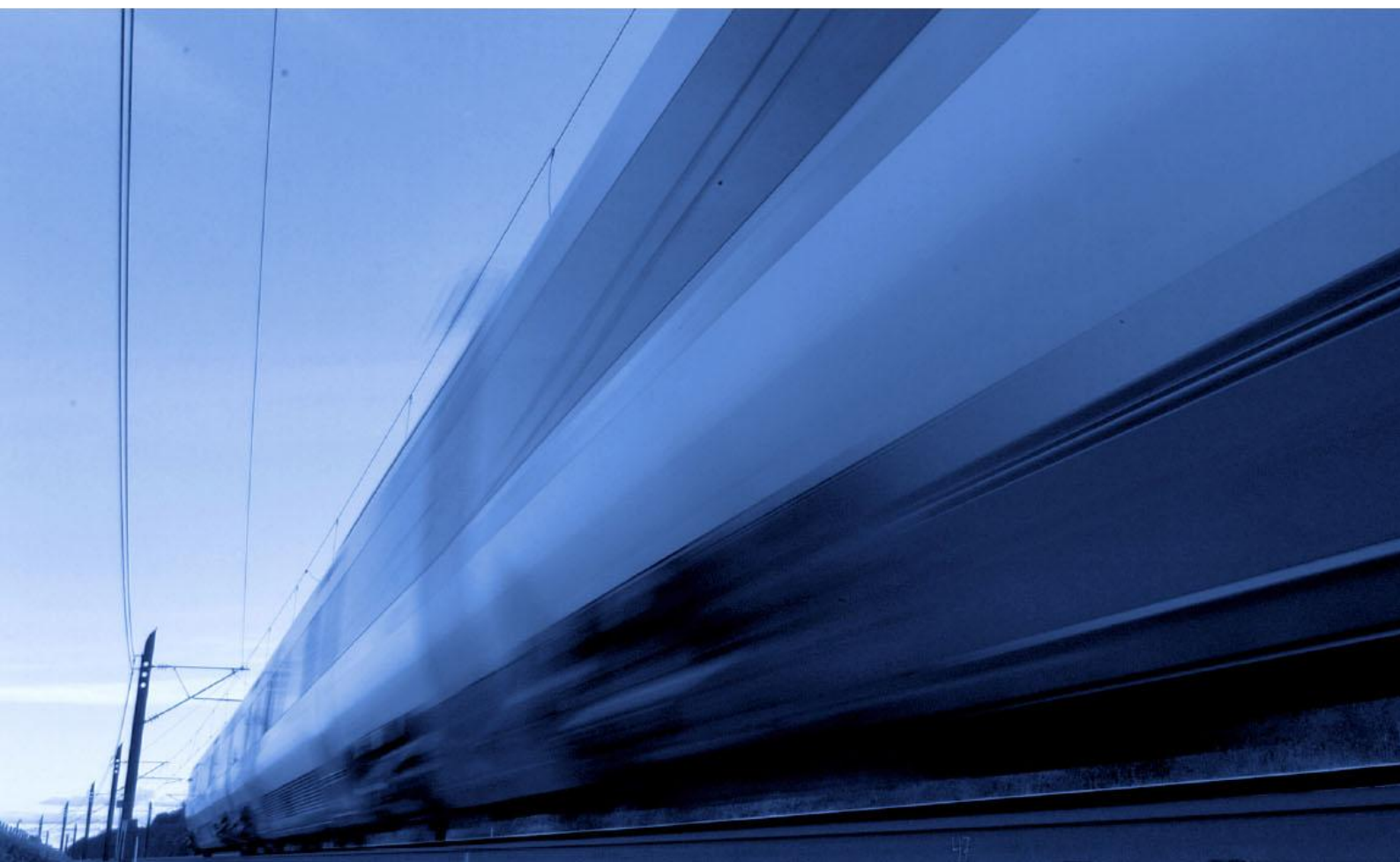




Capacity Strategy for TT 2030

Bane NOR

Consultation draft



Content

0	Introduction	3
0.1	Contact details.....	3
0.2	Geographical Scope.....	4
0.3	List of involved infrastructure managers	6
0.4	List of service facilities	8
1	Expected Capacity of Infrastructure in TT 2030	9
1.1	Permanent capacity changes.....	9
2	Temporary Capacity Restrictions	13
2.1	Planning principles for TCRs.....	13
2.2	Expected Major TCRs for TT 2030	20
3	Traffic Planning Principles and Traffic Flows	21
3.1	Traffic planning principles.....	21
3.2	Traffic Flows	27
4	Validation	46
	Appendix 1: Information on market involvement and advocacy	47
	Appendix 2: Expected traffic flow per route for passenger traffic	48
	Appendix 3 Overview of capacity and capacity needs at service facilities	50

0 Introduction

This document is Bane NOR's Capacity Strategy for the TT2030 timetable period.

As infrastructure manager, Bane NOR is the owner and manager of the Capacity Management process.

The European Commission has adopted a new pre-regulation on capacity management describes the Capacity Strategy as an annual iterative process that will take place in the period 60 months (X-60) to 36 months (X-36) before the start of the timetable period for which the strategy applies.

Norwegian regulations do not require Bane NOR to publish Capacity Strategies. This Capacity Strategy is thus provided for information only, and is not binding for the upcoming capacity management process for TT 2030. Bane NOR's Network Statement describes the capacity management process in more detail, including information on regulatory requirements and priorities.

Railway infrastructure capacity is limited, costly, and time-consuming to expand. It is therefore essential to utilise the existing infrastructure in a way that best serves the needs of society. Early planning, stakeholder involvement, and transparency regarding intended use are crucial tools for achieving this. The Capacity Strategy process encompasses all these activities and helps ensure optimal utilisation of the available capacity.

During the Capacity Strategy process, Bane NOR engages with the Norwegian Railway Directorate (Jernbanedirektoratet), train operating companies, and service facility operators to obtain the best possible outlook on planned infrastructure, capacity, and market needs for the relevant timetable period. The process also aligns plans with Trafikverket (the Swedish Transport Administration), forming the basis for further planning of international traffic. The outcome of this work is a document entitled *Capacity Strategy*, which serves as Bane NOR's initial communication to the market regarding the intended overall use of its infrastructure capacity for a given timetable period.

The purpose of the Capacity Strategy document is to communicate, three years in advance, what infrastructure capacity will be available in a given timetable period. Accordingly, the document provides information on both permanent and temporary capacity changes, as well as anticipated traffic flows. The strategy also sets out planning principles for Temporary Capacity Restrictions (TCRs) and for traffic, which are applied throughout the subsequent processes right up to the day of operation.

The content of this document has therefore been prepared in line with current requirements from RailNetEurope. In future versions, both content and meaning will change in line with the introduction of the new European regulation into Norwegian law.

0.1 Contact details

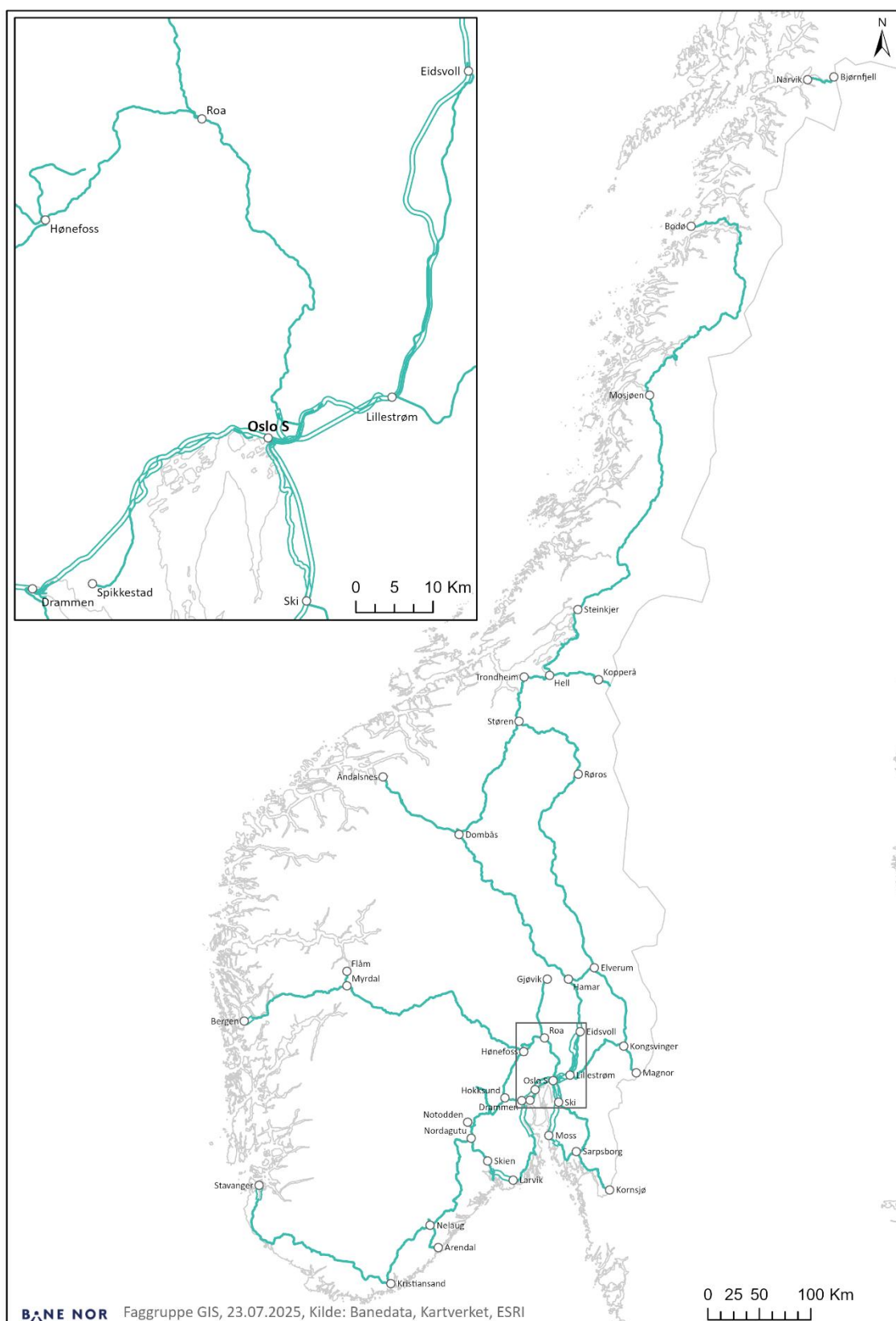
The final capacity strategy will be published on Bane NOR's and RNE's websites. The following table lists contact points that can be contacted if you have questions about the document.

Table 1 List of contact information

Contact	Email	Website
Capacity management in Bane NOR	kapasitetsmiljoet@banenor.no	https://banenor.no/en/
RNE	mailbox@rne.eu	https://rne.eu/
Contact for Network Statement Bane NOR	network.statement@banenor.no	https://oppslagsverk.banenor.no/en/network-statement/

0.2 Geographical Scope

This capacity strategy includes the entire Norwegian railway network that is planned to be used for TT 2030. Map 1 shows an overview of all railway lines for this capacity strategy.



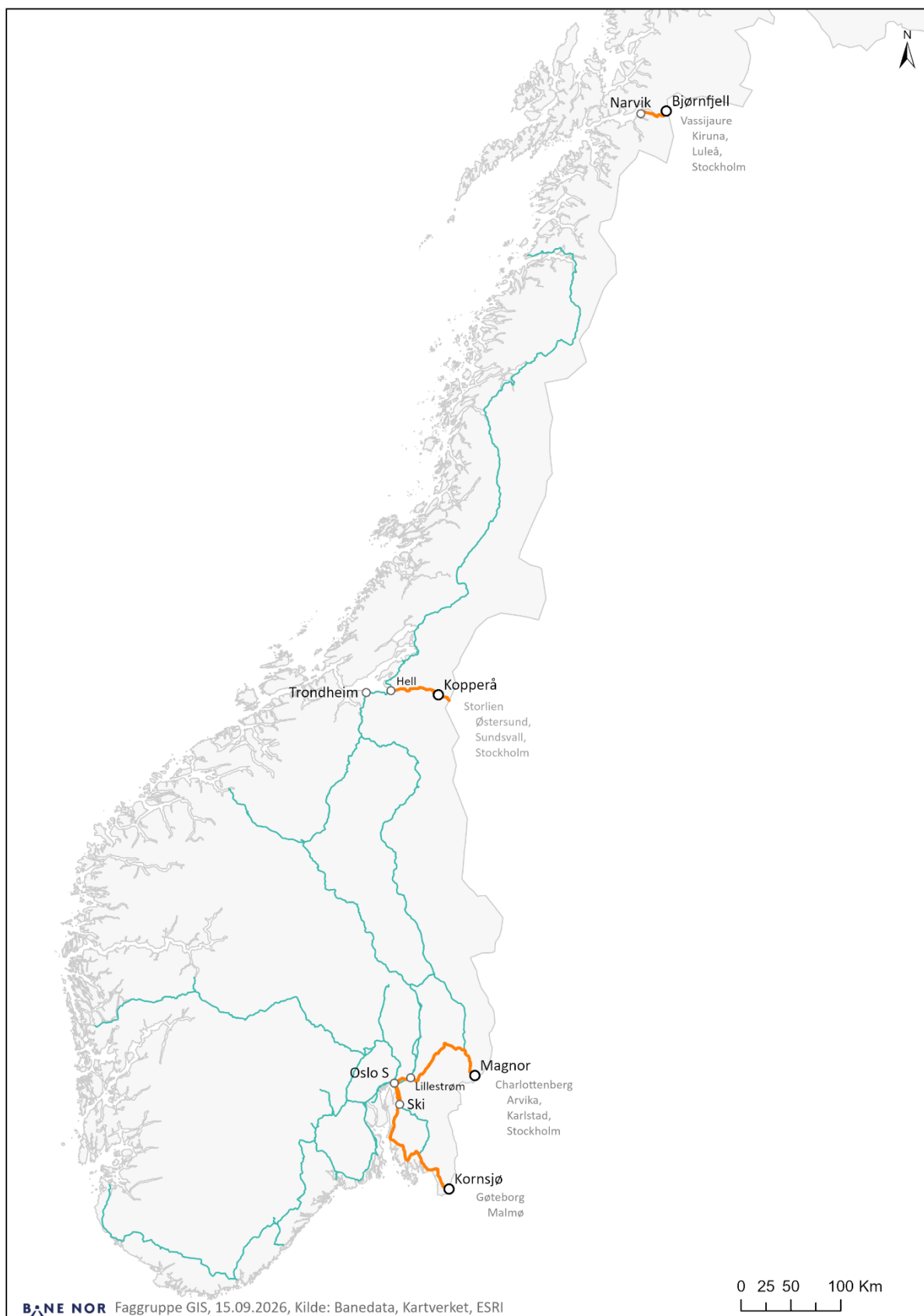
Map 1 The Norwegian railway network.

