



TRAFIKVERKET

Continued dialogue 3 TSE101

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Agenda

- **Introduction and presentation of participants**
- **Purpose of the dialogue**
- **Short update about milestones**
- **The Swedish Transport Administration's short presentation of TSE101**
- **Presentation of business form**
- **Questions and discussions**

Purpose of the dialogue

No information presented or displayed during this dialogue can be guaranteed to be included in the upcoming procurement process.

But the Swedish Transport Administration is happy to listen to advice and tips, for example on which requirements, compensation model, evaluation model, etc. that the supplier thinks are suitable in future procurements.

Results of the dialogue will be published on the project's website.

TSE101: The Duvberget interchange and the Vårby bridges

- Design and build
- Publication PQ after government approval (2025-01)
- Publication procurement documents (2025-05)
- Contract period: ca 8 years
- Estimated cost: 3500- 4000 MSEK



TSE101
The Duvberget Interchange and the Vårby bridges

TSE201
The Masmo Tunnel

TSE202
The Masmo Interchange

TSE203
The Glömsta Tunnel

TSE301
The Kästa Interchange

TSE401
The Vårdkasen Interchange

TSE501
The Flemingsberg Tunnel

TSE601
Gladö and Lissma interchanges

TSE701
Rudan and Slätmossen Interchanges

Projekt Tvärförbindelse Södertörn

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

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Contract description

Widening of Vårby Slope and Restoration of the Gömmar Ravine

Today's 6 lanes will be widened to connect to the E4 (Bypass Stockholm), E20 (towards Stockholm) and ramps from Lindvreten south

In addition to the 6 ramp bridges for the Cross-connection Södertörn, there is the construction of 2 new Vårby bridges and 8 new road bridges and 3 new bike/pedestrian bridges.

