



**TRAFIKVERKET**  
SWEDISH TRANSPORT ADMINISTRATION

## Network Statement

# 2017

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2016-12-11 to 2017-12-09*

## Updates

The Network Statement will be updated with the amendments published at the website of The Swedish Transport Administration.

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## Abbreviations and definitions

### Abbreviations

**BVF:** The Swedish National Rail Administration's internal regulations

**BVS:** The Swedish National Rail Administration's technical systems standard

**COTIF:** Convention concerning International Carriage by Rail

**EEA:** European Economic Area

**EC:** European Community

**ERTMS:** European Rail Traffic Management System

**GSM-R:** Global System for Mobile Communication – Railway

**hps:** highest permitted speed

**JTF:** Swedish Rail Agency's traffic regulations

**JvSFS:** Swedish Rail Agency's Code (statute book)

**OSS:** One-Stop Shop

**PaP:** Pre-Arranged Paths (International corridor)

**PSB:** Planned major engineering works

**RNE:** RailNetEurope

**TSI:** technical specification for interoperability

**TTJ:** Traffic rules of the Swedish Transport Administrations for railway

### Definitions

**Access services:** Services that are included in either the minimum package category of access services (train paths) or in the service category containing track access services and access to adjoining facilities.

**Amendment - deviation notification:** Notification from the Swedish Transport Administration relating to the changing or supplementation of information in the network statement.

**Annual timetable:** Plan covering the use of railway infrastructure during a specific period of time.

**Clearance:** Actions taken, when necessary, after a rescue action for the purpose of clearing obstacles and restoring tracks for service after an accident or breakdown.

**Cumulative delay:** Delays according to the timetable at the first measurement point, or an additional delay between two sequential measurement points in the Transport Administration's system for deviations.

**Delay charge:** A charge for deviation from the use of the infrastructure that is established in the timetable and track access agreement.

**Exceptional load:** Transportations that exceed the technical standards for the track system and which may only be performed in accordance with conditions determined by the Transport Administration. See also section 5.4.5.

**Freight terminal:** Facility for the reloading of goods from one form of transport to another.

**Infrastructure manager:** An entity that administers railway infrastructure and manages facilities that belong to the infrastructure. For example, the Swedish Transport Administration and Inlandsbanan AB.

**Maximum permitted axle load (STAX):** A measurement of how much load each wheel axle may exert onto the track, expressed in tonnes.

**Maximum permitted vehicle weight per metre (STVM):** The weight of the vehicle divided by the length of the vehicle, expressed in tonnes per metre.

**Notified body:** The body that, in accordance with the Act on Technical Control (1992:1119), is notified for information concerning the assessment of conformity pursuant to the provisions that apply within the European Economic Area.

**Operational site:** An area of the track demarcated from the line that can be monitored by dispatchers in more detail than is required for the line.

**Passengers:** People travelling with a vehicle on a train journey, blocked line operation or shunting, excluding the personnel on duty. (JvSFS 2008:7)

**Performed train journey:** Completed production of services.

**Railway infrastructure:** Tracks, traffic management structures, devices for electricity supply to traffic, signals and safety facilities that are intended for railway traffic as well as other fixed devices that are required for the existence, operation or use of the facilities.

**Railway network:** Railway infrastructure that is administered by the same infrastructure manager.

**Railway system:** Railway infrastructure and railway vehicles, as well as operation and administration of the infrastructure and vehicles.

**Railway undertaking:** An entity is authorised, through the possession of a licence or special permit, to provide traction power and perform railway services.

**Railway vehicle:** A motorised vehicle and other rolling equipment that can be operated on railway tracks, and that are comprised of one or more subsystems, or parts of a subsystem.

**Reason code:** A code that explains the cause of the deviation from the use of the infrastructure that is established in the timetable and track access agreement

**Recovery:** Measures taken when necessary, once clearance is completed, for the purpose of preserving the railway undertaking's vehicles or property.

**Rescue:** Actions performed by the State rescue services in accordance with the Civil Protection Act (2003:778).

**Subsystem:** Part of the railway system.

**Swedish Transport Administration's railway network:** The state-owned railway infrastructure that is managed and administered by the Transport Administration.

**Timetable:** Information relating to the stretch of line, times and operating days that a train shall run.

**Track access agreement:** An agreement between the Swedish Transport Administration and a railway undertaking, or an entity that has the right to organise railway traffic, relating to the conditions and requirements for traffic on the Administration's railway network.

**Traffic organiser:** Other persons or legal entities with a public-service or commercial interest in procuring for infrastructure capacity, but not to operate it

**Train cancelled at short notice:** A train that is cancelled, in whole or in part, within 24 hours before the scheduled departure time from the departure station. The train must also be cancelled prior to the scheduled departure time from the first operational site on the cancelled stretch.

**Train formation facilities** The collective term for the places where trains are formed, regardless of whether it is freight or passenger traffic. There are two types of train formation facilities: marshalling yards and other railway yards.

**Train paths:** The infrastructure capacity that, in accordance with what is specified in a timetable, may be utilised to operate railway vehicles, excluding work vehicles, from one location to another during a certain period of time. Chapter 1, Section 4 of the Railway Act (2004:519)

**Transport conditions:** The specific conditions that apply to the transportation of exceptional loads.

**Transport permit:** A permit authorising the transportation of an exceptional load.

Other English terms that are used internationally can be found in the RNE's Network Statement Glossary, available at [www.rne.eu](http://www.rne.eu).



# 1 General Information

## 1.1 Introduction

The Swedish Transport Administration (Trafikverket) is an authority that is accountable to the Swedish Government. The ministry responsible for railways is the Ministry of Enterprise, Energy and Communications.

The Swedish Transport Administration manages administrative operations with responsibility for collective long-term infrastructure planning and for construction, operation and maintenance of State roads and railways.

The Swedish Transport Administration is producing a network statement, in accordance with the Railway Act (2004:519), in consultation with involved parties such as railway undertakings, traffic organisers and other infrastructure managers in Sweden.

The Swedish Transport Agency is the authority that performs supervision of the Swedish Transport Administration's operational areas.

## 1.2 Objective of the Network Statement

The Statement shall provide the necessary information regarding the conditions to be met by anybody intending to apply for capacity on the railway network that the Swedish Transport Administration administers.

The Statement presents the services that the Swedish Transport Administration offer, with information regarding where they are accessible, how the allocation of services functions, which charges apply, and the conditions that apply for gaining access to the services.

The concerned infrastructure managers shall issue their own statements regarding the other aspects of the railway network.

## 1.3 Legal framework

The English term, "Network Statement" is the original term used in Directive 2012/34/EC on which the Swedish equivalent "Järnvägsnätsbeskrivning" is based. In accordance with this directive, infrastructure managers shall produce and publish a network statement.

On July 2004, the Railway Act entered into force, whereby the EC Directive was implemented. The Railway Act's provisions are supplemented by the Railway Ordinance (2004:526) and the supervisory authority's regulations (Swedish Transport Agency since 1 January 2009). These statutes, as well as parts of commercial law legislation, including the Competition Act (2008:579), constitute the most central regulatory framework for the railway sector.

Both the Railway Act and the Railway Ordinance contain provisions regarding the network statement. The Swedish Rail Agency's current regulations regarding access to railway infrastructure (JvSFS 2005:1) also contain provisions relating to the network statement. These statutes, as well as other statutes mentioned in this document, are available at <http://www.lagrummet.se>.

## 1.4 Legal status

The network statement is incorporated into the track access agreement, and regulates the contractual conditions between the parties in concluded agreements.

### 1.4.1 General remarks

The Swedish Transport Administration publishes the network statement for the purpose of ensuring transparency, predictability and non-discriminatory access to the services that it provides. The statement is developed in consultation with involved parties and actors that have previously applied for capacity or registered their interest in participating.

### 1.4.2 Liability

The Swedish Transport Administration is responsible for the information in the network statement in accordance with what is prescribed by law.

### 1.4.3 Appeals procedures

The Swedish Transport Agency performs supervision pursuant to the Railway Act, the Railway Ordinance and regulations stipulated with the support of these statutes. Consequently, the Swedish Transport Agency may examine whether the Swedish Transport Administration's network statement has been produced in accordance with the applicable provisions.

## 1.5 Structure of Network Statement

The Network Statement follows a document structure which is shared by RailNetEurope so applicants can find the same information in the same place in all countries documents.

## 1.6 Validity and updating process

### 1.6.1 Validity period

The information in the network statement relates to the time period for Annual Timetable 2017

- **from 11 December 2016 at 00:00**
- **until 9 December 2017 at 24:00.**

## 1.6.2 Updating process

If a published network statement has to be changed, consultation shall be held in good time unless there is an acute safety reason, a change in the law or some other binding statute. If the deviation is to the advantage of the railway undertaking, this can be notified without consultation. In the case of more important deviations, risk and impact analyses shall be performed. These will be communicated together with the deviation notification. Amendments are incorporated into the network statement on an ongoing basis and are published on the Swedish Transport Administration's website.

Appendix 1 A - Contacts, updated continually without the issuance of an amendment.

## 1.7 Publishing

The network statement, including deviation notifications (amendments), is published on [the Swedish Transport Administration's website](#).

The regulations on safety that are to be found on the above website are the current versions of the regulations that are included in the general conditions of contract stipulated in the annexes to Chapter 7 of the Network Statement.

The network statement is published in Swedish and English. In the event of discrepancies between the Swedish and English version of the network statement, the Swedish text takes precedence.

The Swedish Transport Administration's website also publishes network statements produced by other Swedish infrastructure managers who request this. The Swedish Transport Administration is not responsible for the content matter in these statements.

It is possible for actors that provide railway-related services to railway undertakings or traffic organisers to publish contact information on the Swedish Transport Administration's website, with links to their own websites.

## 1.8 Contacts

See Appendix 1.1, Contacts.

## 1.9 Rail Freight Corridor - Scandinavian-Mediterranean Rail Freight Corridor (ScanMed RFC)

In accordance with EU Ordinance 913/2010 concerning a European Rail Network for Competitive Freight, an international rail corridor has been established from Stockholm/Oslo via Malmö, Hamburg, Innsbruck to Palermo in Italy called Scandinavian-Mediterranean Corridor. The corridor is operational from 2015-11-10.

The rail freight corridor is described in the Corridor Information Document, CID, which is updated annually.

For more information [www.scanmedfreight.eu](http://www.scanmedfreight.eu)

### 1.9.1 Corridor One-Stop shop

There is a difference between ScanMed RFC Corridor One-stop-shop (C-OSS) and national One-stop-shop (OSS) referred to in section 1.10.1. Each rail freight corridor has its own C-OSS, which is solely responsible for allocation of border-cross train paths.

C-OSS provides for border-crossing traffic in the corridor:

- pre-arranged train paths (PaPs)
- reserve capacity for ad hoc applications
- information on corridor

## 1.10 RailNetEurope – international cooperation

RailNetEurope (RNE) is an organisation comprised of the majority of European infrastructure managers and capacity bodies, for the promotion of international railway traffic. RNE is a non-profit making association whose goal is to facilitate international traffic on the European rail infrastructure.

RNE task is to simplify, harmonise and optimise international rail processes such as Europe-wide timetabling, sales (including Network Statements), traffic management and after-sales services, which includes supervision and reporting.

For more information <http://www.rne.eu>.

### 1.10.1 National One Stop Shop

One Stop Shop (OSS) functions as a network with customer contact points in respective countries. A customer applying for international capacity need only contact one of these OSS, which then starts the whole process of international coordination of capacity planning. If the application is for a pre-arranged train path in ScanMed RFC requests are addressed directly to the C-OSS.

The contacted OSS works closely with the concerned infrastructure managers, and:

- provides customer support and information relating to the infrastructure manager's entire product and service chain
- provides information necessary for the customer to have access to the infrastructure administered by every individual infrastructure manager within RNE
- manages enquiries relating to international railway traffic within RNE
- ensures that the application for the next timetable period is given the correct consideration in the annual timetable process

- provides railway traffic offers for the entire international journey; the actual traffic coordination is carried out primarily via RNE's Path Coordination System (PCS) tool.

The OSS philosophy entails competent and efficient assistance across all boundaries in an open and non-discriminatory manner.

OSS contact persons is available at [www.rne.eu](http://www.rne.eu).

The Swedish Transport Administration's OSS can be reached via e-mail: [oss@trafikverket.se](mailto:oss@trafikverket.se). See also Appendix 1.A.

### 1.10.2 RNE Tools

Path Coordination System (PCS) is a web application that RNE is providing for infrastructure managers, allocation bodies, rail freight corridors, railway undertakings and other applicants. PCS handles the communication and coordination of international train path applications. Application for international train paths are made in the system.

Charging Information System (CIS) provides calculations of prices for international train paths.

Train Information System (TIS) shows real-time train path information for international trains.

For more information <http://pcs.rne.eu>  
<http://cis.rne.eu>  
<http://tis.rne.eu>

## 2 Access Conditions

### 2.1 Introduction

This chapter of the network statement explains the terms and conditions that apply for access to the Swedish Transport Administration's services, and for train operation on its railway network. The terms and conditions are stipulated by statutes as well as agreements with the Transport Administration.

In order to gain access to the Swedish Transport Administration's services, as a main rule, the applicant must fulfil certain requirements regulated by the statutes, as described in more detail in section 2.2.

Furthermore, prior to the service being used, the applicant is required to conclude an agreement with the Swedish Transport Administration concerning the terms and conditions for use of the service, see section 2.3.

A number of provisions apply for the use of the Swedish Transport Administration's services, both supported by statutes and pursuant to terms and conditions of agreements made with the Administration. See sections 2.4.–2.8.

### 2.2 General access requirements

The Swedish Transport Administration's range of services is directed at railway undertakings and traffic organisers; that is, those authorised to organise or operate railway traffic in accordance with the Railway Act, Railway Ordinance and regulations that apply with the support of these statutes.

If some form of permit is required to apply for the use of a service, the requirement must be fulfilled by the last day of the application period.

For information concerning last date for application for capacity and transport permits, see section 4.3 and figure 4.1.

#### 2.2.1 Conditions for applying for capacity

An entity that has the right, in accordance with the Railway Act, to organise or operate railway traffic, may apply for a train path. The Act stipulates the requirement of a permit for both organisation and operation, see section 2.2.3.

#### 2.2.2 Conditions for access to the railway infrastructure

A railway undertaking that has its registered office within the EEA or in Switzerland has the right to operate freight traffic and passenger traffic on the Swedish railway network, including the Swedish Transport Administration's railway network. Other persons or legal entities who has its residence or registered office within the EEA or in Switzerland, with a public-service or commercial interest in infrastructure capacity and meets the requirements of the Swedish Transport Administration with the support of Chapter 6 Section 5a of the Railway



Act, has the right to organise railway traffic on the Swedish railway network, including the Swedish Transport Administration's railway network.

With regard to passenger traffic, the Government may issue regulations regarding limitations of the right to pick up and drop off passengers on the line between Stockholm's centre and Arlanda airport. This type of limitation, however, may not apply to international passenger traffic.

The Government may issue regulations regarding who may operate or organize traffic on the rail infrastructure that is only intended to be used for urban or suburban traffic.

The Government also issues regulations regarding who has the right to organise or operate traffic on the Swedish Transport Administration's railway network, in addition to what is specified by the information in this section of the network statement.

### 2.2.3 Licences

There are different types of permits that the Swedish Transport Agency can grant to companies wishing to operate traffic on the Swedish railway infrastructure:

- a licence
- a safety certificate part A and part B
- national safety permit

#### 2.2.3.1 Licence

The licence is the part of the permit that is issued to companies that supply traction power and operate railway traffic, as well as having their registered office or residence in Sweden.

The processing of applications includes an examination of professional expertise, financial stability and a company's reputation in terms of these operations, as well as checks to ensure the company is able to cover, through insurance or other equivalent protection, the liability to pay damages that may arise as a result of the railway traffic. Licences issued in the EEA or in Switzerland are valid in Sweden.

#### 2.2.3.2 National safety permit

A national safety permit can be awarded to companies that intend only to operate within Sweden:

1. passenger or museum traffic on local or regional independent railway infrastructure or
2. freight traffic on railway network that are not managed by the state and only used by the owner or the infrastructure manager for the transport of their own goods

#### 2.2.3.3 Review of permit

A permit holder is obligated to report to the Swedish Transport Agency changes in its operations that may lead to a review of the permit or the terms and conditions.

#### 2.2.3.4 Revoking a permit

The Swedish Transport Agency may revoke a permit if:

- the conditions for the permit are no longer fulfilled
- the permit holder does not fulfil its obligations in accordance with the Railway Act or regulations issued with the support of the Railway Act.
- the permit holder does not use a licence during a minimum six month period, in accordance with Chapter 3, Section 2 of the Railway Act, or during a minimum one year period does not use another permit, in accordance with Chapter 3 of the Railway Act.

#### 2.2.3.5 Safety management system

The railway undertakings shall have their own security provisions as required, in addition to the Railway Act and the regulations issued with the support of the Act. What is included in these security provisions is regulated by the Swedish Rail Agency's regulations (JvSFS 2007:1) on safety management systems and other security provisions for railway undertakings.

### 2.2.4 Safety certificate

The Swedish Transport Agency issues safety certificates. Part A of the safety certificate confirms that the company has a safety management system. Part B confirms that the company fulfils the network-specific Swedish safety requirements, has vehicles that are either approved in Sweden or fulfil TSI requirements, as well as having sufficient insurance. Companies that manage railway traffic in the EU/EEA/Switzerland require a licence and safety certificate Part A, supplemented with Part B for the respective countries where operations are performed.

### 2.2.5 Cover of liabilities

The matter of which provisions are most important for the railway sector as such is addressed in section 1.3. However, an entity that manages operations by organising or operating traffic on the railway network must abide by additional regulatory frameworks simultaneously. Several of these regulatory frameworks entail responsibility and obligations, such as the rules associated with labour legislation and the provisions of environment and health protection legislation. The rules of criminal law also apply to the performance of operations, and the general rules for order and safety.

Which statutes are applicable is determined by the nature, scope and form of the operations. The statutes are available at <http://www.lagrummet.se>.

In addition to the generally applicable rules, special provisions concerning liability also apply for the railway and its actors:

- The rules that apply for the transportation of dangerous goods are the Act on carriage of dangerous goods (2006:263), the Ordinance on carriage of dangerous goods (2006:311), and the regulations issued with the support of these statutes.
- The Rail Traffic Act (1985:192) regulates the railway's legal liability to pay damages to the railway's customers and third parties. Because of its status as a special law, this Act has precedence over general rules

concerning liability to pay damages. However, certain other acts are also simultaneously applicable to railway operations, including the Electricity Act (1997:857) and the Environmental Code (1998:808).

- Through the International Railway Transport Act (2015:338), large sections of the provisions in the Convention concerning International Carriage by Rail of 9 May 1980, by the amending protocol of June 3 1999 (COTIF 1999), are incorporated.

Provisions concerning liability are also specified in the agreement to be concluded with the Swedish Transport Administration in connection with the allocation of a train path, see section 2.3. In addition to regulating which provisions concerning liability shall apply between the parties, the agreement also regulates which of the parties is liable to third parties. With the support of the track access agreement, either party may take recourse action against the other, subject to certain conditions, in respect of claims made by third parties.

#### 2.2.5.1 Insurance

A requirement that applies for a licence to be awarded is that insurance or adequate guarantee shall cover the liability to pay damages that may arise as a result of the railway traffic. The requirements may be modified according to the nature and scope of the operation. In the licence, the supervisory authority shall specify how requirements are adapted and the activities for which the licence applies. With regard to safety certificates, the requirement for insurance or adequate guarantee relates instead to the coverage of the liability to pay damages that may arise as a result of the traffic to which the safety certificate applies (included in safety certificate Part B). Consequently, the requirement for insurance or adequate guarantee may be more specific during the examination of whether a safety certificate shall be awarded, though the requirements may also be similar in both cases.

For national safety permit, the same requirements apply for insurance or equivalent protection as for licences and safety certificates. However, the requirements may be modified according to the nature and scope of the operation. Here too, the supervisory authority shall specify how the requirements shall be adapted and the activities for which the permit applies.

The insurance matter is examined in conjunction with the awarding of a permit for railway undertakings, and is monitored via the Swedish Transport Agency supervision.

## 2.3 General Business/Commercial Conditions

The majority of the Swedish Transport Administration's general business terms and conditions are regulated by the Administration's traffic access agreement, see section 2.3.2.

Documents submitted to the Transport Administration are classed as public documents. The principal rule is that they are public documents. The Transport Administration may apply confidentiality to information contained in documentation if there are specific reasons to assume that the individual will incur damages if the information is revealed. For example, an entity that applies for capacity.

In accordance with the Public Access to Information and Secrecy Act (2009:400), the Transport Administration may not, without further notice, publish or utilise information that the applicant provided regarding their business and operational affairs in connection with the application. The applicant should therefore specify in the application which information should be regarded as business and operational affairs, and why this information should be subject to confidentiality. If somebody requests a document, the Transport Administration makes the decision as to whether the document may be released or if it shall be subject to confidentiality. The applicant's understanding is therefore not decisive, but it may be significant for the assessment of confidentiality.

The Swedish Transport Administration applies delay charges to operational management. The aim is to prevent disruptions in the railway system. The delay charge is a charge paid by a party in the event of deviations caused by them through use of the infrastructure established in the timetable and the traffic access agreement. The more detailed terms and conditions for operational management with delay charges appear in Chapters 5 and 6, and in the General Terms and Conditions.

### 2.3.1 Framework Agreements

A framework agreement is an agreement regarding the use of infrastructure that relates to a longer period than an annual timetable. The Swedish Transport Administration can conclude these types of agreements with railway undertakings or traffic organisers. Framework agreements cannot be enforced upon another applicant to the extent that the agreement specifies particular train paths or if the agreement is otherwise formulated so that it denies other applicants the right to use the infrastructure. The Swedish Transport Administration currently does not enter any framework agreements.

### 2.3.2 Track Access Agreements

In conjunction with the allocation of a train path, the Swedish Transport Administration and railway undertaking or traffic organiser shall conclude the necessary administrative, technical and financial agreements for use of the train path. Railway traffic may not be operated before a track access agreement has been concluded. The agreement must have been signed 14 calendar days before a service is to be used.

The track access agreement specifies the conditions for the traffic, as well as which of the Swedish Transport Administration's governance documents the contracting party must follow. The terms and conditions also contain rules about the parties' responsibilities, operational management with delay charges, consultation and information exchange.

The terms and conditions in a track access agreement do not need to be approved by bodies other than the contracting parties in order to be valid. In the event of disagreement concerning the terms and conditions in a track access agreement, however, the Swedish Transport Agency may, upon request of one of the parties, establish the terms and conditions for the traffic in question, to the extent necessary for the terms and conditions to fulfil the provisions of the Railway Act. The Swedish Transport Agency decision may be appealed to the Administrative Court in Falun.

Those services that are not regulated by the track access agreement require a special agreement.

In cases where a railway undertaking or a traffic organiser feel they need to be exempt from a rule in the Network Statement, a written application must be submitted to the Swedish Transport Administration. When the application is received, the Swedish Transport Administration assesses its complexity and notifies the applicant of the estimated processing time for the case. The basis for a decision in such a case includes an assessment of the safety risks, the environmental impact and the capacity impact that may occur if the Swedish Transport Administration grants the exemption. The applicant must therefore count on a relatively long processing time in some cases.

For international train traffic, there is a model agreement that has been developed by the association RailNetEurope. It can be used in parts as a basis for drawing up track access agreements for international traffic.

[Templates for track access agreements](#) can be found on the Swedish Transport Administration's website.

## 2.4 Operational rules

### 2.4.1 Regulations

The Swedish Transport Agency intends to repeal the traffic regulations of the Swedish State Railways (formerly the Royal Railway Board) JvSFS 2008:7 (JTF) in 2016. Instead, there will be EU regulations that should apply to rail traffic in Sweden.

As these provisions are not going to regulate all the traffic or all the conditions regulated by JFT, the Swedish Transport Administration, in conjunction with repealing of JFT, introducing *the Swedish Transport Administration's traffic regulations for railway, TDOK 2015:0309 (TTJ)*, which shall apply to traffic on the rail network the Swedish Transport Administration manages. These provisions are consistent with the provisions contained in the current "Manual JTF" and JTF annexes. When TTJ enter into force the provisions will be available on the Swedish Transport Administration's website,

Railway undertakings must have the necessary supplementary provisions in their traffic safety instructions, in accordance with the Swedish Rail Agency's regulations (JvSFS2008:8) and its other safety provisions. (See also section 2.2.3.)

Additional information is available on the Swedish Transport Agency website <http://www.transportstyrelsen.se>.

#### 2.4.1.1 Regulations concerning electrical safety

The general requirements concerning electrical safety are found in the National Electrical Safety Board's regulations ELSÄK-FS 2008:1, 2008:2 and 2008:3, with associated amended regulations. Additional information is available on the National Electrical Safety Board's website <http://www.elsakerhetsverket.se/en/>.

See also Annex 2 B – Safety in track area

In order to reduce the risks of children and young people climbing on vehicles and suffering electrical accidents, there are rules regarding how vehicles may be parked under a live overhead contact wire (catenary). The rules are found in the Swedish Transport Administration's electrical safety regulations for stations and halts (TDOK 2014:0415).

Electrical bridging is a problem that exists on the railway network. Electrical bridging is when the vehicle's pantograph bridges the voltage from a live section of catenary to a section of catenary that has been disconnected for the purpose of working on the wire. This involves a mortal danger for the personnel working on the contact wire. It is important for the interplay to function, and for the railway undertakings to be aware of the problem and contribute to minimising the risks.

## 2.4.2 Information

### 2.4.2.1 Information from the Transport Administration to railway undertakings, before and during the operation of traffic

Railway undertakings that traffic the railway network shall use and follow the documents specified in the General Terms and Conditions. The Swedish Transport Administration is responsible for the documentation and for it being available on its website.

The railway undertaking shall compile a route book with a description of the lines that are to be trafficked, based on information that the Transport Administration shall provide. The route book contains information about the current conditions for traffic operation. These clarify any limitations and rules that apply both en route and at stations and halts. Guidance information for the route book is available at [Linjeboken](#).

### 2.4.2.2 Information from the railway undertaking to the Swedish Transport Administration during the operation of traffic

The railway undertaking shall notify traffic centre at the Swedish Transport Administration of deviations they cause of three minutes or more in relation to train paths, as well as deviations in the use of other allocated services. In conjunction with this notification, the railway undertaking shall also submit a forecast that shows if and when the deviation can be remedied.

## 2.4.3 Other rules

### 2.4.3.1 The driver's order system

The driving order system is used by the Swedish Transport Administration to convey safety orders to drivers. Gaining access to the system requires a track access agreement with the Swedish Transport Administration and a list of names with authorized purchasers at the company submitted to the Swedish Transport Administration.

There are two ways for a driver to log in and obtain safety orders:

1. Manually via the website
2. Via web service, computer-to-computer (refers only to train orders)



Alternative 1. Each user requires a personal user account from The Swedish Transport Administration (a 90 account) and authorisation to access the system. It is only an authorised purchaser who is allowed to apply for an account and authorisation.

Alternative 2. Via the Swedish Transport Administration's web service, drivers can take out driver's orders through computer-to-computer calls. The preconditions for this are that the undertaking for which the driver works provides a system that uses the Swedish Transport Administration's web service. In order for the undertaking to be able to use the web service, a corporate account and a link to the Swedish Transport Administration are needed.

It is only authorised purchasers who are allowed to order a corporate account by filling in a **Driver's Order Form**, which can be found on [the Swedish Transport Administration's website](#) and sent to kororder@trafikverket.se.

