

WELCOME

DIGITAL MARKET INFORMATION



**On the way to implementation:
Transformation Waltershofer Hafen**
Planning and construction as an integrated project alliance

Agenda

1. **Part 1:** Presentation of the project

1.1 Construction process

1.2 Presentation of the sub-projects

2. **Part 2:**Key points of the contract and award procedure

1. Presentation of the project



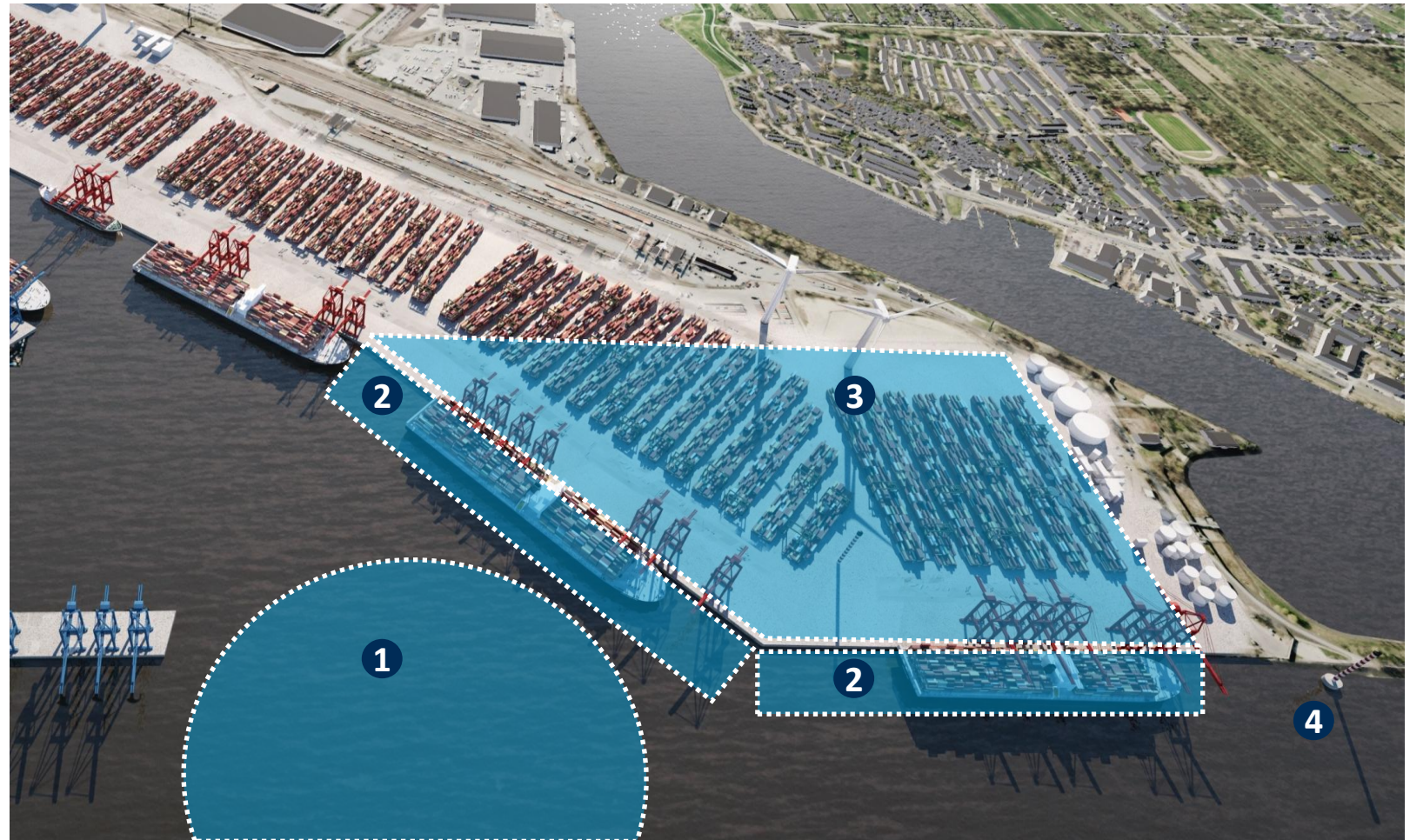
Transformation Waltershofer Hafen

Shaping the future in the heart of the Port of Hamburg



The project Transformation Waltershofer Hafen includes three main measures.

- ❶ 600 m Turning Circle**
in the Parkhafen
- ❷ 614 m Tall ship berth**
(quay wall + berth) at
Predöhlkai
- 445 m mega-ship berth**
(quay wall + berth) on the
Bubendey-Ufer
- ❸ backfilling of the petroleum
port and creation of an
additional terminal area of ap.
38 ha**
- ❹ Building
construction**
(Radar towers and
directional
beacon towers)



