Capacity Strategy 2029

Swedish Transport Administration

Draft

01/10/2025

Table of content

Definitions

X-60, X-36 etc.: The X stands for the start of the annual timetable and the number stands for the number of months before the start of an annual timetable.

Project approved: For a named infrastructure project in the National Plan for the Transport Infrastructure, Yes means that the project has received a decision to start construction from the government. For other infrastructure project, Yes means that the project has been allocated funds in the Swedish Transport Administration's budget.

Financing secured: For a named infrastructure project in the National Plan for Transport Infrastructure, Yes means that the project is fully financed within the National Plan's timeframe. For other infrastructure project, Yes means that the project has been allocated funds in the Swedish Transport Administration's budget.

Time of execution: The years that construction is ongoing in the transport system. Indicated by start year and the year in which construction ends. How large the traffic impact is can vary in the years that production is in progress. (”Time of execution” in table 6)

Effective from: Time when a new or rebuilt facility begins to be trafficked and used as part of the infrastructure according to the intended facility function.

Permanent capacity reductions: By permanent reduction of capacity is meant the removal of a railway facility, or that the Swedish Transport Administration has decided to close down a part of the railway network where a decision to cease maintenance has been made 3 years earlier, which the Swedish Transport Administration can do if traffic on a part of the network or the facility is of only insignificant extent.

0 Introduction

A new EU regulation (COM (2022) 443) for capacity planning and allocation on the railways is expected to be adopted in 2026. The regulation will require the pre-planning of capacity according to the working methods known as the TTR process (Time Table Redesign for Smart Capacity Management). The TTR process has been developed through cooperation between infrastructure managers under the leadership of RNE (Rail Net Europe) with the support of FTE (Forum Train Europe).

The aim with the regulation 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 Sweden) (trafikverket.se) and the RNE website Timetable Redesign of the International Timetabling Process.

The first step in the new capacity planning and allocation is the Capacity Strategy. Work on the strategy begins at X-60 and the strategy is published annually at X-36 (December).

Preparations for TTR implementation continue 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 Swedish Transport Administration has made an analysis for the subsequent steps in the TTR process: capacity model, capacity supply, annual timetable and ad hoc. The Swedish Transport Administration will not publish a Capacity Model for Annual Timetable 2029, as legal support for this process is not yet in place.

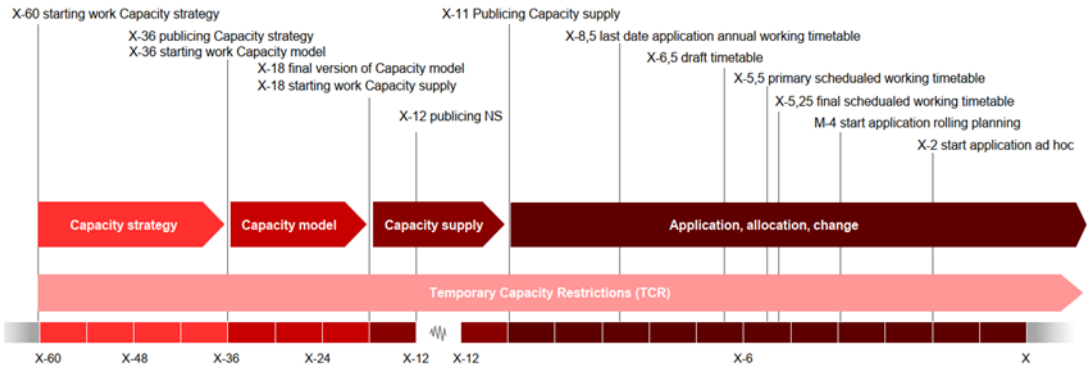

Figure 1. Proposed process according to TTR

The Capacity Strategy is intended to create a common forecast of expected conditions for the use of the railway during a specific working timetable, based on planned 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.

Railway undertakings, regional public transport authorities, 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 Swedish Transport Administration provides information about the Capacity Strategy during the autumn via established forums such as Stärkt branschsamverkan (Industry Collaboration) and Strategic Dialogue, Strategisk dialog - Bransch.

The draft Capacity Strategy Timetable 2029 will be published on the Swedish Transport Administration website and on Rail Net Europe's website 1 October 2025. Information concerning the publication will be provided via the digital newsletter Info avtalskund (Information to track access agreement customers).

Views on the Capacity Strategy Timetable 2029 can be submitted to strakplanering@trafikverket.se between 1 October – 5 November. Comments submitted in the consultation will be incorporated as far as possible in the in the final publication at X-36 or the next Capacity Strategy. All comments received are compiled, answered and sent via email to those who have submitted comments.

Table 1 Contact

Contacts	Email	Website
The Swedish Transport Administration's Capacity Strategy	strakplanering@trafikverket.se	Capacity Strategy TT 2029 Capacity Strategies - RNE
Capacity Strategies prepared by other European infrastructure managers		Capacity Strategies - RNE
National One-Stop Shop	oss@trafikverket.se	
ScanMed 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 2029 Working Timetable covers the parts of the rail network designated routes 1–9 on the map as well as other parts of the railway network which are either important diversion routes or need for other reasons to be coordinated with the nine designated routes.

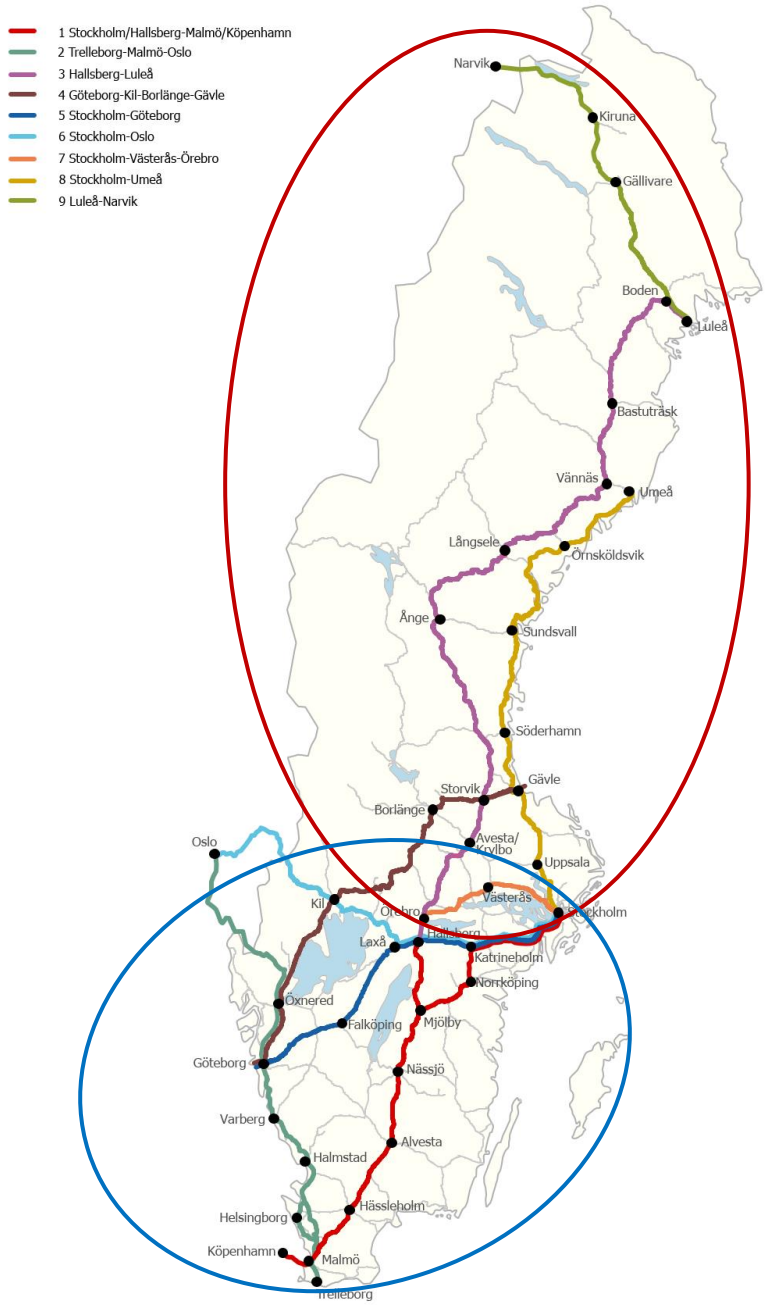

Figure 2. Routes 1-9. The circles show how the sections are divided in this document

