

Trafikverket UK Supplier Event

12 March 2024

**GROWING GREEN
TOGETHER**



WELCOME!

Today's Agenda

09:00	Words of welcome by Swedish Embassy
09:05	Introduction by DBT Sweden (<i>Alan Goodliffe</i>)
09:15	Introduction to Swedish Transport Administration (Trafikverket) and "Suppliers' First Choice" (<i>Camilla Ahston</i>)
09:35	Security Considerations for Suppliers (<i>Erik Reuterhäll</i>)
09:50	North Bothnia Line project and an overview of the Investment Division's portfolio (<i>Nils Pettersson</i>)
10:15	Business Sweden - what we do (<i>speaker TBC</i>)
10:25	Coffee break and networking
11:00	The Södertörn Crosslink project (<i>Anna Andersson and Jeanette Bengtsson</i>)
11:20	The East Link project (<i>Magnus Sjöberg and Jessica Smed</i>)
11:40	Swedish Chamber of Commerce in the UK - what we do (<i>Fredrik Warneryd</i>)
11:50	Q & A session
12:00	Lunch
13:00	B2B meetings & networking
16:30	Wrap up and close

DBT Sweden

- Export promotion
- ODI promotion (UK to SE)
- Trade policy
- Market access
- FDI promotion (SE to UK)
- Integral part of British Embassy Stockholm

More About
Sweden

- Establishment Guide
- Swedish Government (centre right)
- Stockholm Business Region – opportunities in the region

Establishment Guide

a collaboration

Over the past few years, the landscape has changed for UK businesses looking to expand into Sweden, whether through exports or by establishing a business. Relevant information can sometimes be difficult to find, or at least comes from a variety of sources.

In order to help UK businesses to navigate the new rules, and given our respective roles in the promotion of trade and investment, the Department for International Trade (DIT) at the British Embassy in Stockholm, the British-Swedish Chamber of Commerce (BSCC), and Invest Stockholm decided to work together to create this supplementary guide for UK businesses that are keen to grow in the Swedish market, which builds on Invest Stockholm's existing Establishment Guide.

This guide is comprised of six sections, each covering an area that has seen some changes for UK business since 1 January 2021, authored by members of the British-Swedish Chamber of Commerce that are experts in their fields.

The sections are:

- 1 **Customs** by Ecus | PAGE 5
- 2 **Work and Residence Permits** by Global Goes Local | PAGE 8
- 3 **Establishing in Sweden** by Eversheds Sutherland | PAGE 12
- 4 **Banking** by SEB | PAGE 16
- 5 **Taxation** by Accountor | PAGE 18
- 6 **Talent Attraction** by Michaël Berglund Executive Recruitment | PAGE 23

If after reading this guide you still have questions, please do hesitate to contact us, we will be pleased to help.

The British Embassy in Stockholm
great.gov.uk/markets/sweden



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SE Government (centre right)

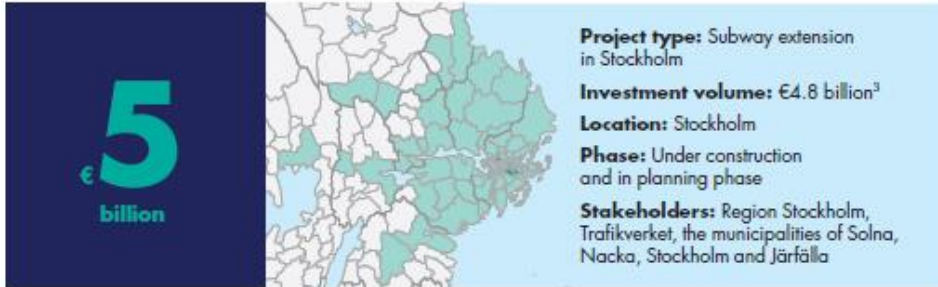
- Government comprised of three parties (Moderates, Christian Democrats and Liberals), supported in parliament by a fourth (Swedish Democrats)
- Prime Minister – Ulf Kristersson (M)
- Different policies vs. old Social Democratic government – some projects scrapped

Stockholm Business Region

(regional investment promotion organisation)

– opportunities in the region

PROJECT: SUBWAY EXTENSION IN STOCKHOLM



The subway extension consists of 18 stations and three miles of new tracks. The new subway enables the construction of 130,500 new homes for over 300,000 people.

In addition to extensions of the existing lines, a new line (yellow) is currently in the planning phase. The new subway line will stretch between Fridhemsplan and Älvsjö and connect the central and southern parts of Stockholm. This enables 48,500 new homes with

sustainable communications to be built. The line will provide new travel opportunities with flexible public transport hubs while reducing traffic on existing routes. Travel time between the end stations is estimated to be 10 minutes.

³ The investment volume is calculated at the price level from year 2016.

Useful links:

Subway Extension's website:

<https://nyatunnelbanan.se/en/stockholms-nya-tunnelbana/>

Slides from recent Subway Extension supplier's day:

<https://nyatunnelbanan.se/en/procurement/supplier-day/>

Source (of pictures):
Stockholm Business Region

PROJECT: UPPSALA LIGHT RAIL

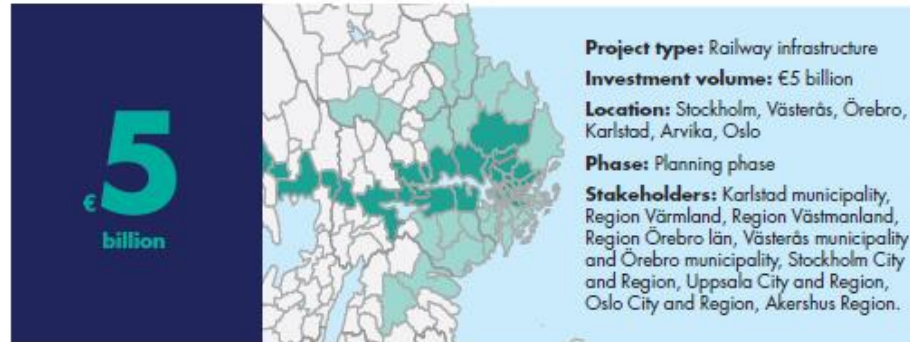


Vision of light rail in Uppsala



Commissioned by Uppsala City and Region Uppsala, the light rail is part of "Uppsalapaketen" which also includes two new railway tracks between Uppsala and Stockholm and new residential areas in the southern parts of the city. The route will be approximately 17 kilometers long and will have 22 stops including Uppsala Centre and Uppsala South. A modern light rail accommodates many passengers, is environmentally friendly and offers comfortable travel. It connects Uppsala's larger residential areas with large workplaces, provides a shorter journey time and a quieter urban environment. The amount of daily travelers is expected to be 80,000 at its future peak when the new residential areas are completed.

PROJECT: OSLO-STOCKHOLM 2.55



Oslo-Stockholm 2.55 is Scandinavia's most profitable railway project. The project is about strengthening the connection between two capitals in Scandinavia at a distance of just over 40 miles – a route through Sweden's most populous area where nearly 3.5 million people live and a link between two of Europe's currently fastest growing cities, uniquely connected in trade, business and culture.

With improvements of today's infrastructure and a couple of new links, a journey time of 2 hours 40 minutes could be achieved. With four or five stops along the way, a regular train with a speed of up to 250 km/h manages a journey time of under three hours. Improvements of the infrastructure would also improve the possibilities for freight traffic on the route.

"THE INVESTMENT IN A FASTER CONNECTION BETWEEN OSLO AND STOCKHOLM IS THE RAILWAY PROJECT WITH THE GREATEST COMMERCIAL POTENTIAL IN SCANDINAVIA."



Jonas Karlsson CEO
AB Oslo-Stockholm 2.55

Source:
Stockholm Business Region

Future DBT Sweden activities:

- Attend InnoTrans in September 2024
- Potential rail trade mission in autumn 2024
 - Likely to be over 2-3 days
 - Featuring buyers from both public and private sector
- Potential trade mission to Train & Rail show in Stockholm in May 2025
 - Having done a successful one in April 2023, in collaboration with RIA

The Swedish Transport Administration's business opportunities



Trafikverket and our work for attracting more international suppliers

Camilla Ahston
Senior International Strategist

Trafikverket

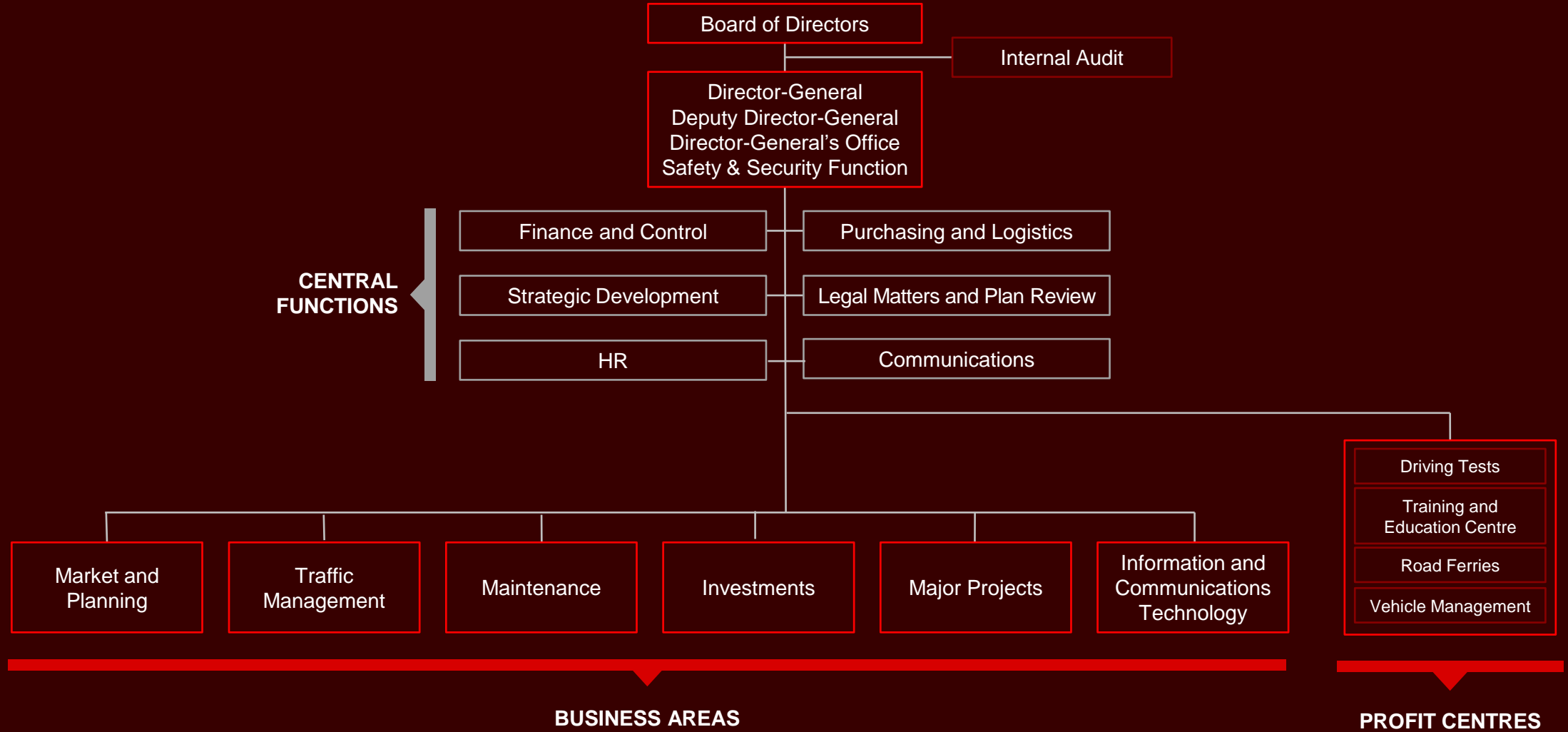
(Swedish Transport Administration)

- Responsibility
 - long-term planning of the traffic system for road and rail transport, shipping and aviation
 - construction, operation and maintenance of State roads and railways
- 14 000 km railway
- 100 000 km state roads
- 11 000 employees
- Business volume apprx. 94,1 billion SEK (2022)*

*Exchange-rate



Director-General
Mr. Maiorana



National plan 2022-2033

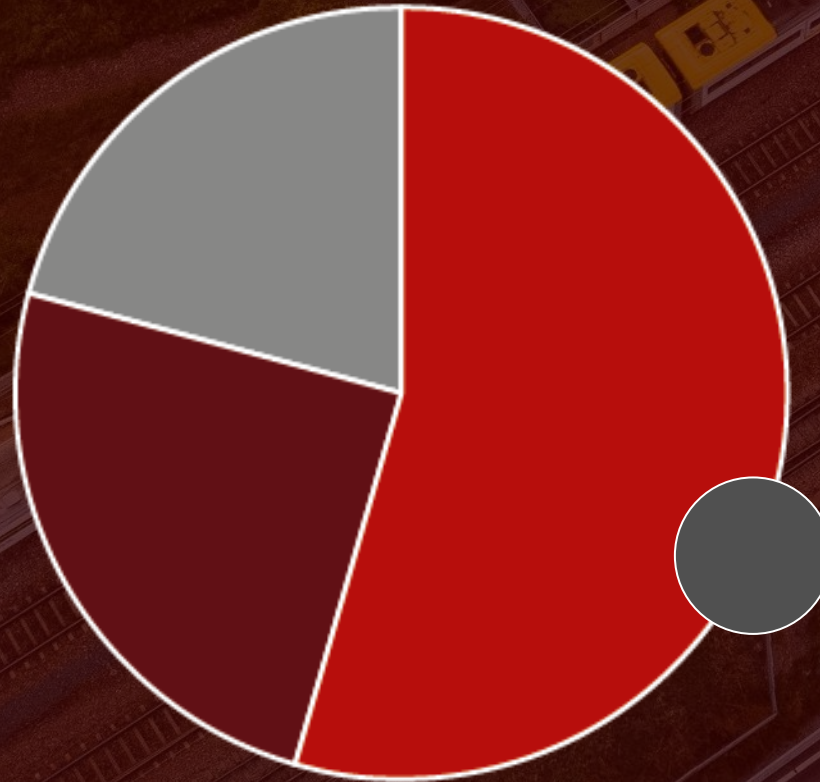
Apprx. 799 billion SEK

Maintenance railways

165
billion SEK
(+24%)

Maintenance roads

197
billion SEK
(+13%)



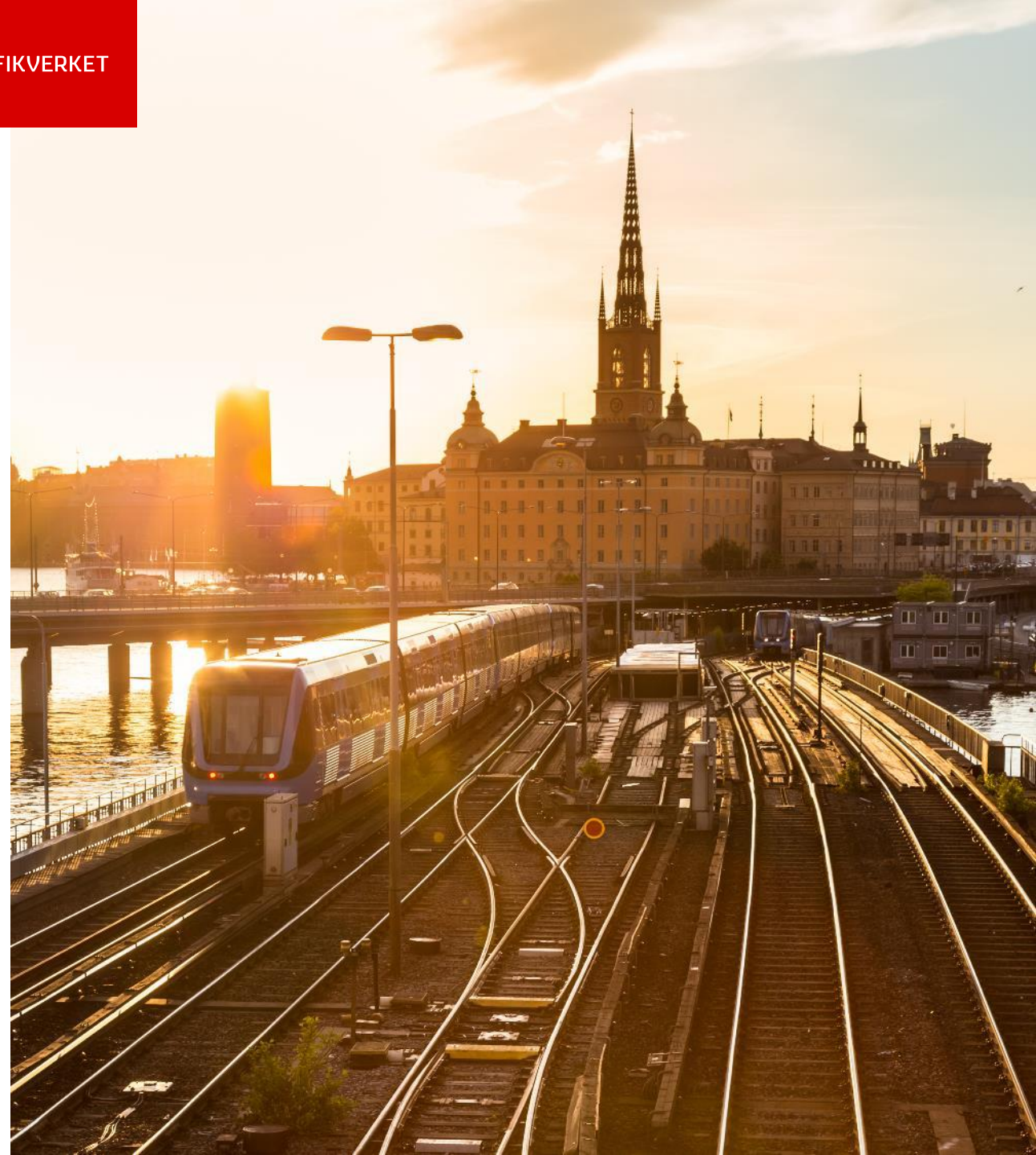
Development

437
billion SEK
(+23%)

+ 82 billion SEK
from congestion charges,
co-funding, loans,
infrastructure and track
fees.

