

# About our plans

## The Capital Programme

7 December 2016

**Schiphol**

# Agenda

- Introduction to Schiphol
- A word by Birgit Otto
- Capital Programme organization
- Capital Programme team
- Tender PM/CM
- Scope of work
- Macro schedule
- Upcoming tender processes
- Contractual approach
- Schedule integrated tender
- Tender general contractors
- Coffee break
- Questions and answers

**Movie:**

# **Amsterdam Airport Schiphol 1916-2016**

Link to the movie: [https://www.youtube.com/watch?v=6Xvj\\_5JG1Oc](https://www.youtube.com/watch?v=6Xvj_5JG1Oc)

**A word by Birgit Otto**  
**COO Schiphol Group**

**Executive Vice President &**  
**Capital Programme Board Sponsor**

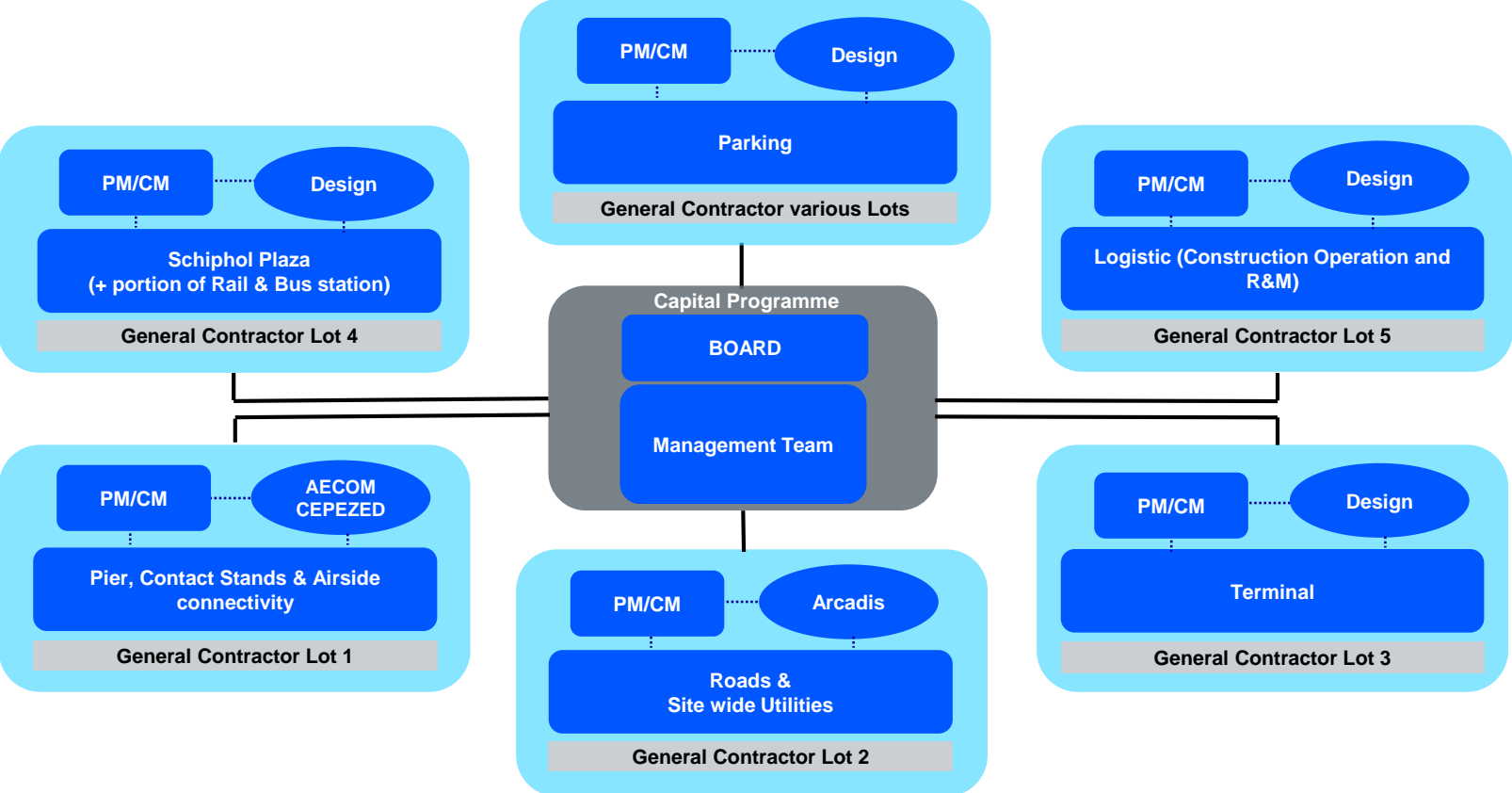
# Why are we here?

