



SWERIG
2017-09-12
Stockholm

OSLO-STHLM 2.55

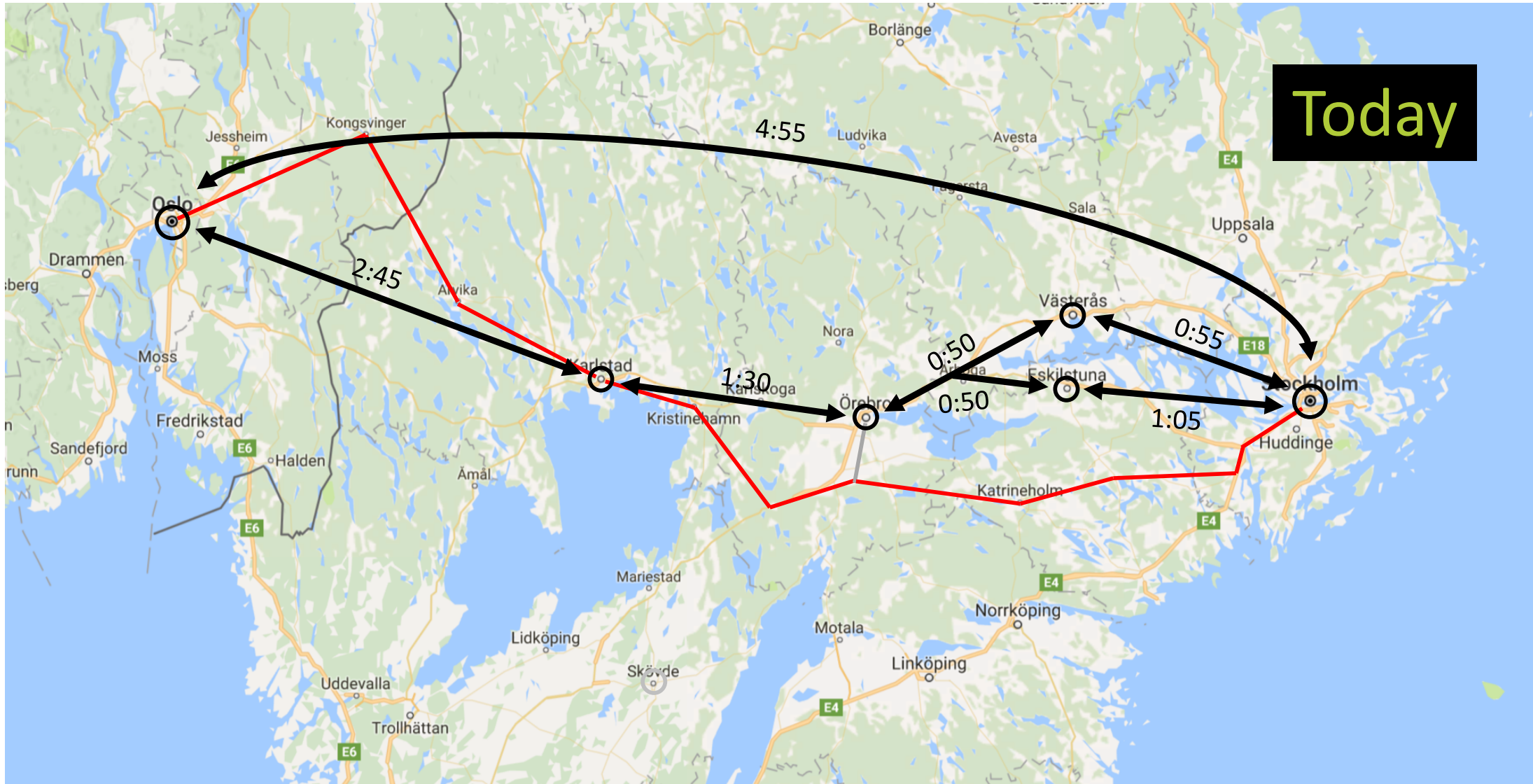
Aim

”The company aims to accelerate the deployment of better rail services between Oslo and Stockholm and on the cities in between.”

