

# Help us build tomorrow's Metro in Stockholm

**28 pages of  
information  
for contractors**

**20 km of tracks  
and 11 new  
stations**



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## The County of Stockholm in figures

2 300 000

...people live here in Stockholm.

35 000

...more each year. This is the rate of population growth in the county, which makes Stockholm one of the most rapidly developing regions in Europe.

21 487

...companies were started in the county in 2017.

1/4



...of Sweden's population live in the County of Stockholm.



# Six major projects – now we're starting to build!

**Hi!** My name's Mårten Frumerie. It's me and my colleagues at the Metro Expansion Administration who are responsible for the planning, design and construction of the biggest investment in the Stockholm Metro since the 70s.

The investment is so important for the future of the region that the expansion will be financed jointly by all the parties concerned, i.e. the State, the County Council and the municipalities that will be served by the Metro.

We plan to develop the Metro with 20 km of new tracks and 11 new stations, so that distances become shorter as Stockholm grows larger. This is necessary in order to be able to build 82 000 new housing units with good communications in Järfälla, Nacka, Solna and Stockholm.

**WE ARE NOW** about to request tenders for a large number of contracts. This means that we will require the cooperation of many competent contractors.

These contracts are presented in greater detail in this brochure. Comprehensive information on our procurements and time schedules can be found on our website at [nyatunnelbanan.sll.se](http://nyatunnelbanan.sll.se).

**We are about to start building tomorrow's public transport – we hope you want to join us!**



**Mårten Frumerie, Head of the Metro Expansion Administration:**

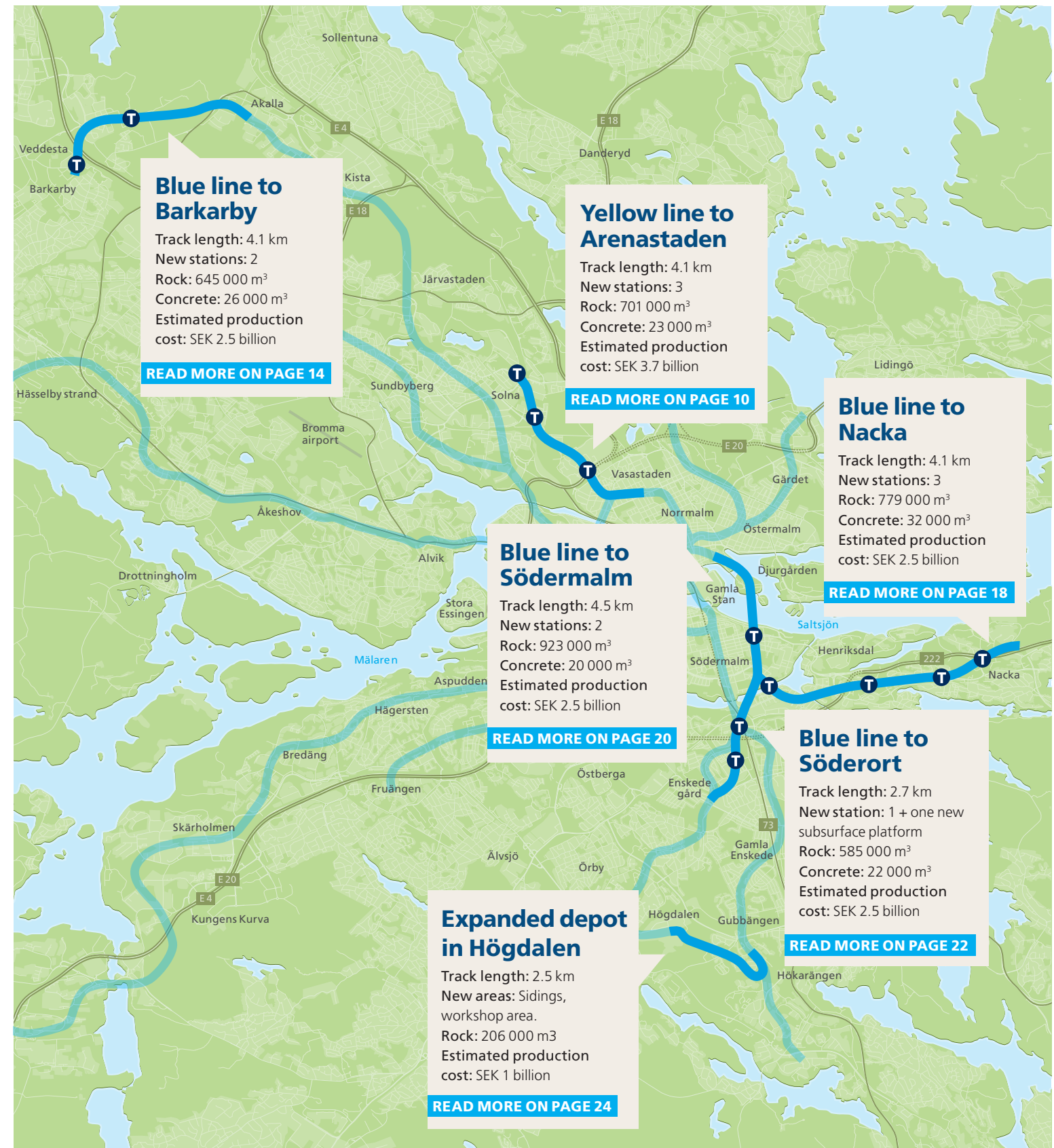
"The first construction start-up will be in 2018. After that we will continue to build in many places at the same time, and for many years."

Estimated production cost:

**16.7  
billion**

Estimated construction period:

**6–8  
years**





# We're building for the future – join us!

We expect a lot from our contractors. 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

Stockholmers live or work in or around 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.







Work on the City line.  
Photo: Mikael Ullén

## 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.

Since the new extensions connects with the existing Metro system, we are developing existing technology.

## Our contracts

We will be putting some 40 contracts out for tender. The contract values go up to SEK 1 billion. This is a description of some of the most common forms of contracts.

### Rock and civil works contracts – access tunnels and main tunnels

Included in the work on access tunnels are preparatory works, sheet piling, soil and rock excavation, grouting and reinforcement works.

Included in the main tunnels are rail tunnels, service tunnels and platform spaces. The work consists, among other things, of rock and soil excavation, earthworks, building frameworks, water supply and wastewater, and ductwork.

Certain parts may take the form of design and build contracts in a larger build only contract.

**Form of Contract:** Mainly build only contracts, but design and build contracts may also be included.

### Construction and installation contracts

The work comprises non-structural works with, for example, glass partitions, lightweight walls, floors,

other surface claddings, stairwells and locksmiths' work. Installations such as alarms, water, lighting and ventilation as well as barriers, escalators and lifts are also included.

**Form of Contract:** Mainly build only contracts, but design and build contracts may also be included. Certain parts may take the form of design and build contracts in a larger build only contract.

### BEST contracts – track, electricity, signal and telecom works

In certain cases these are individual contracts in which all parts are included, whereas in others they are separate contracts for each respective part or part of the construction and installation contracts.

