Asia
I would try to build a company providing every kind of engineering service in every corner of the world.

Dr. Louis Berger
Founder

KEY FACTS

+60 YEARS OF EXPERIENCE

6000 PROFESSIONALS

$1B BILLION ANNUAL REVENUE

TOP 20 ENGINEERING NEWS RECORD

6 PRESENCE ON SIX CONTINENTS

FOUNDED IN 1953

6000 PROFESSIONALS
Louis Berger

Louis Berger is a multidisciplinary corporation ranked among the top 20 professional services firms in the world. Founded in 1953, Louis Berger and its affiliates operate on every continent and have permanent offices in more than 50 countries, representing nearly 6,000 engineers, economists, environmental specialists, planners, managers and technicians.

Louis Berger helps clients solve their most complex challenges by uniquely adapting to local situations. The company has become a trusted partner for national, state and local government agencies; multilateral institutions; and public and private clients worldwide. Louis Berger has designed hundreds of thousands of kilometers of roads, railways and bridges, as well as numerous airports, ports and marine facilities, buildings, dams, water supply systems and other infrastructure in more than 140 countries.

We focus on client needs to deliver quality, safe, financially successful projects with integrity and in alignment with our company promise to provide Solutions for a better world.
Louis Berger’s solid presence and roster of projects in Asia have established the company as a leading infrastructure and development firm in the region. Louis Berger leverages the know-how of its engineers, architects, scientists and planners to deliver complex projects on time and on budget in the following markets:

- Transportation
- Water
- Environment
- Economic and Institutional Development
Louis Berger offers a range of services required for successful program and project delivery, including design, program and construction management. The company’s international design center has more than 350 engineers and experts committed to engineering design solutions for the most challenging and innovative infrastructure programs worldwide, especially Design Build (DB), Public Private Partnership (PPP) and Design Build Operations and Maintenance (DBOM) programs.

Backed by capabilities in cost-schedule controls, finance and budget management, cost estimating and information management (IT/MIS), the company operates across 10 major technical service and subservice areas, including:

- Architecture
- Capacity Building and Technical Assistance
- Heritage Resource Management
- Economics and Financial Services
- Emergency and Disaster Management
- Engineering and Design
- Alternative Project Delivery
- Environmental Services
- Operations and Maintenance
- Planning
- Program and Construction Management
Asia

Louis Berger has been working in Asia for over five decades. From the firm’s first international assignment in Myanmar in 1959, Louis Berger’s multidisciplinary team of engineers, scientists, planners and economists has been committed to improving social, economic and environmental conditions across the region.

A global company long before it was a large company, Louis Berger has continued to expand its reach across Asia. From innovative and award winning projects such as the fire-breathing Dragon Bridge in Vietnam to the long-term USAID Growth with Equity in Mindanao program in conflict-affected areas of the Philippines to more than 10,000-kilometer of highway, bridge, rail and transit infrastructure projects supporting social and economic development and growth in India, Afghanistan and China—Louis Berger is using its global resources and local knowledge to build stronger, more resilient communities for the future.

With offices in all the key centers of Asia, and with over 650 staff in the region, Louis Berger has developed deep experience in this complex and challenging environment. Developing and applying solutions for a better world in fields such as transportation, water, sanitation, buildings, biodiversity, energy and environment, we have become a trusted partner to municipal, state and national governments; multilateral institutions and agencies; and, increasingly, private sector clients and global investors.
1950’s
Louis Berger wins its first project outside the United States, the Yangon-to-Mandalay Road in Myanmar. Subsequent years see the company spread throughout the region.

1960’s
Louis Berger prepares a detailed feasibility study for a 965-kilometer road project in Bangladesh and begins providing transportation consulting services to the Government of Indonesia, preparing a five-year transportation sector plan, establishing a national transportation data bank and developing transportation policies.

1970’s
Louis Berger provides technical assistance and construction supervision for the rehabilitation of more than 200-kilometer of roads following major flooding in Luzon, Philippines.

1980’s
CHELBI, a joint venture between China Highway Engineers and Louis Berger International, is formed. Louis Berger wins its first project in India, when the company helps India’s Ministry of Irrigation implement an ambitious U.S. Agency for International Development-funded (USAID) irrigation management and training program in Gujarat, Madhya Pradesh, Maharashtra, Rajasthan and Tamil Nadu.
1990’s
CHELBI and Louis Berger win and deliver projects across China. Economic liberalization prompts a dramatic increase in business in India. Louis Berger prepares an overall development plan comprising eight separate master plans for the Freeport Mining Company to improve infrastructure in Irian Jaya, Indonesia. USAID selects the company to manage the Growth with Equity in Mindanao program to stimulate economic growth and mitigate conflict through infrastructure development, workforce preparation, business development, governance improvement and former combatant reintegration.

