



A clear decision in favour of ductile cast iron



Cast iron veins to carry some of the lifeblood of Berlin-Brandenburg International Airport

For what is currently Germany's biggest transport project, Buderus Giesserei Wetzlar GmbH is supplying a large part of the drinking water and sewage systems for the internal development of the airport site. There will be 24 kilometres of cast iron pipe for drinking water and sewage of nominal sizes from DN 80 to DN 400. Some 60% of these pipe have to be laid this year and the rest are to follow in 2009.

How did the company come to land such a large and important order?

It was some years ago that the preparatory work began at the engineering consultants. In the end, the customer and the engineering consultants made a very clear decision in favour of ductile cast iron as a material. They appreciated the well known advantages which the material and the related systems have but there was more to it than that. They also valued the

good experience there had been with the construction and operation of large-scale airport projects in the past, such as Frankfurt am Main airport for example. Early in 2007, the invitations to tender were sent out to interested construction companies all over Europe. As well as being highly qualified and adequately financed over the construction period, these companies also had to draw up a plan of costs for the project. This was where Buderus too had to work out prices following comprehensive costings made in consultation with its suppliers and had to provide technical assistance. Then, late in 2007, after extensive re-negotiations, the contract for this immense construction project, which covered not only drinking water and sewage but also other media, was awarded to a well-known Berlin consortium consisting of the Karl Weiss construction companies and the Beton- und Rohrbau company. Because February 2008 was the date set

for construction to begin, regardless of the weather, negotiations had to be conducted quickly and conscientiously. For demanding projects, high-grade products which are manufactured and looked after by committed and able employees are a prerequisite.

Because of the scale of the project, employees of BGW's Applications Engineering Division and the marketing department all sat round the same table with the construction companies in the consortium right from the start. All these people knew one another from the many demanding construction projects they had worked on in the past and were already convinced of their partners' ability to deliver.

As well as the quality of the product systems and the flexibility matched to the customer's requirements, what is also particularly important is logistics and everything to do with it. Deliveries have to be notified to BBI by e-mail and have to arrive punctually within a time slot. For customers of BGW, it goes without saying that the field sales force (Lutz Rau, Berlin Sales Division) will be there to see to their needs and that if any special questions arise relating for example to the BLS® system or to the unlocking with SIT/Plus then employees of BGW's Applications Engineering Division will be available to give on-site instructions. This long-term trust on the part of customers is the very thing that Buderus has always worked to develop,



even when prices have to be competitive and margins are tight. After several rounds of negotiations, it was BGW that the consortium finally opted for to be given the contract for the internal development of BBI international airport. Following this, the Karl Weiss company visited BGW in Wetzlar and satisfied itself that the production department would perform to the requisite standard and that the workforce at the Wetzlar production plant had the

right sort of friendly competence. To safeguard the smooth running of this important international hub and interchange point for air travel, it is essential for it to have a supply system of high quality and one that can also be expanded to meet future demands. For this, the customer and the construction companies are putting their trust in the ductile cast iron pipe systems from Wetzlar.



BBI Airport – the new airport for Berlin and Brandenburg

The demands of the future have already been met: since September 2006, development work has been underway at the airport at Schönefeld to turn it into the new Hauptstadt-Airport BBI (BBI Capital Airport, a possible alternative name for BBI). As from 2011, all flights in the Berlin-Brandenburg region will be concentrated on this new airport in the south-east of the city. The airports in the city centre at Tegel and Tempelhof will be closed down in parallel.

The design of BBI envisages a modern airport where distances are short and for this reason the terminal is situated between the two takeoff and landing runways, which are laid out in parallel with one another. BBI will be one of the new generation of airports: low-cost, functional, and cosmopolitan with modern-day industrialised architecture. At BBI, the region of the German capital will be able to provide business travellers, tourists and companies with an airport offer-

ing excellent connections that handles international flights, that has its own motorway junction and that has a railway station immediately below the terminal. BBI is fully capable of handling A-380s: the runways and taxiways will allow even modern-day jumbos to take off and land at it.

A takeoff capacity of 22 to 25 million passengers is planned for 2011. If the development in passenger traffic demands, the airport can be developed to handle up to 40 million passengers. BBI thus gives the Berlin-Brandenburg region the capacities it will need in the next few decades.

A springboard to the east

The outlook is clear: The BBI will become an airport in the centre of Europe whose primary focus is point-to-point flights within Europe and selected long-haul flights. The airports of Berlin have traditionally focussed their attention very much on

Eastern Europe. With the expansion of the EU to the east, this tendency has become even more marked. Added to this there is the strategic advantage of being well placed in the centre of Europe: flight times to Eastern Europe and Asia are an hour shorter than they are from established hub and interchange airports in the west of continent.



To Berlin in next to no time

With the airport shuttle, the time to travel into the centre of Berlin will be just 20 minutes and by motorway it will be just on 30 minutes. BBI will make Berlin the European capital whose international airport is the shortest distance away.

BBI Airport City

As well as the attractive flights that will be available, there will also be an extensive non-aviation offering at BBI. The plans are for the businesses and restaurants in the airport itself, just in front of the terminal, to be supplemented by the airport's own shopping and office complex – BBI Airport City. Here there will be businesses, cafés, bars, restaurants, hotels and conference centres for passengers and visitors to the airport.

