

ROAD CONSTRUCTION AUTHORITIES IN GERMANY

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ABSTRACT

In federal Germany, the political bodies Federation, Laender, districts and municipalities (including towns) each have their own roads. The administration of roads is often not covered by the respective authority responsible for road construction. This is especially so in the case of the Federation which only has the so called subject-specific competence (property, financing, policy making competencies). The federal trunk roads are administered by the 16 Laender, which have the professional competence, by order of the federal government. The 16 Länder have often developed administrative structures that are very different from each other and are essentially based on 4 basic patterns. Specific administrative reforms have been carried out in the past 10 years.

1. STATE STRUCTURE

1.1 Federal form of state

The political order in Germany has been laid down by the Basic Law of 1949, i.e. by the German constitution. The state structure is a federal one. It consists of the Gesamtstaat (whole state), the Federal Republic of Germany – called “Bund” for short - and there are 16 states (Laender) in the federal republic.

Significant competencies and financial means are allocated to the Bund as well as to the Laender. Corresponding to the Bund, the Laender have their own Land Minister-President, Land ministers, Land parliaments (i.e. their own legislation) and also their own Land administrations according to their constitutions. The Basic Law was recently modified in August 2006 with the aim of increasingly assuring the Laender of important responsibilities in the life of the state of Germany. Apart from the Bund and the states, administrative districts and towns and municipalities also have their own administrations as well as independent tax revenue.

1.2 Political and administrative bodies in Germany

The political and administrative subdivision of the Federal Republic of Germany is essentially based on the following division:

➤ Bund and its 16 Laender

The Laender traditionally had a three-tier administrative structure

➤ The Land Government (Minister-President; Land Ministers)

➤ (Regierungs-)Praesidien = Regional Commissioners as intermediate Land authorities

➤ (Land-)Kreise = Administrative districts and urban districts

The administrative districts are formed by several municipalities with local government.

This originally uniform organisational structure, which was initiated in the time before 1945 when there was a centralistic form of government, has grown more and more apart in the individual Laender in the past 60 years as a consequence of large Laender specific reforms. An example of this is the size of municipalities: Whereas in the most populated Land of North Rhine Westphalia (18.2 million inh.) there are only 396 towns and municipalities – average size is therefore approx. 46,000 inhabitants – in the Land Bavaria (12.4 million inh.) there are 2,056 towns and municipalities with an average size of 6,000 inhabitants. On the whole, Germany with its more than 82 million inhabitants has about 12, 500 towns and municipalities with an average size of 6,600 inhabitants.



Fig.1 -Federal Republic of Germany with the 16 Laender

The Bund and the Laender are the legislators for their spheres respectively. The Bund can therefore only lay down regulations for the Laender administrations, the districts and the municipalities when the Bundesrat as the second house of the German parliament, i.e. the "Laenderkammer" (Minister-Presidents and some Ministers from the Laender) expressly agrees to the regulation. The Laender issue the laws for the functions of local governments (administrative districts, towns and municipalities).

2. ADMINISTRATIONS OF THE POLITICAL BODIES IN GERMANY

2.1 Federal Administration

The fathers of the constitution assumed that except for the federal ministries, the Bund would only have an independent administration for a few areas. Laender administrations (2.1 million employees) or local government administrations (1.3. million employees) are usually responsible for the execution of federal and Land laws. However, the Bund has also established administrations (e.g. customs authorities, administration of the federal waterways, military administration, administration of the Department for Foreign Affairs) and employs about 481,400 people out of the total of about 4 million working in public services.

2.2 Road administrations

The political bodies Bund, Laender, administrative districts, towns and municipalities each have public roads. As the authorities responsible for roads they usually also have independent administrations for this purpose. However, the administrations of other political bodies often look after the roads by order of the authority responsible. This is the case for federal trunk roads in particular.

2.3 Federal State Administration

2.3.1 General information

The federal trunk roads (federal motorways and federal roads) are managed by the Laender by order of the Bund, i.e. the Laender plan, build, maintain and operate the federal trunk roads by order of the Bund. The following table provides an overview of the division of property, responsibility for construction/property and administration in all national road classes:

Highway class		Length [km]	Property and financial obligation for construction and maintenance		Administration	
			Open routes	Cross town links	Open routes	Cross town links
Federal Trunk roads	A Federal motorway	12.200	Federal Government	---	Laender on behalf of the federal government	---
	Federal Highways (B)	41.300		< 80.000 inhabitants:		< 80.000 inhabitants:
				> 80.000 inhabitants:		> 80.000 inhabitants:

State roads (L)	87.000	Laender	< 30.000 inhabitants*:	Laender	< 30.000 inhabitants*:
			< 30.000 inhabitants*:		> 30.000 inhabitants*:
District roads (K)	92.000	Districts	< 30.000 inhabitants*:	Districts**	< 30.000 inhabitants*:
			< 30.000 inhabitants*:		> 30.000 inhabitants*:
Local roads (G)	420.000	Local authorities		Local authorities	

Fig. 2 - Roads in Germany: Property, financial obligation for construction and maintenance (Baulast), administration (Source: BMVBS)

* the inhabitant limitations vary from one Land to the next; the figures are examples which correspond to the regulations in four Laender

** District authorities may transfer these administrative tasks to the Land

2.3.2 Subject-specific competence of the Bund

The self-reliance of the Laender in execution of tasks on federal commission is limited. So that the Bund can enforce its ideas on Laender as an "ordering party", it has access to control rights. Thus the Basic Law accords the Federal Ministry of Transport, Building and Urban Affairs – BMVBS - a supervisory authority over the Laender authorities. The federal government is authorised, with the consent of the Bundesrat, to issue "general administrative regulations." The Bund also has the competence for trans-regional central planning and coordination. Finally it is in charge of the financial responsibility for construction and maintenance of federal trunk roads.

