

Information - upcoming contract

Project Hamnbanan, section Eriksberg-Pölsebo



1 Background and purpose of the project

Port of Gothenburg, consisting of Skandiahamnen, Älvsborgshamnen and Oljehamnen, is the largest harbour in the Nordic area and a Swedish national interest of transportation. 60 per cent of Sweden's container traffic and 30 per cent of the country's foreign trade passes through the port.

An increase in rail freight traffic to and from Port of Gothenburg has led to congestion in the railwaysystem. To enable further increase in rail freight traffic and hence the total volume of freight traffic through the port, an upgrade to double tracks is required. The upgrade of Hamnbanan (the Harbour Line) results in the possibility for more trains to operate on the route in an efficient and environmentally friendly way, with an improvement in punctuality and operational safety. Hamnbanan also transport considerable volumes of goods on their way to local industries along the line, such as Volvo, St1, Oljehamnen and Stena Metal. Hamnbanan is part of the TEN-T-Network.

The purpose of upgrading Hamnbanan to double tracks is to guarantee efficient rail freight traffic to and from Port of Gothenburg and the industries on western Hisingen with reasonable cost and impact on traffic and surroundings.

Project Hamnbanan consists of three sections;

- Extension of Kville Bangård (Marshalling Yard) – open for traffic since 2016-12-11,
- An additional track between Pölsebo and Skandiahamnen – plan to open for traffic 2018-12-09, and
- Double-track upgrading between Eriksberg and Pölsebo.



Figure 1: The three sections of project Hamnbanan

2 General scope

Section Eriksberg – Pölsebo includes the construction of double tracks on a new route north of the present track, in accordance with figure 2. The tracks extend from Eriksberg in the east, through Bratteråsberget and Krokängsberget, to Pölsebo in the west – where they link up with existing track at Ivarsbergsmotet. The extension runs over a distance of 1 900 m, partly through a heavily developed urban area. 1 100 m will pass through rock or concrete tunnels. East of the tunnel a cut and fill trough and retaining structures will be built in order to make up the differences in height with the surroundings. West of the tunnel, a trough at least four meters high will be constructed in order to increase safety and reduce the noise affecting local residents. The trough will also reduce land intrusion. The area around the tunnel opening will be given an urban character. The existing railway will be demolished and the existing rail yard at Pölsebo will be removed. A new connection to the existing industrial tracks to Skarvik will be built.

The use of a tunnel for the major part of the section enables the connection of settlements in the precinct of Norra Älvstranden to the other parts of Lundby.

Section Eriksberg-Pölsebo is co-financed by the European Union.



Figure 2: Section Eriksberg-Pölsebo

3 The Eriksberg – Pölsebo contract

3.1 Scope of work

Design and documents for construction is included in the commitment. Use and disposal of rock and soil excavation devolve upon the Contractor. The contract includes the following areas;

190 + 210 metres rock tunnel	7 new junctions
320 + 270 + 220 metres concrete tunnel	850 metres provisional tracks
20 + 290 metres trough	Demolition of 3 300 metres of singletrack including a bridge
700 metres of substructure	Construction of walking- and bicycle-paths.
Piling of tunnel and trough	Handling of sensible trees and vegetation
Provisional substructures	Construction of new soccer field including a pavilion
Move and reinstallation of cables	
2 000 metres of new doubletracks	
2 200 metres overhead line conductor	

3.2 Purchasing, contract and time-plan

General Conditions of Contract for Design and Construct Contracts for Building, Civil Engineering and Installation Works (ABT 06) will apply. The design of track, electrical, signal and telecom systems is partly provided by the Employer.

Procurement will be subject to the provisions of the Act (2016:1146) on Public Procurement of Water, Energy, Transport and Postal Services (LUF). Procurement will take place in accordance with conditions in the Act that apply over the threshold value. Negotiated procedure will apply. Consequently the Employer can call for negotiations with one or several tenderers, but a tender may also be accepted without negotiations.

A tenderer is obliged to inform the Employer if the tenderer or the resources offered have other assignments that could pose a risk of unauthorised competitive advantage or disqualification in this project.

A contractor may only be a member of one (1) consortium. A member of a consortium may not submit an individual tender application.

Current time-plan (may be subject to change):

Signing of contract	2019-08-01
Commissioning of signal interlocking system	2022-06-30
Opening for traffic	2022-12-11
Demolishment and restoration finished	2023-06-15

The estimated cost for the section Eriksberg-Pölsebo is 1,552 billion SEK (general price level of 2013-06).

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4 Current status of the project, section Eriksberg - Pölsebo

The construction and tender documents are currently being produced. Documents for prequalification of tenderers will be published in April 2018.

Authorisation by the Land and Environment Court concerning the terms of the water operations is expected in 2018.

The established Railway Plan (Järnvägsplan Hamnbanan Göteborg, dubbelspår Eriksberg–Pölsebo) entered legal force 2017-07-26.

The Design Plan – Detaljplan för järnvägstunnel och bostäder vid Säterigatan inom stadsdelen Sannegården i Göteborg, entered legal force 2017-09-08.

The Design Plan – Detaljplan för järnvägstunnel under Krokängsparken inom stadsdelarna Bräcke och Sannegården i Göteborg, entered legal force 2017-07-07.

5 Additional information

For more information about the project, please visit: www.trafikverket.se/hamnbanan

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