

# 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 agreed project start-up year is 2020.
- Region Stockholm's Public Transport Administration is also developing public transport in Stockholm. Take a closer look at their projects at [sll.se](http://sll.se).

## The County of Stockholm in figures

2 352 000

...people live in Stockholm.

36 000

...was the increase in number of habitants in 2018. This makes Stockholm one of the fastest growing regions in Europe.

21 344

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

1/4 

...of Sweden's population inhabits the Stockholm region.

# We make distances shorter as Stockholm grows larger

Those of us who work at the Extended Metro Administration 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.



"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, Head of the Extended Metro Administration**

You can find the latest information on our website at [nyatunnelbanan.sll.se/procurement](http://nyatunnelbanan.sll.se/procurement).

Work will soon commence on the construction of tomorrow's public transport system – we hope you will join us!

## This is how our procurement process works

### Qualification of suppliers

Qualification means that an assessment is made of the technical competence and capacity of suppliers as well as their financial and economic status. In conjunction with procurement, a choice is made among qualified suppliers in TransQ. It may even prove necessary to impose specific qualification requirements.

We use Achilles System's procurement system TransQ for the qualification of suppliers. As a supplier, it is your own responsibility to access the Achilles System for registration and prequalification.

### Invitation to tender

Those suppliers who meet the qualification requirements will be invited to submit tenders. This is done via the procurement system TendSign.

### Newsletter to suppliers

We have a newsletter that addresses the concerns of suppliers. It is published four times a year, in both Swedish and English. In order to subscribe, register your e-mail address at:

[nyatunnelbanan.sll.se/nyhetsbrev](mailto:nyatunnelbanan.sll.se/nyhetsbrev)



### Contact

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



# 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.



Photo: Rebecka Näsström

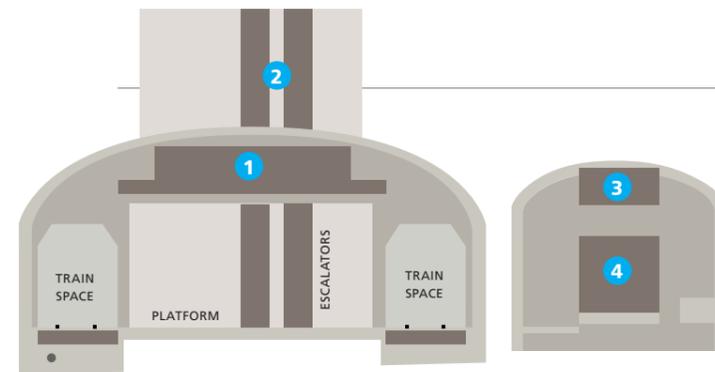
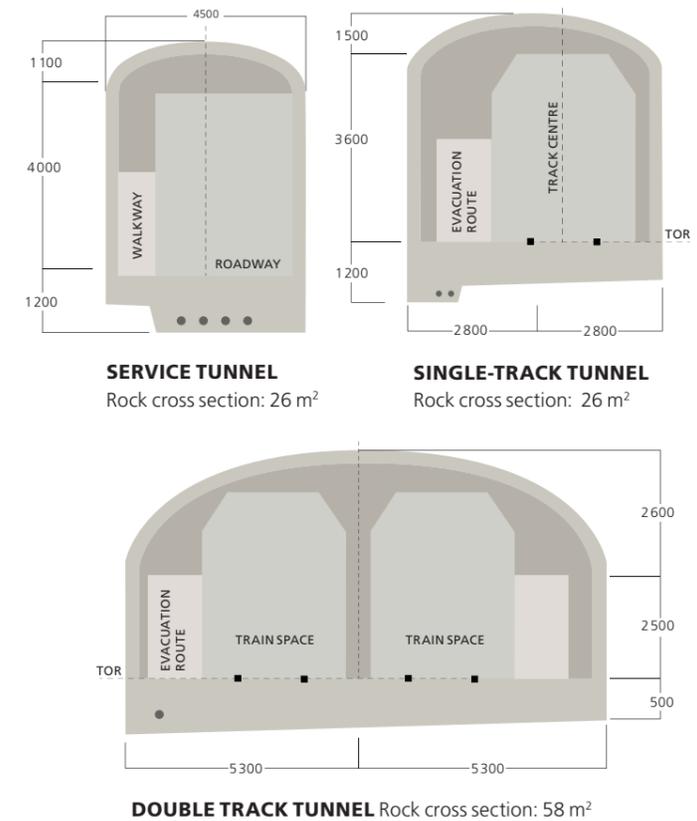


## This is how we build tunnels

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.

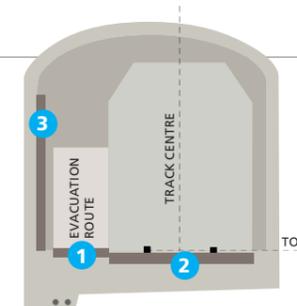


### PLATFORM SPACE, LIFT SHAFTS AND TECHNICAL EQUIPMENT ROOMS AND AREAS

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.



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

## 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.

# Our contracts

We will be putting contracts out for tender with a value up to SEK 1 billion. This is a description of some of the most common forms of contracts.

### Rock and civil works contracts

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 as well as 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.