More detailed definitions of the relationship between the Bund and the Laender in the area of federal state administration of the federal trunk roads can be found in numerous laws, ordinances and directives. The Bund constructs guidelines for a uniform design of federal trunk roads using these, for example.

2.3.3 Perception competence of the Laender

Apart from establishing authorities, the Laender are entitled, within the scope of federal state administration, to deal with and be responsible for the external relationship to third parties, the so called perception competence. If, for example, the Bund considers the acquisition of a property for the purpose of building roads necessary, federal authorities cannot sign the contract with the property owner, but the Bund must grant the supervisory status to the Land ministry, so that the Land administration takes action in the matter. The Laender plan, construct, maintain and operate the federal trunk roads within this framework by order of the Bund, after the federal legislator has laid down which federal trunk roads have to be newly built or developed in the need plan for federal trunk roads according to the federal law. The Laender take up the plans for the intended measures according to this rating of requirements.

Large new construction measures usually require a regional planning procedure conducted by the Land planning authority. The BMVBS in consultation with the Land planning authority then determines the line management of the road. In the case of smaller measures, such as, for example, by-passes, the simplified process of line matching is used. Basically the road authority responsible at Land level plans the construction measures. The line determination binds the authorities. New structures and large development measures must be legally safeguarded through a planning approval procedure. Depending on which Land, different agencies are responsible for this. The procedure is basically a three level one with plan compilation, hearing and resolution.

2.3.4 Financing of the federal trunk road administration

If the Laender act by order of the Bund then the Laender cover their administrative tasks themselves according to the constitutional regulations, e.g. the personnel and material costs of their authorities and the costs of the administrative procedure. The Bund covers the so called obligatory expenditure resulting from this, i.e. the costs for land acquisition, execution of construction work, maintenance and repairs as well as a lump sum of 3% of the construction costs.

2.4 Road construction administration of the Bund

The Bund only has a relatively small administration in the department "S Road Construction, Road Traffic" in the BMVBS (220 employees), the Federal Institute for Long Distance Road Haulage - BAG in Cologne (approx. 1600 employees) and the Federal Highway Research Institute BASt in Bergisch Gladbach for handling the Bund's tasks in the area of road research.

2.4.1 Federal Ministry for Transport, Building and Urban Planning – BMVBS

2.4.1.1 Tasks of the BMVBS

The BMVBS deals with the tasks allocated to the Bund as long as they do not concern legislative actions, dealt with by the Bundestag (lower house of the German parliament) and the Bundesrat (upper house of the German parliament). As was the case with the entire federal administration the BMVBS has also been subjected to cutbacks in personnel since 1994 of at least 1.5% of jobs annually so that presently there are only 220 employees for matters concerning road research. This staff cutback leads, amongst other things, to difficulties in representing the federal government properly in national and international bodies (e.g. CEN).

2.4.1.2 Organisation of the BMVBS

The BMVBS consists of the main unit and nine departments as well as a division of leading members. Two of these departments are dedicated to overlapping tasks:

2.4.1.3 Tasks and organisation of the "road construction" department in the BMVBS

The department "Road construction, Road traffic" handles the two sub-departments

- Road planning, law and technology (subdivision S 1) and
- Road construction, maintenance and financing (subdivision S 2)

as well as the tasks of the federal government for the construction and maintenance, development and improvement of the federal trunk road network, i.e. the federal motorways and federal roads. Engineering works (bridges, tunnels, retaining walls) as well as motorway service areas also belong to the federal motorways. The tasks of the federal government cover financing, network design and the preparation of development programmes in particular as well as technical and legal directives.

Subdivision S 3 is responsible for issuing road traffic licences to persons and vehicles and for road traffic directives. The enforcement of road traffic law comes under the jurisdiction of the states. Here, the Bund works in the area of coordination in particular.

The Bund is entitled to carry out legal and specialist supervision of the states. "Road construction" takes over a leading function within the scope of this work. Here, it is the job of the department to ensure the uniformity of a safe and an efficient federal motorway network all over Germany. Six regional offices look after the federal trunk roads in the sixteen federal states.

The road construction department is responsible for

- Road construction law, that is regulated in the law on federal trunk roads, law on the development of highways and the law on the proprietary conditions of federal motorways and other federal roads in long distance traffic;
- Setting up a need plan, which includes the concept for the further development of the federal trunk road network;
- Setting up construction programmes for the federal trunk roads;
- The management of the road construction budget;
- Working on the rules and regulations for construction and traffic as well as general directives for construction, design and equipping of the federal trunk roads;
- Road specific research;

➤ Building contracts and construction contracting .