Owner

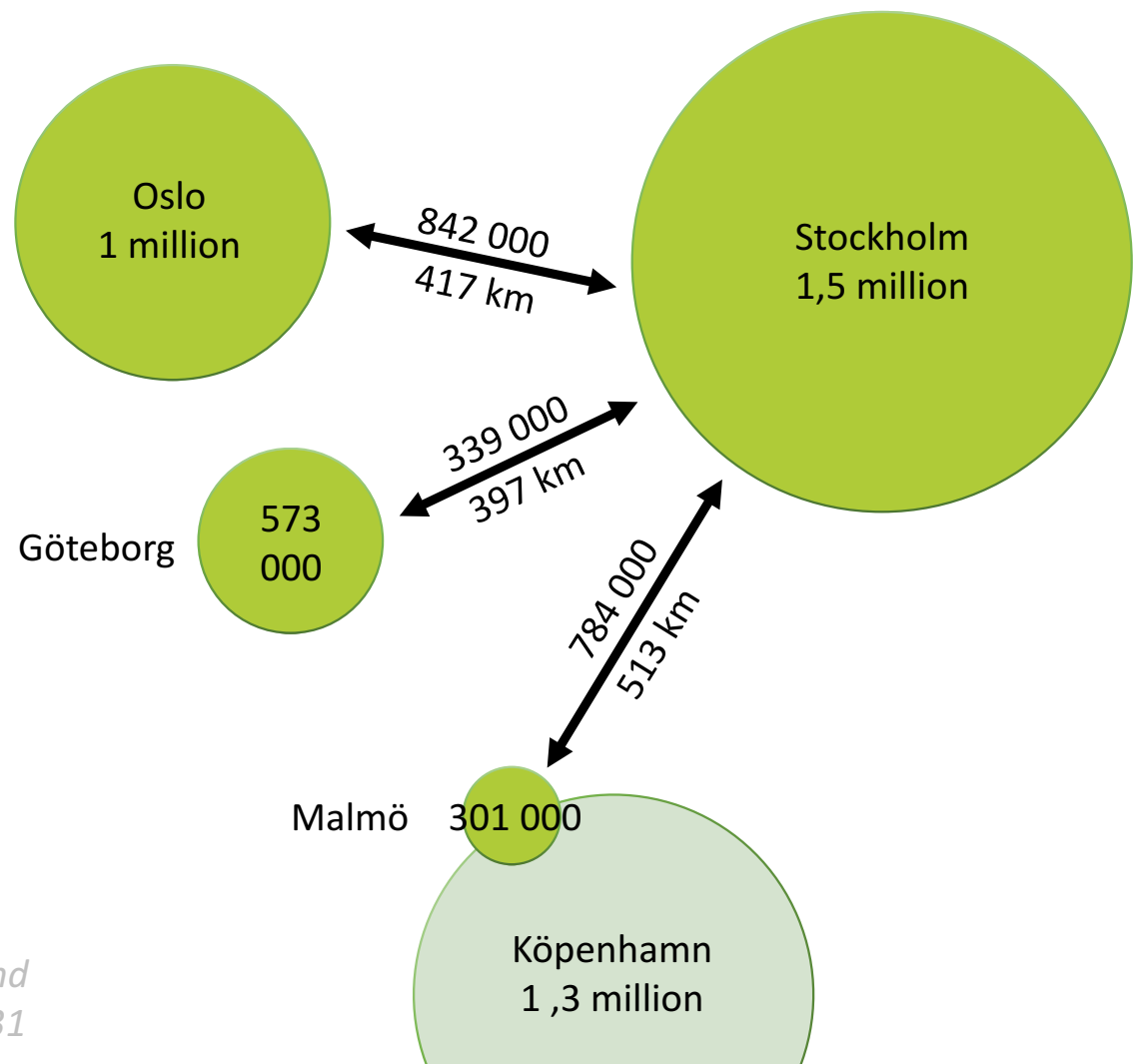
- Municipality of Karlstad, 25 percent
- Region of Värmland, 25 percent
- Region of Västmanland, expected to be an owner Jan 2108
- Region of Örebro län, 25 percent
- Municipality of Västerås, expected to be an owner Jan 2018
- Municipality of Örebro, 25 percent

Today



	Oslo	Göteborg	Malmö Köpenh
Trips	0,3M	1,6M	0,7M
Depart.	5	25	17
Time	5 h	3 h	4½ h
Air trav.	1,4M	1,3M	2,2M

