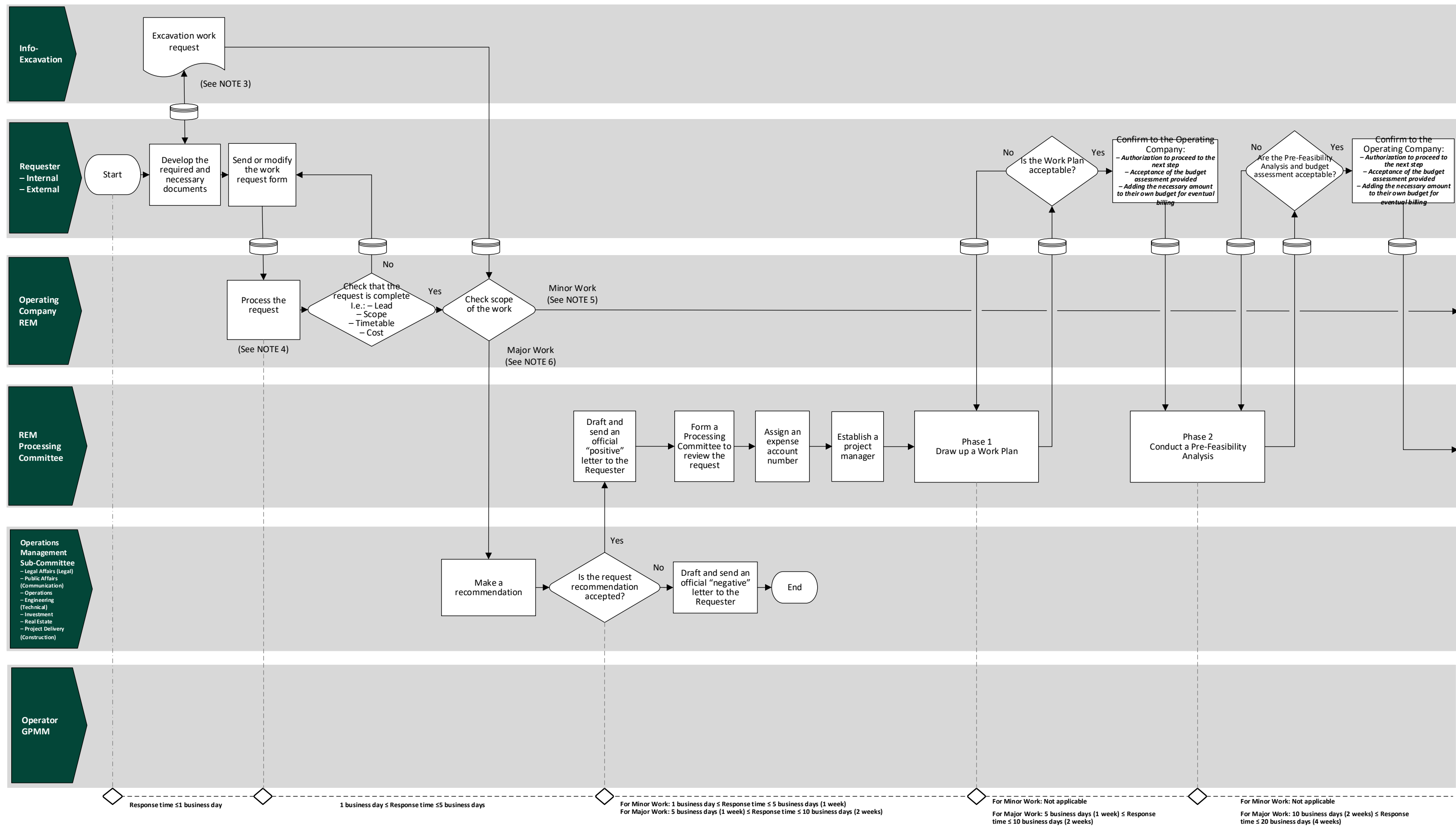
- This flowchart is for planned, emergency and/or priority work by the Resident.
- Planned work includes periodic maintenance, major work and work to complete or abandon structures.
- Emergency work is work required to safeguard an infrastructure, structure or system that is essential to maintaining public safety. The Resident must undertake this type of work as soon as possible in order to:
 - avoid harm;
 - enter the REM right-of-way to carry out intrusive work;
 - avoid causing problems for REM operations.





Type 1 request: Planned Work for a Requester (internal or external) with a permit, notice or access authorization from the Operating Company and its Operator

Flowchart





Type 1 request: Planned Work for a Requester (internal or external) with a permit, notice or access authorization from the Operating Company and its Operator

Flowchart (continued)

