



ANNUAL REPORT 2013-14

# PUBLIC SECTOR BUILDING IN FULL BLOOM



# MAJOR PRODUCTIVITY ACROSS THE COUNTRY



*Public sector construction work throughout the country has taken a serious upward turn this past year.*



Despite the financial crisis that hit in 2008 and affected Landsverk's productivity the following years, the situation today is a totally different one. The institution's productivity has never been greater and this past year especially has seen a serious upward climb in the public building sector.

**EWALD KJØLBRO**  
Managing Director, Landsverk

Rarely before have there been so many major building projects taking place at once. Take for instance the new School Centre at Marknagil, the expansion of the National Hospital and the tunnel to Viðareiði, just to name the major ones. In addition to this there are an abundance of projects, large and small, that are either nearly completed, underway or being planned.

It is in this context that the question of security at the many construction sites and work places becomes more important than ever. Landsverk has therefore decided to focus special attention on safety in 2014 and the years to follow. In a broader context this also includes health safety and environmental safety.

Financial security is also on the horizon and the institution has formed a management control system that

makes it relatively easier to control and supervise all projects that Landsverk undertakes. The overall goal, of course, is making sure that costs and funding are respected. See more regarding this on the backside of this report.

HTU is the Faroese acronym for Health, Safety and Environment. In this English version of Landsverk's annual report we will call the HTU initiative the HSE initiative (Health, Safety and Environment). The main responsibility that the HSE department has is to create and secure proper conditions for the employees and the work environment. The HSE department also has the duty to prevent environmental pollution and to create a greener profile for Landsverk.

As a starting point, the working conditions for the employees will be prioritized as well as the importance of secure conditions at the many work

sites. Other environmental conditions will be looked at more closely later.

## EMPLOYEES' SAFETY AWARENESS

The first task within the HSE department is to create proper and safe working conditions. The overall aim is to see to it that employees go home feeling just as invigorated as they did when their working day began.

Regular visits are being made to all the work places that Landsverk is directly responsible for, the goal being to get a clear picture of the safety conditions and also to hear employees' opinions in this area.

As the managing director of Landsverk, I decided to go ahead and take part of one of the first safety courses that have been organized since the new security initiative. Now, for example, all notifications are firmly established, every individual has to complete a safety course, meetings on safety are held regularly and the HSE initiative is in tact before a project commences, as are requirements for sufficient signs and safety equipment.

Employees must be safety-conscious and regard it as part of everyday work. They are also required to update their safety knowledge so that security becomes a part of the work ethic for everybody.

## HSE COORDINATOR APPOINTED

Generally speaking, both regular employees and directors have embraced Landsverk's new security politics. This is the impression that Karina Nattestad Nolsøe has gotten since she was appointed coordinator on February 1, 2014.

The foundation of the work place is the employee. This is the case for everyone who works for Landsverk and this is why the HSE coordinator has already been out to visit many of the work sites. The objective being to achieve maximum insight on the safety conditions and to hear first-hand from the employees what their views are on these conditions.

Overall, employees are well educated when it comes to safety. They are aware of the dangers involved and know how a job can be executed in a safe and satisfactory manner. We are also happy to see that there are a variety of good safety events taking place across the country.



These past years Landsverk has also shed light on the environment and what efforts it can make to show environmental consideration. In this connection the construction department at Landsverk has begun to register oil tanks in each public building that the institution maintains. This is done to ensure that the tanks are in good condition and therefore do not cause any unnecessary pollution.

## MAKING RECYCLING DEMANDS

This past year, work has also been done to update Landsverk's strategies, goals and areas of focus for 2014 and the years ahead. Demands are certainly changing, as well as technology, as new and diverse tasks are added.

One example of new demands is the stronger focus on environmental protection, which I have already mentioned, and which we of course wish to respect in all our actions.

With regards to this, Landsverk has begun to use the ESCO system (Energy Service Company), which aims to save energy in buildings. For instance, 20 -30 percent of energy can be saved by making the necessary changes and improvements. For the time being the plan is to test 10 public buildings that have been chosen by the entire department.

Last spring Landsverk made a press statement announcing that starting September 1, 2014 there would be requirements for certain materials to always be recycled when possible. As a new service, Landsverk accepts milled

or scraped asphalt in Hundsarabotnur. You can read more about the recycling of asphalt further on in this report.

In closing, this past year has been filled with several exciting tasks, which our skilled employees try their utmost to complete to the fullest. In order to do this we as an institution must have good working relationships with advisors, construction companies and other firms, various departments, municipalities, harbour authorities, various other authorities, as well as with the citizens of the Faroe Islands. Indeed, a good working relationship is key where progress is concerned.

As managing director of the country's largest building institution, which takes care of all infrastructure, national harbours, weather stations, production of asphalt, broken stones and other materials, I look forward to maintaining these good working relationships. And in doing so aim to achieve the best possible results in the projects ahead, which will also hopefully be built to every citizen's satisfaction.

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**AUTHOR & EDITOR**  
Kári Mikkelsen  
Communications Adviser

**SOURCES**  
Managing Director  
Heads of Departments  
Employees from:  
• Management  
Department  
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Department  
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# SAFER HARBOUR CONDITIONS IN SVÍNOY

**HARBOUR IMPROVEMENTS: A seawall and better safety gear has improved the harbour conditions in Svínoy. The improvements have cost 1.25 million DKK.**

In 2013, together with the municipality of Klaksvík, Landsverk made several improvements at the harbour Við Eiðið, where a quay for travel connections to and from Svínoy is located. Harbour improvements in the Svínoy village were also made.

A six metre long seawall was built out in Glógvansurður that serves to protect the outermost part of the quay where the sea would often break, making it quite slippery.

The decks on all three harbours in Svínoy have been repaired and smoothened using a thin layer of cement. The three harbours in Svínoy are Glógvansurður, Víkini and Við Eiðið. A new railing has also been built at the edge of the quay at Við Eiðið. We have made improvements on an area of over a thousand square metres. We have also upgraded the emergency gear at the harbours.

The repairs and improvements have cost approximately 1.240.000 DKK. The work has been financed by the account designated for the infrastructure of outlying islands, as well as from a special grant given by the Faroese Parliament.

