

# Stockholm's new Metro – our contracts



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**SEK 14,7  
BILLION**  
ESTIMATED  
PRODUCTION  
COST

**20 KMS  
OF NEW TRACKS  
11 NEW  
STATIONS**



# Build Stockholm's new Metro with us!

Stockholm's Metro network is to have almost twenty kilometres of new track added to it. It is also to get eleven new stations. All of this is so that distances become shorter as Stockholm becomes bigger! In addition, the capacity of the existing Högdalen depot is being expanded in order to serve both the Green line and the Blue line. We are now looking for contractors who would like to join us in building tomorrow's Metro.

**STOCKHOLM IS GROWING**. It is estimated that the county will have 2.6 million inhabitants by 2025. To serve this growth, major investment in the expansion of public transport is planned. In January 2014, the Stockholm Agreement was signed by: the Municipalities of Järfälla, Nacka and Solna; the City of Stockholm; the Swedish State; and Stockholm County Council. It covers: building a completely new line from Odenplan to Arenastaden; extending the Blue line to Nacka and Söderort; and expanding the Blue line from Akalla to Barkarby station. The Agreement also includes an undertaking by the municipalities to build 82,000 homes served by the new Metro. Stockholm County Council's Metro Expansion Administration is responsible for ensuring that the Metro is built. This includes the expansion of the existing depot at Högdalen. In other words, the entire investment has been both decided and financed.

Construction start for most of the projects is scheduled for 2018. The planning of tunnels, entrances and depot capacity is in full swing. We are now beginning the procurement process in respect of Metro contracts. These are presented in more detail in this brochure. Further information about our procurements and schedules can be found on the [nyatunnelbanan.sll.se](http://nyatunnelbanan.sll.se) website.



## **Mårten Frumerie, head of the Metro Expansion Administration:**

"Some 30 contracts are being put out to tender. This is the largest investment in public transport in the Stockholm region since the 1970s."



# Our contracts

In total, some 30 contracts with a value varying from around SEK 30 million to just over SEK 1 billion will be going out to tender.

The contracts detailed in this brochure are primarily for the construction of access tunnels and main tunnels as well as for building and installation work in respect of the new stations. Most of these contracts will be going out for tender between 2018 and 2022.

## Rock excavation and civil works

“Rock excavation and civil work contracts” here means contracts for access tunnels and main tunnels.

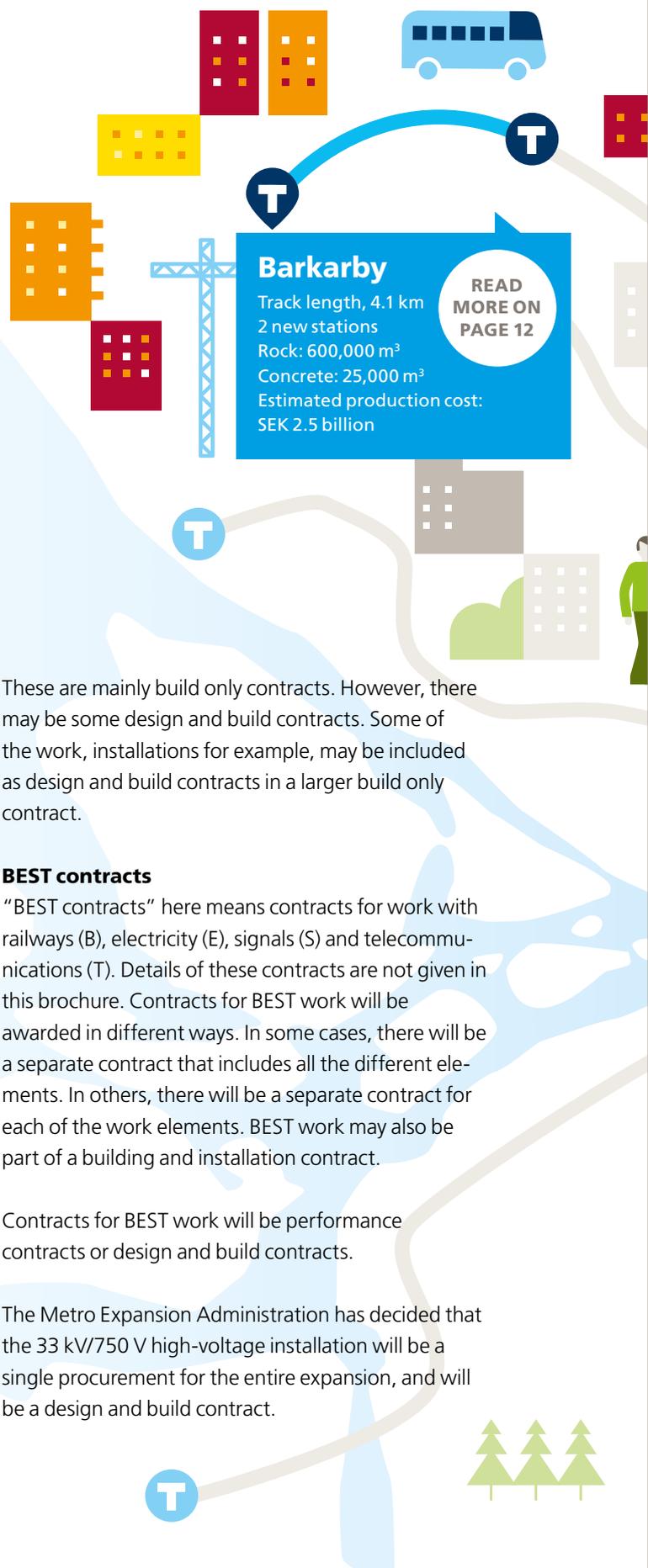
Construction of access tunnels primarily includes: preparatory work; sheet piling; and soil and rock excavation (injection and reinforcement work included in this).

Contracts for Metro main tunnels encompass track tunnels, service tunnels and work with platform spaces. Work here encompasses (amongst other things); rock and soil excavation; groundwork; steel and concrete frameworks; platforms; water and sewage; ductwork; and fans in tunnels.

