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Benchmarking Regions

09.02.2012

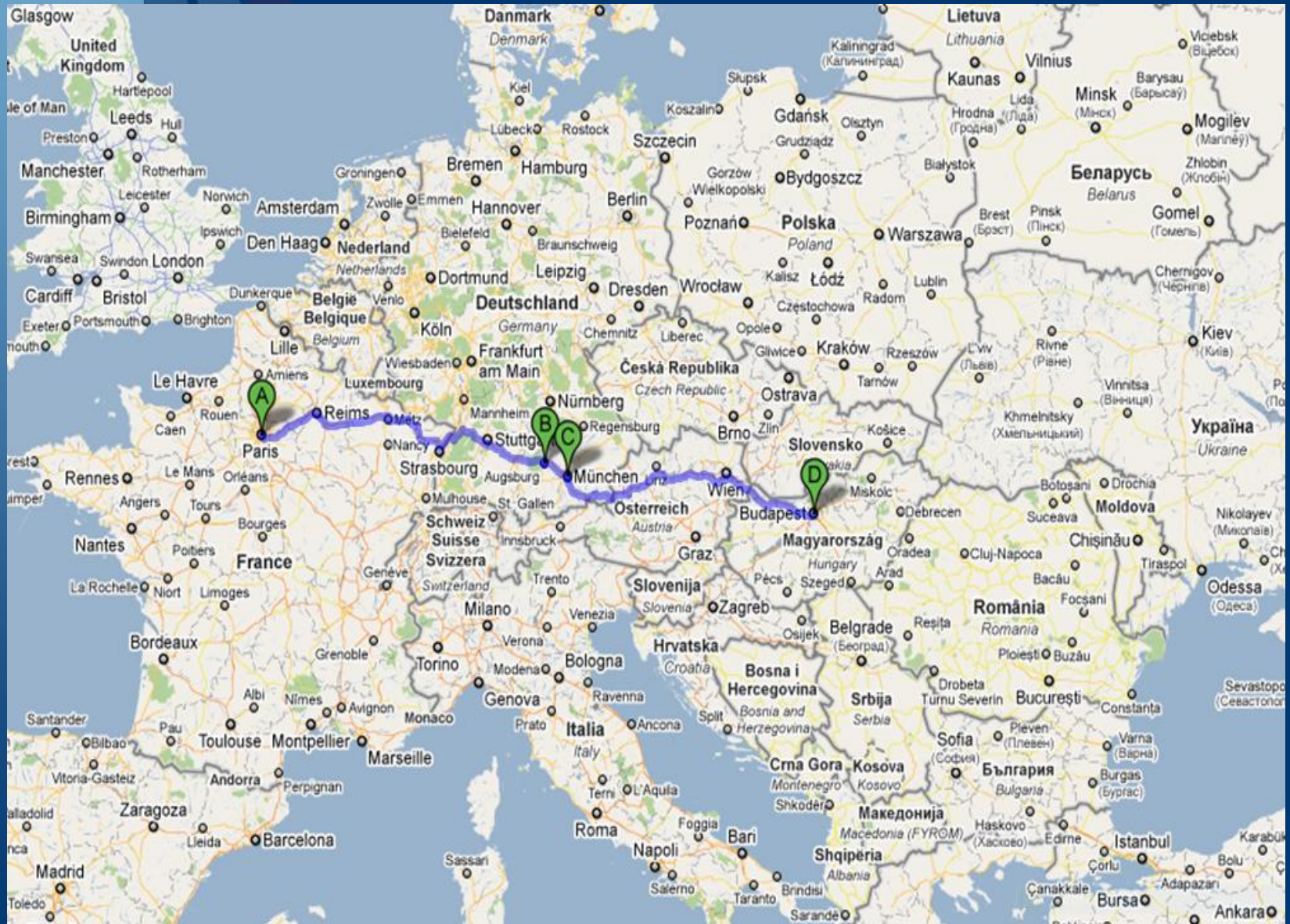
**A-Modell A8
Augsburg - München**

**Background and experiences from the first
German motorway PPP project**

Hermann Wenzel, MD of autobahnplus A8 GmbH



Location in Europe





The location in the greater Munich area

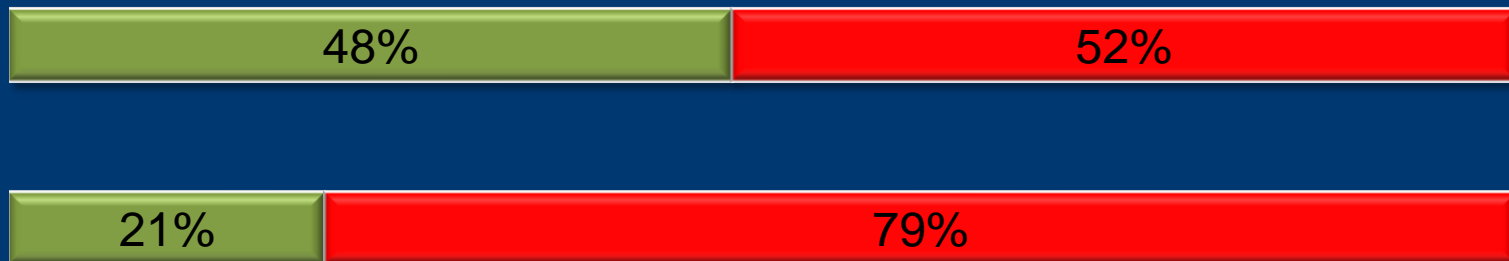


- Built in the years following 1934
- No improvements thereafter
- Up to 100.000 vehicles a day
- 4 lanes
- No emergency lane
- No noise protection
- Course of the road unsuitable for speed of modern vehicles
- Slip roads with narrow curve radii