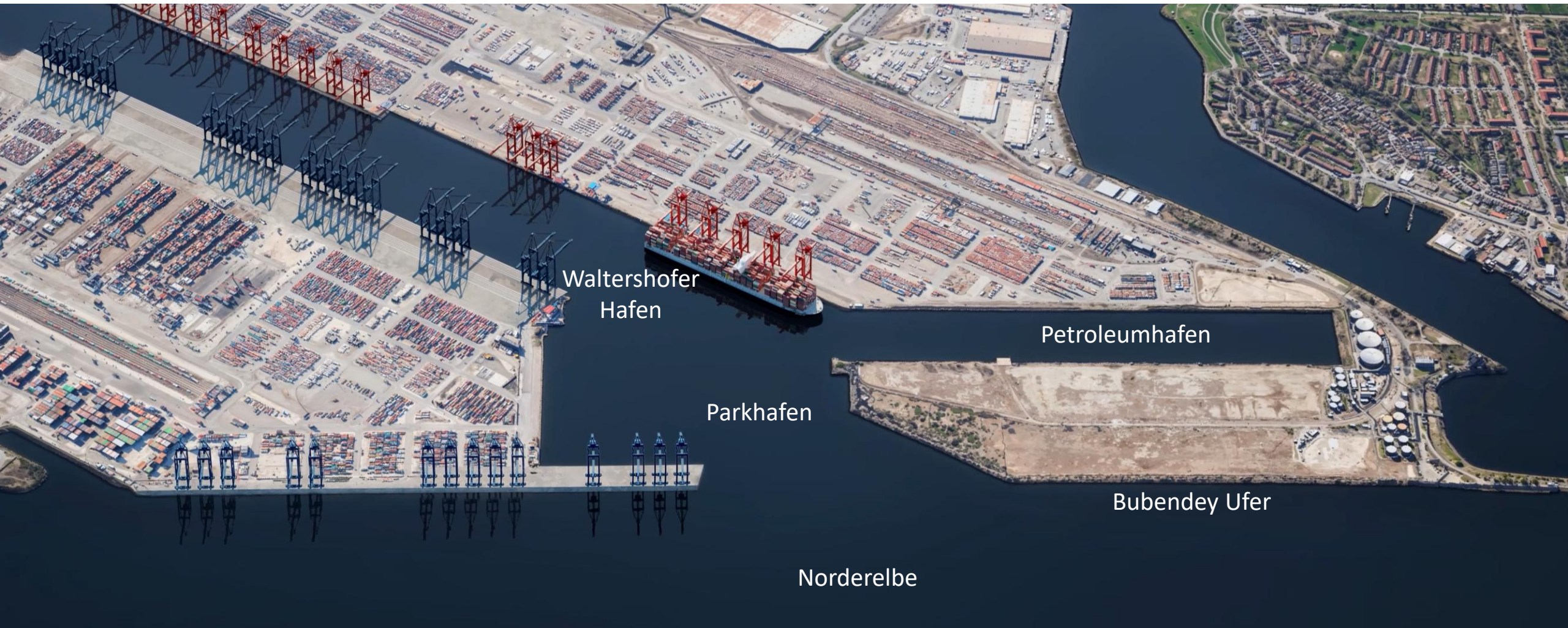
1.1

Construction process



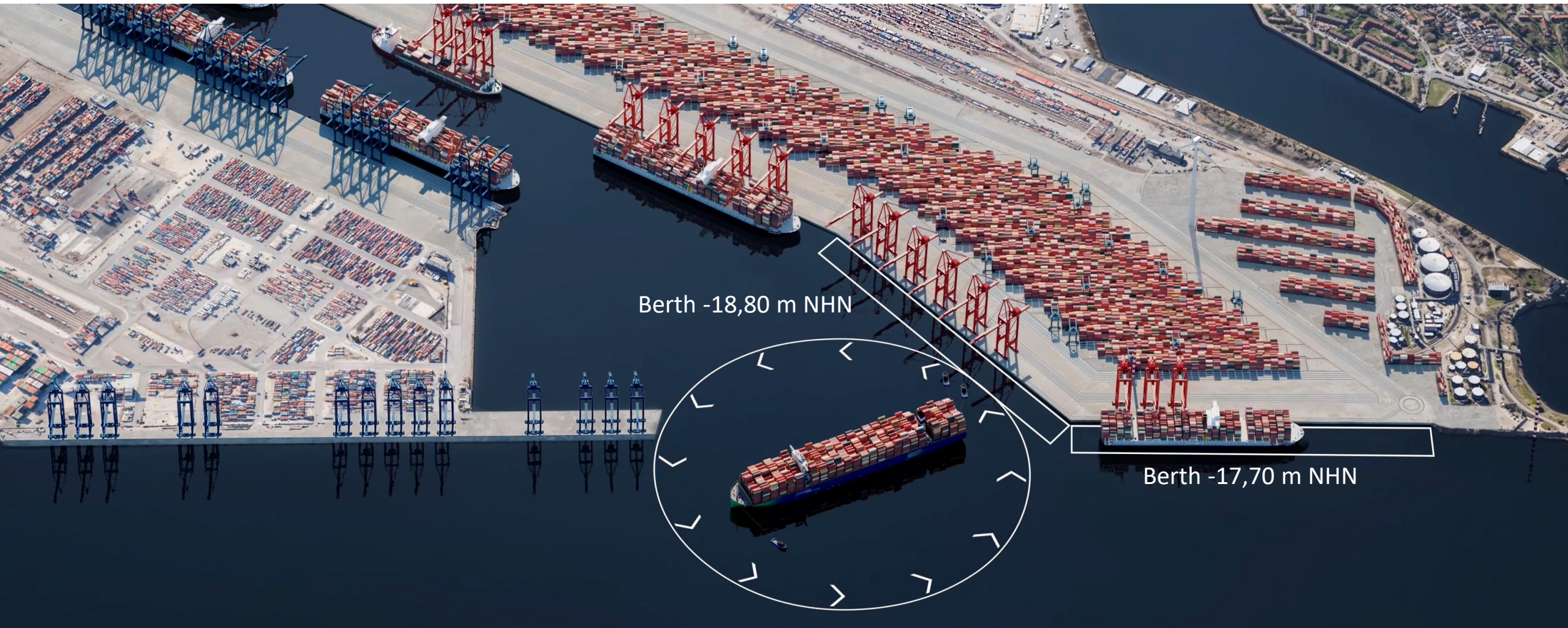
Transformation Waltershofer Hafen

Special features of the project area



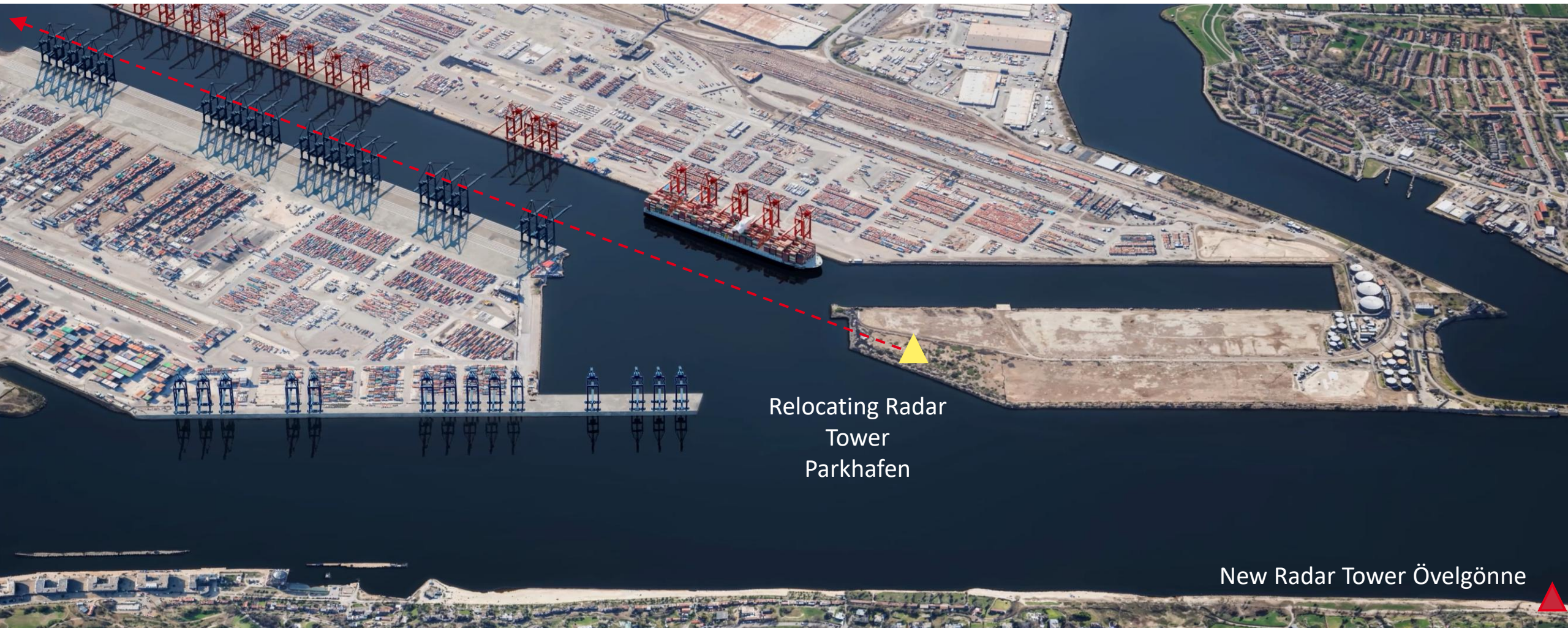
Transformation Waltershofer Hafen

Presentation of the overall measure



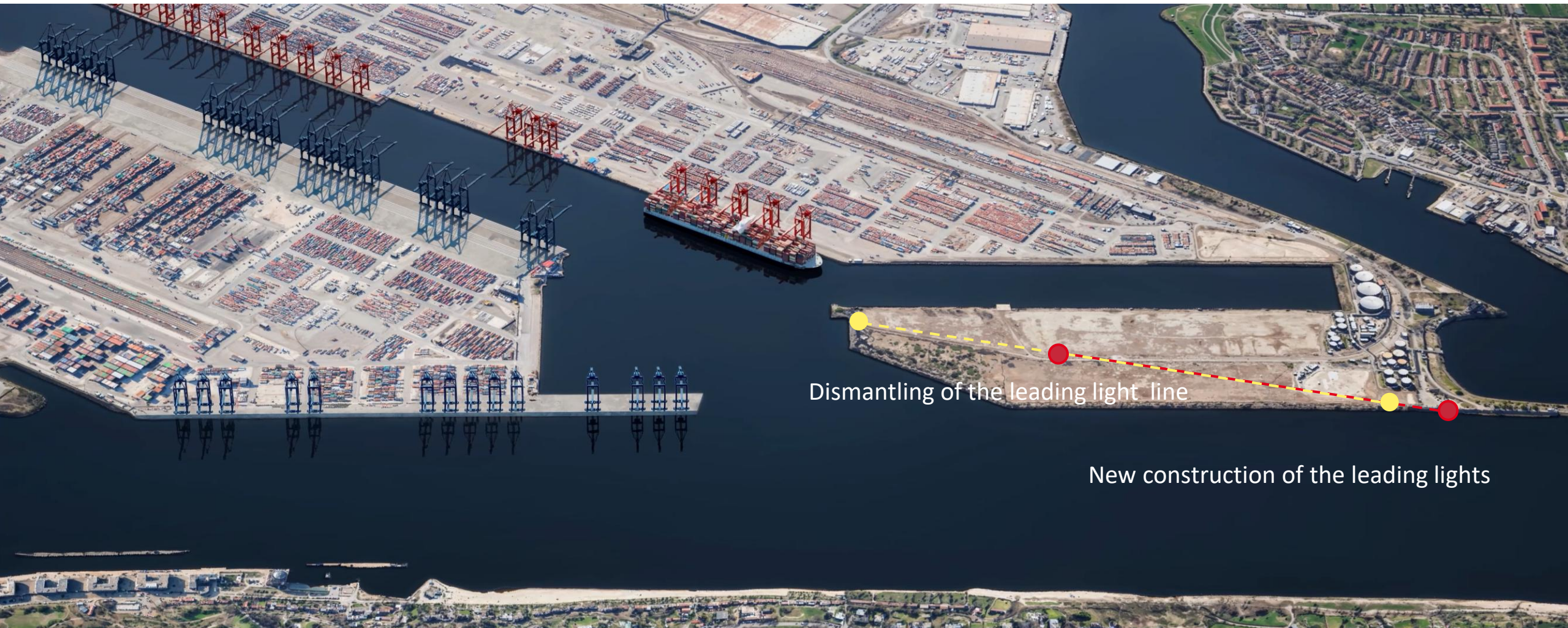
Construction process

Construction phase 1: Marine equipment



Construction process

Construction phase 1: Marine equipment



Construction process

Construction phase 2: Start of earthworks and quay wall construction



Construction process

Construction phase 3: Soil exchange and construction barrier dam



Construction process

Construction phase 4: Start of filling Petroleumhafen



Construction process

Construction phase 5: Soil removal and dismantling Bubendey Ufer



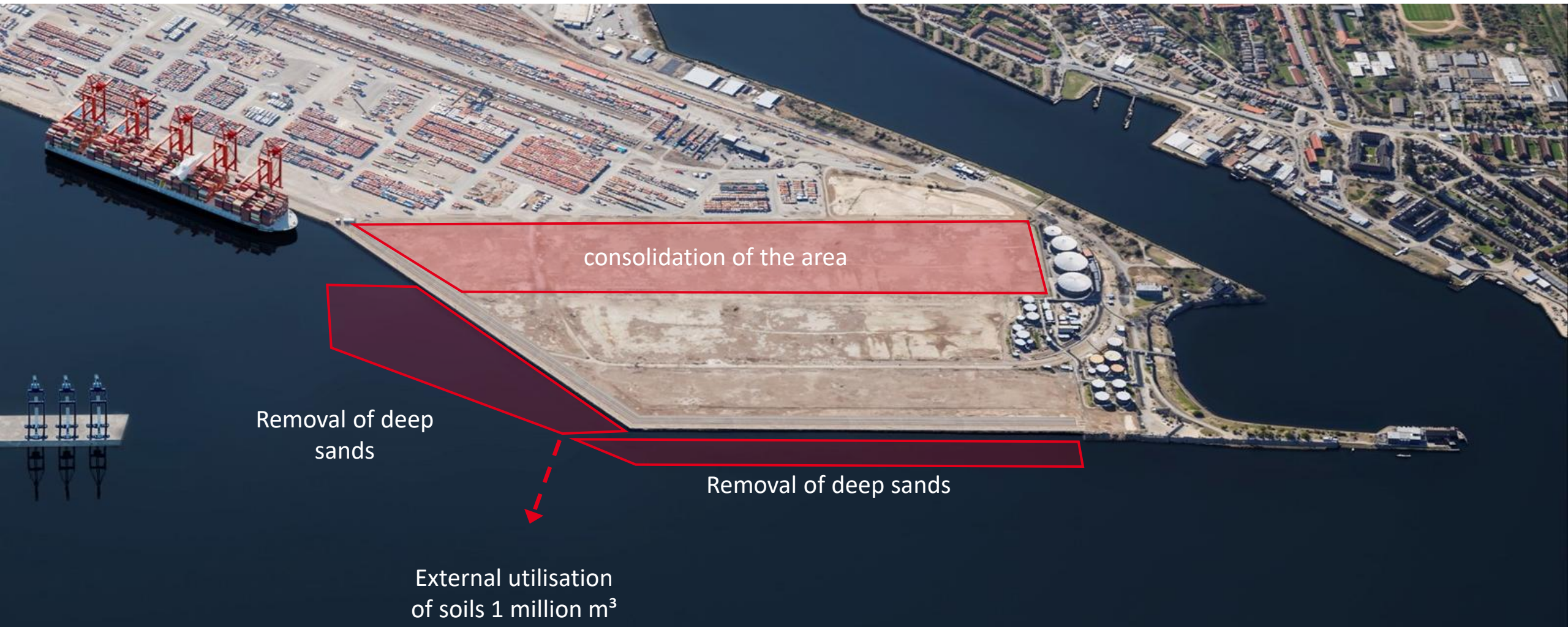
Construction process

Construction phase 6: Dredging



Construction process

Construction phase 7: Removal of deep sands



The project will be carried out with the BIM method implemented

- Extensive plans are already available in the respective sub-projects
- Create added value in the use cases, quantity determination, scheduling and logistics planning
- Planning meetings are carried out with the support of models
- As-built modelling of buildings is currently taking place



Current Timeline and Milestones

The area is to be handed over to EUROGATE in 2036.

| | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 |
|---|-------------------|---------|---------------|------|------|------------|------|------|------|------|------|------------|
| Updating the planning | 2025 | | | | | | | | | | | |
| IPA Procurement procedures | | Q1/2026 | | | | | | | | | | |
| Technical planning IPA | | | until Q3/2028 | | | | | | | | | |
| Notification incl. preliminary coordination with EU-COM | Q3/2025 – Q4/2029 | | | | | | | | | | | |
| Construction phase IPA | | | | | | 2030 -2035 | | | | | | |
| Handover of the areas to EG | | | | | | | | | | | | 01.01.2036 |