# THE BRIDGE OVER STREYM 40 YEARS OLD

**ANNIVERSARY: The same day as the famous bridge over the Bosphorus Strait in Turkey, which connects Europe and Asia, was completed, the Bridge Over Streym officially opened for public use. October 2013 marked the bridge's 40th anniversary and a landmark in Faroese infrastructure.**

Tuesday, October 30, 1973 was a historical day for both the Faroe Islands and Istanbul. This was the day that the Bridge Over Streym and the Bosphorus Bridge were officially opened. Despite the two bridges being very different in size, the importance of the new connection to Sundalagið was probably just as



*Vestmanna Harbour is one of the 14 ISPS approved harbours in the Faroe Islands*

**CONTROL: Besides stricter security in airports after the terror attacks on the World Trade Centre more than 12 years ago, stricter harbour control and security have also been implemented. This includes the Faroe Islands, where security is in compliance with the ISPS Code.**

14 Faroese harbours are certified to meet ISPS code regulations and they are obliged to coordinate regular training programs for all harbour employees.

Fortunately, there has not yet been a case of a suspicious ship in Faroese waters and so activating the ISPS code has not been necessary so far. But the Faroes and its 14 approved harbours have agreed to always have the necessary emergency preparedness should suspicion arise with a boat on its way into a Faroese harbour. The code includes all harbours that deal with ships in international

sailing, for example, cruise ships, cargo ships measuring 500 G.T. or more, and offshore platforms that are independently mobile, e.g. semi-submersibles.

It is Landverk that is the approving authority and that supervises the ISPS emergency system in the Faroes. The coordinator is Jákup N. Olsen at Landsverk's department for infrastructure.

Besides emergency drills at the harbours, Landsverk also coordinates an annual meeting where harbour representatives and authorities participate and where conditions regarding the ISPS Code are discussed. The purpose of the meeting is to strengthen cooperation between harbours and authorities.

The Faroese harbours that are ISPS approved are the Tórshavn, Klaksvík, Runavík, Toftir, Miðvágur, Sørvágur,

Fuglafjørður, Vestmanna, Vágur, Tvøroyri, Sunda, Eiði, Leirvík and Sjóvar harbours.

# FACTS ABOUT ISPS

The terror attacks in New York in 2001 are the direct reason for the changes made in the SOLAS (Safety of Life at Sea) Convention and the ISPS Code (International Ship and Port Facility). After the terror attacks the IMO (International Maritime Organization), which is a specialized agency of the United Nations, decided on November 20, 2001 to assess the need to implement security measures in the prevention of terror against ships and ports. At a conference on December 12, 2002 the IMO agreed upon some changes, which were to be fully implemented by the latest July 1, 2004. The agreement requires certain security measures to be implemented by the ports, which are then to be approved by the national authorities.

great for the Faroese people as the Bosphorus Bridge was for the Turkish people.

The Bridge Over Streym was simultaneously also the first bridge in the Atlantic Ocean built for vehicles. The cost for the bridge, which at that time was the biggest Faroese construction project ever, was approximately 14 million DKK.

The bridge took two and a half years to build. Work on the foundation began in March 1971, and two and a half years later the bridge was completed. The structure is 220 metres long, 9.5 metres wide (has since been widened with a walkway) and 17 metres high. Prior to the bridge an embankment was built around the sound in 1970.

In 1950 the travel time from Eiði to Tórshavn was four hours, but with the construction of the bridge and later the building of the Kollafjørður Tunnel, the trip today takes less than an hour. The improvement of this route was the foundation for a new way of living and commuting in the Faroes, since it no longer was necessary to live in the same place you worked.

Three years after the bridge's opening, the Norðskála Tunnel was built, giving even more Faroese people access to the bridge. Sundalagið had now become the main artery for transportation with roughly 4.500 vehicles passing through daily, connecting the north, south, east and west. The Bridge Over Streym has therefore played a vital role in the development of Faroese society.

A few years ago the bridge was reno-

vated and is today as good as new. In connection with the major renovations, which were done in 2011, a new walkway, which is built on the northern side of the bridge, was opened for pedestrians. This has made it safe for people, both walkers and runners alike, to cross the bridge, since they do not come into direct contact with traffic.

The bridge's renovations cost 14 million DKK, which was roughly the same amount that was spent on building the bridge back in the seventies. If we were to translate that to modern day prices, we would have a bridge that cost 75 million DKK.

In comparison, the Bosphorus Bridge cost 200 million USD. Today's price would have been an estimated 1.05 billion USD, the equivalent of 5,7 billion DKK.

# THE KLINGRUEGIN BRIDGE

**LICITATION: A bridge is being built at the entrance road to Tórshavn, which passes over Klingruvegin north of the Millum Gilja suburb. The work is well under way.**

The bridge is one of many projects that are a part of the construction of a new entrance road to the capital city.

Licitation took place in October 2013 and the lowest offer came from J&K Petersen who offered to take on the project for less than 6,7 million DKK. The other offer came from Articon and was at 9 million DKK.



*J&K Petersen is the contractor in charge of building the Klingruvegin Bridge in the Hoyvík field above the Millum Gilja suburb.*





# ROAD TRAFFIC SAFETY IN KOLLAFJØRÐUR IMPROVED

*The new left-turn lane at Sjógv has made conditions significantly safer at the heavily trafficked crossroad in Kollafjørður.*

**LEFT-TURN LANE:** As requested by and in cooperation with the Municipality of Tórshavn on behalf of the residents of Kollafjørður, Landsverk built a traffic island at the left-tubolrn lane at Sjógv last winter, for the vehicles coming from the west side. The road has also been made wider and includes an entrance road for vehicles coming from the east.

The purpose of a left-turn lane is of course to improve road safety at a crossing where traffic is heavy. This is also the case at Sjógv in Kollafjørður, where safety conditions are as good as they can get with a solution like this. Likewise, getting from the village to the bus depot has also been improved.

