# Finland Project Management Roundup[1]

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## INTRODUCTION

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

## ASSOCIATION OF PROJECT PROFESSIONALS FINLAND

Association of Project Professionals Finland (APPF) is a not-for-profit organization, and the International Project Management Association (IPMA) Member Association (MA) in Finland. Founded in 1978, APPF 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.

APPF promotes the development and dissemination of project and project management knowledge. APPF members are able to enjoy information sharing, workgroups, development projects, project management forums, conferences and certification services APPF provides. APPF organizes two annual conferences: *Projektipäivät* in early November and *3PMO* in early June. This year *Projektipäivät* takes place on 26 … 27.10.2021 with the theme *Ratti käteen?* Please navigate to www.pry.fi/en for general information on APPF, and to https://www.oppia.fi/events/3pmo2021/ and https://www.oppia.fi/events/projektipaivat2021/ for information on APPF events.

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## 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 2021 event was cancelled. Please navigate to www.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, has been delayed again. This time the time schedule is pushed back one month due to maintenance work required at the steam turbines. In late March the plant received the approval from Säteilyturvakeskus (Finnish Radiation and Nuclear Safety Authority) to load the reactor with nuclear fuel. Final hot tests are currently ongoing, and regular power production is now expected to commence in March 2022.

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 that the project is over 200 % over the original budget and almost 13 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 of the unit to 9 000 … 10 000 M€.

*Olkiluoto 3 nuclear power plant is almost ready (photo courtesy Kari Suni)*

## HANHIKIVI 1

Fennovoima, the organization driving the Hanhikivi 1 nuclear power plant project, announced in late April they have submitted the application for the main building permit for the 1200 MW Hanhikivi 1 power plant to the Finnish Ministry of Employment and Economy. Fennovoima expects to receive the building permit by mid-2022, to start construction by mid-2023, and to commence commercial power generation in 2029.

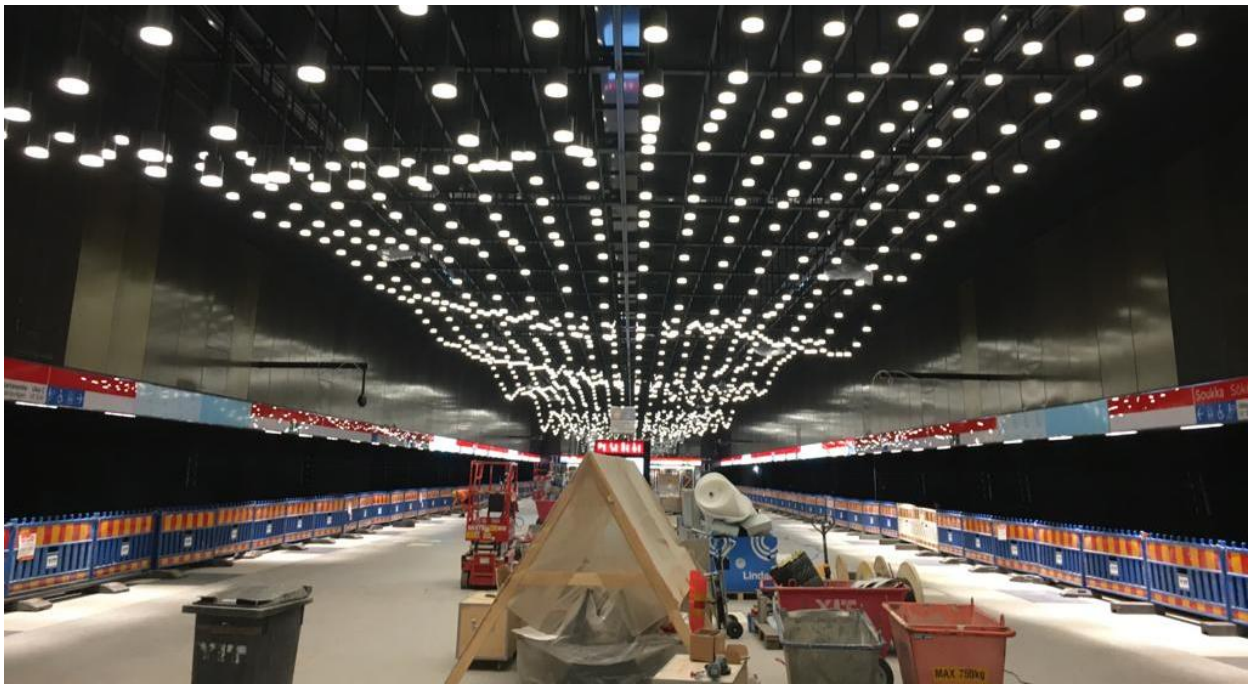
"*The rationale for the project is unchanged, and the scope of it will not be affected by the update. The power plant project will be implemented on the Hanhikivi peninsula in Pyhäjoki, as described in the original application*," Mr. **Joachim Specht**, CEO of Fennovoima, stated.

Instead of the previously announced 6 500 … 7 000 M€, Fennovoima is now budgeting 7 000 … 7 500 M€ for completing the plant. The plant delivery contract with RAOS Project Ltd is a fixed-priced contract. The increase in costs is due to expenses from Fennovoima operations, and in particular, expenses from the Fennovoima organization.

The power plant has been contracted to be built by **Rosatom** for **Fennovoima** at Pyhäjoki, Finland. Originally planned for 2018, the completion of the Hanhikivi 1 power plant was delayed by a decade before the papers for applying for the main building permit were submitted.

