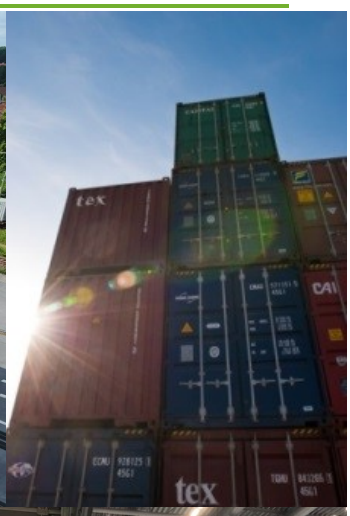
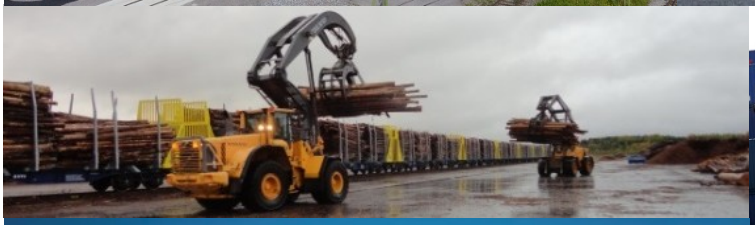
Eskilstuna kommun

Rail network description for the rail network managed by Eskilstuna kommun. (Eskilstuna Municipality)





Contents

1 General information ... 3
2 Conditions for those who want to operate on the infrastructure ... 8
3 Infrastructure ... 14
4 Capacity allocation ... 17
5 Services ... 18
6 Fees ... 20
7 Overloaded infrastructure ... 20
8 Geographical location of the rail network ... 21
Appendix 1, Schematic track map of Eskilstuna Intermodal Terminal. ... 22
Appendix 2, Schematic track map of Eskilstuna Logistics Park ... 23
Appendix 3, Schematic track map of Eskilstuna Train Depot, Gredby (Overview) ... 25

1 General information

The rail network description includes:

Eskilstuna Intermodal Terminal located at the Folkesta interchange is one of the most efficient intermodal terminals in the Nordic region. The terminal area is well suited for the rapid, safe and efficient handling of cargo carriers and freight transported by road and rail. Transshipment largely takes place between different load carriers.

The terminal can offer freight forwarders/hauliers the weighing of a packed container with a verified gross mass (VGM) in accordance with the requirements for amendments to the rules laid down in the SOLAS Convention through supplements to the rules VI/2.4-2.6 adopted by the UN International Maritime Organisation (IMO).

The terminal has facilities for loading containers using LoadPlates. This provides a 25 per cent increase in volume in a container compared with loading using a forklift truck, for example.

The terminal has junction points to the Svealand Railway at both ends, thus facilitating rapid handling on arrival/departure and delivery/collection of wagons. There is an arrivals yard on both access sidings which allows locomotives to do a complete loop. All main tracks are controlled by signals and equipped with an ATC/Automatic Train Control, Automatic Train Control, safety signalling system for railway).

In order to prevent unauthorised entry and minimise theft and damage as far as possible the terminal area is equipped with entry protection in the form of alarms and camera surveillance.

All load carriers transported by road vehicle to or from the terminal are recorded and automatically checked for damage. The system also records which vehicles collect or deliver the load carriers. People who are granted access to the area are recorded in an access control system via ID06 identification or via an assigned tag. The responsibility for these parts lies with Eskilstuna Logistik och Etablering AB.

Eskilstuna Logistics Park located at the Kjula interchange is a logistics area which can offer transport solutions by air, rail and road in close proximity to the area. The railway facility consists of an assembly yard which allows shunting and loops to be carried out with wagons and locomotives and a turnout track that leads into the area with an option to connect points to plots and buildings in the logistics park. To achieve the maximum possible environmental performance and traffic safety, the entire facility is built to be capable of using electrically powered traction vehicles and the main tracks are signal controlled and equipped with a train control system/ATC.

The turnout track (track 30) has four track connections.

One with a points connection in the south to a handling track where the eastern side of the track is leased by Mellanskog for storing timber for loading on trains and the area west of the track belonging to Eskilstuna Strängnäs Energi och Miljö is used for loading and unloading timber/wood fuel and wood chips and for chipping wood fuel.

The other connection to the south leads into COOP's central warehouse, which has two tracks for loading and unloading trailers and containers.

Then there are two switches connected to track 29 which make it possible to use the tracks as circular tracks inside the area.

Track 30 then leads into Beijer's loading area adjacent to their building.

Eskilstuna Train depot located at the Eskilstuna interchange in connection with the Resecentrum (Travel Centre) at Eskilstuna Central Station and freight-, shunting-, railway yard in the Gredby area in central Eskilstuna.

The facility is largely to facilitate maintenance measures, washing, cleaning and parking of regional train services in Mälardalen which are procured and operated by Mälardalstrafik AB.

Eskilstuna Train Depot has junction points to the Svealand Railway at both ends of the track area, thus facilitating rapid handling on arrival/departure for trains travelling to/from the Central Station's platforms. There is also a further option for vehicles to travel to and from the Central Station via the freight yard.

There is a multifunctional hall at the Train Depot for washing and cleaning regional trains, as well as the opportunity to empty faeces and fill up with water, as well as service platforms for cleaning and minor maintenance of vehicles. There is also a workshop building in the area with two tracks approximately 230 metres in length, with service pits, lifters and overhead cranes for all operational maintenance of regional trains in Mälardalen.

1.1 Introduction

The Infrastructure Manager for the rail network is Eskilstuna kommun (Eskilstuna Municipality). The owners of the managed rail network are Eskilstuna kommun, COOP and Beijer Byggmaterial AB (Eskilstuna kommun is not manager at Beijer track).

Subject changes in this document are marked with a news line in the right margin.

1.2 Legal status

1.2.1 Responsibility

The Infrastructure Manager at Eskilstuna kommun is responsible for the contents of this document.

1.3 Validity period and amendments

1.3.1 Validity period

The description normally applies from 14 December 2025.

1.3.2 Amendments

Updates are made to the rail network description continuously as required. The track facility is under construction, thus requiring continuous updating of the documentation for it to remain appropriate. Publication normally takes place before each change of timetable and when an update is required.

