

1 Other availability impacts

1.1 Other major traffic-impacting engineering works

During the timetable period, a number of major projects are underway that can not be classified as PSBs, or that fulfil the criteria for being PSBs, for which it is deemed impossible to adapt the train path application to. These projects may reduce the available capacity of the infrastructure. Examples of this include reduced track availability and choice of platform. Speed reductions, both temporary and permanent, may also occur. Major traffic disruptions of this type can be expected by the projects and speed reductions at locations as follows:

The northern region:

- Non

The mid region:

- Fagersta C, new signal box
- Sandviken–Kungsgården, Villersmuren, new operational site
- Härnösand demolition and construction of road bridge over the railway
- Storlien, blasting operations and connection of a new bridge
- Storlien-Duved, renovation of catenary

The eastern region:

- Closed: Sundbyberg-Jakobsberg w1813-1814, Tu-Th, 22.30-04.30
- Closed: Huvudsta-Jakobsberg w1844-1845, Fr-Mo, 22.30-04.30
- Closed: Skogås-Handen w1810,1812, Sa-Mo, 02.00-04.00

Speed restriction 2018

- Skogås-Handen sth 140/70, km 39.300-40.500, v1750-184

The western region:

- Falköping, closed weeknights w1815,1819,1822,1835-1836 construction loop siding.
- Bohusbanan, tunnels w 1809-1813
- Göteborgs signal box area, Västlänken
- Kil-Öxnared, autotransformer feeder
- Karlstad, Pråmkanalen
- Alingsås-Floby, trackrenewal
- Alingsås, track for railcar trains to change direction of travel

The southern region:

- Lund/Kävlinge-Arlöv. Renovation of catenary and multiple track

1.2 Pre-planned times in track for maintenance

In order to provide capacity for maintenance work, the Swedish Transport Administration intends to plan fixed times in tracks – referred to as service windows – according to what is stated below.

This requirement for maintenance times will be submitted to the timetable process for Timetable 2018 together with the Swedish Transport Administration's other requirements for track engineering works. During the process, the exact times for the maintenance work will be determined.

There is therefore no need to give any consideration to these times in connection with train path applications. On the other hand, the Swedish Transport Administration wishes to make all applicants aware of the fact that these service windows represent the need for maintenance times within each respective geographical area that the Swedish Transport Administration sees, and which are expected to require the provision of time in the established Timetable.

Note also that the Swedish Transport Administration may indicate a further need for the provision of maintenance time in tracks. In this case, they will be made available in the normal track engineering works process.

1.2.1 Maintenance contract Malmö and south-east Skåne

The Swedish Transport Administration intend to apply for:

- traffic stoppages during four (4) hours every night before Monday on lines from Lockarp to Ystad and to Trelleborg
- shutdown of the entire I-group at Malmö godsbangård for ten (10) hours four (4) times a year
- signale-track for six (6) hours every night before Tuesday – Friday in Citytunneln.

1.2.2 Maintenance contract Norra stambanan

The Swedish Transport Administration intends to apply for traffic stoppages in the daytime on every weekday for a period of two (2) hours on the stretch of line (Ramsjö)-(Ockelbo). Service windows (Storvik)-(Ockelbo)/(Gävle) are intended to be scheduled for the night-time on weekends and public holidays.

1.2.3 Maintenance contract Västkustbanan south

Within this maintenance contract, service windows for 2018 are only planned for the Hallandsås tunnels (Båstad Norra)-(Förslöv). A further need for time in tracks for maintenance purposes in this maintenance contract will in other words be presented at the same time as the Swedish Transport Administration submits its application for other track engineering works

The Swedish Transport Administration intend to apply for capacity in Hallandsåstunnelarna (Bån)-(Vbt) that means single-track for six (6) hours on the night before Monday –Friday, and for ten (10) hours on the night before Sunday. This enables maintenance work to be performed in one of the tunnel tubes during these times.

1.2.4 Maintenance contract Blekinge kustbana, Kust till kust-banan

The Swedish Transport Administration intends to apply for traffic stoppages in the night time on every weekday for a period of 4 - 7 hours on the stretch of line Värnamo and Kalmar/Karlskrona, and 3 – 5 hours in the night time on every weekday on the stretch of line Hässleholm and Karlskrona.

