



Capacity Strategy 2030

Swedish Transport Administration

Draft

1/10/2026

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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 newly constructed or rebuilt facility begins to be operated 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

The European Parliament and the Council of the European Union have adopted Regulation (EU) 2026/1184 on the use of railway infrastructure capacity in the single European railway area. The regulation governs, among other things, the strategic capacity planning process, which consists of a capacity strategy, a capacity model, and capacity supply. The new legal requirements do not apply to the 2030 Timetable but will take effect starting with the 2031 Timetable.

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.

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

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.

Railway undertakings, regional public transport authorities, contractors, policymakers and other stakeholders, for example freight transport clients, constitute the target group for this document.

Preparations are ongoing for the subsequent stages of the new capacity planning process, including the development of a capacity model that describes in greater detail how capacity is divided into segments during capacity allocation. This model is intended to provide an overview of how capacity should be distributed, for example between freight trains and passenger trains, on different sections of the network. Preparatory work is also ongoing for the stages: capacity supply, the annual timetable, rolling planning, framework agreements, and ad hoc allocation. The legal basis for the new process will apply from Timetable 2031.

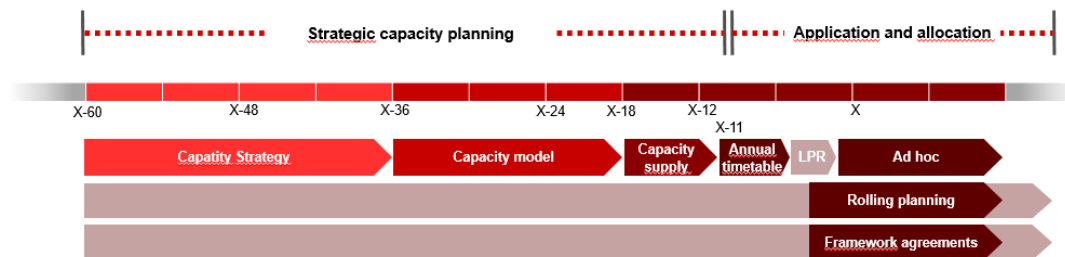


Figure 1. Process for capacity planning and allocation from Timetable 2031 according to new EU regulation

Further information about TTR can be found on the Swedish Transport Administration website [Smart capacity management \(TTR\)](#) and RailNetEurope (RNE) website [Advance Capacity Planning - RNE – RailNetEurope | Association For Facilitating Traffic On European Rail Infrastructure](#).

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, [Strategic Dialogue](#).

The draft Capacity Strategy will be published in Swedish on the Swedish Transport Administration website and in English on RNE's website on 1 October. Information concerning the publication will be provided via the digital newsletter Info avtalskund (Information to track access agreement customers).

Inputs and questions regarding the Capacity Strategy Timetable 2030 can be submitted to strakplanering@trafikverket.se between 1 October – 16 November. Inputs submitted in the consultation will be incorporated as far as possible in the final publication at X-36 or the next Capacity Strategy. All comments received are compiled, responded to 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 2030 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 2030 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.

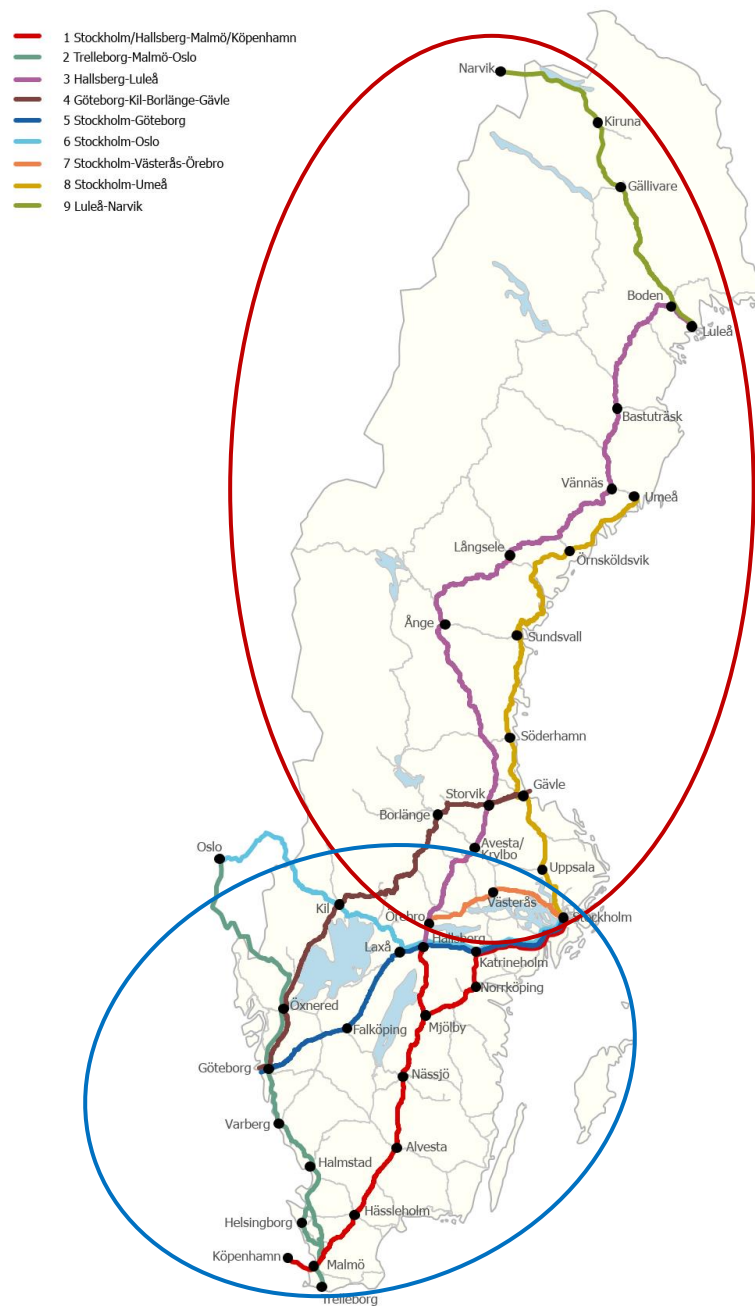


Figure 2. Routes 1-9. The circles show how the sections are divided in this document