1.4 Publication

The rail network description is available on the Swedish Transport Administration's website and on Eskilstuna kommun website.

Eskilstuna kommun: When there is a new edition, the railway network description will be provided to railway companies that have a valid operating agreement with Eskilstuna kommun; it will be sent by e-mail.

1.5 Contacts for more detailed information

Questions can be submitted and supplementary information obtained about this Rail Network Description, (JNB - Järnvägsnätsbeskrivning), via the Railway Infrastructure Manager.

Eskilstuna kommun

Railway Infrastructure Manager

Roland Sandberg

Tel: +46 (0)70-766 83 86.

E-mail: roland.sandberg@eskilstuna.se

Questions about the track construction work, ancillary services, opportunities for cooperation, terminal area, logistics park, Train Depot etc. can be submitted by e-mail to Infrastructure Manager.

Suggestions for improvements and reports of deviations are to be sent by e-mail to avvikelser.jarnvag@eskilstuna.se.

It is the ambition of Eskilstuna kommun to always be a good partner with which to collaborate and develop, so it is important for us to know what our customers think about our products/services.

Questions and applications for capacity on the track network are to be made by e-mail to kapacitet.jarnvag@eskilstuna.se; see also section 4.

Rail network description for the rail network managed by Eskilstuna kommun. (Eskilstuna Municipality)

Eskilstuna kommun currently uses the services of a contractor for the operation of Eskilstuna Intermodal Terminal. The terminal operator is m4 gruppen AB. It is important for us that services performed in the terminal area are competitively neutral. NOTE: Procurement of the terminal operator takes place through the municipal company Eskilstuna Logistik och Etablering AB.

Questions can be submitted and supplementary information obtained about services that can be provided at Eskilstuna Intermodal Terminal in Folkesta and at Eskilstuna Logistics Park in Kjula via the terminal operator:

m4 gruppen AB

M4 gruppen AB's website: www.m4.se

Operations – Eskilstuna Intermodal Terminal.

Tel: +46 (0)16-16 19 25

E-mail: dryport@m4.se

Transport manager Combi terminal Eskilstuna

Andreas Bard

Tel: +46(0)16-16 19 23

Mobil +46(0)72 229 26 26

E-post: andreas.bard@m4.se

Transport manager Combi terminal Eskilstuna

Lennie Edman

Tel: +46(0)16-16 19 27

Mobil +46(0)73 722 53 27

E-post: Lennie.edman@m4.se

Questions can be submitted and supplementary information obtained about services provided at Eskilstuna Train Depot at Gredby.

Vehicle maintenance by Transdev Sverige AB

Operations manager Workshop

Lars-Åke Dahlström

Tel: +46 (0)70-762 29 40

E-post: lars-ake.dahlstrom@transdev.se

1.5.1 Other contacts

Green Cargo's Central Operations Area

Questions can be submitted and supplementary information obtained about services that can be provided in connection with the railway network in terms of the transfer of wagons to/from industries and track areas via:

Head of Section Robin Mellqvist

Tel: +46(0)10-455 71 31

Mobile: +46(0)76-768 35 02

E-mail: robin.mellqvist@greencargo.com

Green Cargo Vehicle Division (workshop)

Questions and supplementary information about field servicing on the rail network and workshop services for railway vehicles that can be provided in Eskilstuna.

Workshop Manager Tobias Kölvall

Tel: +46(0)10-455 41 83

Mobile: +46(0)706-101 56 27

E-mail: tobias.kolvall@greencargo.com

Railway vehicle fault rectification call-out service

Mobile: +46(0)70-602 43 51 (24/7)

Freight wagon field service

Production Manager Jörgen Ekström

Tel: +46(0)10-455 41 67

Mobile: +46(0)76-101 07 69

E-mail: jorgen ekstrom@greencargo.com

Street address Green Cargo Eskilstuna

Gredbyvägen 3-5, 632 21 Eskilstuna, Sweden

Trailer Care Eskilstuna

Questions and supplementary information obtained about mobile servicing and services that can be provided in Eskilstuna.

Contact Trailer Care Nordic (At Eskilstuna Intermodal Terminal)

Tel. Switchboard: +46(0)10-211 58 10

Tel. Emergency, round the clock: +46(0) 77-177 27 73

E-mail: cs@trailercare.se

Services which can currently be carried out by contractors next to the track areas are described in section 5.1. Services are carried out under a special signed agreement between purchaser and service provider/contractor.

1.6 Cooperation with other infrastructure managers

Eskilstuna kommun cooperates with the Swedish Transport Administration and other infrastructure managers in relation to capacity allocation for both national and international traffic.

1.7 Concepts, expressions and terms

Concepts and expressions in this description comply with the concepts, expressions and terms laid down in the

- Railway Market Act (SFS 2022:365)
- Railway market regulation (2022:416)
- Railway Engineering Act (SFS 2022:366)
- Railway Technology Ordinance (2022:417)
- Railway Safety Act (SFS 2022:367)
- Railway Safety Ordinance (2022:418)
- "Act (2006:263) on the transport of dangerous goods"
- "Ordinance (2006:211) on the transport of dangerous goods"

as well as statutes, regulations, constitutions and documents applicable pursuant to these provisions issued by the European Commission, Swedish Transport Agency, the Swedish Transport Administration and the Swedish Civil Contingencies Agency (MSB). (From 1 January 2026, the Civil Defence Agency.)

2 Conditions for those who want to operate on the infrastructure

2.1 General access conditions

Eskilstuna kommun's service offering as infrastructure manager is aimed primarily at railway companies, that is to say, those which posses a Licence and safety certificate A, B for respective traffic that is carried out in the track area pursuant to applicable regulations..

Where applicable, Eskilstuna kommun can assist in providing contacts between shippers, freight forwarders and railway companies and other Infrastructure Managers.

If some form of permit is required to apply for and use a service, the requirements must be met by the application deadline.

The Railway Company operating on the track network shall ensure that the railway vehicles carried on the track network are approved and constructed in such a way that they comply with regulations under current Swedish law and EU regulations.