0.3 List of involved infrastructure managers

Table 2 and Map 2 summarises the infrastructure managers (IM) and lines where Bane NOR's infrastructure connects with other infrastructure managers.

Table 2 List of infrastructure managers involved.

Railway Line	Border point	Infrastructure managers
Kongsvinger Line (Kongsvingerbanen)	Charlottenberg border	Bane NOR / Swedish Transport Administration
Østfold Western Line (Østfoldbanen vestre linje)	Kornsjø border	Bane NOR / Swedish Transport Administration
Otot Line (Ofotbanen)	Bjørnfjell border	Bane NOR / Swedish Transport Administration
Meråker Line (Meråkerbanen)	Storlien border	Bane NOR / Swedish Transport Administration



Map 2 Cross-border sections and border-near stations.

0.4 List of service facilities

An overview of existing service facilities is provided in Appendix 7 of the Network Statement 2028 and on the Rail Facilities Portal. Planned changes to these service facilities are described in Appendix 3. Collectively, these sources provide information on planned capacity for service facilities in TT 2030.

1 Expected Capacity of Infrastructure in TT 2030

This chapter describes permanent changes in infrastructure capacity are expected to be available for all or part of the TT 2030. This projected permanent infrastructure capacity is the sum of:

- Expected permanent capacity additions
- Expected permanent capacity reductions

The permanent capacity changes are summarised in the summary below.

1.1 Permanent capacity changes

Table 3 sets out the projects that will result in a permanent increase or reduction in infrastructure capacity, and which therefore affect traffic flow before or during TT 2030.

Table 3 List of the major infrastructure measures with permanent capacity changes.

Segment	Description	Effect	Rough quantifications of the effect	Project approved by Bane NORs management	Financing secured ¹
Line L1: Lillestrøm-Oslo S-Asker- Spikkestad Line L2: Stabekk-Oslo S-Ski	Station measures: Nordstrand, Ljan, Kolbotn, Langhus, Strømmen, Haugenstua, Fjellhamar, Grorud, Bondivann, Røyken. Establishment of stabling at Grorud workshop. Preparation of infrastructure for the introduction of new local trains with increased capacity in the Oslo area.	Preparation of the infrastructure for the introduction of new local trains with increased capacity in the Oslo area	New Trainsets for local trains	Yes	See footnote 1
Oslo - Moss	Double track Sandbukta–Moss–Såstad. Rygge: station measures and stabling.	Two trains per hour in each direction in the basic timetable Oslo–Moss. Two peak-direction extra trains Oslo–Moss.	Increased service frequency and operational stability, reduced travel time.	Yes	See footnote 1

¹ Dependent on allocation in upcoming national budgets.

Oslo – Tønsberg	Upgrades at Drammen and Tønsberg stations. New Horten station. Double track Drammen–Kobbervikdalen and Nykirke–Barkåker. Stabling measures.	Four trains per hour in each direction.	Increased service frequency and operational stability, reduced travel time.	Yes	See footnote 1
The national railway network	New signaling system Vesfold line, Drammen – Tønsberg – 2026, Nordland-line – Grong – Bodø, planned 2027 Bergen line – Hokksund – Arna, planned 2030	Improved safety and operational reliability			See footnote 1
Oslo – Hamar	Double track Kleverud–Sørli–Åkersvika. Stabling at Hove. New converter station.	Two trains per hour in each direction in the basic timetable Oslo–Hamar. One peak-direction extra train in both directions (outside hours with long-distance trains)	Increased service frequency and operational stability, reduced travel time.	Yes	See footnote 1
Østlandsområdet	New Sande converter station. Reinforcement of two converter stations. Reinforced catenary Sandvika–Brakerøya.	Securing traction power supply for the implementation of Infrastructure Agreements 2022–2033.	Securing traction power supply	Yes	See footnote 1
Flere strekninger	Landslide and flood protection. Level crossing safety and removal. Environmental	Safety, operational stability, reduced environmental impact,		Yes	See footnote 1

	measures. Passing loops. Freight terminal measures. Simultaneous entry at stations and passing loops with ERTMS. Station measures. Traffic management ICT. Removal of operational bottlenecks.	increased freight capacity, improved station and hub accessibility (including universal design), digitalisation and punctuality.			
Oslo -Narvik	New passing loops: Bodung, Galterud, Granli. Extensions: Rånåsfoss, Seterstøa, Magnor, Skotterud, Sander, Åbanden. Level crossing removal: Seterstøa PLO, Sander. Increased passing loop length and capacity: Narvik station. See footnote ²	Facilitation for 750 m freight trains on the Norwegian side. 840 TEU per day.	Increased freight train service and operational stability.	Yes	See footnote 1
Støren - Steinkjer	Station measures: Støren, Ler, Melhus, Heimdal, Selsbakk, Skansen, Stjørdal, Åsen, Bergsgrav, Verdal, Røra, Steinkjer. New passing loops: Alstad, Nesvatn, Østborg,	One train per hour Støren–Steinkjer. One train per hour Melhus–Stjørdal, extended to Steinkjer in both directions during extended peak hours.	Increased freight train service and operational stability.	Yes	See footnote 1

² The measures at Galterud, Seterstøa PLO and Narvik station are planned to be taken into use in 2026 (R27). The remaining measures are under planning, with commissioning no later than 2032 (R33).

	Sparbu. Double track Hell–Værnes. Functional double track Marienborg– Lademoen. Block posts.				
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1.1.1 ERTMS - national implementation

The ERTMS rollout is continuously assessed against renewal needs and capacity-enhancing measures. Planned measures listed in Tabell 3.

2 Temporary Capacity Restrictions

Bane NOR plans and implements temporary capacity restrictions, hereinafter referred to as "TCR".

2.1 Planning principles for TCRs

Bane NOR's overall planning principle for TCRs:

[TCRs should cause least possible impact on traffic](#)

In addition, several planning principles are applied to support this overarching principle, and these are described in the following chapters.

2.1.1 Grouping of TCRs to reduce overall duration and impact on traffic

Principle:

[Grouping TCRs reduces the overall duration and impact on traffic, and infrastructure manager's resources.](#)

The principle is supported by the following clarifications:

- TCRs will be grouped to reduce their total duration and overall impact on traffic, while also ensuring more efficient use of professional resources and machinery
- Medium TCRs lasting more than 48 hours, as well as Large and Major TCRs, must be continuously coordinated with planned projects undertaken by the Norwegian Public Roads Administration, local and national authorities, and public transport operators, in order to ensure the best possible traffic flow.

Principle:

[TCRs will be planned so that both passengers and freight customers cargo owners can use the railway to the greatest extent possible.](#)

The principle is supported by the following clarifications:

- TCRs must be planned with efficient use of professional resources and machinery so that the project's duration and impact on traffic is minimised.
- For Medium, Large, and Major TCRs, Bane NOR shall assess the possibility of allowing trains to pass during the execution of the TCR.
- TCRs that involve track closures must be planned with regard to alternative transport arrangements for passengers and freight services.
- Bane NOR will coordinate closure plans with other infrastructure managers, such as county authorities, municipalities, Sporveien, the Norwegian Public Roads Administration, and other relevant actors, to ensure that passengers have suitable alternative transport options.
- Train operating companies must be notified of any new or amended TCRs involving total closure as early as possible.
- After Large and Major TCRs, Bane NOR will evaluate selected alternative transport solutions in order to further improve arrangements for train companies, freight customers, and passengers.

2.1.2 Description of sections where TCRs involving total closures are not to be planned at the same time

Principle:

[Where alternative routes exist, at least one shall remain open for rail traffic](#)

The principle is supported by the following clarifications:

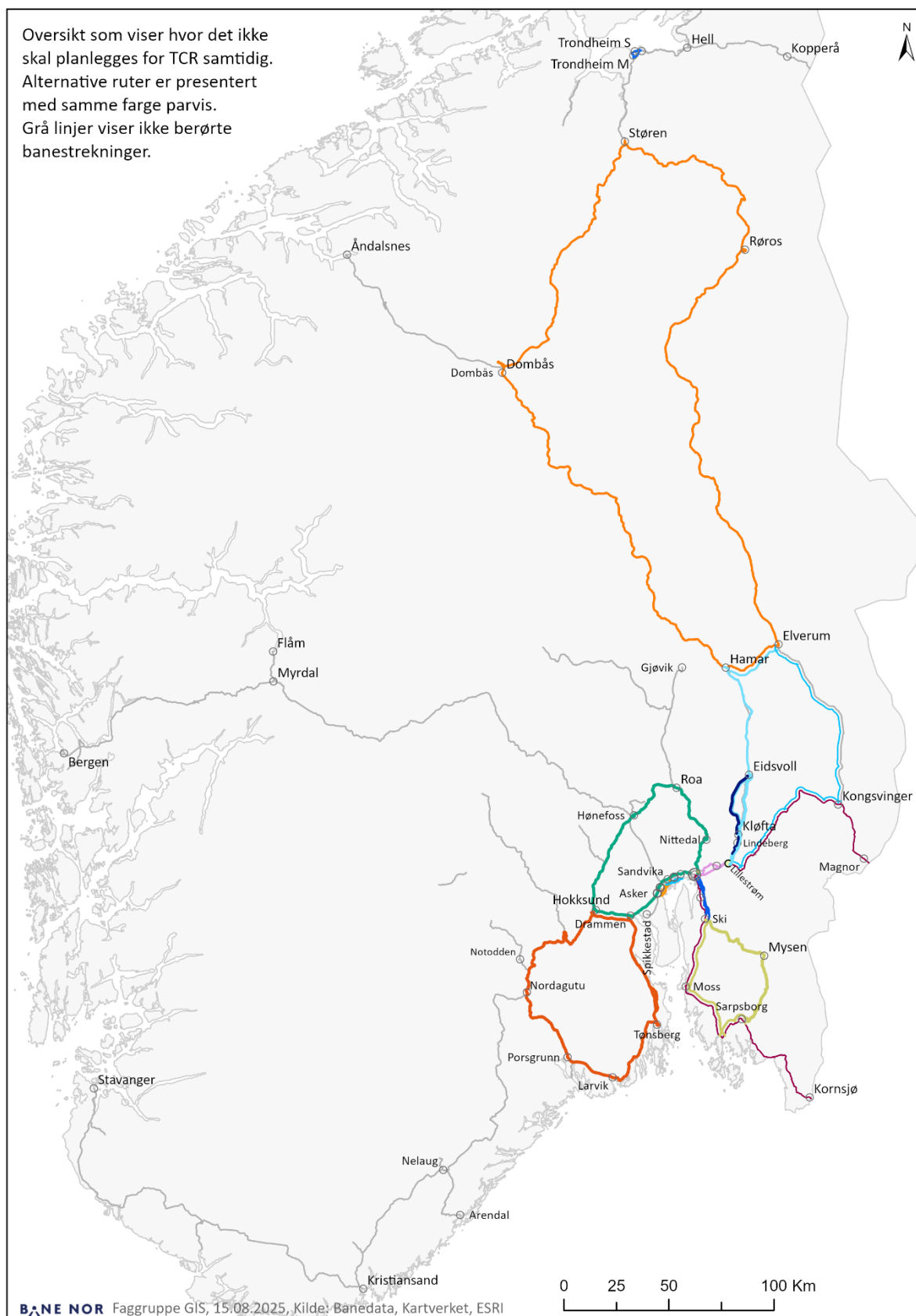
- Where alternative routes for trains exist, Bane NOR has predefined these as diversionary sections for TCRs involving total closures.

- Diversion options for international traffic must be coordinated with the Swedish Transport Administration.
- Border crossings that serve as alternative routes for trains must not be closed simultaneously.
- On lines where a bypass exists, TCRs involving track closures shall not be planned on both sections at the same time.
- Long-term and/or simultaneous TCRs affecting transport corridors in the Oslo area shall be avoided. Should Bane NOR nevertheless need to deviate from this requirement, the matter must be clarified with the affected applicants.
- Simultaneous TCRs that disrupt a single train service at multiple points must be avoided. Should Bane NOR nevertheless need to deviate from this requirement, the matter must be clarified with the affected applicants.
- For TCRs involving total closure, and where diversionary routes exist for passenger services, freight services, empty stock movements or locomotives, the capacity of the diversionary section(s) must be specified.
- For Major TCRs, the diversion of train services (passenger services, freight services, empty stock and locomotives) must be prepared in accordance with established criteria.
- For Major TCRs, trains must be diverted in line with these established criteria.