An agreement was made with the Municipality of Tórshavn that the municipality could build a road from the bus depot under the river Sjóvará and across the bridge Stórubrúgv. In this project, pedestrians have been taken into consideration and at the request of the municipality a road has been made outside of the guardrail. Pedestrians can therefore now walk under the road by Sjóvará instead of crossing the heavily trafficked main road.

## A SAFER ROAD TO NORÐOYRI

**PROJECT:** The stretch between Klaksvík and Norðoyri is now safer than ever since a sidewalk has been constructed and streetlights have been set up along the entire way.

It is now significantly safer to walk between Klaksvík and Norðoyri since the completion of the approximately 700 metre long stretch of road.

The total length of the road is about 2,2 kilometres and after the recent upgrade, both a sidewalk and streetlights have been added that extend all the way from Klaksvík to Norðoyri. From the churchyard to Klaksvík a sidewalk has been built on both sides of the road, while the rest of the stretch has a sidewalk on the one side. A traffic barrier has also been set up.



*The road at Tjørnunes in Skálafjørður is one of the most heavily trafficked stretches in the country. This road will now be widened.*

Landsverk has been in charge of this work but both SEV (National Hydro Company) and the Municipality of Klaksvík have also participated in the project and financed a part of it, respectively the conductivity along the sidewalks.

A few years ago the speed limit on this road was lowered from 80 km/h to 60 km/h.

## HEAVILY TRAFFICKED ROAD STRETCH WIDENED

**PROJECT:** It has been a long-intended plan to widen the main road between Skipanes and the village Skálafjørður, which is amongst the most heavily trafficked road stretches in the country. This work is now under way.

A part of the financing was appropriated in the 2013 National Budget making it possible for the project to begin. Articon had the lowest offer for both the first and second building phase which was less than 4,5 million DKK.

Part of the road has been completed and plans are still in place to complete the total stretch between Skipanes and Skálafjørður. Presently, work is being done on an approximately 1500 metre long stretch north of Skipanes and Undir Gøtueiði where a road shoulder is needed. The widening of the road takes place by leveling the road further down where possible and then using part of the landscape further up.

Licitation took place in the autumn of 2013 and four offers were made. Three of them were all quite close in price range while Articon had the lowest offer with 4.483.000 DKK. The estimated cost was 4.337.000 DKK. This part of the work is scheduled to be finished in the summer of 2014.

The offer did not include complete asphaltting nor did it include the building of a guardrail on part of the road stretch. This work will be done when financing is available.

## BETTER ROAD TRAFFIC SAFETY IN TOFTIR

**ROAD PROJECT:** A left-turn lane has been added at the main road crossing where Høgenesvegur, which continues towards Svangasgarður, starts. JHR Entrepreneurs offered the lowest price and did the job for less than 2,7 million DKK.

The work has mainly been to widen the main road and add a left-turn lane at the point where Toftavegur and Høgenesvegur meet. The left-turn lane is right by a residential area and its purpose is to also decrease the speed of vehicles driving into the residential area of Toftir.

Three companies came with offers. In addition to the above-mentioned offer by JHR Entrepreneurs, RTS Contractors had an offer of 3.618.000 DKK and J&K Petersen offered to do the project for 4.091.000 DKK.

The estimated cost, which also included a retaining wall for the boat basin in Toftir, was 3,4 million DKK. The project was completed in the spring of 2014.

## NEW ROUTE TO VIÐAREIÐI UNDER WAY

**ROAD TRAFFIC:** A new route to Viðareiði is under way including both a tunnel and roadwork. In February there was a unique celebration at the school in Viðareiði, where the managing director at Landsverk had a presentation demonstrating how the project was constructed and how it was going to be carried out. At the presentation, Landsverk and the construction company with the lowest offer - Articon – signed a contracting agreement for the project.

The much discussed project, with its plans for a tunnel to Viðareiði and an entrance road, has come so far that the actual construction is now under way.

The preliminary round started in February when the managing director of Landsverk, who is in charge of the project, and Jón Sigurdsson, director of Articon, signed the contracting agreement to build the tunnel and its entrance road. This took place in the school at Viðareiði, where the administering Minister, Jørgen Niclasen, was also present and held a speech during this event.

Five companies and associations offered to take on this project. The lowest offer was made by the joint venture between Articon and Norwegian LNS, whose lowest offer was 174,9 million DKK. The other compa-

nies that made offers were Icelandic Ístak, MT Højgaard Føroyar and J&K Petersen.

The Articon Association was given the job and since then there have been some cutbacks made in order to adhere to the project's economic limits of 162 million DKK.

It can be said that the project's purpose is to secure a safe and proper route to Viðareiði. The present route has its dangers with rockslides and landslides as well as the fact that a major part of the route is on a single-lane road.

The project involves a 1,939 metre long, two-lane tunnel from Hvanasund to "Undir Fossinum Inni í Dølum". In Hvannasund a new entrance road to the tunnel will be built, as well as a new road from Middalur to Skúvadalsleiti. The current road, which is about 1,4 kilometres long, will be widened up to the village Viðareiði.

The latest numbers from 2012 show that 432 vehicles use the Viðareiði road daily. An estimated 510 vehicles are expected in 2024.

Work on the project has begun and soon things will be ready for boring to commence on the Hvannasund side. The material from the tunnel will be used to build the entrance roads and any leftover material will be taken to the quarry to be used later.

The new route to Viðareiði is expected to be ready for use in 2017.





# TUNNEL AGREEMENT PRESENTED IN TÓRSHAVN AND SKÁLAVÍK

*The plan is to have a tunnel entrance point at both sides of Skálafjørður - one in Strendur and the other at Toftavatn.*

**TRAVEL CONNECTIONS:** Great interest was shown when the major political agreements on a tunnel to Skálafjørður and a tunnel to Sandoy were presented at the media house in Tórshavn, Miðlahúsið, and the community centre in Skálavík, Depilin. This took place in February 2014, where the managing director of Landsverk started the presentation with traffic statistics, routes and other conditions regarding tunnels. After this introduction, the politicians spoke.

Building a tunnel to Sandoy has for many years been a matter very near to the hearts of the people of Sandoy and politicians alike. Judging by the attendance at the briefings held in Skálavík, the matter has only created more interest since proposed plans are in sight.