The rock excavation and civil work contracts are mainly build only contracts. However, there may be some design and build contracts with, for example, design responsibility for concrete work and temporary structures.

## Building and installation contracts

“Building and installation contracts” here primarily means contracts for the new stations and for expansion of the Högdalen Depot. Work encompasses the completion of frameworks by adding: glass sections; ceilings; partitions; wall panels; floors and other surface coverings; stairs; and wrought-iron work. It also includes installations such as: alarms and locks; water; sewage; sprinklers; electricity; telecommunications; lighting and ventilation; escalators and lifts; and “station furniture” (barriers, etc.).



These are mainly build only contracts. However, there may be some design and build contracts. Some of the work, installations for example, may be included as design and build contracts in a larger build only contract.

## BEST contracts

“BEST contracts” here means contracts for work with railways (B), electricity (E), signals (S) and telecommunications (T). Details of these contracts are not given in this brochure. Contracts for BEST work will be awarded in different ways. In some cases, there will be a separate contract that includes all the different elements. In others, there will be a separate contract for each of the work elements. BEST work may also be part of a building and installation contract.

Contracts for BEST work will be performance contracts or design and build contracts.

The Metro Expansion Administration has decided that the 33 kV/750 V high-voltage installation will be a single procurement for the entire expansion, and will be a design and build contract.

## Six unique projects

- Arenastaden
- Barkarby
- Depot
- Nacka
- Södermalm
- Söderort

### Arenastaden

Track length, 4.1 km  
3 new stations  
Rock: 670,000 m<sup>3</sup>  
Concrete: 23,000 m<sup>3</sup>  
Estimated production cost:  
SEK 3.7 billion

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MORE ON  
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### Södermalm

Track length, 4.5 km  
2 new stations  
Rock: 930,000 m<sup>3</sup>  
Concrete: 20,000 m<sup>3</sup>  
Estimated production cost:  
SEK 2.5 billion

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### Nacka

Track length, 4.1 km  
3 new stations  
Rock: 750,000 m<sup>3</sup>  
Concrete: 30,000 m<sup>3</sup>  
Estimated production cost:  
SEK 2.5 billion

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### Söderort

Track length, 2.7 km  
1 new station  
Rock: 500,000 m<sup>3</sup>  
Concrete: 7,000 m<sup>3</sup>  
Estimated production  
cost: SEK 2.5 billion

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### Depot

Track length, 2.5 km  
Sidings  
Workshop area  
Rock: 180,000 m<sup>3</sup>  
Estimated production  
cost: SEK 1 billion

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# This is how we build tunnels

Rock tunnel construction has been a Stockholm speciality for over 100 years. Blasting of the Metro's rock tunnels started in the 1930s. However, the major periods of Metro expansion were the 50s, 60s and 70s. It is now time for some more.

The new Metro is being built entirely in rock. Only ticket halls and a few installation shafts are being built on the bedrock. In certain places (e.g. under the Saltsjön bay and eastern Södermalm) the new Metro will run fairly deep. This is to ensure a safe rock overburden below Saltsjön and to save having to build a concrete tunnel at the bottom. We also wish to avoid other, existing tunnels and parallel projects.

Stockholm's bedrock is hard and very suitable for tunnel construction. The challenge is to prevent leakage of the groundwater in the bedrock and the various soil types above this. To minimise the impact, the rock around the tunnels is to be sealed using a cement mix that stops groundwater leaking into the tunnels. Track tunnels are normally reinforced using steel bolts (3 to

5 metres long and 25 millimetres in diameter) and a steel fibre reinforced shotcrete.

Stockholm has many tunnels, and finding space for more is a challenge. We have rock tunnels for, amongst other things: sewage; electricity and telecommunication lines; and road and rail traffic. A large part of our present Metro runs in rock tunnels below the central parts of Stockholm.

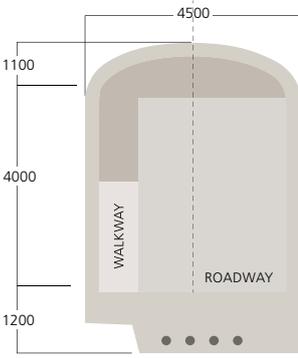
The new track tunnels will be both single-track and double-track. Track tunnel size is determined by the size of the Metro train and the provision of a suitable walkway for evacuation. Normally, a single-track tunnel is around 5.6 metres wide and 5 metres high. A double-track tunnel is around 10.5 metres wide and 6 metres high.

Work on the City line – Photographer: Mikael Ullén

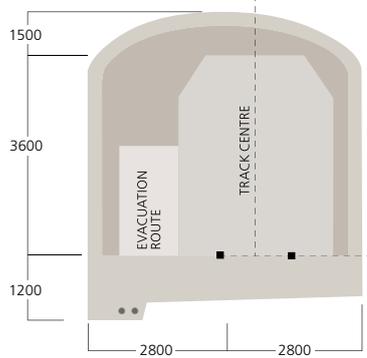


Parallel to the track tunnels, we are building a service tunnel for: operation and maintenance purposes; technical installations; and safe evacuation in the event of fire. All emergency services will also be able to use this as an approach avenue. The service tunnel connects to the track tunnels via cross tunnels. These are to be no more than 300 metres apart. To prevent the spread of fumes from track tunnels, the cross tunnels are to have an air lock. Service tunnels are normally 4.5 metres wide and 6 metres high.

