

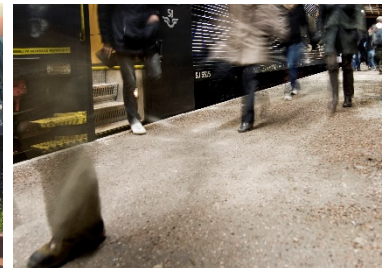
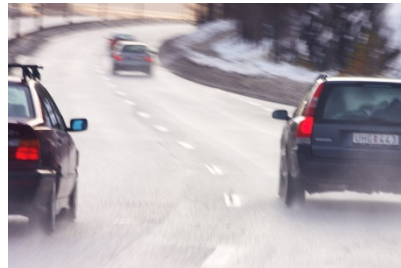
Strategic choice of measures study* within the transport corridor Stockholm– Oslo

**Swe: Åtgärdsvalsstudie
(ÅVS)
Nor: Konseptvalgutredning
(KVV)*



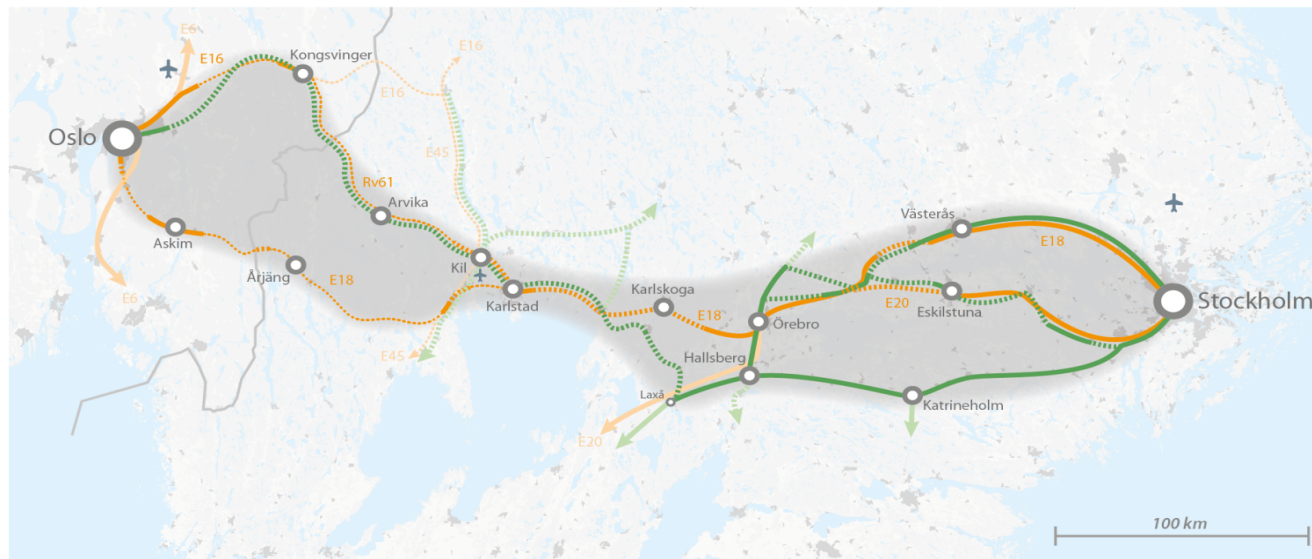
TRAFIKVERKET

Jan Lindgren
Trafikverket
**(the Swedish Transport
Administration)**
2017-03-13



Strategic choice of measures study within the transport corridor Stockholm–Oslo

- Project coordinator: Jan Lindgren, the Swedish Transport Administration.
- Participants: Norwegian and Swedish transport administrations, regions, municipalities, public transport and freight operators, and others.
- Project period: Spring 2016 to Autumn 2017.
- Area:



Strategic choice of measures study within the transport corridor Stockholm–Oslo

Background:

- **”Insufficient availability and punctuality** for travels Oslo-Stockholm”. (Swedish national transport plan 2014-2025)
- **”Large share of heavy freight** within the transport corridor Oslo - Stockholm”.

