

## The Project

The road construction project near Vienna, in the so called "Ostregion" with its total length of app. 113 km, is divided into 4 construction packages.

ASFiNAG (Autobahnen- und Schnellstraßen-Finanzierungs-AG) decided to conduct the project as Private Public Partnership with a concession model and started a tender for Package No. 1 with 51 km in 2004.

## Tender specifications

In order to force the concessionaire to ensure a good road condition, ASFiNAG defined rigorous quality guidelines the concessionaire has to preserve during the full operational time.

The concessionaire is also required to measure and control the pavement condition. ASFiNAG will observe if the concessionaire's results meet the limit values set in the contract. It is an obligation for concessionaire to work with VIAPMS\_AUSTRIA (Austrian dTIMS CT application), a tool used by ASFiNAG to administrate Austria's entire major road network in since 2001.

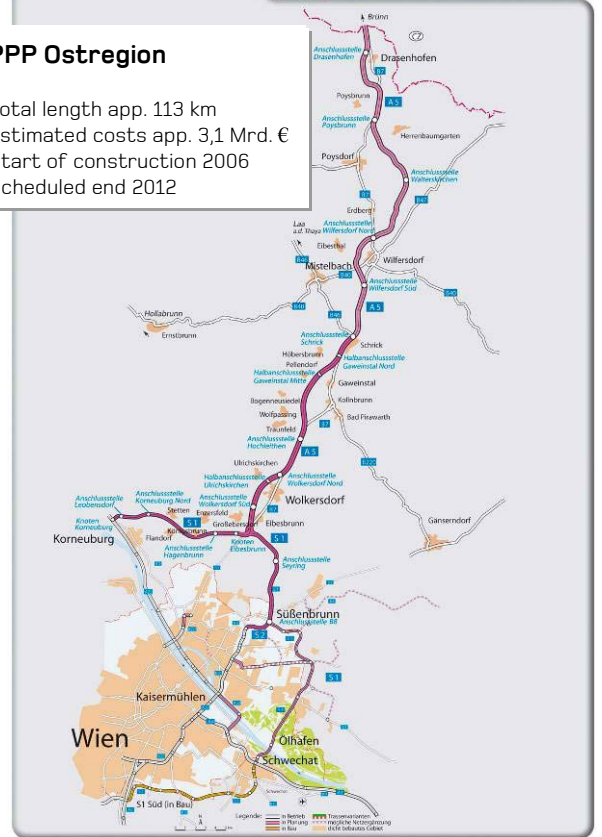
In addition, a road maintenance concept was expected and the concessionaire had to expose their planned maintenance activities during the 30 years of operation. Alternative proposals to the official variant were tolerated.

## Concessionaire proceeds

The revenues for the concessionaire during the time of operation are availability fees and a shadow toll depending on the volume of traffic. This leads the concessionaire to execute the required maintenance treatments economically and road user friendly (shortest delays).

## PPP Ostregion

Total length app. 113 km  
Estimated costs app. 3,1 Mrd. €  
Start of construction 2006  
Scheduled end 2012



## At a glance

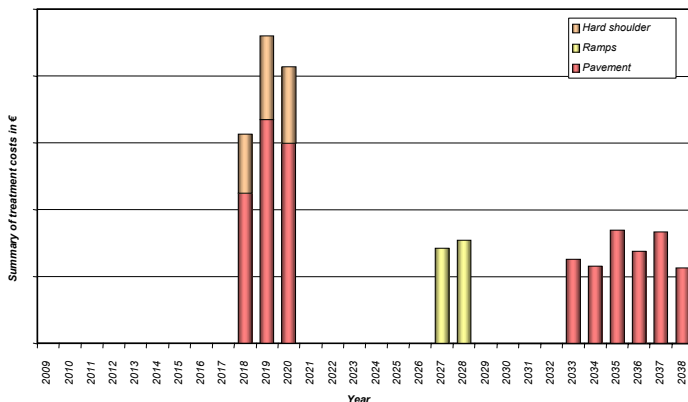
- ✓ First PPP for highway in Austria
- ✓ Concession model
- ✓ Start of construction 2006
- ✓ Strict requirements for the road condition
- ✓ Monitoring process of ASFiNAG during operation period by using dTIMS CT

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## Bidding Phase

- 1. Concept for maintenance activities
- 2. Evaluation of maintenance strategies and treatments
- 3. Determination of costs and evaluation of offer price
  - 4. Maintenance costs during operation period (Life cycle cost analysis)
  - 5. Consideration of different traffic routings and determination of costs (or savings)
- 4. Comparison of alternatives (e.g. comparison of concrete pavement to the alternative in asphalt)

### Example for Cost Distribution



## Operating Phase

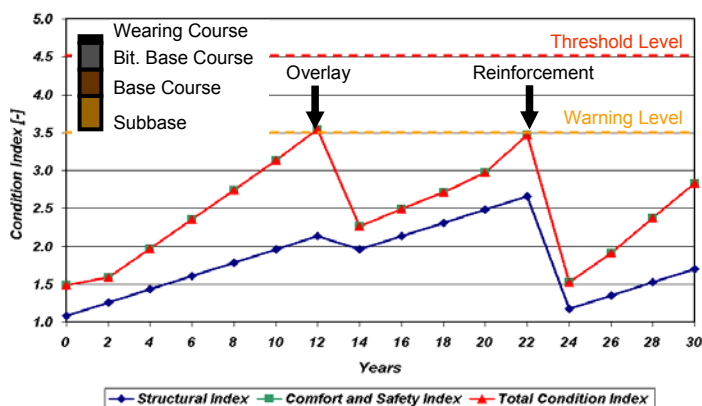
- 1. Main objective: Minimize costs for maintenance activities under given restriction (e.g. pavement condition)
- 2. Continuous or periodical update of maintenance activities
- 3. Automated reporting (report to the licensor)
- 4. dTIMS is applicable immediately and was already used for different PPPs.



## At a glance

- ✓ Maintenance concept for the bidding phase
- ✓ Support in calculating an offer price
- ✓ Tool for controlling and monitoring network during operating phase
- ✓ Administration of all assets

### Development Pavement Condition – Asphalt Pavement



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