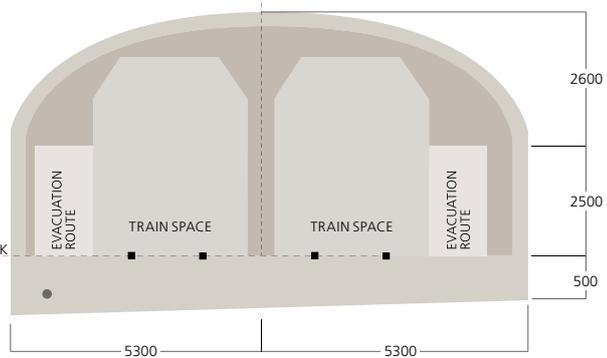
To suit modern Metro trains (which are around 145 metres long) the new stations are to have 150-metre platforms. Platform width is to vary from 10 metres at ordinary stations to 14 metres at stations with high passenger flows. The height from rock bottom to the highest point in the platform space is around 9 metres. As perceived by future travellers, the floor to ceiling height of the platform space will vary from 4 to 7 metres.



**SERVICE TUNNEL**  
Rock cross section: 26 m<sup>2</sup>



**SINGLE-TRACK TUNNEL**  
Rock cross section: 26 m<sup>2</sup>



**DOUBLE-TRACK TUNNEL**  
Rock cross section: 58 m<sup>2</sup>



**150-METRE**  
LONG PLATFORMS

# Arenastaden

The Metro is to be extended with a new line from Odenplan to Arenastaden. At Odenplan, the new Yellow line is to connect with the Green line. Three stations are to be built along the section – Hagastaden, Hagalund and Arenastaden.

In many respects, this is a complex project. One of the project's challenges is presented by proximity to: adjacent facilities such as the City line; road tunnels for European highway E4; homes; and the Karolinska University Hospital. A further element of this challenge is

having to work immediately adjacent to the Metro's trafficked track tunnels. Another is coordination with several other surrounding expansion projects. This applies particularly as regards site facility establishment areas, entry tunnels, street accesses and ticket halls.



## Rock excavation and civil work contracts

### Access tunnels ■ ■ ■

The access tunnels are being put out to tender as three separate contracts. The work includes construction of access tunnels and preparation of site facility establishment areas at each site. The access tunnels may be procured combinatorially.

#### 1 Arenastaden

This contract encompasses access tunnels and site facility establishment areas.

Contract type: Build only contract  
Remuneration: Fixed price with adjustable contract quantities  
Rock excavation: 14,000 m<sup>3</sup>

#### 2 Hagalund

This contract encompasses access tunnels and site facility establishment areas. The access tunnel is not to be a permanent access tunnel in the operating phase, and is to be closed when construction is complete.

Contract type: Build only contract  
Remuneration: Fixed price with adjustable contract quantities  
Rock excavation: 23,000 m<sup>3</sup>  
Soil excavation: 3,000 m<sup>3</sup>

#### 3 Hagastaden

This contract encompasses access tunnels and site facility establishment areas.

Contract type: Build only contract  
Remuneration: Fixed price with adjustable contract quantities  
Rock excavation: 22,000 m<sup>3</sup>

### Main tunnels

The rock excavation and civil work has been split into three contracts – Arenastaden, Hagalund and Hagastaden. Each contract encompasses work for a station with connecting tunnels. The work includes, amongst other things, rock excavation for tunnels, platform spaces and vertical shafts. Work with heavy steel and concrete frameworks as well as ground and foundation work for ticket halls is also included.

#### 4 Arenastaden

This station is to be constructed below ground. It will have two street accesses and a ticket hall at each end.

Contract type: Build only contract  
Remuneration: Fixed price with adjustable contract quantities  
Rock excavation: 125,000 m<sup>3</sup>  
Concrete: 7,300 m<sup>3</sup>

#### 5 Hagalund

This station is planned to be at a depth of around 45 metres below the current railway in the Hagalund industrial zone. Street accesses are planned on each side of the railway.

Contract type: Build only contract  
Remuneration: Fixed price with adjustable contract quantities  
Rock excavation: 290,000 m<sup>3</sup>  
Concrete: 5,500 m<sup>3</sup>

#### 6 Hagastaden

Tunnel boring is to be carried out: immediately adjacent to the present, trafficked, track tunnels for the Green line; and, in the vicinity of other nearby buildings, operations and underground facilities.

Contract type: Build only contract  
Remuneration: Time and material (open account)  
Rock excavation: 200,000 m<sup>3</sup>  
Concrete: 10,200 m<sup>3</sup>

## Building and installation contracts

The carrying out of building and installation work is being procured as a separate contract for each station. These contracts encompass, amongst other things, the completion of frameworks by adding: partitions; wall panels; wrought-iron work; glass sections; ceilings; and floors and other surface coverings.

Other installations (heating, water, sewage, sprinklers, ventilation, lighting, electricity/telecoms, lifts, escalators) are also included.

### 7 Arenastaden

This contract encompasses building and installation work for a complete station.

- Street access, Hagalundsgatan: an entrance with a total of 5 escalators, 1 vertical lift and 1 inclined lift.
- Street access, Dalvägen: an entrance with a total of 6 escalators, 1 vertical lift and 1 inclined lift.

Contract type: Build only contract with design responsibility for certain parts  
Remuneration: Fixed price

### 8 Hagalund

This contract encompasses building and installation work for a complete station.

- Street access, Gelbgjutarevågen: an entrance with a total of 7 escalators, 2 vertical lifts and 1 inclined lift.
- Street access, Solnavågen: an entrance with a total of 5 escalators, 1 vertical lift and 1 inclined lift.

Contract type: Build only contract with design responsibility for certain parts  
Remuneration: Fixed price

### 9 Hagastaden

This contract encompasses building and installation work for a complete station.

- Street access, Karolinska University Hospital: three entrances with a total of 7 escalators, 3 vertical lifts and 1 inclined lift.
- Street access, Torsplan: an entrance with a total of 6 escalators, 1 vertical lift and 1 inclined lift.

Contract type: Build only contract with design responsibility for certain parts  
Remuneration: Fixed price



Concept image of Hagalund station. Illustration: &Rundquist/3DHOUSE



**670,000**  
**M<sup>3</sup> OF PROJECT ROCK**  
**EXCAVATION**  
**ARENASTADEN**

# Barkarby

The Metro's Blue line is being extended from Akalla to Barkarby and then onward to Barkarby station. This latter is to become an important node in the area's public transport.