50 000 daily commuters between cities
3,4 million people

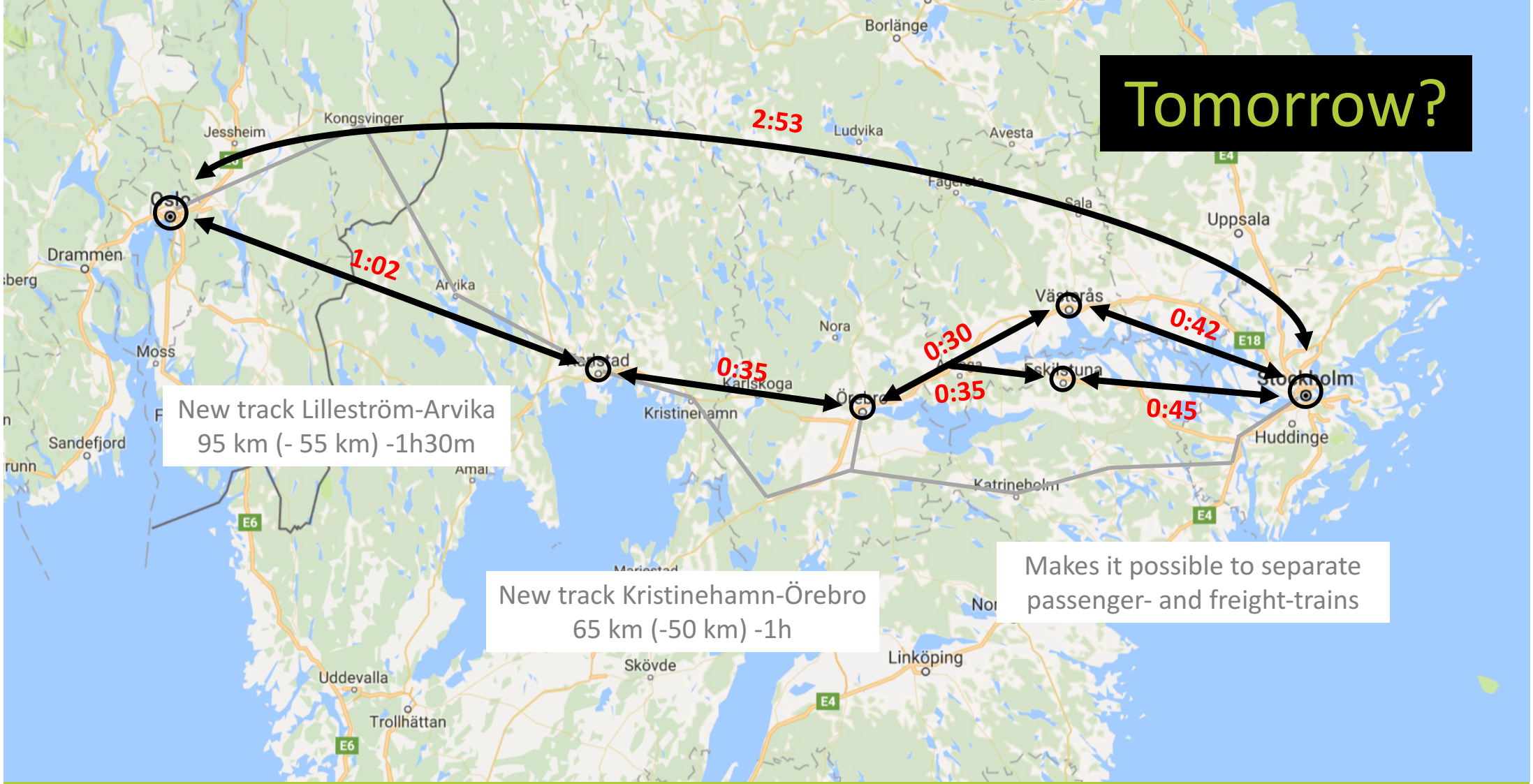


Source: SCB, Population in station municipalities and population in major metropolitan areas, 2015-12-31

About Stockholm-Oslo in the proposed NTP

- Between Stockholm and Oslo there is a **great demand for better connections, especially with trains** (but also by buses on sub-stretches) to contribute, among other things, to reduced travel by air.
- Extensive business travel, weekly and daily commuting for work and study and leisure trips are examples of travel in the area. **Significant shortcomings need to be handled during the planning period regarding supply, capacity and travel time.**
- **Suggested deficiencies:** Stockholm to national border to Oslo, capacity problems and long journeys

Tomorrow?