Tasks:

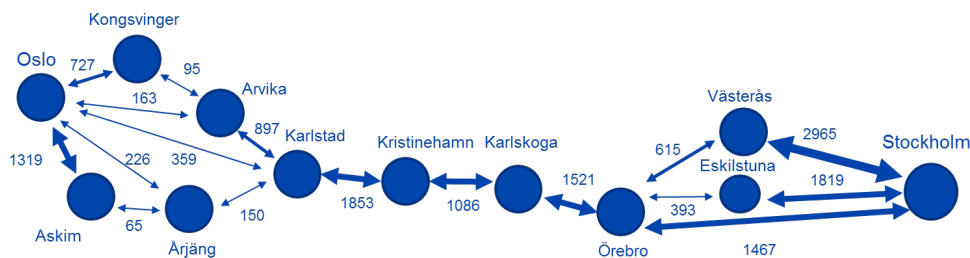
- **Gather existing knowledge** about current/future travels and transports and **increase the common knowledge.**
- **Common view of objectives** for availability from a regional, national and international perspective for all transport modes (focus on road and railroad).
- **Identify problems and deficiencies.**
- **Identify and recommend cost effective measures**

Process:

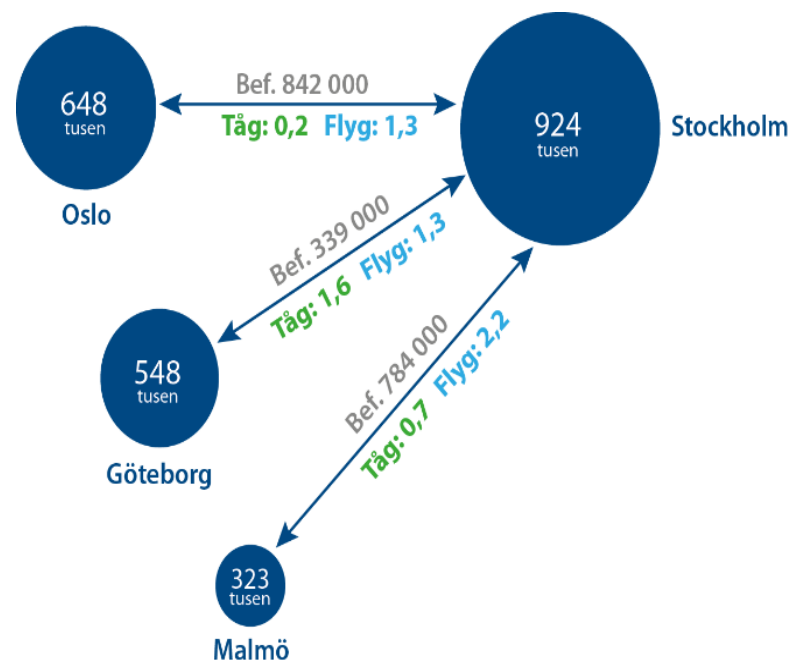
- **Invite stakeholders to workshops and meetings.**
- **Studies of the area and analyzes of proposed measures.**
- **Decisions about further cooperation after the study.**

Some interesting facts

- Quite a few people live, work and travel in the studied area.



A selection of sections with daily commuters.



Population (thousands) and annual travels (millions).

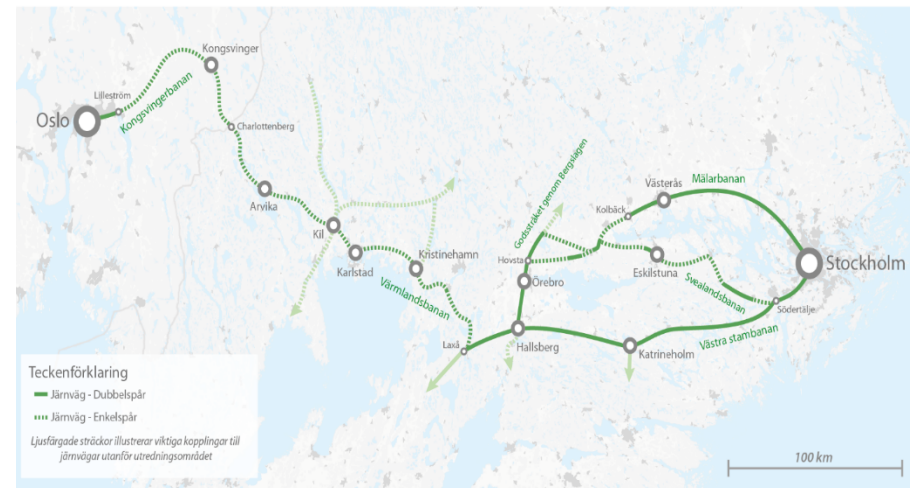
Some detected overall deficiencies

(That relates to the topic of this round table meeting)

- Difficulties with joint planning across the nation border.
- Lacking of knowledge about our countries importance for each other.
- Lacking of common Swedish-Norwegian transport plan.
- Lacking of common view of objectives.
- Low involvement from actors in the Stockholm and Oslo regions.
- Lacking coordination between public transport and freight operators and actors within the transport corridor.
- Lacking availability to international destinations from markets within the transport corridor.