2000’s
CHELBI begins work on construction of the Hong Kong Zhuhai-Macau Bridge. Louis Berger begins supporting USAID efforts to spur economic recovery and political stability in Afghanistan through reconstruction, rehabilitation and development projects under different contracts.

2010’s
Following an international design competition sponsored by the Da Nang People’s Committee (DNPC), Louis Berger is selected by the Da Nang Municipal Engineering and Public Transportation Project Management Unit to prepare designs for the Dragon Bridge that serves as both a tourist attraction and a boon for economic growth. The unique and awarded bridge over the Han River in Da Nang opens in 2010. Staffing in the region exceeds 650 employees.
Louis Berger has worked in India since 1985, when the company helped the India’s Ministry of Irrigation implement an ambitious USAID-funded irrigation management and training program in Gujarat, Madhya Pradesh, Maharashtra, Rajasthan and Tamil Nadu.

Since then, Louis Berger has maintained a strong presence in India, completing a variety of assignments in recent years, including conducting feasibility studies and preparing designs for thousands of kilometers of roads and bridges, managing the development of state-of-the-art rail systems, implementing water supply and sewerage improvements, providing technical assistance for the development of clean energy technologies to minimize greenhouse gases and managing the construction of facilities.

Today, more than 200 professionals work in the company’s permanent offices in Delhi and Mumbai.

Louis Berger has assisted the National Highways Authority of India (NHAI) since 1998, carrying out a variety of assignments throughout the country. The company has also served as independent engineer for the upgrading of Gujarat’s State Highway No. 5 for the Gujarat State Road Development Corporation Ltd.

Moreover, Louis Berger was selected by Jaypee Ganga Infrastructure Corporation Ltd. (JGICL) to prepare designs for a 253-kilometer portion of the road from Noida to Fatehgarh and completed an assignment to provide design consultancy services for a six-lane, 231-kilometer portion of National Highway No. 8.

Louis Berger also partnered with Andhra Pradesh’s Hyderabad Metropolitan Development Authority to manage the construction of a $228 million, 40-kilometer segment of the $1.5 billion, 158-kilometer Hyderabad Outer Ring Road.

Under a World Bank-funded program, the company was also selected by the Kerala State Public Works Department to develop a more efficient, economical and environmentally sensitive inland waterway network.

Louis Berger has assisted the Mumbai Metropolitan Region Development Authority (MMRDA) in the implementation of the ambitious $5 billion, 146-kilometer Mumbai Mass Rapid Transit System program and assisted the Delhi Airport Express Line Pvt. to construct a $1 billion, 22.5-kilometer rail link between downtown New Delhi and the airport, among other projects.
Louis Berger has a strong presence in the Indian forestry sector. The company is assisting four Indian states in conserving forests by enhancing the livelihood of forest-dependent communities, covering 1,894 villages and 0.31 million hectares of area under afforestation, representing $617.43 million in total funds under implementation.

The company has partnered with the Japan International Cooperation Company (JICA) on ambitious biodiversity and forestry programs, such as the Sikkim Biodiversity Conservation and Forest Management Project, the Tamil Nadu Biodiversity Conservation and Greening Project, the Rajasthan Forestry and Biodiversity Project (Phase - 2) and the Uttar Pradesh Participatory Forest Management and Poverty Alleviation Project.

In the buildings and facilities market sector, Louis Berger has helped the Employees’ State Insurance Corporation (ESIC) carry out quality audits for 17 projects under an ambitious $360 million program that involved the renovation, construction or expansion of hospitals, staff quarters, regional office buildings, a postgraduate institute and a medical college in the states of West Bengal, Jharkhand, Bihar, Orissa, Uttar Pradesh, Rajasthan, Andhra Pradesh and Karnataka.

In addition, Louis Berger was commissioned by the Oil and Natural Gas Corporation Ltd. (ONGC) to implement five Clean Development Mechanism (CDM) projects in India: a vapor recovery project, green building projects, two pipeline emission reduction projects, a gasto-wire project, and a gas-flaring reduction project, among other notable projects.

Finally, the firm has completed a number of energy assignments throughout India in recent years. To promote environmental improvement in the industrial, transport and urban sectors in the Taj Trapezium Zone (TTZ) and to protect the Taj Mahal from environmental degradation, Louis Berger was selected by USAID to manage the Clean Technology Initiative (CTI).
The region’s expansive growth has led Louis Berger to open offices in Bangladesh, Bhutan, Nepal, Pakistan, Sri Lanka and Afghanistan. With a team of more than 200 engineers and experts, Louis Berger is staffed to address South Asia’s major engineering, economic development, agriculture and power and energy needs now and into the future.

Louis Berger’s client roster includes the Ministries of Public Works, Transportation, Communication and Agriculture, as well as local governments in Bangladesh, Nepal and Pakistan.