1.2

Prasentation of the sub-projects



Quay wall construction

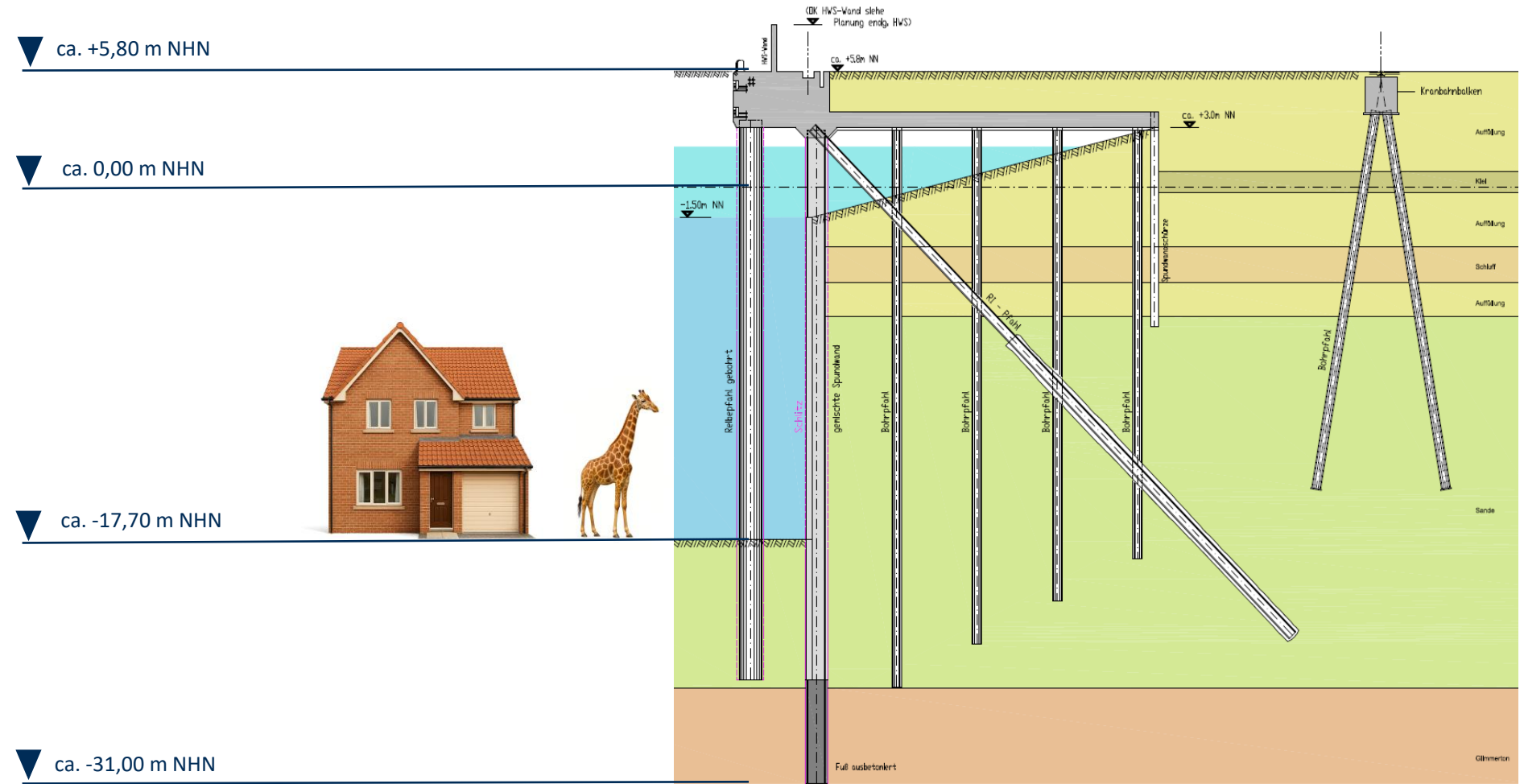
Quay wall construction

The Transformation Waltershofer Hafen creates **two new berths** for Ultra Large Container vessels – along a new **over 1.000 m long quay wall**.



Example cross-section

- Tubular piles
- Combined wall system
- Back anchoring
- Drilled piles
- Reinforced concrete superstructure
- Sheet piling apron
- Crane runway beams



Temporary flood protection wall

- wall construction site
- Protection of intermediate floor storage
- Protection of construction site areas
- Removal areas outside the temporary flood protection
- 5 passages planned
- Eastern sheet pile wall of the barrier dam

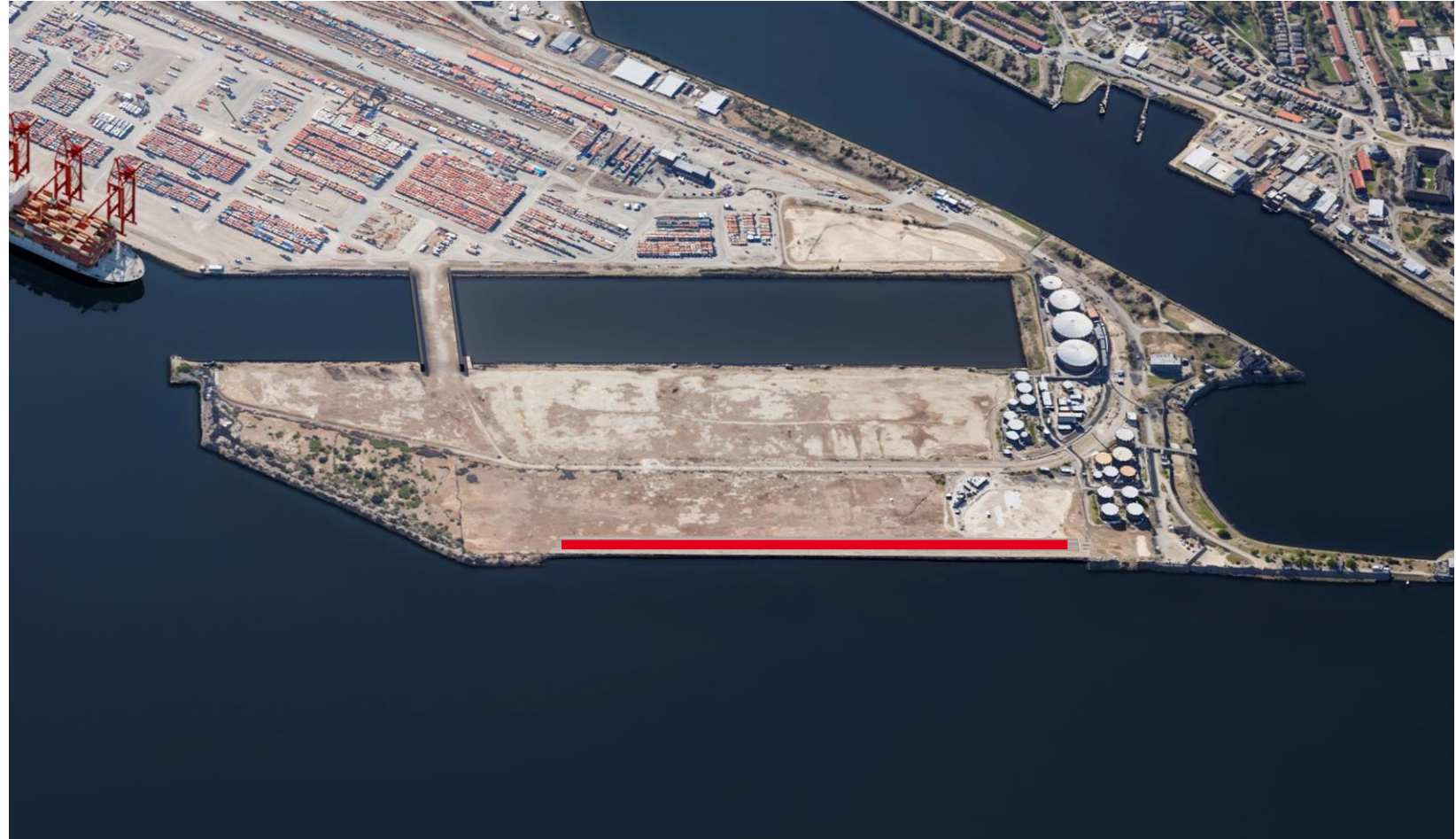


Construction stage Bubendey Ufer

Construction method

Landside construction of 445m

- Combined wall system -set in suspension-supported slot
- back anchoring is inserted by vibration



Construction stage Landspitze

Construction method

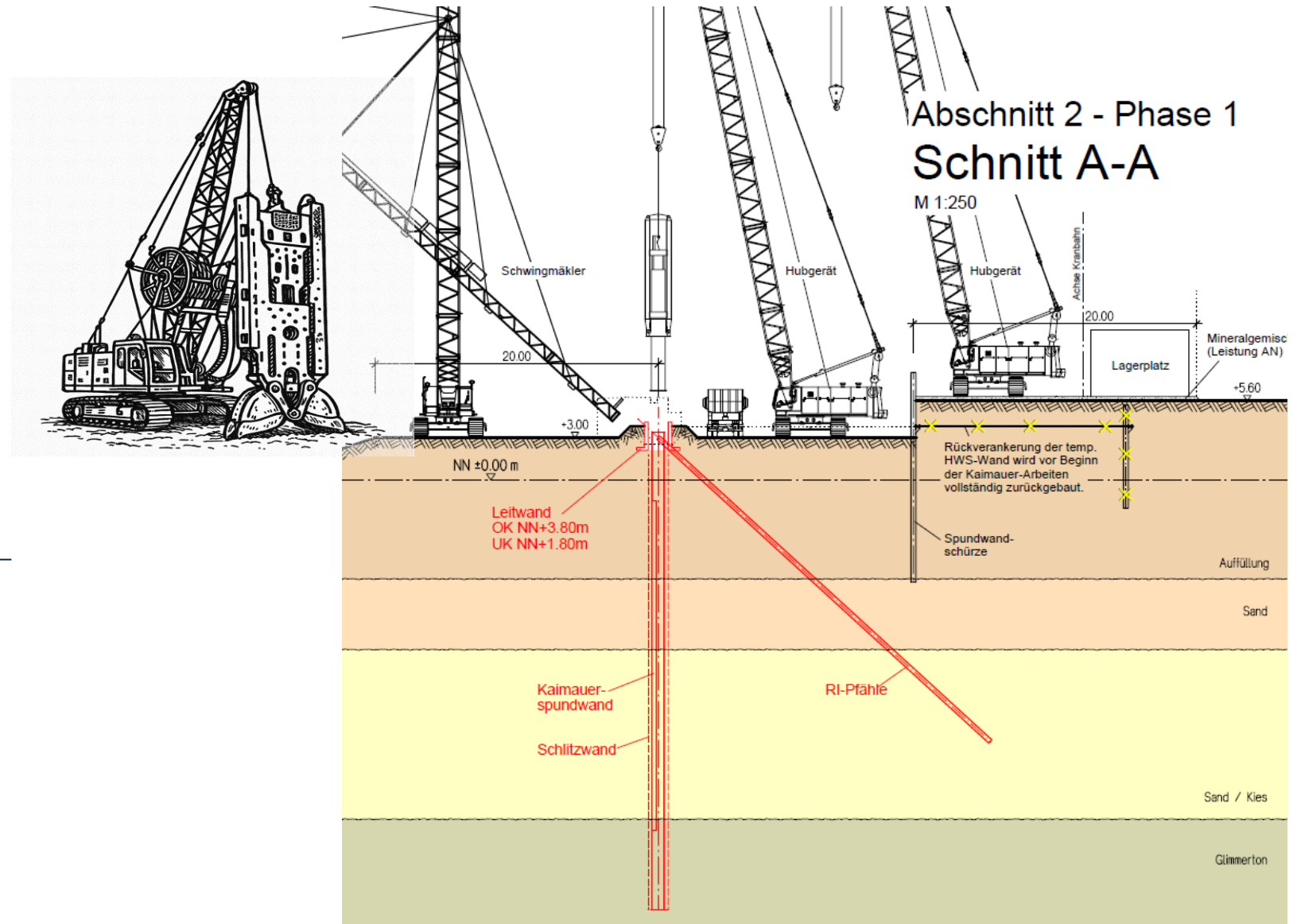
Landside construction of 415m

- Combined wall system set in suspension-supported slot
- back anchoring is inserted by vibration
- Sheet pile construction of the barrier dam



Diaphragm wall construction

- Manufacture of the guide wall and excavation of diaphragm wall (support by means of support fluid)
- Adjusting the sheet pile elements
- Concreting of the sheet pile base
- Insertion of the back anchorage