0.3 Neighbouring infrastructure manager

Table 2 Neighboring 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 routes can be found on the Swedish Transport Administration website at Providers of traffic related to [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 in Timetable 2027 to Timetable 2030. The chapter 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 2027 – Timetable 2030 in Southern Sweden

Id	Network segment	Description	Effect	Project approved	Financing secured	Effective from
Route 1 Stockholm/Hallsberg–Malmö/Copenhagen						
1	Älvsjö–Huddinge	Increase speed ATC 2	Enables more efficient traffic	Yes	Yes	Dec 2026
2	Katrineholm	Two passing tracks	Enables 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	Älmhult railway yard	Signal trimming and New switch	Reduced headway, increase of recovery ability and the robustness	Yes	Yes	Apr 2030
4	Alvesta–Hässleholm	Signal trimming	Increase of capacity and recovery ability	Yes	Yes	Dec 2026
5	Malmö Central	New intermediate platform, new tracks, extension of existing platform	Increase of capacity for trains with passenger exchange	Yes	Yes	Jul 2029
5	Malmö Central	Extension of intermediate platforms	Extension of two intermediate platforms track 6 and track 9, parallel movement at track 3 and track 4	Yes	Yes	Jul 2029
5	Malmö Freight Yard	Expansion of track 58	Enables 750-metre-long trains, trains can arrive and depart from both the north and the south	Yes	Yes	Jul 2029
6	Svågertorp	Extension of passing track	1050-metre-long passing tracks	Yes	Yes	Jul 2029
Route 2 Trelleborg–Malmö–Oslo						
7	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

Id	Network segment	Description	Effect	Project approved	Financing secured	Effective from
5	Malmö Central	Extension of intermediate platforms	<i>See route 1 Stockholm/Hallsberg–Malmö/Copenhagen above</i>			
5	Malmö Freight Yard	Expansion of track 58	<i>See route 1 Stockholm/Hallsberg–Malmö/Copenhagen above</i>			
8	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	Yes	Yes	Dec 2027
9	Båstad	Turning track	Trains can turn in Båstad instead of Förslöv – increase of capacity	Yes	Yes	Dec 2026
10	Pilekrogen	Holding sidings	Increase of stabling capacity for long trains	Yes	Yes	Dec 2028
11	West Link, section Olskroken - Gothenburg Central station (Centralen)	Two new platforms	Reduces overcrowding at Gothenburg Central Station and enables longer trains to use the station	Yes	Yes	Dec 2026
12	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
13	Sävenäs Marshalling yard	Renewal and adjustments to accommodate longer trains	750-metre-long tracks: tracks 1 and 2, tracks 32-33	Yes	Yes	Jul 2030
14	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						
11	West Link, section Olskroken - Gothenburg Central station (Centralen)	Two new platforms	<i>See route 2 Trelleborg–Malmö–Oslo above</i>			

IdNetwork segmentDescriptionEffect				Project approved	Financing secured	Effective from
12	Olskroken	Grade-separated tracks	See route 2 Trelleborg–Malmö–Oslo above			
13	Sävenäs Marshalling yard	Renewal and adjustments to accommodate longer trains	See route 2 Trelleborg–Malmö–Oslo above			
14	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			
15	Högsjö west	Two passing tracks	Passing tracks up track and down track, increase of capacity between Katrineholm and Hallsberg	No	Yes	Sep 2028
16	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	Yes	Yes	Aug 2028
17	Slätte	Extension of passing track and parallel movement	750-metre-long track, increase of speed through switch (80 km/h)	Yes	Yes	Aug 2028
18	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	Aug 2028
19	Floby	Passing track	750-metre-long track	No	Yes	Okt 2030
11	West Link, section Olskroken–Gothenburg Central station (Centralen)	Two new platforms	See route 2 Trelleborg–Malmö–Oslo above			

Id	Network segment	Description	Effect	Project approved	Financing secured	Effective from
12	Olskroken	Grade-separated tracks	See route 2 Trelleborg–Malmö–Oslo above			
13	Sävenäs Marshalling yard	Renewal and adjustments to accommodate longer trains	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			
15	Högsjö west	Two passing tracks	See route 5 Stockholm–Gothenburg above			
16	Laxå	Renewal of railway yard	See route 5 Stockholm–Gothenburg above			
Diversionary lines/Other lines southern Sweden						
20	Blekinge Coast Line: Bredåkra	Passing track and increased speed	Reduces travel times, increases the robustness. Allows half-hourly passenger services	Yes	Yes	Dec 2027
21	Ystad–Österlen Line: Lemmeströ	Intermediate block signals	Enables increased frequency of services	Yes	Yes	Dec 2026
22	Råå Line: Billeberga–Teckomatorp	Intermediate block signals	Facilitates freight services.	Yes	Yes	Dec 2026
23	Råå Line: Gantofta	New platform	Allows train meet with passenger exchange	Yes	Yes	Dec 2026
24	Skåne Line: Finja–Tyringe–West Torup–Perstorp	Intermediate block signals	Facilitates freight services, increase of recovery ability	Yes	Yes	Dec 2027