2.1.1 Conditions for applying for train paths (capacity)

Anyone who is entitled to undertake or organise rail transport services in accordance with the Railway Act can apply for train paths (capacity).

2.1.2 Right to operate

Railway Companies which possess a licence for operation of railway transport services within the EU and the EEA pursuant to directive 2012/34/EU and relevant national legislation are entitled to organise traffic on the Swedish rail network.

The railway companies that apply for access to the tracks managed by Eskilstuna kommun require a decision on a permit in the form of a licence in accordance with the above.

Only those who have signed an operating agreement with Eskilstuna kommun are entitled to use the track network.

2.1.3 Environment

For track networks equipped with an overhead line our aim is for all railway companies that operate on these to use electrically powered traction vehicles. There are, however, no limitations on the capacity allocation for environmental reasons.

2.2 Applications for train paths (capacity)

See section 4 Capacity allocation

2.3 General terms and conditions of business

2.3.1 Framework agreement

A framework agreement can be drawn up for the use of the infrastructure covering a period that is longer than a timetable. Eskilstuna kommun can enter into such agreements with railway companies. Framework agreements are not enforceable against another applicant insofar as specific train paths are specified in the contracts or by the contract being designed in some other way to exclude the right of other applicants to use the infrastructure.

The terms and conditions of the agreement shall be competitively neutral and non-discriminatory.

Applications are processed in the order in which they are received by Eskilstuna kommun.

This procedure does not apply for the track network at Eskilstuna Train Depot as it is only for the use of traffic procured by Mälardalstrafik according to agreement with the track owner Eskilstuna kommun.

2.3.2 Operating agreement

The parties must sign a traffic agreement before the train position/capacity is assigned.

Times, switching movements and more must be included in the agreement. Otherwise, reference is made to this document on conditions for traffic.

See section 3.2 for availability of the infrastructure.

Rail traffic may not be carried out without a traffic agreement having been signed.

The operating agreement sets out the conditions for the rail services and which of Eskilstuna kommun's governing documents the parties to the contract must comply with. The terms and conditions also contain rules on the liability of the parties and consultation and the exchange of information between the parties.

The terms and conditions of an operating agreement do not need to be approved by any party other than the parties to the agreement to be valid. In the event of disagreement on the terms and conditions in an operating agreement the Swedish Transport Agency can, however, at the request of one of the parties, determine the terms and conditions applicable to the rail services concerned, insofar as it is necessary for the terms and conditions to comply with the provisions of the Railway Act. The decision reached by the Swedish Transport Agency in the case can be appealed against in the administrative court.

2.4 General terms and conditions for the transport of dangerous goods

The transport of dangerous goods is permitted.

The recipient, sender and carrier are responsible for ensuring compliance with the applicable legislation and regulations issued by the authorities.

Dangerous goods with a high potential risk in accordance with RID-S, ADR-S Chapter 1.10 must only be held within the area for short periods of time (approx. 5 hours). The goods shall be kept under supervision so that no unauthorised persons come into contact with them. If dangerous goods of this type are held for longer periods the Fire and Rescue Service or the Police in Eskilstuna shall be contacted for further consultation on storage and monitoring, if applicable. Exemptions from this "storage rule" may only be made on track 2a when transferring propane in connection with the Eskilstuna Intermodal Terminal (Folkesta).

The area where dangerous goods are handled shall be covered by the carrier's security plan in accordance with applicable regulations.

2.4.1 Provision of information about dangerous goods

The carrier (Railway Company) shall, without being so requested, provide Eskilstuna kommun and the freight recipient in the respective area with information about:

- the train composition in the form of the wagon numbers and types of wagon,
- the UN numbers of the dangerous goods being carried in or on each wagon or information showing the presence of dangerous goods in limited quantities if the dangerous goods are carried in packaged form only in limited quantities in accordance with Chapter 3.4 (RID-S), thus requiring the marking of wagons or large containers in accordance with Chapter 3.4,
- the position of each wagon in the train (wagon order).

Such information may be communicated only to those parties who need it for security, security or rescue purposes. The parties requesting this dangerous goods data must be able to identify themselves with the recipient of dangerous goods.

The details shall be sent by e-mail to the railway infrastructure manager and to kapacitet.jarnvag@eskilstuna.se in good time before carriage takes place.

2.4.2 Carriage of dangerous goods to and from Eskilstuna Intermodal Terminal

For transport to and from Eskilstuna Intermodal Terminal the information set out in section 2.4.1 shall also be submitted to the terminal operator via e-mail for operations in Eskilstuna Intermodal Terminal; see section 1.5.

2.5 Operational rules

For all Traffic operations in track areas managed by Eskilstuna kommun, the ones issued by Trafikverket (the Swedish Transport Administration) and the current TDOK apply if they are relevant to Eskilstuna kommun's track network. This applies to all operations in the vicinity of track and voltage advantages.

For transport activities, the operations shall take place in suitable areas in accordance with the current edition of Trafikverkets (the Swedish Transport Administration's) Traffic provisions for railways (TDOK 2015:0309) (referred to below as TTJ) as amended and with the published modules.

In addition to these provisions (TTJ) the supplements in the Traffic Safety Instructions for the track area concerned shall apply, the Swedish Transport Administration's Route Book, for the Eskilstuna, Folkesta and Kjula interchanges, at the eastern traffic management area (Norrköping) shall also be applied.

The Traffic Safety Instructions, (TRI), for the track area concerned are provided to the railway companies that have signed an operating agreement with Eskilstuna kommun.

Provision of the TRIs takes place in accordance with the operating agreement.

The railway companies operating on the tracks shall have their own safety provisions which are required in addition to the Railway Act and the regulations and instructions issued under the Act and also ensure that personnel are aware of the rules applicable to the track area.

The shunting plan for the area shall be submitted to the infrastructure manager, shunting outside the plan shall be notified to the infrastructure manager and for shunting in Eskilstuna Intermodal Terminal also to the terminal operator.

2.5.1 Eskilstuna Intermodal Terminal

Traffic control

The diverging main lines 4, 6 and 31, 32 have remote and signal control, with the traffic being controlled by the railway signaller at the Swedish Transport Administration's eastern traffic management area in Norrköping.