Example of road levelling



- On a three-lane motorway a lane closure reduces road capacity by 52%

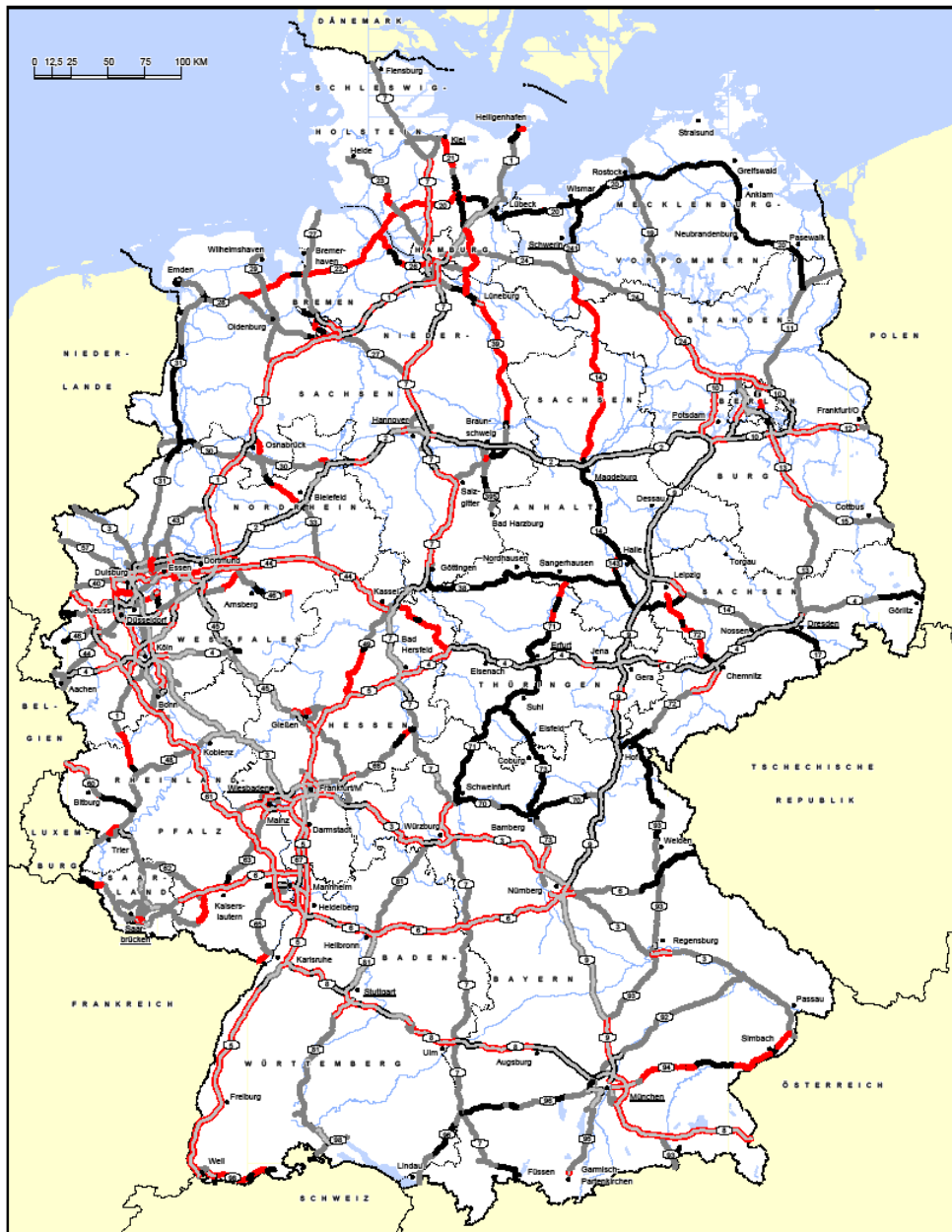


- On a dual carriage-way a lane closure reduces road capacity by 79%

Traffic jams when mowing



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Bestandsstrecken 1990 BAB 4-streifig	Neubau 1990 bis 2010 BAB 4-streifig	Erweiterungen 1990 bis 2010 BAB von 4 auf 6 bzw. 8 Fahrstreifen	Projekte auf BAB gemäß Bedarfsplan für die Bundesfernstraßen*	Neubau BAB 4-streifig	Erweiterungen BAB von 4 auf 6 bzw. 8 Fahrstreifen	Bundesministerium für Verkehr, Bau und Stadtentwicklung
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*Die Dringlichkeiten "Vordringlicher Bedarf", "Wesentlicher Bedarf mit Planungswert" und "Wesentlicher Bedarf" sowie die jeweilige "Gesamtes Nationalwirtschaftliche Planungswert" des Bedarfsplans für die Bundesfernstraßen sind nicht gesondert ausgewiesen.



Neubau und Erweiterung von Bundesautobahnen - Stand: 1. Januar 2011 gemäß Bedarfsplan für die Bundesfernstraßen



