

North Bothnia Line

– procurement strategy Dåva-Skellefteå

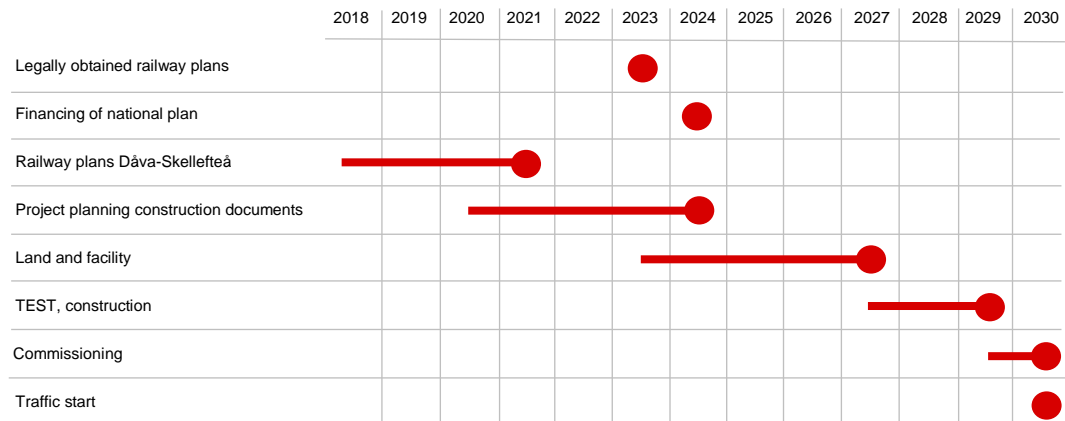
The Swedish Transport Administration has decided on a procurement strategy for project North Bothnia Line. The strategy constitutes an important alignment for how project planning assignments and contracts are to be packaged, and the choice of business type for these.

The strategy will constitute a support in order to obtain good competition, a cost-effective implementation and an efficient mass management. The work on developing a time schedule and construction documents has begun. Below is a summary of the main features of the North Bothnia Line procurement strategy, for the section Dåva-Skellefteå.

Scope and conditions

The procurement strategy includes planning and production for the Dåva-Skellefteå section. Although the section is not yet fully funded in the national infrastructure plan, the North Bothnia Line assumes that funds will be allocated at the rate needed to complete production and commission the railway. The overall time schedule is visualized in the figure below.

Overall time schedule Dåva-Skellefteå



Challenges

Mass management

The North Bothnia Line needs a cost-effective strategy for mass management to keep the overall costs down. Each contract should have as even mass balance as possible to minimize transport and climate impact.

Interfaces and sizes

To obtain good competition, contract sizes need to be thoroughly analyzed, to provide conditions for small and large contractors to submit tenders. Many preparatory and niche work can be carried out by specialized players. Interfaces in TEST technical systems (track, electricity, signal, and telecommunications) should be minimized to reduce coordination for these.

Main features of the strategy

Large project planning assignments

The project planning will be carried out in large project planning assignments to minimize the number of interfaces, reduce the need for coordination and for easier steering towards uniform solutions. This will also contribute to ensure that our own project planning management and coordination does not become too extensive. Preparatory planning of TEST (track, electricity, signal and telecommunications) should be carried out early to obtain uniform substrates for all other planning and uniform standards in the railway facility. Simply put, we carry out the project planning from top to bottom and build from the bottom up.

Mixed contract sizes

The project will have a mix of contract sizes where the predominant volume, calculated in SEK, will be large contracts in the range of SEK 200 - 1,500 million. Smaller contracts that are current are for example preparatory work, bridges over watercourses, roads that need to be ready early for upcoming mass transportation or other strategic elements implemented for risk mitigation purposes.

Clear interfaces and mass balance

Within the construction contracts, mass balance will be the governing factor for the choice of boundary against the next contract. Large contracts provide fewer interfaces. The project is working to get clear interfaces in terms of geography, time and technology for contractors and against other builders, which also applies to construction consultants.

Standardized bridge structures

The approximately 120 bridges included in the strategy will be analyzed in order to find opportunities for grouping and standardization. A standardized design is then developed for each identified group to minimize the number of unique designs. In this way, the time for planning, procurement and construction will be significantly reduced.

Procurement

Here you can read more about our [current and planned procurements](#).

Information

More information about the North Bothnia Line can be found at trafikverket.se/northbothnialine.