Construction stage Petroleumhafen

Construction method

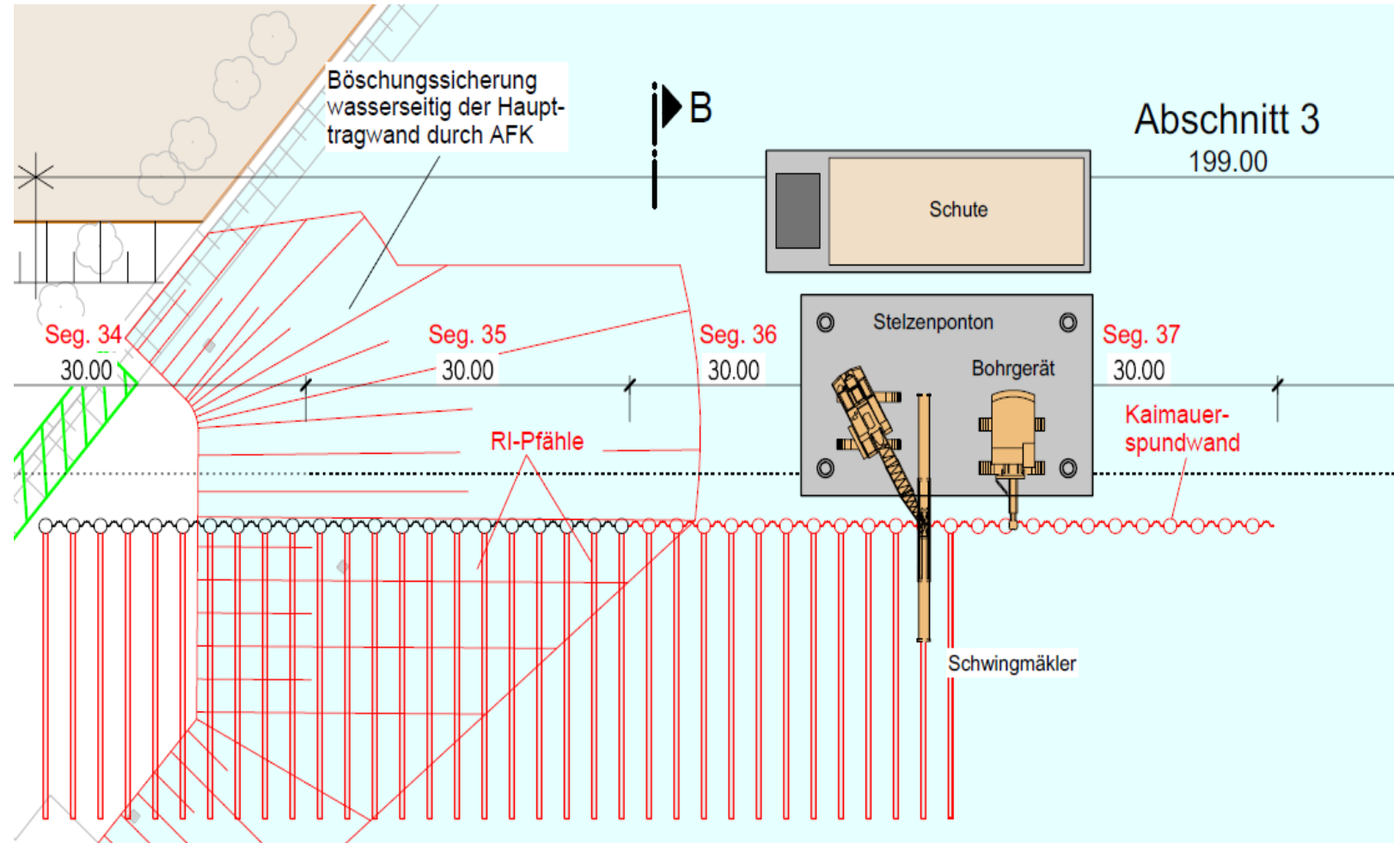
Water-side construction of 199m

- Drilling method for inserting the load-bearing wall
- Back anchoring is inserted by vibration
- Connection to existing berth



Waterside Production

- settling depth
- Adjusting the load-bearing profiles
- Concreting the base with simultaneous pulling of the steel tube
- In the area of the intermediary elements: loosening of the building ground by drilling
- Vibrated back anchoring



Quay wall construction

Company expertise

- Creation of a quay wall with a **terrain jump of approx. 23.5 m**
- **Diaphragm wall construction** with suspension support
- **Back anchoring of combined wall systems**
- **Waterside** construction of a combined wall system
- **Compliance with noise requirements**
- Experience in the implementation of comparable construction projects with a **construction volume of at least 50 million euro**
- **Selected project references** from the last 10 years

Quay wall construction

Planning status



Design planning from the year 2025

Basis: Design from 2012



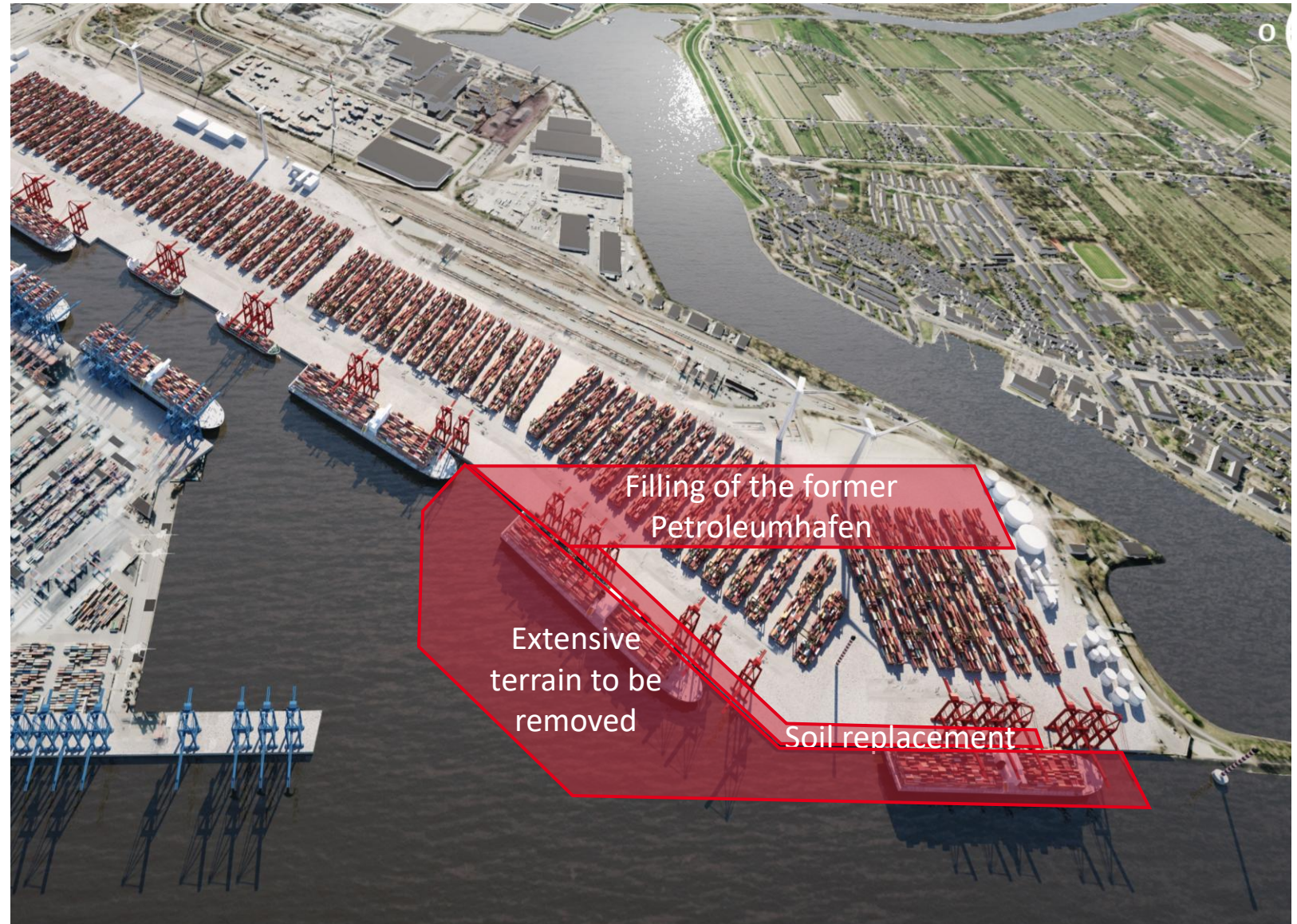
Load test on four large drilled piles in 2010

Characteristic values for shell friction and peak resistance could be increased

Earthworks

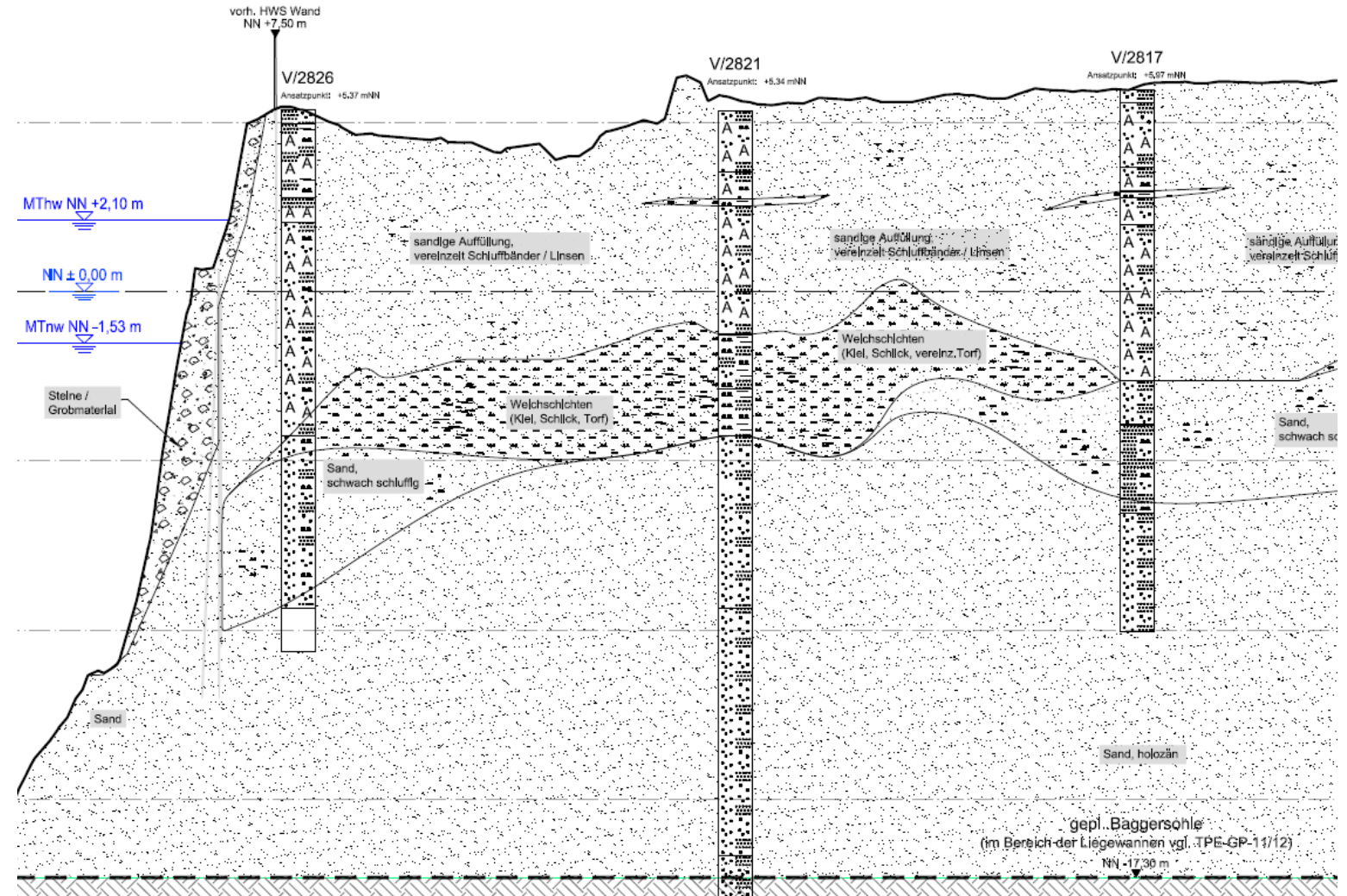
Earthworks

- Subsoil structure
- Soil replacement in the quay wall area
- Filling Petroleumhafen
 - barrier dam
 - Storage mixing area
 - Storage sand area
- Soil removal area Bubendey-Ufer
- Soil erosion area headland on the Parkhafen



Subsoil structure

- Existing GOK +5.8 m NHN
- Loaded sandy backfills
- Soft layers (clay, peat)
- Uncontaminated grown sands



