Capacity Strategy 2027

Swedish Transport Administration

Draft version

Innehåll

0 Introduction

In order to harmonise rail capacity allocation, RailNetEurope (RNE) and Forum Train Europe (FTE), with the support of the European Rail Freight Association (ERFA), are undertaking a project by the name of Timetable Redesign for Smart Capacity Management(TTR). The aim is to meet the needs of the market more accurately and achieve optimal use of existing capacity. For passenger services, it will mean earlier access to the final timetable, facilitating earlier and more reliable ticket purchases for passengers. For freight services, it will mean greater opportunities to apply for capacity for train paths and other services closer to the start of services, thus creating greater flexibility.

Further information about TTR can be found on the Swedish Transport Administration website [Timetabling and Capacity Redesign (TTR Sverige) - Bransch (trafikverket.se)] and the RNE website [Timetable Redesign of the International Timetabling Process].

The first step in the TTR process is the Capacity Strategy. The Capacity Strategy is a forecast of what the railways will be used for in the case of a given working timetable.

The Capacity Strategy is published annually at X-36 (December). Work on the strategy begins two years in advance.

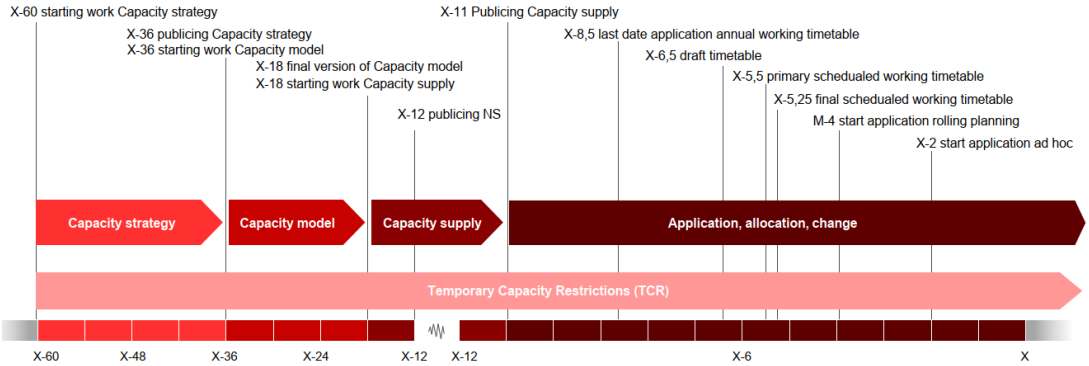

Figure 1. Proposed process according to TTR

The Capacity Strategy is intended to create a common forecast of expected conditions for the use of the railway during a specific working timetable year, based on planned and known capacity restrictions, completed investments and estimated traffic flows. The Capacity Strategy is also intended to define planning principles for capacity planning and allocation process going forward. The Capacity Strategy is not legally binding.

According to the TTR implementation plan, work is continuing on the other stages, including the development of a Capacity Model that describes in greater detail how capacity volumes are allocated. This will give an idea of how capacity on different routes will be allocated to freight trains and high-speed trains, for example. The

scope and potential uses of the Capacity Model are currently being analysed. The Capacity Model is based on the Capacity Strategy.

Railway undertakings, contractors, policymakers and other stakeholders constitute the target group for this document. Infrastructure managers, terminals and service providers may use it to support coordination of long-term planning.

0.1 Contacts

The draft Capacity Strategy will be published on the Swedish Transport Administration website at x-39. Information concerning the publication will be provided via *Info avtalskund* (Information to track access agreement customers) and Leverantörsnytt (the Supplier newsletter).

The industry will be informed about the Capacity Strategy during the autumn via established forums such as industry collaborations and strategic dialogues.

Views on the Capacity Strategy can be submitted to strakplanering@trafikverket.se between x-39 to x-37.

Table 1 Contacts

Contacts	Email	Website
The Swedish Transport Administration's Capacity Strategy	strakplanering@trafikverket.se	Järnvägsnätsbeskrivning 2027 - Bransch (trafikverket.se)
Capacity Strategies prepared by other European infrastructure managers		Capacity Strategies – RNE
National One-Stop Shop	oss@trafikverket.se	
ScanMed Rail Freight Corridor and Corridor One-stop Shop (C-OSS)		www.scanmedfreight.eu
RailNetEurope (RNE), contact details for international train path capacity		www.oss / c-oss RNE

0.2 Geographical scope

The Swedish Transport Administration is responsible for the administration, allocation process and traffic management of those parts of the Swedish rail network that are included in the Capacity Strategy. Svedab AB owns the Swedish land connection for the Øresund Bridge on the Svågertorp–Lernacken route. Services on this section are also allocated and traffic managed by the Swedish Transport Administration.

The Capacity Strategy for the 2027 Working Timetable covers the parts of the rail network designated routes 1–9 on the map.

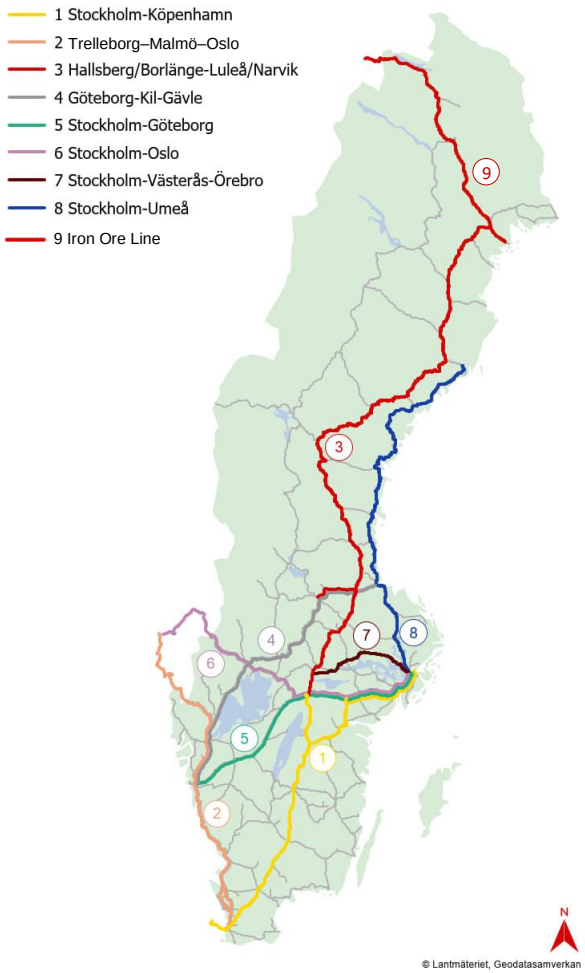

Figure 2. Routes included in the Capacity Strategy for the 2027 Working Timetable

0.3 Neighbouring infrastructure manager

Bane NOR and Banedanmark are being consulted on an ongoing basis during the preparation of the Capacity Strategy.

Table 2 Neighbouring infrastructure managers

Route	Border point	Neighbouring infrastructure managers
1 Stockholm/Hallsberg–Malmö/Copenhagen	Lernacken	Banedanmark, (Øresundsbro Konsortiet for Øresund Bridge)[1]
2 Trelleborg-Malmö-Oslo	Kornsjö	Bane NOR
6 Stockholm-Oslo	Charlottenberg	Bane NOR

[1] Øresund Fixed Link, west from Lernacken to Copenhagen Airport, is managed by Øresundsbro Konsortiet, which is jointly owned by the Danish and Swedish states through the companies A/S Øresund (50%) and Svedab AB (50%). A/S Øresund manages the section between Copenhagen Airport and Copenhagen Central Station.

The Swedish Transport Administration and Banedanmark consider themselves to be adjacent infrastructure managers with regards to the Øresund Fixed Link, even though their respective networks do not connect directly.

Route	Border point	Neighbouring infrastructure managers
9 Luleå-Narvik	Riksgränsen	Bane NOR
	Storlien	Bane NOR
	Haparanda	Väylävirasto

0.4 Terminals and service providers

A list of service providers and terminals connected to Swedish routes can be found on the Swedish Transport Administration website at Providers of traffic related to railway transport in Sweden - Bransch (trafikverket.se).

The Rail Facilities Portal (RFP) is a joint European portal in which service providers can publish descriptions of their facilities: http://railfacilitiesportal.eu. Information on terminals and service providers in Sweden is also available there.

1 Expected infrastructure capacity

This chapter provides an overview of the various infrastructure projects that are expected to affect capacity on each route covered by the Capacity Strategy. The chapter describes projects due for completion between 2024–2027 that will increase capacity. It also contains information about permanent capacity reductions.