Instructions for applying for authorisation to access the new system and on how authorised undertakings can use the Swedish Transport Administration's web service will be published on the Swedish Transport Administration's website for Drivers' Orders. The following preconditions apply for using the web service to take out timetables and train orders:

- The Swedish Transport Administration for ensuring that information is correct on delivery.
- The Swedish Transport Administration is not liable for faults that occur in data transport or the conversion of messages to and from the railway undertaking's computer system.
- Railway undertakings that use this service have the legal and practical responsibility for:
  - Acquiring any permits that are required from the Swedish Transport Agency
  - Communicating orders to drivers in unchanged form and with an unchanged content
  - For at least a year, and in a safe manner, logging and saving the following information on train orders taken out: driver's name, date, time and train order ID. The undertaking shall, on request, communicate this information to the Swedish Transport Agency or to the Swedish Transport Administration within twenty-four (24) hours

#### 2.4.3.2 Train orders

The driver shall have a valid train order for the routes that are to be trafficked. The driver normally receives the train order via the driver's order system. If the driver's order system is not accessible, or if for any other reason the driver does not have a valid train order, the driver shall report this to the train dispatcher for the operational site where the train is standing, in order to obtain the information contained in the train order by other means.

#### 2.4.3.3 Day orders

For certain routes within the commuter train system in the Stockholm areas, day orders are applied which replace train orders, pursuant to agreements with railway undertakings. Train number series are specified in the guidance data for the route book, section F. The Swedish Transport Administration and the railway

undertakings concerned are agreed on decommissioning the day order system in the long term

#### 2.4.3.4 Operative train information

Prior to the use of train paths (see section 5.2), and no later than in connection with the train's departure, the railway undertaking or traffic organiser shall report information concerning vehicles, etc. to the Swedish Transport Administration. This is done via a web application, and the information that is to be submitted is specified in Appendix 2 A.

In connection with traffic operation, the database is also used for the Swedish Transport Administration's information about the traffic to railway undertakings or traffic organisers. Using a map of Sweden, the Swedish Transport Administration provides information about the infrastructure (data from the Administration's track information system). In addition, the trains operating the lines are shown in real time, with current traffic incidents such as passage times and causes of delays.

The information reported to the Swedish Transport Administration by a railway undertaking or traffic organiser is only available to the Administration and contracting parties, with the exception of traffic information that benefits passengers and the public. The information is also available to market actors who are developing traffic information services for passengers and the public.

## 2.5 Exceptional transport

An exceptional transport is a load that exceeds any of the technical standards specified in Chapter 3. These types of loads may be transported on the condition that the Swedish Transport Administration has received an application for and made decisions regarding (in the following order):

1. transport terms and conditions (see section 5.4.3.)
2. capacity (see section 4.7.1.)
3. transport permit (see section 5.4.3.)

For information about the last date for applications relating to capacity and transport permits, see section 4.3 and diagram 4.1.

## 2.6 Dangerous goods

What is meant by dangerous goods, and the rules that apply for transportation on the railway are specified by:

- the Act on carriage of dangerous goods (2006:263),
- the Ordinance on carriage of dangerous goods (2006:311),
- The regulations of the Swedish Civil Contingencies Agency, (RID-S), concerning the transportation of dangerous goods

<https://www.msb.se/en/>.

Prior to the commencement of the journey, railway undertakings that intend to transport dangerous goods shall report this to the Swedish Transport Administration, see Appendix 2 A. The Swedish Transport Agency exercises

supervision of transportations of dangerous goods on the railway. See also sections 4.7.2 and 5.4.3.

## 2.7 Rolling stock approval process

The approval process for vehicles is regulated by the Railway Act and the Railway Ordinance. The Swedish Transport Agency's approval is required for a railway vehicle to be put into service. This also applies to modifications which affect safety.

The Swedish Transport Agency applies TSIs where available. For subsystems that are not encompassed by TSI, the approval process is managed by the Swedish Transport Agency. There are exceptions to the requirement for approval. The policy documents for vehicle approval area are available on the Swedish Transport Agency's website [www.transportstyrelsen.se](http://www.transportstyrelsen.se).

### 2.7.1 Communication system GSM-R

GSM-R vehicle equipment that fulfils the requirements in TSI "Traffic Control Command and Signalling" as well as the EIRINE<sup>1</sup> specifications must be installed in all vehicles where communication with the Transport Administration's traffic centre is essential.

For further details, see the Swedish Transport Agency document no. 411-b3 Guidance for GSM-R installations in Vehicles.

The process of accessing the Swedish Transport Administrations GSM-R-network is described in section 5.5.1.

The Swedish Transport Administration recommends that the following forms of protection be installed in vehicles no later than 2016-06-30.

#### **CAB-radio**

Fulfil at least the protection requirements that are stipulated in ETSI specification TS 102 933-1 V1.3.1 (2014-06) for radio modules in CAB-radio.

If the existing CAB-radio is protected with a filter, the recommendation according to Document GSM-R Terminal filter Technical Specification TRV 2014/71742, "Type 1 Passive downlink and uplink Band pass filter" In the case of vehicles with cramped space or portable GSM-R equipment, "Type 2 Passive Low pass filter" is also accepted.

#### **EDOR (ETCS Data Only Radio)**

For EDOR, protection in accordance with Document GSM-R Terminal filter Technical Specification TRV 2014/71742, "Type 1 Passive downlink and uplink Band pass filter" is recommended.

The documents entitled ETSI Specification TS 102 933-1 V1.3.1 (2014-06) and GSM-R Terminal filter Technical Specification TRV 2014/71742 can be

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<sup>1</sup> EIRENE – European Integrated Railway Radio Enhanced Network

accessed on the Swedish Transport Administration's home page, the Swedish Transport Administration's website.

Documents *ETSI Specification TS 102 933-1 V1.3.1 (2014-06)* and *GSM-R Terminal filter Technical Specification TRV 2014/71742* are available on [the Swedish Transport Administration's website](#).

For vehicles with GSM-R equipment (CAB and EDOR) that do not meet the above recommended protection requirements, the railway undertaking shall perform a CSM-RA which shows how it has managed the common traffic safety risks that are identified in the risk analysis (TRV 2015/9709). The risk analysis shall fulfil all requirements pursuant to applicable regulations, see Implementation Ordinance (EU) No 402/2013, including the requirement for independent assessment by assessment bodies. The risk analysis shall be submitted at the same time as the application for capacity is made or at a later point in time that is determined by agreement with the Swedish Transport Administration.

With the risk analysis as the basic starting point, the Swedish Transport Administration shall make an assessment of the extent to which it is justifiable to make restrictions on the operation of the vehicle in question. If it is not made clear that the risks can be fully coped with, the Swedish Transport Administration will for the track access agreement make demands for restrictions, which could, for instance, concern geographical restrictions for the use of the vehicle, restrictions concerning the operating speed, etc.

## 2.7.2 Operating restrictions

Operating restrictions relate to the Swedish Transport Administration's general restrictions concerning how vehicles may be used, including restrictions on axle load, weight per metre and speed.

## 2.7.3 Test run

A test run is an inspection of vehicles or vehicle combinations and/or track systems. The inspection requires temporary changes to the infrastructure's technical operation and/or that the infrastructure is used in a way that differs from the ordinary routines.

In order to perform a test run with a vehicle, the approval of the Swedish Transport Agency is required for temporary use of the vehicle or vehicle combination. A valid train path adjusted to the test run is also required. The test run shall be performed in accordance with the conditions established by the Transport Administration, see section 5.5.6.

## 2.7.4 Requirement for ETCS<sup>2</sup> equipment

For stretches of line and operational sites equipped with ERTMS, the vehicles that are to perform the operations are required to have the ETCS train protection system, which must be used in accordance with the traffic rules during the test run within the traffic system. The stretches of line that are equipped with the E2 and E3 traffic systems are shown in the map service.

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<sup>2</sup> ETCS – European Train Control System

## 2.8 Competence requirements for operational personnel

In order to operate traffic on the Swedish Transport Administration's track system, certain requirements must be fulfilled, as specified in the Railway Act (2004:519), the Railway Ordinance (2004:526), the Act on the certification of train drivers (2011:725), the regulation of competence for train drivers (2011:728), and regulations that apply with the support of these statutes.

The railway undertakings' fulfilment of these requirements is reviewed through the Swedish Transport Agency's permit examination, including the railway undertaking's provisions concerning training and certification requirements, health requirements and medical examinations for personnel with duties of importance to traffic safety.

It is the railway undertaking's responsibility to ensure that the provisions and conditions which determine whether or not a permit is granted are observed.

For time spent in railway yard with increased safety, among other things an ID06 authorisation card and training in emergency status plans are required, see TDOK 2013:0657.

Personnel who do not perform duties of importance to traffic safety, but who must work lineside, shall be trained in and follow the Swedish Transport Administration's rules for working environment and safety for railway undertakings when performing activities lineside, in accordance with the General Terms and Conditions.

## 3 Infrastructure

### 3.1 Introduction

This chapter describes the Swedish Transport Administration's available infrastructure for Timetable 2017 and refers to the application process for the allocation of capacity for each service. The information is updated during the year, with amendments posted on the Swedish Transport Administration's website.

An outline of technical information is available in the form of maps in the network statement's map service on the Swedish Transport Administration's website, called 'the map service' below. In the event of contradictory information in the map service and network statement, the information in the network statement takes precedence.

Certain lines are given with the operational site name in brackets. In these cases, the relevant information applies only as far as the boundary of the operational site.

### 3.2 Extent of network

#### 3.2.1 National limits

The Swedish Transport Administration's railway network with bordering countries is shown in the map service.

The Swedish Transport Administration's railway network is delimited by the following boundary points:

- Riksgränsen, km 1,542+570: Norway
- Haparanda, km 86+671: Finland
- Storlien, border, km 751+820: Norway
- Charlottenberg, border, km 439+825: Norway
- Kornsjö, border, km 63+575: Norway
- Lernacken, km 281+810: Öresundsförbindelsen/Denmark

#### 3.2.2 Connected railway networks

Major connected infrastructure:

- Inlandsbanan (administered by Inlandsbanan AB)
- Öresundsförbindelsen (administered by Öresundsbro Konsortiet)
- Arlandabanan (administered by A-train AB)

There are a large number of connecting railway tracks that are not described in the network statement, including municipal tracks, industrial tracks, heritage railway, harbour tracks, goods- and intermodal terminals and other private railways within Sweden. Refer to the Swedish Transport Agency for information about these infrastructure managers.



### 3.2.3 Further information

Detailed information about the infrastructure's route descriptions is available in the form of guidance data for the route book (in Swedish) on the Swedish Transport Administration's website [Linjeboken](#).

#### Major changes to the infrastructure

Major changes and improvements with new functions of the infrastructure during the network statement's period of validity.

Route	Line/station	Measure	Planned traffic recommencement
Västra stambanan	Järna	Reinforcement of power supply, expansion of existing feeder station	2017
Västra stambanan	Laxå - Falköping	Replacement of the catenary	2017
Kust till kustbanan	Skruv	New crossingplace between Leesebo and Emmaboda	2017
Ostkustbanan	Samnan – Löten (Gamla Uppsala)	New double track 4 km (including a tunnel)	September 2017
Ostkustbanan	Svartvik	Adjustment to parallel movement	Autumn 2017
Ostkustbanan	Harmånger–Sundsvall C	Improvements to increase capacity, example shortning of signal blocking	Autumn 2017
Bergslagsbanan	Daglösen – Geijersdal	Remote control	Summer 2017
Bergslagsbanan	Geijersdal	New operational site	Summer 2017
Bergslagsbanan	Geijersdal - Kil	Remote control	Autumn 2017
Norge-/Vänerbanan	Dals Rostock - Korsjö	Replacement of the catenary	2017
Värmlandsbanan	Karlstad	Extended track at operational site	2017
Nynäsbanan	Tungelsta - Hemfosa	Double track	December 2016
Stockholm	Citybanan (Stockholms södra) – Stockholm City – Stockholm Odenplan – (Karlberg)	New railway tunnel	July 2017
Stockholm	Värtan	Renewal of railway yard	2017
Söderhamn – Kilafors	Söderhamn – Kilafors	Renovation and passing track Mobodarne	December 2018
Bergslagsbanan	Skeppmora	New operational site, including exchange yard and connection to mining industry	August 2017

Västra stambanan	Hallsberg	New double track	2017
Godsstråket genom Bergslagen	Hallsberg-Degerön	New operational sites (Stenkumla), Dunsjö and Raskhyttan due to new double track	August 2017
Mäljarbanan	Barkarby – Kallhäll	New multiple track	2017
Dalabanan, Ostkustbanan	Uppsala	Level crossings rebuilds into grade-separated crossings	2017
Malmbanan	Gällivare	Renewal of railway yard. Three new running lines for 750 metres long train, two tracks for shunting and one track for holding. New platform for two passenger trains at the same time	Late 2017
Malmbanan	Gullträsk	Renewal of railway yard. Extended running line and new siding	October 2017
Bergslagsbanan	Hällefors - Daglösen	System H. New operational site Herrhult and Grythyttan loading area	Late 2016
Södra stambanan	Tornhill	New loop siding at the up track side	2017
Vaggeryd-Värnamo	Båramo	Siding becomes operational site, with passing track	2017

### 3.3 Network description

#### 3.3.1 Geographic identification

The Swedish Transport Administration's railway network encompasses approximately 1,400 junctions and a total of 14,660 km of railway lines, of which 12,000 km are electrified.

The description of the railway network is presented on a general level, with the aid of the map service. Basic data for the map service is also presented in Appendix 3 D.

### 3.3.1.1 Sections of railway routes and lines

For more information about the division of lines and routes, refer to TDOK 2014:0588 “Routes and sections of lines”.

### 3.3.1.2 Types of tracks

Types of tracks such as single-track, double-track, multiple track or tracks under construction are presented on a general level in the map service.

### 3.3.1.3 Track gauge

The track gauge follows the European standard of 1,435 mm.

In Haparanda do the tracks numbered 21-26 have the Finnish gauge, 1,524 mm. In the operational site Västervik there are connected narrow-gauge tracks at station Jenny in direction to Verkeböck. The track gauge is 891 mm and the line is a three-rail-track along the normal main track in 4 km.

### 3.3.1.4 Operational sites and nodes

Detailed information about major operational sites can be found in the basic data for the route book section E, “Trafikplatsinstruktioner” is available on the web at the Swedish Transport Administration. It also contains descriptions of local traffic conditions for the operational sites and simple track sketches.

The operational sites are searchable in the map service, which also can be used to measure the distances between sites.

For more detailed information about facilities at operational areas, refer to <http://www.trafikverket.se/lastkajen>

## 3.3.2 Capabilities

### 3.3.2.1 Reference profile (loading gauge)

The reference profile defines the maximum height and width for railway vehicles and their loads.

The entire railway network can be operated by vehicles that fulfil the requirements for dynamic reference profile SEa and static reference profile A (maximum width 3,400 mm and maximum height 4,650 mm).

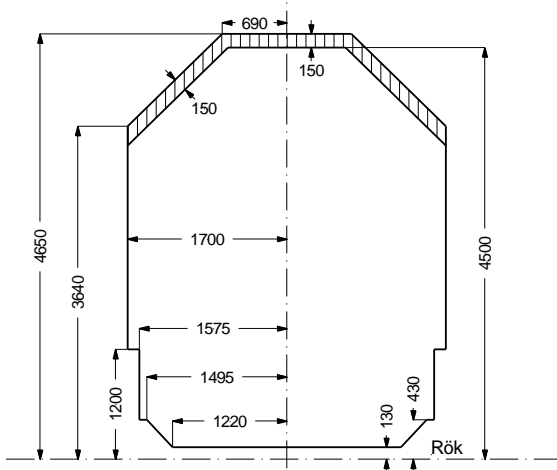
The reference profiles measurement apply on certain specific conditions, and are linked to calculation rules for the determination of the maximum permitted load and vehicle size, refer to TDOK 2014:0143.

Dynamic reference profile SEc (maximum width 3,600 mm and maximum height 4,830 mm) is an extended profile that is being implemented on all new lines.

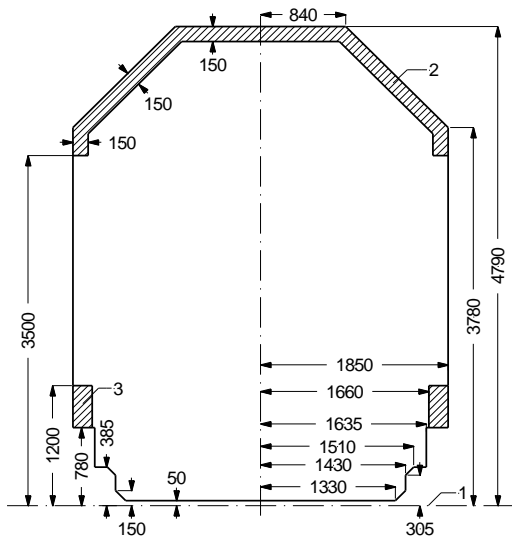
**Reference profile SEc may only be shipped as an exceptional transports at the moment**, see section 5.4.3 *Transport conditions and transport permits for exceptional transports*.

The European profiles G1, GA and GB fit into Swedish profiles SEa and A. The European profile GC fits into the Swedish profile SEc. See below.

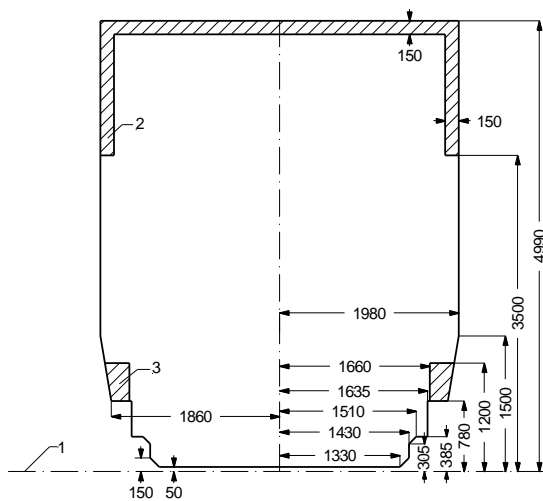
*Static reference profile A*



*Dynamic reference profile SEa*



*Dynamic reference profile SEc*



*Figure 3.1 The Swedish reference profiles*

### 3.3.2.2 Weights limits

The carrying capacity of a railway line is specified with two values, maximum permitted axle load (stax, unit: tonne) and maximum weight per metre (stmv, unit: tonne/metre).

The map service contains information about permitted loads for different railway lines, for axle load and weight per metre, which are stated as the line categories, see TDOK 2014:0078.

The line categories specifies stax and stmv for 2, 3 and 4 axle carriages for the main track along the stretch. The line category of sidings at a station may differ from that of the running line. STAX for 6-axel carriages is lower than for 2-, 3- and 4-axel carriage for respective line category, which can be seen from the load limit markings of the carriages. The line category designations follow the European standard, see SS-EN 15528.

Each line has a stax value that specifies how much load each wheel axle may exert on the track. In Sweden, the standard stax value is 22.5 tonnes for the majority of lines, but the Swedish Transport Administration is gradually developing the network for a stax of 25 tonnes. A stax value of 30 tonnes is currently only permitted with 4 axle bogie wagons on specially upgraded lines.

Each line has a stmv value that specifies the maximum permitted weight per metre. In Sweden, a stmv of 6.4 tonnes/metre is the standard for the majority of lines, but the Swedish Transport Administration gradually upgrades the railway network to stmv of 8 tonnes/metre combined with an upgrade to a stax of 25 tonnes.

**Currently may shipments that exceed line category D2, stax 22,5 tonnes and/or stmv 6.4 tonnes/m only be driven as exceptional transports**, see Section 5.4.3 *Transport conditions and transport permits for exceptional transports*. This also concerns shipments that exceed the line category on lines with a lower line category than D2.

### 3.3.2.3 Line gradients

Appendix 3 F provides information about the steepest gradients for each line. For lines with gradients between 1.0 and 1.5 percent are specified if the gradient is longer than 500 meter. Gradients of 1.5 percent or more are specified if the gradient exceeds 100 meter.

### 3.3.2.4 Line speeds

Appendix 3 E contains information about maximum permitted speed per line as well as the average calculated speed with and without percentage excess. The amount exceeded expressed as a percentage is proportional to the cant deficiency for which the vehicle is approved. The highest permitted speed per line describes the speed that applies for a certain section of the line, but this does not necessarily mean that the stated speed applies for the entire line.

For detailed current information about speeds, refer to the basic data in the route book section D, on the Swedish Transport Administration's website.

### 3.3.2.5 Maximum train lengths

Normal train length on the Swedish Transport Administration's network is

630 meter. The train lengths that are permitted for a specific line are determined in the process for allocation of capacity.

### 3.3.2.6 Power supply

A large part of the railway network is electrified. The map service indicates which lines are electrified. The trains receive their power supply through a catenary that produces a voltage of 15,000 V, 16 2/3 Hz.

For detailed information on the preconditions that apply for achieving the quality and compatibility between electric railway vehicles and the power supply system, reference is made to:

- TDOK 2014:0774: Elektriska krav på fordon med avseende på kompatibilitet med Infrastrukturen och andra fordon (*Electrical requirements for vehicles with respect to compatibility with the infrastructure and other vehicles*).
- TDOK 2014:0775: Krav på strömvtagare och interaktionen mellan strömvtagaren och kontaktledningen. *Requirements for pantographs and interaction between the pantograph and the catenary*).

In addition to these documents, any local restrictions that apply both on the line and at traffic sites in the input for the route book that is published on the Swedish Transport Administration's website <http://www.trafikverket.se/Linjeboken>

## 3.3.3 Traffic control and communication systems

The purpose of the traffic control and communication systems is to guarantee a safe operation and provide information about the current traffic situation. The map service shows where the various traffic control systems are used.

### 3.3.3.1 Signalling systems

See the sections on the traffic control and communications systems below.

### 3.3.3.2 Traffic control systems

The traffic control system is designed to monitor the trains' movements on the railway network in real time and to take the necessary measures in the event of disruptions.

#### **Running lines**

The traffic is monitored and controlled operatively by the train dispatcher, through the manoeuvring of track switches and signals at the operational sites. The different types of traffic control systems provide different grades of technical support to the train dispatcher, and certain systems also contain technical protection for the traffic. There are traffic safety instructions for the different systems. These specify how traffic is to be operated in normal situations and in the event of disruptions.

The traffic control systems are described in the Swedish Rail Agency's traffic regulations (JTF) JvSFS 2008:7.

#### **Other tracks**

Some operational sites have sidings, with or without signal control, where vehicle movements such as shunting are performed.



### 3.3.3.3 Communication systems

The Swedish Transport Administration's radio system GSM-R follows European standards. The system has been specially adapted for the railway. The network does not, however, cover the following lines:

- (Skövde) – Tibro
- (Mellerud) – Billingsfors
- (Bollnäs) – (Furudal)
- (Snyten) – Kärrgruvan
- (Jörn) – (Arvidsjaur).

The map service shows which lines have access to the GSM-R network.

### 3.3.3.4 ATC system

The ATC system (Automatic Train Control) is used on nearly all railways operating passenger traffic. The system monitors that the trains maintain the correct speeds and prevents trains from driving past stop signals if the train driver does not react accordingly. Train journeys that are undertaken on stretches of line with ATC must in general have an ATC active train protection system on-board. For further information see the Swedish Rail Agency's traffic regulations (JTF) JvSFS 2008:7.

There are operational sites that do not use ATC which are nevertheless a part of longer lines that do use ATC. These are Borås central, Gävle godsbangård, Göteborg central, Kil, Kisa, Landskrona godsbangård, Luleå, Mora, Sävenäs rangerbangård, Vetlanda, Vimmerby and Värnamo.

The map service shows which lines have access to ATC.

### 3.3.3.5 ETCS

ETCS (European Train Control System) is a European standard for ATP (Automatic Train Protection). The European Rail Traffic Management System (ERTMS) is comprised of ETCS together with GSM-R, Eurobalises and Radio Block Centers.

ETCS together with STM (Specific Transmission Module) replaces ATC equipment in the vehicles, and allows the vehicles to be operated throughout Swedish railway network, regardless of whether the infrastructure is constructed for ERTMS or the older ATC system.

Following lines use ETCS/ERTMS for traffic in 2017:

- Botniabanan, (Umeå/Gimonäs) – (Västerasby), system E2
- Haparandabanan, (Boden/Buddbyn) –H aparanda, system E2
- Västerdalsbanan, (Repbäcken) – Malung, system E3
- Ådalsbanan, (Sundsvall) – Västerasby, system E2.

## 3.4 Traffic restrictions

Temporary traffic restrictions may arise as a result of damage to the infrastructure, for example due to accidents, floods and landslip. Furthermore, restrictions on the weight of vehicles may be stipulated on certain lines as the result of external conditions, such as leaf slip. Traffic restrictions may also apply due to the nature of the infrastructure and the traffic.

### 3.4.1 Specialised infrastructure

The following stretches are reserved for passenger traffic, in accordance with the Swedish Railway Act, Chapter 6, 3 §:

- (Ängelholm)–Helsingborgs central–(Helsingborgs godsbangård)  
[Refer to the tunnel called "Knutpunkten".]
- (Helsingborgs godsbangård)–(Landskrona östra)
- (Kävlinge)–(Lunds central)
- Malmö central–Hyllie–(Lernacken/Svågertorp)  
[Refer to the Citytunnel.]

The following conditions apply for traffic on these lines:

- Excess loads are prohibited.
- The train combinations shall be composed in such a way that they can operate on these routes without problems caused by the gradient conditions.
- All railway vehicles shall fulfil the technical requirements that apply for each line (loading gauges/reference profile, traction power and braking capacity) and door configuration for train with passenger exchange at Stockholm Odenplan and Stockholm City, because the stations have separating glass walls with door lock between the platform and tracks.

Written approval is required from the Swedish Transport Administration prior to diverted rail freight transports via the lines above before it begin. Redirection of freight traffic via the reserved stretches of line above requires written permission from the Transport Administration before the transport is carried out.

Alternative to the above lines:

- Freight traffic between Helsingborgs godsbangård and Landskrona östra is operated via the Rååbanan to Teckomatorp, Godsstråket genom Skåne to Kävlinge and further on by Väst kustbanan to Landskrona östra. (see also the scheme below)
- Freight traffic between (Ängelholm) and Helsingborgs godsbangård is operated via Skånebanan, the route Kattarp–Åstorp\_Helsingborgs godsbangård. Long distance traffic operates via Godsstråket genom Skåne and further on by Skånebanan to Helsingborgs godsbangård. (see also the scheme below)
- Alternative to the route (Kävlinge) – (Lunds central) include Godsstråket I Skåne (the route Ängelholm–Åstorp–Teckomatorp–Kävlinge–Arlövs industrial track) and Södra stambanan, or in exceptional cases via Rååbanan–Skånebanan and Södra stambanan. (see also the scheme below)

- Alternative to the route Malmö central–Hyllie–(Lernacken/Svågertorp) comprises Malmö godsbangård–via Fosieby to Öresundsbron or in direction to Ystad/Trelleborg.
- Alternative to the route (Stockholm södra)-(Karlberg) via Citybanan comprises (Stockholm södra)-(Karlberg) via Stockholm central.

