When will the first train run?

Currently, through the work of the National Negotiation on Housing and Infrastructure, preparations are underway for the new mainline railways. The project to determine the exact route of the new lines, and the scope of the new traffic system as a whole is at the detailed planning phase.

2017 sees the start of construction on the East Link Project. This signals the beginning of the European Corridor.

The current timetable suggests that the construction of the new mainlines will be completed in 2035.

If you would like to learn more:

At www.europakorridoren.se you will find the latest news about the Corridor and the construction of the new mainlines.

You will also find Europakorridoren on Facebook, Twitter and LinkedIn.

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Europakorridoren: A new traffic system for Sweden – in Europe

What is Europakorridoren?

Europakorridoren – the European Corridor – is a new traffic system linking Scandinavia with mainland Europe in an entirely new way. The main arteries of the Corridor are the high-speed railway lines between Stockholm, Gothenburg, Skåne, Copenhagen and Hamburg.

Approximately 75% of Sweden’s population live in the European Corridor. The area also contains the majority of Swedish jobs – as well as the greater part of its higher education.

An expansion benefits Sweden as a whole, both its densely populated urban centres and large regions and its smaller towns and rural areas.
With shorter journey times you can work, study and live where you really want to. Stockholm–Jonköping 1 h 23 m. When journey times are drastically reduced (in some cases by up to 60%), the way we travel will naturally also be affected. Places that once seemed far-flung, will now be in commuting distance. With high-speed trains, you can measure distance in time, instead of kilometres.

Not just fast trains – but a whole new traffic system. Just looking at the stations along the new mainlines therefore only reveals some of the benefits. In the expanded European Corridor, all modes of transport work together to create a more efficient transport network. This means that it isn’t only the places with stations along the line that benefit – many smaller, out-of-the-way towns and villages will also reap great benefit from the new traffic system.

Greater choice in where you work, study and live. Improved communications expand your neighbourhood – your region. This means that you have access to a larger job market and you are able to reach more schools. Put plainly: You have more jobs to choose from and more opportunities to get the education you really want to.

Rapid traffic that doesn’t burden the environment. Between Stockholm and Helsingborg, a bus emits 20 kilos of the greenhouse gas carbon dioxide for every passenger. The equivalent amount for a train is 12 micrograms. High-speed trains are the only transport passenger. The equivalent amount for a train is 12 micrograms. High-speed trains are the only transport with zero emissions in kilos per person, the modern train does so in micrograms.

From an environmental viewpoint, high-speed trains are sustainable in a way that no other means of transport can match.

Quick, safe, efficient – without compromising on environmental quality. While road traffic and air travel record their CO₂ emissions in kilos per person, the modern train does so in micrograms.

In addition to substantial environmental benefits, the new mainlines will also provide considerably more efficient and safe traffic. Travelling by train is almost 1000 times safer than taking the car. High-speed trains have no competition when it comes to being the world’s safest means of transport.

Reliable traffic with high levels of safety. In addition to substantial environmental benefits, the new mainlines will also provide considerably more efficient and safe traffic. Travelling by train is almost 1000 times safer than taking the car. High-speed trains have no competition when it comes to being the world’s safest means of transport.

The average delay on the Japanese bullet train, the Japanese bullet train, is a mere 24 seconds.

The Öresund Bridge does not have sufficient capacity to cater for future needs. Therefore, a fixed link is required between Helsingør in Denmark and Helsingborg in Sweden. This connection has already been thoroughly investigated and is only awaiting a political decision.

The European high-speed rail network. There are already a large number of high-speed railways throughout Europe, with more under construction. That Sweden is able to maintain European speed standards is of course extremely important. Because it is through improved communications in Sweden and by opening doors to Europe, that the European Corridor can create new opportunities – for society, businesses and individuals.

Behind the European Corridor organisation, is a uniquely broad coalition of regions, municipalities and industries, in Sweden and Germany.