The company is a trusted engineering consultant to these countries’ top firms and other private sector actors, as well as the main multilateral agencies, such as USAID, U.K. Department for International Development (DFID), the World Bank and the Asian Development Bank.

In Bangladesh, Louis Berger has successfully managed projects in the transportation, agriculture and water and waste water sectors. The firm’s portfolio includes construction supervision services for the Joydebpur-Mymensingh Road, sanitation and flood protection services for Dhaka, as well as agro-based technology development projects around the country.

In Nepal, Louis Berger has partnered with DFID to facilitate development of financial services for poor households and farmers in the country.

In Pakistan, the company won its first transportation projects in 1997 with the National Highway Authority and the Asian Development Bank.

Since then, the company has completed more than 15 projects in Pakistan, including the Sindh water sector improvement project, and has successfully delivered engineering consultancy and construction supervision services for the deepening of Port Qasim’s navigation channel, project management services for the New Islamabad International Airport, construction supervision services for the Pakistan motorway, Peshawar-Islamabad section, and technical assistance and construction supervision services for other notable highway rehabilitation projects.
BHUTAN, SRI LANKA, AFGHANISTAN

In 2001, Louis Berger started delivering engineering services for road improvement projects for Bhutan’s Ministry of Communications and several transportation projects for Sri Lanka’s Ministry of Railways and Transport after the tsunami in 2004.

Other notable projects in Sri Lanka included a feasibility study for the Ratmalana Airport and a technical assistance project for the Airports Investment, both for the Ministry of Ports and Aviation.

Further, backed by years of experience in conflict zones and transitioning nations, Louis Berger has sent engineers, planners, project managers and economists to some of the most dangerous parts of the world to develop and build necessary infrastructure projects, and to share expertise and develop capacity for new and transitioning nations to move toward self-sufficiency.

In the civil engineering field, for instance, Louis Berger has successfully managed rehabilitation of economic facilities and services programs as well as projects in the transportation market sector. In Afghanistan, the company has delivered emergency transport rehabilitation services for the country’s most critical corridors and ambitious rehabilitation programs, including the design and construction of more than 1,500-kilometer of primary, secondary and urban roads.

In the power and energy sector, Louis Berger has delivered custom, engineered solution to upgrade power plants around Afghanistan, developing projects such as the 56 MW power plant at Bagram Airfield.
In 1950, Louis Berger won its first project in Asia, the Yangon-to-Mandalay Road in Myanmar. More recently, Louis Berger was selected in 1989 by Thailand’s Expressway and Rapid Transit Authority to provide independent engineering services for the Second Stage expressway project. Today, the company’s Asia regional headquarters is in Bangkok, and more than 200 engineers and experts work across the region.

In Thailand, Louis Berger has been involved in some of the country’s most critical transportation programs, such as the transport planning, policy advice and preparation of draft Eighth Plan Transport Sector Component (including training needs assessment), engineering works for the Bangkok Metropolitan Transit System for the Italian Thai Development Public Co., Ltd., the Bang Na-Bang Pli-Bang Pakong Expressway and the IBRD Fifth Highway Sector project, among others.

The company has partnered with the Airport Authority of Thailand to complete dozens of projects in the aviation sector, including the revised master plans for Suvarnabhumi and Don Mueang International Airports.

In the Philippines, Louis Berger has helped USAID develop programs to promote peace and development in the country, such as Growth with Equity in Mindanao program; Livelihood Enhancement and Peace Programs 1/2. In addition, through ambitious transportation programs such as the Provincial Road Management Facility and others, the company has helped local governments develop and maintain their provincial road networks, promoting economic growth and improving community access to provincial public and private services in the Philippines.

In Indonesia, Louis Berger is a trusted partner to the Ministries of Public Works, Agriculture, and Education and Culture and the world’s top multilateral institutions, such as the Asian Development Bank.

For the Indonesian Ministry of Public Works, Louis Berger has completed a Kabupaten Roads master training plan and a study on using inland waterways for transport in Sumatra. The company also has expanded into the water, environmental and agriculture sectors, delivering advisory services to the Botabek local government, and promoting private sector participation in water supply, sanitation and solid waste management.

BURMA, THAILAND, PHILIPPINES, INDONESIA

Suvarnabhumi and Don Mueang International Airports | Bangkok, Thailand
In 1992, Louis Berger entered the Malaysian and Singaporean markets, taking on several environmental projects for USAID. The company started working in Cambodia and Vietnam in 1995 following a USAID award for reconstruction engineering services for Cambodia’s National Route.

Louis Berger has completed more than 30 projects in Cambodia, where it is one of the engineering services leaders in the transportation and water markets. The company’s client roster spans the Cambodian Ministry of Public Works and Transport, Ministry of Rural Development and the Airports Company. Louis Berger’s critical infrastructure experience in the country encompasses the Tonle Sap Rural water supply and sanitation sector project, the Tonle Sap environmental management project, the Cambodia provincial and peri-urban water and sanitation project and engineering consultancy services for the Siem Reap and the Pochentong International Airports.

