

Finland Project Management Roundup

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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 late fall and *3PMO* in early summer. This year the 3PMO event will take place on 8.6.2022 in Tampere, Finland, under the theme *Agility climbs to the bridge*.

Please navigate to www.pry.fi/en for general information on APPF, and to <https://www.oppia.fi/events/3pmo2022> for information on 2022 3PMO event.

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 completed. A nuclear chain reaction was initiated at the Olkiluoto 3 plant for the first time in the early morning hours of 21.12.2021. Due to the two unexpected emergency shutdowns during the hot trials in February, electrical power generation is now expected to commence in March, and regular commercial power production in July 2022.

With 1 600 MW electrical power generation capacity, Olkiluoto 3 is one of the most powerful nuclear power plants in existence. Once fully operational, Olkiluoto 3 is expected to produce roughly 14% of the electricity consumed in Finland.

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 was pushed forward several times.

At the project completion, after all litigation costs have been paid, and all delay penalties have been applied, the Olkiluoto 3 power plant has cost TVO a total of 5 700 M€. TVO has been understandably disappointed that the project is almost over 100 % over the original budget and 13 years behind the original time schedule.



Olkiluoto 3 power station is now completed (photo courtesy Kari Suni / Sanoman Arkisto)

HANHIKIVI 1

Fennovoima, the organization driving the Hanhikivi 1 nuclear power plant project, is facing more headwind with the Russian involvement in the project. Due to the Russian attack on Ukraine, the Finnish Minister of Economic Affairs Mr. **Mika Lintilä** announced that he is ready to shut down the endeavor: “Yes, as the presenting minister, as a kind of licensing authority, I have to say that I do not see the prospect that I could present it [the application for building permit] to the Government”.

A number of organizations participating in the project have announced they are considering retiring from the project, and several stockholders including **Outokumpu** and **Kuopion Energia** have announced they have made write-downs related to their investment in the Hanhikivi 1 project.

In late October 2021 – months before the attack on Ukraine – the Finnish Ministry of Defense announced that a risk analysis must be prepared for the nuclear power station and taken into due consideration when contemplating the building permit application. According to the Ministry, the analysis should consider the geopolitical risks of the project involving Russian support, as well as the possible involvement of the Rosatom Group participating in the project in pursuing Russia's security policy goals. The Hanhikivi 1 nuclear power plant is quickly becoming a burden in Finnish – Russian relations.

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 has been delayed by over a decade before the main building permit application has been presented to the Government for approval.

LÄNSIMETRO

The second implementation phase of Länsimetro extension to the existing Helsinki metro system is nearing completion. The extension is over 90 % complete, however, commercial operations are only expected to commence in 2023. The exact time will be announced later this year. The new tracks, cars and underground stations are being tested currently for various ordinary and extraordinary situations and conditions in order to ensure smooth operations later on. COVID-19 pandemic has not affected time schedules, however, some construction sites have seen multiple cases of the virus, believed to be transmitted among the international work crews.



Special fire inspection at the Soukka metro station (photo courtesy www.lansimetro.fi)

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 in 2023. The cost of the second phase was originally estimated at 801 M€, however, now stands at 1 159 M€.

RAIDE-JOKERI

The consortium comprising **YIT** and **VR Track** is finalizing the construction of the Raide-Jokeri light rail line. The project is currently five months ahead of the original time schedule, and construction works are almost completed. Three electrical power stations were completed and delivered to operating organization in February. Due to the smooth construction phase, it may be possible to start commercial operations in early 2024.



The Raide-Jokeri interiors have been planned to take on the challenging winter conditions in Helsinki (photo courtesy Petteri Sopanen / Yle)

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 has been operated with bus service since 2006.

KRUUNUSILLAT

Kruunusillat [*Crown Bridges*] is a major new infrastructure project in downtown Helsinki. The project is set to construct a string of bridges to traverse *Kruunuvuorenselkä*, a waterway east of the downtown area, and to establish a new tram line to connect the *Laajasalo*, *Korkeasaari* and *Kalasadama* areas to the immediate downtown area by means of 10 km light rail line. The project will be 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.



Artist's view of the Kruunuvuorensilta bridge in winter (courtesy WSP, Knight Architects)

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 *Kruunuvuorensilta* will be the longest bridge in Finland. In addition to the construction of the three new bridges, *Hakaniemen silta* bridge 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 project costs, such as 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 is scheduled to complete by the end of 2026. The new tram lines are estimated to commence operations in the beginning of 2027.

Two continuous live video feeds are available from the main construction sites at https://enlapser.cloud/1339551240/fi/read/Kruunusillat_Helsinki_toistin_1_video , and at https://enlapser.cloud/2065466739/fi/read/Kruunusillat_Helsinki_toistin_2_video .

About the Author



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