Other parts of the railway line are not under central traffic control, the controller of transport operations controls its own movements/work on the line in accordance with the applicable Traffic Safety Instructions.

Traffic operations

Movement into Eskilstuna Intermodal Terminal on tracks 4, 6 and tracks 31, 32 takes place as normal line operation or blocked-line operation.

The movement switches to shunting with a permit from the railway signaller:

- At the eastern access point via points 114 to tracks 4, 6 at main dwarf signal 226 (track 4), 220 (track 6) and
- At the western access point via points 112 into tracks 31, 32 at main dwarf signal 85 (track 31), 83 (track 32)

Movement out of the terminal takes place under normal line operation or blocked-line operation:

- in the eastward direction (to Eskilstuna) via tracks 4, 6, the movement starts at main dwarf signal 231 (track 4), 233 (track 6)
- in the westward direction (to Rekarne) via track 31, 32, the movement starts with a main dwarf signal 66 (track 31), 64 (track 32).

The remaining parts of the railway line have no safety signalling equipment and the form of movement is shunting. The controller of transport operations seeks consultations with the terminal operator's traffic management area before starting the transport operations.

Points inside the terminal yard are equipped with an electric point machine and can be locally reversed via a switch on the points concerned. There are also locked weighted points (814). These lead to TIBNOR'S industrial site, which is not currently in use, and they are set in the straight-through position.

For access and exit on track 41 Outokumpu Stainless AB (OSAB) the gate into the area is normally locked in the closed position. The loading operator at (OSAB) opens the gate for the receipt of goods.

Track 2a is adapted for the storage of tank wagons for the transfer of propane (liquefied petroleum gas) to road vehicles. Close to the fuel transfer site there is a barrier that should be closed over the track when fuel transfer is in progress. The barrier has a sign "Läktring pågår" (Fuel transfer in progress). There is a ban on smoking and the use of naked flames at and near to the fuel transfer site. The fuel transfer site has signs indicating a fire hazard, "flammable substance", "smoking and naked flames prohibited".

Points in signal-controlled areas are operated normally by railway signaller no (Note, Long-distance train dispatcher in Norrköping). Local clearance of the points is requested from the railway signaller no. in the relevant area (areas 1 and 2).

After the traffic operations have been completed (applies to local clearance), points and derailers leading to diverging main tracks shall be placed in the normal position.

If one of these objects is not in the normal position, this is indicated by flashing of the object's position control lamp when local clearance is taken over again. The points/derailer must be then placed in the normal position before the railway signaller can take over local clearance.

2.5.2 Eskilstuna Logistics Park

Traffic control

The diverging main lines 30 and 31 have remote and signal control, with the traffic being controlled by the railway signaller at the Swedish Transport Administration's eastern traffic management area in Norrköping.

Other parts of the railway line are not under central traffic control, the controller of transport operations controls its own movements/work on the line in accordance with the applicable Traffic Safety Instructions.

Traffic operations

Tracks 30 and 31 are diverging main lines and are only operated under system H up to the dwarf signal termination indicator located on track 30; other tracks on the line are operated as sidings.

Movement into Eskilstuna Logistics Park track 30 (via points 134) takes place as normal line operation or blocked-line operation into the exchange yard tracks 30, 31. The movement switches to shunting with a permit from the railway signaller at main light signal 82 (track 30) or 84 (track 31).

Movement out of Eskilstuna Logistics Park takes place as normal line operation or blocked-line operation via exchange yard track 30 or 31. The movement starts at main dwarf signal 85 (track 30), 87 (track 31). When shunting past main dwarf signal 81, clearance for shunting is required which is requested from the Norrköping railway signaller. The remaining parts of the railway line have no safety signalling equipment and the form of movement is shunting.

The railway line has three level crossings:

- Dammvägen (track 30) *(NB: road name not determined)*
- Värnvägen (track 30)
- Flygbasvägen (track 30)
- Terminalvägen (track 1 EEM)

At Dammvägen and Terminalvägen, simplified surveillance is used, Värnvägen is equipped with a road protection system in the form of barriers that are normally operated with track lines, the road protection system can also be operated "manually" by the Inspector, Flygbasvägen is also manually operated, this handling is described in the current Traffic Safety Instructions.

2.5.3 Eskilstuna Train Depot

Traffic control

Traffic control to/from the main line is under the control of the railway signaller at the Swedish Transport Administration's eastern traffic management area in Norrköping. There is no central traffic control on Eskilstuna kommun's line, the controller of transport operations controls its own movements/work on the line in accordance with the applicable Traffic Safety Instructions.

Coordination of traffic operations

Traffic operations are coordinated by the Shunting Manager at the train depot who is contacted by the driver/supervisor before traffic operations commence.

Traffic operations

The form of movement is shunting to/from the depot area.