Info-Excavation

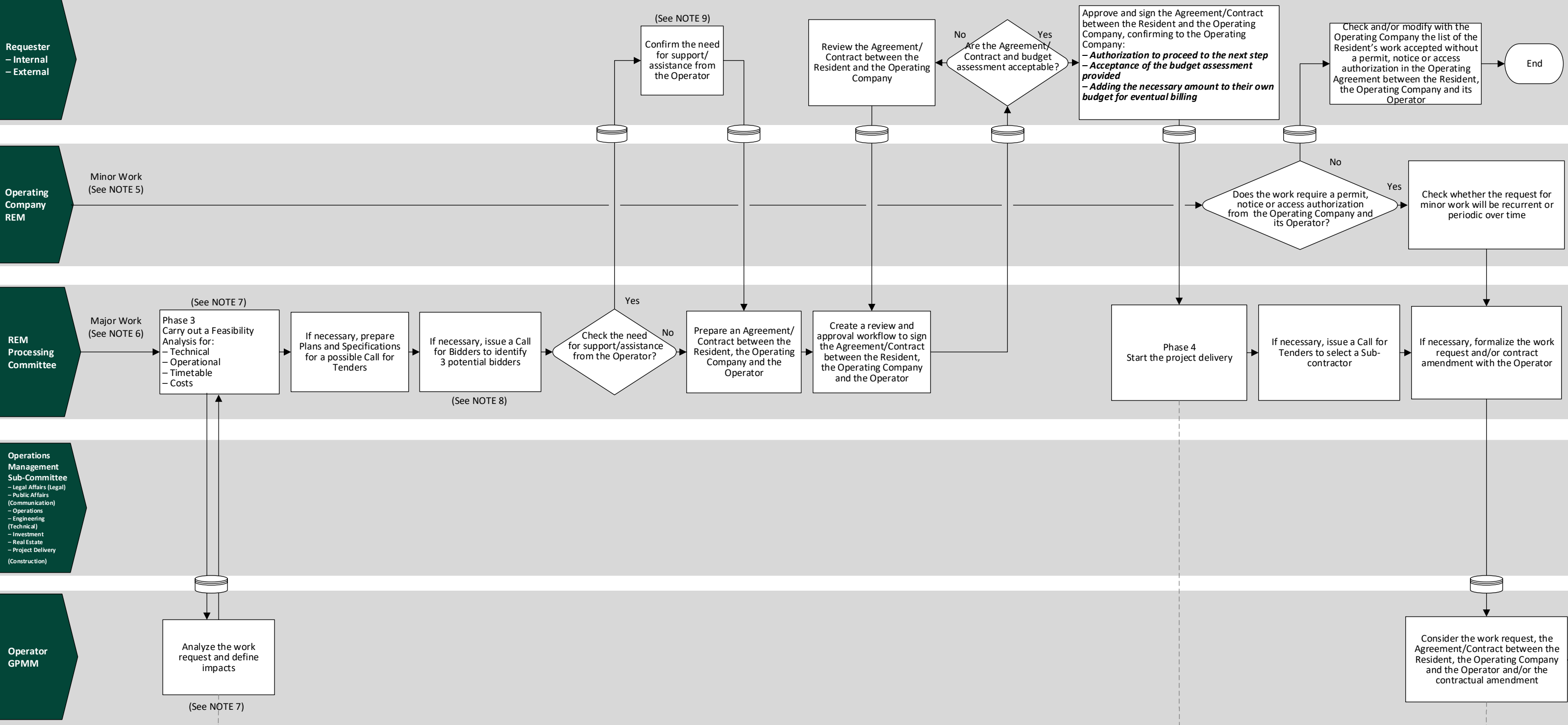
Requester
- Internal
- External

Operating Company
REM

REM Processing Committee

Operations Management Sub-Committee

Operator
GPM



For Minor Work: Not applicable
For Major Work: 10 business days (2 weeks) ≤ Response time ≤ 20 business days (4 weeks)

For Minor Work: Not applicable
For Major Work: 20 business days (4 weeks) ≤ Response time ≤ 60 business days (12 weeks)



Type 1 request: Planned Work for a Requester (internal or external) with a permit, notice or access authorization from the Operating Company and its Operator

Flowchart (continued and end)

Info-Excavation

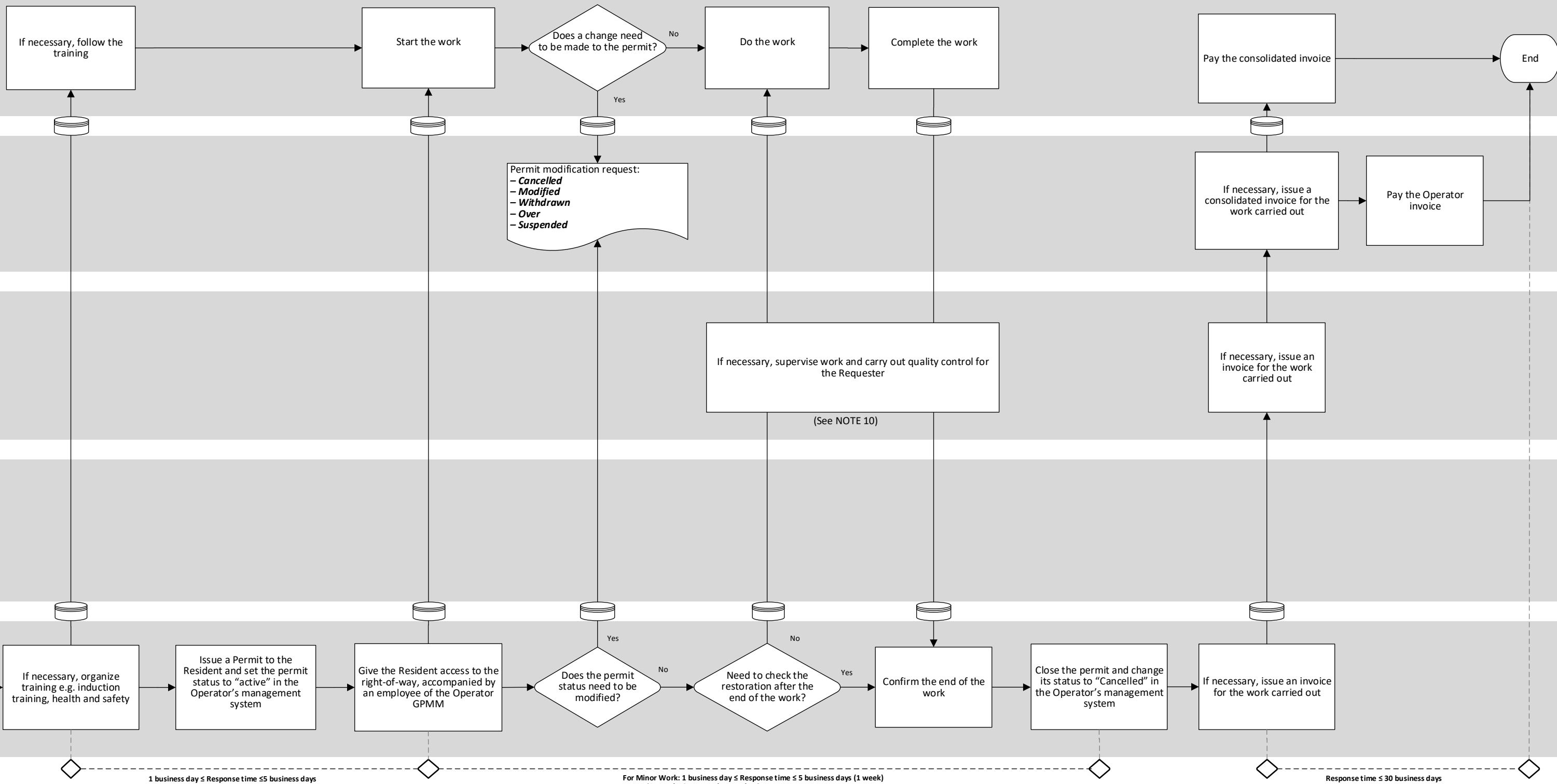
Requester – Internal – External

Operating Company REM

REM Processing Committee

Operations Management Sub-Committee
– Legal Affairs (Legal)
– Public Affairs (Communication)
– Operations (Engineering (Technical))
– Investment
– Real Estate
– Project Delivery (Construction)

Operator GPMM



1 business day ≤ Response time ≤ 5 business days

For Minor Work: 1 business day ≤ Response time ≤ 5 business days (1 week)
For Major Work: On a case-by-case basis