KVU Kongsvinger track

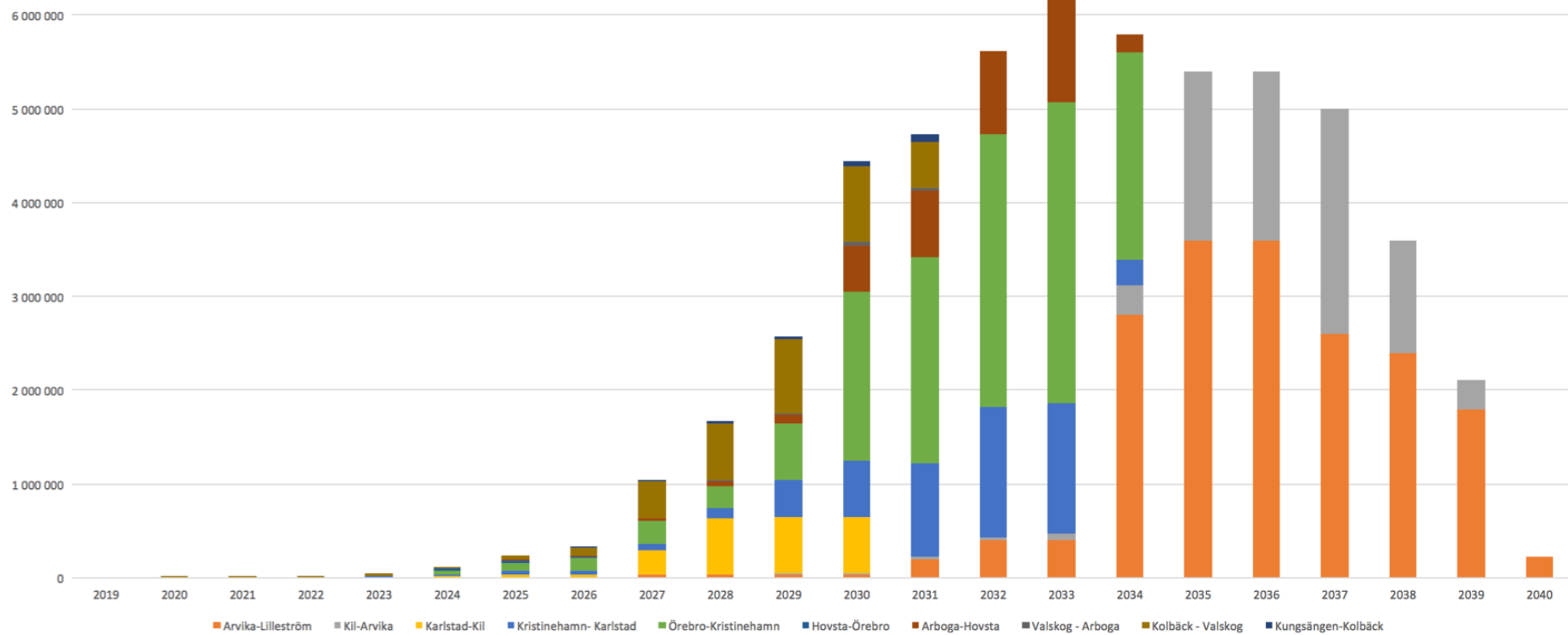
Costs and implementation

Part	Year	Cost
Kungsängen-Kolbäck	2026-2031	200 million SEK
Kolbäck-Valskog	2021-2031	3 287 million SEK
Valskog-Arboga	2028-2031	90 million SEK
Arboga-Hovsta	2024-2034	3 635 million SEK
Hovsta-Örebro	2022-2026	80 million SEK
Örebro-Kristinehamn	2023-2034	13 650 million SEK
Kristinehamn-Karlstad	2023-2034	5 340 million SEK
Karlstad-Kil	2022-2030	2 160 million SEK
Kil-Arvika	2028-2039	7 965 million SEK
Arvika-Lilleström*	2026-2040	18 164 million SEK