On February 11, over 150 people attended the meeting at Depilin in Skálavík where the managing director of Landsverk, Ewald Kjølbro, held a presentation explaining traffic statistics, routes and other technical information with regards to the future undersea tunnels - the Eysturoy Tunnel and the Sandoy Tunnel. This was the same presentation the director of Landsverk had a week earlier at the media house, Miðlahúsið, which the youth association, Huxa, organized and which roughly 60 to 70 people attended.

It was the local party organizations in Sandoy, which, together with Katrin

Petersen (project coordinator on the island and chairperson of the meeting), initiated the informative meeting.

The politicians are especially pleased that they have finally succeeded in finding a broad solution to the highly debated issue, which began approximately 13 years ago. At both the Tórshavn and Skálavík meetings, the majority of politicians said they wished to see the Sandoy Tunnel be built first. However, from a financial perspective, building the Eysturoy tunnel first was seen as a more realistic plan since this tunnel will secure the economic foundation for the Sandoy Tunnel.

The plan is to establish a public company, whose management has the responsibility of planning and procuring the financing for the tunnel projects, as well as seeing to it that the project becomes a reality.

According to the estimated time frame, driving between Streymoy and Skálafjørður will be possible in 2019 and driving between Gamlurætt and Traðadal in Sandoy will be a reality in 2021.

## THE ROAD AS YOUR WORK PLACE

**SAFETY:** At the changing of the months April to May, Landsverk organized a two-day course with the name “The Road As Your Work Place”. The course dealt with the

safety issues of those who work alongside a road, as well as general road traffic safety with regards to road workers. One regulation for being able to work by a main road is that there must be at least one person present on site who has taken the course and received the course certificate.

The target group was both employees at Landsverk and employees of construction companies as well as authorities outside of the institution, for example those who lay cables alongside a road. The courses are for instance geared towards engineers, technicians, police officials, employers, construction foremen and others who have the road as their work place.

The courses, which are to be held on a regular basis, aim to give the participants insight into the following areas: signs, marking and information, sign planning, responsibility, supervision, cooperation with police authorities, safety provision for construction workers, marking of vehicles and equipment, analysis of car accidents, and road traffic safety in general.

The course ends with an exam where those who pass receive a certificate that is valid for five years.

The plan is to organize courses on a regular basis for those who have the road as their work place.

# ALL ASPHALT IS NOW TO BE RECYCLED

*Starting in the autumn of 2014, all milled asphalt will be recycled and used in the production of new asphalt.*

**PRODUCTION:** In order to have greater consideration for the environment, Landsverk has done trials on asphalt recycling. This has been so successful that asphalt reclamation has gone into production. The institution is also going to largely use spray sealing for less trafficked road stretches, which is a significantly cheaper production method.

It not only benefits the environment to recycle asphalt, it also saves money - where the purchasing of raw materials is concerned - and it saves energy as well. The biggest cost cut is in the recycling of material during asphalt production at the site, which consequently has a direct cut back of raw materials. Especially of interest is the cost cut of bitumen, a product from the distillation process of selected crude oils, which is used as an asphalt-binding agent.

From an environmental perspective it is always best to recycle that which can be recycled. Several of our neighbouring countries have been recycling asphalt for many years. Landsverk has over the past few years experimented with the recycling of asphalt and this has shown to be so promising that the institution is now embarking on proper production of recycled asphalt.

There are various methods of recycling, but the most common method is pavement milling, which is then ground

up and mixed together with a certain percentage of new asphalt.

In the first cement coating or base coating, it is possible to use up to 40 percent of used asphalt. In the topcoat or structural coat, a lesser amount is used.

The first experiments using milled asphalt were done in 2011 and the results have been good. In 2014, the plan is to use recycled asphalt regularly in the production of new asphalt. Landsverk has chosen a solution, which involves putting the milled pavement directly into the cement mixer.

Testing done at Landsverk's testing station shows that all the bitumen used for asphalt mixture is still existent in the layer of milled asphalt.

By recycling for example 30 percent, we're looking at an equal decrease of oil extraction. Besides doing the environment some good, it is also more economical than purchasing new materials. Last year Landsverk imported roughly 10 million DKK worth of asphalt-binding material.

## DEMANDS FOR RECYCLED MATERIALS MADE

From September 1, 2014, Landsverk has insisted that all material used in connection with asphaltting must include recycled asphalt whenever possible. As a new service, Landsverk has a depot for milled pavement located at Hundsarabotnur.

Another future change with regards to asphalt production is that Landsverk is going to use more spray seal for less trafficked road stretches. This will also be more economically sensible, costing perhaps up to half of what today's methods do.

Spray sealing is a well-known asphaltting method, which was used in the Faroes in the past, where gravel is laid down first, asphalt sprayed on top and then sand spread on top of that. Just like recycled asphalt will be included in offers so will the possibility of using spray seal.





# COMMUNITY HOUSING FOR PEOPLE WITH A MENTAL ILLNESS

*The 16 community housing apartments at Eystan Heyg in Tórshavn will soon be ready to move into.*

**CONSTRUCTION:** A housing system for people who suffer from mental illness is being built in Eystan Heyg in Tórshavn and is scheduled to be complete in the early summer of 2014. According to the proposal by MAP architects, this housing system shouldn't be regarded as one building but rather a residential quarter. In the project's plan there is room for 16 apartments, which are each 35 square metres in size.

There will be a communal room where residents can make meals together and take part in various leisure activities. Attached to the residency will be a shared laundry room for the residents to use.

Construction has gone as planned and by the looks of it will keep within the expected time frame. Presently, the exterior of the building is finished and completion of the interior is under way. Heat and electricity is being installed as well.

The builders are J&K Petersen Contractors and the technical consultants are MAP Architects, the Engineering Institution (Verkfrøðingastovan), KJ Electrical Consultants and PB Consult. The project's planned cost is 16,2 million DKK.

The residency will be completed and ready for use in June 2014.

## LARGEST FAROESE ELECTRICAL CONTRACTING WORK EVER

**CONSTRUCTION:** At the end of

April 2014, Landsverk signed with LM Electric the biggest ever Faroese contracting agreement for an electrical company. The contracting is for the new School Centre at Marknagil – "Skúladepilin við Marknagil".