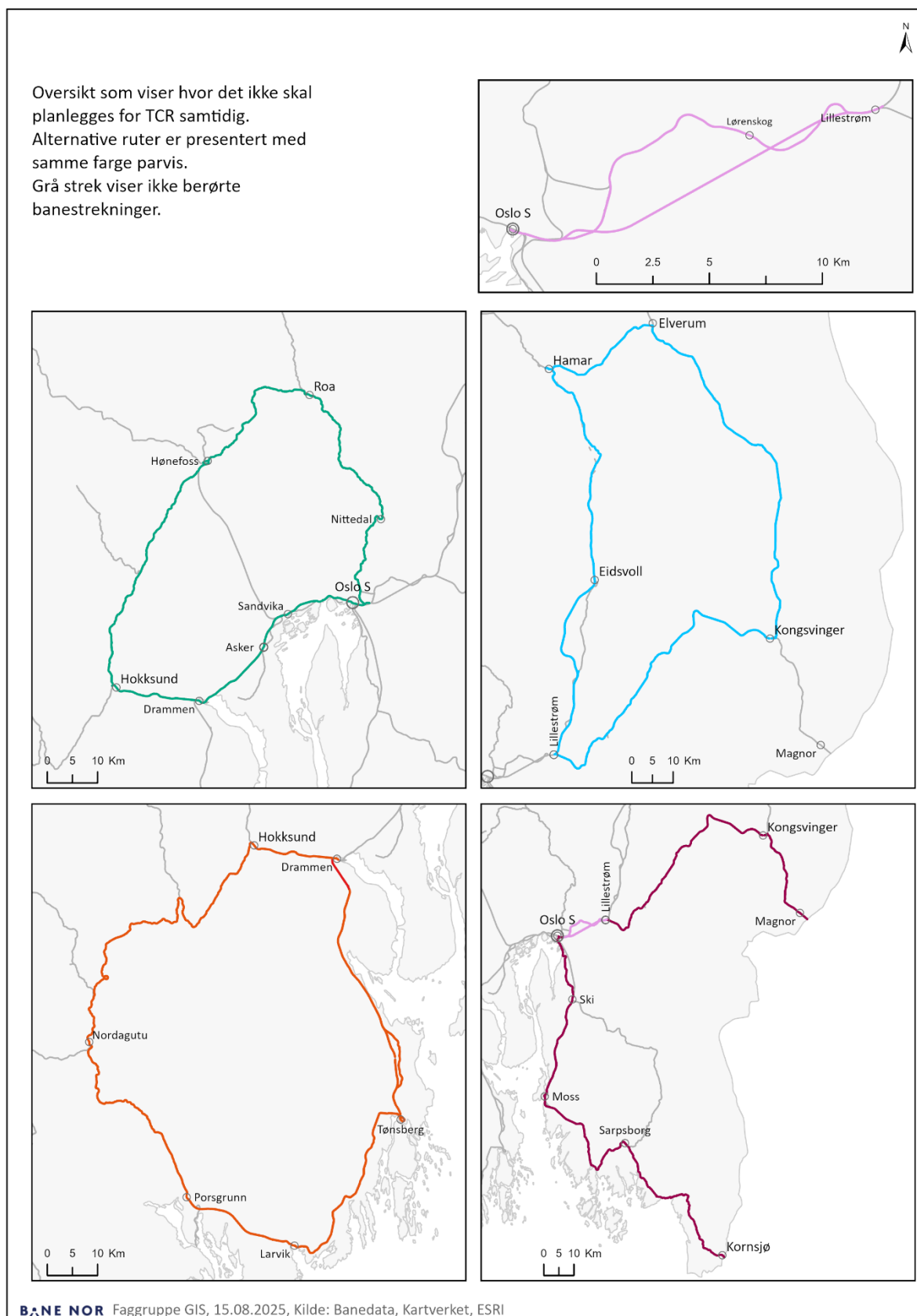
Maps 3a–c and Table 4 show the predefined groups of sections where total closures must not be planned simultaneously, in order to maintain alternative routes for trains.

Table 4 Predefined sections where total closures are not to be planned at the same time.

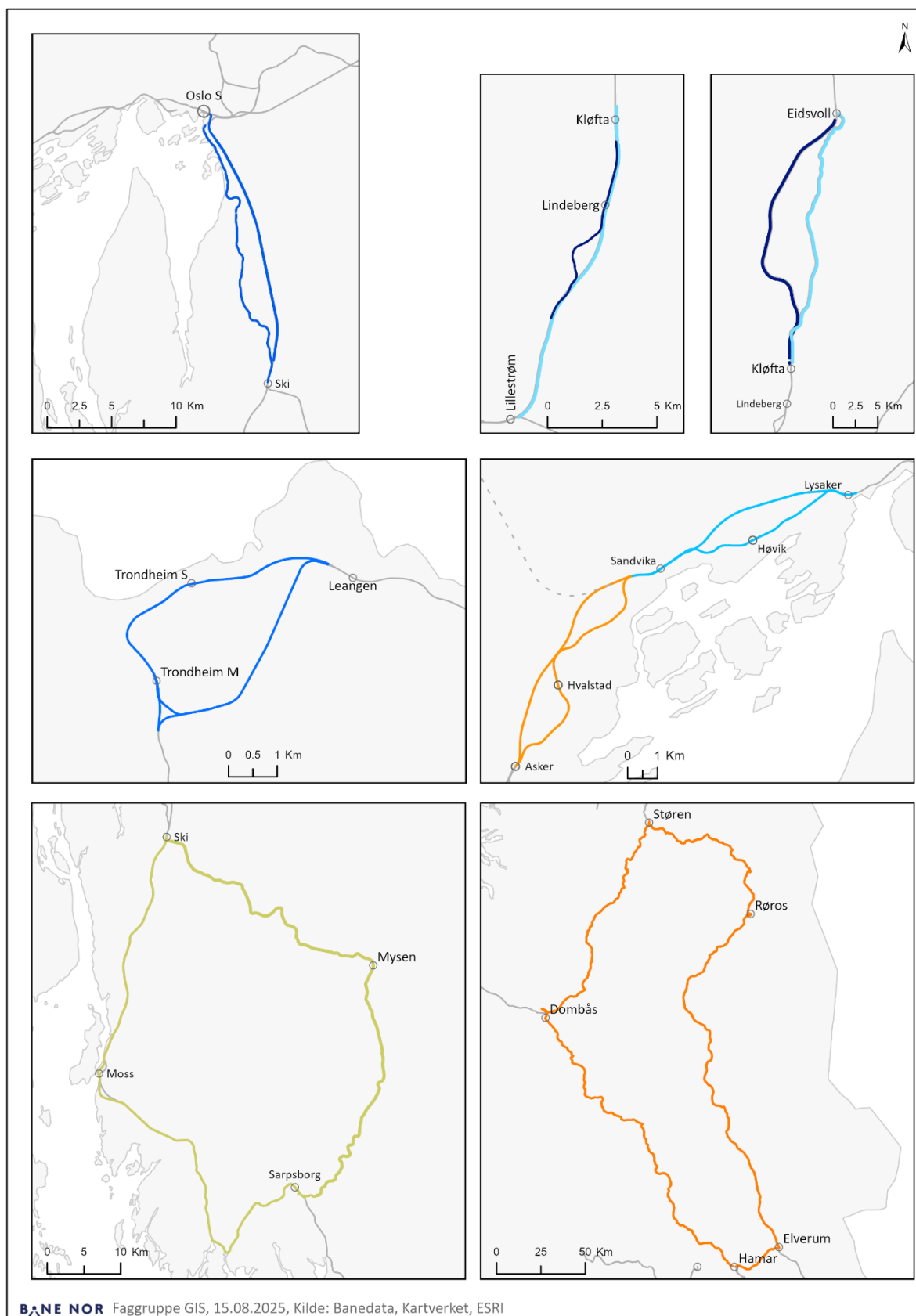
Line Section	Detour options
Oslo S – Ski	Oslo S - (Follobanen) - Ski
	Oslo S - Kolbotn - Ski
Ski – Sarpsborg	Ski - Moss - Sarpsborg
	Skiing - Mysen - Sarpsborg
Lysaker – Sandvika	Lysaker - (Askerbanen) - Sandvika
	Lysaker - Høvik - Sandvika
Sandvika – Asker	Sandvika - (Askerbanen) - Asker
	Sandvika - Hvalstad - Asker
Oslo – Roa	Oslo - Nittedal - Røa
	Oslo - Hokksund - Hønefoss - Roa
Oslo S – Hønefoss	Oslo S - Roa - Hønefoss
	Oslo S - Drammen - Hokksund - Hønefoss
Drammen – Nordagutu	Drammen - Kongsberg - Nordagutu
	Drammen - Tønsberg - Nordagutu
Drammen – Porsgrunn	Drammen - Kongsberg - Nordagutu - Porsgrunn
	Drammen - Tønsberg - Porsgrunn
Oslo S – Lillestrøm	Oslo S - (Gardermobanen) - Lillestrøm
	Oslo S - Lørenskand - Lillestrøm
Lillestrøm – Kløfta	Lillestrøm - (Gardermobanen) - Kløfta
	Lillestrøm - Lindeberg - Kløfta
Kløfta – Eidsvoll	Kløfta - Jessheim - Eidsvoll
	Kløfta - Gardermoen - Eidsvoll
Lillestrøm – Hamar	Lillestrøm - Kongsvinger - Elverum - Hamar
	Lillestrøm - Eidsvoll - Hamar
Hamar – Støren	Hamar - Dombås - Støren
	Hamar - Røros - Støren
Trondheim M – Leangen	Trondheim M - Trondheim S - Leangen
	Trondheim M - (Stavne-Leangen) - Leangen
Oslo S – (Sweden)	Oslo S - Magnor - (Sweden)
	Oslo S - Kornsjø - (Sweden)



Map 3a Overview of all predefined sections where total closures are not to be planned at the same time.



Map 3b Selected sections where total closures are not to be planned at the same time (1/2).



Map 3c Selected sections where total closures are not to be planned at the same time (2/2).

2.1.3 Recommended periods for TCRs

Principle:

The largest TCRs should be carried out during periods with the lowest traffic volumes.

The principle is supported by the following clarifications:

- The largest TCRs should be undertaken during predefined recommended periods when traffic volumes are at their lowest

Table 5 Recommended periods for planning TCRs.

TCR Category	Consecutive days	Impact on traffic (traffic volume that is cancelled, rerouted or replaced with other modes of transport per operating day)	Recommended periods (for the implementation of TCR)
Major TCR	>30 consecutive days	>50% of the estimated traffic volume on the railway line	Summer
Large TCR	>7 consecutive days	>30% of the estimated traffic volume on the railway line	Easter, summer
Medium TCR	≤7 consecutive days	>50% of the estimated traffic volume on the railway line	Medium TCR lasting > 48 hours: Easter, summer and/or other off-peak periods. <u>Medium TCR lasting > 8 - 48 hours:</u> Weekends <u>Medium TCR lasting ≤ 8 hours:</u> The duration and time of day are adapted and defined for each section.
Minor TCR	Unlimited	>10% of the estimated traffic volume on the railway line	<u>Minor TCR lasting > 48 hours:</u> Weekend or other off-peak periods. <u>Minor TCR lasting > 8 - 48 hours:</u> Weekends <u>Minor TCR lasting ≤ 8 hours:</u> The duration and time of day are adapted and defined for the individual section.
Less than minor TCR	Unlimited	≤10% of the estimated traffic volume on the railway line	The duration and time of day are adapted and defined for each stretch

2.1.4 Description of the periods for planned maintenance windows

Principle:

Maintenance windows must be scheduled during periods of low traffic.

The principle is supported by the following clarifications:

- Maintenance windows must be planned for periods that result in the least negative impact on traffic.
- Maintenance windows may last for a maximum of 10 hours and are primarily intended for works of low complexity.

- Each maintenance window must be planned with defined start and end times, specified days, specified hours per day, and a clear description of the part of the infrastructure affected.

2.1.5 Description of what the TCR planning process will look like, how the coordination and consultation will be ensured

Principle:

The level of detail in the TCR description should increase, and the uncertainty should decrease, as the TCR process progresses.

The principle is supported by the following clarifications:

- The level of detail in the TCR description should increase throughout the TCR process.
- When an infrastructure project plans a TCR, the temporary capacity restriction and any other changes to infrastructure data must be communicated to downstream systems and processes.
- Uncertainty regarding the TCR description should be reduced as the TCR process advances.

Principle:

The larger the TCR, the earlier it must be consulted on, coordinated, and published.

The principle is supported by the following clarifications:

- Large and Major TCRs must be reported no later than X-36, and Minor and Medium TCRs no later than X-19, so that less-than-minor activities and maintenance can be incorporated into these TCRs.
- The documented TCR process will form the basis for continuous improvement in how Bane NOR performs in relation to railway undertakings, other infrastructure managers, and its own internal processes. A simplified description is provided below:
 - The TCR planning process, including consultation for Large and Major TCRs, is described in Chapter 4.3 of the Network Statement and in Bane NOR's internal procedures Allocate Capacity to TCRs (STY-605251) and Operational Planning of TCRs (STY-605551).
 - The procedure governing how and when applicants may request two alternative implementations of Major TCRs is also described in Chapter 4.3 of the Network Statement and in Bane NOR's internal procedure Point 16 Assessment (STY-605707).
- Periods and activities in the TCR process:
 - X-60 – X-4: Consultation of all known TCRs, regardless of category.
 - X-60 – X-4: Coordination of all known TCRs, regardless of category.
 - X-34 – X-32: Applicants can request two alternative implementations of Major TCRs.
 - X-24: First publication of known Major and Large TCRs.
 - X-18: End coordination of Major TCRs.
 - X-17 – X-13: Final consultation of Major, Large and well-known Medium TCRs.
 - X-13.5: End coordination of known Large and Medium TCRs.
 - X-13: Final consultation of known Large and Medium TCRs.
 - X-12: Publication of known Major, Large and Medium TCRs.
 - X-6 – X-5: Final consultation and coordination of Medium and Minor TCRs known at X-6.5 at the latest
 - X-4: Publishing Medium and Minor TCRs.
 - X-4 – X+12: Consultation of Medium and Minor TCRs.
 - T-4: Provide the applicants with path offers to Passenger Trains.
 - T-1: Provide the applicants with path offers to Freight Trains.

2.2 Expected Major TCRs for TT 2030

Table 6 Planned Major TCRs for TT 2030.

Segment	Description	Implementation period	Start (quarterly basis)	Type of impact	Impact on passenger and freight traffic	Project approved by Bane NOR	Financing Secured
Lillestrøm	Renewal / Upgrade TCR ID HB03508	Des 2029 – Des.2030	Q4/2029	Reduced capacity	The work closes one platform at a time, while work is carried out on the associated tracks. Reduced station capacity.	N/A	N/A
Hamar	Temporary signalling system TCR ID DOB05896	Apr 2030 - May 2030	Q2/2030	Reduced capacity	Only track 7 open	N/A	N/A
Kongsvinger	Renewal / Upgrade TCR ID KB04913	Jun 2030 – Aug 2030	Q2/2030	Total closure	Kongsvinger station closed, no activity at Norsenga timber terminal.	N/A	N/A
(Sarpsborg) - Korsjø	Catenary renewal. Sleeper replacement TCR ID ØB04846	Jun 2030 - July 2030	Q2/2030	Total closure	Closed (Sarpsborg - Korsjø)	N/A	N/A
((Lillestrøm)- (Eidsvoll))	Catenary renewal TCR ID HBO04798	Jun 2030 - July 2030	Q2/2030	Total closure	Closed (Lillestrøm) – (Eidsvoll) on Hovedbanen	N/A	N/A

3 Traffic Planning Principles and Traffic Flows

This chapter describes traffic planning principles and expected traffic flows. Bane NOR base this upon permanent and temporary capacity changes (described in chapter 1 and 2) and input from Jernbanedirektoratet for expected traffic volumes.

