Finland Project Management Roundup

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INTRODUCTION

This roundup continues the coverage of Project Management Association Finland, PMI Finland Chapter and some of the key projects currently going on in Finland.

PROJECT MANAGEMENT ASSOCIATION FINLAND

Project Management Association Finland (PMAF), ***Projektiyhdistys ry*** in Finnish, is a not-for-profit organization, and the International Project Management Association (IPMA) Member Association (MA) in Finland. Founded in 1978, PMAF promotes the interaction, project-oriented thinking, and exchange and development of practical and theoretical knowledge among project management professionals with over 4000 individual and 200 organizational members.

PMAF promotes the development and dissemination of project and project management knowledge. PMAF members are able to enjoy information sharing, workgroups, development projects, project management forums, conferences and certification services PMAF provides. PMAF organizes two annual conferences: *Projektipäivät* in early November and *3PMO* in early June. The 2020 3PMO takes place on June 10th in Tampere, Finland, with the theme *Portfolio management*. Please navigate to www.pry.fi/en , https://www.oppia.fi/events/3pmo2020/ and www.projektipaivat.fi for general information on PMAF and its annual events.

PMI FINLAND CHAPTER

PMI Finland Chapter is a not-for-profit organization providing project practitioners in Finland continuous learning, networking and community support. The Chapter was founded in 2005. Today, with more than 400 members, the chapter is increasingly recognized as a community where its members can enhance their project management and leadership skills, as well as network with other project management professionals.

PMI Finland Chapter hosts a number of events such as Breakfast Round Tables, regular meetings taking place once a month in Helsinki and occasionally also in other locations. The chapter members have the opportunity to attend events for free or with a discount and the chapter sends its members a regular newsletter with localized content on project management. Additionally, the Chapter supports its members in their professional development and training.

PMI Chapter Finland organizes an annual conference in the spring. In 2020 the conference will take place on May 28th with an overarching theme *Modern Leadership - Project Laughs And Tears*. Please navigate to www.pmifinland.org and www.conference.pmifinland.org for general information on the PMI Finland Chapter and its annual events.

OLKILUOTO 3

The 1 600 MW Olkiluoto 3 nuclear power plant, originally contracted to be built by consortium comprising **Areva** and **Siemens** for **Teollisuuden Voima** (TVO) at Olkiluoto, Finland, is expected to be connected to the Finnish national power grid in November 2020. Commercial power generation is expected commence in March 2021.

The delivery of Olkiluoto 3 power plant has been subject to a substantial number of challenges. In March 2018 an agreement was reached between TVO and Areva regarding the overruns in project budget and time schedule. According to TVO, Areva agreed to compensate 450 M€ assuming the power plant was fully operational by the end of 2019. If the plant was not fully operational at that time, Areva will compensate a further 400 M€. As part of the agreement, both contractual parties agreed to dispend any further judicial acts. It is unclear, whether Areva has compensated, or will compensate the agreed 850 M€.

Once completed, Olkiluoto 3 will be one of the largest nuclear power plants in the world. TVO has been understandably disappointed about the fact that the plant is almost 200 % over original budget and 12 years behind the original time schedule.

The contract for building the Olkiluoto 3 power plant was signed in 2003 for 3 000 M€, and construction began in 2005, targeting completion in June 2009. Due to numerous challenges during the planning and construction phases, the target date has been pushed forward several times – twelve years in total. The delays have pushed the total cost up to 8 500 M€.

Olkiluoto 3 reactor hall (photo courtesy Jami Jokinen / Kainuun Sanomat)

HANHIKIVI 1

The start of the construction works of the 1 200 MW Hanhikivi 1 nuclear power plant, contracted to be built by **Rosatom** for **Fennovoima** at Pyhäjoki, is still waiting for the main nuclear power station building permit. According to Fennovoima, the completion of the Hanhikivi 1 power unit has been delayed by four years – from 2024 up until 2028, however, originally the power plant was estimated to be operational in 2018.The latest schedule estimate is based on information from the Russian power plant supplier **Raos Project**, which is part of **Rosatom**. **Säteilyturvakeskus** (STUK), the Radiation and Nuclear Safety Authority in Finland, announced earlier the building permit will be delayed as Fennovoima has not delivered the documentation necessary for the building permit to be appropriately addressed. Following Fennovoima CEO Mr **Toni Hemminki** leaving the organization, Mr **Timo Okkonen** continues as Fennovoima interim CEO until the new CEO is selected.

Fennovoima intends to change its organizational structure and establish a new Utility Operations organization unit. The goal of the change is to clarify responsibilities and improve collaboration with the plant supplier in the next phases of the project. The purpose of the development program Fennovoima launched in late 2018 is to ensure the progress of the Hanhikivi 1 power plant project in accordance with the new timetable estimate. The development program main goals are a safe plant and high-level safety planning, construction readiness and integrity of the technical design, high-quality implementation and supply chain performance, operational readiness and a strong safety culture.