1.1 Route 1 Stockholm/Hallsberg–Malmö/Copenhagen

1.1.1 Additional available capacity

Table 3. Projects to increase capacity 2024–2027

Network segment and description	Approved by management	Financing secured	Production year
Katrineholm, passing track (1)	No*	Yes	2026–2027 *The project has not yet got a decision on the start of construction
East Link, Norrköping, new freight yard (2)	Yes	Yes	Ongoing–2025
Jakobshyttan–Degerön, double track (3)	Yes	Yes	Ongoing–2025
Malmö–Hallsberg, measures to extend freight trains, braking percentage table, (4)	Yes	Yes	Ongoing–2026
Eslöv, parallel movement on tracks 1 and 2 (5)	Yes	Yes	2024
Malmö Central Station, track 11 and signal trimming (6)	Yes	Yes	Ongoing–2024

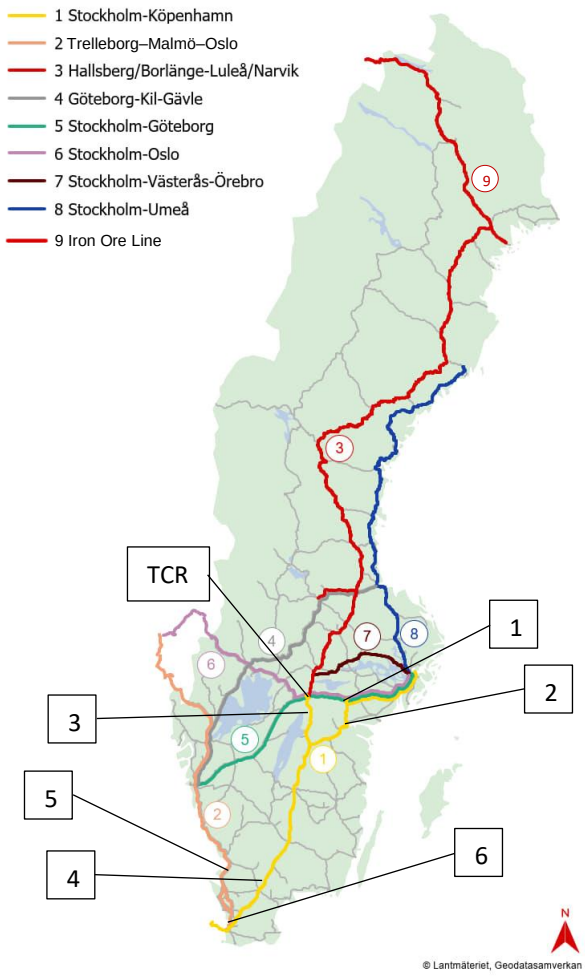

Figure 3. Map showing location of numbered projects
TCR, see chapter 2

Katrineholm, passing track (1)

A passing track is being built on either side of the present main line just east of the railway yard in Katrineholm. The passing track will allow freight services to pass during rush hours, as well as boosting capacity at other times of day. Operationally, this will facilitate changes to the train sequence table that will likely improve punctuality and increase recovery ability.

East Link, Norrköping, new freight yard (2)

The construction of the East Link means that the existing freight yard in Norrköping will be relocated to a new site in Åby. The new railway yard will also be able to accommodate trains up to 750 metres in length.

Jakobshyttan–Degerön, double track (3)

The section between Jakobshyttan and Degerön is the fifth – and southernmost - of six stages of upgrading to double track between Hallsberg and Degerön. Once this stage is completed the line will be double track from Mjölby to Jakobshyttan, greatly increasing capacity. The number of trains on the section can be increased while simultaneously increasing speed and reducing time lost to trains passing in opposite directions.

Malmö–Hallsberg, measures to extend freight trains, braking percentage table, (4)
The facility is being refurbished to provide longer distant signalling, thus allowing trains with low braking preformance to travel at higher speeds. This is expected to shorten running times and reduce the number of overtakes. All in all, running times for freight trains will be reduced.

Eslöv, parallel movement on tracks 1 and 2 (5)
It is currently possible for trains travelling on the Teckomatorp–Eslöv–Lund route to to run in opposite directions in Eslöv, but without parallel movement. This leads to stops along the Southern Main Line that are longer than necessary. This measure will both facilitate efficient services for trains on the section in question and relieve pressure on the Southern Main Line through Eslöv.

Malmö Central Station, track 11 and signal trimming (6)
Malmö Central Station is being expanded to include an additional 250-metre platform, track 11. This will relieve the pressure on existing tracks and accommodate longer trains. A number of new signals are also being installed to increase capacity on existing platforms and at the operation station, as well as increasing operational recovery ability in the event of disruption.

1.1.2 Reduced available capacity

No known permanent reductions.

1.2 Route 2 Trelleborg–Malmö–Oslo

1.2.1 Additional available capacity

Table 4. Projects to increase capacity 2024–2027

Network segment and description	Approved by management	Financing secured	Production year
Lockarp–Västra Ingelstad, intermediate block signal (1)	Yes	Yes	2027
Malmö Central Station, track 11 and signal trimming (2)	Yes	Yes	Ongoing–2024
Kävlinge–Arlöv, Lomma Line Stage 2, incl station Alnarp and station Flädie (3)	No*	Yes	2025-2026 *The project has not yet got a decision on the start of construction
Åstorp, passing track (4)	Yes	Yes	2026
Båstad, turnaround track (5)	Yes	Yes	2026–2027

Network segment and description	Approved by management	Financing secured	Production year
Varberg, double track (tunnel) incl. intermodal transit facility (6)	Yes	Yes	Ongoing–2025
West Link, section Olskroken–Gothenburg Central Station (7)	Yes	Yes	Ongoing–2026
Olskroken, grade-separated tracks (8)	Yes	Yes	Ongoing–2026
Gothenburg Port Line, double track (9)	Yes	Yes	Ongoing–2025
Gothenburg, Lärje, holding sidings tracks (10)	Yes	Yes	2024–2027
Malmö–Göteborg, measures to extend freight trains, braking percentage table, (11)	Yes	Yes	2024
Teåker and Haksjön, measures to extend freight trains, increased loading gauge (12)	Yes	Yes	2027

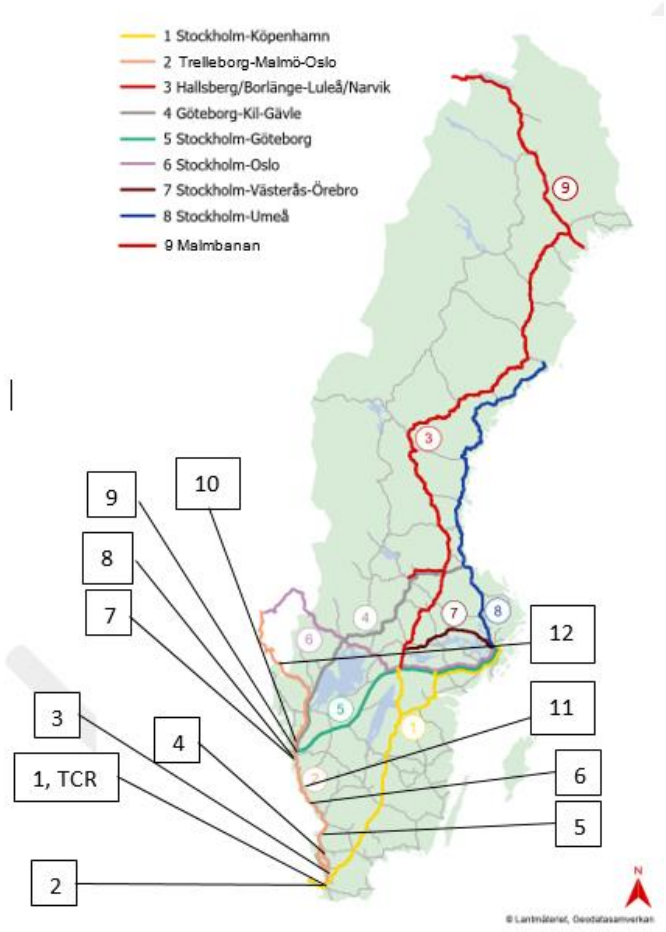

Figure 4. Map showing location of numbered projects
TCR, see chapter 2

Lockarp–Västra Ingelstad, intermediate block signal (1)
In order to run half-hourly services with local trains, freight trains and desired additional trains, it must be possible to run trains at shorter intervals on the Trelleborg Line. The most important section of track for running trains at short intervals and for maintaining good freight services even during peak passenger hours is between Lockarp and Västra Ingelstad. This measure will make the desired service possible.

Malmö Central Station, track 11 and signal trimming (2)
This project is described under Route 1, see section 1.1.1.

Kävlinge–Arlöv, Lomma Line Stage 2 (3)
On the Lomma Line between Kävlinge and Arlöv, which is part of the Freight Line through Skåne, a new station with a passing loop is being built in Alnarp and the existing station with a passing loop in Flädie is being extended. Both passing tracks will be at least 950 metres in length. New stations for passengers are also being built in Alnarp and Flädie. Local train services are expected to increase to a half-hourly service throughout the operating day while maintaining good capacity for an anticipated increase in freight services.

Åstorp, passing track (4)
An existing passing track in Åstorp will be extended to allow two 750-metre trains to pass in the opposite direction on the Ängelholm–Åstorp–Teckomatorp route on the Freight Line through Skåne. This measure will increase capacity and recovery ability, as it will provide greater opportunities to relocate trains passing in opposite directions on an operational level, including longer freight trains.

Båstad, turnaround track (5)
This measure will allow the Pågatåg service, which currently turns at Förslöv, to turn around in Båstad. The measure is also expected to ensure that desiered Pågatåg services can operate on the West Coast Line regardless of any increase in other services.

Varberg, double track (tunnel) including intermodal transit facility (6)
The 2025 Working Timetable will include a new freight yard and two 780-metre passing tracks in Varberg. The section of line between Varberg and Hamra will be upgraded to double track, and Varberg will have four tracks for services on the West Coast Line and one track for trains to and from the Viskadalen Line. This will mean a significant increase in capacity in Varberg and on the West Coast Line as a whole. The passing track and freight yard will benefit freight services and improve accessibility along the entire route.

In combination with the upgrade of the Malmö–Lund route to four tracks and Ängelholm–Maria to double track, the upgrade to double track between Varberg and Hamra will create space for an increase in services and reduce running times between Gothenburg and Malmö by up to 15 minutes. The increased average speed between Gothenburg and Halmstad may have negative consequences for slower trains in the form of longer running times.