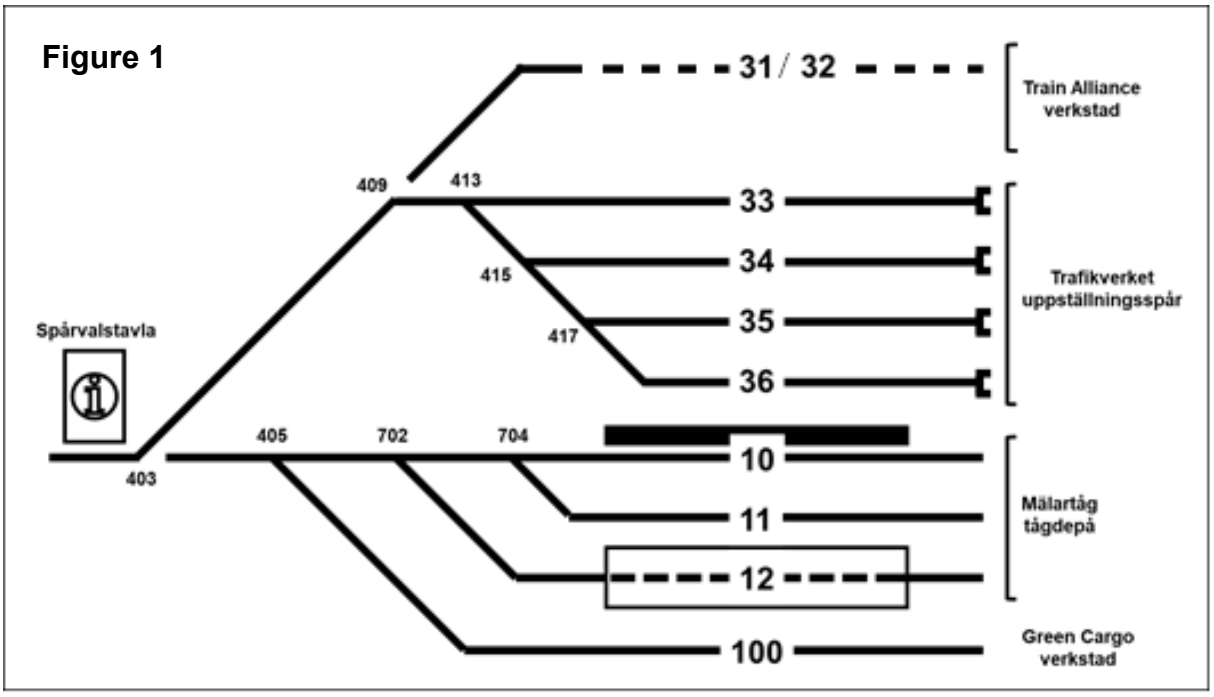
Inbound and outbound traffic to / from the depot area can take place according to the following three alternative tramways:

Alternative 1: Movements in and out to/from Eskilstuna Train Depot normally take place from Eskilstuna Central Station via point 403 with selection of point route taking place on a point setting board, see figure 1.

Supervisor for shunting can make the following selections on the point setting board.

- Track 10 - 11 which leads to Eskilstuna Train Depot siding, service platforms and shed.
- Track 12 which leads to Eskilstuna Train Depot multifunctional shed for washing, cleaning and rejection of vehicles.
- Track 100 which leads to engine and wagon workshop which is managed by Green Cargo.
- Tracks 31, 32 which lead to Train Alliance Operations Workshop for minor maintenance, overhauls and washing of locomotives. The Operations Workshop is let to Green Cargo.
- Tracks 33 – 36 which lead to the Swedish Transport Admnistration's siding.

Figure 1



Alternative 2: To/from the Svealand Railway track 22 into track 40 and on with local switches for each individual switch to tracks 11 - 15 at the "western end" of the track area.

Alternative 3: Access to the Train Depot can also take place via Gredby freight-, shunting- and railway yard via point 104 and onward on track 40 and point 705 to track 31 which leads to tracks 10, 11 at the western end of the depot area via points 709, 707 and turning at point 703 (to tracks 12 - 15) and 701 (to track 60).

It is possible to shunt from freight-, shunting- and railway yard via track 31 which is managed by Train Alliance to tracks 10, 11 and onward via the Swedish Transport Admnistration's track 40, 41to track 12 – 15 and track 60.

2.5.4 Safety within the track network

For safety reasons, only persons who have undergone training for "staying" in the track area according to the regulations issued by the Swedish Transport Administration and in force (TDOK) and who have knowledge of operational rules according to section 2.5 may be in the track area.

There are operators in the track area such as e.g. The infrastructure manager, Railway maintenance contractor, Vehicle maintainer, Terminal operator, Railway company who must ensure that people/staff have appropriate training and knowledge of what is required to stay and perform work in the track environment!

Persons without training may only be at/at road crossings that are indicated by signage for the general public.

2.5.5 High-visibility clothing

All persons operating within the track area shall wear high-visibility clothing or high-visibility waistcoats with retro-reflectors. The reflective surface and location of the retro-reflectors shall comply with standard EN 471, class 3 minimum.

3 Infrastructure

3.1 Scope of the rail network

Eskilstuna kommun currently manages the following three track systems in Eskilstuna and surroundings.

- **Eskilstuna Intermodal Terminal** approximately 8,890 metres of track in the north-western part of Eskilstuna at the Folkesta operation station with a junction point with the line between Nyby and/to the Svealand Railway in the direction towards Eskilstuna and a connection to the Svealand Railway in the direction towards Rekarne. It is possible to arrive in and depart from the terminal in both directions and also to run through trainsets with uncoupling of wagons in the terminal area. The area managed also includes the industrial track into industrial area in close proximity to the intermodal terminal.
- **Eskilstuna Logistics Park** approximately 8000 metres of track meters at Eskilstuna's north-eastern part at the Kjula operating site. The track system includes a switch from the main track on the Svealandsbanan in the direction of Eskilstuna as well as an assembly yard with the possibility of round trip with locomotives, consisting of two approx. 630 meter long tracks for round trip (tracks 29, 30) two approx. 800 meter long tracks (30, 31) which is managed by the Swedish Transport Administration traffic management area east in Norrköping. From this composite railway yard, the track system includes a track that extends further into the airport area and three non-electrified connecting tracks into:

  1 Eskilstuna Energi och Miljö's area (EEM) Track 1.
  2 COOP central bearing (COOP) Track 1, 2.
  3 Beijer Byggmaterial (extension track 30).

  (The points into track 2 are set in the straight-through position since the track is expected to go into operation when the terminal building is in place and the requirement for rail services, if applicable, will depend on demand).
- **Eskilstuna Train Depot** approx. 5,500 metres of sidings with connection in the western end of Eskilstuna Central Station (travel centre) track 1 and 2 as well as track 31, 40, 41 at Gredby freight-, shunting-, railway yard. A set of points will be connected to the Svealand Railway in the western part of the depot area during summer 2020, when tracks 10 – 15 are connected to the Swedish Transport Administration's track 40 and onward with a connection to the Svealand Railway via tracks 41 and 22.

See Appendices 1 - 3 with maps of the respective track networks.

3.1.1 Connecting rail networks and their boundaries

Access to Eskilstuna kommun's railway lines is via infrastructure that is managed by the Swedish Transport Administration.

Eskilstuna Intermodal Terminal

At Eskilstuna Intermodal Terminal in Folkesta the railway line has a boundary with tracks managed by:

- The Swedish Transport Administration on tracks 4, 6, between points 113 and 224.
- The Swedish Transport Administration on track 31 at a point close to points 112.
- The Swedish Transport Administration on tracks 20, 21, between points 116 and 117.
- TIBNOR unhindered between tracks 1 and 2 at points 814.