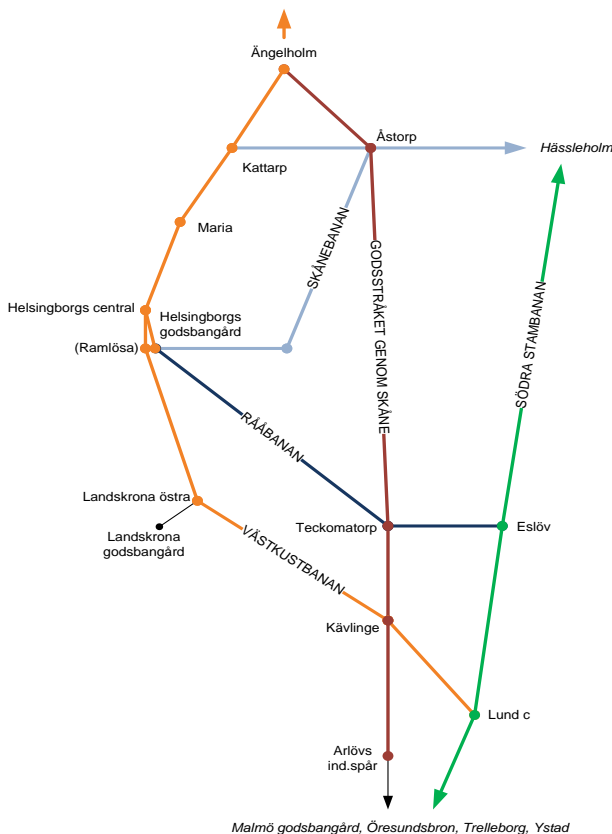


Figure 3.2 Sketch Alternative lines

### 3.4.1.1 Railway lines where special conditions apply

#### Line/stretch where a decision of “discontinued maintenance” has been taken

The Swedish Transport Administration may, in accordance with the Railway Ordinance (2004:526), decide to cease maintenance on those parts of the railway network managed by the State when “there is only an insignificant volume of traffic”. See the table below.

A decision on closure may, for the parts of the railway network managed by the State, only be made three years after the decision to cease maintenance, in accordance with the Railway Ordinance (2004:526, Chapter 6, Section 6).

#### Conditions to operate on a line/stretch where maintenance has been discontinued or on a line/stretch with special conditions

If applications regarding capacity are received for stretches of line that are not in use, or where maintenance has been discontinued, the Transport Administration performs an inspection to ascertain the standard of the line and then notifies the applicant of the traffic conditions and any restrictions that will apply, if a decision is made to prepare the line for traffic.

The Swedish Transport Administration's inspection may, however, show that the line is in such a poor state of repair that the possibility of operating services on it cannot be considered. The Transport Administration will in such case not allocate any capacity to the stretch in question. In the inspection, consideration will also be given to whether or not, on the basis of a socio-economic assessment, it is possible to put the section into operation with respect to any need for maintenance before operations commence.

<b>Line where maintenance has been discontinued</b>
151 (Jörn)–(Arvidsjaur)
236 (Sandarne)–Stugsund
237 (Härnösand)–Ålandsbro
239 (Hamrångefjärden)–Norrundet
251 (Bollnäs)-Edsbyn-(Furudal)
344 (Snyten)–Kärgruvan
361 (Lomsmyren)–Vika
375 (Malung)–Malungsfors
376 (Rågsveden)–Malung
456 (Tillberga)–Gamla Tortuna
541 (Skövde central)–Tibro
964 (Östervärn)-Bågarp

#### **Line/stretch with special conditions for traffic operations**

Certain stretches are severely limited in terms of load per axle and speed, and may under certain conditions be temporarily closed to traffic. This can apply during the whole year, or certain parts of the year. The stretches that, pursuant to the Network Statement validity period, are closed to traffic due to extensive renovation are also described here.

<b>Line with special conditions</b>
111 (Peuravaara)-Riksgränsen
118 (Boden)-(Gällivare), Koijuvaara-Aitik
124 (Bastuträsk)-(Boden södra)
143 (Bastuträsk)-Skelleftehamns övre
153 (Forsmo)–(Höting)
221 (Östersund)-Storlien
224 (Ånge)-(Sundsvall)
232 (Härnösand)-(Långsele)
235 (Strömsbro)-(Sundsvall)
242 (Kilafors)–(Söderhamns v)
305 Borlänge rbg
313 (Frövi)-Avesta/Krylbo
333 (AvestaKrylbo) – (Hedemora)
349 Västerås Norra- Kolbäck
350 (Kolbäck)-Jädersbruk
364 (Kristinehamn)-(Nykroppa), (Daglösen)-Filipstad
364 (Filipstad)–Persberg
371 Mora–Märbäck
376 (Repbäcken) – Rågsveden
382 Kil-(Karlstad)
383 (Laxå)-(Karlstad Välsviken)
393 Bofors–(Strömtorp)
416 (Katrineholm)-(Hallsberg)
419 Hallsberg personbangård
421 (Järna)-(Åby)
431 Sala-(Uppsala N)
434 (Uppsala C)-(Gävle)
435 (Örbyhus) – Hallstavik

441 (Sala)-(Avestakrylbo)
450 Eskilstuna C - Rekarne
493 (Rekarne)-Kolbäck
494 Flens övre-(Eskilstuna C)
505 Åby-(Mjölby)
512 (Laxå)-Falköping
524 (Hallsbergs personbangård)-Frövi
552 (Gårdsjö)-(Håkantorp)
601 Göteborg C-Partille
601 Almedal-Göteborg C
611 (Falköping)-(Alingsås)
621 (Uddevalla C)-Strömstad
623 (Munkedal)-Lysekil
625 (Göteborg Kville) – Stenungsund
626 (Almedal)-Kungsbacka
630 Halmstad central
631 Kil-Charlottenberg
652 (Öxnered)-(Håkantorp)
654 (Herrljunga)-(Borås C)
656 (Borås C)-(Varberg)
661 (Kil)-Torsby
662 (Mellerud)-Billingsfors
710 (Falköping)-(Sandhem)
711 Sandhem-(Nässjö)
732 (Nässjö)-(Värnamo)-(Landeryd)
733 Landeryd-(Furet)
742 Smålands Burseryd – (Landeryd)
751 (Värnamo)-Helmershus
811 (Mjölby)-(Nässjö)
813 (Nässjö)-(Alvesta)
814 Alvesta-Ålmhult
815 (Ålmhult)-(Hässleholm)
832 Hulfsfred-Berga
845 (Bjärka-Säby)-Västervik
851 (Ålmhult)-Olofström
872 (Kvillsfors) – Järnforsen
913 (Lockarp)-(Trelleborg)
926 (Helsingborgs godsbangård)-Teckomatorp
933 Åstorp-(Helsingborg godsbangård)
952 (Kristianstad)-Åhus
969 (Ystad)-Simrishamn

**Bandel 111 (Peuravaara)-Riksgränsen**

The bridge between Vassijaure-Låkatjåkka (km 15332+570) and the bridge Rautajokk south (km 1432+883) will get problem with carrying capacity. There is a risk of new prolonged restrictions of STAX and STH.

**Bandel 118 (Boden)-(Gällivare), Koijuvaara-Aitik**

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

The stretch Harträsk-Gällivare, km 1300+010 – 1312+319, has poor rails. There is a risk of new prolonged restriction to hps40 for iron ore train.

**Line section 124 (Bastuträsk)-(Boden södra)**

On the stretch Koler-Bastuträsk, km 969+017 – 1060+837, has the speed been reduced to 70 km/h.

If a freight train has been driven at more than 10 km/h over the permissible speed on the section of line Träskholm – Koler, a speed reduction without signalling

(HAU) to 30 km/h and line inspection of the entire section of line on which the train has been driven at the excessively high speed shall apply. If the train controller suspects that a train has been driven at an excessively high speed, the controller can – via re-planning in STEG – discover what the average speed of the train was.

In the event of a high-level wheel damage alarm, HAU 30 applies and an inspection shall be made of the entire section of line on which the train has operated between Träskholm and Koler.

**Line section 143 (Bastuträsk)-Skelleftehamns övre**

The bridge over Skellefte river between Finnforsfallet and Skellefteå km 33+144 – 33+296 will be accompanied by carrying capacity problems. There is a risk of new prolonged restrictions of STAX and STH.

**Line section 153 (Forsmo)–(Hoting)**

The bridge over Rörströms river between Betåsen and Ådalsliden km 96+466 – 96+552, and the bridge over Fjällsjö river north of Rossön km 34+198 – 34+366, will be accompanied by carrying capacity problems. There is a risk of new prolonged restrictions of STAX and STH.

**Line section 221 (Östersund)-Storlien**

The stretch Storlien-the border, km 747+602 – 751+819, has poor track. There is a risk of new partial prolonged speed reduction to 40 km/h.

**Line section 224 (Ånge)-(Sundsvall)**

The stretch Stöde-Vattjom, km 537+645 – 557+133, has poor track. There is a risk of new prolonged speed reduction to 40 km/h.

**Line section 232 (Härnösand)-(Långele)**

The stretch Västerasby-Långele, km 483+600 – 529+391, has poor track. There is a risk of new partial speed restrictions and temporary closure of tracks for repairs during the frost heave period.

**Line section 235 (Strömsbro)-(Sundsvall)**

The stretch Gävle-Vallvik, km 115+900 – 150+630 and km 152+474 – 178+700, has poor track. There is a risk of new prolonged speed restrictions.

**Line section 242 (Kilafors)–(Söderhamns v)**

This stretch is closed to traffic due to extensive renovation. The line segment (Kilafors)–(Marmaverken) is closed until autumn of 2016. The line segment (Söderhamns v)–(Marmaverken) is closed to traffic. The entire stretch (Kilafors)–(Söderhamns v) is expected to open to traffic in December 2017.

**Line section 305 Borlänge marshalling yard**

The bridge over the river Dalälven at Domnarvet (siding nr 103, km 21+750) will be accompanied by carrying capacity problems. There is a risk of new prolonged restrictions of STAX and STH.

**Line section 313 (Frövi)-Avesta/Krylbo**

The bridge over the street Järnvägsgatan in Avesta/Krylbo (km 160+110) will be accompanied by carrying capacity problems. There is a risk of new prolonged restrictions of STAX and STH

**Line section 333 (Avesta/Krylbo)-(Borlänge)**

The stretch Avesta/Krylbo-Hedemora, km 0+355 – 22+543, has poor track. There is a risk of new prolonged speed restrictions to 70 km/h.

**Line section 349 Västerås Norra- Kolbäck**

The stretch Västerås Norra-Kolbäck up track km 111+226-114+120, 122+073-123+300 and down track km 106+290-110+038, 111+351-122+072, has poor rails. There is a risk of new prolonged speed restrictions to 70 km/h.

The bridge over E18 Västerås (Tegnergatan) has problem with carrying capacity (up and down tracks, km 109+499). There is a risk of new prolonged restrictions of STAX and STH.

**Line section 350 (Kolbäck)-Jädersbruk**

The stretch Kolbäck-Jädersbruk, km 131+042 – 144+826, km 326+590 – 327+487 and km 337+350 – 339+400, has poor rails. There is a risk of new partial speed restrictions.

**Line section 364 (Kristinehamn)-(Nykroppa), (Daglösen)-Filipstad**

The stretch Kristinehamn-Nässundet, km 0+500 – 9+350, and Nässundet–Storfors, km 12+245 – 28+140 have poor tracks and there is a risk of new partial speed restriction to 80 km/h.

The stretch Daglösen-Filipstad, km 185+198 – 192+500, has poor track and there is a risk of new partial speed restrictions to 80 km/h for railcar trainslocomotives and 40 km/h for freight trains.

**Line section 364, stretch (Filipstad)–Persberg**

This stretch is not in use because of the sleepers bad condition. They have to be replaced before operating services can be considered.

**Line section 371 Mora–Märbäck**

This stretch is not in use. A buffer stop is placed km 32+500 north of Blyberg.

The bridge over the river Österdalälven in Oxberg between Mora-Blyberg km 28+227, has problem with carrying capacity. There is a risk of new prolonged restrictions of STAX and STH.

**Line section 376 (Repbäcken)-(Rågsveden)**

The stretch Repbäcken-Rågsveden, km 29+622 – 162+119, is in poor condition. There is a risk of new partial speed restrictions to 40 km/h.

**Line section 382 Kil – Karlstad Välsviken**

The stretch Karlstad Välsviken- Klingerud, km 324+061 – 329+061 and km 330+782 – 345+390. Risk of greater restrictions for heavy transport and the risk of prolonged speed reduction to 130 km/h owing to poor-quality rails.

**Line section 383 (Laxå)-(Karlstad Välsviken)**

The stretch Degerfors-Karlstad Välsviken, km 263+870 – 324+061. Risk of greater restrictions for heavy transport and the risk of prolonged speed reduction to 130 km/h owing to poor-quality rails.

**Line section 393 Bofors–(Strömtorp)**

This stretch, km 63+840 – 73+124, has faults in the ballast reinforcement, which may result in track deflection during hot summers. Owing to the topography, it is impossible to drive at 20 km/h and it entails a risk of long-term total stoppage owing to bad-quality tracks.

**Line section 416 (Katrineholm)-(Hallsberg)**

The stretch Baggetorp-Pålsboda down track km 142+789 - 186+262, has poor rails. There is a risk of speed reduction to 130 km/h.

**Line section 419 Hallsberg yard for passenger trains**

Eight switches on track U1 och N1 are in poor condition (number 165, 166, 176, 183, 184, 185, 191 och 192). There is a risk of new prolonged speed reductions through these switches.

**Line section 421 (Järna)-(Åby)**

The stretch Ålberga-Kolmården, km 90+779 – 97+747, has poor rails. There is a risk of new prolonged speed reduction.

**Line section 431 Sala-(Uppsala N)**

The stretch Sala-Uppsala N, km 66+542 – 128+896, has poor rails. There is a risk of new prolonged speed reduction.

**Line section 434 (Uppsala C)-(Gävle)**

The stretch Storvreta-Skutskär up track has poor track. There is a risk of new prolonged speed reduction to 130 km/h on stretches: km 11+203 – 43+900, km 56+058 – 70+624, km 73+314 – 83+629, km 89+959 – 97+435, km 103+014 – 107+030 and km 112+250 – 113+470.

**Line section 435 (Örbyhus)-Hallstavik**

The stretch Dannemora-Hallstavik, km 1+360 – 54+200, has poor track and the speed is reduced to 40 km/h.

Sträckan Örbyhus-Dannemora, km 0+789 – 1+360, has poor track. There is a risk of new prolonged speed reduction to 40 km/h.

**Line section 441 (Sala)-(Broddbo)**

The stretch (Sala)-Broddbo, km 128+896 – 137+595, has poor rails. There is a risk of new prolonged speed reduction.

**Line section 450 Eskilstuna-Rekarne**

The stretch Eskilstuna-Folkesta up track, km 105+176 – 109+681, has poor rails. There is a risk of new prolonged speed reduction.

The stretch Folkesta-Rekarne single track, km 109+681 – 114+670, has poor rails. There is a risk of new prolonged speed reduction.

**Line section 493 (Rekarne)-Kolbäck**

The stretch (Rekarne)-Kolbäck, km 201+084 – 217+062; has poor rails. There is a risk of new prolonged speed reduction.



**Line section 494 Flens övre-(Eskilstuna C)**

The stretch Flens övre-(Eskilstuna central), km 61+221 – 100+360, has poor rails. There is a risk of prolonged speed restriction on the whole or part of the stretch.

**Line section 505 Åby-(Mjölby)**

Switches in Kimstad (switches 105 and 106) are in poor condition. There is a risk of prolonged traffic stoppages in the direction of Finspång.

The bridge Ättetorp in Norrköping km 175+240 – 175+300, has carrying capacity problems. Restriction of speed to 50 km/h and STAX 22,5 tonnes.

**Line section 512 (Laxå)-Falköping**

The stretch Skövde-Falköping down track, km 313+773 – 342+866, has poor rails and the speed is reduced to 130 km/h.

**Line section 524 (Hallsberg yard for passenger trains)-Frövi**

The stretch Örebro-Frövi, up track km 225+135 – 249+567 and km 267+428 – 267+687 and down track km 224+725 – 249+572 and km 300+000 – 300+209 have poor tracks. There is a risk of new prolonged speed reduction to 130 km/h.

**Line section 552 (Gårdsjö)-(Håkantorp)**

The following stretches have poor tracks and the speed is reduced to 80 km/h: Mariestad-Lugnås, km 41+490 – 50+193, Forshem-Källby, km 64+120 – 84+584 and Lidköping-Håkantorp, km 94+390 – 120+424.

Switches in Lidköping (number 3), Mariestad (number 8, 13 and 105) and Forshem (switch 1a) are in poor condition. There is a risk of new prolonged locking of these switches.

**Line section 601 Göteborg C-Partille**

Switches in Sävedalen (number 301, 302 and 305) km 450+835 – 451+206, are in poor condition. There is a risk of new prolonged speed reductions through these switches.

**Line section 601 Almedal-Göteborg C**

Almedal operational site up and down track, km 4+204 – 4+965, have poor tracks. There is a risk of new prolonged speed reduction to 90 km/h.

**Line section 611 (Falköping)-(Alingsås)**

The stretch Floby-Alingsås, down track km 357+504 – 411+653, has poor rails and the speed is reduced to 130 km/h.

The stretch Vårgårda-Alingsås up track, km 390+901 – 412+927, have poor tracks and the speed is reduced to 130 km/h.

The bridge over the river Nossan at Herrljunga (in the direction of Håkantorp) km 89+846 – 89+890, will be accompanied by carrying capacity problems, there is a risk of new prolonged restrictions of axleload and speed.

**Line section 621 (Uddevalla C)-Strömstad**

The stretch Dingle-Tanum, km 119+809 – 147+443, has poor track. There is a risk of new prolonged speed reduction to 80 km/h.

Nine of the switches in Uddevalla (in priority route, number 460, 435, 441, 430, 436, 422, 469, 465 a and 443 a), are in very poor condition. There is a risk of new prolonged locking of this switches.

A majority of the switches between Uddevalla-Strömstad (in priority route) are in very poor condition. There is a risk of new prolonged locking of this switches.

Overdecking of the road portal in Munkedal (Vadholmsvägen) km 109+777, will be accompanied by carrying capacity problems. There is a risk of new prolonged restrictions of STAX and STH.

**Line section 623 (Munkedal)–Lysekil**

This stretch is not in use, and only a few railway undertakings have applied for train paths. A large number of rock cuts, bends and unmonitored level crossings will result in very low speed.

**Line section 625 (Göteborg Kville) – Stenungsund**

Switch 42 in Stenungsund km 49+086 – 49+114, is in poor condition. There is a risk of prolonged locking of the switch in straight position. This will have an impact on the possibilities of operating traffic to and from the industry.

**Line section 626 (Almedal)-Kungsbacka**

The stretch Almedal-Mölndal up track, km 4+269 – 8+509, has poor rails. There is a risk of prolonged speed reduction to 90 km/h.

**Line section 630 Halmstad central**

The switches 436/637 and 438/439 km 152+150 - 152+234, are in poor condition. There is a risk of prolonged speed reduction throw the switches.

**Line section 631 Kil-Charlottenberg**

The bridge over the river Norsälven between Kil and Fagerås km 353+85 – 353+263, will be accompanied by carrying capacity problems. There is a risk of new prolonged restrictions of axle load and speed.

**Line section 652 (Öxnered)-(Håkantorp)**

The stretch (Öxnered)-(Håkantorp) has poor track and on this stretches is the speed reduced to 80 km/h: Vänersborg–Grästorp, km 25+543 – 36+500 and km 40+920 – 43+000 and Grästorp–Håkantorp, km 50+359 – 56+800.

The bridge over the river Nossan in Forshall at Grästorp km 47+420 – 47+456, will be accompanied by carrying capacity problems. There is a risk of new prolonged restrictions of STAX and STH.

**Line section 654 (Herrljunga)-(Borås C)**

The stretch (Herrljunga)–(Fristad), km 94+000 – 119+999, has poor track and the speed is reduced to 80 km/h.

**Line section 656 (Borås C)-(Varberg)**

The stretch (Borås)–(Viskafors), km 142+800 – 143+300 and Skene–Varberg, km 166+800 – 211+300, has poor track and the speed is reduced to 80 km/h.

**Line section 661 (Kil)-Torsby**

The stretch Kil-Sunne, km, 0+916 – 40+866, has poor track and the speed is reduced to 80 km/h.

**Line section 662 (Mellerud)–Billingsfors**

The stretch Mellerud-Billingsfors km 0+820-38+795, has poor track and the speed is reduced to 40 km/h for freight trains.

**Line section 710 (Falköping)-(Sandhem)**

The stretch (Falköping)-(Sandhem), km 0+644 – 25+271, has poor rails and there is a risk of new prolonged speed reduction.

**Line section 711 Sandhem-(Nässjö)**

The stretch Sandhem-Bankeryd, km 25+271 – 60+409, has poor rails and there is a risk of new prolonged speed reduction.

The stretch Bankeryd-Jönköping, km 60+409 – 66+820, has poor rails and there is a risk of new prolonged speed reduction to 70 km/h.

**Line section 732 (Nässjö)-(Värnamo)-(Landeryd)**

The bridge over the river Storån in Forsheda km 95+436 – 95+460 and two bridges in Malmbäck km 20+46 and 20+224, will get problem with carrying capacity. There is a risk of new prolonged restrictions of STAX and STH.

**Line section 733 Landeryd-(Furet)**

The stretches (Landeryd)-(Torup), km 136+257 – 156+210 and Oskarström-Åled, km 176+844 – 184+670, have poor tracks and there is a risk of prolonged speed reduction to 80 km/h.

**Line section 742 Smålands Burseryd – (Landeryd)**

The Swedish Transport Administration had decided to cease maintenance for this stretch.

**Line section 751 (Värnamo)–Helmershus**

This stretch is in poor condition and may be closed to traffic. The Swedish Transport Administration's goal is to reach a decision regarding the termination of maintenance for this stretch.

**Line section 811 (Mjölby)-(Nässjö)**

The stretch Tranås-Flisby up track km 296+823 – 332+120, has poor rails and the speed is reduced to 130 km/h.

The stretch Tranås-Gripenberg down track km 297+042 – 306+757, has poor rails and the speed is reduced to 130 km/h.

The stretch Flisby-Nässjö up track km 341+082 – 348+799 and down track km 336+000 – 348+744, have poor rails. There is a risk of prolonged speed reduction.

**Line section 813 (Nässjö)-(Alvesta)**

The stretch Aleholm-Grevaryd up track km 378+479 – 404+746, has poor rails. There is a risk of new prolonged speed reduction.

**Line section 814 Alvesta-Älmhult**

The stretch Vislanda-Älmhult, km 450+740 – 479+374, has poor track and there is a risk of speed reduction to 130 km/h until the track renewal is done 2017.

Four switches in Diö are in poor condition. There is a risk of new prolonged speed reduction through the switches in down track to 160 km/h.

**Line section 815 (Älmhult)-(Hässleholm)**

The stretch Älmhult-Mosselund up track km 484+960 – 526+954, has poor track and there is a risk of speed reduction to 130 km/h until the track renewal is done 2017.

Five switches in Hästveda, four in Osby, four in Mosselund och four in Tunneby are in poor condition. There is a risk of prolonged speed reduction through the switches (down track) to 160 km/h.

**Line section 832 Hultsfred-Berga**

The stretch Hultsfred-Berga, km 84+594 – 93+000 and km 96+700 – 119+901, has poor track. There is a risk of new prolonged speed reduction to 70 km/h.

**Line section 845 (Bjärka-Säby)-Västervik**

The stretch Bjärka-Säby-Västervik, km 0+550 – 118+557, has poor track. There is a risk of new prolonged partial speed reductions.

**Line section 851 (Älmhult)-Olofström**

The stretch Älmhult-Olofström, km 0+947 – 42+112, has poor track. There is a risk of new prolonged partial speed reductions.

**Line section 872 (Kvillsfors) – Järnforsen**

The Swedish Transport Administration's goal is to reach a decision regarding the termination of maintenance for this stretch.

**Line section 913 (Lockarp)-(Trelleborg)**

The stretch Lockarp-Trelleborg, km 627+267 – 648+055, has poor track. There is a risk of new prolonged speed reduction.

**Line section 926 (Helsingborgs godsbangård)-Teckomatorp**

The stretch Helsingborg-Teckomatorp, km 3+350 – 33+626, has poor track. There is a risk of new prolonged speed reduction.

**Line section 933 Åstorp-(Helsingborg godsbangård)**

The stretch Åstorp-Helsingborg godsbangård, km 53+624 – 73+567, has poor track. There is a risk of new prolonged speed reduction.

**Line section 952 (Kristianstad)-Åhus**

The stretch Rinkaby-Åhus, km 40+203 – 46+163, has poor track. There is a risk of new prolonged speed reduction.

**Line section 969 (Ystad)-Simrishamn**

The stretch Tomelilla-Ystad, km 56+470 – 74+770, has poor track. There is a risk of new prolonged speed reduction.

### 3.4.2 Environmental restrictions

New diesel-operated traffic types are prohibited on the following line (see the Government decision with journal number M95/4651/8):

- Östervärn–Fosieby–Lockarp–Lernacken.

Diesel traffic may be permitted in certain cases, but an application for exemption from the Government decision is required on every single occasion. The Swedish Transport Administration examines whether the traffic in question can be permitted with consideration for the Government decision.

### 3.4.3 Dangerous goods

For transportation of dangerous goods, provisions apply in accordance with section 2.6.

- The tunnel in Helsingborg central (train station) may not be used for transports with dangerous goods.
- The tunnel in Glumslöv may not be used for transports with dangerous goods.
- The Citytunnel (Malmö central)–Hyllie–(Lernacken/Svågertorp) is prohibited for transportation of dangerous goods.
- Citybanan may not be used for transports with dangerous goods.

In exceptional cases, an exemption may be granted for the occasional transport of hazardous goods, if there would be an inescapable need for such transportation.

For the above locations, there are alternative infrastructures for freight traffic with dangerous goods, see section 3.4.1.

### 3.4.4 Tunnel restrictions

Passenger and freight trains should not be travelling through the tunnel in Glumslöv at the same time. Besides this restriction and those mentioned in sections 3.4.1 and 3.4.3, there are no special restrictions.

Citybanan is designed solely for passenger trains. Freight trains, regardless of type, may only be operated subject to a decision on dispensation.

### 3.4.5 Bridge restrictions

Train traffic generally has priority over shipment with regard to movable bridges. The Swedish Transport Administration intends to coordinate its timetables with those of marine vessels as far as possible, in accordance with applicable agreements.

## 3.5 Availability of the infrastructure

For more information about the major track works planned (PSB) for 2017, see Appendix 3 B.

In order for track work to be regarded as a PSB, one of the criteria 1-3 must be fulfilled. Different criteria apply in the cases A–D.

### **A – Heavy operated line**

Lines with single-track that traffic 51 trains per day or more and lines with double-tracks that traffic 76 trains per day or more.

**A1:** The work entails total closure of the line for more than three days (72 hours).

**A2:** The work entails closure of the line during part of a day for more than 5 days in a row and at least 30 trains per day are affected.

**A3:** The work necessitates single-track operation for more than 10 days, which leads to at least 30 trains per day being affected by delays exceeding 5 minutes per train. Only the direct effect of the work on the delay is considered here. At the final destination of the train, the delay may have increased due to the shortage of available capacity.

### **B – Moderately operated line**

Lines with single-track that traffic 16-50 trains per day and lines with double-tracks that traffic 16-75 trains per day.

**B1:** The work entails total closure of the line for more than 5 days (120 hours).

**B2:** The work entails closure of the line during part of a day for more than 7 days in a row and at least 10 trains per day are affected.

**B3:** The work necessitates single-track operation for more than 14 days, which leads to at least 30 trains per day being affected by delays exceeding 5 minutes per train. Only the direct effect of the work on the delay is considered here. At the final destination of the train, the delay may have increased due to a shortage of available capacity.

### **C – Light operated line**

Lines with a single-track used by 0-15 trains per day.

**C1:** The work entails total closure of the line for more than 7 days (168 hours).

**C2:** The work entails closure of the line during part of a day for more than 14 days in a row and at least 5 trains per day are affected.

