

Build Stockholm's new Metro with us!



28 pages of
information
for contractors

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Even more opportunities

- A new metro line will be built between Fridhemsplan and Älvsjö. The project has started this year.
- Region Stockholm's Public Transport Administration is also developing public transport in Stockholm. Take a closer look at their projects at sll.se.

The County of Stockholm in figures

2,377,081

... people live in Stockholm County.

32,957

... was the increase in number of habitants in 2019. This makes Stockholm one of the fastest growing regions in Europe.

21,344

... companies were established in the region in 2018.

1/4 

... of Swedens population inhabits the Stockholm region.

We make distances shorter as Stockholm grows larger

Those of us who work at the Administration for Extended Metro are responsible for the planning, design and implementation of the major investments made in the Stockholm Metro since the 70s.

These investments are so important for the future of the region that the project will be financed jointly by all the parties involved – the State, Region Stockholm and the municipalities that will be served by the new Metro.

We are expanding the Metro so that distances will become shorter as Stockholm grows larger. This is necessary in order for hundreds of new housing units to be built in Järfälla, Nacka, Solna and Stockholm.

Work has already started on part of the extension works. We are now on the point of inviting suppliers to submit tenders for a number of new contracts. This will require the co-operation of numerous competent contractors. In this brochure a presentation is given of our procurements.

You can find the latest information on our website at



"I look forward to seeing work start on all the new stretches of line and – together with our contractors – creating a form of co-operation that is based on transparency, reliability and trust."

Niklas Bergman, Director of the Administration for Extended Metro

nyatunnelbanan.sll.se/procurement. We hope you will join us on the construction of tomorrow's public transport system!

This is how our procurement process work

Qualification of suppliers

Qualification is the process whereby the technical expertise and capacity of suppliers is assessed as well as their financial and economic position. Suppliers that are qualified are selected in conjunction with the procurement. It may also be appropriate to establish specific qualification requirements. Qualification can either take place as a separate process or be included in the tendering. Information about qualification times is available in the Procurement Schedule. We use TransQ, Achilles Systems' registration and pre-qualification system, for supplier selection and qualification. In order to participate in contract procurement, suppliers must be registered in the system. Suppliers themselves are responsible for contacting the Achilles System for registration and pre-qualification.

Invitation to tender

The suppliers that fulfil the selection of criteria and the qualification requirements in the event of a separate

qualification process are subsequently invited to tender. This takes place via the TendSign procurement system, which is also used for tendering.

Newsletter for suppliers

We publish a newsletter that is aimed at suppliers. It is distributed at least four times a year, both in Swedish and English. To subscribe for the newsletter, please register your email address at nyatunnelbanan.sll.se/nyhetsbrev.



Contact

Pia Lindberg Nedby, pia.lindberg-nedby@sll.se
Head of Procurement



We're building for the future – join us!

We expect a lot from you as contractors working for us. We assume you think in terms of sustainability in all aspects of the project. That work environment and safety are high on the agenda and you think it is just as important as we do that everyone living or working in the immediate surroundings receives accurate and useful information.

Climate in focus

The Metro is a sustainable way of travelling. But when we build, we have a negative impact on the climate. Throughout the entire construction period active cooperation is needed between us, in order to find and implement measures that reduce our impact on the climate. It could be a question, for example, of what we can do to use as little steel and concrete as possible.



We measure our sustainability efforts

We work actively with the quality system Ceequal to carry out the expansion work in a sustainable way – with regard both to social sustainability as well as to environment and climate-related activities. We constantly measure our work and shall achieve the grade *very good*. During the construction period, you will answer questions in Ceequal on a running basis in order to achieve this high level.

Choice of materials important

The materials we use must be low in concentrations of hazardous substances. The materials shall also be manufactured under good conditions – at all stages. It is a major challenge for the industry to maintain control over the supplier chains in the choice between different materials.

Our information shall reach the people who need it

We will have an influence on a large number of Stockholmers. Communication with the surrounding areas is extremely important if we are to gain acceptance for the disruptions. Therefore, skilled and experienced communicators – on both our and your sides – will cooperate in making sure that important information reaches those who need it.

100 000

households are located near the Metro expansion

Cooperation with the Swedish tax authority

We cooperate with Skatteverket, the Swedish tax authority. We do this to make it easier for both you and us to keep a check on all stages of the work. It is of benefit to everyone who follows the regulations on accounting, tax payments and documentation. We make the same demands on both Swedish and foreign contractors as well as on your sub-contractors.



No serious work environment accidents

Our goal is to build the entire Metro without any serious work environment accidents. This is an advanced and very important objective. We will work proactively and systematically, with a high level of transparency and close cooperation.



Foto: Rebecka Näsström



Foto: Region Stockholm

Our contracts

This is a description of some of the most common forms of contracts.

Rock engineering and civil works contracts

Main tunnels include rail tunnels, service tunnels and platform spaces. The works comprise excavation of soil and rock, earthworks, building frames, water and wastewater systems, and ductwork.

Contract type: Mainly build-only contracts, but design-and-build contracts may occur. Some parts may be included as design-and-build contracts in the larger construction contract.

Construction and installation contracts

The works comprise non-structural works such as glass partition walls, lightweight walls, floors, other surfaces, staircases and blacksmithing. Installations such as alarms, plumbing, lighting and ventilation systems as well as ticket gates, escalators and lifts may

also be included. Escalators, lifts and other installations are procured separately in some projects.

Contract type: Mainly build-only contracts, but design-and-build contracts may occur. Some parts may be included as design-and-build contracts in a larger construction contract.

BEST contracts – track-electrical-signalling-telecom works

In some cases these are separate contracts in which all parts are included. In other cases, there are separate contracts for individual parts or as part of the construction and installation contracts.

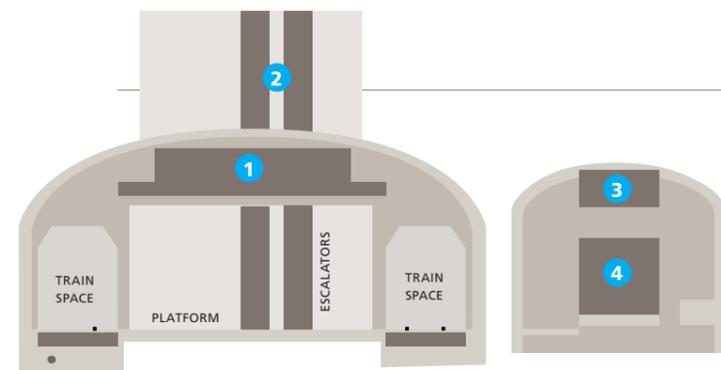
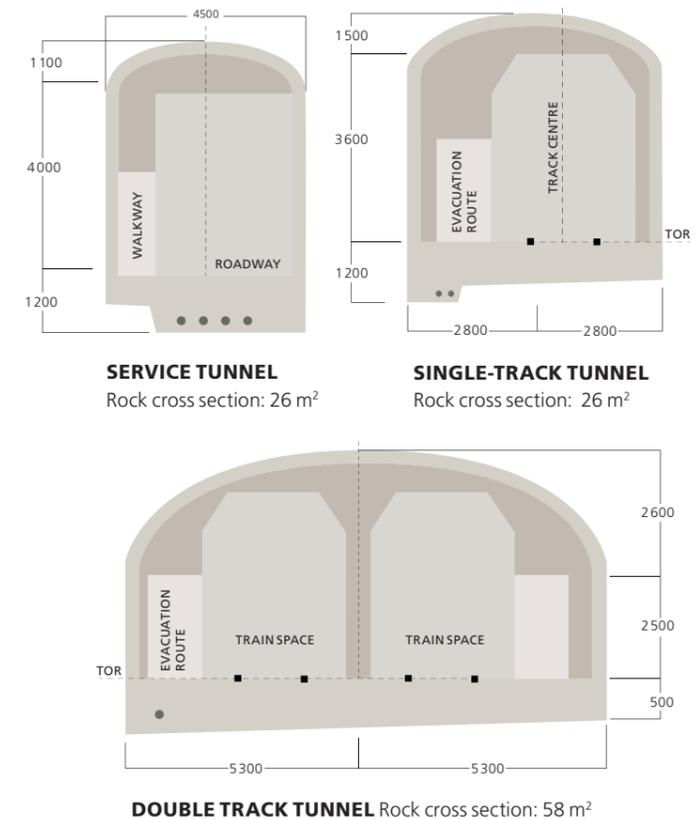
Contract type: Build-only contracts or design-and-build contracts.