**Form of Contract:** Build only contracts or build and design contracts.

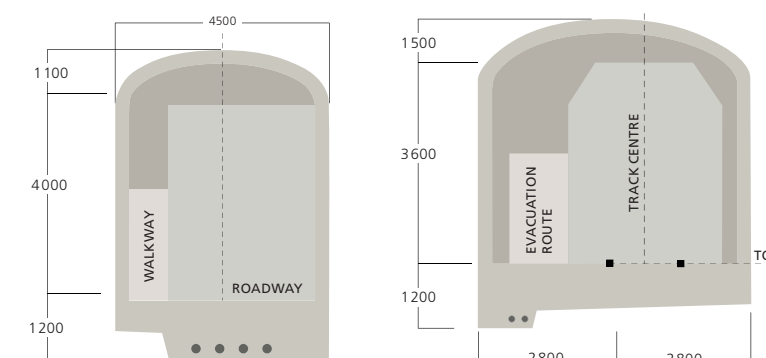
Approximately

# 40

contracts will be put out to tender

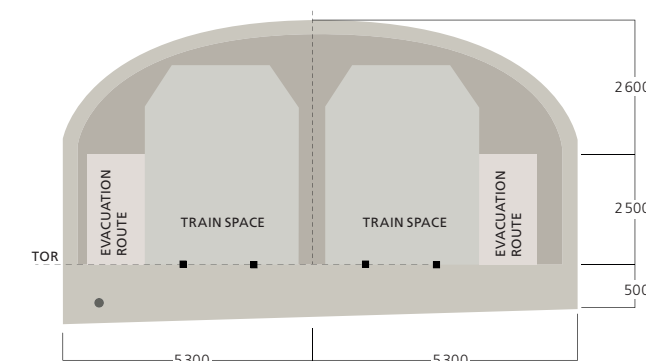
The last contract will be procured in about

# 2023



**SERVICE TUNNEL**  
Rock cross section: 26 m²

**SINGLE-TRACK TUNNEL**  
Rock cross section: 26 m²



**DOUBLE TRACK TUNNEL**  
Rock cross section: 58 m²

[READ MORE ABOUT OUR CONTRACTS ON PAGES 10–27](#)



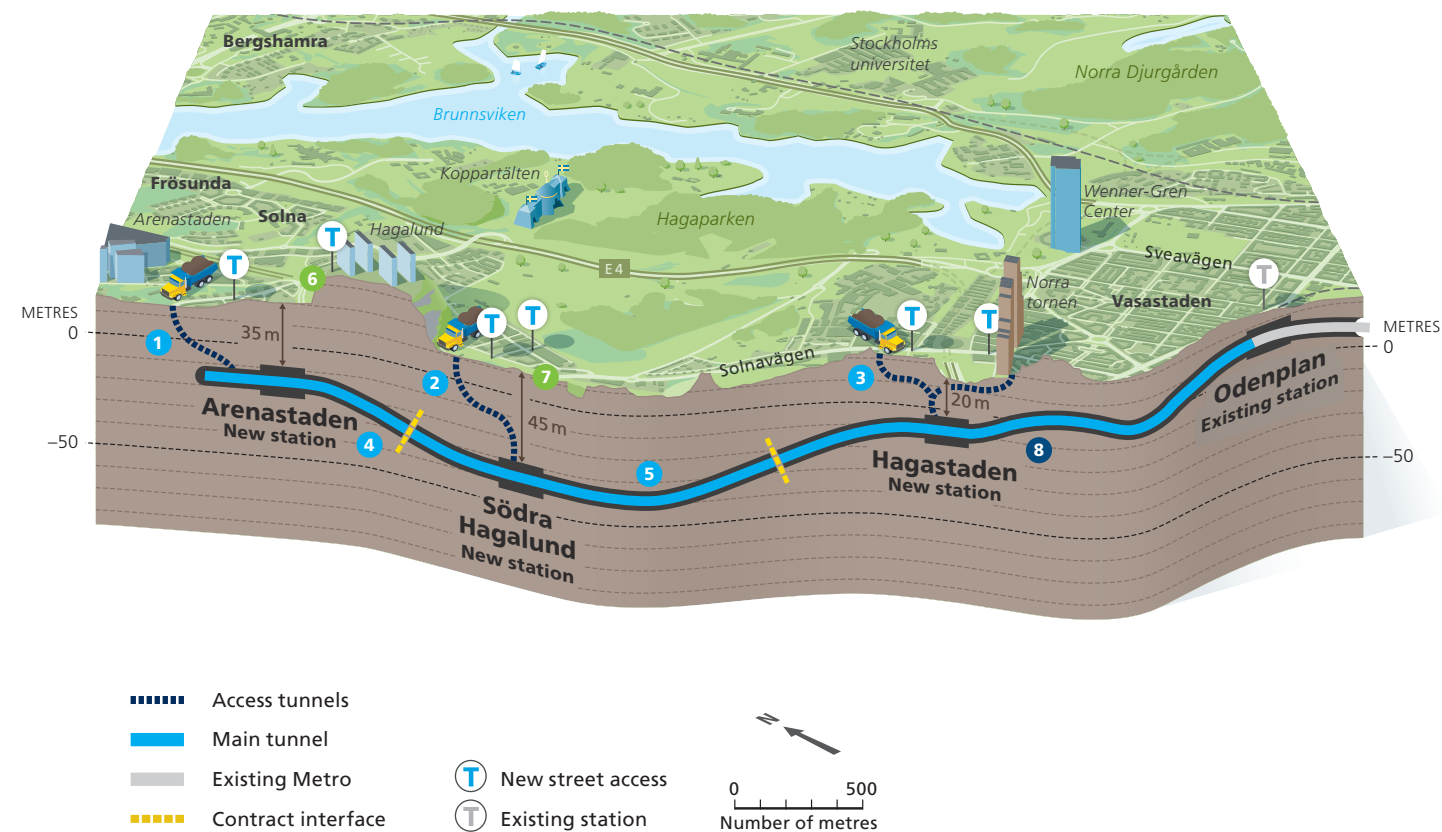
# Yellow line to Arenastaden

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

“We’re building in the very heart of the expanding city, which is really noticeable! At each of our three stations entirely new areas are being developed complete with both housing and various other activities. Our tunnels will be driven beneath heavily developed parts of the inner city, with buildings dating back to the early 1900s. Furthermore, we’ll be building immediately beneath Karolinska University Hospital. It is not only the patients and staff we have to consider, but also sensitive research equipment. Also, we will be building very close to both commuter trains and motorways. This is a really exciting project, but one with many challenges to be solved – which is precisely what makes it so exciting!”



Malin Harders, Project Director



## Rock and civil works contracts

### Access tunnels

The access tunnels will be procured in the form of three separate contracts. Included in the assignment is the construction of access tunnels and the preparation of facility establishment areas on each site. The access tunnels may be procured by means of combinatorics.

#### 1 Arenastaden

The contract comprises an access tunnel and facility establishment area.

**Form of Contract:** Build only contract

**Form of Payment:** Fixed price with adjustable quantities.

**Rock excavation:** 18 000 m<sup>3</sup>

#### 2 Södra Hagalund

The contract comprises an access tunnel and facility establishment area. The access tunnel will not be a permanent structure at the operational stage but will be closed once the building work is finished.

**Form of Contract:** Build only contract

**Form of Payment:** Fixed price with adjustable quantities.

**Rock excavation:** 28 000 m<sup>3</sup>

**Soil excavation:** 7 000 m<sup>3</sup>

#### 3 Hagastaden

The contract comprises an access tunnel and facility establishment area.

**Form of Contract:** Build only contract

**Form of Payment:** Fixed price with adjustable quantities.

**Rock excavation:** 40 000 m<sup>3</sup>

### Main tunnel

Two contracts that include rock and civil works. Each contract incorporates the works required for a station and connecting tunnels. The assignment includes rock excavation for tunnels, platform spaces and vertical shaft. Also included are works involving heavy steel and concrete frames as well as ground and foundation works for ticket halls.

#### 4 Arenastaden

The station will be built underground with two street accesses and a ticket hall at either end.

