

## Press Release

# HOCHTIEF secures major contract for part of the new suburban railway trunk route Munich

### Joint venture contract volume approximately EUR 400 million

Together with its partner Implenía, HOCHTIEF has secured a contract from Deutsche Bahn (German Federal Railway) for the second trunk route of the suburban railway in Munich. The joint venture (JV), under the technical leadership of Implenía, will build the central station Marienhof. The contract volume is approximately EUR 400 million, whereby the two companies each have a 50% participation in the JV. The second trunk route envisages an additional underground inner-city link, which runs roughly parallel to the first trunk route in the center of Munich, which opened in 1972. The project, for which the overall construction work began in 2017, runs for a length of around ten kilometers and is designed to increase capacities on the very busy route.

“We are pleased to implement this sophisticated and demanding tunnel construction project on behalf of Deutsche Bahn in cooperation with Implenía. Together with our reliable partner, we are combining many years of experience and infrastructure construction expertise in Munich”, commented Riku Tauriainen, Business Unit Manager of Civil Germany at HOCHTIEF Infrastructure.

“This complex infrastructure construction project with demanding special foundation engineering, tunnel construction and solid construction, requires highly specialized technologies and comprehensive know-how. We are delighted that Deutsche Bahn has awarded this contract to Implenía and the partner HOCHTIEF“, commented René Kotacka, Head of Business Unit Implenía Infrastructure.

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The construction work commences in summer 2019. The future station Marienhof will be located in the center of Munich, right behind the city hall. The station structure, centrally located under Marienhof, will be initially constructed in an open construction pit and then subsequently in a construction pit underneath a concrete cover. The new station is located at a depth of approximately 40 meters, and will pass underneath the tunnels of the underground railway lines U 3 and U 6. The 210-meter-long platforms will be situated at the lowest level, followed by an approximately 14-meter-high distribution floor and a mezzanine floor with the staircases up and down to the new urban railway station as well as an overpass to the existing underground railway.

You will find additional information on the website of Deutsche Bahn:

<https://www.2.stammstrecke-muenchen.de/english>

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