0.3 Neighbouring infrastructure manager

Table 2 Neighbouring infrastructure managers

Route	Border point	Neighbouring infrastructure managers
1 Stockholm/Hallsberg–Malmö/Copenhagen	Lernacken	Banedanmark, (Öresundsbro Consortium for Öresundsbron)[1]
2 Trelleborg–Malmö–Oslo	Kornsjö	Bane NOR
6 Stockholm–Oslo	Riksgränsen	Bane NOR
9 Luleå–Narvik	Riksgränsen	Bane NOR
	Storlien	Bane NOR
	Haparanda	Väylävirasto (Finnish Transport Infrastructure Agency)

0.3.1 Connecting railway networks

Major connected infrastructure:

- Inlandsbanan (administered by Inlandsbanan AB)
- Arlandabanan (administered by A-Train AB)

0.4 Terminals and service providers

A list of service providers and terminals connected to Swedish railway network can be found on the Swedish Transport Administration website 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] 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.

1 Expected infrastructure capacity

This chapter describes the various infrastructure projects that will increase capacity and are expected to be completed during the period 2026-2029. It also contains information about permanent capacity reductions.

1.1 Additional available capacity – Southern Sweden

The table below shows planned infrastructure projects according to current plans for Route 1 Stockholm/Hallsberg–Malmö/Copenhagen, Route 2 Trelleborg–Malmö–Oslo, Route 4 Gothenburg–Kil–Borlänge–Gävle, section Gothenburg–Nykroppa, Route 5 Stockholm–Gothenburg, Route 6 Stockholm–Oslo and diversionary lines and other lines in southern Sweden.

If a project has been included in the previous Capacity Strategy and has an updated time for opening to traffic, the modifications are shown in blue colour and underlined text, to facilitate traceability.

Table 3. Projects to increase capacity Timetable 2026 – Timetable 2029 in Southern Sweden

Id	Network segment	Description	Effect	Project approved	Financing secured	Effective from
Route 1 Stockholm/Hallsberg–Malmö/Copenhagen						
1	Älvsjö–Huddinge	Increase speeds ATC 2	Allows more efficient traffic	Yes	Yes	Dec 2026
2	Katrineholm	Two passing tracks	Allows freight services to pass during rush hours, as well as boosting capacity at other times of day, improve punctuality and increase of recovery ability	Yes	Yes	Jun 2027
3	Alvesta–Hässleholm	Signal trimming	Increase of capacity and recovery ability	Yes	Yes	Dec 2026
Route 2 Trelleborg–Malmö–Oslo						
4	Lockarp–West Ingelstad	Intermediate block signal	Possible to run trains at shorter intervals and maintaining freight services even during peak hours for passenger services	Yes	Yes	Dec 2027
5	Kävlinge–Arlöv	Lomma Line, Stage 2 incl station Alnarp and station Flädie	950-metre-long passing tracks, new stations for passengers, half-hourly local train service, good capacity for an increase in freight services	No	Yes	Dec 2027
6	Båstad	Turning track	Trains can turn in Båstad instead of Förslöv – increase of capacity	Yes	Yes	Dec 2026
7	Pilekrogen	Holding sidings	Increase of stabling capacity for long trains	No	Yes	Dec 2028

Id	Network segment	Description	Effect	Project approved	Financing secured	Effective from
8	West Link, section Olskroken - Gothenburg Central station (Centralen)	Two new platforms	Reduces overcrowding at Gothenburg Central Station and allows longer trains to use the station	Yes	Yes	Dec 2026
9	Olskroken	Grade-separated tracks	Separates commuter and regional services from intercity services in Olskroken, reduces the load on Gothenburg Central Station, provides greater opportunities for freight services to run between the Norway/Vänern Line and the West Coast Line	Yes	Yes	Dec 2026
10	Gothenburg Lärje	Holding sidings	Increase of stabling capacity for regional and local services	Yes	Yes	Dec 2026
Route 4 Gothenburg–Kil–Borlänge–Gävle, section Gothenburg–Nykroppa						
8	West Link, section Olskroken - Gothenburg Central station (Centralen)	Two new platforms	*See route 2 Trelleborg–Malmö–Oslo above*			
9	Olskroken	Grade-separated tracks	*See route 2 Trelleborg–Malmö–Oslo above*			
10	Gothenburg Lärje	Holding sidings	*See route 2 Trelleborg–Malmö–Oslo above*			
Route 5 Stockholm–Gothenburg						
1	Älvsjö-Huddinge	Increase speeds ATC 2	*See route 1 Stockholm/Hallsberg–Malmö/Copenhagen above*			
2	Katrineholm	Two passing tracks	*See route 1 Stockholm/Hallsberg–Malmö/Copenhagen above*			

Id	Network segment	Description	Effect	Project approved	Financing secured	Effective from
11	Högsjö west	Two passing tracks	Passing tracks up track and down track, increase of capacity between Katrineholm and Hallsberg	No	Yes	Jun 2029
12	Laxå	Renewal of railway yard	750-metre-long track for freight trains, reduces congestion at Falköping Central, higher safety for passengers when changing platforms, increase of speed for trains passing the station	No	Yes	Sept 2028
13	Falköping	Connection to the intermodal terminal (Marjarp)	A connection to the north and a new arrival/departure yard increase of capacity at the terminal, reduces congestion at Falköping Central	Yes	Yes	Dec 2028
14	Lerum	Expansion to four-track station	Increase of capacity between Gothenburg Central-Alingsås	Yes	Yes	Dec 2026
8	West Link, section Olskroken - Gothenburg Central station (Centralen)	Two new platforms	*See route 2 Trelleborg–Malmö–Oslo above*			
9	Olskroken	Grade-separated tracks	*See route 2 Trelleborg–Malmö–Oslo above*			
Route 6 Stockholm–Oslo						
1	Älvsjö-Huddinge	Increase speeds ATC 2	*See route 1 Stockholm/Hallsberg–Malmö/Copenhagen above*			
2	Katrineholm	Two passing tracks	*See route 1 Stockholm/Hallsberg–Malmö/Copenhagen above*			
11	Högsjö west	Two passing tracks	*See route 5 Stockholm–Gothenburg above*			

