

Capacity Strategy Timetable year 2030

Draft Version 1

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0. Introduction

This is Banedanmark's English version of the Capacity Strategy, written in accordance with RNE's Capacity Strategy Handbook, Version 3.0¹. The document is valid for the 2030 timetable year (TT30).

This Capacity Strategy will provide an overview of the expected conditions for the use of the Danish TEN-T network in TT30. The Capacity Strategy is an assessment of possible future scenarios under evolving market demand, which means that the actual outcome of the planning and allocation process may deviate from this strategy.

The target audiences for this document include railway undertakings, other applicants, political decision-makers, other Infrastructure Managers (IMs), Service Facility Operators (SFO), terminal operators, and other stakeholders. The document can be used as a coordination tool for long-term planning at both a national and international level.

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0.2 Geographical Scope

This document covers the majority of the Danish railway network, including main corridors for both passenger and freight traffic. The infrastructure is managed by several IMs, see section 0.3. The S-train network is exempt, as it only serves local passenger traffic.

The tables below define the geographical scope, divided into main corridors and border crossings respectively, as well as the associated number of tracks per Line.

Table 0.2.1 Number of tracks per section

Main Corridor ¹	Number of tracks
Bramming - Tønder	1
Esbjerg - Struer	1
Holstebro – Vejle	1
Langå – Struer	1
Lindholm – Frederikshavn	1
Odense – Svendborg	1
Skanderborg – Skjern	1
Thisted – Struer	1
Tinglev – Sønderborg	1
Aalborg - Lindholm	1
Roskilde – Kalundborg	
(Roskilde – Holbæk)	2
(Holbæk – Kalundborg)	1
Fredericia – Aarhus Central Station	2
Fredericia – Padborg	2
Copenhagen Central Station– Fredericia	2
Copenhagen Central Station– Fredericia	2
Copenhagen Central Station– Helsingør	2
Copenhagen Central Station– Copenhagen Airport Kastrup	2
Lunderskov – Esbjerg	2
Næstved – Roskilde	2
Ringsted – Nykøbing Falster Vest - Rødby	2
Ringsted – Copenhagen Central Station	2

¹ [Map of main corridor](#)

Aarhus Central Station– Aalborg	2
Høje Taastrup – Roskilde	4

Table 0.2.2 Number of tracks per section at border points

Border points	Number of tracks
Padborg - Flensburg	2
Tønder – Niebüll	1
Peberholm - Lernacken	2

Figure 0.2.1.1 Geographical scope TT30



Figure 0.2.2.1 Number of tracks per section



0.3 List of involved IMs

The table below provides an overview of all involved IMs covered by this strategy.

Table 0.3.1 List of involved IMs

Involved infrastructure managers
Banedanmark
DB InfraGO AG (at Padborg)
Norddeutsche Eisenbahn Niebüll NEG (at Tønder)
Nordjyske Jernbaner
Sund & Bælt Holding A/S
Trafikverket
Øresundsbro Konsortiet

The Danish TEN-T network is managed by three IMs:

1. Banedanmark
2. Nordjyske Jernbaner A/S.
3. Sund & Bælt Holding A/S

Banedanmark and Sund & Bælt Holding A/S are wholly owned by the Danish state. Sund & Bælt Holding A/S has the following subsidiaries that manage railway infrastructure: A/S Storebælt, A/S Øresund, A/S Femern

A/S Storebælt owns the Great Belt Link, including both Korsør Station and Nyborg Station. This ownership covers infrastructure development and maintenance.

A/S Øresund manages the lines from Copenhagen Airport Kastrup to Copenhagen Central Station and Vigerslev, respectively.

Femern A/S owns and manages the Femern Belt tunnel, which in the future will extend from Rødbyhavn in Denmark to Puttgarden in Germany.

Nordjyske Jernbaner A/S manages the railway infrastructure on the Hirtshals–Hjørring and Skagen–Frederikshavn lines.

The remainder of the lines within the geographical scope are managed by Banedanmark.

Neighbouring IMs on the main lines include DB InfraGO AG, Trafikverket, and Øresundsbro Konsortiet. Øresundsbro Konsortiet shares a border at Copenhagen Airport Kastrup, Trafikverket at Lernacken, while DB InfraGO AG shares a border at Padborg.

On the remaining lines within the geographical scope, regional and local IMs likewise share borders with Banedanmark:

- Lokaltog A/S (Region H og Region S)
- Midtjyske Jernbaner A/S (at Vemb)
- Nordjyske Jernbaner A/S (at Hirtshals–Hjørring and Skagen–Frederikshavn)

- Vestbanen A/S (at Varde)
- Aarhus Letbane I/S (at Aarhus Central Station)

0.4 List of service facilities

The table below provides an overview of the service facilities covered by the Capacity Strategy. Banedanmark does not offer facilities for the maintenance, cleaning, or washing of rolling stock to railway undertakings. For further information, see BaneGIS2 or Banedanmark's Network Statement³.