- Exponential growth of Schiphol
- Pax 2011: 50 million
- Pax 2016: 63 million
- Average increase of 5,4% over the past 5 years
- In the coming years Schiphol will continue to grow
- New Pier and Terminal will be able to handle an extra of 14 million pax. With the *total Area A* completed (Terminal + pier A, A' and A'') Schiphol would be able to handle 90 – 100 million pax a year
- Schiphol Asset Management delivering additional projects including “Temporary Check-in” (5 to 10 separate Projects)

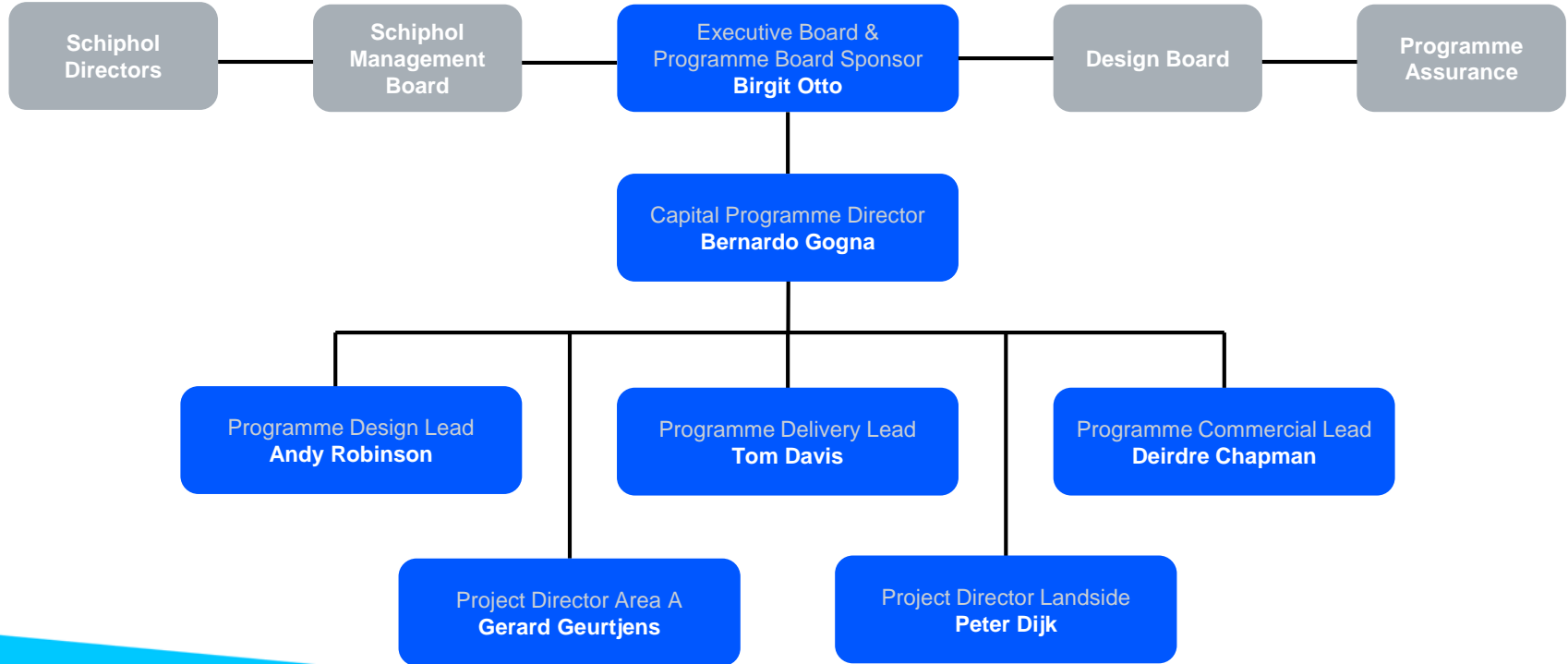
# Recent History Capital Programme

- 2014:Pier/Airside
- 2015:Area A: Pier/Airside + Terminal/Corridor  
Masterplan Area A: position Terminal, impact Landside, Parking
- 2016:Schiphol Mgt. Board created The Schiphol Capital Programme with the responsibility to develop and deliver all the services (design, project manage and construct) that are required for these facilities to go live
- 2016:Capital Programme:  
Airside: Pier - Terminal – Airside works  
Landside: Roads, Utilities, Parking Lots, Schiphol Plaza (rail & bus station)