1.2.5 Maintenance contract Länsbanorna i Östergötland and eastern Småland

The Swedish Transport Administration intends here to apply for seven (7) hours of traffic stoppage from Tuesday – Thursday on a larger part of those stretches of line that this maintenance contract covers.

1.2.6 Maintenance contract Värmland/Dalsland

The Swedish Transport Administration intends here to primarily gather the maintenance under three (3) track engineering works weeks per year and stretch of line, with a 5-hour traffic stoppage from Monday – Thursday.

1.2.7 Maintenance contract Västra Götaland, West

The Swedish Transport Administration intends here for each stretch of line to apply for a stoppage (single-track lines) and single-track operation (double-track lines) for a period of 2-7 hours, 1-3 days a week.

1.2.8 Maintenance contract Väst kustbanan, West

The Swedish Transport Administration intends to gather the maintenance on Väst kustbanan north of Halmstad on the one hand in single-track operations for 2.5 hours in the daytime once a week, and on the other hand in single-track operations at night with the same frequency and, in addition, in track engineering works weeks with single-track operations. On the stretch of line (Varberg)-(Hamra), the Swedish Transport Administration intends to apply for traffic stoppages of 6.5 hours every other night before Sunday.

1.2.9 Maintenance contract Malmbanan, north

The Swedish Transport Administration intends, during the spring, winter and autumn to apply for two (2) hours' traffic stoppage in the daytime from Monday – Friday, every other week north of Kiruna, every other week south of Kiruna. These times are coordinated with maintenance periods on the Norwegian side of the border. During the summer, the Swedish Transport Administration intends primarily to coordinate the maintenance work with the major investment and reinvestment projects that are in progress on the route.

1.2.10 Maintenance contract Banorna i Bergslagen and Godsstråket

The Swedish Transport Administration intends here to apply for 3 hours' traffic stoppage one night a week and stretch of line on the single-track lines. On the Freight Corridor, the Swedish Transport Administration intends to apply for

capacity for track engineering works, which means single-track operations to a somewhat greater extent.

1.2.11 Maintenance contract Södra stambanan and Västra stambanan (Hallsberg)-(Gnesta)

The Swedish Transport Administration intends to apply for capacity that means on parts of Västra stambanan and Södra stambanan trains in one direction are given a running time mark-up about 3-15 minutes on nights before Monday – Friday of between 4 and 7 hours (exception: daytime (Nässjö)-(Alvesta)). When single-track operation is run owing to maintenance work, a train whose direction is prioritised in the operative stage. Limits for the number of closed stretches of line will be notified at the same time as the Timetable is adopted.

The Swedish Transport Administration's needs have the following consequences for each service window sector:

Västra stambanan

(Gnesta) – (Katrineholm)	Running time mark-up southbound trains, 5,5 hours during the night
(Katrineholm) – (Hallsberg)	Running time mark-up southbound trains, 5,5 hours during the night

Södra stambanan

(Katrineholm) – (Norrköping)	Running time mark-up southbound trains, 6 hours during the night
(Norrköping) – (Mjölby)	Running time mark-up southbound trains, 4-7 hours during the night
(Mjölby) – (Nässjö)	Running time mark-up northbound trains, 4-7 hours during the night
(Nässjö) – (Alvesta)	Running time mark-up, 5 hours during daytime
(Alvesta) – (Hässleholm)	Running time mark-up northbound trains, 5-7 hours during the night
(Hässleholm)–(Lund)	Running time mark-up northbound trains, 5 hours during the night
(Lund) – (Arlöv)	Maximum capacity, 5-7 hours during the night
Citytunneln	Maximum capacity, 6 hours during the night

1.2.12 Maintenance contract Västra Götaland Göteborg

The Swedish Transport Administration intends to, at each line section, apply for traffic stoppage (single-track lines) and single track operations (dubble-track lines) for a period of 4 hours during 1-5 weeknights per week, and two 8-hours periods of traffic stoppage the night before Sunday during the hole year on the stretch Alingsås-(Partille).

The Swedish Transport Administration intends to do maintenance at Göteborg signal box area in consultation with the railway undertakings.