Table 0.4.1 List of service facilities

Service facility	Location
Intermodal terminal	Esbjerg
Intermodal terminal	Hirtshals
Intermodal terminal	Høje Taastrup
Intermodal terminal	Padborg
Intermodal terminal	Taulov
Private terminal	Taulov Container and Rail Terminal
Terminal	Fredericia Port
Terminal	Kolding Port
Terminal	Køge Port
Terminal	Thyborøn Port
Terminal	Vejle Port
Terminal	Aalborg Port
Terminal	Aarhus Port
Depot track	Ballerup
Depot track	Bramming
Depot track	Brønderslev
Depot track	Buddinge
Depot track	Esbjerg
Depot track	Esbjerg Port
Depot track	Farum
Depot track	Fredericia

² [BaneGIS](#)

³ [Network Statement | Banedanmark Page 62-68](#) and [Appendix 3 2A Siding Tracks on Banedanmark's infrastructure 2027.pdf](#)

Depot track	Fredericia Freight Station
Depot track	Frederikshavn
Depot track	Frederikssund
Depot track	Gentofte - Lyngby
Depot track	Glostrup
Depot track	Helgoland
Depot track	Hellerup
Depot track	Helsingør
Depot track	Herlev
Depot track	Herning
Depot track	Hillerød
Depot track	Hjørring
Depot track	Holbæk
Depot track	Holstebro
Depot track	Holte
Depot track	Hornslet
Depot track	Hundige
Depot track	Høje Taastrup
Depot track	Kalundborg
Depot track	Klampenborg
Depot track	Kolding
Depot track	Copenhagen Freight Station
Depot track	Copenhagen Central Station
Depot track	Copenhagen Airport
Depot track	Køge
Depot track	Lunderskov
Depot track	Marslev
Depot track	Mogenstrup
Depot track	Nyborg
Depot track	Nykøbing Falster
Depot track	Næstved
Depot track	Odense

Depot track	Padborg
Depot track	Randers
Depot track	Ringsted
Depot track	Roskilde
Depot track	Rungsted Kyst
Depot track	Ryomgård
Depot track	Skjern
Depot track	Solrød Strand
Depot track	Struer
Depot track	Sønderborg
Depot track	Taulov
Depot track	Tinglev
Depot track	Tølløse
Depot track	Taastrup
Depot track	Vamdrup
Depot track	Vanløse
Depot track	Varde
Depot track	Vejle
Depot track	Vojens
Depot track	Vordingborg
Depot track	Østerport
Depot track	Aalborg
Depot track	Aalborg Airport
Depot track	Aarhus Central Station
Depot track	Aarhus The Logistics Park

1. Expected Capacity of Infrastructure in TT 2030

This chapter provides an overview of the railway infrastructure projects planned for the period 2026–2031 that will affect capacity. The intention is to provide a transparent representation of the expected permanent positive capacity impacts (additional capacity) as well as the expected permanent negative capacity impacts (permanent capacity reductions).

1.1 Additional Available Capacity

Table 1.1.1 below is based on Banedanmark's Construction Plan 2035⁴. The projects in this plan are all approved and funded. The construction plan is not directly coordinated with other IMs, but it is publicly available on Banedanmark's website, giving other IMs and stakeholders access to the plan. Furthermore, Banedanmark regularly informs local IMs about the projects.

Table 1.1.1 Additional Available Capacity

ID	Timetable year	Section	Category	Improved characteristics
1	2026-2028 2033	Overtaking lane at Kalvebod	Construction of overtaking lane	Increased capacity to handle freight traffic and increase train operations via the Femern corridor Increased speed
2	2027	Copenhagen Central Station – Peberholm	Roll-out of ERTMS	Full interoperability Increased punctuality Increased capacity Increased speed
3	2026	Copenhagen Airport	Reconstruction of station	Establishment of two new platforms at the current freight tracks for increased capacity
4	2026	Copenhagen Airport	Capacity expansion (Freight tracks)	Directional operation on freight tracks, ensuring a closer connection between Scandinavia and Europe
5	2027	Copenhagen Airport	Roll-out of ERTMS	Full interoperability Increased punctuality Increased capacity Increased speed
6	2026-2027	(Høje Taastrup) - (Roskilde)	Renewal of the tracks	Removal of local speed restrictions

⁴ [Banedanmark's Construction Plan | Banedanmark](#)

				Reduced travel time between Copenhagen and Odense
7	2028	Roskilde – Kalundborg (Roskilde - Holbæk)	Roll-out of ERTMS	Full interoperability Increased punctuality Increased capacity Increased speed
8	2027	Holbæk – Kalundborg	Electrification of the section	Enables electric train operation
9	2022-2026	Holbæk – Kalundborg	Renewal of the tracks	Preparatory work as a prerequisite for electrification
10	2030	Roskilde-(Ringsted)	Roll-out of ERTMS	Full interoperability Increased punctuality Increased capacity Increased speed
11	2028-2032	Ringsted Station	Station reconstruction Speed upgrade Flyover	Expansion of capacity Speed upgrade
12	2029	Ringsted – Femern (Nykøbing Falster - Rødby)	Electrification of the section	Enables electric train operation
13	2027	Ringsted – Femern (Vordingborg – Nykøbing Falster)	Electrification of the section	Enables electric train operation
14	2029	Ringsted – Femern (Nykøbing Falster – Rødby)	Construction of new double track	Increased capacity
15	2028	Ringsted – Femern (Nykøbing Falster - Rødby)	Roll-out of ERTMS	Full interoperability Increased punctuality Increased capacity Increased speed
16	2026	Ringsted – Rødby (Storstrømsbroen)	Construction of new railway / Partial commissioning	Partial commissioning of electric train operation on a single track across the new bridge.