Tunnel entry and pre-cutting with approx. 200,000 m³ of rock



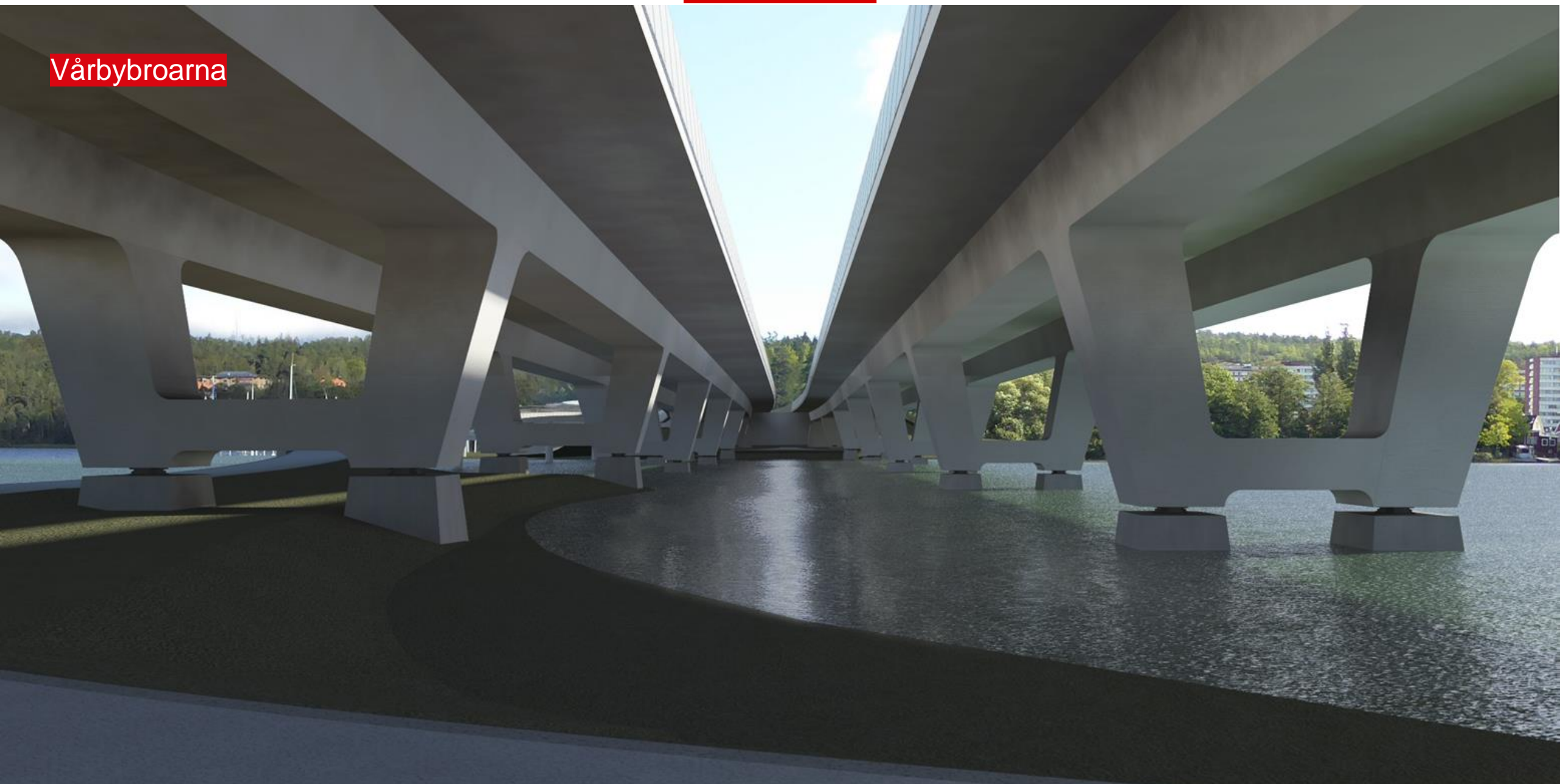
Trafikplats Duvberget, från norr



Gömmarravinen



Vårbybroarna



Business form

Procurement process

The procurement process is negotiated procedure in successive stages.

Overview time schedule:

- Prequalification – 3 months
- Negotiation step 1 - 8 months
- Negotiation step 2 – 3 months
- Negotiation step 3 – 2 months
- Contract award decision – 1/2 of a month
- In total 16,5 months
- Fixed central administration and profit (CAP), evaluation only on quality

Prequalification

- Ordinary prequalification
 - Turnover requirements
 - Reference projects
 - Limitation of participants during the negotiation steps
- We will provide some procurement documents in English during the procurement process
- Swedish is the language of the contract. All contract documents must be drawn up in Swedish.

Negotiation stage 1

How can we avoid an extended process regarding the target price after signing the contract?

Proposal: Contractors assess procurement documents to be able to help optimize target price as far as possible before signing the contract

Procurement documents

- Complete procurement documents
 - Including design model and procurement model
 - Including designed traffic solution
 - The Swedish Transport Administration states our proposal for a target price and attaches a calculation
 - The Swedish Transport Administration sets out our proposal for the contract period and attaches a resourced timetable
- The Swedish Transport Administration attach a contract draft that includes ABT 06
- The contractor will be reimbursed in accordance with the prime cost principle (cost-plus overheads and profit, CAP).
- Bonus system based on progress and quality parameters

Process stage 1

- During 4 months, the contractors has the opportunity to assess and provide comments on net time, net cost, type of compensation model and draft contract based on the procurement documents, as well as assess the “compensation model for risk and uncertainty”.
- The contractor's actions will be scored during evaluation.
- The Swedish Transport Administration assesses opinions for 2 months and chooses to update the procurement documents based on that, after which the contractors gets a new proposal of procurement documents to assess for 1 month.
- The Swedish Transport Administration establishes the procurement documents, target price and timetable for 1 month.
- The contractor then choose if they want to participate in the continued process and send in their tender.

Negotiation stage 2

Reduce the number of tenders, maximum of 3 contractors proceed to the next negotiation stage (3)

Tender documents are submitted

All contractors are reimbursed if the implementation description meets certain criteria

- Possible evaluation criteras:
 1. Organisation, cooperation and communication (evaluation of involvement and contribution during negotiation stage 1)
 2. Risk manegement, time management and cost management
 3. Design management, production management and work enviroment
 4. Management of traffic through the work area during the construction period
- Tender presentation is included in evaluation criteria 1-4
- After tender presentations the contractors will be able to update their tender
- The three highest evaluated tenders will proceed to negotiation stage 3 (they will be reimbursed with a higher amount)
- In AFB.52 it will be stated wich evaluation criterias which will be in focus for negotiation stage 2 and stage 3

