

Review of the Swedish Transport Administration's construction start proposal 2025

Summary report: 2025:5

Date: 2025-07-08

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Publisher: Mattias Viklund

Datum: 2025-07-08

Summary

The Swedish Transport Administration proposes that two new named objects be granted permits to begin construction in 2026–2028 (Group years 1–3). Transport Analysis here reviews the Transport Administration's documentation of those two objects.

In addition to the construction start proposal, Transport Analysis has also reviewed a selection of the revised documents presented by the Transport Administration for a number of objects included in last year's construction start proposal.

Transport Analysis has looked into whether the Transport Administration has delivered in accordance with its directives, whether the proposal is clear and transparent, and whether the reporting and documentation are current and accessible. The purpose of this review is to identify for the Government any risks or uncertainties in the reporting that merit more specific study.

The most important results of our review may be summarised in the following points:

Lack of transparency in the prioritisation of the objects

Transport Analysis finds that the Transport Administration's reporting lacks transparency regarding how the proposed objects were selected. The ability of a construction start proposal to serve as a valid basis for decision-making requires greater insight into the selection process, insofar as the object selections are justified based on established prioritisation criteria.

Poorer access to documentation

While the documentation is certainly in accordance with the directives, certain discrepancies in its presentation, compared with previously, severely reduce the accessibility of the Transport Administration's documentation.

Ambiguities in the cost accounting

Transport Analysis has also noted certain ambiguities in the cost accounting for the two new objects in Groups 1–3. The information in the report is inconsistent with the information in the underlying collective impact assessments, and a number of other references are also missing from the report.

In the case of one of the objects, the Transport Administration presents, almost in passing, a new cost report in connection with the presentation of revised documentation, which constitutes a completely different task. There is a risk that key cost data will not be taken notice of properly.

Incomplete time-based cost accounting

The time-based cost accounting is incomplete, as the Transport Administration has chosen to stop after comparing the costs in the first plan with the costs in the latest one. Transport Analysis considers that the costs today should constitute the final step in the time-based cost accounting, so as to provide the complete picture.

Revised documentation, but poorer quality assurance and cost control

The task assigned to the Transport Administration regarding revised documentation was less detailed and failed to impose the same high quality requirements on the documentation as was the case in the original task regarding construction start proposals. Transport Analysis finds that the revised documentation provided by the Transport Administration entails lower costs, but also greater uncertainty and ambiguity regarding consequences and goal fulfilment. The new documentation does not possess the same quality as the original documentation of the construction start proposal.

A general overview of the Transport Administration's overall reporting shows that its quality indicates that the Transport Administration has had relatively little time for its respective tasks in relation to the requirements that were set. This means, in turn, that there is a risk that the documentation or portions thereof have been rushed through, which could result in delays or cost increases further along in the process.

Transport Analysis is a Swedish agency for transportpolicy analysis. We analyse and evaluate proposed and implemented measures within the sphere of transportpolicy. We are also responsible for official statistics in the transport and communication sectors. Transport Analysis was established in 2010 with its head office in Stockholm and a branch office in Östersund.



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