17	2027	Ringsted – Rødby (Storstrømsbroen)	Construction of new railway / Full commissioning	Full commissioning on both tracks with electric train operation and increased speed.
18	2029	Rødby	Commissioning of new station	Increased capacity Better traffic management Connection to the Fehmarn Belt Fixed Link
19	2029	(Næstved)- (Vordingborg)	Renewal of the tracks	Removal of local speed restrictions Reduced travel time Renewal of track
20	2026-2028	(Ringsted) – (Slagelse)	Renewal of the tracks	Preparation for increased speed and reduced travel time.
21	2029	(Ringsted) – (Slagelse)	Speed upgrade	Speed upgrade from 180 to 200 km/h
22	2029	Ringsted-(Korsør)	Roll-out of ERTMS	Full interoperability Increased punctuality Increased capacity Increased speed
23	2028	Korsør – Middelfart	Roll-out of ERTMS	Full interoperability Increased punctuality Increased capacity Increased speed
24	2028	Nyborg – Odense	Speed upgrade	Speed upgrade from 180 to 200 km/h Removal of existing speed restrictions and preparation for 200 km/h
25	2026	Odense – Svendborg	Roll-out of ERTMS	Full interoperability Increased punctuality Increased capacity Increased speed

26	2029	Vestfynsbanen (Odense West - Kauslunde)	Construction of new track	New double-track high-speed railway for 250 km/h Increased capacity on the ScanMed corridor
27	2028	Vestfynsbanen (Odense West - Kauslunde)	Electrification of the section	Enables electric train operation
28	2029	Vestfynsbanen (Odense West - Kauslunde)	Roll-out of ERTMS	Full interoperability Increased punctuality Increased capacity Increased speed
29	2027	(Middelfart) - Fredericia - Tinglev - Padborg	Roll-out of ERTMS	Full interoperability Increased punctuality Increased capacity Increased speed Reduced maintenance
30	2027	Fredericia - Padborg	Roll-out of ERTMS	Full interoperability Increased punctuality Increased capacity Increased speed
31	2027	Sønderborg - (Tinglev)	Roll-out of ERTMS	Full interoperability Increased punctuality Increased capacity Increased speed Reduced maintenance
32	2026	Fredericia-Aarhus	Roll-out of ERTMS	Full interoperability Increased punctuality Increased capacity Increased speed
33	2027	Fredericia-Aarhus	Electrification of the section	Enables electric train operation to Aalborg and Fredericia
34	2029-2033	(Fredericia)-(Aarhus)	Renewal of the tracks	Removal of local speed restrictions Reduced travel time

				Renewal of track
35	2027	Aarhus Central Station	Renewal of the tracks	Speed upgrade of 10-60 km/h Track renewal Preparation for electrification
36	2026-2034	Aarhus-Silkeborg	Construction of new railway	Increased capacity Direct connection between Aarhus and Silkeborg Shorter travel time
37	2027	Aarhus-Aalborg Airport	Electrification of the section	Enables electric train operation between Aarhus, Aalborg and Aalborg Airport.
38	2028	(Aalborg)-Frederikshavn	Renewal of the tracks	Removal of speed restrictions Reduced travel time Renewal of the tracks
39	2025-2026	Skjern Station	Establishment of charging infrastructure	Enables future battery train operation
40	2025-2026	Holstebro Station	Establishment of charging infrastructure	Enables future battery train operation
41	2028	Struer-Thisted	Renewal of the tracks	Removal of local speed restrictions Reduced travel time Renewal of track

1.2 Reduced Available Capacity

No permanent capacity reductions are planned up to TT30.

2. Temporary Capacity Restrictions

2.1 Principles for TCR Planning

The guidelines for planning Temporary Capacity Restrictions (TCRs) on the Danish railway network are based on Banedanmark's General Principles for TCR Planning⁵.

The planning of major capacity restrictions takes the overall network capacity into account, as well as being closely coordinated and aligned internationally with neighbouring IMs. TCRs are therefore grouped where possible in order to limit the geographical scope and temporal duration of operational disruptions. However, grouping TCRs is not always possible due to geographical conditions, project timelines, or specific operational constraints. In such cases, Banedanmark applies alternative strategies to plan TCRs efficiently. In the case of temporary single-track operation on double-track sections, the speed on the active track is set according to the nature of the construction work on the adjacent track. As a general rule, daytime speeds are not lower than 80 km/h in order to minimise delays for commercial traffic. During execution in the evening and night hours, however, the speed may be reduced to 40 km/h for safety reasons on the trackside possession.

2.1.1 Clustering of TCRs to minimize the gravity of impact and duration

Banedanmark aims to minimise, group, and plan total closures on the primary freight corridor during periods of low demand. Specifically for the corridor line Padborg–Ringsted, a fixed limit of a maximum of 8.33 days per year with total closure applies. Furthermore, Banedanmark aims to execute multiple construction, maintenance, and renewal works simultaneously during capacity restrictions lasting four to six weeks or more on an affected section. In addition, restrictions are preferably scheduled during weekends, at night, or on public holidays to minimise the traffic impact, unless it concerns lines with predominant holiday traffic, where this principle is not applied.

2.1.2 Description of connected areas where TCRs due to shortage of capacity shall not be planned simultaneously

Due to the overall traffic structure and the lack of diversion options, any capacity restriction is expected to have an impact on traffic. On lines with diversion options, multiple simultaneous TCRs are not planned.

Diversion options are available on the line:

- Ringsted – Copenhagen/Vigerslev
- Snoghøj–Taulov–Fredericia

Kauslunde – Odense Vest, when Ny Bane Vestfyn is in operation. The track is expected to open in late 2029; see Figure 2.1.2.1.

