Where the future begins

Ostlänken – East Link project

STOCKHOLM
VAGNĦÄRAD
SKÅVSTA
NYKÖPING
NORRKÖPING
LINKÖPING
Part of Sweden’s first high-speed rail line

Sweden is growing, the metropolitan areas are expanding, and demand for faster, environmentally sustainable transport is rising. That’s why we need Ostlänken - a key part of Sweden’s first purpose-built high-speed rail line.

Sweden’s railway of the future will start with a 150 km section from Järna to Linköping. When the entire Ostlänken project is complete in 2028, trains will be able to run at speeds of up to 320 km/h.
A more direct route

Ostlänken (the East Link) will offer new travel opportunities and will follow a more direct route than the existing rail line. Along the 150 km new line in the eastern part of Central Sweden, stations with adjacent transit hubs are planned at Vagnhärad, Nyköping, Skavsta airport, Norrköping and Linköping.

The new railway will bring the Stockholm, Södermanland and Östergötland regions closer together. Thanks to Ostlänken, it will be possible to travel from Stockholm to Linköping in one hour and from Stockholm to Nyköping in 45 minutes. For long-distance travellers, the route will cut Stockholm–Malmö journey times by half an hour.

Shorter journey times and more convenient transit hubs will encourage people to leave their cars at home and choose a greener, more comfortable mode of transport for commuting and leisure travel.
An environmentally sustainable route

Ostlänken will free up space on existing lines, reducing congestion for other trains. As well as improving the reliability of passenger services, this will create more capacity for freight. This in turn will increase the scope for switching shipments to rail from other, more polluting modes of transport.

One train

- can carry as many passengers as 6 buses
- or 140 cars.

One freight train

- can carry as much cargo as 30 transport trucks.
Expanding and connecting the region

A large part of the Swedish population lives and works along the route of Ostlänken. From the bustling metropolis of Stockholm to the picturesque small towns the region is home to almost three million people.

They include commuters, university students, grandparents going to visit their grandchildren, kids who go to school in another town, culture vultures on their way to the theatre, and couples in long-distance relationships. All of them want a smooth, safe and sustainable way to travel.

Ostlänken will help to expand the region, making it possible to access more amenities, stay in touch with more people, live in a place you love, and work or study where you can make the best use of your skills.

NYKÖPING MUNICIPALITY

- 53,000 residents
- 4,553 businesses
- 134,000 residents
- 6,000 jobs
- 6,000 people commute in, and 4,000 people commute out to Linköping.

TROSA MUNICIPALITY

- 11,600 residents
- Ranked third best place to do business in Sweden (2013)
- 50% of residents commute out
- 10,000 businesses
- 83% of residents aged 16–65 gainfully employed

LINKÖPING MUNICIPALITY

- 150,000 residents
- 10,000 businesses
- 70,000 jobs
- 20,000 inbound commuters/day
- Fifth largest city in Sweden
- One of Sweden’s biggest universities: over 27,000 students and 3,800 employees.

SKAVSTA AIRPORT

- Fourth largest airport in Sweden
- 1,300 people employed (including business park)
- 6,059 outbound commuters/week
- 4,854 inbound commuters/week
- 1,300 people employed (including business park)
Ostlänken is part of the approved development plan for the Swedish transport system. The new line will connect to the existing rail network, allowing trains to continue on to other destinations. As a result, Ostlänken will offer faster through services to places on the existing main line as well as being a component of a future high-speed core network. The ultimate vision is high-speed lines all the way from Stockholm to Gothenburg via Jönköping (Götalandsbanan) and from Stockholm to Malmö (Europabanan).

Ostlänken is the start of something new, but it will also let us make better use of the existing rail system.

**High-speed trains:**

Ostlänken is designed for trains that can run at 320 km/h, 50 per cent faster than any of the trains currently operating in Sweden. The new trains will use the same type of tracks and electrical system as Sweden’s existing railways.

**Facts and Figures**

- **154 km** of double-track line to be built
- **155 bridges** with a total length of 10 km
- **27 tunnels** with a total length of 20 km
- **6 km** Length of the longest tunnel

**Construction**

- **2017** Construction work to start
- **2028** Scheduled completion date
Linking the past with the **future**

Building a brand-new 150 km railway through unspoiled countryside and busy cities naturally has a big environmental and human impact. In some places, Ostlänken may become a new landmark. In other places, it needs to blend into the scenery.

Detailed planning and multiple environmental assessments are needed before construction starts, to ensure that the project achieves its goal with minimal disruption and at the lowest possible cost. That’s where you come in. Consultations will take place with affected communities, where local residents can have their say on route alignment and design.

The new high-speed rail line will pass through the cradle of Sweden. Before construction begins, we intend to carry out archaeological investigations to identify any ancient monuments or relics that need to be protected. In this sense, Ostlänken is a link between the past and the future.
The map shows the planning corridor recommended by the Swedish Transport Administration (Trafikverket) following a study of route options. The exact route alignment will be determined after an environmental impact assessment is conducted during the next stage of the route planning process.

Ostlänken will branch off the existing main line just north of Järna.

Near Nyköping, Ostlänken will split into two routes: a direct route via Skavsta Airport, where a station is planned, and an alternative route serving a new transit hub in downtown Nyköping.

At Vagnhärad, a new transit hub is planned just north of the built-up area.

A relocated transit hub is planned for Linköping.

A relocated transit hub is planned for Norrköping.