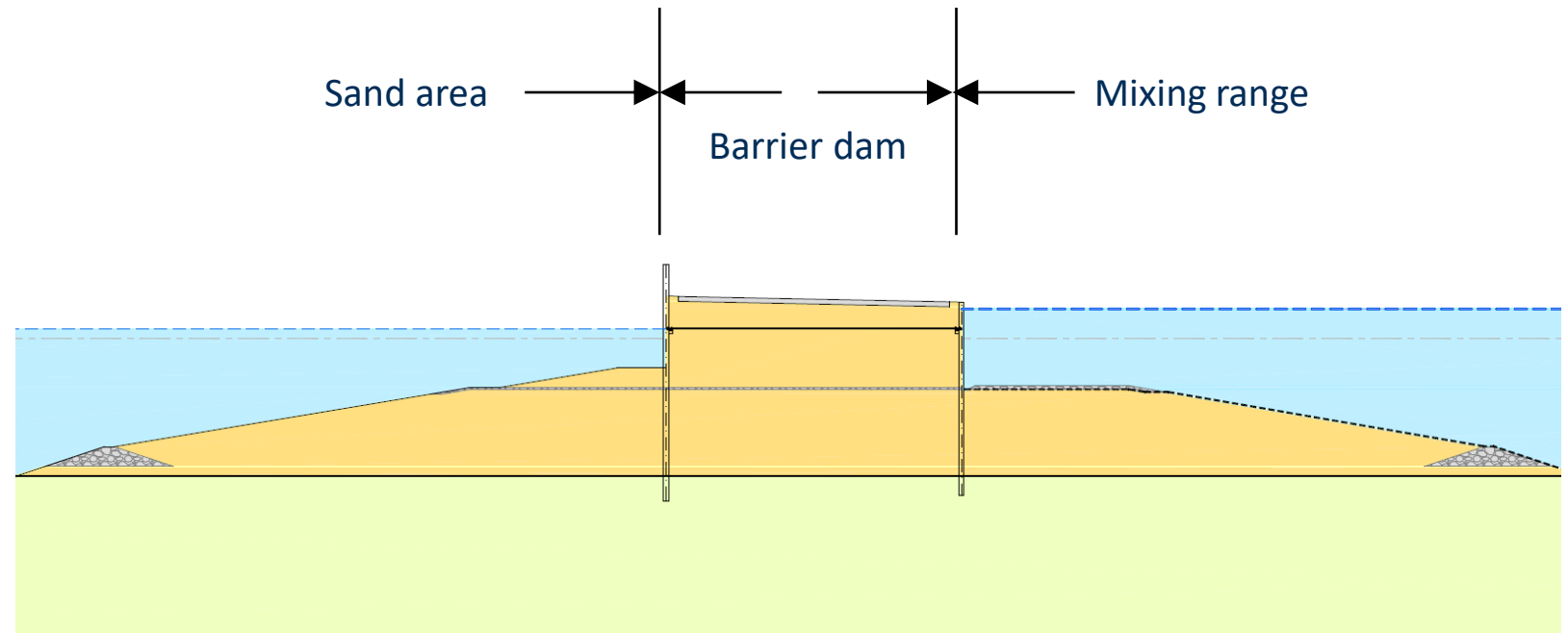
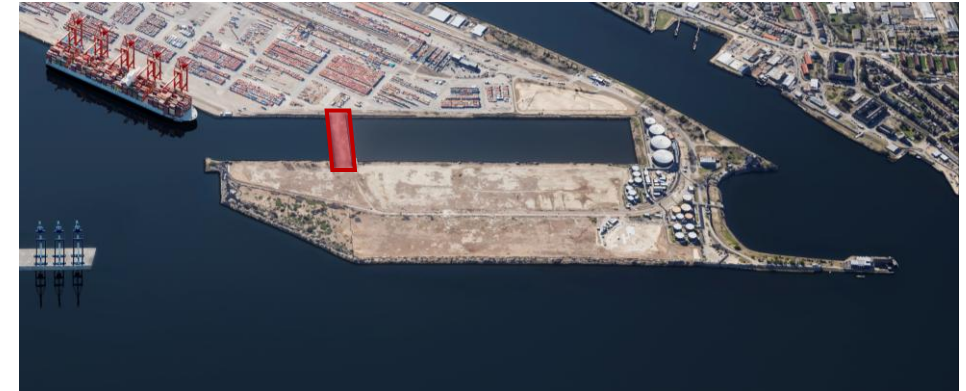
Soil replacement Quay wall route

-
- Surface preparation to +3 m above sea level along new quay line
 - Soil removal in front of the planned quay wall up to the planned excavation depth
 - Layer-by-layer backfilling up to the lower edge of the quay plate
 - Setup b/w area



Filling Petroleumhafen Barrier dam

- Tide-independent water level and installation in the Petroleumhafen
- Clearing silt in the area of the barrier dam
- Two sheet piles anchored to each other, including the flood protection wall
- Double-sided berms
- To determine the location of the barrier dam on the basis of mass ratios



Filling Petroleumhafen Storage Mixing range

- Trickling of sand on a sealing silt layer and layer-by-layer installation of the soils
- Step-by-step installation of removal material with alternating accumulation and lowering of the water level to ensure inflow to the emplacement area (environmental aspect)
- Geotextile reinforcement, horizontal drainage, vertical drainage
- Water Treatment



Filling Petroleumhafen Storage Sand area

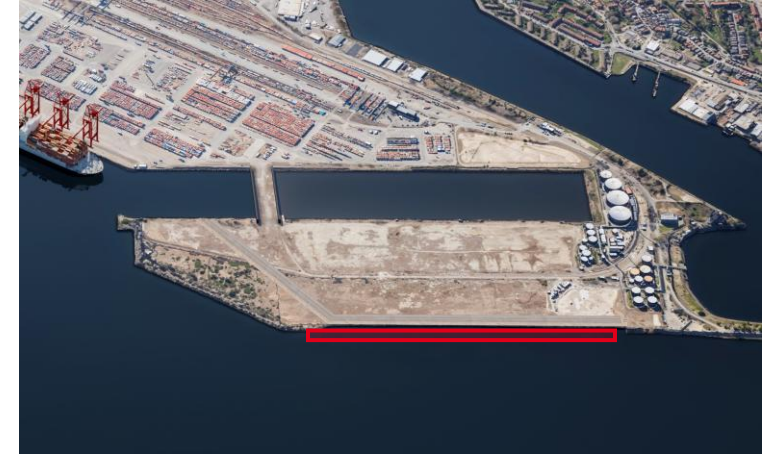
-
- Installation of deep-lying sands after the quay wall has been completed
 - Clearance of silt deposits
 - Step-by-step flushing of sands up to approx. +2 m NHN

Dewatering/drainage:

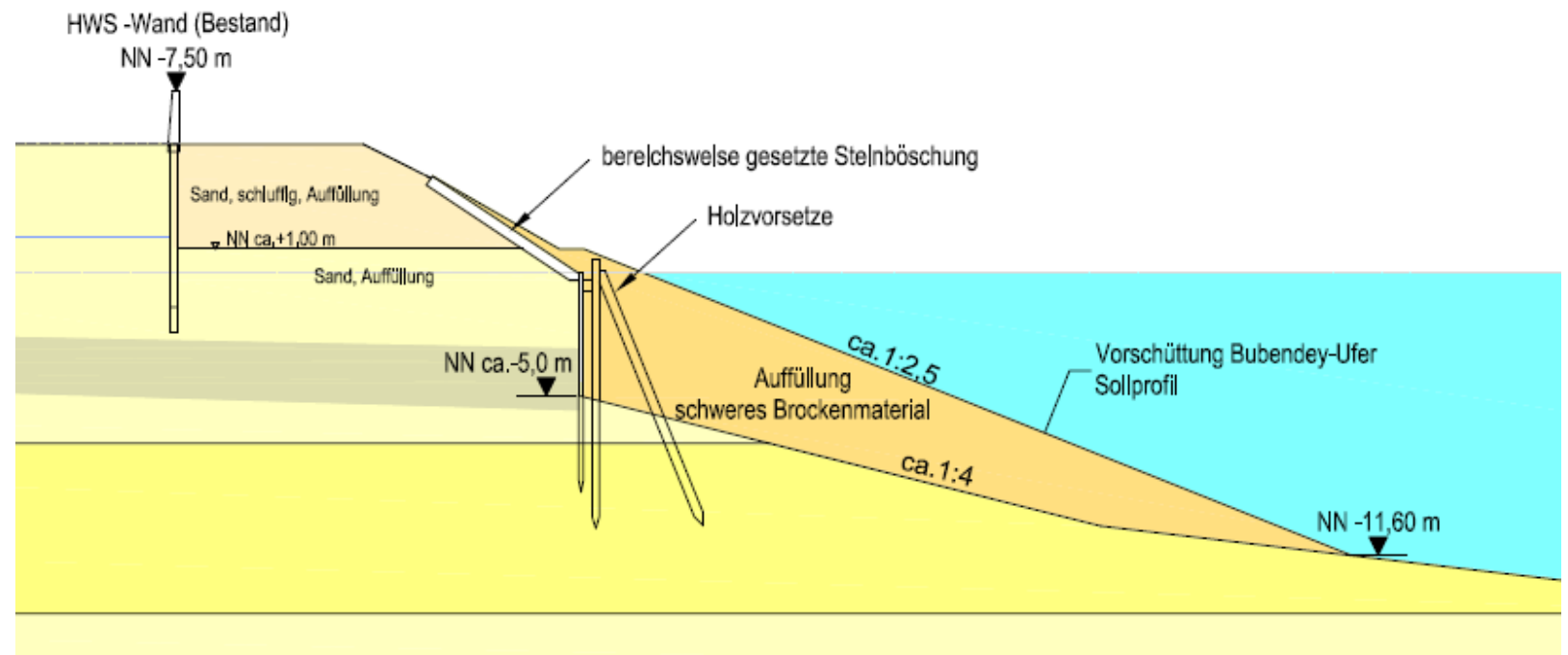
Return to the Elbe



Soil removal Bubendey-Ufer



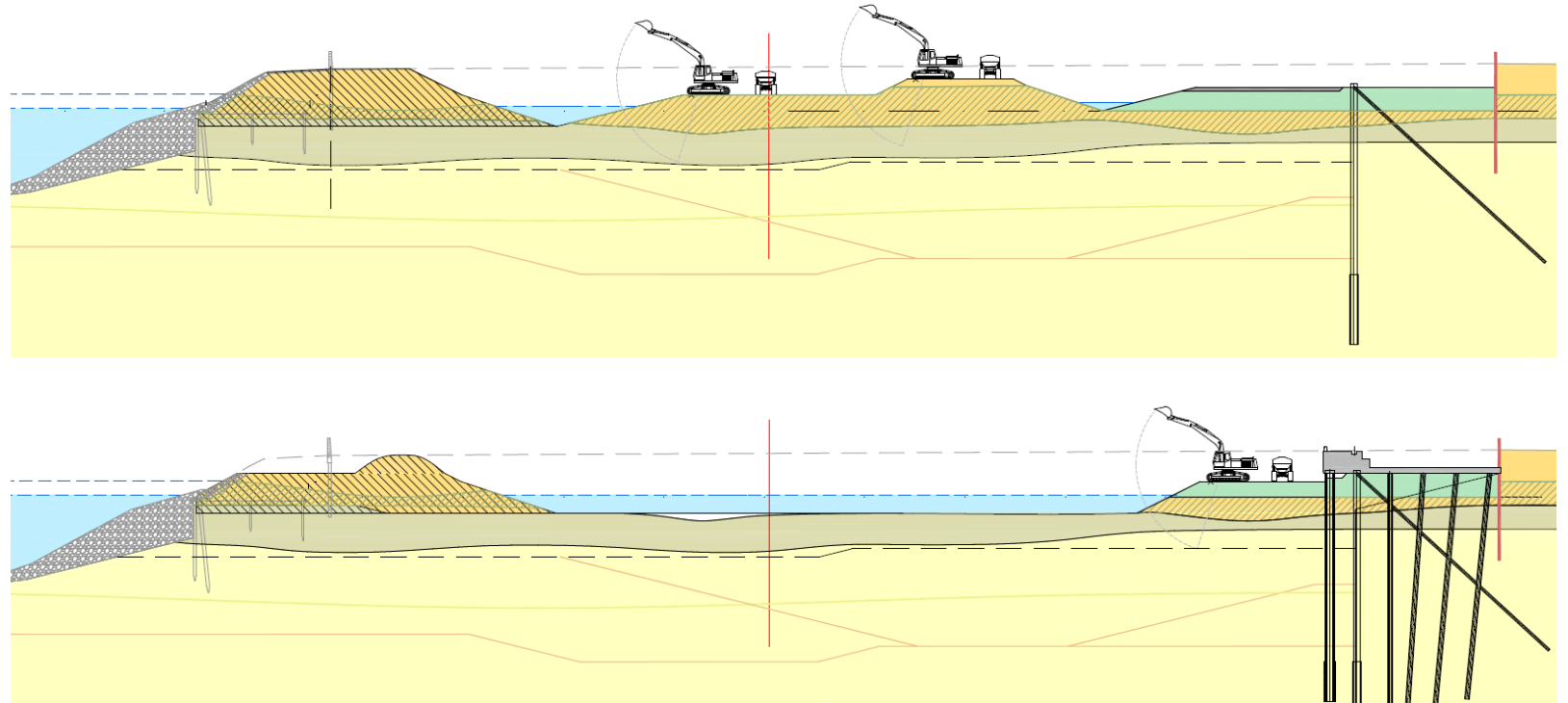
- Removal after construction of the quay wall
- Land and water side removal
- Water-side removal of coarse layers in the shore area
 - Processing of coarse material and interim storage for recycling
- Mooring for transhipment on land