In Vietnam, Louis Berger has partnered with the Ministry of Transport to provide construction supervision services for the Highway No. 1 project, the Second Highway improvement project and the study, design and supervision of the Hai Van Pass Tunnel.

Further, following an international design competition sponsored by the Da Nang People’s Committee, Louis Berger was selected by the Da Nang Municipal Engineering and Public Transportation Project Management Unit to prepare designs for the fire-breathing Dragon Bridge in Vietnam.

Beyond transportation, Louis Berger has significant experience in Vietnam’s port and environmental management sectors. The company was contracted to produce a master plan and feasibility study for a new, $200 million container terminal in Ha Long Bay, a new 594-meter-long quay with a 16-hectare container terminal, and a cost-effective wick drain/surcharge program for the Cai Mep’s Container Terminal.

For the Second Red River Basin Sector Project, the Vietnamese Ministry of Agriculture and Rural Development, with the assistance of the Asian Development Bank, selected Louis Berger to supervise the rehabilitation of irrigation, flood-protection, drainage and watershed protection systems.

Other Southeastern Asian countries where Louis Berger has provided engineering services are Laos, Brunei and East Timor, where the company has been developing engineering projects in the transportation sector since 1996.
When the U.S. and Chinese governments signed the Cooperation in Science and Technology Agreement in 1979, Dr. Louis Berger was the only representative of 10 U.S. engineering firms to accept a request to host Chinese engineers for training in the U.S.

In 1984, Dr. Louis Berger, with the China Communications Construction Company Ltd., co-founded CHELBI, a China-based transportation engineering firm. CHELBI is a joint venture between Louis Berger and China Highway Planning and Design Institute (HPDI) Consultants, currently an affiliate of China Communications Construction Company (CCCC).

Through CHELBI, road and bridge computer-aided design technology was introduced into China for the first time. Today, CHELBI and HPDI, Louis Berger’s joint venture partner, are responsible for designing some of the world’s longest span bridges and most expansive expressways. CHELBI is currently the largest joint-venture engineering consulting firm in China.

In 2014, Louis Berger signed a memorandum of understanding (MOU) to establish a strategic business development partnership with CCCC.

The partnership was specifically focused on the global engineering and construction markets and was designed to expand to other business opportunities.

In Japan, Louis Berger started providing engineering services to the Infrastructure Development Institute in 1993. Since then, the company has earned a strong reputation in bridge design, providing preliminary engineering design services for the Rittoh Bridge at the Second Meishin National Expressway and aesthetic design for the Ohmi-Ohdori Bridge for the Japan Highway Public Corporation.
In 1995, Louis Berger entered the Taiwanese market after winning a contract for engineering services for the East West Freeway/Tong Shin - Chia Yi Interchange with the First Freeway.

In 2002, Louis Berger carried out a prefeasibility study of the Western Regional Road Corridor Development for the Asian Development Bank, completing its first project in Mongolia.

That same year, Louis Berger won its first contract in South Korea to develop the design project for the tunnel risk analysis for Seoul-Busan Train Express, which was selected by the Korea High Speed Rail Construction Authority.

This win was followed by a Ministry of Construction and Transportation contract for consultancy services for the criteria, case study and analysis and design validation for basic planning study of the Honam High Speed Railway construction project.

The company also provided specialist engineering services during construction of the twin, 530-meter long, 7.4-meter diameter Kwangju subway tunnels. These services included review of tunnel boring machine equipment and operation, grouting procedures, precast liner manufacture, quality assurance testing, instrumentation monitoring and construction safety.

Today, the company continues to be active South Korea through partnerships with the Korea Transport Institute and the Korea Power Engineering Co., among others.
AFGHANISTAN, BANGLADESH, BHUTAN, NEPAL, PAKISTAN AND SRI LANKA

• +100 projects completed
• First projects completed in 1960s in Bangladesh
• Experience in conflict zones and transitioning nations to bring stability to these areas
• Leading capabilities in highways, rail and metro, water and aviation
• Significant power and energy market sector expertise

INDIA

• +600 professionals
• +150 projects completed
• Permanent offices in Gurgaon, Mumbai and Hyderabad
• Recognized engineering design, program management and construction supervision services leader in transportation
• Engineering services for the country’s mega infrastructure projects
• Leading capabilities in water and waste water and clean energy
• Significant building sector expertise
ASIA FOOTPRINT

CHINA, SOUTH KOREA, JAPAN, MONGOLIA AND TAIWAN

- In 1984, Dr. Louis Berger, with the China Communications Construction Company Ltd., co-founds CHELBI, a China-based transportation engineering firm
- CHELBI is the first company to develop computer-aided design for use on Chinese highways
- CHELBI and HPDI, Louis Berger’s joint venture partner, are responsible for designing some of the world’s longest span bridges and most expansive expressways
- Leading capabilities in transportation