Id	Network segment	Description	Effect	Project approved	Financing secured	Effective from
25	Skåne Line: Helsingborg freight yard–Åstorp	Intermediate block signals	Enables increased frequency of services	Yes	Yes	Jul 2027
26	Markaryd Line: Knäred	Passing track and platforms	Allows passenger services on the section between Halmstad and Markaryd	Yes	Yes	Dec 2027
27	Markaryd Line: Veinge	Platform	Allows passenger services on the section between Halmstad and Markaryd	Yes	Yes	Dec 2027
28	Markaryd Line: Skogaby, Majenfors	Intermediate block signal	Allows freight services simultaneously with the new passenger services	Yes	Yes	Dec 2027
29	Halmstad–Nässjö: Nässjö–Värnamo	Electrification	Reduced travel times, increase of rerouting options	No	Yes	Jun 2030
30	Jönköping Line: Huskvarna, Tenhult	Platform extensions	Increase of capacity for longer trains at the stations	Yes	Yes	Jul 2030
31	Älvsborg Line: Vedum	Parallel movement	Shortens running times, increase of capacity and recovery ability.	Yes	Yes	Dec 2027
32	Älvsborg Line: Håkantorp	New switch	Efficient train meet between Herrljunga and Lidköping which shortens running times	Yes	Yes	Dec 2027
33	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
34	South Bohus Line: Ytterby, Kode, Stenungsund, Svenshögen, Stora Höga, Ljungskile	Intermediate platforms	Allows longer passenger services	Yes	Yes	Dec 2028
35	Bohus Line: Brunnsbo	Double track 1500 metres and new station for commuter trains	increases the robustness on Gothenburg Port Line and Bohus Line, increase of capacity for commuter trains	Yes	Yes	Dec 2029

Id	Network segment	Description	Effect	Project approved	Financing secured	Effective from
36	Sala–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 2029
37	East Link: Nyköping	Intermodal transit facility	Reconstruction of intermodal transit facility to adapt to East Link	Yes	Yes	Dec 2027

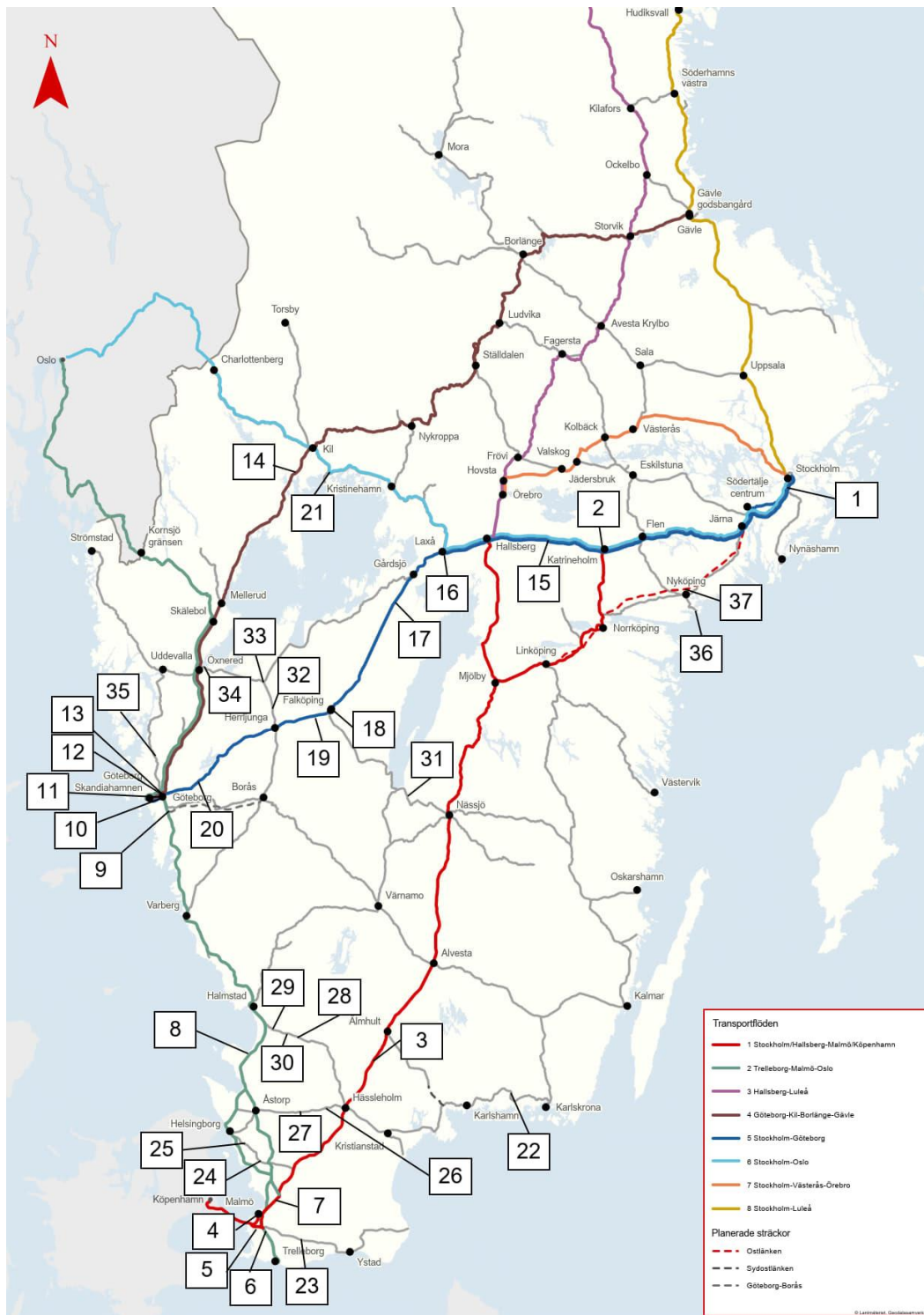


Figure 3. Map showing location of numbered projects in Southern Sweden

1.2 Reduced available capacity – Southern Sweden

No planned 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 2027 – Timetable 2030 in Northern Sweden

Id	Network segment	Description	Effect	Project approved	Financing secured	Effective from
Route 3 Hallsberg–Luleå						
1	Skinnskatteberg	Parallel movement, measures to increase speeds	Enables more efficient train meet	Yes	Yes	Oct 2027
2	Dagarn	Parallel movement.	Enables more efficient train meet	Yes	Yes	Oct 2027
3	Jularbo	Increase of speed through switch, parallel movement	Allows more efficient train meet	Yes	Yes	Aug 2027
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	Yes	Yes	Autumn 2028
5	Hästbo	Extension of passing track	Enables 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
6	Sävastnäs	Passing track	Allows 750-metre-long trains, parallel movement.	Yes	Yes	Sep 2027
7	Sävastklinten–Sävast	Partial double track	Allows 750-metre-long trains, parallel movement.	Yes	Yes	Sep 2027
Route 4 Gothenburg–Kil–Borlänge–Gävle, section Nykroppa–Gävle						
8	Grängesberg	Parallel movement; 130-metres-long medium high platform	Removal of temporary speed reduction, improves the loading and unloading of goods, increases loading gauge for exceptional transports	Yes	Yes	Dec 2029