West Link, section Olskroken - Gothenburg Central Station (7)
The West Link is a railway tunnel beneath central Gothenburg, providing the city with continuous commuter and regional services. Three new underground stations are being built: Centralen, Haga and Korsvägen. The project is part of the West Swedish Package and the tunnel will facilitate travel in Gothenburg and West Sweden by increasing capacity and reducing the vulnerability of the railway system. Passengers will be able to commute longer distances with fewer changes, arriving at their final destinations more quickly.

There will be four new platforms on completion of the Centralen underground station at Gothenburg Central Station, which will reduce overcrowding at Gothenburg Central Station and allow longer trains to use the station.

Station Haga and Station Korsvägen are expected to be completed during the period 2028-2032.

Olskroken, grade-separated tracks (8)
Once construction is completed, Olskroken will be adapted to the West Link. Trains will be able run to a greater extent without convergence of routes. This measure will separate commuter and regional services from intercity services in Olskroken. This will reduce the load on Gothenburg Central Station and provide greater opportunities for freight services to run between the Norway/Vänern Line and the West Coast Line.

Gothenburg Port Line, double track (9)
The Gothenburg Port Line is being upgraded to double track to increase capacity for freight trains to and from the Port of Gothenburg.

In the 2025 Working Timetable, the Gothenburg Port Line will have been upgraded to double track between Sannegården and Pölsebo. This will increase capacity by one train per hour in each direction. The largest capacity shortfall after that will be at the reception tracks at the Skandiahamnen port.

Gothenburg, Lärje, holding sidings (10)
New holding sidings in Lärje will increase stabling capacity for regional and local trains and slightly reduce the load between Olskroken and Gothenburg Central Station.

Malmö–Gothenburg, measures to extend freight trains, braking percentage table, (11)
Longer distant signalling, thus allowing trains with less braking ability to travel at higher speeds. This is expected to shorten running times and reduce the number of overtakes.

Teåker and Haksjön, measures to extend freight trains, increased loading gauge (12)
The tunnels in Teåker and Haksjön between Skälebol and Kornsjö will be upgraded to accommodate loading gauge C.

1.2.2 Reduced available capacity

No known permanent reductions.

1.3 Route 3 Hallsberg–Luleå

1.3.1 Additional available capacity

Table 5. Projects to increase capacity 2024–2027

Network segment and description	Approved by management	Financing secured	Production year
Storvik–Avesta–Krylbo–Frövi, measures to increase capacity, Julardo, Dagarn, Skinnskatteberg (1)	Yes	Yes	2025–2026
Morshyttan, extension of passing track (measures to increase the length of freight trains) (2)	Yes	Yes	2025
Långsele–Västeraspby, measures to increase speeds (3)	Yes	Yes	Ongoing–2024
Bräcke-Sundsvall, measures to increase speeds (4)	No*	Yes	2025-2027 *The project has not yet got a decision on the start of construction

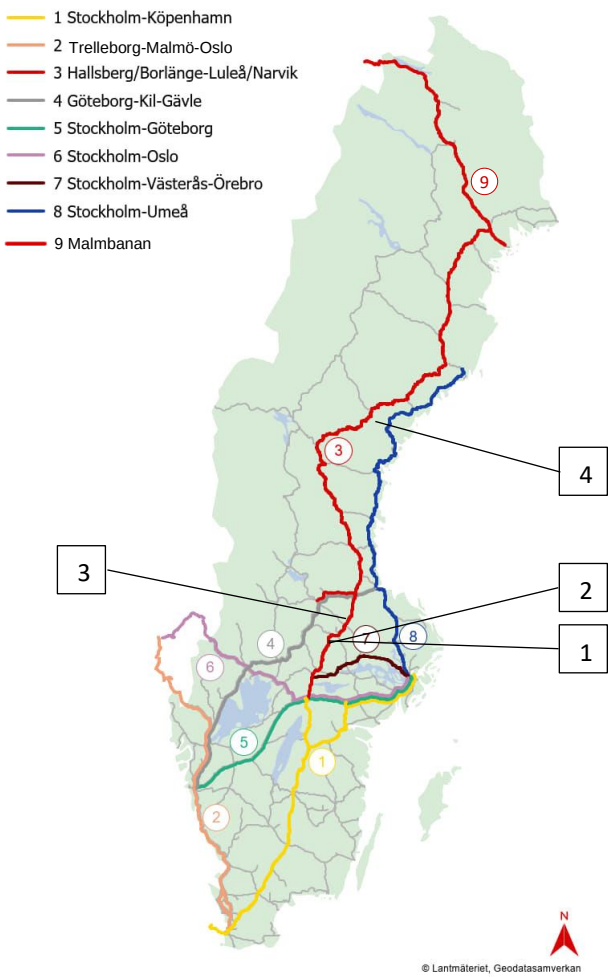

Figure 5. Map showing location of numbered projects
TCR, see chapter 2

Storvik–Avesta–Krylbo–Frövi, measures to increse capacity (1)
Increased switching speed and parallel movement in Jularbo. Upgrading in Dagarn and Skinnskatteberg will take place to allow parallel movement. All in all, these measures will improve the flow of traffic on the Freight Line through Bergslagen when trains pass in opposite directions.

Morshyttan, extension of passing track (measures to increase the length of freight trains) (2)
Extended station with passing loop and increased switching speed (80 km/h) to make it possible for 750-metre-long trains to pass in opposite directions, with parallel movement..

Långsele–Västeraspby, measures to increase speeds (3)
Renewal of tracks and catenary on the Ådalen Line to upgrade the line and facilitate the re-routing of more freight trains. The speed will be returned to at least 70 km/h, and possibly 80 km/h.

Bräcke-Ånge-Sundsvall, measures to increase speeds (4)
Measures to increase capacity will be implemented between Sundsvall and Ånge in 2025/26 and between Ånge and Bräcke in 2027. In total, this will reduce journey times by approximately 5 minutes.

1.3.2 Reduced available capacity

No known permanent reductions.

1.4 Route 4 Gothenburg–Kil–Borlänge–Gävle

1.4.1 Additional available capacity

Table 6. Projects to increase capacity 2024–2027

Network segment and description	Approved by management	Financing secured	Production year
West Link, section Olskroken-Gothenburg Central Station (1)	Yes	Yes	Ongoing–2026
Olskroken, grade-separated tracks (2)	Yes	Yes	Ongoing–2026
Gothenburg Port Line, double track (3)	Yes	Yes	Ongoing–2025
Gothenburg, Lärje, holding sidings (4)	Yes	Yes	2024–2027
Ludvika, parallel movement (5)	Yes	Yes	2026
Falun-Borlänge, measures to increase speeds and Ornäs, parallel movemen (6)t	Yes	Yes	2024-2025
Storvik–Falun, measures to increase speeds, incl. road safety measures (7)	Yes	Yes	2025

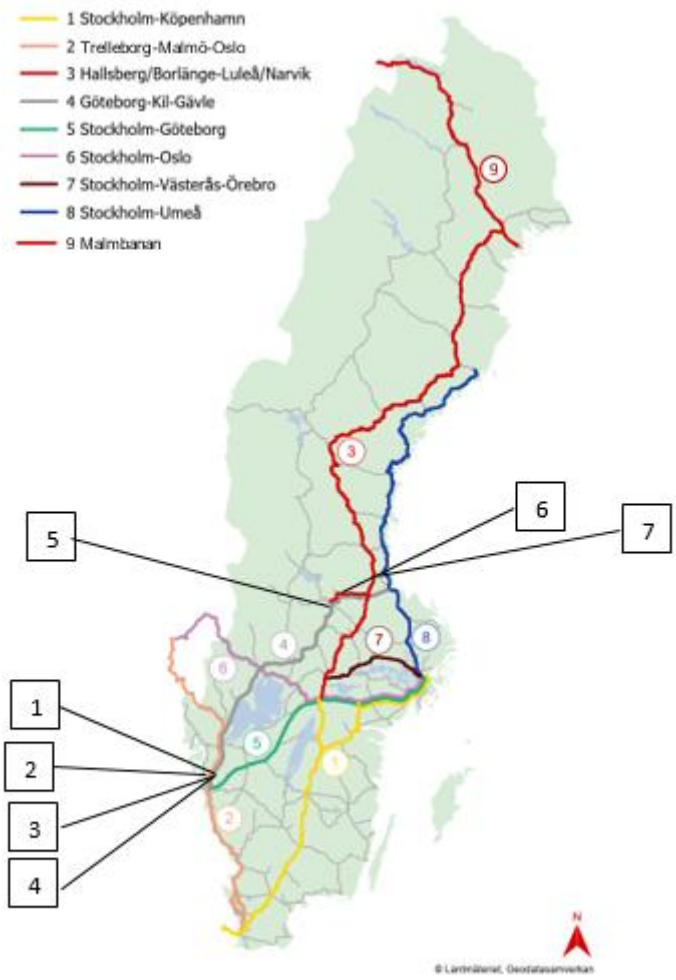

Figure 6. Map showing location of numbered projects
TCR, see chapter 2

West Link, section Olskroken–Gothenburg C (1)
This project is described under Route 2, see section 1.2.1.

Olskroken, grade-separated tracks (2)
This project is described under Route 2, see section 1.2.1.

Gothenburg Port Line, double track (3)
This project is described under Route 2, see section 1.2.1.

Gothenburg, Lärje, holding sidings (4)
This project is described under Route 2, see section 1.2.1.

Ludvika, parallel movement (5)
Upgrade for parallel movement to speed up passenger trains passing in opposite directions.