## LÄNSIMETRO

The second implementation phase of Länsimetro extension to the existing Helsinki metro system is proceeding within set budget and time schedule baselines: The project is estimated to be 89 % complete. The city of Espoo is planning a series of high-rise buildings – both office and residential – to be erected next to the Keilaniemi station, which was part of the original Länsimetro extension. COVID-19 pandemic has not affected times schedules, however, some construction sites have seed multiple cases of the virus, believed to be transmitted among the international work crews.



*Soukka metro station platform in April 2021 (photo courtesy 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.

## 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. The project is currently five months ahead of the original time schedule, and regular operations are expected to commence earlier than anticipated.

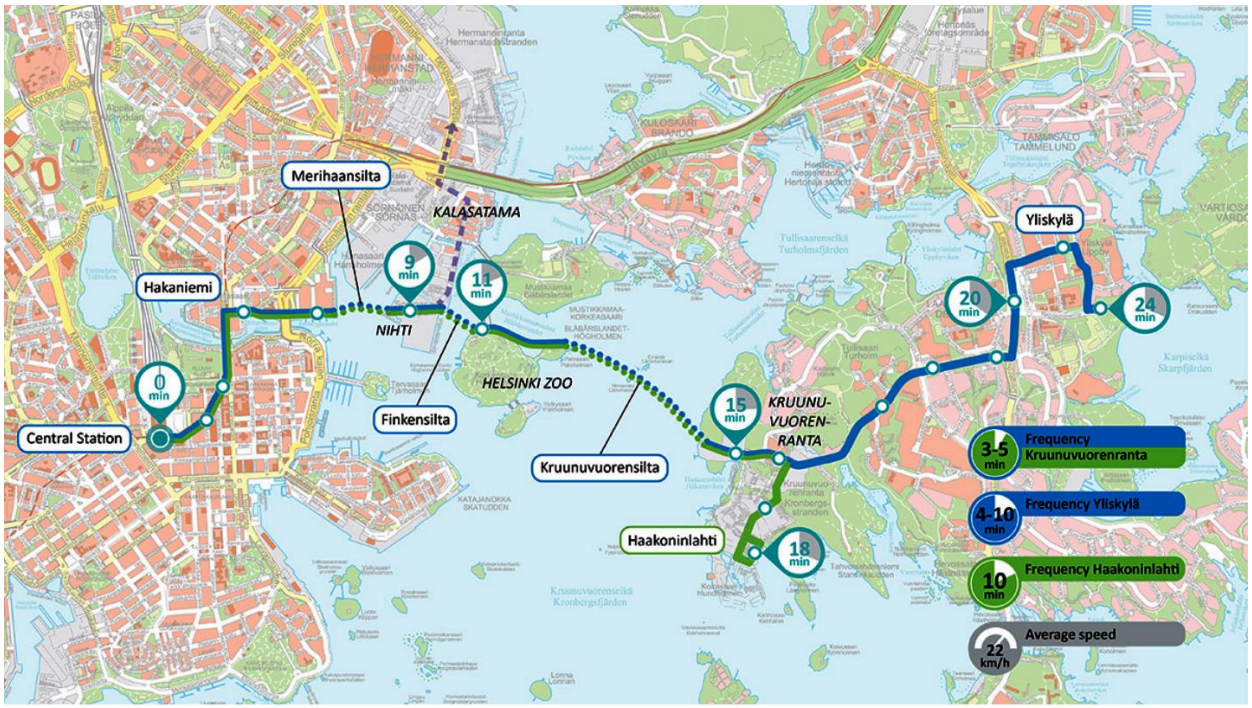

*The Raide-Jokeri rolling stock is being tested in Helsinki (photo courtesy Sami Kero / HS)*

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 summer. 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.

## KRUUNUSILLAT

Kruunusillat [*Crown Bridges*] is a major new infrastructure project in downtown Helsinki. The project is set to construct a string of bridges in order to traverse *Kruunuvuoren-selkä*, a waterway east of the downtown area, and to establish a new tram line to connect the *Laajasalo*, *Korkeasaari* and *Kalasatama* areas to the immediate downtown area by means of 10 km light rail line. A new scenic seaside walking and bicycling path will also be created. The project is implemented following the alliance way of working, with the **City of Helsinki**, **YIT**, **NRC Group Finland**, **Ramboll Finland**, **Sweco Infra & Rail** and **Sitowise** participating as members of the alliance.




*The routing and the main bridges of the Kruunusillat project*

The most visual parts of the project are the three new bridges: *Kruunuvuorensilta*, *Finkensilta* and *Merihaansilta*. With a total length of 1,200 meters, the *Kruunuvuoren-silta* will be – once completed – the longest bridge in Finland. In addition to the construction of the three new bridges, *Hakaniemen silta* will also be upgraded as part of the project.

The project will be implemented in two phases: The first phase includes the main construction works, including the bridges, at an estimated cost of 326 M€. The second phase includes extending the tram tracks to the Helsinki Central Railway Station at an estimated cost of 10 M€. Other works project costs, such a new rolling stock and a new tram depot, are estimated at 214 M€, bringing the total cost to 550 M€. The alliance way of working adds to the challenge of creating an exact cost estimate for the project.

Kruunusillat project implementation was started in July 2021, and is scheduled to complete by the end of 2026. The new tram lines are estimated to commence operations in the beginning of 2027.

## 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 .