Deficiencies - Railroad

- Crowded trains in Mälardalen region. Bad wifi connection. Different tickets systems. Uneven standard in the railway system.
- High capacity utilization Värmlandsbanan and Kongsvingerbanen (+other parts)
- High capacity utilization influences travel offers (travel time, frequency, ...)
- Too long travel time and insufficient availability and punctuality within the corridor (end and node cities)
- Missing link between Örebro – Kristinehamn. Karlskoga doesn't have a train service.
- To lower travel times something's gonna be done with the railway section between Oslo – Karlstad
- Missing alternate route in case of problems at Värmlands-/Kongsvingerbanan



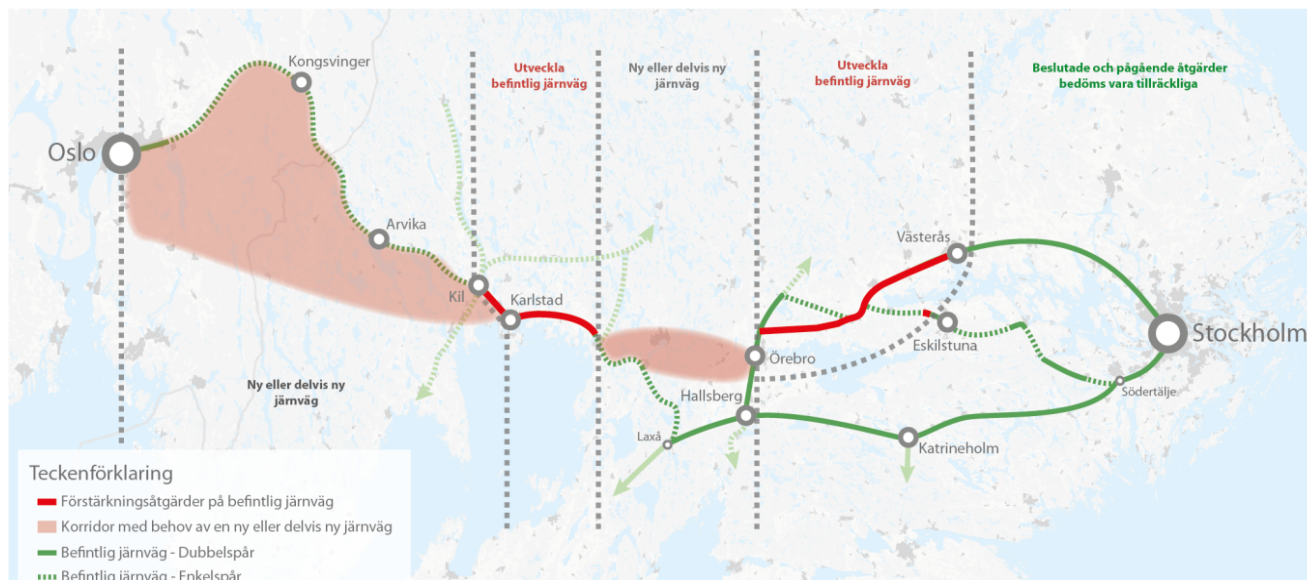
Deficiencies - Road

- Low standard
 - E18, especially Värmland – Osloregionen
 - E18, Västjädra-Köping
 - road 61 Charlottenberg – Swe/Nor border
- The road system takes a lot of space in cities
- Road traffic influences local environment (noise and emissions)
- Road traffic leads to high emissions of climate gases



Preliminary action strategy for the railroad system

- To fulfil the long-term goals for the railroad system, large-scale investments are needed to improve the capacity and lower the travel times. In part two of the study, we will deepen the analyzes a bit and make effect and cost evaluations on an overview level.



Red line: Reinforcement of existing railway. Red area: Corridor in need of new or partly new railroad.
Green line: Double track railroad. Green dotted line: Single track railroad.