Falun–Borlänge, measures to increase speeds; Ornäs, parallel movement (6)
Measures to increase speeds will enhance capacity and robustness on the section. Upgrading for parallel movement in Ornäs will allow trains passing in opposite

directions to travel more quickly, enhancing capacity on this busy section of the line.

Storvik–Falun, measures to increase speeds, incl. road safety measures (7)
Measures to increase speeds will enhance capacity and robustness on the section. The measures will reduce journey times on the Falun–Storvik section by approximately 1 minute.

1.4.2 Reduced available capacity

No known permanent reductions.

1.5 Route 5 Stockholm–Gothenburg

1.5.1 Additional available capacity

Table 7. Projects to increase capacity 2024–2027

Network segment and description	Approved by management	Financing secured	Production year
Katrineholm, passing track (1)	No*	Yes	2026–2027 *The project has not yet got a decision on the start of construction
Högsjö West, passing track (2)	No*	Yes	2026–2027 *The project has not yet got a decision on the start of construction
Välevattnet, passing track (3)			
Connection to the intermodal terminal in Falköping (Marjarp) (4)	Yes	Yes	2025–2027
Lerum, turnaround track (5)	Yes	Yes	2025–2026
Olskroken, grade-separated tracks (6)	Yes	Yes	Ongoing–2026
West Link, section Olskroken–Gothenburg Central Station (7)	Yes	Yes	Ongoing–2026
Gothenburg Port Line, double track (8)	Yes	Yes	Ongoing–2025

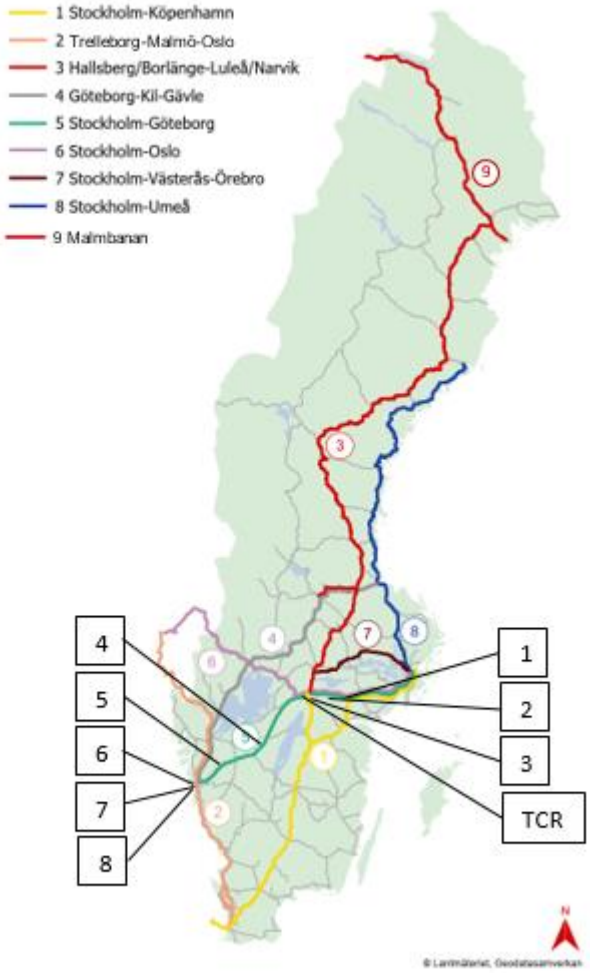

Figure 7 Map showing location of numbered projects
TCR, see chapter 2

Katrineholm, passing track (1)

This project is described under Route 1, see section 1.1.1.

Högsjö West, passing track (2)

New passing tracks at Högsjö West to enhance capacity between Katrineholm and Hallsberg. Two passing tracks are being built to allow overtaking on both the up and down track.

Välevattnet, passing track (3)

New passing track on the down track. Measure to improve freight services and enhance capacity on the section between Laxå and Skövde.

Connection to the intermodal terminal in Falköping (Marjarp) (4)

More freight trains can call at the terminal, thus reducing congestion at Falköping Central Station. Measure to enhance capacity and improve freight services.

Lerum, turnaround track (5)

New passage tracks are being built in Lerum.

Olskroken, grade-separated tracks (6)
This project is described under Route 2, see section 1.2.1.

West Link, section Olskroken–Gothenburg C (7)
This project is described under Route 2, see section 1.2.1.

Gothenburg Port Line, double track (8)
This project is described under Route 2, see section 1.2.1.

1.5.2 Reduced available capacity

No known permanent reductions.

1.6 Route 6 Stockholm–Oslo

1.6.1 Additional available capacity

Table 8. Projects to increase capacity 2024–2027

Network segment and description	Approved by management	Financing secured	Production year
Katrineholm, passing track (1)	No*	Yes	2026–2027 *The project has not yet got a decision on the start of construction
Högsjö West, passing track (2)	No*	Yes	2026–2027 *The project has not yet got a decision on the start of construction
Karlstad Central Station, measures to increase capacity (3)	Yes	Yes	Ongoing–2026

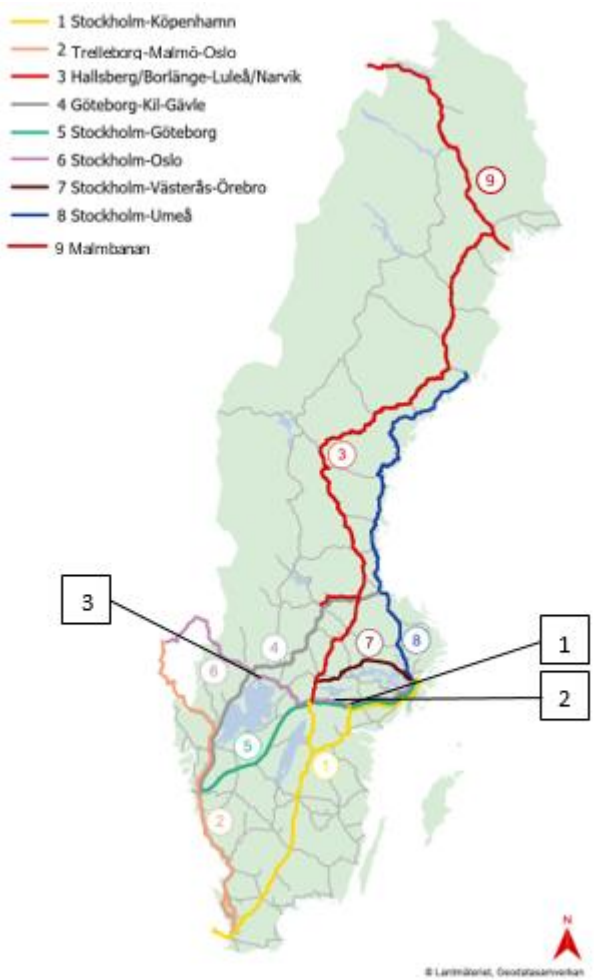

Figure 8 Map showing location of numbered projects
TCR, see chapter 2

Katrineholm, passing track (1)
This project is described under Route 1, see section 1.1.1.

Högsjö West, passing track (2)
This project is described under Route 5, see section 1.5.1.

Karlstad Central Station, measures to increase capacity (3)
These measures will improve accessibility and provide additional platforms for passenger services, although with reduced utility for freight services.

1.6.2 Reduced available capacity

No known permanent reductions.

1.7 Route 7 Stockholm–Västerås–Örebro

1.7.1 Additional available capacity

Table 9. Projects to increase capacity 2024–2027

Network segment and description	Approved by management	Financing secured	Production year
Barkarby Station, upgrade to regional station (1)	Yes	Yes	Ongoing–2026
Västerås West, refurbishment of marshalling yard (2)			2025–2026
Örebro Central Station, holding sidings (3)	Yes	Yes	2024

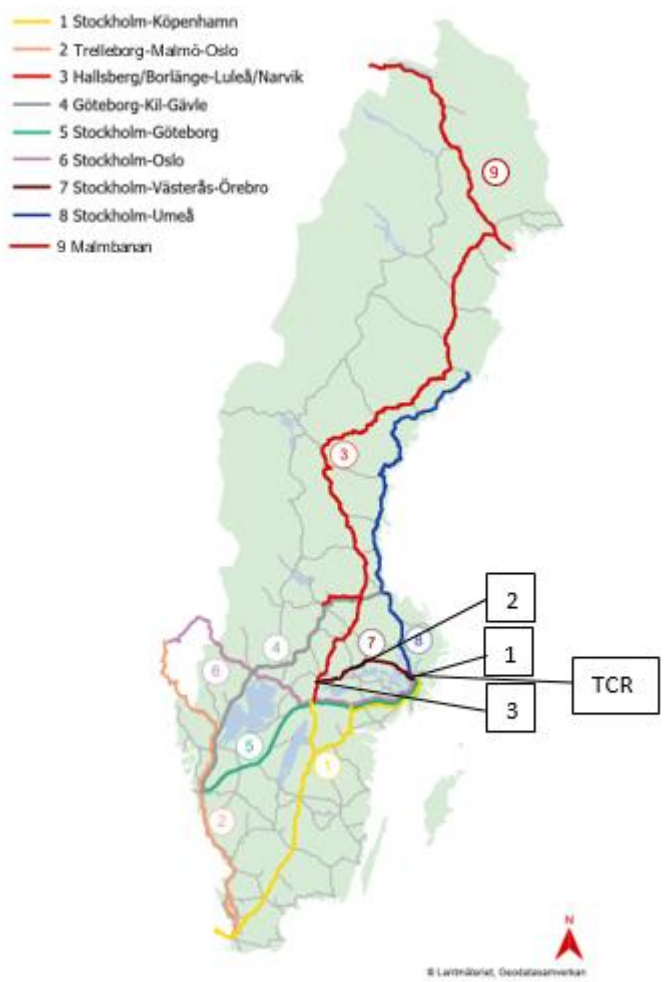

Figure 9 Map showing location of numbered projects
TCR, see chapter 2

Barkarby Station, upgrade to regional train station (1)
The existing commuter station will be extended by two platforms for regional services.