3.1 Traffic planning principles

3.1.1 Border crossings

Bane NOR and Trafikverket have agreed the following transfer points of capacity management responsibilities

- Bjørnfjell border, at km 41,943
- Storlien border, at km 105,23
- Charlottenberg border, at km 136,270
- Kornsjø border, at km 170,278

These points, tandether with the adjacent line sections on each side, are defined as border crossings. The transfer of responsibility at these points between the infrastructure managers applies to all phases of the capacity management process.

3.1.2 Basic parameter of passenger and freight trains

This chapter describes the parameters for the basic categories and parameters that will be used in the Capacity Model.

3.1.2.1 Passenger trains

The points below provide an overview of basic categories for passenger trains:

Train category	Transport function	Goal
Local trains (L)	High frequency Rolling stock with high transport capacity	Covers transport between the city and surrounding areas
Regional (R) and regional express trains (RE)	Not as high frequency as local trains. Regional express has different stopping patterns than regional trains	Covers transport within regions
Long-distance trains (F)	Provides train services to travellers that normally do not return to the starting point on the same day.	Covers transport between the major cities and regions in Norway and abroad. Where there are no other regional train services, long distance trains will also serve these transport needs

3.1.2.2 Freight trains

Basic categories for freight trains:

Train category	Transport function	Goal
System trains (GS)	Industrial goods, timber, wood chips and iron-ore. Large volumes that vary over time, but there is a long-term perspective of the transport need.	From consignor to consignee
Wagon Cargo Trains (GVs)	Transport of individual wagons with different product groups between freight terminals and sidings, e.g. semi-finished and finished products	From wagon load terminal to wagon load terminal.
Combined trains (GK)	Consists of containers, semi-trailers or swap bodies that are transferred from a car or boat.	From combi terminal to combi terminal
Flex train (GF)	Transport of load carriers for intermodal transport in combination with wagon load traffic.	Between freight terminals for transshipment of both load carriers for intermodal transport and wagon loads.

Generally, freight trains run at 80km/h. Actual speed depends on length, weight and properties of each railway section.

More information about the line, axle load, speed that applies to the current Timetable can be found in appendix to the Network statement.

3.1.3 Stopping Patterns

Stopping patterns influence both the effective and total running time of trains. They indicate the set of stations at which different train services will call along a line.

For most train categories, stopping patterns remain largely consistent from one timetable period to the next, with exceptions arising where significant changes occur in either infrastructure or market needs. Bane NOR follows the concepts established by the Norwegian Railway Directorate for stopping patterns in general and adapts them to customer needs wherever possible.

Table 7 General Principles of Stop Pattern.

Train category	Stop Pattern
Local trains	Stop at all stations
Regional trains	Stops at the hubs of the city center and suburbs. Stops at all stations in the surrounding area
Regional Express	Stops at the hubs of the city center, suburbs, and inner perimeter. Stops at all stations in the outer surroundings
Long-distance trains	Stops at the hubs in metropolitan areas, and otherwise all stations on sections only served by long-distance trains

3.1.4 General principles of planning

Bane NOR has chosen to implement the principles for capacity planning from Rail Net Europe (RNE).

Here are some key points of how Bane NOR will handle the capacity strategy and forecasts for a given timetable period:

- **Expected service flow and volume:** Bane NOR describes the expected service flow and volume for the timetable period for the sections covered by the capacity strategy. For Capacity Strategy TT 2030, we also provide an overview of routes that have been declared congested.
- **Harmonisation of cross-border traffic:** In order to identify any differences in anticipated or planned traffic on each side of the national border, Bane NOR will harmonise traffic flows with the Swedish Transport Administration.
- **Optimisation of infrastructure capacity:** Where information is identified that may contribute to better capacity utilisation, Bane NOR will communicate this to the relevant stakeholders.
- **Capacity utilisation:** The capacity of a line depends on several parameters, including infrastructure design, rolling stock characteristics and mix of train services.

Planning according to practical capacity reduces the risk of minor delays spreading through the system. This increases flexibility and allows trains to recover time in the event of small disruptions. Practical capacity therefore reflects capacity adapted to real operating conditions, taking into account factors such as punctuality and regularity.

- **Forecasts for expected traffic flow:** The forecasts are calculated mostly based on input from Jernbanedirektoratet. Some adjustments have been made based on experience from the TT 2026.
- **Analyses for conflict areas:** If conflicts arise in the capacity allocation process, Bane NOR prioritises conducting socioeconomic cost–benefit analyses. The assessment criteria and cost–benefit methodology are described in Chapter 4.6.3 of the Network Statement.
- **Publication of timetables and TCR plans:** Each year, Bane NOR publishes timetables for passenger and freight trains, as well as plans for capacity-affecting track works (TCRs).
- **Pre-planned freight corridors:** Bane NOR publishes pre-planned routes for both the annual timetable and the operational timetable for cross-border freight transport on Rail Freight Corridor 3 (Scandinavian–Mediterranean Corridor, C03). Applications for these routes are submitted via the Path Coordination System (PCS). Further details can be found on the ScanMed Rail Freight Corridor website.

By implementing these measures, Bane NOR aims to increase capacity, promote cross-border cooperation and ensure robust route planning.

3.1.5 Principles for railway lines

Table 8 summarises Bane NOR's line sections with a description of the current situation and planning principles. It also identifies the line sections that have been declared congested.

Table 8 Planning principles for railway lines.

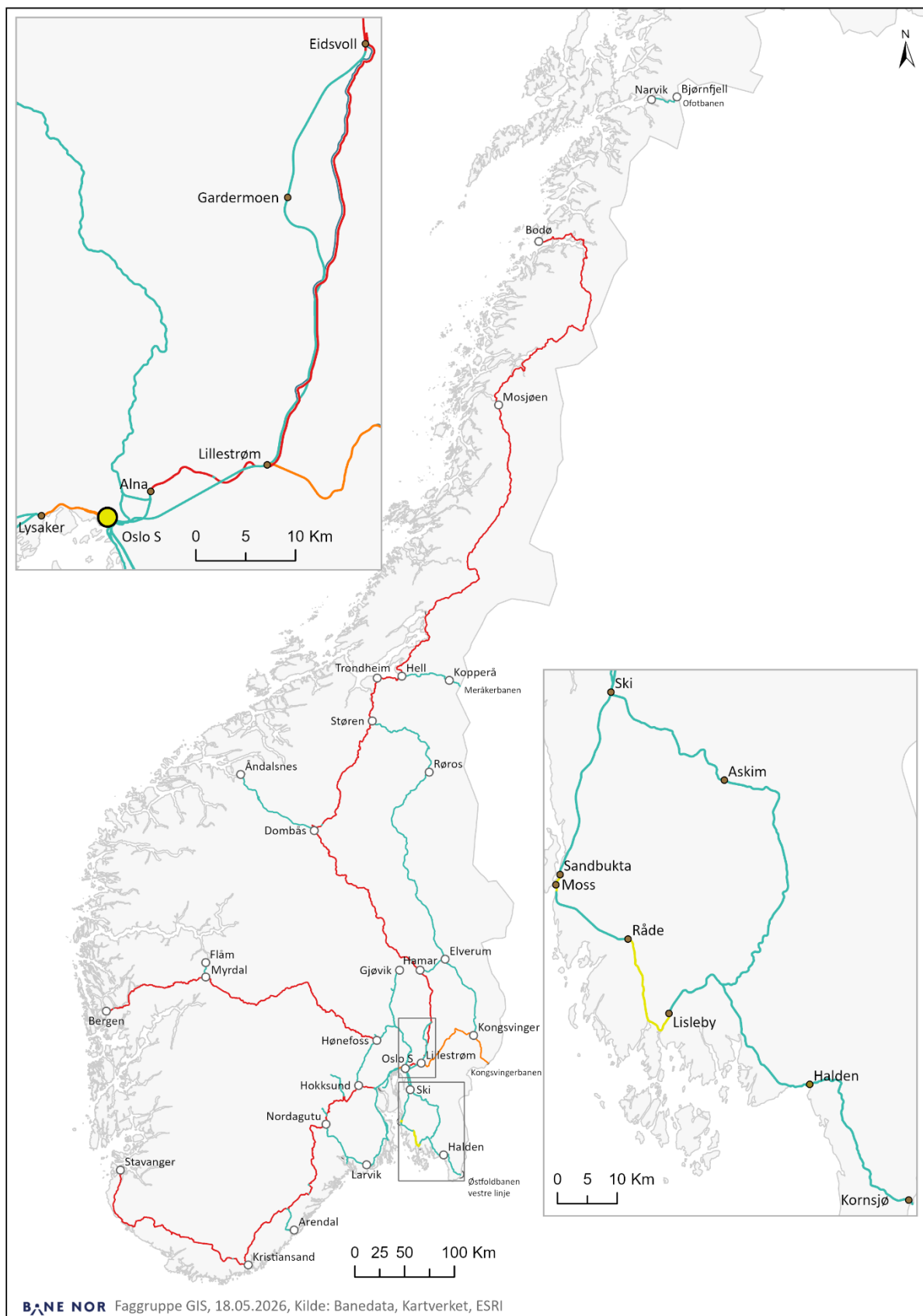
Railway section	Planning principles and elements
Alnabanen (Grefsen – Alnabru)	Freight train route.
The Arendal Railway (Nelaug - Arendal)	Regional train route.
The Asker Line (Asker-Lysaker)	Route with local- (only for exceptions), regional-, long-distance and freight trains.
The Bergen Railway (Hønefoss – Bergen)	Route with local, regional, long-distance and freight trains. The stretch has been declared congested.
The Bratsberg Line (Nordagutu – Porsgrunn)	Regional train route. Regional trains run between Porsgrunn and Notodden

Railway section	Planning principles and elements
The Brevik Line (Myrane – Ørvik)	Freight train route
The Dovre Line (Eidsvoll – Trondheim)	Route with regional, long-distance and freight trains. The stretch has been declared congested.
The Drammen Line (Oslo S – Drammen)	Highly utilised. Route with local, regional and freight trains. The section Oslo S – Lysaker has been declared congested.
Flåm Railway (Myrdal – Flåm)	Regional train route.
The Follo Line (Oslo S – Ski / Blix tunnel)	Regional train route. Freight trains are only allowed to run in the Blix tunnel in deviation situations. .
The Gardermo Line (Oslo S – Eidsvoll)	Regional and long-distance train routes. Freight trains with aviation fuel run between Langeland and Gardermoen. Other freight trains only operate on the railway section in exceptional cases.
The Gjøvik Line (Oslo S – Gjøvik)	Regional and freight train routes. Some sections on the line serves as alternative route for Oslo S – Bergen.
The main line (Oslo S – Eidsvoll)	Route with local, regional, long-distance and freight trains. The stretch from Alnabru to Eidsvoll has been declared congested.
The Kongsvinger Line (Lillestrøm - Magnor)	Cross-border line with regional, long-distance and freight trains. The Kongsvinger Line is highly utilised and has been declared congested.
The Meråker Line (Hell – Storlien)	Cross-border regional train route.
The Nordland Line (Trondheim – Bodø)	Route with region, long-distance and freight trains. The stretch has been declared congested.
Numdalsbanen (Kongsberg – Flesberg)	Freight train route
Ofofbanen (Narvik – Bjørnfjell)	Cross-border section with regional, long-distance and freight trains.
The Randsfjord Line	Route with long-distance and freight trains.

Railway section	Planning principles and elements
(Hokksund – Hønefoss)	
The Rauma Railway (Dombås – Åndalsnes)	Route with regional and freight trains.
Roa – Hønefoss Line (Roa – Hønefoss)	Route with regional, long-distance and freight trains. The freight trains between Oslo S – Bergen often run this route via the Gjøvik Line.
The Røros Railway (Hamar – Støren)	Regional train route. Some freight trains will run in the event of deviations.
The Solør Line (Kongsvinger - Elverum)	Freight train route.
The Spikkestad Line (Asker – Spikkestad)	Local train route.
Stavne – The Leangen Line (Stavne – Leangen)	Regional train route and bypass track past Trondheim station
The Sørland Line (Drammen – Stavanger)	Route with local, regional, long-distance and freight trains. The stretch has been declared congested.
The Tinnos Railway (Hjuksebø – Notodden)	Regional train route.
The Vestfold Line (Drammen - Porsgrunn)	Regional train route. There are few freight trains running on the line as of today.
The Østfold line (Oslo – Ski)	Local train route. Freight trains running Østfoldline use this stretch as well.
The Østfold Line Vestre linje (Ski - Halden)	Cross-border line with local, regional and freight trains. Parts of the stretch have been declared congested
The Østfold Line Vestre linje (Halden – Kornsjø)	This part of stretch is running mostly international long-distance and freight trains.
Østfold Line Eastern Line (Ski – Sarpsborg)	Regional train route.

3.1.5.1 Congested sections

Pursuant to Section 9-3 of the Jernbaneforskriften, the infrastructure manager shall immediately declare a line section to be congested if, after coordination of the applications for route paths and after consultation with the applicants, it is not possible to accommodate all applications for infrastructure capacity to a sufficient extent.



Map 4 Congested sections; all-day (red), all-day weekdays only (orange), alternate combination of day and time (yellow).

For sections without significantly changed infrastructure capacity, the current congested sections may also indicate the result for expected applications in TT30.

The declared congested sections can be defined for the entire section where an application could not be granted, which means that it may still be possible to accommodate routes on parts of the congested section

Stretches that have been declared congested are illustrated in Map 4 . Declared congestions may vary over the course of an operating day and over the course of a week. For more information on congested infrastructure, see Network Statement chapter 4.6.

3.2 Traffic Flows

The expected traffic flow for TT 2030 is based on input from the Norwegian Railway Directorate, anticipated public service obligations for passenger services, and the expected volume of freight traffic. Taken together, this provides an early assessment of infrastructure capacity in relation to the desired train service offer.

3.2.1 Passenger traffic

The expected traffic flow for passenger traffic is presented here in several maps, with a group for local and regional trains in map 5 to 11 and a different group for long-distance trains in map 12-16. Underlying data for the maps can be found in Appendix 3.



Map 6 Train per hour including extra departures during rush hour Vestfold line.

