



NyeVeier

Digital Vendor Conference 2020

20th May 2020

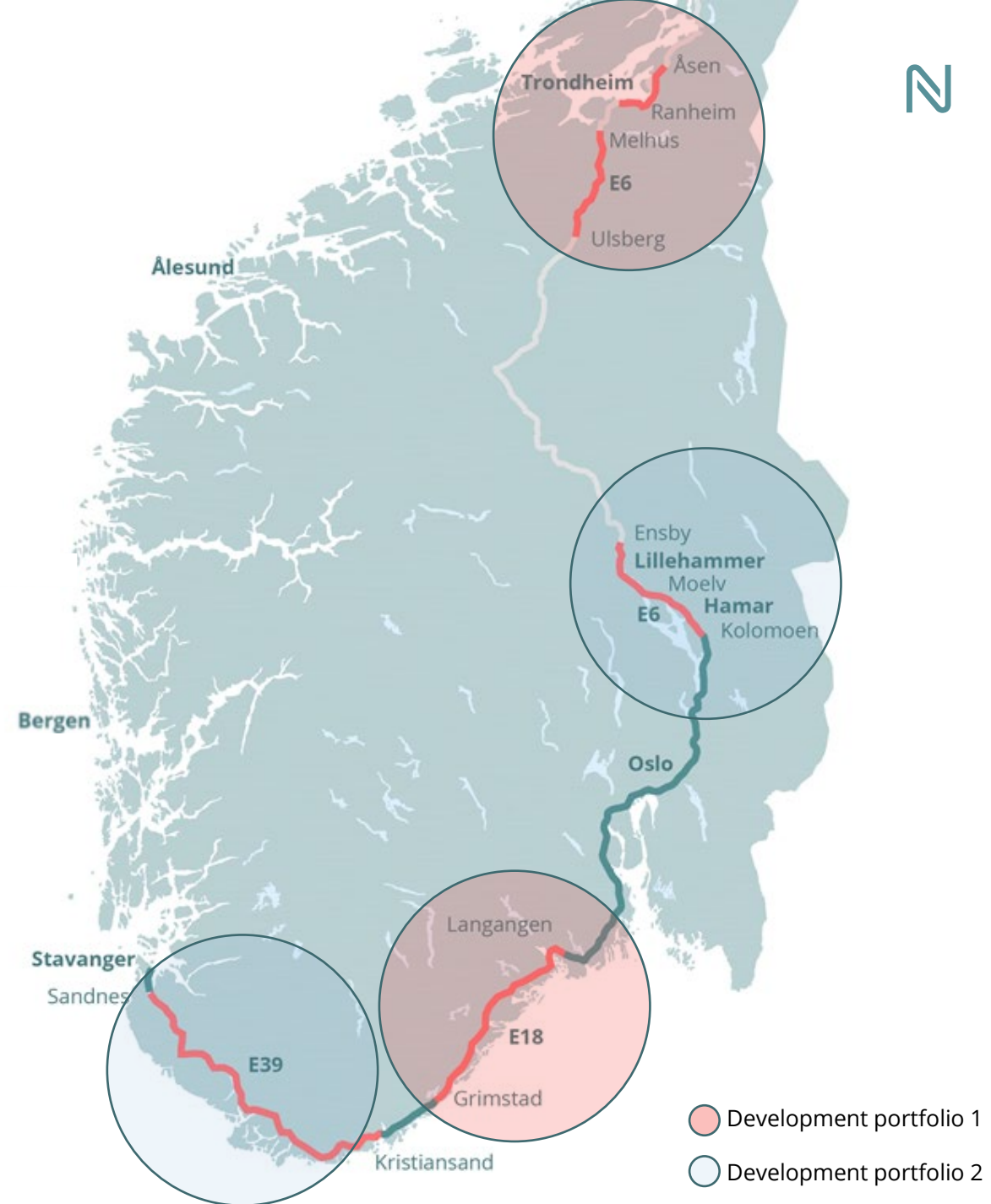
Presentation of upcoming projects

Anette Aanesland – CEO

Bjørn Børseth – Director contract and market

Nye Veier

- Established 1. January 2016
- 100% owned by Ministry of Transport
- Headquarters in Kristiansand
- Slim and efficient builder
- 165 employees
- Two development portfolios