**Form of Contract:** Build only contract

**Form of Payment:** Fixed price with adjustable quantities.

**Rock excavation:** 125 000 m<sup>3</sup>

**Concrete:** 7 300 m<sup>3</sup>

#### 5 Södra Hagalund

The station is planned to be built beneath the existing railway on the Hagalund Industrial Estate at a depth of some 45 m. Street accesses will be built on either side of the railway.

**Form of Contract:** Build only contract

**Form of Payment:** Fixed price with adjustable quantities.

**Rock excavation:** 290 000 m<sup>3</sup>

**Concrete:** 5 500 m<sup>3</sup>



### Construction and installation contracts

Construction and installation works will be procured as separate contracts for each station. The contracts comprise, among other features, non-structural works with lightweight walls, wall panels, forging works, glazed partitions, suspended ceilings, floors and other surface claddings. Installations for heating, water supply, wastewater, sprinklers, ventilation, lighting, electricity/telecom, lifts and escalators.

#### 6 Arenastaden

The contract comprises building and installation works for a complete station:

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

**Form of contract:** A build only contract with design responsibility for certain parts.

**Form of Payment:** Fixed price

#### 7 Södra Hagalund

The contract comprises building and installation works for a complete station.

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

**Form of Contract:** A build only contract with design responsibility for certain parts.

**Form of Payment:** Fixed price

### Contract for a complete station

The contract for Hagastaden Station incorporates building and civil works as well as construction and installations.

#### 8 Hagastaden

Tunnels will be driven immediately adjacent to today's operational Green line tunnels and near other adjoining buildings for business and commercial activities, and underground facilities. The contract also consists of building and installation works for a complete station.

- Exit to Karolinska University Hospital: 3 entrances with a total of 7 escalators, 3 vertical and 1 inclined lift.
- Exit Torsplan: 1 entrance with a total of 6 escalators, 1 vertical and 1 inclined lift.

**Form of Contract:** Build only contract in cooperation. Design responsibility is included for certain parts.

**Form of Payment:** Current account

Rock excavation: 200 000 m<sup>3</sup>

Concrete: 10 200 m<sup>3</sup>

**Do you want to submit a tender?**

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

Read on pages 26–27 about the contracts on this stretch of line for **track, electricity, signal and telecom works.**



Work on the City line.  
Photo: Mikael Ullén



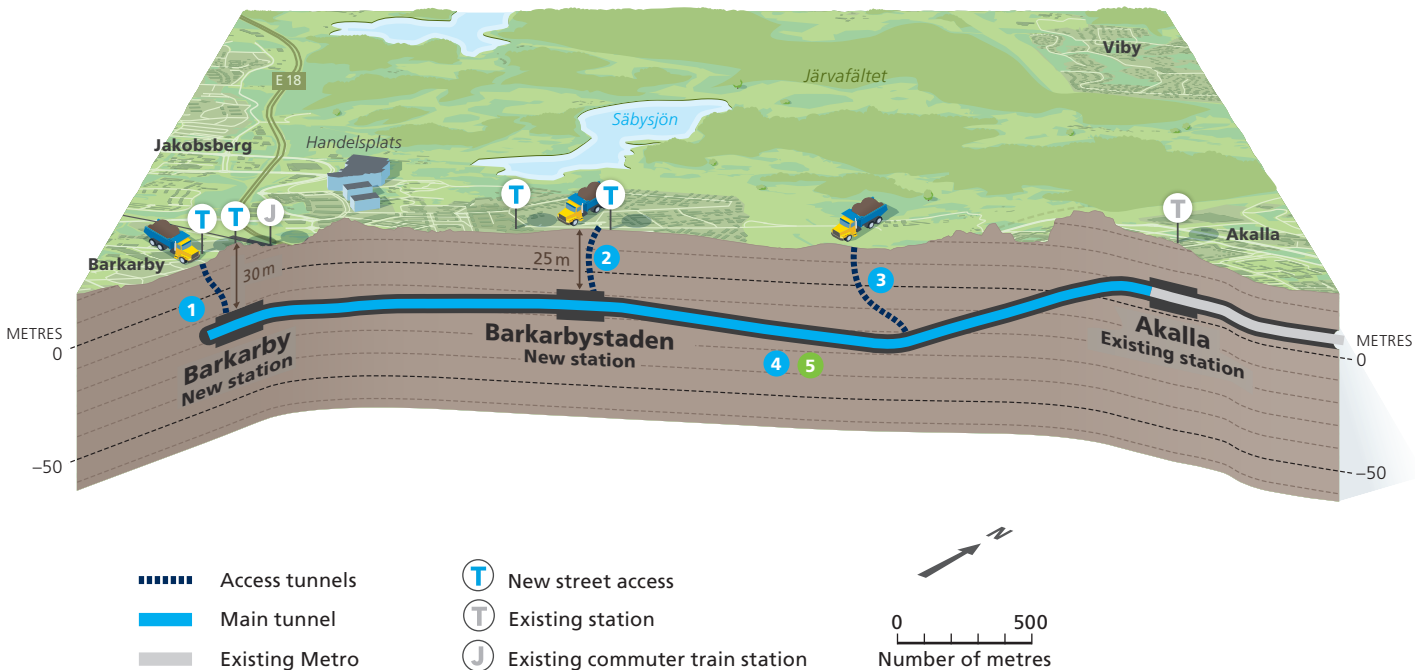
# Blue line to Barkarby

The Stockholm Metro Blue line is to be extended from Akalla to Barkarbystaden and from there to Barkarby, which will be an important junction for public transport in the area.

“It feels extremely gratifying to be the first to build Metro in Stockholm for many years. My project team and I are working on the final preparations before the major building works start. A large part of our tunnel will be built under an old airfield, which will be an entirely new town with some 40 000 inhabitants – and, of course, a new Metro station. The space available for construction underground is limited, and we will be building very close to both motorways and railways. At our terminus in Barkarby an entirely new interchange hub will be built for the Metro, commuter train services, regional trains and buses. All this requires a considerable amount of coordination and care so that all the works can be conducted in parallel.”



Anna Nylén, Project Director



## Rock and civil works contracts

### Arbetstunnlar

The procurement of access tunnels is planned to be completed in October 2018.

#### 1 2 3 Veddesta, Robothöjden and Landningsbanan

The tunnel at Veddesta (243 m) is an access tunnel that will be used for building purposes during the construction period. It will then serve as a permanent service tunnel. Robothöjden Tunnel (210 m) will be used for building purposes during the construction period and as a service tunnel during the operational period. The Landningsbanan access tunnel (197 m) is a temporary tunnel.

### Main tunnel

Rock and civil works on this part of the expansion come under one and the same contract, Järfälla Tunnel.

#### 4 Järfälla Tunnel

The contract includes rail tunnels, a service tunnel and platform spaces for the entire stretch of line. Also included are escalator shafts, street accesses and ticket halls as well as shafts for pressure equalisation, combustion gas evacuation and exhaust and supply air.

**Form of Contract:** Build only contract with design responsibility for concrete works.

**Form of Payment:** Fixed price with adjustable quantities.

Rock excavation: 570 000 m<sup>3</sup>

Soil excavation: 52 000 m<sup>3</sup>

Concrete: 25 000 m<sup>3</sup>

Rock tunnels: 4.1 km + lateral tunnels and shafts.

## Building and installation contract

The project also includes a building and installation contract.

#### 5 Järfälla Tunnel with stations

The contract comprises two stations with non-structural works and installations for entrances, ticket halls, mezzanines, platforms, technical services floor, service tunnel, ventilation shafts, combustion gas evacuation shafts, etc. Also included in the contract are telecom installations (for example trunk line optical fibre, camera installations, radio systems, IP network, passenger information system) on stations and in the rail and service tunnels.