54,6
billion
SEK

*of which 12 billion
SEK in Norway

Traditional planning and building



Expected train travellers

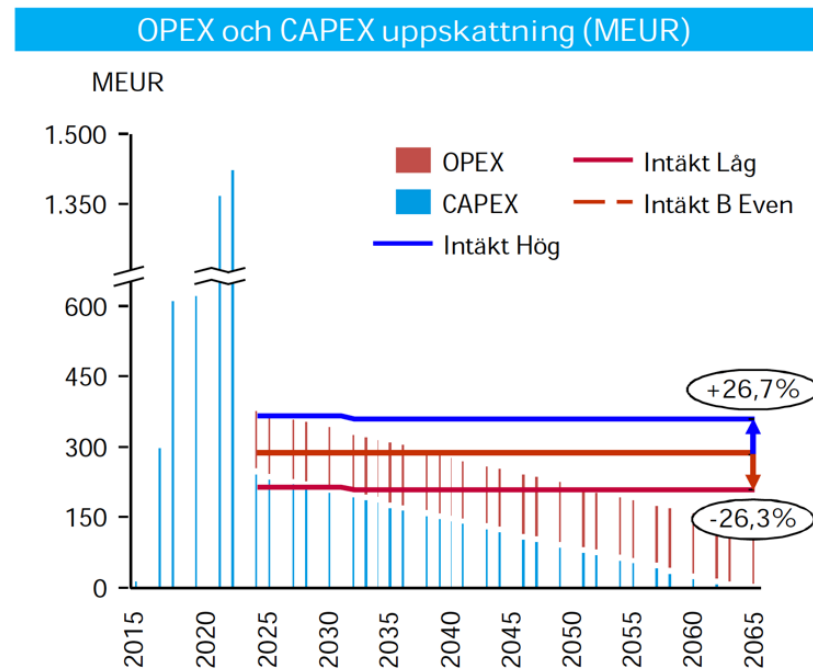
Trips every year	2040 without 2.55	2040 with 2.55	Effect of 2.55
Regional, national	~6,5 million	~8,7 million	+34 %
International	~360 000	~2,9 million	+750 %

Wider benefits (excluding cargo)

Effect	Value Sweden Million SEK	Value Norway Mmillion SEK	Total value Million SEK
Producer surplus	8 542	12 402	20 950
Budget impact	442	590	1 032
Consumer surplus	23 492	15 483	38 975
External effects	408	3 791	4 199
Operation, maintain, reinvest	168	1 846	2 014
Total	33 052	34 111	67 170

Is Oslo-Stockholm profitable?

- 8,8M trips a year
(80% regional, 20% long distance)
- 24 departures a day (12+2 trains)
- 350 passengers per train (70%)
- Ticket price same as Sthlm-Gbg
(market price long, 50% regional)
- 5,2 billion € invested in track
(capex 115M €, opex 155M €)

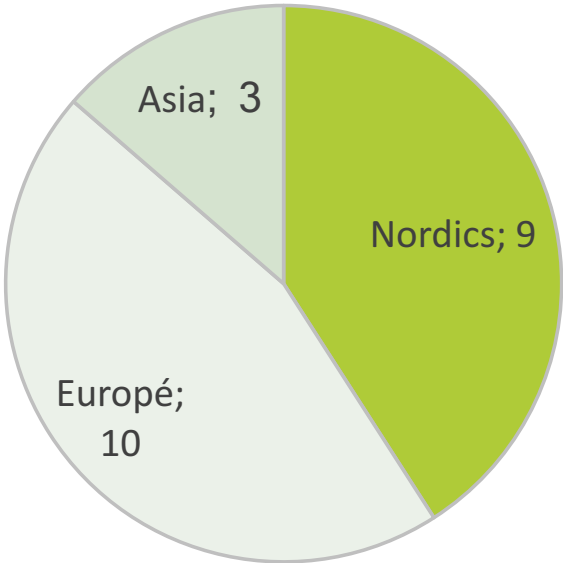


A long cable-stayed bridge with multiple concrete piers and stay cables, extending into the distance over a blue sea under a clear sky. The bridge structure is dark, and the water is a deep blue. The sky is a clear, light blue with a few wispy clouds on the right side. Two navigational buoys are visible in the water, one on the left and one on the right.