Soil removal Headland area on the Parkhafen



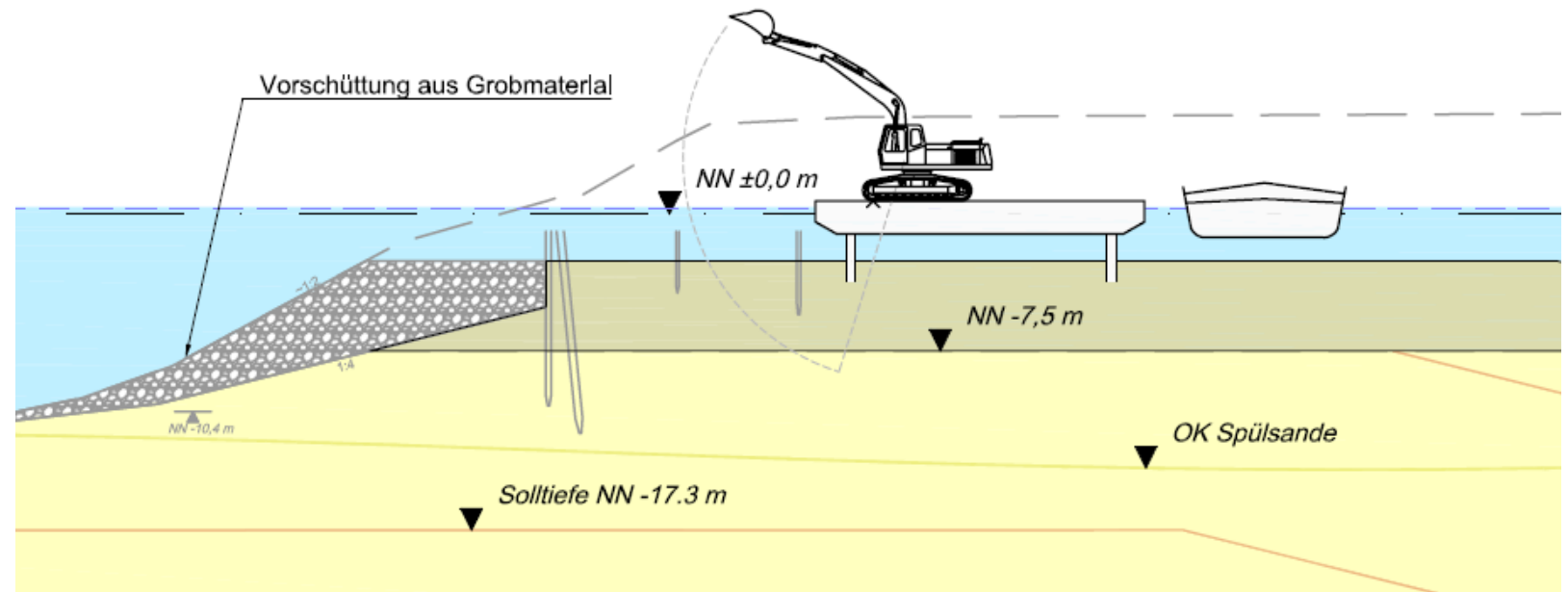
- Seepage skirt landside boundary, enclosure dam waterside boundary
- Gradual removal (dry and wet)
- Removal of enclosure dam
- Dismantling of the retaining slope to the bottom level soft layer



Soil erosion Headland area on the Parkhafen



- Tidal dismantling
- Removal of grown sands in front of quay wall to final development depth -20.80 m NHN (sediment trapping channel)
- Deep removal pontoon-supported



Earthworks

Company expertise

- **Earthworks** with **land-based** and **water-based equipment**
- **Earthworks** under the **change in water level due to the tide** and in the embankment area
- **Excavation** up to approx. -21 m above sea level
- **Explosive ordnance clearance**
- **Dealing with contaminated soils** and construction site operation under B/W conditions
- **Qualified floor installation** and implementation of **measures to accelerate soil settlements**
- **Soil management** with treatment, replacement, disposal, water treatment and discharge
- Experience in comparable **Projects** with a **Construction volume of at least 50 million euros**
- **Selected project references** from the last 10 years

Earthworks

Planning status

- Plans for the earthworks are available in some areas up to the implementation planning

Basis: Design and implementation planning 2012

- Subsoil reports are available
- Homogeneous areas are defined
- Modeling in BIM

Building construction: Marine equipment

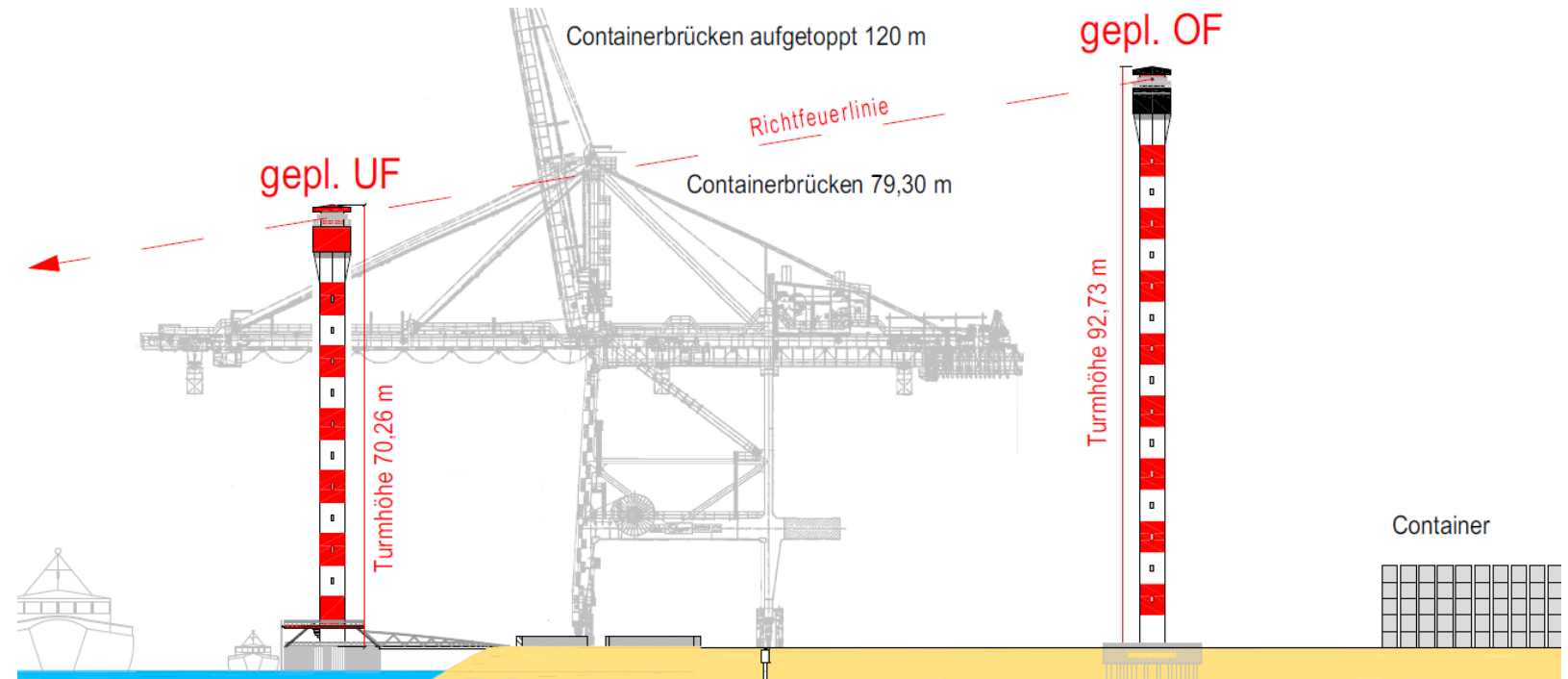
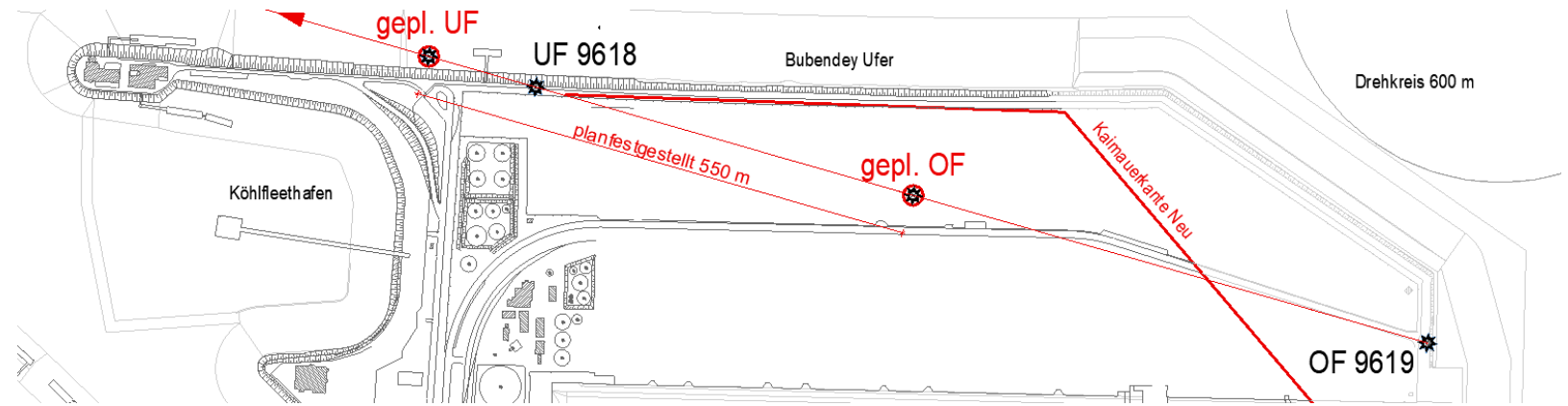
Building construction: Marine equipment

- New construction of the Övelgönne radar tower on the north bank of the Elbe
- Relocating radar tower Parkhafen to the southern end of Waltershofer Hafen
- New upper and lower lights for the Bubendey-Ufer leading light line
- Dismantling of existing upper and lower lights