1.2.13 Maintenance contract Stockholm Mitt, the stretch Stuvsta – Stockholm Central

The Swedish Transport Administration intends to apply for capacity for a period of 4-5 hours the nights before Monday-Friday every week. During this interval the traffic will be able to run with limited accessibility.

1.2.14 Maintenance contract Stockholm Mitt, the stretch Stockholm Central – Karlberg and the stretch Tomtebodavägen Övre – Ulriksdal/Duvbo

The Swedish Transport Administration intends to apply for capacity for a period of 3-6 hours the nights before Monday-Friday every week. During this interval the traffic will be able to run with limited accessibility.

1.2.15 Maintenance contract Hagalund

The Swedish Transport Administration intends to apply for capacity for a period of 4 hours on Monday-Thursday every week. During this interval the traffic will be able to run with limited accessibility.

1.2.16 Maintenance contract Holmsund – Boden incl cross country lines

The Swedish Transport Administration intends to, at each line section, apply for traffic stoppage on 1-4 weekdays for 1-3 hours per week.

For the stretch Holmsund – Vännäs and the stretch Vännäs – Boden Södra the Swedish Transport Administration intends to apply for traffic stoppage for period of 4 hours at 5-7 occasions per week for 2-3 weeks per year.

For the cross country lined Swedish Transport Administration intends to apply for traffic stoppage on weekdays for 4-6 hours 9-33 weeks per year

1.3 Railway lines where special conditions may apply

In part of the railway network is a heightened risk of prolonged reductions in speed or axle load. These parts are presented below.

Line with risk of special conditions
111 (Peuravaara)–Riksgränsen
118 (Boden)–(Gällivare), Koijuvaara–Aitik
143 (Bastuträsk)–Skelleftehamns övre
153 (Forsmo)–(Hoting)
221 (Östersund)–Storlien
232 (Härnösand)–(Långsele)
235 (Strömsbro)–(Sundsvall)
305 Borlänge rbg
313 (Frövi)–Avesta Krylbo
333 (AvestaKrylbo)–(Hedemora)
349 Västerås Norra–Kolbäck
350 (Kolbäck)–Jädersbruk

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364 (Kristinehamn)–(Nyckroppa), (Daglösen)–Filipstad
376 (Repbäcken)–Rågsveden
382 Kil–(Karlstad)
383 (Laxå)–(Karlstad Välsviken)
391 (Grängesberg)–(Ställdalen)–(Frövi)
393 Bofors–(Strömtorp)
416 (Katrineholm)–(Hallsberg)
419 Hallsbergs personbangård
421 (Järna)–(Åby)
431 Sala–(Uppsala N)
434 (Uppsala C)–(Gävle)
441 (Sala)–(Avestakrylbo)
450 Eskilstuna C–Rekarne
493 (Rekarne)–Kolbäck
494 Flens övre–(Eskilstuna C)
505 Åby–(Mjölby)
524 (Hallsbergs personbangård)–Frövi
552 (Gårdsjö)–(Håkantorps)
601 Göteborg C–Partille
601 Almedal–Göteborg C
611 (Falköping)–(Alingsås)
621 (Uddevalla C)–Strömstad
625 (Göteborg Kville)–Stenungsund
626 (Almedal)–Kungsbacka
630 Halmstads central
631 Kil–Charlottenberg
652 (Öxnered)–(Håkantorps)
661 (Kil)–Torsby
710 (Falköping)–(Sandhem)
711 Sandhem–(Nässjö)
732 (Nässjö)–(Värnamo)–(Landeryd)
733 Landeryd–(Furet)
813 (Nässjö)–(Alvesta)
814 Alvesta–Älmhult
815 (Älmhult)–(Hässleholm)
832 Hultsfred–Berga
845 (Bjärka-Säby)–Västervik
851 (Älmhult)–Olofström
913 (Lockarp)–(Trelleborg)
926 (Helsingborgs godsbangård)–Teckomatorp
933 Åstorp–(Helsingborgs godsbangård)
952 (Kristianstad)–Åhus
969 (Ystad)–Simrishamn

Bandel 111 (Peuravaara)–Riksgränsen

The bridge Bäck between Vassijaure och Låktatjåkka, km 1532+570: There is a risk of prolonged restrictions of STAX and STH.