Ende 2000 in Verkehr	Netzschluß, geplant	Verkehrszugabe 1.1.2001 - 31.12.2010	Voraussichtliche Verkehrszugabe 2011	In Bau	Vordringlicher Bedarf ¹⁾	Weiterer Bedarf ¹⁾ mit Planungsrecht	Verkehr mit zusätzlicher Personen- verkehr auf der Strecke mit besonderem Anspruch	Neubau ²⁾	Erweiterung ²⁾	<p>Bundesministerium für Verkehr, Bau und Stadtentwicklung</p>
2-4 erwfg	■	■	■	■	■	■	■	■	

¹⁾ geplante Vorhaben gemäß Bedarfsplan
²⁾ Erhöhung über Defizite der Baukostenober- und Untergrenzen

- **Bring forward projects**
 - Realisation of large and important projects earlier than the available funds in the annual budget allow
- **Innovation**
 - Innovative solutions are expected from procurement by the private partner
- **Efficiency**
 - Procurement of public services with an optimal ratio of funding and achieved benefits
- **Modernisation**
 - PPPs set benchmarks for conventional procurement
 - Optimisation of administration structures

- Why the A-Model ?
 - Pay as you go system
 - Expansion of the road network by private concessionaire
 - 4 to 6 lane expansion
- The private partner remunerated with two elements:
 - Kick-off financing (max. 50% of investment)
 - Transfer of the HGV-toll that accrues on the concession
- The tasks of the concessionaire are the (D)BFOM of the road
- The average A-Model road is approximately 50-70 km
- Contract duration 30 years

