



The Coastal Highway Route E39: Costs

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Ferjefri E39

vegvesen.no/ferjefriE39

The case in brief

In 2016 the cost of the E39 Coastal Highway Route was estimated to be NOK 340 billion. About 30 billion will be spent improving the roads in and around the cities along the route.

- The aim of an improved and continuous E39 Coastal Highway Route is maintained, and is repeated in the new NTP 2018-2029
- The project has been gradually developed from its original, in line with new expectations about safety requirements, improved road standards and higher speed limits.

The 2016 estimate includes the costs of all fjord crossings, as well as of the improvements on land and of measures in connection with urban areas. Sognefjorden was not included in the first calculations, and neither were the comprehensive city projects in Stavanger and Bergen.

- Initially the goal was to reduce travel time by seven or eight hours. By raising the standard and thus also the speed limit, travel time will be reduced by more than 10 hours - which is a 50% reduction of today's travel time of 21 hours.
- Expenses for freight transport on this route will be reduced by 50% when the E39 has been completed and the toll period has expired.

GOAL

The E39 from Kristiansand to Trondheim is approx. 1100 km. Current travel time is approx. 21 hrs, including 7 ferry connections. The aim is to create an improved E39 without ferries, which will reduce the travel time to 11 hours.

Background information

The cost estimate for the construction of an improved and continuous E39 between Kristiansand and Trondheim includes NOK 50 billion for the section of Kristiansand- Ålgard, for which Nye Veier A/S is responsible.

Cost estimates are increasingly accurate and in some cases adjusted due to new knowledge about local conditions and requests for local adaptations. Since the first cost estimates for the entire distance were presented, VAT has been introduced (1 January 2013).

The Norwegian Public Roads Administration has in recent years made extensive efforts to develop the technology required for an optimal implementation of the project. So far in we have significantly reduced the costs of several projects, as new technology and increased knowledge about soil conditions and wind loads have made it possible to optimise structures. Cost cutting is a continuous process that will be kept up until construction begins.



More information: vegvesen.no/ferjefrie39 and facebook.com/ferjefrie39

Our long term goal is for the entire E39 to have a central reservation or crash barrier between opposite-direction traffic (four-lane motorway or two/three-lane road with central crash barrier). The sections between Kristiansand and Bergen, and between Ålesund and Molde, are being planned as four-lane motorways. Increased speed on the road requires a higher standard and longer sight distance, in other words a straighter alignment. The requirement for sight distance affects bridge length and tunnel width, and also leads to larger road cuttings and embankments. This makes the road and some of the structures more expensive. Stricter requirements have been set with regard to accessibility for boats (vertical clearance). Additionally, some sections originally planned as open-air road have been placed in tunnels to protect the environment and existing built-up areas.

We are considering alternative construction strategies, for example incremental construction. It is possible to build the road sections between the fiords with a lower standard, and then improve that standard as the traffic volume increases. We are considering this approach in order to reduce investment costs, even though it implies a longer construction period before the entire route is “complete”. A new construction strategy for the entire project is to be published in early 2019.

(Sources: <https://www.vegvesen.no/en/roads/Roads+and+bridges/Road+projects/e39coastalhighwayroute/reports>)