Id	Network segment	Description	Effect	Project approved	Financing secured	Effective from
12	Laxå	Renewal of railway yard	*See route 5 Stockholm–Gothenburg above*			
15	Karlstad Central	Renewal of tracks and platforms	Improves accessibility and provide additional platforms for passenger services, although with reduced utility for freight services.	Yes	Yes	Dec 2025
Diversionary lines/Other lines southern Sweden						
16	Blekinge Coast Line: Kallinge Bredåkra	Passing track and increased speed	Reduces travel times, increases the robustness. Allows half-hourly passenger services	No	Yes	Dec 2027
17	Ystad–Österlen Line: Lemmeström	Intermediate block signals	Allows increased frequency of services	Yes	Yes	Dec 2026
18	Råå Line: Billeberga-Teckomatorp	Intermediate block signals	Facilitates freight services.	Yes	Yes	Dec 2026
19	Råå Line: Gantofta	New platform	Allows train meet with passenger exchange	Yes	Yes	Dec 2026
20	Skåne Line: Finja-Tyringe-West Torup-Perstorp	Intermediate block signals	Facilitates freight services, increase of recovery ability	Yes	Yes	Dec 2027
21	Skåne Line: Åstorp-Hässleholm	Signals	Increase of speed (160 km/h)	Yes	Yes	Jun 2026
22	Markaryd Line: Knäred	Passing track and platforms	Allows passenger services on the section between Halmstad and Markaryd	No	Yes	Dec 2027

Id	Network segment	Description	Effect	Project approved	Financing secured	Effective from
23	Markaryd Line: Veinge	Platform	Allows passenger services on the section between Halmstad and Markaryd	Yes	Yes	Dec 2027
24	Markaryd Line: Skogaby, Majenfors	Intermediate block signal	Allows freight services simultaneously with the new passenger services	Yes	Yes	Dec 2027
25	Jönköping Line: Huskvarna, Tenhult	Platform extensions	Increase of capacity for longer trains at the stations	Yes	Yes	Dec 2028
26	Älvsborg Line: Vedum	Parallel movement	Shortens running times, increase of capacity and recovery ability.	Yes	Yes	Dec 2027
27	Älvsborg Line: Håkantorp	New switch	Efficient train meet between Herrljunga and Lidköping which shortens running times	Yes	Yes	Dec 2027
28	Älvsborg Line: Vänersborg	Renewal of station area	Three trains can meet at the same time, new turning track, 170 meters long platform	Yes	Yes	Dec 2027
29	South Bohus Line: Ytterby, Kode	Intermediate platforms	Allows longer passenger services	Yes	Yes	Dec 2028
30	Sala-Oxelösund: Oxelösund	Railway yard, stage 1	Increased capacity when the old Iron Ore Railway yard will connect to new signal interlocking, new tracks and switches	Yes	Yes	Dec 2028
31	East Link: Nyköping	Intermodal transit facility	Reconstruction of intermodal transit facility to adapt to East Link	No	Yes	Dec 2027

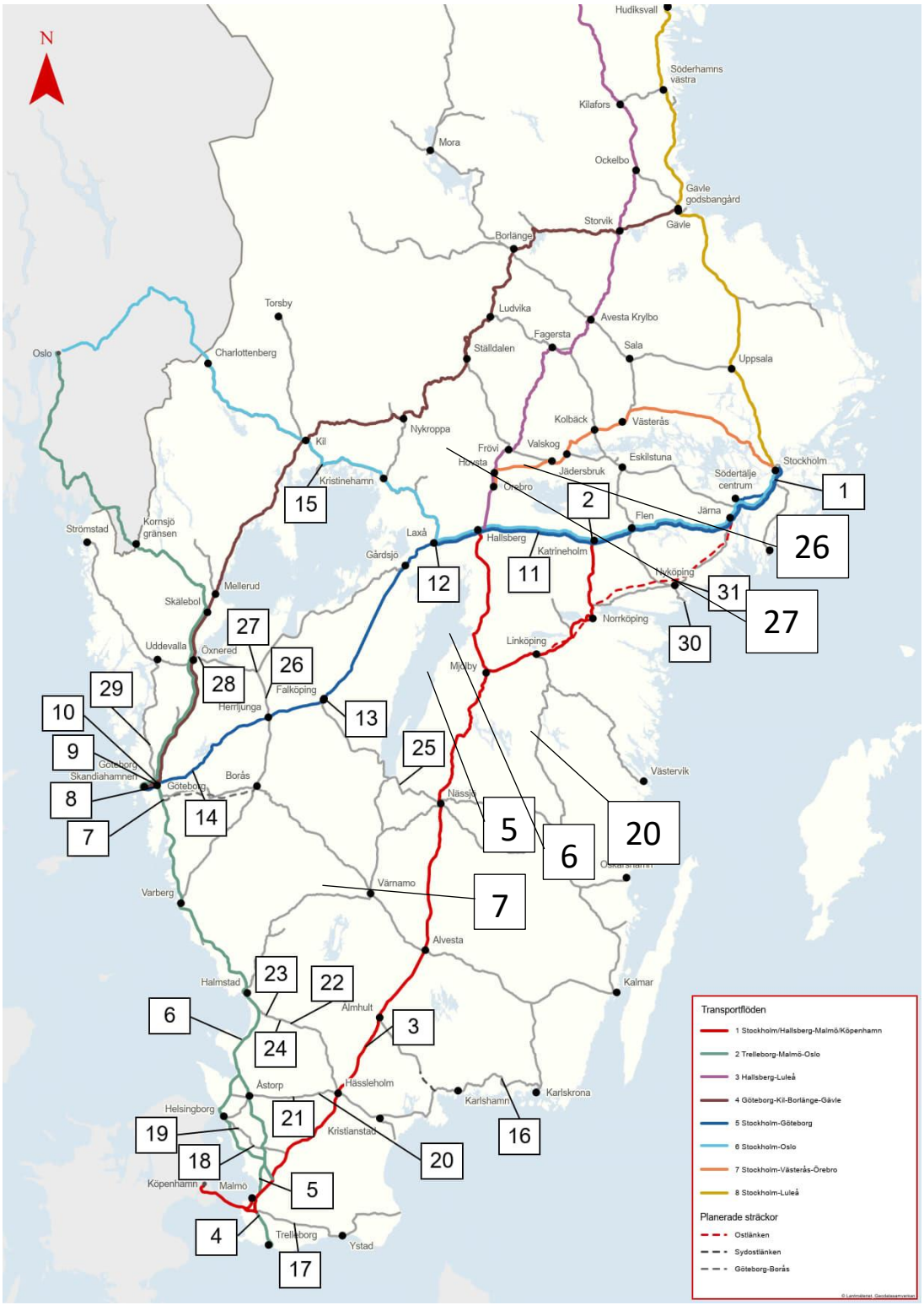

Figure 3. Map showing location of numbered projects in southern Sweden

1.2 Reduced available capacity – Southern Sweden

No planed permanent reductions on the railway network that the Swedish Transport Administration manages.

1.3 Additional available capacity – Northern Sweden

The table below shows planned infrastructure projects according to current plans for Route 3 Hallsberg–Luleå, Route 4 Gothenburg-Kil–Borlänge–Gävle section Nykroppa–Gävle, Route 7 Stockholm–Västerås–Örebro, Route 8 Stockholm–Umeå, Route 9 Luleå–Narvik and diversionary lines and other lines in Northern Sweden.

If a project has been included in the previous Capacity Strategy and has an updated time for opening to traffic, the modifications are shown in blue colour and underlined text, to facilitate traceability.