Id	Network segment	Description	Effect	Project approved	Financing secured	Effective from
9	Borlänge–Falun	Measures to increase speeds	Increase of capacity and robustness on the section, reduce of travel times	Yes	Yes	Dec 2027
Route 7 Stockholm--Västerås--Örebro						
10	Barkarby Station	Upgrade to regional station	Extended by two platforms for regional services	Yes	Yes	Dec 2026
Route 8 Stockholm–Umeå						
11	Tierp	Parallel movement	Increases capacity and robustness	Yes	Yes	May 2027
12	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
12	Uppsala–Gävle	Adaptation to new trains, stage 2 Skyttorp (2029), Tobo (2029), Skutskär (2028)	The platforms are being extended to accommodate a new type of vehicle	Yes	Yes	Dec 2029
13	Västerasby	Turning loop	Enables traffic between the Bothnia Line and the Ådalen Line towards Långsele without the need to change direction. Increased capacity and improved redundancy for traffic diversions.	No	Yes	Jul 2030
14	Långsele	Passing track, holding sidings	Reinstatement of track 5, through-speed	Yes	Yes	Dec 2029
15	North Bothnia Line, Umeå–Dåva	First stage of North Bothnia Line	New track to connect to industrial facilities in Dåva	Yes	Yes	Dec 2026
Route 9 Luleå–Narvik						
6	Sävastnäs	Passing track	<i>See route 3 Hallsberg–Luleå above</i>			
7	Sävastklinten–Sävast	Partial double track	<i>See route 3 Hallsberg–Luleå above</i>			

Id	Network segment	Description	Effect	Project approved	Financing secured	Effective from
16	Näsberg, Nattavaara	Railway yard extension	Enables two 750-metre trains to pass in opposite directions, increases capacity, possible to run longer trains	Yes	Yes	Dec 2028
17	Murjek	Railway yard extension	Enables two 750-metre trains to pass in opposite directions, increases capacity, possible to run longer trains	No	Yes	Dec 2028
18	Nuortikon	Railway yard extension	Enables two 750-metre trains to pass in opposite directions, increases capacity, possible to run longer trains	Yes	Yes	Dec 2028
19	Sikträsk	Railway yard extension	Enables two 750-metre trains to pass in opposite directions, increases capacity, possible to run longer trains	Yes	Yes	Dec 2026
20	Linaälv, Harrå, Fjällåsen	Railway yard extension	Enables two 750-metre trains to pass in opposite directions, increases capacity, possible to run longer trains	Yes	Yes	Dec 2026
Diversiory lines/Other lines northern Sweden						
21	Sala-Oxelösund Line: Ransta	Parallel movement	Enables more efficient train meets	Yes	Yes	Aug 2028
22	Bergslagen Line: Rällså	Parallel movement	Enables more efficient train meets	Yes	Yes	Dec 2029
23	Dala Line: Uppsala–Avesta/Krylbo	Measures to increase speeds	Enables hourly services and reduces travel times	Yes	Yes	Dec 2028
24	Dala Line: Heby	Passing track	Enables train meets with passenger exchange in Hedby	No	Yes	Apr 2029

Id	Network segment	Description	Effect	Project approved	Financing secured	Effective from
25	Dala Line: Rättvik–Garsås–Mora	Intermediate block signal	Enables increased frequency of services	Yes	Yes	Dec 2029
26	Central Line: Sundsvall–Ånge	Measures to increase speeds	Reduction in travel times	Yes	Yes	Dec 2029
27	Skellefteå Line	Traffic control system H	Enables increase of traffic and new passing track	Yes	Yes	Dec 2029