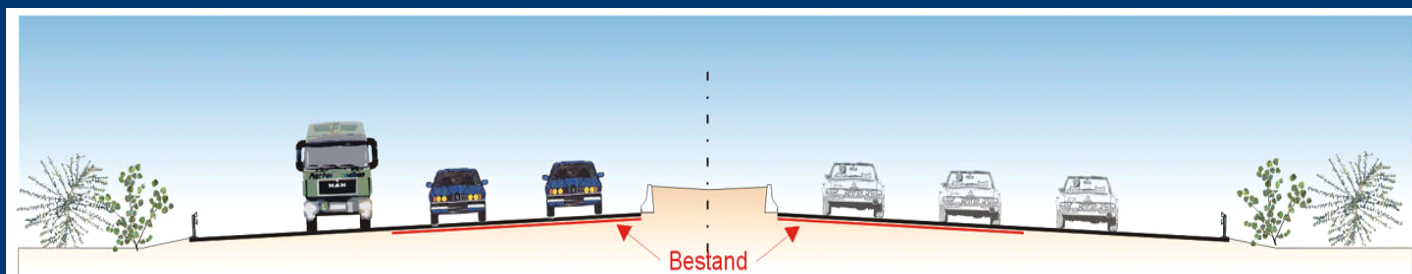
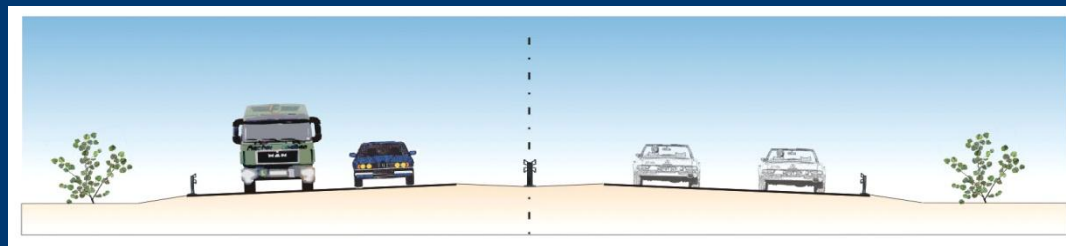


The toll regime

Emission category	Toll category	Toll from 1 January 2009
EEV	Category A (Percentage of vehicle km [together with Euro V]: 70 %)	Up to 3 axles: 14.1 cents 4 axles or more: 15.5 cents
Euro V	Category A (Percentage of vehicle km [together with EEV]: 70 %)	Up to 3 axles: 14.1 cents 4 axles or more: 15.5 cents
Euro IV or Euro III with PAC 2, 3 or 4	Category B (Percentage of vehicle km: 26 %)	Up to 3 axles: 16.9 cents 4 axles or more: 18.3 cents
Euro III or Euro II with PAC 1, 2, 3 or 4	Category C (Percentage of vehicle km: 4 %)	Up to 3 axles: 19.0 cents 4 axles or more: 20.4 cents
Euro II	Category D (Percentage of vehicle km: 0 %)	Up to 3 axles: 27.4 cents 4 axles or more: 28.8 cents

Main targets for the A8 project

- Improvement of Trans European east/west-freight traffic
- Extension from 2 to 3 lanes with an emergency lane
- Improvement of road safety
- Daily capacity of up to 120,000 vehicles
- Significant reduction of construction time





Timeline PPP A-Modell A8

Pre-qualification	2005
Tender	1. Half Year 2006
Negotiations	2. Half Year 2006
BAFO	01/2007 - 02/2007
Financial & Commercial Close	03/2007 - 04/2007
Concession	01.05.2007 - 30.04.2037

- 1994 Fernstraßenbauprivatfinanzierungsgesetz (FStrPrivFinG)
- 1996/98 Tender of the first two F-Models Projects
- 2002 Enacting of the Autobahnmautgesetz (>HGV-toll)
- 2003 Modification of FStrPrivFinG
- 2005 Implementation of HGV-toll
- 2007 Award of the first two A-Model Project
- 2008 Award of a third A-Model Project