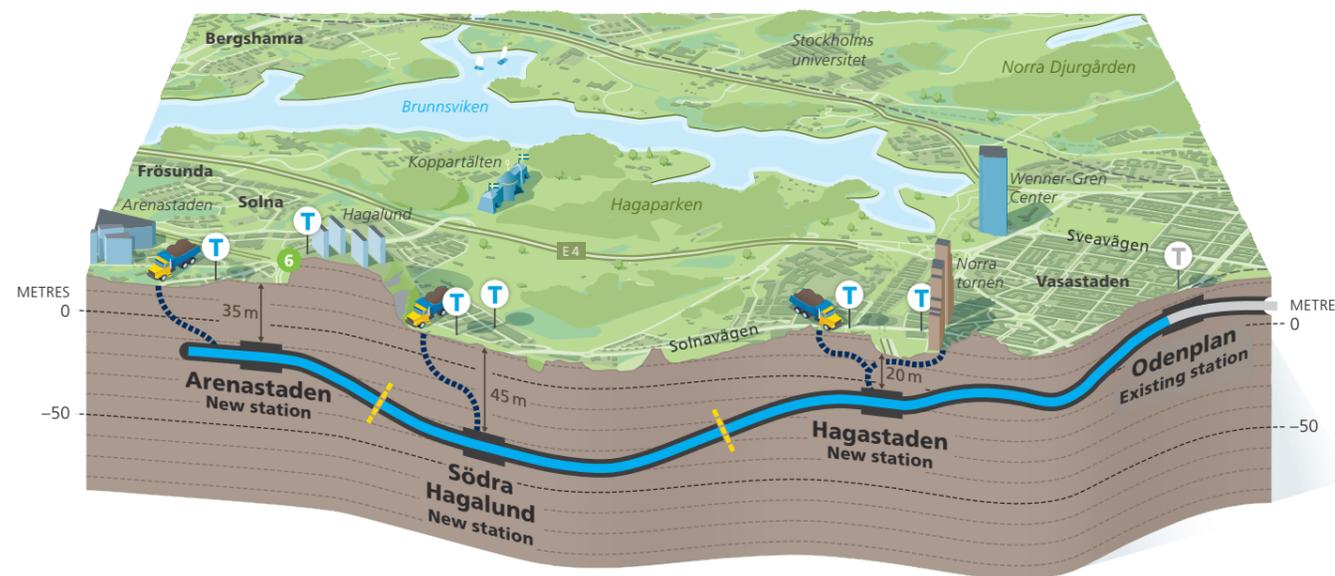
# Yellow line to Arenastaden

The Metro will be extended from Odenplan to Arenastaden.  
The new Yellow line will connect 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



- - - - Access tunnels
  - Main tunnel
  - Existing Metro
  - - - - Contract interface
  - T New street access
  - T Existing station
- 0 500  
Number of metres

## Upcoming procurements

### Rock and civil works contracts

#### ACCESS TUNNELS

The access tunnels will be procured as separate contracts.

#### Arenastaden ID:3716

The contract comprises an access tunnel and the 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>
- Concrete: 100 m<sup>3</sup>
- Soil excavation: 2 300 m<sup>3</sup>

#### Södra Hagalund ID:3712

The station is to be built in the Hagalund Industrial Estate some 45 meters below the ground. The station will have two street accesses.

- 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>
- Soil excavation: 26 000 m<sup>3</sup>

### Construction and installation contracts

#### Arenastaden and Södra Hagalund ID:3727

The contract for the Södra Hagalund and Arenastaden stations consist of non-structural works with lightweight walls, wall panels, wrought-iron works, glazed partitions, suspended ceilings, floors and other surface coverings as well as installations for heating, water supply, wastewater disposal, sprinklers, ventilation, lighting and electricity/telecom. Also included in this contract is a telecom and control works for Hagastaden Station.

- Form of Contract: Build only contract with design responsibility for certain parts.
- Form of Payment: Fixed price.

#### STATIONS AND MAIN TUNNELS

The contracts for Arenastaden and Södra Hagalund cover the work needed for a station and connecting tunnels, as well as rock excavation for tunnels, platform space and vertical shafts. Also included are works related to steel and concrete frames as well as earth and foundation works for ticket halls.

#### Arenastaden ID:3713

The station is to be built under the ground and will have two street accesses.

- 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>
- Soil excavation: 17 000 m<sup>3</sup>

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

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

### Lifts and escalators ID:3726

The lift and escalator contracts cover Södra Hagalund and Arenastaden stations.

#### Arenastaden

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

#### Södra Hagalund

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

## Track, electricity, signal and telecom contracts

### Track infrastructure Arenastaden ID:3742

A joint contract for the entire stretch of line terminating at the existing track infrastructure Odenplan. All track, electricity, signal and telecom works are included in their entirety with clear interfaces to other contracts.

**Form of Contract:** Build only contract

**Form of payment:** Fixed price with adjustable quantities

### Extended turning possibilities, Åkeshov ID:3708

Preparatory works in which the installation of 4 points and EST items, and a siding extension are included.

**Form of Contract:** Build only contract

**Form of payment:** Fixed price with adjustable quantities

## Contract for a complete station

The contract for Hagastaden Station covers both rock and construction works as well as building and installation works with the exception of telecom and control, which are included in the building and installation contracts for Södra Hagalund and Arenastaden.

### Hagastaden ID:3711

Tunnel driving will be performed directly alongside the present operational rail tunnels for the Green line, and adjacent to other nearby buildings and underground activities and facilities. The contract also incorporates underground building and installation works for a complete station.

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

**Form of Contract:** Performance contract in collaboration. 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>

## Ongoing procurements/awarded contracts

- Södra Hagalund access tunnel ID:3715
- Hagastaden access tunnel ID:3714

Further information is available at [nyatunnelbanan.sll.se/procurement](http://nyatunnelbanan.sll.se/procurement) on all completed procurements.

In April 2019, the first round was fired for the access tunnel in Veddesta Industrial Estate – one of the many access tunnels needed to build the Metro.