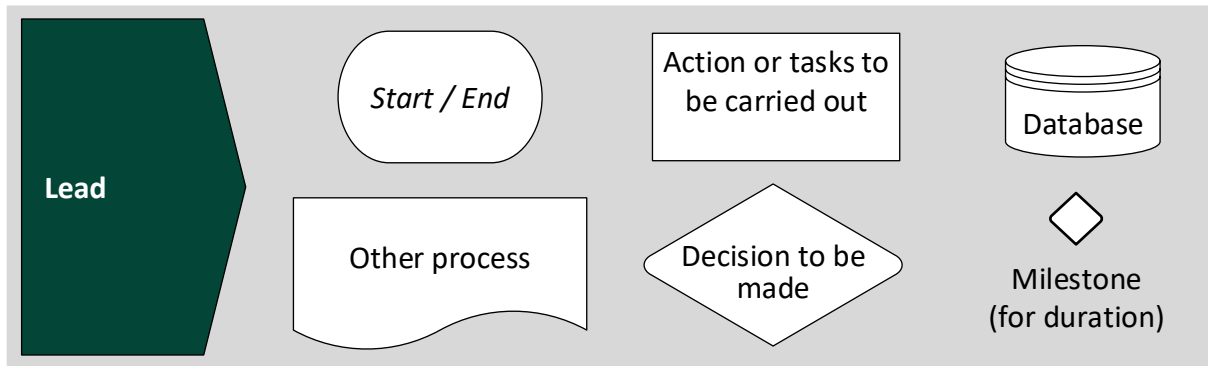
Response time ≤ 30 business days



NOTES

1. This flowchart is for planned, minor, major, emergency and/or priority work requiring a permit, notice or access authorization from the Operating Company and its Operator.
2. This flowchart does not cover emergency work.
3. When required, excavation requests must go through the verification process with Info-Excavation.
4. When processing the work request, priority will be given according to the category of work. The most urgent jobs will be prioritized in the Operator s system.
5. Minor work includes, but is not limited to, inspection work, maintenance work, surveying, marker or meter measurements, site visits or even video footage requiring a request for access to a non-intrusion area within the railway right-of-way. By way of information and example, minor work is:
 - considered as lasting 1 day or less with no impact on REM operations;
 - valued at less than \$100,000 (taxes included) within the meaning of chapter R-20 of the *Act respecting labour relations, vocational training and workforce management in the construction industry*.
6. Major work includes, but is not limited to, construction work, additions to a structure, major repairs to or rehabilitation of a structure, work to complete or abandon a structure, and various studies requiring a request for access to a non-intrusion area within the railway right-of-way. For information purposes, major work is:
 - considered as lasting 2 days or more, with an impact on REM operations;
 - valued at greater than or equal to \$100,000 (taxes included) within the meaning of chapter R-20 of the *Act respecting labour relations, vocational training and workforce management in the construction industry*.
7. During the verification and analysis of the request, the Operating Company and its Operator will carry out impact analyses and add mitigation measures where necessary. For information purposes, the Operating Company and its Operator will analyze the following impacts for each request:
 - Operations
 - Environment
 - Training
 - Health and Safety
 - Technical
 - BIM
8. It is strongly recommended that the designer of the Plans and Specifications perform Supervision of Work and Quality Control. As a general rule, this facilitates exchanges, processing and the relationship between design and project delivery. For jobs requiring several large batches, an internal contract administrator is strongly recommended to handle monthly billing and potential future changes.
9. It is strongly recommended to add an estimating supplier to the list of bidders to have an internal bid for comparison with the bids to be received (a process already in place for the REM Project).
10. If necessary, the Operating Company may be consulted and used as a mediator during discussions on a Support/Assistance Contract between the Resident and the Operator.