See Appendix 1.

Eskilstuna Logistics Park

At Eskilstuna Logistics Park in Kjula the railway line has a boundary with tracks managed by:

- The Swedish Transport Administration at a point close to trap point 133.
- Beijer Byggmaterial (LOGENT) at track barriers into the building.

See Appendix 2.

Eskilstuna Train Depot

At the Gredby area in central Eskilstuna, the railway line has a boundary with tracks managed by:

- The Swedish Traffic Administration, at the eastern end tracks 10 – 12 connect unhindered at point 405.
- The Swedish Traffic Administration, at the western end track 31 connects unhindered at point 705.
- The Swedish Traffic Administration, at the western end track 15 connects unhindered at point 703.
- The Swedish Traffic Administration, at the western end track 60 connects unhindered at point 69/701.
- Green Cargo, in the middle of the area's most northwesterly part track 60 connects unhindered at point 201 to Green Cargo's railway yard area.
- Train Alliance, in the middle of the area's most southwesterly part track connects at the property estate boundary on track 31.

See Appendix 3.

Boundary points into the track network, which are managed by Eskilstuna kommun, are marked with an indicator board as indicated in figure 1.

Figure 1

3.1.2 Geographical overview of facilities

The tracks are marked with numbers on the track maps; see Appendices 1, 2 and 3. The track gauge is 1435 mm.

3.1.3 Characteristics

Eskilstuna Intermodal Terminal

- Large parts of the terminal are equipped with an overhead line to facilitate handling with electric vehicles. See Appendix 1.
- The maximum permitted train length is **750 m**.
  - tracks 4 and 6 approx. **650 m.**
  - tracks 31 and 32 approx. **600m.**
  - tracks 7, 8 and 11, 12 approx. **700 m.**
  - tracks 2, 3 approx. **350 m.**
  - tracks 20, 21 approx. **110m.**
- The maximum permitted speed is **80** km/h on track 32 up to signal 83, **40** km/h on track 31 up to signal 85 and on tracks 4 and 6. In other places the maximum permitted speed is **10** km/h.
- Maximum permitted axle load **25 tonnes** (STAX E) (note track 1a **22.5 tonnes** STAX D).

- Maximum permitted weight per metre (STVM) **8.0 tonnes/m.**
- Maximum gradient ratio, part of
  - – track 4 to the “Nyby track” **(14‰)**,
  - – tracks 20, 21 to the “Nyby track” **(22‰)**,
  - – track 31 to the Svealand Railway **(10‰)**,
  - other tracks slope **(<2 ‰)** and are regarded as being level.
- Loading gauge **C**.

Eskilstuna Logistics Park

- Large parts of the track network are equipped with catenary to facilitate handling with electrically powered vehicles, however, tracks do not enter Beijer Byggmaterials' track area. See Appendix 2.
- Maximum permitted train length is 750 m.
- Circular trail 29; 30, the track length is about 630 meters.
- The maximum permitted speed is **80** km/h on track 30 up to signal 82, **40** km/h on track 31 up to signal 84. In other places the maximum permitted speed is half sight speed **30** km/h.
- Maximum permitted axle load **25 tonnes** (STAX E).
- Maximum permitted weight per metre (STVM) **8.0 tonnes/m.**
- Maximum gradient ratio, approx. **(17‰)**.
- In the assembly yard, EEM track, COOP track and the pull-out track and the track into Beijer (part of track 30) are the maximum gradient ratio is **(<2‰)** and is regarded as being level.
- Loading gauge **C**.

Eskilstuna Train Depot Gredby

- The entire track network is equipped with an overhead line. (NB: this does not apply to track 60). See Appendix 3.
- The maximum permitted train length is **420** m.
- Maximum permitted speed **10** km/h.
- Maximum permitted axle load **25 tonnes** (STAX E).
- Maximum permitted weight per metre (STVM) **8.0 tonnes/m.**
- Maximum gradient ratio, approx. **(22‰)**.
- At service platforms on track 10 and 12 – 15 and track 10, 11 east of the workshop depot, the maximum gradient ratio is **(<2 ‰)**.and is regarded as being level.
- Loading gauge **A**.

3.2 Infrastructure availability

The infrastructure is available around the clock, with the following exceptions:

- during a scheduled inspection,
- during emergency maintenance work and
- where there are incidents over which the Infrastructure Manager has no control and which require the track section to be shut down.

The Railway Company is not entitled to compensation in such cases/events.

3.3 Testing vehicles and transport operations which exceed the technical standards

Railway companies wanting to test vehicles or transport vehicles which lie outside the technical standards specified in section 3.1.3 relating to the infrastructure characteristics shall make an application to do so to the Infrastructure Manager.

The application shall be made with such documentation that the managers employed by Eskilstuna kommun can assess the conditions and requirements for this test/transport. It shall be possible to carry out the assessment initially on the basis of data documented in the Swedish Transport Administration's track infrastructure information system (BIS). The application for such a service must be made in good time to allow Eskilstuna kommun to make an official available for any testing/overshooting of the vehicle/technical standard on the track section concerned.

An agreement on the test/transport shall be drawn up and approved by the parties before it takes place.

Any damage which is caused to the railway infrastructure as a result of tests and transport which does not comply with the technical standards shall be reimbursed by the railway company that made the application and this company is responsible for the test/transport carried out.

3.4 Locations where services are provided

The Infrastructure Manager does not provide any services but Eskilstuna kommun collaborates with a number of contractors that provide services, see section 5.

4 Capacity allocation

Eskilstuna kommun follows the timetable and process for allocating capacity which the Swedish Transport Administration applies to future capacity allocation on the Swedish track system. Eskilstuna kommun has agreed with the Swedish Transport Administration on capacity allocation which means that the application is processed in connection with the application for the allocation of train paths in the timetable on the Swedish track system. Eskilstuna kommun is entirely dependent on the timetable established by the Swedish Transport Administration, on the basis of which a capacity allocation plan is drawn up for each individual track area which is managed when the Swedish Transport Administration has set the arrival and departure times for the connecting track sections.