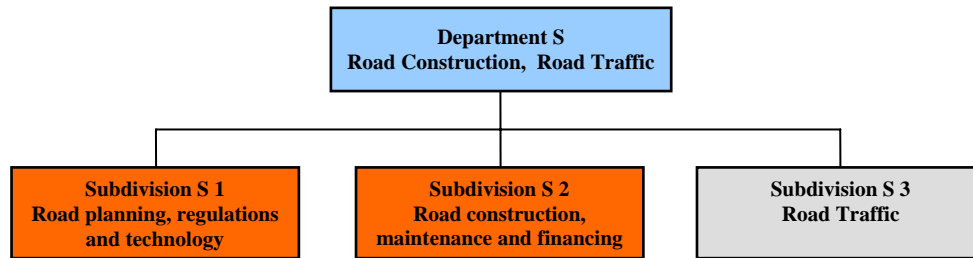


Fig. 3 - Organisational chart of the department for road construction, road traffic – subdivisions S 1 and S 2 – of the Federal Ministry for Transport, Building and Urban Affairs (Source: BMVBS)

Balancing out environmental concerns with those of road construction is also one of the important tasks of road construction authorities.

2.4.2 Federal Institute for Long Distance Road Haulage - BAG –

BAG is an authority with its head office in Cologne and works under the BMVBS. It has 11 field offices and about 1600 employees. It deals with administrative tasks for the Bund in the area of traffic, which have been assigned to it through federal laws or because of these laws. It monitors goods traffic for German and foreign companies amongst other things, controls and monitors the maintenance of liability to charges for the route specific tool for motorways for heavy trucks, levies the concession for running secondary operations on federal motorways and observes and supervises the development of market events in goods traffic. As BAG's contractual partner, Toll collect is assigned with determining and collecting the tolls charged on the federal motorways electronically.

2.4.3 Federal Highway Research Institute – BAST –

The Federal Highway Research Institute in Bergisch Gladbach near Cologne is a research institute also involved in policy consultancy, which works under the BMVBS. It has 5 specialist departments (Behaviour and safety in traffic, road traffic technology, vehicle technology, road construction technology, construction of bridges, and engineering works) and a central department. It is run by a managing director. The more than 400 staff members from various disciplines (particularly civil and road construction engineers, physicists and psychologists) are represented in approx. 560 national and approx. 130 international bodies and take part in the standardisation and passing of laws in Germany, Europe and all over the world. BAST scientists are presently involved in about 20 large EU projects. BAST has established an extensive controlling and reporting body. The BAST budget is a part of the annual federal budget and amounts to something over 30 million Euros. BAST can also avail of its income from work for third parties, which amounts to about 10 million Euros.

2.4.4 VIFG, DEGES

The BMVBS appoints two private companies of which it is a partial or whole partner.

2.4.4.1 VerkehrsinfrastrukturFinanzierungsGesellschaft – VIFG - (Traffic infrastructure financing company)

VIFG is a private partnership owned by the Bund, which was established in October 2003 on the basis of a law. The following are the legally stipulated tasks of VIFG:

- The distribution of the truck toll according to the motorway toll law for financing new constructions, development, maintenance, operation and upkeep of the federal trunk roads and federal waterways as well as the construction development and substitute investments for the track systems of the federal railways,
- Taking over tasks connected to the preparation, execution and processing of privately financed projects of the traffic route infrastructure (Public Private Partnership)

After VIFG came into being

- A step by step system change from tax financing to user financing,
 - The economically and ecologically meaningful introduction of the route specific toll and
 - Ensuring the use of revenue for investments
- has been executed.

The federal parliament decides every year with the budget and the road construction plan, in which individual measures are listed, which projects will be financed from user taxes.

2.4.4.2 Deutsche Einheit Fernstraßenplanungs- und –bau GmbH – DEGES – (German Unification Highway Planning and Construction)

DEGES was established one year after German unification in 1991, to create additional capacities for administrative work. It is a planning management company organised according to private law and functions based on criteria developed for private enterprises. The Bund and the five eastern Laender are partners. Over 1000 km of routes supervised by DEGES were completed by the end of 2005 and 90 km are under construction. The completion of projects looked after by DEGES is expected 2009/2010. The DEGES partnership contract was expanded in December 2001 so that the areas of work as a service provider could be extended to all traffic infrastructure projects (roads, railways, waterways) by public customers.

3. LAENDER ROAD ADMINISTRATIONS

3.1 Various developments

The road authorities of the 16 Laender, just as the other public administrations, have been subjected to a continuous modification process in the past 60 years. However, in the past 10 to 15 years, important reforms in the organisational structures have

been particularly observed in Germany which increasingly also led to a differing development in organisational forms of the state road administrations. The organisational changes were brought about by a public demand for

- A reduction in the government share of the total economic product and thus a reduction in public expenditure
- Privatisation of functions of the federal government
- A reduction in sovereign administration in favour of administration by service providers
- Increase in public revenue
- Slim administration and streamlining bureaucratic procedures
- Levelling out hierarchies
- Use of new media
- Restructuring the main tasks

Further standpoints such as consideration of the job market, decentralisation of administrative locations in favour of a more balanced distribution of state establishments in the respective state and general political considerations additionally promote the tendency to restructure Land administrations. Sometimes the fact that the new institutions are only able to function after years and a lot of experience and knowledge gained is lost during restructuring is overlooked.