# Capital Programme macro organization



# Team organization



# Phased realisation of Area A

## Characteristics per phase



### Phase 1: 2019

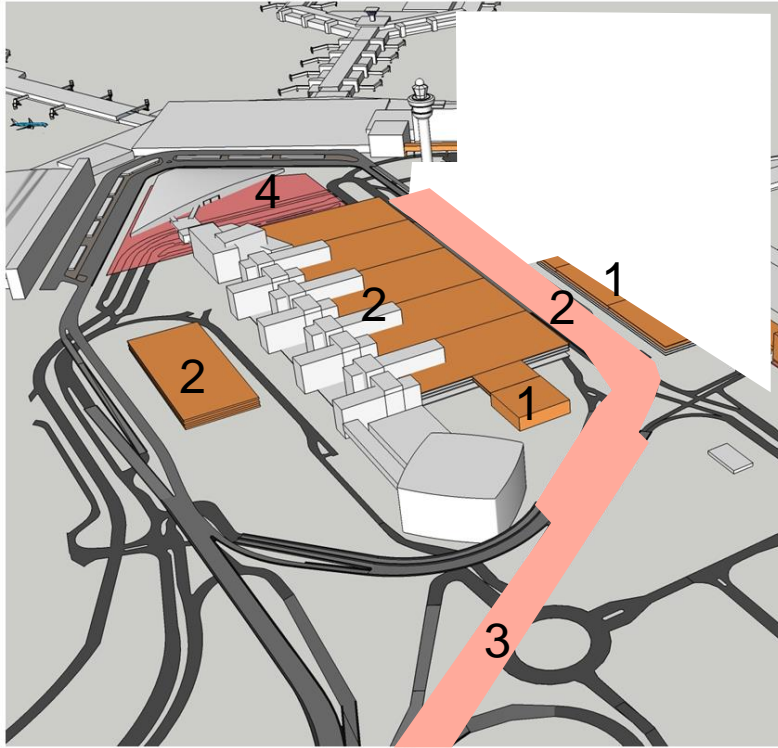
- Construction pier and temporary corridor and the required aircraft stands and infrastructure on airside
- 1/3 of the cargo building (Cargo 1) is being demolished to provide space for the new pier
- During this phase the pier can handle 5 narrow-body and 3 wide-body (or 6 narrow-body) aircrafts simultaneously
- Gross floor area Pier 56000 m2 (incl. gates)



