The Construction of a New Storstrøm Bridge

Information Meeting
September 11th 2014 13.00 - 16.00
Park Inn Hotel, Copenhagen S
Agenda

• Welcome
  Jens Jørgen Holmboe, Construction & Maintenance Director

• Background and Overview
  Niels Gottlieb – Chief Project Manager

• Tender details – as seen now by
  Erik Stoklund Larsen, Construction Director

• Technical Dialogue
  Bo Tarp and Torkil Schröder-Hansen, Procurement & Contracts

• Outline of Project and Technical Challenges
  Peter Reinholdt, Technical Advisor

• Closure
  Erik Stoklund Larsen, Construction Director
The Danish Road Directorate

We work in these main areas:

Planning
We conduct studies and plan in order to determine where new roads are to be built and where there is a need for increased traffic safety or capacity on the national road network.

Construction
We construct new roads and bridges and develop the existing network.

Operation
We operate and maintain the road and the surrounding areas – new asphalt, mow the grass and clear the roads of snow.

Traffic administration and management
We guide road users through the traffic in event of accidents or roadworks via signposting, electronic information boards etc.
The Present Situation

- Many on-going projects
  - New expressways
  - New railways
  - Improvements of capacity of existing expressways and railways
  - Improvements and rehabilitation of the network
- A growing Danish market if seen in perspective of infrastructural investments the coming years
- Broad experience with different contract forms such as BoQ-based, D&B, PPP
- Long tradition of dialog with the market (contractors, consultants, suppliers, etc.)
This Information Meeting

• To give general information of the Storstrøm Bridge Project
  • As per DRD general policy
  • Dealing with a design & build project
  • Contract conditions will be based on Danish law and tradition

• Line out the announced technical dialog
  • Technical dialog that shall inspire DRD in its work with the tender documents
  • Participation in technical dialogue has no influence on participation in the later pre-qualification as contractors
  • The technical dialog meetings will be confidential
Questions

• Questions can be asked by the end of each theme to ensure the flow in the slide show
  
  • Questions and answers will be noted by DRD
  
  • Questions asked during this meeting can be sent via e-mail to vd-udb@vd.dk and tsh@vd.dk

• Further questions can be asked by the end of the presentation
Background and Overview
The Storstrøm Bridge

- The Storstrøm Bridge connects Zealand and Falster
- Part of railway line between Central Europe and Scandinavia
- Existing bridge is build in 1937:
  - Single track railway
  - Repair of the old bridge is not feasible
Projects between Copenhagen and Fehmarnbelt - Railway

All supported by EU-TEN

**New railway Copenhagen - Ringsted,**
New 55 km double track, 250 km/t
2013 - 2018

**Ringsted - Holeby (Rødby)**
Upgrading of the railway up to 200 km/t
2013 - 2018

**New Storstrøm Bridge**
2016 - 2020
The Storstrøm Project

- The project covers:
  - Construction of a new Storstrøm Bridge
  - Demolition of the existing bridge
  - Related ancillary works
New Storstrøm bridge

• Length 4 km approx.
• Railway with double rail tracks designed for high speed trains (up to 200 km/t)
• 2 lane road
• Foot- & bicycle track
New Storstrøm Bridge (cont.)

- 2 navigation spans (160 m x 26 m)
- Approach spans – length 80 m
Masnedø towards South
Falster towards North
Tender Packages

- 93200.001 New bridge
- 93200.002 Demolition of old bridge
- 93200.200 Civil works Masnedø
Tender Packages (cont.)

- 93200.001 New bridge
- 93200.002 Demolition of old bridge
- 93200.201 Civil works Falster
Questions
Tender Schedule and strategy
Tender strategy

- General DRD strategy
  - Transparency – our paradigms are publically available on
    - http://vejregler.lovportaler.dk/
  - Dialogue with the contractors and consultants etc. by regular meetings
    - Consensus strategy
  - Information meetings relating specific projects

- Open process
  - Published in TED and performed as per EU Procurement directive
  - Two envelope system
Tender strategy (cont.)

• Tender strategy in the Storstrøm Bridge project
  • Openness towards the market
  • Technical dialogue to ensure the best tender material
  • Design and build contract
  • One big contract to ensure less interfaces

• PQ criteria
  • Financial strong contractors/JV/consortiums (5 nos.)
  • References and capacity (technical similar projects)

• Award criteria
  • Most economically advantageous tender based upon price and technical proposal
Expected Tender time schedule

2014
- Technical dialogue and tender project formulation
- Prior information notice about PQ December 2014

2015
- Tender Process for the new bridge
  - PQ deadline February 2015
  - Tender material April 2015
  - Tender deadline October 2015

2016
- Contracts and start of works, establishment of construction/production site, etc.