THAILAND, MYANMAR, BRUNEI, CAMBODIA, PHILIPPINES, INDONESIA, LAOS, MALAYSIA, SINGAPORE, EAST TIMOR, VIETNAM

- First project developed in Asia in 1953, The Yangon-to-Mandalay Road in Myanmar
- Asia headquarters established in Bangkok, Thailand in 1999
- +200 projects completed
- Successful delivery of transportation, water and waste water engineering services
- Significant road, rail and aviation market sector expertise
MUMBAI METRO LINE 1

INDIA

To meet growing demand and decrease traffic congestion, the government of Maharashtra, through the Mumbai Metropolitan Region Development Authority (MMRDA), launched an ambitious 146-kilometer long Mumbai Mass Rapid Transit System to improve the network.

Louis Berger has assisted in the construction of this system since its inception in January 2005, serving as the owner’s consultant and, since 2007, as independent engineer for Line 1 of the Mumbai Metro system, the city’s first east-west rail corridor. The 11.4-kilometer, fully elevated corridor links the growing suburb of Versova and the industrial hub of Ghatkopar by way of Andheri. Travel time between Ghatkopar in the west and Versova in the east has been reduced to 21 minutes compared to 90 to 120 minutes by road. The line consists of 12 stations equipped with elevators and escalators, and other modern facilities to improve travel comfort for passengers. The mass transit corridor was constructed under a public-private partnership, build-own-operate-transfer (BOOT) model and is operated under a 35 year concession held by Mumbai Metro One Pvt. Ltd. Louis Berger reviewed and approved technical aspects of the project as well as the commercial and contractual issues of the concession agreement.

CLEAN TECHNOLOGY INITIATIVE

INDIA

To protect the Taj Mahal, as well as other nearby historic monuments, the Indian government created a 10,400 square-kilometer area — the Taj Trapezium Zone (TTZ) — to reduce industrial and urban air pollution. To further improve environmental conditions in the TTZ, USAID selected Louis Berger to manage the Clean Technology Initiative. The project included reducing emissions from the glass/bangle, foundry and diesel manufacturing industries operating in the zone.

Louis Berger designed and developed low- and no-cost solutions for environmental improvements in the TTZ by introducing new gas-based, environmentally friendly technology for the foundry industry; obtaining more efficient furnaces for the glass industry; using cost-effective and readily available indigenous technologies; increasing production and process efficiency; implementing best practices; encouraging small foundries to share a cooperative facility and reducing the use of diesel power. The team also conducted training programs in English and Hindi for urban planners, government officials, business owners and non-governmental organizations. The programs focused on sound practices for disposal of solid waste and wastewater, more diligent inspection and maintenance of vehicles, and promotion of clean fuels.
Mahavitaran serves 14 million customers in the booming state of Maharashtra. To meet growing demand, it needed to implement a new project to improve existing electric power distribution and develop new infrastructure in 11 zones within the state. Louis Berger was commissioned to manage the comprehensive power distribution improvement program, overseeing planning and development in all 11 zones. The firm also managed the implementation of all related projects for two zones within the program area, Pune and Nagpur, which are booming urban centers.

Duties included soliciting bids and assisting in the finalization of bidding documents for sub-projects; supervising the construction and implementation of the projects; assisting Mahavitaran to build capacity in project management by training personnel and developing a comprehensive management information system; developing quality assurance and quality control procedures; providing services at the zonal level, including coordination with stakeholders. Louis Berger’s assignment resulted in the commissioning of 607 new substations, the upgrading of 483 substations and the installation of 368 new transformers, which increased the system’s power transformer capacity by 6,992-megavolt amperes. The program also laid more than 7,710-kilometer of 33-kilovolt sub-transmission line and 58,000-kilometer of 22/11-kilovolt distribution line.

To respond to the rising public transport demands and mitigate the escalating vehicular traffic issues, the government launched the Hyderabad Metro Rail Project on Public Private Partnership (PPP) basis. The project consists of 3 corridors that stretches throughout the city viz. Miyapur to LB Nagar Corridor (28.87-kilometer), Jubilee Bus Station to Falknuma Corridor (14.78-kilometer), and Nagole to Shilaparamam Corridor (27.51-kilometer) with a combined total length of 71.16-kilometer. On behalf of Hyderabad Metro Rail Limited, Louis Berger is currently providing Independent Engineer services for all the 3 corridors. Under the remit for this ongoing project, Louis Berger reviews drawings and documents; reviews, inspects and comments on safety measures implemented during construction; reviews, inspects and tests rolling stock; conducts tests on completion of construction and issuing completion/provisional certificates; reviews, inspects and monitors operations and maintenance practices and divestment requirements; determines costs of works or services and/or their reasonableness and also the period or any extension for performing any duty or obligation; and assists in dispute resolutions.
RAJASTHAN FORESTRY AND BIODIVERSITY PROJECT
INDIA

To conserve forest biodiversity and improve the livelihoods of forest dependent people, the JICA selected Louis Berger to provide consultancy services for the Rajasthan Forestry and Biodiversity Project, Phase-2 (“RFBP- 2”).