⁵ [General principles for the closure of tracks](#)

Connected areas where temporary capacity restrictions are not planned simultaneously TT30



2.1.3 Description of the periods when TCRs will be executed if their nature makes it possible (nights, weekends)

To minimise operational disruptions, TCRs are planned during periods of low demand whenever the nature of the work permits. Typically, these works are allocated to nightly hours (e.g. 10 PM and 4 AM) as well as weekends, when commercial traffic is reduced compared to weekdays. This ensures that necessary maintenance and construction works can be executed with minimal impact on passenger and freight traffic capacity.

2.1.4 Description of the periods when regular TCR windows will be planned (nights, weekends)

Banedanmark plans TCRs based on the overall needs for network maintenance and expansion, prioritising the execution of TCRs within standardised time windows of low traffic demand. Capacity applicants may request two alternative solutions for TCRs during the external consultation period specified below.

- **Temporary Capacity Restrictions with major/high traffic impact:** Requests for changes to TCRs must be specified in detail and submitted to Banedanmark prior to the X-30 deadline.
- **Temporary Capacity Restrictions with medium traffic impact:** Requests for changes to TCRs must be specified in detail and submitted to Banedanmark prior to the X-18 deadline.

Banedanmark takes note of all received requests and will, where possible, try to accommodate as many requests as possible. Banedanmark coordinates, groups, and harmonises TCRs across the network and with neighbouring IMs, such as Trafikverket and DB InfraGO. Where operationally feasible, Banedanmark incorporates the necessary adjustments to balance network stability and stakeholder needs.

2.1.5 Description of how the TCR allocation process will look like, how the coordination and consultation will be ensured

Banedanmark has established formal escalation procedures to handle disputes between capacity applicants and other actors in connection with the coordination of TCRs. In the event of national disagreements, Banedanmark initiates a structured mediation and negotiation process with the stakeholders involved with a view to achieving an operationally sound solution.

For cross-border TCRs involving neighbouring IMs, Banedanmark participates in bilateral or trilateral meetings to harmonise and align plans.

2.2 Pre-Announcement of Major Impact TCRs

The following section presents an overview of planned capacity restrictions with a significant impact on traffic on the national railway network for the timetable periods TT27, TT28, and TT29.

Table 2.2.1 Planned railway infrastructure works resulting in capacity restrictions with a significant impact TT27

ID	Section	Purpose	Time of Execution	Impact
1	Høje Taastrup – Roskilde	Track renewal	Feb 8, 2027, at 6:00 AM – Jun 26, 2027, at 4:00 AM	Reduced traffic
2	(Høje Taastrup) – (Roskilde)	Installation of Zöllner	Feb 13, 2027, at 11:00 PM – Feb 14, 2027, at 5:00 AM	Reduced traffic
3	(Høje Taastrup) – (Roskilde)	Installation of Zöllner	Feb 15, 2027, at 5:00 AM	Reduced traffic
4	(Høje Taastrup) – (Roskilde)	Protective closure	Feb 20, 2027, at 6:00 PM – Feb 21, 2027, at 9:00 AM	Reduced traffic
5	(Høje Taastrup) – (Roskilde)	Final adjustment	Aug 1, 2027, at 11:00 PM – Aug 7, 2027, at 5:00 AM	Reduced traffic
6	(Høje Taastrup) – (Roskilde)	Final adjustment	Aug 7, 2027, at 11:00 PM – Aug 8, 2027, at 5:00 AM	Total closure
7	(Høje Taastrup) – (Roskilde)	Final adjustment	Aug 8, 2027, at 11:00 PM – Aug 15, 2027, at 5:00 AM	Reduced traffic
8	(Høje Taastrup) – (Roskilde)	Track renewal	Jul 13, 2027, at 4:00 AM – Dec 6, 2027, at 4:00 AM	Reduced traffic
9	(Høje Taastrup) – (Roskilde)	Installation of Zöllner	Jul 15, 2027, at 11:00 PM – Jul 16, 2027, at 5:00 AM	Reduced traffic
10	(Høje Taastrup) – (Roskilde)	Installation of Zöllner	Jul 16, 2027, at 11:00 PM – Jul 17, 2027, at 5:00 AM	Reduced traffic
11	(Høje Taastrup) – (Roskilde)	Protective closure	Jul 24, 2027, at 6:00 PM – Jul 25, 2027, at 9:00 AM	Reduced traffic

