Differences and Similarities Between Road and Railway Asset Management

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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

- Director General
  - Internal Audit
  - Regional Steering
  - Communications Strategy

- Operations Management
  - Planning
  - Finance and Performance Management
  - Legal Services and Procurement
  - HR and Administration

- Projects
  - Project Management
  - Project Implementation

- Infrastructure Management
  - Maintenance
  - Infrastructure and the Environment

- Traffic and Information
  - Information
  - Traffic Services

Traffic Management Centres
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

VR Track + other consultants

Regions

Inspection consultants

Centralised Railway Data Bank

FTA Accounting systems

Data analyses
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

**Visio**
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**