This is how we build tunnels

With the exception of ticket halls and a few installation shafts, the new Metro will be built entirely in rock.

The tunnels will be driven using traditional techniques. We will build both single and double track tunnels. Running in parallel with the rail tunnels is a service tunnel, which will also be used for evacuation purposes.

The new stations will have 145 m-long platforms for adaptation to today's modern Metro trains. The platform width varies from 10 m to 14 m for stations with high passenger flows. The height from the rock bed to the highest point in the platform space is approximately 9 m.



PLATFORM SPACE, LIFT SHAFTS AND TECHNICAL EQUIPMENT ROOMS AND AREAS

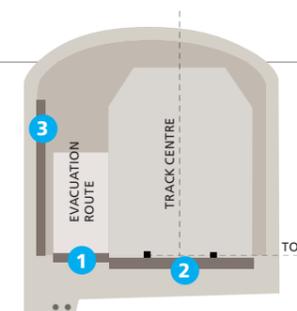
1. Ventilation and installations such as lighting, cable ducts, signs, clocks, cameras, etc.
2. Lifts, escalators, inclined lifts
3. Ventilation
4. Switchgear in technical equipment rooms

Our installations

In order for people to be able to travel and move around in a safe and convenient way, the new Metro needs a large number of different systems. When we talk about installations we mean electricity and telecom, control systems, water supply and wastewater systems, sprinklers, lighting, ventilation, escalators and lifts, alarm systems and locks.

Track, electricity, signal and telecom works

Since the extension works are related to the existing Metro system, it is a question of extending existing technology. The tracks will be constructed with ballast tracks.



1. Hard standings for pedestrian walkways and evacuation routes.
2. Tracks and live rails
3. Brackets for cables, lighting, signs, hand-rails, etc.

New line to Arenastaden

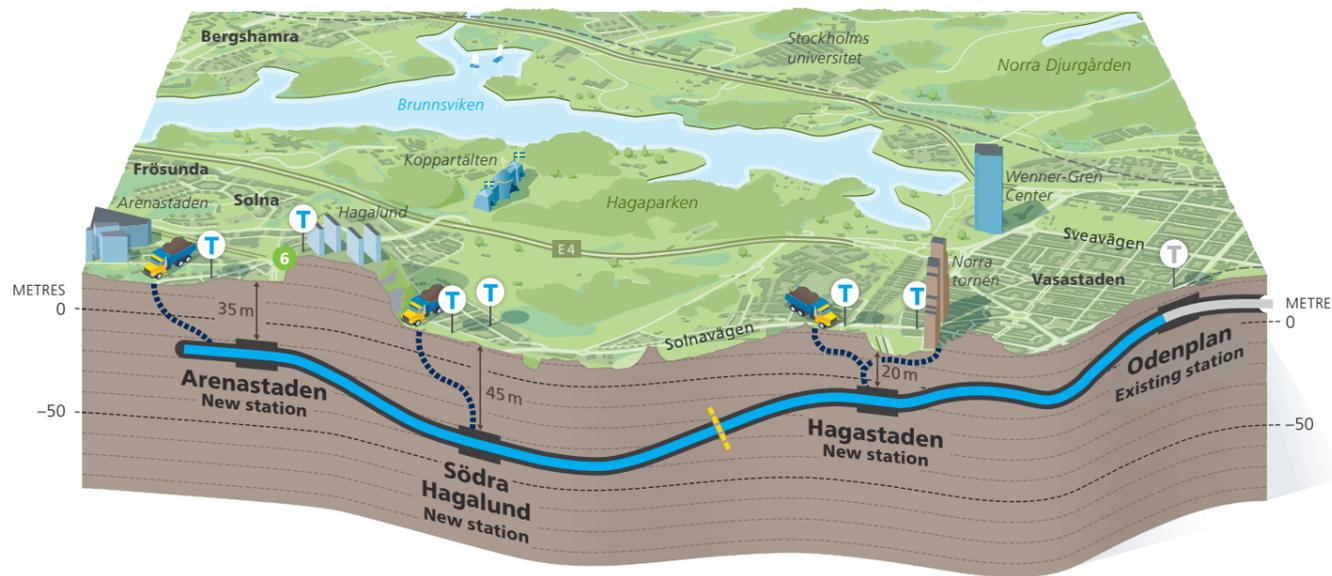
The Metro will be extended from Odenplan to Arenastaden. The new line will connect with the Green line at Odenplan.

“Now it’s really noticeable that we’re building! We’re blasting an access tunnel in the heart of the expanding city district of Hagastaden, which connects Stockholm with Solna. A few kilometres to the north, we’re making preparations for the access tunnel that will lead to the new Södra Hagalund station in Solna, where new city blocks will emerge adjacent to the Metro.”



Malin Harders, Project Director

“Our tunnels are being constructed under densely developed parts of the inner city and directly under Karolinska University Hospital. What’s more, we’re building very close to both commuter trains and motorways. This really is an exciting project with plenty of technical challenges to overcome – and that’s what makes it so much fun.”



Upcoming procurements

Construction and installation contracts

Arenastaden and Södra Hagalund ID:3727

The contract for Södra Hagalund and Arenastaden stations comprises non-structural works such as lightweight walls, wall panels, blacksmithing, glass partition walls, suspended ceilings, floors and other surfaces as well as installations for heating, water, wastewater, sprinkler, ventilation and lighting systems and electrical, telecom and control installations.

The contract also includes telecom and control installations for Hagastaden station.

Contract type: Build-only contract with design responsibility for some parts.

Payment type: Fixed price.

This contract will probably also include lifts and escalators for Södra Hagalund and Arenastaden stations.

Arenastaden

- Access to Hagalundsgatan: 1 entrance with a total of 5 escalators, 1 vertical lift and 1 inclined lift.
- Access to Dalvägen: 1 entrance with a total of 6 escalators, 1 vertical lift and 1 inclined lift.

Södra Hagalund

- Access to Gelbgjutarevägen: 1 entrance with a total of 7 escalators, 2 vertical lifts and 1 inclined lift.
- Access to Solnavägen: 1 entrance with a total of 5 escalators, 1 vertical lift and 1 inclined lift.

Track-electrical-signalling-telecom works contracts

Track infrastructure at Arenastaden ID:3742

This is a joint contract for the entire line section with a connection to Odenplan’s existing track infrastructure. The contract comprises track and points assembly, third rail installation, low voltage installations in rail tunnels, and signalling.

Contract type: Build-only contract.

Payment type: Fixed price with adjustable quantities.

Awarded contracts

- Access tunnel at Södra Hagalund ID:3715
- Access tunnel at Hagastaden Access ID:3714

Ongoing procurements

- Hagastaden station. Contract for a complete station ID:3711
- Arenastaden – Södra Hagalund. Access tunnel och main tunnel ID:3717

A list of further information about all completed procurements is available at nyatunnelbanan.sll.se/upphandling.

Do you want to submit a tender?

