Getting there safely, together

The Norwegian Public Roads Administration
A modern transport system is safe to use and accessible to all, while safeguarding the environment both locally and globally.

Terje Moe Gustavsen
Director General
Norwegian Public Roads Administration
The structure of our organisation

NPRA Organisation Chart
National organisation
Organised by region

- The Directorate of Public Roads
- Five Regions
- 72 Driver and Vehicle Licensing Offices
- 7,600 employees
We have changed a lot in 150 years
From a builder of roads to a competence-based organisation

Unknown photographer, from the archives of The Norwegian Road Museum, dated around 1930

Photo: Knut Opeide
National objectives for Norwegian transport policy

Four main focus areas

- Mobility
- Road safety
- The environment
Our budget breaks down as follows:

- Operation, maintenance and development is expensive

The total budget comprises approx. NOK 35.3 billion, 30.2 bn is government funding and 5.1 bn comes from external funds (road tolls and advance allocations).

In addition, NPRA administrate construction work on county roads for around NOK 20 billion.
Interchangeable transport policy priorities

Our governing documents
New structure 2020

19 Counties today

NPRA are administration on behalf of the counties

10 Counties in 2020

Counties administrate themselves
Different Project Models used in Norwegian Road Projects

- **BB (Bid – Build)** dominates
- **DB (Design – Build)**
- **DBO (Design – Build – Operate)**
- **DBFO – PPP**: Design-Build-Finance-Operate, Private Public Partnership
# Contracts (building) 2017

## Contract portfolio

<table>
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<th>Contract size</th>
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<td>250 mill +</td>
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<td><strong>13 149</strong></td>
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Operations and maintenance, 104 contracts

~ NOK 6 billions
Location of ongoing PPP contracts

- 2005: Klett - Orkanger
- 2006: Lyngdal – Flekkefjord
- 2009: Grimstad – Krisiansand
Ongoing PPP contacts, 25 years operation period

- “Orkdalsvegen” (E39 Klett – Orkanger)
  Length: ~27 km
  Construction completion – handing back: 2005 – 2030

- “Allfarveg” (E39 Lyngdal – Flekkefjord)
  Length: ~38 km
  Construction completion – handing back: 2006 – 2031

- “Agder OPS Vegselskap” (E18 Grimstad – Krisiansand)
  Length, 4-lane motorway: ~38 km
  Construction completion – handing back: 2009 – 2034
Experience from the ongoing PPP contracts

- The current contract documents have worked well in the ongoing contracts.

- Payment mechanisms have generally worked well.

- Long operation and maintenance periods stimulate focus on operation and maintenance also during the construction period.

- **Important:** Focus on safety and occupational health.

- **Important:** Clearly defined road condition at the end of the operation and maintenance period.

- **Important:** Provisions are required in the Contract for large and unexpected work that may be necessary in the operation period.
Location, upcoming PPP projects

Hålogalandsvegen (Tjeldsund-Gullesfjordbotn-Langvassbukt)
NOK 8500 mill. project (PPP) cost
~ 80 km length

NOK 9500 mill. project cost
~ 9 km length

Sotrasambandet

Løten - Elverum

NOK 5100 mill. project cost
~ 26 km length

Oslo
Upcoming PPP projects

- **Rv.3/rv.25 Løten–Elverum, Hedmark County ~ 26 km**
  Approximately **NOK 5100 mill.** project cost
  Financial close 30 May 2018.

- **Rv.555 Sotrasambandet, Hordaland County ~ 9 km**
  Approximately **NOK 9500 mill.** project cost
  Approved by the Parliament/Stortinget 15. May 2018

- **E10/rv.85 Tjeldsund–Gullesfjordbotn–Langvassbukt, Nordland and Troms Counties ~ 80 km**
  Approximately **NOK 8500 mill.** project cost
  NPRA are preparing the project
Location Rv.3/rv.25 Løten– Elverum
Objectives:

- The major freight transport between Oslo and Trondheim
- The region Hamar/Elverum is a joint residential and labour market.
- Continuous pedestrian and cycle lane between Hamar and Elverum
- Improved: mobility, traffic safety, public safety, residential environment

Project cost NOK 5100 mill
Location Rv. 555 Sotrasambandet
Objectives:
- Connection between Bergen and the island municipalities Fjell, Sund and Øygarden (36,500 inhabitants).
- The project objectives include improved mobility, increased traffic safety and regularity.
- AADT at 26,000 on the current two lane road gives high accident rates. (also challenging for the traffic management during construction)
- Improvements for public transport, pedestrians and cyclists.
New mainroad – tunnels, bridges, intersections (not so much regular road building)
Rv.555 Sotrasambandet
Illustrations – new and old Sotra Bridge

New Sotra Bridge
Main elements

9 km 4–lane road, which includes:
4 bridges (Sotra bridge 875 m plus totally 550 m of smaller bridges)
4 tunnels, tunnels totally 4,6 km (double-tube)
4 major junctions

Pedestrian and cycle lanes, 14 km. Upgrading the local road network, partially with new public transport lanes. 2 km of high-voltage tunnels, re-routing of major power line.
New main road. Profile Straume – Storavatnet

Very demanding project on the very edge of current regulations

- Safety in tunnels
- Inclination
- Junction in tunnels
- Operate and maintainace (tunnel)
- Bridge (600m)
New Sotra-bridge

Suspension bridge

Outdated and overloaded road

The existing Sotra–bridge is dimensioned for 12,000 cars, but at the most there has been registered a maximum traffic of over 32,000 vehicles crossing the bridge in one day.

The narrow road makes it impossible to prioritize public transport.

The very narrow road–shoulders makes it nearly impossible to cycle or walk across the bridge.

The bridge represents the only connection between Bergen and Sotra / Øygarden.

This makes it very vulnerable to storms, accidents and emergency situations.

A new bridge and a new road are crucial for the region's continual growth.
Location and objectives Hålogalandsvegen

Objectives:

• Reduce travel time for the freight

• Reduced travel time to Evenes airport

• Improved regularity
European/National road no. E10/Rv85
Hålogalandsvegen
The scope of the PPP project
E10/ rv. 85 Tjeldsund–Gullesfjordbotn–Langvassbukt
E10/rv. 85 Tjeldsund – Gullesfjordbotn–Langvassbukt

80 km  2–lane highway

28 km tunnels, in total
Yesterday’s transport, today’s tourist attraction

National Tourist Routes
Getting there safely, together

A film about the NPRA
Thank you for your attention!