### **D – Railway yards**

**D1:** The work entails a shortage of capacity for more than 5 days in a row, which leads to at least 5 trains per day being cancelled or at least 20 trains per day being delayed by a minimum of 20 minutes each.

In addition to the aforementioned criteria, several minor track works performed at the same time can collectively be classed as a PSB. This applies if the total effect of the works leads to faults in particularly sensitive traffic circulations or if the works otherwise have a considerable impact on traffic. Experience from previous train plans is used during assessment.

During the timetable period, a number of major projects are underway that can 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**

- Gällivare, Renewal of railway yard, limited accessibility during large parts of the year. Ready to be operated 2017.
- Råtsi-Gällivare replacement of catenary. Estimate to be finished in 2019.
- Gransjö and Gullträsk extension of railway yard. Ready to be operated 2017

#### **The mid region**

- Sandviken-Kungsgården, Villersmuren – new operational site.
- Borlänge-Ludvika, new reinforcing feeder.
- Fagersta, preparation work before replacement of signalbox.
- Mora, upgrading of centralized traffic control.
- Ånge, rebuilding of catenary .
- Ånge godsbangård, renovation of catenary.
- Hudiksvall – Via, repairing of bridge Väststabäcken.
- Gussi – Källene, rebuilding of operational site Söderhamn.
- Strömsbro – Hamrångefjärden, Stax 25 Tjugan.
- Storvreta – Uppsala, Gamla Uppsala double track
- 

#### **The eastern region:**

- Hallsberg, double track extension marshalling yard, during the whole year. A number of occasions with single track and traffic interruption.
- Örebro – Mosås, demolition of bridge.
- Åsbro – Mariedamm, double track Motala – Hallsberg.
- Kolbäck – Rekane, replacement of submarine cable at Kvicksundsbron.
- Eskilstuna – Flens Övre, trackrenewal and switch replacement Hållsta.
- Getingmidjan, a large number of track works with impact on traffic.
- Citybanan, preparation and post-production works, installation.
- Mäljarbanan, a number of occasions with single track and traffic interruption.
- 

#### **Speed restrictions 2017**

- Double track Strängnäs 8800 metres 80 km/h.

- Double track Motala – Hallsberg (the Stenkumla-Dunsjö project), The length of line that is subject to speed restriction is controlled by a running-time supplement of max. 2.5 min.
- Uppsala, grade-separated crossings 500 metres 70 km/h.
- Skogås – Handen 1200 metres 70 km/h down track.
- Skogås – Handen 1200 metres 50 km/h up track.
- Mäljarbanan – 12 573 metres 70 km/h. These metres will be divided into several stretches.

**The western region:**

- Falköping – Stenstorp, replacement of catenary up track.
- Partille – Sävedalen, new track, switches for Väsklänken ”Freight route”.
- Öxnared, expansion of platform and replacement of switch.
- Uddevalla, Ytterby, Kode, Stenungsund, Svenshögen, Stora Höga och Ljungskile, expansions of platforms.
- Kil – Öxnared, new catenary.

**The southern region:**

- Jönköpings godsbangård – Vaggeryd, Nässjö – Vaggeryd, Vaggeryd – Värnamo, remote control
- Aleholm – Grevaryd, replacement of rails, up track.
- Mosselund – Vislanda, replacement of track, up track.
- Hässleholm – Lund, renovation of catenary.
- Mia – Helsingborg, assembling of a tunnel for pedestrians and cyclists.
- Flädie – Arlov, assembling of a bridge Vinstorpsvägen.
- Lockarp – Svedala, new passing track Skabersjö.
- Rynge – Ystad, new passing track Ruuthsbo.
- 

## 3.6 Service facilities

Access to the Swedish Transport Administration’s infrastructure for services, see Chapter 4 *Tilldelning av kapacitet (Allocation of Capacity)*. For access to other infrastructure for services other than those provided by the Transport Administration, reference is made to the Branchregistret (Sector Register) at [the Swedish Transport Administration's website](#)

The Swedish Transport Administration provides services on the infrastructure that is described in this section.

### 3.6.1 Passenger stations

Operating sites with the possibility of passenger exchange are shown in the map service and in Appendix 3 D – Track standard data. See Annex 3 A tag ”kommande Infrastruktur-förändringar på trafikplatser” (future Infrastructure changes at operational sites). More information about platforms are shown in



Annex 3 A tag ”plattformar”. Read more in under Section 5.3.1 *Access to service facilities*.

### 3.6.2 Freight terminals and loading areas for freight

The Swedish Transport Administration manages no multi-modal terminals, but has a rail connection to several of them. The map service presents these terminals. See also Appendix 3 D Track standard data. Read more under Section 5.3.2 Freight terminal. For information about multi-modal terminals see [the Swedish Transport Administration's website](#).

The Swedish Transport Administration provides a number of areas for the loading and unloading of goods. Available loading areas for freight at Swedish Transport Administration facilities are presented in the map service, Appendix 3 D Line standard data/Location data, as well as in Appendix 3 A. Learn more about the service capacity of the loading area under Section 5.3.2.

### 3.6.3 Marshalling yards and train formation facilities

There are two types of railway yards: marshalling yards and other railway yards. Below is a short description of the conditions that apply for these two types:

**Marshalling yards are defined according to the following features:**

- turn-out track
- automated switching
- hump with approach and/or exit group
- lining of the track.

Marshalling yards are divided into category 1 and 2 according to the following:

- Marshalling yard category 1 with track braking system: Borlänge rangerbangård, Gävles godsbangård, Hallsbergs rangerbangård, Helsingborgs godsbangård, Malmö godsbangård, Sundsvalls rangerbangård, Sävenäs rangerbangård, och Ånge godsbangård; see map service.
- Marshalling yard category 2 without track braking system: Jönköpings godsbangård, Nässjö rangerbangård (without automatic points control), Tomtebodå, Trelleborg och Västerås västra; see map service.

**Other railway yards**

Other railway yards are located at operational sites, and are defined on the basis of the two following points being fulfilled.

- 1 switch or more
- 1 track or more

### Marshalling yards

Marshalling yard	Station - signature	Tracks included in the marshalling yard	Increased security
Borlänge rangerbangård	Blg	10–31	Yes
Gävle godsbangård	Gäb	102–119	Yes
Hallsbergs rangerbangård	Hrbg	11–18, 21–28, 31–38, 41–48, 201–211, 301–309	Yes
Helsingborgs godsbangård	Hbgb	11g–35g, 73g–82g	Yes
Jönköpings godsbangård	Jögb	1–12, 40–42	
Malmö godsbangård	Mgb	14–39	Yes
Nässjö rangerbangård	N	5–7, 9, 10r–31, 33–36, 53–57, 62–64, extended, humptrack	
Sundsvalls rangerbangård	Suc	5–7, 10–14	
Sävenäs rangerbangård	Sär	101–110, 1–33, 51–53	Yes
Tomtebodå	Tm	20–25	
Trelleborg	Trg	9–18, 91	Yes
Västerås västra	Väv	5–14, 201–204	
Ånge godsbangård	Åggb	11–31, 102–106	

Increased security level means the marshalling yard has perimeter security and an emergency response plan. For further information on emergency status plans, reference is made to <http://trvdokument.trafikverket.se/>. Enter nödlägesplan (*emergency status plan*) in the box headed Dokumenttitel (*Title of document*).

### 3.6.4 Storage sidings

Appendix 3 A presents available tracks for holding as well as access to power outlet (heating point). Read about the services in section 5.3.4 *Storage sidings*.

### 3.6.5 Maintenance facilities

The Swedish Transport Administration does not provide any maintenance facilities.

### 3.6.6 Other technical facilities

#### Detectors

The Swedish Transport Administration has different types of stationary detectors for technical control of railway vehicles. Their primary purpose is to maintain safety, but also to protect the track against damage. In the event of an alarm, the Swedish Transport Administration has the right to take necessary measures. The existence of detectors does not exempt railway undertakings from liability for damages.

The detectors are mainly intended for the monitoring of overheating and unintentional brake application, but there are also wheel damage detectors with

weighing functions, as well as facilities for the monitoring of carbon contact strips and upward pressure on pantographs.

The map service indicates where the detectors are located and the functions that they have. These data is also presented in Appendix 3 D Track standard data. See also sections 5.5.3 *Technical inspection of rolling stock*.

#### **Tracks for measurement of noise**

The Swedish Transport Administration's tracks for measurement of vehicle noise is located between Landskrona and Kävlinge, on line section 938, km 30+255 to 30+355, down track. The line has been equipped with rail dampers in order to fulfil the requirements for attenuation. Read more in section 5.5.6 *Other ancillary services* and section 6.3.5 *Ancillary services*.

### **3.6.7 Maritime and inland port facilities**

The Swedish Transport Administration manages no maritime and inland port facilities, but has a rail connection to several of them. The map service presents these facilities. Here, intermodal transport is made possible through a combination of railway and shipping facilities. See also Appendix 3 D Track standard data.

### **3.6.8 Relief facilities**

The Swedish Transport Administration does not provide any relief facilities.

### **3.6.9 Refuelling facilities**

The Swedish Transport Administration does not provide any fuel depots.

### **3.6.10 Other facilities**

#### **Facility for test of brake systems**

There is a facility for testing braking systems adjacent to tracks 31–35 in Gothenburg Skandiahammen. Read more about the service in section 5.3.6 *Other technical facilities*.

There are also facilities for test of brake systems at Sävenäs rangerbangård, tracks 1–30, and at Hallsbergs rangerbangård, tracks 11–48 and 201-212, but these are included in the service *capacity in marshalling yards*, see section 5.3.3.

## **3.7 Infrastructure development**

In order to see what sort of development is planned for the infrastructure, reference is made to the following documents.

- National Plan for Transports 2014–2025
- Implementation Plan of ERTMS in Sweden,

The feasibility of these initiatives is dependent on the financial resources allocated to the Swedish Transport Administration in the annual budget decision from the Swedish Parliament.

## 4 Capacity Allocation

### 4.1 Introduction

In this chapter the Swedish Transport Administration's process for allocation of capacity is described. "Capacity" refers to services, in accordance with sections 5.2 and 5.3, as well as access to the railway network for track work.

### 4.2 Description of process

If an application applies to capacity on more than one infrastructure manager's railway network, it is sufficient to submit an application to just one of the managers.

An entity that intends to apply for track capacity for a long-term arrangement, see section 5.3.1.4, should first contact the Swedish Transport Administration and describe the requirements. An application for holding can only cover time within one timetable. The Swedish Transport Administration can then suggest suitable stations and tracks. Contact details, see Appendix 1A.

#### 4.2.1 Application for capacity

An application for capacity is made via the e-service on the Swedish Transport Administration's website, where instructions can be found (applicant requires authorisation). See below for exceptions.

Appendix 4 C contains traffic calendars on which the application should be based. Addresses for application, see Appendix 1 A. Schedule for allocation process, see section 4.3.

With regard to applications for the use of the brake testing facility at Skandiahamnen in Gothenburg, see instructions in the e-service on the Swedish Transport Administration's website and section 5.3.1.6.

When applying for international capacity, the internet-based tool "Path Coordination System" (PCS) may be used <http://pcs.rne.eu>. Contact the Swedish Transport Administration OSS to gain access to the tool. For contact details, see Appendix 1 A. If the Path Coordination System is not used, can the form "Path request form" be used in exceptional cases, and can be found on [The Swedish Transport Administration's website](#) and at <http://www.rne.eu/>.

All pre-arranged paths (PaPs) in the Scandinavian-Mediterranean Rail Freight Corridor (ScanMed RFC) should be applied directly to the Corridor One-stop-shop (C-OSS). For more information; [www.scanmedfreight.eu](http://www.scanmedfreight.eu)

#### 4.2.2 Ad hoc applications

An application for capacity is made via the e-service on the Swedish Transport Administration's website, where instructions can be found (applicant requires authorisation).

### 4.2.3 Application for capacity at operational sites

An application for a train path is required for transportation over operational site boundaries, or between parts of a site, see section 5.2.

Applications for installation shall firstly be formulated on the basis of the desired track length and time for the holding – not specific tracks. For more information, see the instructions in the e-service on the Swedish Transport Administration's website, see also section 5.3.1.4.

A list of suitable tracks for holding is found in Appendix 3 A.

## 4.3 Schedule for path requests and allocation process

The process is divided into:

- Allocation process that produces a one-year Timetable for the period 2016-12-11 – 2017-12-09
- Ad hoc process for updating the Timetable with new capacity requirements (e.g., the adjustment of allocated capacity or entirely new requirements).

### Schedule for allocation of capacity

Reference to process map	Date	Activity
	2016-01-121	Pre-arranged train paths for international corridors ready
	2016-02-15	First date for application in Timetable 2017
1	2016-04-11	Last date for Timetable 2017 application. The last date for the Swedish Transport Administration to state capacity requirements for track work in excess of the planned major engineering works (PSB)
2	2016-07-04	Proposals for Timetable 2017 published
	2016-07-05– 2016-08-05	Period for opinions and coordination relating to international border passage times
	2016-08-05	Opinions on proposals for Timetable 2017 must have been received by the Swedish Transport Administration no later than 09:00.
	2016-08-22	Establishment of international traffic applied by PCS or RNE:s application form. Applies also to national train paths applied for as feeders/outflows to ScanMed RFCs pre-arranged train path (PaP).
3	2016-08-05– 2016-09-02	Coordination period
4	2016-09-05	Date of request for dispute resolution
	2016-09-16	Dispute resolution concluded
5	2016-09-16	Decision to declare the infrastructure congested
6	2016-09-19	Capacity allocation with application of priority criteria
7	2016-09-23	Established Timetable 2017 published
	2016-10-18	The ad hoc process begins

	2016-11-11	The last date for the submission of announcement information for passenger trains in Timetable 2017
	2016-11-27	Last date of application for a transport permit to ensure that a “Decision regarding transport permit” has been made for the beginning of Timetable 2017.
	2016-12-11	Timetable 2017 takes effect (traffic commencement)

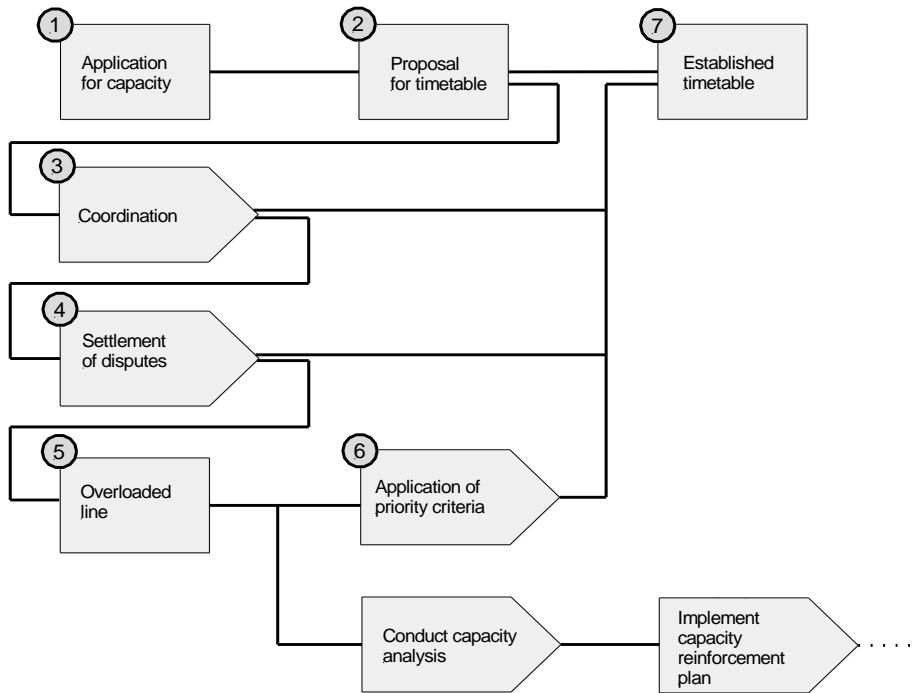


Figure 4.1. Schedule and process map for allocation of capacity

### 4.3.1 Schedule for working Timetable

Applications for capacity that were received before 2016-04-11 are managed in the allocation process and result in an *established Timetable*. The Timetable encompasses the capacity allocation for the period 2016-12-13 – 2017-12-09

### 4.3.2 Schedule for application outside the Timetabling process (ad hoc)

Applications for capacity or adjustments to capacity that were received after 2016-04-11 are managed within the ad hoc process. Diagram 4.1 specifies when allocation in the ad hoc process begins.

Submitted applications will be processed in the order in which they were received. If a change needs to be made to an application, the applicant shall recall the submitted application and replace it with a new one. The replacement application will then be given a new arrival date.

Specified in Appendix 3 C are the time limits for an ad hoc application when additional monitoring of operational sites is necessary.

Engineering works of an acute nature may be planned at short notice, and for safety reasons must sometimes be allocated capacity that was previously allocated to another applicant in the *established Timetable* or ad hoc

### 4.3.3 Capacity prerequisites

#### 4.3.3.1 Engineering works

Planned major engineering works (PSB) have been the subject of consultation before publication of the network statement, and these types of works constitute a number of the prerequisites for the allocation process, such as accessibility and speed on the railway network. All applications for capacity shall be customised around the PSBs listed in Appendix 3 B, unless the Swedish Transport Administration has expressly stated otherwise. For example, a party could apply for a train path with a diversion around a PSB that is carried out on part of the railway network that has single-track operation. For the purpose of reducing the impact on traffic, the Swedish Transport Administration may bring forward or postpone the start time for the PSB (before the timetable is established), without affecting the total time required for the track work.

For the ad hoc process, the *established Timetable* (where capacity allocation for engineering works is concerned) comprises the prerequisites for accessibility and speed on the railway network, among other things. All applications for capacity in the ad hoc process shall be adapted to the established capacity allocation for the engineering works.

#### 4.3.3.2 Pre-arranged train paths for international corridors

No later than eleven months before traffic commencement of the Timetable, the pre-arranged train paths (PaP's) for ScanMed RFC- are published. They are published at the corridor's website [www.scanmedfreight.eu](http://www.scanmedfreight.eu), and in the web application Path Coordination System (PCS).

The corridor's pre-arranged train paths are reserved for international freight traffic in the annual timetable. The train paths are produced by infrastructure managers in consultation with the corridor organization and are based on studies of the transport market. The capacity is directly applied to and allocated by the C-OSS.

#### 4.3.3.3 Bottleneck plans

##### **General**

Capacity limitations arise on parts of the railway network where the demand for train paths is higher than the available capacity. Applications for train paths cannot be satisfied entirely in this event. On lines with high capacity utilisation, it is even more important to develop conditions for the train traffic that are possible to meet with good transport quality. In order to utilise capacity efficiently in traffic-intensive areas, the Swedish Transport Administration is developing bottleneck plans with preplanned train path channels. The entire plans can be found on [the Swedish Transport Administration's website](#).

The bottleneck plans shall be used to plan conditions upon application for train paths and during the construction of timetables. The purpose is:

- to be able to achieve efficient utilisation of capacity in traffic-intensive areas through existing train path channels

- to ensure punctuality by means of robust timetables.
- apply as planning support in applications for train paths and timetable construction

### **Content and validity**

The bottleneck plan contain information about the number of bookable train path channels.

The train path channels describe how many trains can be driven on one section of line. The number of bookable train path channels is determined on the basis of infrastructure and traffic structure, as well as the punctuality and robustness in the traffic system.

Bottleneck plans normally give no consideration to track engineering works. In the case of track engineering works that have a major impact on traffic, a special bottleneck plan can be drawn up. Planned major engineering works (PSB) are presented in Annex 3 B. Extreme weather conditions and other external circumstances could require restrictions in the transport offered, which is specified in the reduction plans which the Swedish Transport Administration draws up in close cooperation with railway undertakings and traffic organisers. On these occasions, it may also be necessary to make deviations from the special planning conditions for current operational sites.

#### **4.3.3.4 Capacity at operational sites**

Capacity at operational sites is included in many access services, such as train paths, capacity at loading areas, capacity in marshalling yards and train formation facilities and capacity for holding. The same track can be used at different times for several different access services at one operational site. An example of this is a track for the train formation and holding services. For tracks that can be used for several access services, an order of priority may be specified for the allocation of capacity in the event of a conflict of interest among several applications. These rules of priority may be viewed as guidance for how the Swedish Transport Administration will allocate capacity. Assessments are always based on the general rules of procedure.

The minimum access package and/or the access services are a prerequisite for the facilitation of additional services, regardless of whether or not the Swedish Transport Administration provides them. Additional services that the Swedish Transport Administration provide, and which assume capacity, are services relating to special transportations and dangerous goods. Conflicts of interest can also arise when additional services use an access service, and certain guiding principles can be specified. One example is that shunting is attributed a higher value than holding at Hallsberg's marshalling yard.

The applicant must design their application in accordance with the planned vehicle's properties and state the vehicle length. It is also important to include information on the train paths that the vehicles belong to.

In support of the application for track capacity for Stockholm central and Malmö central, the Swedish Transport Administration will cite the guidelines for track usage. The guidelines are produced on the basis of previous train planning work. The guidelines do not constitute limitations in terms of how the capacity can be applied for; they suggest how the infrastructure should be used in order to achieve efficient traffic operation and the greatest societal benefits, see appendix 4 D.



It is preferable for the applicant to participate actively in the process of allocating capacity at operational sites where the access services of marshalling and train formation are to be carried out. The Swedish Transport Administration also invites those who provide the additional services. Participation is important in the event of capacity shortages and conflicts of interest, in order to facilitate solutions that are effective for all actors.

#### **Guiding principles in the event of conflicts of interest at operational sites**

During the allocation of track capacity for holding, vehicles that can be linked to train production (train paths) have priority over other vehicles, see section 5.3.1.4.

During the allocation of track capacity at combi terminals and loading docks, section 3.6.2, applications that can be linked to unloading and loading of goods will be attributed a higher value than other use of the tracks (e.g., holding tracks) at these areas, see section 5.3.1.2.

During the allocation of capacity at marshalling yards, section 3.6.3, applications that can be linked to shunting will be valued higher than others, see section 5.3.1.3.

Track capacity for the holding of vehicles adjacent to a platform is normally only awarded for the embarkation and disembarkation of passengers, the replenishment of catering supplies and lighter operational maintenance, see section 5.3.1.

Track capacity for the holding of freight trains vehicles in connection to adjoining facilities, such as access to facilities within cargo terminals, is normally only awarded in direct association with the use of the relevant facility, see section 5.3.1.1.

The heating of railway vehicles service is offered to an entity that is simultaneously applying for holding space on track, see section 5.4.2.

## **4.4 Allocation process**

### **Planning conditions in the allocation process**

To achieve a solid timetable with increased punctuality the planning conditions in the allocation process are:

- time interval between trains
- simulation of driveability
- bottleneck plans, see Appendix 4 D
- reduction plans, see section 4.8.3
- pre-arranged train paths for freight trains (PaPs) for ScanMed RFC

Maximum number of train paths, see respective bottleneck plan, Stockholm, Gothenburg and Malmö.

### **Proposals for the Timetable**

Applications for capacity, both national and Appendix national, provide the basis of the *Draft Annual Timetable*.

Capacity for international traffic, including border passages, is coordinated before the *Draft Annual Timetable* is published. This takes place at a conference managed by RNE.

If the statements of opinion regarding the *Draft Annual Timetable* include the need for amendments, the coordination stage of the process begins. If no amendments are necessary, the Timetable can be established.

The *Draft Annual Timetable* includes:

- all received applications for train paths, national and international
- the engineering works planned by the infrastructure managers
- the need for reserve capacity for ad hoc applications pertaining to train paths, both national and international.
- the need for reserve capacity for engineering works that cannot be booked in the allocation process
- the need for reserve capacity for transportation of work vehicles
- residual capacity
- the need for capacity for services in accordance with section 5.3.

When the *Draft Annual Timetable* is produced, the Swedish Transport Administration may contact the applicants informally.

#### 4.4.1 Coordination process

The aim of the process is to coordinate the needs of the applicants for capacity, in order to produce a Timetable without conflicts of interest. During the coordination, the Swedish Transport Administration may contact the applicants informally or invite them to the coordination meetings.

This step of the process is only managed if conflicts of interest exist. If all conflict of interest are resolved during this step, the Timetable can be established.

#### 4.4.2 Dispute resolution process

If a conflict of interest does not seem as though it will be resolved during the coordination, the applicants that are involved in the conflict can request dispute resolution at a given point in time, see figure 4.1. A request for dispute resolution must be made in writing to the Swedish Transport Administration. When an applicant requests dispute resolution, they must at the same time submit to the Swedish Transport Administration a description of the conflict of interests, a description of the consequences for their own production and a justification of why the solution suggested during the coordination was not accepted.

Along with a request for dispute resolution, an applicant may suggest other solutions to the conflict of interests.

After the dispute resolution has been requested, the Swedish Transport Administration summons the parties involved to a dispute resolution consultation, where the Administration reports which solution was chosen, and the alternatives that were not chosen as well as the reasons why.

This step of the process is only managed if one of the applicants requests a dispute resolution. If all conflict of interest are resolved during this step, the Timetable can be established.

### 4.4.3 Congested infrastructure - definition, priority criteria and process

If a conflict of interests was not resolved during coordination or dispute resolution, the Swedish Transport Administration shall declare the relevant part of the infrastructure to be “congested”. The Swedish Transport Administration notifies the applicants of the decision and publishes it on [the Administration's website](#).

The decision shall contain information about which part of the infrastructure the conflict of interest relates to, at which times the problems arise, the parties that are involved, whether a resolution to the dispute has been attempted, and the reasons why the conflict could not be resolved.

The decision to declare the infrastructure congested is a condition required for the Swedish Transport Administration to be able to unilaterally settle the conflict of interest. The Swedish Transport Administration then establishes the Timetable by using priority criteria. For details regarding the priority criteria, see Appendix 4 B.

If the infrastructure is declared congested, a capacity analysis and a capacity reinforcement plan shall be developed. For details, see also sections 4.4.5 and 4.4.6.

If it is clear that there will be a considerable capacity shortage on part of the infrastructure, the Swedish Transport Administration can declare that part congested prior to coordination.

#### 4.4.3.1 Priority criteria for resolving conflicts of interest

If it has not been possible to coordinate the applications for infrastructure capacity, the Swedish Transport Administration will establish the Timetable by allocating capacity in accordance with the priority criteria. In this situation, the use of priority criteria means that the Swedish Transport Administration will settle conflicts of interest without asking for the voluntary acceptance from the applicant.

The Swedish Transport Administration attempts to resolve the conflicts of interest that arise from the application for train paths, or during the coordination process. This takes place through voluntary agreements, and the priority criteria will become an importance source of information in this regard, for the purpose of achieving mutual understanding.

### 4.4.4 Impact of framework agreements

The Swedish Transport Administration is not signing any framework agreements at present.

### 4.4.5 Capacity analysis

Within six months of the infrastructure being declared congested, the Swedish Transport Administration publishes a [capacity analysis](#) on its website.

The capacity analysis will be performed on the basis of the decision concerning congested infrastructure.

The capacity analysis states:

- the cause of the congestion
- proposed methods to remedy the congested infrastructure
- proposed measures in the short-term (up to one year) and the long-term (up to three years).

#### 4.4.6 Capacity reinforcement plan

Within six months of the capacity analysis having been concluded, the Swedish Transport Administration publishes a [capacity reinforcement plan](#) on its website.

The plan is developed after consultation with applicants of the congested infrastructure, and been a party to a completed dispute settlement plan states:

- the cause of the congestion
- the probable future traffic development
- obstacles to infrastructure development
- alternatives and costs for capacity reinforcement

The capacity reinforcement plan also contains a cost and benefits analysis for possible measures, information about the measures which the Swedish Transport Administration intend to implement on the basis of this analysis, and a schedule for this work. The schedule encompasses a maximum of three years. The measures that are analysed and proposed may relate to the infrastructure, modifications to train paths or to the railway undertakings' vehicles and carriages.