Västerås West, refurbishment of marshalling yard (2)
Refurbishment to simplify the yard and increase marshalling capacity.

Örebro Central Station, holding sidings (3)
New holding sidings will be built to increase stabling capacity.

1.7.2 Reduced available capacity

No known permanent reductions.

1.8 Route 8 Stockholm–Umeå

1.8.1 Additional available capacity

Table 10. Projects to increase capacity 2024–2027

Network segment and description	Approved by management	Financing secured	Production year
Uppsala, new turnaround track at Österplan (1)	Yes	Yes	2025–2027
Uppsala level crossings (2)	No*	Yes	2024–2027 *The project has not yet got a decision to the start of construction
Uppsala–Gävle, adaptation to new trains (3)	Yes	Yes	2026–2027
Port of Gävle, new connection to the East Coast Line (4)	Yes	Yes	2025–2027
North Bothnia Line, Umeå–Dåva (5)	Yes	Yes	Ongoing–2026

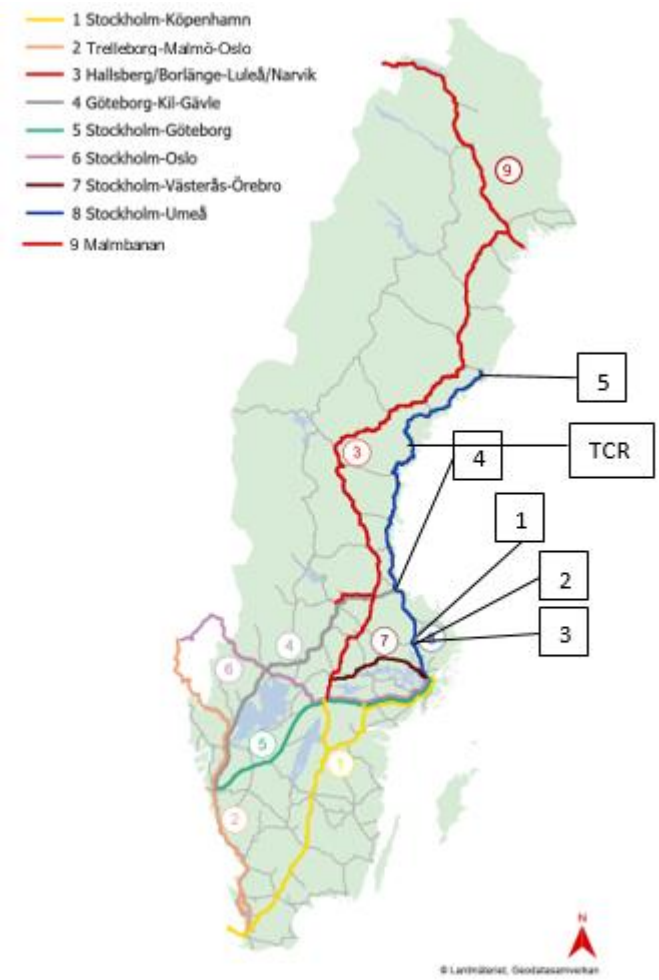

Figure 10 Map showing location of numbered projects
TCR, see chapter 2

Uppsala, new turnaround track at Österplan (1)
A turnaround track is being contructed just north of Uppsala Central Station in order to increase capacity for turning trains from Stockholm.

Uppsala level crossings (2)
Two level crossings are being removed, primarily to improve road safety but also to enhance capacity.

Uppsala–Gävle, adaptation to new trains (3)
The platforms are being extended to accommodate a new type of vehicle.

Port of Gävle, new connection to the East Coast Line (4)
New connection from Gävle Central Station to the Port of Gävle, allowing trains to run directly to the Port of Gävle without passing the Gävle freight yard.

North Bothnia Line, Umeå–Dåva (5)
New track to connect to industrial facilities in Dåva. First stage of the North Bothnia Line.

1.8.2 Reduced available capacity

No known permanent reductions.

1.9 Route 9 Luleå–Narvik

1.9.1 Additional available capacity

Table 11. Projects to increase capacity 2024–2027

Network segment and description	Approved by management	Financing secured	Production year
Gammelstad, railway yard extension (1)	Yes	Yes	2025–2026
Näsberg, Sikträsk, railway yard extension (2)	No*	Yes	Näsberg 2026–2027 Sikträsk 2025-2026 *The project has not yet got a decision to the start of construction
Linaälv, Harrå, Fjällåsen, railway yard extension (3)	Yes	Yes	2025–2026
ERTMS control area Gällivare, Linaälv, Kiruna, Björkliden (4)	Yes	Yes	2024
Harrträsk, Nourtikon, Murjek, extension of operation station (5)			Harrträsk, Nourtikon 2027 Murjek 2026/27

Figure 11 Map showing location of numbered projects
TCR, see chapter 2

Gammelstad, railway yard extension (1)
The extension will allow two 750-metre trains to pass in opposite directions, thus enhancing capacity and making it possible to run longer trains.

Näsberg, Sikträsk, railway yard extension (2)
The extension will allow two 750-metre trains to pass in opposite directions, thus enhancing capacity and making it possible to run longer trains.

Linaälv, Harrå, Fjällåsen, railway yard extension (3)
The extension will allow two 75-metre trains to pass in opposite directions, thus enhancing capacity and making it possible to run longer trains.

ERTMS control area Gällivare, Linaälv, Kiruna, Björkliden (4)
While ERTMS does not mean a general increase in capacity, the signal system does have several functions that will improve conditions for running trains in operational terms.

Harrträsk, Nourtikon, Murjek, extension of operation station (5)
The extension will allow two or more 750-metre trains to pass in opposite directions, thus enhancing capacity and making it possible to run longer trains.

1.9.2 Reduced available capacity

No known permanent reductions.

2 Temporary capacity restrictions

Many rail projects will result in temporary capacity restrictions (TCRs) during the 2027 Working Timetable. More information about selected planned projects on the Swedish rail network can be found in the Swedish Transport Administration's Implementation Plan, which is available at trafikverket.se. The Capacity Strategy, presents the TCRs that will have a major impact on traffic.

2.1 Principles for TCR planning

The principles for planning TCRs on the Swedish rail network are based on previous experience of rerouting and dialogue with railway undertakings and other applicants.

Section 2.2 describes the principles for planning TCRs on the nine routes included in the Capacity Strategy for the 2027 Working Timetable.

2.1.1 Maintenance windows

The Swedish Transport Administration's basic maintenance is planned in maintenance windows, creating the conditions for the efficient implementation of track maintenance work. Maintenance windows may be regular recurring periods adapted in the construction of the annual working timetable or track work weeks or weekends planned for the year in question. On double track sections it is common for maintenance windows to be planned as single track operation at night. On single track sections, maintenance windows are generally planned as a concentrated weeks or weekends of track work.

2.1.2 The TCR allocation process

In the Strategic Dialogue forum, the Swedish Transport Administration maintains dialogue with prospective applicants for railway capacity and other stakeholders regarding measures that will affect services. The coordination of measures affecting services involves discussion on track works planned to begin in two or more years and how services may be affected by such work.

In-depth dialogue on measures affecting services and are planned to begin in two, and to some extent three, years takes place from December to June. Hence in-depth dialogue on measures affecting services in 2026 will commence in December 2023.

The dialogue will begin with a conference in December. At the same time (X-24), a list of TCRs that will have a major impact and high impact on traffic will be published pursuant to Annex VII of DIRECTIVE 2012/34/EU.

The Swedish Transport Administration reports on the situation for years 2–3 at a conference in March each year.

Pursuant to point 16 of Annex VII, if TCRs with a major impact on traffic are planned, applicants for railway capacity can request that the infrastructure manager

provide a comparison of the conditions to be encountered for at least two alternative capacity restrictions. This is known as a point 16 investigation. Point 16 investigations also take place within Strategic Dialogue. In January (X-35) each year, the Swedish Transport Administration publishes a list of TCRs that are the subject of point 16 investigations. These investigations are conducted during the spring. They are led by the Swedish Transport Administration with the participation of railway undertakings and any other stakeholders.

Strategic dialogue on TCRs planned for years 2–3 concludes in June (X-18) each year, after which the Swedish Transport Administration reports on the results of coordination for year 2.

In September each year, a dialogue is held concerning anticipated TCRs during years 4–10. The purpose is to prepare a strategy for TCR coordination over the coming years.

2.2 Pre-Announcement of Major Impact TCRs

This section presents planned TCRs in the 2027 Working Timetable that are expected to have a major impact on services on each route. Major impact is defined as capacity restrictions of a duration of at least 30 consecutive days and affecting more than 50% of the estimated traffic volume on a railway line.

Information on planned TCRs that will have a major impact on traffic during the 2027 Working Timetable may have changed by the time the Capacity Strategy is published in December.

2.2.1 Route 1 Stockholm/Hallsberg–Malmö/Copenhagen

2.2.1.1 Principles for planning TCRs

The following principles have been applied to the planning of TCRs on Route 1 Stockholm/Hallsberg–Malmö/Copenhagen.

Long-distance passenger trains

A maximum of one interruption to services on the route at any one time to avoid multiple changes or diversions for passengers.

