

Finland Project Management Roundup¹



By Jouko Vaskimo

Senior Contributing Editor & International Correspondent

Espoo, Finland

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. Due to the COVID-19 pandemic, PMAF organized the *Projektipäivät* this time as a one-day virtual event on 21.10.2020. 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.

¹ How to cite this report: Vaskimo, J. (2020). Finland Project Management Roundup, report, *PM World Journal*, Vol. IX, Issue XI, November

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, however, due to the COVID-19 pandemic the 2020 event was cancelled. 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 recovering from the latest delay caused by piping vibrations and safety valve damage encountered in the reactor primary circuit. The plant was scheduled to be connected to the Finnish national power grid in November 2020, and commercial power generation was expected to commence in March 2021. According to the latest time schedule – released in late August - commercial power generation commences in February 2022. Nuclear fuel rods will be loaded into the reactor in March 2021, and the unit connected to the Finnish national power grid in October 2021.

Originally targeted for commercial power generation in June 2009, the 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 already compensated, or will compensate the agreed 850 M€ in full.

Once completed, the 1 600 MW nuclear power station will be one of the largest 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 – almost thirteen years in total. The delays have pushed the total cost up to over 8 500 M€.



Olkiluoto 3, recovering from a number of setbacks, is nearing completion (photo courtesy TVO)

HANHIKIVI 1

Fennovoima new CEO – Mr **Joachim Specht** – started in his new position in June 2020. Mr Specht has over 30 years of experience in the nuclear power generation, and his resume indicates a strong commitment to his work. The first tasks waiting for Mr Specht's direction are the erection of the Fennovoima administrative building at Pyhäjoki, and the acquiring of the building permit for the new nuclear power station (photo courtesy Paula Virta).



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, continues the wait 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.

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

original plan called for the plant to be in operation in 2018, however, in line with the latest challenges the plant is expected to be operational in 2028.

LÄNSIMETRO

The second implementation phase of Länsimetro extension to the existing Helsinki metro system is currently proceeding beyond the halfway according to budget and time schedule baselines: Tracks are currently being laid on all the tunnels.



Tracks are being laid at Länsimetro second extension (photo courtesy S. Natunen / Länsimetro)

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 proceeding with the main building works for the Raide-Jokeri light rail line. COVID-19 pandemic has not affected main building works' time schedules, however, trouble is brewing due to several sightings of highly endangered flying squirrels along the rail line route. Due to these sightings, the Helsinki Regional Transport Authority has to apply for special permits for cutting down trees on the rail line route. The worst case would postpone the completion of the project several years. Additionally, several complaints have been filed by private citizens and local interest groups against Raide-Jokeri construction works. This is continuing to slow construction works down at several sites.

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.



Raide-Jokeri bridge concrete pouring at Viikki (photo courtesy Jussi Laamanen / YIT)

About the Author



Jouko Vaskimo

Espoo, Finland



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.