Our mission

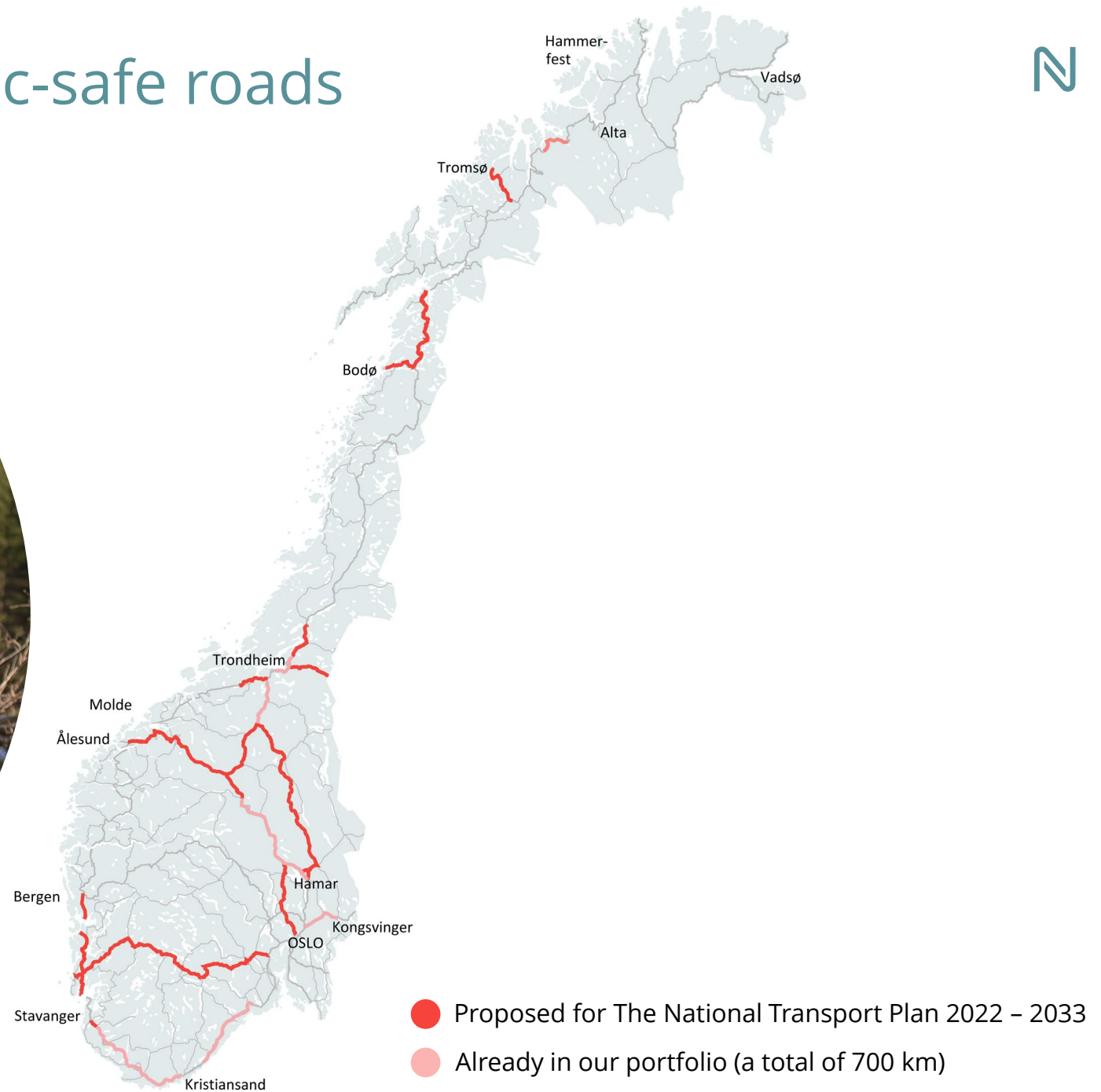


- **Planning, building and operating** main highways
- **Cost-effective** construction, and operation
- Strengthen business **competitiveness**
- More efficient, predictable and **safer** road transport
- Linking **housing and labour market** regions