The Metro here is being built entirely through rock. It passes, amongst other things, the Stockholm Bypass and the Mälärbanan railway line. The stations are to be around 30 metres below the ground surface. A new and important interchange between Metro, commuter trains and buses is to be created at Barkarby Station. For this reason, a new ticket hall is to be built for the Barkarby commuter station serving Mälärbanan.

The major challenge here is coordination with the surrounding expansion projects, Mälärbanan and the

Stockholm Bypass. This applies primarily to site facility establishment areas, tunnel entries, street accesses and ticket halls (especially at Barkarby Station).

## Rock excavation and civil work contracts

### Access tunnels ■ ■ ■

The access tunnels may be procured combinatorially.



## 1 Veddesta

The access tunnel at Veddesta is an access tunnel that is to be used as a access tunnel during the construction period. It is then to become a permanent service tunnel. This tunnel leads to the future Barkarby Metro station.

Contract type: Build only contract  
Remuneration: Fixed price with adjustable contract quantities  
Rock excavation: 15,000 m<sup>3</sup>  
Soil excavation: 500 m<sup>3</sup>  
Concrete: 500 m<sup>3</sup>  
Rock tunnel: 210 m

## 2 Robothöjden and 3 Landningsbanan

This contract includes both these access tunnels. Robothöjden is to be used as a access tunnel during the construction period and as a service tunnel throughout the operating period. The tunnel leads to the future Barkarbystaden Metro station. The Landningsbanan access tunnel is a temporary tunnel.

Contract type: Build only contract  
Remuneration: Fixed price with adjustable contract quantities  
Rock excavation: 25,000 m<sup>3</sup>  
Soil excavation: 5,000 m<sup>3</sup>  
Concrete: 100 m<sup>3</sup>  
Rock tunnel: 200 + 200 m

## Main tunnel

Rock and civil engineering work on this expansion section form a single contract, the Järfälla tunnel.

## 4 The Järfälla tunnel

This contract includes track tunnels, a service tunnel and platform space for the entire section. It also includes escalator shafts, street accesses, ticket halls and shafts for pressure equalisation, combustion gas evacuation and exhaust and supply air.

Contract type: Build only contract with design responsibility for concrete work  
Remuneration: Fixed price with adjustable contract quantities  
Rock: 570,000 m<sup>3</sup>

Soil excavation: 50,000 m<sup>3</sup>  
Concrete: 24,000 m<sup>3</sup>  
Rock tunnel: 4.1 km

## Building and installation contracts

This project has two building and installation contracts. Work for the Mälärbanan ticket hall is to be carried out in collaboration with the Swedish Traffic Administration.

## 5 The Järfälla tunnel and stations

This contract comprises building and installation work for the entire section. It includes completion of two stations.

### Barkarbystaden

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

### Barkarby Station

- Street access, Mälärbanan/commuter trains: 2 + 3 escalators, 1 vertical lift and 1 inclined lift.
- Street access, Veddesta: 2 + 3 escalators, 1 vertical lift and 1 inclined lift.

Contract type: Build only contract with design responsibility for certain parts  
Remuneration: Fixed price with adjustable contract quantities or payment plan

## 6 Mälärbanan's ticket hall

This contract encompasses the building and installation of:

- Mälärbanan's ticket halls (with 3 escalators and 1 lift).
- Connection (with 3 escalators and 1 lift) from the upper ticket hall to the commuter train platform.

Contract type: Build only contract  
Remuneration: Open account with incentives

# Depot

A new workshop, new sidings and a 2.5-kilometre track tunnel (which is to connect to the Farsta branch of the Green line) are to be added to the present Högdalen Depot. The present cleaning shed is to be extended so that it is suitable for longer train carriages.

The civil engineering work is judged to be relatively uncomplicated, rather like the Kvicksundsvägen contract. There, a concrete tunnel is to be built within an existing switchgear area. This requires: good collaboration with surrounding operations; and cautious production methods.