Four different patterns in road construction administration

Four organisational forms have essentially been enforced in the Laender road construction administrations. These models will be described in more detail below. The administrations in the three city states Berlin, Hamburg and Bremen, which are organised more according to local government points of view, will not be covered here.

3.2.1 Land companies in 6 Laender

An important organisational form is founded by establishing a road company into which the former authority is transferred.

3.2.1.1 North Rhine Westphalia : Situation up to 2001

A fundamental reform in road administration was conducted in North Rhine Westphalia - NRW - in 2001. Germany's most populated Land (Area: 34.071 km²; inhabitants: 18.1 million) was essentially formed out of two former Prussian provinces after the Second World War. The traditional Prussian view that construction and maintenance of important roads is not the job of the central state (as opposed to matters concerning the railways and waterways), but that of the provinces, continued to be held here. Based on this principle there was no Land road construction administration till 2001, but two regional authorities with their centres in Cologne and Muenster. As legally independent bodies they tried to defend themselves by opposing the introduction of a Land administration, but their lawsuit was rejected. The NRW government pointed out that the central position of the Land in Germany and in European traffic systems required uniform and modern structures for a Land road administration all over the country.

3.2.1.2 Strassen.NRW

Instead of the two former administrations, a so called Land company Strassen.NRW was established in 2001 to which staff appropriations and tangible means of the former road authorities were contributed.

The main difference between the legally dependent company that is directly responsible to the ministry of transport NRW and a normal administration is that the Land company is considerably less bound to the general administration rules and regulations than the Land administration. Above all, it is not part of the Land budget applicable to the entire state administration. It is therefore also not subject to its principle of annual appropriations. It is also managed according to commercial regulations in the same way that a commercial enterprise is and will not incur any losses in the medium term. However, it does not have economic ownership of the road network. The large appropriation of funds from the federal and Land budget for construction and maintenance of federal trunk roads and the Land roads count as orders from third parties and are not included in the profit and loss calculation.

The Strassen.NRW looks after about 19,000 km of regional roads (out of a total of 29,722 km of regional roads in NRW): This includes the federal motorways, the federal roads, Land roads and district roads of 6 administration districts that have not established their own road administration. The majority of the total 9,805 km of district roads is looked after by the districts, or municipalities with their own road administration. Strassen.NRW also provides winter maintenance services for 7 administration districts and 210 towns and municipalities. (compare appendix)

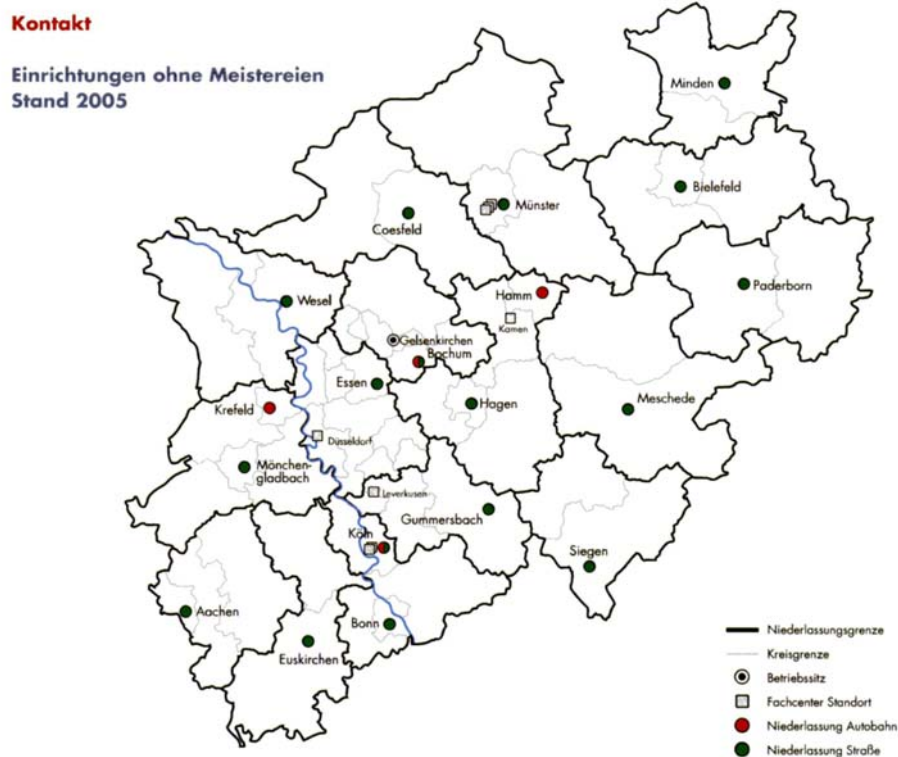


Fig. 4 - Structural organisation of the state operations of North-Rhine Westphalia (Source: Strassen.NRW Annual Report)

