

Train path charge, passage and emission charges

1 Train path charge

The train path charge is a kilometre-(mileage-) based fee with three levels: high, intermediate and basic. The geographic distribution of the different levels are presented below. The charge is based on agreed capacity.

High level applied on the following routes:

- Boden – Luleå
- Falun – Borlänge
- Stockholm Central – Uppsala central
- Karlberg – Stockholms södra:
 - Karlberg – Stockholm City
 - Stockholm city – Stockholms södra
- Stockholm - Barkarby
- Stockholm Central – Göteborg Central:
 - Stockholm Central – Älvsjö (including Älvsjö godsbangård)
 - Älvsjö – Södertälje syd övre (south upper) - Partille
 - Partille – Göteborg Central
- Laxå – Charlottenberg:
 - Laxå – Kristinehamn – Karlstad – Kil
 - Kil – Charlottenberg (riksgränsen)
- Stockholms central–Malmö central:
 - Stockholm Central – Älvsjö
 - Älvsjö – Södertälje Syd – Katrineholm
 - Katrineholm – Åby – Arlöv
 - Arlöv–Malmö central
- Nässjö–Jönköping
- Alvesta–Växjö
- Hässleholm–Kristianstads central
- Connections to and from Sävenäs marshalling yard
- Gubbero–Olskroken
- Olskroken–Göteborgs norra
- Olskroken–Göteborg Marieholm–Göteborg Kville–Pölsebo–Skandiahammen
- Göteborg Olskroken–Älvängen
- Göteborgs central–Almedal
- Almedal–Halmstad
- Torebo–Falkenbergs godsstation

- Ängelholm–Helsingborgs central–Landskrona östra–Kävlinge–Lund
- Lund–Malmö central
- Helsingborgs godsbangård–Åstorp
- Malmö central–Triangeln–Hyllie–Lernacken
- Arlöv–Malmö godsbangård
- Lockarp–Svågertorp–Hyllie
- Fosieby–Svågertorp
- Svågertorp–Lernacken
- Lernacken–Peberholmen)

Intermediate level applied on the following routes:

- Råtsi–Svappavara
- Riksgränsen–Boden (including Kiruna malmbangård–Peuravaara and Gällivare–Koskullskulle)
- Boden–Nyfors–Bastuträsk–Hällnäs–Vännäs
- Vännäs–Umeå–Gimonäs
- Gimonäs–Örnsköldsvik–Västerasby
- Västerasby–Härnösand–Sundsvall
- Sundsvall–Gävle central
- Gävle central–Uppsala central
- Vännäs–Mellansel–Forsmo–Långele–Bräcke
- Bräcke–Ånge–Bollnäs–Ockelbo–Strömsbro/Gävle central
- Ånge godsbangård
- Ockelbo–Storvik
- Gävle central- Gävle godsbangård–Storvik
- Storvik–Avesta Krylbo–Fagersta–Frövi
- Storvik–Falun
- Borlänge–Ludvika–Ställdalen–Frövi
- Borlänge–Avesta Krylbo–Sala–Uppsala
- Sala–Tillberga–Västerås norra
- Barkarby–Kallhäll–Kungsängen–Bålsta–Västerås central
- Västerås central–Kolbäck–Valskog–Arboga–Jädersbruk–Hovsta
- Jädersbruk–Frövi
- Snyten–Kolbäck
- Fagersta–Ängelsberg

- Kolbäck–Rekarne
- Frövi–Hovsta–Örebro–Hallsberg–Mjölby
- All connections to and from Hallsbergs personbangård, Hallsbergs rangerbangård, Hallsberg Posten
- Årstaberget–Älvsjö godsbangård–Älvsjö
- Älvsjö–Nynäshamn
- Flemingsberg–Södertälje hamn–Södertälje centrum
- Södertälje syd övre (south upper)–Eskilstuna–Rekarne–Valskog
- Åkers Styckebruk–Grundbro
- Eskilstuna–Flen
- Linköping–Bjärka Säby
- Kil–Öxnered
- Kornsjö–Skälebol
- Vänersborg–Öxnered
- Älvängen–Öxnered
- Falköping–Jönköping
- Jönköping–Vaggeryd–Värnamo
- Göteborg Kville–Stenungsund–Uddevalla
- Almedal–Borås
- Borås–Värnamo–Alvesta
- Växjö–Kalmar central
- Emmaboda–Karlskrona central
- Halmstad–Båstad–Ängelholm
- Ängelholm–Åstorp–Teckomatorp–Eslöv
- Furet–Landeryd
- Torup–Hyltebruk
- Älmhult–Olofström
- Åstorp–Hässleholm
- Kristianstad C–Gullberna (Karlskrona)
- Arlöv–Flädie–Kävlinge–Teckomatorp–Helsingborg godsbangård
- Malmö central/Malmö godsbangård–Östervärn–Fosieby–Lockarp
- Lockarp–Trelleborg
- Lockarp–Ystad–Simrishamn