The bridge Rautasjokk south, km 1432+883: There is a risk of prolonged restrictions of axle load and speed owing to carrying capacity problem.

Bandel 118 (Boden)–(Gällivare), Koijuvaara–Aitik

Holmfors–Ljuså, km 1158+405 – 1161+694: There is a risk of prolonged restriction to 40 km/h for iron ore train owing to poor track.

Harrträsk–Gällivare, km 1300+010 – 1312+319: There is a risk of prolonged restriction to 40 km/h for iron ore train owing to poor rails.

Bandel 143 (Bastuträsk)–Skelleftehamns övre

The bridge over Skellefte river between Finnforsfallet and Skellefteå km 33+144 – 33+296: There is a risk of prolonged restrictions of axle load and speed owing to carrying capacity problem.

Bandel 153 (Forsmo)–(Hoting)

The bridge over Rörströms river between Betåsen and Ådalsliden km 96+466 – 96+552: There is a risk of prolonged restrictions of axle load and speed due to carrying capacity problem.

The bridge over Fjällsjö river north of Rossön km 34+198 – 34+366: There is a risk of prolonged restrictions of axle load and speed owing to carrying capacity problem.

Bandel 221 (Östersund)–Storlien

The stretch Storlien-the border, km 747+602 – 751+819: There is a risk of prolonged restriction to 40 km/h owing to poor track.

Bandel 232 (Härnösand)–(Långsele)

Västerasby–Långsele, km 483+600 – 529+391: There is a risk of prolonged speed restrictions and temporary closure of tracks for repairs.

Bandel 235 (Strömsbro)–(Sundsvall)

The stretch Gävle–Åänge, km 117+232 – 181+348: There is a risk of prolonged restriction to 70 km/h owing to poor track.

Bandel 305 Borlänge marshalling yard

The bridge over the river Dalälven at Domnarvet, siding No 103, km 21+750: There is a risk of prolonged restrictions of axle load and speed due to carrying capacity problem.

Bandel 313 (Frövi)–Avesta Krylbo

The bridge over the street Järnvägsgatan in Avesta/Krylbo, km 160+110: There is a risk of prolonged restrictions of axle load and speed owing to carrying capacity problem.

Bandel 333 (Avesta Krylbo)-(Borlänge)

Avesta/Krylbo–Hedemora, km 0+355 – 22+543: There is a risk of prolonged restriction to 100 km/h owing to poor track.

Bandel 349 Västerås norra–Kolbäck

Västerås Norra-Kolbäck up track km 111+226-114+120 och 122+073-123+300, and down track km 106+290-110+038 and 111+351-122+072: There is a risk of prolonged restriction to 130 km/h owing to poor rails.

The bridge over the road E18 Västerås (Tegnératan), up track and down track, km 109+499: There is a risk of prolonged restrictions of axle load and speed.

Bandel 350 (Kolbäck)–Jädersbruk

Kolbäck–Jädersbruk, km 131+077 – 339+400: There is a risk of prolonged restriction to 130 km/h owing to poor rails.

Bandel 364 (Kristinehamn)–(Nykroppa), (Daglösen)–Filipstad

Kristinehamn–Nässundet, km 0+500 – 9+350: There is a risk of prolonged restriction to 80 km/h owing to poor track.

Nässundet–Storfors, km 12+245 – 28+140: There is a risk of prolonged restriction to 80 km/h owing to poor track.

Bandel 376 (Repbäcken)–(Rågsveden)

Repbäcken–Rågsveden, km 29+622 – 162+119: There is a risk of prolonged restriction to 40 km/h.

Bandel 382 och 383 Kil–(Laxå)

Laxå–Kil, km 231+000 – 348+944: There is a risk of greater restrictions for heavy transport and the risk of prolonged speed reduction to 130 km/h owing to poor rails.

Bandel 391 (Grängesberg)–(Ställdalen)–(Frövi)

Silverhöjdsåret, km 479+792 – 463+203: There is a risk of prolonged restriction to 40 km/h..