Keep track on our website procurement time schedule to find out when it’s time

Expanded depot at Högdalen

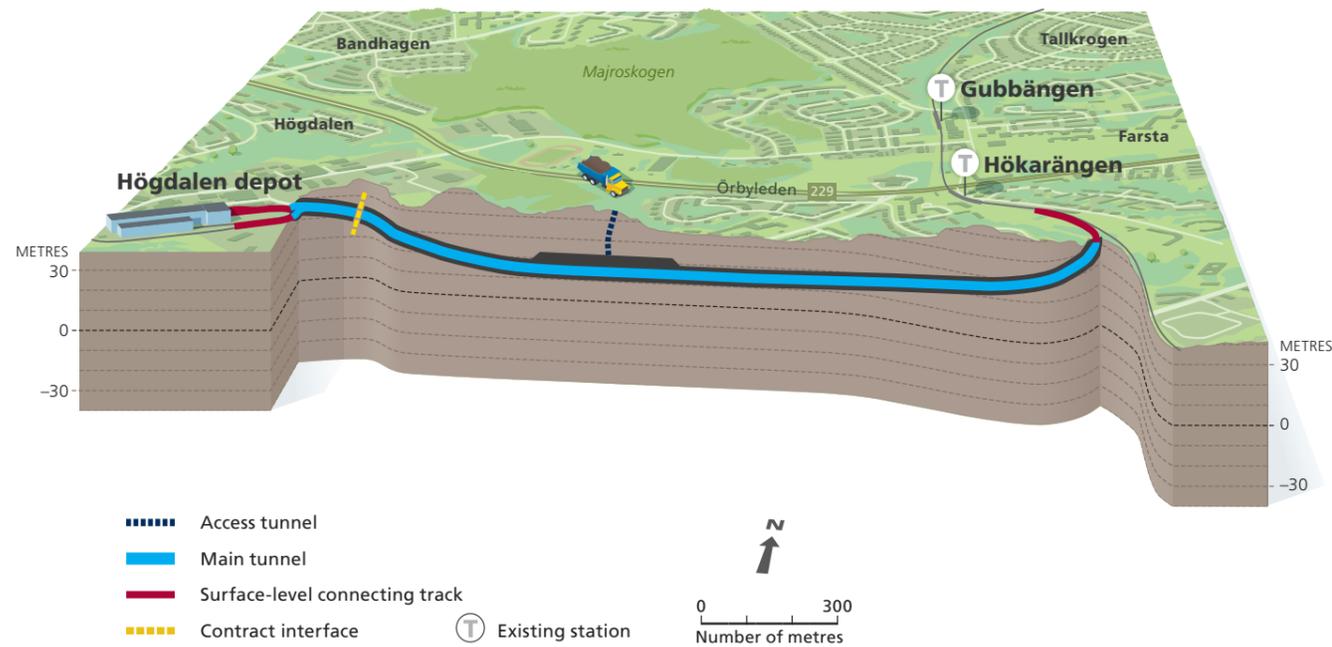
The existing Högdalen depot will be expanded to include a new workshop, new staging areas and a 2.5-kilometre-long tunnel track that will connect to the Farsta branch of the Green Line.

“Without an expanded depot, there would no New Metro. An expanded Metro system requires more trains and we’re ensuring that there’ll be more space to maintain them. The existing Högdalen depot will be enlarged to include a new workshop as well as new cleaning, washing, decontamination and staging halls.

“The existing tracks run from the depot in Högdalen to the section of the Green Line that will become the Blue Line when the Metro is expanded. We’re building a 2.5-kilometre-long tunnel track to link the depot to the Farsta branch of the Green Line as well. This will enable the depot to be used by three lines: Green, Blue and the new branch line to Arenastaden.”



Marie Fredell, Project Director



Upcoming procurements

Rock engineering and civil works contracts

Main tunnel, connecting track and staging hall including furnishings and installations in tunnel spaces ID:5713

The contracts mainly consist of rock engineering works, concrete works, non-structural works and installations.

- Contract type:** Build-only contract.
- Payment type:** Fixed price with adjustable quantities.
- Total rock excavation:** 180,000 m³
- Total soil excavation:** 11,700 m³
- Total concrete:** 5,500 m³
- Length of rock tunnel:** 2,700 m

Track-electrical-signalling-telecom works contracts

All building construction, track-electrical-signalling-telecom works and installation works have been gathered into one contract that comprises the parts below.

Track-electrical-signalling-telecom works contract ID:5740

The contract consists of the track-electrical-signalling-telecom works within the existing depot, the tunnel for the tracks that connect to the Farsta branch of the Green Line and a new switching centre. Inside the existing depot, track works will be carried out while the depot is in operation.

- Contract type:** Build-only contract.
- Payment type:** Fixed price with adjustable quantities.
- Track distance with associated mechanical third rail:** 10,000 track metres
- Track distance with associated signalling equipment:** 2,000 track metres
- Points including points control and points heating systems:** 40
- Power cables:** 3,000 m
- Technology spaces in the tunnel:** 10
- Expansion of existing depot signalling control.**



Ongoing procurements/awarded contracts

- **Access tunnel at Örbyleden** ID:5712
- **Concrete tunnel under Kvikksundsvägen** ID:5711
- **Expanded staging hall, assembly hall, workshop spaces, and a new cleaning and staging hall** ID:5721

A list of further information about all completed procurements is available at nyatunnelbanan.sll.se/upphandling.

Blue line to Barkarby

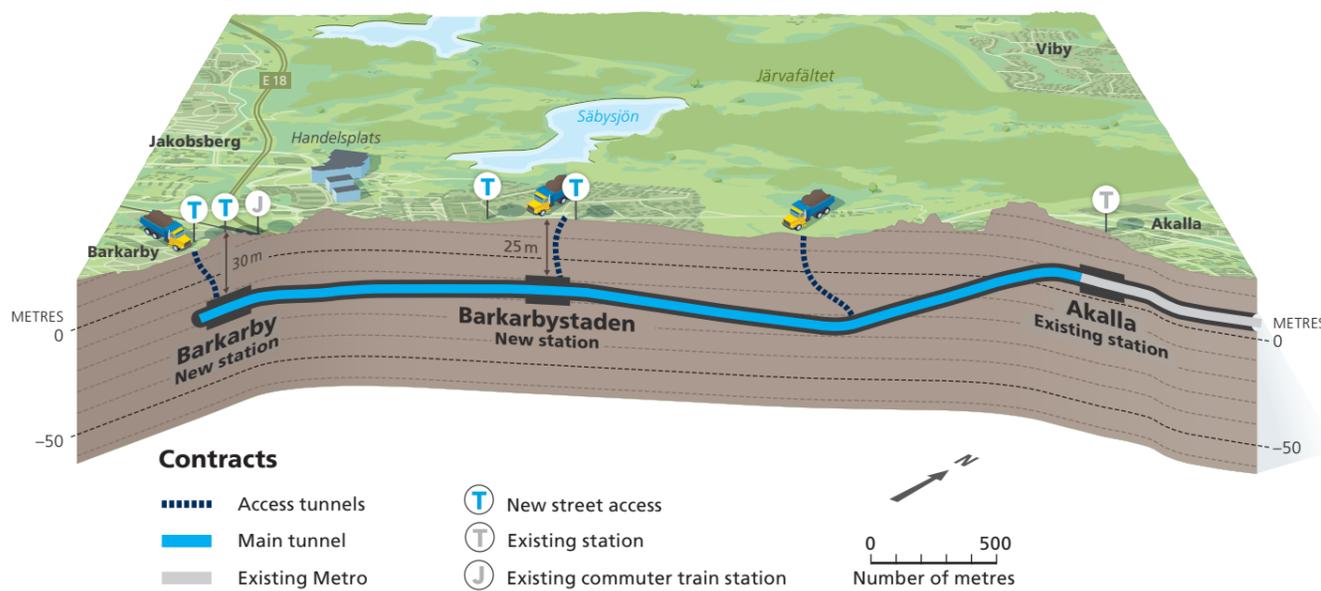
The Metro Blue Line is being extended from Akalla to Barkarbystaden and on to Barkarby, which will become a central public transport hub.

