Market dialogue - Railway Technique Contracts for new double track railway from Kleverud to Åkersvika

- KSÅ 6 – Railway systems Tracks and Catenary
- KSÅ 7 – Railway systems Electrical power and Telecom

Agenda

- Presentation of the Participants
- Project Presentation
- Information about KSÅ-6 and KSÅ-7
- Input and questions from The Vendor
- Information about Minutes of Meeting and Publishing of Information regarding the contracts

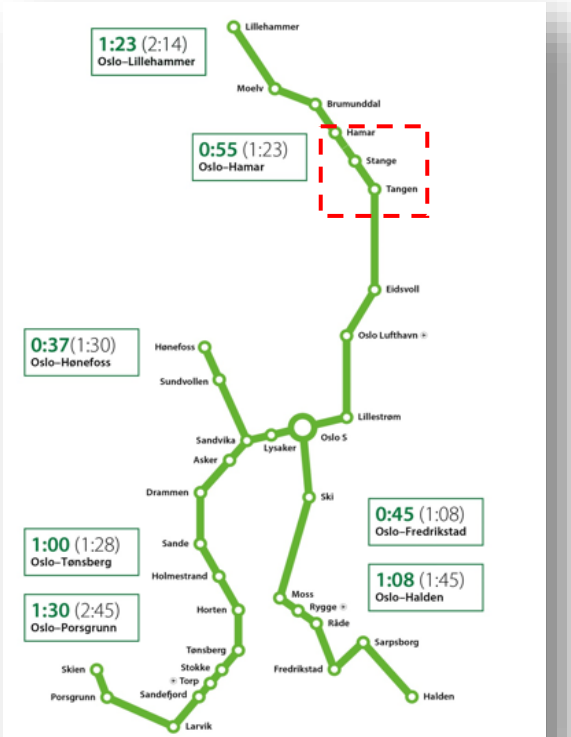
The Dovre Line: Kleverud-Sørli-Åkersvika

Project summary

- 30 km new double track railway from Kleverud to Åkersvika
- The Hestnes tunnel 3,1 km
- Tangenvika railway bridge 1,07 km
- Substruction contracts
- Construction of new railway stations at Tangen and Stange
- Railway systems: Tracks, catenary, electro and telecom
- Designed for a max speed of 250 km/h

Government funding

- Confirmed funding for Kleverud-Sørli 2020
- Planned funding for Sørli-Åkersvika 2022



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Contract KSÅ-6 and KSÅ-7 Railway technique

Railway Technique:
KSÅ-6 Tracks and catenary, including cable ducts

KSÅ-7 Power supply 50Hz and Telecom

Civil works/substructure contracts:

- KS-1 The Hestnes tunnel
- KS-2 Tangenvika railway bridge
- KSÅ- 3 Furnesbakken-Stange
- SÅ-4 Stange-Åkersvika

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Presentation of The Projectmodell

- 3D drawings and model

KSÅ-6 Railway systems and tracks/catenary

Description	Scope	Contract type and strategy	Contract notice*	Commencement *	Completion
KSÅ-6 Railway systems Tracks/Catenary	• Tracks/Catenary for 30 km railway • Track works - Ballasted tracks - 250 000 m3 ballast - Installation of company provided items: - 65 000 m of Tracks - 100 000 Sleepers - 40 points • Catenary - Standard Bane NOR S25 overhead contact line system - Autotransformers • Cable ducts • 500+ Million NOK	Engineering – Integrated team with Bane NOR employees and consulting engineers Contract basis: Construction contract: NS 8405	Medio 2023 Negotiated procedure	Medio 2024	1.10.2027

*tentative timelines

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KSÅ-7 Railway systems and electrical power/telecom

Description	Scope	Contract type and strategy	Contract notice*	Commencement*	Completion