### Barkarbystaden

- Eastern exit: 2+3 escalators, 1 vertical lift and 1 inclined lift.
- Western exit: 2+3 escalators, 1 vertical lift and 1 inclined lift.

### Barkarby

- Access to railway/commuter train services: 2+3 escalators, 1 vertical lift and 1 inclined lift.
- Street access to Veddesta: 2+3 escalators, 1 vertical lift and 1 inclined lift.

**Form of Contract:** Build only contract with design responsibility for certain parts.

**Form of Payment:** Fixed price with schedule of payment and adjustable quantities.

### Do you want to submit a tender?

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

Read on pages 26–27 about the contracts on this stretch of line for **track, electricity, signal and telecom works.**



**Blue line to Barkarby, Barkarbystaden.**  
Illustration: White arkitekter



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



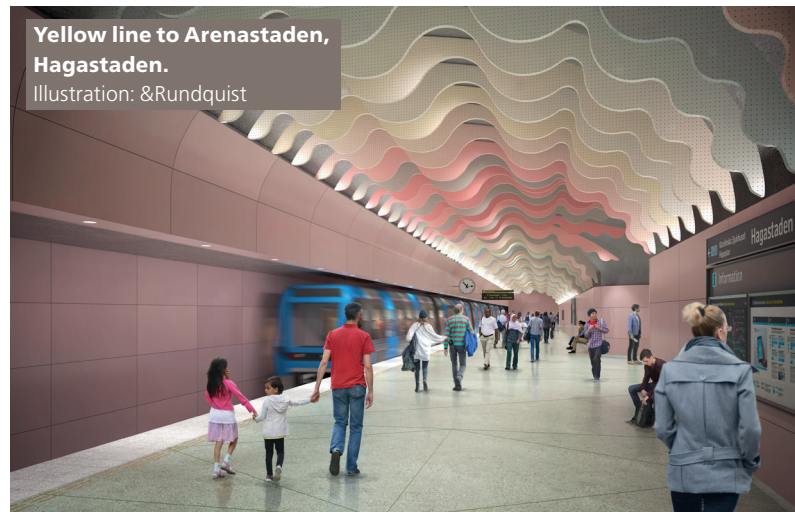
**Blue line to Södermalm, Sofia.**  
Illustration: Sweco



**Blue line to Söderort, Slakthusområdet.**  
Illustration: Sweco



**Yellow line to Arenastaden, Hagastaden.**  
Illustration: &Rundquist



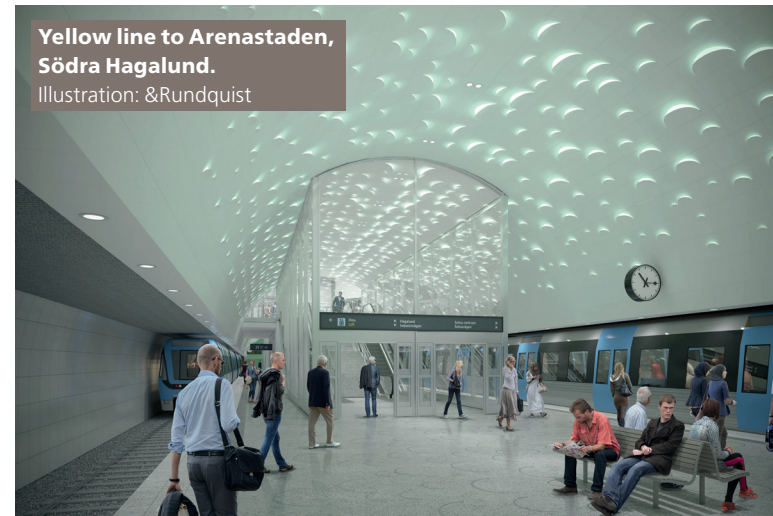
**Yellow line to Arenastaden, Arenastaden.**  
Illustration: &Rundquist



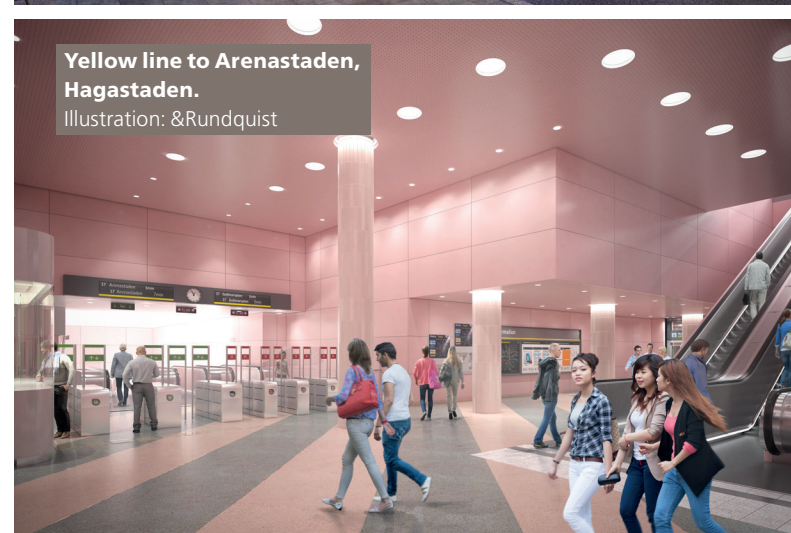
**Blue line to Nacka, Sickla.**  
Illustration: Sweco



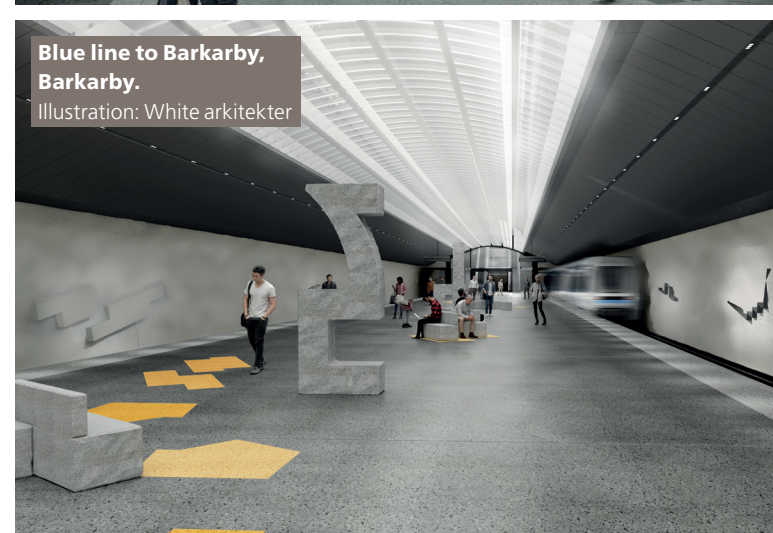
**Yellow line to Arenastaden, Södra Hagalund.**  
Illustration: &Rundquist