Bandel 393 Bofors–(Strömtorp)

Bofors–Strömtorp, km 63+840 – 73+124: There is a risk of long-term total stoppage owing to poor track.

Bandel 416 (Katrineholm)–(Hallsberg)

Baggetorp–Pålsboda, nedspår, km 142+789 - 186+262: There is a risk of speed reduction to 130 km/h owing to poor rails.

Bandel 419 Hallsbergs personbangård

Eight switches on track U1 och N1 are in poor condition (nummer 165, 166, 176, 183, 184, 185, 191 och 192). There is a risk of prolonged speed reductions to 40 km/h throw these switches.

Bandel 421 (Järna)–(Åby)

Ålberga–Kolmården, km 90+779 – 97+747: There is a risk of speed reduction to 130 km/h owing to poor rails.

Bandel 431 Sala–(Uppsala N)

Sala–Uppsala N, km 67+458 – 127+444: There is a risk of speed reduction to 130 km/h owing to poor rails.

Bandel 434 (Uppsala C)–(Gävle)

Storvreta–Gävle, uppspår km 14+982 – 113+481: There is a risk of speed reduction to 130 km/h owing to poor rails.

Bandel 441 (Sala)–(Broddbo)

Sala–Broddbo, km 128+652 – 137+595: There is a risk of speed reduction to 130 km/h owing to poor rails.

Bandel 450 Eskilstuna–Rekarne

Eskilstuna–Folkesta, uppspår km 105+176 – 109+681: There is a risk of speed reduction to 130 km/h owing to poor rails.

Folkesta–Rekarne, km 109+681 – 114+670: There is a risk of speed reduction to 130 km/h owing to poor rails.

Bandel 493 (Rekarne)–Kolbäck

Rekarne–Kolbäck, km 201+084 – 217+062: There is a risk of speed reduction owing to poor rails.

Bandel 494 Flens övre–(Eskilstuna C)

Flens övre–Eskilstuna, km 61+221 – 100+360: There is a risk of speed reduction to 70 km/h owing to poor track.

Bandel 505 Åby–(Mjölby)

Kimstad, switches 105 och 106: There is a risk of prolonged traffic stoppage in the direction of Finspång.

Bandel 524 (Hallsbergs personbangård)–Frövi

Örebro–Frövi, up track, km 226+439 – 249+157 and down track km 226+356 – 249+157: There is a risk of speed reduction to 130 km/h owing to poor rails.

Bandel 552 (Gårdsjö)–(Håkantorps)

Lidköping, switch 3, Mariestad. Switches 8, 13 och 105 and Forshem, switch 1 a: There is a risk of limited accessibility (locking of these switches).

Bandel 601 Göteborg C–Partille

Sävedalen, switches 301, 302 och 305: There is a risk of prolonged speed reductions through these switches.

Bandel 601 Almedal–Göteborg C

Almedal, up track och down track, km 4+204 – 4+965: There is a risk of speed reduction to 90 km/h.

Bandel 611 (Falköping)–(Alingsås)

The bridge over the river Nossan at Herrljunga (in the direction of Håkantorps), km 89+846 – 89+890: There is a risk of prolonged restrictions of axle load and speed owing to carrying capacity problem.

Bandel 621 (Uddevalla C)–Strömstad

Dingle–Tanum, km 130+900 – 147+443: There is a risk of speed reduction to 80 km/h owing to poor track.

A majority of the switches in Uddevalla (in priority route) are in poor condition. The nine switches are: 460, 435, 441, 430, 436, 422, 469, 465a och 443a. There is a risk of limited accessibility (locking of these switches).

A majority of the switches between Uddevalla–Strömstad (in priority route) are in very poor condition. There is a risk of limited accessibility (locking of these switches).

Overdecking of the road portal in Munkedal (Vadholmsvägen), km 109+777: There is a risk of prolonged restrictions of axle load and speed owing to carrying capacity problem.

Bandel 625 (Göteborg Kville)–Stenungsund

Stenungsund, spårväxel 42: There is a risk of limited accessibility (locking of these switches). This will have an impact on the possibilities of operating traffic to and from the industry.

