Large infrastructure projects in Sweden

Lotta Brändström
Executive Director, Major Projects
Why was the Swedish Transport Administration created?

- An overall approach to all modes of transport
- A clearer customer perspective
- A strong regional base
- A more efficient organisation
- To support innovation and improved productivity in the construction industry
A wider perspective
The aim is to meet transport policy targets

The overall objective of the transport policy in Sweden is to ensure socio-economically viable, efficient and sustainable transportation for citizens as well as for trade and industry.

The functional objective of transport policy: Accessibility

The considerative objectives of transport policy: Health, safety and the environment.
Our Mission

We evolve and manage smart transport networks for the modern society

We are committed to making everyday life easy; collaborating with stakeholders in society and trade and industry
Quick facts about the Swedish Transport Administration

• Director General Mr Gunnar Malm
• The head office is in Borlänge
• Regional offices in Luleå, Gävle, Stockholm, Eskilstuna, Gothenburg and Kristianstad
• The Swedish Transport Administration has approximately 6,500 employees
• The Swedish Transport Administration will cover the activities of the former Swedish Rail Administration (Banverket) and the former Swedish Road Administration (Vägverket) and some of Swedish Institute for Transport and Communications Analysis (SIKA), the Swedish Maritime Administration and the Swedish Transport Agency’s activities.
• SIKA, The Swedish Rail Administration and the Swedish Road Administration have been phased out
The Swedish Transport Administration

Swedish Transport Administration

Board of directors

Internal Audit

Director General

Central functions

Finance and Control

Strategic Contracts and Procurement

Strategic Development

Legal Matters and Plan Review

Human Resources

IT

Communication

Business Support

Business Areas

Market and planning

Operations

Investments

Major Projects

Profit Centres
The Swedish Transport Administration's regions, regional offices and local offices
Our strategic challenges

- Energy efficient transport system
- Functioning and efficient transport in urban regions
- Effective transport chains for enterprise
- Robust and reliable infrastructure
- More value for money
- A modern transport administration
## Our assignment

<table>
<thead>
<tr>
<th>The state budget framework embracing all means of transportations</th>
<th>417</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operation and maintenance of roads</td>
<td>136</td>
</tr>
<tr>
<td>Operation and maintenance of the national railway network</td>
<td>64</td>
</tr>
<tr>
<td>Investment for constructing roads, railways, locks (maritime) and navigable waterways:</td>
<td>217</td>
</tr>
</tbody>
</table>

An additional 65 billion SEK in co financing and 15.6 billion SEK in track access fees (railway)
Our major projects
A growing metropolitan region

2 million today
2.4 million by 2030

The County of Stockholm is set to grow by:
• 10,000 people in 1 year
• 25,000 people in 1.5 years
• 50,000 people in 3 years
• 250,000 people in 10 years
• 500,000 people in 20 years
## Stockholm City Line

<table>
<thead>
<tr>
<th>What:</th>
<th>A 6 km-long commuter train tunnel beneath central Stockholm. Two new stations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Why:</td>
<td>The approach tracks to Stockholm Central Station are overloaded with trains. The City Line will double the capacity and trains will be able to run more frequently and punctually</td>
</tr>
<tr>
<td>Current status:</td>
<td>Production ongoing in several places</td>
</tr>
<tr>
<td>Cost:</td>
<td>SEK 16.8 billion (2007 price level)</td>
</tr>
<tr>
<td>Start of operations:</td>
<td>2017</td>
</tr>
</tbody>
</table>
Stockholm bypass

What: A new motorway linking southern and northern Stockholm resulting in a new route for the European highway (E4) past Stockholm.

Why: To make life easier in a growing region. Fuse together north and south single market for homes, jobs and services.

Current status: Final design plan

Cost: SEK 27.6 billion (2009 prices)

Start of operations: Earliest 2020
Our focus areas

- Attractive employer
- Professional buyers
- Good relations
  - Time
  - Cost
  - Quality
- Efficient processes

TRAFFIKVERKET
SWEDISH TRANSPORT ADMINISTRATION
The planning process
Efficient processes

Contract
Construction manager
Project manager
Executive director
Director general

Risk management
Forecast accuracy
Audits
Project steering group
Many will be a part ...
Good relations

- A quarter of a million visits to our project sites on the web
- 10 000 have visited the Stockholm City Line, of which 3000 in the "open work day"
- 15 000 have viewed the exhibition in project Hallandsås
- 250 000 watched the live broadcast of the breakthrough in project Hallandsås
- We have sent newsletters to over 350 000 households
- We have published over 200 news
Professional buyers

- SKANSKA
- Balfour Beatty
- PEAB
- Vectura
- A
- WSP
- NCC
- SWECO
- AARSLEFF
- SVEAB
- SVEVIA
- RAMBOLL
- LEMCON
- TYRÉNS
- STRUKTON
- DALCO
- INFRA NORD
- Atkins
- Golder Associates
- Bombardier
Business forms

- Forms for procurement
- Forms for entrepreneur
- Forms for compensation
- Forms for interaction

- A tool for efficient competition
- A tool for efficient allocations of responsibility
- A tool for efficient stimulation
- A tool for efficient co-operation
Attractive employer

- 1000 employed, 1200 consultants
- >10 000 persons are involved
- A good mix between gender
- Low staff turnover
- Attract employees for the future
More road and railway for the money

160 km road
300 km railway
70 km in tunnel

10,000 persons involved
Dialog with many thousand persons
30 new stations
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