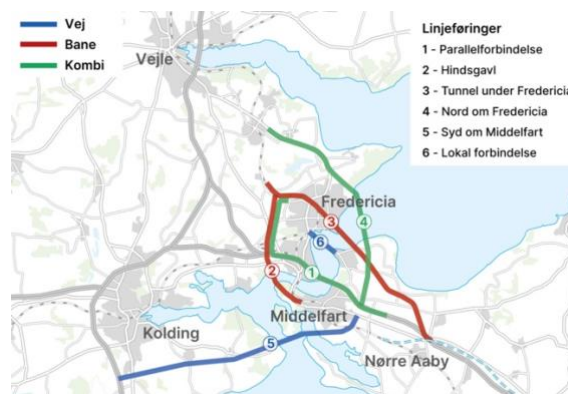




Sweden - Lindholmsförbindelsen. On the 5th of July, the City of Gothenburg published a RFI concerning the Lindholmsförbindelsen, an underground tram line between Lindholmen (on the island Hisingen) and Linnéplatsen (on the mainland). The project is part of the national infrastructure package Sverigeförhandlingen. Lindholmsförbindelsen extends from the tram stop Lindholmen to Linnéplatsen and consists of a rock tunnel under Slottsberget (200 m), the Göta river immersed tunnel (300 m) and a rock tunnel from Stigberget towards Linnéplatsen (1500 m).



Denmark - New Little Belt analysis put on hold: Awaiting Als-Funen connection. On the 3rd of July, the analysis of the new Little Belt connection was put on hold. The conciliation committee behind Infrastructure Plan 2035 has decided to put the strategic analysis of a new connection across the Little Belt on hold until the results of the feasibility study of a fixed connection between Als and Funen are ready. The alignment south of Middelfart (alignment 5), which after assessment provides the greatest gain in terms of travel time and driving costs, must be seen to a large extent in connection with the Als-Funen link. The ongoing feasibility study of a fixed link between Als and Funen is expected to be completed at the end of 2024.





Denmark - Copenhagen metro. Late June, Metroselskabet I/S issued a prior information notice announcing an upcoming invitation to tender for the operation and maintenance of the metro lines M1, M2, M3 and M4. The lines encompassed by the tender span over 44 stations (30 underground stations and 14 above ground stations) and approx. 40 km doubletrack in the Copenhagen area. The tender is expected to commence in June 2025 with operation under the O&M contract expected to start September 2027.

Norway - Ring 1 Oslo. On the 27th of June, the National Road Administration and Veidekke signed a contract for upgrading works of the Hammersborg tunnel (370 m) and the Vaterlands tunnel (380 m) on Ring 1 in the center of Oslo. Both tunnels are getting new pipes, cables, wires, signage and lighting in addition to tunnel safety equipment. Moreover, the Hammersborg tunnel will be rebuilt, lowered eight meters and secured against terrorism due to its proximity to the new government quarter. The upgrading works are expected to be completed in the summer 2027. The contract is a turnkey contract with a value of NOK 2.1 billion VAT exclusive.



Denmark - Maintenance of road tunnels. On the 24th of June, the Danish road Directorate issued an invitation to tender including framework agreements for consultancy in connection with the operation and maintenance of special construction structures on the state road network in Denmark. Three subcontracts concern tunnels: Limfjord (582 m) immersed tunnel on the E45 and the Silkeborg cut-and-cover tunnel (330 m) (lot 8); the Guldborgsund immersed tunnel (460 m) connecting Lolland and Falster (lot 9) and the Frederikssund tunnel (365 m) and the Bernstorffs cut-and-cover tunnel in Copenhagen (lot 10).



Denmark/Germany - Fehmarnbelt Link. On June 17, H.M. King Frederik X officially inaugurated the first tunnel element for the Fehmarnbelt Link. Among the participants at the inauguration was Minister of Transport Thomas Danielsen, who in his speech expressed great satisfaction that Denmark's largest infrastructure project has reached another milestone. "With the Fehmarnbelt tunnel, we get a fantastic and cross-border infrastructure project. It is a milestone in Danish history," said Thomas Danielsen. Mikkel Hemmingsen, CEO of Sund & Bælt, which is the Danish stateowned enterprise tasked with building the Fehmarnbelt tunnel, highlighted the importance of the Fehmarnbelt project for Danish know-how in engineering and megaprojects. "Today is visible proof of how far we have come. Just as this project builds on the experience from the Great Belt and Øresund, the Fehmarnbelt tunnel will show the way for many other major projects in Denmark and in the rest of the world," said Mikkel Hemmingsen.

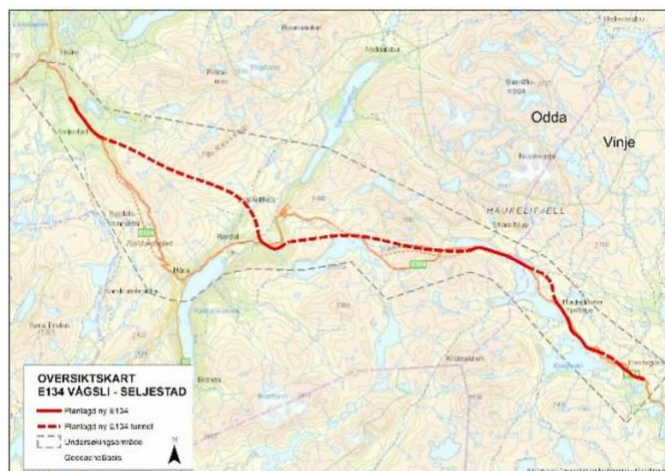


Sweden - North Bothnia Line. On the 3rd of June, the Swedish Transport Authority announced the construction start on the 1.6 km long Ensmark tunnel located between Umeaa and Davaa, part of the 270 km long North Bothnia Line. Contractor IMPLENIA was assigned the construction contract in February 2024. The blasting of the tunnel is expected to be completed in the autumn 2025.





Norway - Procurement for the E134 Røldal and Seljestad. Early June, the Norwegian Public Roads Administration announced a competition for the E134 between Røldal and Seljestad. The E134 is one of the main connections between east and west, and the new tunnel will provide safer roads and shorter driving times, explains project manager Frode Lykkebø. The project is announced as a turnkey contract that includes the design and construction of a 12.4 km long tunnel with a connection between Seljestad and Røldal, 1.7 km of new road in Røldal, 1.2 km of new road in Seljestad, as well as a pedestrian and cycle path of approx. 0.7 km. The contract has a value of 2.5 billion NOK excl. VAT. The contracting process will be carried out with prequalification and negotiation, and the contract is scheduled to be concluded during the spring of 2025. Opening is scheduled to take place in 2031. The second phase of the E134, from Røldal and Vågsli, will include the construction of the Dyrskar (12 km), Haukeliseter (2,8 km) and Kjela (1.7 km) tunnels.



Figur 5, E134 Vågsli - Seljestad. Oversiktskart.