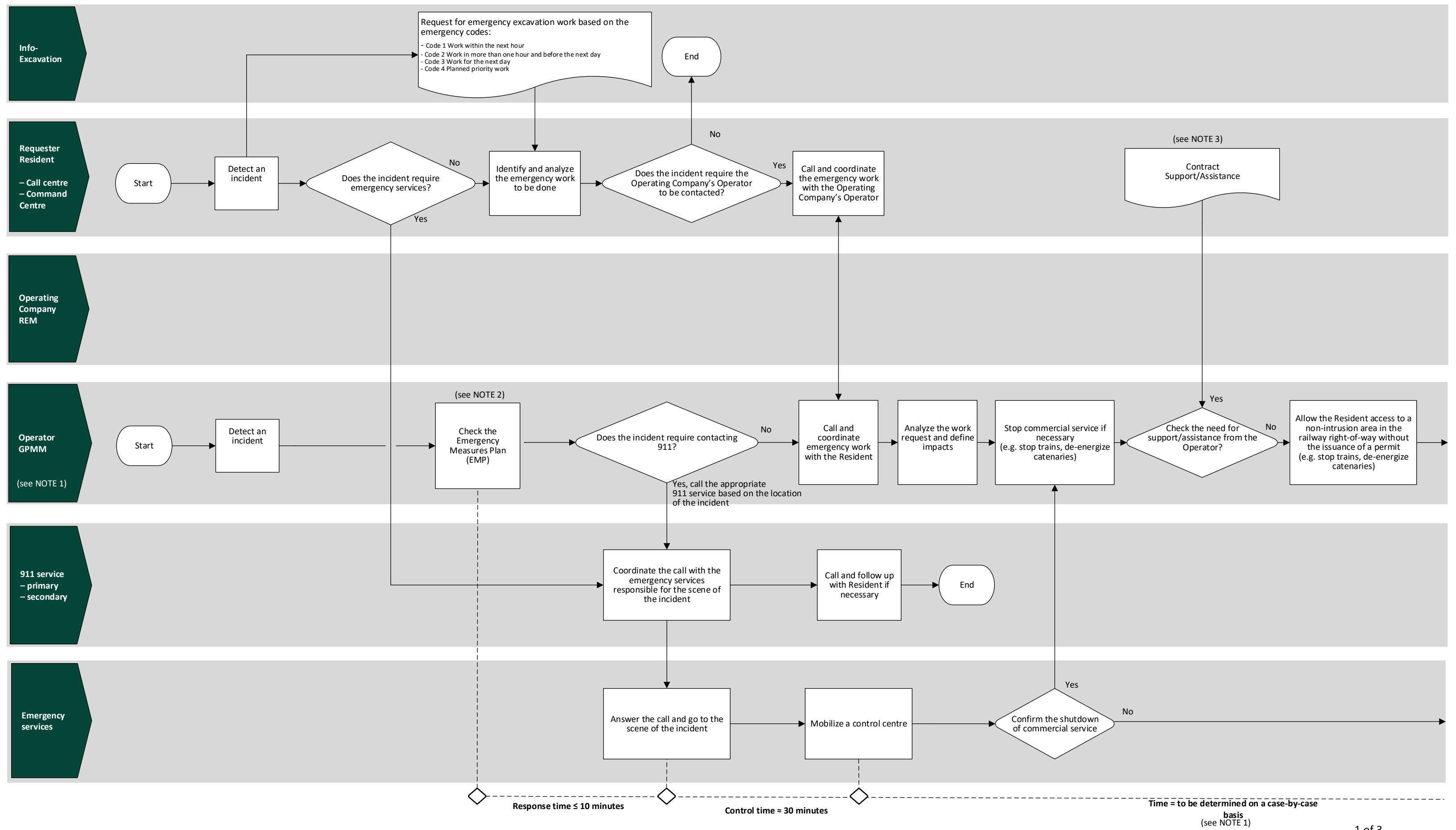
LEGEND





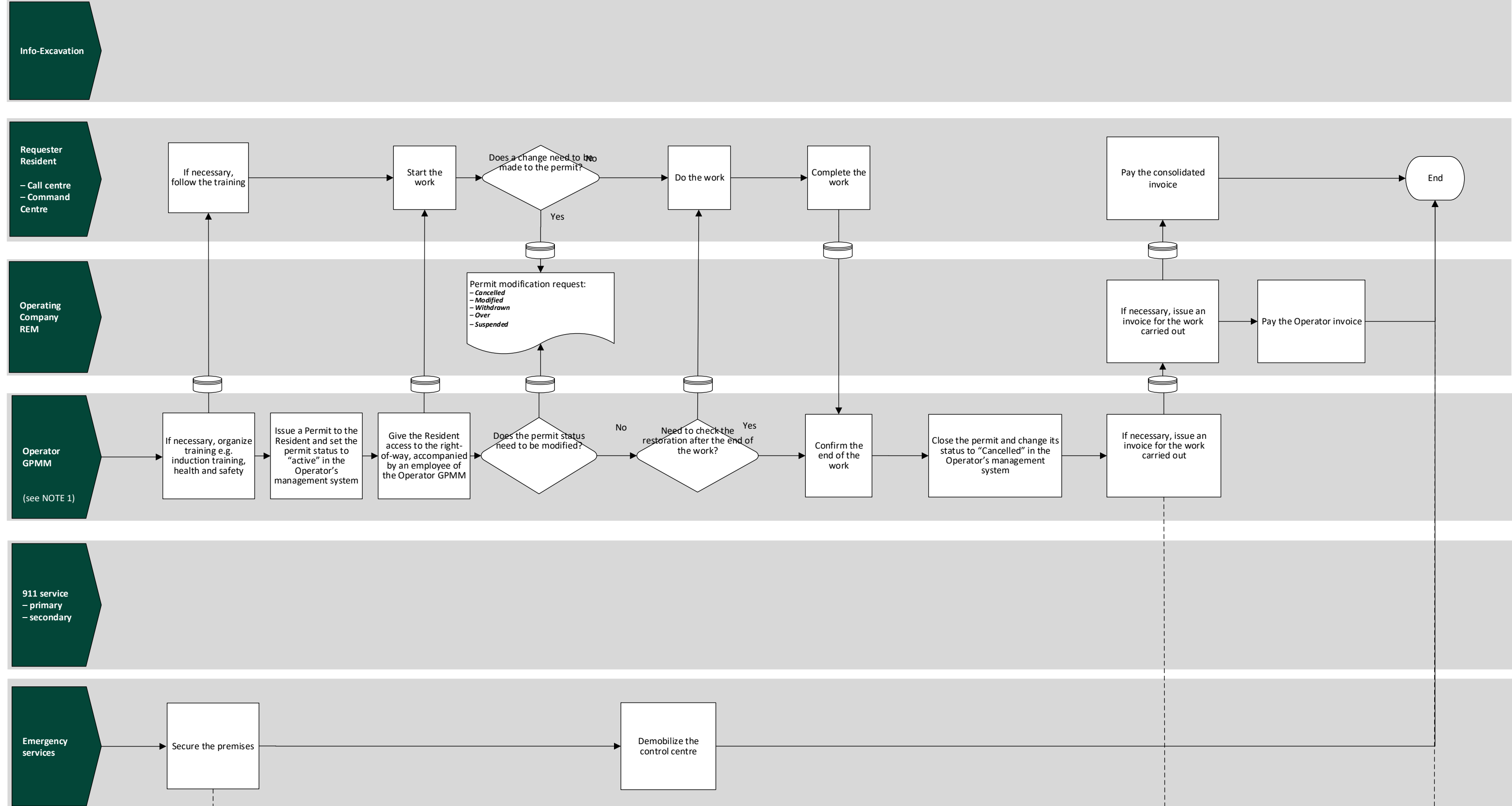
Type 2 request: Emergency Work by the Resident with a permit, notice or access authorization from the Operating Company and its Operator

Flowchart





Type 2 request: Emergency Work by the Resident with a permit, notice or access authorization from the Operating Company and its Operator
Flowchart (continued and end)



Time = to be determined on a case-by-case basis (see NOTE 1)

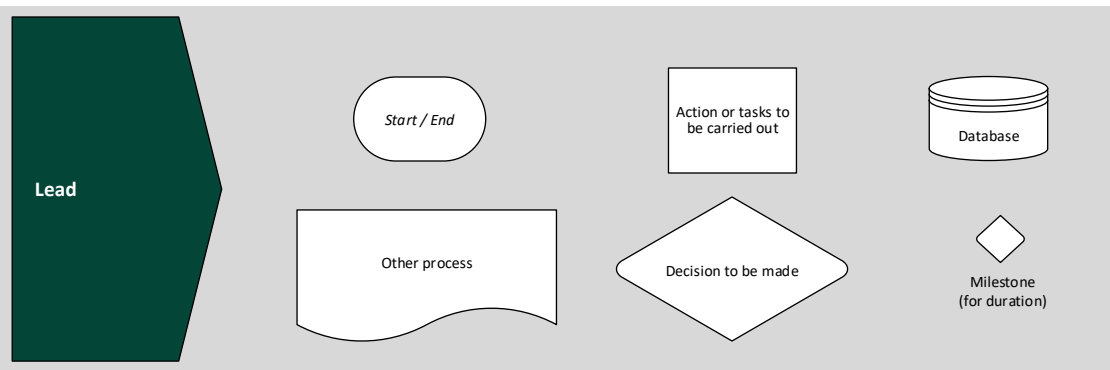
Response time ≤ 30 business days



NOTES

1. This flowchart is for emergency work.
2. This flowchart does not cover planned, minor, major, emergency and/or priority work requiring a permit, notice or access authorization from the Operating Company and its Operator.
3. For emergency work, the Operator is responsible for coordinating the intervention and the Resident's work. If necessary, the Operator shall consult the Operating Company. The time and deadlines must be confirmed on a case-by-case basis between the Resident, the Operating Company and its Operator.
4. When checking its Emergency Measures Plan (EMP), the Operator will carry out the following steps in chronological order:
 - Step #1: Determine whether the work is indeed urgent, and how much time is required by the Resident to mobilize and execute the work;
 - Step #2: Determine the risks to operations and passenger service. If necessary, check whether mitigation measures can be implemented without affecting passenger service.
 - * If not, check the EMP, apply the scenarios as appropriate and coordinate the work with the CCC team;
 - * If yes, carry out the mitigation work and notify the CCC and plan the necessary work in emergency or planned mode.
5. During the verification and analysis of the request, the Operator will carry out impact analyses and add mitigation measures where necessary. For information purposes, the Operator will analyze the following impacts for each request:
 - Operations
 - Environment
 - Training
 - Health and Safety
 - Technical
 - BIM
6. If necessary, the Operating Company may be consulted and used as a mediator during discussions on a Support/Assistance Contract between the Resident and the Operator.