If there is a capacity reinforcement plan for the congested infrastructure, and if this plan is to be implemented, no new capacity analysis or reinforcement plan is produced.

#### 4.4.7 Established the Timetable

The capacity allocated is specified in the *Draft Annual Timetable*, which is presented on [the Swedish Transport Administration's website](#)

Capacity is reported in the form of:

- allocated train paths, both national and international
- capacity reserved for engineering works
- reserve capacity for ad hoc applications for train paths, both national and international.
- reserve capacity for engineering works that cannot be booked in the allocation process
- reserve capacity for transportation of work vehicles
- remaining capacity
- allocated services in accordance with section 5.3.

An applicant may refer disputes to the Swedish Transport Agency regarding whether an infrastructure manager's decision concerning capacity allocation corresponds with the acts, or regulations stipulated with support of the acts.

An application for a train path shall specify whether the train path was applied for on the behalf of the railway undertaking or traffic organiser. The entity that applied for the train path is the entity that it can be allocated to. In conjunction with the allocation of train paths, the applicant concludes a track access agreement with the Swedish Transport Administration.

An entity that has been allocated a train path may not transfer it to another party. A train path shall not, however, be regarded as transferred if a traffic organiser engages a railway undertaking to operate the traffic. An entity that has transferred a train path may be refused allocation of train paths during the current or next Timetable. See Chapter 6 of the Railway Act.

## 4.5 Allocation of capacity for maintenance, renewal and enhancements

For major planned engineering works (PSB), see section 4.3.3. The criteria for PSBs are described in section 3.5, and PSBs are presented in Appendix 3 B.

Condition monitoring of the network are based upon measuring plans connected to the *Draft Annual Timetable*.

### 4.5.1 Process

The Swedish Transport Administration shall specify the requirement for infrastructure capacity for planned engineering works in addition to PSB. Diagram 4.1 displays the point in time by which the requirement must be presented. Capacity requirements are shown on [the Swedish Transport Administration's website](#).

The process of allocating capacity for engineering work is described in section 4.4.

## 4.6 Non-Usage / Cancellation Rules

### 4.6.1 Cancellation of train path

If the allocated capacity of a train path will not be fully utilised, or not utilised at all, the railway undertaking or traffic organiser must promptly inform the Swedish Transport Administration by cancelling or interrupting the train path at short notice.

A train path that is to be cancelled must be registered by the railway undertaking or traffic organiser via e-service on the Swedish Transport Administration's website.

Cancellation of a train path must also be implemented in the following situations:

- new or expanded traffic activity outside the scope of the running schedule
- the maximum train weight or length will be exceeded

- a train formation that diverts from the allocated or permitted level, and which impedes the performance of the railway system.

Information about reservation charges (Section 6.3) and delay charges (Section 6.4) for trains that have been cancelled at short notice.

## 4.6.2 Resuming allocated service

### 4.6.2.1 Unacceptable risks

The Swedish Transport Administration is entitled, after consultation, to withdraw an allocated service if the Swedish Transport Administration deems the use of the service to be associated with unacceptable risks of personal injury or damages. A likelihood that extensive damage will occur, for example in extreme weather conditions, is such an unacceptable risk.

When resuming an allocated service, no contracting party of the Swedish Transport Administration is entitled to any compensation from the Swedish Transport Administration, other than what may result from the Swedish Transport Administration's operational management system in the form of delay charges.

### 4.6.2.2 Allocated capacity that is not utilised

If allocated capacity is not used, this will be taken into consideration at later allocations of capacity, which means that a train path may be given a lower priority (Appendix 4 B) or that the contracting party in question may be denied allocation.

The Swedish Transport Administration is entitled to withdraw an allocated train path if the Swedish Transport Administration's contracting party does not use the train path to a sufficient extent. The Swedish Transport Administration's contracting party must be afforded an opportunity to make a statement in this regard.

A "sufficient extent" refers to the Swedish Transport Administration's contracting party using the train path at least once per calendar month, and at no less than 60 per cent of the allocated capacity of the train path during a three-month period (calendar months).

This does not apply if the non-usage is a result of factors of a non-financial nature beyond the owner's control.

## 4.7 Exceptional transports and dangerous goods

### 4.7.1 Capacity for exceptional transports

An application for capacity is lodged in accordance with section 4.2. For transport terms and conditions and transport permits, see sections 2.5 and 5.4.3.

### 4.7.2 Train paths with dangerous goods

If a train path involves the transportation of dangerous goods, this must be communicated when applying for the train path. An application for a train path is

lodged in accordance with section 4.2. Transportation of dangerous goods must be reported in accordance with section 2.6.

## 4.8 Specific measures in the event of disturbance

### 4.8.1 Principles

Guidelines for operational traffic management are issued prior to the creation of every Timetable. Capacity allocation in face of unforeseen events, such as railway accidents or other damage to the infrastructure, are determined by the Swedish Transport Administration on a case by case basis. In order to minimise the consequences and restore the capacity on the affected part of the railway network as soon as possible, there are specific procedures for the management of accidents.

In the event of an accident or breakdown, State rescue services are responsible for rescue operations. The Swedish Transport Administration is responsible for clearance and the railway undertaking is responsible for recovery. The railway undertaking is responsible for reporting to the Swedish Transport Administration, prior to the commencement of traffic, concerning the resources it has available for recovery, or recovery agreements with other companies.

### 4.8.2 Operational regulation

Trains that depart and operate in accordance with their running schedule are given priority to their planned position. The reasoning behind this rule is to prevent the disturbance of trains operating on time by trains that are delayed or early in relation to their running schedules.

Exceptions from the rules concerning prioritisation of on time trains can be made if special reasons exist, such as serious traffic disruptions, agreed deviations from the running schedule, or if the traffic situation clearly calls for another action. The rule shall not apply in cases where it would lead to unreasonable consequences for the traffic as a whole. It is always the goal of the Swedish Transport Administration to remove traffic disturbances as smoothly as possible and restore the traffic to the production plan.

If the consequences of a disruption are particularly severe for certain trains, an applicant can submit a request for these trains to be given priority over other (on time) trains operated by the same applicant. Several applicants can also reach an agreement with one another whereby certain trains operating on time that belong to the same applicant are given a lower priority than individual trains of particular importance that belong to another applicant. These types of agreements must be reported in writing to the Swedish Transport Administration.

A request for altered operational priority shall specify which trains are deemed to be particularly sensitive to disruptions, and the motives for this (for example, traffic information, connecting transportation, tight vehicle circulation). It must also be specified which trains the applicant is prepared to give up priority for. The request must be sent to the Swedish Transport Administration no later than in conjunction with the application for capacity. This is so that the request may be taken into consideration when the guidelines for prioritisation in traffic management are developed.

### 4.8.3 Foreseen problems

Prior to every *Annual Timetable*, the Swedish Transport Administration will develop weather-related reduction plans for leaf slip and snow clearance in consultation with the concerned parties, and describe the measures planned therein.

#### 4.8.3.1 Disruption plans

In order to minimise the negative impact on passengers and freight transport clients in connection with train disruptions within the current operational period, the Swedish Transport Administration is working on pre-defined disruption plans for selected areas /parts of the line. Disruption plans are prepared in cooperation with the railway undertakings and traffic organisers concerned, and revised at least once a year in conjunction with the new timetable. Each individual plan describes which traffic-related plan measures it could be necessary to take with a link to both passenger management and traffic information.

The railways undertaking and traffic organisers are expected to be involved in the production of disruption plans. For operative disruptions within an operational period, work in connection with disruption management is based on these approved disruption plans

### 4.8.4 Unforeseen problems

#### 4.8.4.1 Clearance and emergency situations

In clearance and emergency situations, a railway undertaking or traffic organiser shall, at the request of the infrastructure manager and in accordance with agreements between the parties, place such resources at the disposal of the infrastructure manager as it considers most suitable for restoring conditions to normal. See also chapter 7 *General Terms and Conditions*.

Journeys with clearance vehicles and recovery of broken down vehicles within the accident site, as well as to and from it, are operated by the Swedish Transport Administration, or by a designated agent. The “accident site” refers to the area bordered by the closest unaffected operational sites on all sides of the site of the accident.

In the event of vehicle breakdown, the railway undertaking may perform clearance of its own vehicles and other property after gaining the Swedish Transport Administration's approval. If it is not possible to reach an agreement over this, the Swedish Transport Administration will perform the clearance of the railway undertaking's vehicles and property.

Prior to clearance, the railway undertaking shall temporarily earth its vehicles and ensure that necessary measures are taken. If the railway undertaking is using another model of pantograph or other vehicle, in accordance with Appendix 2 A, the railway undertaking shall submit photographs and other information to the Swedish Transport Administration.

During clearance, the Swedish Transport Administration will fasten down or dismantled the railway undertaking's pantographs. In emergency situations, the Swedish Transport Administration can remove pantographs by whatever means the



situation demands. The Swedish Transport Administration is not responsible for damage to pantographs unless it can be proven that the damage was caused by incorrect actions.

If the railway undertaking's vehicles or pantograph model are not present in Appendix 2 A, or are otherwise different from the descriptions provided, the Swedish Transport Administration may request that the railway undertaking immediately send personnel of its own to the accident site. These personnel shall perform the temporary connection to earth and fastening down or dismantling of the pantographs.

When clearance has been completed, the railway undertaking is responsible for the recovery of its own vehicles from the location specified by the Swedish Transport Administration. In order to minimise traffic disruptions, it is important that this is done as quickly as possible. If the vehicles are not towed within a reasonable time, the Swedish Transport Administration will tow the railway undertaking's vehicles and property.

The Swedish Transport Administration and the railway undertaking can reach an agreement that recovery may begin before clearance has been completed.

#### 4.8.4.2 Management of accidents

The General Terms and Conditions specifies the procedures for management, reporting and coordination in the event of accidents and incidents, as well as deviations that give rise to risks for accidents involving railway traffic.

#### 4.8.4.3 Crisis situations

In crisis situations, the Swedish Transport Administration has the right to make official decisions in its capacity as an authority, instead of simply a supplier of services. The decisions are made on the basis of social gains and function in society. The Swedish Transport Administration will inform those concerned when a crisis situation applies.

The operational contact paths that apply during normal conditions shall also be used as far as possible during a crisis.

## 4.9 Allocation of capacity for service facilities

See section 5.3 Access to services facilities and supply of services.

## 5 Services

### 5.1 Introduction

Chapter 5 gives an account of the services in the order in which they are regulated in Directive 2012/34/EC. The services are divided into the following categories:

- **Minimum package of access services (train paths)**

The minimum package corresponds to the train path service. This includes the right to use the infrastructure capacity allocated in accordance with the definition of a train path. Traffic control, necessary information for use of the allocated capacity etc., also comprise parts of the service.

- **Access to services facilities and supply of services**

This category includes access to track capacity in addition to what is encompassed by the minimum package, for example: sidings, train formation and access to adjoining facilities in the form of loading areas, platforms and access to the services which are provided.

- **Additional services**

These include services that the Swedish Transport Administration offers in connection with the aforementioned access services, for example, traction current and transport conditions for exceptional transports.

- **Ancillary services**

This category includes services such as extra information and access to GSM-R.

The chapter describes the services that the Swedish Transport Administration provides, as well as the requirements and conditions that must be fulfilled in order to use the services. The right to use allocated services may be subject to decisions made by the Swedish Transport Administration's traffic control and Government authorities, which limit, alter or revoke the usage. These types of decisions can be caused by disruptions, among other things, and are always intended to achieve safe and efficient use of the infrastructure

Information about who has the right to apply for access services is found in section 2.2.1. Section 4.3.3 describes the capacity preconditions, while section 4.2.1 explains how to apply for capacity.

Applications for capacity are made in the form of an application for services, in accordance with sections 5.2, 5.3 and 5.4.2.1. Applications are made separately for the services described in section 5.4 and 5.5

Charges for the services that the Swedish Transport Administration offers are reported in Chapter 6. The conditions that apply for traffic operation are reported in Chapter 2, and Chapter 3 describes where the services are available.

All contact details can be found in Appendix 1 A.

On the website of [the Swedish Transport Administration's](#) the Swedish Transport Administration it-systems and e-services are listed, both mandatory and voluntary, to support users of the railway services. It also describes how to gain access to

them. The Swedish Transport Administration is not responsible for the equipment that is necessary for accessing the information exchange between the Swedish Transport Administration and applicants, nor the applicant's receipt of delivery.

### 5.1.1 Environmental responsibility

The entity using a service is responsible for any residues, for example service and maintenance of vehicles, will be cleared in a safe and quick manner. The expenses for cleaning may be charged.

### 5.1.2 Work vehicles

When railway vehicles are used in direct connection to the contracted work on the Swedish Transport Administration's infrastructure, they are regarded as work vehicles. Use of the infrastructure in this case takes the form of engineering work or transportation of vehicles. See section 6.1. In other cases when capacity is used in the form of train paths or some other access service, fees will be charged for outbound freight traffic.

### 5.1.3 Information about other entities that provide services

The Swedish Transport Administration allows other Swedish infrastructure managers to publish their [network statements](#) on its website.

The Swedish Transport Administration's website also contains a Sector Register, where actors that provide [railway-related services](#) to railway undertakings and traffic organisers can publish contact information with links to their own websites.

The Swedish Transport Administration is not responsible for the information in other infrastructure managers' network statements or for the content of services offered by other actors.

## 5.2 Minimum access package

The Swedish Transport Administration provides minimum packages of access services in the form of the service *train path*, which is divided into the following categories:

- train paths for passenger traffic
- train paths for freight traffic
- train paths for service trains

The service *train path* encompasses the entire transportation from one location to another, from when vehicle movement commences at the first station in the train path until the vehicle has stopped at the final station. Included in a train path, or between train paths in a train assignment<sup>3</sup>, is a maximum stay of one hour (60 minutes) per intermediate location with traffic exchange<sup>4</sup>. See diagram 5.1, train path Option A. If a pause longer than one hour per location is desired, an

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<sup>3</sup> Concept to keep transport orders together. May include several train paths with different routes, traffic exchange, times or other characteristics depending on traffic day.

<sup>4</sup> The activity in a train path describing the circumstances of traffic stay.

application for the service *track capacity for holding* is required, see section 5.3.1.4.

A *train path* application is also required for transportation over operational site boundaries, or between parts of a site. See diagram 5.1, train path Option B.

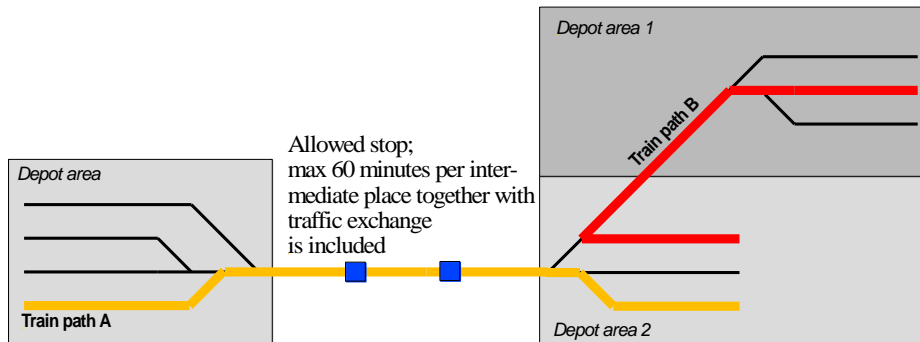


Figure 5.1 Train path Option A – between operational sites.  
Train path Option B – between parts of operational sites.

## 5.2.1 Train paths for passenger traffic

If the traffic assignment involves the transportation of passengers, the application must concern train paths for passenger traffic. A train path has the following components, which provide access to:

### 1. The infrastructure allocated for the operation of the train

The right to operate the vehicle on tracks and through track switches so that the allocated capacity can be used in accordance with the terms and conditions that were established in the Timetable. The usage must be in line with the track access agreement, as well as permits, licences and regulations.

### 2. Overhead electricity, catenary

The right to use the Swedish Transport Administration's catenary on electrified lines.

### 3. Traffic control

Traffic control includes train dispatch, monitoring and management of traffic operations, as well as information about train movements. Also included in this context are prerequisites and conditions for traffic operation, such as running schedules and running orders as well as measurement values from Transport Administration detectors. Via the Swedish Transport Administration's traffic control and communication system, it is also possible to receive the operational information that is necessary for use of the train path. See also sections 3.3.3 and 3.6.6.

The Swedish Transport Administration's traffic control on sidings entails providing information about the shunting movements and “A-protection” (when the track is closed) that is being carried out there. The actors working at the location are responsible for the coordination of these movements.

#### **4. Traffic information for railway undertakings and traffic organisers**

Encompasses information before, as well as during and after use of the train path. This relates to the information (in addition to point 3) necessary to operate or manage the railway traffic for which the capacity has been allocated.

The information is supplied through different channels, including e-mail, internet, direct access to the Swedish Transport Administration's IT systems or verbally, via telephone.

More information is contained in Appendix 5 A, section 1. For information about operational rules, see section 2.4.

For information that shall be submitted prior to a train's departure, see Appendix 2 A.

Information about access to the Swedish Transport Administration's systems, tools and e-services, as well as the application form, are found on the [website](#)

#### **5. Traffic information for passengers**

The information ensures that passengers and third parties receive the information necessary for them to make a journey, regardless of whom performs the railway services. The information includes loudspeaker announcements, fixed and dynamic signage within the station area, publication of information on the Swedish Transport Administration's website and mobile services, as well as via other channels on the market through the provision of advertising data.

The web-based traffic information can also be displayed on the website of the railway undertaking or traffic organiser.

More information about traffic information for passengers can be found in Appendix 5 A, section 2. Appendix 5 A, section 2.5 describes how the advertising information for passenger traffic is managed.

#### **6. Platforms for passenger exchange or for minor service**

This relates to the right to use platforms with associated platform equipment for passenger exchange or for minor service when using an allocated train path.

### **5.2.2 Train paths for freight traffic**

Train paths for freight traffic include access to the offer described in section 5.2.1, points 1-4.

### **5.2.3 Train paths for service trains**

The service is intended solely for the transportation of traction vehicles or passenger traffic vehicles that are not in service. This may involve the transportation of vehicles for reasons of circulation, to a departure station or from an arrival station, or to and from a holding location, service facility or workshop.

Train paths for service trains include access to the offer described in section 5.2.1, points 1-4. If the traffic assignment requires access to platforms, this is also included in the offer in section 5.2.1, point 6.

## 5.3 Access to services facilities and supply of services

For information concerning places where these services are provided, see chapter 3. For information concerning charges, see chapter 6.

### 5.3.1 Access to services facilities

#### 5.3.1.1 Passenger stations, including their buildings and platforms

The service encompasses line access services consisting of track capacity connected to platforms, a service for access to platforms as well as an additional service for access to public areas for passengers.

##### **Track capacity adjacent to platforms**

The Swedish Transport Administration provides track capacity adjacent to platforms as part of the train path service, or in the form of the track capacity holding service. See section 5.2.1 and 5.3.1.1.

##### **Access to platforms**

The Swedish Transport Administration does, administer a number of platforms and in many cases platform connections with different types of platform equipment, such as weather shields and benches. The service includes platforms for passenger exchange or special service platforms. In connection with the use of train paths for passenger traffic, or paths for service trains in special cases, the service is included in the train path. See section 5.2.1, point 6. In other cases, the service is applied for in connection with other applications for capacity and train paths.

For information concerning access to platforms at Citybanan refer to Stockholms Läns Landsting, who owns and administer these platforms.

##### **Access to station buildings and public areas for passengers**

The Swedish Transport Administration does not provide any station buildings or public area for passenger. These buildings are owned for example by Jernhusen AB and communities.

For information about access to station buildings, refer to [Jernhusen AB](#) or other actors that own or administer station buildings. See also 5.1.1

#### 5.3.1.2 Freight terminals

A freight terminal refers to a delimited area that is connected to the railway network, and which is intended for the loading and unloading of goods and pallets, or reloading from railway to other forms of transport.

A multimodal terminal is a larger and more extensive facility, often with more than one loading track and a large area for holding and stockpiling purposes. The Swedish Transport Administration owns no multimodal terminals; they are owned by local authorities and private players.

A freight terminal is a simpler and smaller facility that generally consists of a loading track or siding with an adjacent loading area. Adjoining the freight terminal there may be a storage area. The Swedish Transport Administration owns

a number of freight terminals, some 60 of which are offered in the service below. Other owners of freight terminals are local authorities and private players.

In general, they are open for all types of goods, but there are some limitations with regard to the condition of the areas, in terms of e.g., pollutants and littering. Certain locations may have restrictions on noisy operations.

For capacity intended for use in connection with the loading and unloading of goods, the services *capacity on tracks to combi terminal* and *capacity at loading area* are offered.

### **Capacity on tracks to combi terminals**

The Swedish Transport Administration administers tracks to combi terminals where other actors provide ground space, facilities and services. For track capacity applications intended for holding in connection with loading and unloading on the tracks to these terminals, see section 5.3.1.4.

### **Capacity at loading area**

The service *Capacity at loading area* involves leasing the track and a limited ground space adjacent to the track (up to 12 metres, measured from the outer edge of the nearest rail) for loading and unloading with own management resources. Some places also include the use of a loading dock. Storage of goods is not permitted. Suitable spaces connected to loading areas may be available for lease, for a minimum duration of 6 months. See properties on [the Swedish Transport Administration's website](#) .

Appendix 3 A lists the locations that offer the service.

The service has following conditions:

- linked to an arriving or departing train number.
- is permitted solely for loading and unloading.
- is allocated in periods of up to twelve hours.

When the area is left, the entity that allocated the service shall ensure that:

- the loading area is free from goods
- the loading area is cleaned/brushed to remove traces of handling
- whatever traces are collected during cleaning are removed from the loading area
- walking paths adjacent to the track are cleared of obstacles
- the railway infrastructure can be inspected (for example, rails, sleepers, fortifications and seams), which means that the facility must be cleared of litter.

If the entity that allocated the service finds the loading area untidy, it shall allow the last user a reasonable timeframe within which to clean the area. If the loading area was not cleaned despite this, the Swedish Transport Administration can be contacted, whereupon a contractor can be engaged to clean the area on the previous user's expense which had allocated capacity at the loading area.

The Swedish Transport Administration clears snow from tracks, switches and crossings. If rail-bound vehicles are used, snow may be piled up on the part of the loading area closest to the track. The entity using the service is responsible for snow clearance and gritting on the loading area and, in some cases, on the access

roads to the loading area as well. Cleared snow must be piled up in a suitable location.

The entity using the service is responsible for participating in the coordination maintained by the Swedish Transport Administration, in accordance with the Work Environment Act. This can also afford the entity using the loading area the opportunity to coordinate the contractors that they engage for tasks such as snow clearance.

If the user causes damage or excessive wear and tear to the facility (loading areas, railway infrastructure or access roads), compensation shall be paid to the Swedish Transport Administration in accordance with the network statement's General Terms and Conditions.

The service *capacity at loading area* includes access to

**1. the tracks allocated at the loading area**

This relates to the right to use allocated capacity for holding of vehicles in connection with the loading and unloading of goods. This should be done in accordance with the conditions established in the Timetable, track access agreements, permits and licences, as well as regulations.

**2. traffic control**

The Swedish Transport Administration's traffic control for sidings consists of informing which shunting movements and A-protection are in progress there. Those players who are working at the place in question are responsible for the coordination of these movements.

**3. traffic information for railway undertakings or traffic organisers**

This include information in connection with the use of the service, as well as during and after the use. The traffic information includes traffic events, information regarding any measures to restore tracks and traffic, as well as related forecasts. See also section 5.2.1, point 4.

The Swedish Transport Administration also offers the service *track capacity for holding* (without loading area), see section 5.3.1.4.

Capacity required for only holding on tracks where the service is offered, will always be allocated with conditions. A presumption is that no application for that service *capacity at loading area* have been received. The conditional holding is revoked if the service is applied for and allocated to another entity. In this case, the entity that was allocated the conditional capacity must hold its vehicles in another location following a minimum 14 days' notice period. For more information about loading areas, as well as conditions for their use, contact the Swedish Transport Administration, see Appendix 1 A.

### 5.3.1.3 Marshalling yards and train formation facilities

**Capacity in marshalling yards**

The service covers access to tracks and facilities within a marshalling yard. The marshalling yards and the tracks that belong to respective facilities are described in section 3.6.3.



The service includes access to

**1. the tracks, switches and marshalling-specific facilities in the marshalling yard**

This relates to the right to use allocated capacity in accordance with the conditions established in the Timetable, track access agreements, permits and licences, as well as regulations. There may be restrictions at marshalling yards where the Swedish Transport Administration or another approved service provider supplies train formation services.

**2. catenary and electricity via heating points**

The right to use the Swedish Transport Administration's catenary at electrified marshalling yards. The right to connect to electricity via a heating point is also included.

**3. traffic control**

This relates to the right of access, where possible, to operational information via the Swedish Transport Administration's traffic control and communication system. The actors working at the location are responsible for the coordination of these movements.

**4. traffic information for railway undertakings or traffic organisers**

This include information in connection with the use of the service, as well as during and after. The traffic information includes traffic incidents, information regarding any measures to restore facilities, as well as related forecasts. See also section 5.2.1, point 4.

Marshalling yards are facilities constructed for one specific purpose: to split, sort and form trains. Some of these have a higher security level, which includes area protection, see section 3.6.3 and emergency plan. For these marshalling yards there are requirements of completed training. Contact the Swedish Transport Administration for more information about the training, see Appendix 1 A.

Capacity at marshalling yards is allocated after dialogue with the applicant.

There may be requirements of completed training for use of the Swedish Transport Administration's marshalling facilities. For more information, contact the Swedish Transport Administration, see Appendix 1 A.

**Train formation services**

The service *Track or track area for train formation* is a track access service intended for provision at stations where the Swedish Transport Administration sees the need to detail vehicle movements, on tracks that do not belong to the marshalling yards reported in section 3.6.3

The service involves the right to perform vehicle movements during a specific time period within a station or part of a station. The service is only available for an entity that has, or is applying for, *Track capacity for holding*– and specifically, only for the movement of vehicles on and between these tracks.

Because the Swedish Transport Administration lacks planning support that makes it possible to allocate infrastructure capacity in such detail, the service is not provided in the Timetable 2017. This means that the arrangement of trains and movement of vehicles can take place in the operationally situation; for example, by means of the railway undertaking requesting the track shunting routes that are necessary for the movement. In this way, train movement can take place outside of

the signal that delimits the track on which capacity for holding is allocated.

The train formation service, which is a track access service, includes access to:

**1. The tracks and switches required for the task**

This relates to the right to use allocated capacity in accordance with the conditions established in the annual Timetable, track access agreements, permits and licences, as well as regulations.

**2. Catenary**

The right to use the Swedish Transport Administration's catenary at electrified operational sites.

**3. Traffic control**

This relates to the right of access, where possible, to operational information via the Swedish Transport Administration's traffic control and communication system. The Swedish Transport Administration's traffic control on sidings entails providing information about the shunting movements and “A-protection” carried out there. The actors working at the location are responsible for the coordination of these movements.

**4. Traffic information for railway undertakings or traffic organisers**

This include information in connection with the use of the service, as well as during and after. The traffic information includes traffic incidents, information regarding any measures to restore facilities, as well as related forecasts. See also section 5.2.1, point 4

**5.3.1.4 Storage sidings**

The holding service is a track access service that encompasses two types of services. For access to electricity during the holding of railway vehicles, see section 5.4.1.2. If the holding includes loading/unloading at a loading area where the service *capacity at loading area* (section 5.3.1.2) is offered, this service must be applied for.