Photo: Mikael Ullén



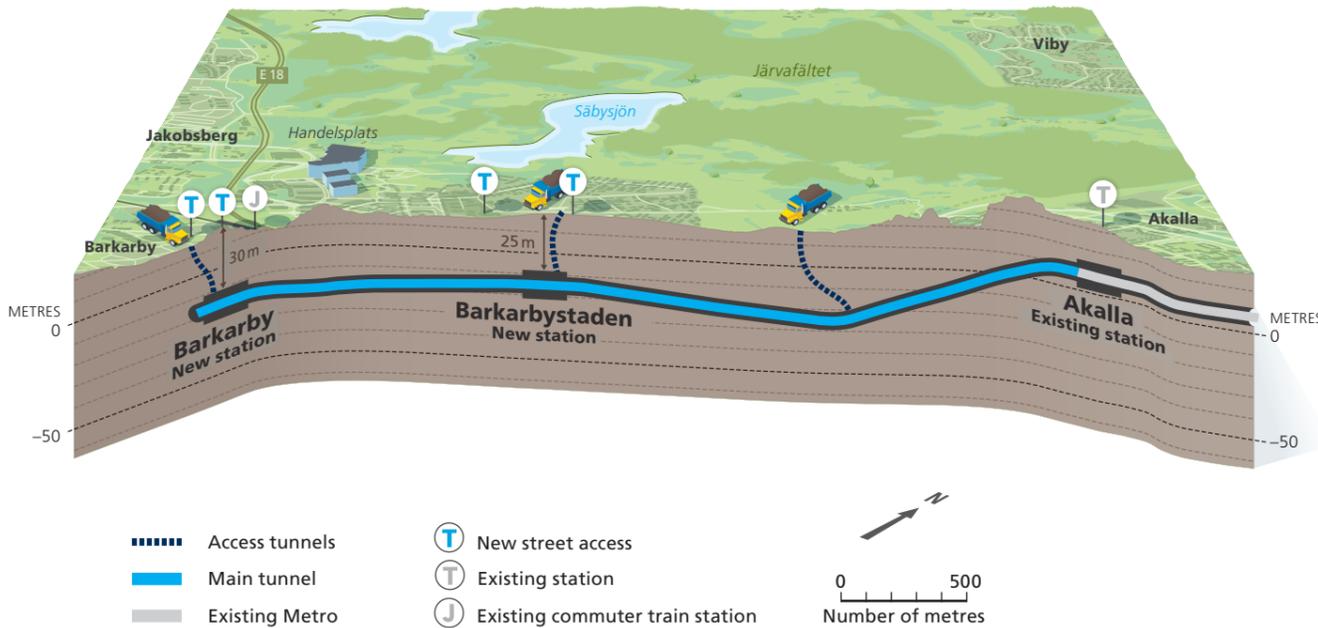
# Blue line to Barkarby

The Metro's Blue line is to be extended from Akalla to Barkarbystaden and from there to Barkarby, which will become an important hub for public transport.

"Building a Metro for future generations is both an honour and an interesting experience both for me as well as my project team. At the moment we're building the access tunnels that are needed for the actual main tunnel and the two new stations. Most of our tunnels will pass beneath an old airfield which is in the process of being converted into a new town with a Metro station and all the other facilities that are needed for tens of thousands of new residents. At our terminus in Barkarby, a travel interchange centre is being established with commuter train, regional train and bus services. This means major coordination challenges when public transport and other building works in the area are conducted at the same time. And this is only one of the challenges that make this project even more interesting."



Anna Nylén, Project Director



Do you want to submit a tender?

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

## Upcoming procurements

### Construction and installation contracts

The project includes a construction and installation project.

**Construction, installation and telecom project: Järfälla tunnel with stations ID:4721**  
The contract comprises two stations with non-structural components and installations for entrances, ticket halls, intermediate floors, platforms, technical equipment floors, a service tunnel, ventilation shafts and combustion gas shafts, etc. Also included in the contract are telecom installations (e.g. trunk network, optical fibre cables, camera installations, radio system, IP network and passenger information systems) at stations and in rail tunnels and service tunnels.

**Form of Contract:** Build only contract with design responsibility in certain parts.  
**Form of Payment:** Fixed price with a payment schedule.

#### Barkarbystaden

- East exit: 2+3 escalators\*, 1 vertical lift and 1 inclined lift.
- West exit: 2+3 escalators\*, 1 vertical lift and 1 inclined lift.

#### Barkarby

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

\* Escalators will be procured by the client and then transferred to the contractor for 4721.

## Ongoing procurements/ awarded contracts

- Veddesta access tunnel ID:4711
- Robothöjden access tunnel ID:4712
- Landningsbanan access tunnel ID:4712

### Track, electricity, signal and telecom contracts

**Track/live rail/ductwork ID:4743**  
Complete track infrastructure and points. Complete live rail installations, longitudinal ductwork and pedestrian walkways.

**Form of Contract:** Build only contract  
**Form of payment:** Fixed price with adjustable quantities  
**Track and live rail:** 4 km (2+2) single track, 2 km double track  
**Pedestrian walkway:** 10 000 m<sup>2</sup>  
**Circuit breakers:** 30  
**Points:** 4

**400 V electrical power ID:4742**  
The contract comprises 400 V installations (power and lighting) in both track and service tunnels.

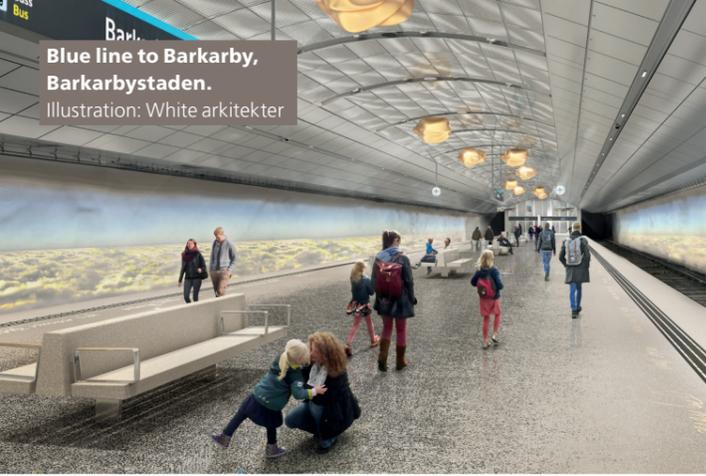
**Form of Contract:** Build only contract  
**Form of payment:** Fixed price with adjustable quantities  
**Scope of supply:** 4 km (2+2) of single-track tunnels, 2 km of double-track tunnels and a 2 km-long service tunnel