During weekend closures, it is important to ensure that trains are able to run until 22:00 on Fridays and from 14:00 on Sundays.

Two of three routes into Stockholm (Mälaren Line, Western Main Line, East Coast Line) should always be open to traffic.

In the Malmö area, one of the two routes into Malmö Central Station should be open (Southern Main Line or Lomma Line).

The Western Main Line between Flemingsberg–Tumba–Järna is the diversionary line for the Grödinge Line Flemingsberg–Södertälje Syd övre–Järna.

The Nyköping Line is the diversionary line for the Western Main Line and Southern Main Line Järna–Åby.

The Freight Line through Bergslagen between Mjölby-Hallsberg is the diversionary line for the Southern Main Line Mjölby–Åby–Katrineholm.

The Western Main Line/West Coast Line (via Gothenburg) is the diversionary line for the Southern Main Line Hässleholm–Nässjö.

The Skåne Line between Hässleholm–Helsingborg and the West Coast Line between Helsingborg–Malmö is the diversionary line for passenger services on the Southern Main Line between Lund–Hässleholm.

Freight trains

The line should not be closed on both sides of Kimstad at the same time (trains to and from Skärblacka/Finspång need to reach Kimstad from one direction or the other).

The line should not be closed on both sides of Älmhult at the same time (trains to and from Olofström need to reach Älmhult from one direction or the other).

The Western Main Line/Jönköping Line (via Falköping) is the diversionary line for freight services from Nässjö to Hallsberg, and in some cases for Mjölby–Hallsberg in order to enter Hallsberg from the right direction.

The Western Main Line/Southern Main Line (via Katrineholm) is the diversionary line for the Freight line through Bergslagen between Hallsberg–Mjölby.

The Skåne Line between Hässleholm–Åstorp and Freight Line through Skåne between Åstorp–Malmö is the diversionary line for freight services Lund–Hässleholm.

Regional and local trains

It is important that changes between regional services and long-distance services works satisfactorily.

Rerouting is not normally an alternative for regional and commuter services.

In the Stockholm and Malmö metropolitan areas, interruptions to services on weekdays are not normally acceptable.

Critical sections of line with a large proportion of regional and commuter services include:

- Copenhagen–Malmö
- Malmö–Lund
- Alvesta–Hässleholm
- Tranås–Norrköping
- Stockholm City–Tumba.

2.2.1.2 TCRs expected to have a major impact on traffic

This section presents planned TCRs in the 2027 Working Timetable that are expected to have a major impact on traffic on Route 1 Stockholm/Hallsberg–Malmö/Copenhagen. The TCRs are shown on the map in Section 1.1.1.

Table 12. Planned TCRs expected to have a major impact on traffic

Network segment and purpose	Implementation period	Approved by management	Financing secured
Hallsberg-Degerön	Ongoing-2032	Yes	Yes
Flemingsberg-Järna, upgrading of tunnels	2024-2027	Yes	Yes
East Link,contract Gerstaberg	2027-2028	Yes	Yes

2.2.2 Route 2 Trelleborg–Malmö–Oslo

2.2.2.1 Principles for planning TCRs

The following principles have been applied to the planning of TCRs on Route 2 Trelleborg–Malmö–Oslo.

Long-distance passenger trains

A maximum of one interruption to services on the route at any one time to avoid multiple changes or diversions for passengers (simultaneous interruption to services north and south of Gothenburg may be acceptable under certain circumstances).

During weekend closures, it is important to ensure that trains run until 22:00 on Fridays and from 14:00 on Sundays.

In the Malmö area, one of the two routes into Malmö Central Station should be open (Southern Main Line or Lomma Line).

The Freight Line through Skåne via Åstorp–Hasslarp is the diversionary line for passenger services between Ängelholm and Helsingborg.

Freight trains

The Kongsvinger Line and Värmland Line Oslo–Kil–Laxå–Falköping is the diversionary line for Oslo–Skälebol–Gothenburg.

The Western Main Line/Älvsborg Line/Viskadalen Line Gothenburg–Herrljunga–Borås is the diversionary line for Gothenburg–Varberg.

The Markaryd Line and Southern Main Line Malmö–Hässleholm–Halmstad is the diversionary line for Malmö–Hässleholm–Halmstad.

The Southern Main Line and Råå Line Malmö–Eslöv–Teckomatorp is the diversionary line for freight traffic Arlöv–Kävlinge–Teckomatorp.

The Southern Main Line and Coast-to-Coast Line Malmö–Gothenburg is the diversionary line for the West Coast Line.

The line should not be closed on both sides of Värö at the same time (trains to and from Värö Bruk need to reach Värö from one direction or the other).

Regional and local trains
Contiguous closures are preferable, provided that planning on the basis of these is condition possible.

It is important that changes between regional services and long-distance services works satisfactorily.

Rerouting is not normally an alternative for regional and commuter services.

In the Gothenburg and Malmö metropolitan areas, interruptions to services on weekdays are not normally acceptable.

Critical sections of line with a large proportion of regional and commuter services include:

- Copenhagen–Malmö
- Malmö–Helsingborg
- Varberg–Kungsbacka-–Gothenburg
- Gothenburg–Öxnered

2.2.2.2 TCRs expected to have a major impact on traffic

This section presents planned TCRs in the 2027 Working Timetable expected to have a major impact on traffic on Route 2 Trelleborg-Malmö-Oslo. The TCRs are shown on the map in Section 1.2.1.

Table 13. Planned TCRs expected to have a major impact on traffic

Network segment and purpose	Implementation period	Approved by management	Financing secured
Fosieby–Trelleborg, rail and points renewal	2026–2027	Yes	Yes
Teåker and Haksjön, tunnel and rockface work and measures for freight trains	2027	Yes	Yes

2.2.3 Route 3 Hallsberg–Luleå

2.2.3.1 Principles for planning TCRs

The following principles have been applied to the planning of TCRs on Route 3 Hallsberg–Luleå.

Long-distance passenger trains
The East Coast Line/Bothnia Line Gävle–Umeå is the diversionary line for the main lines Storvik–Vännäs. If Kilafors–Ånge is closed to traffic, the Kilafors–Söderhamn section should be open. If Kilafors–Ockelbo–Storvik is closed to traffic, the Bergslagen Line section Storvik–Gävle and the Northern Main Line section Söderhamn–Kilafors should be open.

Freight trains
Rerouting is not possible north of Vännäs, meaning that TCRs impact on traffic must be limited to the greatest possible extent.

The East Coast Line/Bothnia Line is the diversionary line for Storvik–Vännäs. If Kilafors–Ånge is closed to traffic, the Kilafors–Söderhamn section and the East Coast Line should be open. If Kilafors–Ockelbo–Storvik is closed to traffic, the Bergslagen Line section Storvik–Gävle and the Northern Main Line section Söderhamn–Kilafors should be open.

The Bergslagen Line section Frövi–Ställdalen is the diversionary line for freight services through Bergslagen on the Frövi–Storvik section.

Closures between Storvik and Frövi should be split into either north of Avesta Krylbo or south of Avesta Krylbo.

If the Freight Line through Bergslagen and the Bergslagen Line need to split times simultaneously, the Freight Line through Bergslagen should be allocated days and the Bergslagen Line nights.

2.2.3.2 TCRs expected to have a major impact on traffic

There are no TCRs that will have a major impact on traffic during the 2027 Working Timetable planned on route 3 Hallsberg-Luleå.

2.2.4 Route 4 Gothenburg–Kil–Borlänge–Gävle

2.2.4.1 Principles for planning TCRs

The following principles have been applied to the planning of TCRs on Route 4 Gothenburg–Kil–Borlänge–Gävle.

The Värmland Line and Freight Line Kil–Laxå–Hallsberg–Storvik is the diversionary line for the Bergslagen Line Kil–Storvik.

The Western Main Line and Freight Line (via Hallsberg) is the diversionary line for the Bergslagen Line Gothenburg–Storvik.

The Värmland Line Kil–Kristinehamn–Nykroppa is the diversionary line for Nykroppa-Kil.

Frövi–Avesta Krylbo–Storvik is the diversionary line for Ställdalen–Ludvika–Borlänge.

Borlänge–Avesta Krylbo–Storvik is the diversionary line for Borlänge–Falun–Storvik.

Storvik–Gävle has rerouting options via Ockelbo or Ockelbo–Kilafors–Söderhamn. If the Freight Line through Bergslagen and the Bergslagen Line need to split times simultaneously, the Freight Line through Bergslagen should be allocated days and the Bergslagen Line nights.

Closures around Borlänge should be split into either north of Borlänge or south of Borlänge.

While the Hörken Line, Grängesberg–Ställdalen, is the diversionary line for the Silverhöjden Line, the opposite does not apply as the Silverhöjden Line has severe limitations.

Split times can be advantageously allocated during the day (to leave space for Norway–Norway services at night), unless the Freight Line through Bergslagen is closed during the day.

2.2.4.2 TCRs expected to have a major impact on traffic

This section presents planned TCRs in the 2027 Working Timetable expected to have a major impact on traffic on Route 4 Gothenburg–Kil–Borlänge–Gävle. The TCRs are shown on the map in Section 1.4.1.

Table 14. Planned TCRs expected to have a major impact on traffic

Network segment and purpose	Implementation period	Approved by management	Financing secured
Åmål-Mellerud, track renewal	2027	Yes	Yes

2.2.5 Route 5 Stockholm–Gothenburg

2.2.5.1 Principles for planning TCRs

The following principles have been applied to the planning of TCRs on Route 5 Stockholm–Gothenburg.