**Yellow line to Arenastaden, Hagastaden.**  
Illustration: &Rundquist



**Blue line to Barkarby, Barkarby.**  
Illustration: White arkitekter





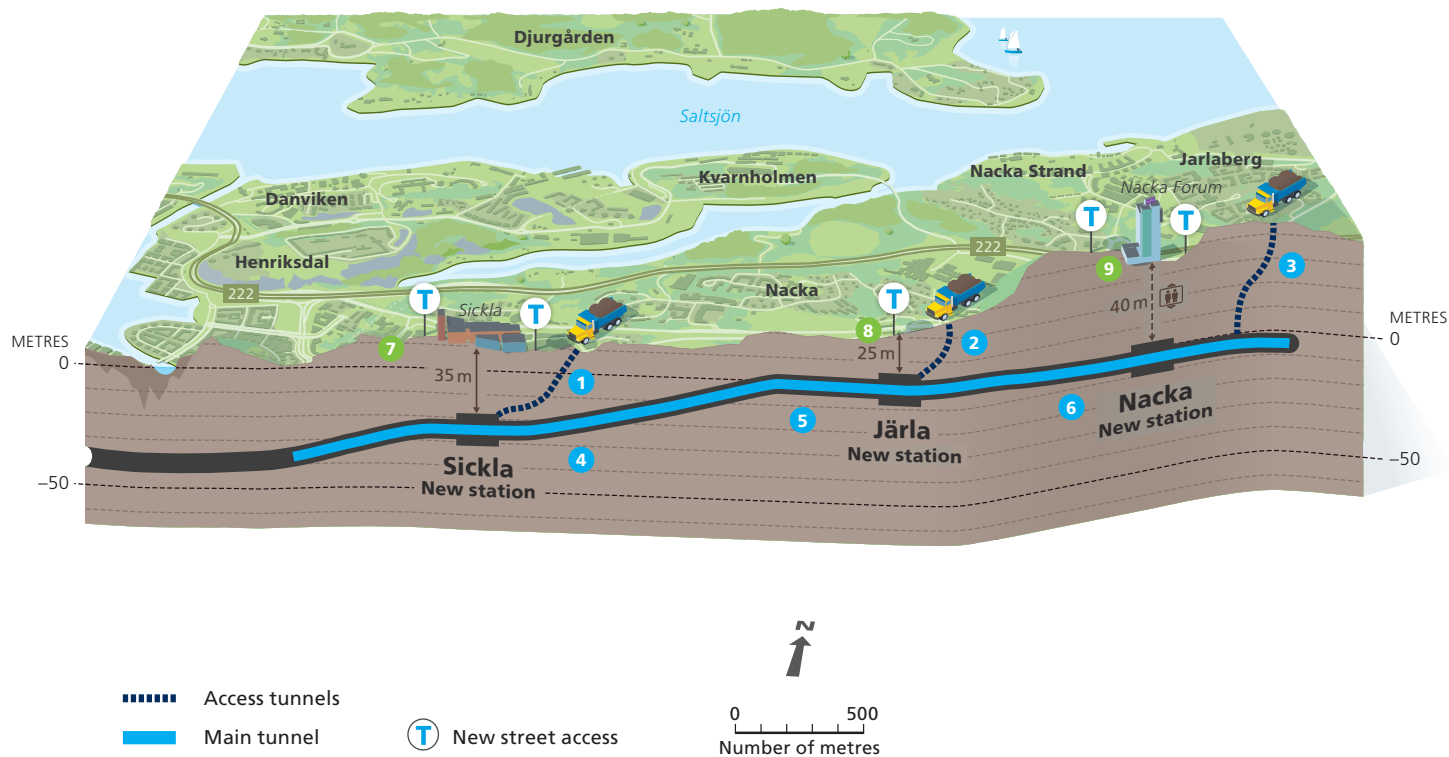
# Blue line to Nacka

The Stockholm Metro Blue line is to be extended to Nacka. New stations will be built at Sickla, Järla and Nacka.

“I think that our project is the one that people are looking forward to most of all. Nacka has no Metro at present and the roads are congested, so we feel our presence will be very welcome. The three stations on this stretch of line are all located at a relatively deep level, and we are surrounded by extensive ongoing development work. Thousands of houses, flats, offices, hotels and commercial premises will be built near the Metro. A lot of coordination will be needed when everything is to be built at the same time. At the terminus in Nacka, we will also connect the Metro to a completely new bus terminal.”



Gunilla Wesström, Project Director



## Rock and civil works contracts

### Access tunnels

The access tunnels will be procured as three separate contracts. Included in the assignment will be the driving of access tunnels and the provision of certain temporary installations (TFI works) for rail tunnels and station spaces. Also included is the provision of facility establishment areas for each site. The access tunnels may be procured by means of combinatorics.

#### 1 Sickla Värmdövägen

**Form of Contract:** Build only contract  
**Form of Payment:** Fixed price with adjustable quantities.  
**Rock excavation:** 54 000 m<sup>3</sup>  
**Rock tunnel:** 550 m

#### 2 Järla östra

**Form of Contract:** Build only contract  
**Form of Payment:** Fixed price with adjustable quantities.  
**Rock excavation:** 50 000 m<sup>3</sup>  
**Rock tunnel:** 460 m

#### 3 Nacka/Skönviksvägen

**Form of Contract:** Build only contract  
**Form of Payment:** Fixed price with adjustable quantities.  
**Rock excavation:** 35 000 m<sup>3</sup>  
**Rock tunnel:** 360 m

## Civil works contracts

The contracts consists of rock excavation for rail tunnels, service tunnels, station spaces, concrete works and associated earthworks at Sickla, Järla and Nacka.

#### 4 Sickla 5 Järla 6 Nacka

**Form of Contract:** Build only contract with responsibility for concrete design and temporary structures.  
**Form of Payment:** Fixed price with adjustable quantities.  
**Rock excavation:** 640 000 m<sup>3</sup>  
**Soil excavation:** 79 000 m<sup>3</sup>  
**Concrete:** 32 000 m<sup>3</sup>  
**Length:** 4.1 km

## Building and installation contract

The contract(s) comprise(s) three stations with non-structural works and installations for entrances, ticket halls, mezzanines, platforms, technical services floor, service tunnel, ventilation shafts, combustion gas shafts, etc.

#### 7 Sickla

**Street accesses and entrances:** 2 street accesses with 4 entrances, 1 of which in an existing building.  
**Lifts:** 2 inclined lifts and 5 vertical lifts.  
**Escalators:** 12

#### 8 Järla

**Street accesses and entrances:** 1 street access with 2 entrances.  
**Lifts:** 2 inclined lifts and 3 vertical lifts.  
**Escalators:** 5

#### 9 Nacka

**Street accesses and entrances:** 2 street accesses with 4 entrances.  
**Lifts:** 1 inclined lift and 4 vertical lifts and 6 high capacity lifts.  
**Escalators:** 13

The planning of the contracts and the form of payment is currently in progress.

### Do you want to submit a tender?

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

Read on pages 26–27 about the contracts on this stretch of line for **track, electricity, signal and telecom works.**