**Signal ID:4744**  
The contract comprises signal installations.

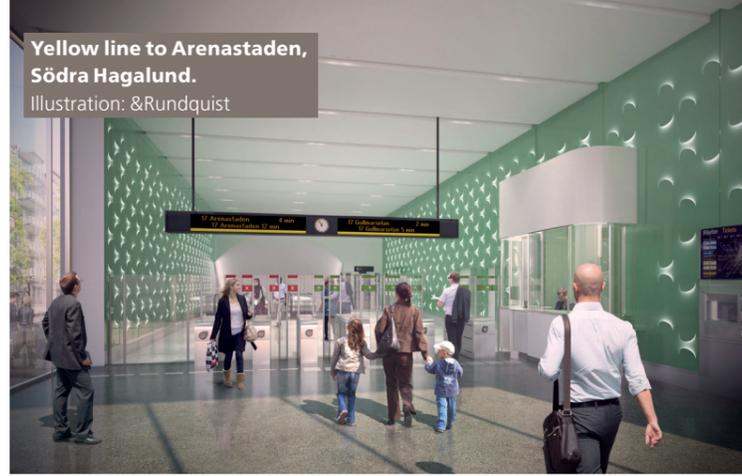
**Form of Contract:** Build only contract  
**Form of payment:** Fixed price with adjustable quantities  
**Signal items:** 160  
**Points:** 4  
**Signal engineering building:** 4 pcs new + measures in existing building

- Järfälla main tunnel ID:4713
- Escalators ID:47211

Further information is available at [nyatunnelbanan.sll.se/](http://nyatunnelbanan.sll.se/) procurement on all completed procurements.



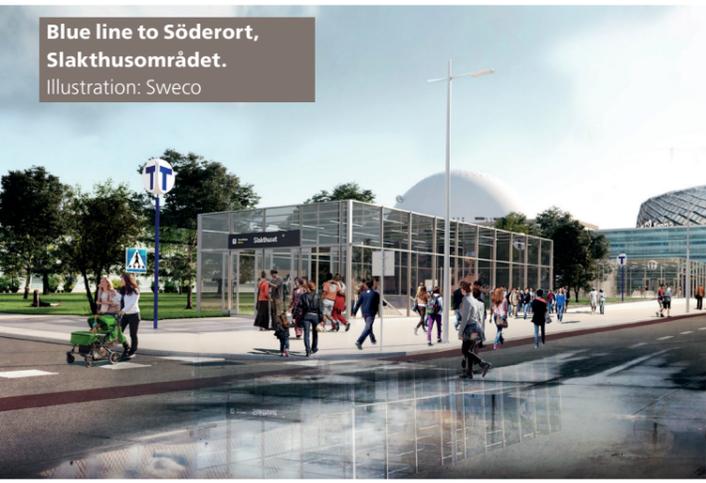
**Blue line to Barkarby, Barkarbystaden.**  
Illustration: White arkitekter



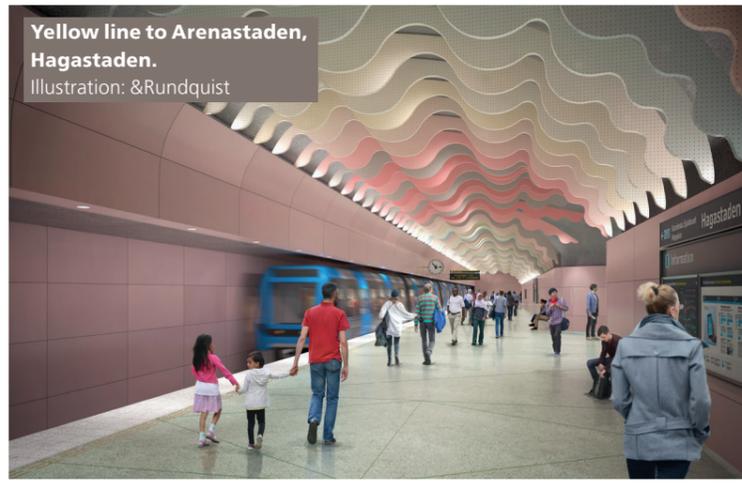
**Yellow line to Arenastaden, Södra Hagalund.**  
Illustration: &Rundquist



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



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



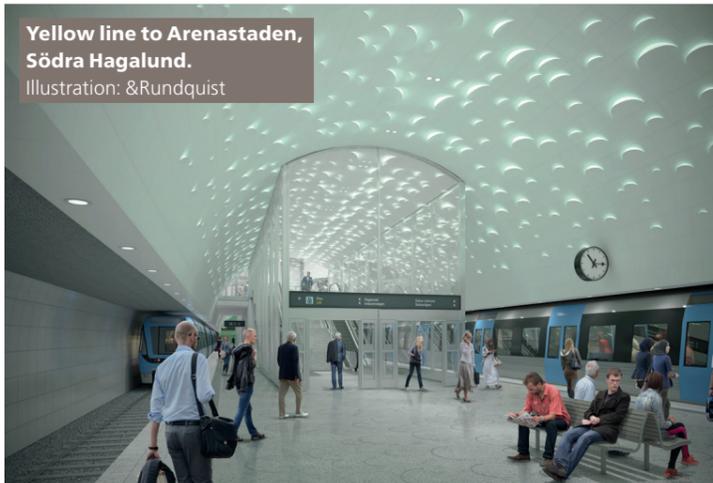
**Yellow line to Arenastaden, Hagastaden.**  
Illustration: &Rundquist



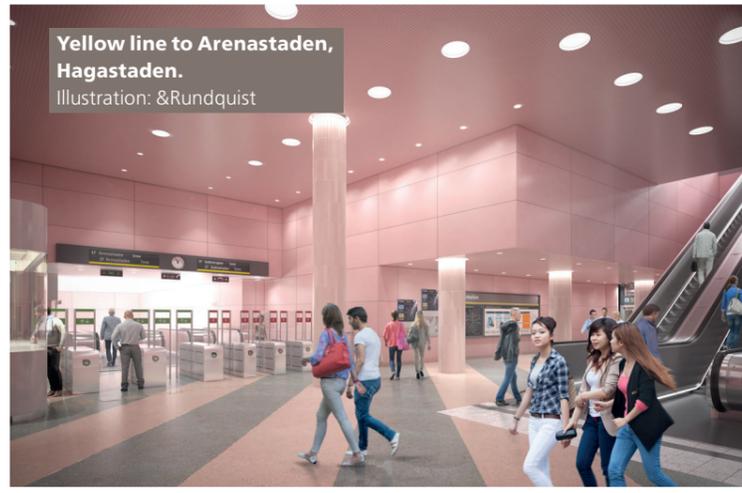
**Yellow line to Arenastaden, Arenastaden.**  
Illustration: &Rundquist