Anyone wishing to apply for capacity on the adjacent infrastructure manager's network can submit an application to Eskilstuna kommun which will forward this to the infrastructure manager concerned.

In view of the provisions of section 2, Eskilstuna kommun prioritises railway companies that carry out transport to and from interested parties that are connected to the tracks. Industries and railway companies are responsible for ensuring that shunting, loading and unloading times are respected in accordance with the agreement on capacity allocation on the tracks.

When the infrastructure capacity has been allocated, an operating agreement will be concluded between the parties before operations begin.

Capacity does not normally need to be applied for for track network at Eskilstuna Train Depot. This rail network is entirely built and adapted for Mälartåg and the traffic which Mälardalstrafik procures for regional traffic in Mälardalen. If a need for capacity arises from another actor, direct contact is taken with the vehicle maintainer for Mälartåg, which in exceptional cases will decide whether capacity can be allocated.

4.1 Applications for capacity

Applications for capacity shall be sent by e-mail to kapacitet.jarnvag@eskilstuna.se or to the Railway Infrastructure Manager, see section 1.5.

4.2 Information in the application

Anyone who intends to operate services on Eskilstuna kommuns rail network shall specify the following in their application for capacity:

1. Number of wagons, (train length)
2. Weight, (train weight, axle weight)
3. Frequency, (number of times per day, week etc.)
4. Required departure and arrival time period etc.
5. Information about dangerous goods is carried.
6. Information about how train paths/capacity are/is allocated/applied for if on adjacent track networks such as the Swedish Transport Administration's track network.

In the event of queries, please contact the Infrastructure Manager at Eskilstuna kommun.

4.3 Allocation

Capacity is allocated by a capacity allocation plan being sent by e-mail to the e-mail address indicated by the Railway Company. This only applies to Railway Companies that have a valid operating agreement.

4.4 Ad hoc applications

Ad hoc applications are applications for the allocation of capacity submitted after the capacity allocation plan has been established.

Ad hoc applications are normally responded to by Eskilstuna kommun as soon as possible and within five working days at the latest.

4.5 Disputes

In the event of disputes in relation to capacity allocation, the Railway Company shall submit a written statement to Eskilstuna kommun, after which renegotiations on the allocation of capacity will commence between the parties involved. The person who initiates this process is the Infrastructure Manager.

If no agreement is reached, the issue is determined by application to the Swedish Transport Agency, which is the competition authority for the allocation of railway capacity. See section 2.3.

5 Services

5.1 Introduction

Eskilstuna kommun intends to act as an intermediary and coordinator of services related to the infrastructure in order to offer, as far as possible, a complete service to customers, hauliers and railway companies. Services that can be carried out in connection with the load carriers, railway and road vehicles that are parked in the area between transport assignments.

Eskilstuna kommun is continuously endeavouring together with Eskilstuna Logistik och Etablering AB to expand the service offering adjacent to the track areas and intermodal terminal and will continuously enhance and improve the range of services. Please contact the Infrastructure Manager for up-to-date information on services.

Contractors which offer a service that may be attractive to interested parties adjacent to the track areas can contact the Infrastructure Manager for the communication and coordination of the service.

See section 1.5 for contact routes for services.

5.2 Additional services

Services which can currently be provided adjacent to the track areas.

M4 gruppen AB

M4 gruppen can offer the following services at Eskilstuna Intermodal Terminal (Folkesta).

- Functional checks on freight wagons.

- Personnel that can assist when carrying out brake tests.
- Personnel that can assist when shunting wagons within the terminal area.
- Personnel that can assist in securing railway vehicles against movement.
- Checking and reporting on damage to freight wagons.
- Loading and unloading of intermodal transport between rail and road vehicles.
- Transferring goods by road between the terminal and customer.
- Reporting and documentation of damage to loads and load carriers.
- Depot for containers and parking of trailers.
- Trailer management, folding away underrun protection and releasing support posts etc.
- Loading, unloading and transshipping different forms of bulk goods and load carriers.
- Rapid stuffing/loading with container loaders that allow streamlined container loading both in terms of time and with an increase in volume of approximately 25% when loading certain products compared to other loading methods such as fork-lift trucks.
- Loading/unloading of rail and road vehicles and load carriers for all types of goods such as bulk material, pallets, beams, tubes, bags.
- Cleaning, inspection and removal of dangerous goods labels on containers and trailers.
- De-icing and snow clearance from containers and tarpaulins
- Snow clearance of railway wagons and mechanical ice removal on bogies and brake gear
- M4 can offer, in conjunction with Logent Customs AB, the storage of uncleared import goods in the form of an “in-house” customs department at Eskilstuna Intermodal Terminal.
- Storage and transshipment of goods indoors both in hot and cold storage warehouses (outdoors in tents).

At Eskilstuna Logistics Park (Kjula) m4 gruppen can offer the following services on demand from the operational management at Eskilstuna Intermodal Terminal (Folkesta).

- Functional checks on freight wagons.
- Personnel that can assist when carrying out brake tests.
- Personnel that can assist when shunting wagons within the area (signallers).
- Personnel that can assist in securing railway vehicles against movement.
- Checking and reporting on damage to freight wagons.
- Reporting and documentation of damage to loads and load carriers.
- Loading, unloading and transshipping different forms of bulk goods and load carriers.
- Cleaning and snow clearance of wagons
- Loading and unloading of intermodal transport between rail and road vehicles (COOP).

Green Cargo AB

The Central Operations Area can offer the following services by agreement.

- Shunting of wagons to/from industries and terminals.
- Functional checks on freight wagons and brakes
- Checking and reporting on damage to freight wagons

The workshop business in Eskilstuna can offer the following services by agreement.

- Field servicing with minor local servicing, maintenance and repairs of freight wagons, such as replacing brake blocks, straightening footsteps and handles, replacing buffers, wheels, welding work etc.
- Welding work, also parts requiring a licence. The workshop is certified for welding in accordance with standard SS-EN 15085-2 CL.
- Call-out service for rectification of faults on railway vehicles around the clock.