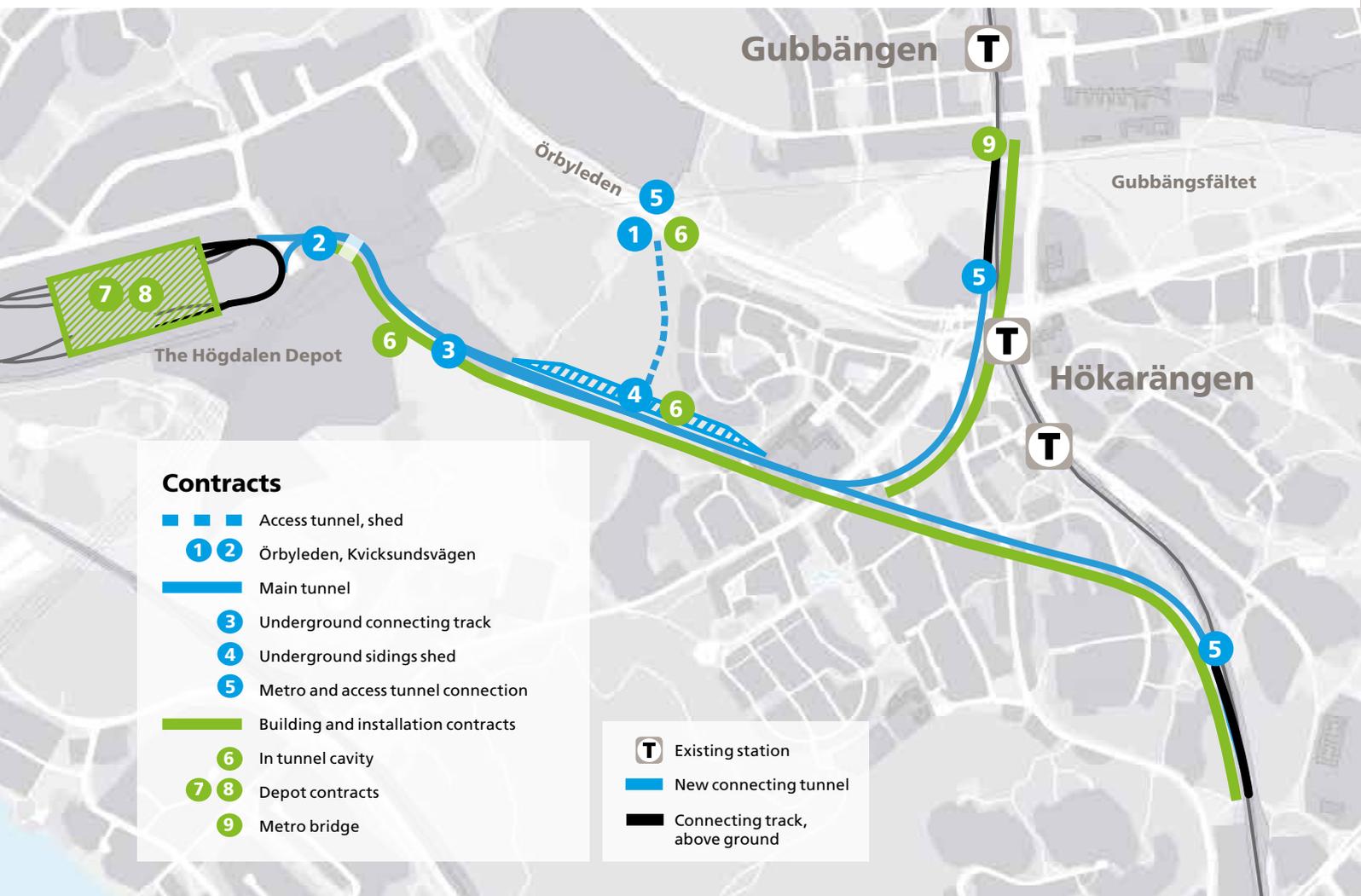
Owing to the poor rock overburden and proximity to national heritage listed properties, extra care is required between Gubbängsfältet and Örbyleden.

## Rock excavation and civil work contracts

### Access tunnel ■ ■ ■

#### 1 Örbyleden

This project needs only one access tunnel. On construction completion, the tunnel will become permanent. It will then be used for servicing tunnel installations and (by the emergency services) as an approach avenue.



Contract type: Build only contract  
Remuneration: Fixed price with adjustable contract 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

Two transformers are being added to Högdalen's switchgear. Partly within the switchgear area, a 165-metre concrete tunnel is to be built at Kvicksundsvägen.

Contract type: Collaborative Build only contract  
Remuneration: Fixed price with adjustable contract 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

## Main tunnel

### 3 4 Connecting tracks and sidings shed

The project's largest contract relates primarily to rock work underground. Framework completion may be included. Installations are being put out to tender separately.

Contract type: Build only contract  
Remuneration: Fixed price with adjustable contract quantities  
Rock excavation: 180,000 m<sup>3</sup>  
Soil excavation: 11,700 m<sup>3</sup>  
Concrete: 5,500 m<sup>3</sup>  
Rock tunnel: 2,700 m

## 5 Excavation and concrete

Concrete work at the connections with the present Metro and the mouth of the access tunnel.

Contract type: Build only contract  
Remuneration: Fixed price with adjustable contract quantities

## Building and installation contracts

### 6 In tunnel cavity

The contract is for: installations in work and service tunnels; connecting tracks; and, an underground sidings shed.

Contract type: Design and build contract  
Remuneration: Fixed price

## Depot contracts

Above ground building in the depot area has been split into several contracts. The various elements are being put out to tender simultaneously. It will be possible to submit tenders for one or more elements.

### 7 Extended sidings shed

Space for more trains is being added to the existing, above ground, sidings shed. The shed will be around 300 x 10 metres.

Contract type: Design and build contract  
Remuneration: Fixed price with adjustable contract quantities

### 8 Workshop area

To service future, longer, vehicles, a new workshop (around 80 x 10 metres) is to be built.

Contract type: Build only contract  
Remuneration: Fixed price with adjustable contract quantities

