**Project Inlandsläänken**

**ABOUT THE PROJECT**

*Backing Inlandsbanan, a completed infrastructure passing through the most natural resource-rich regions of Sweden, means to strengthen the future of Sweden.*

The purpose of Project Inlandsläänken is to restore the existing railway system Inlandsbanan. It has evolved from the mission of Inlandsbanan AB to manage and develop the infrastructure.

Inlandsbanan passes through a landscape rich in raw materials, where mining and metal based industries, plus forestry industries are dominating. Access to stable transport capacity by railway is important for the competitiveness. Swedish base industry depends on functioning cargo transports, especially the forestry industry, where the transports are often initiated by road, to then be reloaded to more environmentally friendly railways.

The motive for restoring the railway is mainly to create better conditions for cargo traffic. But it will also give many more positive effects, both locally and regionally for the inland, nationally, and internationally. Not the least, investments in railways is a factor of success - with sustainable railway transports the environmental impact is reduced.

**PROJECT OBJECTIVES**

- **Creates capacity** for the railways in Norrland by a total refurbishment of Inlandsbanan.
- **Contributes to a more robust transporting system** by increased redundancy
- **Prioritises freight traffic.**
- **Contributes to the rural development** of the inland of Norrland.
- **Contributes to the development of the business life** of the inland and in the mountainous area.
- **Contributes to the enlargement of the region** through the possibilty of modern passenger traffic.
SCOPE

The purpose of project Inlandsränken is a significant increase in capacity through an increase in bearing, speed and train slot availability. The plan is to do this by replacing the existing inferior tracks on wooden ties with welded 60 kilo rail on concrete ties, which also requires that the gravel ballast of today is replaced by macadam.

Increased train availability is planned to be achieved by a step by step rebuilding of about 30 stations with extended meeting tracks which makes very long trains possible. Initially the stations are rebuilt for remote control with the train management system Cactus. Later, ERTMS will be implemented.

With the increase in speed comes a requirement for new building and rebuilding of road protection for traffic safety reasons, as well as a review of the traffic solutions for smaller individual crossing points. There is also a need to review the traffic safety for station areas and larger communities.

As the infrastructure administrator of the state-owned railroad, Inlandsbanan AB aims to create a facility with as low running and maintenance costs as possible after the reinvestment project is completed. The facility shall be operated at as low cost as possible, but at the same time with high availability and good monitoring of the components of the facility. The project maintains a high level of preventative maintenance, but also to reduce the number of problems that needs to be fixed. The goal is to become the most and best-connected railway, which means innovations and a new system-based approach.

The project also handles the consequences of the increase in traffic capacity like noise and vibrations, and the effect on reindeer management.

OVERALL GOALS

- Maximum Allowed Axle Load 22,5 tons 8 tonmeters (D4)
- Track Speed (140 km/h (90 mph) for passenger trains, both trains drawn by engines and motor coaches.
- Track Speed 100 km/h (60 mph) for freight trains
- Remote controlled stations (meeting places) that allows up to 20 available train slots per day on the track
A RESTORATION OF INLANDSBANAN...

- increases the railway capacity in Norrland and contributes to a more robust transport system through increased redundancy and capacity for redirection.
- enables natural resources along the railway to be utilized and become economically viable for extraction.
- increases the opportunities for modern passenger/public transport which benefits tourism and the local inhabitants.
- makes smooth and quick transports from the base industry possible, which are processed and then shipped further, in the country and to the World.
- creates work opportunities, tax income and increased growth during construction and after the restoration.

CONTACT

Do you want to know more about the project and how it can contribute to the development of Sweden?

PETER EK HOLM: CEO Inlandsbanan AB, +47 70–241 53 16, peter.ekholm(AT)inlandsbanan.se

MATS PORTINSON: head of infrastructure/vice president/project owner Inlandsbanan AB, +46 70-324 50 11, mats.portinson(AT)inlandsbanan.se

ROGER TÖYRÄ, project manager Inlandslänken, +46 70-608 53 78, roger.toyra(AT)inlandslanken.se

ULRICA DAHLQVIST, communicator Inlandsbanan AB/Inlandslänken, +46 70-670 09 21, ulrica.dahlqvist(AT)inlandsbanan.se
Inlandsbanan runs from Mora to Gällivare, and is managed by Inlandsbanan AB, which is owned by 19 municipalities.

For Inlandsbanan to be an integrated part of the Swedish railway system and a driving force for the inland, the development of the infrastructure and the services offered must follow the needs of the market.

The railway today has a well-maintained infrastructure considering the circumstances given, but still suffers from maintenance debt due to insufficient funding during a long period of time. The bearing capacity of the tracks, which limits the capacity for cargo traffic, is today 22.5-ton maximum axle load on 75 percent of the tracks. The other parts only have a 20-ton maximum axle load, which limits the capacity.

A restoration of the railway would be vital for the raw material industries in Norrland, like the forestry, steel, and mining industry. It would also make more passenger and cargo traffic possible, increase the transport capacity significantly and increase the railway redundancy in northern Sweden.

For many years, the owners and other interested parties have wanted to develop the infrastructure of Inlandsbanan. Years of work towards the vision of being a driving force for the inland has laid the foundation that project Inlandslänken is based on.