Negotiation stage 3

Evaluation of the three best tenders

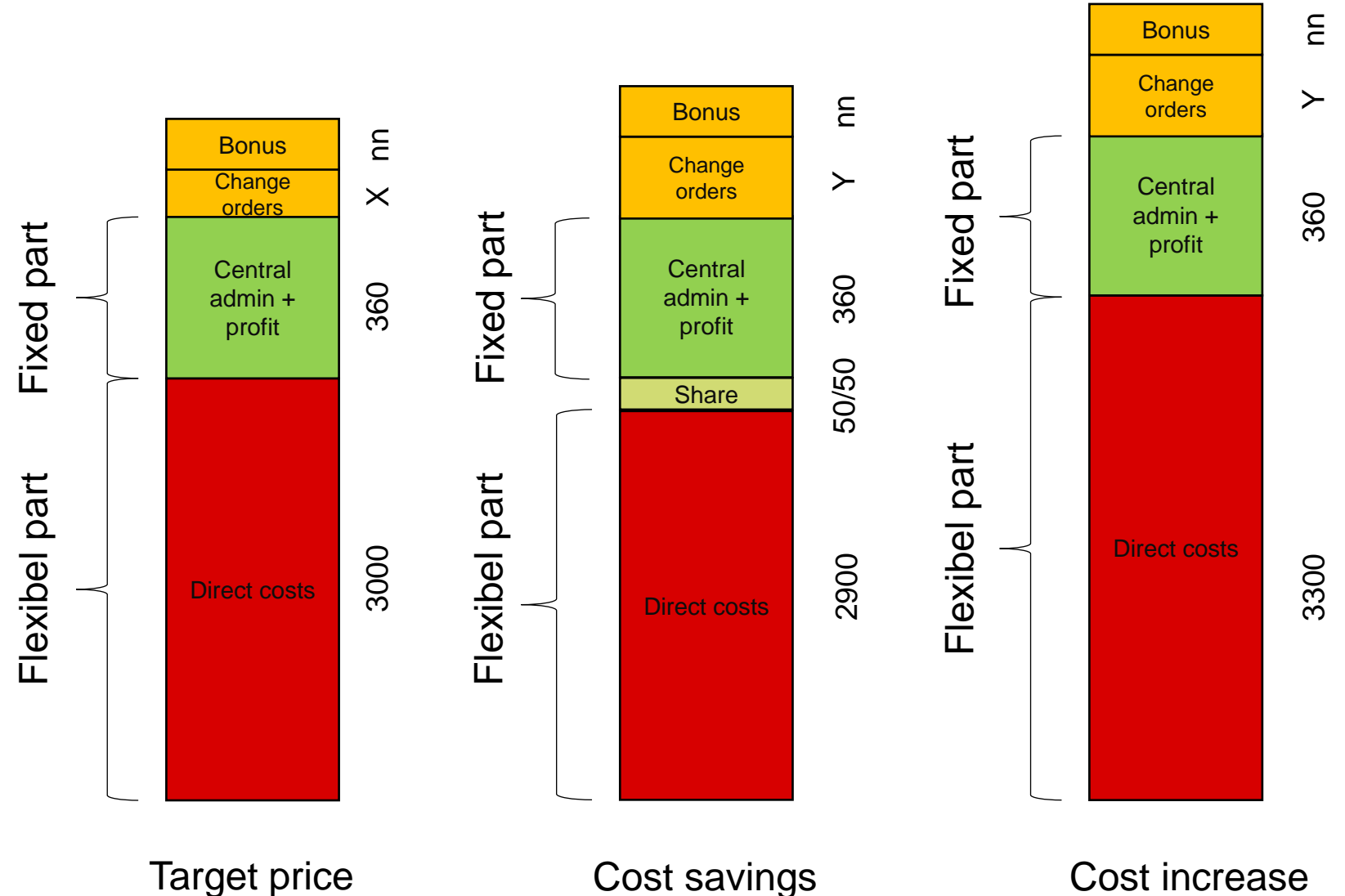
- Evaluation of the organisation planned to work in the contract. Both contractor and client participates in 1-2 workshops
 - Focus on cooperation
 - Support in evaluation from behavioral scientist
 - Evaluation of the workshops will be considered in evaluation criteria 1 Organisation, cooperation and communication
- In this step there will be a higher focus on evaluation criteria 1
- Contract award decision will be after this stage

Type of reimbursement and risk allocation

- If the costs through efficient construction and/or with innovative solutions become lower than the contracted target price for the project, the Contractor and Client share the difference. (50/50)
- Non-calculable work is kept outside the target price and regulated separately as Change Orders (ÄTA). These and other Change Orders are compensated with 12% on direct costs.
- The bonus aims to improve progress, design quality, collaboration, work environment and documentation.

Compensation model

- CAP is 12% of the target price and is a fixed part of the compensation
- The direct costs are reimbursed on an ongoing, variable basis
- If the direct costs go under the target price the cost savings will be shared 50/50
- If the direct costs go over the target price the percentage will be lower compared to the revenue



Other questions from the contractor?

Thank you very much!