### Phase 2: 2023

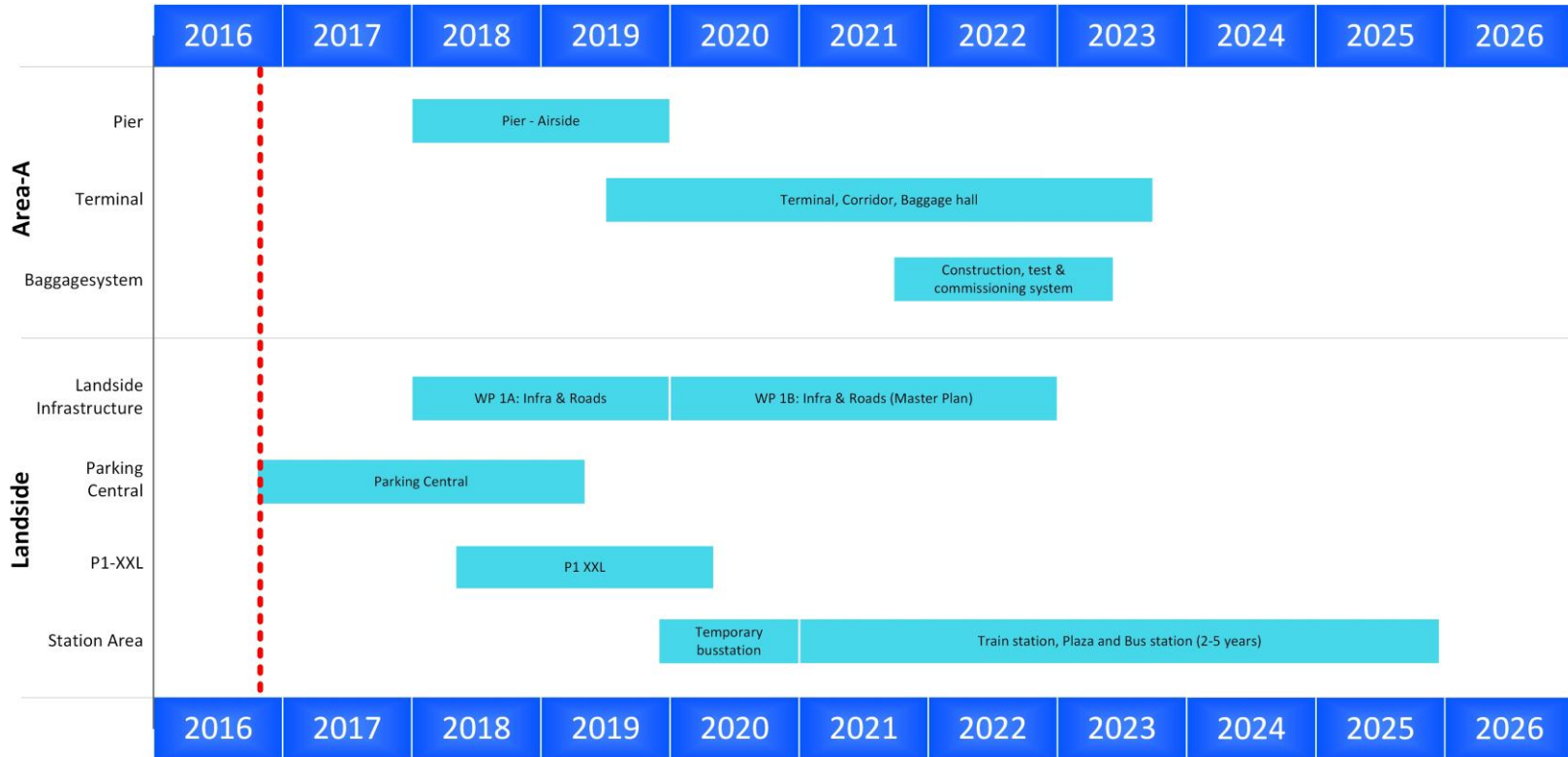
- Construction of the new Terminal, baggage facilities and permanent corridor and the airside modifications required for this
- New Terminal 100.000 m2, 14 million pax
- Removal of the temporary corridor

# Phased realisation of Landside



- 1) 2017:
  - Parking 2 overlay
  - P1 Extension
- 2) 2018/2019:
  - Utilities & road infrastructure
  - Parking 1 overlay
  - P1 XXL
- 3) 2020 - 2023:
  - New infrastructure Masterplan
- 4) 2020-2025:
  - Plaza / Station area

# Macro schedule of work



# Upcoming tender processes

- Pier and Airside: PM/CM Dec/May 2017
- Roads and Utilities: PM/CM Dec/May 2017
- Logistic Support: PM/CM Dec/May 2017
- Terminal: PM/CM Dec/May 2017
- Capital Programme: Engineering Advisor Feb/ July 2017
- Terminal: Design Feb/July 2017
- Pier and Airside: Construction June/Nov 2017
- Roads and Utilities: Construction May/Oct 2017
- Terminal: Construction Q1 to Q4 2018
- Logistic support: Construction Operation and R&M June/Nov 2017

# Approach to contracts

- FIDIC agreements for consultants and general contractors
- Management in English with supporting technical design documents in English and Dutch
- Formal governance for changes and agreements
- Mediation mechanism for disputes to maintain schedule
- Different designers, PMCM and general contractors on each project but can be awarded more than one project

# PM/CM: What are we looking for?

- A client representative that is managing the project on behalf of SNBV
- Specific focus by using four different tender lots
  - To ensure competition and to prevent dependency on one single supplier
- Extensive (airport) experience, combined with local knowledge