The electrical work, which is one of nine various contracting agreements in the construction of the school centre, will cost 30,3 million DKK.

"This is a major and equally exciting project which we look forward to embarking on. This is the single largest contracting job that a Faroese electrical company has ever been given. We already have people on location who have started making plans for the work involved," said Pauli Hofgaard, director at LM Electric, in connection with the signing of the contract.

The managing director at Landsverk was also pleased that the electrical contracting agreement finally was signed.

"We are of course happy to see that Faroese companies can also be a part of the competition when it comes to contracting such large and important projects and we look forward to the partnership," said Ewald Kjølbro, managing director of Landsverk.

During the spring of 2014, there were approximately 50 workers on the construction site at Marknagil, where work was mainly pouring concrete for the foundation and for the concrete

walls. The major underground work was also well under way in the spring, despite the fact that there is still a considerable amount of groundwork to be done, but this will be done little by little as the construction work progresses. The cement walls have been formed on the first and second floor, ready for further construction.

The areas of work at Marknagil are: Ground, plumbing, cement and steel work, roofing, interior layout, electrical work, heating, ventilation, brick masonry, painting, field and outside architecture.

The School Centre at Marknagil will accommodate a Senior Secondary school, a Business College and a Technical school with shared facilities and a shared management. The total floor space is 19,500 square metres with room for 1300 students. The goal from the beginning has been to construct the school in such a manner that classes can be held in a creative and progressive environment; equal to that of the exciting academic world.

In order to meet the future's still unknown requirements when it comes to education, the construction of the school will be shaped by flexible solutions, diversity and open-mindedness.

The project's cost is 515 million DKK including inventory and other things and is scheduled to be finished and ready for use at the beginning of the school year in 2016.



# RENOVATIONS ON SENIOR SECONDARY SCHOOL

*In the spring of 2014, renovation will begin on the Senior Secondary School in Høvi and is scheduled to be finished at the beginning of the school year in August.*

**RENOVATION:** After problems with leaks and draught ever since the Senior Secondary School in Suðuroy was taken into use in 2009, MT Højgaard, who built the school, has now begun renovating it. The company will be doing the construction work and will also be paying for it. The school's renovations are set to be finished before the beginning of the school year in 2014.

The five-year old school in Suðuroy, which is located in Høvi, has from day one had troubles with leaks and draught, which were established right away.

Landsverk and MT Højgaard, who were responsible for the building of the school, made an agreement in September 2013 that the Danish construction company would do the necessary renovations as well as pay for them. However, Faroese subcontractors are doing most of the renovation work.

The work mainly involves repairing the flaws in the exterior walls, both on the inside and outside, as well as any subsequent work.

The work is to be completed when the Public Health School in Suðuroy, which moved into a rented facility while renovations were being done, moves back in at the beginning of the school year in 2014.

## TECHNICAL SCHOOL IN KLAKS VíK EXPANDED

**UPDATE:** Renovation and expansion of the Technical School in Klaksvík started in early spring of 2014.

With the need for expansion of the Technical School in Klaksvík, due to an added educational program in the food science department, plans have been made to facilitate this program. In connection with this, HF (Higher Preparatory Examination) conditions will also improve and, after the expansion work, the Technical School will be able to house both the Food Science Program and the HF course. Besides expansion and adjustments, the plan is also to modernize the entire school facility.

The total budget is 35,4 million DKK. According to construction plans, the school will be ready for use at the beginning of the school year in 2015.

## SHELTERED HOUSING IN RUNAVÍK AND KLAKS VíK

**CONSTRUCTION:** The plan is to build a total of 24 sheltered housing apartments in Runavík

and Klaksvík. The projects will be built roughly at the same time. In both cases Kanjon had the lowest offer and in February and May construction commenced.

12 of the apartments will be located in Runavík and the other 12 will be in Klaksvík. Of the four companies that made an offer, Kanjon had the lowest offers for both the projects. The total appropriation was 38 million DKK for the 24 apartments.

There is a great need for residencies that meet the needs of people with disabilities. This is something the political authorities have also come to terms with. This is why the Minister of Social Affairs, Annika Olsen, has decided to stop purchasing regular houses for sheltered housing purposes. Instead she has decided to embark on the construction of new, modern residencies, which can, over time, come to replace some of the existing residencies.

Both of the housing projects are scheduled to be finished in the early summer of 2015.



*36 million DKK are set aside for the renovation and expansion of the Technical School in Klaksvík.*





# CENTRE FOR CHILDREN AND YOUTH WITH MULTIPLE DISABILITIES

*12 of the 24 new sheltered housing apartments will be situated in Klaksvík, the other three will be in Runavík.*

**CONSTRUCTION:** Since the autumn of 2005, the institution – Reiðið – has been functioning in Eysturoy. The purpose of the institution is to offer daycare and respite care for children and youth with multiple disabilities. The institution is presently located in a regular residential house and its facilities and accessibility are far from satisfactory. Hence building plans for a new institution.

A centre will be built which can accommodate twelve children or youth with multiple disabilities. As well as offer respite care for eight children or youth.

The centre will be geared to offer all children and youth with multiple disabilities proper care and accommodation, namely young people who are dependent on help from others. The first centre is now being built in Runavík.

In a 2008 recommendation to the administrating minister, a proposal was made to build a centre for children with multiple disabilities. A centre that would offer all necessary services under one roof. This would mean that the services, which today are rendered in different places, would be offered as an overall care plan in one unit.

Based on this recommendation, the

present Minister of Social Affairs decided to appoint a building committee, whose aim is to carry out parts of the above-mentioned project plan.

The company Byggivirkid KBH, who were given the project, had the lowest offer at 15,1 million DKK and construction is now well under way. The architect firm Arkitektar 99 has produced the architectural drawings. Consultants are KJ-Elráð (electrical engineering), HMP-Consult and PB-Consult.