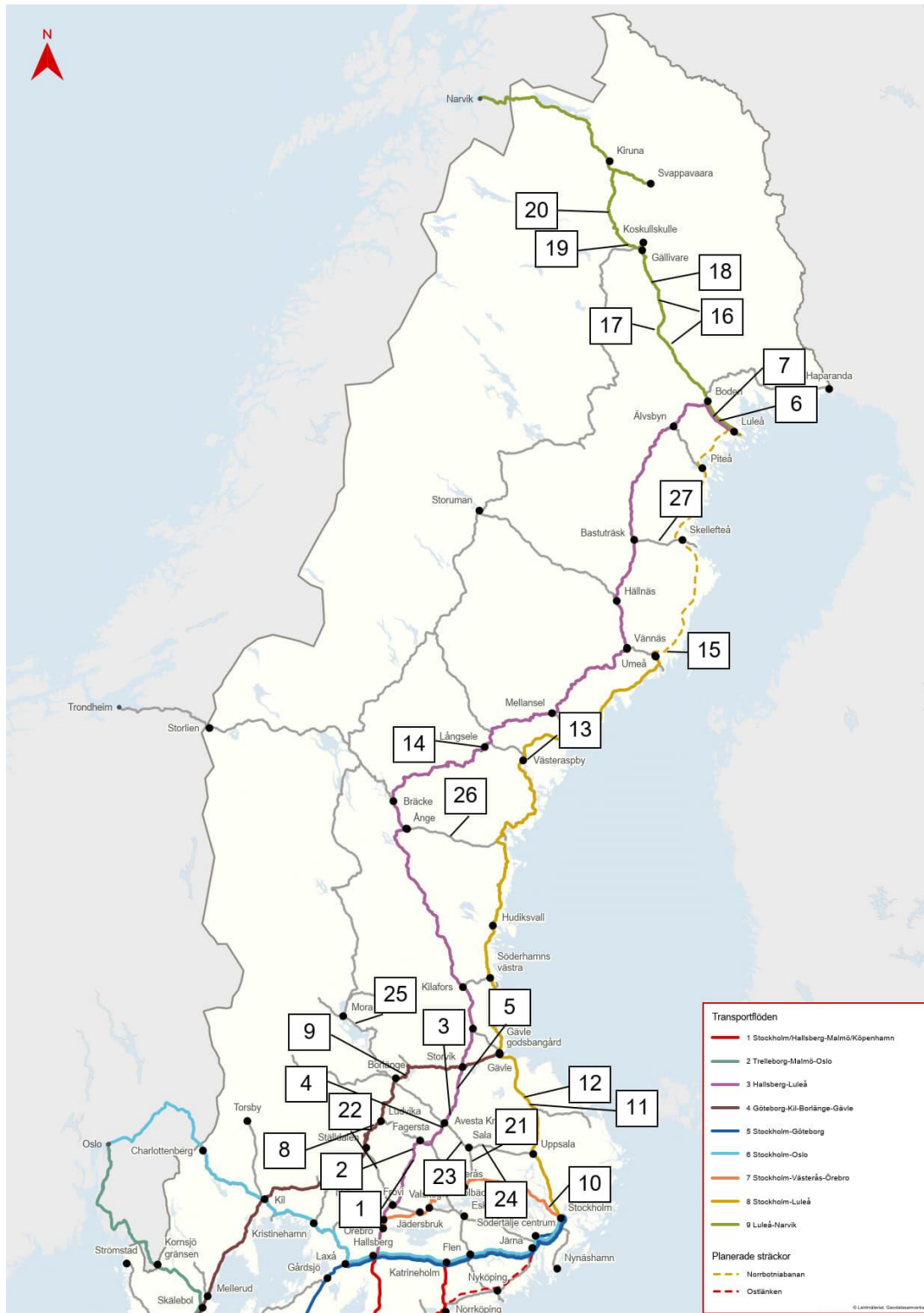


Figure 4. Map showing location of numbered projects in Northern Sweden

1.4 Reduced available capacity

No planned 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 2030 Working Timetable. 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 neighbouring infrastructure managers, railway undertakings and other applicants.

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 TCRs, the Swedish Transport Administration coordinates regular maintenance windows and planned investments and reinvestments of the railway system. This means, for example, clustering several TCRs on a route to the same period of time. 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.

2.1.2 Principles for planning TCRs

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.

Inter-urban (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 (Western Main Line, East Coast Line, Mälaren 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.

Nässjö – Falköping – Hallsberg/Katrineholm is the diversionary for Southern Main Line Nässjö – Mjölby – Hallsberg/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.

Urban and regional 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
- Södertälje Hamn–Tumba–Stockholm City
- Södertälje Syd–Stockholm C.

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.

Inter-urban (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 be open.

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

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

The Freight Line through Skåne via Kävlinge–Teckomatorp–Åstorp is the diversionary line for passenger services between Lund–Ängelholm.

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.

Urban and regional 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. The Freight Line through Skåne Malmö–Kävlinge–Teckomatorp–Åstorp–Ängelholm

may in some cases work as a diversionary line for regional services to and from Gothenburg.

In the Gothenburg and Malmö metropolitan area, total closure on weekdays is not normally acceptable.

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

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

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

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

There are no diversionary lines for Vännäs–Luleå.

Inter-urban (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 needs 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.

2.1.2.4 Route 4 Gothenburg–Kil–Borlänge–Gävle

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

General

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.

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.

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.

The Hörken Line, Grängesberg–Ställdalen, is the diversionary line for the Silverhöjden Line and vice versa.

2.1.2.5 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.

Total closure of West Main Line and East Coast Line simultaneously should be avoided because Mälaren Line can not manage a large increase of traffic due to diversions.

Major traffic closures at Stockholm Central Station may lead to an increased capacity demand for replacement traffic at City Terminal, which may result in insufficient capacity for the planned replacement traffic.

Inter-urban (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, there is a train-length limit of 600 meters due to shortage of long tracks in Herrljunga. Longer trains must be rerouted via Laxå–Kil–Öxnared.

Urban and regional 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
- Södertälje Syd–Stockholm C
- Gothenburg–Alingsås.

2.1.2.6 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.

Inter-urban (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.

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 Värmland Line Laxå–Kristinehamn/Karlstad.

Urban and regional 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 is 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:

- Södertälje Syd–Stockholm C .

2.1.2.7 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.

Urban and regional trains

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

- Stockholm–Västerås.

2.1.2.8 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 C–Västerås–Kolbäck–Snyten–Avesta Krylbo–Storvik–Gävle alternative Stockholm C–Västerås–Sala–Avesta Krylbo–Storvik–Gävle are diversionary lines for Stockholm–Uppsala.

Stockholm C–Uppsala–Avesta Krylbo–Storvik–Gävle and Stockholm C–Västerås–Sala–Avesta Krylbo–Storvik–Gävle alternative Stockholm C–Västerås–Kolbäck–Snyten–Avesta Krylbo–Storvik–Gävle are diversionary lines for Uppsala–Gävle.

Total closure of West Main Line and East Coast Line simultaneously should be avoided because Mälaren Line can not manage a large increase of traffic due to diversions.

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

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

Inter-urban (Long-distance passenger trains)

A maximum of one longer 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 preferably be free from engineering works, total closure should be limited to as short periods as possible.

Total closure exceeding 48 hours should not be planned north and south of Brista–Fillan and Timrå at the same time to ensure that services can reach the process industry and the Port of Sundsvall.

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.

Urban and regional trains

Total closure should be avoided on weekdays, with the exception of the summer period.

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

- Stockholm C/City–Arlanda/Märsta–Uppsala.

2.1.2.9 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.

Inter-urban (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.

2.1.3 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.

2.1.4 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. 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.