Table 4. Projects to increase capacity Timetable 2026 – Timetable 2029 in Northern Sweden

Id	Network segment	Description	Effect	Project approved	Financing secured	Effective from
Route 3 Hallsberg–Luleå						
1	Skinnskatteberg	Parallel movement, increase of speed	Allows more efficient train meet	Yes	Yes	Autumn 2027
2	Dagarn	Parallel movement.	Allows more efficient train meet	Yes	Yes	Autumn 2027
3	Julardo	Increase of speed through switch, parallel movement	Allows more efficient train meet	Yes	Yes	Dec 2025
4	Avesta Krylbo–Dalslund including Avesta/Krylbo railway yard	Double track, extension of tracks 6-17on Avesta/Krylbo railway yard	The double track makes it easier for freight trains to get up the hill towards Hökmora. Increase of speed through the railway yard. Tracks for 630-metre-long trains makes shunting easier	No	Yes	Autumn 2028
5	Morshyttan	Extension of passing track (measures to increase the length of freight trains)	Allows 750-metre-long trains, with parallel movement, increase of speed through switch (80 km/h)	Yes	Yes	Dec 2025
6	Hästbo	Extension of passing track	Allows 750-metre-long trains, parallel movement if only one of the trains is 750-metre-long, increase of speed through switch (80 km/h)	Yes	Yes	Dec 2027
7	Ånge–Bräcke	Measures to increase speeds	Reduces travel times by approximately 5 minutes	Yes	Yes	Dec 2028
8	Sävastnäs	Passing track	Allows 750-metre-long trains, parallel movement.	Yes	Yes	Dec 2026

Id	Network segment	Description	Effect	Project approved	Financing secured	Effective from
9	Sävastklinten–Sävast	Partial double track	Allows 750-metre-long trains, parallel movement	Yes	Yes	Dec 2026
Route 4 Gothenburg–Kil–Borlänge–Gävle, section Nykroppa–Gävle						
10	Borlänge–Falun	Measures to increase speeds and Ornäs, parallel movement	Increase of capacity and robustness on the section, reduce of travel times	Yes	Yes	Dec 2025
11	Falun–Storvik	Measures to increase speeds, incl. road safety measures	Increases capacity and robustness on the section, reduces of travel times	Yes	Yes	Dec 2025
Route 7 Stockholm-–Västerås–Örebro						
12	Barkarby Station	Upgrade to regional station	Extended by two platforms for regional services	Yes	Yes	Dec 2026
Route 8 Stockholm–Umeå						
13	Uppsala	New turning track at Österplan	Increases capacity for turning trains from Stockholm	Yes	Yes	Dec 2025
14	Tierp	Parallel movement	Increases capacity and robustness	Yes	Yes	Dec 2027
15	Uppsala–Gävle	Adaptation to new trains, stage 1 Storvreta, Vattholma, Örbyhus	The platforms are being extended to accommodate a new type of vehicle	Yes	Yes	Dec 2027
16	Uppsala–Gävle	Adaptation to new trains, stage 2 Skyttorp, Tobo	The platforms are being extended to accommodate a new type of vehicle	Yes	Yes	Dec 2028
17	North Bothnia Line, Umeå-Dåva	First stage of North Bothnia Line	New track to connect to industrial facilities in Dåva	Yes	Yes	Dec 2026

Id	Network segment	Description	Effect	Project approved	Financing secured	Effective from
Route 9 Luleå–Narvik						
8	Sävastnäs	Passing track	*See route 3 Hallsberg–Luleå above*			
9	Sävastklinten-Sävast	Partial double track	*See route 3 Hallsberg–Luleå above*			
18	Murjek, Nattavaara	Railway yard extension	Allows two 750-metre trains to pass in opposite directions, increases capacity, possible to run longer trains	No	Yes	Dec 2028
19	Nuortikon	Railway yard extension	Allows two 750-metre trains to pass in opposite directions, increases capacity, possible to run longer trains	Yes	Yes	Dec 2028
20	Sikträsk	Railway yard extension	Allows two 750-metre trains to pass in opposite directions, increases capacity, possible to run longer trains	Yes	Yes	Dec 2026
21	Linaälv, Harrå, Fjällåsen	Railway yard extension	Allows two 750-metre trains to pass in opposite directions, increases capacity, possible to run longer trains	Yes	Yes	Dec 2026
22	Kiruna ore railway yard	New connection to LKAB	Direct access to the steelwork area	Yes	Yes	Dec 2027
Diversionary lines/Other lines northern Sweden						
23	Dala Line: Uppsala–Avesta/Krylbo	Measures to increase speeds	Allows hourly services and reduces travel times	Yes	Yes	Dec 2028

Id	Network segment	Description	Effect	Project approved	Financing secured	Effective from
24	Dala Line: Heby	Passing track	Allows train meet with passenger exchange in Hedby	No	Yes	Jun 2029
25	Dala Line: Hedemora-Borlänge	Measures to increase speeds	Allows increased frequency of services and reduces travel times	Yes	Yes	Dec 2028

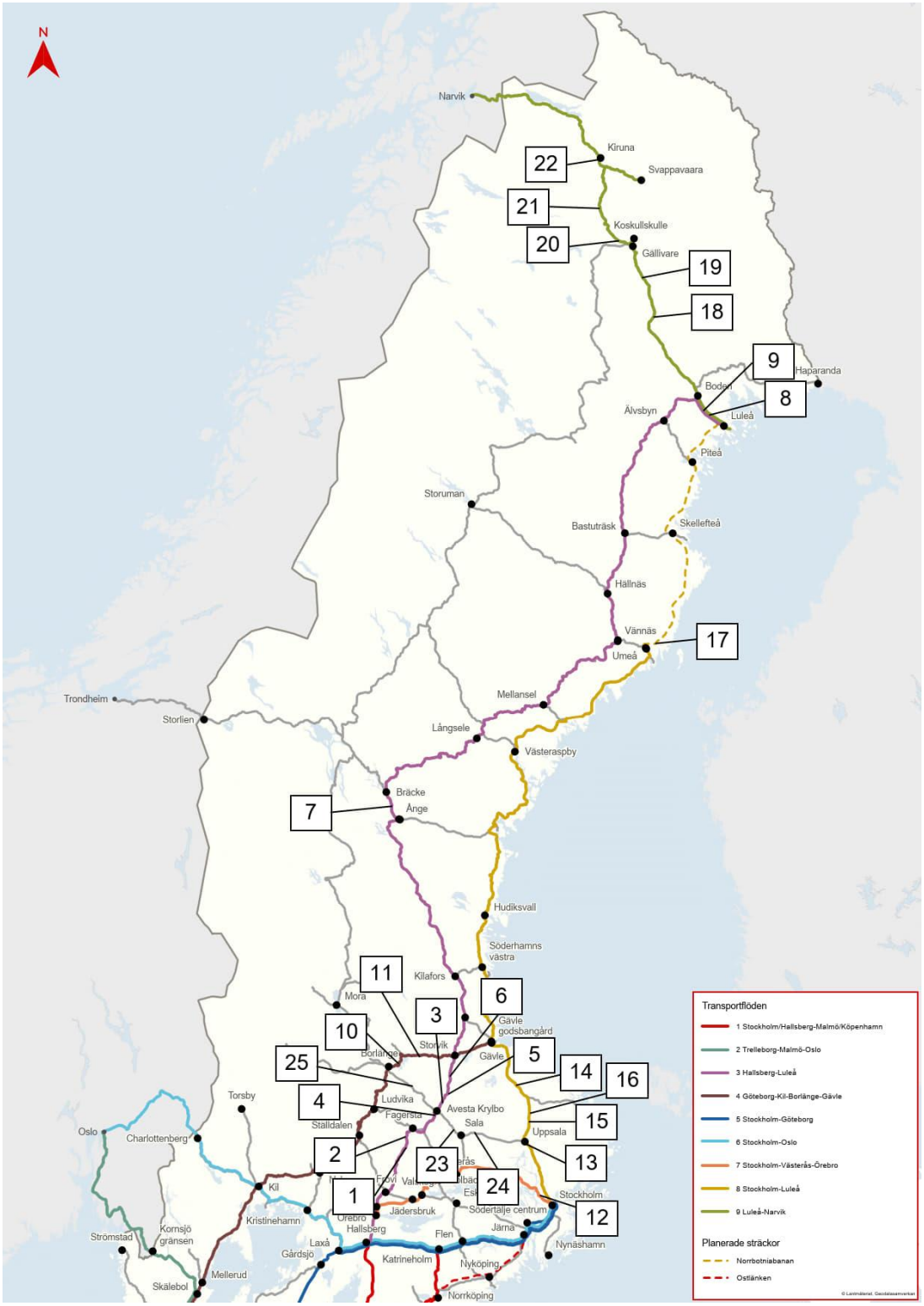

Figure 4. Map showing location of numbered projects in northern Sweden

1.4 Reduced available capacity

No planed permanent reductions on the railway network that the Swedish Transport Administration manages.

