

# BUNDESAUTOBAHN 20, BALTIC SEA COAST, GERMANY

## OVERVIEW

**LOCATION:** SCHLESWIG-HOLSTEIN - BRANDENBURG, GERMANY  
**SCOPE:** INTERURBAN  
**TRANSPORT MODE:** ROAD  
**PRINCIPAL CONSTRUCTION:** GRADE  
**NEW LINK:** YES

## PRINCIPAL OBJECTIVES

REGIONAL ECONOMIC DEVELOPMENT  
 REGIONAL TRANSPORT LINK  
 TRANS-EUROPEAN ROAD NETWORK  
 LOCAL TRANSPORT LINK  
 CONGESTION RELIEF

## PRINCIPAL STAKEHOLDERS

**DESIGN & CONSTRUCTION:**  
 FEDERAL ROAD AGENCY  
**FUNDING:** NATIONAL GOVERNMENT  
**PLANNING APPROVAL:**  
 BRANDENBURG, MECKLENBURG-WESTERN POMMERANIA & SCHLESWIG-HOLSTEIN

## PLANNING AND IMPLEMENTATION

**PLANNING START DATE:** 03/1991  
**CONSTRUCTION START DATE:** 12/1992  
**OPERATION START DATE:** 12/2005  
**MONTHS IN PLANNING:** 21  
**MONTHS IN CONSTRUCTION:** 156  
**PROJECT COMPLETED:** ON SCHEDULE

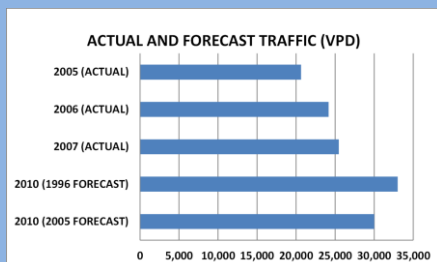
## COST (IN 2010 USD)

**PREDICTED COST:** USD 3.10BN  
**ACTUAL COST:** USD 2.74BN  
**PROJECT COMPLETED:**  
**11% UNDER BUDGET**  
**FUNDING:** 100% PUBLIC

## INFRASTRUCTURE QUANTITIES

**LENGTH:** 323 KM  
**NUMBER OF BRIDGES / VIADUCTS:** 105  
**COMBINED LENGTH OF FIVE LONGEST VIADUCTS:** 3.9KM  
**COST PER KM (2010 USD):** 0.008BN

## PATRONAGE



## INTRODUCTION

The Bundesautobahn 20 (A20) is a 323km dual two-lane motorway linking the hinterland of the Baltic Sea coast to the western German and European motorway network, completed in 2005.

It terminates at the A1 motorway in the west and at the A11 motorway in the east, with three major junctions providing connections to three cities, two other motorways and a new highway. A further connection to Hamburg in the west is planned.

## BACKGROUND

The A20 is one of a programme of 17 post-Reunification German Unity Transport Projects (*Verkehrsprojekte Deutsche Einheit, VDE*), the objectives of which include improving transport infrastructure in the new Federal states and encouraging economic development by linking them to centres in the old states. Its specific objectives include improving access to ports, the coast and Mecklenburg-Western Pommerania, and relieving congestion locally.

Approval of this and the other *VDE* projects was by the Federal Government in an 'enactment of the status of acuteness' (*vordringlicher Bedarf*) in 1991. The three states traversed (Brandenburg, Mecklenburg-Western Pommerania and Schleswig-Holstein) conducted regional planning procedures, involving detailed route selection within their region (taking account of specific land use objectives and local impacts), environmental impact assessments and traffic load estimates. The route was then ratified by Federal law.

