

For general information

In 2017, we started building a new connection centre at YUL Montréal-Trudeau International Airport. This new connection centre will help YUL solidify its position as an international air traffic hub.

We have prepared this document to provide key information to anyone who may have questions.

Thank you for your cooperation.
The Communications Team

The project in general

Why a new connection centre?

Passenger traffic is steadily growing at YUL. At the end of 2019, YUL will have welcomed in over 20 million passengers, an increase of 4.5% over 2018. Of this number, some 20% are in transit. To offer a smooth and rapid experience for passengers, ADM began the construction of a connection centre in 2017.

Since then, travellers with a connecting flight have been transiting through another space to ensure the smooth flow of passengers in arrivals. Effective December 11, 2019, they will have access to the new connection centre.

It is important for an international airport to have a considerable volume of connecting passengers so it can develop new routes and remain competitive. This new connection centre will help YUL solidify its position as an international air traffic hub.

What are the objectives?

- Increase processing capacity.
- Centralize connection processes, improve passenger orientation.
- Improve customer experience.
- Provide flexible spaces.
- Increase YUL's international competitiveness.

How much does this work cost and who is financing it?

The work is estimated at \$50 million and is financed by ADM.

Has the construction of the centre been completed?

The centre will be operational as of December 11, 2019 and will be completely finished in late summer 2020. The final phase consists mainly of adding a vertical block to incorporate all connection procedures and thus separate international passengers from domestic passengers.



Location

Where is the new connection centre located?

The new connection centre is located between gates 72 and 56, at the junction of the transborder and international jetties; this is a strategic location that ensures continuity with the primary inspection line (PIL).

Elements of the centre

What are the different sections of the connection centre?

- **Level 3:** Connection hall including all customs operations operated by the Canada Border Services Agency (CBSA) for passengers connecting to domestic destinations. Airline counters are also specially designed to accommodate passengers who require assistance.
- **Level 2:** This level includes the installation of a new security check point by the Canadian Air Transport Security Authority (CATSA) for passengers connecting to international destinations.

Passenger experience

What impact will this have on passengers?

Connecting passengers will be able to orient themselves more easily and move smoothly and rapidly through an environment that reflects the spirit of Montréal as an innovative and welcoming city.

What do the different visuals close to or in the centre mean?

The visuals ensure continuity with the new brand image launched in May 2019. They serve to highlight images of Montréal and our MONTRÉALitude with typical phrases from our language. They encourage transit passengers to return and spend more time in Montréal.

Architecture

The connection centre is dedicated to transit passengers, who by definition will not be staying in Montréal. Thus, this space represents a unique opportunity to leave passengers with an unforgettable impression of their short time in our city. The architectural design was guided by a determination to provide travellers with a high quality, luminous space, one that evokes the culture and charm of Montréal, Québec and Canada.

A connection centre is a crossing point where people pass through, a hub between a multitude of possible destinations. This space inspired a team of architects to create a triangular frame where lines cross, converge and diverge.

The connection centre also has a unique Canadian identity. The facade, a triangular frame made up of solids and voids, is an interpretation of the Canadian Shield landscape seen from the sky, characterized by areas of dense forests, dotted with rocky outcrops and large stretches of water. Inside, local materials of Canadian origin like the Atlantic black granite floor, birchwood panels and a green wall perfectly symbolize the Canadian landscape.



Sustainable development

What are the environmental components of this new centre?

- **Green wall:** Located close to the waiting area before the customs controls, it will help reduce stress and contribute to improving air quality for users. It is also strategically placed against the main mechanical shafts, facilitating its connection to the ventilation system and humidifying the air. The plants on the green wall will be lit by artificial ceiling lighting.
- **Solar wall:** Located on the extreme west part of the south facade, it will harness the sun's power to heat the air and ventilate the building, thus reducing the use of machines and saving on heating and ventilation costs.

Partners

Who are the project partners?

To implement this large-scale project, ADM benefited from the expertise of a number of partners, including Pomerleau as construction manager. Pomerleau is a leader in Canada's construction industry.

Other partners involved in this project include:

- NCK: building structural engineers
- JLP: architects in charge of the design
- Tetra Tech: mechanical and electrical engineers
- SNC-Lavalin Telecom: telecommunication engineers
- SNC-Lavalin Access Control: video surveillance and access control
- EXP: civil engineers
- Signature design communication (SDC): signage specialists
- Acoustec: publicity/advertising engineers
- CIMA: traffic and road sign engineers

CBSA, CATSA, Air Canada and Air Transat also worked in close partnership on this project. CBSA and CATSA will be the main operators of the connection centre and have participated in validating the facilities. Airline passengers will be the users of this centre.