2 Temporary capacity restrictions

Many rail projects will result in temporary capacity restrictions (TCRs) during the 2029 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. Dialogues are also held with Bane NOR and Banedanmark on 3-4 occasions per year to coordinate the planning of temporary capacity restrictions that are planned for execution in 2-6 years.

Table 5. Classification of temporary capacity restrictions

Classification	Consecutive days	Impact on traffic	First publication deadline
Major impact TCR	More than 30 consecutive days	More than 50 percent of the estimated traffic volume on a railway line per day	X-24
High impact TCR	More than 7 consecutive days	More than 30 percent of the estimated traffic volume on a railway line per day	X-24
Medium impact TCR	7 consecutive days or less	More than 50 percent of the estimated traffic volume on a railway line per day	X-12
Minor impact TCR		More than 10 percent of the estimated traffic volume on a railway line per day	X-4

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

At an early stage of planning TRCs, the Swedish Transport Administration coordinates regular maintenance windows and planned investments and reinvestments of the railway system. The Swedish Transport Administration and the railway operators engage in dialogue to achieve the best possible effect of the

railway system and minimize traffic impact during the execution of the TCR. This means, for example, coordinating several TCRs on a route to the same period of time.

2.1.2 Principles for planning TCRs, southern part of Sweden

2.1.2.1 Route 1 Stockholm/Hallsberg–Malmö/Copenhagen

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

General
Planning of engineering work should be coordinated with Banedanmark to minimize traffic impact for cross-border traffic.

Long-distance passenger trains
A maximum of one total closure 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 (Southern Main Line, Lomma Line) into Malmö Central Station should always be open.

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) and the Markaryd Line are the diversionary lines 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 for the passengers.

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

In the Stockholm and Malmö there should not normally be any total closures on weekdays.

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

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

2.1.2.2 Route 2 Trelleborg –Malmö - Oslo

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

General
Planning of engineering work should be coordinated with Banedanmark to minimize traffic impact for cross-border traffic.

Long-distance passenger trains
A maximum of one total closure on the route at any one time to avoid multiple changes or diversions for passengers. Simultaneous total closures 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 (Southern Main Line, Lomma Line) into Malmö Central Station should always be open.

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

Freight trains
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).

The Kongsvinger Line and Värmland Line Oslo–Kil–Laxå–Falköping-Gothenburg 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.

Regional and local trains
Contiguous closures are preferable.

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

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

In the Gothenburg and Malmö metropolitan area, total closures 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.

2.1.2.3 Route 4 Gothenburg-Kil-Borlänge-Gävle, section Gothenburg-Nykroppa

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

Long-distance passenger trains

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 Norway/Vänern line and the Bergslagen Line Gothenburg–Storvik.

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

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.

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

2.1.2.4 Route 5 Stockholm – Gothenburg

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

General

In the event of total closure, at least one diversionary line must be open to traffic.

To manage the passenger volume at Stockholm Central Station, West Main Line and East Coast Line should not be closed at simultaneously because the capacity for the replacement traffic to and from City Terminal is not sufficient.

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.

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.

Hallsberg–Mjölby–Nässjö–Falköping is the diversionary line for the Western Main Line Hallsberg–Laxå.

Hallsberg – Ställdalen – Kristinehamn/Kil is the diversionary line for section Hallsberg – Laxå to Värmland/Norge.

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

The Svealand Line Södertälje Syd Övre–Eskilstuna-Hallsberg is the diversionary line for the Western Main Line section Södertälje Syd Övre– Hallsberg.

The Southern Main Line section Katrineholm–Alvesta is the diversionary line for the Western Main Line section Katrineholm-Gothenburg.

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 for the passengers.

In the Stockholm and Gothenburg metropolitan areas, total closure should be avoided on weekdays, with the exception of the summer period.

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-Södertälje Hamn
- Gothenburg-Alingsås.

2.1.2.5 Route 6 Stockholm – Oslo

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

General
Planning of engineering work should be coordinated with Bane Nor to minimize traffic impact for cross-border traffic.

Long-distance passenger trains
A maximum of one total closure 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.

In the event of total closure, 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.

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

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

The Bergslagen Line and Norway/Väner Line Kil–Skälebol–Kornsjö is the diversionary line for the Värmland Line Kil–Charlottenberg.

Järdesbruk–Frövi–Ställdalen–Nykroppa–Kristinehamn/Kil is the diversionary line for the Värmland Line Laxå–Kristinehamn/Karlstad.

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

In the Stockholm metropolitan area, total closure on weekdays are not normally desirable.

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.

2.1.3 Principles for planning TCRs, northern part of Sweden

2.1.3.1 Route 3 Hallsberg–Luleå

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

General

In the event of longer total closure, at least one diversionary line must be open to traffic.

Hallsberg–Flen-Eskilstuna–Kolbäck–Snyten is the diversionary line for Hallsberg–Hovsta.

Hovsta–Jädersbruk–Kolbäck–Snyten/Västerås–Sala–Avesta Krylbo is the diversionary line for Hovsta–Frövi.

Frövi–Ludvika–Borlänge–Storvik and Hovsta/Frövi–Jädersbruk–Västerås–Avesta Krylbo-Storvik is the diversionary line for Frövi–Avesta Krylbo. In the event of total closure between Frövi and Avesta Krylbo both diversionary lines need to be open to traffic to ensure accessibility.

Frövi–Ludvika–Borlänge–Storvik and Frövi–Avesta Krylbo–Borlänge-Storvik is diversionary line for Avesta Krylbo – Storvik. In the event of total closure between Avesta Krylbo and Storvik both diversionary lines need to be open to traffic to ensure accessibility.

Storvik–Gävle–Sundsvall–Umeå–Vännäs is the diversionary line for Storvik–Vännäs.

- If Storvik–Ånge is closed to traffic, Ånge–Sundsvall should be open.
    - If Storvik–Ockelbo–Kilafors is closed to traffic, section Ånge–Sundsvall should be open.
    - If Kilafors–Ånge is closed to traffic, Kilafors–Söderhamn and Ånge-Sundsvall should be open.
- If Ånge–Vännäs is closed to traffic, Långsele–Västeraspby, Ånge–Sundsvall and Kilafors–Söderhamn should be open.
    - If Ånge–Långsele is closed to traffic, Långsele–Västeraspby, Ånge–Sundsvall and Kilafors–Söderhamn should be open.

- If Långsele–Vännäs is closed to traffic, Långsele–Västeraspby, Ånge–Sundsvall and Kilafors–Söderhamn should be open.