New building Directional light line

- New construction on identical line
- Tower height of new building UL: 92.73 m
- Tower height of new building LL: 70.26 m
- Dynamic calculation of vibration dampers in the tower heads
- Deep foundation in the water change zone (lower light)
- Dismantling of upper light 9619 and lower light 9618



New Radar Tower Övelgönne

- New radar tower in Övelgönne in the area of the Ringelnatztreppe
- Steel tower, height approx. 32 m
- Construction of the tower incl. foundation
- Special location on the north bank of the Elbe
- Accessibility of water / land



Relocating Radar Tower Parkhafen

- Radar Tower Parkhafen, Year of construction 1998
- Steel tower, height 36 m, steel structure made of 4 shots
- Relocation and repair of the existing radar tower from the Parkhafen to Waltershof



Building construction: marine equipment

Company expertise

- **Erection of Steel Towers** up to 93 m height
- Waterside construction of **deep foundations** with large bored piles in the tidal influence area
- **Compliance** with **restrictive noise requirements**
- Compliance with **minimal downtime of the directional leading light line** during the construction process
- Experience in implementing comparable **Construction projects with a construction volume of at least 5 million euros**
- **Selected project references** from the last 10 years

Building construction: marine equipment

Planning status



Radar tower Övelgönne and Waltershofer Hafen:

Design planning from 2025

Basis: Design from 2012



Leading light line upper and lower light:

Design planning from 2025

Basis: Design from 2012

2. Vertices Contract and Procurement procedures



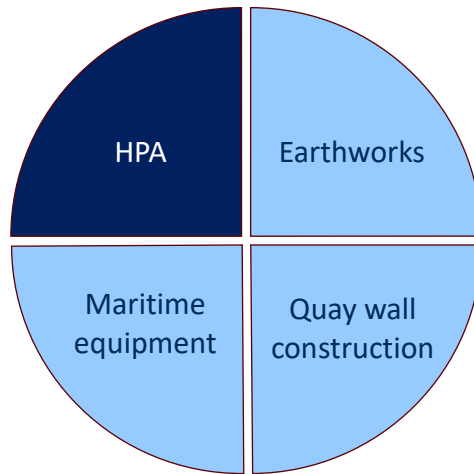
Implementation of the project as integrated project management

The HPA has opted
for integrated
project
management
because....

- ... the interfaces between earthworks, quay wall construction and shipping facilities are diverse and complex. We want to overcome them with a common objective in a multi-party agreement.
- ... we would like to implement the project collaboratively with you. Integrated project management in a multi-party contract provides the best basis for this.
- ... the early commitment of the executing companies and the course of the alliance phases harmonizes with the processes of project financing.
-we have high demands on adherence to deadlines and profitability as well as cost stability. This requires intensive project involvement with all partners.

Intended partner tailoring

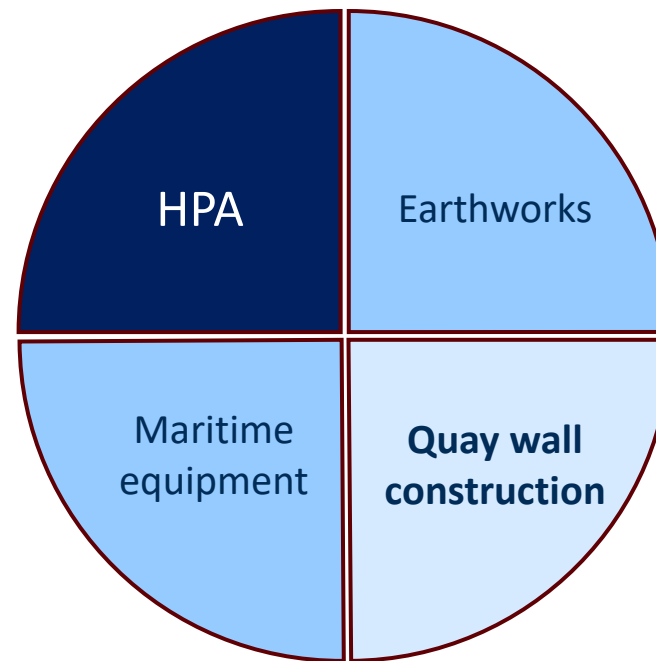
The alliance is formed by **four partners**.



- The alliance is formed with construction companies due to the high degree of progress of the planning.
The planning services still required are provided by their technical offices or planning offices commissioned as subcontractors.
- The partner can be an individual bidder or a bidding consortium.
- Three separate award procedures will be carried out at the same time, resulting in an alliance contract.
- A company or a bidding consortium can only participate in one of the three award procedures.
- A company can only participate in one bidding consortium
- A subcontractor can bid for competing bidders if secrecy is ensured. Subcontractors may not be allowed to inspect the bidder's tender documents.

Intended performance tailoring

Quay wall construction

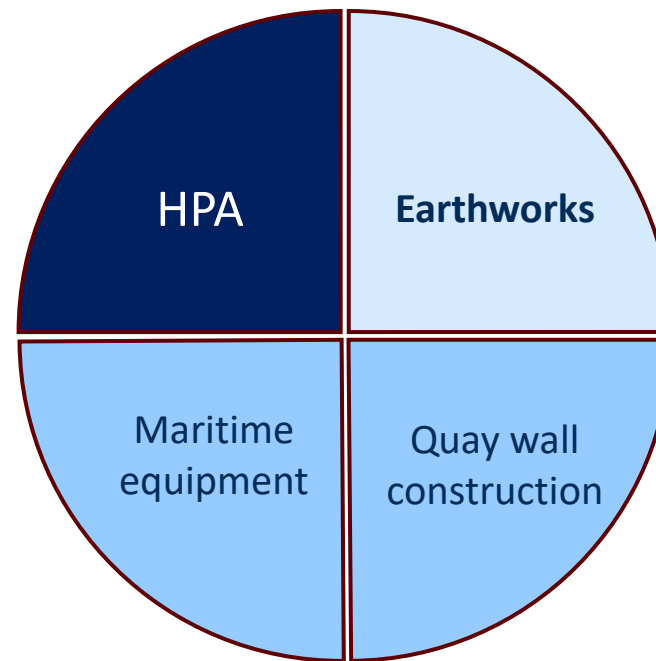


- Construction of the quay wall section Bubendeyufer
- Construction of the quay wall section headland
- Construction of the quay wall section of the petroleum port
- Production of seepage apron/temp. flood protection
- Production of the sheet piling walls of the catch dam

Performance share of construction work approx. 37%

Intended performance tailoring

Earthworks



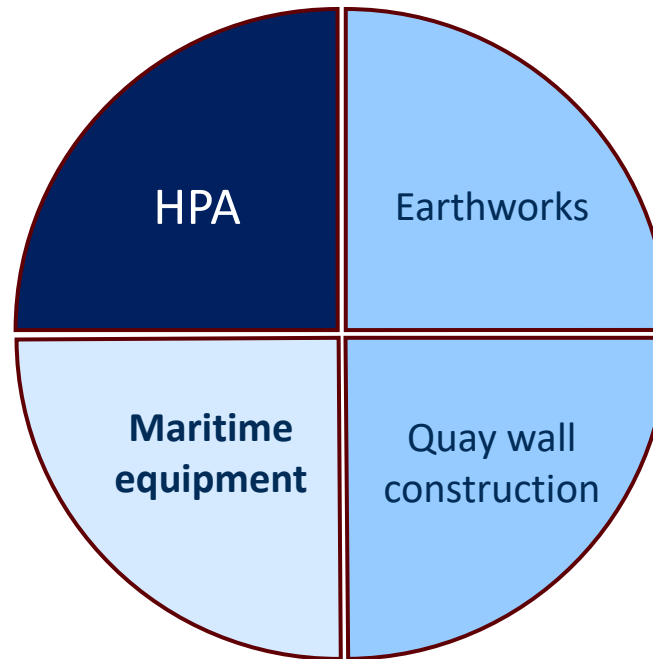
- Excavation and dredging work Bubendeyufer and headland
- Dredging Deep Sands Headland
- Soil handling and interim storage
- Soil replacement of the quay wall route and construction of the quay wall level
- Earthworks of the barrier dam
- Sand trickling and soil filling in the petroleum port
- Dismantling of the handling facilities in the petroleum port
- Pre-loading, surface preparation
- Site facilities
- Explosive ordnance clearance
- Water treatment, laboratory analysis
- transport of the recoverable surplus masses

Output share of construction work approx. 60%

Intended performance tailoring

Marine equipment

- New construction of the Övelgönne radar tower
- Relocation of the Parkhafen radar tower
- Dismantling of the existing leading light line
- New construction of the Bubendey-Ufer upper light
- New construction of the Bubendey-Ufer lower light



**Output share of construction work
approx. 3%**

Core tasks of the partners

Core tasks must be carried out by a **partner**

and may not be **subcontracted**

Quay wall construction

- Combined sheet pile production
- Creation of the anchoring of the quay wall
- Production of the suspension-supported slot

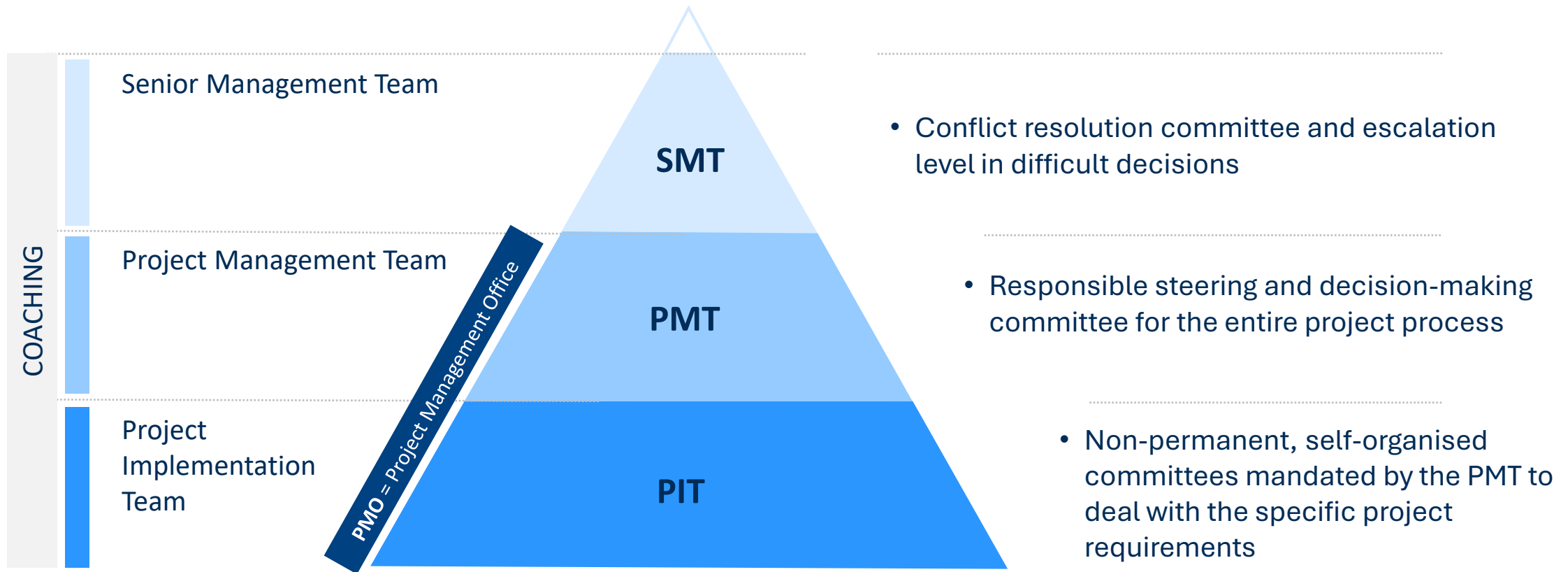
Earthworks

- Earthworks on land - Earthworks in the water and embankment area under the influence of the tide – soil logistics (handling, processing, interim storage)
- soil filling in the petroleum port (trickle and controlled installation)