“We’re in the midst of an intensive stage and excavating for stations and tunnels, detonation after detonation, along the entire line section. We’re now preparing for the next step, equipping the tunnels and stations with tracks, platforms, escalators and everything else that’s required for a complete infrastructure. Here the challenge will be to create efficient coordination between different technical disciplines in a limited area.”



Anna Nylén, Project Director

“The two new stations, Barkarbystaden and Barkarby, will have bright and safe environments in which art plays an important role in the identity of the stations. Barkarby will grow around the stations, with housing, workplaces and services, for which the Metro will provide an attractive transport option. The new Barkarby Metro station will connect the Metro system with commuter rail, regional rail and bus services. It will serve as an important transfer point that links the region together and where we can build for the future.”



Upcoming procurements

Rock engineering and civil works contracts

Concrete tunnel at Veddesta ID:4715

The assignment includes the construction of a concrete tunnel that connects to a rock tunnel and which will be used as a service tunnel during the operational phase. The works include foundation works and concrete works. The tunnel will be about 168.5 meters long with a cross-section at a height of approximately 5.5 metres to 7 metres * b 7.1 metres to 9.7 metres. The contract is scheduled for completion in 2024 and 2025.

Contract type: Design-and-build contract.

Payment type: Fixed price.

Concrete: Approx. 2,289 m³

Track-electrical-signalling-telecom works contracts

Track/third rail/duct/electricity 400 V ID:4743

Complete track infrastructure and four sets of points. Complete third rail system, longitudinal ducts and walkway. 400 V installations (power and lighting), both in the rail tunnels and in the service tunnels.

Contract type: Build-only contract.

Payment type: Fixed price with adjustable quantities.

Track and third rail: 4 km of (2+2) single track, 2 km of double tracks.

Walkway: 10,000 m²

Disconnectors: 30

Electricity 400 V: 4 km of (2+2) single-track tunnel, 2 km of double-track tunnel and 2 km of service tunnel.

Signalling ID:4744

The contract comprises signalling installations.

Contract type: Build-only contract.

Payment type: Fixed price with adjustable quantities.

Number of signals: 160

Number of points: 4

Signalling control centres: 4 new + upgrades in existing centres.

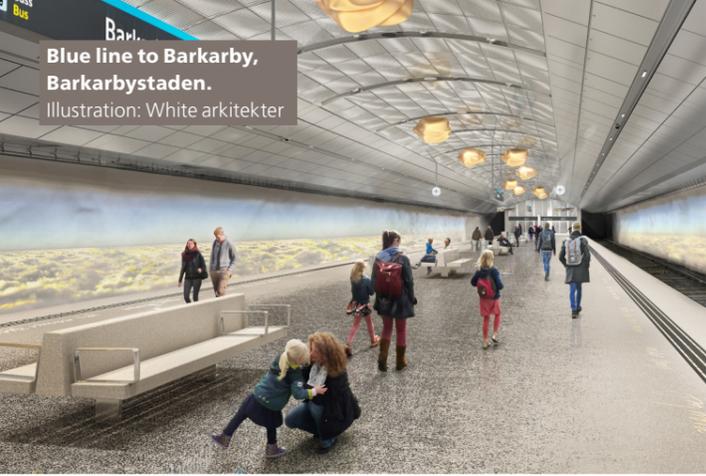


Do you want to submit a tender?

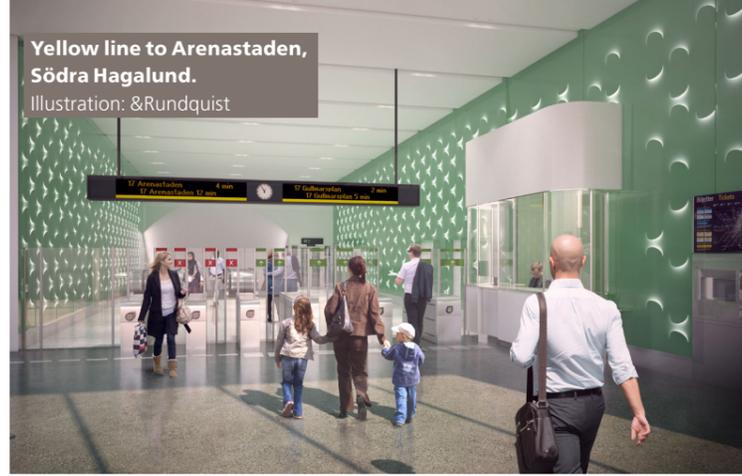
Keep track on our website procurement time schedule to find out when it's time

Ongoing procurements/awarded contracts

- Access tunnel at Veddesta ID:4711
- Access tunnels at Robothöjden and Landningsbanan ID:4713
- Järfälla tunnel ID:4713
- Escalators ID:47211
- Construction - installation and telecom in Järfälla tunnel ID:4721
- Safety technology installations ID:4771



Blue line to Barkarby, Barkarbystaden.
Illustration: White arkitekter



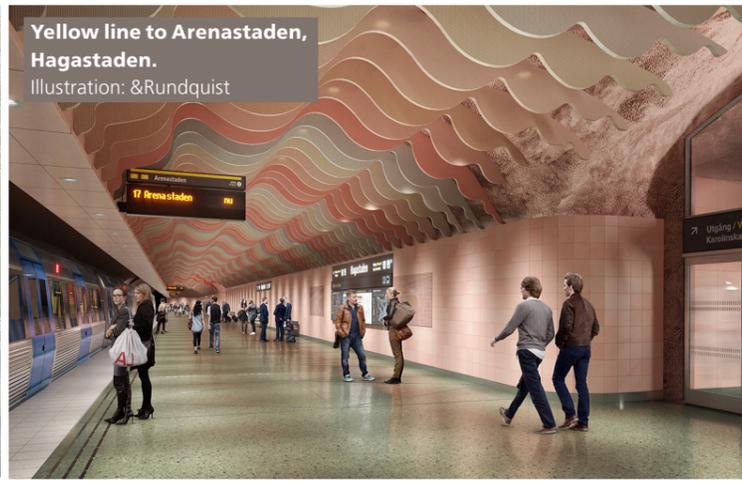
Yellow line to Arenastaden, Södra Hagalund.
Illustration: &Rundquist



