

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 organizes two annual conferences: *Projektipäivät* in late fall and *3PMO* in early summer.

This year the 3PMO took place on 8.6.2022 in Tampere under the theme *Agility climbs to the bridge*. *Projektipäivät* will take place on 25 ... 26.10.2022 in Helsinki under the theme *The place for growth*. Please navigate to www.pry.fi/en for general information on APPF, and to <https://oppia.fi/events/projektipaivat22> for information on *Projektipäivät*.

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 2022 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.

The unit was scheduled to commence regular full-power power generation in December 2022, however, the time schedule was revised so that the new unit would provide almost full power to the Finnish power grid already in September 2022. This feat was accomplished on the last day of September, when the new unit delivered the nominal 1 600 MW to the Finnish power grid for the first time. This was an important moment, after several years of waiting, as approximately 40 % of the electrical consumed in Finland was produced in the three Olkiluoto units. Some final testing might bring the new unit offline in the near future however, the project is now very very close to being completed.

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 15% 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 Roni Lehti / Lehtikuva)

HANHIKIVI 1

Fennovoima, the organization driving the Hanhikivi 1 nuclear power plant project, is closing the nuclear power plant project, and terminating the employment contracts of almost all – 350 out of 356 – employees by the end of the year.

This is a logical follow-up of the termination of contract with **RAOS Project**, the Russian supplier of nuclear know-how and equipment. Fennovoima had been experiencing increasing headwind due to the Russian involvement in the project and the Russian attack on Ukraine. Mr. **Mika Lintilä**, Finnish Minister of Economic Affairs had announced earlier, that due to the Russian attack on Ukraine, he was ready to shut down the endeavor.

Fennovoima explained in a news conference in May, that the main reasons for terminating the contract were the significant delays in the time schedule, and the inability of RAOS Project to implement the Hanhikivi 1 project. This means, in practice, that the cooperation with RAOS Project ended with immediate effect. According to Mr. **Joachim Specht**, Fennovoima CEO, the reason for the contract termination was not the Russian war in Ukraine – it just made matters worse.

Fennovoima has announced it is demanding 2 000 M€ from Rosatom as compensation for Rosatom inability to implement the project. Similarly, Rosatom has announced it is demanding 3 000 M€ from Fennovoima for cancelling the project contract. Indirectly related to this, Rosatom has announced it will build two nuclear reactors at the Paks nuclear power plant in Hungary and estimates they will be completed in 2030.

LÄNSIMETRO

The second implementation phase of Länsimetro extension to the existing Helsinki metro system is has been finished. All construction work has been completed. Testing the new systems is being finished, however, the date when the extension will open for public transport has not been announced. The exact time will be announced later this year.

With the metro line construction completed, construction sites are increasingly busy around the new stations: Apartment buildings, shopping centers and car parking facilities are being erected at extreme speed in order to serve the passengers when the extension opens for business.



New car park facility next to the Kivenlahti metro station (photo courtesy M. Partanen)

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 well ahead of the original time schedule, and construction works are almost completed. The new tracks are currently being tested with an all-terrain vehicle modified for running on tracks. Due to the smooth construction phase, it may be possible to start commercial operations before 2024.

While waiting for the operations to start, the housing market is very busy, and prices for houses along the Raide-Jokeri route are going up. Meanwhile, the completed Raide-Jokeri stops are seeing the first signs of vandalism.



Raide-Jokari tracks laid down at Viikki (photo courtesy Emilia Anundi)

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 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 *Kalasantama* areas to the immediate downtown area by means of 10 km light rail line. The project is facing headwind due to the availability and pricing of construction materials due to the Russian attack on Ukraine. Mr. **Ville Alajoki**, the director of the project, confirms the growing pressure on the 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 *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 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.

An abandoned elevator car was discovered – to the surprise of the ground works contractors – deep underground in Hakaniemi. No one knows how, when, and why the empty elevator car was buried deep in the landfill on which *Merihaka* apartment complex was built in the 1970s. Some suspect this curious find could be connected to the KONE corporation elevator factory, which operated nearby in 1926 ... 1967. (photo courtesy *Kruunusillat*)



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 .

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