



PPP Project BAB A8 ULM - AUGSBURG

PPP for the Czech Transport Infrastructure
Prag - 27. November 2018



Christian Lacher

Project Location



- A8 is one of the major routes in the south of Germany stretching between the Luxemburg border and Austrian border.
- The Project route is mostly located in Bavaria, between Ulm and Augsburg
- The Project Route is used by over 60.000 vehicles per day on average and over 90.000 vehicles per day in peak times

Scope of Concession Contract

Grantor:	Federal Republic of Germany represented by the Autobahndirektion Südbayern
SPV:	PANSUEVIA GmbH & Co. KG
Project scope:	Design, Construction, Financing, Operation and Maintenance of the BAB A8 between Ulm and Augsburg
Duration:	30 years (incl. 4,5 years Construction)
Concession Length:	57.387 km - 41.035 km widening form 2 lanes each direction to 3 lanes + emergency lane each direction. Construction under traffic. Concrete pavement. - 16.352 km maintenance of existing track. Asphalt pavement.
Remuneration:	Milestone payments (during construction) & Remuneration based on usage by heavy goods vehicles

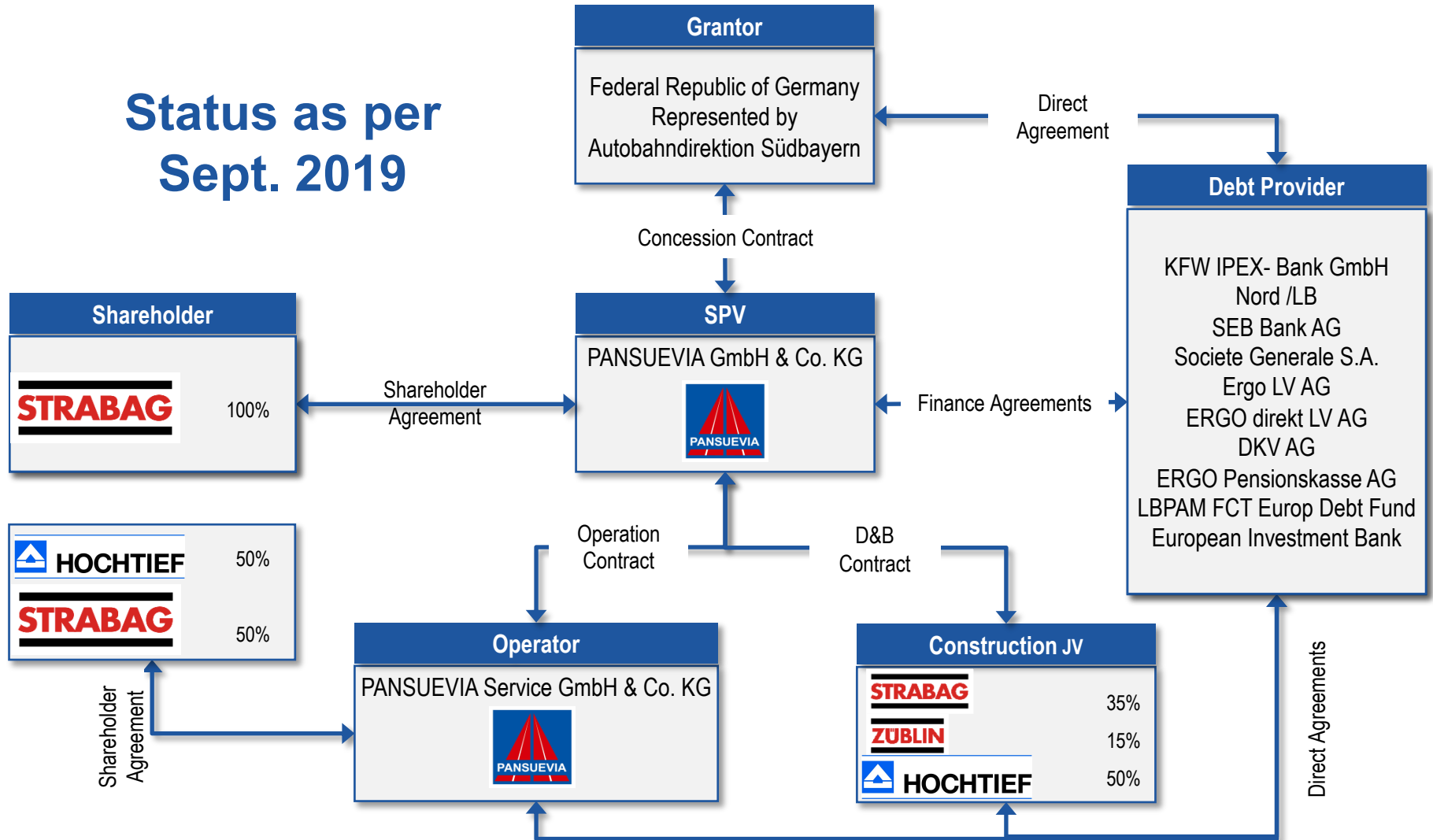


Project Timeline



Project Organisation

Status as per
Sept. 2019



Concession Contract – Major Risk allocation

Major Risks / Chance	Grantor	SPV
Planning Permission	X	
Right of way	X	
Detailed Design		X
Contamination and historic remains	X	
Condition of existing track		X
Groundrisk		X
Completion risk		X
Heavy Maintenance		X
Routine Maintenance and Operation		X
Traffic development		X
Financing		X

- The Grantor conducted the „Planfeststellung“ (Planning Permission) and secured the required land, based on a reference design.
- The SPV had to take over the existing track. Documentation was supplied, bidders were allowed to perform own surveys.

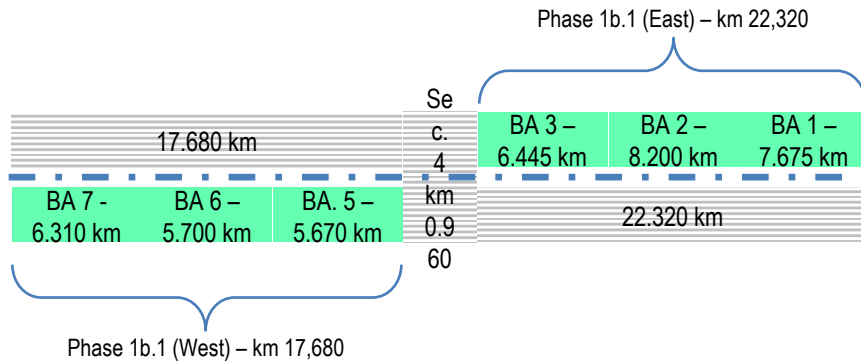