Base level applies for the network in general.

Network Statement 2018
Annex 6 A – Train path and passage charges
Edition 2016-12-09



The Swedish Transport Administration has developed a simulation system to calculate the Administrations charges for railway transports. In the system it is possible to calculate the train paths charges between given stations. The calculator system is a web application and is available via <https://jvk.trafikverket.se/>

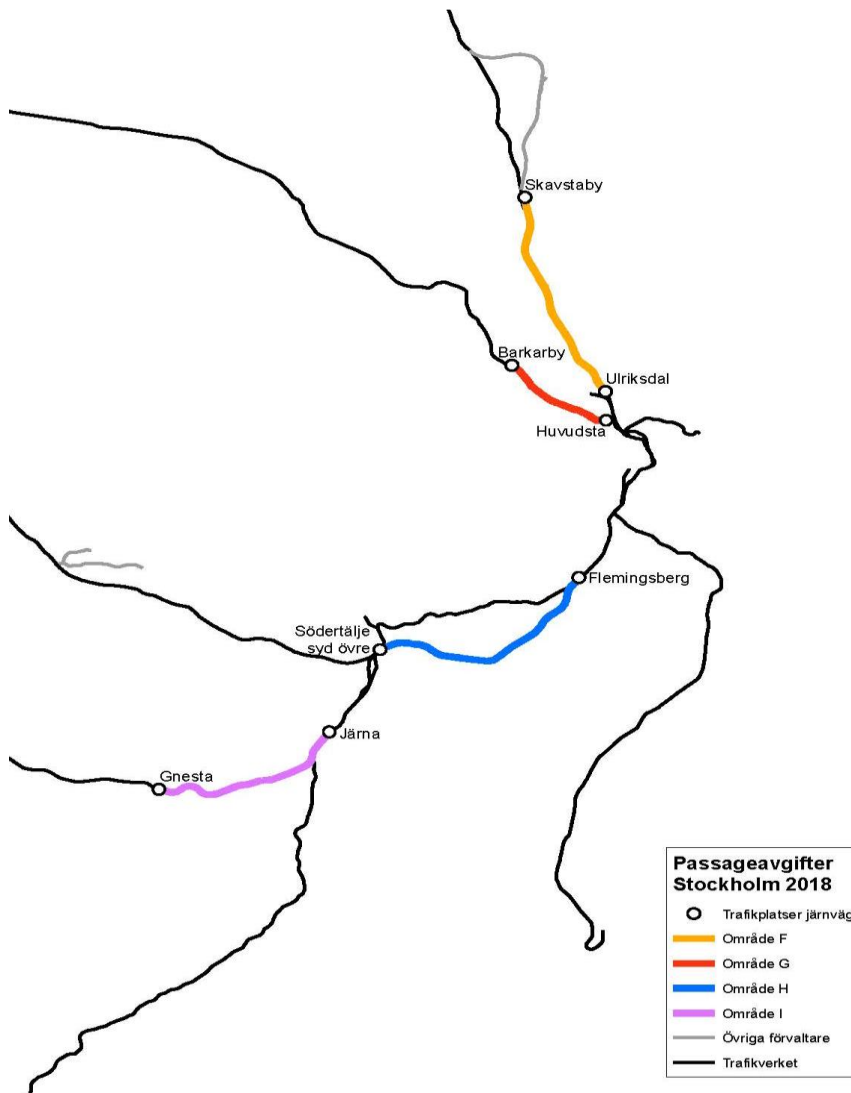
2 Passage charge

Passage charge is imposed for the allocated train paths on parts of the railway network in Stockholm, Göteborg and Malmö on weekdays, Monday-Friday, 06.00–09.00 and 15.00–18.00