2016/17- 2020
- Construction of the new bridge
Time schedule
Political decision and process

2011: November

• Political agreement: Start of a Feasibility Study for a new Storstrøm Bridge

2013: March

• Political agreement: Construction of a new bridge and demolition of the existing bridge. Cost approx. 0.56 billion Euro

2014: September

• The Danish Road Directorate will publish the EIA

2015: May

• Expected approval by the Danish Parliament
Questions
Tender Details
Contract and award criteria

• The contracts are made in accordance with Danish law

• Design and build contract – ABT93
  
  • English version: [http://www.danskbyggeri.dk/Servicebutik/Vis%20vare?docid=23590](http://www.danskbyggeri.dk/Servicebutik/Vis%20vare?docid=23590)
  
  • Agreed document between contractors and employers

• Project specific conditions - “SB” based on
  
  • [http://www.vejdirektoratet.dk/DA/vejsektor/leverandoerportal/Retningslinjerogpara
digmer/Inkoeb/Udbud-kontrahering/udbudsh%C3%A5ndbog/Sider/SB-TE.aspx#.VAo6e_l_u4I](http://www.vejdirektoratet.dk/DA/vejsektor/leverandoerportal/Retningslinjerogpara
digmer/Inkoeb/Udbud-kontrahering/udbudsh%C3%A5ndbog/Sider/SB-TE.aspx#.VAo6e_l_u4I)

• Award criteria
  
  • Most economically advantageous tender (MEAT)
    
    • *based upon price and technical proposal*
Contract Language

• The language of the contract is Danish

• The tender material will be in Danish as well as a service translation in English

• The Danish version is the contractually legal binding version

• It is possible to submit bids in both Danish and English

  • However juridical documents (to be defined) shall be submitted in Danish and technical documents (to be defined) can be accepted in English only

• Disputes are settled in Danish Courts or Danish Arbitration Courts
Expect demands on social clauses

- ILO-convention no. 94
  - No social dumping
  - Equal wages

- Clauses about apprentices/interns/trainees
  - A clause that obligates the contractor to have a number of apprentices measured in Full-Time-Equivalent (FTE) of 1924 hours/year

- Registration of foreign workers working in Denmark
  - RUT register – Register of Foreign Services Providers
    - https://indberet.virk.dk/myndigheder/stat/ERST/Register_of_Foreign_Service_Providers_RUT

- Danish regulations to health and safety
Two Envelope System

• The award criteria is Most economically advantageous tender (MEAT) based upon price and technical proposal

• The bid shall be submitted in two parts in two sealed packages
  • Part 1 – Price
  • Part 2 – Technical proposal

• DRD will open Part 2 – Technical Proposal and assess the qualitative sub-criteria. The grades based on the evaluation will be notified to the bidders before Part 1 - Price are opened

• Afterwards Part 1 - Price will be opened and the sub-criteria Price is assessed

• Notification of awarding of the contract will be issued
  • All conditional tenders except the winner will receive fee for their bid
Consortia, JV, Subcontractors

- Consortia or JV
  - Where a consortium or other amalgamation is awarded the contract, the participants must assume joint and individual liability

- Subcontractors
  - If the bidder relies on other entities, including subcontractors technical and/or financial capacity the bidder must provide evidence to the DRD that it will have the necessary resources from these entities at its disposal
Performance Bond

• As per ABT93
  • ABT93 § 6 subs. 2
    • Until the handing-over of the work, the bond provided must correspond to 15 % of the contract sum.
    • After handing-over the bond must correspond to 10 % of the contract sum.
  • ABT93 § 6 subs. 3
    • One year after handing-over the bond is reduced to 2 % unless prior claim
  • ABT93 § 6 subs. 4
    • 5 years after handing-over the bond will cease unless prior claim
• Performance bond must be made by a third party
  • No possibility for Parent Company Guarantee (PCG)
Questions
Technical dialogue
Purpose

• The expectations of the technical dialogue
  • Better tender material
  • Allowing new techniques and solutions
  • More awareness about different technical solutions
  • Creating room for innovation
  • Making sure our restrictions in the project are the right and proportional
  • Making DRD a better buyer
  • A tool for a better tender process
Basis