The structural organisation of Strassen.NRW in 2007 currently consists of:

- The newly formed Head office in Gelsenkirchen in the Ruhr area with a 3-person management
- Four technical centres: Surveying/road information systems; telecommunications; buildings management; test centre;
- 8 regional centres, 2 motorway centres, 1 planning and construction centre
- 84 roads and motorway maintenance operation centres

One objective of the newly established Land company was, right from the start, to complete tasks and reach an efficiency level at as high a quality as possible by increasing productivity. A significant decrease in the established posts and regular posts available for the operations is required for this purpose.

A glance at the development of the numbers of established posts and regular posts shows that the posts existing when the Land company began have been reduced through administrative controls and a corresponding personnel management and thus not only the operative result but the state budget as well, were noticeably relieved in the initial years.

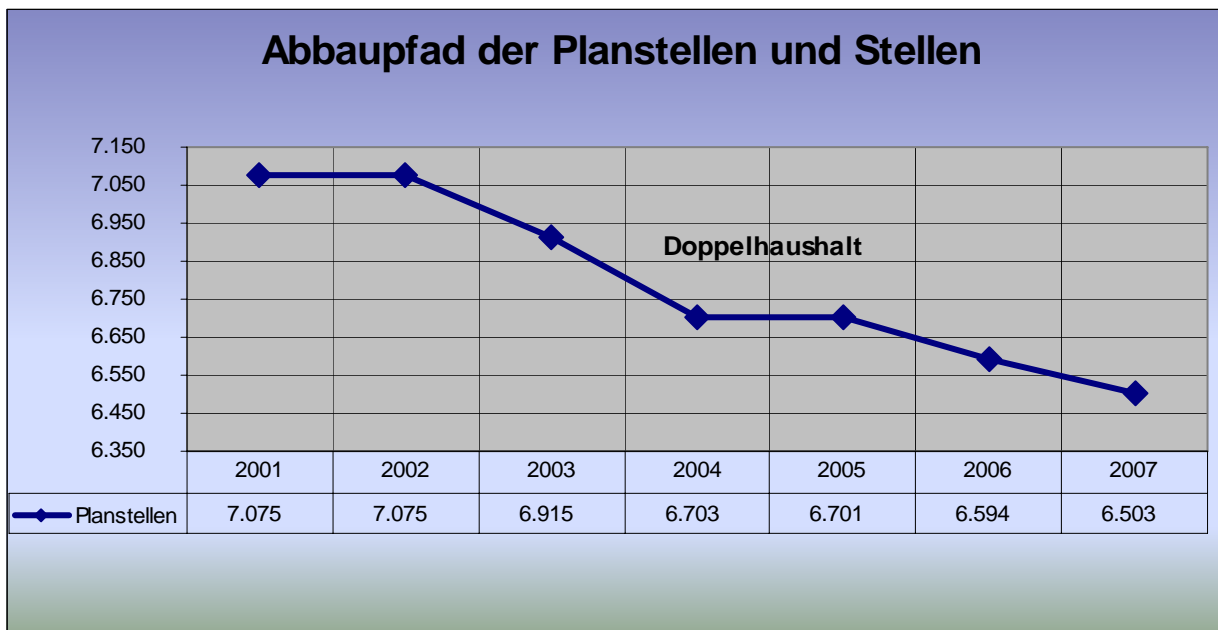


Fig. 5 - Development of staff posts at Strassen.NRW
(Source: Strassen.NRW)

3.2.1.3 Land Company in the Laender Brandenburg, Rheinland-Pfalz, Saarland, Sachsen-Anhalt, Schleswig-Holstein

Following in the footsteps of North Rhine Westphalia, the considerably smaller states Brandenburg, Rheinland-Pfalz, Saarland, Sachsen-Anhalt and Schleswig-Holstein have introduced the respective Land companies responsible for road construction and maintenance and directly subordinate to the ministry (compare appendix)

3.2.2. Thueringer Land Agency for Roads Erfurt

After the German unification on 3rd October 1990, the newly formed Land Thuringen first took over the organisational structure of the neighbouring Land Hessen and formed a Land Agency for road construction. The 7 road construction offices and 35 road maintenance operation centres had 1,170 local staff. In 1997 the Land Thuringen established the private company Thueringer Strassenwartungs- und Instandhaltungsgesellschaft mbH - TSI. More than 600 staff employed by the Land agency was taken over by the company. The real estate, vehicles, machines and equipment belonging to the Land administration was also rented out to the company. Contractually, all work for maintenance and repair of the federal and Land roads including winter maintenance service was transferred by the company to private parties. The Land agency only had the sovereign task of route control and arrangement of traffic signs in emergency situations and the operational services for motorways. The core tasks of the Land agency consist in determining the objectives based on the tasks allocated to it, in the issuing, allocation, construction monitoring and calculation. The originally close relations between the Land agency and the privatised company slowly became more distant, since contracts were offered through public campaigns. In the entire Thuringian Land agency there are not more than 840 people left.