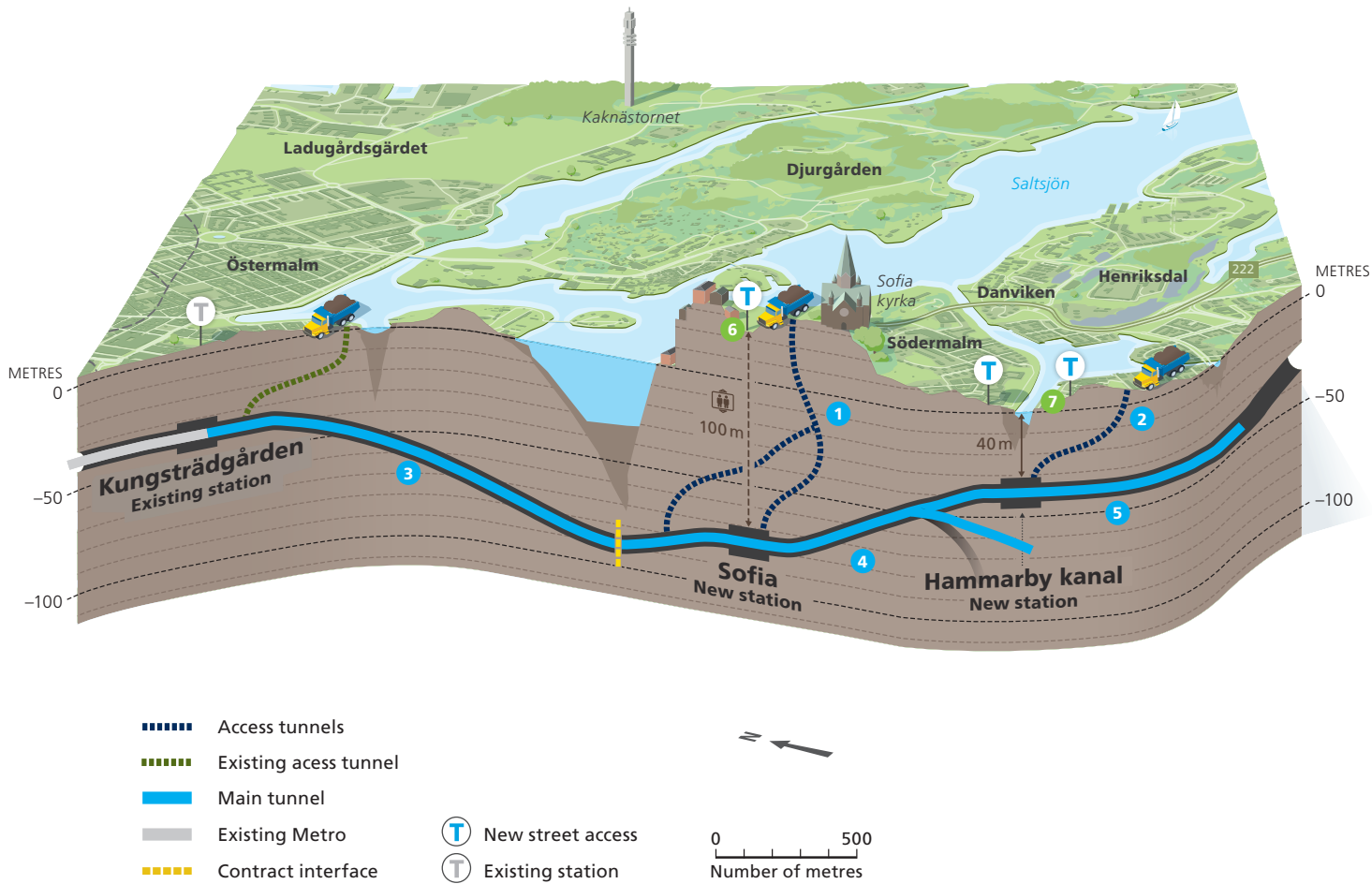
# Blue line to Södermalm

The Blue Metro line will be extended to Nacka and Söderort.  
The Södermalm project comprises Sofia and Hammarby kanal stations.

“One of the world’s deepest stations, tunnels in rock beneath the sea and an underwater station – This project has so many fantastic features! Most of the tunnels will be driven through high-quality Stockholm granite, but we also have to pass through several sensitive crush zones. This requires skilled and experienced contractors! Sofia Station will be located at a depth of approximately 100 m under the ground, and will be accessed from a park. Here we will reach the surface via a shaft that will house 8 lifts. The platforms in the other station on this stretch of line will be located beneath a canal, with street accesses on both sides and one of Stockholm’s longest escalators.”



Andreas Burghauser, Project Director



## Rock and civil works contracts

### Access tunnels

The contracts comprise rock excavation for two access tunnels and facility establishment areas within each respective building sites.

#### 1 Londonviadukten

The qualification period will continue during the autumn of 2018.

Form of Contract: Build only contract

Form of Payment: Fixed price with adjustable quantities.

Rock excavation: 78 000 m<sup>3</sup>

Rock tunnel: 1 200 m

#### 2 Hammarby fabriksväg

Form of Contract: Build only contract

Form of Payment: Fixed price with adjustable quantities.

Rock excavation: 35 000 m<sup>3</sup>

Rock tunnel: 470 m

## Civil works contracts

### 3 Rail and service tunnels, Kungsträdgården

The contract comprises rock excavation for rail and service tunnels, concrete works and associated earthworks for street accesses and entrances.

Form of Contract: Build only contract with design responsibility for, among other things, concrete works.

Form of Payment: Fixed price with adjustable quantities.

Rock excavation: 200 000 m<sup>3</sup>

Rock tunnel: 1,2 km

Soil excavation: 2 500 m<sup>3</sup>

Concrete: 5 000 m<sup>3</sup>

#### 4 Sofia 5 Hammarby kanal

The contracts comprises rock excavation for rail and service tunnels, concrete works and associated earthworks for street accesses and entrances.

Form of Contract: Build only contract with design responsibility for, among other things, concrete works.

Form of Payment: Fixed price with adjustable quantities.

Rock excavation: 610 000 m<sup>3</sup>

Rock tunnel: 3.3 km

Soil excavation: 5 000 m<sup>3</sup>

Concrete: 15 000 m<sup>3</sup>

## Building and installation contract

The contract(s) comprise(s) non-structural works and installations for entrances, ticket halls, mezzanines, platforms, technical service floors, service tunnel, ventilation shafts, combustion gas shaft, etc. at two stations.

#### 6 Sofia

Street accesses and entrances: 1 station building with entrance and ticket hall above ground.

Lifts: 8 high-capacity lifts (lift approx. 100 m) and 2 vertical lifts.

Escalators: 2

#### 7 Hammarby kanal

Street accesses: 2 street accesses with one entrance each, one of which is in an existing building.

Lifts: 3 inclined lifts and 4 vertical lifts.

Escalators: 16

The planning of the contracts and the form of payment is currently in progress.

### Do you want to submit a tender?

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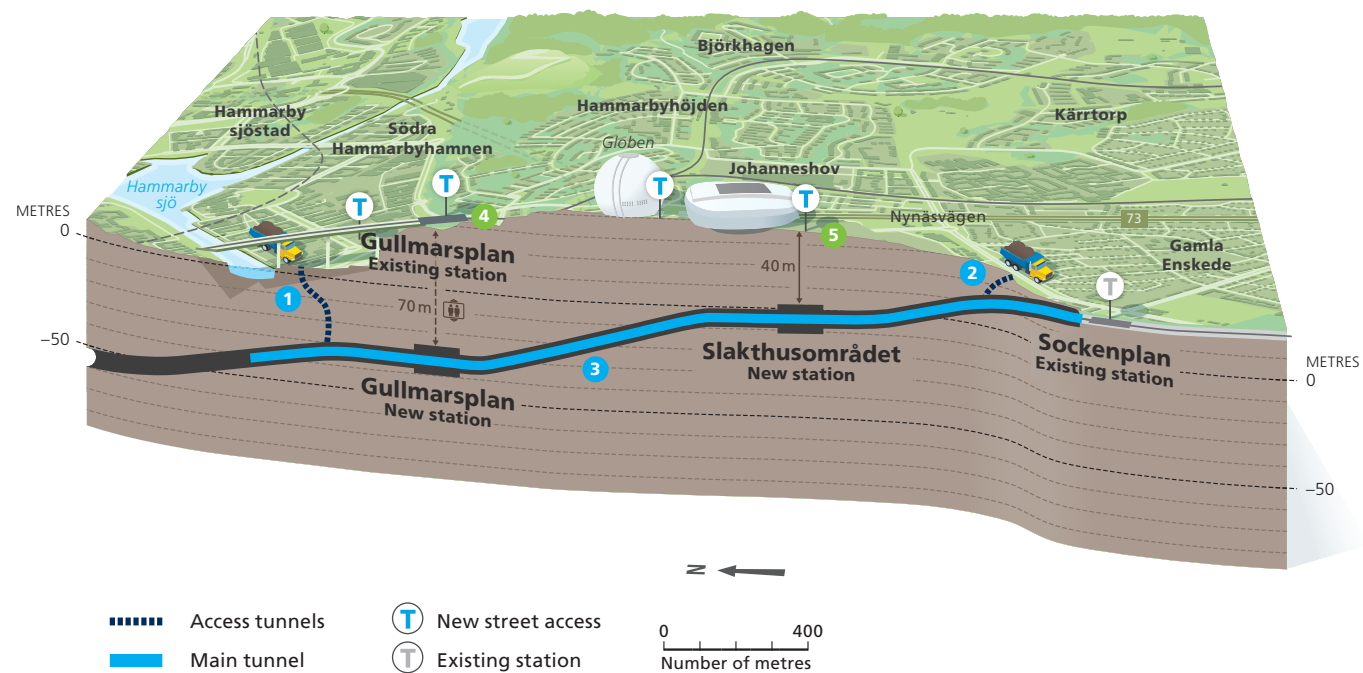
# Blue line to Söderort

The Blue Metro line will be extended to Söderort. The Söderort project incorporates the two stations Gullmarsplan and Slakthusområdet.