- Prior to the tender process
  - Not prequalification
  - Does not affect the prequalification process
- In accordance with the EU Public Procurement rules
  - The Public Procurement Directive preamble no. 8
- Will be based on DRD’s experiences with technical dialogue from other tenders
- The participants will not receive any compensation due to cost incurred during the technical dialogue
- Maximum 8 participating companies
  - Expected to be contractors
  - Consulting companies are not excluded
Time Schedule

• 26th September 2014 at 13.00 pm
  - Deadline for submitting the application
    • The application must be sent electronically via e-mail to vd-udb@vd.dk and tsh@vd.dk

• 2nd of October 2014 announcement of participants on DRD website and by e-mail to the applicants

• Maximum 8 participating companies
  • Week 41-46
    • First round of bilateral meetings
  • Week 47-50
    • A possible second round of bilateral meetings
Application (max 20 A4-pages)
Language of application can be Danish or English

• Motivated application (max 5 A4 pages)

• The applicant's qualifications
  • Relevant references to bridge construction

• The applicant's technical capabilities

• A list of dates the applicant prefer to participate in the bilateral meetings.
  • Both the first and the possible second round.

• Names of the participating persons in the dialogue
Motivated Application (Max 5 A4 Pages)

• What is a motivated application for the technical dialogue?

  • A statement from the applicant where the applicant justifies why DRD should have technical dialogue with the applicant
  • No formal requirements

• Could contain:
  – Previous bridge projects
  – Relevant experiences with foundation, spans or other relevant parts of a bridge project
Selection

• The purpose of the selection is to ensure the best technical dialogue possible.

• In the assessing of "the best technical dialogue" the applicant's size may also be included.

• Objective criteria in accordance with the EU Public Procurement rules

• maximum 8 participants is based on an assessment of
  • the applicant’s motivated application,
  • the applicant's qualifications, including references relevant to the bridge,
  • and the technical capability
Questionnaire as basis

• The questionnaire will be made publically available after the information meeting

• The questionnaire will secure
  
  • Transparency of the process
  
  • Equality of treatment for the participants
  
  • Parties not involved in the bilateral meetings will know the framework
  
  • Will give parties not involved in the bilateral meetings the opportunity to comment or ask questions to the questionnaire

  – These comments or questions will be made publically available in a Q/A
Questionnaire as basis (cont.)

• DRD reserves the right to update the questionnaire until the start of the technical dialogue and again before the start of a possible second round of bilateral meetings

• DRD will stay within the framework of the questionnaire
  
  • If not any questions asked by DRD is exceeding the framework will separately be made public on the Supplier Portal

• All other written questions, comments and answers to the questionnaire will be made public on the Supplier Portal in anonymous form in a Q/A
Bilateral Technical Dialogue Meetings

• The bilateral technical dialogue meetings are confidential

• The meetings will be held in accordance to the questionnaire

• The questionnaire might be update before:
  • The first meeting
  • The start of the meetings in the possible second round

• DRD will stay within the framework of the questionnaire

• The bilateral meetings will not exceed time allocated to it
  • DRD are responsible for the time management
Bilateral Technical Dialogue Meetings (Cont.)

• It is not mandatory for the participants to discuss all of the themes in the questionnaire

• The bilateral technical dialogue meetings will be held in confidentiality

• The main participants from DRD in the bilateral meetings will be the same to ensure equal treatment of the participants
Practical Information

- The meetings will be held at The Danish Road Directorate, Niels Juels Gade 13, 1022 Copenhagen K from 13:00 to 17:00
- Dates for the meetings in the 1st round:
  - Week 41: Tuesday the 7th and Thursday the 9th of October 2014
  - Week 43: Tuesday the 21st and Thursday the 23rd of October 2014
  - Week 44: Tuesday the 28th of October 2014
  - Week 45: Tuesday the 4th and Thursday the 6th of November 2014
  - Week 46: Tuesday the 11th and Thursday the 13th of November 2014
- Nine meetings have been scheduled to ensure the flexibility in planning the logistics of the meetings
- If less than 8 requests for participation the timetable will be moved proportionally
- If convergence between the dates for the respective applicants this will be settled by a draw made by DRD
- The dates for the meetings with respective applicants will be announced Thursday the 2nd of October 2014 at DRD website and by e-mail
Second Round of Meetings

• DRD will announce whether a possible second round of bilateral meetings will be held with the same participating companies
  • Latest by Friday the 14th of November 2014

• The dates will be announced together with the announcement of the dates for the first round – Thursday the 2nd of October 2014

• The participating companies can choose to withdraw after the first round of bilateral meetings
Second Round of Meetings (Cont.)