**Track capacity for holding**

The Swedish Transport Administration provides capacity for holding vehicles for shorter periods, in the form of the service *holding*.

The service *holding* must be applied for in *all* instances where vehicles are holded for longer than one hour per intermediate station with traffic activity that may be included in the train path.

A list of suitable tracks for holding is found in Appendix 3 A.

The service *holding* includes access to:

**1. the tracks allocated for holding**

This relates to the right to use allocated capacity in accordance with the conditions established in the Timetable, track access agreements, permits and licences, as well as regulations.

**2. traffic controll**

The Swedish Transport Administration's traffic control for sidings consists of informing which shunting movements and A-protection are in progress there.

Those players who are working at the place in question are responsible for the coordination of these movements

### **3. traffic information for railway undertakings or traffic organisers**

This include information for railway undertakings or traffic organisers in connection with the use of the service, as well as during and after the use. The traffic information includes traffic events, information regarding any measures to restore tracks and traffic, as well as related forecasts. See also section 5.2.1, point 4.

In support of the application for capacity for holding in Stockholm and Malmo, the Swedish Transport Administration reports the guidelines for track usage, see section 4.3.3 and Annex 4 D.

Holding of vehicle is regulated from an electrical safety perspective by TDOK 2014:0415.

#### **Track capacity for long-term holding**

The service entails that track capacity is leased for the long-term holding of vehicles on tracks with low maintenance levels. These tracks can be put into operation after a predetermined period of time. This period of time is necessary for the Swedish Transport Administration to be able to inspect the tracks and make them trafficable.

Long-term holding is not included in the Swedish Transport Administration's infrastructure undertakings, but may be allocated any available capacity on tracks with lower maintenance levels than average.

For information about what is included in the service, see *track capacity for holding*, points 1 and 2.

Based on prior contact with a description of the requirements, the Swedish Transport Administration will suggest suitable locations and tracks for long-term holding. An application for the service is then lodged, see section 4.2.

Appendix 3 A gives an account of certain sidings that are traffic-free. These tracks may be available for long-term holding. The information provides a picture of the Swedish Transport Administration's available facilities, and can be used in the description of the long-term holding requirements.

#### **5.3.1.5 Maintenance facilities**

Services adjoining maintenance facilities and workshops for light maintenance are divided on the one hand into a service that covers the track capacity at such facilities for services and on the other into a service that covers access to these facilities.

Regarding facilities for the heavier vehicle maintenance, reference is made to Section 5.5.5.

#### **Track capacity at maintenance facilities**

The Swedish Transport Administration provides track capacity connected to maintenance facilities and workshops in the form of the service *track capacity for holding*. See section 5.3.1.4.

#### **Access to maintenance facilities**

The Swedish Transport Administration neither owns nor administers workshops. Other operators may offer the service.

For more information regarding other operators who may offer these services, see section 5.1.1.

#### **5.3.1.6 Other technical facilities**

##### **Access to brake testing facilities**

In Skandiahammen, Gothenburg (GSH), adjacent to tracks 31–35, the Swedish Transport Administration has a facility for testing brake systems, for the charging of air into the brake system's mains, leakage detection and brake testing, as well as maintenance charging of connected sets of carriages. There are training requirements for anybody intending to use the facilities.

For more information about training, contact the Swedish Transport Administration, see Appendix 1 A.

##### **Track capacity at other service facilities**

The Swedish Transport Administration provides track capacity connected to service facilities in the form of the service track capacity for holding, see section 5.3.1.4

##### **Access to other service facilities**

The Swedish Transport Administration neither owns nor administers workshops. Facilities for washing trains are connected to some of the larger stations in the country, but none of them are run by the Swedish Transport Administration. Nor does the Swedish Transport Administration own any facilities for human waste disposal, but they are available at some stations.

Other operators may offer these services. For more information, see section 5.1.1.

#### **5.3.1.7 Maritime and inland port facilities**

The Swedish Transport Administration administers rail tracks and/or connections to certain ports, but the Swedish Transport Administration has no facilities of its own for services in port facilities. For information on other players who are able to offer such services, see Section 5.1.1.

#### **5.3.1.8 Relief facilities**

The Swedish Transport Administration does not provide any services for relief facilities. For information on other players who are able to offer such services, see Section 5.1.1.

#### **5.3.1.9 Refuelling facilities**

The Swedish Transport Administration does not have any fuel depots. For information about the location of fuel depots, refer to the other infrastructure managers' network statements, or to other actors that own depots or supply fuel in any other manner. See also section 5.1.1

## 5.3.2 Supply of services in service facilities

Train formation services include marshalling, shunting and other associated services for the planning and coordination of vehicle movements, splitting and forming trains.

### 5.3.2.1 Shunting

At train formation sites the role of the Swedish Transport Administration is to ensure that the infrastructure at these train formation sites can be used safely, efficiently and in a competitively neutral manner. The application must clearly state which train formation sites the applicant intends to use for its operations, and who will operate them. This information is communicated to the Swedish Transport Administration on a special form via e-mail, in connection to the capacity application, see Appendix 1 A. This solution must then be made clear in the track access agreement.

At train formation sites with a number of interested parties, the Swedish Transport Administration will manage an ongoing dialogue with the parties, both during the timetable process and timetable period, in order to ensure that the objectives stated above are met and that operations at the sites can be managed in accordance with the intentions that the allocation was based on. The interested parties shall act together to determine the most suitable procedures at train formation sites, for example, through purchasing services from one another or procuring another common service provider.

The services offered shall also include the ad hoc process in accordance with section 4.3.2. The Swedish Transport Administration can engage external suppliers to provide the necessary services. These services shall be announced at least three months in advance, and will essentially be based on actual costs. The results of the interested parties' actions are reported in connection with the establishment of the annual Timetable.

#### **Train formation services at Hagalund Station**

Train formation services at Hagalund Station are ordered through ISS Facility Services Sverige AB. The services also include Jernhusen's infrastructure within the station. Address details for information, the application and conclusion of service agreement, see Appendix 1 A.

### 5.3.2.2 Other services

The Swedish Transport Administration does not provide any other services at these service facilities.

## 5.4 Additional services

For information concerning places where these services are provided, see chapter 3. For information concerning charges, see chapter 6.

### 5.4.1 Traction current

The Swedish Transport Administration procures electricity, and offers it to railway undertakings and traffic organisers at cost price. Electricity is delivered as traction

current by using catenary, also offered in the service holding via train heating point or catenary. For description of these services, see section 5.3.2 and section 5.4.2.1.

The electricity supplied by the Swedish Transport Administration is entirely produced by hydro power and certified as “Good Environmental Choice” according to the Swedish Society for Nature Conservation’s criteria. Electricity that is produced in another way and marked “Good Environmental Choice” can be ordered from the Swedish Transport Administration with a surcharge. One condition is that it is possible to purchase the product on the electricity market.

In accordance with the law (2011:1200) concerning electricity certificate, all consumers must in 2017 purchase certified electricity for 15,2 per cent of their consumption. The Swedish Transport Administration purchases and provides electrical certificate to the railway undertakings who consume traction current and electricity when using the service holding

An application for access to traction current is included in the application automatically for the services covering *train paths, capacity at marshalling yards, and track or track area for train formation*. The permission to use electricity is obtained when the track access agreement is signed with the Swedish Transport Administration.

## 5.4.2 Services for trains

### 5.4.2.1 Connection to electricity when holding railway vehicles

It is possible to connect railway vehicles to an electricity supply (for warming and cooling, for example)during holding via:

- train heating points (1 000 V)
- locomotive heating points (230 V)
- diesel locomotive heating points (400 V)
- raised pantograph

### 5.4.2.2 Other services for trains

The Swedish Transport Administration does not perform servicing of trains. In some cases the applicant may pay a fee to gain access to such services, which include cleaning, furnishing and repair, through agreements with railway undertakings and other companies specialising in these services. See section 5.1.1.

## 5.4.3 Services for exceptional transports and dangerous goods

### 5.4.3.1 Transport conditions and transport permits for exceptional transports

An exceptional transport is a transport that exceeds any of the technical standards specified in Chapter 3.

The map service presents line categories on a general level (see also section 3.3.2 and Appendix 3 D). There are tracks where the line categories differs from what is stated in the map service. In order to achieve a safe transportation, an application for transport conditions must be made for vehicles or transports that:

- exceed reference profile A
- exceed reference profile SEa
- exceed code P/C 371 in accordance with UIC 596-6
- utilise the European reference profile GC
- utilise reference profile SEc
- exceed applicable line category
- exceed line category D2 (stax 22.5 tonnes and/or stvm 6.4 tonnes/metre)
- has inner wheelbase greater than or equal to 17.5 metres
- has wheelbase less than 4.5 metres
- has buffer overhang greater than 2.5 metres from outer axle tree. (does not apply to RIV/TEM marked carriages)

Exceptional transports are divided into:

- exceptional, non-heavy – exceeds the reference profile, but does not exceed the line's maximum axle load and/or weight per metre
- exceptional, heavy – exceeds line's maximum axle load and/or weight per metre, and possibly the reference profile as well
- exceptional, substantial – exceeds reference profile and line's maximum axle load and/or weight per metre, and requires temporary measures in the facilities in connection with the operation of the vehicle (for example, transformers and wind power stations).

Exceptional transports may be transported on the condition that the Swedish Transport Administration has received an application for and made a decision concerning (in the following order):

1. transport conditions
2. capacity, customised to transport conditions (see section 4.7)
3. transport permit

The railway undertaking is responsible for the exceptional transport being transported in accordance with applicable transport conditions and permit.

Address details for questions regarding transport conditions and permits for exceptional transports, see Appendix 1 A.

### **Transport conditions**

A transport condition describes the circumstances under which a vehicle may be operated. It might be, for example, that the vehicle may only be operated on certain tracks, or that it shall be driven with limited speed on a specific line.

Applications concerning transport conditions for exceptional transports shall be lodged via the link [Exceptional transports](#).

The lines (routes) in the transport conditions are continually monitored in terms of accessibility.

The processing time is normally 5 working days. For heavy vehicles, a period of 15 working days is normally applicable<sup>5</sup>. Transport conditions are processed during non-holiday Monday-Friday between 08:00 and 16:00.

A decision regarding transport conditions cannot be delegated to another entity. However, an entity that receives a decision regarding transport conditions may allow another entity to execute the transport.

A decision regarding transport conditions may have either a specific end date or an indefinite end date. If the circumstances upon which a decision regarding transport conditions change, the decision may be immediately revoked.

### **Transport permit**

The transport permit is an acknowledgement that the applicant may transport the exceptional transport. An application for a transport permit shall contain information about the valid decision regarding transport conditions, and information about the capacity that has been allocated for the exceptional transport.

If restrictions for exceptional transports mean that the train cannot be driven on previously established train paths, an application for new train paths is always necessary.

Applications for transport permits for exceptional transports can be made via the link [Exceptional transports](#).

The processing time is normally 2 working days. For transports that require extraordinary measures (protection, supplementary inspection, actions to the infrastructure etc.), a period of 12 working days normally applies. Transport permits are processed during non-holiday Monday-Friday between 08:00 and 16:00.

If there is a change in the circumstances upon which a decision regarding a transport permit is based, the decision may be revoked immediately.

#### **5.4.3.2 Dangerous goods**

Transportation of dangerous goods must be reported in accordance with section 2.6. There are some restrictions for train paths that contain dangerous goods, see section 3.4.3.

#### **5.4.4 Other additional services**

The Swedish Transport Administration does not provide other additional services.

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<sup>5</sup> The processing time may be extended for transports entailing more comprehensive conditions and during the period from week 26 to week 32.



## 5.5 Ancillary services

### 5.5.1 Access to telecommunication network

The Swedish Transport Administration offers services that are connected to its communication network. For more information, see [the Swedish Transport Administration](#)

Network and telecommunications services are also offered by other actors.

#### 5.5.1.1 GSM-R

Access to the Swedish Transport Administration's mobile network, GSM-R (see sections 3.3.3 and 2.7.1) can be provided in two ways:

- The applicant concludes a subscription agreement with the Swedish Transport Administration.
- If a railway undertaking has a GSM-R subscription agreement in another country's GSM-R network, that subscription can also be used to gain access to the Swedish Transport Administration network if an agreement (roaming agreement) has been concluded between the Administration and the other country's GSM-R network operator.

For more information, see [the Swedish Transport Administration](#).

### 5.5.2 Provision of supplementary traffic information

In addition to the “traffic information for railway undertakings and traffic organisers” and “traffic information for passengers”, see section 5.2.1, the Swedish Transport Administration offers services with extra information to railway undertakings and traffic organisers.

#### 5.5.2.1 Additional traffic information for passenger

The content of the service is determined by what is requested and by the Swedish Transport Administration's capabilities of satisfying these demands of traffic information via announcements and signage. The service is developed and designed during dialogue between the Swedish Transport Administration and the contracting party, and is then offered in a non-discriminatory manner to all applicants. For details about contact paths, see Appendix 1 A.

#### 5.5.2.2 Subscription of traffic information for railway undertakings and traffic organisers

The service gives railway undertakings and traffic organisers access to railway-related traffic information. The information can be used freely in own business applications. The service is built on XML files being transferred from the Swedish Transport Administration to the undertaking via web services. The information is obtained either by subscription or by making a call to the Swedish Transport Administration's web service, which requires a user account and a password. The agreement with the Swedish Transport Administration determines which information the undertaking is entitled to.

Information deliveries are based on TAF/TAP-TSI (European Railway Standard for Information Exchange).

The information that is available is:

- *Timetables*  
Complete 24-hour based timetables for all trains; can be supplied for an optional number of days in advance. Updates that are made on an ad hoc basis are supplied in real time.
- *Timetables – period*  
A higher degree of detail and supplementary information, including a calendar description. Assumes information in accordance with *timetables* since only updates are included here.
- *Events*  
That are judged possible to have an impact on train operation
- *Calculation reports*  
Forecast for train arrival or departure times; made above all for passenger trains.)
- *Time reports*  
The time that a train arrived, departed or passed a traffic site, and information on how the train is operating according to the timetable; where relevant also causes of delays.
- *Current train compositions*  
For example length, weight, vehicle number such as those reported by JF/TO.
- *Announcement information*  
Adapted for traffic information to passengers. Equivalent to the traffic information that the Swedish Transport Administration uses for the same purpose.
- *Track report*  
Specifies the track to which a train is en route; automatic real-time report from the traffic control system.
- *Traffic sites*  
Information on those traffic sites that are used in the messages that are described above. Include, among other things, full name, signature and coordinates.
- *Cause codes*  
Translation of those codes that are used to describe certain parts of the *announcement information*.
- *Announcement codes*  
Translation of those codes that are used to describe certain parts of the *announcement information*.

The last three are only available via web call.

When ordering this service, Appendix 5 B, Delivery level Traffic Information shall apply. This appendix specifies the commitment of the Swedish Transport Administration in terms of delivering traffic information data.

For details about contacts, see Appendix 1 A.

### 5.5.3 Technical inspection of rolling stock

Information is included in the train path from the Swedish Transport Administration's detecting equipment along the line, see section 3.6.6. When vehicles pass detector equipment, the measurement value is registered in real time. The manage of an alarm is described in TDOK 2014: The information described in this section is included in the service *train path*, see section 5.2.1.

#### 5.5.3.1 Access to extended information via detectors

The service makes it possible to receive, search among and sort the measurement values that were registered in connection with the entity's vehicles' detector passages via the Swedish Transport Administration's IT-system. The Swedish Transport Administration stores information for 2 years, but it can also be obtained for storage in the entity's own systems. The service is ordered via [the Swedish Transport Administration](#).

### 5.5.4 Ticketing services in passenger stations

For spaces available for ticket vending machine, reference is made to [Svenska Reseterminaler AB](#). At certain stations, however, the Swedish Transport Administration can provide applicants with space for ticket vending machines

### 5.5.5 Specialized heavy maintenance services

The Swedish Transport Administration neither owns nor administers special facilities for more extensive maintenance services for vehicles, but instead refers prospective customers to other players.

For information regarding other operators who may offer the service, see section 5.1.1

### 5.5.6 Other ancillary services

#### 5.5.6.1 Conditions for test runs with vehicles

Test runs of vehicles are offered in accordance with the conditions stated in section 2.7.3.

The application shall be made in writing to the Swedish Transport Administration using the form "[Application regarding conditions for test run](#)". The technical data for the vehicle or vehicle combination must be detailed in the application, as well as the actual journey and the vehicle functions that are to be tested. All documentation must have been received by the Swedish Transport Administration no later than one month before the test run.

Test runs may take place on the condition that the Swedish Transport Administration has received an application and made decisions regarding:

- conditions for test run
- capacity, adapted to the decision on conditions for test run.

The railway undertaking is responsible for the safety-oriented forms for those periods that are spent on tracks by the personnel who are involved in the test runs (Swedish Transport Administration personnel and contractors are exempted).

For address details relating to applications for test runs, see Appendix 1 A.

#### 5.5.6.2 Values for vehicle noise measurement

This service entails the Swedish Transport Administration providing measurement values relating to soundproofing and surface smoothness. The measurement values are measured in accordance with TSI Noise (Commission Decision 2011/229/EU) on the stretch of track used for noise measurement, see section 3.6.6. The service does not include preparations required in order for the track to fulfil the requirements for a reference track; it purely provides measurement values that specify the current status on the stretch of track. Noise measurement may be used during the period from 15 of March to 15 of October if the track is non-frozen. The measurement values can be used for the approval of vehicles by the Swedish Transport Agency.

Noise measurement may also be done on lines which not fulfils the requirements for a reference track. For approval of vehicles according to TSI Noise, the Swedish Transport Administration's measured values relating to surface smoothness have to be measured in a period from 3 months before or after the time when the soundproofing measurement was provided. For soundproofing the measured values have to be measured in a period from 12 months before or after the time when the surface smoothness measurement was provided.

The Swedish Transport Administration supplies the measurement values according to the agreement with the prospective user of the service, taking into account the planned date for the noise measurement.

Before the vehicles tested for noise measurement are performed, following must be considered:

- Needs of condition for test runs, section 5.5.6.1
- Safety arrangements in the track area
- Access to capacity for train path, section 4.3

For address information relating to applications regarding measurement values for vehicle noise measurement, see Appendix 1 A

## 6 Charges

### 6.1 Charging principles

The Swedish Transport Administration imposes charges pursuant to Chapter 7 of the Swedish Railway Act (2004:519).

#### **Charge for use of the infrastructure**

As the infrastructure manager, the Swedish Transport Administration is to establish charges for the use of the infrastructure at the cost that is directly incurred as a result of operation the train service, in accordance with Chapter 7, Section 2 of the Swedish Railway Act (2004: 519). The charges are to be competitively neutral and non-discriminatory, in accordance with Chapter 7, Section 1 of the same act.

Cost is to mean the short-run marginal cost, pursuant to Bill 2003/04:123. This means that the charge will be set at the cost of an additional train when the rail infrastructure capacity and design is kept unchanged. The short-term marginal cost refers to both the Swedish Transport Administration's costs and costs for society in general. The charges that the Swedish Transport Administration imposes for the minimum package for access services include components based on the costs of operation, maintenance and reinvestments and the societal cost of emissions.

The Swedish Transport Administration may levy higher charges in order to achieve cost recovery, in accordance with Chapter 7, Section 4 of the Swedish Railway Act. These "special charges", also known as "mark-ups", should be consistent with a socioeconomically efficient use of the infrastructure. These special charges may not be set so high that the market segments that are able to pay at least the cost plus a rate of return which the market can bear are prevented from using the infrastructure, in accordance with Chapter 7, Section 4 of the Railway Act.

The infrastructure capacity that has been allocated but which will not be used can be cancelled (see Section 6.4). For the allocated capacity that is not used and which has not been cancelled or acute cancelled, the same charges shall be paid as though the capacity had been used. If the applicant has not provided information pursuant to Annex 2 A, charges will be calculated in accordance with the application for capacity.

#### **Charges for a specific investment projects**

The infrastructure manager may, on the basis of the long-term cost of a specific infrastructure project that increases the efficiency of the railway system and which has been completed after 1988, impose higher charges than those pursuant to Chapter 7, Sections 2 and 3 of the Railway Act, if the project would not have come about if the charges had been limited in the way that is implied by Sections 2 and 3. Such a special charge is imposed for freight traffic on the Öresund Link and is paid to the Swedish Transport Administration.

#### **Reservation charge**

The Transport Administration may, pursuant to Chapter 7, Section 7 of the Swedish Railway Act, collect all or part of the charge for allocated capacity that has not been used, see section 6.4

### **Performance scheme**

A track access agreement shall contain provisions for a system of performance scheme with delay and cancellation charges that will apply under normal operating conditions, in accordance with Chapter 6, Section 22a of the Railway Act. The delay or cancellation charge is to be paid by the party that causes deviations from the infrastructure usage that is established in the timetable and track access agreement. Delay and cancellation charges are to be designed so that both the infrastructure manager and the user of the infrastructure take reasonable measures to prevent disruptions to railway system operations, in accordance with Chapter 7, Section 5a of the Railway Act.

### **Charges for services**

Charges for those services provided by the Swedish Transport Administration are levied pursuant to Chapter 7, Section 8 of the Swedish Railway Act and shall, according to this paragraph, be set at prime cost for providing the service, including reasonable profit.

### **Reduction of charges for certain traffic**

Non-profit museum associations that conduct museum traffic do not have to pay charges for the use of the minimum package of access services. A prerequisite for this is that the train paths are applied for in the ad hoc process, see Section 4.3.3.

### **Public works vehicles**

When rail vehicles are used in direct connection with the Swedish Transport Administration's contracted works on the Transport Administration's infrastructure, they are treated as public works vehicles and charges are only imposed for emissions and electricity.

For other cases where the capacity is used in the form of a train path or other access service, charges are imposed for freight traffic.

## **6.1.1 Minimum access package**

The minimum access package is charged based on kilometres gross tonne-kilometres and passages.

The track charge is based on gross tonne-kilometres, and is imposed at varying amounts for both freight traffic and service trains, and for passenger traffic. Track charges are levied in different amounts depending on the maximum axle load of the train. Trains with a higher axle load thus pay a higher track charge. Differentiated track charges reflect variations in wear and tear between different trains.

Train path charges are based on train kilometres and are levied at three levels, see Figure 6.1 and Appendix 6 A. The levels are based on the capacity utilisation. A high loading means a higher charge level.

For passage of Stockholm, Gothenburg and Malmö, passage charges are levied for three hours in the morning and three hours in the evening on non-holiday weekdays.

The emissions charge is based on the socioeconomic costs in terms of environmental and health effects generated by the operation of an additional train.

The size of the charge depends partly on the engine's environmental classification and partly on the amount of fuel consumed.

For freight traffic that passes across the Öresund Link, a passage charge is levied, and track charges and train path charges are therefore not imposed.

### 6.1.2 Access to facilities referred to in 5.3

For access to tracks at *loading areas*, *marshalling yards* and *holding* (see Section 5.3.5-5.3.7), the charge may not exceed the cost of providing the service. The same principle applies to access to service facilities.

### 6.1.3 Additional services

For those services offered in the form of additional services, see Section 5.4, the charge may not exceed the cost of providing the service.

### 6.1.4 Ancillary services

For those services offered in the form of ancillary services, see Section 5.5, the charge may not exceed the cost of providing the service.

## 6.2 Charging system

The train path charge and passage charge are levied at different places and times in the manner specified below.

The geographic division of the the train path charge is shown in the map in Figure 6.1. Appendix 6 A shows the lines for each level described. The map shall be perceived as being a visual aid. If the map in Figure 6.1 does not concur with the details in Annex 6 A, the details in the Annex shall apply.



Figure 6.1

Passage charge is imposed for the allocated train paths on parts of the railway network in Stockholm, Gothenburg and Malmö on non-holiday weekdays, Monday-Friday, 06.00–09.00 and 15.00–18.00, see Appendix 4 C, Traffic Calendar. Detailed information regarding passage charge can be found in Appendix 6 A, section 2. The passage charge is based on allocated capacity and is



levied even if the allocated train path is only partially within the specified times. If several of the areas are traversed, the charge is levied for each stretch of line.

In Stockholm a charge is levied for:

- Stockholms central–Karlberg, all tracks (område A)
- Stockholms central–Stockholms södra, all tracks (område B).

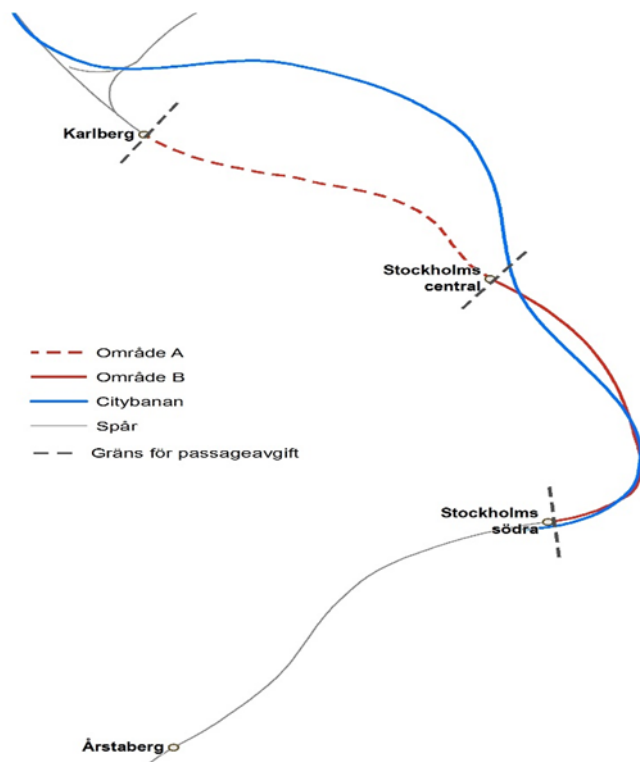


Figure 6.2

In Gothenburg (Göteborg) a charge is made for all the tracks in an area limited by the "Boundary for passage charge" at Floda, Almedal, Göteborg Kville, Göteborg Marieholm och Sävenäs rangerbangård (område C).

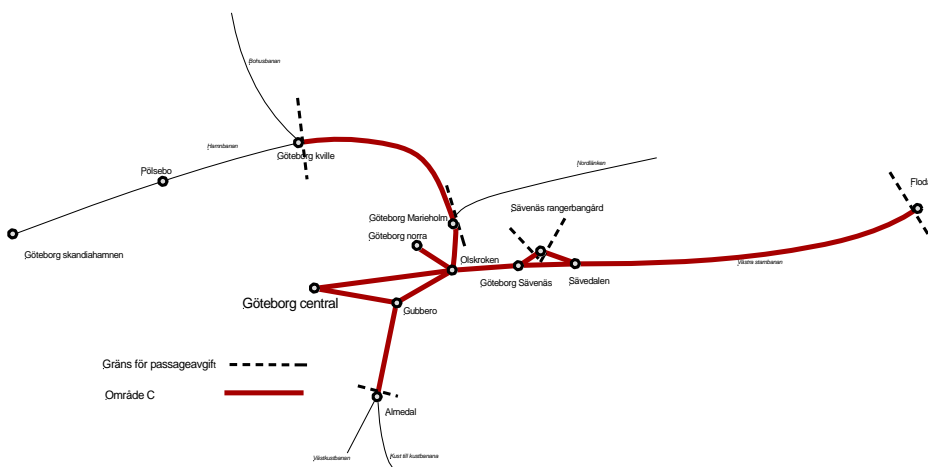


Figure 6.3

In Malmo, the charge is levied for:

- all tracks in an area limited by the "Boundary for passage charge" at Lund and Malmö central (område D).
- all tracks in an area limited by the "Boundary for passage charge" at Malmö, Svågertorp and Lernacken (område E).

If both område D and E are used, a maximum of two passage charges will be levied per assigned train path.