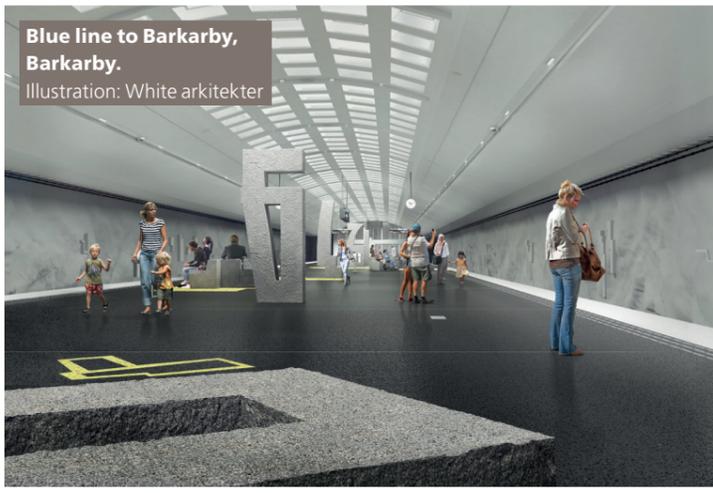
**Blue line to Nacka, Sickla.**  
Illustration: Sweco



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



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



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

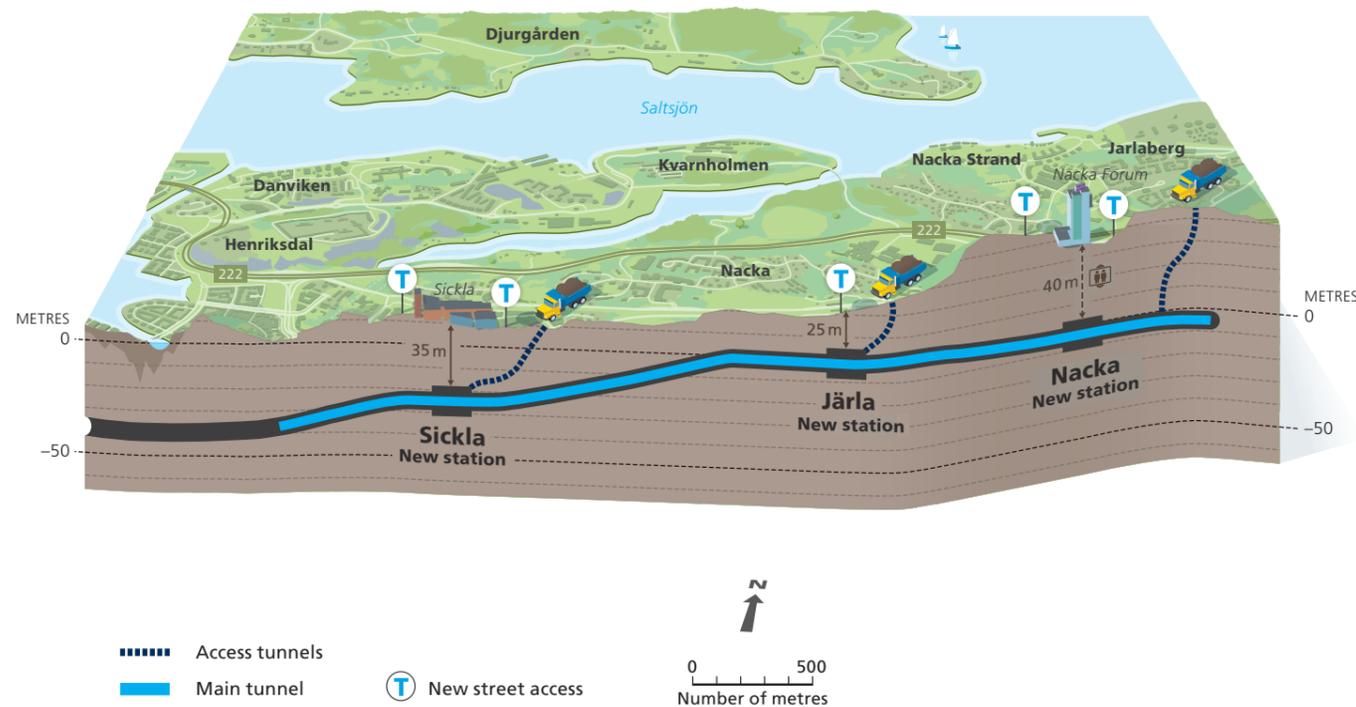
# Blue line to Nacka

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 constructed 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



## Upcoming procurements

### Civil works contract

**Sickla** ID:8714

**Järla** ID:8715

**Nacka** ID:8716

The contracts will be procured in the form of 3 separate assignments in association with Sickla, Järla and Nacka Stations. Each contract includes rock excavation for rail and service tunnels, concrete works and associated earthworks for exits and entrances.

**Form of Contract:** Build only contract

**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>

**Järla** ID: Not yet decided

**Street accesses and entrances:** 1 exit with 2 entrances.

*Planning of subdivision into contracts and forms of contract is under way.*

**Nacka** ID: Not yet decided

**Street accesses and entrances:** 2 exits and 4 entrances.

*Planning of subdivision into contracts and forms of contract is under way.*

### Ongoing procurements/ awarded contracts

- **Värmdövägen access tunnel** ID:87131
- **Järla East access tunnel** ID:87132
- **Skönviksvägen access tunnel** ID:87133

Further information is available at [nyatunnelbanan.sll.se/procurement](http://nyatunnelbanan.sll.se/procurement) on all completed procurements.