# PM/CM - four tender lots

1. Programme logistics
2. Project landside
3. Project pier and airside
4. Project terminal

Lots can be combined, however:

- With a maximum of two lots
- Lot 1 cannot be combined with any of the other lots
- The design / construction and PM/CM of a project cannot be combined for the same lot

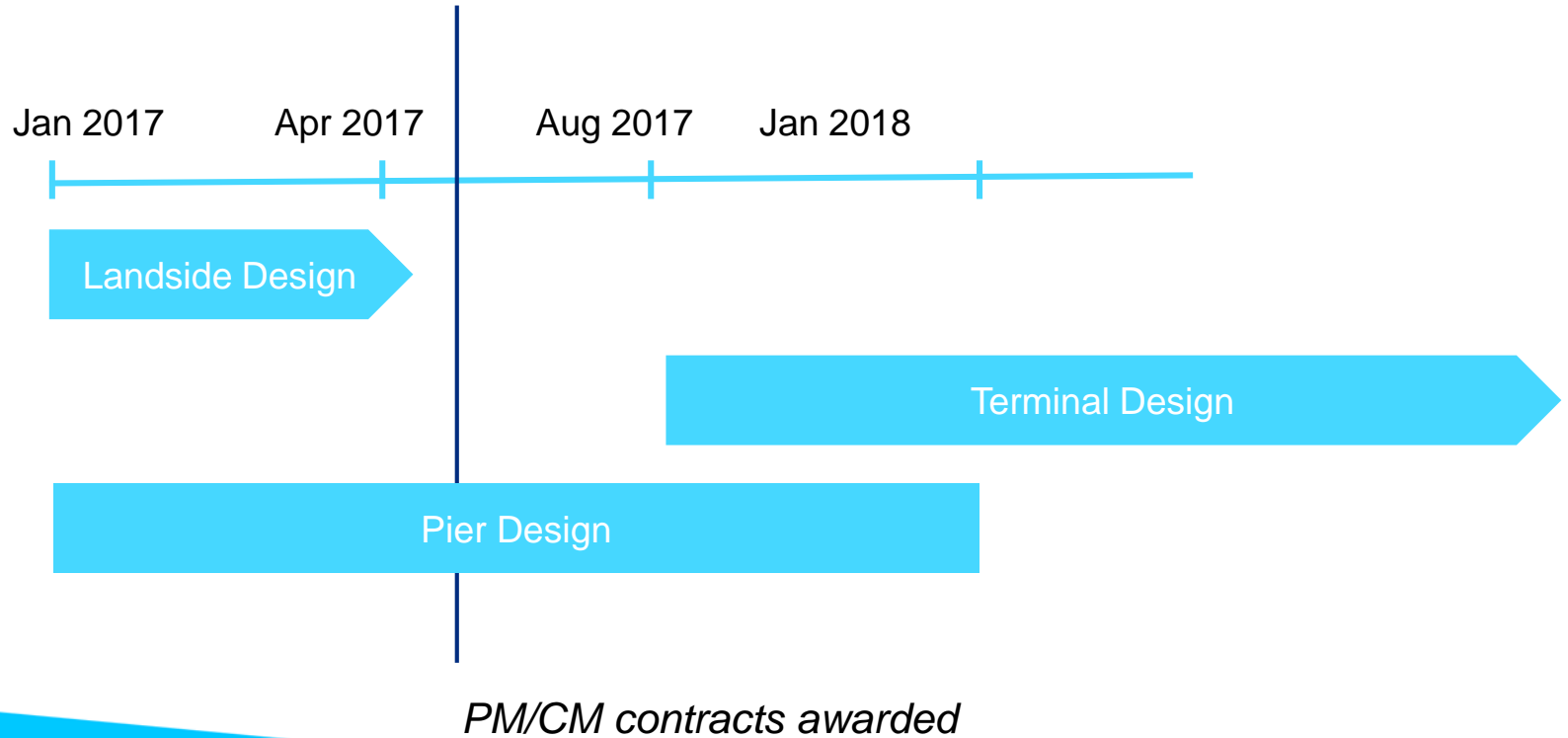
# Macro scope of services PM/CM - lot 2, 3, 4