3.2.1.1 *Other passenger trafikk (mostly regional trafikk) Train per hour including extra departures during rush hour*

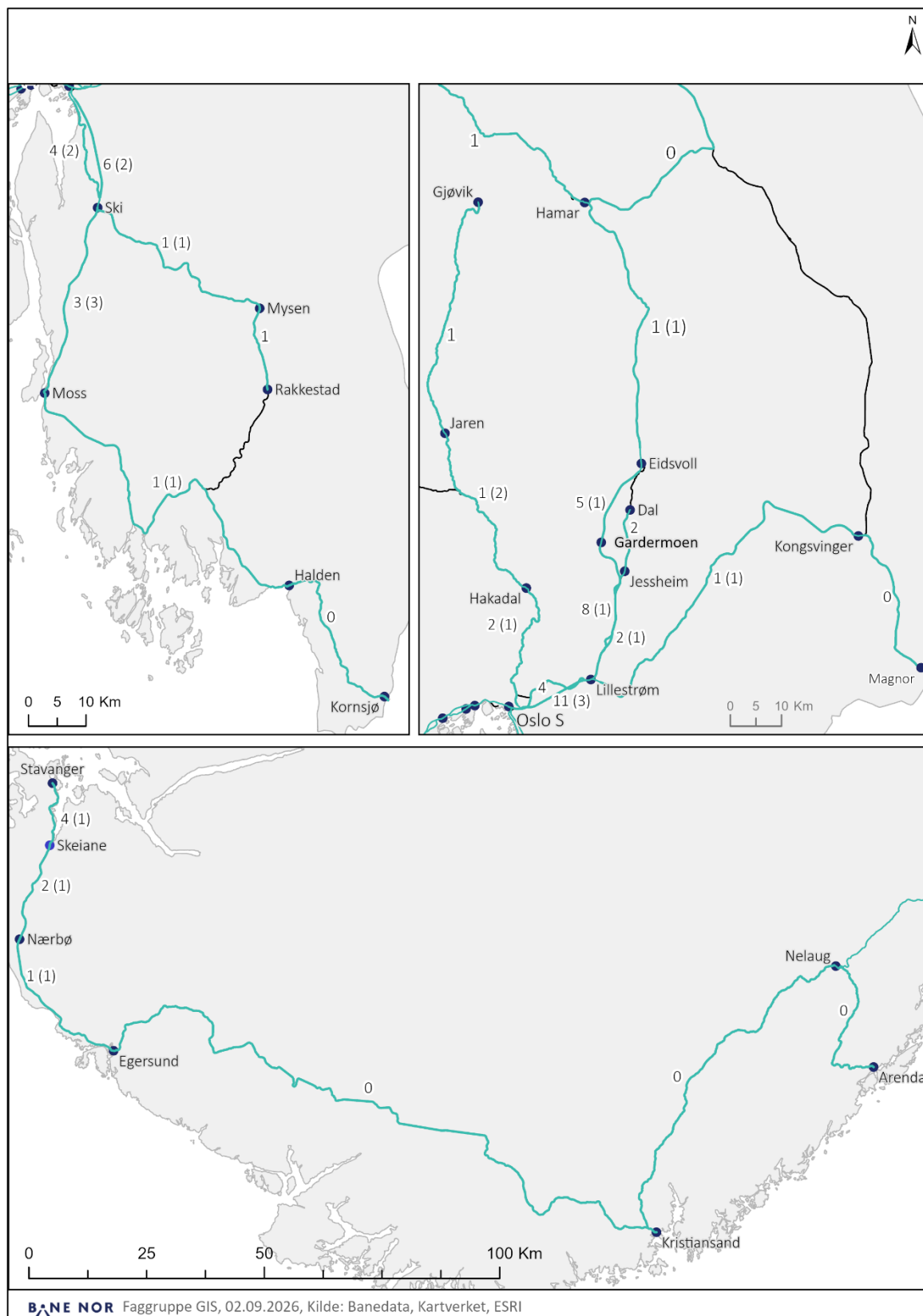
The maps below present an overview of passenger rail services, with the number of rush-hour departures indicated in parentheses



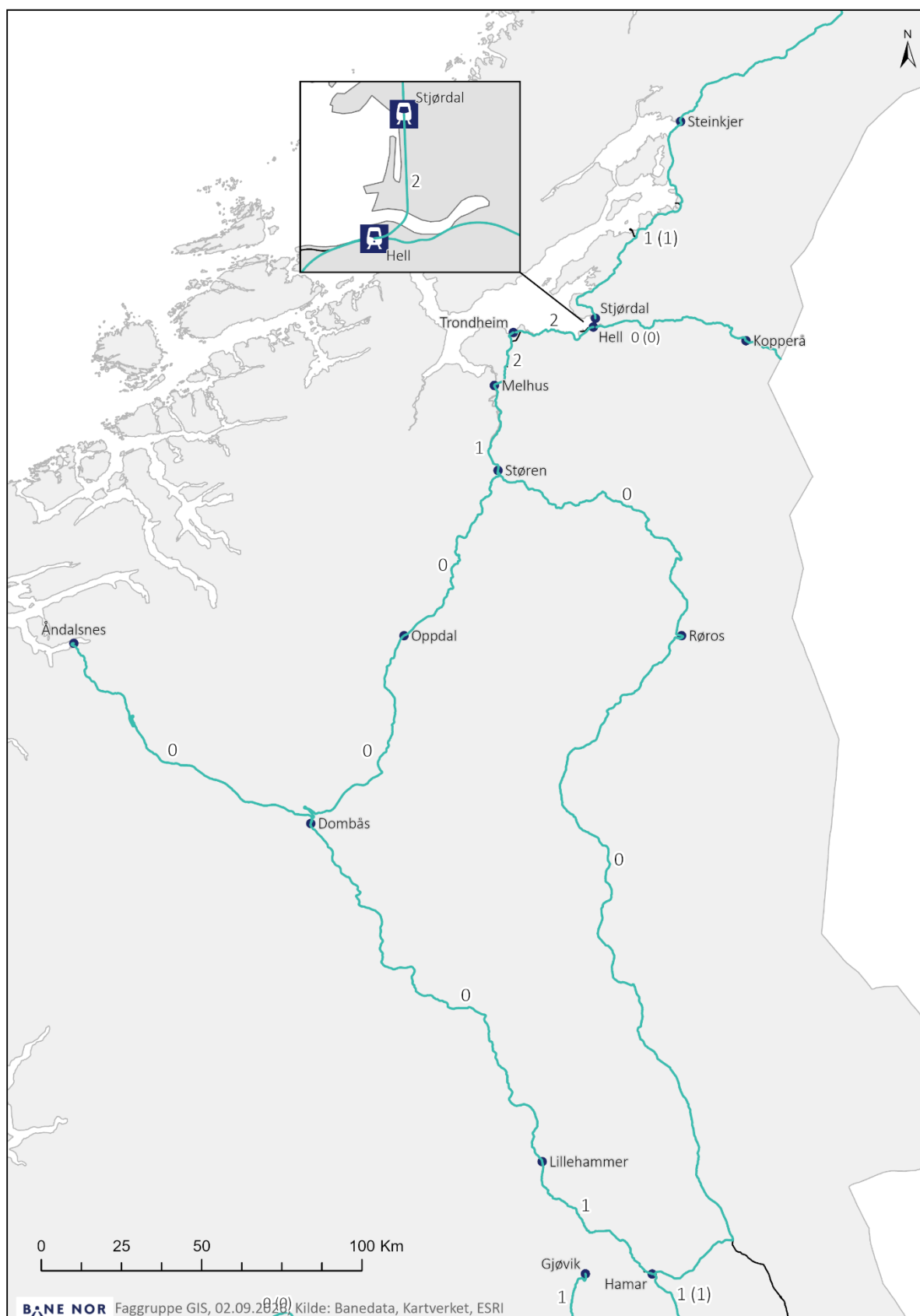
Map 5 Train per hour including extra departures during rush hour Oslo and Bergen area.



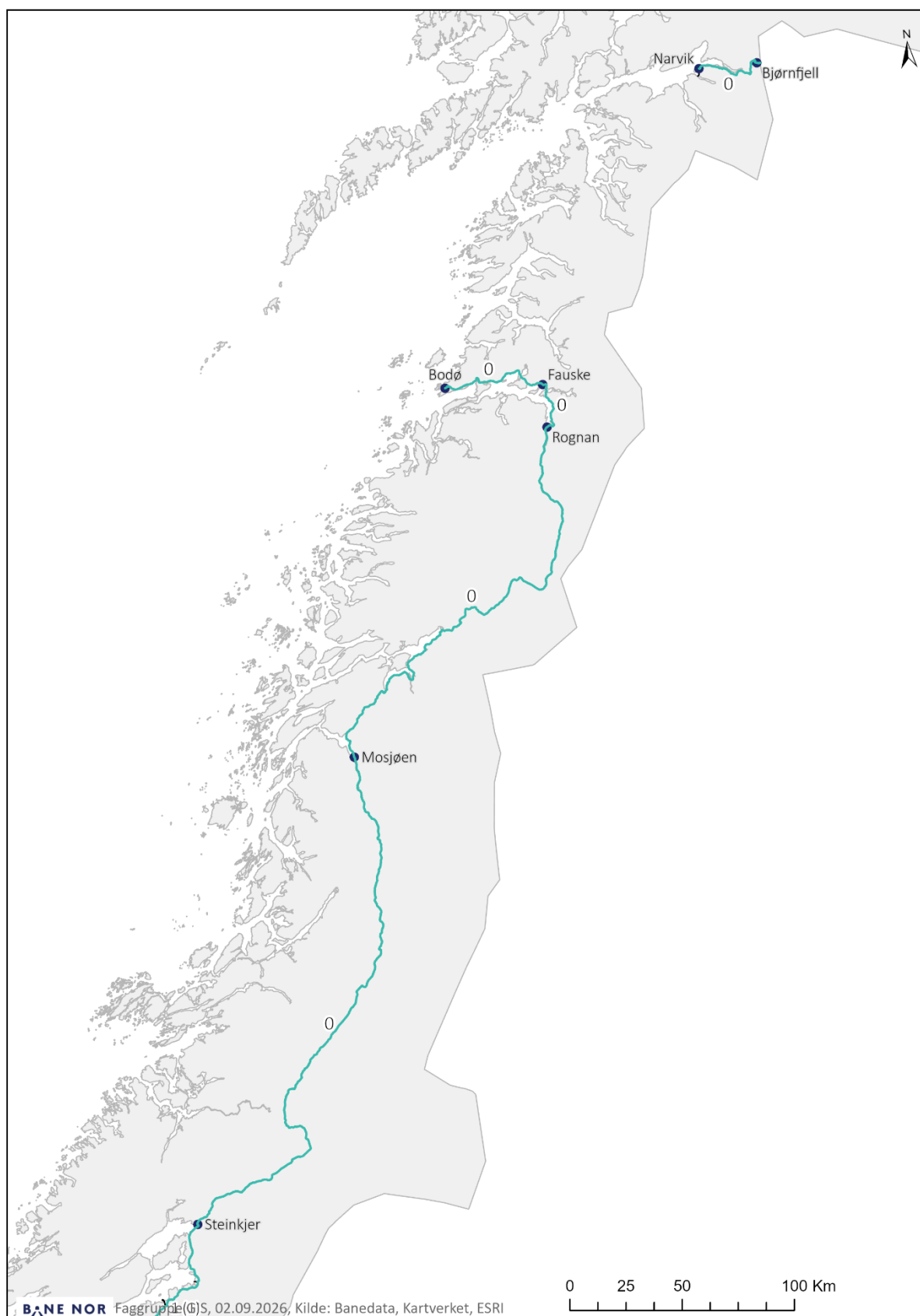
Map 6 Train per hour including extra departures during rush hour Vestfold line.



Map 7 Train per hour including extra departures during rush hour Østfold line, Gjøvik line, Kongsvinger line and The main line