12	(Ringsted) – (Slagelse)	Switch/points work	Mar 27, 2027, at 2:00 AM – Mar 29, 2027, at 4:00 AM	Total closure
13	(Sorø) – (Slagelse)	Preparatory work	Mar 25, 2027, at 8:00 PM – Mar 27, 2027, at 2:00 AM	Reduced traffic
14	(Sorø) – (Slagelse)	Preparatory work	Mar 29, 2027, at 4:00 AM – Mar 30, 2027, at 4:00 AM	Reduced traffic
15	Sorø St.	Preparatory work	Mar 30, 2027, at 8:00 PM – Apr 12, 2027, at 4:00 AM	Reduced traffic
16	Fjenneslev – (Ringsted)	New rails and sleepers. New track bed and ballast cleaning.	May 29, 2027, at 8:00 PM – Jul 2, 2027, at 4:00 AM	Reduced traffic
17	(Fjenneslev) – Ringsted	Start-up and installation of track renewal train	Jun 4, 2027, at 12:00 PM – Jun 5, 2027, at 6:00 AM	Reduced traffic
18	(Fjenneslev) – Ringsted	Start-up and installation of track renewal train	Jun 6, 2027, at 6:00 PM – Jun 7, 2027, at 12:00 PM	Reduced traffic
19	(Sorø) – (Ringsted)	Installation of section insulator in Fjenneslev	May 30, 2027, at 11:00 PM – May 31, 2027, at 4:00 AM	Reduced traffic
20	(Sorø) – (Ringsted)	Removal of section insulator in Fjenneslev	Jun 26, 2027, at 11:00 PM – Jun 27, 2027, at 4:00 AM	Reduced traffic
21	Sorø	Drainage	Jul 2, 2027, at 4:00 AM – Jul 13, 2027, at 4:00 AM	Reduced traffic
22	Sorø	Drainage	Jul 26, 2027, at 4:00 AM – Aug 16, 2027, at 4:30 AM	Reduced traffic
23	(Slagelse) – (Sorø)	Bridge works	Jul 13, 2027, at 4:00 AM – Jul 17, 2027, at 8:00 PM	Reduced traffic
24	(Ringsted) – (Slagelse)	Drainage, track bed, switches/points, new rails, sleepers, lifting in of bridge.	Jul 17, 2027, at 8:00 PM – Jul 26, 2027, at 4:00 AM	Total closure

25	(Ringsted) – (Slagelse)	Removal of section insulator in Sorø track 1 and 2	Aug 15, 2027, at 11:30 PM – Aug 16, 2027, at 4:30 AM	Total closure
26	Ringsted – (Fjenneslev)	New rails and sleepers, new track bed and ballast cleaning	Sep 2, 2027, at 4:00 AM – Oct 11, 2027, at 4:00 AM	Reduced traffic
27	Ringsted – Fjenneslev track 2 - Sorø	New rails and sleepers, new track bed and ballast cleaning	Sep 9, 2027, at 8:00 PM – Sep 13, 2027, at 4:00 AM	Reduced traffic
28	(Ringsted) – (Slagelse)	Final adjustment of Sorø station	Sep 10, 2027, at 10:00 PM – Sep 11, 2027, at 4:00 AM	Total closure
29	(Ringsted) – (Slagelse)	Final adjustment of Sorø station	Sep 11, 2027, at 10:00 PM – Sep 12, 2027, at 4:00 AM	Total closure
30	(Ringsted) – (Slagelse)	Final adjustment of Sorø station	Sep 12, 2027, at 10:00 PM – Sep 13, 2027, at 4:00 AM	Total closure
31	(Fjenneslev) – Sorø	New rails and sleepers, new track bed and ballast cleaning	Oct 11, 2027, at 4:00 AM – Nov 11, 2027, at 4:00 AM	Reduced traffic
32	Ringsted – Fjenneslev track 2 - Sorø	New rails and sleepers, new track bed and ballast cleaning	Oct 15, 2027, at 8:00 PM – Oct 18, 2027, at 4:00 AM	Reduced traffic
33	Kavslunde	Rail deliveries, sleeper deliveries	Jul 26, 2027, at 2:00 AM – Nov 8, 2027, at 11:00 PM	Reduced traffic
34	(Snoghøj) - (Taulov)	Re-insulation of bridge	Jul 4, 2027, at 10:00 PM – Jul 26, 2027, at 4:00 AM	Reduced traffic
35	(Snoghøj) - (Taulov)	Re-insulation of bridge	Jul 26, 2027, at 4:00 AM – Aug 18, 2027, at 4:00 AM	Reduced traffic
36	Aarhus H	Track works	Dec 13, 2026 – Jun 26, 2027, at 12:00 AM	Reduced traffic

Figure 2.2.1.1 Planned railway infrastructure works resulting in capacity restrictions with a significant impact TT27



Table 2.2.2 Planned railway infrastructure works resulting in capacity restrictions with a significant impact TT28

ID	Section	Purpose	Time of Execution	Impact
1	(Glostrup) – (Høje Taastrup)	Repairs on the track flyover bridge in Glostrup (underside)	Mar 5, 2028, at 10:30 PM – Mar 14, 2028, at 4:30 AM	Reduced traffic
2	(Høje Taastrup) – (Glostrup)	Repairs on the track flyover bridge in Glostrup (underside)	Mar 14, 2028, at 10:30 PM – Mar 23, 2028, at 4:30 AM	Reduced traffic
3	Ringsted – Fjenneslev – Sorø	New rails and sleepers, new track bed and ballast cleaning, DSM operation, adjustment of K-suspension	Jul 9, 2028, at 10:00 PM – Jul 31, 2028, at 4:00 AM	Reduced traffic
4	(Sorø) – Fjenneslev	New rails and sleepers, new track bed and ballast cleaning, DSM operation, adjustment of K-suspension	Jul 31, 2028, at 4:00 AM – Sep 7, 2028, at 4:00 AM	Reduced traffic
5	Sorø	RPM work, new track bed and ballast cleaning	Aug 5, 2028, at 4:00 AM – Aug 9, 2028, at 4:00 AM	Reduced traffic
6	Slagelse – Fjenneslev	RPM work, new track bed and ballast cleaning in Sorø track 2	Aug 4, 2028, at 10:00 PM – Aug 6, 2028, at 4:00 AM	Reduced traffic
7	Slagelse – (Sorø)	RPM work, new track bed and ballast cleaning	Sep 7, 2028, at 4:00 AM – Oct 26, 2028, at 4:00 AM	Reduced traffic
8	Sorø - Slagelse	RPM work, new track bed and ballast cleaning, new rails (1,200 metres)	Oct 26, 2028, at 4:00 AM – Nov 19, 2028, at 4:00 AM	Reduced traffic

