

INTERIM CEO DOUG ALLEN COMES TO TRANSIT AFTER SERVING AS CEO OF SNC-LAVALIN / TRANSLINK'S PUBLIC PRIVATE PARTNERSHIP (P3)

By: Kerry Morris - March 25, 2015

Tim Allen stepped into the hot seat at TransLink at \$35,000 per month salary, with the summary firing of his predecessor Ian Jarvis, who will remain on TransLink's payroll for another year. Jarvis is assumed to be doing little more than reading a newspaper at the enviable publicly paid salary of about \$394,730 annually.

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Interview with interim TransLink CEO Doug Allen

Unless you've been completely unplugged for the past few weeks, you'll know that we had a leadership change here at TransLink. Doug Allen has joined TransLink for six months as our interim CEO. Mr. Allen comes to TransLink with **years of experience** in leadership roles and he isn't new to the transit scene, either. From 2011 to 2014, he served as President and CEO of InTransit BC, which built and operates the Canada Line, linking YVR and Richmond to downtown Vancouver.

So, in order to get to know him better, we sat down with him to ask him a few questions about himself and what he foresees in the coming months.

The Board of Directors says that they made this move to restore public confidence. So how will you go about restoring public confidence in your new role?

The CEO has to come in with a very strong plan of action to have a good fresh look at everything and decide what is right and decide what needs improvement. So once you've decided where you can make improvements, you make them. And you try to ensure that our service is extremely good, reliable, and of high quality - that's clean and safe. It's not one person that will do that, it has to be the whole team at TransLink. The CEO sets the tone.



TransLink interim CEO, Doug Allen

Before joining TransLink in February, Allen was CEO of INTRANSIT BC Limited Partnership, a joint venture operation owned by SNC-Lavalin and TransLink.

SNC-Lavalin directly and through InTransit designed, financed and built the Canada Line. SNC and INTRANSIT share the same legal council at DAVIS LLP who acted for SNC in the formation of that corporate entity. ALLEN was also CEO of PRO-Trans, the name given to Transit BC Operations Limited, the entity tasked with daily operation and maintenance of the Canada Line on behalf of SNC-Lavalin, and which is under contract to TransLink for 30 years.

Whats all this got to do with the BC Governments Transit Plebiscite? A great deal. The plebiscite has become a damning inditement of the business and operational practices of TransLink. The issue which has been put front and centre by taxpayer federation representative Jordan Bateman is the governance and accountability of TransLink. Bateman has made TransLink's many bad decisions the central issue as to why Lower Mainland residents should VOTE: 'NO'. Bateman thinks giving TransLink access to more tax dollars before existing internal waste and mismanagement are dealt with is wrong. Its a hard argument to fault.

SNC-Lavalin are currently under inditement by the RCMP for Fraud and Corruption charges in relations to bribes issued to public officials to secure the McGill University Health Centre ('MUHC') construction contract. SNC were compelled to terminate nearly their entire executive branch under a contract forced on them by RBC Royal Bank, so said SNC's Vice President of Government Relations and Multilateral Institutions, Mr. Sam Boutziouvis.

During a Town-Hall sponsored by the North Vancouver District Blueridge Community Association last night, moderated by freelance reporter Bob Mackin, DNV Mayor Richard Walton admitted that the Mayor's Council is very concerned about the controversy currently surrounding SNC-Lavalin.

When asked about how these high priced contracts are bid and awarded, Walton was forced to admit that due to the complex funding models involving multiple levels of government, the award decisions can sometimes be forced on TransLink. While he could not confirm that SNC had been awarded the SkyTrain, Canada and Evergreen Lines in this manner, he alluded that he believed the choice was not made by TransLink and that senior levels of government had influenced the award given their extensive financial commitments. Questions of influence bribery remain unanswered.

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RAV Project Management Ltd. (RAVCO), InTransit British Columbia Limited Partnership (InTransit BC) and the Greater Vancouver Transportation Authority (GVTA) closed its long-term Concession Agreement for the design, construction, partial financing, operation and maintenance of a 19.5 km rapid transit line connecting downtown Vancouver with the City of Richmond and Vancouver International Airport (YVR).

The project has an estimated design and construction cost of approximately C\$1.9 billion and is the largest public-private partnership (P3) yet to be implemented in Canada. It is also the first rail P3 in North America.

The \$1.3 billion of public funding for the project will be provided to RAVCO by the Government of Canada, the Province of British Columbia, GVTA, the Vancouver International Airport Authority and the City of Vancouver. RAVCO is a subsidiary of the GVTA and was created to procure and manage the implementation of the project as a P3.

InTransit BC is a single purpose entity formed to implement the project. Concurrently with the execution of the Concession Agreement, InTransit BC entered into an Engineering, Procurement and Construction Agreement with SNC-Lavalin Inc. (SNC) for the design and construction aspects of the project.

It also entered into a 30 year Operating Agreement with InTransit BC Operations Ltd. for the operation and maintenance of the line.

To finance its capital contribution to the project, InTransit BC raised equity through the placement of limited partnership units with SNC, entities managed by British Columbia Investment Management Corporation (bcIMC) and the Caisse de dépôt et placement du Québec (the Caisse).

InTransit BC also arranged for debt financing through a long-term loan to an intermediary from a group of European banks led by Société Générale, Norddeutsche Landesbank Girozentrale and Bank of Ireland. InTransit BC and SNC were represented by SNC's in-house counsel, David Chemla and Raymond Favreau, and by Davis LLP with a team which included:

- Kate Bake-Paterson: Corporate/Commercial
- Ruby Chan: Corporate/Commercial
- Warren Downs: Environmental/Real Estate
- Franco Trasolini: Real Estate