• DRD will decide whether a second round of bilateral meetings are needed on the following criteria:
  • Whether the time allocated in the first round was adequate
  • If the questionnaire in bilateral meetings has not been fully answered
  • If the answers or comments to the questionnaire has raised further questions to the participants
  • If it is DRD’s assessment that a second round will clarify the process further
Publicly Available Documents

• Technical description of the Bridge Project
  • available after the information meeting
• The questionnaire for the bilateral technical dialogue meetings
  • available after the information meeting
• This slideshow
• Prior information notice about the information meeting for the new Storstrøm Bridge
• Other documents
  • http://www.vejdirektoratet.dk/DA/vejprojekter/storstroemsbro/Dokumenter/Sider/default.aspx#.VAbQePl_u4I
  • EIA report – expected September 2014 in Danish
Supplier Portal

- DRD homepage for tenders - "Supplier portal"

- All DRD tenders are available here
  - Forthcoming tenders
  - Ongoing tenders
  - Awarded Contracts

- Road standards
  - English translations coming up
Supplier Portal

FORTHCOMING TENDERS  ONGOING TENDERS  AWARDED TENDERS

Useful shortcuts (Danish)
- Introduction movie
- Project models
- List of abbreviations
- Data and drawing standards

Ongoing major projects (Danish)
- Storstrøm Bridge
- Funder-Låsby Motorway
- Roskilde Fjord
- Holstebro Motorway

When the Danish Road Directorate plans, builds and operates national highways and resolves related administrative tasks, we do this to a large extent through external contractors. For this reason, a major part of the Danish Roads Directorate’s operations are offered for tender.

The Danish Road Directorate is responsible for approximately 4000 km of national roads in Denmark. It works in close cooperation with the road-construction sector and European bodies responsible for standardisation of highway regulations, as these are widely implemented in the Danish highways sector. The state road network accounts for approximately five per cent of the combined road network in Denmark, but almost half of all Denmark’s motor transport drives on these roads.

We make very high demands of ourselves in finding solutions to the tasks we are responsible for, and this is reflected in the demands we place in co-operation with our contractors.

We are continually developing our professional co-operation with current and potential contractors, based upon our aim of getting the most mileage for our money.

We prioritise open and transparent access to our commissions, which also helps support a healthy competition for these commissions. All our tenders are therefore public, including future tenders on the supplier portal.

You can read more about this on the Danish Road Directorate’s website.

In 2013 The Danish Road Directorate announced 131 tenders

Tenders in 2013
- Civil works 72%
- Supplies 27%
- Consult services 2%
- Operations and maintenance 5%

Road Standards
Go to road standards

Contact
## Supplier Portal

### Ongoing tenders

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<th>Id</th>
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# Supplier Portal

You can search within the tenders in the list, and you can sort the tenders by holding the mouse over the categories from "id" to "period of operation". If you click on a tender you will get more information and contact details for the specific tender.

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<th>Ongoing tenders</th>
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Questions
Technical Presentation Of The Bridge Project
MASNEDØ TOWARDS SOUTH
FALSTER TOWARDS NORTH
AESTHETIC LAY OUT
AESTHETIC LAY OUT
CROSS SECTION

- PTR's Ballast replaced by Track Slab
GEOTECHNICAL CONDITIONS
FOUNDATION METHODS
CONSTRUCTION METHODS

- Pre cast segmental
- Cast in situ with MSS-girder
- Incremental launching

Maximum dredging requirements in the EIA
DREDGING

Spiddagaterbyenhuset to benefit biodiversity adjacent Natura 2000 area

70,000 m³
180,000 m³
85,000 m³
CONSTRUCTION SITES
CONSTRUCTION SITES
Questions
Closure
Today

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  • Both the first and the possible second round.

• Names of the participating persons in the dialogue
Coming up – Roskilde Fjord Link
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- Information meeting on October 30th 2014 from 13.00-16.00 pm. at Park Inn Hotel, Engvej 171, 2300 Copenhagen S
- The prior information notice will be published after this information meeting
- The registration procedure is the same as for the Storstrøm Bridge Project
- Roskilde Fjord Link will also include technical dialogue
- Estimated value 1.2 billion DKK
  - Bridge
  - 3 stages of civil works
Questions