The road was intended to be built and opened in stages, to provide connections in specific areas at an early stage, and was split into 26 sections for detailed plan approval procedures (which also included

## TIMELINE

**CONTEXT: 1990: REUNIFICATION OF GERMANY**

**INCEPTION: 1991: VORDRINGLICHER BEDARF FOR VDE PROJECTS AND ACT OF THE ACCELERATION OF TRANSPORT AND INFRASTRUCTURE PLANNING (VERKPGB)**

**INCEPTION: 1991: PLANNING PROCESS BEGINS IN SCHLESWIG-HOLSTEIN, WITH SUPPORT OF REGIONAL ROAD AGENCY**

**INCEPTION: 1992: VDE PROJECTS INCLUDED IN GERMAN FEDERAL TRANSPORT PLAN. DEGES TAKES OVER PROJECT**

**CONSTRUCTION: 1992 (DEC): CONSTRUCTION STARTS AT WISMAR**

**INCEPTION: 1992: DEGES RESPONSIBLE FOR MECKLENBURG-WESTERN POMMERANIA AND BRANDENBURG SECTIONS**

**INCEPTION: 1994: END OF REGIONAL PLANNING PROCEDURE IN MECKLENBURG-WESTERN POMMERANIA. ROUTE FINALISED (PART)**

**INCEPTION: 1995: END OF REGIONAL PLANNING PROCEDURE IN BRANDENBURG. ROUTE FINALISED (PART)**

**CONSTRUCTION: 1995 (DEC): CONSTRUCTION STARTS IN WESTERN POMMERANIA**

**DELIVERY: 1997: FIRST SECTION OPENS (GREVESMÜHLEN-WISMAR)**

**CONSTRUCTION: 1997: CONSTRUCTION STARTS (VIADUCT WARNOW)**

**CONSTRUCTION: 1998: CONSTRUCTION STARTS (FINAL SECTIONS)**

**CONSTRUCTION: 2000: CONSTRUCTION COMPLETE (VIADUCT WARNOW)**

**DELIVERY: 2000: SCHÖNBERG - ROSTOCK SECTION (92KM) OPENED**

**DELIVERY: 2001: PASEWALK-NORD – KREUZ UCKERMARK & LÜBECK - GENIN SECTIONS (31KM & 4.8KM) OPENED**

**DELIVERY: 2002-2004: THREE MORE SECTIONS OPENED**

**DELIVERY: 2005 (DEC): REMAINING SECTIONS OPENED. OPENING CEREMONY FOR COMPLETE MOTORWAY**

local public consultation). Environmental groups criticised the choice of route through a protected area, but their claims were dismissed. Environmental compensation areas of about 5,600 hectares were provided (compared to about 2,000 hectares used for the actual motorway).

## CHARACTERISTICS

The cost of the project was estimated at EUR 1.63bn in 1991 (USD 3.10bn at 2010 prices)<sup>i</sup>. The final project cost was EUR 1.89bn (USD 2.74bn at 2010 prices) in 2005.

The Federal/state road agency, *DEGES*, undertook many planning tasks that were traditionally the responsibility of regional planning authorities, and was also responsible for design and construction of the project.

## TIMELINE ISSUES

*DEGES'* involvement in the planning approvals procedure reduced the time involved in this stage considerably, although it also resulted in some complaints that public consultation had been curtailed.

The 1991 Act of the Acceleration of Transport Infrastructure Planning (*VerkPBG*) was intended to ensure efficient planning and approval timelines, specifically by: reducing the time limits for action by public authorities; designating the Federal Administrative Court as the first and last level of jurisdiction; allowing for the immediate implementation of plan-approval orders; and allowing the instruction of representatives on behalf of unknown landowners.

## FUNDING

As with all German motorways, the A20 is owned by the Federal government and operated by the states. Funding was provided primarily by the Federal government (to a maximum of EUR 1.9bn), with EUR 0.026bn provided by the European Regional Development Fund.

There is no revenue other than from leases of service stations and the toll on heavy goods vehicles charged throughout Germany (used to fund trunk road improvements). However, in 1996, *DEGES* estimated the positive regional effects of the road to be in the region of EUR 0.11bn per year.

<sup>i</sup> Costs have been converted to USD at 2010 prices, using historic inflation rates and current exchange rates, to allow comparison between projects.