**KSÅ-7
Railway systems electrical power/telecom**
	• High voltage system
	  - 22 kV 50 Hz
	• Low Voltage system
	  - 400 V 50 Hz
	• Telecom system
	• CRM-system
	  - Controlling-Regulation-Monitoring
	• Installations includes (ca.):
	  - 17 technical buildings
	  - 2 Railway stations
	  - 1 terminal of goods (timber)
	  - 1 train tunnel
	  - 8 antenna masts
	  - All subsystems and components
	• Installation of emergency systems in the Hestnes tunnel
	• Highvoltage cables, 22kV
	• Public information systems and video surveillance
		Engineering – Integrated team with Bane NOR employees and consulting engineers
		
		Contract basis: Construction contract: NS 8405
			Medio 2023
			
			Negotiated procedure
				Medio 2024	1.10.2027

*tentative timelines, approximately 3 months after KSÅ-6

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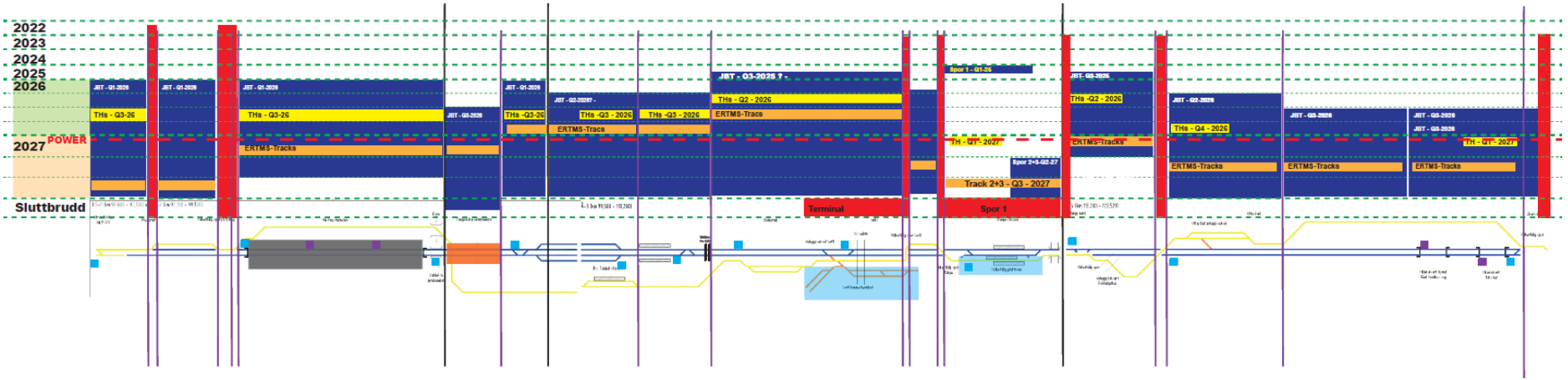
Other relevant information

- The main contractor is to be certified within the quality system ISO 9001:2015 or with an equivalent system for accomplishment – system for the specifications, delivery's and responsibility connected with the contract
- Stringent demands connected to work and planning of scope of work in scheduled timelines for planned stops in the railway traffic in regards to qualifications, duration and quantity
- Bane NORs framework agreements can be transmitted to the contract
- KS-2 contract – The Tangenvika railway bridge has options connected to engineering and installation of slap track, this contract has not been signed yet, slap track solution is however not a part of the solution in the remaining contracts for this project
- The reconstruction of the station area at Hamar is not included in the scope of work for KSÅ-6 and 7
- KSÅ-5 engineering contract is signed with SWECO
- SÅ-24 –contract for preliminary works – announced on the marked medio September
- Frame agreement for Railway Technique – Area Midle-Norway –announced in July 2021
- Upcoming contracts will be announced here: https://www.banenor.no/leverandor/anskaffelser/Anskaffelsesplaner/
- Presentation and summary from the Market dialogue meetings will be announced at the project web page: https://www.banenor.no/Prosjekter/prosjekter/dovrebanen/kleverud-sorli-akersvika/innhold/2021/markedsdialog-for-jernbanetekniske-entreprenorer-pa-ksa/