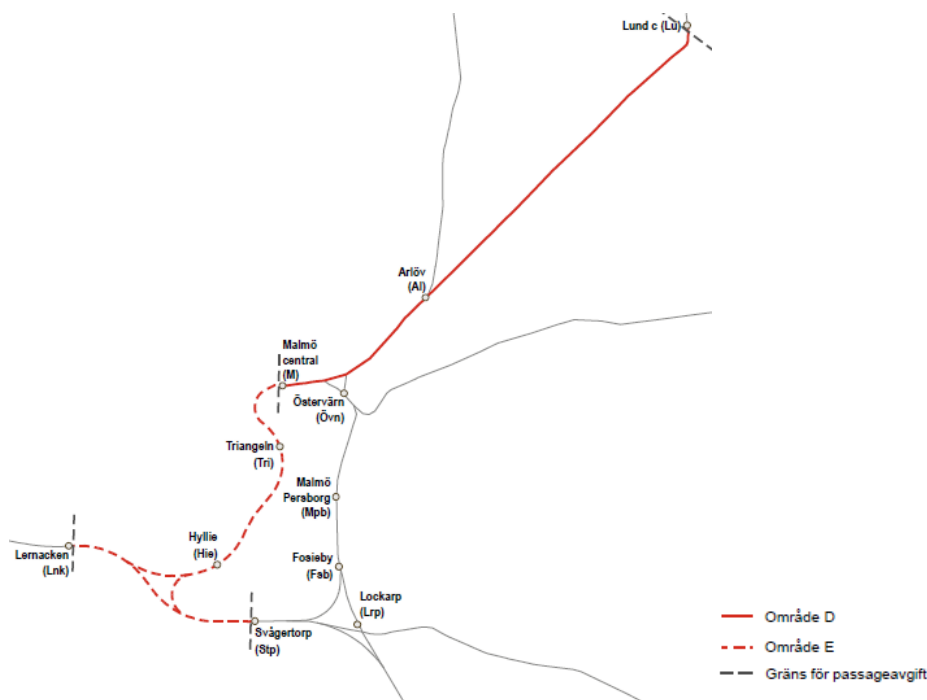


Figure 6.4

Detailed information regarding passage charges can be found in appendix 6 A, section 2.

Track charge is levied per gross tonne-kilometre and are differentiated by axle load. The charge level is based on the maximum axle load that the applicant specifies for the respective train in Opera. If the applicant has not specified the maximum axle load in Opera, use shall be made of the maximum admissible axle load (STAX) specified by the applicant in the application for a train path, see Chapter 4. Gross ton is specified by the railway undertaking in accordance with appendix 2 A.

## 6.3 Tariffs

This section presents the charges levied by the Swedish Transport Administration.

### VAT

The charges are subject to 25 percent VAT, in addition to the reservation and the delay charges where no VAT is levied.

### 6.3.1 Minimum access package

The charges are levied per train kilometre, gross tonne-kilometre and passages and per reported number of litres of liquid fuel and/or cubic metres of gaseous fuels for vehicles operating on the Swedish Transport Administration's railway network, i.e., not just the consumption when using the train path.

#### 6.3.1.1 Track charge

	Highest axle load	Charge
Track charge (freight traffic and service trains)		
	≤ 20 tonne	SEK 0.0056 per gross tonne-kilometre
	> 20 tonne ≤ 22,5 tonne	SEK 0.0070 per gross tonne-kilometre
	> 22,5 ton ≤ 25 tonne	SEK 0.0077 per gross tonne-kilometre
	> 25 tonne	SEK 0.0084 per gross tonne-kilometre
Track charge passenger traffic	≤ 20 tonne	SEK 0.014 per gross tonne-kilometre
	> 20 tonne	SEK 0.0154 per gross tonne-kilometre

Table 6.1

#### 6.3.1.2 Train path charge

	High level	Medium level	Base level
Train path for passenger traffic	SEK 6,30 per train kilometre	SEK 2,30 per train kilometre	SEK 1,90 per train kilometre
Train path for freight traffic	SEK 6,30 per train kilometre	SEK 2,30 per train kilometre	SEK 1,90 per train kilometre
Train path for service trains	SEK 6,30 per train kilometre	SEK 2,30 per train kilometre	SEK 1,90 per train kilometre

Table 6.2

#### 6.3.1.3 Passage charge in Stockholm, Gothenburg and Malmö

Passage	Charge
Stockholm	SEK 416
Göteborg	SEK 416
Malmö	SEK 416

Table 6.3

#### 6.3.1.4 Emissions charge

For compression-ignition engines, the charge is imposed on the amount of fuel consumed, calculated in litres for diesel or other liquid fuels and in cubic metres for gaseous fuels. This means that the charge is levied for all fuels that can power a compression ignition engine, such as FAME, HVO, synthetic diesel and gas.

For spark-ignition engines (spark plug), the charge is levied for all liquid and gaseous fuels that can power a spark-ignition engine. For gasoline and other liquid fuels, the charge is levied per litre of fuel consumed, and for gaseous fuels, per cubic metre of fuel consumed.

A reduced charge is imposed for engines that meet the EU standard for Stage IIIA or Stage IIIB in accordance with the latest amendment to the European Parliament and Council Directive 97/68/EC on the exhaust requirements for railcars and locomotives. To qualify for the reduced charge, a type approval is required from the Swedish Transport Agency or any other type approval agency within the EU; the type approval shall state that the requirements for Stage IIIA or Stage IIIB are met.

Engines that do not have EU approval under Directive 97/68/EC are regarded as unregulated and a base level charge is levied. Engines that do not have a type approval for Stage III A or Stage III B may however qualify for a reduced charge if it can otherwise be proven that the emission limit values are in keeping with the aforementioned Stages.

The consumed amount of fuel is reported per vehicle category through self-declaration. For vehicles complying with Stage III A or Stage III B, the vehicle number and consumed amount of fuel per individual vehicle are stated.

An example of the calculation of emissions charges can be found in Appendix 6 A.

For internal combustion-powered vehicles, an emissions charge is levied according to the following.

Emissions charge	Charge compression-ignition engine		Charge spark-ignition engine	
	SEK/litre <sup>(1)</sup>	SEK/m <sup>3</sup> <sup>(2)</sup>	SEK/litre <sup>(1)</sup>	SEK/m <sup>3</sup> <sup>(2)</sup>
Locomotive, base	3,20	3,76	2,14	2,71
Locomotive, environmental classification Stage IIIA	2,07	2,43	2,07	2,43
Locomotive, environmental classification Stage IIIB	1,66	1,95	1,66	1,95
Railcars, base	3,13	3,68	2,07	2,62
Railcars, environmental classification Stage IIIA	1,72	2,02	1,72	2,02
Railcars, environmental classification Stage IIIB	1,42	1,66	1,42	1,66

<sup>1</sup> Liquid fuel

<sup>2</sup> Gaseous fuel

*Table 6.4*

The charges are levied based on the reported number of litres of liquid fuel and/or cubic metres of gaseous fuels for vehicles operating on the Transport Administration's railway network (not just the consumption when using train paths).

The Swedish Transport Administration applies a declaration procedure, self-declaration, for data that forms the basis for the emissions charge. Railway undertakings and traffic organisers will provide the necessary documentation for the charge calculation.

Information regarding the number of consumed litres of liquid fuel and/or consumed cubic metres of gaseous fuel per vehicle category/individual vehicle is to be submitted no later than the 20th of the month following the month in which the services are used. The railway undertakings and traffic organisers must personally keep records and store the data necessary for reporting and inspection. Declaration is conducted via a web interface on the [Swedish Transport Administration's website](#) . Login authorisation is required.

#### 6.3.1.5 Passage charge for freight traffic crossing the Öresund Link

Passage	Charge
Freight traffic crossing the Öresund Link	SEK 2,980

Table 6.5

### 6.3.2 Track access to services facilities

#### 6.3.2.1 Marshalling yards

Service	Charge
Capacity of marshalling yard	SEK 70 per arriving train

Tabell 6.6

The charge for marshalling yards is levied for allocated, non-cancelled capacity at the marshalling yard.

#### 6.3.2.2 Holding

Service	Charge
Holding Zone A	SEK 5,50 per allocated track length per track, per commenced hour and commenced hundred metres of track.
Holding Zone B	SEK 0.30 per allocated track length per track, per commenced hour and commenced hundred metres of track.

Table 6.7

The charges for Zone A and Zone B are levied for allocated, non-cancelled capacity.

Zone A covers in Stockholm: Stockholm central, Hagalund, Tomtebodan and Älvsjö. In Göteborg Zone A covers Göteborgs central, Kville, Skandiahallen and Sävenäs. In Malmö Zone A covers Malmö central, godsbangården and Hyllie.

Zone B covers the holding sites not covered by Zone A.

### 6.3.2.3 Long-term holding

Service	Charge
Processing of application	SEK 700 per commenced hour.
Long-term holding	SEK 3 per commenced hour and commenced 100 m of track
Any measures taken within the facility	The Transport Administration's prime cost for measures taken within the facility

Table 6.8

The charge for long-term holding is based on allocated, non-cancelled capacity.

### 6.3.2.4 Capacity at the loading area

Service	Charge
Capacity at the loading area	SEK 8 per hour and commenced hundred metres of track

Table 6.9

The charge is levied based on allocated, non-cancelled capacity.

### 6.3.2.5 Brake testing facility

Service	Charge
Access to the brake testing facility in Skandiahamnen (Göteborg), track 31–35	SEK 60 per brake test.

Table 6.10

The charge is levied for the allocated service.

### 6.3.2.6 Train formation services at the Hagalund station

Information regarding charges can be obtained from ISS Facility Services Sverige AB. See Section 5.3.2.1 and Appendix 1 A.

## 6.3.3 Additional services

### 6.3.3.1 Provision of electricity

The Swedish Transport Administration procures electricity on the electricity market and supplies traction current to the railway undertakings based on a prime cost of providing the service (the electricity cost is invoiced on to the end users). The prime cost includes the cost for electricity certificate.

The charge for access to electricity during the holding of vehicles, see Section 5.3.4, consists of two parts; access to the facility and electricity consumption. The basis for the billing of electricity consumption is the actual consumption for vehicles with electricity meters or is based on standardised templates. To calculate consumption using standardised templates, the Swedish Transport Administration must be aware of the number and type of vehicles. This information is to be submitted to the Swedish Transport Administration through self-declaration. The forecast price for traction current is published in the Swedish Transport Administration's electricity price report which can be found on the Administration's website. The forecast price in the electricity price report should only be seen as information regarding the price level. The price that is charged depends on the current month's electricity supply.

[Electricity price report.](#)

The Swedish Transport Administration will not make any profit or loss from the supply of electricity. Therefore, following the year end, any volume difference that may arise between the declared amount of energy and the amount of energy that the Swedish Transport Administration has supplied to the net is adjusted. The difference is distributed between vehicles without electricity meters.

Vehicles either have the Swedish Transport Administration's meter, their own meter or no meter.

**Vehicles with the Swedish Transport Administration's meter**

The Swedish Transport Administration's meter has time resolution and GPS, and it is therefore possible to read the time and place of electricity consumption. The Swedish Transport Administration will charge the railway undertakings that have the Administration's meter hourly with the amount of the current electricity price including network charges for each electricity area.

For railway undertakings that have the Swedish Transport Administration's meter, the meter sends all data directly to the Swedish Transport Administration's settlement system. If measurement data is lacking, billing is handled in the same way as for vehicles without a meter.

**Vehicles with another meter**

Railway undertakings that have vehicles with their own electricity meter shall report the electricity consumption through self-declaration, monthly with data on the energy consumed per vehicle. They are charged the amount of the mean price after the time-resolved volume and cost have been deducted, see electricity price report. They will not be charged an electricity price for each electricity area since the meters do not provide information about the time and place of consumption. Declaration is conducted via a web interface on the [Swedish Transport Administration's website](#). Login authorisation is required.

Information regarding the number of kWh consumed according to meter indication per vehicle type is due to be submitted no later than the 20th of the month following the month in which the services have been used. The railway undertakings and traffic organisers must personally keep records and store the data necessary for reporting and inspection.

Appendix 6 C provides examples of calculations of the costs of traction current for vehicles with electricity meters.

**Vehicles without meters**

Railway undertakings that have no electricity meters installed must submit monthly reports of the transportation work completed per vehicle type in gross tonne-kilometres, according to Table 6.11. The calculated amount of energy is used as the basis for the charge.

Information regarding the number of gross tonne-kilometres completed per vehicle type as a basis for the standardised calculation is due to be submitted no later than the 20th of the month following the month in which the services have been used. The railway undertakings and traffic organisers must personally keep records and store the data necessary for reporting and inspection. Declaration is conducted via

a web interface on the [Swedish Transport Administration's website](#). Login authorisation is required.

Appendix 6 C provides examples of calculations of the costs of traction current for vehicles without electricity meters.

Passenger traffic	Wh/gross tonne-kilometres
Locomotives < 130 km/h	31.4
Locomotives > 130 km/h	33.9
X2 < 160 km/h	30.8
X2 > 160 km/h	34.5
X1/X10 SL-traffic (trains with passengers)	85.5
X10 Göteborgs local traffic and Skånetrafiken's trains	72.7
Other railcars (mean value)	53.9
Freight traffic	Wh/gross tonne-kilometres
Wagon-load trains Rc locomotives/Ma locomotives	19.5
Iron ore trains (the Iron Ore Line)	11.6
Intermodal trains	21.2
Freight trains > 130 km/h	33.9
Museum traffic	Wh/gross tonne-kilometres
Museum vehicles according to Chapter 3, Section 4, point 4 of the Swedish Railway Act (2004:519).	20

Table 6.11

When calculating the cost of electricity, the Swedish Transport Administration takes into account the loss surcharge per vehicle type according to the following table. See the calculations in appendix 6 C.

Vehicle type	Loss surcharge *
Rc, Rd	E x 1.08
Ma	E x 1.07
IORE	E
Dm	E x 1.13
BR 185, BR 241, BR 242, Re	E
BR 189, BR 441, BR 141	E
BR 142	E x 1.03
BR 161	E x 1.04
X2	E
X3	E
X31–32	E
X40	E
X50–55	E
X60–62	E
X1	E x 1.03
X10–14	E x 1.03



Museum vehicles according to Chapter 3, Section 4, point 4 of the Swedish Railway Act (2004:519).	E
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\*E = normal loss surcharge = 1.14.

Table 6.12

### 6.3.3.2 Connection to electricity when holding of rail vehicles

The charge for access to electricity relates to access to heating posts and access through raised pantographs. The cost charged for access to electricity for the holding of rail vehicles is based on a fixed cost per commenced day for each allocated connection to the energy or heat source.

The cost of electricity at the holding is presented in 6.3.3 regarding the provision of traction current.

Service	Charge
Access to train heating post, locomotive heating post or diesel locomotive heating post	SEK 50 per commenced day
Access to electricity via a raised pantograph for vehicles with or without electricity meters	SEK 50 per raised pantograph and commenced day.

Table 6.13

For those locomotives and cars that have a raised pantograph and electricity meter, electricity is charged during holding, along with traction current.

For those locomotives and cars without an electricity meter, a standard calculation of electricity consumption is applied during holding according to Table 6.14 below, which is adapted for each vehicle/car. Standard calculation applies also to locomotives and coaches with electricity meters but which use electricity via a train/locomotive heating post. Appendix 6 C shows examples of how the cost of access to electricity during holding can be calculated.

For locomotives and cars without a raised pantograph, information regarding the number of holding hours per vehicle type is to be submitted no later than the 20th of the month following the month in which the services have been used. The railway undertakings and traffic organisers must personally keep records and store the data necessary for reporting and inspection. Declaration is conducted via a web interface on the [Swedish Transport Administration's website](#). Login authorisation is required.

The price is based on the current month's electricity supply, see the electricity price report. The forecast price in the electricity price report should only be seen as an indication of the price level.

When calculating the costs for the electricity, the Swedish Transport Administration takes into account the loss surcharge. Vehicles/cars that do not have meters have a normal loss surcharge = E, (1.14).

The Swedish Transport Administration will not make any profit or loss from electricity supply. Therefore, following the year end, any volume difference that

may arise between the declared amount of energy and the amount of energy that the Swedish Transport Administration has supplied to the net is adjusted. The difference is distributed between vehicles without electricity meters.

Vehicle type	Mean power in kW	Mean power in kW
	April–October	November–March
Day carriage	2.9	9.2
Restaurant car	3.2	11.6
Couchette car	2.5	7.2
Sleeping car	2.5	7.2
Special-purpose cars	1.3	7.6
X1–X14	11.2	22
X2 loco	3	3
X2 car	5	12
X31	5	18
X50–53	5	15
Rc loco heating	2.5	2.5
Diesel motor car Y1	5	10
Diesel motor car Y2, Y31-32	5	18

Table 6.14

The standard amounts are based on mean temperatures for the winter and summer periods and a calculated car temperature of between 12 and 14 degrees Celsius.

### 6.3.3.3 Services concerning special transports

The Swedish Transport Administration imposes a processing charge for applications regarding conditions of carriage for special transports.

Service	Charge
Application regarding conditions of carriage for special transport, processing	SEK 1,000 per commenced hour
Application regarding transport permit for special transport, processing	SEK 350 per commenced half-hour
Coverage of stretches of line (routes) in the conditions of carriage: - conditions of carriage without weight conditions - conditions of carriage with weight conditions - conditions of carriage with comprehensive conditions	1 SEK/kilometre and commenced month 1 SEK/kilometre and commenced month 1 SEK/kilometre and commenced month
Any measures taken in conjunction with the processing and the transportation	The Swedish Transport Administration's prime cost

Table 6.15

The charge for capacity is levied in accordance with Section 6.3.

If extraordinary measures are required for the conveyance of special transports, the party that applied for the transport is responsible for any costs that may arise as a result of these measures.

### 6.3.4 Ancillary services

#### 6.3.4.1 Telecommunications network

For information regarding charges associated with the Swedish Transport Administration's telecommunications network, refer firstly to the Transport Administration's website and secondarily to Customer service.

#### 6.3.4.2 GSM-R

Communication between locomotive drivers and traffic control is free of charge. Other charges for access to GSM-R are levied under agreement with the Swedish Transport Administration.

#### 6.3.4.3 Additional traffic information for passengers

Service	Charge
Increased traffic information via announcements and signage	Charges are levied in accordance with a special agreement

Table 6.16

#### 6.3.4.4 Conditions for the test-driving of vehicles

Service	Charge
Conditions for the test-driving of vehicles - Processing	SEK 1,000 per commenced hour
Any measures taken in conjunction with processing and test-driving	The Transport Administration's prime cost

Table 6.17

The charge for capacity when test-driving is conducted is levied in accordance with Section 6.3.1

#### 6.3.4.5 Measurement values for the noise measurement of vehicles

Service	Charge
Measurement values for the noise measurement of vehicles	SEK 80,000 per delivery

Table 6.18

The charge for measurement values is imposed for services rendered. The charge for capacity is levied in accordance with Section 6.3.1.

## 6.4 Financial incentives

### 6.4.1 Reservation charge

In the case of allocated capacity for train paths cancelled by railway undertakings or traffic organisers, a reservation charge is imposed. The reservation charge is based on information regarding allocated capacity, the cause of the cancellation and the registered time of cancellation (in the system Application for capacity). The reservation charge is only imposed for causes for which the railway undertaking is directly responsible and is registered with code “Järnvägsföretag” (railway undertaking).

The cancelled capacity is measured in relation to the agreement signed between the Swedish Transport Administration and the applicant, including capacity to be allocated in the ad hoc process.

Upon cancellation of allocated capacity for train paths, the following reservation charges are imposed:

Period of time	Passenger traffic (passenger train)	Freight traffic
Between 59 days and 15 days prior to the planned departure time at the departure station	20 % of the train path charge	10 % of the train path charge
Between 14 days and 24 hours prior to the planned departure time at the departure station	40 % of the train path charge	20 % of the train path charge

Table 6.19

Reservation charges are calculated based on the planned train path's cancelled stretch of line. Allocated capacity cannot be cancelled retrospectively.

For allocated capacity subject to emergency cancellation, a delay charge is levied but no reservation charge.

## 6.5 Performance scheme

The Swedish Transport Administration employs a system of performance scheme with delay and cancellation charges in accordance with Chapter 6, Section 22a of the Swedish Railway Act (2004:519). The purpose of delay and cancellation charges is to prevent disruptions to railway system operations. The delay and cancellation charges are to be designed so that both the infrastructure manager and the user of the infrastructure take reasonable measures to prevent disruptions, in accordance with Chapter 7, Section 5a of the Railway Act.

### 6.5.1 Delay and cancellation charges

The charges are based on cumulative delay and acute cancelled trains compared with the timetable. The charges for cumulative delays and acute cancelled trains are determined on the basis of a delay or cause code. The Swedish Transport Administration initially compiles the deviations on the basis of a delay or cancellation code and cumulative delay in executed traffic and acute cancelled

trains respectively, and then calculates the total outcome. With the Swedish Transport Administration's compilations as the basic starting point, delay and cancellation charges are levied for cumulative delays (double- and single-direction model) and acute cancelled trains (double-direction model) on a monthly basis

In the double-directed models, delay and cancellation charges are paid by both the Swedish Transport Administration and the traffic organisers. In the single-direction model, delay and cancellation charges are only paid by the Swedish Transport Administration.

Annex 6 B shows delay and cause codes for delay and cancellation charges for cumulative delays and acute cancelled trains.

#### 6.5.1.1 Delay charge for double-direction model

Delay charges apply for cumulative delay for passenger transport (passenger trains), freight traffic and service trains with the following delay codes

Delay code	Charge
Operational management, Infrastructure, "Not reported",	SEK 75 per cumulative delay minute
Railway Undertaking, Disturbed by another train (FAT)	SEK 65 per cumulative delay minute

Tabel 6.20

During the period 2016-12-11 – 2017-03-31, the delay charge for the delay code Disturbed by another train (FAT) will be SEK 0 /cumulative delay minute to enable evaluation of the model change.

The following delay codes have a reduced delay charge:

Delay code	Charge
Sent from depot, JDE	SEK 50 per cumulative delay minute

Table 6.21

#### 6.5.1.2 Delay charge for cumulative delays single-direction model

As a supplement to the model in general, the Swedish Transport Administration pays (see above) a delay charge for larger deviations for passenger traffic (passenger trains) and freight traffic with the delay code Operational management or Infrastructure:

Traffic type	Charge
Passenger traffic (passenger train)	SEK 13 750 /occasion (60 cumulative delay minutes or more)
Freight traffic	SEK 10 850 /occasion (180 cumulative delay minutes or more)

Tabel 6.22

The delay charge for cumulative delays is based on the number of disruption occasions with a cumulative delay of at least 60 and 180, respectively, cumulative delay minutes per occasion in executed traffic compared with the timetable and delay code.

### 6.5.1.3 Cancellation charge for acute cancelled trains, double-direction model

Cancellation charges apply for acute cancelled trains in passenger traffic (passenger trains) and freight traffic:

Cause codes	Charge
Operational management, Infrastructure (not track engineering works),	SEK 500 + 50 % of train path charge
Railway Undertaking	SEK 500 + 50 % of train path charge

Table 6.23

The cancellation charge for acute cancelled trains is based on allocated capacity plan, cause code and time for acute cancellation of trains.

## 6.5.2 Deviations from established timetable and track access agreement

### 6.5.2.1 Cumulative delays, double-direction model

”Involved in causing deviation” means that a train will be delayed by 5 minutes or more on a journey between two measuring points, which follow immediately after each other. ”Involved in causing deviation” means that a train will be delayed by 5 minutes or more compared with the timetable at the first measuring point.

The Infrastructure Administrator is responsible for deviations that mainly comprise cumulative delays caused by disruptions in Infrastructure or Operational management. The railway undertaking or traffic organisers are responsible for deviations that cover their operations and deviations that affect their own and others’ trains in the form of cumulative delays with the delay code FAT where the railway undertaking or traffic organiser is the causative party.

Deviations that are a result of other consequential causes and accidents, near accidents, or external circumstances do not burden any of the parties.

### 6.5.2.2 Cumulative delays, single-direction model

In addition to the model that is described above, the Swedish Transport Administration pays a supplementary delay charge for major deviations for which the Swedish Transport Administration is responsible according to the following:

- passenger traffic (passenger trains): 60 cumulative delay minutes or more
- freight traffic: 180 cumulative delay minutes or more.

Service trains are not covered by the single-direction model with delay charges.

### 6.5.2.3 Acute cancelled trains, double-direction model

“Involved in causing a deviation” means that a train path cancellation is acute compared with the timetable. The term "acute" means that the train path is cancelled within 24 hours before the scheduled departure time at the departure station. The deviation could be the train path in its entirety or only part of the stretch.

The infrastructure administrator is responsible for deviations in the cancellation charge model that cover acute cancelled trains that were caused by disruptions

coded as Operational management and Infrastructure (excluding track engineering works).

The responsibility of the railway undertaking or traffic organisers for deviations covers the railway undertaking's operations.

Acute cancelled trains that are a consequence of track engineering works, wrong planning, subsequent causes, accidents/ near-accidents and external events do not burden any of the parties.

In the case of charity organisations that operate museum-based transport activities they shall pay the fixed part of the charge (SEK 500) but not the variable part (50 % of the train path charge) when booking is performed in the ad-hoc process. Museum-related traffic that is booked and allocated in the annual timetable shall pay both the fixed and the variable parts of the cancellation charge for acute cancelled trains.

Service trains are not covered by the double-direction model with cancellation charges for acute cancelled trains.

### 6.5.3 Reporting of deviations from established timetable and traffic access agreement

The Swedish Transport Administration shall provide "a system for reporting and registering deviations from established use of the infrastructure in timetables and track access agreements and the causes of such deviations" (Chapter 6, § 4 a of the Railway Act).

The Swedish Transport Administration automatically registers all deviations from the timetable at a large number of measuring points in the Swedish Transport Administration's railway network. For cumulative delays that occur on a journey between two measuring points that follow directly after each other and which last for 3 minutes or more, a delay code is specified in the Basun<sup>1)</sup> system no later than during the day after the date on which the train path was started. The basic principles for the reporting of delay and cause codes and the delay and cause codes themselves are presented in Annex 6 B.

Via the systems Här&Nu<sup>2)</sup> and Opera<sup>3)</sup>, the railway undertaking and traffic organisers have access to real-time information on cumulative delays and delay/cause codes. In the Lupp<sup>4)</sup> system, information from the other systems is compiled. Reports with compilations of deviations are provided to the railway undertakings and traffic organisers.

The cause codes for cancelled trains are proposed by the railway undertaking when applying for cancellation and established in the Swedish Transport Administration's planning tool for capacity. The cause codes for cancelled trains are presented in Annex 6 B.

<sup>1)</sup> Basun – The Traffic Control Centre's common tool for all event reporting.

<sup>2)</sup> Här&Nu – A web application that shows current train paths. Permits a certain amount in reporting-in.

<sup>3)</sup> Opera – A system for operative train information.

<sup>4)</sup> Lupp – A follow-up system for statistics on punctuality and disruptions.

## 6.5.4 Liability to pay delay and cancellation charges

### 6.5.4.1 Cumulative delays

The party that causes deviations will be obliged to pay a delay charge for each minute of delay, from and including the first cumulative delay minute.

The Swedish Transport Administration shall pay a delay charge when the deviations are given one of the delay codes Operational management (D) and Infrastructure (I) and in those cases where a delay code has not been registered. The Swedish Transport Administration will also pay delay charges for the delay codes JDE50–JDE64 if a deviation has occurred in the Swedish Transport Administration's infrastructure.

The Swedish Transport Administration shall also pay delay charges for deviations that have been given the delay code "Disturbed by another train" (FAT).