## LONG-TERM BUILDING PLANS FOR EXPANSION OF NATIONAL HOSPITAL

**CONSTRUCTION:** The new H-building, which is to be built further down from the National Hospital, close to the outer part of the beach, is part of a long-term building project for the renovation and expansion of the hospital. This plan includes new inpatient medical wards, a maternity and postnatal ward, the main psychiatric unit, facilities for hospital education and the hospital kitchen.

The expansion project will involve an estimated 10.000 square metres. The

consulting agreement was signed with Faeroport II, which is an association consisting of the Selmar Nielsen Architect Firm, Árni Winther Architects, LBF and Sofus M. Jakobsen.

Suggestions from the organization committee were updated at the end of May, beginning of June. The project is scheduled to be ready for licitation at the end of 2015 or beginning of 2016. However, pre-construction and excavation work will be offered out in 2014.

The H-building is part of the National Hospital's total appropriation of 489,3 million DKK, which is granted up until 2019. According to plans, the project will be finished in February 2019.

## LAUNDRY SERVICE FACILITY AT THE NATIONAL HOSPITAL IS RENOVATED

**RENOVATION:** After considerable renovation and expansion, conditions in the Laundry Service Facility at the National Hospital are significantly better.

The modernization and renovation itself, which was finished in August 2013, cost



# BIG EXPANSION OF THE NATIONAL HOSPITAL

*An estimated 490 million DKK have been appropriated up until 2019 for the renovation and expansion of the National Hospital.*



12 million DKK while another 8,5 million DKK were used to purchase and set up new equipment.

The work went well, despite the fact that the project demanded careful and precise planning since the laundry service facility was constantly being used during construction.

The renovations and repairs are part of the National Hospital's total appropriation of 489,3 million DKK, which is granted up until 2019.

## PRODUCTION FACILITIES FOR THE PHARMACEUTICAL DEPARTMENT

**UPDATE: Over the past years there has been work done on updating medicine production in the country's Pharmaceutical Department. The project includes furnishing and fitting the advanced production facility and purchasing production equipment to meet modern medicine production standards.**

The assigning of the construction work took place in October 2013.

The completion of installation, the setting up of equipment and instruments and all the final work is scheduled for June 2014. The budget for the project is 26 million DKK.

## OVERALL PLAN FOR TINGANES

**UPDATE: For many years money has been set aside for the repairs and renovations of the properties in Tinganes. This has been done in order to preserve the history of the area and at the same time keep it a dignified and functional place for the administrative work of the Prime Minister and the government.**

Over the last ten years the Faroese Parliament has set aside up to 3 million DKK annually of the national budget so that this vision could become a reality. In 1999, renovations were made on the ground floor and second floor of the historical warehouse, Skansapakkhúsi, showing off its historical features. In 2007, the basement was finally finished and transformed into a distinguished restaurant and reception room.

Since then, other properties in the area have been renovated. "Leigubúðin" has been partially renovated on the outside and everything has been taken out of the inside in cooperation with the National Museum. Renovation plans have been made and will begin in the near future. These plans include recreating the layout of the old gymnastics hall by taking out the attic floor, leaving a large open space up to the ceiling and beams. This work is scheduled to be finished in the summer of 2015.

Plans for a new outdoor lighting system and signs have been made. This work will be done this year. Smaller renovation jobs have been done at the Skibsted Skansagarður (redoubt yard) and in the Skibsted Pakkhúsi (warehouse) as well.

It has been rather difficult to plan the work in Tinganes and complete things as a whole. This is due to the fact that only small amounts of money have been appropriated at once, making it troublesome to go about any thorough renovation work.

In 2008, an overall report was written for Tinganes with the purpose of renovating all the properties as an organized whole

so the area can reach its full potential as a monumental place that represents our history and our national identity, as well as functioning as administrative headquarters for the government. This will result in Tinganes being an even bigger tourist attraction.

The project has been planned together with the Prime Minister's Office, Landsverk, The Faroese National Museum and government representatives that work at Tinganes. In addition, other related institutions and parties are included in the project where necessary. Especially taken into consideration here is the Tourist Department for the Ministry of Foreign Affairs, the Municipality of Tórshavn, along with others that have a special interest in Tinganes. The company, Kontrast, with Mayfinnur Norðoy, has done consultancy work and written the report. The total cost to renovate the properties in Tinganes over a five-year period has been estimated, at a 2009 market price, to be 44 million DKK. The appropriation in 2013 was 3 million and for 2014 it was 2 million DKK.

*Landsverk has a total of 26 weather stations throughout the country constantly registering the weather.*



**WEATHER: Based on the number of people visiting Landsverk's website [www.landsverk.fo](http://www.landsverk.fo), the Faroese people sure keep themselves well informed when it comes to weather, especially the kind we experienced one weekend in December 2013. Never before had so many people visited the site on a single day than in connection with the December storm.**

As the old Faroese saying goes, "The weather rules itself". And although there is nothing we can do to change it, it's important for many of us to know what the weather will be like.

It's especially when unpredictable weather is at hand that the number of website visitors increases. The worse the weather forecast, the more people want to keep themselves informed on weather conditions. So when stormy weather comes along, relatively more people visit the site.

An account of the number of visitors to the site during the stormy weekend mid December 2013 shows that 14.584 different users entered the site to check the weather. This is the highest number ever of visitors since Landsverk began their website service. This can be compared with the second highest number, which was counted on February 2nd and 3rd and totaled 14.142 visitors. On an average day the total number is roughly 2000-3000 visitors.

Besides the record high number of visitors to the website, a popular service is Landsverk's weather app called "The Weather In Your Pocket" or in Faroese "Veðrið í lúmma", which is designed for smart phones and computers. This service was introduced in May 2012 and also set a record of 1.600 users. The number of people visiting the site for weather information during the December storm has hereby been the highest ever.

The great need to be informed about the weather also means that the investment made in the many modern and advanced weather stations that Landsverk has across the country, a total of 26, has been a good one.

The highest wind measurements made on this stormy Sunday were at Oyndarfjarðarvegur where it measured 73,9 m/s, Norðradalsskarð at 70,8 m/s and Gjáarskarð at 61,3 m/s.

It wasn't just the local Faroese people who showed interest in the storm. A website account overview showed that people outside of the Faroes were also following the storm through [landsverk.fo](http://landsverk.fo).