The Thuringian road administration has a three-tier administrative structure with the ministry responsible for road construction, the Land agency and 4 road construction offices with 17 business premises, i.e. operation centres.

Hessen, with the Hessian Land Agency for Road and Transport, Wiesbaden (three-tier administrative structure) and Lower Saxony with the Land Authority for Road Construction and Transport (2-level administration) also have a special road administration (compare appendix).

3.2.3. Bavaria: Road administration is a part of the Land administration

The usual organisational structure of the Land road authorities in Bavaria (12.5 million inhabitants) which is the largest state in Germany as far as area is concerned (70.554 km²) consists of a three-tier administrative structure:

- A road construction department as part of the Land interior ministry
- A road construction department in each of the 7 intermediate district governments and
- 22 road construction offices with 89 road maintenance operation centres .

There are also 2 motorway authorities with 41 motorway maintenance/operation centres, a remote messaging department and 1 specialised area for electronics and telematics.

The Land building surveyors' offices were merged with the road construction office to form 22 Land buildings' offices within the scope of a general reform of the Bavarian Land administrations at the beginning of 2006. Otherwise, the structure of the administration has been largely maintained. Due to the ensuing synergy effects a savings in jobs of 1,032 posts is expected. Naturally, these organisational reforms will initially bring about considerable additional tasks: The new distribution of staff and findings with the objective of minimising the negative consequences of the required interventions, re-training measures, providing the required financial resources, the

change in the budget system, modifications to the cost and services calculation, adaptation to the countrywide software products, are connected to this, amongst other things.

There is a similar administrative structure in the state of Saxony: (se appendix).

3.2.4. Baden-Württemberg: A concentrated three level structure

The most rigid structural reform in Germany came into effect at the beginning of 2005 in Baden-Wuerttemberg (10.5 million inhabitants) with the realisation of the so called concentrated three level system within the shortest possible time. Out of 450 authorities with a special function outside the usual administrative structure, 350 were closed and partly allocated to the regional districts in their position as intermediary authorities or to the subordinated 35 district offices and 9 cities. By implementing these special authorities the per capita number of staff at the district offices and cities has increased by an average of 50%. The 4 regional Commissioners currently have 3 to 5 times more staff than before the reforms. The governmental subsidies to the districts and towns are to be reduced by 20% by 2011. Corresponding savings for personnel and materials costs will take place at the regional Commissioner. The ministries are subject to important savings rules with cutbacks in staff and jobs too. The main objective is to earn a rate of return of 20% within 6 years.

The former state road administration was merged with the local district road administration at the lower level. Practically, this could lead to the fact that several administration districts have a common office for road constructions to which 99 road maintenance operation centres are allocated all over the Land. These local road