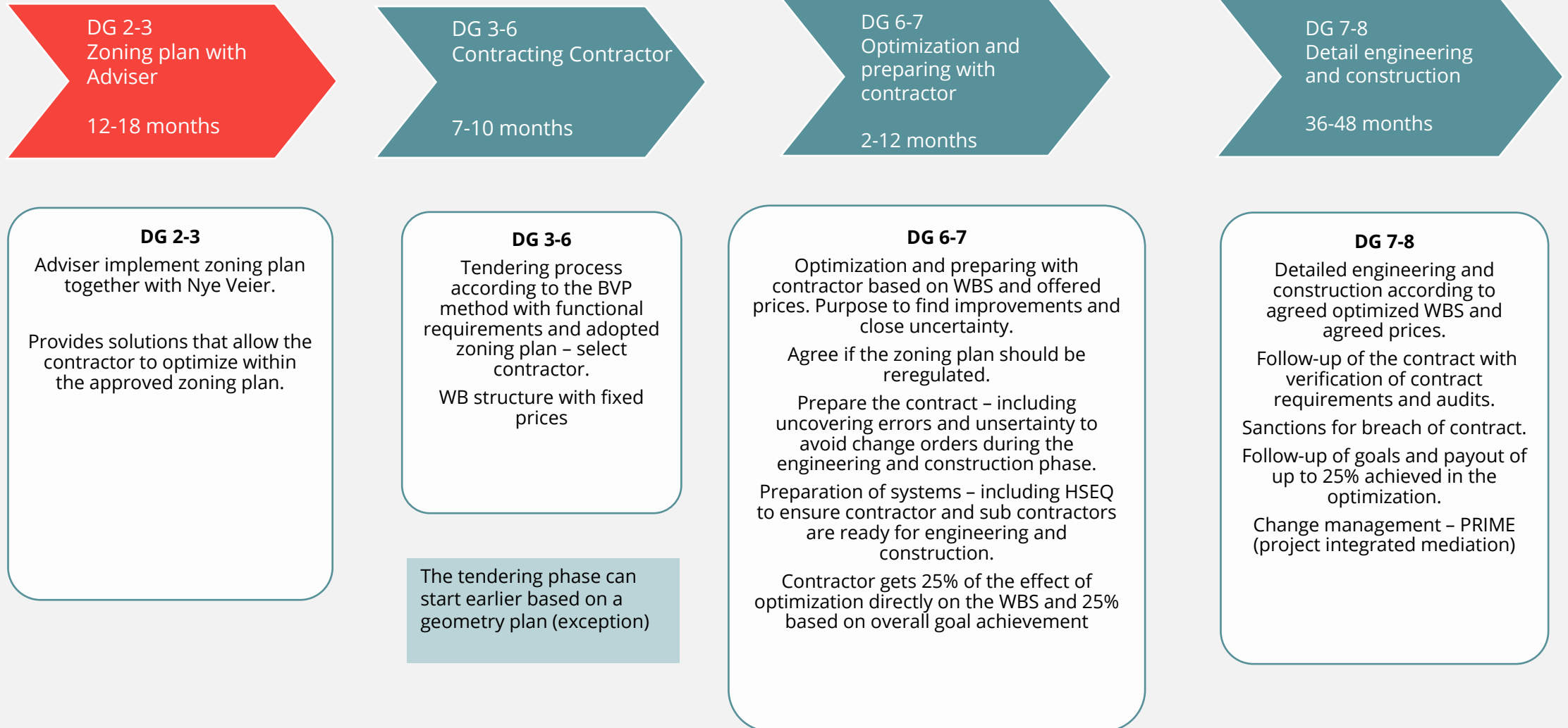


Government white paper 25 stating the establishment of Nye Veier

We want to build more traffic-safe roads



New contract model for projects in 2020



Online access to announcements – and delivery of tenders



DOFFIN
Database for offentlige innkjøp

Om Doffin | Kontakt | Logg inn

Søk kunngjøring med filter | Søk kjøperprofil | Oppdragsgivere | Leverandører | Brukerstøtte

Meld interesse | Vis dokumenter | Se Ted kunngjøring

Kunngjøring

Anskaffelsesforskriften
Alminnelig kunngjøring av konkurranse
EØS-kunngjøring
Del I: Oppdragsgiver

1.1) Navn og adresser
Nye Veier
915 488 099
Tangen 76
Kristiansand
4608
NO
Kontaktperson: Bjørn Børseth
Telefon: +47 97501310
E-post: bjorn.borseth@nyeveier.no
NUTS-kode: NO - NORGE
Sted: hele Norge
Internettadresse(r):
Nettsted oppdragsgiver: <http://www.nyeveier.no>
Nettsted Kjøperprofil: <https://eu.eu-supply.com/ctm/Company/CompanyInformation/Index/279098>

Du forlater nå Doffin
for et annet system

Continue Cancel

Electronic access to all documents and requirements. The contract is also signed electronically

Nye Veier

Nye Veier
Tangen 76
4608 Kristiansand

DO YOU NEED TECHNICAL SUPPORT?
✉ Email: kgv@eu-supply.com
☎ Phone: +47 23 96 00 10

Customer login

Single Sign-On

or sign in with login information

User name

Password

Log in

[Forgot your password?](#)

☰ Current tender opportunities
✉ New supplier registration
🍪 Cookies

The steps to contract

Sign contract

Step 3
Clarification

Best tenderer specifies his tender in the clarification phase

Step 2
Tender

Tenderers (three to five) competing according to the evaluation criteria

Step 1
Qualification

Selection criteria (should requirements) to choose three to five tenderers

Minimum requirements (shall requirements) to be qualified within economy, company, HSEQ, social responsibility and previous experiences

Law on public procurement (LOA) with regulations on public procurements (FOA)

The tender will focus on the overall performance goals



Minimize
disadvantages for all
road users during the
construction period
and during operation
and maintenance



Minimize
greenhouse gas
emissions during the
construction period
and during operation
and maintenance



Minimize
the need for
maintenance that
causes inconvenience
to the road users



Realize
the vision of a
damage-free
construction site



Avoid
future production loss
on agricultural areas

Tender in six pages



3 pages performance statement

MAL FOR PRESTASJONSBEGRUNNELSE

Påstand 1	
Underbyggelse av påstanden med målbar prestasjonsinformasjon	<ul style="list-style-type: none">• What will you do to achieve our goals?• Why?• Measurable numbers

The statements should be:

- Specific
 - Measurable
 - Ambitious
 - Realistic
 - Time-bound
- and supported by dominant information



3 pages risk assessment

MAL FOR RISIKOVURDERING

Risiko 1	
Hvorfor er dette en risiko?	
Forebyggende tiltak (pris må være inkludert i <u>BMP</u>)	<ul style="list-style-type: none">• The main risks to the client• How to prevent these?
Underbyggelse av effektiviteten av forebyggende tiltaket med målbar prestasjonsinformasjon	
Korrigerende og skadebegrensende tiltak	

The risk assessment shall show:

- The client's main risks
- Why is there a risk
- Preventive measures from supplier
- Corrective actions and supported by dominant information

Interview of key personnel

- Three to four key personnel from each tenderer are interviewed individually for up to an hour
- A separate interviewer conduct the interview
- Specific evaluation team for each project
- The interviews are recorded – part of the contract




Picture: Evaluation team – interviews will be conducted in Microsoft Teams

Best tenderer clarifies his tender – before signing



- Evaluation criteria (weighting may vary):
 - K1 - Performance statements (3 pages) – 25%
 - K2 – Risk assessment (3 pages) – 15%
 - K3 – Experience and competence – interview – 30%
 - T-Prices – 30%



Chapter B1.1 Clarification phase
E6 Roterud - Storhove
08.07.2019 |
Version 1

1 PURPOSE OF THE CLARIFICATION PHASE

The purpose of the clarification phase is to produce a complete contract.