LEGEND



Schedule G
Illustrations

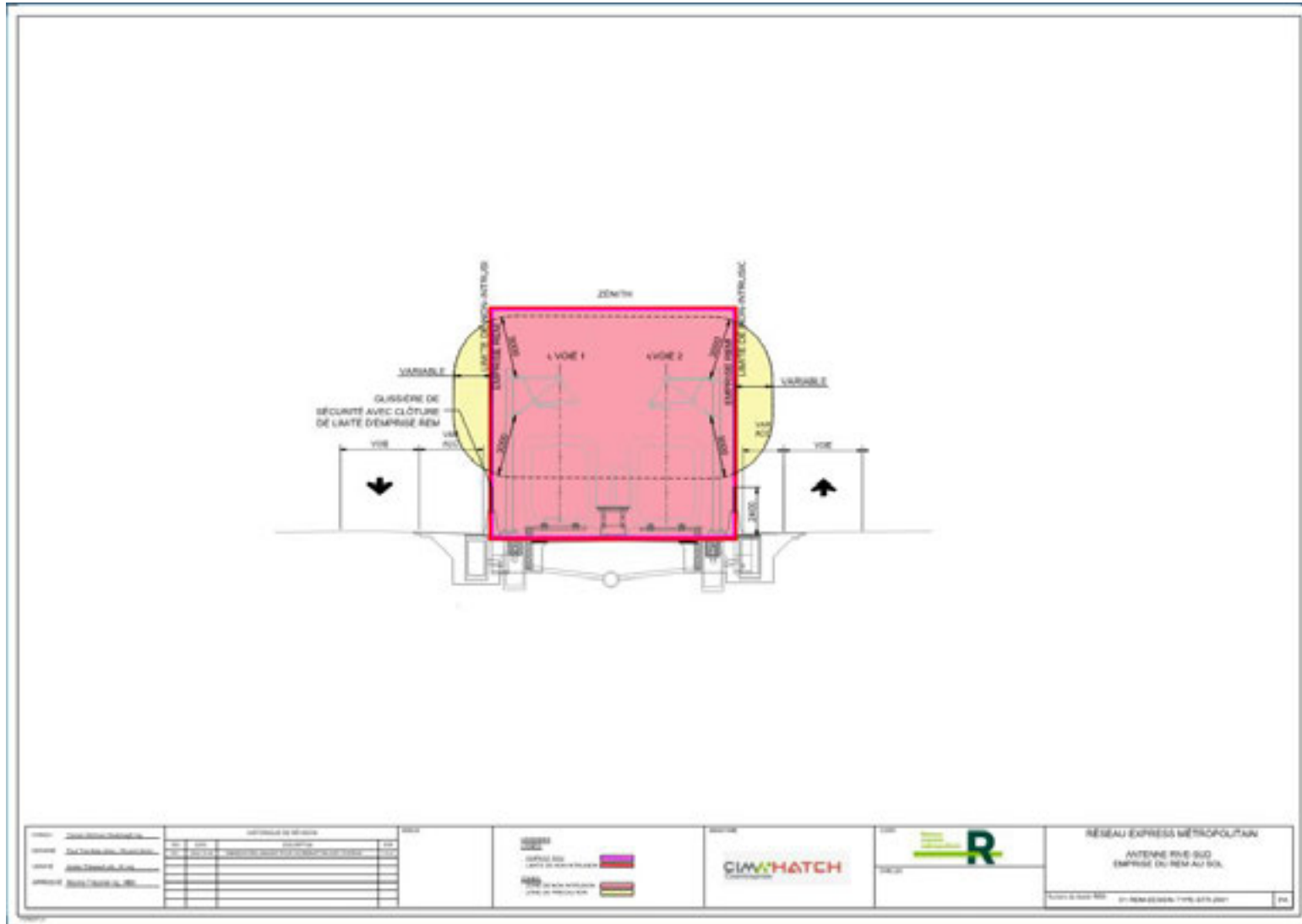


Figure G.1

English	French
ZENITH	ZÉNITH
TRACK 1	VOIE 1
TRACK 2	VOIE 2
NON-INTRUSION BOUNDARY	LIMITE DE NON-INTRUSION
NON-INTRUSION BOUNDARY	LIMITE DE NON-INTRUSION
VARIABLE	VARIABLE
VARIABLE	VARIABLE
GUARDRAIL WITH REM RIGHT-OF-WAY FENCE	GLISSIÈRE DE SÉCURITÉ AVEC CLÔTURE DE LIMITE D'EMPRISE REM
VAR ACC	VAR ACC
VAR ACC	VAR ACC
TRACK	VOIE
TRACK	VOIE
RÉSEAU EXPRESS MÉTROPOLITAIN	RÉSEAU EXPRESS MÉTROPOLITAIN
SOUTH SHORE BRANCH	ANTENNE RIVE-SUD
REM COVERAGE	EMPRISE DU REM AU SOL
REM FILE NUMBER	NUMÉRO DE DOSSIER REM

