

The stakeholders



The conceding authority

THE STATE (Ministry of Infrastructure) is the conceding authority. The Ministry opened the concession of the viaduct to competition and awarded it to the EIFFAGE group which is therefore both the structure's builder and concessionary. The group has therefore set up specific structures to perform all the tasks that are necessary in order to construct and then operate the viaduct.



The Arrondissement Interdépartemental des

Ouvrages d'Art (AIOA) has been given responsibility by the conceding authority to conduct monitoring. The AIOA reports to the Infrastructure Directorate of the Aveyron département which is also the construction manager for the works on the A75 motorway on both sides of the viaduct.

The local authorities



The commune of Millau and the Millau – Grands Causses grouping of communes are naturally involved in a project of this type in view of the scale of the local impacts of the future viaduct.



Eiffage is the third largest group in France in the field of construction, civil engineering and construction related services. It is currently in fifth position in Europe. It has a staff of 41,000 in France and the rest of the world and in the financial year 2000 had an ex-VAT turnover of 6.25 billion Euros.



The **Compagnie du viaduc de Millau**, a subsidiary of Eiffage, is the structure's concessionary for a 75 year period. This company was specially set up for the purpose and draws on the experience of the Eiffage concessions department. This company is the project owner, and has responsibility for the overall funding of the operation and its subsequent management. It conducts negotiations with the other parties involved with the viaduct (Central Government, local authorities, etc.). The Compagnie du Viaduc de Millau has awarded the works to two large subsidiaries of the Eiffage group: Eiffage construction will be responsible for concrete



construction and Eiffel for metal construction.

Eiffage Construction (which had a turnover of 3.43 billion Euros in 2000, with a total of 17,000 employees including 2,800 engineers and executives) will be involved throughout the construction process, from land-use planning to maintenance of the structure, not forgetting promotion of the viaduct and general contracting. Eiffage construction is present in all the regions of France through its network of 160 regional subsidiaries. The company also has a major presence in Belgium and performs large-scale works elsewhere in Europe (Copenhagen Metro, Poznan by-pass, Pont-Ventoux dam in Italy, etc.), in Asia and Africa.

In the case of the Millau viaduct, its subsidiary Eiffage TP, which is one of the largest French civil engineering and earthworks companies, will be responsible for all the concrete structures.

Eiffel is a French leader in metal construction with a turnover of 122 million Euros in 2000 and a staff of 700. Eiffel has a strong presence in France with four factories, three in the East of France (Lauterbourg, Metz and Nancy) and one at Fos-sur-Mer, as well as offices in Valenciennes and Le Havre. It also has offices in the U.K. (London) and Germany (Hanover). Eiffel is at the leading edge of technology for buildings, bridges, engineering structures, boilers, mechanical engineering, water gates, and for the oil industry (offshore platforms). It realizes half of its turnover outside France.

The members that will make up the deck and pylons of the viaduct are to be manufactured at Lauterbourg and Fos-sur-Mer. Teams from Eiffel will then assemble and install all the metal elements of the viaduct on site.

Setec, which is an independent engineering company whose 15 subsidiaries have a total staff of more than 1,000 in France and abroad, has been asked by Eiffage to manage the entire construction phase of the viaduct. SETEC is particularly specialized in the management of large infrastructure and building projects and it is responsible for monitoring, consultancy and worksite coordination. SETEC will ensure that studies and works are conducted to the highest standards. It will be assisted, for monitoring the manufacture of the metal part of the structure, by the engineering division of the SNCF (French national railways).