Business opportunities

- National plan
- Implementation plan
- Procurement plan



Attracting international suppliers



Aim

- **Handle the large volume increases**
- **Increased competition** – particularly important in those areas where the number of possible national tenderers is small
- **Inflow of new methods/technologies/skills** – promotes renewal in the construction industry

How is the Swedish Transport Administration going to work to attract international suppliers?

Improve marketing towards international suppliers

Lower market entry barriers

Prepare for good cooperation



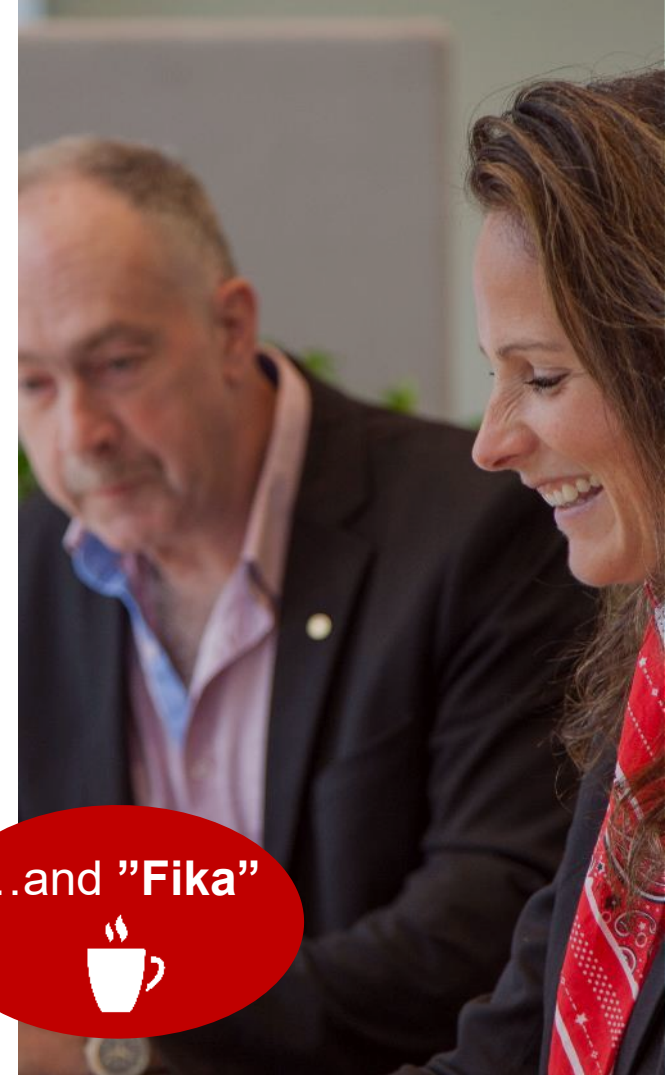
Examples of activities

- Suppliers Day
- Newsletter
- Tender meetings
- Supplier dialogue before procurements
- Executive Summaries in English
- External website in English
- Procurement plan in English

Working with Trafikverket

- **Swedish partner or Swedish speaking key staff**
- **Think about what your unique contribution to the business is.**
- **Focus on results**
Our project personnel is very focused on achieving the project objectives and to solve problems affecting the progress.
- **Non-hierarchic**
The Supplier's team is expected to be sufficiently empowered and not have to ask their superior in every issue.
- **Cooperation**
Trafikverket considers a Supplier as a partner to cooperate with. Disputes very seldom end up in court.
- **Informal**
Most often "Hello John!" instead of "Good Day Mr. Smith".

...and "Fika"




Swedish Transport Administration – the supplier's first choice

The Swedish Transport Administration should be the supplier's first choice

We must be attractive for the attractive

**This is crucial if we are
to be able to fulfil our
mission**

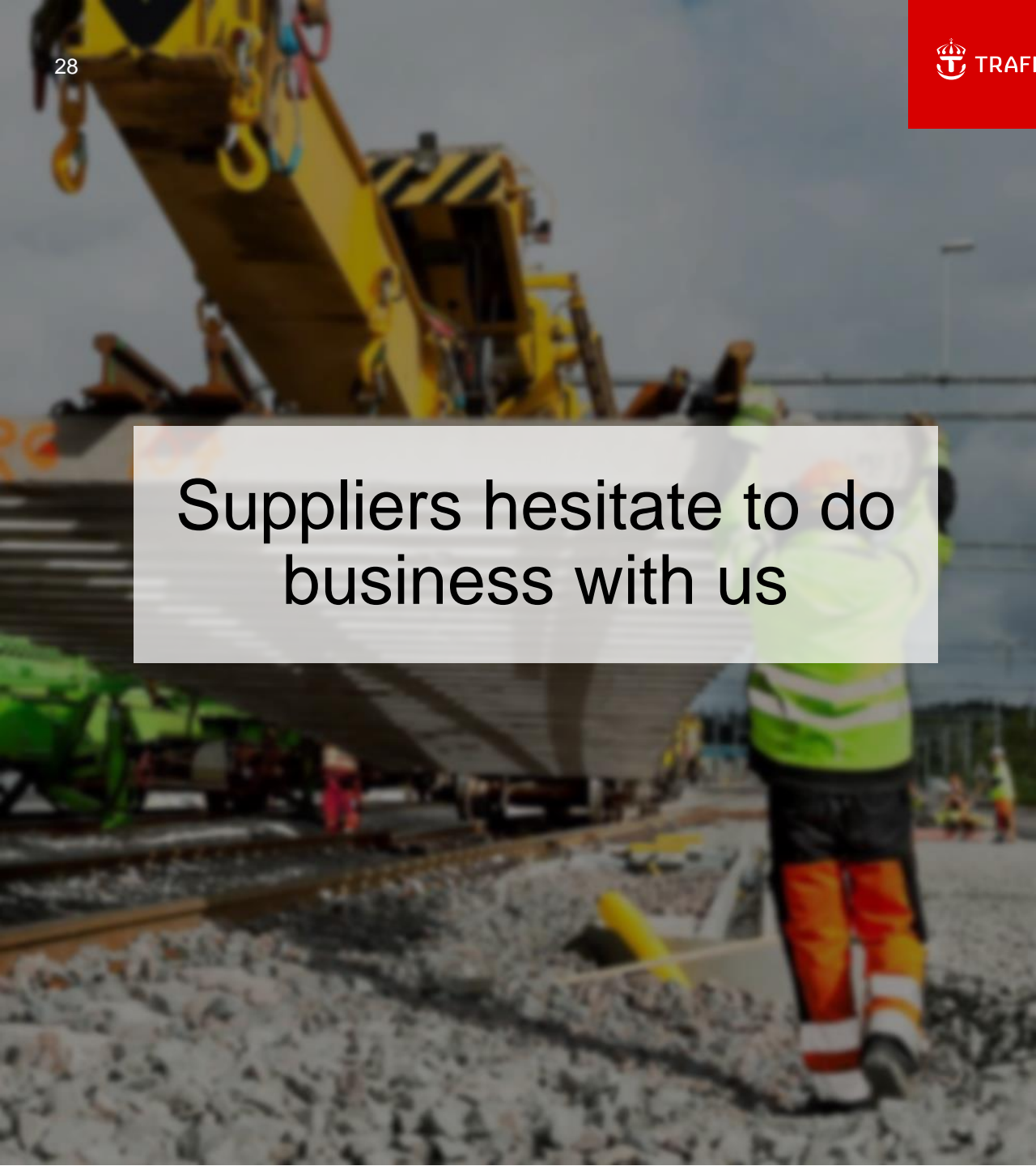


The Swedish Transport Administration is dependent on suppliers

When we are the first choice, we will have

- Access to market capacity and the best suppliers
- Market growth and skills development
- Competition
- Development of methods and solutions
- Motivated suppliers who meet the Swedish Transport Administration's needs

**If you are big
you have to be humble**




Suppliers hesitate to do business with us

- Insufficient profitability in contracts
- People perceive us as difficult to work with
- Conflict in projects
- High risks
- Risks are shifted to the supplier
- Stringent demands in respect of documentation
- Decisions take a long time

Healthy profitability will help to enhance:

- quality of deliverables
- client focus at the Swedish Transport Administration
- competition in the market
- attractive industry for growth, as well as market development and skills development
- cooperation
- working environment

Profitable suppliers
are good for the
industry and the
Swedish Transport
Administration




**Cultural change is
needed**

How the Swedish Transport Administration should think and behave when cooperating with our suppliers



**We will build good
relationships that create trust
and better business**



**Our suppliers and the Swedish
Transport Administration will
develop together**



**We will make quick
decisions in the best
interests of the project**

A group of people in a meeting, with a woman on the left and a man on the right, both looking at a document on the table. The background is dark and out of focus.

What the Swedish Transport Administration is doing now

Action plan

**Four focus areas
with specific actions**



Why we need to build relationships

Good personal relationships
create trust, which in turn
leads to better results

Good relationships will be cost-
effective for the Swedish
Transport Administration and
profitable for our suppliers

We will enjoy our work

Why we need to develop our business models

Getting the best out of both the
Swedish Transport
Administration and our supplier

Cost-effective system

Profitability for the supplier

Different business approaches
depending on conditions

Ratio of price to quality

Why we need to make quick decisions

Changing conditions risk causing disruption, which may result in costs increasing. We can avoid that by making quick decisions.

Disputes often take a long time to resolve, which costs a lot of money. This can be avoided by making a quick decision to resolve the dispute.

Conclusion: quick decisions are cost-effective

Why we need to reduce the level of conflict

Symptoms of something not working

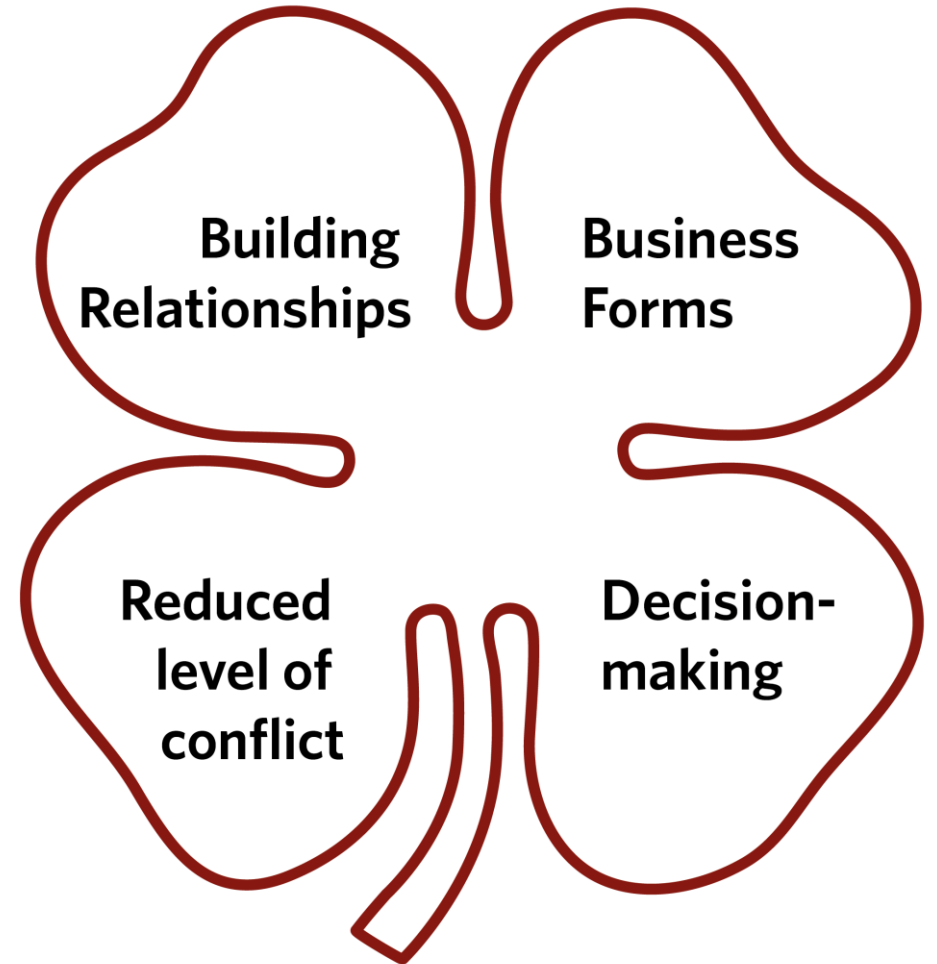
Must be resolved promptly

Risk of the working environment deteriorating and quality declining

Costs will be driven up

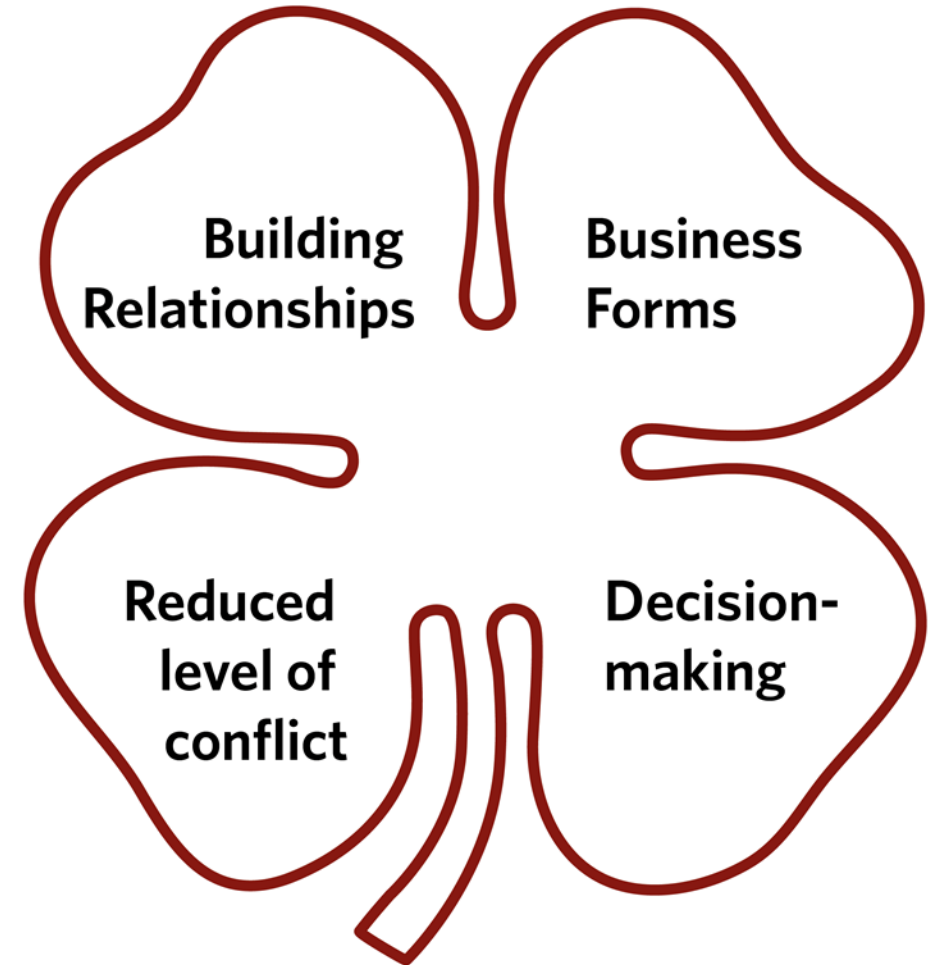
Building relationships everyone's responsibility

- Regular meetings at management level with the ten biggest suppliers
- Regular meetings at regional level with regional managers
- Developed forms of cooperation in projects
- Cooperation with the Swedish Construction Federation and the Federation of Consulting Engineers and Architects