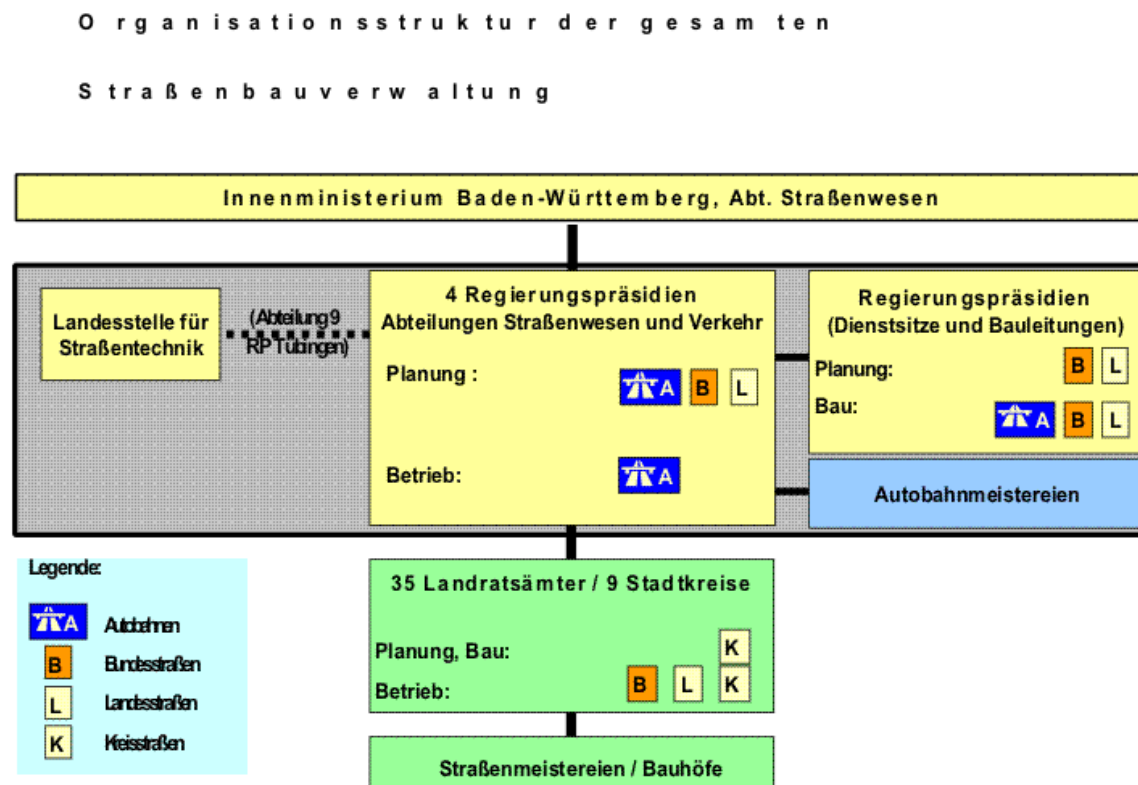


Fig. 6 - Organisational structure of the road construction administration, Baden-Württemberg (Source: Interior Ministry Baden-Württemberg)

construction offices would take over the planning, construction and operational tasks for the municipal and county roads and would also take over the operational tasks for federal and Land roads. The 4 regional Commissioners are responsible for planning, construction and maintenance of the federal motorways, federal roads and Land roads as well as additionally for the supervision of the federal motorways. The regional council Tuebingen near Stuttgart has taken over the tasks to be dealt with centrally in the area of road matters.

On the whole, this reform has resulted in an extensive decentralisation which will lead to the development of administration in the Land going in different directions. The enforcement of instructions of the Federal Ministry for Transport and the state transport ministry are being made considerably more difficult because the heads of the local authorities are politicians who have been directly elected by the people. After the closing of the Land offices there will be a great loss of know-how. Considerable adaptation difficulties and costs will ensue in re-modelling the IT software developed till now for the authorities to suit the new requirements. Demarcating responsibilities between the regional councils and the Land administrative authorities will incur huge expenditure.

The state of Mecklenburg-Vorpommern has also decided to go the way of allocating the road construction tasks to be executed to the administrative districts, however it does not have any intermediary body and only has 4 districts. (see appendix).

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APPENDIX

Germany

Area: 356.732 km²; Inhabitants: 82.5 Mio

Roads in Germany:

National roads:	231.467 km
Federal Motorways:	11.712 km
Federal Roads:	40.483 km
Land Roads:	86.736 km
County Roads:	91.588 km

(Status 01.08.05; quote: Elsner 2007 Page 143/B)

ON 3.2.1 ORGANISATIONAL FORM, LAND COMPANY:

Brandenburg: Land company for road and transport, Potsdam

Area: 29.053 km²; Inhabitants: 2,6 Mio

Total 12.534 km national roads (without local roads), consisting of

Federal Motorways:	793 km
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Federal Roads: 2.868 km
State Roads: 5.758 km
County Roads: 3.085 km

Organisational form: 2-level

Ministry responsible for road construction
(no intermediary authority)

Land company: 1 board of directors; 6 establishments; 12 motorway maintenance workshops; 32 road maintenance operation centres

2. 500 employees

North Rhine Westphalia: Strassen.NRW, Mönchengladbach

Area: 34.071; Inhabitants: 18,1 Mio

National Roads (without local roads): Total 29.722 km;

Strassen.NRW about 19. 000 km under supervision:

Federal Motorways: 2.178 km

Federal Roads: 4.416 km

State Roads: 11.234 km

County Roads 1.019 km; 8.800 km under the supervision of districts and cities

Organisational form: 2-level

Ministry responsible for road construction
(no intermediary authority)

Land company : Head of operations in Gelsenkirchen in the Ruhr region

Four technical centres: Surveying/road information systems; telecommunications; buildings management; test centre

8 Regional establishments; 2 Motorway establishments; 1 Planning and building centre

84 Road maintenance and motorway maintenance operation centres; 6.380 employees

Rheinland-Pfalz: Land company Mobilität, Koblenz

Area: 19.846 km²; Inhabitants: 4,1 Mio

Total: 18.473 km national roads (without local roads), consisting of

Federal Motorways: 839 km

Federal Roads: 3.015 km

State Roads: 7.197

County Roads: 7.439 km

Organisational form: 2-level

Ministry responsible for road construction
(no intermediary authority)

Land company Mobilität: Central office in Koblenz; 9 Road and Transport Offices

57 Road maintenance operations centres; 1 Motorway office

14 Motorway maintenance operation centres; also responsible for land, water and air transport

2100 employees

Saarland: Land company Roads , Neukirchen

Area: 2.570 km²; Inhabitants: 1 Million

Total: 2.040 km national roads (without local roads), consisting of

Federal Motorways: 240 km

Federal Roads: 329 km

State Roads: 845 km

County Roads: 626 km

Organisational form: 2-level

Ministry responsible for road construction
(no intermediary office)

Land company roads: 1 central office; 6 road maintenance operation centres, 3 motorway maintenance operationcentres; 523 employees

Sachsen-Anhalt: Land company roads, Magdeburg

Area: 20.443 km²; Inhabitants: 2,5 Mio

Total 10.944 km national roads (without local roads), consisting of

Federal Motorways:	384 km
Federal Roads :	2.396 km
State Roads:	3.866 km
County Roads:	4.298 km