The project is being implemented across 15 districts of Rajasthan in and around seven wildlife sanctuaries. Initiated in 2011, the eight year project focuses on afforestation, soil and water conservation, biodiversity conservation, poverty alleviation and livelihood improvement in selected villages through local participation under the Joint Forest Management approach.

TAMIL NADU BIODIVERSITY CONSERVATION AND GREENING PROJECT
INDIA

JICA awarded Louis Berger a consultancy services contract to support the Tamil Nadu Biodiversity Conservation and Greening Project, an initiative aiming to strengthen and enhance biodiversity and socio-economic development in Tamil Nadu.

Tamil Nadu has the distinction of having three tiger reserves and three biosphere reserves. The Biodiversity Conservation and Greening Project envisages large scale tree cultivation on private land to increase the natural resource base outside the forest area. Training, education, research and extension activities have been designed to develop institutional capacity and support better ecosystem management.
GOA GREENFIELD AIRPORT
INDIA

Louis Berger was the lead consortium member partnering with the Government of Goa to develop both an international airport and commercial/industrial area north of the state capital, Panaji. The 2,600-acre site will accommodate a 3,750 meter runway and more than 25 expandable structures on the greenfield site. Demand is expected to increase over a projected 30 year period from one million passengers to over 13 million, and the site planning for all construction will facilitate phased expansion. A substantial site area is set aside for a variety of commercial development uses.

The consortium developed a detailed master plan and created a concept design. The master plan encompasses the new greenfield airport and all accompanying facilities, including terminals, runways, cargo area and support infrastructure. The concept design was the basis for the tender documents that the government will use to procure a concessionaire to design, build, operate and maintain the entire airport facility.

56 MW POWER PLANT AT
BAGRAM AIRFIELD
AFGHANISTAN

To address growing power demands of the base, the U.S. Forces Afghanistan and the U.S. Army Corps of Engineers, Philadelphia District, selected Louis Berger to operate and maintain Bagram’s base-wide power generation, electrical distribution and lighting infrastructure.

Louis Berger assumed operations and maintenance of an existing 56 MW gas turbine power plant, its largest power plant project in Afghanistan to date. Louis Berger is also responsible for operations and maintenance of the base’s medium voltage overhead and underground distribution system — greater than 100-kilometer in total length and encompassing more than 600 substations.

Turbine engine replacements helped minimize the downtime of the individual units, while providing maximum power generating capability to the base.

All this was accomplished while the adjacent Louis Berger 30 MW lease plant was demobilized during the same 30-day period, which independently involved more than 1,250 tons and 70 truck-loads of equipment.
USAID launched in 2002 the Rehabilitation of Economic Facilities and Services Program, a large-scale effort to rebuild Afghanistan’s country’s infrastructure. USAID selected Louis Berger to manage the program. Louis Berger oversaw the design and construction of more than 1,500-kilometer of primary, secondary and urban roads, including reconstruction of Afghanistan’s national Ring Road around the southern half of the country – the Kabul to Kandahar and Kandahar to Herat highways. In addition to the critical work on the Ring Road, Louis Berger managed construction of 685-kilometer of secondary roads, connecting major population centers throughout Afghanistan to the Ring Road. The improved road network dramatically reduced travel times, boosted trade and improved access to health care and schools.

The rehabilitation program in Afghanistan also included upgrading the Kajakai Dam hydropower plant; repairing and upgrading five major dams and irrigation systems; building 93 schools and clinics; and hiring and training local Afghans to implement the work.

Nepal continues to face rising income inequality, urban poverty and challenges to business development. Louis Berger is partnering with DFID to facilitate development of financial services for poor households and farmers in Nepal.

As program manager for DFID’s Access to Finance for the Poor program, Louis Berger is working with Nepal’s public and private sectors to create a favorable regulatory and institutional environment for equity investment in small and medium enterprises; develop a Nepali challenge fund that co-invests with private sector institutions to help expand innovative financial services delivery to micro, small and medium enterprises; develop appropriate financial products for small farmers, more suitable to their cropping patterns and cash flows; stimulate economic activities in lagging regions by providing increased microfinance support and creating linkages between poor households and small enterprises.