Long-distance passenger trains

Two of three routes into Stockholm (Mälaren Line, Western Main Line, East Coast Line) must always be open to traffic.

During weekend closures, it is important to ensure that trains run until 22:00 on Fridays and from 14:00 on Sundays.

There are no acceptable diversion options for Hallsberg–Laxå, meaning that TCRs impact on traffic must be limited to the greatest possible extent.

In the event of interruptions to services, at least one diversionary line must be open to traffic:

- Älvsborg Line Herrljunga–Öxnered is the diversionary line for the Western Main Line Gothenburg–Herrljunga.
- The Coast-to-Coast Line and Älvsborg Line Gothenburg–Borås–Herrljunga is the diversionary line for the Western Main Line Gothenburg–Herrljunga.
- Norway/Vänern Line and the Värmland Line Gothenburg–Kil–Laxå is the diversionary line for the Western Main Line Gothenburg–Laxå. Falköping–Nässjö–Hallsberg is also a diversionary line for the Western Main Line Falköping–Laxå–Hallsberg.

- The Mälar Line Hallsberg–Västerås–Stockholm is the diversionary line for the Western Main Line section Hallsberg–Stockholm.
- The Western Main Line section Flemingsberg–Tumba–Järna is the diversionary line for the Grödinge Line Flemingsberg–Södertälje Syd–Järna.
- The Svealand Line Södertälje Syd övre–Eskilstuna-Hallsberg is the diversionary line for the Western Main Line section Södertälje Syd övre–Hallsberg.

Freight trains
When rerouting via the Älvsborg Line and Coast-to-Coast Line, there is a train-length limit of 630 metres due to shortage of long tracks in Herrljunga. Longer trains must be rerouted via Laxå–Kil–Öxnered.

Regional and local trains
It is important that changes between regional services and long-distance services works satisfactorily.

In the Stockholm and Gothenburg metropolitan areas, interruptions to services on weekdays are not normally acceptable.

Rerouting is not normally an alternative for regional and commuter services.

Critical sections of line with a large proportion of regional and commuter services include:

- Stockholm City–Tumba.
- Gothenburg–Alingsås.

2.2.5.2 TCRs expected to have a major impact on traffic

This section presents planned TCRs in the 2027 Working Timetable expected to have a major impact on traffic on Route 5 Stockholm-Gothenburg. The TCRs are shown on the map in Section 1.5.1.

Table 15. Planned TCRs expected to have a major impact on traffic

Network segment and purpose	Implementation period	Approved by management	Financing secured
Flemingsberg-Järna, upgrading of tunnels	2024-2027	Yes	Yes
East Link, contract Gerstaberg	2027-2028	Yes	Yes
Alingsås-Olskroken, catenary renewal	2025-2027		Yes

2.2.6 Route 6 Stockholm–Oslo

2.2.6.1 Principles for planning TCRs

The following principles have been applied to the planning of TCRs on Route 6 Stockholm–Oslo.

Long-distance passenger trains

A maximum of one interruption to services on the route at any one time to avoid multiple changes or diversions for passengers.

Two of three routes into Stockholm (Mälaren Line, Western Main Line, East Coast Line) must always be open to traffic.

The line must not be closed on both sides of Karlstad at the same time.

There are no acceptable diversionary lines for Hallsberg–Laxå, meaning that TCRs impact on traffic must be limited to the greatest possible extent.

In the event of interruptions to services, at least one diversionary line must be open to traffic:

- The Mälaren Line Stockholm–Västerås–Hallsberg is the diversionary line for the Western Main Line Hallsberg–Stockholm.
- The Bergslagen Line and Norway/Väner Line Kil–Skälebol–Kornsjö is the diversionary line for the Värmland Line Kil–Charlottenberg.

Regional and local trains

It is important that changes between regional services and long-distance services works satisfactorily.

In the Stockholm metropolitan area, interruptions to services on weekdays are not normally acceptable.

Rerouting is not normally an alternative for regional and commuter services.

Critical sections of line with a large proportion of regional and commuter services include:

- Stockholm–Västerås

2.2.6.2 TCRs expected to have a major impact on traffic

This section presents planned TCRs in the 2027 Working Timetable expected to have a major impact on traffic on Route 6 Stockholm-Oslo. The TCRs are shown on the map in Section 1.6.1.

Table 16. Planned TCRs expected to have a major impact on traffic

Network segment and purpose	Implementation period	Approved by management	Financing secured
Flemingsberg-Järna, upgrading of tunnels	2024-2027	Yes	Yes
East Link, contract Gerstaberg	2027-2028	Yes	Yes

2.2.7 Route 7 Stockholm–Västerås–Örebro

2.2.7.1 Principles for planning TCRs

The following principles have been applied to the planning of TCRs on Route 7 Stockholm–Västerås–Örebro.

Two of three routes into Stockholm (Mälaren Line, Western Main Line, East Coast Line) must always be open to traffic.

In the event of interruptions to services, at least one diversionary line must be open to traffic:

- The Western Main Line is the diversionary line for the Mälaren Line and the Freight Line north of Hallsberg.
- The Svealand Line is the diversionary line for the Valskog–Stockholm section of the Mälaren Line.
- Avesta Krylbo–Fagersta–Frövi is the diversionary line for Västerås–Kolbäck–Frövi.
- The section Jädersbruk–Ökna–Hovsta is the diversionary line for Jädersbruk–Frövi–Hovsta.
- The section Kolbäck–Rekarne–Eskilstuna–Flen-Hallsberg is the diversionary line for Kolbäck–Valskog–Örebro–Hallsberg.

2.2.7.2 TCRs expected to have a major impact on traffic

This section presents planned TCRs in the Working Timetable 2027 expected to have a major impact on traffic on Route 7 Stockholm-Västerås-Örebro. The TCRs are shown on the map in Section 1.7.1.

Table 17. Planned TCRs expected to have a major impact on traffic

Network segment and purpose	Implementation period	Approved by management	Financing secured
Tomteboda-Kallhäll, four-track	Ongoing-2032	Yes	Yes

2.2.8 Route 8 Stockholm–Umeå

2.2.8.1 Principles for planning TCRs

The following principles have been applied to the planning of TCRs on Route 8 Stockholm–Umeå.

General

In the event of interruptions to services, at least one diversionary line must be open to traffic:

- The Northern Main Line/Main Line Through Upper Norrland is the diversionary line for Gävle–Umeå.

Long-distance passenger trains
A maximum of one interruption to services on the route at any one time to avoid multiple changes or diversions for passengers.

Two of three routes into Stockholm (Mälaren Line, Western Main Line, East Coast Line) must always be open to traffic.

Interruptions to services exceeding 48 hours should not be planned north and south of Birsta at the same time to ensure that services can reach the process industry in Tunadal and the Port of Sundsvall.

The line should not be closed north and south of Rosersberg/Brista at the same time, as it must be possible to reach the terminals in Rosersberg/Brista from one direction or the other.

In the event of interruptions to services, at least one diversionary line must be open to traffic:

- The Northern Main Line/Main Line Through Upper Norrland is the diversionary line for Gävle–Umeå.
- The junction railways Kilafors–Söderhamn, Ånge–Sundsvall and Långsele–Västeraspby may need to be open, depending on where services are interrupted on the Northern Main Line and East Coat Line.
- The Mälarar Line/Dala Line/Freight Line through Bergslagen, Stockholm–Västerås/Uppsala–Sala–Avesta Krylbo–Gävle, is the diversionary line for the East Coast Line Stockholm–Gävle.

2.2.8.2 TCRs expected to have a major impact on traffic

This section presents planned TCRs in the 2027 Working Timetable expected to have a major impact on traffic on Route 8 Stockholm-Umeå. The TCRs are shown on the map in Section 1.8.1.

Table 18. Planned TCRs expected to have a major impact on traffic

Network segment and purpose	Implementation period	Approved by management	Financing secured
Sundsvall intermodal transit facility	2025-2033	No* *The project has not yet got a decision to the start of construction	Yes

2.2.9 Route 9 Luleå–Narvik

2.2.9.1 Principles for planning TCRs

The following principles have been applied to the planning of TCRs on Route 9 Luleå–Narvik.

Long-distance passenger trains and freight trains
Traffic should not be interrupted between Gällivare–Luleå and Kiruna–Narvik at the same time.

2.2.9.2 TCRs expected to have a major impact on traffic

There are no TCRs that will have a major impact on traffic during the 2027 Working Timetable planned on route 9 Luleå-Narvik.

3 Principles for planning TCRs

3.1 Traffic planning principles

Pursuant to applicable legislation, the main principle for the Swedish Transport Administration's capacity allocation is to grant all applications to the greatest possible extent.

For further information on capacity allocation principles, please visit the Swedish Transport Administration's website: Network Statement - Bransch (trafikverket.se) chapter 4 Capacity Allocation and Annexes 4 A – 4 F.

3.2 Routes and anticipated utilisation of capacity

The tables below show the anticipated utilisation of capacity for 2027. The assessment is based on current capacity utilization as well as known traffic increases in combination with the anticipated impacts of the changes in the infrastructure. The tables for each route show the types of trains expected to run on each section between two nodes. Capacity utilisation at stations is not included in the assessment.

TCRs have not been planned in detail as yet and are therefore not included. The red sections should be considered bottlenecks, while the green ones are suitable to additional services. For each section, capacity utilisation is reported in intervals:

Table 19. Capacity utilisation in intervals

Colour	Capacity utilisation	Comments
	≤ 60%	There is free capacity and more trains can be run even at peak hours.
	61–80%	Services do not utilise all capacity, problems with meeting requests for train paths the various stakeholders.
	81–100%	There is heavy traffic throughout the day and there is no free capacity at certain times of day. Compromises must be made in work on the working timetable regarding both travel times and departure times for all train types, as well as a compromise between track works and train paths.