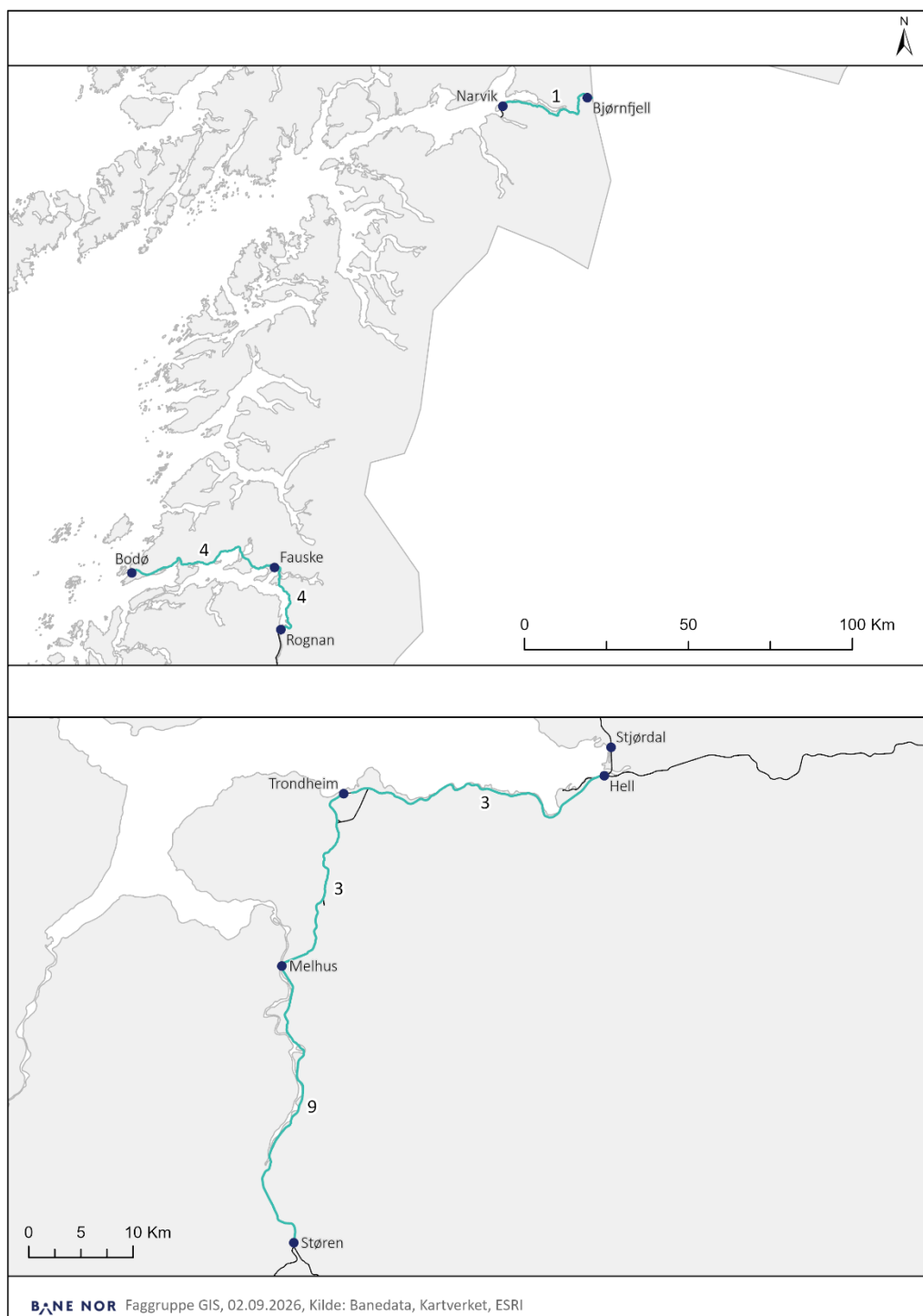


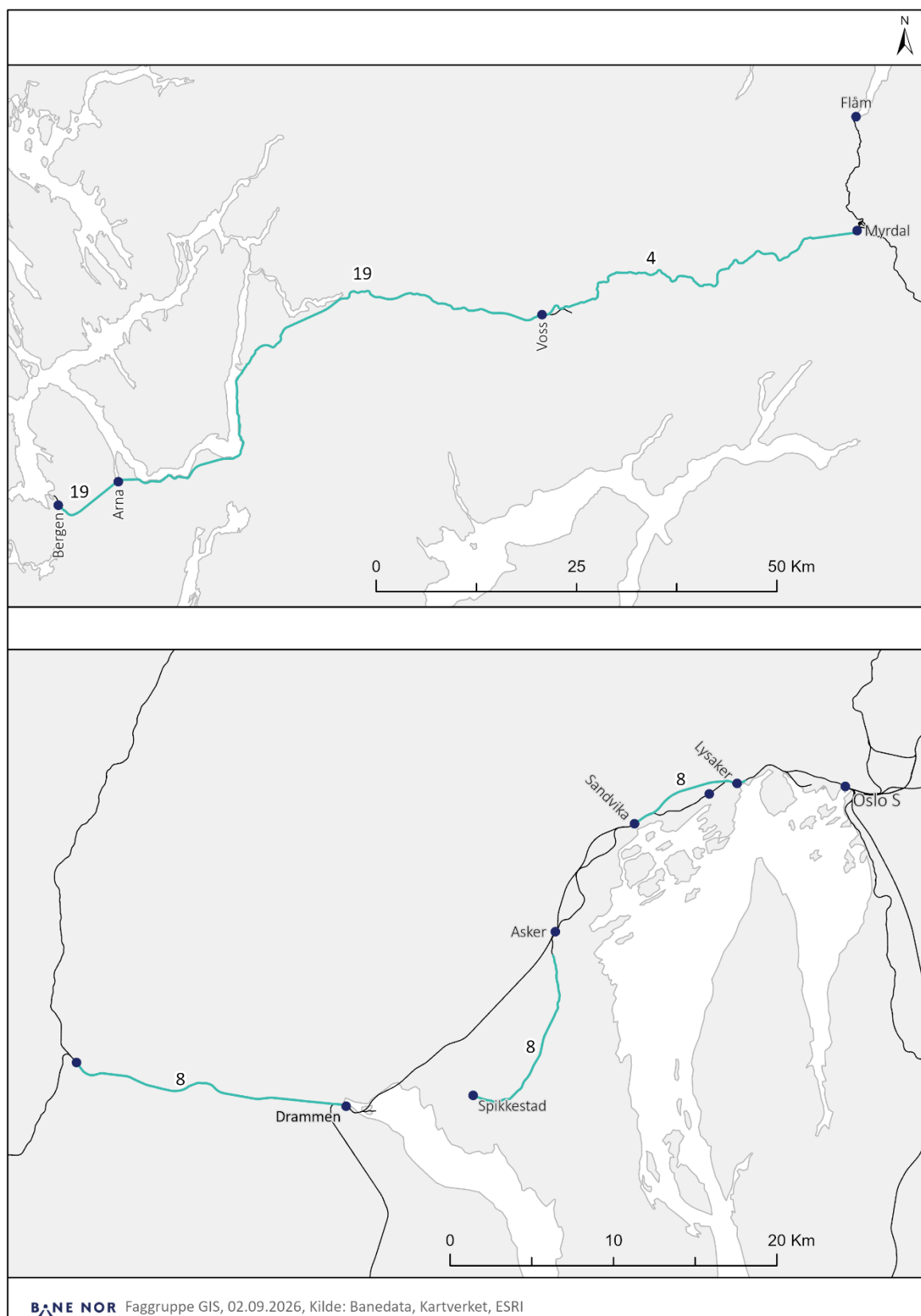
Map 8 Train per hour including extra departures during rush hour Dovre line.



Map 9 Train per hour including extra departures during rush hour Nordland Line.

3.2.1.2 Other passenger trafikk (mostly regional trafikk)

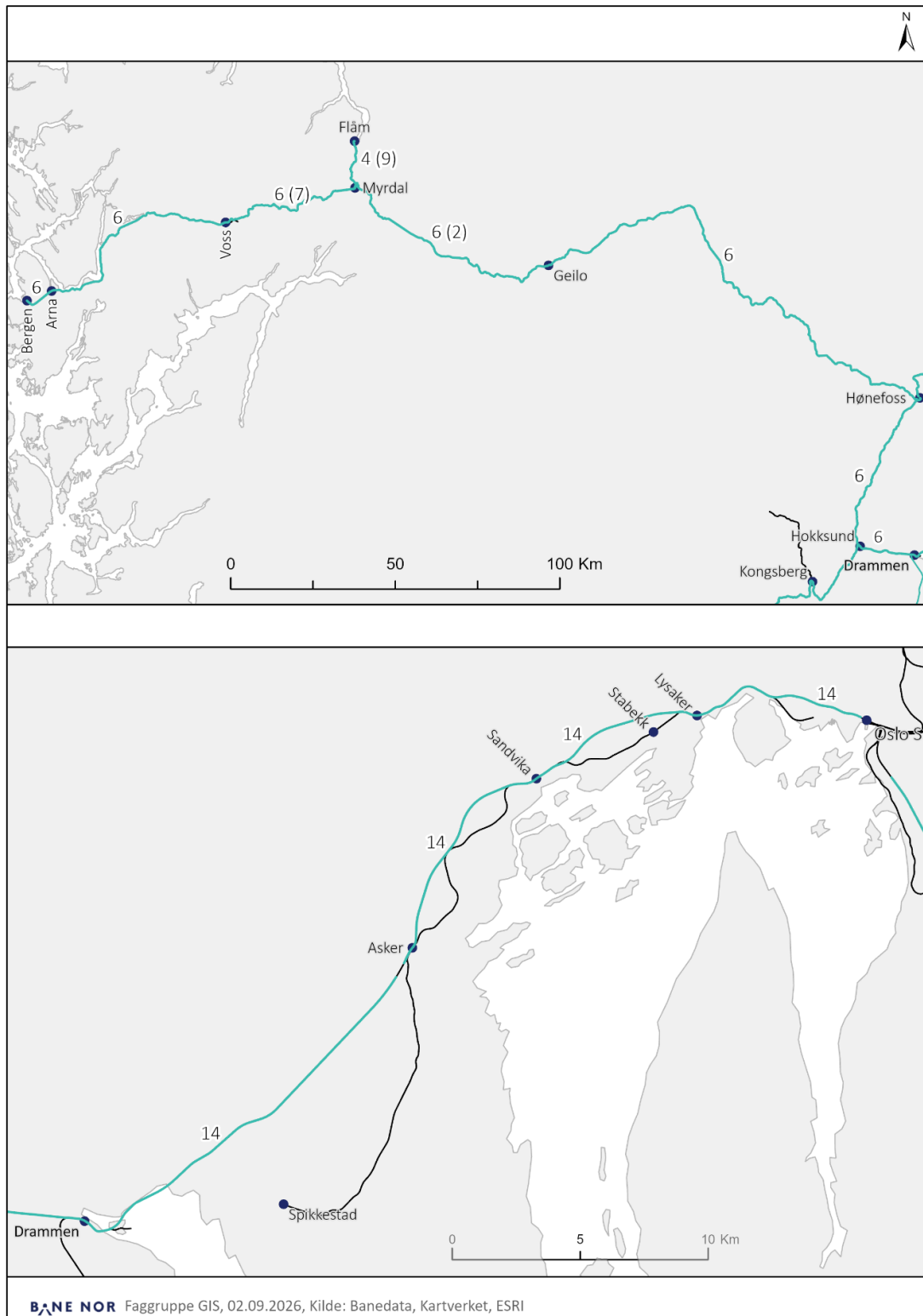




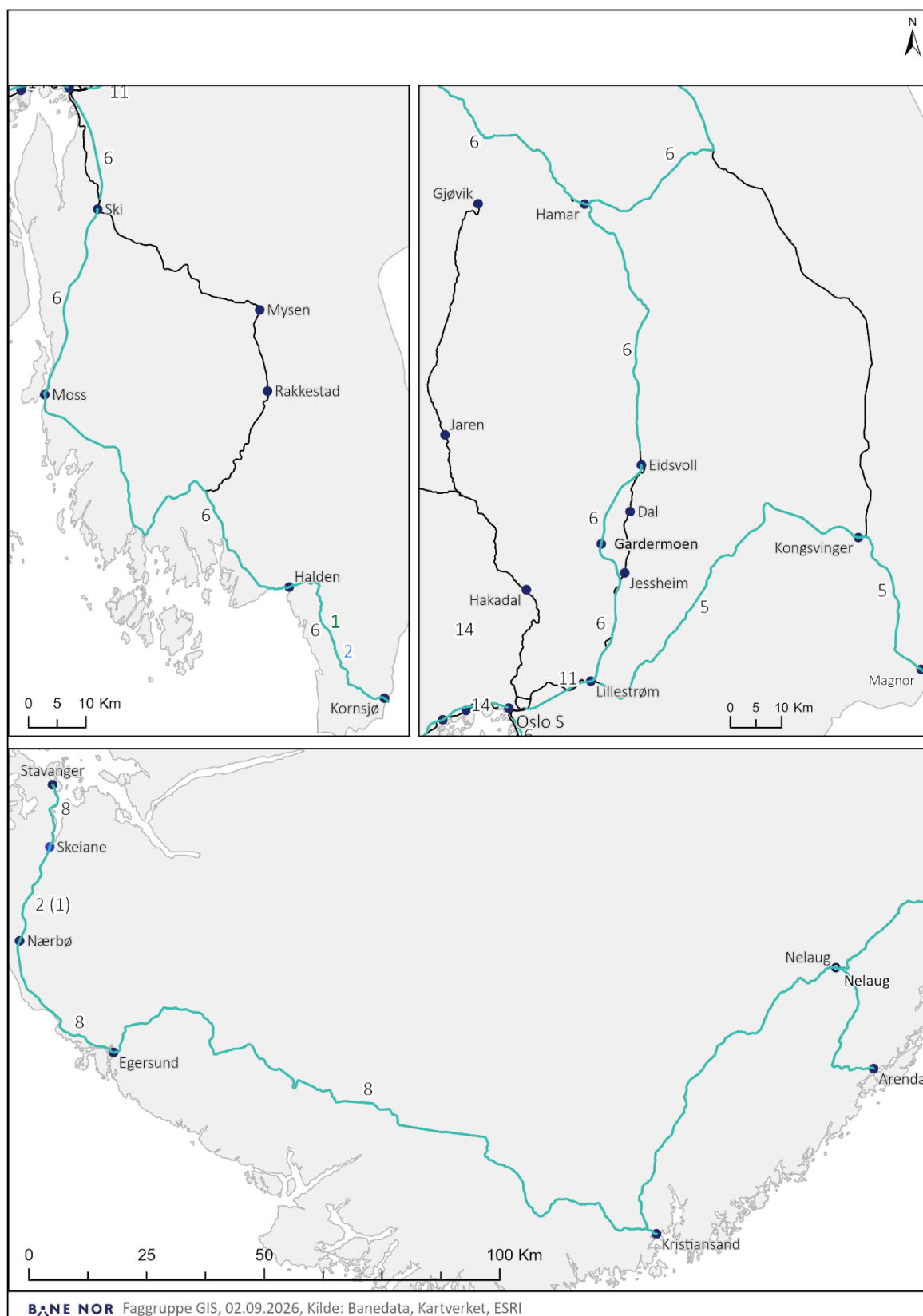
Map 11 Passenger traffic with frequency under one train per hour Bergen Line, Drammen and Asker line.

3.2.1.3 Long distance traffic

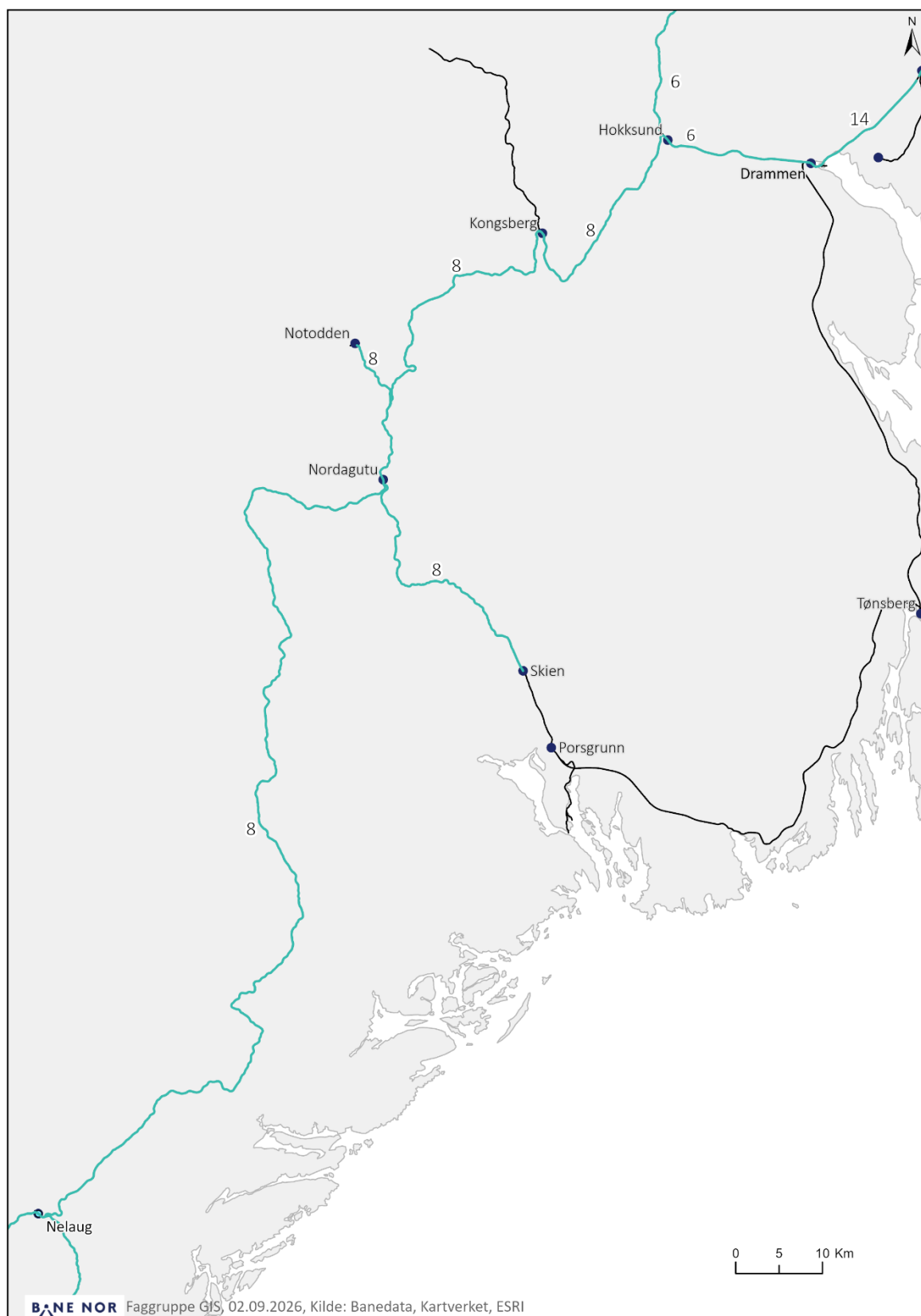
The maps below show an overview of the expected long-distance train traffic for R30, with information on peak season indicated in parentheses.



