

Increased capacity on Blekinge coastal line - new passing point at Åryd



October 2007

East West TC

Sweden

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Publication 2007: WP3_REPORT

Publishing date: OCTOBER 2007

Publisher: Region Blekinge

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Scriptwriters: Swedish Rail Administration

Layout: East West TC Secretariat

ISSN:

Distributor: Region Blekinge, Ronnebygatan 2, 371 32, KARLSKRONA, Sweden

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A capacity study has been done on the coastal line in the county of Blekinge to see how a new passing point east of Karlshamn might improve the track situation for the new faster Öresund traffic. The study also analysed the capacity effects of future development of freight traffic to/from Blekinge's ports. The capacity study sets out general strategic infrastructure requirements for the East West TC project as regards the development of freight traffic in parallel with passenger traffic on the Blekinge coastal line. The resulting report was produced by Railize International AB at the request of the Swedish Rail Administration.

Finding a suitable location for a new passing point involved analysis of the timetabling of both passenger and freight traffic and of the need for further capacity expansion measures to accommodate future traffic. The report sets out calculations on capacity utilisation and the effects of proposed measures. Four different freight traffic trend scenarios to 2015 and beyond are covered:

- basic and high level (1 or 2 trains each way at peak times)
- with and without the South-East Link (Sandbäck-Olofström).

Installing a new passing point at Åryd between Karlshamn and Bräkne Hoby will enable a shift eastwards of the three points where Öresund trains meet on the Blekinge coastal line. This will make it possible to reduce travelling time between Kristianstad and Karlskrona by about 7 minutes. A new passing point on the Blekinge coastal line is intended to lead to Öresund trains bound for Karlskrona no longer stopping at Eslöv and Höör, resulting in a possible total reduction of about 15 minutes in travelling time between Malmö and Karlskrona. A new passing point at Åryd will help increase operational flexibility and reduce capacity utilisation on the currently most heavily used stretch of the Blekinge coastal line by about 15%.

The basic level for freight traffic is catered for in combination with passenger traffic, but this also entails lengthening a number of passing points. A high level of freight traffic will increase capacity utilisation to a critical level of about 90% between Sölvesborg and Karlshamn. The effects of a new passing point between Sölvesborg and Karlshamn also need investigating, since it might affect travelling times as well as capacity in connection with any future new station situation at Kristianstad. A possible future South-East Link is likely to alter freight traffic routes and will also reduce capacity utilisation on this stretch.





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