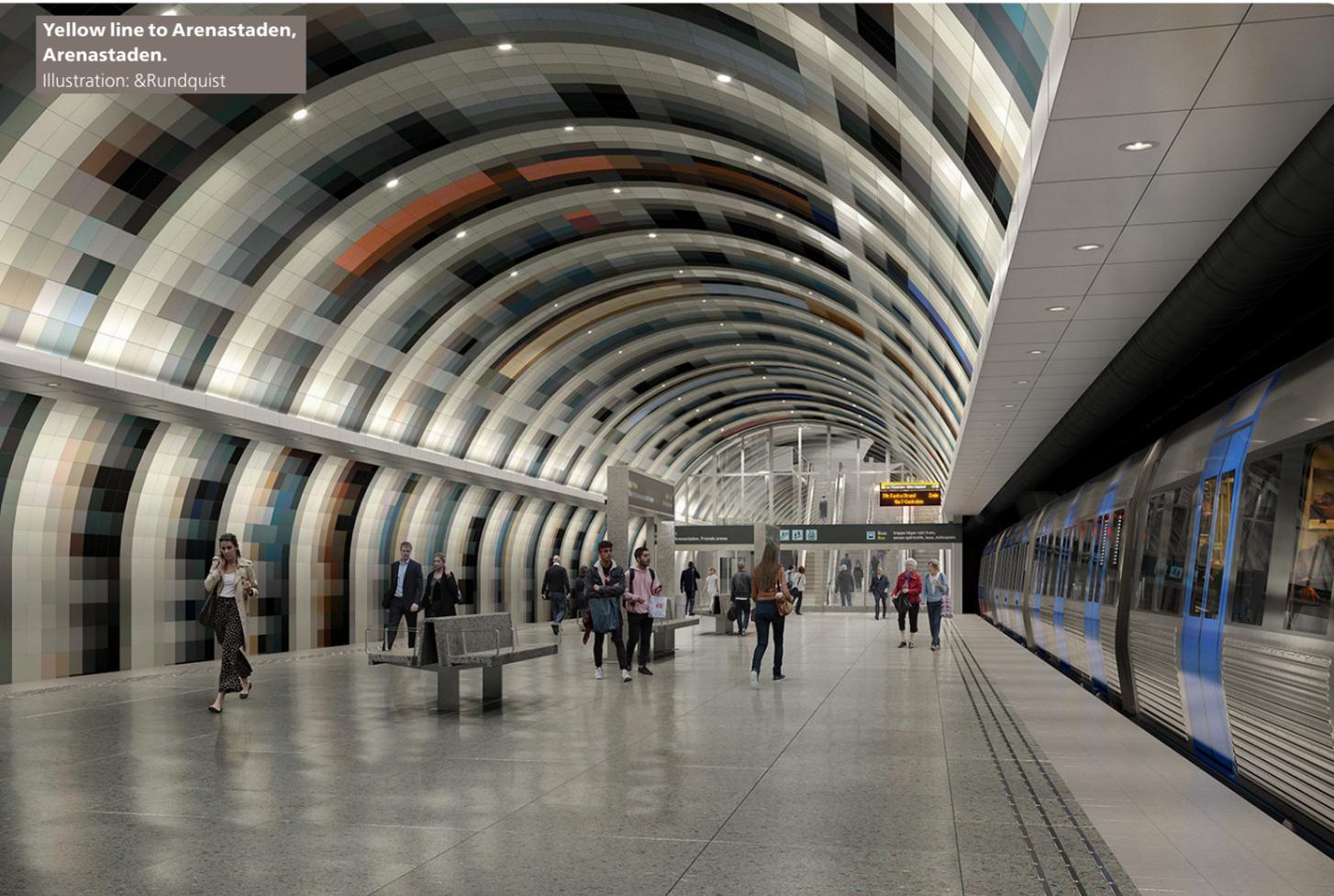
Blue line to Södermalm, Sofia.
Illustration: Sweco



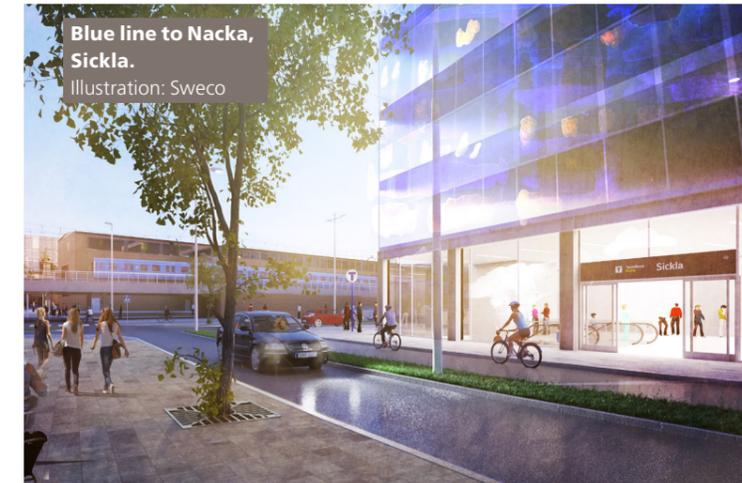
Blue line to Södermalm, station at Vintertullen.
Illustration: Sweco



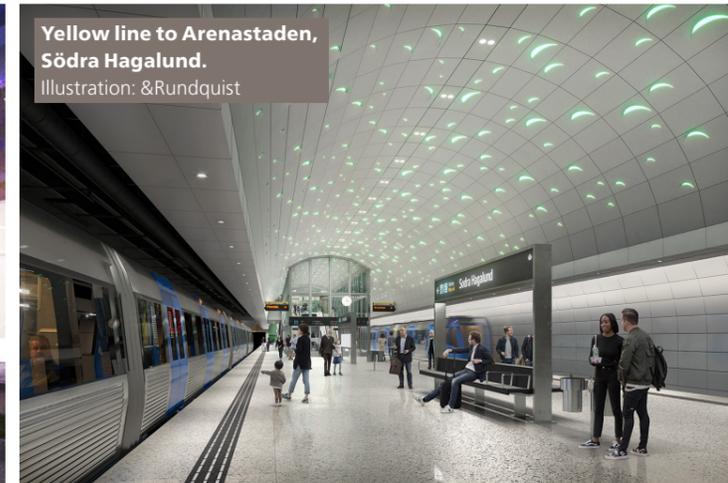
Yellow line to Arenastaden, Hagastaden.
Illustration: &Rundquist



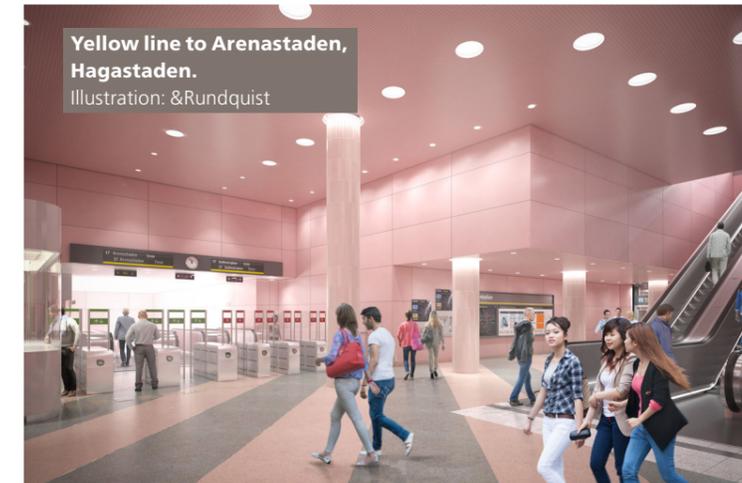
Yellow line to Arenastaden, Arenastaden.
Illustration: &Rundquist



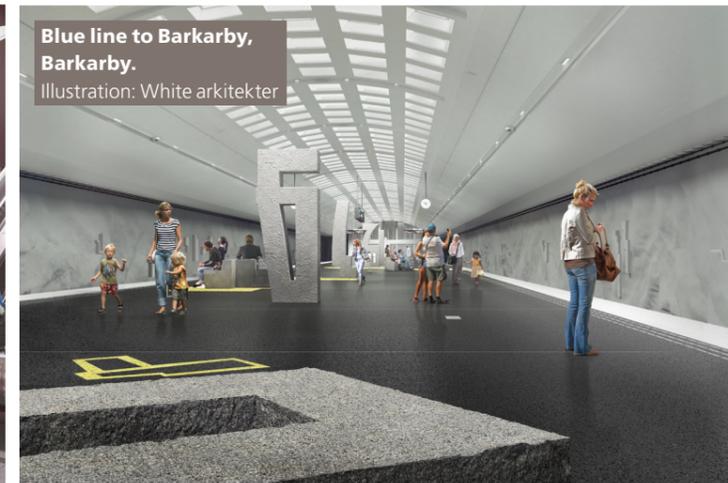
Blue line to Nacka, Sickla.
Illustration: Sweco