2 GENERAL RULES FOR THE CLARIFICATION PHASE

The following general rules apply to this phase:

- The contractor shall not revise the offer that was the subject of the evaluation
- Risk sharing between the parties shall not be revised
- The client's minimum requirements for the execution of the project shall be maintained
- Participation in joint meetings shall be limited to necessary persons

3 DELIVERABLES IN THE CLARIFICATION PHASE






The following shall be delivered by the contractor during the clarification phase:

- An overall plan for the execution phase (from signing to completion or until phase II in case of integrated collaboration) with clear allocation of responsibilities for the various deliverables
- Description of how statements in the project capability document will be attained, hereunder KPIs for follow-up in the execution phase. These are KPIs that are in addition to those already stated in the tender specification
- Review all risks related to the project's overall goals achievement and contract work – both for the contractor and client - with preventive and corrective measures

Planned tenders 2020 – 2021



- E6 Kvænavngsfjellet
- E39 Lyngdal east – Lyngdal west
- E18 Dørdal – Fylkesgrensa
- E18 Pinesund – Tvedestrand
- E39 Mandal – Lyngdal east
- **Total approx. 1,5 bil. € (ex. VAT)**

 <p>E6 Kvænavngsfjellet</p> <p>Planned announcement April 2020</p> <p>Length in km 22 km</p> <p>Estimated contract value 1.0 bil.</p> <p>Planned contract signing December 2020</p>	 <p>E39 Herdal – Røyskår</p> <p>Planned announcement August 2020</p> <p>Length in km 10 km</p> <p>Estimated contract value 3.0 bil.</p> <p>Planned contract signing June 2021</p>	 <p>E18 Dørdal – Fylkesgrensa Telemark/Agder</p> <p>Planned announcement January 2021</p> <p>Length in km 22 km</p> <p>Estimated contract value 3.8 bil.</p> <p>Planned contract signing October 2021</p>
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See upcoming projects on
<https://www.nyeveier.no/en/>

E6 Kvæningsfjellet

Nye Veier's Arctic Project

- Located in Northern part of Norway in Troms and Finnmark county
- Approx. 130 km from Alta city
- Approx. 260 km from Tromsø city
- In Norway major airports are linked to minor ones, allowing travel from one place to the next



• TRAFIKKEN I TROMS OG FINNMARK

7. mai 2020 kl. 07:06 Kvænanngsfjellet stengt - E6 over Kvænanngsfjellet er stengt på grunn av uvær. Klokka 12 torsdag skal Statens vegvesen gjøre en ny vurdering av forholdene. På grunn av koronapandemien er det ikke mulig for privatbilister å komme seg mellom Troms og Finnmark via Finland.