Bandel 626 (Almedal)–Kungsbacka

Almedal–Mölnadal, up track km 4+269 – 8+509: There is a risk of speed reduction to 90 km/h owing to poor rails.

Bandel 630 Halmstad central

Halmstad central, the switches 436/437 och 438/439, km 152+150 – 152+234: There is a risk of prolonged speed reduction 40 km/h throw the switches.

Bandel 631 Kil–Charlottenberg

The bridge over the river Norsälven between Kil and Fagerås, km 353+85 – 353+263: There is a risk of prolonged restrictions of axle load and speed owing to carrying capacity problem.

Bandel 652 (Öxnered)–(Håkantorp)

The bridge over the river Nossan in Forshall at Grästorp km 47+420 – 47+456: There is a risk of prolonged restrictions of axle load and speed owing to carrying capacity problem.

The bridge over Trollhätte channel in Vänersborg, km 25+609: There is a risk of prolonged restrictions of axle load and speed.

Bandel 661 (Kil)-Torsby

Kil-Rottneros, km 0+916 – 35+939: There is a risk of speed reduction to 80 km/h owing to poor track.

Bandel 710 och 711 (Falköping)–(Nässjö)

Falköping–Bankeryd, km 0+644 – 60+0409: There is a risk of speed reduction to 130 km/h owing to poor rails.

Bankeryd–Jönköping, km 60+409 – 66+820: There is a risk of speed reduction to 70 km/h owing to poor track.

Bandel 732 (Nässjö)–(Värnamo)–(Landeryd)

The bridge over the river Storån in Forsheda, km 95+436 – 95+460: There is a risk of prolonged restrictions of axle load and speed owing to carrying capacity problem.

The two bridges in Malmbäck, km 20+46 samt 20+224: There is a risk of prolonged restrictions of axle load and speed owing to carrying capacity problem.

Bandel 733 Landeryd–(Furet)

Landeryd–Torup, km 136+257 – 156+210, and Oskarström–Åled, km 176+844 – 184+670: There is a risk of speed reduction to 80 km/h owing to poor track.

Bandel 814 Alvesta–Älmhult

Diö, four switches are in poor condition. There is a risk of prolonged speed reduction through the switches to 160 km/h.

Bandel 815 (Älmhult)–(Hässleholm)

Hästveda, five switches are in poor condition. There is a risk of prolonged speed reduction through the switches to 160 km/h.

Osby, four switches are in poor condition. There is a risk of prolonged speed reduction through the switches to 160 km/h.

Mosselund, four switches are in poor condition. There is a risk of prolonged speed reduction through the switches to 160 km/h.

Tunneby, four switches are in poor condition. There is a risk of prolonged speed reduction through the switches to 160 km/h.

Bandel 832 Hultsfred–Berga

Hultsfred–Berga, km 85+688 – 93+000 och km 96+700 – 119+945: There is a risk of speed reduction to 80 km/h owing to poor track.

Bandel 845 (Bjärka-Säby)–Västervik

Bjärka-Säby–Västervik, km 0+550 – 118+557: There is a risk of speed reduction to 80 km/h owing to poor track.

Bandel 851 (Älmhult)–Olofström

Älmhult–Olofström, km 0+947 – 42+112: There is a risk of speed reduction to 40 km/h owing to poor track.

Bandel 913 (Lockarp)–(Trelleborg)

Lockarp–Trelleborg, km 627+267 – 648+055: There is a risk of speed reduction to 130 km/h owing to poor track.

Bandel 926 (Helsingborgs godsbangård)–Teckomatorp

Helsingborg–Teckomatorp, km 3+350 – 33+626: There is a risk of speed reduction to 100 km/h owing to poor track.

Bandel 933 Åstorp–(Helsingborg godsbangård)

Åstorp–Helsingborg godsbangård, km 53+624 – 73+567: There is a risk of speed reduction to 100 km/h owing to poor track.

Bandel 952 (Kristianstad)–Åhus

Rinkaby–Åhus, km 40+203 – 46+163: There is a risk of speed reduction to 20 km/h owing to poor track.

Bandel 969 (Ystad)–Simrishamn

Tomelilla–Ystad, km 65+000 – 74+770: There is a risk of speed reduction to 130 km/h.