Yellow line to Arenastaden, Södra Hagalund.
Illustration: &Rundquist



Yellow line to Arenastaden, Hagastaden.
Illustration: &Rundquist



Blue line to Barkarby, Barkarby.
Illustration: White arkitekter

Blue line to Nacka

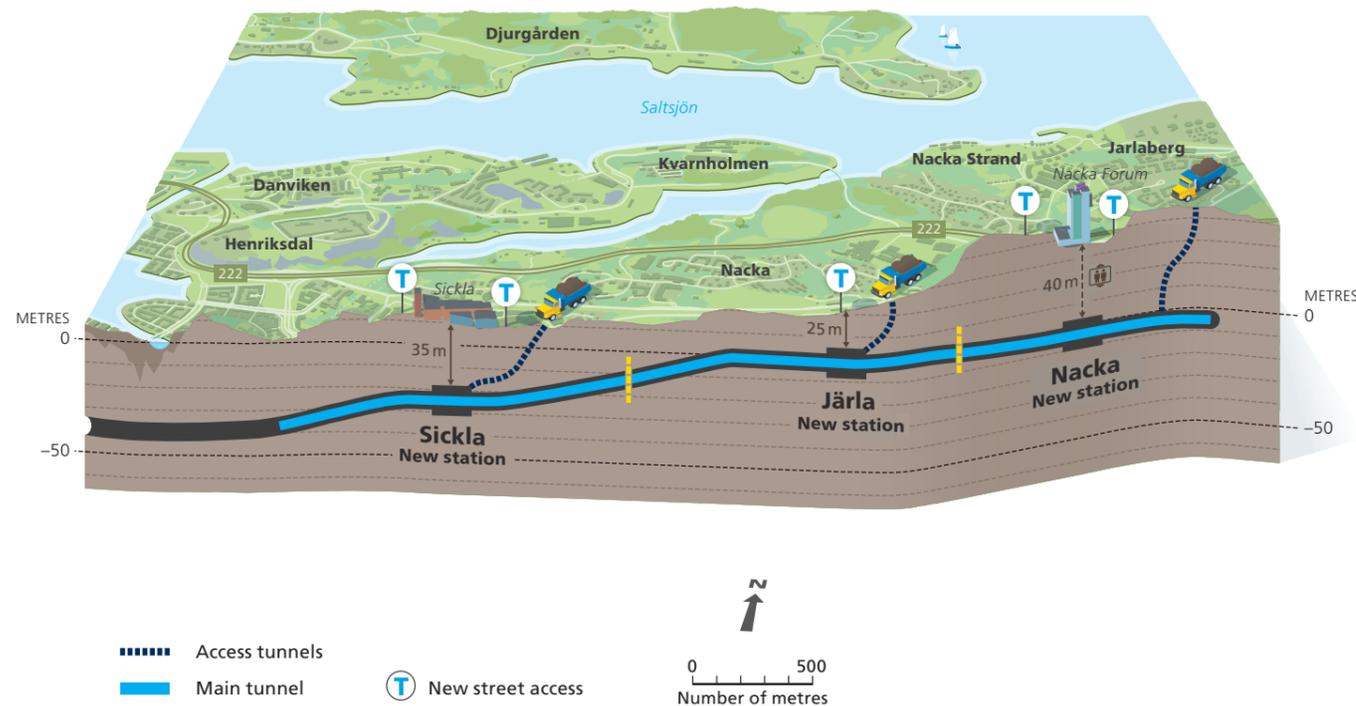
The Metro Blue line is being extended by three stations in Nacka. The extension is historic and long-awaited, as Nacka is currently not served by the Metro system.

“In Nacka, several contracts are already up and running, but the biggest projects lie ahead of us. Construction of our three access tunnels has been initiated and the work on rail tunnels and stations will follow. Nacka has never had a Metro before and new housing, community services, offices and other infrastructure will be built around the new stations in Sickla, Järla and Nacka, which complicates the expansion. For this reason, it’s important that we ensure that we’re a good partner and a good neighbour where we’re building.”



Erik Lindgren, Project Director

“As a newly appointed project manager, I’m looking forward to the exciting work and challenges that we have ahead of us. We’re only at the start of the construction period and we’ll be taking major steps forward in the coming year.”



Upcoming procurements

Construction contracts

Sickla ID:8714

Järla ID:8715

The contracts are being procured as three separate contracts in conjunction with the stations at Sickla, Järla and Nacka. Each contract comprises rock excavation for track and service tunnels, concrete works and adjacent earthworks for accesses and entrances.

Contract type: Build-only contract with elements of design-and-build contract.

Payment type: Fixed price with adjustable quantities.

Ongoing procurements/awarded contracts

• **Access tunnel at Värmdövägen** ID:87131

• **Access tunnel at Järla östra** ID:87132

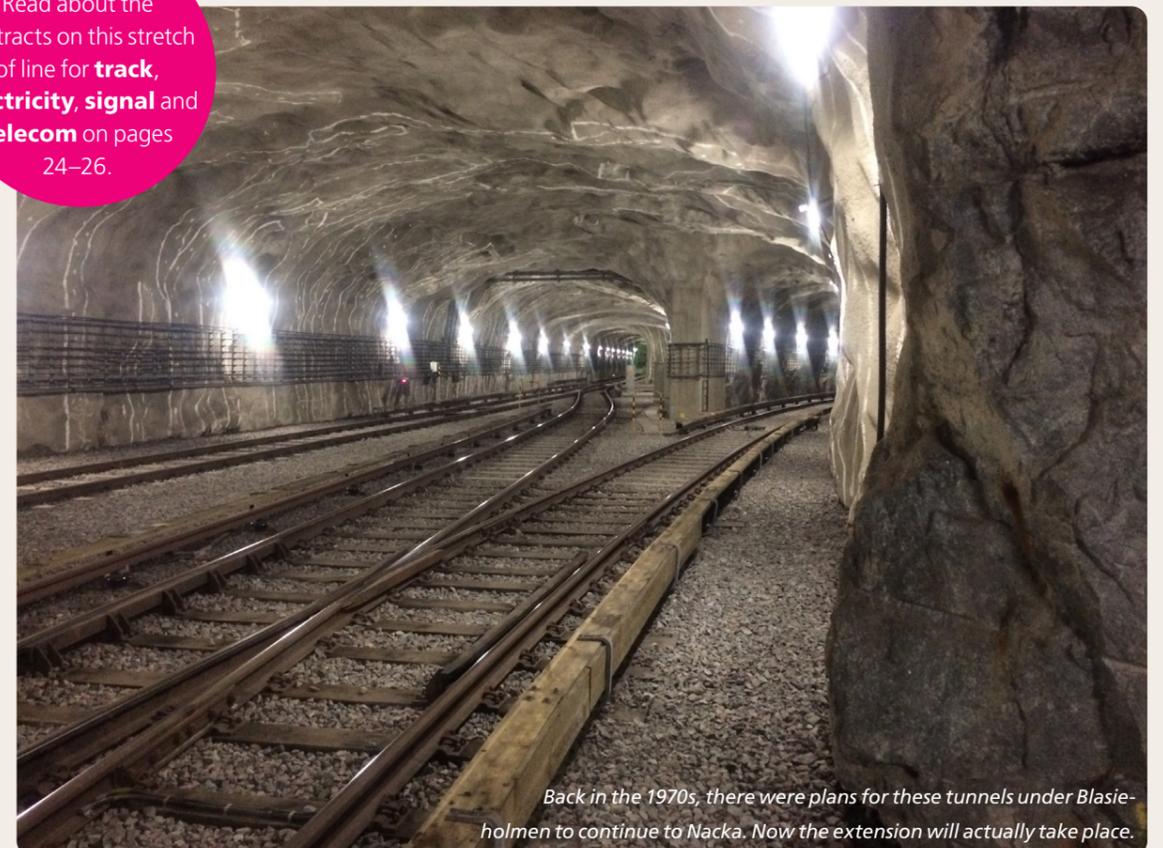
• **Access tunnel at Skönviksvägen** ID:87133

• **Construction contract for Nacka station**

ID:8716

A list of further information about all completed procurements is available at nyatunnelbanan.sll.se/upphandling.

Read about the contracts on this stretch of line for **track, electricity, signal** and **telecom** on pages 24–26.



Back in the 1970s, there were plans for these tunnels under Blasieholmen to continue to Nacka. Now the extension will actually take place.