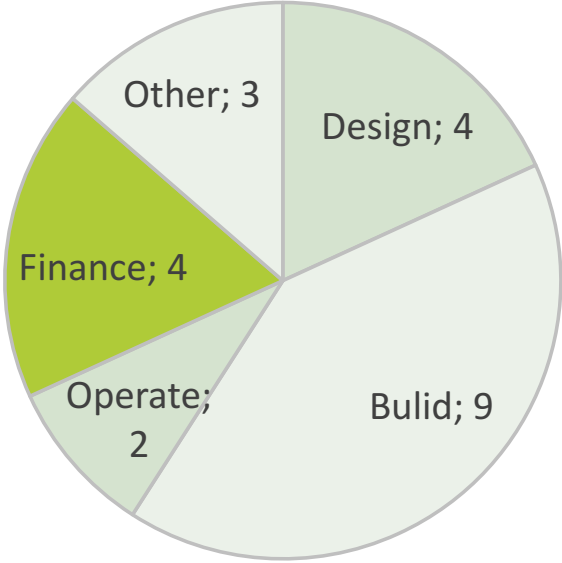
First infrastructure RFI in Sweden ever?

Response on RFI

Based in



Main focus



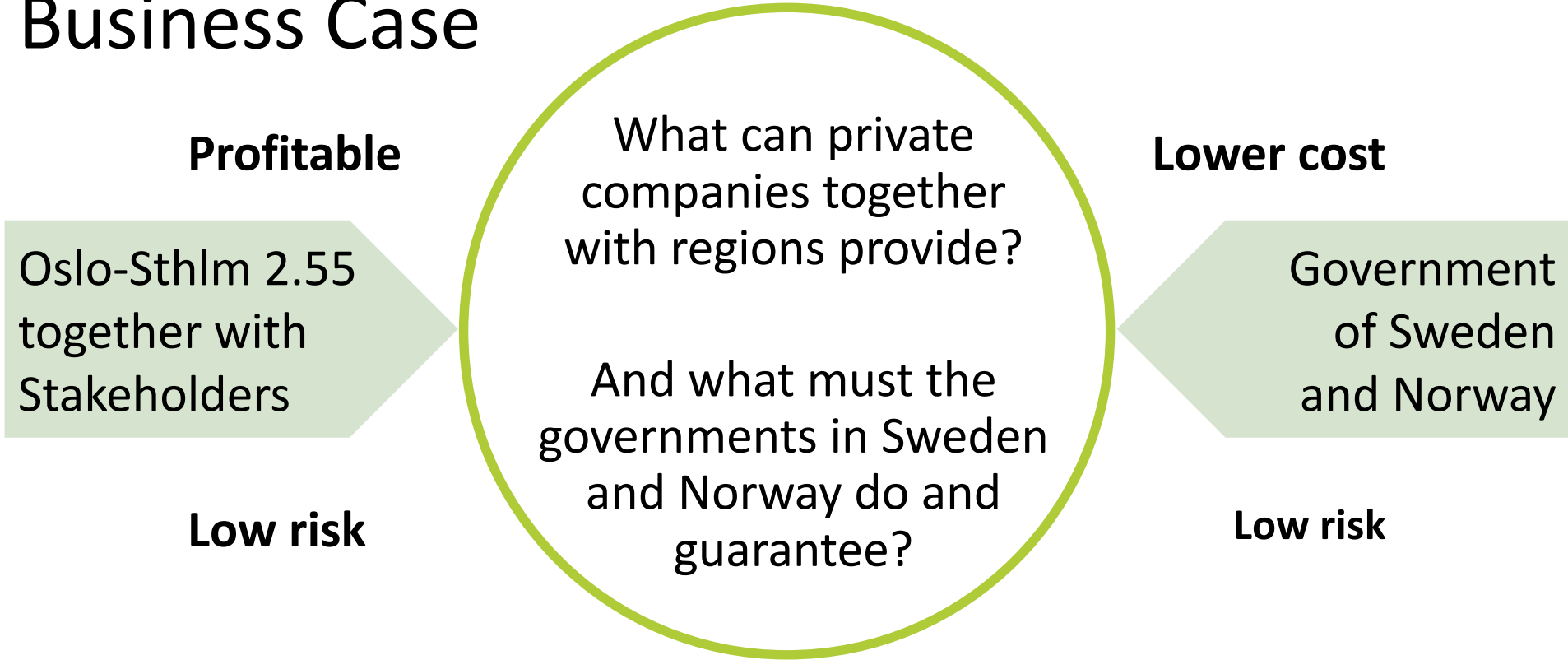
Business Case

Oslo-Sthlm 2.55
together with
Stakeholders



Government
of Sweden
and Norway

Business Case



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