There are no diversionary lines for Vännäs–Luleå.

Long-distance passenger trains
A maximum of one total closure on section Vännäs–Boden at any one time to avoid multiple changes or diversions for passengers.

Freight trains
It should be taken into account when planning engineering works there are rail transports on the route that cannot be replaced by another type of traffic.

Total closure Storvik–Frövi should be split into either north of or south of Avesta Krylbo.

If Frövi–Avesta Krylbo–Storvik and Frövi–Ludvika–Borlänge–Storvik need to split times simultaneously, Frövi–Avesta Krylbo–Storvik section should be allocated days and Frövi–Ludvika–Borlänge–Storvik section nights.

Longer total closure Hallsberg– Frövi, Gothenburg–Kil–Ställdalen–Borlänge–Storvik section need to be open to traffic.

Total closure Storvik–Vännäs should be split into either north of or south of Ånge.

2.1.3.2 Route 4 Gothenburg–Kil–Borlänge–Gävle section Nykroppa–Gävle

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

Long-distance passenger trains

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.

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.

Total closure around Borlänge should be split into either north of 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 services at night), unless the Freight Line through Bergslagen is closed during the day.

2.1.3.3 Route 7 Stockholm–Västerås–Örebro

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) should always be open to traffic.

In the event of total closure, 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.

Jädersbruk–Ökna–Hovsta is the diversionary line for Jädersbruk–Frövi–Hovsta.

Kolbäck–Rekarne–Eskilstuna–Flen-Hallsberg is the diversionary line for Kolbäck–Valskog–Örebro–Hallsberg.

2.1.3.4 Route 8 Stockholm–Umeå

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

General

In the event of long total closure, at least one diversionary line must be open to traffic.

Stockholm Central–Västerås–Kolbäck–Snyten–Avesta Krylbo–Storvik–Gävle is diversionary line for Stockholm–Uppsala. Alternative diversionary line is Stockholm Central–Västerås–Sala–Avesta Krylbo–Storvik–Gävle.

Stockholm C–Uppsala–Avesta Krylbo–Storvik–Gävle and Stockholm C–Västerås–Sala–Avesta Krylbo–Storvik–Gävle2 are diversionary lines for Uppsala–Gävle. Alternative diversionary line is Stockholm C–Västerås–Kolbäck–Snyten–Avesta Krylbo–Storvik–Gävle[2].

Gävle–Ockelbo–Vännäs-Umeå is diversionary line for Gävle–Umeå.

- If Gävle-Sundsvall is closed to traffic, Ånge-Sundsvall should be open.
    - If Gävle–Söderhamn is closed to traffic, Söderhamn–Kilafors and Ånge–Sundsvall should be open.
    - If Söderhamn–Sundsvall is closed to traffic, Sundsvall–Ånge should be open.
- If Sundsvall–Umeå is closed to traffic, section Ånge–Sundsvall should be open.

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

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

Freight trains
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.

When planning total closure on both tracks between Gävle–Brista, dialogue should be held with the railway undertakings in order to find a solution that ensures important fuel transport to Arlanda. Diversionary lines should be free from engineering works, total closure are requested for as short periods as possible.

Total closure 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.

[2] When the Mälaren Line is to be used as diversionary line for Route 8, it is important to ensure that traffic volumes from Hallsberg-Stockholm are not intended to be diverted on the Mälaren Line at the same time.

Stockvik should be reachable either from Sundsvall or Gävle. Stockvik can handle a total closure of maximum 110 hours if Stockvik–Sundsvall and Stockvik–Gävle are closed at the same time.

Regional and local trains
Total closure should be avoided on weekdays, with the exception of the summer period.

2.1.3.5 Route 9 Luleå–Narvik

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

General
There are no diversionary lines for Route 9.

Limited period to carry out engineering works.

Planning of engineering work should be coordinated with Bane Nor to minimize traffic impact for cross-border traffic.

Long-distance passenger trains
Easter, Christmas and the period July to August are peak seasons for passenger services at the section between Luleå and Narvik, therefore major traffic closures should not be planned during these periods.

Freight trains
It should be taken into account when planning engineering works there are rail transports on the route that cannot be replaced by another type of traffic.

No total closure between Gällivare–Luleå and Kiruna–Narvik at the same time, due to the needs of the ore traffic.

2.1.4 Regular maintenance windows

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

2.1.5 The TCR allocation process

The Swedish Transport Administration begins the co-planning and coordination of temporary capacity restrictions (TCR) at X-72. At this stage, begins the mapping of the dimensioning projects and a compilation is made of projects that are assessed to have a major impact on traffic.

The Swedish Transport Administration has a dialogue with applicants for railway capacity and other stakeholders regarding TCRs in the Strategic Dialogue forum.

At Strategic Dialogue in the autumn, the Swedish Transport Administration presents the projects that are assessed to have a major traffic impact during the production period for timetable from X-36 to X-60.

At X-36, the Capacity Strategy is published, where projects assessed to have a major impact on traffic are included. Based on the TCRs presented in section 2.2 of the capacity strategy applicants for capacity on railways have the opportunity to request that the infrastructure manager provide a comparison of the conditions that applies to for at least two alternative capacity restrictions, Point 16 investigations, according to 2012/34/EU Annex VII or alternatively request an in-depth dialogue. Applicants cannot request both a Point 16 investigation and an in-depth dialogue. The request shall not be done based on information presented in the draft but on the information presented in the Capacity Strategi Timetable 2029 15 December. The deadline to request a Point 16 investigation or an in-depth dialogue is 31 January 2026. For more information Temporary capacity restrictions.

At X-24, the Swedish Transport Administration publishes TCRs that are assessed to have a major impact on traffic or a large impact on traffic. Applicants for railway capacity and other stakeholders have the opportunity to give their views, which are taken into account and answered by the Swedish Transport Administration.

In connection with the X-24 publication, a Strategic Dialogue is held where the Swedish Transport Administration presents planned project with impact on traffic for the timetable in year 2 and to some extent also in year 3. Within Strategic Dialogue, discussions are also held about requested Point 16 investigations.

The planning and coordination continue and at about X-21 the next Strategic Dialogue is held to present the results and changes that have been made in the coordination since X-24.

At X-18, the above-described TCR coordination for year 2 ends and the coordination of projects with impact on traffic continues in the capacity allocation process.

2.2 Pre-Announcement of Major Impact TCRs

This section presents, according to current plans, TCRs in the 2029 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.

If a project has been included in the previous Capacity Strategy and has an updated time for execution, the modifications are shown in blue colour and underlined, to facilitate traceability.