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 14 December 2026. The deadline to request a Point 16 investigation or an in-depth dialogue is 29 January 2027. 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 2030 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) 2030	Impact to passenger & freight traffic	Project approved	Financing secured
Route 1 Stockholm/Hallsberg–Malmö/Copenhagen							
1	East Link Norrköping Central	New station	2030-2036	Total closure 6 weeks, tentatively July to mid-August.	High-speed services will be diverted via Mjölby–Hallsberg–Katrineholm, extended running time by approximately 30-60 minutes. Note: Some high-speed services may need to be multiple-units to reduce the number of trains due to limited capacity on the diversionary line at certain times. Long-distance services to/from Stockholm Central may also be diverted via Hallsberg. Some long-distance and regional services may turn around in Linköping, Katrineholm and Nyköping or Kolmården and replaced by buses. Commuter services will be cancelled between Norrköping and Kimstad and replaced by buses. Freight services will be diverted via Mjölby–Hallsberg–Katrineholm, extended running time by approximately one hour. Estimated available capacity on the affected diversion route is good, but during certain hours of the day capacity may be limited.	Yes	Yes
2	Tumba-Flemingsberg	Renewal tunnels	2030	Total closure 6 weeks, tentatively July to mid-August.	Commuter services will be cancelled Flemingsberg–Tumba and replaced by buses. The trains can turn around in Flemingsberg and in Tumba. SLL's service trains to/from depot in Södertälje cannot be operated by regular route. Freight services will be diverted via Grödine Line (Järna–Södertälje syd övre–Flemingsberg).	Yes	Yes

Id	Network segment	Purpose	Time of execution	Impact (total closure/single track operation/speed restriction) 2030	Impact to passenger & freight traffic	Project approved	Financing secured
					Freight services to/from Södertälje Hamn cannot operate from or to the north, but only via Western Main Line or Svealands Line. Estimated available capacity on Grödinge Line is limited during peak hours and good at other times.		
Route 2 Trelleborg–Malmö–Oslo							
3	Sävenäs Marshalling yard	Renewal and adjustments to accommodate longer trains	2028-2030	Phasing during January to June. Ongoing in-depth dialogue.	Trains, shunting, stabling and all other activities at Sävenäs Marshalling yard will be affected to varying degrees. During certain periods, shunting of trains should be relocated to other marshalling yards. Stabling are limited.	Yes	Yes
Route 3 Hallsberg–Luleå							
4	Snyten–Frövi	Renewal of catenary, upgrades and adaption for longer trains	2030-2031	Total closure 8 weeks, tentatively mid-March to beg to early May and total closure 8 weeks, tentatively early September to early November.	Freight services can be diverted via Bergslagen Line Frövi–Ställdalen–Ludvika–Borlänge–Storvik extended running time, mainly at daytime, by approximately 1-2 hours. Freight services can also be diverted via Frövi–Kolbäck–Snyten, extended running time by approximately 1 hour. The few regional services operating Frövi–Avesta Krylbo will be cancelled and replaced by buses between suitable stations. If necessary, regional services on the Frövi–Ludvika–Borlänge route may need to be cancelled during certain hours to allow the diverted freight services to pass through. Estimated available capacity Frövi–Ställdalen is limited at daytime and good at night. Estimated available capacity Ställdalen–Borlänge–Storvik is limited. Estimated available capacity Frövi–Jädersbruk is good, Jädersbruk–Kolbäck is	Yes	Yes

Impact (total closure/single track operation/speed restriction) 2030							
Id	Network segment	Purpose	Time of execution	Impact to passenger & freight traffic	Project approved	Financing secured	
					limited at daytime and good at night, Kolbäck–Snyten is limited during peak hours and good at other times.		
5	Fagersta Central	Interlocking replacement, switch replacement	2030	Total closure 8 weeks, tentatively early September to early November.	Freight services operating Freight Line though Bergslagen can be diverted via Frövi–Ställdalen–Ludvika–Borlänge–Storvik, extended running time, mainly at daytime, by approximately 1-2 hours. Freight services can also be diverted via Frövi–Kolbäck–Snyten, extended running time by approximately 1 hour. The few regional services operating Frövi–Avesta Krylbo will be canelled and replaced by buses between suitable stations. If necessary, regional services on the Bergslagspendeln will be cancelled and replaced by other modes of transport at suitable stations. Estimated available capacity Frövi–Ställdalen is limited at daytime and good at night. Estimated available capacity Ställdalen–Borlänge–Storvik is limited. Estimated available capacity Frövi–Jädersbruk is good, Jädersbruk–Kolbäck is limited at daytime and good at night, Kolbäck–Snyten is limited during peak hours and good at other times.	Yes	Yes
Route 4 Gothenburg–Kil–Borlänge–Gävle							
3	Sävenäs Marshalling yard	Renewal and adjustments to accommodate longer trains	See Route 2 Trelleborg-Malmö-Oslo above				
Route 5 Stockholm–Gothenburg							
3	Sävenäs Marshalling yard	Renewal and adjustments to accommodate longer trains	See Route 2 Trelleborg-Malmö-Oslo above				

Id	Network segment	Purpose	Time of execution	Impact (total closure/single track operation/speed restriction) 2030	Impact to passenger & freight traffic	Project approved	Financing secured
Route 7 Stockholm–Västerås–Örebro							
6	Spånga–Huvudsta	Multiple track	2030-2042	Total closure 6 weeks, tentatively late June to mid-August.	Regional services turns in Barkaby. Passengers are referred to the new metro station in Barkarby. Replacement bus services may also be provided. Commuter services from Bålsta/Kungsängen turns around in Spånga. Commuter services from Nynäshamn/Västerhaninge turns around at Stockholm City (the trains that not continues to Märsta). Replaced by metro services to/from Barkarby and Sundbyberg. Replacement bus services may also be necessary to/from Spånga.	Yes	Yes
Route 8 Stockholm-Umeå							
7	Kubikenborg–Dingersjö	Double track	2028-2032	Total closure 10 weeks (72 days) tentatively mid-May to mid-July.	Passenger services will be cancelled and replaced by buses or diverted. It will be possible to access Njurundabommen from the south during the majority of the period. During this 72-day period, track and switch replacement work will be carried out between Söderhamn Västra and Hudiksvall. This entails total closure 102 hours, tentatively scheduled from 18 May to 22 May, and total closure 25 days, tentatively from 25 June to 20 July. During these closures, it will only be possible to reach Söderhamn Västra from the south. As many engineering works as possible will be carried out during the total closure, including signaling work at Söderhamn Västra that requires a 12-hour total closure. Freight services will be cancelled and diverted to other stations and railway yards. The diversion lines will be open during this closure. Sundavall Intermodal transit facility is coordinated with this project, the possibilities for operating services to/from Sundsvall Central and Sundsvall West vary during the closure.	No	Yes