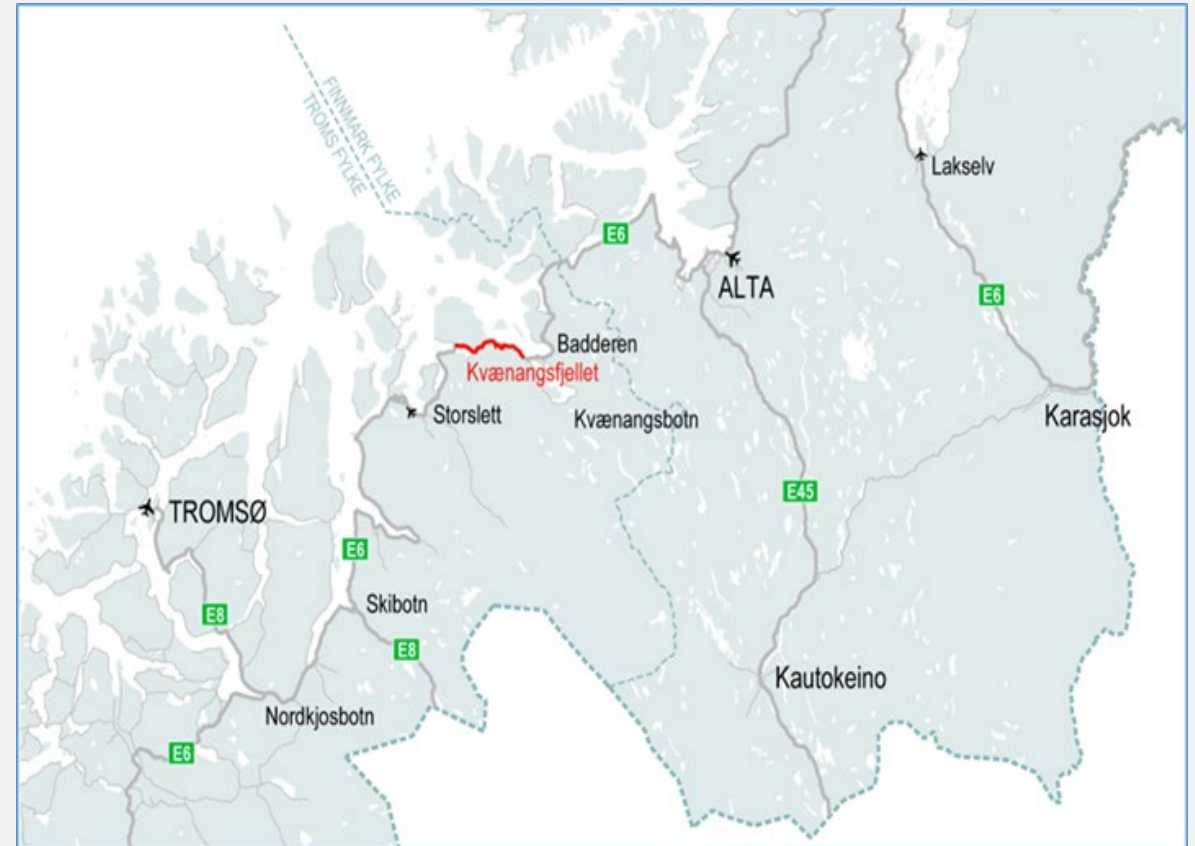


«Closed due to weather conditions»

Project E6 Kvænanngsfjellet objectives:

- Improve accessibility and predictability, and increase community security
- Ensure a robust, environmentally friendly and traffic-safe transport system across Kvænanngsfjellet and along the E6 in the project area

Contractor shall carry out the project solved with in an optimal and cost-effective way providing the highest possible net benefit.



Project specification



- An optimized new zoning plan to be approved by May 2021.
- Total project length approx. 13 km
- New build roads approx. 7.6 km
- New tunnels approx. 5.6 km
- A small crossing of a river.
- CEEQUAL certified for Whole Project Award with requirements for the achievement of level: "Very Good"



Engineering requirements



- Road class: H1, 7.5-meter-wide, 80 km/h
- Average traffic numb : 750 (future project figures of 930 in 2040)
- Classification of tunnel: B
Tunnel cross section: T9,5
- Assume using today's E6 as much as possible.



Contract structure

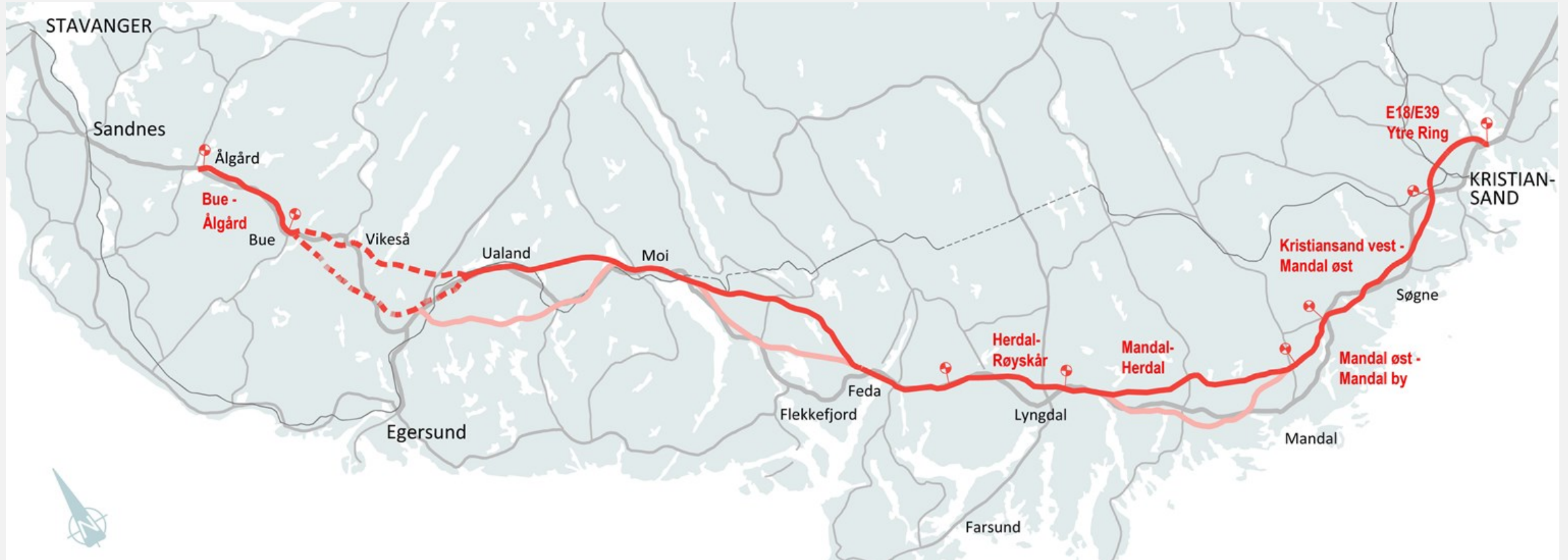


- Doffin and TED - deadline 8th of June
- Integrated interaction based on NS8407
- Size of contract: approx. 1 bill. NOK (ex. VAT)
- Total project cost: approx. 1,6 bill. NOK (incl. VAT)

- Planned construction start in 2021
- Planned to be completed in 2024

E39 Lyngdal East – Lyngdal West

E39 Kristiansand – Ålgård



E39 Lyngdal east to Lyngdal west



- Within the approved municipal sector plan
- The construction is planned to begin in 2021, and to be completed in 2024
- Design-Build contract
- Approximately 3 billion NOK
- 5,3 kilometres of open air road
- 6,2 kilometres of tunnels, divided between two tunnels:
 - The Rossås Tunnel – 3,7 km
 - The Kålås Tunnel – 2,7 km
- Longer bridges:
 - Lynga (approx. 70 meters tall)– 450 meters
 - Hårikstad – 100 meters
- Two highway interchanges in conjunction with the existing road network

AN OVERVIEW OF THE NEW E39



3.