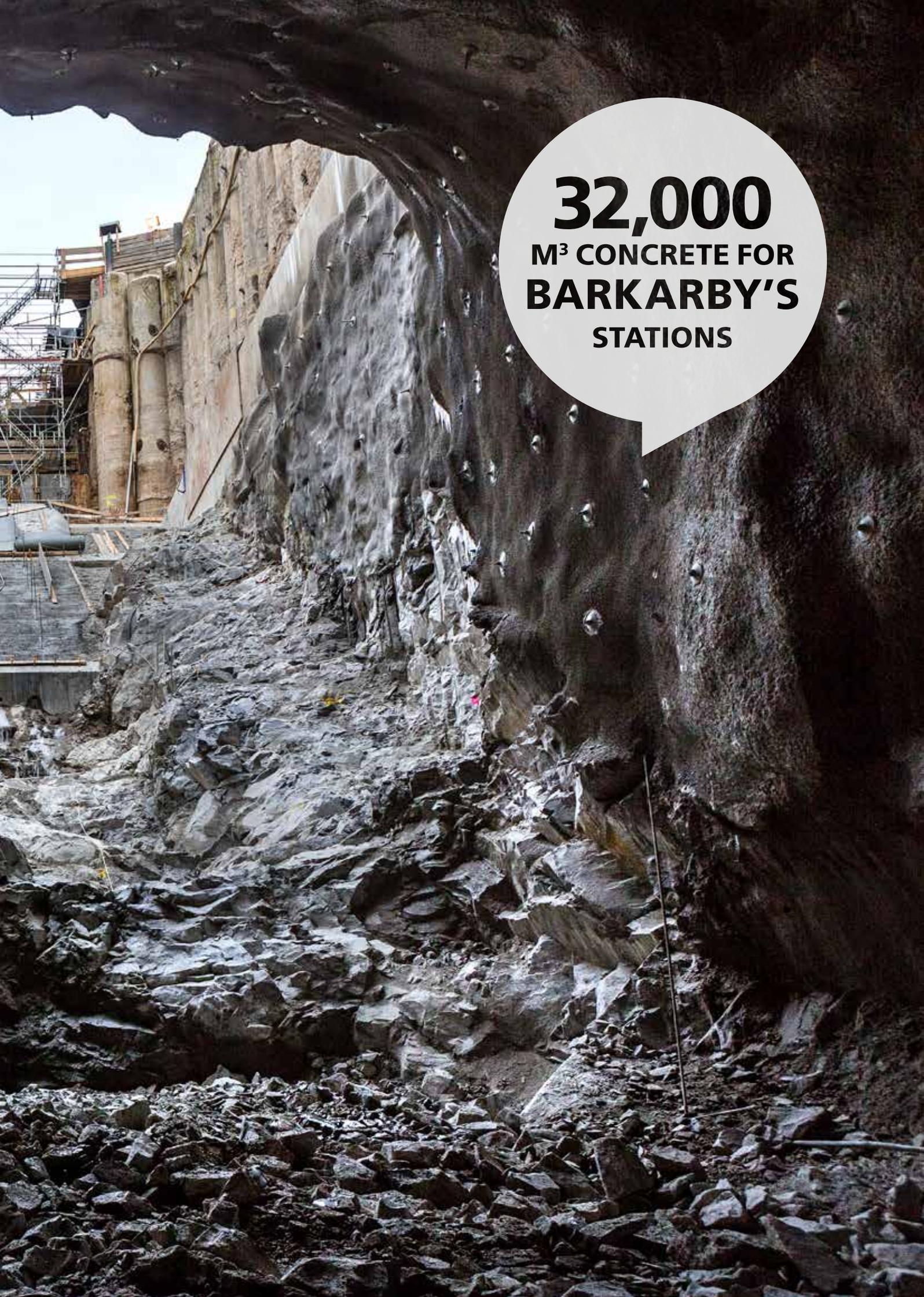
### 9 Metro bridge

At the northern connection, a bridge is to be strengthened or replaced with a new one.

Contract type: Build only contract  
Remuneration: Fixed price with adjustable contract quantities



**750,000**  
M<sup>3</sup> ROCK SPOIL IN  
**NACKA**



**32,000**  
**M<sup>3</sup> CONCRETE FOR**  
**BARKARBY'S**  
**STATIONS**

# Nacka

The Metro's Blue line is to be extended from Kungsträdgården to Nacka and Söderort. This expansion is divided into three projects – Nacka, Södermalm and Söderort. Nacka encompasses expansion of the Sickla-Järla-Nacka Centrum section.

The entire 4.1-kilometre section is being built below ground, through rock. The three stations that are to be built will be relatively deep. Sickla Station is to be around 35 metres deep, Järla 25 metres deep and Nacka Centrum, the end station, is to be built about 40 metres below the ground surface.

The Nacka Centrum station is to be joined to a new bus terminal that is being built in connection with the

Metro's expansion. Owing to the depth of Nacka Centrum, only the northern street access is to have lifts.

The major challenge in this project is coordinating with surrounding expansion projects. Large-scale residential development is under way close by. In Sickla, the market area is being developed and offices and homes are also to be built.



## Rock excavation and civil work contracts

### 1 2 3 Access tunnels ■ ■ ■

This contract encompasses rock excavation for three access tunnels (for a track tunnel) and station spaces. Entry systems and service media are to be installed in the tunnels. The creation of site facility establishment surfaces for each work area is also included.

Contract type: Build only contract  
 Remuneration: Fixed price with adjustable contract quantities  
 Rock excavation: 85,000 m<sup>3</sup>  
 Soil excavation: 7,000 m<sup>3</sup>

Rock excavation:	Rock tunnel:
- Sickla, 33,530 m <sup>3</sup>	- Sickla, 510 m
- Järla, 26,400 m <sup>3</sup>	- Järla, 404 m
- Nacka, 21,950 m <sup>3</sup>	- Nacka 334 m

### Main tunnel

This contract encompasses: rock excavation for a track tunnel, service tunnel and station spaces; concrete work; and surrounding groundwork. All of this is at Sickla, Järla and Nacka Centrum.

Contract type: Build only contract with responsibility for concrete structures and temporary structures  
 Remuneration: Fixed price with adjustable contract quantities  
 Rock excavation: 750,000 m<sup>3</sup>  
 Soil excavation: 79,000 m<sup>3</sup>  
 Concrete: 32,000 m<sup>3</sup>  
 Rock tunnel: 4.1 km

## Building and installation contracts

This contract encompasses three stations with framework completions and installations for entrances, ticket halls, mezzanines, platforms, services floor, service tunnel, ventilation shafts, combustion gas shafts, etc.

### Sickla

Street accesses/entrances: 2 street accesses with 4 entrances, 1 of these being in an existing building.  
 Lifts: 2 inclined lifts and 3 vertical lifts.  
 Escalators: 17.

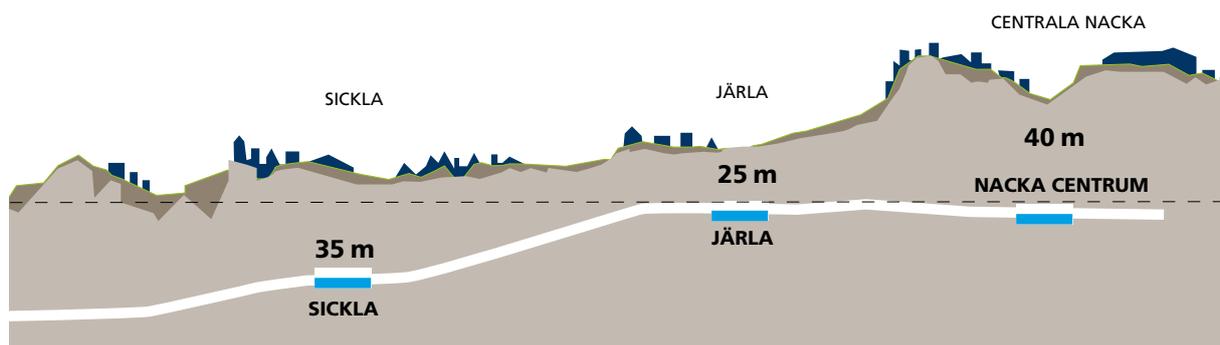
### Järla

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

### Nacka Centrum

Street accesses/entrances: 2 street access with 4 entrances.  
 Lifts: 1 inclined lift and 10 vertical lifts.  
 Escalators: 13.