The program aims to improve livelihoods in Nepal through the creation of 88,000 sustainable new jobs or job equivalents and improved access to a range of financial products and services for households and at least 8,000 enterprises.
To increase the ability of local governments to develop and maintain their provincial road networks, there is a need to increase local revenue and to develop capacity in project management, project design, procurement, internal control systems, human resource systems, planning and budgeting, and expenditure management. The Australian government’s Department of Foreign Affairs and Trade (DFAT) engaged Louis Berger to implement the Provincial Road Management Facility program, a roads management reform program focused on building the capacity of the Philippines Department of the Interior and Local Government (DILG) and ten provincial local government units. The program is promoting economic growth and improving community access to provincial public and private services in the Southern Philippines.

Improved planning, design, procurement, and works execution are resulting in budgets that stretch further and a substantial increase in the quantity and quality of the road networks in the ten partner provinces. These improved road networks are increasing economic opportunity and strengthening access to services generally. The program also has brought greater provincial government transparency and accountability into the management of local roads, allowing citizens a greater voice in the process.

Following decades of armed conflict and political turmoil in Mindanao, the Philippine government and USAID initiated several projects to promote peace and development in the region.

In 1995, USAID selected Louis Berger to carry out the Growth with Equity in Mindanao (GEM) Program, a multi-faceted program designed to support the peace process and stimulate equitable economic growth through infrastructure development, business growth, workforce preparation, governance improvement and former combatant reintegration.

The GEM Program is now in its third phase under the management of Louis Berger. Since 2011, it has also served as an implementing partner to USAID in its disaster relief operations, rehabilitation and climate change adaptation strengthening in Mindanao and the Visayas.
FREEDOM RING AT EXPO FILIPINO
PHILIPPINES

Three separate components were planned at the center of the expo site: theater buildings, a landscaped amphitheater and a translucent membrane roof. They would be known as Freedom Ring. A space frame roof would cover a 35,000-square-meter exhibition area. A dramatic textile membrane roof shaped like an Anahaw Palm Leaf — the Philippine symbol of unity — would shield the amphitheater.

The team would need sophisticated program management software; a detailed task and sub-task budget; a master schedule for the procurement of goods, materials and services; an implementation monitoring program; and a system to deliver long lead-time materials on site at the required time.

Louis Berger worked with the Philippine construction firm AsiaKonstrukt to build the Freedom Ring complex. Services provided included design, construction scheduling, project controls and cost estimating. By working efficiently, the consortium finished Freedom Ring in 18 months, well in time for the 1998 centennial celebration.

FIRE-BREATHING DRAGON BRIDGE
VIETNAM

The Da Nang People’s Committee (DNPC) sought to facilitate long-term development and strengthen regional access to and from the city. DNPC initiated a program to construct a new bridge across the Han River, linking the city with the nearby eastern seafront, the local airport and the route to the UNESCO heritage town of Hoi An.

Following an international design competition sponsored by the DNPC, Louis Berger was selected by the Da Nang Municipal Engineering and Public Transportation Project Management Unit to prepare designs for the bridge. The six lane bridge emulates the shape of the dragon in the Ly Dynasty. It serves as both a tourist attraction and a boon for economic growth.

Opened in March 2013, the 666-meter-long, multi-arch structure features six 3.75-meter-wide vehicle lanes, two 2.5-meter-wide sidewalks, 2,500 LED lights that illuminate the structure at night, and has the capability to “breathe” fire or water to mark special occasions.
A section of NH1 carried vehicles over Hai Van Pass, a mountain range situated in the center of the country. The road featured a hairpin turn and narrow lanes. Rapid economic development brought increased traffic and enormous bottlenecks.

Vietnam’s Ministry of Transport selected a joint-venture team of Nippon Koei Co. and Louis Berger, in association with Transport Engineering Design Inc., to design a tunnel through the Hai Van Pass. Louis Berger used a special survey to find the appropriate alignment of the tunnel. The team created the design for the 6.2-kilometer main tunnel, ventilation shaft and evacuation tunnel.

Louis Berger also provided on-site construction supervision for four of the seven contract packages, including the south contract for the main tunnel, the evacuation tunnel, and the mechanical and electrical contracts; as well as a design that could incorporate future enlargements to the tunnel road. The tunnel was completed on schedule and under budget. A trip that formerly took 45 to 90 minutes currently takes approximately 10 because of the new tunnel.

The 170,000-kilometer Red River Delta drains into the Gulf of Tonkin and the South China Sea. Modern farmers were threatened by salt water intrusion and flooding. Deforestation had increased soil erosion and flash floods. Water quality had declined. Policymakers struggled to reduce poverty for the delta’s mostly rural population.