Id	Network segment	Purpose	Time of execution	Impact (total closure/single track operation/speed restriction) 2030	Impact to passenger & freight traffic	Project approved	Financing secured
Diversionary lines/Other lines							
8	Sala-Oxelösund: Nyköping south–Flens upper	Track renewal	2030	Total closure 10 weeks, tentatively mid-April to late July. Ongoing in-depth dialogue.	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, good at other times.	Yes	Yes
9	Bergslagsspendeln: Brattheden–Ängelsberg	Track renewal and switches renewal	2029-2030	Total closure 12 weeks, tentatively late May to mid-August.	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 1-2 hours. 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, good other times. Storvik–Borlänge–Ludvika–Ställdalen limited day and night, Ställdalen–Frövi limited during the day, good at night.		

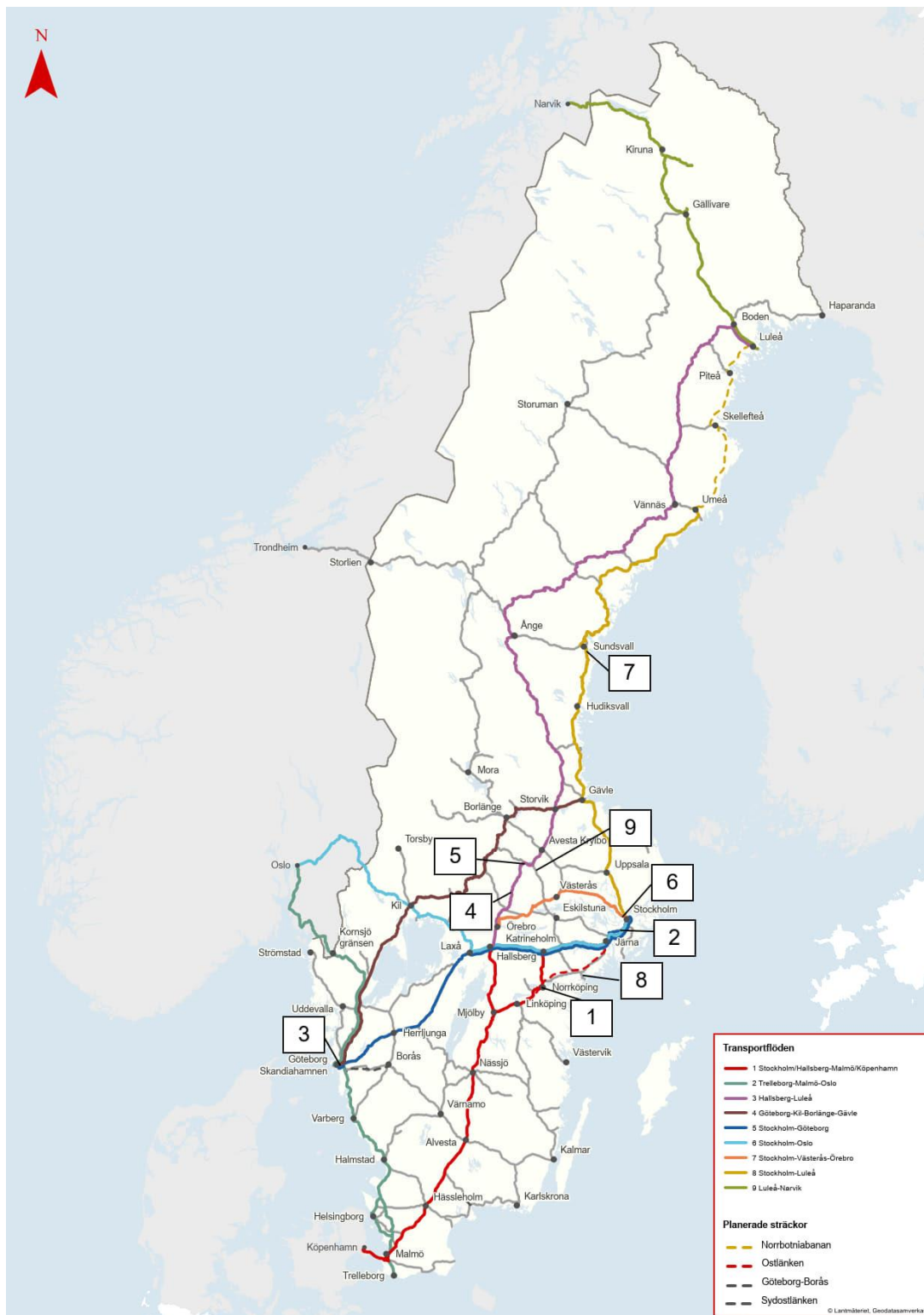


Figure 5. Map showing location of numbered TCRs

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 \(trafikverket.se\)](https://trafikverket.se) chapter 4 Capacity Allocation and Annexes 4 A – 4 F.

As the number of engineering works is expected to increase in the coming years, bottleneck plans and capacity plans may be developed for parts of the railway network to allocate the limited capacity.

The table below shows types of rail transport services.

Table 7. Types of rail transport services

European Category	National Subcategory	Description
Inter-urban passenger services	High speed trains	Trains operating at speeds of up to 200 km/h between major cities (Malmö/Gothenburg/Oslo/Karlstad/ Umeå/Östersund/ Stockholm).
	Long-distance/night trains	Long-distance trains serve major cities and regions, but with more frequent stops than high-speed trains.
Urban and regional passenger services	Regional trains	Traffic within a region or between two regions. High service frequency and stops in major towns.
	Commuter trains	Local passenger trains within a region or metropolitan area.
Freight transport services	Freight trains	Trains for transport of raw materials and goods.