“I’m responsible for the part of the expansion work that is situated south of central Stockholm. In several places along this line consideration needs to be given to passengers and Metro traffic, for example at Gullmarsplan – one of Stockholm’s largest connection points. Here we intend to build a new platform some 70 m beneath the ground surface which will be connected to today’s ticket hall by high-speed lifts. We will also be building in places where the rock quality is so bad that we will need to take special reinforcement measures in the tunnel. In several of these places where we will be building station street accesses, new urban areas will at the same time be under development – a major logistics challenge. We will also connect the new tracks to the existing on the surface, which are located close to both housing and schools.”



Anna Sandahl, Project Director



## Rock and civil works contracts

### Access tunnels

The project team intends to put two contracts for access tunnels out for tender.

#### 1 Gullmarsplan/Sundstabacken

The contracts consist of rock excavation for the access tunnel. Also included in the works is the development of establishment facilities within the Sundstabacken site.

**Form of Contract:** Build only contract

**Form of Payment:** Fixed price with adjustable quantities.

**Rock excavation:** 35 000 m<sup>3</sup>

**Soil excavation:** 2 500 m<sup>3</sup>

**Rock tunnel:** 400 m

#### 2 Söckenplan Stage 1

The contract comprises the provision of facility establishment areas, earthworks, soil excavation, rock works and soil works.

**Form of Contract:** Build only contract with design responsibility for concrete structures and retaining structures.

**Form of Payment:** Fixed price with adjustable quantities.

**Rock excavation:** 100 000 m<sup>3</sup>

**Soil excavation:** 15 000 m<sup>3</sup>

**Rock tunnel:** 600 m

#### 3 Civil works contracts

The project team intends to split the civil works into several contracts. The planning of the contracts is currently in progress.

The contract comprises rock and civil works for the main tunnel, street accesses at Gullmarsplan and Slakthusområdet as well as, connection to existing tracks at Söckenplan.

**Form of Contract:** Build only contract with responsibility for concrete structures and temporary works.

**Form of Payment:** Fixed price with adjustable quantities.

**Rock excavation:** 450 000 m<sup>3</sup>

**Soil excavation:** 70 000 m<sup>3</sup>

**Concrete:** 22 000 m<sup>3</sup>

**Concrete tunnel, including a cut and fill structure:** 250 m

**Rock tunnel:** 2.7 km

## Building and installation contract(s)

The building and installation contract(s) for the project covers entrances, ticket halls, mezzanines, platforms, technical service floors, service tunnels, ventilation shafts, combustion gas shafts, etc. at two stations.

#### 4 Gullmarsplan

**Street accesses and entrances:** 2 street accesses and 2 entrances, 1 of which located in an existing building.

**Lifts:** 5 high-capacity lifts (lifting approx. 70 m), 3 vertical lifts and 1 inclined lift.

**Escalators:** 8

#### 5 Slakthusområdet

**Street accesses and entrances:** 2 street accesses and 3 entrances, 1 of which located in an existing building.

**Lifts:** 2 vertical lifts and 3 inclined lifts.

**Escalators:** 17

The planning of the contracts and the form of payment is currently in progress.

### Do you want to submit a tender?

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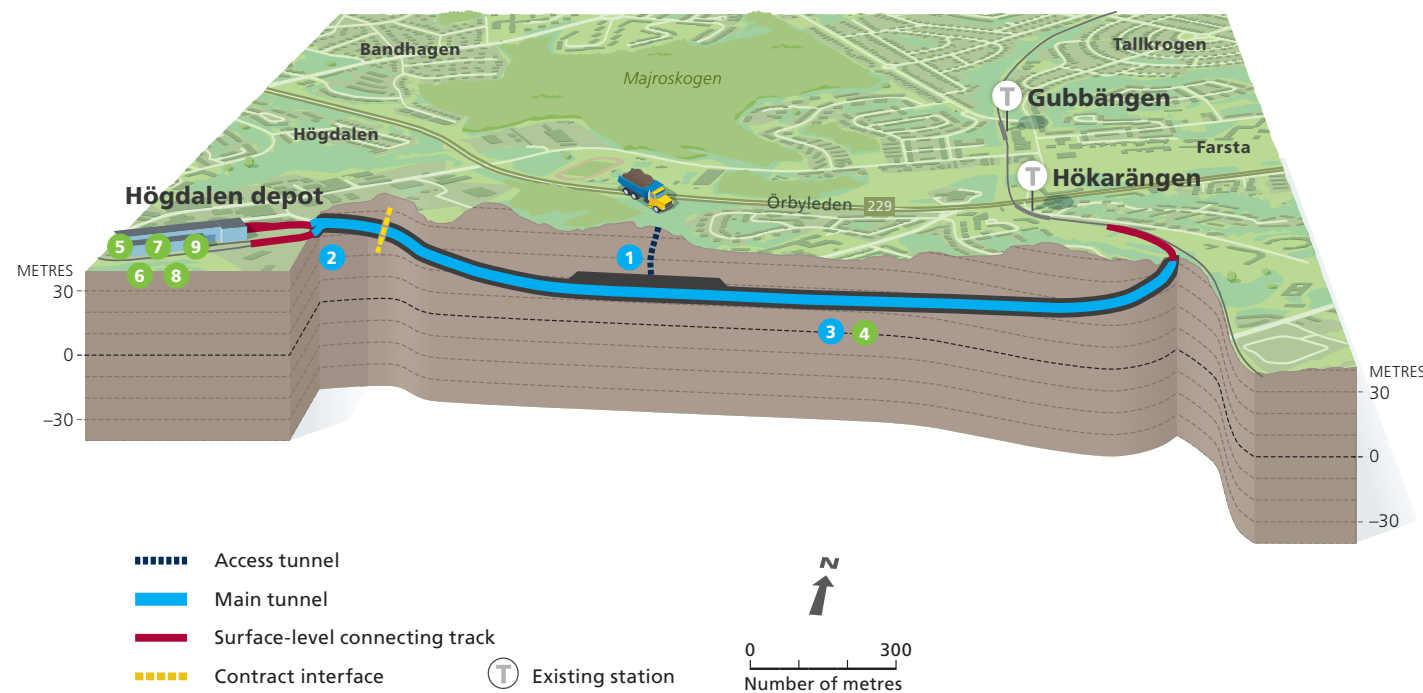
## Expanded depot at Högdalen

The present depot at Högdalen is to be expanded with a new workshop, new sidings and a 2.5 km-long railway tunnel that is to connect up with the Farsta branch of the Green line. The existing cleaning shed will be extended to suit longer train carriages.