Table 6. Planned TCRs expected to have a major impact on traffic

Id	Network segment	Purpose	Time of execution	Impact (total closure/single track operation/speed restriction)	Impact to passenger & freight traffic	Project approved	Financing secured
Route 2 Trelleborg-Malmö-Oslo							
1	Sävenäs Marshalling yard	Renewal and adjustments to accommodate longer trains	2028-2029	Total closure in stages, Q3 2028 – Q3 2029 R-group. Q3 2029 – Q4 2029 track 35–39, 53 Ongoing in-depth dialogue.	Trains, shunting and all other activities at Sävenäs Marshalling yard will be affected to varying degrees. Shunting of trains should be moved to, for example, Borlänge and Malmö. Stabling is possible at the I-group. The stabling yard Kolonibangården is not affected.	Yes	Yes
Route 4 Gothenburg-Kil-Borlänge-Gävle							
1	Sävenäs Marshalling yard	Renewal and adjustments to accommodate longer trains	*See Route 2 Trelleborg-Malmö-Oslo above*				
Route 5 Stockholm-Gothenburg							
1	Sävenäs Marshalling yard	Renewal and adjustments to accommodate longer trains	*See Route 2 Trelleborg-Malmö-Oslo above*				
2	Hallsberg–Sköldinge	Catenary renewal	2027-2030	Total closure 9 weeks which of Katrineholm–Flen 7 weeks and Katrineholm–Hallsberg 2 weeks	Some high-speed services and long-distance services to and from Gothenburg and Värmland can be diverted via Mälaren Line (Hallsberg–Örebro–Västerås–Stockholm C), extended running time by approximately 50 minutes. Possibility of diversion via Hallsberg–Örebro–Valskog–Eskilstuna–Södertälje	Yes	Yes

Id	Network segment	Purpose	Time of execution	Impact (total closure/single track operation/speed restriction)	Impact to passenger & freight traffic	Project approved	Financing secured
				Preliminary June-August Ongoing in-depth dialogue.	Syd–Stockholm C, extended running time by approximately 50 minutes. High-speed services and long-distance services to and from Malmö can be diverted via Järna–Nyköping–Åby, extended running time by approximately 30-60 minutes. Note: high-speed services should be multiple-units to reduce the number of trains on the single-track Nyköping Line. Regional services Sala–Västerås–Eskilstuna-Katrineholm–Linköping should be cancelled between Flen–Linköping and replaced by buses to and from Flen. Regional services Sala–Västerås–Eskilstuna–Katrineholm–Linköping should be cancelled Flen–Linköping and replaced by buses to and from Flen. Freight services can be diverted via (Norvik/Älvsjö railway yard/Tomteboda)–Västerås–Frövi–Hallsberg, extended running time by approximately 1 hour. Possibility of diversion of certain freight trains (e.g. Mail trains) via (Rosersberg)–Eskilstuna–Valskog–Hovsta–Hallsberg, extended running time by approximately 1 hour. Possibility of diversion of a few freight trains (e.g. Mail trains) via Järna–Nyköping–Åby. Estimated available capacity on the diversion route: Stockholm C–Västerås–Arboga limited during peak traffic and good other times, Arboga–Frövi is assessed as good, Frövi–Hallsberg limited during peak traffic and good at other times, Stockholm C–		

Id	Network segment	Purpose	Time of execution	Impact (total closure/single track operation/speed restriction)	Impact to passenger & freight traffic	Project approved	Financing secured
					Eskilstuna–Arboga limited during peak traffic, good at other times, Järna–Nyköping–Norrköping limited during daytime, good at other times.		
Route 6 Stockholm-Oslo							
2	Hallsberg–Sköldinge	Catenary renewal	*See Route 5 Stockholm-Gothenburg above*				
Diversionary lines/Other lines							
3	Skåne Line: Hässleholm–Kristianstad	Track renewal, switches renewal	2028-2029	Total closure 10 weeks	Passenger services will be replaced by buses. Freight services will be diverted Hässleholm–Alvesta–Emmaboda–Karlskrona–Kristianstad, extended running time by approximately 4 hours 30 min. Available capacity is assessed as limited during the day and good at night.	Yes	Yes
4	Coast to coast Line: Hillerstorp–Bor	Track renewal, switches renewal	2029	Total closure 6 weeks	Planned with track renewal and switches renewal Hillared-Hestra. Värnamo is not affected by the total closure, trains can run to and from Nässjö and to and from Halmstad. Passenger services will be cancelled Gothenburg-Alvesta and replaced by other modes of transport. Possibility of diversion via Gothenburg-Halmstad-Hässleholm-Alvesta-Kalmar. Available capacity is assessed as limited during the day. Freight services can be diverted via Gothenburg-Halmstad-Hässleholm, extended running time by	Yes	Yes

Id	Network segment	Purpose	Time of execution	Impact (total closure/single track operation/speed restriction)	Impact to passenger & freight traffic	Project approved	Financing secured
					approximately 4 hours. Available capacity is assessed as limited during the day and good at night. Alternatively, diversion via Gothenburg-Falköping-Jönköping-Nässjö/Värnamo, extended running time by approximately 4 hours. Available capacity is assessed as limited during the day and good at night. Terminal looping is required in Falköping.		
5	Coast to coast Line: Hillared–Hestra	Track renewal, switches renewal	2029	Total closure 8 weeks	Planned with track and switch change Hillerstorp-Bor. Passenger services are cancelled Gothenburg–Alvesta and replaced by other modes of transport. Possibility of diversion via Gothenburg-Halmstad-Hässleholm–Alvesta–Kalmar. Available capacity is assessed as limited during the day. Freight services can be diverted via Gothenburg–Halmstad–Hässleholm, extended running time by approximately 4 hours. Available capacity is assessed as limited during the day and good at night. Alternatively, diversion via Gothenburg–Falköping–Jönköping–Nässjö/Värnamo, extended running time by approximately 4 hours. Available capacity is assessed as limited during the day and good at night. Terminal looping required in Falköping.	Yes	Yes
6	Coast to coast Line: Borås–Almedal	Catenary renewal, replacement of signal box, tunnel repairs	2028-2029	Total closure January until the middle of December	Passenger services Gothenburg–Borås are replaced by other modes of transport. Alternatively, long-distance services can be diverted via Gothenburg–Herrljunga–Borås, extended running	Yes	Yes

Id	Network segment	Purpose	Time of execution	Impact (total closure/single track operation/speed restriction)	Impact to passenger & freight traffic	Project approved	Financing secured
				Ongoing in-depth dialogue	time by approximately 1 hour 15 minutes. Available capacity is assessed as limited during the day. Freight services can be diverted Gothenburg–Herrljunga–Borås, extended running time by approximately 1 hour 30 minutes. Available capacity is assessed as limited during the day and good at night. Diversion is also possible via Gothenburg–Falköping–Jönköping–Nässjö/Värnamo, extended running time by approximately 4 hours. Available capacity is assessed as limited during the day and good at night. Terminal looping required in Falköping. Alternatively, diversion via Gothenburg–Halmstad–Hässleholm, extended running time by approximately 4 hours. Available capacity is assessed as limited during the day and good at night		
7	Sala-Oxelösund: Nyköping south–Flens upper	Track renewal	2029	Total closure 10 weeks	Freight services will be diverted via Eskilstuna–Södertälje Hamn (terminal looping)–Nyköping C (terminal looping track 12)–Oxelösund, extended running time by approximately 3 hours. Note: maximum load 22 tonnes per axle. Available capacity is assessed as limited during peak hours and good other times.	Yes	Yes
8	Sala–Oxelösund: Oxelösund–Flens upper	Catenary renewal	2028–2029	Total closure 10 weeks(Nyköping södra)–(Flens övre) The section Oxelösund–Nyköping	Freight services will be diverted via Eskilstuna–Södertälje Hamn (terminal looping)–Nyköping C (terminal looping track 12)–Oxelösund, extended running time by approximately 3 hours. Note: maximum load 22 tonnes per axle.		