9	(Aalborg) – Hjørring	Track renewal and 3rd Limfjord link	Jul 10, 2028, at 12:00 AM – Sep 15, 2028, at 12:00 AM	Total closure
10	(Aalborg) – Frederikshavn	Track renewal and 3rd Limfjord link	Sep 16, 2028, at 12:00 AM – Oct 1, 2028, at 12:00 AM	Total closure
11	Hjørring – Frederikshavn	Track renewal	Oct 2, 2028, at 12:00 AM – Dec 10, 2028, at 12:00 AM	Total closure
12	Taulov	Platform reconstruction and bridge, track 1	Apr 1, 2028, at 4:00 AM – May 9, 2028, at 11:00 PM	Reduced traffic
13	Taulov	Logistics yard AM_4a	May 9, 2028, at 11:00 PM – Jul 24, 2028, at 5:00 AM	Reduced traffic
14	(Kolding) - (Fredericia)	Platform reconstruction and bridge, track 3	May 9, 2028, at 11:00 PM – Jun 15, 2028	Reduced traffic
15	Taulov - (Kolding)	Platform reconstruction (sheet piling), track 2	May 15, 2028, at 5:00 AM – May 19, 2028, at 7:00 PM	Reduced traffic
16	Taulov - (Kolding)	Platform reconstruction (sheet piling), track 2	May 29, 2028, at 6:00 AM – May 29, 2028, at 7:00 PM	Reduced traffic
17	(Kolding) - (Fredericia)	Platform reconstruction and bridge, track 2	Jun 15, 2028 – Jul 15, 2028, at 9:00 PM	Freight trains towards Kolding use the 2nd main track. No passenger boarding/alighting at Taulov station.
18	Taulov - (Kolding)	Platform reconstruction (removal of sheet piling), track 3	Jul 3, 2028, at 6:00 AM – Jul 7, 2028, at 7:00 PM	Reduced traffic

19	(Kolding) - (Snoghøj/Fredericia)	Bridge works	Jul 15, 2028, at 9:00 PM – Jul 24, 2028, at 5:00 AM	Total closure
20	Fredericia - (Taulov)	Demolition of Hannerup Brovej	Jul 15, 2028, at 9:00 PM – Jul 24, 2028, at 5:00 AM	Total closure
21	Taulov	Platform reconstruction	Jul 24, 2028, at 5:00 AM – Jul 31, 2028, at 5:00 AM	No passenger boarding/alighting in Taulov
22	Taulov	Platform reconstruction	Jul 24, 2028, at 5:00 AM – Aug 9, 2028, at 5:00 AM	Reduced traffic
23	Taulov) – (Kolding)	New masts and overhead line wiring	Jul 15, 2028, at 9:00 PM – Jul 24, 2028, at 5:00 AM	Total closure

Figure 2.2.2.1 Planned railway infrastructure works resulting in capacity restrictions with a significant impact TT28



Table 2.2.3 Planned railway infrastructure works resulting in capacity restrictions with a significant impact TT29

ID	Section	Purpose	Time of Execution	Impact
1	Ringsted – Slagelse	Track works	Mid-February – Mid-April, 2029	Reduced traffic
2	Kastrup Airport	Installation of sheet piling	Jan 7, 2029 – Mar 3, 2029	Reduced traffic
3	(Horsens) – (Skanderborg)	Bridge works	Apr 20, 2029 – Apr 23, 2029	Total closure
4	(Horsens) – (Skanderborg)	Bridge works	May 19, 2029 – May 22, 2029	Total closure
5	(Skanderborg) – (Horsens)	Bridge works	Apr 23, 2029 – May 19, 2029	Reduced traffic
6	(Horsens) – (Skanderborg)	Bridge works	May 22, 2029 – Jun 15, 2029	Reduced traffic
7	(Horsens) – (Aarhus)	Bridge works	Jun 15, 2029 – Jun 18, 2029	Reduced traffic
8	(Hørning) – (Aarhus)	Bridge works	May 22, 2029 – Jun 15, 2029	Reduced traffic
9	(Hørning) – (Aarhus)	Bridge works	Jun 1, 2029 – Jun 4, 2029	Total closure
10	(Hørning) – (Aarhus)	Bridge works	Jun 8, 2029 – Jun 11, 2029	Total closure
11	(Hørning) – (Aarhus)	Bridge works	Jul 13, 2029 – Jul 16, 2029	Total closure
12	(Hørning) – (Aarhus)	Bridge works	Aug 10, 2029 – Aug 13, 2029	Total closure
13	(Hørning) – (Aarhus)	Bridge works	Jul 16, 2029 – Aug 10, 2029	Reduced traffic
14	Aarhus H	Bridge works	Jul 16, 2029 – Aug 10, 2029	Reduced traffic
15	Padborg	Lift and platform raising	February – April, 2029	Reduced traffic
16	Padborg	Lift and platform raising	April – June, 2029	Reduced traffic

Figure 2.2.3.1 Planned railway infrastructure works resulting in capacity restrictions with a significant impact TT29



3. Traffic Planning Principles and Traffic Flows

3.1 Traffic Planning Principles

Based on Banedanmark's ongoing planning of future timetables, the following principles apply to capacity utilisation on individual railway lines. In principle, the Danish timetable is structured around a symmetrical, regular-interval service pattern with fixed hourly operations, distinguishing between daytime, evening, and night-time hours.

