Briefing about Flackarp-Arlöv, four tracks
Welcome
Flackarp-Arlöv, four tracks
December 3rd 2015
Agenda

09:30-10:00 Coffee/tea is served
10:00-10:10 Welcome
10:10-10:30 Presentation of the Swedish Transport Administration (Trafikverket) and how to become a supplier to the Swedish Transport Administration
10:30-10:50 Information about what is happening at the moment
10:50-11:00 Short break
11:00-12:15 Technical presentation of the project
12:15-12:30 Questions
12:30-13:15 Lunch
13:30-15:45 Site visit
15:45-16:00 Closing
Practical matters

• Lunch
• Emergency exits
• Questions
Participants from Trafikverket

Jens-Peter Eisenschmidt, Senior Project Manager

Camilla Ahston, LL.B. International Strategist

Patrik Dymling, Project Manager Performance Management

Thomas Hallgren, Project Manager Railway

Marie Minör, Project Manager Civil Works

Kristofer Söderberg, Project Manager Civil Works - Construction

Petter Holmqvist, Project Coordinator Civil Works - Construction

Örjan Berg, Communications

Malin Isaksson, Procurement Manager
The organization of our project

Senior Project Manager
Jens-Peter Eisenschmidt

Project Manager
Performance Management
Patrik Dymling

Procurement Manager
Malin Isaksson

Project Manager
Civil Works
Marie Minör

Project Manager
Railway
Thomas Hallgren

Project Manager
Civil Works-Construction
Kristofer Söderberg
Camilla Ahston

- The Swedish Transport Administration (Trafikverket)
- How to become a supplier
Skåne & Öresund Region

- Skåne: 1.3 million
- Öresund Region: 3.9 million (Skåne+Zealand)
- Major cities:
  - Copenhagen: 1.2 million
  - Malmö: 319 000
  - Helsingborg: 136 000
  - Lund: 116 000
  - Kristianstad: 82 000
Commuters in Skåne

- Train travels, 147 percent increase in 14 years
- Öresund Bridge, opened 2000
- City Tunnel, Malmö, opened 2010

* No. of travels. Source: Skånetrafiken (publicly financed public transports)
Train travels per day

December, 2013
Malmö-Lund
55 000 travels
Where
What

- Expansion from two to four tracks, 8 kilometres
- Three new stations in Hjärup, Åkarp and Arlöv
- Total budget approx. 400 M EUR (at 2015 price levels)
Why

- Higher capacity on the railway
- Reduce noise pollution
- Reduce traffic disturbances and congestions
- Reduce the railway barrier effect
The film about Flackarp-Arlöv, four tracks.
https://www.youtube.com/watch?v=K3nfuNnhhw
Challenges

- **Soil** – about 1.2 million m$^3$ surplus
- **Noise** – during the construction time and completion
- **Traffic** – rail- and road traffic running during the entire construction period
May 2016
The Railway Plan gains legal force* + decision on waterworks operation

April 2017
Design and build contract signed

June 2015-June 2016
Preparation of the tender documents

June 2016-Feb 2017
Procurement of the design and build contract

Sept 2015-May 2016
Assessment procedure for the Railway Plan

April 2017-2022
Contract period

* An appeal against the railway plan can result in a delay of up to one year.
Business proposal

- One Design and Build contract for Flackarp-Arlöv
- Payment form: Not decided
- Tender period: 8 months
- Contract: April 2017
- Contract period: 2017-2022
Lund-Flackarp, four tracks

A new station in this area

Extension to four tracks

Double-track railway

Flackarp-Arlöv, four tracks
Railway

Thomas Hallgren, Project Manager Railway
Railway - Conditions

• Railway specific material – has to be bought from TRV Materialservice
• Side contractor - Bombardier Transportation signaling system
  – Supplier of signaling interlocking
  – Design software for interlocking
• Coordinated by the main contractor
• Telecom – carried out by internal department TRV-IT
  – Design all telecom related technique
  – Install all telecom equipment
• Coordinated by the main contractor
Railway - Conditions

- Track – approx 50 km
- Switches - approx 45
- Catenery - approx 60 km
- ERTMS level 2 - ATC
- Permanent signaling interlocking - Bombardier Ebilock 950
- Temporary signaling plant - relay based
- New signals – approx 150 if ATC
Railway – Temporary tracks
Railway – Tracks, final design
Railway – Arlöv Station
Railway – Arlöv Station

- 400-450 trains per day
- One of the most busiest tracks in Sweden
- Highly sensitive for disturbance
- Only way to the continent from south of Sweden
- Lommabanan - important bypass path
- Right/left change between Sweden and Denmark
- Approx 20 new switches
- Approx 5 000m catenary
- Approx 40 new signals
- Signaling interlocking – Bombardier Ebilock 950
Railway – Existing tracks
Railway – Final, Arlöv
Railway plan & Civil works

Marie Minör, Project Manager Civil Works

Kristofer Söderberg, Project Manager Civil Works - Construction

Petter Holmqvist, Project Coordinator Civil Works - Construction
Åkarp
Railway plan
Noise pollution

Åkarp today:

Åkarp after:
Arlöv/Burlöv Station
Alnarp junction
Alnarp junction
Alnarp junction
Alnarpsån
Åkarp
Åkarp
Åkarp Station
Åkarp - Tunnel
Soil surplus
Åkarp, bridge for Gränsvägen
Hjärup
Hjärup
Collaborative business relationship

Patrik Dymling, Project Manager Performance Management
Collaborative business relationship

Co-location
Collaborative business relationship

Safe working enviroment
Collaborative business relationship

Risk management
Collaborative business relationship

Building information modeling (BIM)
• **Jens-Peter Eisenschmidt**, Senior Project Manager  
jens-peter.eisenschmidt@trafikverket.se  +46 70-827 00 49

• **Malin Isaksson**, Procurement Manager  
malin.isaksson@trafikverket.se  +46 70-724 52 48


• [www.youtube.com/user/Trafikverket](http://www.youtube.com/user/Trafikverket)

• [www.facebook.com/Trafikverket](http://www.facebook.com/Trafikverket)