### Construction contracts

The works cover the stations at Sickla, Järla and Nacka. Included in the construction contracts are primarily non-structural works and fittings as well as furniture for entrances, ticket halls, intermediate floors, platforms, technical equipment floors, a service tunnel, ventilation shafts and combustion gas shafts.

**Sickla** ID: Not yet decided

**Street accesses and entrances:** 2 exits with 4 entrances, one of which is in an existing building.

*Planning of subdivision into contracts and forms of contract is under way.*

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

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

Read about the contracts on this stretch of line for **track**, **electricity**, **signal** and **telecom** on pages 24–25.

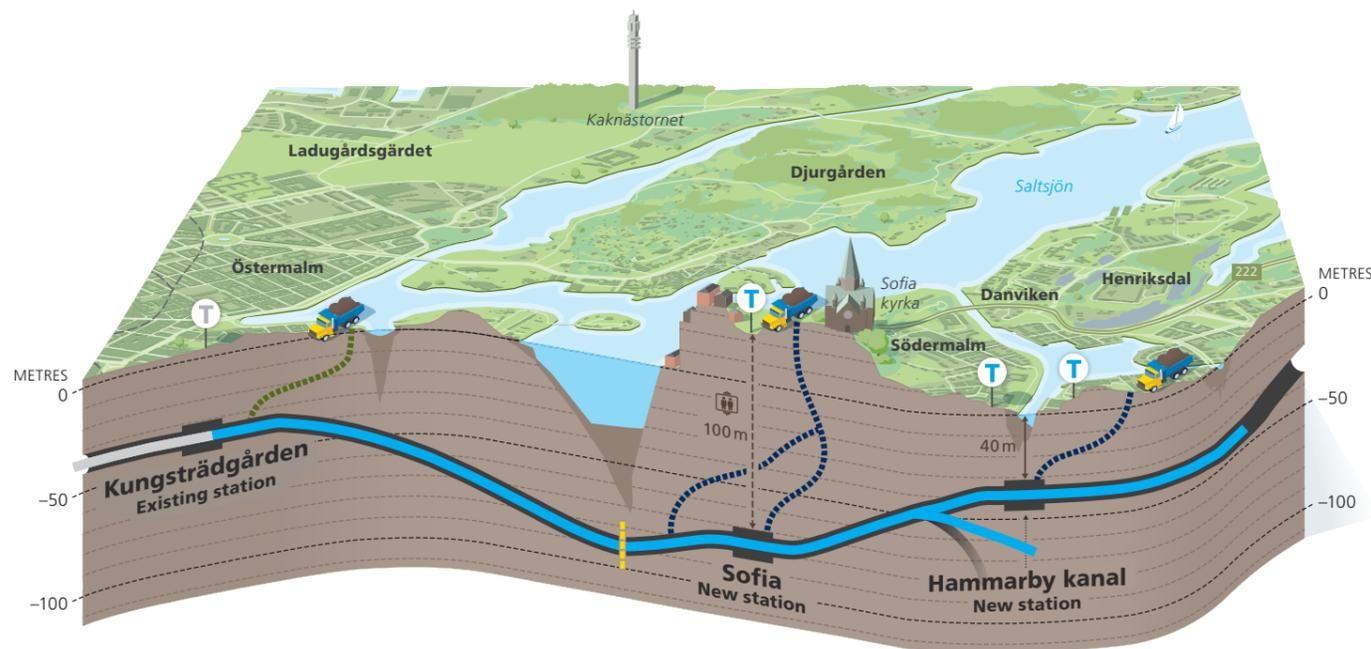
# Blue line to Södermalm

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 meters 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 escalator.”



Andreas Burghauser, Project Director



## Contracts

- Access tunnels
  - Existing access tunnel
  - Main tunnel
  - Existing Metro
  - Contract interface
  - T New street access
  - T Existing station
- 0 500  
Number of metres

## Upcoming procurements

### Civil works contract

**Sofia** ID:7715  
**Hammarby kanal** ID:7716

The contracts comprise 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 concrete and other works.  
**Form of Payment:** Fixed price with adjustable quantities.  
**Rock excavation:** 610 000 m<sup>3</sup>  
**Soil excavation:** 5 000 m<sup>3</sup>  
**Concrete:** 15 000 m<sup>3</sup>

**Hammarby kanal** ID: Not yet decided

**Street accesses and entrances:** 2 exits with one entrance each, 1 of which is in an existing building.  
*Planning of subdivision into contracts and forms of contract is under way.*

### Ongoing procurements/awarded contracts

- **Londonviadukten access tunnel** ID:7713
- **Hammarby fabriksväg access tunnel** ID:7714
- **Kungsträdgården rail and service tunnel** ID:7711

Further information is available at [nyatunnelbanan.sll.se/procurement](http://nyatunnelbanan.sll.se/procurement) on all completed procurements.

### Construction contracts

The contract(s) consist(s) of non-structural additional works for entrances, ticket halls, intermediate floors, platforms, technical equipment floors, a service tunnel, ventilation shafts and combustion gas shafts, etc. for two stations.

**Sofia** ID: Not yet decided

**Street accesses and entrances:** 1 station building with its entrance and ticket hall above ground.  
*Planning of subdivision into contracts and forms of contract is under way.*

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

Read about the contracts on this stretch of line for **track, electricity, signal** and **telecom** on pages 24–25.