Organisational form: 2-level

Ministry responsible for road construction
(no intermediary authority)

Land company roads: 1 main establishment; 5 establishments;

23 road maintenance operation centres, 5 motorway maintenance operation centres, 2 motorway/road maintenance operation centres, 1 remote messaging department; Employees (for roads): 1500

Schleswig-Holstein; Land company Road and Transport, Kiel

Area: 15.731 km²; Inhabitants: 2,8 Million

Total 9900 km national roads (without local roads), consisting of

Federal Motorways:	492 km
Federal Roads:	1.599 km
State Roads:	3.667 km
County Roads:	4.119 km; 4 out of 11 districts handle road maintenance independently

Organisational form: 2-level

Ministry responsible for road construction
(no intermediary authority)

Land Company, Kiel; 4 offices; 21 road maintenance operation centres; 7 motorway maintenance operation centres; 1 remote messaging department; Employees: 1542

ON 3.2.2 LAND AGENCY ROAD

Hessen: Land Agency Road and Transport, Wiesbaden

Area: 21.114 km²; Inhabitants: 6,1 Mio

Total 16.733 km national roads, consisting of

Federal Motorways::	962 km
Federal Roads:	3489 km
State Roads:	7.256 km
County Roads:	5025 km

Organisational form: 3-level

Ministry responsible for road construction

Land Agency as intermediary authority

12 offices for road and transport as low level authorities; 46 road maintenance operation centres; 11 motorway maintenance operation centres; 3 motorway/road maintenance operation centres, 1 traffic centre

Lower Saxony: Lower Saxony Land Authority Roads and Transport; Hannover

Area: 47.364 km² Inhabitants: 8,0 Million

Total 28.240 km national roads, consisting of

Federal Motorways:	1.392 km
Federal Roads:	4.848 km
State Roads:	8.317 km
County Roads:	13.683 km

Organisational form: 2-level

Ministry responsible for road construction
(no intermediary authority)

Lower Saxony Authority Roads and Transport: Central Business Unit in Hanover; 5 Regional Business Units; 58 road maintenance operation centers; 17 motorway maintenance operation centres, 1 motorway/road maintenance operation centre; 2 remote messaging departments, 1 operating centre

Thuringen: Thuringer Authority Roads

Area 16.251 km² Inhabitants: 2,3 Million

Total 10.182 national roads (without local roads), consisting of

Federal Motorways:	285 km
Federal Roads:	1.936 km
State Roads:	5.307 km
County Roads:	2.602 km

Organisational form: 3-level

Ministry responsible for road construction

Land Authority as Higher Authority

4 Road construction offices as low level authorities; 17 business premises; 6 motorway maintenance operation centres; 1 remote messaging workshop; 1 central head office of operations

ON 3.2.3 LOW LEVEL AUTHORITY IS THE LAND ROAD OFFICE

Bavaria: Land building administration

Area: 70.554 km², Inhabitants: 12,5 Million

Total 41.778 km national roads (without local roads), consisting of

Federal Motorways:	2283 km
Federal Roads:	6795 km
State Roads:	13.941 km
County Roads:	18.782 km

Organisational form: 3-level

Ministry of the Interior responsible for road construction

7 district commissioners (as intermediary authorities)

22 Land Road Offices (as low level authorities) with 89 road maintenance operation centres.

2 motorway authorities (as intermediary authorities) with 41 motorway maintenance operation centres, one remote messaging department and 1 subject-specific area of electronics and telematics .

Employees: 7.442

Saxony

Area: 18.338 km²; Inhabitants: 4,3 Mio

Total 13.539 km national roads (without local roads), consisting of

452 km federal motorways

2421 km federal roads

Organisational form: 3-level

Ministry responsible for road construction

3 District commissioners (as intermediary authorities);;

1 Saxony Motorway Office (as an intermediary authority)

7 Land Road offices with 45 road maintenance operation centres; 7 motorway maintenance operation centres, 1 remote messaging department; 1 traffic computing centre; Employees: 2.749

ON 3.2.4 LOW LEVEL ROAD CONSTRUCTION AUTHORITY IS THE LOCAL GOVERNMENT AUTHORITY FOR THE DISTRICT

Baden- Württemberg

Area: 35.751 km²; Inhabitants: 10,7 Mio

Total national roads (without local roads) : 27.428 km, consisting of

Federal Motorways:	1.029 km
Federal Roads:	4.266 km
State Roads:	9.0909 km
County Roads:	12.071 km

Organisational form: 3-level

Ministry responsible for road construction
4 District commissioners (as intermediary authority)
35 districts and 9 cities

Mecklenburg-Vorpommern:

(Area: 23.598 km²; Inhabitants: 1,7 Mio)
Total 9.921 km national roads consisting of
Federal Motorways: 336 km
Federal Roads: 2.077 km
State Roads: 3.255 km
County Roads: 4.124 km

Organisational form: 2-level

Ministry responsible for road construction
(no intermediary authority)
4 districts (till now: Land Authority with road offices) with road maintenance operation centres and
motorway maintenance operation centres

City States

The city states **Berlin, Hamburg, Bremen** have local government constitutions.