Blue line to Södermalm

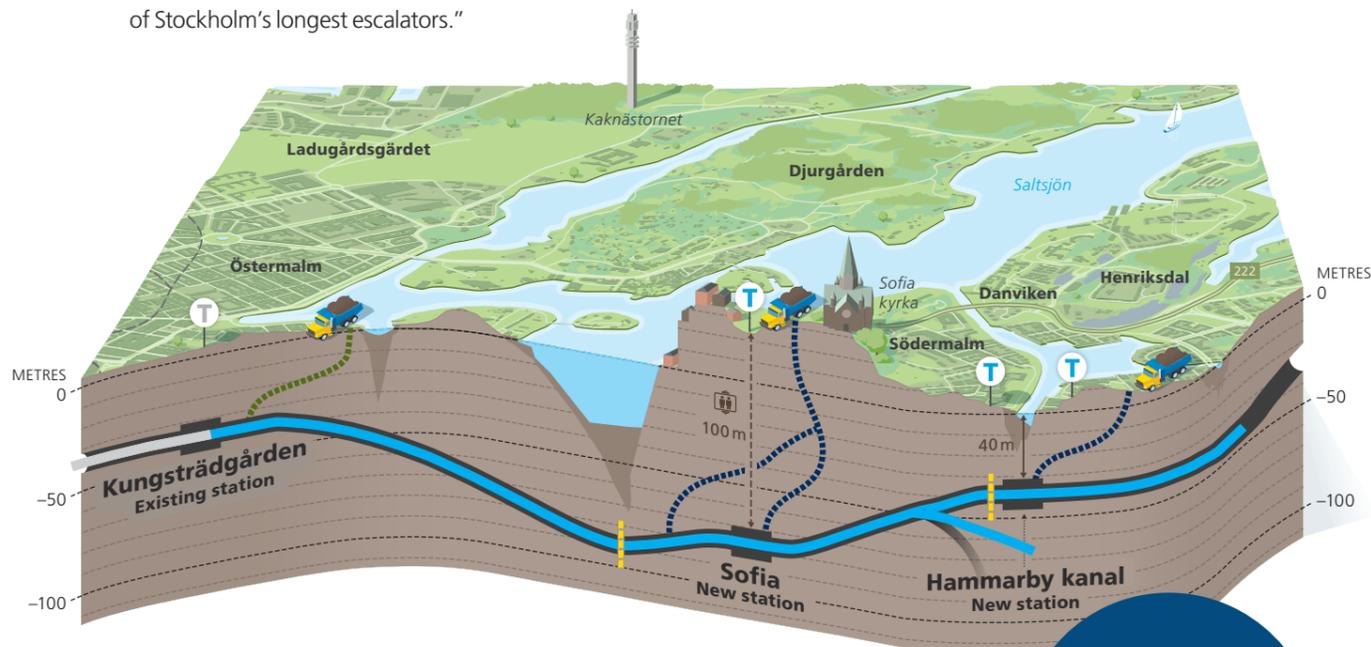
The Metro Blue Line will be expanded to Nacka and Söderort.
The Södermalm Project comprises the stations Sofia and Hammarby kanal.

“One of the deepest stations in the world, an undersea rock tunnel, and an underwater station – there are so many great things about this project! Most of the tunnels will pass through good Stockholm granite, but we’ll also pass several sensitive crushed zones. This will require skilful and experienced contractors!”

“The work on access tunnels is already underway and most of the project’s contracts have been awarded or are under procurement. However, the project’s second major construction contract, Hammarby kanal, will soon be procured. Hammarby kanal is the second station on the line section and technically complex as the platform will be located in the middle of Hammarby canal with entrances on both sides of the canal in a densely populated urban environment and with one of Stockholm’s longest escalators.”



Andreas Burghauser, Project Director



Contracts

- ⋯ Access tunnels
- ⋯ Existing access tunnel
- Main tunnel
- Existing Metro
- ⋯ Contract interface
- T New street access
- T Existing station

Do you want to submit a tender?
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Upcoming procurements

Construction contract

Hammarby kanal ID:7716

The contract comprises rock excavation for track and service tunnels, station spaces and accesses, as well as concrete works and connecting earthworks for accesses and entrances.

- Contract type:** Build-only contract with design responsibility for, inter alia, concrete works.
- Payment type:** Fixed price with adjustable quantities.
- Total rock excavation:** 270,000 m³
- Total soil excavation:** 7,000 m³
- Total concrete:** 7,000 m³

Ongoing procurements/awarded contracts

- **Sofia** ID:7715
- **Access tunnel at Londonviadukten** ID:7713
- **Access tunnel at Hammarby fabriksväg** ID:7714
- **Rail and service tunnel at Kungsträdgården** ID:7711

A list of further information about all completed procurements is available at nyatunnelbanan.sll.se/upphandling.

Read about the contracts on this stretch of line for **track, electricity, signal and telecom** on pages 24–26.



The Blue Line will be extended from Kungsträdgården to Södermalm, under Saltsjön, as a complement to, inter alia, Citybanan.

Blue line to Söderort

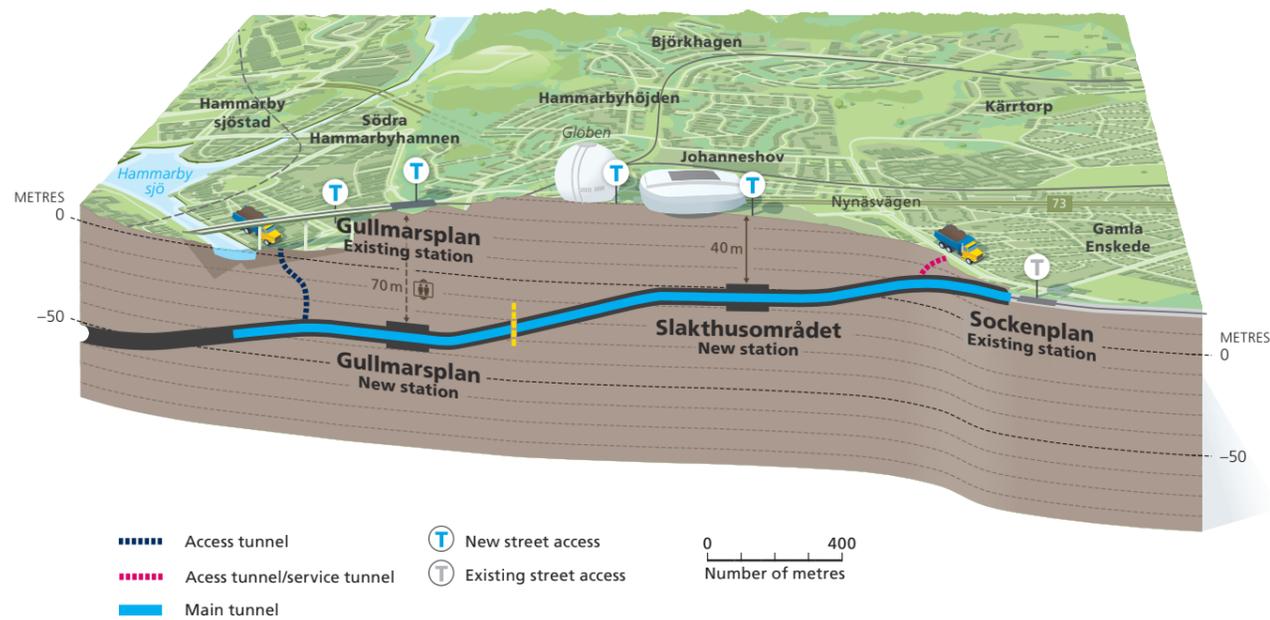
The Metro Blue Line will be expanded to Nacka and Söderort. The Söderort Project comprises the stations Gullmarsplan and Slakthusområdet.