Contract type: Build only contract with some design responsibility (some parts will be put out to tender as design and build contracts)  
 Remuneration: Fixed price with adjustable contract quantities



# Södermalm

The Metro's Blue line is to be extended from Kungsträdgården to Nacka and Söderort. This expansion is divided into three projects – Nacka, Södermalm and Söderort. Södermalm encompasses expansion of the Kungsträdgården–Sofia–Hammarby kanal section.

From Kungsträdgården, the Metro is being built under the Saltsjön Bay and on to Södermalm. Two new stations, Sofia and Hammarby Kanal, are being built here. Sofia Station will be around 100 metres below ground. This great depth is due to the route under

Saltsjön. Hammarby Kanal station is to be about 40 metres below ground and under the canal. There is to be one street access on either side (one in Södermalm and one in Hammarby sjöstad).



## Rock excavation and civil work contracts

### 1 2 Access tunnels ■ ■ ■

This contract encompasses rock excavation for two access tunnels and site facility establishment surfaces in each work area.

Contract type: Build only contract  
 Remuneration: Fixed price with adjustable contract quantities  
 Rock excavation: 4,800 m<sup>3</sup>  
 Soil excavation: 4,500 m<sup>3</sup>  
 Rock excavation:                      Rock tunnel:  
 - Sofia, 78,000 m<sup>3</sup>                      - 1,200 m  
 - Hammarby kanal, 35,000 m<sup>3</sup>      - 470 m

### Main tunnel ■■■■

#### 3 Blasieholmen

Two separate contracts for main tunnels. They encompass: rock excavation for track tunnels; concrete work; and connecting groundwork for street accesses and entrances. Both are Build only contracts with design responsibility for, amongst other things, concrete. Remuneration is fixed price with adjustable contract 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 Södermalm

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 ■■■■

This contract encompasses framework completions and installations for entrances, ticket halls, mezzanines, platforms, services floor, service tunnel, ventilation shafts, combustion gas shafts, etc. at two stations.

#### Sofia

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

Lifts: 8 high-capacity lifts (lift of around 100 metres) and 2 vertical lifts.

Escalators: 2.

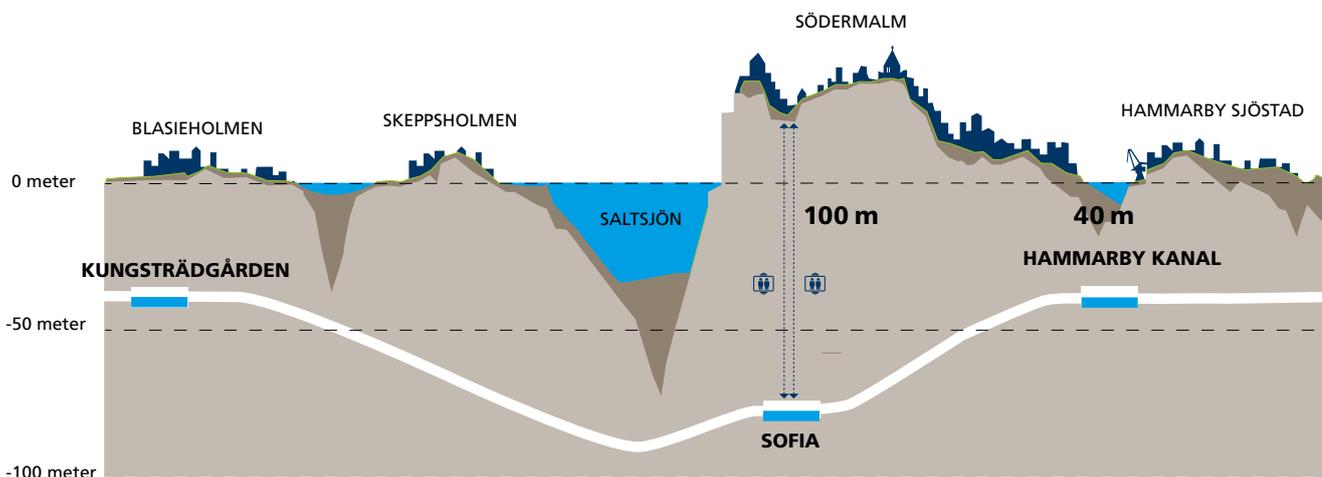
#### Hammarby kanal

Street accesses/entrances: 2 street accesses, each having its own entrance, 1 of these being in an existing building.

Lifts: 3 inclined lifts and 4 vertical lifts.

Escalators: 16.

Contract type: Build only contract with some design responsibility  
 Remuneration: Fixed price with adjustable contract quantities



# Söderort

The Metro's Blue line is to be extended from Kungsträdgården to Nacka and Söderort. This expansion is divided into three projects – Nacka, Södermalm and Söderort. Söderort encompasses expansion of the Gullmarsplan- Slakthus area-Sockenplan section.

At Gullmarsplan, a new platform is to be built under the present station. This new station will be around 70 metres below ground and the existing platform. Passengers will have large and rapid lifts to get them between the platform and the ticket hall. The station is to have one more street access in Mårtensdal.

Gullmarsplan is one of Stockholm's largest nodes. This imposes requirements as regards coordination with existing track traffic.