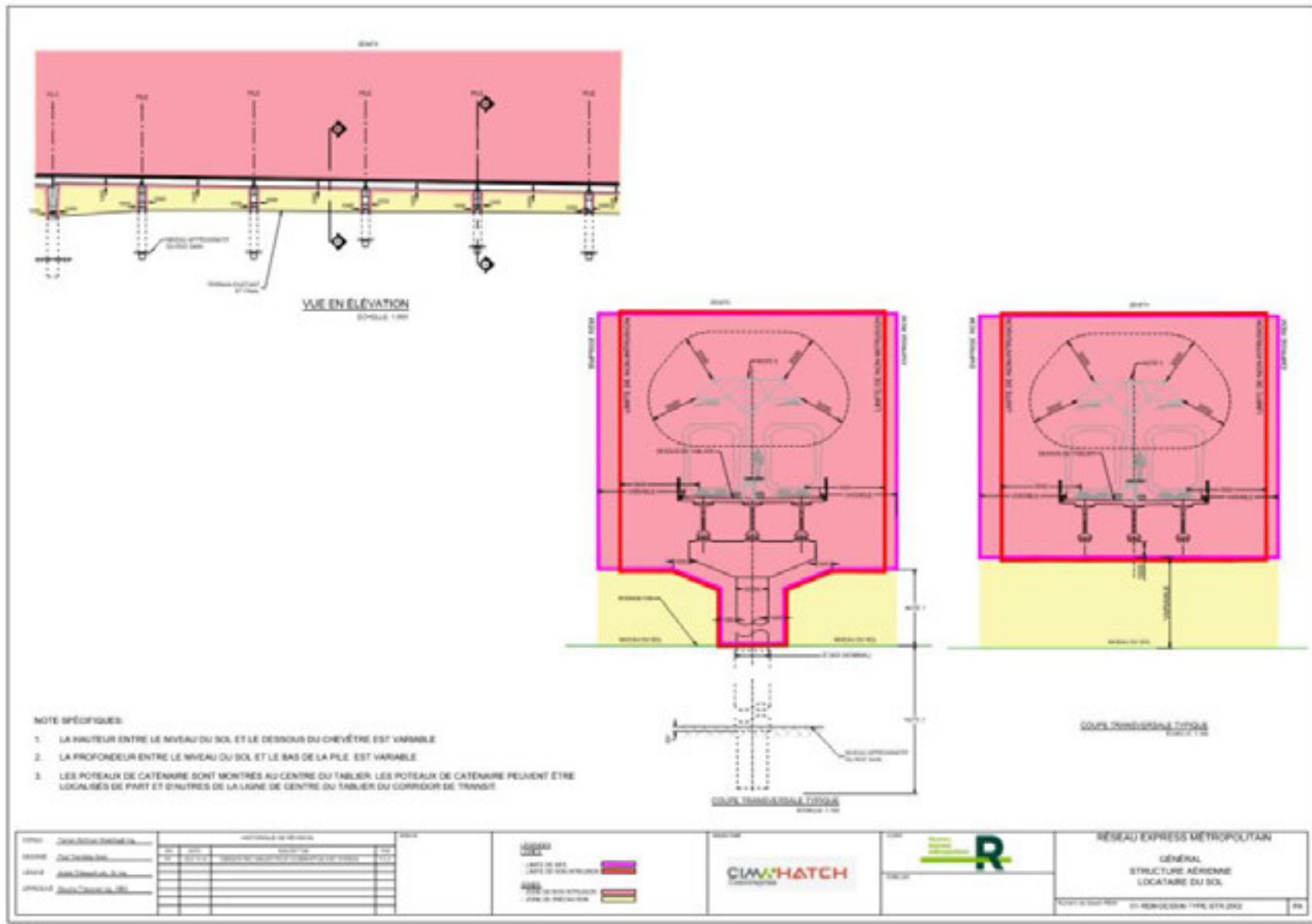


Figure G.2

English	French
ZENITH	ZÉNITH
PIER	PILE
PIER	PILE
PIER	PILE
PIER	PILE
PIER	PILE
PIER	PILE
ELEVATION DRAWING	VUE EN ÉLÉVATION
SCALE 1:500	ÉCHELLE 1 :500
ZENITH	ZÉNITH
ZENITH	ZÉNITH
REM RIGHT-OF-WAY	EMPRISE DU REM
REM RIGHT-OF-WAY	EMPRISE DU REM
REM RIGHT-OF-WAY	EMPRISE DU REM
REM RIGHT-OF-WAY	EMPRISE DU REM
NON-INTRUSION BOUNDARY	LIMITE DE NON-INTRUSION
NON-INTRUSION BOUNDARY	LIMITE DE NON-INTRUSION
NON-INTRUSION BOUNDARY	LIMITE DE NON-INTRUSION
NON-INTRUSION BOUNDARY	LIMITE DE NON-INTRUSION
NOTE 3	NOTE 3
NOTE 3	NOTE 3
NOTE 1	NOTE 1
NOTE 2	NOTE 2
VARIABLE	VARIABLE
VARIABLE	VARIABLE
VARIABLE	VARIABLE
VARIABLE	VARIABLE
VARIABLE	VARIABLE
GROUND LEVEL	NIVEAU DU SOL
GROUND LEVEL	NIVEAU DU SOL
GROUND LEVEL	NIVEAU DU SOL
TYPICAL CROSS-SECTION	COUPE TRANSVERSALE TYPIQUE
TYPICAL CROSS-SECTION	COUPE TRANSVERSALE TYPIQUE
SPECIFIC NOTES	NOTES SPÉCIFIQUES
1. THE HEIGHT FROM GROUND LEVEL TO THE UNDERSIDE OF THE PIER CAP IS VARIABLE.	1.LA HAUTEUR ENTRE LE NIVEAU DU SOL ET LE DESSOUS DU CHEVÊTRE EST VARIABLE

2. THE DEPTH FROM GROUND LEVEL TO THE BOTTOM OF THE PIER IS VARIABLE.	2.LA PROFONDEUR ENTRE LE NIVEAU DU SOL ET LE BAS DE LA PILE EST VARIABLE
3. THE CATENARY POLES ARE SHOWN IN THE MIDDLE OF THE DECK. CATENARY POLES CAN BE LOCATED ON EITHER SIDE OF THE TRANSIT CORRIDOR DECK CENTRELINE.	3.LES POTEAUX DE CATÉNAIRES SONT MONTRÉS AU CENTRE DU TABLIER. LES POTEAUX DE CATÉNAIRES PEUVENT ÊTRE LOCALISÉS DE PART ET D'AUTRE DE LA LIGNE DE CENTRE DU TABLIER DU CORRIDOR DE TRANSIT
RÉSEAU EXPRESS MÉTROPOLITAIN	RÉSEAU EXPRESS MÉTROPOLITAIN
GENERAL	GÉNÉRAL
ELEVATED STRUCTURE	STRUCTURE AÉRIENNE
GROUND LESSEE	LOCATAIRE DU SOL
REM COVERAGE	EMPRISE DU REM AU SOL
REM FILE NUMBER	NUMÉRO DE DOSSIER REM