Figure 11 - Expected capacity utilization

3.2.1 Route 1 Stockholm/Hallsberg–Malmö/Copenhagen

Table 20. Anticipated capacity utilisation around the clock and anticipated distribution of traffic for 2027.

Route 1	Capacity utilisation	Freight trains	High-speed trains	Long distans/ Night trains	Regional trains	Commuter trains
Stockholm-Flemingsberg		X	X	X	X	X
Flemingsberg-Södertälje		X	X	X	X	X
Södertälje-Gnesta		X	X	X	X	X
Gnesta-Katrineholm		X	X	X	X	
Katrineholm-Norrköping		X	X	X	X	

Route 1	Capacity utilisation	Freight trains	High-speed trains	Long distans/ Night trains	Regional trains	Commuter trains
Norrköping-Linköping		X	X	X	X	X
Linköping-Mjölby		X	X	X		X
Hallsberg-Motala		X			X	
Motala-Mjölby		X			X	X
Mjölby-Nässjö		X	X	X	X	
Nässjö-Alvesta		X	X	X	X	
Alvesta-Hässleholm		X	X	X	X	X
Hässleholm-Lund		X	X	X	X	X
Lund-Malmö		X	X	X	X	X
Malmö-Hyllie-Lernacken			X		X	X
Peberholm-Lernacken		X	X	X	X	
Malmö-Svågertorp-Lernacken		X	X	X		X

3.2.2 Route 2 Trelleborg–Malmö–Oslo

Table 21. Anticipated capacity utilisation around the clock and anticipated distribution of traffic for 2027.

Route 2	Capacity utilisation	Freight trains	High-speed trains	Long distans/ Night trains	Regional trains	Commuter trains
Lund-Malmö		X	X	X	X	X
Helsingborg-Lund			X	X	X	X
Ängelholm-Helsingborg		X	X		X	X
Ängelholm-Teckomatorp- Malmö		X				X
Halmstad-Ängelholm		X	X		X	X
Varberg-Halmstad		X	X		X	
Kungsbacka-Varberg		X	X		X	
Göteborg-Kungsbacka		X	X		X	X
Älvängen-Göteborg		X	X		X	X
Öxnered-Älvängen		X	X		X	
Skälebol-Öxnered		X	X		X	
Kornsjö-Skälebol		X	X		X	

3.2.3 Route 3 Hallsberg–Luleå

Table 22. Anticipated capacity utilisation around the clock and anticipated distribution of traffic for 2027.

Route 3	Capacity utilisation	Freight trains	High-speed trains	Long distans/ Night trains	Regional trains	Commuter trains
Hallsberg-Örebro		X			X	
Örebro-Frövi		X			X	
Frövi-Fagersta		X			X	
Fagersta-Storvik		X			X	
Borlänge-Storvik		X	X		X	
Storvik-Bollnäs		X	X	X	X	
Bollnäs-Ljusdal		X	X	X	X	
Ljusdal-Ånge		X	X	X		
Ånge-Bräcke		X	X	X	X	
Bräcke-Vännäs		X		X		
Vännäs-Boden		X		X	X	
Boden-Luleå		X		X	X	X

3.2.4 Route 4 Gothenburg–Kil–Borlänge–Gävle

Table 23. Anticipated capacity utilisation around the clock and anticipated distribution of traffic for 2027.

Route 4	Capacity utilisation	Freight trains	High-speed trains	Long distans/ Night trains	Regional trains	Commuter trains
Göteborg-Älvängen		X	X		X	X
Älvängen-Öxnered		X	X		X	X
Öxnered-Skälebol		X	X		X	
Skälebol-Kornsjø gränsen		X	X			
Skälebol-Grums		X			X	
Grums-Kil		X			X	
Kil-Nykroppa		X				
Nykroppa-Hällefors		X				
Hällefors-Ställdalen		X				
Ställdalen-Ludvika		X			X	
Ludvika-Borlänge		X			X	

Route 4	Capacity utilisation	Freight trains	High-speed trains	Long distans/ Night trains	Regional trains	Commuter trains
Borlänge-Falun		X	X		X	
Falun-Storvik		X			X	
Storvik-Gävle		X	X		X	

3.2.5 Route 5 Stockholm–Gothenburg

Table 24. Anticipated capacity utilisation around the clock and anticipated distribution of traffic for 2027.

Route 5	Capacity utilisation	Freight trains	High-speed trains	Long distans/ Night trains	Regional trains	Commuter trains
Stockholm-Flemingsberg		X	X	X	X	X
Flemingsberg-Södertälje		X	X	X	X	X
Södertälje-Gnesta		X	X	X	X	X
Gnesta-Katrineholm		X	X	X	X	
Katrineholm-Hallsberg		X	X	X	X	
Hallsberg-Laxå		X	X	X	X	
Laxå-Gårdsjö		X	X	X	X	
Gårdsjö-Skövde		X	X	X	X	
Skövde-Falköping		X	X	X	X	
Falköping-Alingsås		X	X	X	X	
Alingsås-Göteborg		X	X	X	X	X

3.2.6 Route 6 Stockholm–Oslo

Table 25. Anticipated capacity utilisation around the clock and anticipated distribution of traffic for 2027.

Route 6	Capacity utilisation	Freight trains	High-speed trains	Long distans/ Night trains	Regional trains	Commuter trains
Stockholm-Flemingsberg		X	X	X	X	X
Flemingsberg-Södertälje		X	X	X	X	X
Södertälje-Gnesta		X	X	X	X	X
Gnesta-Katrineholm		X	X	X	X	

Route 6	Capacity utilisation	Freight trains	High-speed trains	Long distans/ Night trains	Regional trains	Commuter trains
Katrineholm-Hallsberg		X	X	X	X	
Hallsberg-Laxå		X	X	X	X	
Laxå-Kristinehamn		X	X		X	
Kristinehamn-Karlstad		X	X		X	
Karlstad-Kil		X	X		X	
Kil-Arvika		X	X		X	
Arvika-Charlottenberg		X	X		X	

3.2.7 Route 7 Stockholm–Västerås–Örebro

Table 26. Anticipated capacity utilisation around the clock and anticipated distribution of traffic for 2027.

Route 7	Capacity utilisation	Freight trains	High-speed trains	Long distans/ Night trains	Regional trains	Commuter trains
Stockholm-Tomteboda		X	X	X	X	X
Tomteboda-Spånga		X		X	X	X
Spånga-Kallhäll (inre)		X				X
Spånga-Kallhäll (yttre)				X	X	
Kallhäll-Kungsängen		X		X	X	X
Kungsängen-Bålsta		X		X	X	X
Bålsta-Västerås Norra		X		X	X	
Västerås Norra-Västerås C		X		X	X	
Västerås C-Kolbäck		X		X	X	
Kolbäck-Valskog		X		X	X	
Valskog-Arboga		X		X	X	
Arboga-Hovsta		X		X	X	
Jädersbruk-Frövi		X			X	
Frövi-Hovsta		X		X	X	
Hovsta-Örebro		X		X	X	

3.2.8 Route 8 Stockholm–Umeå

Table 27. Anticipated capacity utilisation around the clock and anticipated distribution of traffic for 2027.

Route 8	Capacity utilisation	Freight trains	High-speed trains	Long distans/ Night trains	Regional trains	Commuter trains
Stockholm C - Tomteboda		x	x	x	x	x
Tomteboda – Upplands Väsby		x	x	x	x	x
Upplands Väsby – Skavstaby		x	x	x	x	x
Skavstaby - Arlanda			x	x	x	x
Arlanda – Myrbacken			x	x	x	x
Myrbacken – Uppsala		x	x	x	x	x
Uppsala – Tierp		x	x	x	x	
Tierp – Gävle		x	x	x	x	
Gävle – Söderhamn		x	x	x	x	
Söderhamn – Hudiksvall		x	x	x	x	
Hudiksvall – Sundsvall		x	x	x	x	
Sundsvall – Timrå		x	x	x	x	
Timrå - Härnösand		x	x	x	x	
Härnösand – Västeraspby		x	x	x	x	
Västeraspby – Örnsköldsvik		x	x	x	x	
Örnsköldsvik – Umeå		x	x	x	x	

3.2.9 Route 9 Luleå–Narvik

Table 28. Anticipated capacity utilisation around the clock and anticipated distribution of traffic for 2027.

Route 8	Capacity utilisation	Freight trains	High-speed trains	Long distans/ Night trains	Regional trains	Commuter trains
Boden – Murjek		x		x	x	
Murjek – Gällivare		x		x	x	
Gällivare – Kiruna		x		x	x	
Kiruna - Riksgränsen		x		x		

Trafikverket	Bane NOR
Ed/Kornsjø	
14 freight trains a day 8 high-speed trains per day (are regional trains in Norway)	
Charlottenberg/Kongsvinger	
4 regional trains per day 10 high-speed trains per day 24 freight trains per day	
Storlien/Hell	
6 regional trains per day 2 long distant trains / night trains per day 2 freight trains per day	
Vassijaure/Bjørnfjell	
2 night trains per day 2 regional trains per day 2-4 charter trains during a certain part of the year 15 iron ore trains per day 13 freight trains per day	
Trafikverket	**Banedanmark**
Lernacken/Peberholm	
6 regional trains per hour 2 high-speed trains per hour 2 freight trains per hour 1 long distant train per hour	