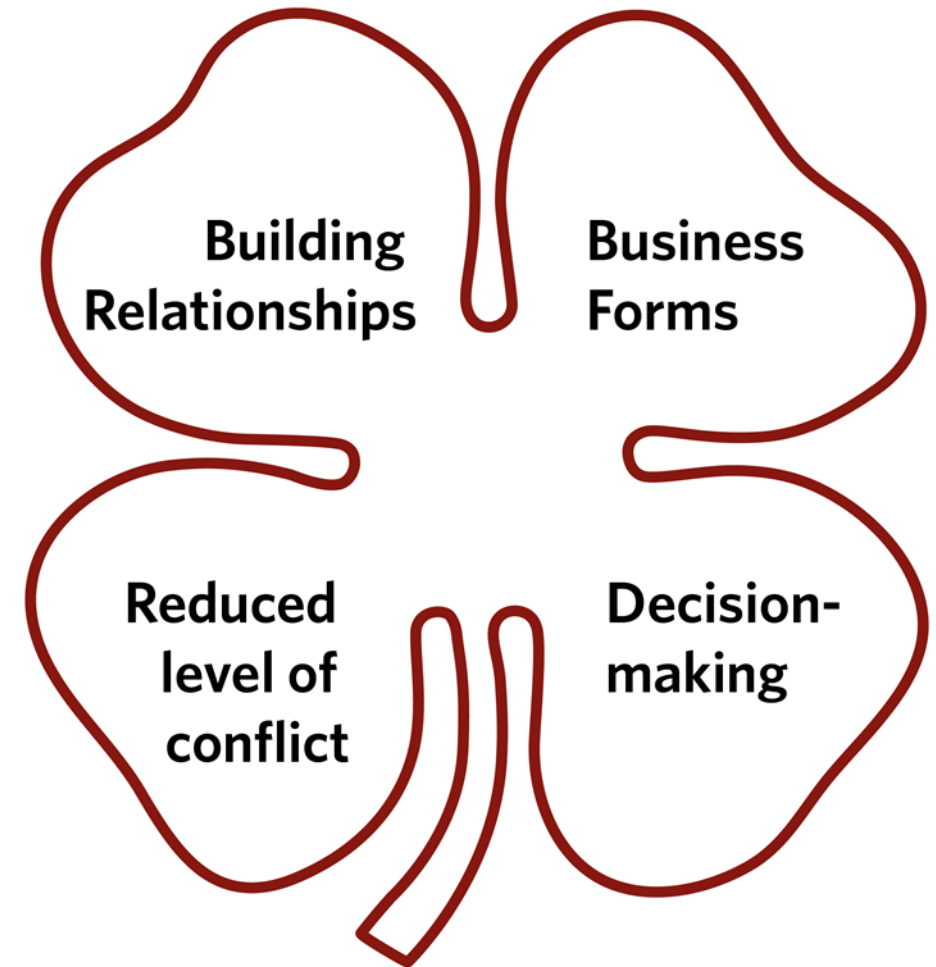
The Swedish Transport Administration is developing its business models

- The ability to choose the right business approaches
- Trialling new business models
- Clear entry thresholds, with particular emphasis on projects above EUR 40 million
- Tender documents in English
- Accepting English as a working language in projects



Reduced conflict level and quicker decision-making

- Analyse disputes and contested claims in contracts.
- Establish a standardised contract scorecard for projects above EUR 40 million
- Decision-making ladder in projects, no more than three months for agents





**We are doing this together – the
Swedish Transport Administration
and our suppliers.**

The Swedish Transport Administration

Follow us

Website <https://www.trafikverket.se/en/startpage/suppliers/Procurement/>

Contact Camilla Ahston, Senior International Strategist
Camilla.ahston@trafikverket.se





**Thank you and
welcome to Sweden**

Restrictions Security aspects

Erik Reuterhäll
Head of Security
Purchasing and Logistics

New European and national legislation

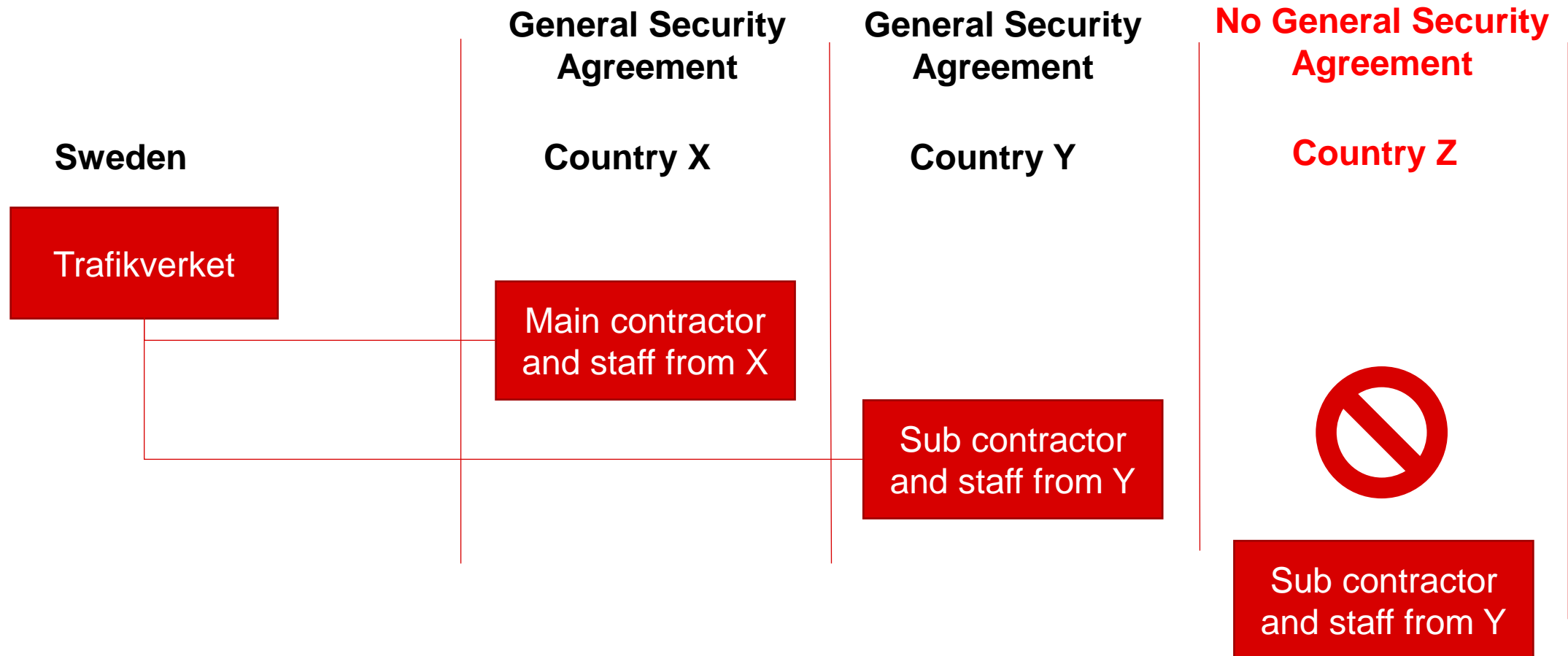
- 2019-04-01 New Swedish Security legislation in place. (2018:585 and 2018:658)
- Paragraph concerning classified information handled by international companies from countries without a GSA (General Security agreement)
- GSA, bilateral agreement between member states
- Concerns: handling of classified information (trust on national legislation)
- FSC, facility security clearance (companies)
- PSC, personnel security clearance (staff/consult)

Consequences

- Companies in countries without GSA cannot be involved in business with classified information
- This also includes sub-contractors that must have a GSA agreement for their countries
- Staff that handles classified information must have a GSA agreement with their home country
- No need for GSA in Business without classified information

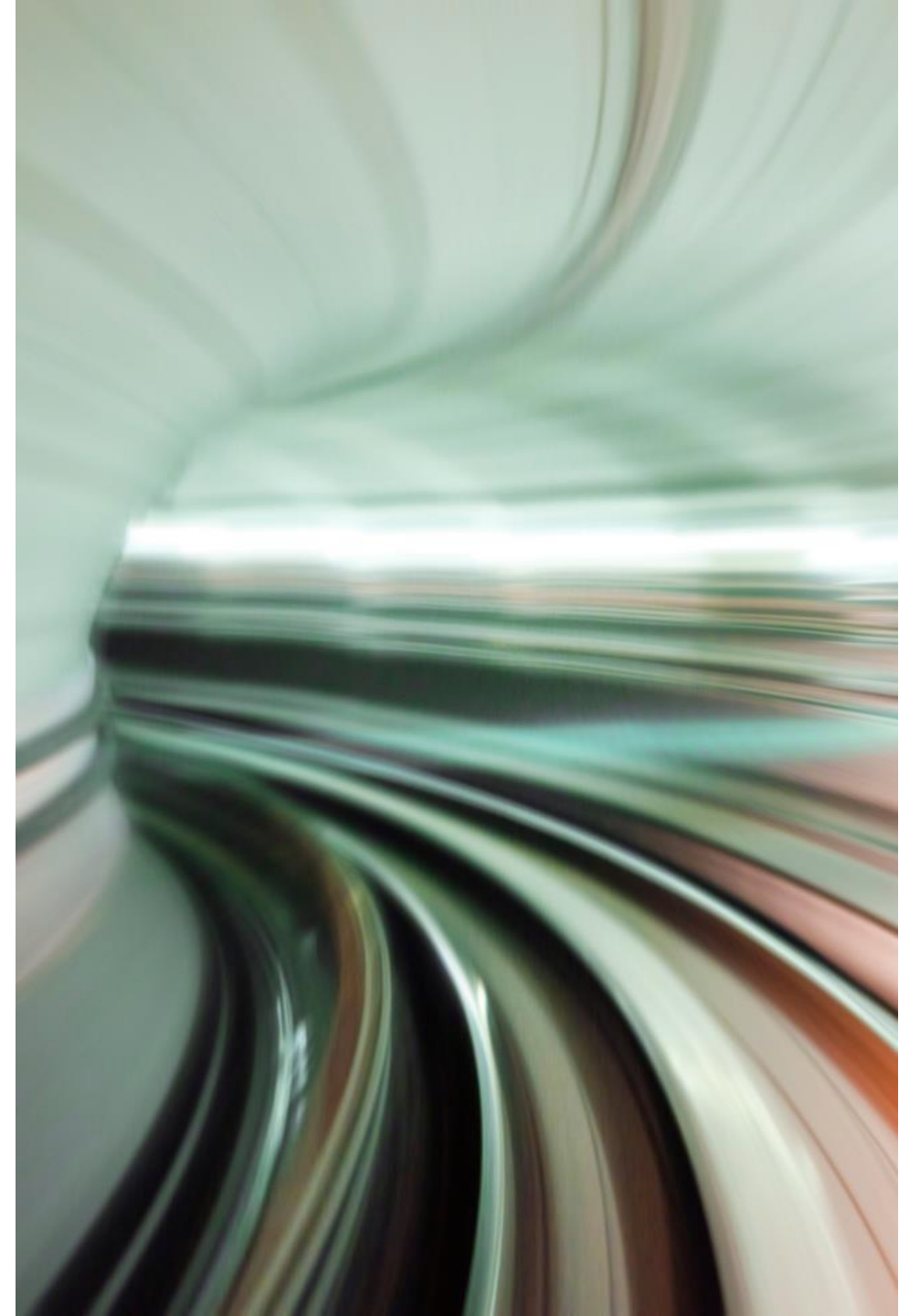


General Security Agreement



EU cyber security act and NIS2 & CER directives

- Establishes a cybersecurity certification framework for products and services
- For some more important and connected products the certification will be mandatory (CE certified)
- NIS2 and CER directives has been decided on the EU level concerning establishing contingency plans
- In Sweden preparation of the national security act's are under development and the plan is for them to be adopted in autumn 2024.



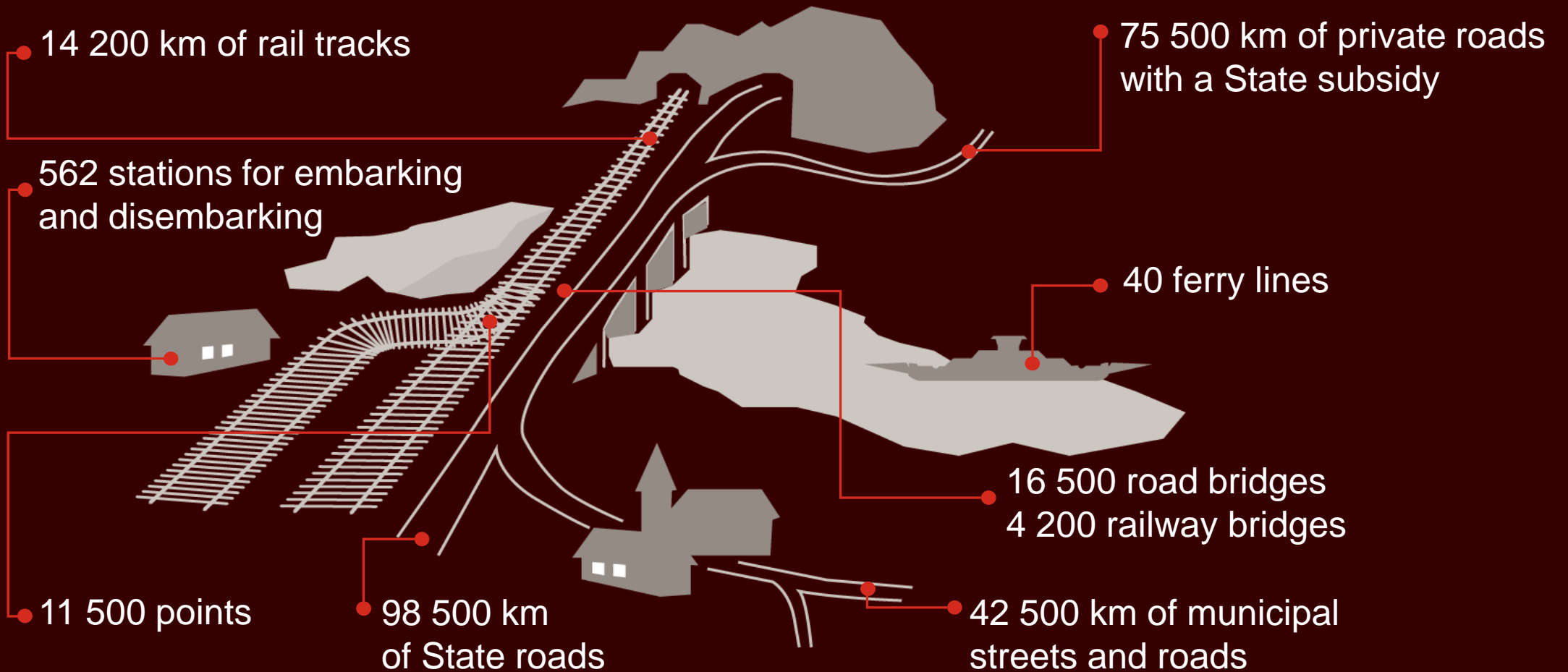
Thank you for listening

Email: erik.reuterhall@trafikverket.se

Business area Investments

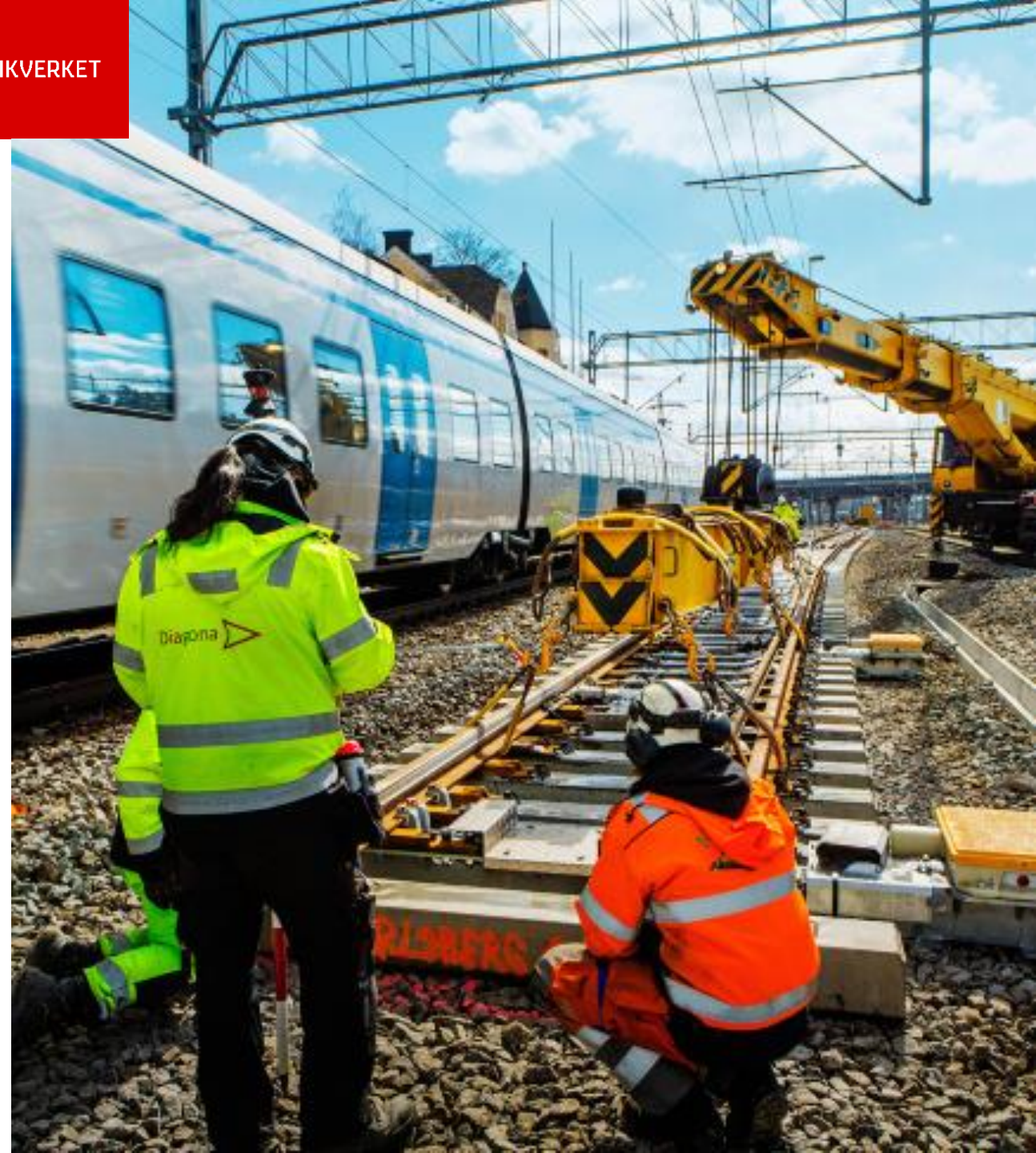
Come join our journey!