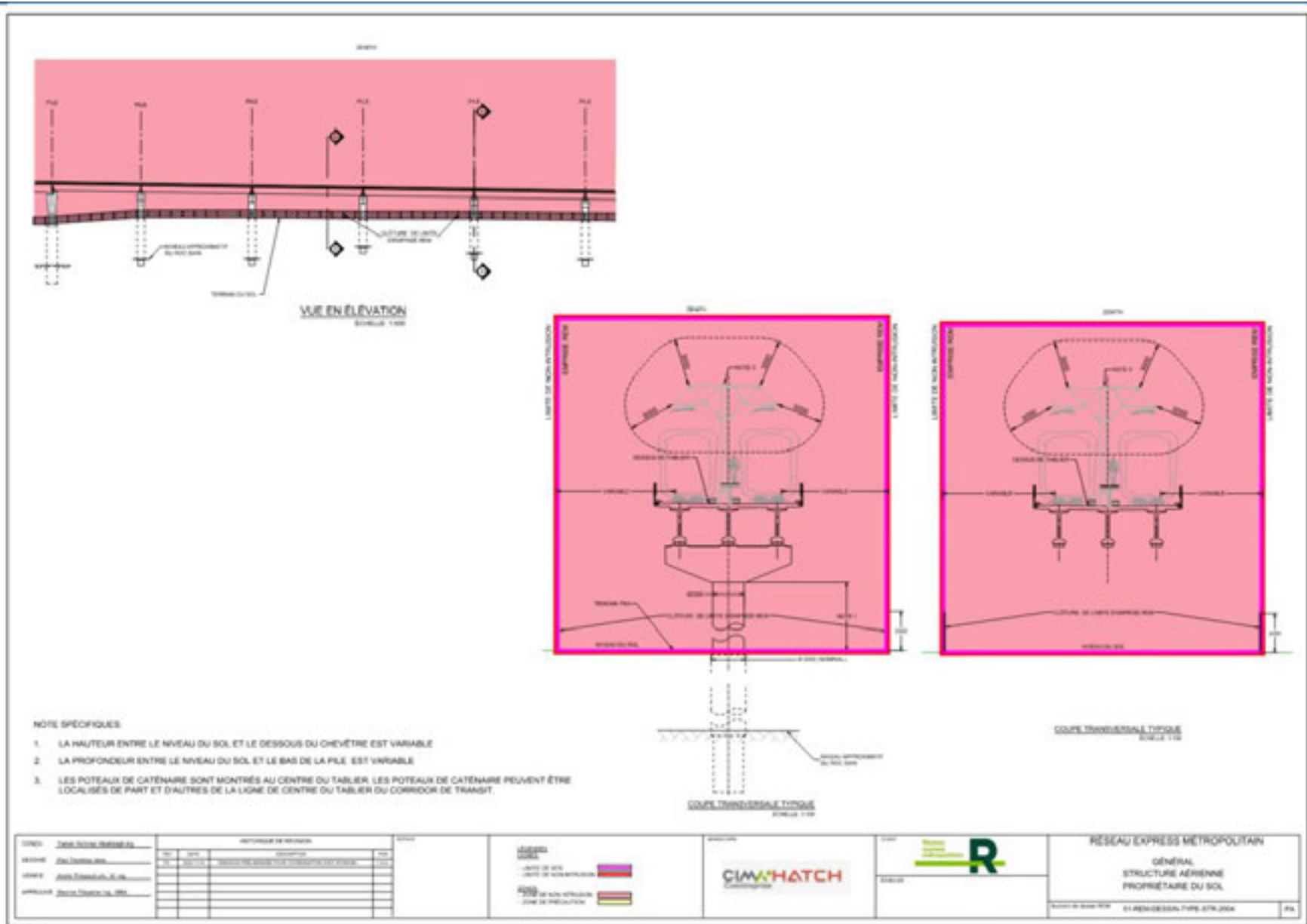


Figure G.3

English	French
ZENITH	ZÉNITH
PIER	PILE
PIER	PILE
PIER	PILE
PIER	PILE
PIER	PILE
PIER	PILE
APPROXIMATE LEVEL OF SOUND ROCK	NIVEAU APPROXIMATIF DU ROC SAIN
REM RIGHT-OF-WAY BOUNDARY FENCE	CLÔTURE DE LIMITE D'EMPRISE REM
GROUND PROPERTY	TERRAIN DU SOL
ELEVATION DRAWING	VUE EN ÉLÉVATION
SCALE 1:500	ÉCHELLE 1 :500
ZENITH	ZÉNITH
ZENITH	ZÉNITH
REM RIGHT-OF-WAY	EMPRISE DU REM
REM RIGHT-OF-WAY	EMPRISE DU REM
REM RIGHT-OF-WAY	EMPRISE DU REM
REM RIGHT-OF-WAY	EMPRISE DU REM
NON-INTRUSION BOUNDARY	LIMITE DE NON-INTRUSION
NON-INTRUSION BOUNDARY	LIMITE DE NON-INTRUSION
NON-INTRUSION BOUNDARY	LIMITE DE NON-INTRUSION
NON-INTRUSION BOUNDARY	LIMITE DE NON-INTRUSION
NOTE 3	NOTE 3
NOTE 3	NOTE 3
DECK TOP	DESSUS DE TABLIER
DECK TOP	DESSUS DE TABLIER
VARIABLE	VARIABLE
VARIABLE	VARIABLE
VARIABLE	VARIABLE
VARIABLE	VARIABLE
VARIABLE	VARIABLE
GROUND LEVEL	NIVEAU DU SOL
GROUND LEVEL	NIVEAU DU SOL
GROUND LEVEL	NIVEAU DU SOL
REM RIGHT-OF-WAY BOUNDARY FENCE	CLÔTURE DE LIMITE D'EMPRISE REM
REM RIGHT-OF-WAY BOUNDARY FENCE	CLÔTURE DE LIMITE D'EMPRISE REM

NOTE 1	NOTE 1
APPROXIMATE LEVEL OF SOUND ROCK	NIVEAU APPROXIMATIF DU ROC SAIN
TYPICAL CROSS-SECTION	COUPE TRANSVERSALE TYPIQUE
TYPICAL CROSS-SECTION	COUPE TRANSVERSALE TYPIQUE
SPECIFIC NOTES	NOTES SPÉCIFIQUES
1. THE HEIGHT FROM GROUND LEVEL TO THE UNDERSIDE OF THE PIER CAP IS VARIABLE.	1.LA HAUTEUR ENTRE LE NIVEAU DU SOL ET LE DESSOUS DU CHEVÊTRE EST VARIABLE
2. THE DEPTH FROM GROUND LEVEL TO THE BOTTOM OF THE PIER IS VARIABLE.	2.LA PROFONDEUR ENTRE LE NIVEAU DU SOL ET LE BAS DE LA PILE EST VARIABLE
3.THE CATENARY POSTS ARE SHOWN IN THE CENTRE OF THE DECK. CATENARY POLES CAN BE LOCATED ON EITHER SIDE OF THE TRANSIT CORRIDOR DECK CENTRELINE.	3.LES POTEAUX DE CATÉNAIRES SONT MONTRÉS AU CENTRE DU TABLIER. LES POTEAUX DE CATÉNAIRES PEUVENT ÊTRE LOCALISÉS DE PART ET D'AUTRE DE LA LIGNE DE CENTRE DU TABLIER DU CORRIDOR DE TRANSIT
RÉSEAU EXPRESS MÉTROPOLITAIN	RÉSEAU EXPRESS MÉTROPOLITAIN
GENERAL	GÉNÉRAL
ELEVATED STRUCTURE	STRUCTURE AÉRIENNE
GROUND OWNER	PROPRIÉTAIRE DU SOL
REM COVERAGE	EMPRISE DU REM AU SOL
REM FILE NUMBER	NUMÉRO DE DOSSIER REM