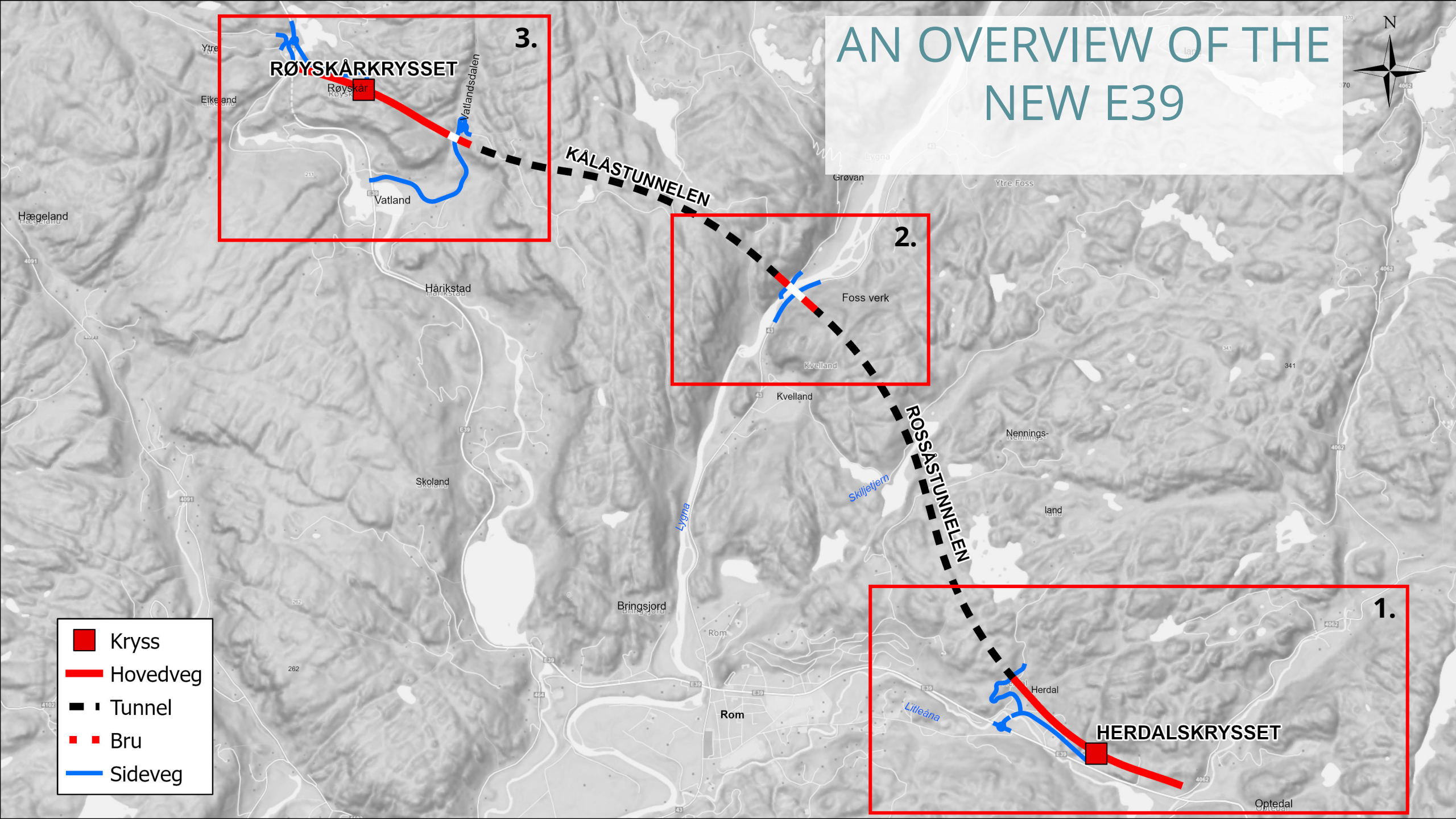
RØYSKÅRKRYSSET

2.

1.