The Vietnamese government, assisted by the Asian Development Bank, sponsored the Second Red River Basin Sector Project. Louis Berger was selected by the Ministry of Agriculture and Rural Development to supervise the rehabilitation of irrigation, flood-protection, drainage and watershed protection systems. In addition to training Vietnamese engineers in modern operation and management techniques, Louis Berger compiled detailed documentation on water use and irrigation and drainage operating conditions; worked with the Vietnamese Institutes for Water Resources Management and Research to identify opportunities for improved watershed management; and helped regional cooperatives identify and construct small-scale infrastructure, including on-farm irrigation canals, pumps, footbridges and potable water access.
REVISED MASTER PLAN FOR SUVARNABHUMI AND DON MUEANG INTERNATIONAL AIRPORTS
BANGKOK, THAILAND

Thailand’s Suvarnabhumi International Airport was initially designed to handle 45 million passengers and 1.8 million tons of cargo per year. The new airport was built to take over all commercial flights from Bangkok’s Don Mueang International. Shortly after its opening, officials decided that Don Mueang would still need to handle domestic commercial flights. Airports of Thailand Public Company Ltd. (AOT) determined that using the existing facilities at Don Mueang would increase the flexibility needed to handle the growing air traffic demands before Suvarnabhumi Airport could be expanded.

On behalf of AOT, the International Civil Aviation Organization contracted Louis Berger to prepare a traffic allocation strategy for their future development, including a status review; inspection and appraisal of airside and landside facilities at both airports; passenger surveys; a strategic plan for air traffic allocation; comprehensive airport planning and design parameters; landside and airspace capacity analysis and planning, a land-use and facility plan; an environmental impact study; and alternatives for airport development, including financial assessments.

JOINT GUAM PROGRAM OFFICE MANAGEMENT
GUAM

The U.S. Department of Defense (DOD) is responsible for national security and maintaining U.S. armed forces and reserves around the world. The Naval Facilities Engineering Command (NAVFAC) builds and maintains naval facilities for the DOD. The DOD needed to transfer approximately 8,000 U.S. Marines from Okinawa, Japan, to Guam. The U.S. and Japan negotiated the transfers in a realignment of U.S. forces in the Asia-Pacific corridor. NAVFAC was charged with developing a master plan for acquiring land and constructing facilities for the transfers.

In 2006, the Joint Guam Program Office (JGPO) was established to carry out the plan and oversee the transfers. Under a contract with NAVFAC, Louis Berger assumed management of the program for the JGPO. Louis Berger was given many key duties in preparing for the transfer of the Marines and their families to Guam, including environmental impact statement review and environmental program management; master planning support, integrated master scheduling, and utility and infrastructure planning; sustainability and smart-growth planning; and providing the technical expertise of environmental scientists, engineers and schedulers.
Since ancient times, the people of Cambodia have relied on the Tonle Sap Lake and basin, one of the world’s most productive ecosystems. During dry season, the lake drains into the Mekong River. During the rainy season, the engorged Mekong River reverses the flow of the Tonle Sap River and pushes the excess water into the lake, which swells to more than 1 million hectares. Nearly 3 million people live within the Tonle Sap basin and many more depend on its natural bounty. But overfishing, a growing population, deforestation and land degradation threatened the ecosystem. An ambitious program was needed to preserve this key part of Cambodia’s culture and economy.

Working with a number of Cambodian and international organizations, Louis Berger was tapped as program manager for the conservation of the Tonle Sap Lake and basin. Louis Berger helped build Cambodia’s management capacity, preparing a database, including maps, introducing biodiversity monitoring and promoting conservation awareness. Through these efforts, the ecosystem of the Tonle Sap Lake and basin will continue to thrive and to sustain the people of Cambodia.

Laos and Thailand decided to collaborate in producing 3,000 MW of hydropower in Laos for export to Thailand. The $1.5 billion Nam Theun 2 (NT2) project would harness the power of the Nam Theun River. It required a trans-basin diversion of waters from the Nam Theun to a powerhouse at the base of the Nakai escarpment, and from there to the Mekong River.

Klohn Crippen Berger (KCB), a Louis Berger affiliate, was chosen for bid design engineering of two main civil works packages, including a roller-compacted concrete (RCC) main dam and reinforced concrete spillway, diversion tunnel, RCC cofferdams, 10 reservoir saddle dams, headrace channel and site access. In addition, the company provided a 3-unit main powerhouse supplying export power to Thailand, adjoining a 2-unit powerhouse supplying power to the local Lao grid, switchyard civil facilities, tailrace and associated powerhouse area buildings. The NT2 powers about 3 million Thai homes. Revenues from NT2 will enable Laos to further alleviate poverty and invest in education, health and infrastructure. The project dramatically improves living conditions for 6,500 people living on the Nakati Plateau, who now have electricity and a steady water supply.
We are committed to making a difference in the communities we serve. To our diverse client base we bring strategic vision and an entrepreneurial spirit, developing solutions to some of the world’s most challenging problems. Our brochures are designed to be a broad representation of Louis Berger and our affiliated companies. Featured in this brochure are selective signature projects highlighting our collective, group-wide demonstrated capabilities. Note that for every project highlighted, we identify the brand responsible for the successful delivery of that project.