- Baseline/Master schedule & updates
- Reference documents & applicable codes
- Assist in Design Mgt. (peer review)
- Tender services
- Health, safety & environment (& security)
- Extensive construction supervision
- Testing and commissioning
- Authority compliance & inspections
- Interfaces and coordination
- Quality management (QA/QC)
- Working in operational airport
- Temporary facilities
- Construction mgt. & administration
- Cost management & claim review
- O&M (training)
- Hand over & defects liability period

# Macro scope of services PM/CM - lot 1

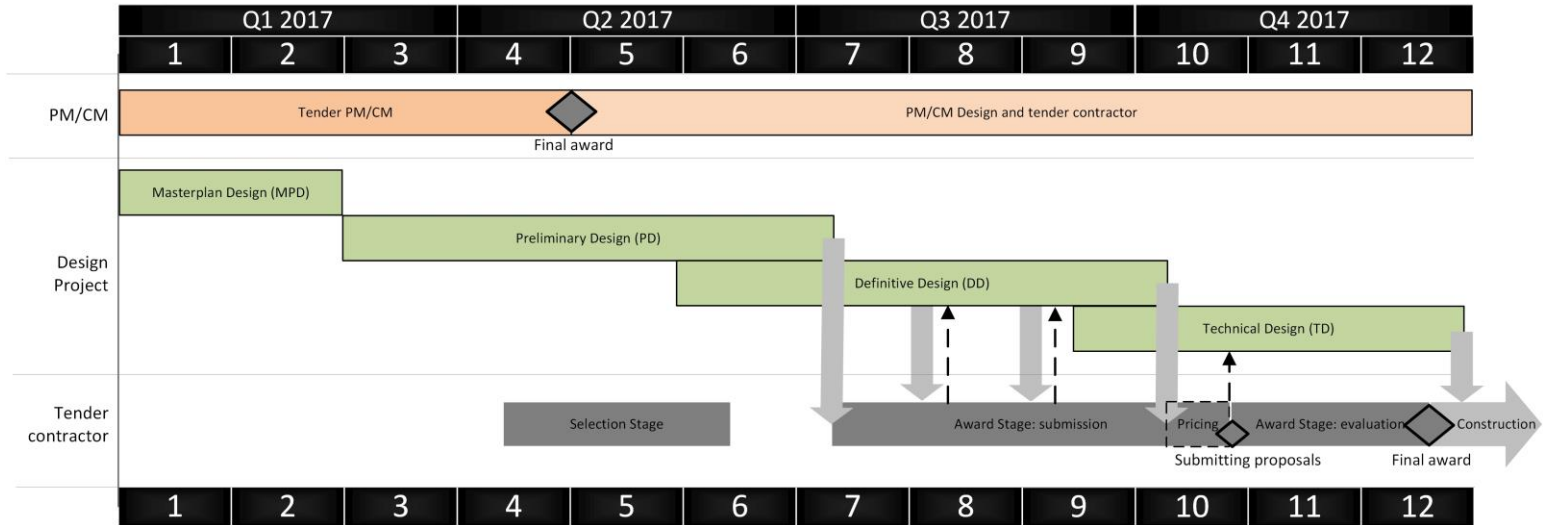
- Prepare, carry out, assist, support, facilitate or manage the following (not limitative):
  - Complete programme interfaces and contractors co-ordination
  - Capital programme logistical plan;
  - Procurement, construction supervision and maintenance of temporary construction & welfare facilities
  - Detailed planning manual, and site possession handback arrangements
  - Interface management
  - Health, safety and environment including programme/projects security
  - Equipment (movement, storage, lease & sub-leased, rental etc)
  - Materials movement, storage & warehouses
  - Traffic Management & routing
  - Supply chain international
  - Batching facilities

# Relations in time



# Schedule of integrated tender

## Pier Pre Construction schedule



### Notes:

- Methodology will also apply to Terminal and Plaza
- Landside + utilities: Technical Design by general contractor
- Parking could be done either of these methods

# Tender General Contractors

## Macro evaluation criteria – Selection stage

- Experience on aviation
- Complex airport projects
- Complex transport projects
- Complex infrastructure projects
- International expertise with Dutch capability
- Ability to manage construction while airport is in operation

# General Contractors

## Macro evaluation criteria – Award stage

- Technical submission – approach, methodology
- Schedule – approach to delivery to meet deadlines
- Compliance to design documents and to T&Cs
- Qualifications and CV of key team members
- Lump sum price

# Time for coffee and pastries

Perform today. Create tomorrow.

