

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* took 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 operations in December 2022, however, this seems unlikely as the completed power plant has run into repeated problems with various technical systems. The latest problem appeared in late October, when the plant had to be shut down due to problems with turbine plant water circulation pumps: Fractures were found in the impeller of one pump, and when inspected more closely, similar fractures were discovered in all water circulation pumps. It is unclear what has caused these fractures, as well as how long it will take to rectify the situation. TVO has announced, that the problems with water circulation pumps pose no risk to plant nuclear safety. With the record-breaking price for electrical power, TVO is anxious to get the 1600 MW plant back online as soon as possible.

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 over 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 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 Russian attack on Ukraine, he was ready to shut down the endeavor.

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.

There is some optimism in the air at Hanhikivi, as the demand for domestic electrical power is increasing for a number of reasons. Several bodies in the Pyhäjoki region are hoping that the work started by the Hanhikivi 1 project would be continued by another nuclear power plant project. This is naturally speculation, as several prominent solar power plants and wind power farms are being constructed at this time, and the tide might have turned away from massive nuclear power plants.

LÄNSIMETRO

The second implementation phase of Länsimetro extension to the existing Helsinki metro system has been finished. All construction work has been accomplished. Testing the new systems has been completed, and operation of the new stations will commence on 3.12.2022.

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. There are a number of construction sites around the metro line stations, and not all station exists will be available when the operations commence in December.



Aerial view of Kivenlahti, with the metro station construction site at the bottom (photo courtesy Kalle Koponen / HS)

The westward metro extension has been 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 unfortunate 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 *Kalasadama* areas to the immediate downtown area by means of 10 km light rail line.

Construction works have now been started in *Kalasadama*, as well as *Verkkosaari*. In addition to the bridges, more apartment buildings are being constructed along the future tram line. The tram line from *Kalasadama* to *Pasila* will start operations in 2024, and in 2027 all the Kruunusillat bridges will be completed in 2027.



Aerial view of Kalasadama, with two Kruunusillat construction sites visible (photo courtesy City of Helsinki)

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 as 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 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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Dr. 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.