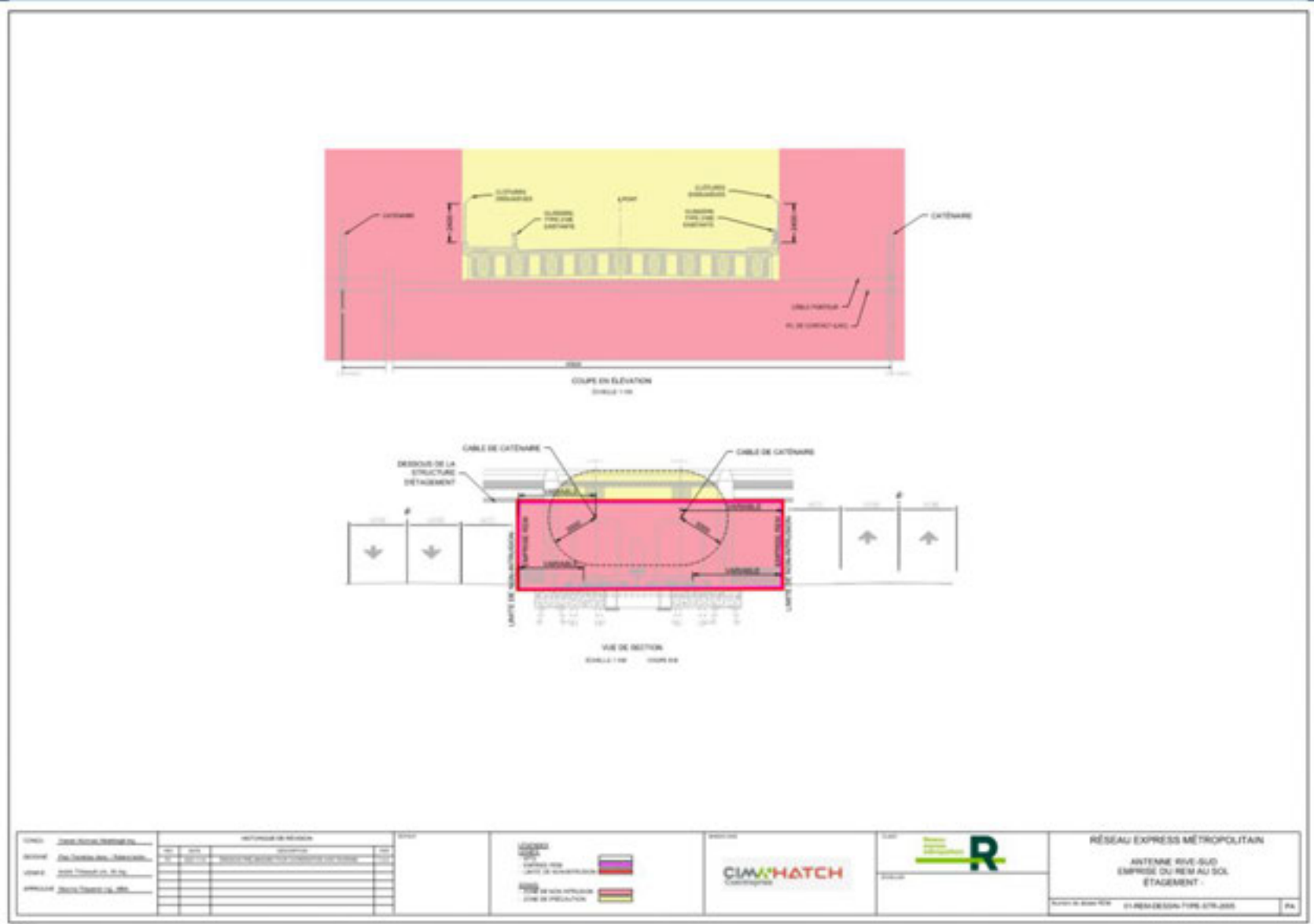


Figure G.4

English	French
CATENARY	CATÉNAIRE
DETERRENT FENCES	CLÔTURES DISSUASIVES
EXISTING TYPE 210E GUARDRAIL	GLISSIÈRE TYPE 210E EXISTANTE
BRIDGE	PONT
DETERRENT FENCES	CLÔTURES DISSUASIVES
EXISTING TYPE 210E GUARDRAIL	GLISSIÈRE TYPE 210E EXISTANTE
SUSPENSION CABLE	CÂBLE PORTEUR
CATENARY	CATÉNAIRE
OVERHEAD CATENARY LINE (OCL)	LIGNE AÉRIENNE DE CONTACT (LAC)
CATENARY CABLE	CABLE DE CATÉNAIRE
CATENARY CABLE	CABLE DE CATÉNAIRE
UNDERNEATH THE OVERPASS STRUCTURE	DESSOUS DE LA STRUCTURE D'ÉTAGEMENT
TRACK	VOIE
TRACK	VOIE
TRACK	VOIE
TRACK	VOIE
ACC	ACC
ACC	ACC
VARIABLE	VARIABLE
VARIABLE	VARIABLE
VARIABLE	VARIABLE
VARIABLE	VARIABLE
REM RIGHT-OF-WAY	EMPRISE REM
REM RIGHT-OF-WAY	EMPRISE REM
NON-INTRUSION BOUNDARY	LIMITE DE NON-INTRUSION
NON-INTRUSION BOUNDARY	LIMITE DE NON-INTRUSION
SECTION VIEW	VUE DE SECTION
SCALE	ÉCHELLE
RÉSEAU EXPRESS MÉTROPOLITAIN	RÉSEAU EXPRESS MÉTROPOLITAIN
SOUTH SHORE BRANCH	ANTENNE RIVE-SUD
ELEVATED STRUCTURE	STRUCTURE AÉRIENNE
REM COVERAGE	EMPRISE DU REM AU SOL
TIERING	ÉTAGEMENT
REM FILE NUMBER	NUMÉRO DE DOSSIER REM