



UIC Asset Management Global Conference 2015

Differences and Similarities Between Road and Railway Asset Management

**Mr Vesa Männistö – Senior Advisor - Finnish
Transport Agency**

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*Putting your assets
on the right track*

Assets Managed by the Finnish Transport Agency

Roads

78,130 km

- Trunk roads 8,570 km
- Main roads (class II) 4,760 km
- Regional roads 13,530 km
- Connecting roads 51,276 km + pedestrian and bicycle routes about 5,600 km
- Streets and private roads excluded

Railways

5,919 km

- Trunk railway network 2,960 km
- Other railways 2,959 km
 - Electrified 3,067 km
- Single track 5,361 km (90 %)

Waterways

16,200 km

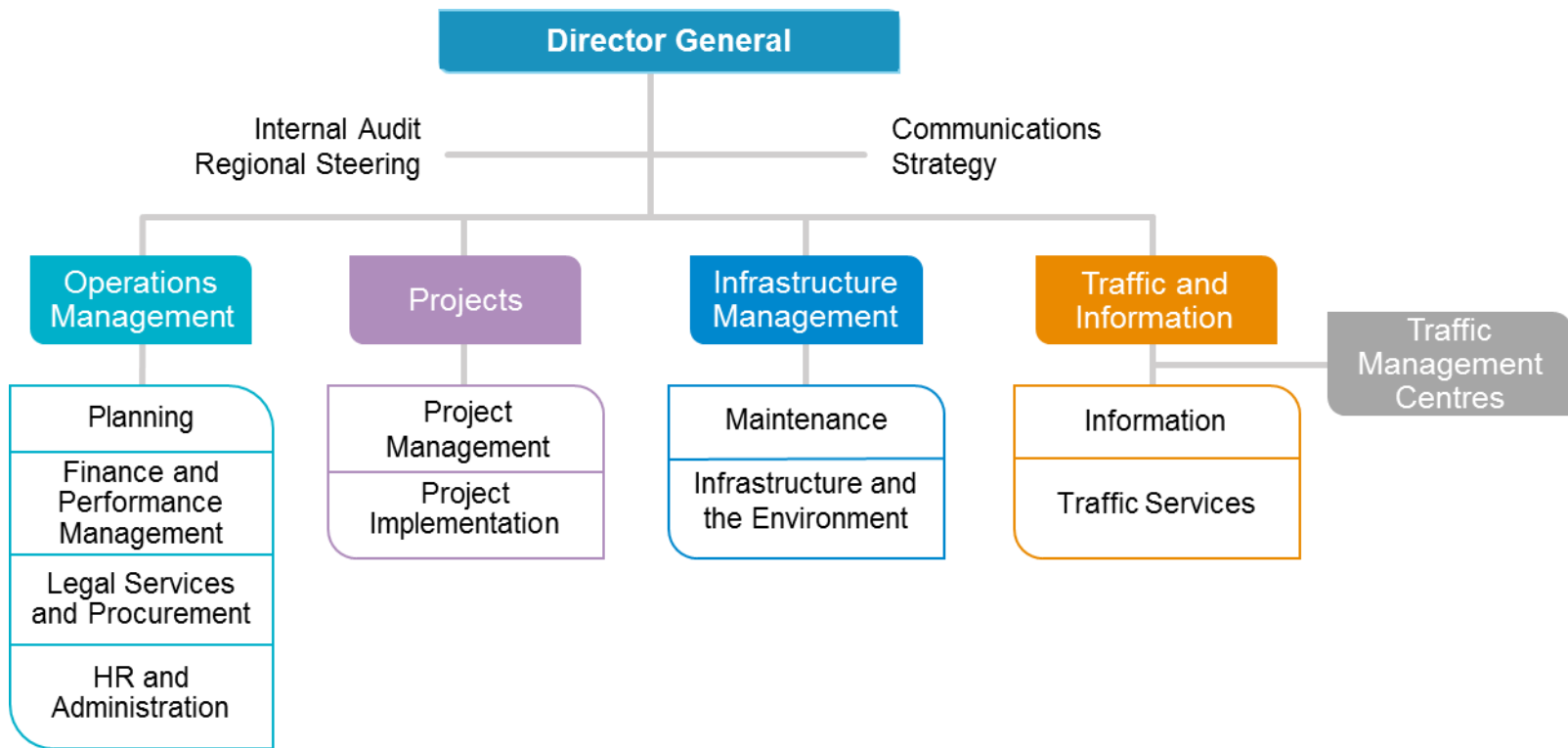
- Coastal fairways 8,200 km
- Inland waterways 8,000 km
 - (merchant shipping lanes 4,000 km)
- 41 lock canals



Lessons Learnt After Merging of Administrations

- **Development of organization**
- **Learning from best practices**
- **Data collection and quality**
- **A realistic strategy**
- **Uniform asset management principles**

Organisation of the FTA



Learning From Best Practices - Procurement

Roads, open competition since 2004

Area Maintenance Contracts (81 areas), 5 -7 years

Pavements ja Bridge Repairs, D-B-B contracts

Railways, open competition since 2013

Maintenance of tracks and signalling (12 areas) , 5 +2 years

Maintenance of electrified line (4 areas)