Sweden's roads and railways



Trafikverket Business strategy 4.0

- Focus on market development thru dialog with suppliers
- More projects with non financial parameters in bid evaluations
- Open the supplier market to foreign suppliers
- Open the supplier market to smaller and midsize companies
- More dialog based procurement and contractor involvement.



Procurement of production

Production contracts:

- About 2/3 of production contracts
Design-bid-build (AB04)
- About 1/3 of production contracts
Design-build (ABT06)

Time for tendering:

- Design-bid-build project > 100 million SEK, at least 2 months
- Design-build project > 100 million SEK, at least 6 months.



Early contractor involvement (ECI)

Projects with high level of contractor involvement:

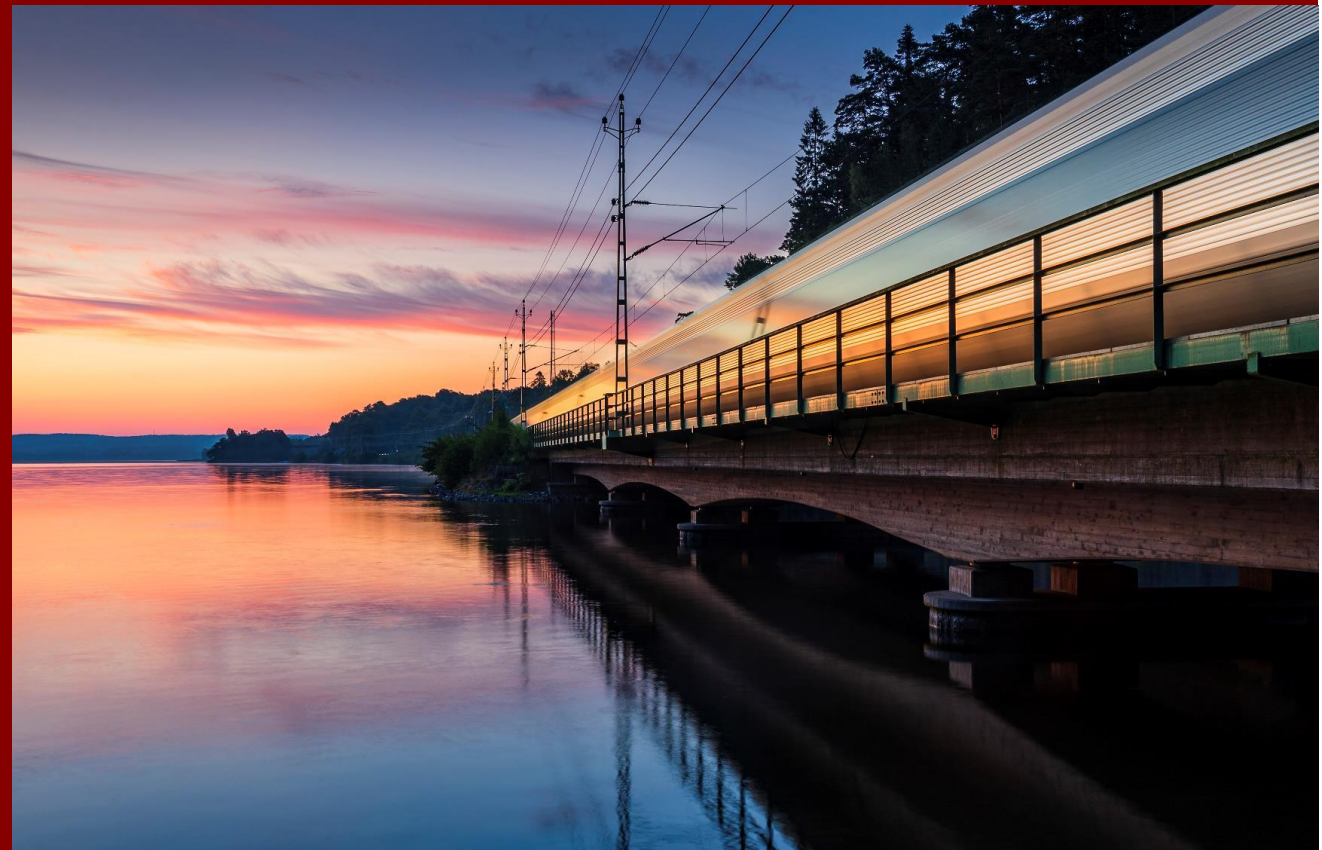
- Västlänken Göteborg, 2 projects (Centralen, Olskroken)
- Mälarsebanan Stockholm, 3 projects
- Vårgårda- Ribbingsberg väg E20
- Fyrspår Lund-Malmö
- Förbifart Stockholm (Vinsta E4)
- Lappesuando E10
- Tingstad tunnel Göteborg
- 2 pilot projects, general road maintenance, Bräcke, Ljungby

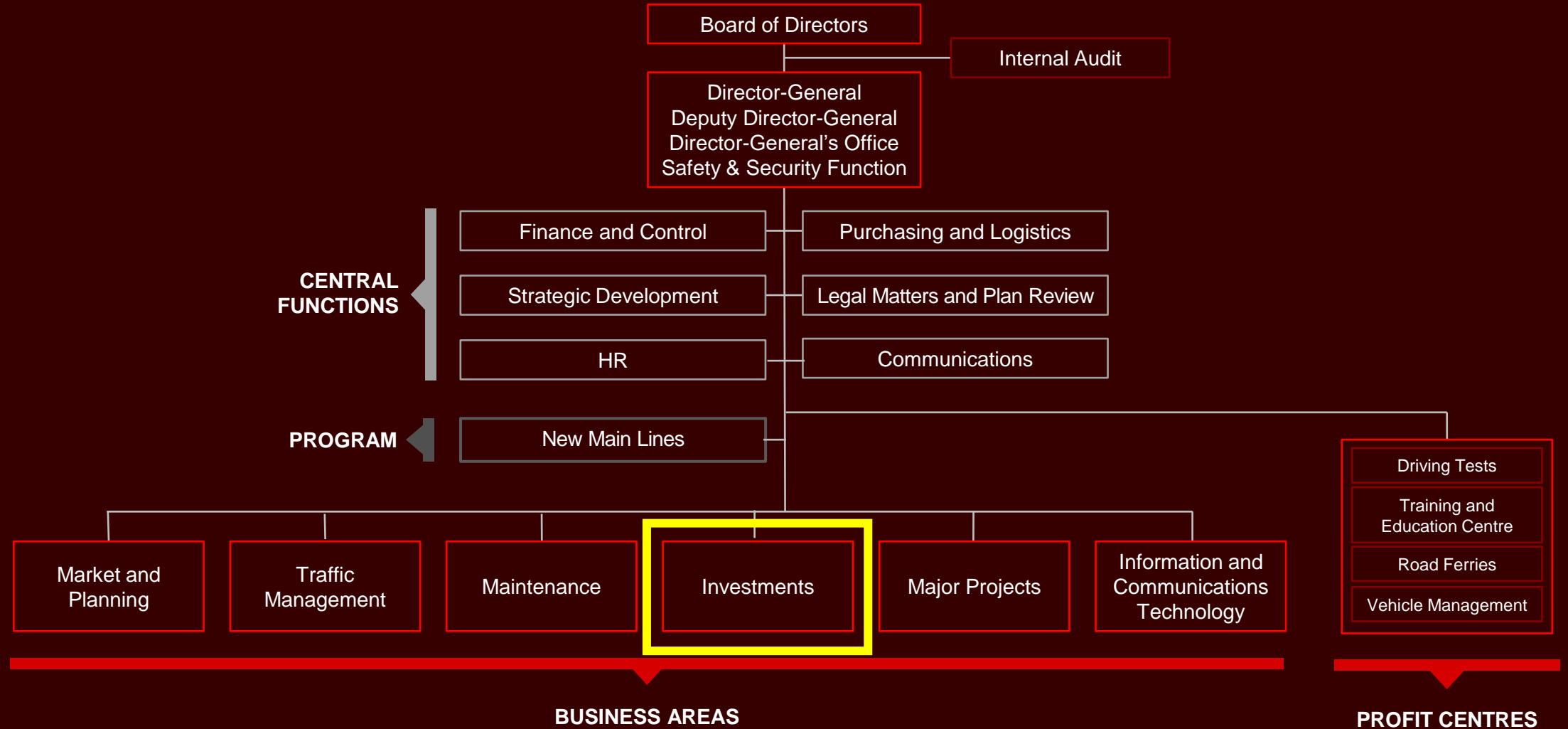
Many other projects with limited or partial contractor involvement



Production contracts awarded last 2 years

- 2 contracts > 100 million €
- 39 contracts in the range 30 - 100 million €
- 510 contracts in the range 1 – 30 million €
- About 40% Railway, 60% road





**We plan and build infrastructure projects
between 0,5 million € and 100 million €**



How we work

- Project manager
- Project engineer
- Technical specialists
- BPU – Byggplatsuppföljare (Site inspector)
- Contract representative



Quick Facts

- About 1600 investment project (65% road 35% railway)
- Turnover 1,6 billion € (50% road 50% railway)
- About 80% of the turnover is in construction contracts
- Number of employees 1500



Project Distribution

- 100 projects 30 - 100 million €
- 500 projects 5 – 30 million €
- 1000 projects 0,5 – 5 million €
- Project portfolio worth about 10 billion €



Road investments

We lead and realize:

- Pedestrian and cycle paths
- Circulation sites
- Water protection facilities
- Road protection facilities
- Bus stops
- Fences
- Highways
- Bridges
- Roads

... and much more.

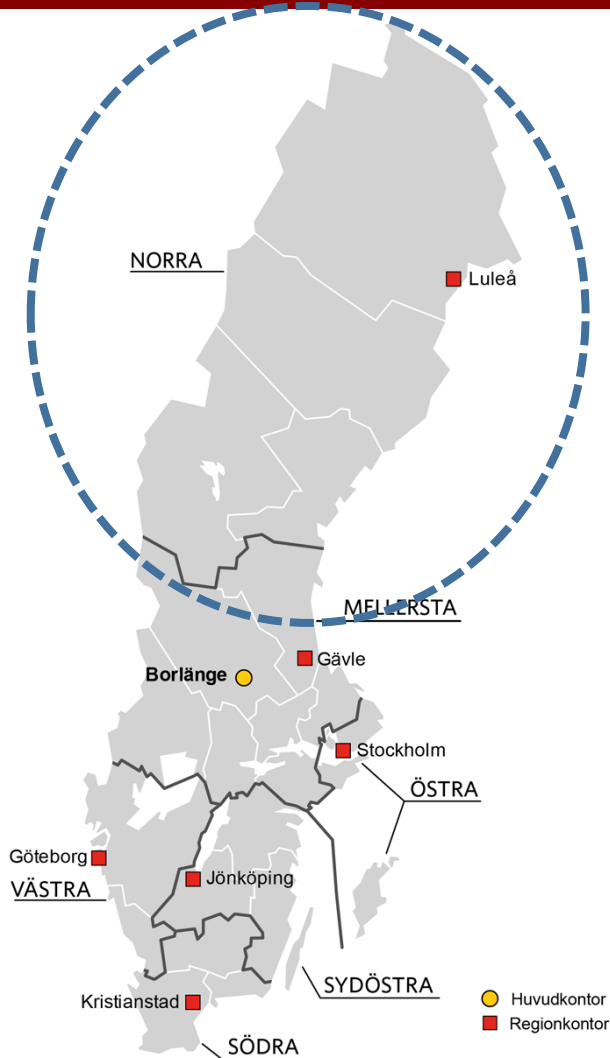
Railroad investments

We lead and realize:

- Switch replacements
- Track replacements
- Contact wire replacements
- Railway yards
- Double tracks
- Train platforms
- Tunnels
- Bridges
- Power supply

... and much more.

Larger projects tendering 2024 – Region North



Bro över Torne älv vid Autio
New road bridge
Planned last tender date: 2024-04
Estimated cost: 10-30 million EUR

E10 Morjärv-Svartbyn produktion
Road improvements
Planned last tender date: 2024-12
Estimated cost: 30-50 million EUR

Larger projects tendering 2024 –Region Central



Tillberga-Jädersbruk, Kolbäck-Eksilstuna
Spår och växelbyte
Railway track, and switch gear replacements
Planned last tender date: 2024-11
Estimated cost: 70-100 million EUR

Gävle Kringlan dubbelspår, bygghandling
Design work, railway doubletrack
Planned last tender date: 2024-11
Estimated cost: 10-30 million EUR

Larger projects tendering 2024 – Region West



Uddevalla-Strömstad kontaktledningsbyte
Railroad contact line refitment
Planned last tender date: 2024-05
Estimated cost: 30-50 million EUR

Kville - Stenungsund
kontaktledningsupprustning
Railroad contact line refitment
Planned last tender date: 2024-09
Estimated cost: 10-30 million EUR

Larger projects tendering 2024 – Region East/Stockholm



Lv 757 Ny infart/Förbifart Lingham
Road bypass construction
Planned last tender date: 2024-05
Estimated cost: 10-30 million EUR

Väg 77 Länsgränsen- Eknäs
Road improvement
Planned last tender date: 2024-06
Estimated cost: 10-30 million EUR

Väg 50 Medevi-Brattebro
Road improvement
Planned last tender date: 2024-08
Estimated cost: 30-50 million EUR

Väg 35 Åtvidaberg – Linköping, etapp 3 Röstén-Sandtorpet
Road improvement, New Road construction, and Road intersection.
Planned last tender date: 2024-09
Estimated cost: 10-30 million EUR

Sala – Morgongåva Hastighetåtgärder
Railway track-, contactline-, and switchgear replacement
Planned last tender date: 2024-12
Estimated cost: 50-70 million EUR

Larger projects tendering 2024 – Region South East



E22 Målbäcken- Bälö Etapp 2
Road lane separation
Planned last tender date: 2024-09
Estimated cost: 10-30 million EUR

E22 Förbi Berkvara
Road construction
Planned last tender date: 2024-10
Estimated cost: 30-50 million EUR

Larger projects tendering 2024 – Region South



E22 tpl Gastelyckan Lund N
Road interchange
Planned last tender date: 2024-06
Estimated cost: 10-30 million EUR

Väg 27 förbi Bor
Road construction
Planned last tender date: 2024-09
Estimated cost: 10-30 million EUR

Alvesta Älmhult KTL fundament
Railway contactline foundation replacement
Planned last tender date: 2024-09
Estimated cost: 10-30 million EUR