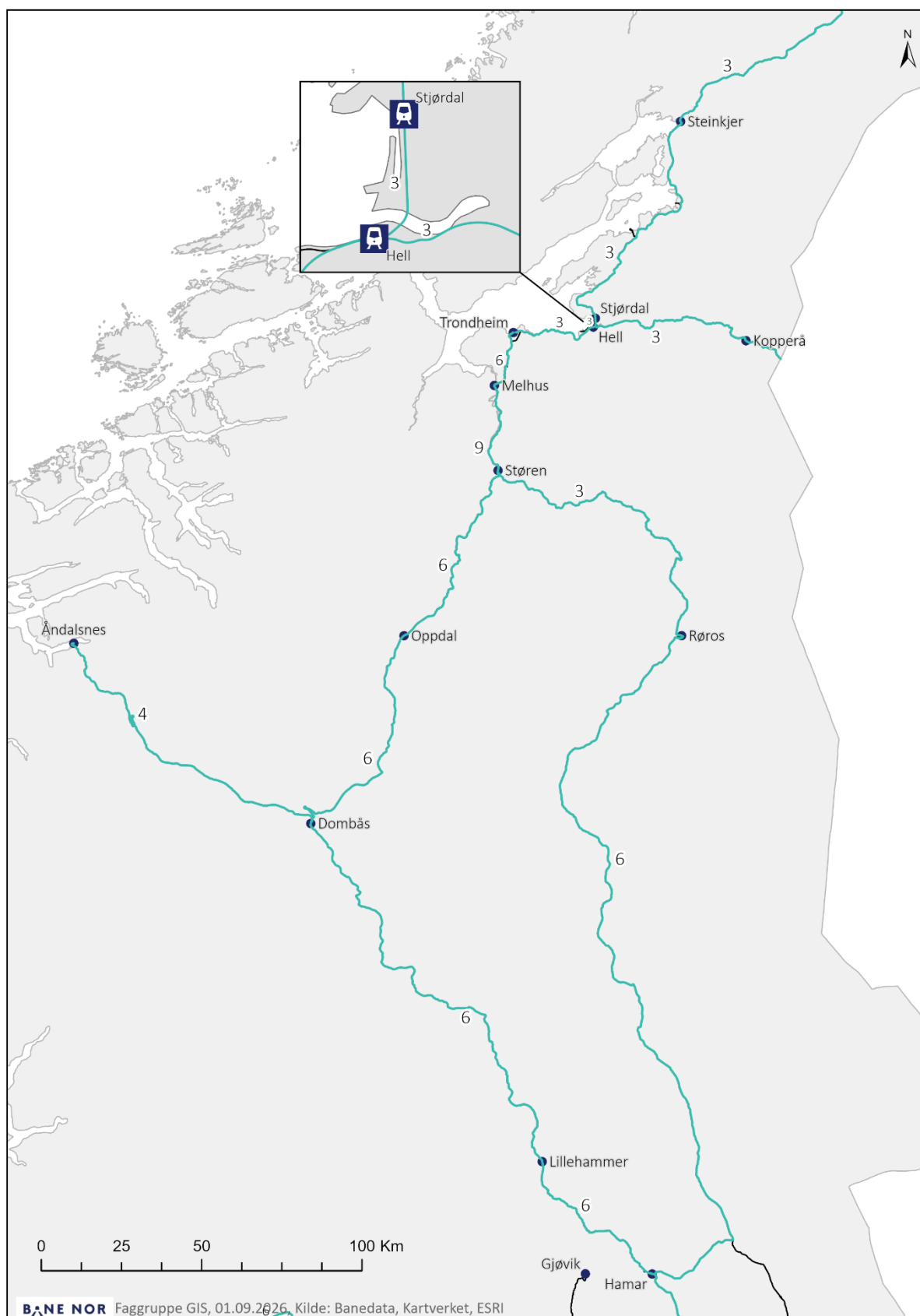
Map 12 Long distance traffic per day Oslo - Drammen - Hønefoss -Bergen.



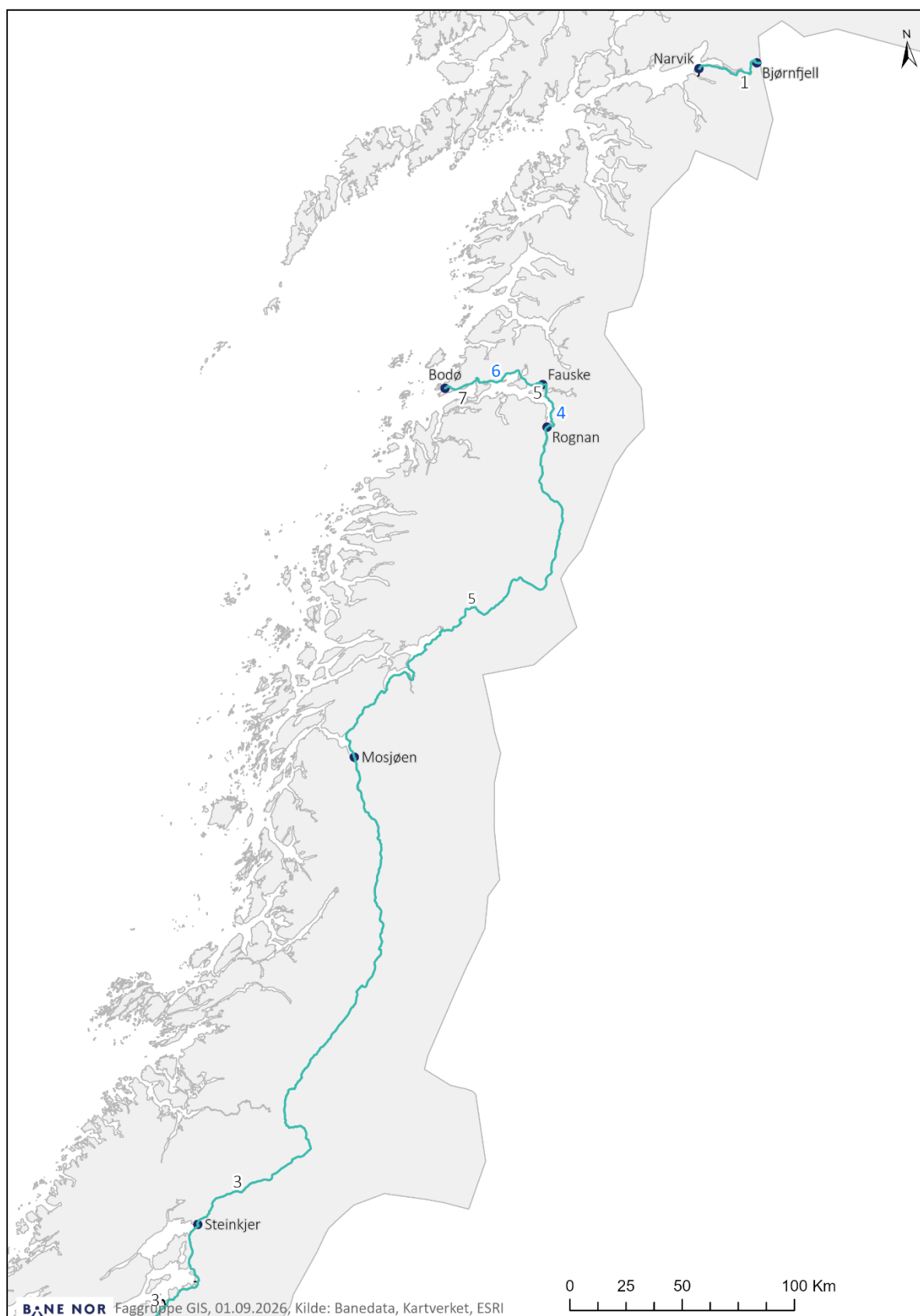
Map 13 Long distance traffic per day Oslo – Stavanger, Oslo - Charlottenberg, Oslo – Göteborg, Oslo – Trondheim.



Map 14 Long distance traffic towards Sørlands Line.



Map 15 Long distance traffic Dovre Line and Røros Line.



Map 16 Long distance traffic Nordlands Line and Ofot Line.

3.2.2 Freight traffic

The table presents the expected freight traffic flow for TT 2030. The information is a summary of the “T2030” analysis prepared by the Norwegian Railway Directorate. Freight traffic is distributed unevenly across days and weeks, and the table therefore shows the maximum number of trains per freight relation per day, along with the total number per week.

For dimensioning purposes, the gross train length and loaded tonnage are provided. Certain relations have alternative arrival or departure locations along the same corridor, in which case two sets of length and tonnage values are shown.

Table 9 Traffic Flow of freight per freight relations (in Norwegian).

Relations	Commodity type	Line	Trains per direction per week	Length (meters)	Weight (tons)
Sverige (Kornsjø) – Oslo-området	Load carrier	Sverige via Kornsjø – Oslo (Alnabru)	3	610	1294
Sverige (Charlottenberg) – Oslo-området	Load carrier	Sverige via Charlottenberg – Oslo (Alnabru)	2	614	1336
Oslo-området – Nord-Jæren	Load carrier	Oslo (Alnabru) – Krs. (Langemyr) – Stavanger (Ganddal)	5	540	1027
Oslo-området – Grenland	Load carrier	Oslo (Alnabru) – Brevik	1	450	810
Oslo-området – Bergen	Load carrier	Oslo (Alnabru) – Bergen (Nygårdstangen)	8	52	1081
Oslo-området – Bergen	Load carrier	Drammen (Sundland)– Bergen (Nygårdstangen)	1	520	1081
Oslo-området – Trondheim	Load carrier	Oslo (Alnabru) – Trondheim (Brattøra + Heggstadmoen)	9	497	1070
Oslo-området – Åndalsnes	Load carrier	Oslo (Alnabru) – Åndalsnes	1	457	900
Trondheim – Bodø-området	Load carrier	Trondheim (Brattøra) – Mosjøen - Mo i Rana – Fauske – Bodø 3)	5	600	1167
Oslo-området – Narvik	Load carrier	Oslo (Alnabru) via Charlottenberg – Narvik	3	536	1234

Relations	Commodity type	Line	Trains per direction per week	Length (meters)	Weight (tons)
Østlandet – Østfold	Timber	Hønefoss - Halden	1	480	1690/700
Østlandet – Østfold	Timber	Larvik/Skien - Halden	1	550	2400/750
Hedmark – Østfold	Timber	Kongsvinger – Halden	1	540	2400/1000
Hedmark – Østfold	Timber	Kongsvinger – Sarpsborg	1	475	1440/425
Hedmark – Østfold	Timber	Sørli – Sarpsborg	2	470	1440/420
Hedmark – Østfold	Timber	Hovdmoen – Halden	1	355	1620/400
The Dovre lineDovreline [Hove] – Østfold	Timber	Hove – Halden	1	566	1980/700
The Dovre lineDovreline [Hove] – Østfold	Timber	Hove – Sarpsborg	1	470	1440/420
The Dovre lineDovreline [Hove] – Østfold	Timber	Hauerseter – Sarpsborg	1	470	1440/420
The Dovre lineDovreline [Hove] – Østfold	Timber	Hauerseter – Halden	1	540	2400/750
Telemark/Buskerud – Sverige	Timber	Flesberg/Bø/Lunde – Sverige via Charlottenberg	2	600	2400/750
Telemark/Buskerud – Sverige	Timber	Sokna – Sverige	6	600	2400/1000
Telemark/Buskerud – Sverige	Timber	Hønefoss – Sverige	7	579	2300/700
Hedmark – Sverige	Timber	Koppang – Sverige	0	577	2300/700
Hedmark – Sverige	Timber	Hovdmoen – Sverige	1	380	1500/360
Hedmark – Sverige	Timber	Elverum – Sverige	7	600	2400/1000
Hedmark – Sverige	Timber	Braskereidfoss – Sverige	1	600	2160/670
Hedmark – Sverige	Timber	Kongsvinger – Sverige	2	600	2556/8880
The Dovre lineDovreline – Sverige	Timber	Sørli – Elverum – Sverige	1	500	1900/760

The Dovre line Dovreline – Sverige	Timber	Hove – Sverige	4	520	2296/672
The Dovre line Dovreline – Sverige	Timber	Kvam – Elverum – Sverige	2	577	2300/700

Relations	Commodity type	Line	Trains per direction per week	Length (meters)	Weight (tons)
Hedmark – Sverige	Sand and concrete	Gropa – Sverige	2	350	1400
Andgevatn – Kristiansand	Water	Andgevatn – Kristiansand	3	400	990/600
Bjørntvedt – Brevik (Ørvik)	Lime	Bjørntvedt – Brevik (Ørvik)	24	150	800/220
Sarpsborg – Kristiansand	Acid	Sarpsborg – Kristiansand	1	250	1070/300
Innlandet – Skandn	Timber	Sørli – Skandn	2	304	1286/500
Innlandet – Skandn	Timber	Hove/Kvam – Skandn	4	304	1286/500
Sverige (Storlien) – Skandn	Timber	Koppang – Skandn	1	500	1750/550
Verdal – Sverige (Storlien)	Timber	Sverige (Storlien) – Skandn	1	500	1750/550
		Verdal – Sverige (Storlien)	1	400	1750/550
Ørtfjell – Mo i Rana	Ore	Ørtfjell – Mo i Rana	42	460	3650/860
Kiruna – Narvik	Ore	Kiruna – Narvik	119	746	8840/1470
Pitkäljärvi – Narvik	Ore	Pitkäljärvi – Narvik	28	469	5200/900
Holmen/ Sundland/Alnabru	Car transport	Drammen (Sundland) – Oslo (Alnabru)	5	650	1400
Holmen/ Sundland/Alnabru	Car transport	Drammen (Sundland) – Drammen (Holmen)	35	200	600
Oslo havn – Oslo lufthavn	Jet fuel	Oslo havn – Oslo lufthavn	14	380/360	1430/480

Relations	Commodity type	Line	Trains per direction per week	Length (meters)	Weight (tons)
Italia – Østfold		(Italia –) Sverige – Rolvsøy	1	630	1600/500
Italia – Østfold		Sarpsborg – Sverige via Kornsjø	3	500	700/1300
Østlandet – Sverige		Oslo (Alnabru) – Hønefoss	3	210	600
Østlandet – Sverige		Sverige via Charlottenberg – Oslo (Alnabru) – Kopstad	5	630	1000

3.2.3 Cross-border traffic

The expected traffic flow at the joint border crossings between Bane NOR and Trafikverket is presented in Table 10.