# Questions and answers

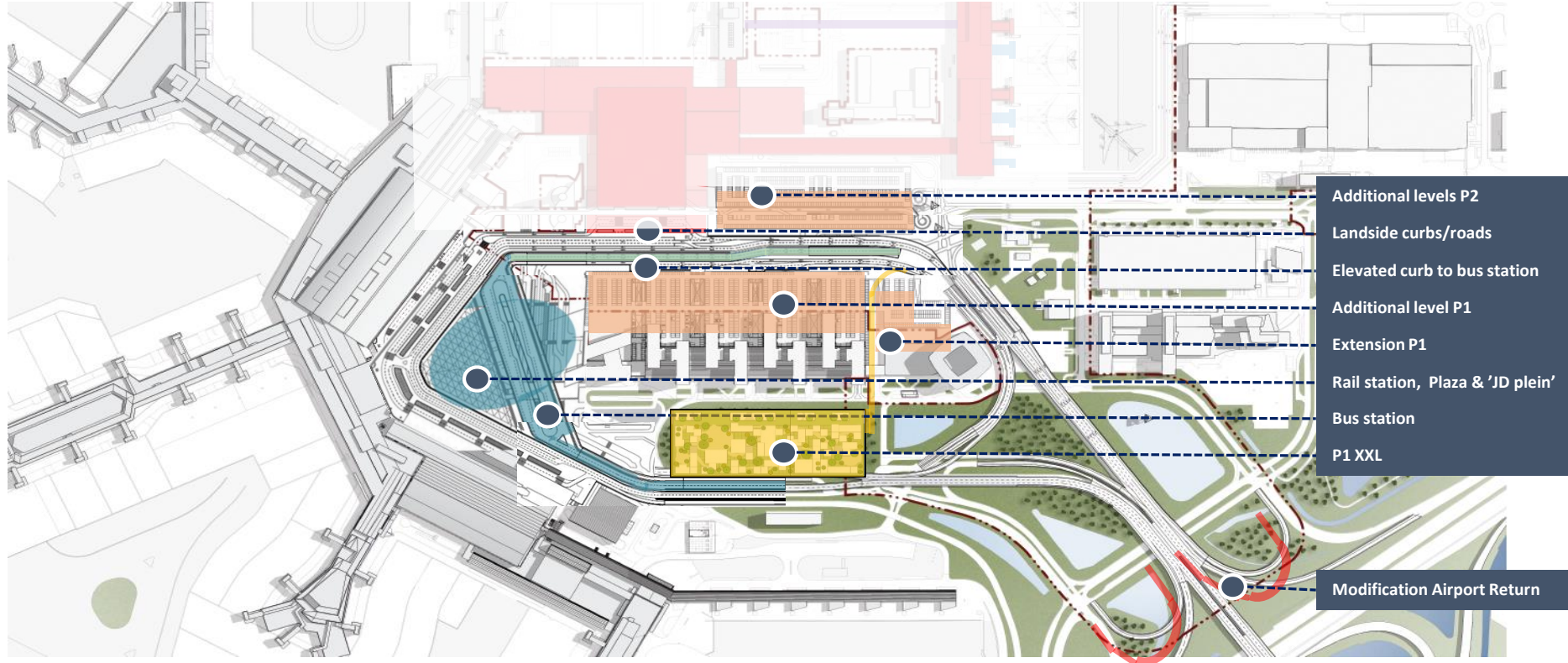


**Thank you**  
**The Capital Programme**

7 December 2016

**Schiphol**

# Landside scope



# Parking central projects

- Compensation of loss of parking capacity, due to:
  - New terminal on part P2: - 1200
  - Taxibuffer in P2: - 200
- Realisation of additional capacity through:
  - 1 Additional level on existing P1: + 800
  - 2 Additional levels on existing P2: + 800
  - Temporary new garage P1 Extension: + 500
  - New garage P XXL: + t.b.s.
- Relocation of parking products in P1 and P2, because of changing accessibility (landside road system)
  - Short Stop parking (kiss & ride and collect & ride)
  - Holiday Valet parking
  - Terminal parking (business travellers)
  - Privium parking (high yield, premium service package)

# Adjustment road system