3.2 Routes and anticipated utilisation of capacity

The tables below show the anticipated utilisation of capacity for 2030. 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.



Figure 6 Expected capacity utilization

3.2.1 Route 1 Stockholm/Hallsberg–Malmö/Copenhagen

Table 8. Anticipated capacity utilisation around the clock and anticipated distribution of traffic for 2030.

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-Flen		X	X	X	X	
Flen-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 2030.

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-Kävlinge (via Lomma)		X				X
Kävlinge-Ängelholm (via Teckomatorp-Åstorp)		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
Ängelholm-Halmstad		X	X	X	X	X
Halmstad-Varberg		X	X	X	X	
Varberg-Kungsbacka		X	X	X	X	
Kungsbacka-Gothenburg		X	X	X	X	X
Gothenburg-Älvängen		X	X	X	X	X
Älvängen-Öxnared		X	X	X	X	
Öxnared-Skålebol		X	X	X	X	
Skålebol-Kornsjö		X	X	X	X	

3.2.3 Route 3 Hallsberg–Luleå

Table 10. Anticipated capacity utilisation around the clock and anticipated distribution of traffic for 2030.

Route 3	Capacity utilisation	Freight trains	High-speed trains	Long distance /Night trains	Regional trains	Commuter trains
Hallsberg-Örebro		X			X	
Örebro-Hovsta		X			X	
Hovsta-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 2030.

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

Route 4	Capacity utilisation	Freight trains	High-speed trains	Long distance /Night trains	Regional trains	Commuter trains
Älvängen-Öxnered		X	X		X	X
Öxnered-Skålebol		X	X		X	
Skålebol-Grums		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 2030.

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-Flen		X	X	X	X	

Route 5	Capacity utilisation	Freight trains	High-speed trains	Long distance /Night trains	Regional trains	Commuter trains
Flen-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-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 2030.

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	X	
Kristinehamn-Karlstad		X	X	X	X	

Route 6	Capacity utilisation	Freight trains	High-speed trains	Long distance /Night trains	Regional trains	Commuter trains
Karlstad-Kil		X	X	X	X	
Kil-Arvika		X	X	X	X	
Arvika-Charlottenberg		X	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 2030.

Route 7	Capacity utilisation	Freight trains	High-speed trains	Long distance /Night trains	Regional trains	Commuter trains
Stockholm-Tomtebodå		X	X	X	X	X
Tomtebodå-Spånga		X		X	X	X
Spånga-Kallhåll (inner track)		X				X
Spånga-Kallhåll (outer track)				X	X	
Kallhåll-Kungsången		X		X	X	X
Kungsången-Bålstå		X		X	X	X
Bålstå-Våsterås North		X		X	X	
Våsterås North-Våsterås C		X		X	X	
Våsterås C-Kolbåck		X		X	X	
Kolbåck-Vålskog		X		X	X	
Vålskog-Arboga		X		X	X	
Arboga-Hovstå		X		X	X	
Jådersbruk-Frövi		X			X	

Route 7	Capacity utilisation	Freight trains	High-speed trains	Long distance /Night trains	Regional trains	Commuter trains
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 2030.

Route 8	Capacity utilisation	Freight trains	High-speed trains	Long distance /Night trains	Regional trains	Commuter trains
Stockholm C–Tomtebodå		X	X	X	X	X
Tomtebodå–Upplands Väsby (inner track)		X	X	X	X	X
Tomtebodå–Upplands Väsby (outer track)			X	X	X	
Upplands Väsby – Skavstaby (inner track)		X	X	X	X	X
Upplands Väsby – Skavstaby (outer track)			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	

Route 8	Capacity utilisation	Freight trains	High-speed trains	Long distance /Night trains	Regional trains	Commuter trains
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 – Västeråsby		X	X	X	X	
Västeråsby – Örnköldsvik		X	X	X	X	
Örnköldsvik – 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 2030.

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 2030 reconciliations have been made on an ongoing basis with Bane NOR, Banedanmark and Finnish Transport Infrastructure Agency.

The table shows the forecast for the number of trains for the working timetable 2030 at each border point. The forecast is based on what the operators have communicated to the Swedish Transport Administration and the reconciliations with Bane NOR, Banedanmark and Finnish Transport Infrastructure Agency.

Table 17. Expected number of trains at border points.

The Swedish Transport Administration		Bane NOR	
Ed/Kornsjø			
7 high speed trains per day in both directions (continues as regional trains when crossing the border to Norway) 2-3 long-distans trains per day in both directions 7 freight trains per day in both directions		7 regional trains per day in both directions (Oslo S–Gothenburg C) 2-3 long-distans trains per day in both directions (Oslo S–Malmö/Copenhagen) 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 11 freight 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 11 freight 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 train per day in both directions 1 regional train per day in both directions 1-2 charter trains per day in both directions part of the year 12 ore trains per day in both directions 8 freight trains per day in both directions (4 Narvik–Oslo, 4 Narvik–Pitkäjärvi)		2 long-distance trains per day in both directions (Narvik–Stockholm C/Luleå C) 1 charter train per day in season 12 ore trains per day in both directions 8 freight trains per day in both directions (4 Narvik–Oslo, 4 Narvik–Pitkäjärvi)	

The Swedish Transport Administration	Finnish Transport Infrastructure Agency
Haparanda/Torneo	
2 regional trains per day in both directions²	2 long-distance trains per day in both directions and 1 long-distance train in both directions Saturday/Sunday ³
The Swedish Transport Administration	Banedanmark
Lernacken/Peberholm	
6 regional trains per hour	6 regional trains per hour
2 high speed trains per hour	2 high speed trains per hour
1 long distances train per hour	1 long distance train per hour
2 freight trains per hour	2 freight trains per hour

² the trains stops and turns in Haparanda, there is no political decision for additional trains on Saturdays and Sundays from Haparanda and southbound

³ The trains stops and turns in Haparanda

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