2.1 Example Stockholm

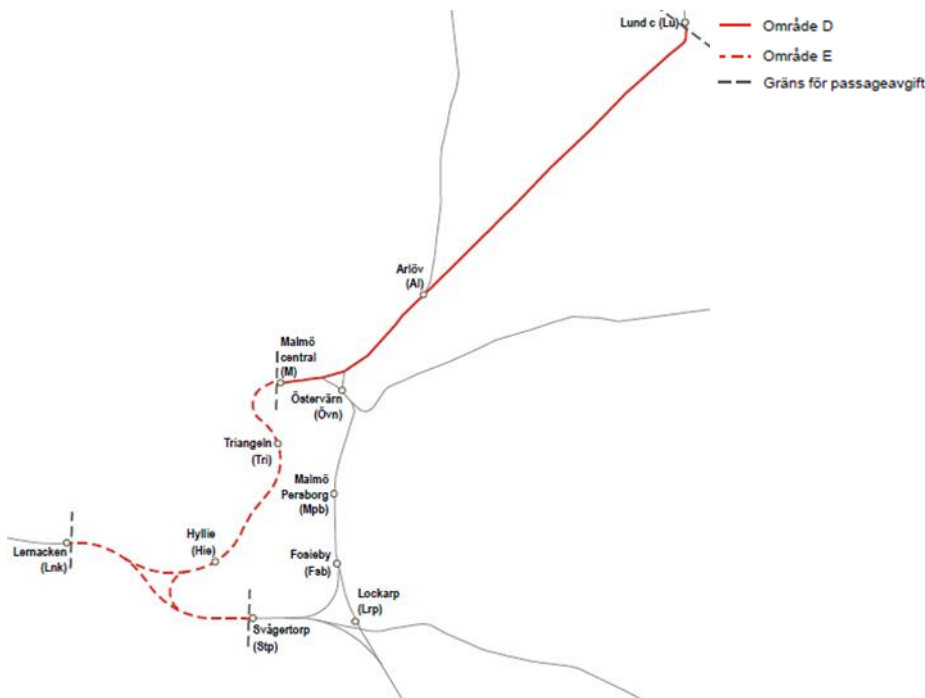
In Stockholm, a charge is levied for:

- Ulriksdal–Skavstaby (area F)
- Huvudsta–Barkaby (area G).
- Flemingsberg–Björnkulla–Malmsjö–Södertälje Syd övre (south upper) (area H)
- Järna–Gnesta (area I)



Examples for Stockholm:

1. A train from Uppsala runs to Norrköping through Stockholms central. The train runs via Skavstaby at 6.15 on a non-holiday weekday and will be charged a passage charge (Skavstaby - Ulriksdal). The train comes to Stockholm Central and at 6.30 drives continues towards Norrköping via Flemingsberg – Björnkulla – Malmsjö – Södertälje Syd övre (south upper), and is charged an additional passage charge (area H). The train continues from Södertälje via Nyköping.
A total of 2 x passage charges for the train path.
2. A train from Falun drives towards Stockholms central. The train passes Skavstaby at 15.40 on a non-holiday weekday and will be charged a passage charge (Skavstaby - Ulriksdal).
1 (one) passage charge for the train path.
3. The train path in example 2 has turned around at Stockholms central and will run a new train path to Falun at 16.05 the same day. At 16.05 on departure, a passage charge will be levied (Skavstaby - Ulriksdal).
1 (one) passage charge for the train path.
4. A train from Falun drives towards Stockholms central. The train passes Karlberg at 17.40 on a non-holiday weekday and will be charged a passage charge (Karlberg–Stockholms central).
1 (one) passage charge for the train path.
5. A train from Gävle drives to Linköping via Stockholm Central. The train runs via Skavstaby at 17.55 on a non-holiday weekday and will be charged a passage charge (Skavstaby -Ulriksdal). The train arrives at Stockholm Central at 18.00 and at 18.05 it leaves for Linköping via area H. A passage charge will not be levied because the train will not be operated in the area for the train path within the time when the passage charge is levied.
1 (one) passage charge for the train path.
6. A train from Uppsala drives towards Stockholm Central. The train passes Skavstaby at 15.08 on a non-holiday weekday and will be charged a passage charge (Skavstaby - Ulriksdal). Passengers alight at Stockholm Central.
1 (one) passage charge for the train path.
7. A train from Gothenburg drives towards Stockholm Central. The train passes Gnesta at 15.08 on a non-holiday weekday and will be charged a passage charge (Gnesta - Järna). The train passes Södertälje South at 15.XX. The passengers alight at Stockholm Central.
2 (two) passage charge for the train path.
8. A train from Västerås drives towards Stockholm Central. The train passes Barkarby 07:00 on a non-holiday weekday and will be charged a passage charge (Huvudsta – Barkarby). The passengers alight at Stockholm Central.
1 (one) passage charge for the train path.