North Botnia Line

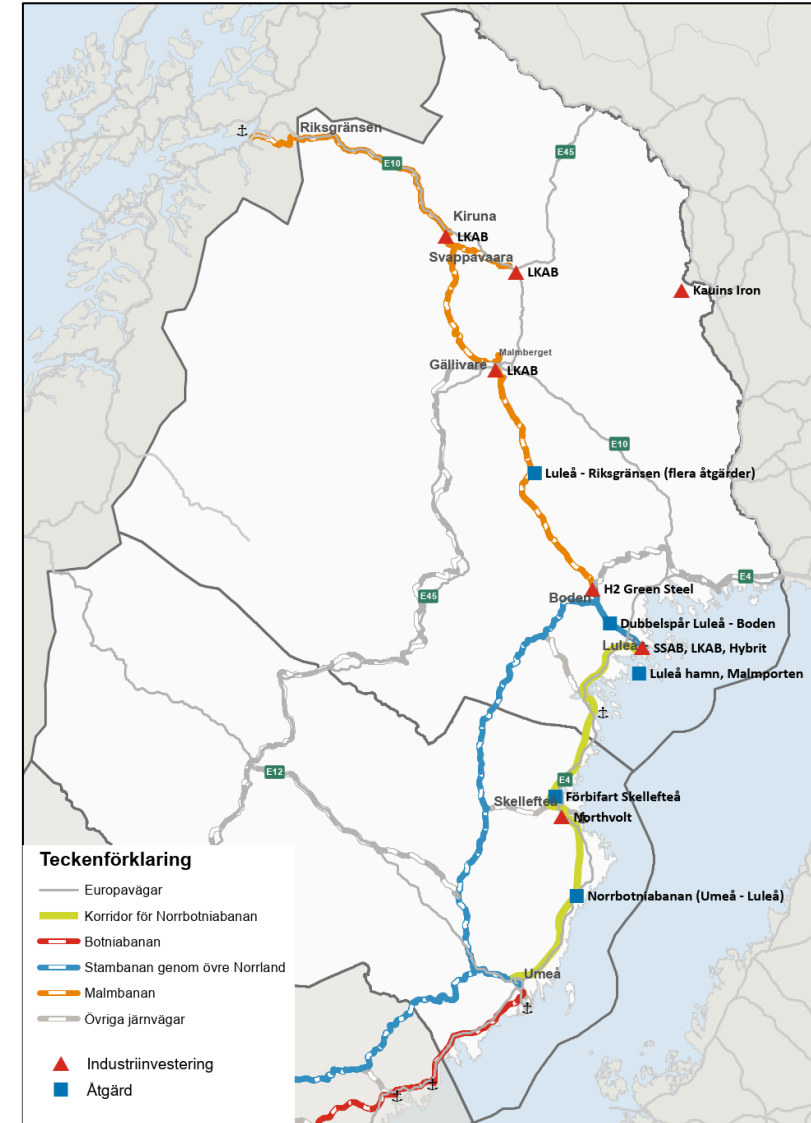


TRAFIKVERKET

Vi bygger ny järnväg

Northern Sweden industrial expansion

- 100 billion € in industrial investments over 20 year
 - LKAB, SSAB, Hybrit
 - H2GS
 - Northvolt
- Investments in sustainability
 - Carbon free mining
 - Carbon free steel production
 - Battery factories
 - Fertilizer factories
 - much more
- Population growth from 500 000 – 600 000 in 15 year.
- Infrastruktur projects
 - Luleå-Riksgränsen, railroad capacity improvement
 - Double track Luleå-Boden
 - Luleå Harbo, capacity improvement
 - North Botnia line
 - E4 bypass Skellefteå
- **Tremendous business opportunities**



This is the Botnian line

- Modern railine along the Swedish northern coast
- Lack of capacity on the existing inland railline.
- 1999-2010 from Nyland to Umeå
- Umeå-Stockholm 6 hours and 23 minutes (713 km)
- Saved about 2 hour travelling time



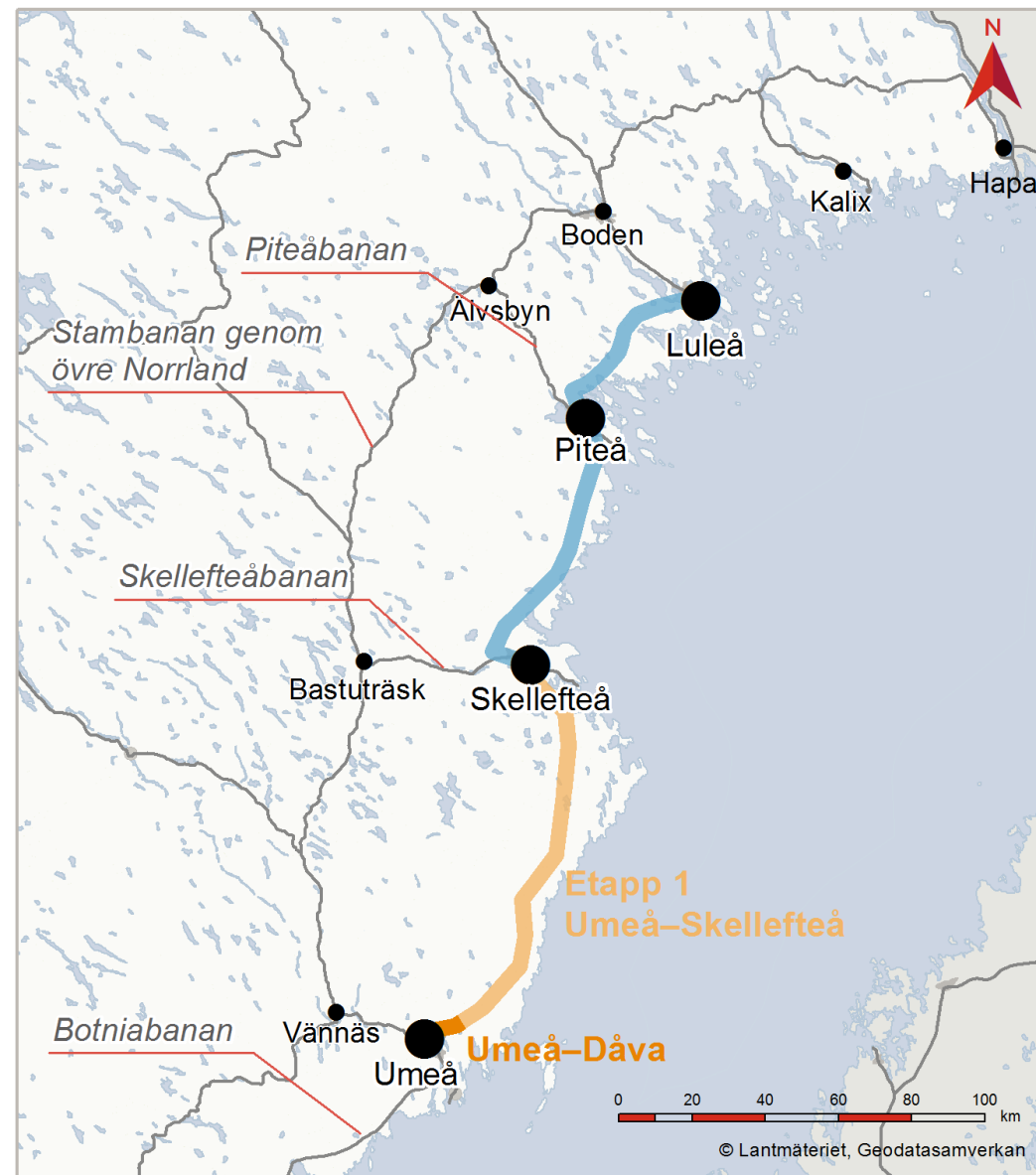
This is the North botnian line

- 270 km single-track railway between Umeå and Luleå, with meeting stations every 10 km.
- 300 km of roads
- 3 city stations, Skellefteå, Piteå and Luleå.
4-6 regional train stations
- Mixed traffic with track speed of 250 km/h (passenger trains), 120km/h (freight)
- STAX 25 ton (Substructure 30 ton)
- ECTS signalling system
- Length of trains 750 meters
- Total cost about 4 billion €



Umeå-Skellefteå

- 130km railway
- 12 stations
- 3 regional train stations
- 160 km roads and streets
- 130 bridges
- Cost 1,5 billion €
- 32 contracts

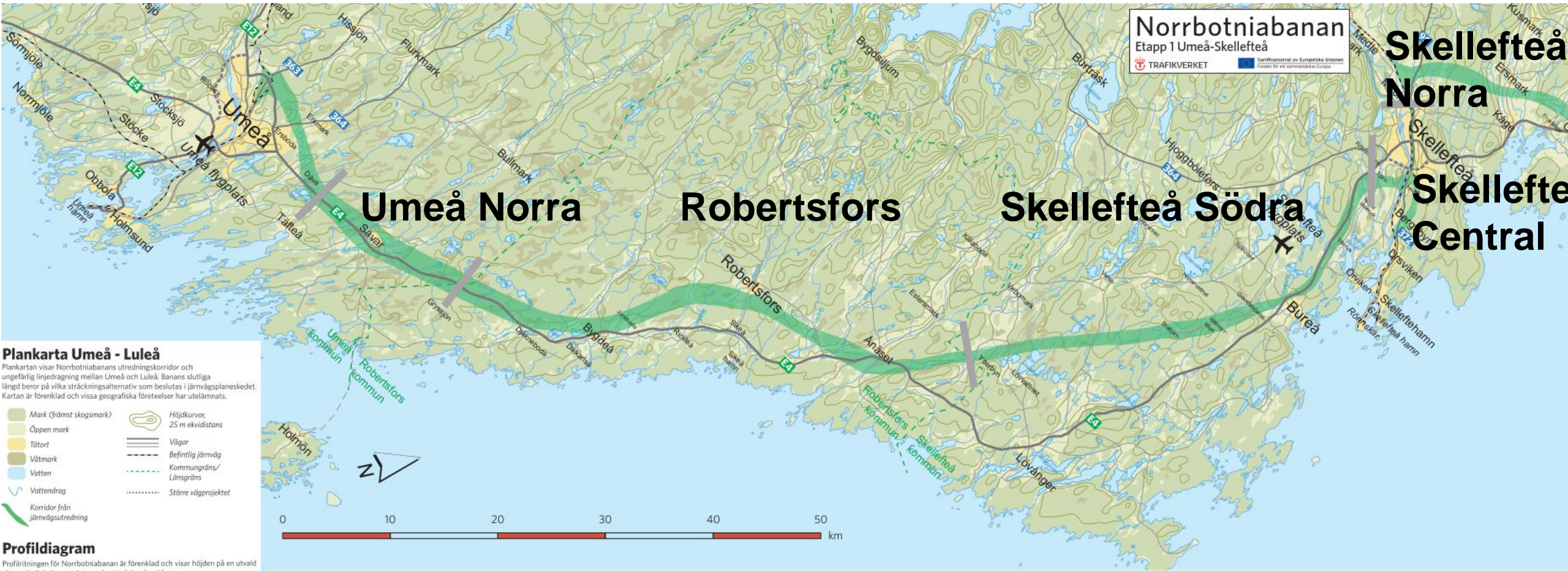


Timeplan

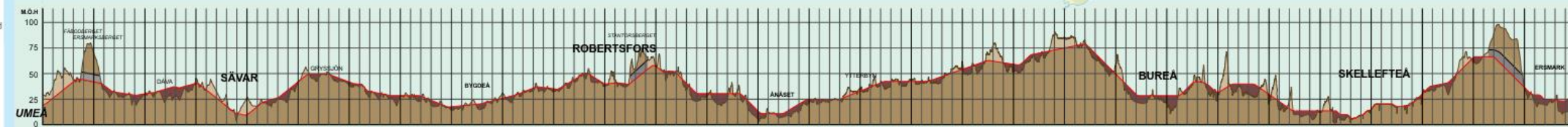
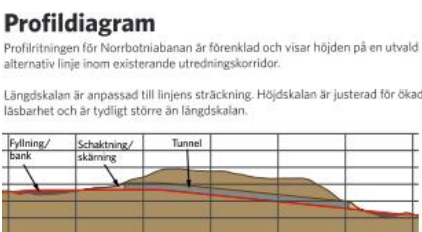
- Earthworks 2024-2028 Umeå - Skellefteå
- Railway infrastructure start 2027
- Contracts tendering 2024
 - Design work Piteå central, 10-30 million €, last tender 2024-04
 - Design work Norrfjären och Pitsund, 10-30 million €, last tender 2024-08
 - Design work Luleå, 10-30 million €, last tender 2024-09
 - Design work Railyard Luleå C, 10-30 million €, last tender 2024-09
 - NBE 3622 Risön groundworks, 30-50 million €, last tender 2024-11
 - NBE 3625 Skellefteå C Groundworks, 70-100 million €, last tender 2024-11
 - NBE1704 Umeå-Sundbäck railway work, 10-30 million €, last tender 2024-11



Overview



Plankarta Umeå - Luleå
Plankartan visar Norrbottenbanans utredningskorridor och ungefärlig linjedragning mellan Umeå och Luleå. Banans slutliga längd beror på vilka sträckningsalternativ som beslutas i järnvägsplaneskedet. Kartan är förenklad och vissa geografiska företeelser har utelämnats.



Thank you!

Business Sweden

Coffee Break & Networking



The Södertörn Crosslink Project

A safe, sustainable and secure
transport route for everyone

Head of procurement Anna Andersson

Procurement officer Jeanette Bengtsson

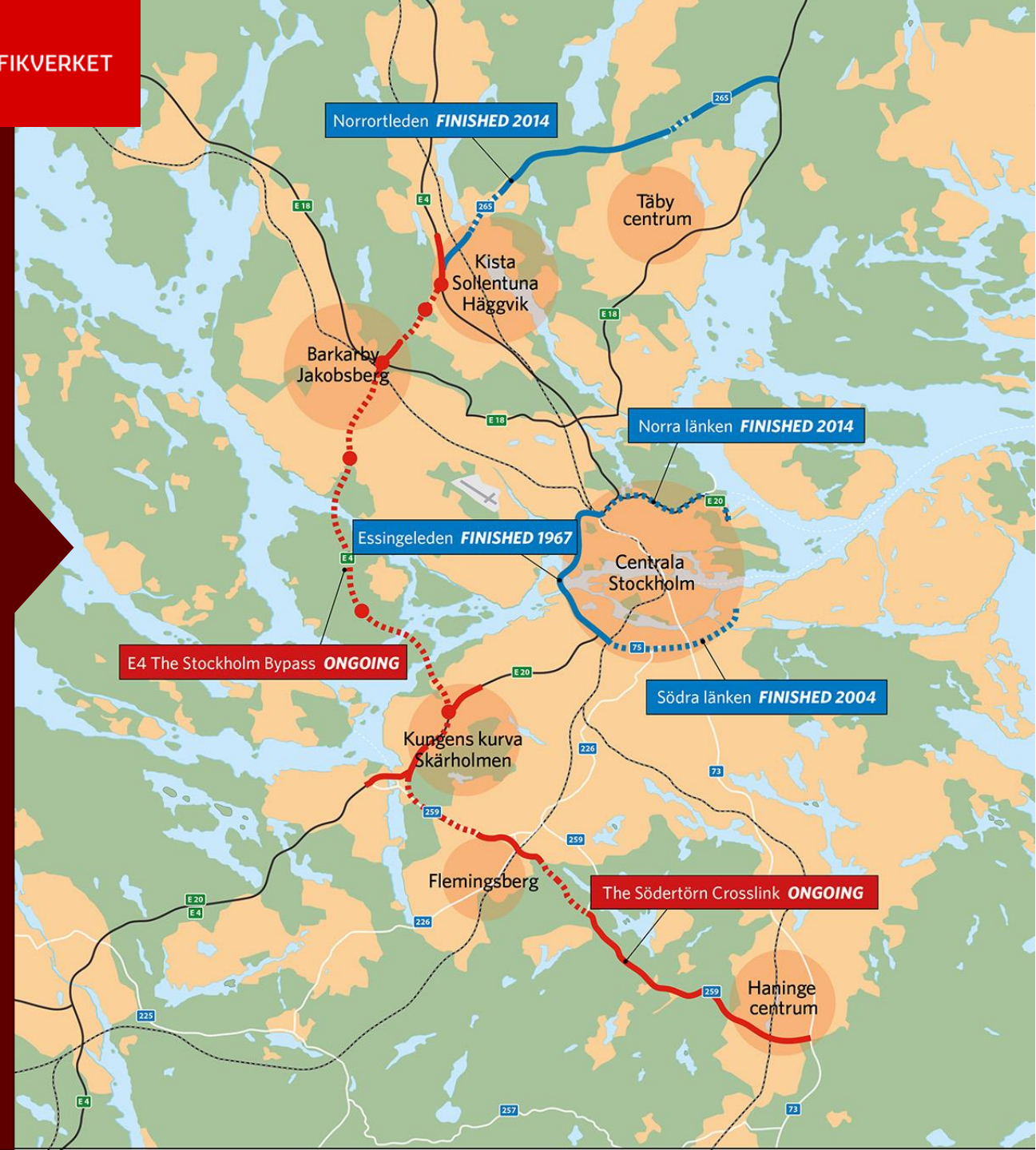
2024-03-12



Forms an outer crosslink from Haninge to Täby

- The Södertörn Crosslink
- E4 The Stockholm Bypass
- Norrortsleden

Connects several regional town centres along the crosslink, thus relieving pressure on the inner city



Why we need the Södertörn Crosslink

- A safer route for all road users
- Promotes green transport alternatives such as public transport and cycling
- Eases the pressure on the regional road network
- Creates conditions for a growing Södertörn
- Enables an increased share of maritime freight via Norvik Port



The Södertörn Crosslink Project in brief



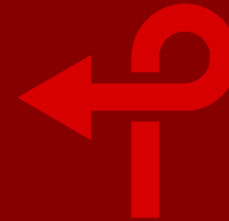
The Södertörn Crosslink is part of the outer link road that connects several regional town centres