HERDALS KRYSSSET

-  Kryss
-  Hovedveg
-  Tunnel
-  Bru
-  Sideveg



Herdalen



The bridge over Lygna



The interchange at Røyskår



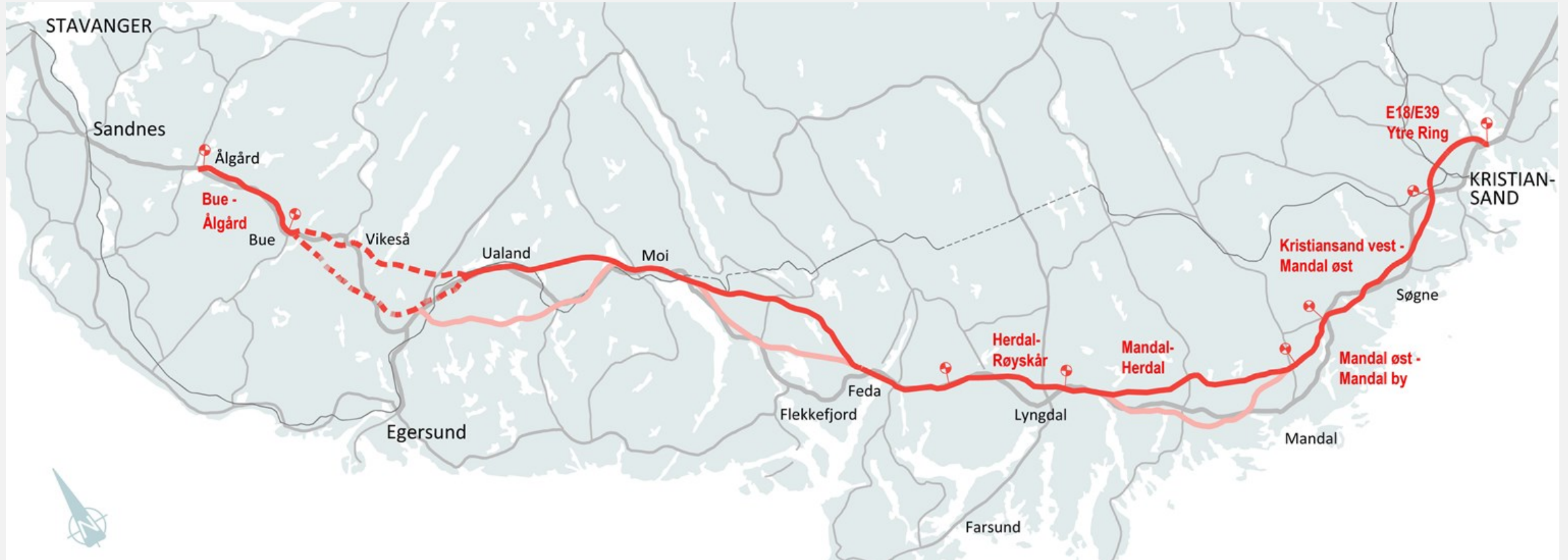
The interchange at Røyskår



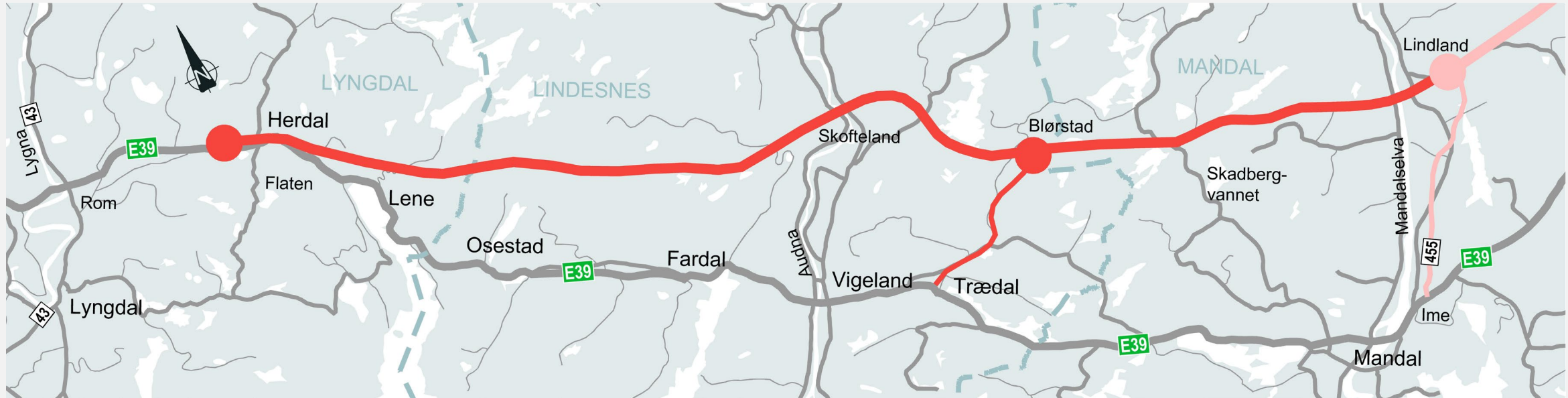
Alternative - reduced interchanges

E39 Mandal – Lyngdal East

E39 Kristiansand – Ålgård



E39 Mandal – Lyngdal East



Detailed regulation will begin in August 2020

Planned construction start in the beginning of 2023,
and end of construction in 2026

4,3 billion NOK

26 kilometres of four-lane highway 110 km/h

22 kilometres of open air road

3,7 kilometres of two-lane access road 80 km/h

Design-Build contract

One interchange in conjunction with the existing
road network

Longer tunnels

Lene – 2400 meters

Vrå – 600 meters

Longer bridges

The Grundeland Water – 215 meters

The Mandal River – 230 meters

The Skofteland Bridge – 570 meters

The Mandal River Bridge – 230 meters long

Mandalselva

An aerial photograph showing a long, dark bridge spanning a wide river. The bridge is surrounded by dense green forest. The river is a deep blue color. The landscape is hilly and covered in trees. The sky is clear and blue.