Estimated time for building:
Railway technique work (JBT) = blue

Work in scheduled timelines for planned stops in the railway traffic= red

Plan of Execution for Railway technique work*



*tentative timelines

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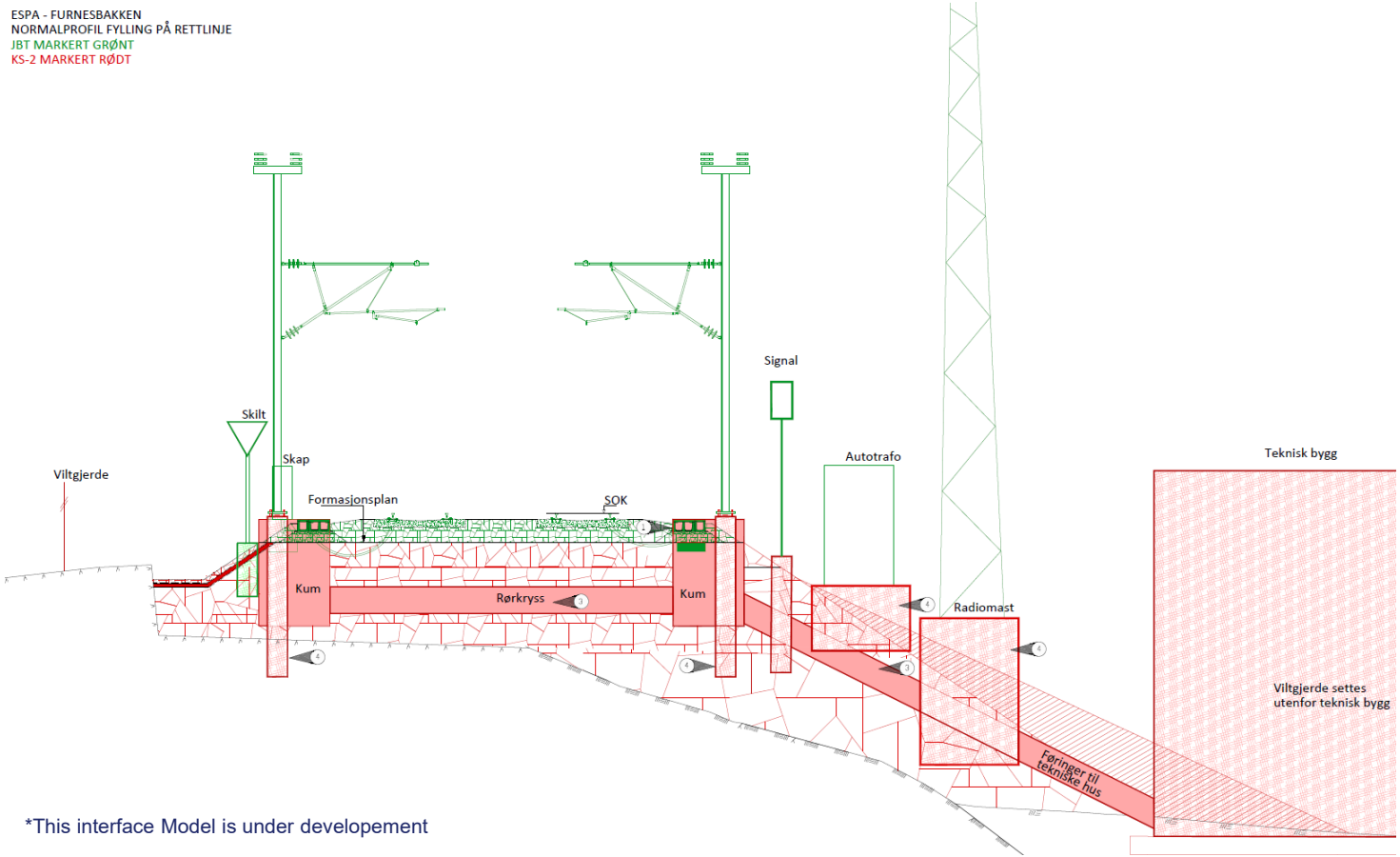
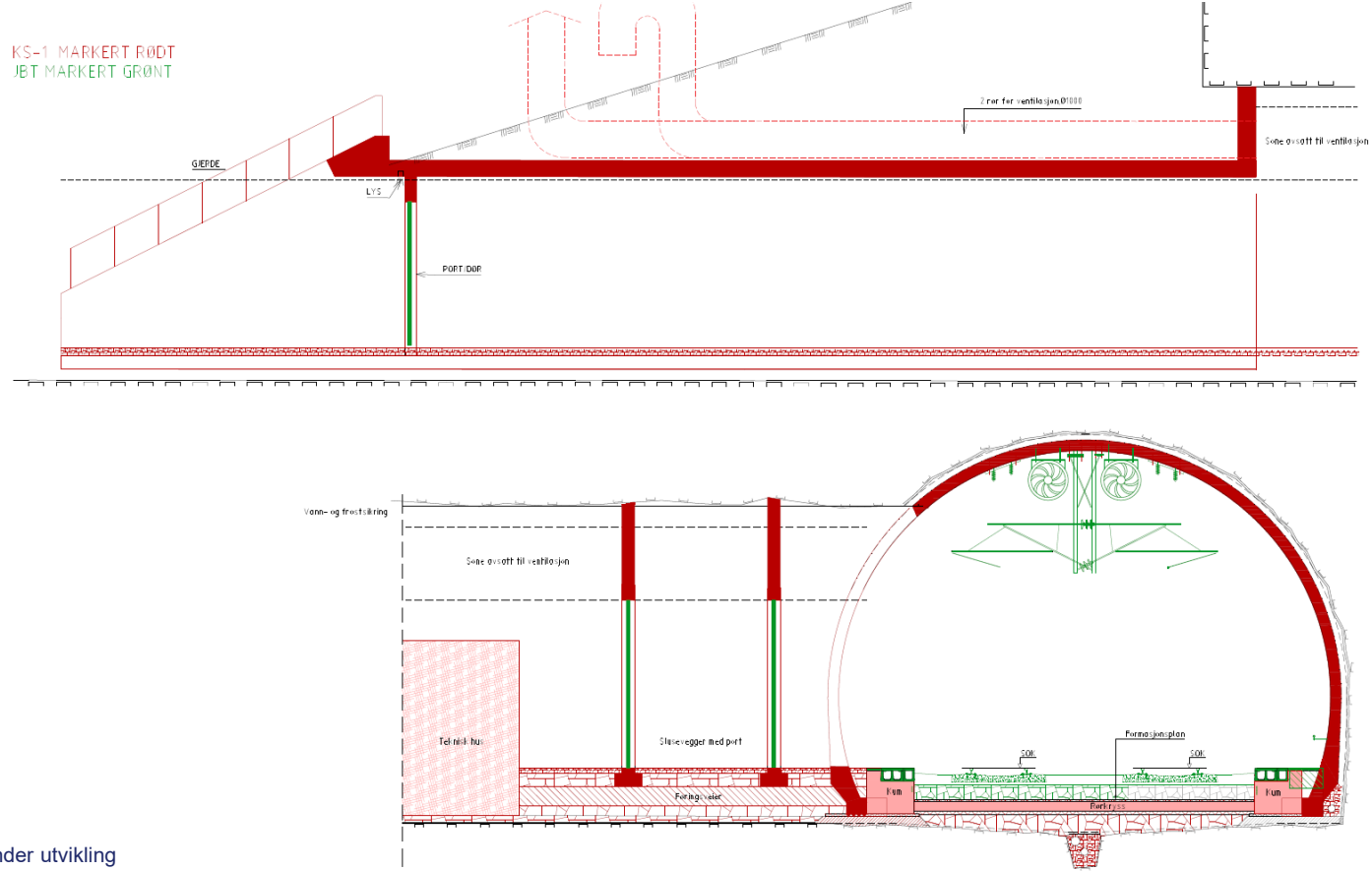
Normal profile – interface between scope of work between substruction (red) and railway technique (green) on the track*



*This interface Model is under developement

Normal profile – interface between scope of work between substruction (red) and railway technique (green) in The Tunnel



- under utvikling

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Dialog and questions

Questions to The Vendor

Questions from The Vendor