The new station in the Slakthus area is being built in the suburb of Söderstaden. Many new workplaces and homes are planned here. Located below ground,

the station will have two street accesses with a total of three entrances.

Connection to existing tracks above ground will be at Sockenplan. Here, the Hagsätra branch is to be connected to the new Blue line.

## Rock excavation and civil work contracts

### 1 Access tunnel ■ ■ ■

This contract encompasses rock excavation for a access tunnel (for a track tunnel) at Gullmarsplan and station spaces. Entry systems and service media are to



be installed in the tunnels. The creation of site facility establishment surfaces in the Sundstabacken work area is also included.

Contract type: Build only contract  
 Remuneration: Fixed price with adjustable contract quantities  
 Rock excavation: 27,000 m<sup>3</sup>  
 Soil excavation: 300 m<sup>3</sup>  
 Rock tunnel: 400 m

## 2 Sockenplan service tunnel

This contract encompasses soil excavation and concrete design.

Contract type: Build only contract or design and construct contract  
 Remuneration: Fixed price with adjustable contract quantities

## Main tunnel

This contract encompasses: rock and civil engineering work for street accesses at Gullmarsplan and in the Slakthus area; and connection to existing track at Sockenplan.

The contract mainly encompasses: rock work for a track tunnel; station spaces; concrete work; and connecting groundwork.

Contract type: Build only contract with responsibility for concrete structures and temporary structures  
 Remuneration: Fixed price (with adjustable contract quantities)

Rock excavation: 500,000 m<sup>3</sup>  
 Soil excavation: 70,000 m<sup>3</sup>  
 Concrete: 28,000 m<sup>3</sup>  
 Concrete tunnel (trough included): 250 m  
 Rock tunnel: 2.7 km

## Building and installation contract

This project's building and installation contract encompasses entrances, ticket halls, a mezzanine, platforms, a services floor, a service tunnel, ventilation shafts, combustion gas shafts, etc. at two stations.

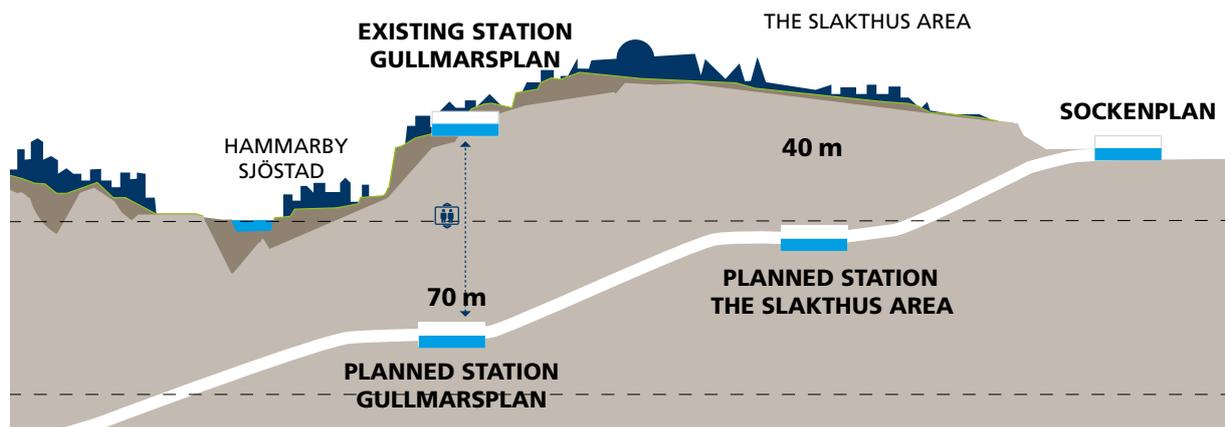
### Gullmarsplan

Street accesses/entrances: 2 street accesses with 2 entrances, 1 of these being in an existing building.  
 Lifts: 5 high-capacity lifts (lift of around 70 metres), 3 vertical lifts and 1 inclined lift.  
 Escalators: 8.

### New station in the Slakthus area

Street accesses/entrances: 2 street accesses with 3 entrances, one of these being in a newly built building.  
 Lifts: 2 vertical lifts and 3 inclined lifts.  
 Escalators: 17.

Contract type: Build only contract with some design responsibility  
 Remuneration: Fixed price with adjustable contract quantities





## Project areas

-  Planned expansion
-  Planned expansion
-  Traffic on existing tracks to Farsta strand or Skarpnäck
-  The Högdalen depot

- Projects**
- 1. Arenastaden
- 2. Barkarby
- 3. Depot
- 4. Nacka
- 5. Södermalm
- 6. Söderort

## The procurement procedure

The county council's Metro Expansion Administration is conducting the procurements in accordance with Sweden's "Act on Procurement in the Utilities Sectors" (LUF).

### Procurement information

We announce general needs in Tenders Electronic Daily (TED) every year. To inform the market of specific procurements, we will be continuously updating our procurement schedule on [nyatunnelbanan.sll.se/upphandling](http://nyatunnelbanan.sll.se/upphandling).

### Qualification of suppliers

To qualify suppliers, we use Achilles System AS's TransQ pre-qualification system. Qualification involves an assessment of suppliers in respect of, amongst other things: technical ability and capacity; and financial and economic stability. Those suppliers who qualify via TransQ will have the tender documents sent to them. More information on how to register your company can be found at [achilles.com](http://achilles.com).

### Invitation to tender

Invitations to tender will be sent only to those suppliers who have qualified in TransQ.

### Subscribing to our newsletter

So that you always have the latest information on our work with the new Metro, we recommend that you subscribe to our newsletter. You can register via [nyatunnelbanan.sll.se/nyhetsbrev](http://nyatunnelbanan.sll.se/nyhetsbrev). The newsletter is issued regularly. Between issues, current information is also available from our website, [nyatunnelbanan.sll.se/upphandling](http://nyatunnelbanan.sll.se/upphandling).

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[nyatunnelbanan.sll.se](http://nyatunnelbanan.sll.se).