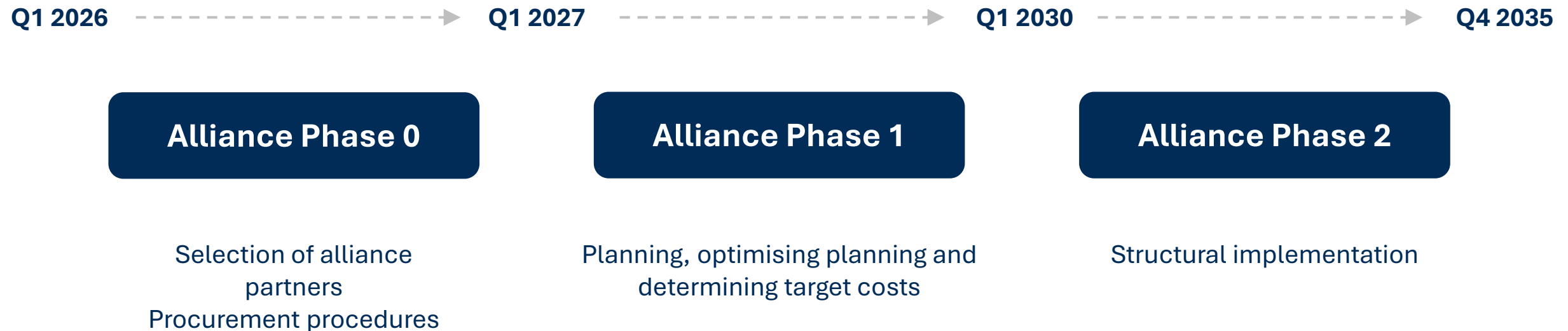
Building Construction | Marine equipment

- Construction of waterside deep foundations with large bored piles
- Manufacture of steel towers

Intended organisational structure and composition of committees

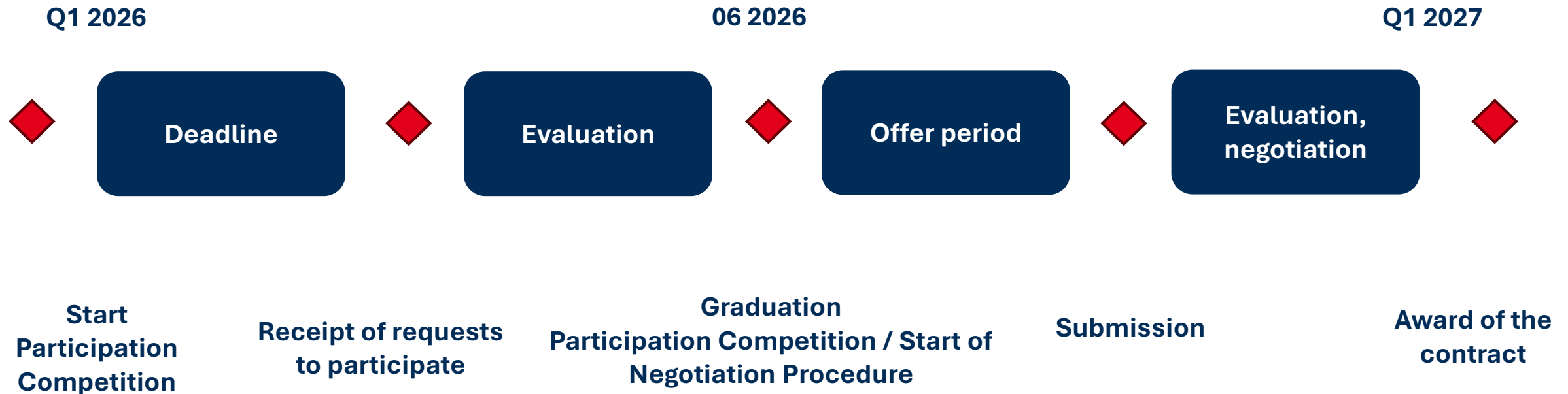


Phases of the integrated project alliance IPA



Alliance Phase 0

Selection of alliance partners tendering process



Zweistufiges Verhandlungsverfahren nach SektVO, drei zeitgleiche Verfahren: Erbau, Kaimauerbau, schiffahrtstechnische Einrichtungen

Alliance Phase 0

Participation Competition and Negotiated Procedure

Negotiated procedure
with upstream
competitive bidding
from Q1 2026

Participation Competition

- Economic and financial capacity assessment
- Technical capability testing
- After determining suitability, admission to the negotiated procedure

Negotiated procedure

The evaluation is expected to be based on the following award criteria

- Price element for the execution phase
(including hourly rates for the planning and execution phase, surcharge rates (AGK & Profit)
- Qualification and ability to work in a team of the personnel employed
(personal references, implementation concept, assessment center if necessary)

Alliance Phase 1

Planning, optimising planning and determining target costs

03 2028

09 2028

03 2029

01 2030

1a Validation**1b Optimization****1c Detailing****1d Interruption****Base target costs****Target costs****Start
Allianzphase 2**

Review of the existing planning and revision with regard to changed technical and legal boundary conditions. At least establishing design level. In-depth design for relevant objects / cost drivers.

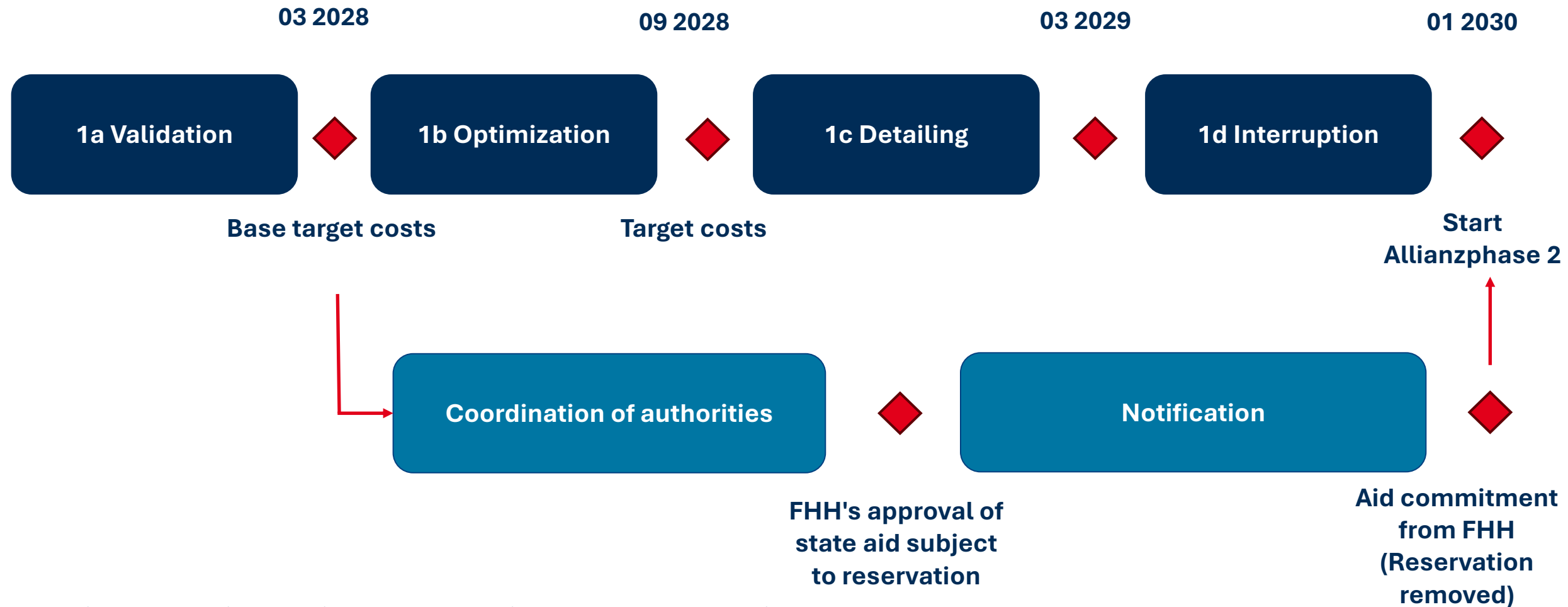
Optimising the results of the validation phase with regard to the project objectives, in particular costs and deadlines.

Optimisation within the framework of the existing building permit.

Implementation planning and workshop planning

Alliance Phase 1

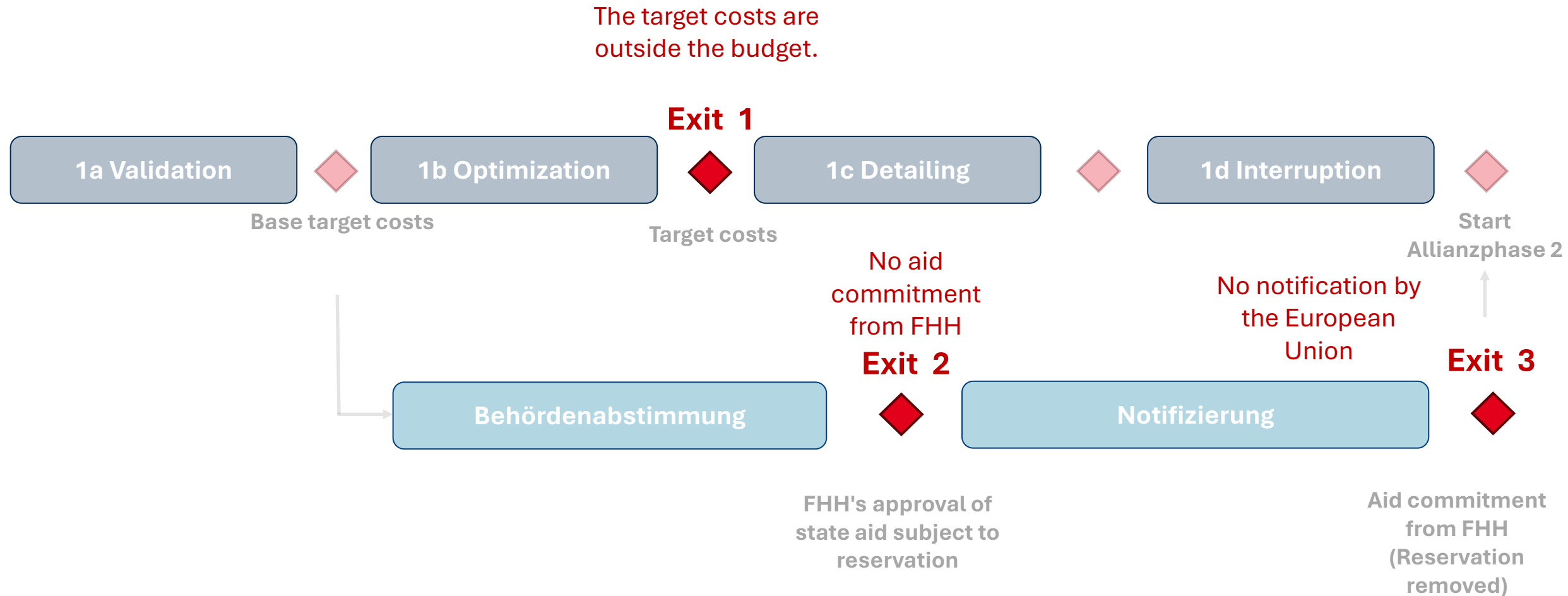
Financing Accompanying Process



Schematic representation, durations cannot be derived from the representation

Alliance Phase 1

Exit options for the client



Remuneration model

There are different remuneration models for phases 1 and 2



Alliance Phase 1 - Planning Phase

Remuneration based on expenditure on the basis of agreed hourly rates

This also applies to commissioned subcontractors.



Alliance Phase 2 - Execution Phase

Incentive-based remuneration model

based on cost reimbursement for demonstrably provided planning and construction services in conjunction with an opportunity and risk budget

Contact

Questions & comments are welcome at any time to:
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