The Skofteland Bridge – 530 meters long



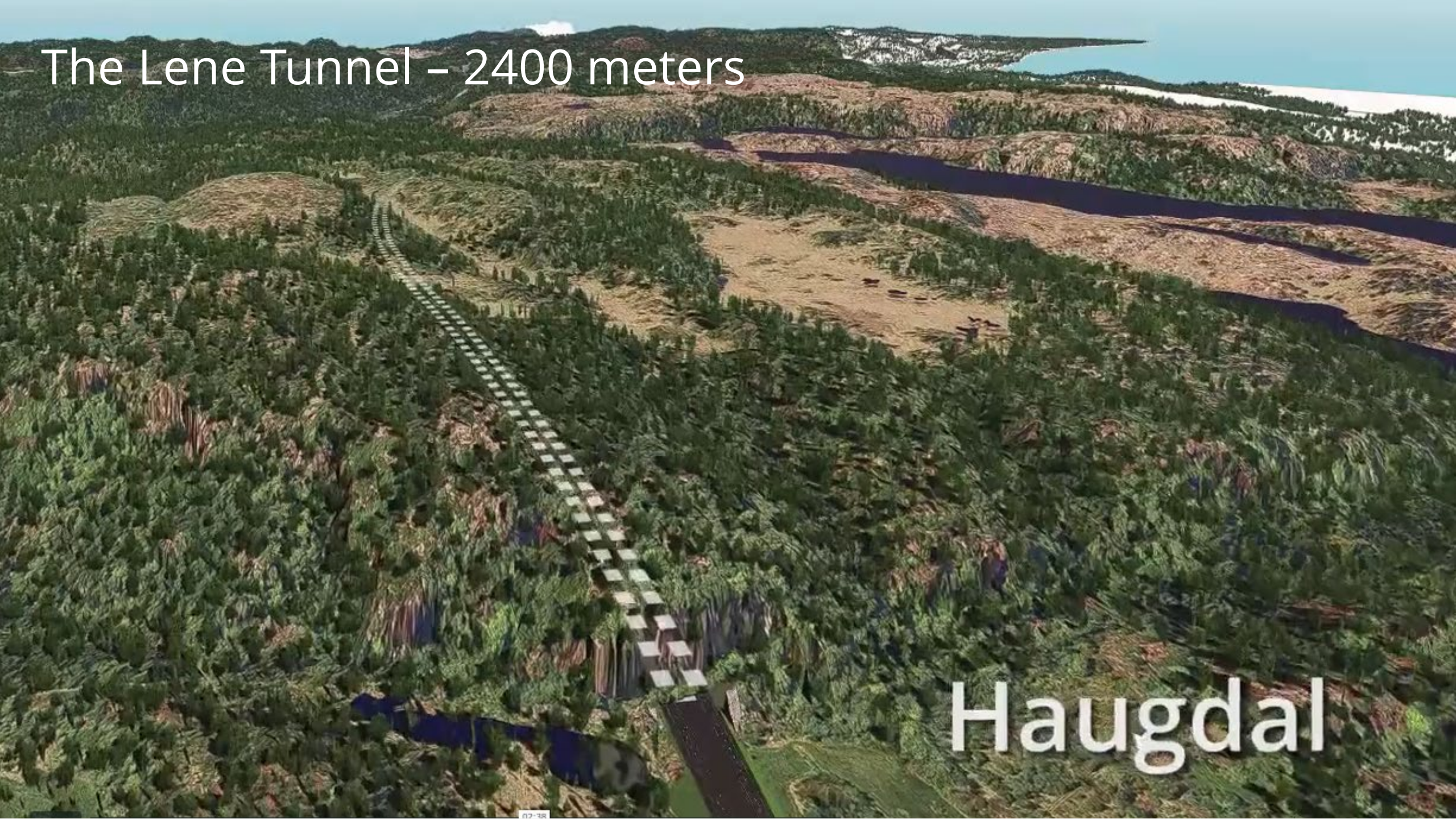
Blørstad highway interchange, and access road to Tredal/Vigeland

Tredal

Tilførselsvei/access road



The Lene Tunnel – 2400 meters



Haugdal

Grummedal in the direction of Herdal

Grummedal

The Lene Tunnel west

The Lene Fjord



E18: Two project sections

Dørdal – Fylkesgrensa Telemark/Agder
Pinesund – Tvedestrand

E18 South East



E18

Dørdal – Fylkesgrensa
Pinesund – Tvedestrand



Key elements of the construction project






- Work on zoning is ongoing – decision expected 2. quarter 2021
- Tender and pre-qualification 1st quarter 2021
- Two contracts: E18 Dørdal-Fylkesgrensa and E18 Pinesund – Tvedestrand

- E18 Dørdal – Fylkesgrensa
 - Approx. 21 km
 - 7-9 bridges
 - Two intersection areas

- E18 Pinesund – Tvedestrand
 - Approx. 20 km
 - One intersection area
 - 4-5 bridges

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