3.1.1 Principles for Freight Traffic

Two freight paths per direction per hour are allocated between Peberholm and Padborg. During peak hours in the Copenhagen area and across the Storebælt, this is reduced to one freight path per direction per hour. The freight paths are modelled on the maximum train profile (length and weight) for the Danish network. This ensures compatibility with all types of rolling stock and incorporates robust punctuality margins into the planning.

During daytime and evening hours, freight traffic is normally scheduled to operate via Høje Taastrup between Peberholm and Ringsted. During night hours, freight traffic is normally scheduled to operate via Køge Nord between Peberholm and Ringsted.

3.1.2 Principles for Passenger Traffic

Long-distance trains operate primarily via Køge Nord. Passenger trains are structured according to fixed frequencies (e.g. half-hourly service) rather than speed categories, resulting in a mix of fast and slow trains on the main sections. To manage this traffic mix, regular overtakings are scheduled in the timetable. Long-distance trains can overtake slower passenger trains at hubs such as Odense Station, while the overtaking of freight trains is systematically managed at designated stations.

The specific planning parameters and capacity levels for the individual sections are summarised in the table below.

Table 3.1.2.1 Traffic Planning Principles for TT30 in Denmark

Infrastructure Manager	Section	Principles and Elements
Banedanmark	Aalborg - Lindholm	Regional line with high capacity utilisation. Publication of scheduled timetables for freight trains.
Banedanmark	Aarhus Central Station - Langå	Regional line with low capacity utilisation. Publication of scheduled timetables for freight trains.
Banedanmark	Bramming - Esbjerg	Regional line with low capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	Bramming - Ribe	Regional line with medium capacity utilisation. Publication of planned timetables for passenger trains.
A/S Øresund	Copenhagen Airport- Kalvebod	International line with high capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	Copenhagen Central Station – Hvidovre Fjern	International line with high capacity utilisation. Publication of scheduled timetables for passenger trains.
Banedanmark	Copenhagen Central Station - Østerport	International regional line with high capacity utilisation. Scheduled timetables for international trains.
Banedanmark	Copenhagen Central Station- South of Copenhagen	International line with low capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	Esbjerg - Skjern	Regional line with low capacity utilisation. Publication of planned timetables for passenger trains.
Banedanmark	Fredericia - Taulov	International line with low capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	Fredericia - Vejle	International line with low capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	Helgoland - Snekkersten	Regional line with high capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.

Banedanmark	Herning - Skjern	Regional line with low capacity utilisation. Publication of planned timetables for passenger trains.
Banedanmark	Herning - Vejle	Regional line with low capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	Hjørring - Frederikshavn	Regional line with medium capacity utilization. Publication of planned timetables for passenger trains.
Banedanmark	Hobro - Aalborg	Regional line with low capacity utilisation. Publication of scheduled timetables for freight trains.
Banedanmark	Høje Taastrup – Roskilde	International line with low capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	Holbæk - Kalundborg	Regional line with low capacity utilisation. Publication of timetable for passenger trains.
Banedanmark	Holstebro - Herning	Regional line with low capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	Holstebro - Struer	Regional line with medium capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	Hvidovre Fjern – Høje Taastrup	International line with high capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
A/S Øresund	Kalvebod - Copenhagen Central Station	International line with medium capacity utilisation. Publication of scheduled timetables for passenger trains.
A/S Øresund	Kalvebod – v South of Copenhagen	International line with medium capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	Kauslunde - Snoghøj	International line with medium capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	Køge - Næstved	Regional line with medium capacity utilisation. Publication of timetable for passenger trains.

Banedanmark	Kolding - Lunderskov	International line with low capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
A/S Storebælt	Korsør - Nyborg	International line with medium capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	Langå - Hobro	Regional line with low capacity utilisation. Publication of scheduled timetables for freight trains.
Banedanmark	Langå - Viborg	Regional line with medium capacity utilisation. Publication of planned timetables for passenger trains.
Banedanmark	Lindholm - Aalborg Airport	Regional line with high capacity utilisation. Publication of planned timetables for passenger trains.
Banedanmark	Lindholm - Hjørring	Regional line with medium capacity utilisation. Publication of scheduled timetables for freight trains.
Banedanmark	Lunderskov – Bramming	Regional line with low capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	Lunderskov - Tinglev	International line with low capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	North of Køge – Køge	Regional line with medium capacity utilisation. Publication of timetable for passenger trains.
Banedanmark	North of Køge– Ringsted	International line with low capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	Nyborg - Odense	International line with medium capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	Odense – Kauslunde (existing line)	International line with low capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	Odense – Kauslunde (new line)	International line with low capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.