# Blue line to Söderort

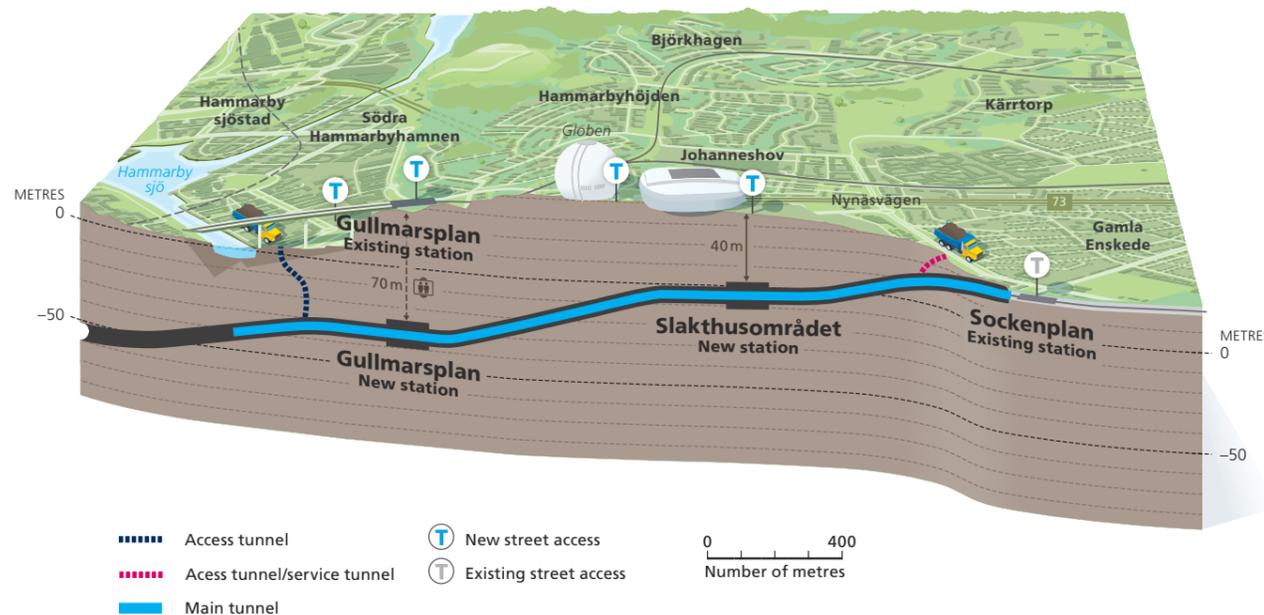
The Blue Metro line will be extended to Söderort. The Söderort project incorporates the two stations Gullmarsplan and Slakthusområdet.

“Our assignment covers that part of the extension which is situated immediately 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 meters 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 poor 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 also intend to connect the new tracks to the exist-



Anna Sandahl, Project Director

ting tracks that are above ground in the immediate vicinity of both housing and schools. This will require good communication and dialogue with the everyone in the surroundings.”



## Upcoming procurements

### Civil works contract

#### Civil works Gullmarsplan ID:9715

Also included in the assignment is rock excavation for a rail tunnel, service tunnel, station space, concrete works and associated earthworks. There is also a lift shaft for 5 high-capacity lifts (lifting height approx. 70 m) extending from Hammarby North Quay to the former Söderstadion (stadium). The northern entrance to Gullmarsplan Station will be built under a separate contract and is expected to be completed in winter 2019.

**Form of Contract:** Build only contract with design and build elements.

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

**Rock excavation:** 220 000 m<sup>3</sup>

**Soil excavation:** 1500 m<sup>3</sup>

**Concrete:** 800 m<sup>3</sup>

**Street accesses and entrances:** 2 street accesses and 2 entrances, one of which is in an existing building and the other in a future building.

### Construction contracts

The works comprise construction and interior fixtures/fittings for entrances, ticket halls, intermediate floors, platforms, a technical equipment floor, service tunnel, ventilation shaft, combustion gas shaft, etc. at Gullmarsplan and Slakthusområdet Stations.

#### Gullmarsplan ID: Not yet decided

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

*Planning of subdivision into contracts and forms of contract is under way.*

#### Slakthusområdet ID: Not yet decided

**Street accesses and entrances:** 2 exits and 3 entrances, one of which in a newly constructed building.

*Planning of subdivision into contracts and forms of contract is under way.*

#### Slakthusområdet and Sockenplan, stage 2 ID:9712

Included in the assignment are rock excavation for a rail tunnel, station space, concrete works, road rerouting, concrete cut-and-cover works and connecting earthworks. The tunnel extends from the former stretch of line between Söderstadion and Sockenplan.

**Form of Contract:** Build only contract with design and build elements.

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

**Rock excavation:** 240 000 m<sup>3</sup>

**Soil excavation:** 36 000 m<sup>3</sup>

**Concrete:** 18 000 m<sup>3</sup>

**Street accesses and entrances:** 2 street accesses and 3 entrances one of which is in a building.

## Ongoing procurements/awarded contracts

#### • Access tunnel Sundstabacken ID:9714

#### • Sockenplan, stage 1 ID:9711

*Further information is available at [nyatunnelbanan.sll.se/procurement](http://nyatunnelbanan.sll.se/procurement) on all completed procurements.*

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Read about the contracts on this stretch of line for **track, electricity, signal and telecom** on pages 24–25.

#### Sockenplan stage 3 ID:9713

Included in the assignment are a concrete cut-and-fill structure, earth- and road works, soil and rock excavation, etc. *Contract work planning is under way.*

# 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



### Ongoing procurements/awarded contracts

- Rectifiers and substations ID:2676

## Upcoming procurements

### Installation contracts

Installations for entrances, ticket halls, intermediate floors, platforms, service tunnels, lateral tunnels, ventilation/combustion gas shafts, etc. for 7 stations. *The planning of exact interfaces between the contracts is under way.*

#### Electricity, telecom and control ID:26726

Electrical, telecom and control systems, and lighting works.

Form of Contract: Build and design.  
Scope of Works: 7 stations with associated tunnels.

#### VVS ID:26727

Heating and sanitation, ventilation and pumping stations.

Form of Contract: Build and design.  
Scope of Works: 7 stations with associated tunnels.

#### Fire and tunnel ventilation ID:26725

Ventilation facilities, jet fans and tunnel dampers.

Form of Contract: Build and design.  
Stretch of line: 11.5 km of rail tunnels.

#### Vertical conveyance - lifts ID:26721

Normal vertical and high-speed lifts for 7 stations.