Project Details A8 Augsburg-Munich

Lenght 52 km

Construction Costs app. € 250 m

Construction Period 3.5 years

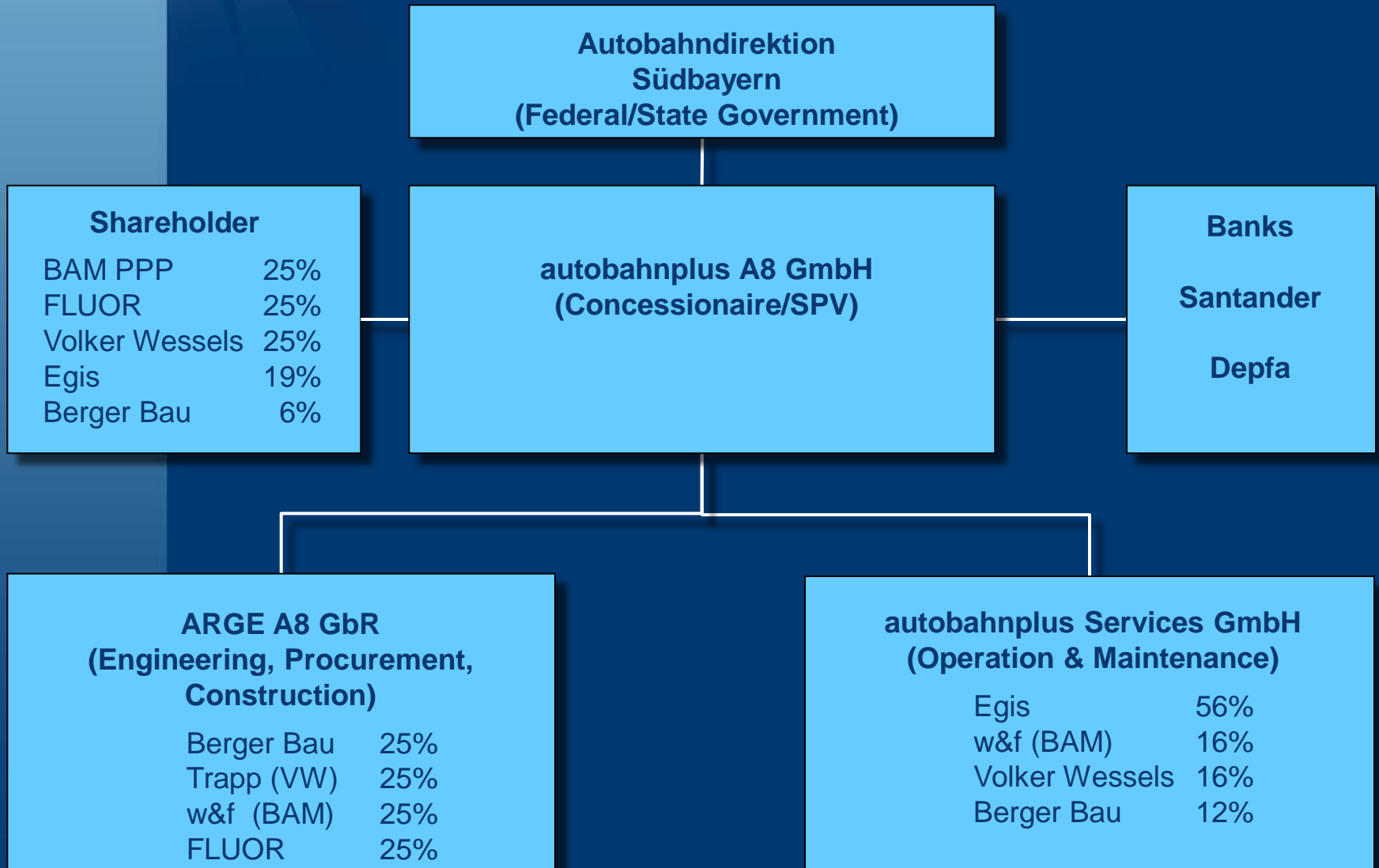
Debt/Equity Ratio: 92:8

Margin: 40-80 bps





Project structure



66 new structures





1,000,000 m² of concrete surface





Experience



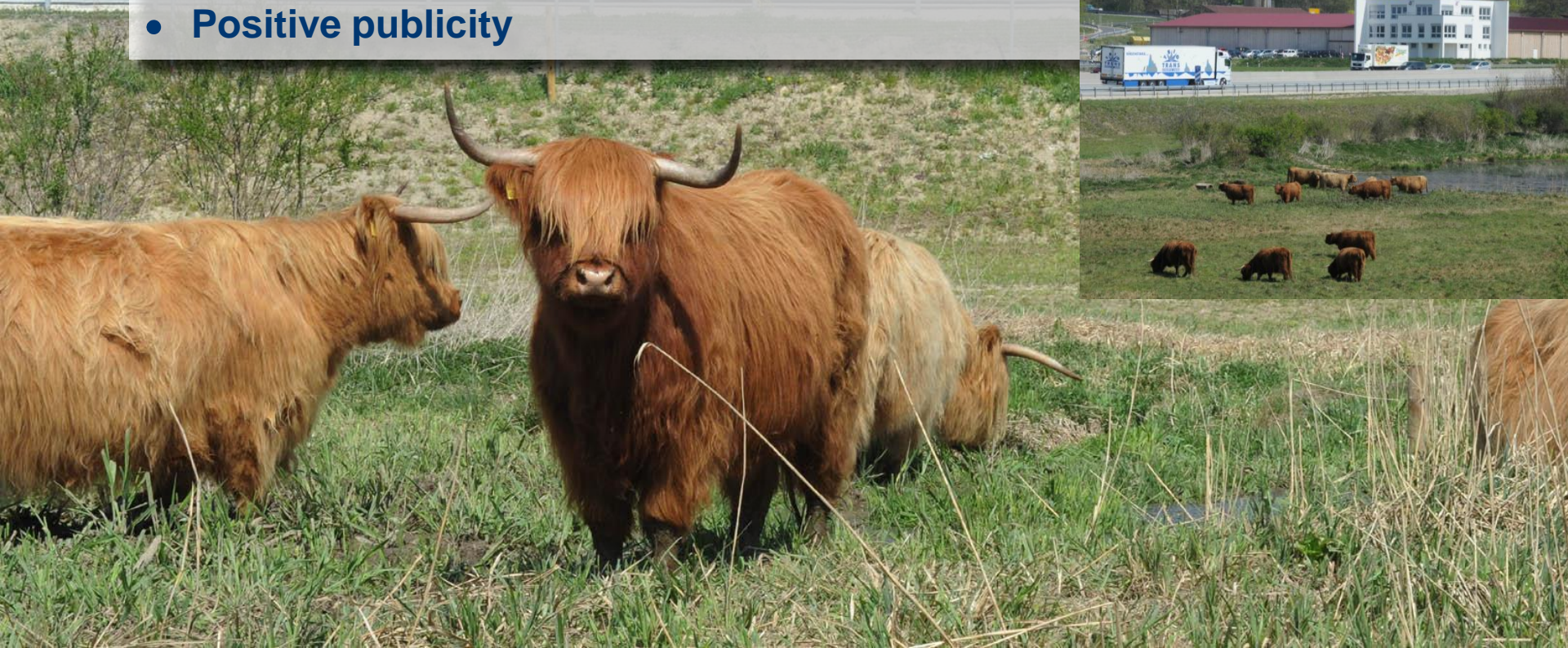
- Very positive feedback in the region
- Significant reduction of congestion
- Number of road accidents decreasing



- **Is there anything, a private partner can do differently or even better than the public bodies?**
- Shortest possible construction time
- Staff numbers and equipment similar
- The de icing is the same whoever does it!
- Cleanliness of resting places
- **Another method of procurement improves competition**
- **However, our greenkeepers look different....**

Green Maintenance

- Scottish Highland-Cattles
- In the long run there will be up to 100 cattle
- Positive publicity



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Thank you for your attention...

..... any questions?