# ALTERED SAILING ROUTE GIVES WAY TO MORE FISH FARMING

*A new sailing route into Skálafjørður will make it possible for fish farms to be located just off of the Nes shore towards Eystnes.*

**ROUTE:** The fish farming in the Kollafjørður fjord and Tangafjørður fjord has increased with an extra farming area just off of Nes. This means that the sailing route in through Skálafjørður has now been altered.

Since the sailing route is from Eystnes and alongside the land towards Skálafjørður, it isn't possible to have suitable fish farming areas along Nes.

Landsverk has therefore looked into the possibilities of altering the sailing route so that it is further from land, making room for fish farming. In connection with this, the institution has consulted with Søfartstyrelsen (Danish Maritime Authority) and Kongshavnar Havn (Faroese Maritime Authority).

The result is a plan that primarily focuses on turning off the light angles of the lighthouse in Toftir that point southward. Instead there will be a new lighthouse set up in Strendur that will mark the sailing route towards Skálafjørður from the south.

The reason for the new plan is based on notification no. 134/2009, where

disease prevention in aquaculture is prioritized, meaning that the waterway between Kaldbaknes, Raktanga and Eystnes is included in the Kollafjørður-Tangafjørður farming area. Since then the licensing committee at the Faroese Food Veterinary and Environmental Agency received an application regarding the possible aquaculture area just off of Nes.

The designated aquaculture area could now be located close to the Nes shore with an appropriate proximity to the new sailing route, also allowing boats to sail between land and fish farms.

Hearings have been held with regards to the altered Skálafjørður sailing route where parties concerned have attended. These were the harbour authorities, the municipalities, the Pilot Boat Commission, the Faroese Department of Merchant Shipping and the Faroese Fisheries Inspection Agency.

## NEW SAILING ROUTE INTO SØRVÁGUR

**SAILING IN:** In connection with the sailing changes into and out of the

**fjord, two new lighthouses have been set up.**

The aquaculture areas in Sørvágssjørður (Sørvágur Fjord) should have, according to plans, been moved to the southern side of the fjord and further out. In order for this to happen, the sailing route through the fjord must be altered somewhat. Landsverk has been responsible for finding a solution that gives both appropriate room for fish farming and safe sailing. In this instance the institution has sought advice from the Danish Maritime Authority.

The project involves the replacing of the present lighthouse, which is located at the innermost part of the fjord, with two new angled lighthouses.

Work will begin in the summer of 2014. The aquaculture areas will be placed so that smaller boats can sail on the southern side of the fjord between the land and fish farms.

Project hearings have been held for respective authorities and for the municipality.



# STORM CAUSED SIGNIFICANT DAMAGE

*Although the number of reported damages was high after the storm in December 2013, in most cases it only involved minor damages.*

**STORM:** Just before Christmas 2013, a terrible storm hit the Faroes causing a lot of damage throughout the main road system. In most cases this mainly involved minor damages where road signs were destroyed but also bus shelters were damaged and guardrails were tipped.

It was especially throughout the northern and southern areas of the country that the wind was hardest and this can also be seen on a report of the damages done along the main road system.

Landsverk's northern areas, which include all the northern islands and the eastern island (Eysturoy), made up 50 of the 70 reported damages. Most of

the damage was on road signs but in some cases there were broken bus shelters as well as some guardrails and fencing which had to surrender to the storm.

The other damage reports were mainly on the main road network in Streymoy and in Vágur, while the road systems in Sandoy and Suðuroy were more or less unscathed.

## VANDALISM ON TUNNEL EQUIPMENT IN TRÖLLANES

**VANDALISM:** Even though it was more than two years ago since the last act of vandalism took place,

it unfortunately still occurs from time to time in Faroese tunnels. In October 2013, the emergency lighting system in the Trøllanes tunnel was subject to vandalism.

Ten of the emergency lights, which are attached to the tunnel walls, were vandalized. Eight of the lights were in the actual tunnel and two of the lights were at the tunnel entrance in Djúpadalur.

In Landsverk's opinion, it's extremely unfortunate that the tunnel equipment isn't left alone. It is installed for one reason only and that is to increase safety in the tunnel.

The last time vandalism was done on tunnel equipment was in July 2011, where the tunnel signs belonging to the Árnafjarðar Tunnel and the Hvannasund Tunnel were damaged.

Before that incident, vandalism was also done on the lighting system in the Gásadalur Tunnel and the Hovi Tunnel, as well as on the fire-fighting equipment in the Leynar Tunnel and the Norðskála Tunnel. These acts took place in 2009 and 2010.

As with all the previous incidents, the vandalism in the Trøllanes Tunnel was reported to the police.







# PROJECT CONTROL SYSTEM REVOLUTIONIZES

With the newly developed electronic control system called SEYF, Landsverk has been given an extremely effective tool for project management.

**PROJECT MANAGEMENT:** Landsverk has over the past few years developed and activated a new control system for project management. Although the system is rather simple, it has proven to be an extremely effective management tool for project managers and a supervision tool for the administration. The system is easy to use and secures each of those who are responsible for an individual project a perfect overview of the situation at any given time.

Over the past years, tighter appropriations for public sector projects have created an even stronger need for exact management of the projects that Landsverk, as the public sector builder, administrates. This includes setting more specific demands for academic administration, financial management, and time management. It is also necessary to have, at any given time, a proper overview of all the parts involved in the project's development.

Growing demands, combined with Landsverk's administration's need for even more precise project management, resulted in the institution appointing a group of respective employees to write a recommendation of how a good Information System could be developed for project management. In other words, to create a control system that could combine all the aspects of a project's development, as well as communicate, save and utilize information from

other systems that could be relevant to the project's development.

The result is a system called SEYF, which also refers to the English word "safe". SEYF is the Faroese acronym for Situation, Supervision, Overview and Financial Management.

### SEVERAL ADVANTAGES

Besides being a good management tool for project managers in both the building sector and the department of infrastructure, the new system - which is constantly undergoing further development - has many other advantages. For instance, everyone who uses the system will eventually be able to work in the same manner and it will be easy for the management and other employees to keep themselves updated on a certain project.

