

The West Link Project and the Olskroken Project

The West Link Project is a commuter train tunnel – running beneath central Gothenburg – which will provide the city with through-commuter train services. Three new stations will mean that it will be possible to travel more simply, more quickly and with fewer changes. Olskroken is a junction point for the rail system in Western Sweden.

Gothenburg is Sweden's second largest city. Construction of the West Link Project and the Olskroken Project will take place in an urban environment in direct contact with traffic, housing and business premises. Consideration to the surroundings and to the people who are affected by the construction works is a basic precondition during the work on the contracts.

The work on the West Link Project and the Olskroken Project will be divided into six main contracts.



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Olskroken Contract

Olskroken is a central node in the Gothenburg and Western Sweden rail system. Five lines converge at this point, most of which are on the same level. Bearing in mind the high capacity utilisation, Olskroken needs to be converted into a grade-separated junction. The conversion works comprise some 7 km of new and converted tracks, a large number of points and a total of 15 bridges. To this must be added extensive temporary works. The contract requires an extremely high level of competence with respect to logistics and the management of rail traffic. The works associated with electricity, signals and telecom are included in the main contract since the construction work will be conducted within the railway area with ongoing services. The total implementation period is approximately 6 years.

- Prequalification during the first quarter of 2015.
- Tender enquiry documents will be distributed in the third quarter of 2015.
- Design & Build contract in accordance with ECI – Early Contractors Involvement.
- Estimated contract value: approximately SEK 2 billion.

Central Station Contract

The Central Station Contract incorporates a sub-surface station and a tunnel made of concrete that will be constructed in open cut. The main challenge associated with the contract is a large excavation depth in combination with a wide section. The area is a junction point for public transport and has relatively large volumes of motor traffic. The construction work will have to be conducted in stages owing to the prevailing geotechnical situation and the traffic in the area. The contract also incorporates areas that are sensitive in terms of cultural history.

- Prequalification during the first quarter of 2015.
- Tender enquiry documents will be distributed in the third quarter of 2015.
- Design & Build contract in accordance with ECI – Early Contractors Involvement.
- Estimated contract value: approximately SEK 3 billion.



Kvarnberget Contract

The Kvarnberget Contract consists for the most part of a rock tunnel, which means that geotechnical investigations will be necessary. In one area, however, the tunnel passes close to a rock supporting a block of flats. Hamnkanalen (the Harbour Canal) which passes through central Gothenburg must be kept open in order to safeguard water through-flow and boat traffic. The contract also passes a road tunnel, which means that the traffic it carries will need to be dealt with in conjunction with the reinforcement works that have to be carried out. Traffic rerouting and other types of impact on the street network will need to be handled as part of the contract. The section of line in question passes through an area that is sensitive from the cultural history point of view.

- Tender enquiry documents will be distributed in 2020.
- Design & Build contract.
- Estimated contract value: approximately SEK 0.5 billion.



Haga Contract

This contract is dominated by Haga Station. In addition to a railway tunnel, the line will have an associated parallel service tunnel and a connecting access tunnel. A number of buildings that are important from a cultural history point of view are located along the track. In addition, the section by Haga Church and the old City Library are classified as being sensitive in view of disruptions from, for example, blasting operations.

The contract contains two separate structures – a rock tunnel and a concrete tunnel. The concrete tunnel parts will probably be implemented as Design & Build contracts whereas the rock tunnel parts will probably be construction contracts.

Around Rosenlund Canal, which passes through Gothenburg, there is an area with a layer of clay that is up to 35 metres thick. A large number of geotechnical investigations will be required in this context.

- Tender enquiry documents will be distributed in the third quarter of 2016.
- Design & Build contract – construction contract for parts built in rock.
- Combined tenders for the Haga and Korsvägen Contracts will be possible.
- Estimated contract value: approximately SEK 3.5 billion.

Korsvägen Contract

The Korsvägen Contract contains a station, half of which is constructed in soil and the other half in rock. The contract passes the largest amusement park in the Nordic area, Liseberg, which is founded on soil. During the course of the work, a considerable amount of attention will need to be given to the activities carried out inside the park.

The traffic situation in the area already offers a challenge, and the traffic will need to be rerouted in stages during the construction operations. Also included in the contract are three rescue, service and access tunnels. Groundwater issues will also be dealt with during the course of the contract.

Probably, the concrete tunnel parts will be conducted in the form of Design & Build contracts, and the rock tunnel parts as construction contracts.

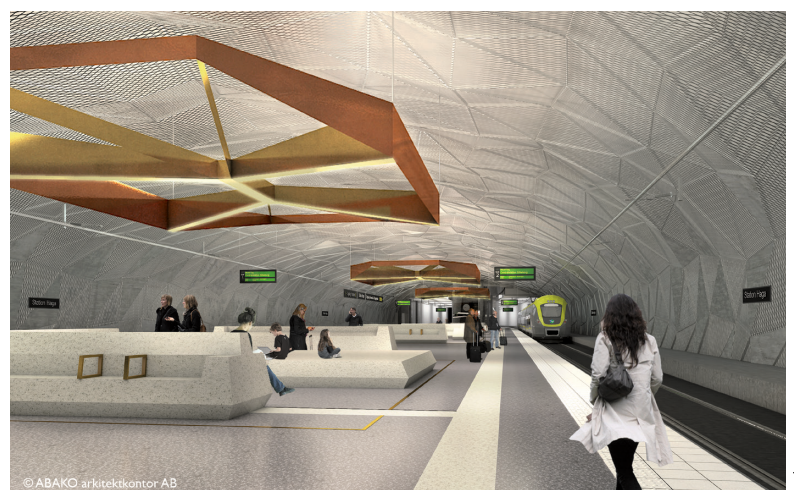
- Tender enquiry documents will be distributed in the third quarter of 2016.
- Design & Build contract – construction contract for rock sections.
- Combined tenders for the Haga and Korsvägen Contracts will be possible.
- Estimated contract value: approximately SEK 3.5 billion.