“The production is on-going and even more will start up. A great deal has happened in one year. Among other things, we’ve started the construction work in Söderort for the new Metro. Work is in progress on the access tunnel at Sundstabacken as well as Sockenplan Stage 1, which includes both a rail tunnel and a service tunnel. Procurement of civilwork for the station Gullmarsplan is ongoing, but the contracts for the civil-work related to the station in Slakthusområdet and the remaining work in Sockenplan have yet to be procured.”



Anna Sandahl, Project Director

“Slakthusområdet (the meatpacking district) is currently an industrial area that will undergo a transformation process into a mixed-used urban development, with thousands of new homes, as well as culture, commerce and entertainment. As a result, the new Metro station will be an important prerequisite for local residents and businesses, and for people visiting the large event arenas. Please read more about this and future contracts on the next page.”



Upcoming procurements

Construction contracts

Slakthusområdet/Sockenplan Stage 2 ID:9712

The assignment includes rock excavation for rail tunnels and station spaces, concrete works, rerouting of roads, geoconstruction, concrete tunnels, concrete troughs and connecting earthworks. The work will extend from the former Söderstadion stadium to Sockenplan.

Contract type: Build-only contract with elements of design responsibility based on proposal documents.

Payment type: Fixed price with adjustable quantities.

Total rock excavation: 240,000 m³

Total soil excavation: 36,000 m³

Total concrete: 18,000 m³

Accesses and entrances: 2 accesses and 3 entrances, one of which will be in a new building.

Sockenplan Stage 3 ID:9713

The assignment includes concrete troughs, earth and road works, geoconstruction, grouting, soil and rock excavation, etc. This will be the final construction work carried out before connection and start of services. Contract planning is currently ongoing.

Ongoing procurements/awarded contracts

- **Gullmarsplan facility** ID:9715
- **Access tunnel at Sundstabacken** ID:9714
- **Sockenplan Stage 1** ID:9711

A list of further information about all completed procurements is available at nyatunnelbanan.sll.se/lupphandling.



Read about the contracts on this stretch of line for **track, electricity, signal and telecom** on pages 24–26.

Do you want to submit a tender?
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Installations and BEST works

Blue line to Nacka, Södermalm och Söderort

The entire extension from Kungsträdgården to Nacka and to Söderort is integrated into one single system. Consequently, all installations and all track, electricity, signal and telecom (BEST) works will be procured on the basis of technical discipline for the entire stretch of line.

“As far as I’m concerned it seems logical to collect the installations and BEST works under one single project. We are the ones responsible for filling the tunnels with content and making sure that they can be used. It can be stated that our project will transform the rock tunnels into Metro tunnels over a distance of just over 11 km – and in the final instance ensure that we provide Stockholmers with safe and punctual public transport. We will also install all the equipment at the stations as part of our project.”



Tor Thomassen, Project Director



Upcoming procurements

Construction contracts

Construction of stations ID: 2651

The contract includes lightweight constructions, glass partition walls, wall cladding, floor surfaces and art installations.

Contract type: Design-and-build contract

Scope: 7 stations with associated ticket entrances

New rectifier station ID: 26741

The contract includes earthworks as well as rock blasting and building construction.

Contract type: Build-only contract

Scope: New rectifier station at Stadshagen

Additional works, construction of Art Building etc. ID: TBD

Contract type: Build-only contract

Sealing of cross-passage tunnels, restoration of work sites.

Fire and tunnel ventilation ID:26725

The contract includes ventilation systems, impulse fans and dampers in tunnels.

Contract type: Design-and-build contract.

Distance: 11.5 km of rail tunnel.

Vertical transport - lifts ID:26721

The contract comprises standard vertical lifts for 7 stations.

Contract type: Design-and-build contract.

Scope: 21 standard vertical lifts.

Vertical transport - high-capacity lifts ID?

The contract comprises high-capacity lifts for three stations.

Contract type: Design-and-build contract.

Scope: 19 high-capacity lifts

Vertical transport - inclining lifts ID:26722

The contract comprises inclining lifts for 6 stations.

Contract type: Design-and-build contract.

Scope: 12 inclining lifts.

Vertical transport - escalators <30 meters vertical distance ID:26723

The contract comprises escalators for 7 stations.

Contract type: Design-and-build contract.

Scope: 44 escalators.

Vertical transport - escalators > 30 meters vertical distance ID:26724

The contract comprises escalators for 7 stations.

Contract type: Design-and-build contract.

Scope: 18 escalators.

Installation contracts

Installations for entrances, ticket halls, mezzanines, platforms, a service tunnel, cross-passage tunnels, ventilation/fire ventilation shafts etc. for 7 stations. Planning of exact boundaries between the contracts is ongoing.

Electricity, telecom and control ID:26726

The contract includes electrical, telecom, control and lighting systems.

Contract type: Design-and-build contract.

Scope: 7 stations with associated tunnels.

HVAC ID:26727

The contract includes heating and sanitation, ventilation and pumping stations.

Contract type: Design-and-build contract.

Scope: 7 stations.

MORE PROCUREMENTS ON THE NEXT PAGE

Upcoming procurements

Track-electrical-signalling-telecom works contracts

Tracks, third rail, walkway between Kungsträdgården–Hammarby kanal + Sofia–Sockenplan ID:267421

Tracks, third rail, disconnectors including control, walkway along tracks and cable trays in tracks.

Contract type: Build-only contract.
Payment type: Fixed price with adjustable quantities.
Track and third rail: 6.5 km of double track.
Disconnectors: 22

Tracks, third rail, walkway between Hammarby kanal–Nacka ID:267422

Tracks, third rail, disconnectors including control, walkway along tracks and cable trays in tracks.

Contract type: Build-only contract.
Payment type: Fixed price with adjustable quantities.
Track and third rail: 5 km of double track.
Disconnectors: 14

Electricity 400 V and telecom ID:26743

400 V installations and telecom installations in tunnels.

Contract type: Build-only contract.
Payment type: Fixed price with adjustable quantities.
Distance: 23 km of rail tunnel and 11 km of service tunnel.

Signalling ID:267441
 The contract comprises signalling installations.

Contract type: Build-only contract.
Payment type: Fixed price with adjustable quantities.
Number of signals: 150
Number of points: 30
Signal control centres : 9

Assembly contract ID:26745
 Assembly of cable ladders and cable brackets as well as purchasing and installation of EST cabling.

Contract type: Build-only contract.
Payment type: Fixed price with adjustable quantities.
Cable ladders: 50 km
Cable brackets: 23 km

Ongoing procurements/awarded contracts

• **Rectifier stations and substations** ID:2676

Do you want to submit a tender?
 Keep track on our website procurement time schedule to find out when it's time



The future station in Järla.

New metro to Älvsjö

A brand new Metro line will be built from Fridhemsplan to Älvsjö. The line will create a north-south connection west of Slussen.

“The project was initiated in 2020 and we’re now analysing various alternative routes. The planned stations will be at Fridhemsplan, Liljeholmen, Årstaberget, Årstafältet, Östberga and Älvsjö. This will create more transfer points between commuter rail, Metro and orbital line services.”

“Start of construction has been scheduled for 2025, which means a great deal will need to be analysed and planned in the next few years. We’ve signed agreements with suppliers for a location study and traffic analysis, but within about a year we’ll need to engage consulting resources to produce a project planning document and an environmental impact assessment. We’ll be taking advantage of lessons learned from other projects to conduct effective project design.”



Jörgen Altin, Project Director



The area of investigation for the Metro line between Fridhemsplan and Älvsjö lies within the dotted line. The route and the stations that will be included in the new line will be analysed in due course.

Do you want to submit a tender?
 Keep track on our website procurement time schedule to find out when it's time

Tomorrow's Metro map for Stockholm



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Subscribe to our newsletter for suppliers. Register yourself at: nyatunnelbanan.se/nyhetsbrev



Do you have any questions?

For questions relating to procurement, contact Pia Lindberg Nedby, Head of Procurement and Law, pia.lindberg-nedby@sll.se