3 tunnels



20 km road



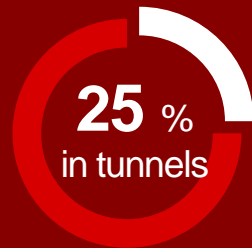
8 interchanges



New cycle and pedestrian paths



2+2 lanes



new bridges



Approx 10-year
construction time



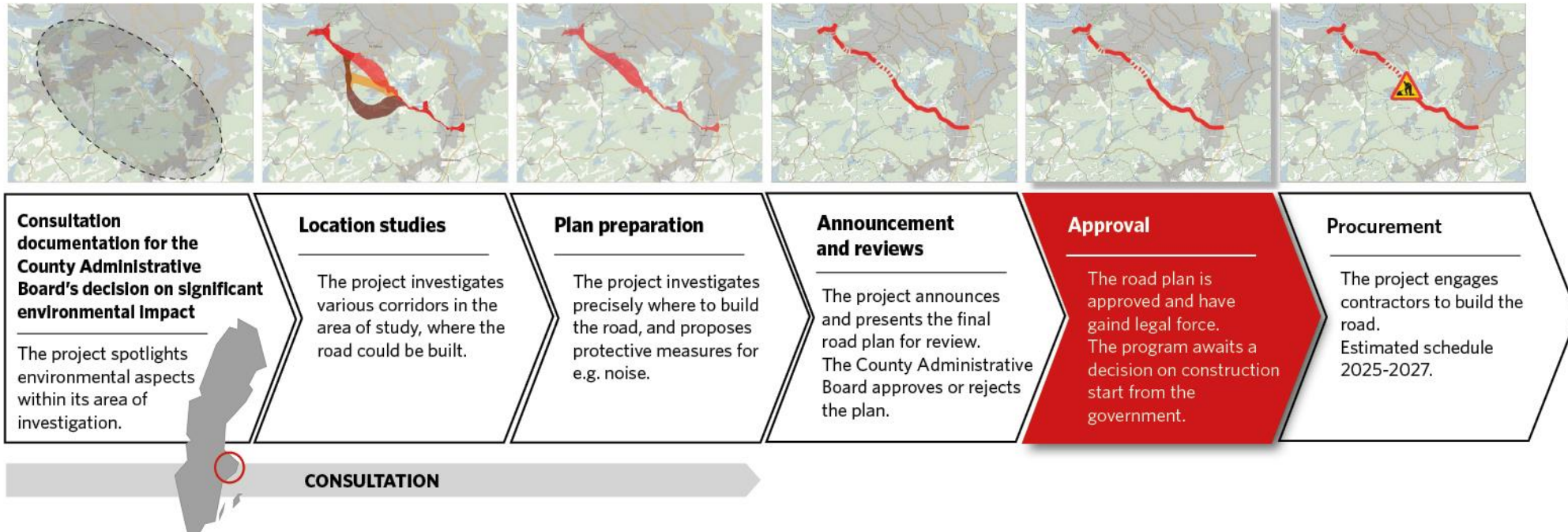
80–100 km/h

Costs and funding



The project is fully funded on the basis of the National Transport Infrastructure Plan 2022–2033

Progress so far: 2024



TSE101
The Vårby bridge
and the Duvberget
interchange

TSE201
The Masmo tunnels

TSE202
The Masmo interchange

TSE203
The Glömsta tunnels

Pålamalm
The Högskolan interchange

TSE301
The Kästa interchange

TSE401
The Vårdkasen interchange

TSE501
The Flemingsbergskogen tunnels

TSE601
The Gladö kvarn interchange to the Lissma
interchange

TSE701
The Djupdalen interchange to the
Slätmossen interchange

Projekt Tvärförbindelse Södertörn

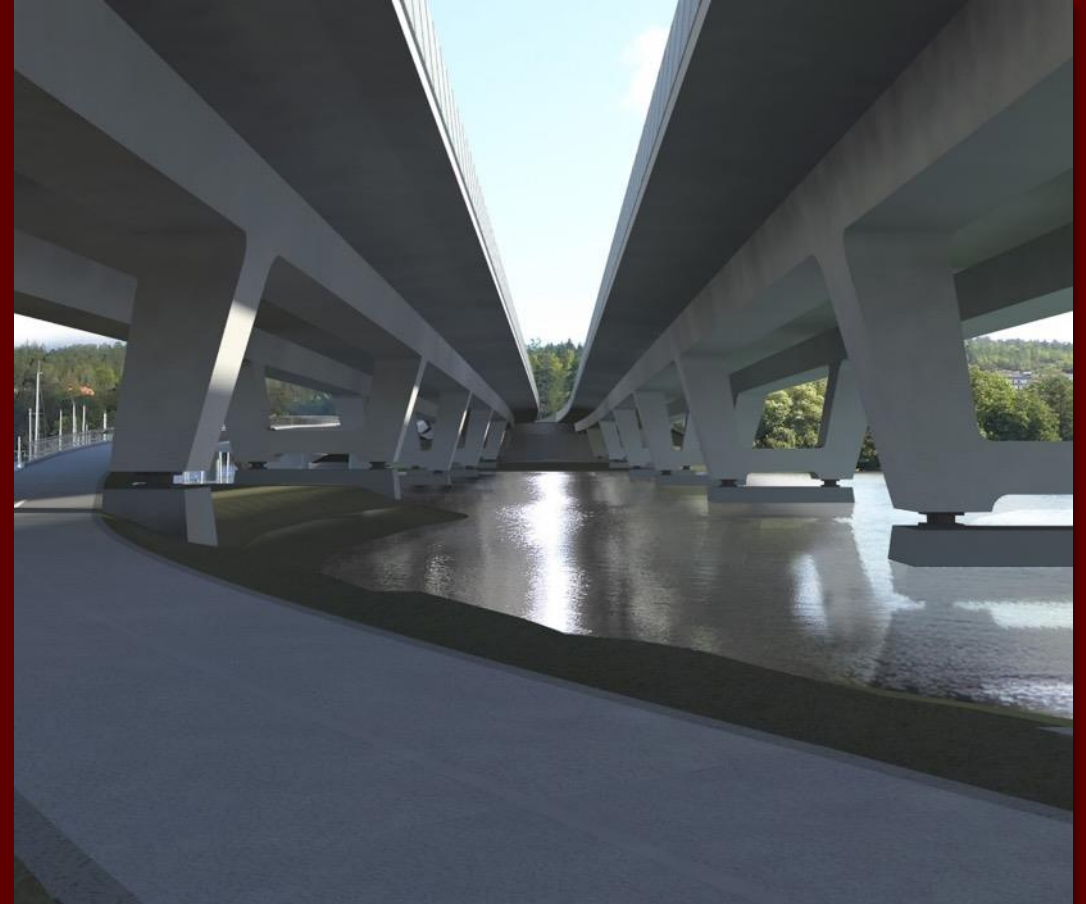
-  Trafikplats
-  Väg
-  Tunnelläge
-  Gång- och cykelväg
-  Kommungräns

© Lantmäteriet, Geodatasamverkan



New Vårby bridges

- New solutions will be necessary where the E4 Stockholm Bypass and the Södertörn Crosslink meet
- We will replace the Vårby bridges and make the E4/E20 wider and stronger to cope with freight transport





E4/E20 Duvberget

We're building one of Sweden's biggest ecoducts

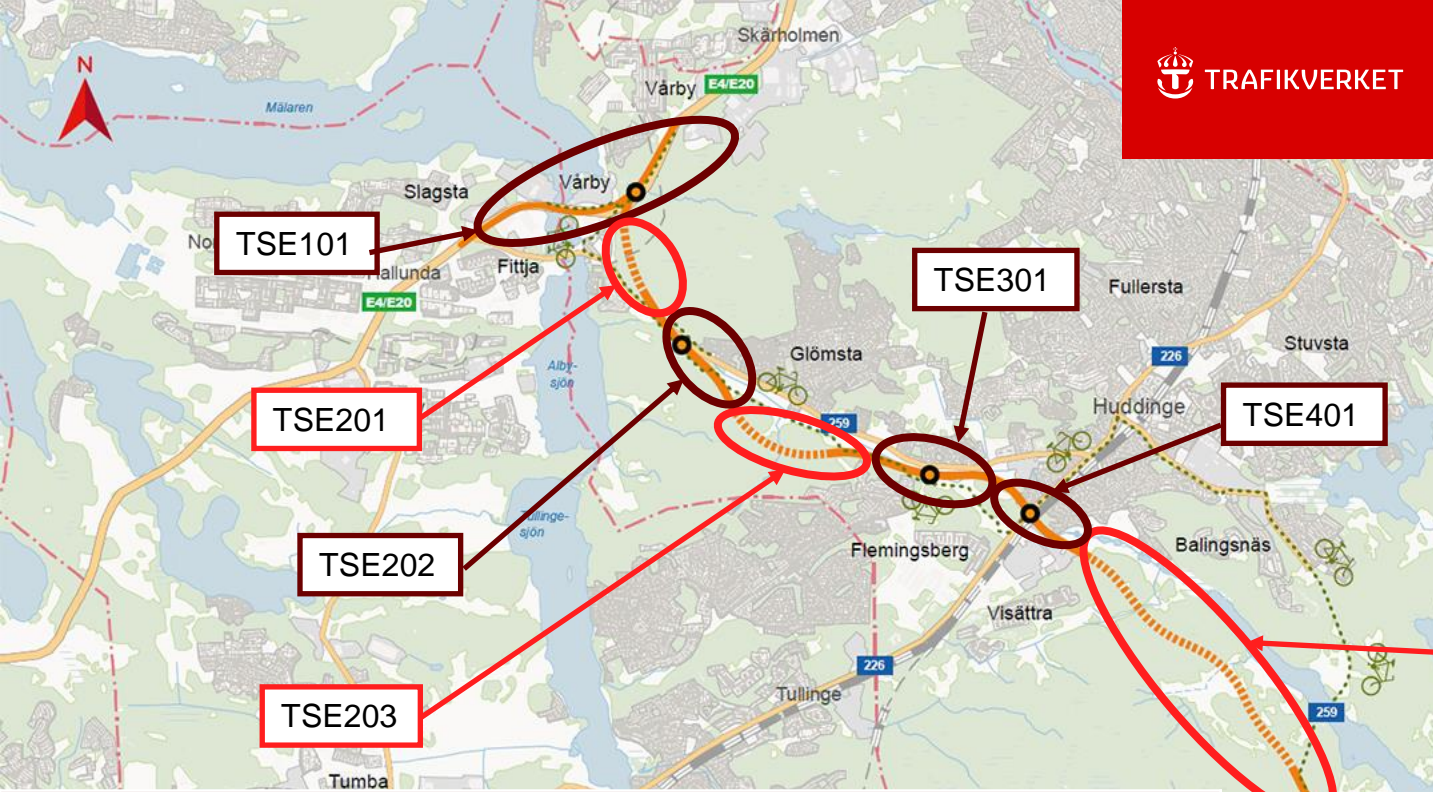


The Glömsta tunnels



The Vårdkasen interchange

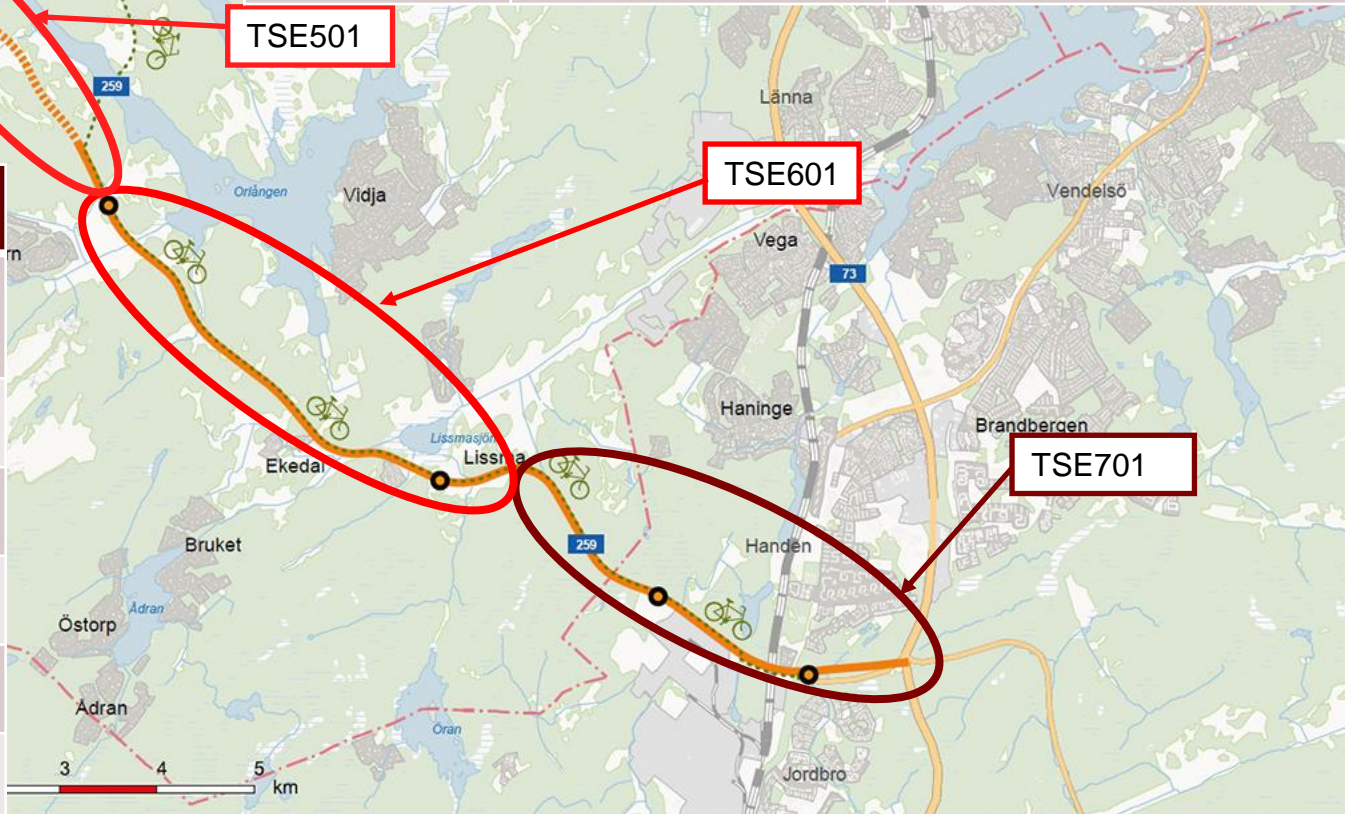




Build contracts Tunnel		
Number	Estitmed cost mn EUR	Preliminary publication
TSE201	100 – 120	Quarter 1 2025
TSE203	100 – 120	Quarter 2 2025
TSE501	250 – 300	Quarter 4 2025
TSE601 Road	100 – 120	Quarter 4 2028

Design and building contracts Road

Number	Estitmed cost mn EUR	Preliminary publication
TSE101	200 – 300	Quarter 1 2025
TSE202	100 – 120	Quarter 1 2026
TSE301	70 – 90	Quarter 2 2026
TSE401	200 – 300	Quarter 3 2027
TSE701	100 – 120	Quarter 3 2028



Procurement and performing contract in Sweden

- All the procurements in the Crosslink Södertörn will be carried out as a two step process with a prequalification process and a tender process.
- We have our own conditions of contract, AB 04, ABT 06
- You will benefit greatly from local competence, either hiring or acquiring a local partner
 - Working environment regulations
 - Swedish culture
 - Swedish nature and climate
 - Social requirements



Useful contacts and information

Our planned procurements

[Planned procurements - Bransch \(trafikverket.se\)](https://trafikverket.se/planerade-upphandlingar)

Our Website

[Procurement - Bransch \(trafikverket.se\)](https://trafikverket.se/planerade-upphandlingar)

Contact information

Anna.f.andersson@trafikverket.se

Jeanette.bengtsson@trafikverket.se



Finding new ways to reduce climate impact



Electrified
construction



Digitalized
construction



Automated
construction

Circular mass management



Optimized mass
management

Thank you!





TRAFIKVERKET

The East Link

A new double track railway

Jessica Smed

Magnus Sjöberg

The Swedish Transport Administration

Today, the tracks are crowded, while more people want to travel by train and more goods need to be transported.

The East Link will enable more trains and sustainable transport, smoother and safer journeys and larger labour market regions.