Form of Contract: Build and design.  
Scope of Works: 21 normal vertical lifts and 19 high-speed lifts.

#### Vertical conveyance - inclined lifts ID:26722

The contract comprises inclined lifts for 6 stations.

Form of Contract: Build and design.  
Scope of works: 12 inclined lifts.

#### Vertical conveyance - escalators <30 m lifting height ID:26723

The contract comprises escalators for 7 stations.

Form of Contract: Build and design.  
Scope of Works: 44 escalators.

#### Vertical conveyance - escalators >30 m lifting height ID:26724

The contract comprises escalators for 7 stations.

Form of Contract: Build and design.  
Scope of Works: 18 escalators.

### BEST contracts

**Tracks, conductor rails, walkway Kungsträdgården–Hammarby kanal + Sofia–Sockenplan** ID:267421. Tracks, conductor rails (including control), a walkway and cable runs.

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 ID:267422

Tracks, conductor rails, a walkway and cable runs.

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 electrical and telecom works ID:26743

400 V electrical installations and telecom installations in both the rail and service tunnels.

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.

#### Signals ID:267441

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 ID:26745

Assembly of cable racks and cable brackets 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

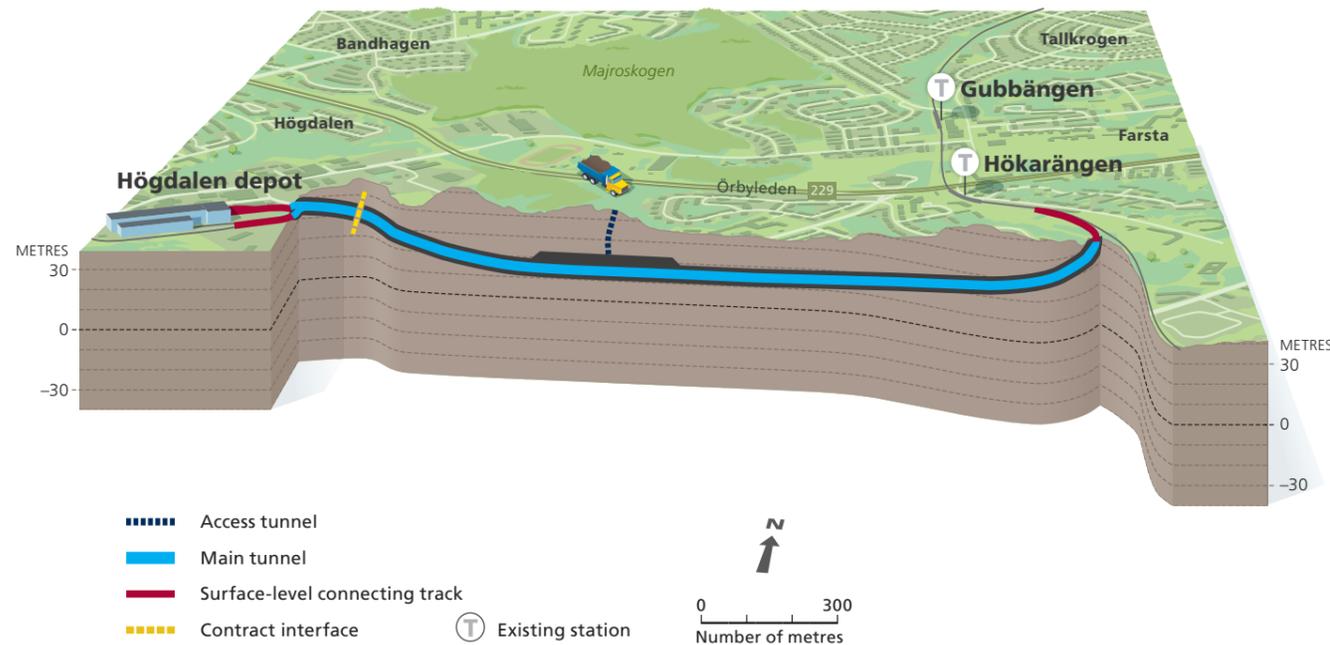
# Expanded depot at Högdalen

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 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.”



Marie Fredell, Project Director



## Upcoming procurements

### Rock and civil works contracts

#### Örbyleden access tunnel ID:5712

The project requires an access tunnel which, on completion of the construction works, will be a permanent feature.

- 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>

#### Kvicksundsvägen ID:5711

A 165 m-long concrete tunnel will be built at Kvicksundsvägen, partly within the switchgear area.

- Form of Contract:** Build only contract.
- Form of Payment:** Fixed price with adjustable quantities.
- Rock excavation:** open cut 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: sidings and holding hall ID:5713

The contract(s) consist(s) primarily of rock works. Non-structural additional works may be included. Installations will be procured separately.

- Form of Contract:** Build only contract.
- Form of Payment:** Fixed price with adjustable 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

### Construction, installation and BEST contracts

All buildings, BEST and installation works are collected under one contract which consists of the parts detailed below. In the existing depot, building works will be performed at the same time as the depot remains in operation.

#### Building, BEST and installations

ID: Not yet decided

**BEST and installations:** BEST and installation works within the existing depot and the tunnel for the sidings to the Green line Farsta branch.

**Extended holding hall:** The surface-located holding hall is to be extended to provide room for more trains. The size of the hall will be approx. 300x10 m.

**Extended holding hall:** The surface-located holding hall is to be extended to provide room for more trains. The size of the hall will be approx. 150x10 m.

**New cleaning and holding hall:** One of the tracks is to be used for interior vehicle cleaning. Approx. 300x20 m.

**Workshop area:** A new workshop measuring some 80x20 m in size is to be constructed in order to serve longer vehicles in the future.

**New cleaning hall:** A new hall measuring approx. 80x10 m is to be constructed.

**New wash-hall:** A new hall measuring approx. 150x10 m is to be constructed.

**Demolition of old buildings, wash hall and cleaning hall:** Existing buildings are to be demolished to provide room for an extended holding hall.

**A new rectifier station:** Approx. 20x7 m in size

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