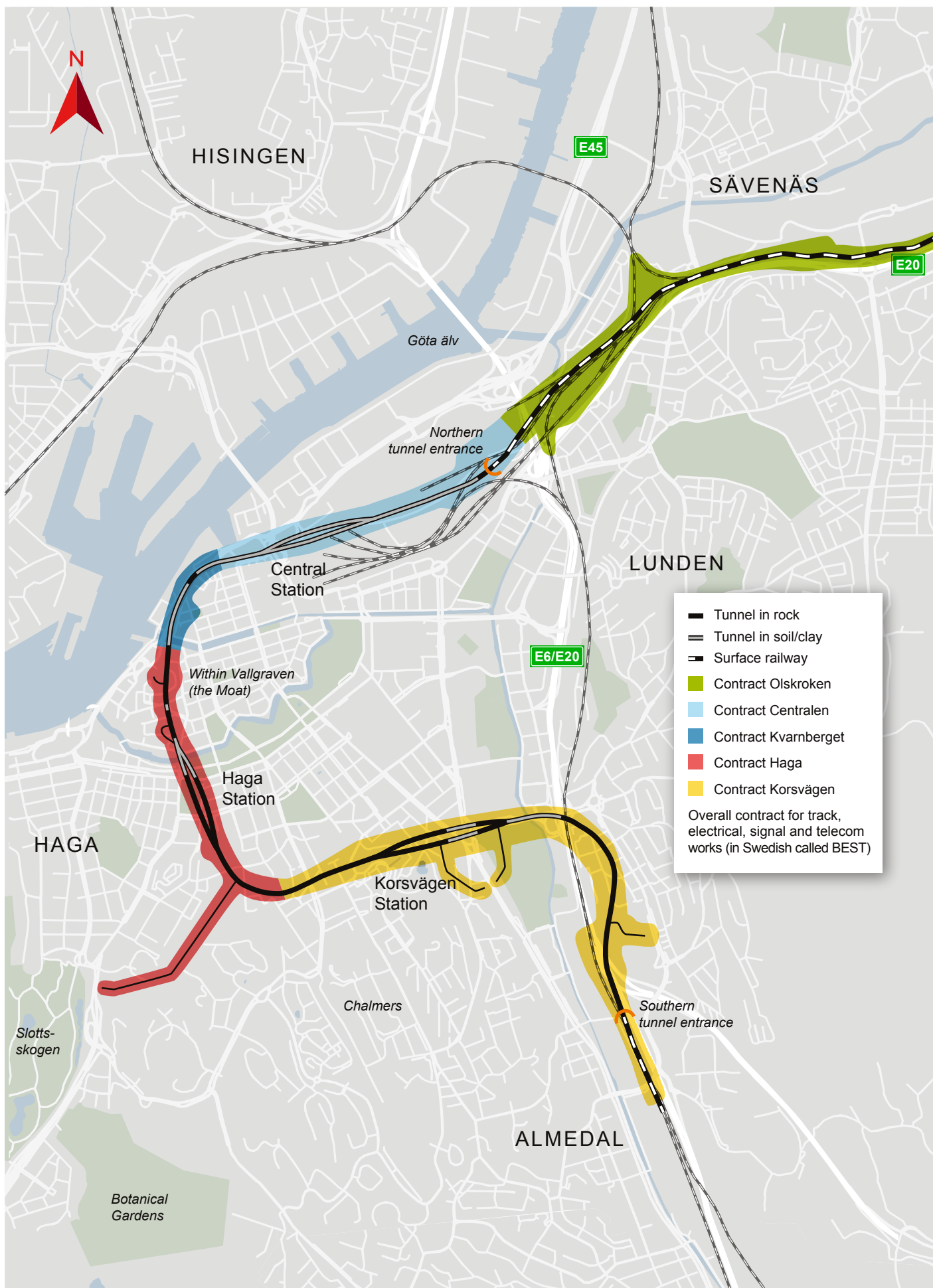
BEST Works Contract

This contract includes works in conjunction with tracks, electricity, signals and telecom (abbreviated to BEST in Swedish). The contract consists of works that will be performed throughout the entire project on a stretch of line approximately 8 km in length. The contract will be conducted in the form of a concluding part of the West Link Project. In order to reduce the excavation depth and maintenance costs, the tracks will in all probability be ballast-free. The tunnel will be prepared for installation of the signal system ERTMS (European Rail Traffic Management System).

It shall be possible – for capacity reasons – for the Central Station to be linked in as early as 2023/2024. After this, work will start on the remaining part in order to be completed by 2026. This means that the BEST Contract will be divided into two main parts/contracts with different completion times.

- Tender enquiry documents will be distributed in 2020.
- construction contract.
- Estimated contract value: approximately SEK 1 billion.





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