For project managers the creation of the SEYF system has made it possible for various project-related tasks to be coordinated and administered in one place. All relevant papers and details are stored in one place. This all helps shorten administration time for most tasks. There is also a sense of security in knowing that everything is located in one place and that one can always go back to previous events, situations, etc. A big advantage is that everyone now speaks the same language when it comes to projects.

The system is also based on the five focus areas of Landsverk - that the institution must be actively

communicative, cooperative, safety conscious, be effective thinkers and academically knowledgeable.

The goal is for projects to be securely managed, both academically and financially, and to have them managed as professionally as possible so that the end result may be the best it can be.

### GREAT INTEREST IN THE SYSTEM

The system, which has been developed in phases and is still undergoing further development, started as a supervision system but has since become a complete system for project management.

One of the many advantages with the new system is the so-called checklist, which can at any time remind each individual project manager of the project's status, what needs to be done and where things need to be added or adjusted. Another important advantage is that this is where one finds all updated papers, equipment, manuals and procedures. So even an inexperienced project manager can safely manage a project using the system's guidance.

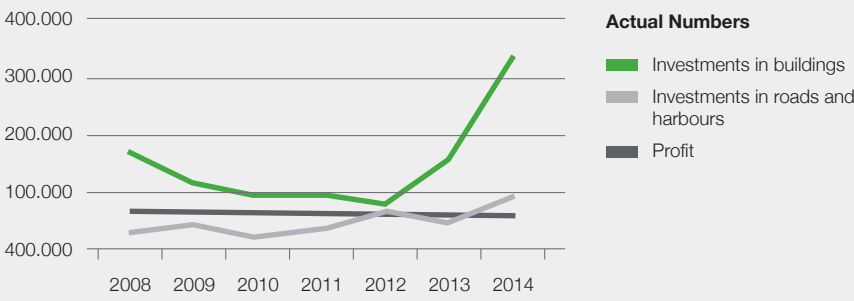
Although the SEYF system is still not fully developed, it is nevertheless, running so well that other contractors have shown great interest in acquiring the system, for instance the larger municipalities have shown their enthusiasm for SEYF.

## PUBLIC SECTOR BUILDING RISES TO NEW HEIGHTS

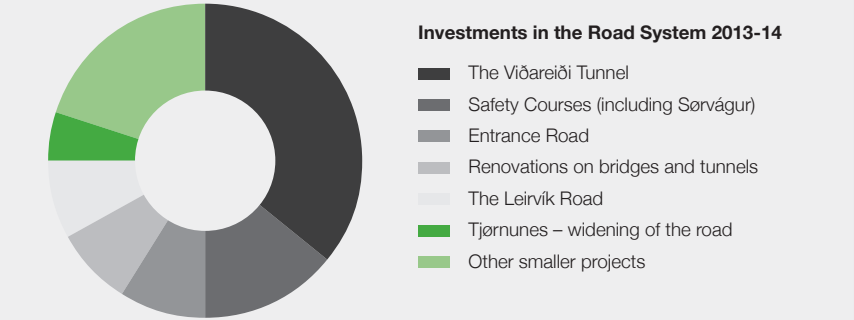
Investments and renovations in public sector buildings leap to new levels in 2013 and even more so in 2014, while investments in new roads remain more or less the same.

Reasons for this increase in building growth is largely due to the fact that the Marknagil School Centre has seriously taken shape. There are also several institutions for community housing being built, for instance, the institution in Runavík and the two sheltered housing projects in Eysturoy and Klaksvík. Renovations on the National Hospital and other public buildings also contribute to this investment rise.

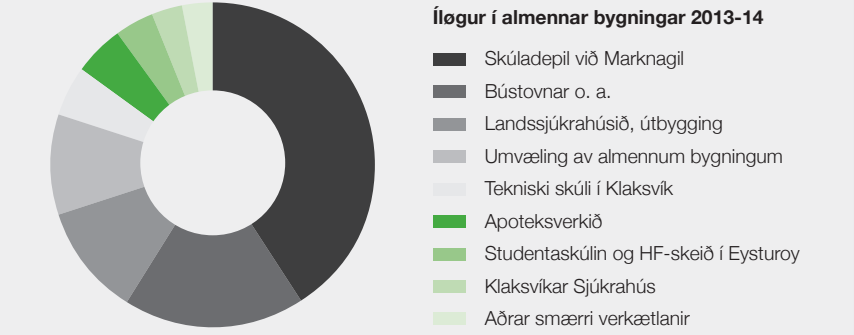
The investments made in road construction are of a smaller scale. However, a large part of the appropriation has gone towards the new route to Viðareiði. Safety courses and the repairing and updating of the road systems are also part of the financial package.



As shown in this graph, the financial investments made in buildings have grown a considerable amount from 2012 and onwards. Investments in infrastructure have also increased while funds for maintenance have decreased somewhat over the past years.



Of the 127,7 million DKK that are set aside in 2013-2014 for investments in the road system, more than a third goes to the new Viðareiði route using 46,4 million DKK. In second place, we have the new entrance road to the capital city with 11,2 million DKK, which will mainly be used for the construction of the bridge over Klingruvegur. The Leirvík road gets 8,5 million DKK and the widening of the road at Tjørnunes in Skálafjørður gets 6,2 million DKK. For other smaller projects throughout the country a total of 25,2 million DKK are set aside while safety courses have been allocated 19 million DKK.



It isn't a surprise that the School Centre at Marknagil takes up a large portion investment-wise for 2013-2014, with 202.3 million of the 491,6 million DKK appropriated for investments in public sector buildings, including repairs and renovations. Investments in community housing and similar institutions are at 90,3 million DKK while the expansion of the National Hospital gets over 54 million DKK. The Technical School in Klaksvík is allocated 23,9 million DKK, the National Pharmaceutical Department 22,9 million DKK, the Senior Secondary School and Higher Preparatory in Kambsdalur receive 19 million DKK and the Klaksvík Hospital uses, in 2013-2014, 13 million DKK. Renovations and repairs of public buildings in general use 51,9 million DKK while 14,2 million DKK go to other smaller projects.