Due to the EU sanctions towards Russia, the Hanhikivi 1 plant has become involved in international politics. Many see the Rosatom three-way involvement in the Hanhikivi 1 project – being one of the main shareholders as well as the main contractor and the main equipment supplier – as a way for Russia to get involved in EU matters. Some go as far as seeing the Rosatom involvement in the Hanhikivi 1 project as a way for Russia to strike a blow against a uniform EU sanction policy towards Russia. Setting aside the international politics, experts say the Hanhikivi 1 plant is unlikely to be able to produce electrical power at a price lower than the **Teollisuuden Voima** Olkiluoto 3 plant.

LÄNSIMETRO

The second implementation phase of Länsimetro extension to the existing Helsinki metro system is progressing within defined budget and time schedule. The main underground tunneling work has been completed, and the finalization of station and auxiliary spaces is under way.

The construction sites at the Kivenlahti station (photo courtesy Iiro Mikola / Optivision)

The westward metro extension is being implemented in two phases: The first phase of the extension lengthened the existing line from *Ruoholahti* to a new terminus at *Matinkylä* in late 2017. The second phase of the extension will lengthen the line further from *Matinkylä* to *Kivenlahti*.

The second phase of the extension, a 7.4 kilometer (4.7 mi) route was approved for construction in February 2014, and the construction began flexibly as the work on the first phase was being completed. The second phase of the westward metro extension runs entirely within Espoo city limits. The second phase of the extension was originally planned to be completed in 2020, and now at 2023. The cost of the second phase was originally estimated at 801 M€, however, now stands at 1 159 M€.

The number of passengers taking the first metro from the Matinkylä terminus of the first implementation phase of Länsimetro has exceeded all expectations – to such extent that the public is getting worried about whether there will be room on the trains once the second implementation phase is completed. There is an ongoing discussion regarding the implementation of 100 M€ worth of additional tracks at the Matinkylä terminus in order to allow more trains to be run.

RAIDE-JOKERI

The consortium comprising **Yleinen Insinööritoimisto** (YIT) and **VR Track** is currently proceeding with the main building works for the Raide-Jokeri light rail line: Ground works and rock blasting is currently under way. 386 M€ is necessary due to unanticipated costs related to the alliance mode employed. Additional costs are also expected due to several disputes between the consortium and several nature-protection groups protesting the clearing of several parks and forest for laying the tracks.

The Raide-Jokeri light rail transit system – similar to the *Metro Blue Line* light rail in Minneapolis, Minnesota, US, and the *Metrolink* in Manchester, England – is planned for the metropolitan Helsinki area to complement the existing public transit service. Raide-Jokeri will connect two Helsinki metro stations – *Itäkeskus* in eastern Helsinki, and *Keilaniemi* in the eastern Espoo – to one another with 25 km of street-level double track and 33 stops. Raide-Jokeri will replace bus line 550, which is currently the most heavily congested line in metropolitan Helsinki area, in 2024. The new light rail transit system is intended to enhance the reliability and travel comfort of the transverse public transportation i.e. traffic in the areas surrounding the immediate downtown Helsinki.

The first idea of a transverse light rail transit system was introduced in 1990, and agreed to be one of the next-generation public transit systems to be constructed in 1994. Instead of a light rail system, the transverse connection was established with bus service in 2006. The number of passengers grew enormously, and bus connection 550 along the proposed path of the Raide-Jokeri route is one of the most popular bus service offered by Helsinki Regional Transport Authority. Due to increasing traffic, and need for quick and reliable connection, the plan to establish the originally proposed light rail transit system has been approved by the city of and the city of Espoo.

In the illustration: An artist's view of Raide-Jokeri carriage (illustration courtesy raidejokeri.info)

About the Author

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Jouko Vaskimo is an International Correspondent and Senior Contributing Editor for ***PM World*** in Finland. Jouko graduated M.Sc. (Tech.) from Helsinki University of Technology in 1992, and D.Sc. (Tech.) from Aalto University in 2016. He has held several project management related positions with increasing levels for responsibility. Jouko holds a number of professional certificates in the field of project management, such as the IPMA Level C (Project Manager), IPMA Level B (Senior Project Manager), PMP, PRINCE2 Foundation, and PRINCE2 Practitioner. Jouko is also a Certified Scrum Master and SAFe Agilist. Jouko is a member of the Project Management Association Finland, a founding member of PMI Finland Chapter, and the immediate past chairman of the Finnish IPMA Certification Body operating IPMA certification in Finland. Since October 2007, he has been heading the Finnish delegation to ISO/TC 258. Jouko resides in Espoo, Finland and can be best contacted at jouko.vaskimo@aalto.fi . For more information please navigate to www.linkedin.com/in/jouko-vaskimo-6285b51 .