Examples for Malmö:

1. A train from Stockholm is on its way to Lernacken. The train runs via Lund 7.30 a non-holiday weekday. A passage charge is levied when the train passes Lund (Lund – Malmö Central). The train runs towards Malmö Central, where it continues to the City Tunnel at 8.00. As it passes Malmö Central on the way to the City Tunnel, a further charge is levied (Malmö Central – Lernacken).
A total of 2 x passage charges for the train path.
2. A train from Gothenburg is on its way to Lernacken. The train runs via Lund 7.30 a non-holiday weekday. A passage charge is levied when the train passes Lund (Lund–Malmö central). The train runs via Östervärn - Fosiéby towards Svågertorp and where it passes Lernacken at 8.00.
2 (two) passage charges for the train path.
3. A train starts from Malmö godsbangård and drives towards Trelleborg. The train departs 16.05 a non-holiday weekday. No passage charge is levied for the train path on the route Malmö godsbangård - Östervärn, not included in area D.

3 Emission charge

The emissions charge reflects the socioeconomic costs in terms of environmental and health effects that one additional train movement gives rise to - the costs of discharging carbon dioxide, nitrogen oxides, sulphur dioxide, hydrocarbons and particles. The size of the charge depends on the engine's environmental class and the quantity of fuel consumed.

For engine-powered vehicles, the emission fee is levied as below.

Emission fees	Fee compression-ignition engines		Fee spark-ignition engines	
	SEK/litre ⁽¹⁾	SEK/m ³ ⁽²⁾	SEK/litre ⁽¹⁾	SEK/m ³ ⁽²⁾
Diesel-powered locomotive, base	3,20	3,76	2,14	2,71
Diesel locomotive, environmentally classed stage III A	2,07	2,43	2,07	2,43
Diesel locomotive, environmentally classed stage III B	1,66	1,95	1,66	1,95
Diesel-powered multiple-unit trains, base	3,13	3,68	2,07	2,62
Diesel multiple-unit trains, environmentally classed stage III A	1,72	2,02	1,72	2,02
Diesel multiple-unit trains, environmentally classed stage III B	1,42	1,66	1,42	1,66

¹ Liquid fuel

² Gaseous fuel

The amount of litres of diesel fuel used must be reported for all the traffic that takes place on the Swedish Transport Administration's rail network, not just the consumption that takes place when using a train path. For eco-certified vehicles, the vehicle number and amount of diesel fuel in litres consumed per vehicle must be stated on the declaration.

Following examples illustrate how the fee can be calculated.

3.1 Example 1: Locomotive, base

For a locomotive with a non-classified diesel engine (compression ignition) application fee base in SEK / litre of diesel. The vehicle has consumed 400 litres of diesel. The total fee is 400 litres × 3.20 SEK/ litre = 1280 SEK.

3.2 Example 2: Gas-powered multiple-unit train, environmentally classed stage III B

For a gas-powered locomotive with spark-ignition engine with emission limits for class III B, the fee is 1.66 SEK/m³ gas. The vehicle has consumed 320 cubic meters of gas. The total fee is 320 m³ × 1.66 SEK/ m³ = 531.2 SEK.

3.3 Example 3: Dual-fuel powered locomotive, environmentally classed stage III A

For a locomotive with a compression ignition dual-fuel engine application fee for both liquid and gaseous fuels. The vehicle has consumed 160 litres of diesel and 205 cubic metres of gas. The total fee is:

$$160 \text{ litres of diesel} \times 2.07 \text{ SEK/litre} + 205 \text{ m}^3 \times 2.43 \text{ SEK/m}^3 = 829.4 \text{ SEK}$$