

Station security

The Swedish Transport Administration plans the monitoring of stations in accordance with this annex.

Category A

Stations controlled remotely from a dispatch centre and stations that are permanently locally monitored belong to Category A. No special conditions are specified for capacity allocation on these stations because of monitoring.

Stations that are permanently locally monitored

- Kil
- Nässjö
- Luleå
- Trelleborg

Category B

Stations that are locally monitored for a certain time according to a plan belong to Category B. The Swedish Transport Administration plans monitoring at these stations on the basis of:

- the needs that follow from applications for train paths ahead of the future annual timetable, and the resources available to The Swedish Transport Administration
- the additional needs for monitoring that follow from applications for train paths after confirmation of the annual timetable (“ad hoc applications”) and the resources available to The Swedish Transport Administration.

An ad hoc train path application that would result in additional monitoring will be submitted to The Swedish Transport Administration eight weeks in advance.

This category also includes stations that are remotely controlled from a dispatch centre at certain times and which are locally monitored for the rest of the time. During periods when the station is remotely controlled, the scope for capacity allocation may be limited.

Stations which are locally monitored at some times and remotely controlled at other times, according to a plan:

- Fagersta central

Stations which are locally monitored at some times, according to a plan:

- Bengtsfors
- Berga
- Blomstermåla
- Bofors
- Borås
- Bäckebron
- Dingle
- Eksjö
- Forshem
- Fristad
- Hältevad
- Hultsfred
- Kisa
- Landeryd
- Lidköping
- Ljung
- Lycksele
- Mariestad
- Mora
- Munkedal
- Mönsterås
- Mörlunda
- Nykroppa (fjärrstyrs från
Daglösen)
- Olofström
- Oskarshamn
- Rottneros
- Skene
- Smedjebacken
- Smålandstenar
- Storfors
- Strömstad
- Sunne
- Tanum
- Torsby
- Torup
- Veddige
- Vetlanda
- Vimmerby
- Viskafors
- Värnamo

Category C

Stations with no plan for local monitoring belong to Category C. The Swedish Transport Administration plans the monitoring of these stations on the basis of the additional needs for monitoring that follow from applications for train paths after confirmation of the annual timetable (“ad hoc applications”) and the resources available to The Swedish Transport Administration.

An ad hoc train path application that would result in additional monitoring will be submitted to The Swedish Transport Administration twelve weeks in advance.

Stations that may be locally monitored at times:

- | | |
|-------------|---------------|
| - Forsheda | - Reftele |
| - Lyrestad* | - Skellefteå* |
| - Lysvik | - |

* This station is not fully equipped. The Swedish Transport Administration may decline an ad hoc train path application that results in additional monitoring even if the application is received earlier than twelve weeks in advance.

Category D

Stations with no plan for local monitoring belong to Category D. The Swedish Transport Administration does not plan monitoring at these stations.

Stations that are not locally monitored:

- | | |
|------------------|--------------|
| - Billingsfors | - Oskarström |
| - Dals Långed | - Rossön |
| - Finnforsfallet | - Skee |
| - Gunnarn | - Sollefteå |
| - Horred | - Söderbärke |
| - Hova | - Ådalsliden |
| - Järpås | - Åseda |
| - Kattisavan | - Åsensbruk |
| - Mariannelund | - Österalnö |