The Swedish Transport Administration shall also pay a delay charge for larger deviations for which the Swedish Transport Administration is responsible, in accordance with the above paragraph, with the exception of the codes JDE50–JDE64 and the code "Disturbed by another train" (FAT) that is not included in the single-direction model for cumulative delays.

Railway undertaking and traffic organisers shall pay delay charges when the deviations are allocated the delay code Railway Undertaking (J), with the exception of the codes JDE50–JDE64.

The railway undertaking shall also pay delay charges for all deviations that affect other trains that are allocated the delay code "Disturbed by another train" (FAT) where the railway undertaking or traffic organiser the causative party.

The liability to pay does not apply if the cumulative delay is fundamentally caused by the other party.

The railway undertaking and traffic organisers cannot question the liability to pay a delay charge for a deviation unless it has requested a renewed assessment of the delay code in accordance with Section 6.5.6.

### 6.5.4.2 Acute cancelled trains, double-direction model

The party that causes deviations as described above will be liable to pay a cancellation charge based on the stretch of the planned train path that has been cancelled.

The Swedish Transport Administration shall pay a cancellation charge when the deviations are given one of the cause codes Operational management (D), Infrastructure (I).

The railway undertaking and traffic organisers shall pay cancellation charges when the deviations are allocated the cause code Railway Undertaking (J).

Liability to pay does not apply if the acute cancelled train is basically caused by the other party.



### 6.5.5 Exemption from performance scheme

The system of performance scheme with delay and cancellation charges is only applied under normal operating conditions, when the preconditions for a meaningful application exist. When the Swedish Transport Administration finds that the operating conditions are no longer normal, the Swedish Transport Administration will decide to temporarily discontinue with the application of the system. The Swedish Transport Administration will take the opportunity to close off the delay and cancellation charge model restrictively. The Swedish Transport Administration provides information on the Administration's website. When the operating conditions are once again normal, the Swedish Transport Administration will decide that application of the model can be resumed, after the parties concerned have been given the chance to express themselves. The parties can reach agreement on additional information provision in the traffic access agreement

Delay and cancellation charges are not paid from the use of the infrastructure that is established in the timetable and traffic access agreement and which come up during the time in which the system is not being applied. If the train path has started to be used during normal operating conditions, a delay charge shall be paid for all cumulative delays.

The Swedish Transport Administration decides to temporarily cease with application of the delay and cancellation charge system if the circumstances have disruption effects on the traffic at a national level. The Swedish Transport Administration's assessment is based on the following three conditions:

- the extent of the delays that are taking place in the rail traffic
- the picture of disruptions that have arisen which the Swedish Transport Administration's operation levels indicate
- the knowledge the Swedish Transport Administration has about external conditions that are of decisive importance for the possibilities to operate rail traffic

The Swedish Transport Administration makes an overall assessment with respect to these three conditions, which does not exclude that application of the system is stopped as a result of the prevailing situation in only one of these conditions if the disruption effect has an impact on the traffic at national level.

### 6.5.6 Request for renewed assessment of the Swedish Transport Administration's cause coding

#### 6.5.6.1 Cumulative delays

Railway undertakings and traffic organisers can send a written request for renewed assessment to the Swedish Transport Administration, if they feel that the Swedish Transport Administration has specified the wrong delay code for a cumulative delay. This applies on condition that the individual cumulative delay is 5 minutes or more. A request like this shall contain information and date, train path, place and delay code. It shall also contain information on which delay code the railway undertaking or traffic organiser considers to be correct and the grounds for this. The request shall be complete and cannot be supplemented in arrears.

A request for renewed assessment must reach the Swedish Transport Administration no later than the sixth calendar day after the calendar date on which the train path had started. The Swedish Transport Administration shall then show the position it takes no later than the ninth calendar day after the calendar date on which the train path was started.

The process is described below:

Day	Event/activity
0	Train path commences.
0–3	The Swedish Transport Administration reviews all delay codes and necessary adjustments, if any, are made. The Swedish Transport Administration's party to the agreement requests a renewed assessment, but the Swedish Transport Administration can still change the reported code.
4–6	The Swedish Transport Administration's party to the agreement can review the delay codes in the system "Här och Nu" and thereafter a renewed review of the delay codes.
7–9	The Swedish Transport Administration analyses the request for renewed assessment and decides on acceptance or rejection. On Day 9 the code is locked and serves as the basis for future invoicing and follow-up.

Tabel 6.25

The request for renewed assessment of the Swedish Transport Administration's delay coding shall be submitted by e-service or the applicable form that can be downloaded from [the Swedish Transport Administration's website](#).

In Annex 1 A, the address to which the request is to be sent is specified.

#### 6.5.6.2 Cancelled train

Railway undertakings and the traffic organisers can request a renewed assessment of cause codes if they feel that the Swedish Transport Administration has specified an incorrect cause code for acute cancelled trains. The request shall be sent in via e-service or the applicable form that can be downloaded from [the Swedish Transport Administration's website](#). The request shall be fully filled in, include an adequate motivation for a code change, and cannot be supplemented after the event. A request for a cause code for a cancelled train shall reach the Swedish Transport Administration no later than within sixty (60) calendar days from the planned departure date from the departure station.

## 6.6 Changes of charges

Those charges that have been specified in the respective sections apply as the principal rule throughout the timetable period. Any exception from this principle is specified in the section concerned.

The Swedish Transport Administration has announced certain long-term changes in the charges for the minimum package of access services in accordance with Section 6.3.1. For information on these changes, reference is made in the first place to the Swedish Transport Administration's website and in the second place to Customer Service.

## 6.7 Billing

The Swedish Transport Administration will issue invoices for all charges. The party responsible for payment is the company that signs an agreement regarding allocated service. The charges will be billed monthly.

Invoices must be paid within 30 days of the invoice date, otherwise penalty interest will be imposed in accordance with the Interest Act. Invoicing data may be provided in electronic form. The railway undertakings or traffic organisers are responsible for the printing out of electronic documents on paper, or the conversion of documents into the format of their choice.

The party questioning any part of an invoice must still pay the remainder of the invoice and submit an explanation of what it is that is being disputed before the invoice due date, in order to avoid penalty interest.

To minimise the credit risks, the Swedish Transport Administration reserves the right to, in certain cases, require advance payment or cash payment. This may be the case for companies that have financial difficulties or those that have not made their payments to the Swedish Transport Administration in a satisfactory manner. Payment conditions other than 30 days from the date of invoice may be imposed in cases where the Swedish Transport Administration's procedures for credit assessment of companies require this.

The Swedish Transport Administration's contracting party is not entitled to withhold payment of charges and does not have right of set-off against receivables relating to charges. The Swedish Transport Administration will under no circumstances repay charges owing to conflicting circumstances that are attributable to unused capacity.

If a railway undertaking or a traffic organiser makes late payments on two or more occasions during a single timetable period, the Swedish Transport Administration is entitled to stop delivery of services or terminate the parties' track access agreement with immediate effect.

For suppliers' invoices issued to the Swedish Transport Administration, the payment condition is to be 30 days, unless otherwise agreed.

## 7 The Swedish Transport Administration's General Terms and Conditions

### 7.1 Track access agreements

The Swedish Transport Administration's General Terms and Conditions begin to apply with the conclusion of a track access agreement, and contain provisions for the use of train paths and other railway services.

The track access agreement (or other specially drawn up agreement concerning the use of services) contains agreements between the Swedish Transport Administration and railway undertakings or traffic organisers regarding what applies during the provision and use of a service.

### 7.2 Documentation and responsibility

If information in the agreement documentation contradicts other information, the following order of precedence applies unless the circumstances clearly indicate otherwise:

1. The Track Access Agreement (or other agreement in accordance with section 1.1)
2. The General Terms and Conditions in the Network Statement
3. The Network Statement

During the exercising of rights and responsibilities, the parties may engage substitutes. If the Swedish Transport Administration's contracting party engages a substitute, they must inform the Administration of this in writing 14 calendar days before a service is to be used. The information must include a clear indication of the substitute's authorization. An entity that is enlisted as a substitute may not appoint another entity to take its place without special consent from the Swedish Transport Administration.

The parties are responsible to each other in all respects for the substitute that the party enlists, as well as the equipment, personnel and other resources that they use or enlist. In the event of a claim for compensation that results from the obligation, the parties shall make these claims to one another. Invoices issued to the Swedish Transport Administration shall include conditions of payment within 30 days.

Unless otherwise specified in the Traffic Access Agreement, or in some other specific agreement concerning the use of services, the provisions of the Swedish Transport Administration's General Conditions of Contract regulate the entitlement of one of the parties to the agreement to receive payment from the other party.

## 7.3 Performance of the parties

### 7.3.1 The Swedish Transport Administration's supply

Based on the scope of the track access agreement, the Swedish Transport Administration shall supply train paths and other services to the contracting party in accordance with the decision concerning the establishment of the Timetable including appendices.

### 7.3.2 Detailed terms and conditions

If the parties have agreed upon more detailed terms and conditions for the supply and use of services, the services shall be used in accordance with these detailed terms and conditions.

### 7.3.3 The contracting party's usage

The Swedish Transport Administration's contracting party shall use the Administration's services in connection with the terms and conditions specified in the Transport Administration's allocation decision.

If the contracting party considers that the use of a service will differ from the allocation, it must immediately notify the Swedish Transport Administration of this. The contracting party must cancel allocated services not needed.

During the use of the services supplied by the Swedish Transport Administration, the contracting party shall follow:

- the terms and conditions stipulated in the Track Access Agreement
- rules and conditions stipulated in the Network Statement
- the statutes that regulate the operations in question
- the regulations stated in appendix 7 A.

If the contracting party does not comply with the aforementioned terms and conditions for use of the service, it does not have the right to use the service, unless permission is provided by the Transport Administration, either through a new decision regarding the allocation of services or through special consent. The Swedish Transport Administration may grant this permission if the deviation is minor or if there are clear reasons for the deviation and if no-one else is affected in a negative way.

If the contracting party uses services that have not been allocated, a customary fee for the service is charged, along with any costs for claims from other railway undertakings and traffic organisers, and the cost of any removal of obstructing vehicles.

### 7.3.4 Recovery resources prior to use

Prior to use of the service, the Swedish Transport Administration's contracting parties must show that they have access to the resources necessary for recovery, whether this be by means of their own resources or through agreement with another party.

### 7.3.5 Payment for a service

The Swedish Transport Administration's contracting partner shall pay for the services provided as well as in the event of cancellation, in accordance with the rules and conditions specified in the Network Statement.

The Swedish Transport Administration's contracting partner shall pay charges according to the invoice.

## 7.4 Deviations from the agreement

### 7.4.1 Delay charge in the event of deviations

The parties shall reciprocally supply and use the train paths without causing deviations from established timetable and track access agreement.

The party that causes deviations from the timetable shall pay a delay charge, in accordance with section 6.5.

The liability to pay delay charges applies during normal operational conditions. If operational conditions are not normal, the Swedish Transport Administration shall provide notice of this.

### 7.4.2 Charge in the event of diversions

If the Swedish Transport Administration begins track works late or postpones planned track works as a result of its own operations, the contracting party shall pay charges for diversions in accordance with allocated train paths.

### 7.4.3 Compensation for additional

The Swedish Transport Administration shall pay compensation for additional costs in train production that arise after establishment of the Timetable, As a consequence of the situations specified below, with deductions for the delay and cancellation charges that the parties to the agreement have received from the Swedish Transport Administration as a consequence of the same event:

- Deviation in relation to established utilisation in the timetable and traffic access agreement, where the Swedish Transport Administration is responsible and the delay and cancellation codes Operational management and Infrastructure have been registered for both cumulative delays and cancelled trains. In the case of cumulative delays, the train shall be delayed by at least thirty (30) minutes at the end station, of which the Swedish Transport Administration shall be responsible for cumulative delays corresponding to at least thirty (30) minutes
- Deviation as a result of extended or displaced track engineering works time or an additional item of track engineering (track engineering work not agreed)
- the Swedish Transport Administration's intention not to use the capacity allocated for engineering works, where it has not provided notification at least 12 weeks before the day on which work was due to commence.

Additional costs in train production only include costs for:

- replacement traffic (replacement services) for the train in question
- compensation for the longer route for the train in question in the form of charges to the Transport Administration, and increased variable costs for vehicles and personnel
- compensation for the printed information for the public (directional signs, timetables etc.)
- Payment for increased planning activities in the form of a standard calculation based on the following conditions:
  - for each individual event and party to the agreement
  - SEK 1 000 per train
  - up to and including 72 hours after the event occurred
  - from the total amount specified above, a deduction is made of 0.25 times the price base amount

Examples of costs that are not included:

- compensation for missing revenue and goodwill
- compensation for third parties

A complaint, request regarding compensation, for additional costs (including specified additional costs and verifications) in train production must have been received by the Swedish Transport Administration within ninety (90) days from the date the additional costs occurred.

For complaints submitted after more than ninety (90) days, or without specified and verified additional costs within ninety (90) days, no compensation is paid by the Swedish Transport Administration.

The Swedish Transport Administration pays out a maximum of SEK 40 000 000 in remuneration for additional expenses in train production. As long as the integrated and approved extra costs for the parties to the agreement amount in total to SEK 40 000 000, the Swedish Transport Administration will pay out the corresponding amount. If the total of the extra costs in train production exceeds this ceiling amount, the parties to the Swedish Transport Administration agreement will receive payment in accordance with the following share calculation:

Additional production cost for party to the agreement		X	SEK 40 000 000
Additional production cost for all parties to the agreement			

Reimbursement for additional costs in train production will be paid on an annual and in arrears with due consideration to the above time conditions. The Swedish Transport Administration communicates on a running basis whether the request for reimbursement for additional costs for train production has been approved, approved to a certain extent or not approved at all.

## 7.5 Remedy of deviations

### 7.5.1 In cooperation and in dialogue

In the event of deviations from the contracted usage of the infrastructure or other disruptions, the parties shall cooperate to remedy the deviation of disruption if time permits. The parties shall conduct a dialogue in the event of extensive disruptions in traffic or track work.

### 7.5.2 Notification in the event of deviations and faults

One party shall immediately notify the other party in the event of disruptions. Disruptions will be remedied so that traffic impacts are minimized.

If it becomes clear that the disruption will not be remedied within one hour, the party which cause the disruption shall inform the contracting party of the progress of the work to rectify the disruption. The Swedish Transport Administration also informs other concerned contracted parties immediately.

The Swedish Transport Administration shall consult the railway undertakings and traffic organisers within good time (preferably 48 hours prior) of the measures that it plans to take in the event of weather warnings or other similar circumstances reported by SMHI, MSB or another authority or organisation, where there is a risk that these circumstances will have a large-scale impact on the railway traffic. The Swedish Transport Administration shall give special consideration to the various preconditions of the trains concerned. The Swedish Transport Administration shall, if possible – 12 hours before – inform the railway undertaking and traffic organisers of those measures which the Swedish Transport Administration plans to take.

If a railway undertaking (or traffic organiser) discovers faults or failings in the Swedish Transport Administration's facilities or in the information that will be delivered to passengers, it shall report this to the Administration. The Swedish Transport Administration shall send information to the entity that reported the fault concerning the actions that will be taken in order to remedy the situation.

The contracting party shall also inform the Swedish Transport Administration's traffic centre about changes that affect the planned traffic information.

### 7.5.3 Forecasts for remedies and continuing traffic

The party that causes the disruption shall provide a forecast of when the disruption can be remedied.

If emergency measures do not completely remedy the disruption, the Swedish Transport Administration shall develop a forecast of the possibilities for rectification. The Swedish Transport Administration's contracting party shall be informed of the content of the forecast.

The Swedish Transport Administration shall also provide a forecast of how the relevant train paths are affected, and inform passengers via its information channels. In the event of major disruptions, the contracting parties will be



consulted in order to determine which traffic measures will be taken prior to the final information being provided to passengers.

#### 7.5.4 Response time

The Swedish Transport Administration shall endeavour to achieve a response time of a maximum one (1) hour and, where possible, to remedy the fault within the same window.

#### 7.5.5 Evacuation of passengers

The Swedish Transport Administration will endeavour to start evacuating passengers within two (2) hours from the time of the request from the contracting party, and quicker in metropolitan areas.

#### 7.5.6 In the event of accidents

Work at the site of the accident is carried out in accordance with appendix 7 B.

#### 7.5.7 Request for clearance

If the Swedish Transport Administration's contracting party verbally requests clearance, the Administration shall confirm this in writing within 24 hours after the receipt of the request.

#### 7.5.8 Resources for clearance

During clearance and upon the Swedish Transport Administration's request, its contracting party shall place vehicles and operating personnel at its disposal for the transportation of its own or another party's vehicles or property to a place specified by the Administration. This applies provided that this can be done without causing considerable inconvenience, and taking into consideration the competence of the Swedish Transport Administration's contracting party and concerned personnel.

Within the Greater Stockholm Area, the Swedish Transport Administration has at its disposal through an agreement, a diesel locomotive with driver which, in the first instance, shall be put into use for the transport of the railway undertaking's vehicles which for some reason cannot be operated using its own traction power or as a consequence of a dead catenary. The regional operative manager for the traffic control area Öst/Stockholm will decide when and where the locomotive shall be used.

The resources placed at the Swedish Transport Administration's disposal shall fulfil the requirements applicable for use of service, see 7.3.3.

#### 7.5.9 Compensation for clearance

For the resources placed at the disposal of the Transport Administration by its contracting party for clearance on behalf of a party other than the contracting party, the contracting party has the right to compensation for specified costs incurred by the contracting party or another party. Even though no property damage has been occasioned to the Swedish Transport Administration's party to the agreement in connection with a case of loss in which the Swedish Transport Administration can be regarded as being the responsible party, the Swedish Transport Administration's party to the agreement shall be entitled to receive compensation for clearance and

towing costs. These include costs for transportation of vehicles or property. A request for this type of compensation must have been received by the Transport Administration within sixty (60) days of the performed clearance. Failure to observe the deadline will result in non-payment.

The Swedish Transport Administration's contracting party may conclude a special agreement regarding invoicing with a party other than the Administration.

The Swedish Transport Administration's contracting party is liable for costs relating to recovery and clearance of its own vehicles, and shall compensate the Administration for specified costs incurred when applicable.

## 7.6 Liability for compensation

### 7.6.1 General

The parties are not liable for damages towards one another for:

- a) damages that arise as a result of the other party not fulfilling their obligations in accordance with the track access agreement or other special agreement regarding the use of a service,
- b) consequential or indirect damages, or
- c) damages that arise as a result of conditions that constitute grounds for release from liability in accordance with the below.

The parties are liable for compensation for property damage that they cause the other party, in cases where this exceeds 0.5 price base amounts.

The aforementioned conditions apply unless otherwise stated in the traffic access agreement, in another special agreement, or in these General Terms and Conditions.

### 7.6.2 Damages caused by negligence

A party shall always be considered to have caused the other party damages through negligence if:

- a) the damage was caused by the party's vehicles (railway vehicles owned, leased, borrowed or used in another manner), machines or the operation of vehicles and machinery, including but not limited to overheating
- b) damage caused by the load, including inadequate packaging or incorrect loading that the party was managing for transportation, or
- c) damage caused by the party's railway network, including but not limited to heat distortion or rail fracture.

In addition, the Swedish Transport Administration shall always be considered to have caused damage through negligence if:

- the damage is caused by trees on the Swedish Transport Administration's property or on land that is covered by the vegetation clearance easement (stretches of line in accordance with a list) for the benefit of the Administration's property, or
- the damage is caused by boulders from rock cutting or tunnels that are being constructed or maintained by the Swedish Transport Administration.

With regard to winter-equipped vehicles, in addition to the other provisions in this agreement, the Transport Administration is always considered to have caused damage to these types of vehicles if the damage is caused by the vehicle being driven lineside in snow masses, where the presence of these masses was a result of neither railway traffic nor the snow clearance of a third party's infrastructure or property.

Vehicles with ploughs are regarded as winter-equipped vehicles, in accordance with the specifications published on [the Swedish Transport Administration's website](#) at the time when the track access agreement was concluded, as are vehicles or carriages with equivalent equipment.

The Swedish Transport Administration is considered to have caused damage where this is a result of the Administration neglecting to take measures to clear obstacles other than snow from the tracks or delaying unreasonably before taking such measures, provided the obstacle is reported as an emergency incident in accordance with this agreement, and on the condition that the Administration is managing clearance of the obstacle.

### 7.6.3 Contributory negligence

Compensation that a party is liable to pay as a result of damages can be adjusted if the other party has contributed to the damage. The adjustment must be reasonable, taking into consideration the damage caused by each party.

### 7.6.4 Compensation amount

The liability to pay compensation in the event of property damage covers the object's value after the cost of repairs (but not costs exceeding the object's value), loss of value, and compensation for losses during a period of inactivity, as well as other direct damages. See appendix 7 B.

### 7.6.5 Liability to pay compensation for damages suffered by a third party

If a third party claims damages from a party, and that party believes the other party should ultimately be liable for the damages, the party may not approve or have any other form of control over the claim without having reached an agreement with the other party in this respect. This means that the party must file the claim for damages with the other party as soon as possible.

If a party receives a claim for damages from a third party and believes that the other party should ultimately be liable for the damages, the other party may bring an action in the matter at its own risk and cost, after having received the claim in accordance with the above. If the other party then chooses not to bring an action, the party shall not approve the claim or arrive at a settlement regarding the claim

without having first obtained the other party's opinions, which shall be taken into reasonable consideration. The parties shall act quickly with the application of this provision.

If one party, with regard to what is stated in the first and second paragraph above, has paid damages or compensation to a third party (in accordance with the track access agreement or other special agreement regarding the use of services) that shall be borne by the other party, the party then has right of recourse against the other party. The right of recourse applies regardless of what is prescribed by the law or other statutes with regard to liability. However, this only applies to compensation that is paid to third parties as a result of liability in accordance with statutes or the track access agreement.

Beyond the right to compensation as per points 7.4 and 7.10, the contracting party does not have the right to obtain compensation as recourse from the Swedish Transport Administration for compensation paid by the contracting party to another party that was affected by delays or other disruptions in the traffic. The aforementioned limitation does not apply to compensation that paid with the support of the Railway Traffic Act (1985:192).

Despite the above, the Swedish Transport Administration may reclaim compensation for damages from the contracting party - where these have been paid to a third party in accordance with the law or another statute - only if the Administration is able to demonstrate that the contracting party caused the damage.

### 7.6.6 Responsibility during railway operation

The Swedish Transport Administration's contracting party bears the responsibility for damages suffered by its personnel, passengers or agents, as well as goods and similar that that entity was in charge of transporting, where these have been caused by railway operations. If the contracting party has paid out compensation for these types of damages, the compensation may be reclaimed from the Transport Administration only if the damage was caused by the Administration.

### 7.6.7 Liability to pay compensation in the event of damages connected to clearance

If damage occurs in connection with clearance requested by the Swedish Transport Administration, the Administration is liable for the damages on the condition that the contracting party had placed resources at its disposal in accordance with what was stated in section 7.5.8. This does not apply, however, if the contracting party's driver is guilty of negligence in connection with the clearance. In the assessment of what constitutes negligence in connection with the clearance, the parties shall take into consideration the difficulties involved in clearance.

If damage occurs as a result of resources placed at the Swedish Transport Administration's disposal not fulfilling the requirements in accordance with section 7.5.8, the contracting party is liable for the Administration's damages or any compensation paid by the Administration to a third party, in the same manner as with negligence.

### 7.6.8 Data for investigation of damages

In the event of damage, the parties shall ensure that the necessary investigation is conducted in order to identify what caused the damage. The party that has control over facilities, vehicles or machines shall provide the technical data requested by the other party which is relevant to the investigation.

### 7.6.9 Time limit on claims for compensation

Claims resulting from damages shall be made to the other party as soon as possible, and at the latest ninety (90) days (a) from the incident that caused the damage, or (b) if it is a claim from a third party, from the time when the party received the claim. The parties' right to compensation only applies within these 90 days.

Claims shall be made in writing, but do not need to specify the amount initially. They shall, however, contain a preliminary account of the conditions that are being stated as the grounds for the claim.

### 7.6.10 Demonstration of negligence

The party that incurs damages is not required to demonstrate that the other party was negligent if, in cases such as those described in section 7.6.3, the connection between cause and damage is established. If the investigation does not identify what caused the damage, the parties shall bear their own costs.

## 7.7 Grounds for exemption

### 7.7.1 Notification about grounds for exemption

The parties are free from liability for failure to fulfil their contractual obligations if the latter is as a result of war, terrorism, riot, shortage of energy in the country, blockade, fire or explosion, authority decision or other incident beyond the parties' control, or when these type of circumstances affect a subcontractor. The parties do not have the right to cite incidents caused by their own actions or decisions as grounds for exemption.

If there are grounds for exemption in accordance with the above, the party citing the ground for exemption shall take justifiable measures to reduce and nullify the effects of the incident.

The party that requests an exemption in accordance with the aforementioned provisions shall immediately inform the other party, and notify as soon as possible when the grounds for exemption have ceased to apply.

### 7.7.2 The State's right to use the railway

With consideration for the country's defence, security, preparedness and mobilisation, or due to military or preparedness exercises under a state of emergency or similar reasons, the State has the right to use the Swedish Transport Administration's railway network, which also encompasses the operating rights and capacity allocation obtained by the Administration's contracting party, to the scope and extent that the State considers necessary. The Transport Administration is free

from liability for failure to fulfil its contractual obligations in such cases. In this context, the Swedish Transport Administration's contracting party has the right to compensation from the State for the encroachment that the State's usage entailed, to the extent that compensation is stipulated by laws or statutes. In this case, the compensation shall be paid out by the authority that is liable to pay compensation in accordance with laws or statutes.

## 7.8 The validity of the agreement

### 7.8.1 Track access agreements

The track access agreement, or other special agreement regarding the use of services, is valid for a maximum of one (1) timetable period. Alternatively may termination of these agreements be provided in writing. The agreements cease to be valid at the turn of the month falling three (3) months after the day on which the notification is received by the addressee.

### 7.8.2 Termination in the event of a breach of contract

If one party commits a material breach of contract, the other party, regardless of what is stated in section 7.8.1, has the right to terminate the agreement for its immediate cessation after thirty (30) days if the other party has informed the party in writing that the agreement is to be terminated as the result of a major breach of contract. The right to terminate the agreement for immediate cessation in this manner only applies if the breach of contract is not remedied before the end of the 30 day period.

The party that receives written notification shall, in consultation with the other party and to the best of their ability, take measures to rectify the breach of contract as quickly as possible.

The Swedish Transport Administration is however entitled to immediately terminate the parties' track access agreements if a railway undertaking or a traffic organiser is in default of payment (see Section 6.7).

### 7.8.3 The agreement ceases to be valid in the event of bankruptcy and revocation of the license

The track access agreement or other special agreement regarding the use of services ceases to apply with immediate effect, without specific notice, if one party declares bankruptcy or if the permit allowing the railway undertaking to operate traffic is revoked.

## 7.9 Disputes

### 7.9.1 Consultation body in the first instance

Disputes between the parties relating to the track access agreement or other agreement or document that was drawn up with support of the track access

agreement shall in the first instance be settled by the consultation body appointed by the parties. Unless the parties have agreed on something else, the Swedish Transport Agency or Swedish public court applies as the exclusive forum when a dispute cannot be resolved through consultation.

## 7.10 Certain international transport

### 7.10.1 Rules in accordance with COTIF

For international transport where COTIF appendices A and B can be applied (Convention concerning International Carriage by Rail of 9 May 1980 as amended by the Vilnius Protocol of 3 June 1999), the parties shall apply the provisions stipulated by COTIF appendix E. The provisions in this agreement are also applicable to the extent that they are consistent with COTIF appendix E