Table 10 Expected traffic flow at border crossings with the Trafikverket.

Bane NOR	Trafikverket
Kornsjø/Ed	
<i>Passenger traffic</i>	
Regional trains (Oslo S – Göteborg C) 7 departures per day/direction	Regional trains (Oslo S – Göteborg C) 7 departures per day/ direction
Long - distance train (Oslo S – Malmö /København) 2 - 3 departures per day, of which one is a night train	Long - distance train (Oslo S – Malmö /København) 2 - 3 departures per day, of which one in a night train
<i>Freight trains</i>	
5 trains per day/direction	5 trains per day/direction
Kongsvinger/Charlottenberg	
<i>Passenger traffic</i>	
Regional train 2 departures per day/direction saturday and sunday	Regional train (Kongsvinger – Karlstad C) 2 departures per day/direction saturday and sunday
Long - distance train 5 departures per day/direction	Long distance train 5 departure per day/direction
<i>Freight trains</i>	
11 trains per day /direction	11 trains per day / direction
Hell/Storlien	
<i>Passenger traffic</i>	
Regional trains (Trondheim S – Storlien) 2 departuresper day/direction	Regional trains (Trondheim S – Storlien) 3 departures per day/direction
Long - distance train-/Regional train (Trondheim S – Malmö) 1 departure per day/direction	
<i>Freight trains</i>	

1 block train per day/direction	1 block train per day/direction
Bjørnfjell/Vassijaure	
<i>Passenger traffic</i>	
1 charter train per day/direction in season	1 charter train per day/direction in season
Long - distance train (Narvik – Stockholm C /Luleå C) - 2 departures per day/direction	Long - distance train (Narvik – Stockholm C /Luleå C) - 2 departures per day/direction
<i>Freight trains</i>	
12 ore trains per day/direction (Kiruna -Narvik)	12 ore trains per day/direction (Kiruna - Narvik)
4 ore trains per day /direction (Pitkäjärvi – Narvik)	4 ore trains per day /direction (Pitkäjärvi – Narvik)
4 combi trains per day/direction (Oslo - Charlottenberg - Narvik)	4 combi trains per day/direction (Oslo - Charlottenberg - Narvik)

4 Validation

This Capacity Strategy for TT 2030 is harmonised with Trafikverket as shown in the table

	Date	Extent	Result
Harmonisation Trafikverket	20260612	Premeeting	Sharing of the draft capacity strategy TT 2030
Harmonisation Trafikverket	20260828	Traffic flows on cross-border sections	Trafikverket has accepted the content of Bane NOR's strategy 20260909
Validation	NA	The capacity strategy for TT 2030 is approved by Bane NOR.	

Appendix 1: Information on market involvement and advocacy

During the preparation of the capacity strategy for TT 2030, Bane NOR has involved railway undertakings (RU) for input on what information they would like to find in the capacity strategy, and provides value for their planning. During this process, input received has been taken into account in preparation of the capacity strategy for TT 2030.

Timeline for the involvement of railway undertakings in the capacity strategy for TT 2030:

- **January 2026:** During a Capacity Forum meeting railway undertakings were informed about the capacity strategy process
- **June 2026:** Railway undertakings were invited to provide input to TT 2030.
- **September 2026:** Publication of the mature draft for Capacity Strategy TT 2030 on Bane NOR and RNE's website, by an open invitation to all train companies in the Norwegian and European markets to comment on its content.
- **September-November 2026:** Collect feedback on the mature draft.

Appendix 2: Expected traffic flow per route for passenger traffic

	Number of trains per hour (rush hour)	Number of long distance train per day	Other Passenger traffic with frequency lower than	High season	Direction
Oslo S - Lysaker	18(2)	14			
Lysaker - Stabekk (The Drammen Line)	8(2)				
Stabekk - Sandvika (The Drammen Line)	4				
Lysaker - Sandvika (Askerbanen)	10	14	8		
Sandvika - Asker (The Drammen Line)	4	-			
Sandvika - Asker (Askerbanen)	10	14			
Asker - Spikkestad	2		8		
Asker - Drammen	10	14			
Drammen - Tønsberg	4				
Tønsberg - Porsgrunn	1 (1)				
Porsgrunn - Skien	1 (1)				
Skien - Nordagutu		8			
Nordagutu - Notodden		8			
Drammen - Hokksund	1(1)	6	8		
Hokksund - Kongsberg	1(1)	8			
Hokksund - Geilo		6			
Geilo - Myrdal		6		2	
Myrdal - Voss		6	4	7	
Bergen - Arna	4	6	19		
Arna - Voss	4	6	19		
Myrdal - Flåm		4		9	
Kongsberg - Nordagutu		8			
Nordagutu - Neluag		8			
Neluag - Arendal		8			
Nelaug - Krisitansand		8			
Kristiansand - Egersund		8			
Egersund - Nærbø	1(1)	8			
Nærbø - Skeiane	2(1)	8			
Skeiane - Stavanger S	4(1)	8			
Oslo S - Hakadal	2(1)				
Hakadal - Jaren	1(2)				
Jaren - Gjøvik	1				
Oslo S - Lillestrøm (hovedbanen)	4				

	Number of trains per hour (rush hour)	Number of long distance train per day	Other Passenger traffic with frequency lower than	High season	Direction
Oslo S - Lillestrøm (Gardmoenbanen)	11(3)	11			
Lillestrøm - Oslo Lufthavn	8 (1)	6			
Oslo lufthavn - Eidsvoll	5(1)	6			
Eidsvoll - Hamar	1(1)	6			
Hamar - Lillehammar	1	6			
Hamar - Røros		6			
Røros - Støren		3			
Lillehammar - Dombås	(1)	6			
Dombås - Åndalsnes		4			
Dombås - Oppdal		6			
Oppdal - Strøren	(1)	6			
Støren - Melhus	1	9	9		
Melhus - TrondheimS	2	6	3		
Trondheim S - Hell	2	3	3		
Hell - Stjørdal	2	3			
Hell - Kopperå		3			
Stjørdal - Steinkjer	1(1)	3			
Steinkjer - Mosjøen		3			
Mosjøen - Randnan		5			
Randnan - Fauske		5	4		4
Fauske - Bodø		7	4		6
Lillestrøm - Jessheim	2(1)				
Jessheim - Dal	2				
Lillestrøm - Kongsvinger	1(1)	5			
Kongsvinger - Charlottenberg/Stockholm		5			
Oslo S - Ski	4(2)				
Oslo S - Ski (Follobanen)	6(2)	6			
Ski - Mysen	1(1)				
Mysen - Rakkestad	1				
Ski - Moss	3(3)	6			
Moss - Halden	1(1)	6			
Halden - Malmö		6			
Halden - Goteborg (Kornsjø)		1			2
Narvik - Bjørnfjell		1	1		

Appendix 3 Overview of capacity and capacity needs at service facilities

#	Lines	Kilometer points	Type of service facilities	Area	Name	Known plans of capacity changes	Customers expected capacity needs
60	The Bratsberg Line	180.50	Maintenance depot	Skien	Skien Maintenance depot	A new washing facility is being planned and will require closure of the stabling yard and the northern access to the maintenance depot for 6 weeks. The projects postponed until at least autumn 2027.	
87	The Dovre Line		Stabling yard and railway operational yard	Hamar	Hamar stabling yard	Capacity for operational stabling yard and freight may be reduced from R28	
94	The Dovre Line		Stabling yard and railway operational yard	Lillehammer	Lillehammer stabling yard	Capacity is removed at Lillehammer from R26 onwards. Replaced by Hove.	
104	The Dovre Line	187,75	Stabling yard and railway operational yard	Hove	Hove stabling yard	A new stabling yard facility will be ready for R26 with 16 new positions.	
147	The Dovre Line		Maintenance depot	Støren	Støren maintenance depot	Renewal adapted to N10 and N11 is being assessed.	
158	The Dovre Line		Stabling yard and railway operational yards	Marienberg	Marienberg stabling yard	Capacity is increased by up to 3 positions at 220 m for long-distance trains from R28 (equivalent to 6 positions at 110 m).	
163	The Dovre Line		Maintenance depot	Marienberg	Marienberg maintenance yard	Renewal adapted to N10 and N11 is being assessed.	
181	The Drammen Line		Stabling yard	Drammen	Nybyen stabling yard	Capacity is transferred to Sundland.	

#	Lines	Kilometer points	Type of service facilities	Area	Name	Known plans of capacity changes	Customers expected capacity needs
			and operational railway yards				
182	The Drammen Line		Stabling yard and operational railway yards	Drammen	Skamarken stabling yard	The capacity is removed.	
183	The Drammen Line		Stabling yard and operational railway yards	Drammen	Sundland stabling yard	Capacity is increased by 18 positions from R26 onwards.	
194	The Drammen Line		Maintenance depot	Drammen	Sundland maintenance depot	Expansion of Building J at Sundland in Q4-26.	
196	Filipstad		Maintenance depot	Filipstad	Filipstad maintenance depot	The carriage workshop expansion includes a three-track tent structure, providing the necessary capacity for Flirt trainset maintenance .	
197	Flåmsbana	,	Stabling yard and operational railway yards	Flåm	Flåm stabling yard	Infrastructure condition assessment carried out in spring 2026	
201	Flåmsbana	,	Maintenance depot	Flåm	Flåm Maintenance depot	A separate project is in the planning stage for 2026	
245	Hovedbanen	,	Maintenance depot	Alnabru	Alnabru Maintenance depot	An expansion of the workshop capacity is being considered, but the start date is not yet determined	
253	Hovedbanen	,	Maintenance depot	Grorud	Grorud Maintenance depot	The train stabling facility opened in Q1 2025 . Construction is underway on a new maintenance depot with three 120-meter tracks, set to finish in October 2027 . Six additional stabling tracks are planned for the	

#	Lines	Kilometer points	Type of service facilities	Area	Name	Known plans of capacity changes	Customers expected capacity needs
						southern side, though completion is unlikely before 2029 .	
395	Nordlands-banen	,	Maintenance depot	Bodø	Bodø maintenance depot	The feasibility of adapting the facility for the N11 is under review	
408	Ofofbanen	,	Maintenance depot	Narvik	Fagernes maintenance depot Narvik	The feasibility of installing lifting equipment is being assessed.	
545	Sørlands-banen	,	Stabling yard and operational railway yards	Kristiansand	Kristiansand stabling yard	An assessment of the need for a 1,000 V power supply is required, alongside a condition assessment of the sleepers, rails, and turnouts planned for 2026	
551	Sørlands-banen	,	Stabling yard and operational railway yards	Egersund	Egersund stabling yard	Turnout renewal and track layout improvements are scheduled for 2027	
579	Sørlands-banen	,	Stabling yard and operational railway yards	Skeiane	Skeiane stabling yard	The E32 Capacity Package is currently in progress under a dedicated project during 2026	
582	Sørlands-banen	,	Stabling yard and operational railway yards	Stavanger	Kvaleberg stabling yard	This is a maintenance depot area, and Track 609 serves as an operational stabling track	
583	Sørlands-banen	,	Stabling yard and operational railway yards	Stavanger	Paradis stabling yard	Capacity increase of one 220 m stabling position for new long-distance trains from R28 (equivalent to two 110 m positions). Status unresolved as of 2026	

#	Lines	Kilometer points	Type of service facilities	Area	Name	Known plans of capacity changes	Customers expected capacity needs
587	Sørlandsbanen	,	Maintenance depot	Stavanger	Kvaleberg maintenance depot, Stavanger	Adapting the maintenance depot for new trains across all railway disciplines and the HeVert projec	Customer request: lifting jacks on Track 610 and a roof platform on Track 611. Mobiturn positioning area on Track 610 next to the administration building.
590	Vestfoldbanen		Stabling yard and operational railway yards	Barkåker	Barkåker stabling yard	The stabling capacity will expand by 14 positions starting in R27	
618	Østfoldbanen		Stabling yard and operational railway yards	Oslo S	Lodalen stabling yard	Design is underway for outdoor service platforms, with an unconfirmed completion date	
633	Østfoldbanen		Maintenance depot	Lodalen	Lodalen Maintenance depot	Additional wheel lathe capacity is being assessed, with no completion date set yet. Plans also include outdoor service platforms for the new 220 m long-distance trains	Customer request: sectionalised OLE and roof platforms on Tracks 13, 14 and 15. Additional lifting tracks for 110 m trainsets.
678	Østre linje		Stabling yard and operational railway yards	Rakkestad	Rakkestad stabling yard	Lodalen capacity constraints will be eased by 4–5 additional stabling positions from R29 . Temporary solutions for R27–R28 are currently being assessed	