Id	Network segment	Purpose	Time of execution	Impact (total closure/single track operation/speed restriction)	Impact to passenger & freight traffic	Project approved	Financing secured
				can only be closed in between allocated train paths and possibly on weekends	Available capacity is assessed as limited during peak hours and good other times.		
9	Frykdal Line: Torsby–Lysvik	Replacement of bridge over Lysvikån	2029	Total closure 5 weeks	Freight and passenger services are cancelled, passenger services may be replaced by buses.		
10	Bergslagspendeln: Brattheden–Ängelsberg	Track renewal and switches renewal	2029	Total closure 5 weeks	Regional services are cancelled Surahammar–Fagersta and replaced by buses. Freight services can be diverted via Snyten–Frövi, Avesta Krylbo–Sala–Västerås–Kolbäck or Storvik–Borlänge–Ludvika–Ställdalen–Frövi , extended running time by approximately 1 hour. Estimated available capacity on the diversion routes: Snyten–Frövi good during the day, limited at night. Avesta Krylbo–Sala good, Sala–Västerås limited during the day, good at night, Västerås–Kolbäck limited during peak hours and good other times. Storvik–Borlänge–Ludvika–Ställdalen limited day and night, Ställdalen–Frövi limited during the day, good at night.	Yes	Yes

Figure 5. Map showing location of numbered TCRs

3 Traffic Planning Principles and Traffic Flows

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 2029. The assessment is based on current capacity utilization in a normal traffic scenario 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 7. 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.

3.2.1 Route 1 Stockholm/Hallsberg – Malmö/Copenhagen

Table 8. Anticipated capacity utilisation around the clock and anticipated distribution of traffic for 2029.

Route 1	Capacity utilisation	Freight trains	High-speed trains	Long distance /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	
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
Malmö-Svågertorp-Lernacken		X	X	X		X
Peberholm-Lernacken		X	X	X		X

3.2.2 Route 2 Trelleborg – Malmö – Oslo

Table 9. Anticipated capacity utilisation around the clock and anticipated distribution of traffic for 2029.

Route 2	Capacity utilisation	Freight trains	High-speed trains	Long distance /Night trains	Regional trains	Commuter trains
Trelleborg-Östervärn-Lockarp		X				X
Lockarp-Malmö		X	X	X		X
Malmö-Lund		X	X	X	X	X
Lund-Helsingborg			X	X	X	X
Helsingborg-Maria			X	X	X	X
Maria-Ängelholm		X	X	X	X	X
Malmö-Teckomatorp-Ängelholm		X				X
Ängelholm-Halmstad		X	X		X	X
Halmstad-Varberg		X	X		X	
Varberg-Kungsbacka		X	X		X	
Kungsbacka-Gothenburg		X	X		X	X
Gothenburg-Älvängen		X	X		X	X
Älvängen-Öxnered		X	X		X	
Öxnered-Skälebol		X	X		X	
Skälebol-Kornsjö		X	X		X	

3.2.3 Route 3 Hallsberg – Luleå

Table 10. Anticipated capacity utilisation around the clock and anticipated distribution of traffic for 2029.

Route 3	Capacity utilisation	Freight trains	High-speed trains	Long distance /Night trains	Regional trains	Commuter trains
Hallsberg-Örebro		X			X	
Örebro-Frövi		X			X	
Frövi-Fagersta		X			X	
Fagersta-Storvik		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	

3.2.4 Route 4 Gothenburg – Kil – Borlänge – Gävle

Table 11. Anticipated capacity utilisation around the clock and anticipated distribution of traffic for 2029.

Route 4	Capacity utilisation	Freight trains	High-speed trains	Long distance /Night trains	Regional trains	Commuter trains
Gothenburg-Älvängen		X	X		X	X
Älvängen-Öxnered		X	X		X	X

Route 4	Capacity utilisation	Freight trains	High-speed trains	Long distance /Night trains	Regional trains	Commuter trains
Öxnered-Skälebol		X	X		X	X
Skälebol-Grums		X			X	X
Grums-Kil		X			X	
Kil-Nykroppa		X				
Nykroppa-Hällefors		X				
Hällefors-Ställdalen		X				
Ställdalen-Ludvika		X			X	
Ludvika-Borlänge		X			X	
Borlänge-Falun		X	X	X	X	
Falun-Storvik		X			X	
Storvik-Gävle		X			X	

3.2.5 Route 5 Stockholm – Gothenburg

Table 12. Anticipated capacity utilisation around the clock and anticipated distribution of traffic for 2029.

Route 5	Capacity utilisation	Freight trains	High-speed trains	Long distance /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	

Route 5	Capacity utilisation	Freight trains	High-speed trains	Long distance /Night trains	Regional trains	Commuter trains
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-Gothenburg		X	X	X	X	X

3.2.6 Route 6 Stockholm – Oslo

Table 13. Anticipated capacity utilisation around the clock and anticipated distribution of traffic for 2029.

Route 6	Capacity utilisation	Freight trains	High-speed trains	Long distance /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-Kristinehamn		X	X		X	
Kristinehamn-Karlstad		X	X		X	
Karlstad-Kil		X	X		X	
Kil-Arvika		X	X		X	

Route 6	Capacity utilisation	Freight trains	High-speed trains	Long distance /Night trains	Regional trains	Commuter trains
Arvika-Charlottenberg		X	X		X	

3.2.7 Route 7 Stockholm – Västerås – Örebro

Table 14. Anticipated capacity utilisation around the clock and anticipated distribution of traffic for 2029.

Route 7	Capacity utilisation	Freight trains	High-speed trains	Long distance /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 North		X		X	X	
Västerås North-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 15. Anticipated capacity utilisation around the clock and anticipated distribution of traffic for 2029.

Route 8	Capacity utilisation	Freight trains	High-speed trains	Long distance /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 16. Anticipated capacity utilisation around the clock and anticipated distribution of traffic for 2029.

Route 9	Capacity utilisation	Freight trains	High-speed trains	Long distance /Night trains	Regional trains	Commuter trains
Boden-Luleå		X		X	X	
Boden – Murjek		X		X	X	
Murjek – Gällivare		X		X	X	
Gällivare – Kiruna		X		X	X	
Kiruna - Riksgränsen		X		X		

3.2.10 Number of trains at border points

During the work of originating the capacity strategy for the working timetable 2029 reconciliations have been made on an ongoing basis with Bane Nor and Banedanmark.

The table shows the current forecast for the number of trains for the working timetable 2029 at each border point.

Table 17. Expected number of trains at border points.

The Swedish Transport Administration	Bane NOR
Ed/Kornsjø	
8 high speed trains per day in both directions (continues as regional trains when crossing the border to Norway) 7 freight trains per day in both directions	8 regional trains per day in both directions (Oslo S–Gothenburg C) 7 freight trains (container trains) per day in both directions
Charlottenberg/Kongsvinger	
2 regional trains per day Saturday-Sunday in both directions 5 high speed trains per day in both directions	2 regional trains per day Saturday-Sunday in both directions (Kongsvinger-Karlstad C) 5 long distance trains per day in both directions

12 freight trains per day in both directions	6 freight trains (container trains) per day in both directions 6 freight trains (timber trains) per day in both directions
Storlien/Hell	
3 regional trains per day in both directions 1 freight train per day in both directions	3 regional trains per day in both directions (Trondheim S–Stockholm C) 1 freight train per day in both directions
Vassijaure/Bjørnfjell	
1 night trains per day in both directions 1 regional trains per day in both directions 1-2 charter trains per day in both directions part of the year 15 ore trains per day in both directions 8 freight trains per day in both directions	2 long distance trains per day in both directions (1 Stockholm-Narvik and 1 Narvik- Luleå) 1 charter train per day in season 15 ore train per day in both directions 8 freight train per day in both directions
The Swedish Transport Administration	**Banedanmark**
Lernacken/Peberholm	
6 regional trains per hour 2 high speed trains per hour 1 long distances train per hour 2 freight trains per hour	6 regional trains per hour 2 high speed trains per hour 1 long distance train per hour 2 freight trains per hour