Banedanmark	Odense - Ringe	Regional line with high capacity utilisation. Publication of timetable for passenger trains.
Banedanmark	Østerport – Helgoland	Regional line with medium capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	Padborg – Padborg Grænse	International line with low capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Øresundsbro Konsortiet	Peberholm - Copenhagen Airport	International line with high capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	Ribe - Tønder	Regional line with medium capacity utilisation. Publication of planned timetables for passenger trains.
Banedanmark	Ringe - Svendborg	Regional line with medium capacity utilisation. Publication of timetable for passenger trains.
Banedanmark	Ringsted – Korsør	International line with medium capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	Ringsted - Nykøbing F	Regional line with low capacity utilisation. Publication of timetable for passenger trains.
Banedanmark	Roskilde – North of Køge	Regional line with medium capacity utilisation. Publication of timetable for passenger trains.
Banedanmark	Roskilde – Ringsted	International line with high capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	Roskilde - Tølløse	Regional line with medium capacity utilisation. Publication of timetable for passenger trains.
Banedanmark	Silkeborg - Herning	Regional line with low capacity utilisation. Publication of planned timetables for passenger trains.
Banedanmark	Skanderborg – Aarhus Central Station	International line with high capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	Skanderborg - Silkeborg	Regional line with high capacity utilisation. Publication of planned timetables for passenger trains.

Banedanmark	Skjern - Vemb	Regional line with low capacity utilisation. Publication of planned timetables for passenger trains.
Banedanmark	Snekkersten - Helsingør	Regional line with high capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	Snoghøj – Fredericia	International line with low capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	Snoghøj - Taulov	International line with low capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	South of Copenhagen– Hvidovre Fjern	International line with low capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	South of København– North of Køge	International line with low capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	Struer - Thisted	Regional line with low capacity utilisation. Publication of planned timetables for passenger trains.
Banedanmark	Taulov - Kolding	International line with low capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	Tinglev - Padborg	International line with low capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.
Banedanmark	Tinglev - Sønderborg	Regional line with medium capacity utilisation. Publication of planned timetables for passenger trains.
Banedanmark	Tølløse - Holbæk	Regional line with medium capacity utilisation. Publication of timetable for passenger trains.
Banedanmark	Tønder - Tønder Grænse	Regional line with low capacity utilisation. Publication of planned timetables for passenger trains.
Banedanmark	Vejle - Skanderborg	International line with low capacity utilisation. Publication of scheduled timetables for both passenger and freight trains.

Banedanmark	Vemb - Holstebro	Regional line with medium capacity utilisation. Publication of planned timetables for passenger trains.
Banedanmark	Viborg - Struer	Regional line with low capacity utilisation. Publication of planned timetables for passenger trains.

3.2 Traffic Flows

This chapter outlines the projected demand for capacity and the associated scope of operations on the Danish railway network. Through geographical and visual mapping, potential bottlenecks and load patterns across the main corridors are identified. Furthermore, the underlying planning assumptions are described—including the coordinated collaboration within the framework of the Ministry of Transport's "Trafikplan" working group—which forms the basis for balancing freight and passenger traffic.

3.2.1 Expected Capacity Requests

Figure 3.2.1.1 shows a map of the expected capacity demand on the lines covered by this Capacity Strategy.

The sections marked in red are categorised as bottlenecks, though with the expectation that capacity requests can be accommodated. On the yellow sections, adjustments may prove necessary in order to accommodate all capacity applications. On the green sections, the requested capacity volumes are expected to be accommodated without capacity-altering measures.

In Denmark, the expected capacity demand for TT30 is comparable to previous years and remains generally moderate. On the lines Peberholm – Kastrup – Kalvebod – Vigerslev – Høje Taastrup (the Metropolitan Area), capacity utilisation is higher, but with the same demand for paths. The same applies to the sections Aalborg – Hjørring (North Jutland), Aarhus – Silkeborg (East Jutland), and Herning – Holstebro – Struer (West Jutland), where capacity utilisation is also higher, but without generating capacity shortage. The western part of Denmark is primarily used by regional passenger trains, and the available capacity is sufficient to accommodate all capacity applications. The same applies to the Odense – Svendborg line.

Figure 3.2.1.1 Expected Capacity Requests TT 2030



3.3 Coordination with Neighbouring Infrastructure Managers

This chapter examines the capacity and traffic-related conditions at the railway border points between Denmark and Germany and between Denmark and Sweden.

Table 3.3.1 Border Point between Denmark and Germany

In the long term, Denmark aims to operate one long-distance passenger train per hour across the rail border crossing between Denmark and Germany at Padborg. The projected scope of operations and traffic volumes for cross-border traffic are distributed as follows:

Deutsche Bahn InfraGo	Banedanmark
Flensburg Weiche (D) – Padborg (DK)	
0,5 per hour Inter-urban passenger service	0,5 per hour Inter-urban passenger service
0,5 per hour Urban and regional passenger service	0,5 per hour Urban and regional passenger service
1,5 per hour Freight service	1,5 per hour Freight service

No traffic is expected across the railway border crossing between Denmark and Germany at Tønder until ERTMS has been rolled out in Germany.

Norddeutsche Eisenbahn Niebüll GmbH	Banedanmark
Niebüll (D) – Tønder (DK)	
0	0

Table 3.3.2 Border Point between Denmark and Sweden

There is one railway border crossing between Denmark and Sweden at Peberholm (the Øresund Link), where the expected scope of operations and traffic volumes for cross-border traffic are distributed as follows:

Trafikverket	Banedanmark
Lernacken (Se) – Peberholm (DK)	
3 per hour Inter-urban passenger service	3 per hour Inter-urban passenger service
6 per hour Urban and regional passenger service	6 per hour Urban and regional passenger service
2 per hour Freight service	2 per hour Freight service

4. Validation

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