Construction at a glance

1,2 Mio. m ²	Road Surface
4,2 Mio. m ³	Soil movements
380.000 m ³	Concrete for Road Surface
3	New Junctions
4	Resting Areas
76	Bridges
5	Temporary Bridges
8,5 km	Noise protection
38	Retention ponds
120 km	De-watering Pipes
Up to 600	Employees per day on site
11 km	Regional Roads

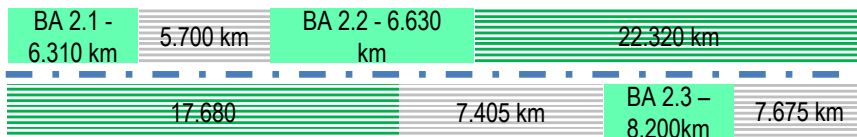


Main Challenge: Construction under traffic

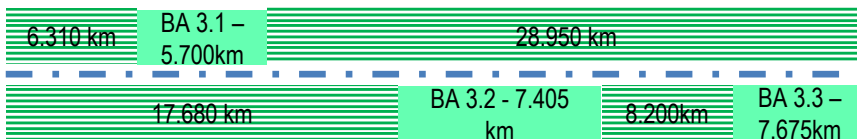
PHASE 1 – JUNE 2011 – SEPTEMBER 2013



PHASE 2 – SEPTEMBER 2013 – SEPTEMBER 2014



PHASE 3 – SEPTEMBER 2014 - SEPTEMBER 2015



→ 2 lanes per direction had to remain available at nearly all times

Main Challenge: Logistics and Soil Movements

- During road surface production, 50 trucks were constantly delivering concrete from the mixture plant to the slip form.
- The steep gradients of the original layout had to be flattened.
- An equivalent of 420.000 4-Axial-dumpers soil was moved.
- Various ground engineering methods had to be applied, to deal with different ground conditions.



Operation and Maintenance

LB 1:	Incident repairs	Traffic Management
LB 2:	Green Care	
LB 3:	Routine Maintenance – Road furniture	
LB 4:	Sweeping and Cleaning	
LB 5:	Winter Maintenance	
LB 6:	Additional Services – Patrolling, incident response	



Heavy Maintenance

- **Asset monitoring and testing**
 - Structures
 - Road
 - Marking and road furniture
 - Drainage

- **Maintenance and repair**
 - Assessment of maintenance cycles
 - Optimisation of maintenance program (i.e. traffic management and traffic Impairment cost)
 - Procuring maintenance measures (i.e. replacement of wearing course)





STRABAG

Infrastructure Development

Christian Lacher
Donau-City-Straße 9
1220 Vienna
Austria
Tel.: +43 1 22422 1160
christian.lacher@strabag.com

www.strabag.com
www.pansuevia.de