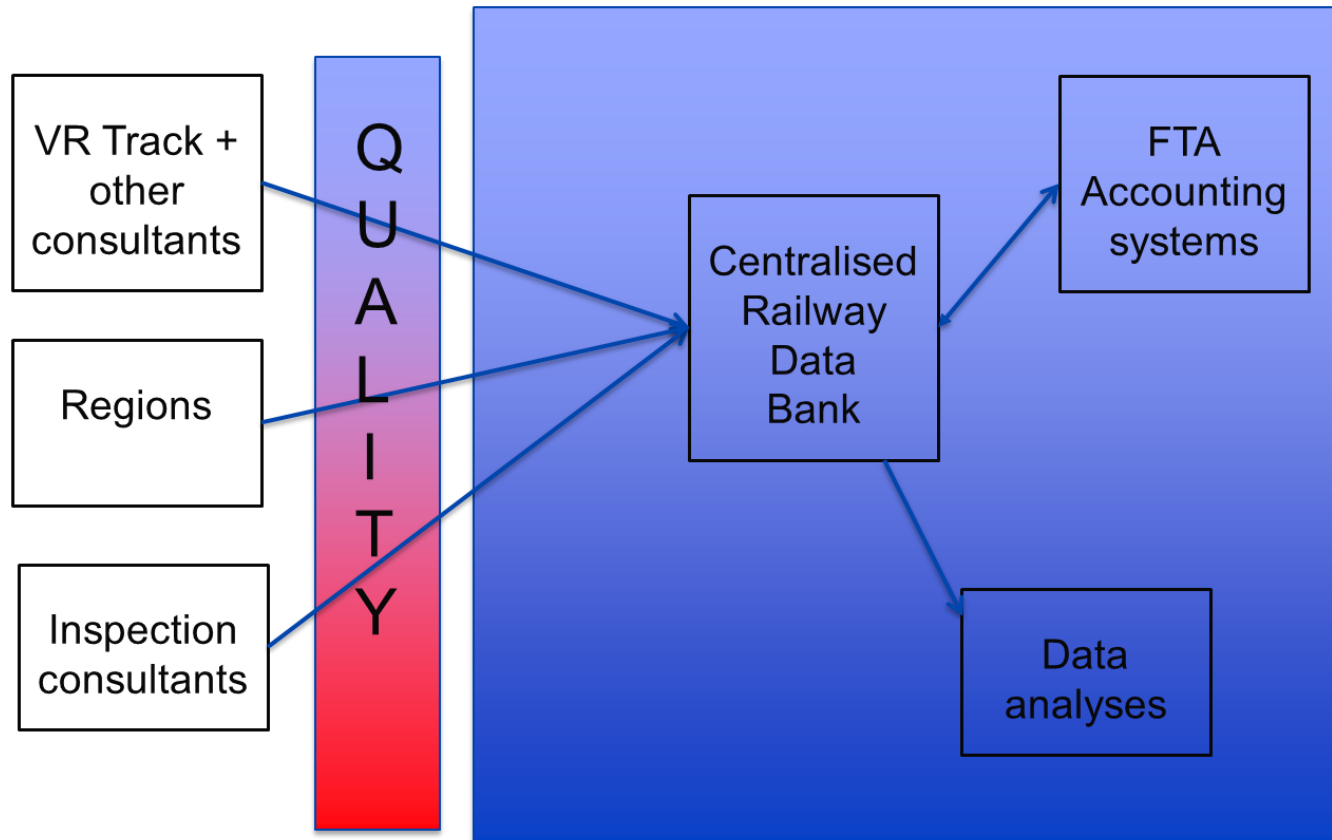
Separate maintenance contracts D-B-B

Waterways, open competition since 2013

Maintenance of waterways and canal operations (16 + 8 areas), 3 - 5
-years

Separate maintenance contracts D-B-B

Data Collection and Quality





A Realistic Asset Management Strategy Drives Activities

- Safe and smooth daily traffic are prioritised
- Maintenance has a priority over investments
- Structural condition is ensured primarily on the main network
- Other parts of the network are kept in moderate condition, subject to the available funding
- Maintenance of critical and expensive engineering structures is essential
- Funding is allocated by the needs, not by other reasons





Uniform Asset Management Principles

1. Motivation – asset management is a priority task
2. Needs analysis – what data and analyses are essential?
3. Coordination – it is needed to build an AM system
4. Data ownership – needs to be clearly defined
5. Data quality –comprehensive data standardisation and quality procedures
6. Data integration – centralised database for common use – no separate asset based silos
7. Continuous learning from other organisations and other industries



Smart routes and intelligent traffic - for you



Vision

Smart routes and intelligent traffic - for you



Strategic goals

Well-functioning transport routes enhance competitiveness

Smooth and safe travel

We act in a responsible, effective and innovative way

The Finnish Transport Agency is an excellent workplace for professionals

Mission

We enable smooth, efficient and safe travel and transport



Values