The East Link In Scandinavia



The East Link

WHAT



- 160 km double-track railway
- 150 bridges
- 23 km tunnel

WHY



- Shorter travel times
- Facilitate the transport of goods
- Regional enlargement

WHERE



- Between Järna in Södermanland (just south of Stockholm) and Linköping in Östergötland

COST



Total cost:
91,4 billion SEK
App. 7 billion GBP



General milestones

2014

The process of planning the route and designing the railway in Railway Plans begins

2018

The government's decision on admissibility

2024

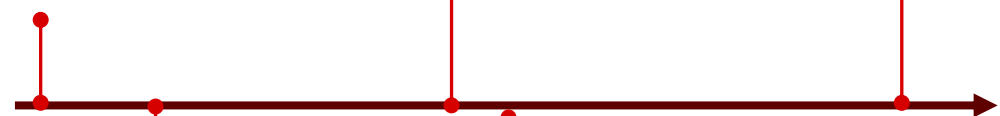
Preliminary start of building the double track railway

2025

Preliminary opening of the new Freight station in Norrköping

2035

The East Link opens for traffic



Challenges

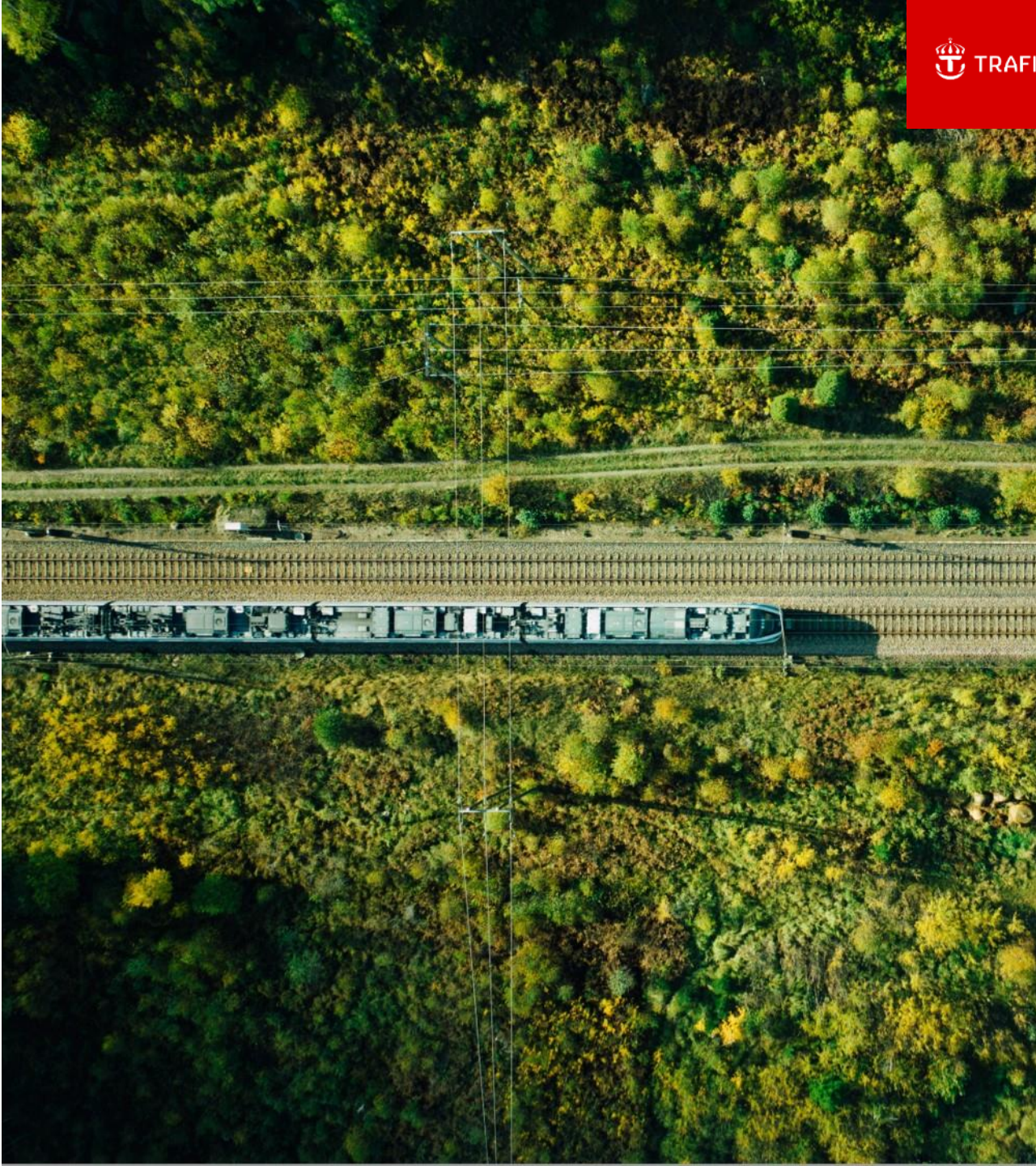
Mega-project

- Project management
- Resources/competence

CO2-reduction

Mass management

Cost reduction



Strategy for good cooperation

- Fair balance of risks between Client and Supplier
- Transparent and calculable tender documents to reduce the suppliers' risk-taking
- Reduce barriers to entry for foreign suppliers
 - Tender documents partly also in English
 - English as working language (but contract language is Swedish)
 - English web-site and procurement plan

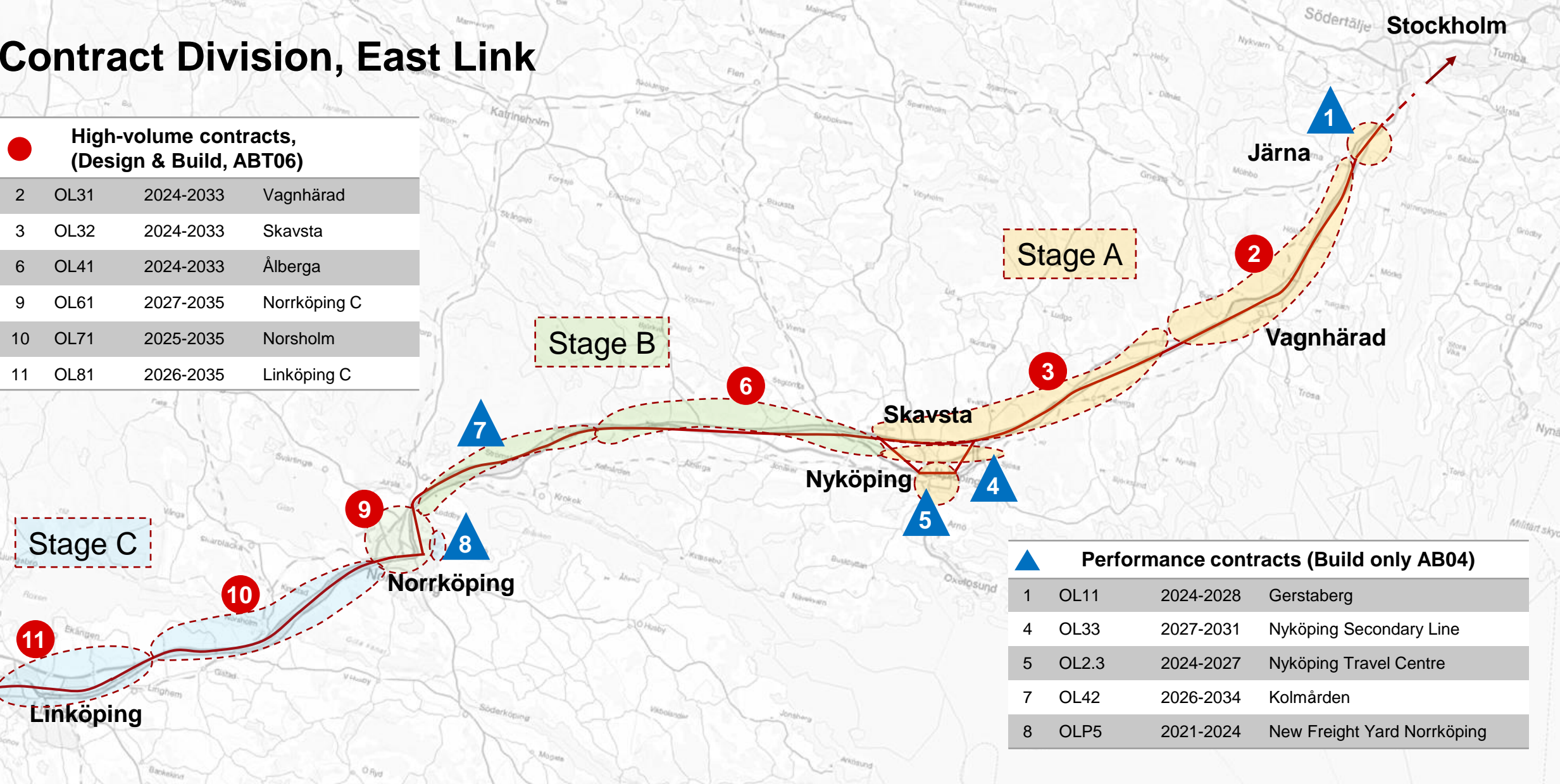


Contract division

Contract Division, East Link

High-volume contracts, (Design & Build, ABT06)

2	OL31	2024-2033	Vagnhärad
3	OL32	2024-2033	Skavsta
6	OL41	2024-2033	Ålberga
9	OL61	2027-2035	Norrköping C
10	OL71	2025-2035	Norsholm
11	OL81	2026-2035	Linköping C



Stage A

Stage B

Stage C

Performance contracts (Build only AB04)

1	OL11	2024-2028	Gerstaberget
4	OL33	2027-2031	Nyköping Secondary Line
5	OL2.3	2024-2027	Nyköping Travel Centre
7	OL42	2026-2034	Kolmården
8	OLP5	2021-2024	New Freight Yard Norrköping

Construction



Bridges

- Design is adapted to local conditions
- Lifespan 120 years
- 114 railway bridges
- 29 road bridges
- Totally 190 000 m² of bridges
- A few bridges (3–5) will be over 1000 m long
- Highest bridge is around 22 m free height over a canal

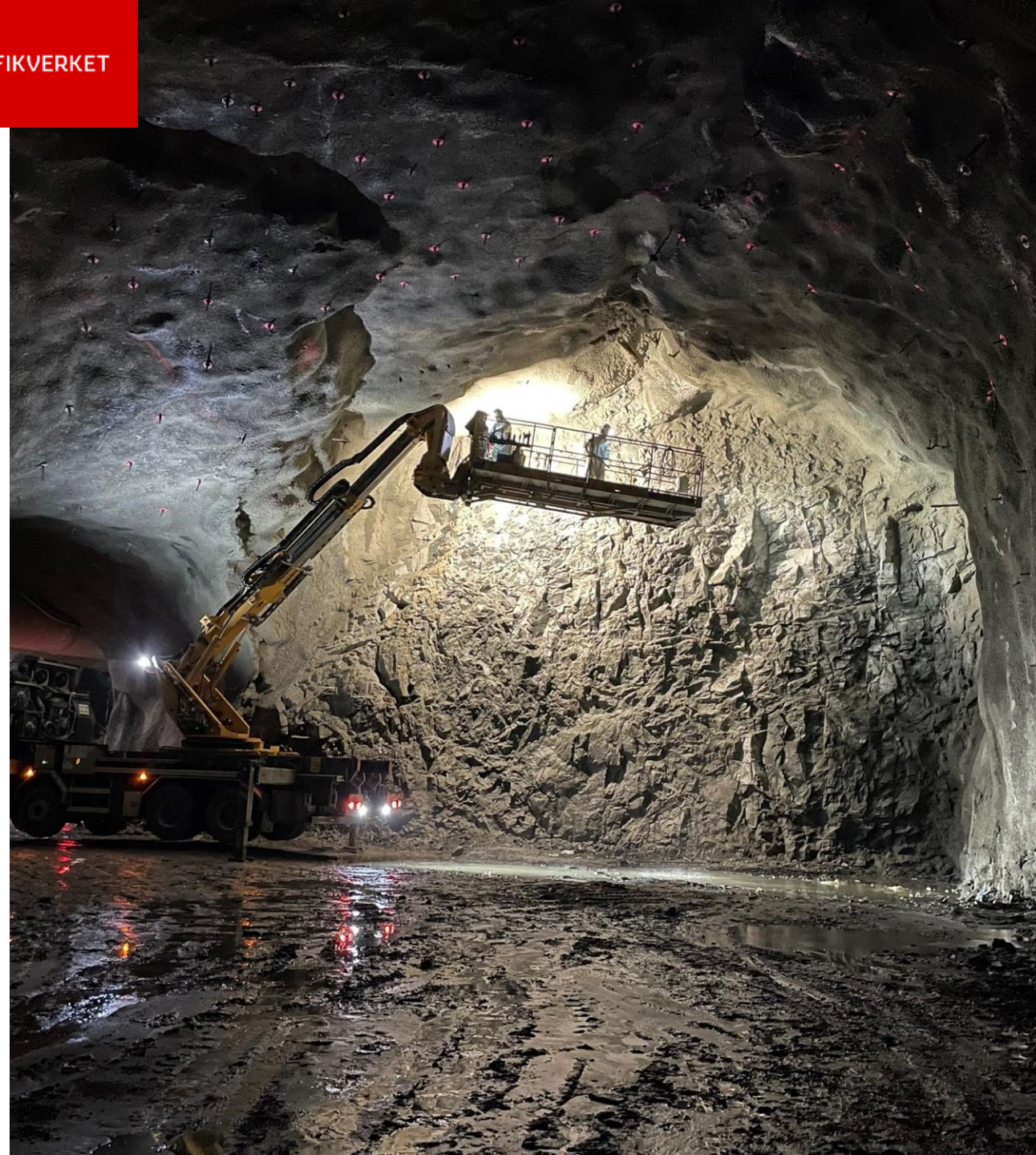
Tunnels

Rock tunnels

- 7 railway tunnels
- 23 km of railway tunnels in total length
- 3 longer tunnels:
 - Tullgarn: 4 km
 - Kolmården: 8 km
 - Norrköping: 7 km

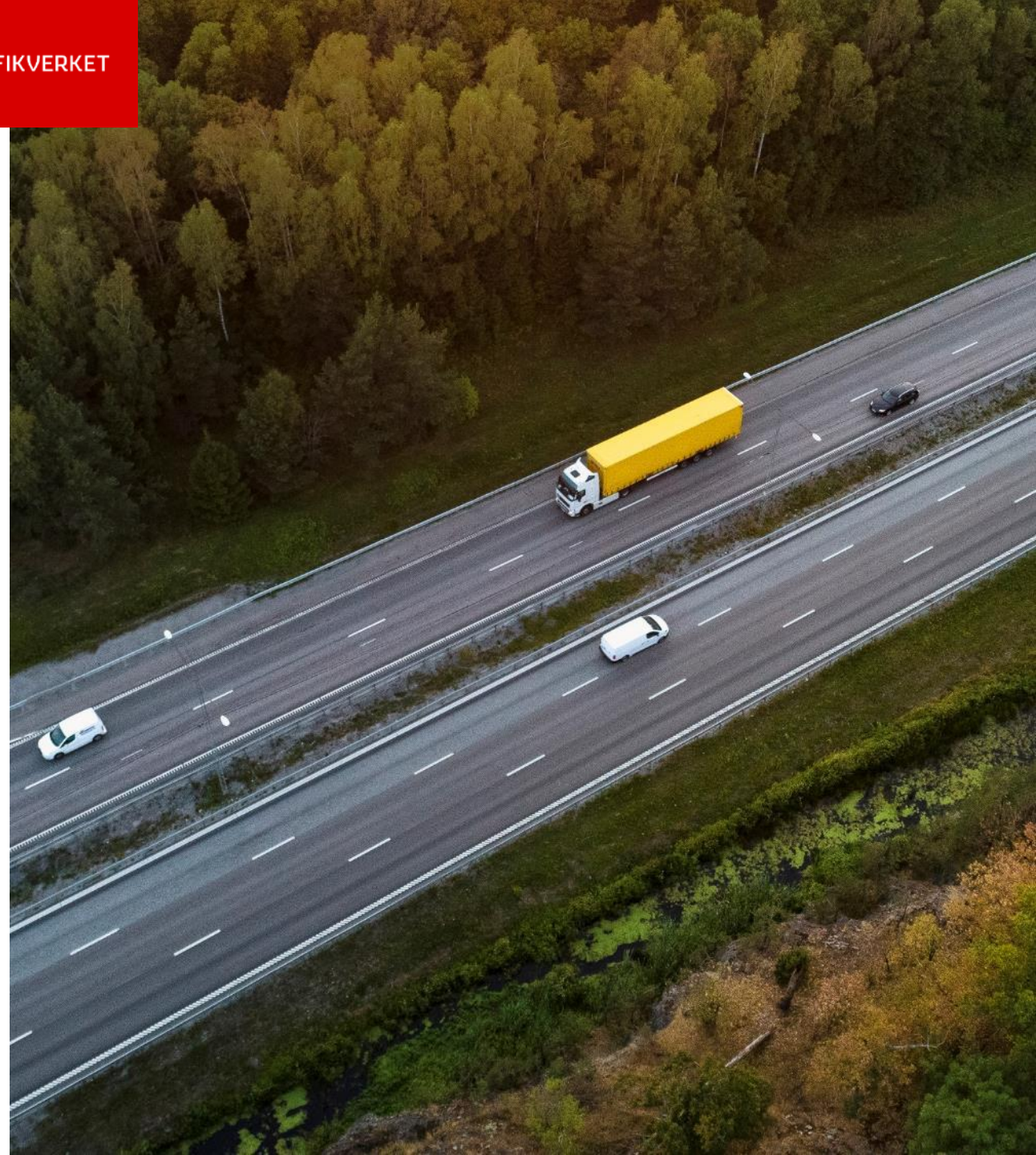
Concrete tunnels

- 5 railway tunnels
- 1 km of railway tunnels in total length



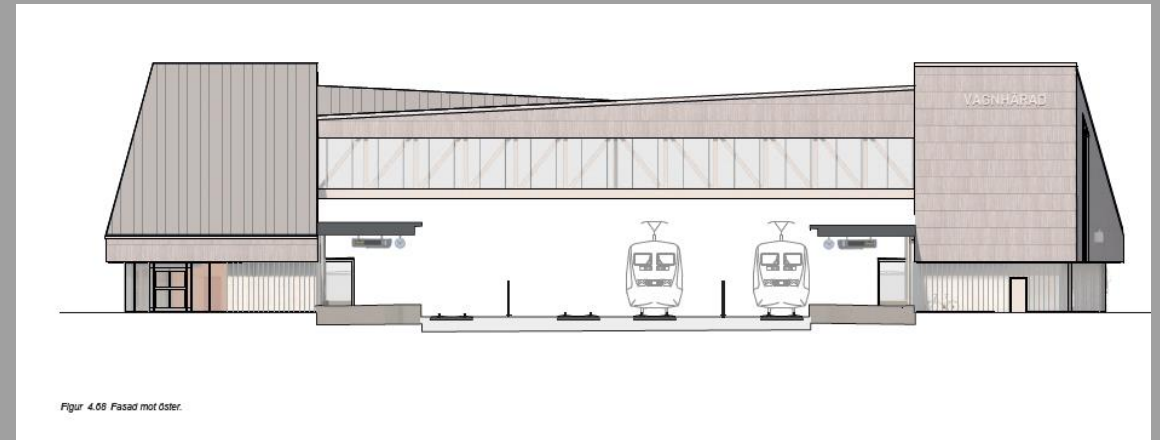
Roads and more

- 100 km roads
(service roads, forest roads, relocation)
- Demolition of 150 buildings
- 100 km relocation of power
and water utilities
- 300 new service buildings
- 15 000 m² supporting walls
- 6 million m² of site compounds
and temporary roads
- Relocation of runway at Skavsta Airport