“No expanded depot, no new Metro. This is because a larger Metro requires more trains, and we have to make sure there’s enough room to look after them all. Also, we’ll be linking together the entire Metro system. At present there are tracks from the depot in Högdalen to that part of the Green line that will become the Blue line when the Metro is extended. Therefore, we’re building a new tunnel from the depot to another branch of the Green line. This means that it will be possible for the depot to be used for three lines: the Green, the Blue and the new Yellow line.”



Johan Bergstrand, Project Director



## Rock and civil works contracts

### 1 Access tunnel, Örbyleden

The project needs an access tunnel. On completion of the building works, the tunnel will be used on a permanent basis.

Form of Contract: Build only contract

**Form of Payment:** Fixed price with adjustable quantities.

Rock excavation: 3 000 m<sup>3</sup>

Soil excavation: 800 m<sup>3</sup>

Rock tunnel: 19 000 m<sup>3</sup>

## 2 Kvicksundsvägen

A 165 m-long concrete tunnel will be built at Kvicksundsvägen. Partly within an substation area.

**Form of Contract:** Collaboration build-only contract.

**Form of Payment:** Fixed price with adjustable quantities.

Rock excavation: open 21 000 m<sup>3</sup>, tunnel 1 800 m<sup>3</sup>

Soil excavation: 7 400 m<sup>3</sup>

Concrete: 3 300 m<sup>3</sup>

Concrete tunnel: 165 m

### 3 Main tunnel: connecting tracks and sidings hall

The contract(s) consists primarily of rock works. Non-structural works may also be included. Installation works will be procured separately.

**Entreprenadform:** Utförandeentreprenad  
**Ersättningsform:** Fast pris med reglerbara  
mängder.

Bergschakt: 180 000 m<sup>3</sup>

Jordschakt: 11 700 m<sup>3</sup>

Betong: 5 500 m<sup>3</sup>

Bergtunnel: 2 700 m

## Building and installation contracts

#### 4 Inside the tunnel cavity

Installations in access and service tunnels, connecting tracks and underground sidings shed.

## Depot contracts

Building work above ground in the depot area has been split into several contracts. The various parts will be put out for tender at the same time, with the possibility to submit a tender for one or more parts.

### 5 Extended sidings shed

Space for more trains will be provided in the surface-located sidings shed. The shed will measure approximately 300x10 m.

### 6 New cleaning and sidings sheds

One of the tracks, measuring some 300x20 m in size, will be used for the interior cleaning of vehicles.

## 7 Workshop areas

A new workshop, measuring some 80x20 m, will be built to serve future, longer vehicles.

### 8 Extended cleaning shed

The shed will be extended by 30x5 m.

### 9 New rectifier station

Approximately 20x7 m.

**Do you want to submit a tender?**

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

Read on pages 26–27 about the contracts on this stretch of line for **track, electricity, signal and telecom works.**



# BEST contracts

This page presents all the contracts for track (B), electricity (E), signal (S) and telecom works (T) for the new Metro.

## All projects

### Rectifier and electricity substations

The contracts comprise rectifier stations and electricity substations for all expansion projects that are referred to in this brochure.

Form of Contract: Build and design contract

Form of Payment: Fixed price

Rectifier stations: 15

Electricity substations: 28

## Yellow line to Arenastaden

### Track system, Arenastaden

The BEST works are a joint contract for the entire stretch of line linking up with the existing track system at Odenplan. All BEST works are included in their entirety with clear interfaces to rock and civil works and stations.

Form of Contract: Build only contract

Form of Payment: Fixed price with adjustable quantities

READ MORE ABOUT THE PROJECT ON PAGES 10–12

## Blue line to Barkarby

### Tracks/conductor rails/ductwork

Complete track system incorporating some 4 000 m of double tracks and 4 sets of points. Complete conductor rail system, longitudinal ductwork and walkway.

Form of Contract: Build only contract

Form of Payment: Fixed price with adjustable quantities

Tracks and conductor rail: 4 km double tracks

Walkway: 10 000 m<sup>2</sup>

Circuit breakers: 30

### 400V electricity works

Power and lighting along tracks and inside service tunnel.

Form of Contract: Build only contract

Form of Payment: Fixed price with adjustable quantities

Standby power plant: 2

### Signals

Complete signal system.

Form of Contract: Build only contract

Form of Payment: Fixed price with adjustable quantities

Length: 4 km double tracks

Points: 4

Signal engineering buildings: 4

READ MORE ABOUT THE PROJECT ON PAGES 14–15

## Blue line to Nacka, Södermalm and Söderort

### Tracks, conductor rails, walkway

#### Kungsträdgården–Hammarby kanal + Sofia–Sockenplan

The contract comprises tracks, conductor rails, (including control), a walkway that runs alongside the tracks and cable runs within the track.

Form of Contract: Build only contract

Form of Payment: Fixed price with adjustable quantities

Tracks and conductor rails: 6.5 km double tracks

Circuit breakers: 22

### Tracks, conductor rails, walkway

#### Hammarby kanal–Nacka

Tracks, conductor rails, a pedestrian walkway that runs alongside the tracks and cable runs within the track.

Form of Contract: Build only contract

Form of Payment: Fixed price with adjustable quantities

Tracks and conductor rails: 5 km double tracks

Circuit breakers: 14

### 400 V electricity and telecom works

The contract comprises both 400 V electrical installations and telecom installations in both the rail and service tunnels. The contract also comprises standby power plants.

Form of Contract: Build only contract

Form of Payment: Fixed price with adjustable quantities

Scope: 23 km of rail tunnels and 11 km of service tunnels that are to be illuminated and fitted with telecom installations.

Standby power plants: 7

### Signals

The contract comprises signal installations.

Form of Contract: Build only contract

Form of Payment: Fixed price with adjustable quantities

Signal items: 150

Points: 30

Technical buildings, signals: 9

### Assembly contract

The contract covers the assembly of cable racks and cable brackets in both rail and service tunnels as well as the purchase of and laying of EST-cabling.

Form of Contract: Build only contract

Form of Payment: Fixed price with adjustable quantities

Cable racks: 50 km

Cable brackets: 23 km

READ MORE ABOUT THE PROJECT ON PAGES 18–22

## Utbyggd depå i Högdalen

The BEST works will be split up into different contracts. The exact subdivision has not been decided yet.

Form of Contract: Build only contract

Form of Payment: Fixed price with adjustable quantities

READ MORE ABOUT THE PROJECT ON PAGES 24–25

# This is how our procurement process works

The procurement process applied by the Stockholm County Council Metro Expansion Administration follows the ruling of the Public Procurement Act for the supply sector.

### Information on procurement

In order to inform the market of specific procurements, we update our web-based procurement time table regularly. You can access our website at: [nyatunnelbanan.sll.se/upphandling](http://nyatunnelbanan.sll.se/upphandling).

### Supplier qualification

We use Achilles System AS's qualification system TransQ to qualify suppliers. Qualification entails making supplier assessments with respect to their technical competence and capacity as well as their financial and economic situation. Those suppliers who qualify via TransQ will have the tender enquiry documents for the procurement in question sent to them.

More information on how to register your company is available at [achilles.com](http://achilles.com).

### Invitation

Tender invitation is only sent to suppliers who are qualified in TransQ.

### Contact

Pia Lindberg Nedby,  
[pia.lindberg-nedby@sll.se](mailto:pia.lindberg-nedby@sll.se)  
*Head of Procurement and Law, Extended Metro Administration*



For further information, reference is made to [nyatunnelbanan.sll.se](http://nyatunnelbanan.sll.se)



# Tomorrow's Metro map for Stockholm



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**Stockholms läns landsting**  
Stockholm County Council

# Stockholm County Council