Upcoming procurements

Vagnhärad



Vagnhärad Travel Centre

Scope of the contract

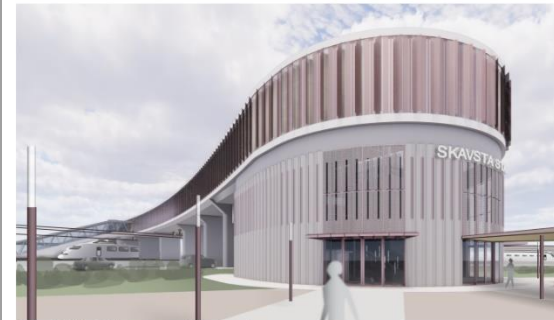
- 26 kilometer double track railway
- 5 x 6,5 kilometer rock tunnel
- 2 x 1,7 kilometer concrete tunnel
- 4 x short railway bridges 17-73 meter
- 7 x long railway bridges 149-1720 meter
- New travel centre



Skavsta



Figur 36. Perspektivvy.



Figur 33. Illustration norra entrébyggnaden.

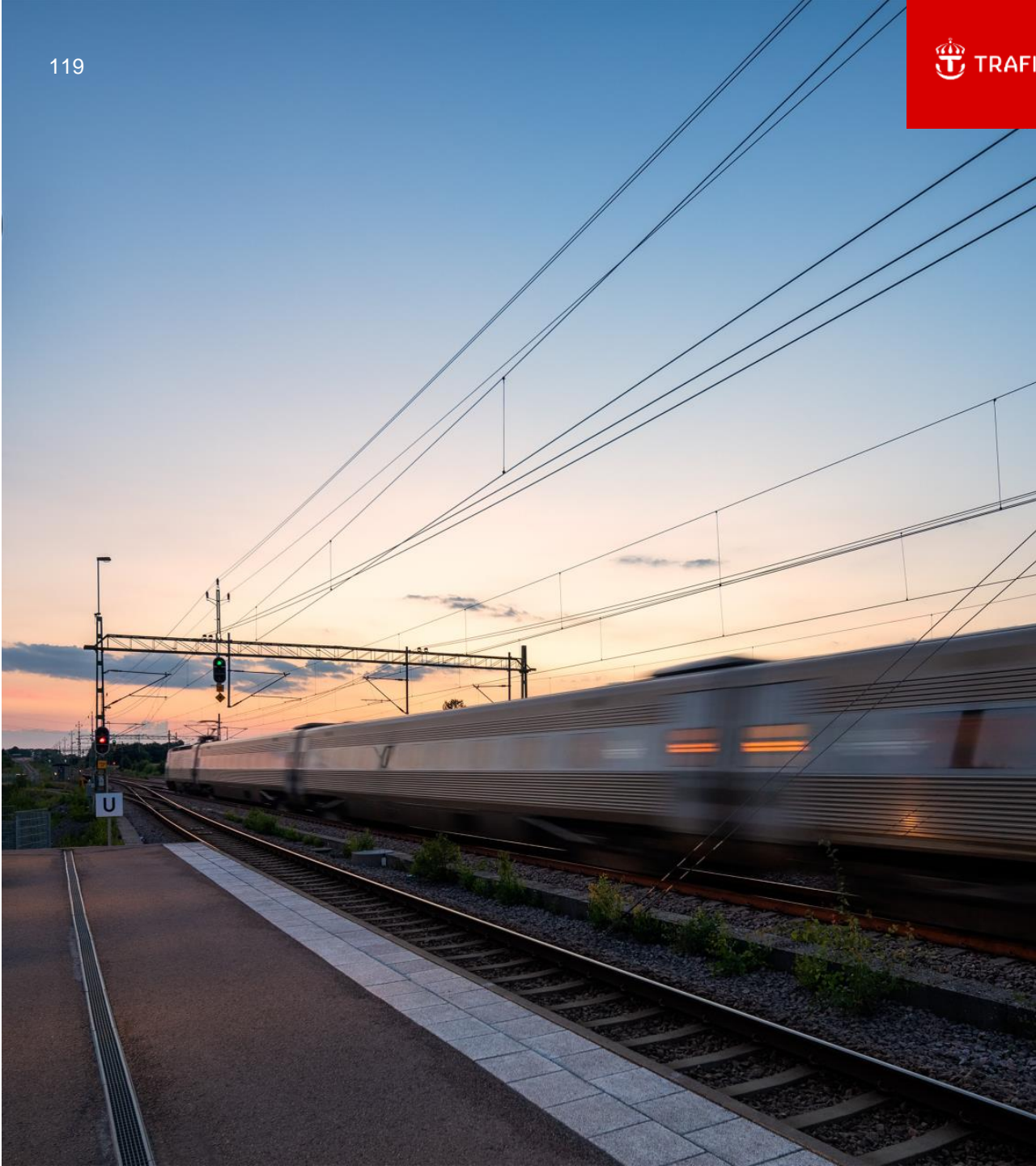


Figur 34. Illustration södra entrébyggnaden.

Skavsta Travel Centre

Scope of the contract

- Approximately 35 kilometer of double track lines (and a part of the bypass line of 14 kilometer to the new travel centre at Skavsta Airport).
- The railway alternates between embankments, bridges and cuttings.
- 21 x short railway bridges, 6-40 meter
- 11 x long railway bridges, 116-1402 meter
- New travel centre



Challenges Vagnhärad and Skavsta

- A new form of contract (high volume) places demands on efficiency, cost and time.
- The railway passes through sensitive natural and cultural environments.
- Construction of two new travel centres.
- Technical challenges – tunnels, landscape bridges, foundation reinforcement, mass management.

Nyköping Secondary line



Scope of the contract

West

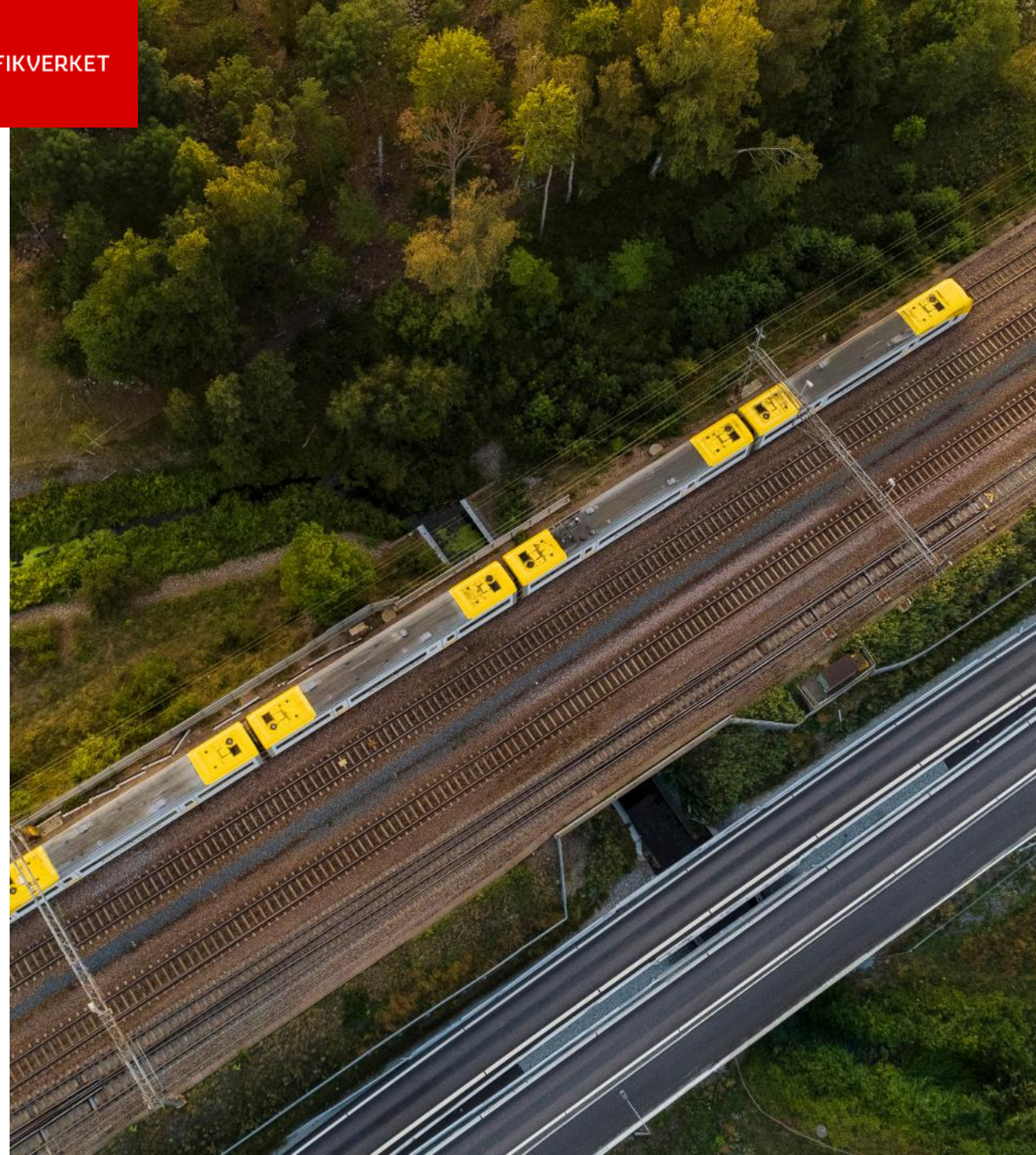
- 3 km double track – new railway facility
- 2 Bridges

East

- 3 km single track – new Railway facility
- 2 km single track – existing railway in closed track
- 3 Bridges

Challenges

- Coordination with adjacent projects
 - Skavsta (ECI, high volume contract)
 - Nyköping Travelling centre (Performance contract)
- New Bridge over road 52 with ongoing traffic
- Railway-works and connections in closed tracks



Norsholm

Scope of the contract

- Approximately 31,4 kilometers of double track
- The railway alternates between embankments, bridges and cuttings.
- Railway tunnel of approx. 7,4 kilometers
- 1x long railway bridge of approx. 700 meters
- 2 x railway bridges, 100-165 meters
- 17 x short bridges, 6- 60 meters



Challenges

- A new form of contract (high volume) places demands on efficiency, cost and time.
- The railway passes through sensitive natural and cultural environments.
- Technical challenges – tunnels, landscape bridges, foundation reinforcement, mass management.
- Construction of long bridge restricted during tourist season.



Kolmården

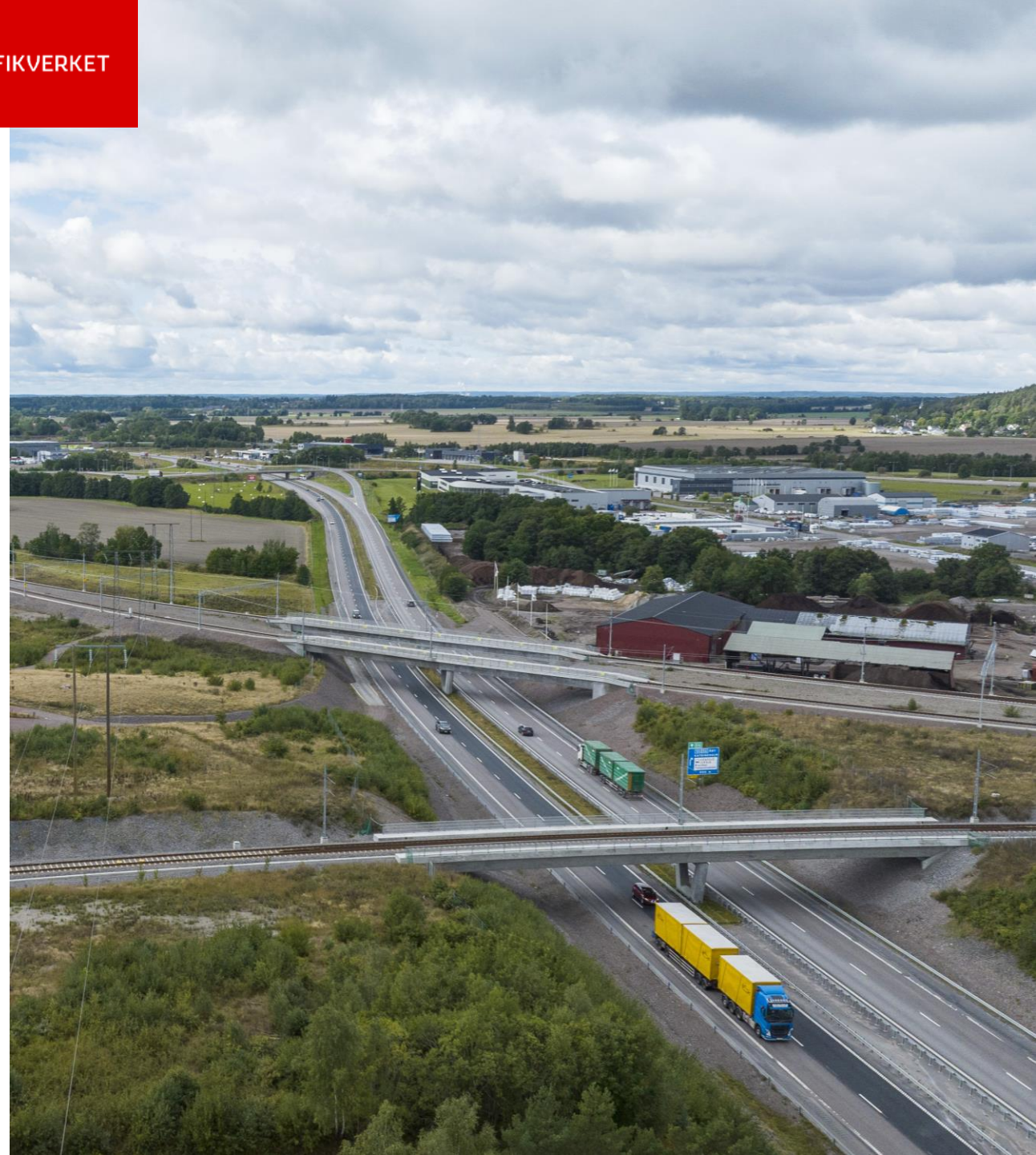
Scope of the contract

- 15 kilometer doubletrack railway
- 10 bridges (railway and road)
- 8 kilometer tunnel
- 3,5 million m³ soil and rock



Challenges

- Bridge over highway E4, at Böksjö
- Crowded at the southern tunnel mouth due to protected area
- New track below Kardonbanan line (existing freight railway) track G1 och G2 at Bådstorp
- Mass management (earthwork balance)
- Water-rights for the tunnel



More information

Planned procurements

- bransch.trafikverket.se/en/plannedprocurements

The East Link

- bransch.trafikverket.se/en/eastlink
- bransch.trafikverket.se/en/eastlink-procurement



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Programme Director
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Swedish
Chamber of
Commerce in
the UK

Lunch & Networking

B2B meetings

- Camilla Ahston
- Södertörn Crosslink project
- East Link project
- DBT Sweden