Minor and more major maintenance of both freight wagons and traction vehicles can be carried out at the workshops in Eskilstuna.

Trailer Care Eskilstuna

Trailer Care can offer the following services adjacent to the terminal area at Eskilstuna Intermodal Terminal.

- Full trailer servicing such as welding curtain-siders, door repairs, replacing wheel bearings, etc.

6 Fees

It is in the interest of Eskilstuna Kommun to provide tracks for companies that are willing to transport goods on the railway in the immediate area around Eskilstuna so as to ensure sustainable development in terms of the environmental impact and employment within the kommun. Eskilstuna kommun's ambition is to "value", maintain and develop the relationship with the customer and to operate as a coordinator between parties in the logistics chain. Eskilstuna kommun does not currently charge a fee for using the tracks as long as the track capacity is sufficient for the railway companies that want to operate on the tracks.

Eskilstuna kommun reserves the right to charge a fee if it becomes evident that Railway Companies are using the rail network to park vehicles only to "store" them while waiting for other transport assignments. Eskilstuna kommun will then issue a notification that a fee will be charged from a certain date onwards.

The fee in this case is SEK 100 for each 10 metres of track distance or part thereof per day.

This means that a 233 metre long trainset is charged at SEK 2400 per day or part day. The charge is made after a notification that a fee will be levied has been communicated to the Railway Company which parked the vehicles on the track network. The Railway Company is responsible for settling the charge with the vehicle owner.

The management of fees is dealt with in further detail in the operating agreement between Eskilstuna Logistik and the Railway Company.

7 Overloaded infrastructure

If several Railway Companies apply for capacity on the same track area during the same time interval, Eskilstuna kommun applies the principle that whoever applies first receives the allocation. If the next application requests the same time interval and there is no other track available or other time that can be used, Eskilstuna kommun decides when the system is overloaded.
If a decision on overloading is taken, the following applies.

- The Swedish Transport Administration's decision of principle for connecting lines applies.
- Negotiation begins between the parties.
- If an agreement cannot be reached via negotiation, then the Railway Company that is willing to pay a fee for the capacity is allocated the capacity on the track area.

The fee will be added in its entirety as an additional contribution for investment and maintenance on the current railway infrastructure.

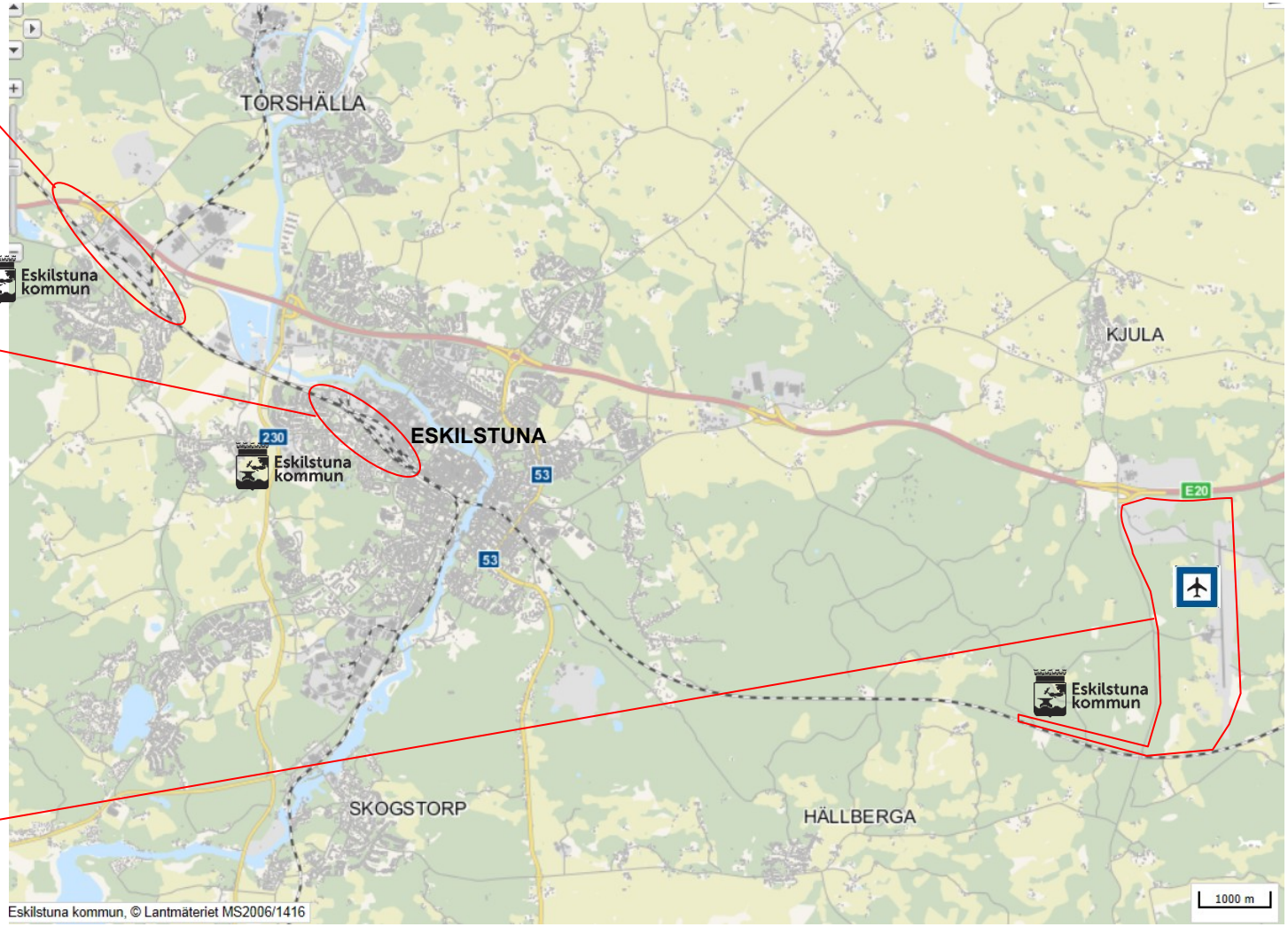
8 Geographical location of the rail network

Map of the geographical location of the rail network in Eskilstuna Kommun

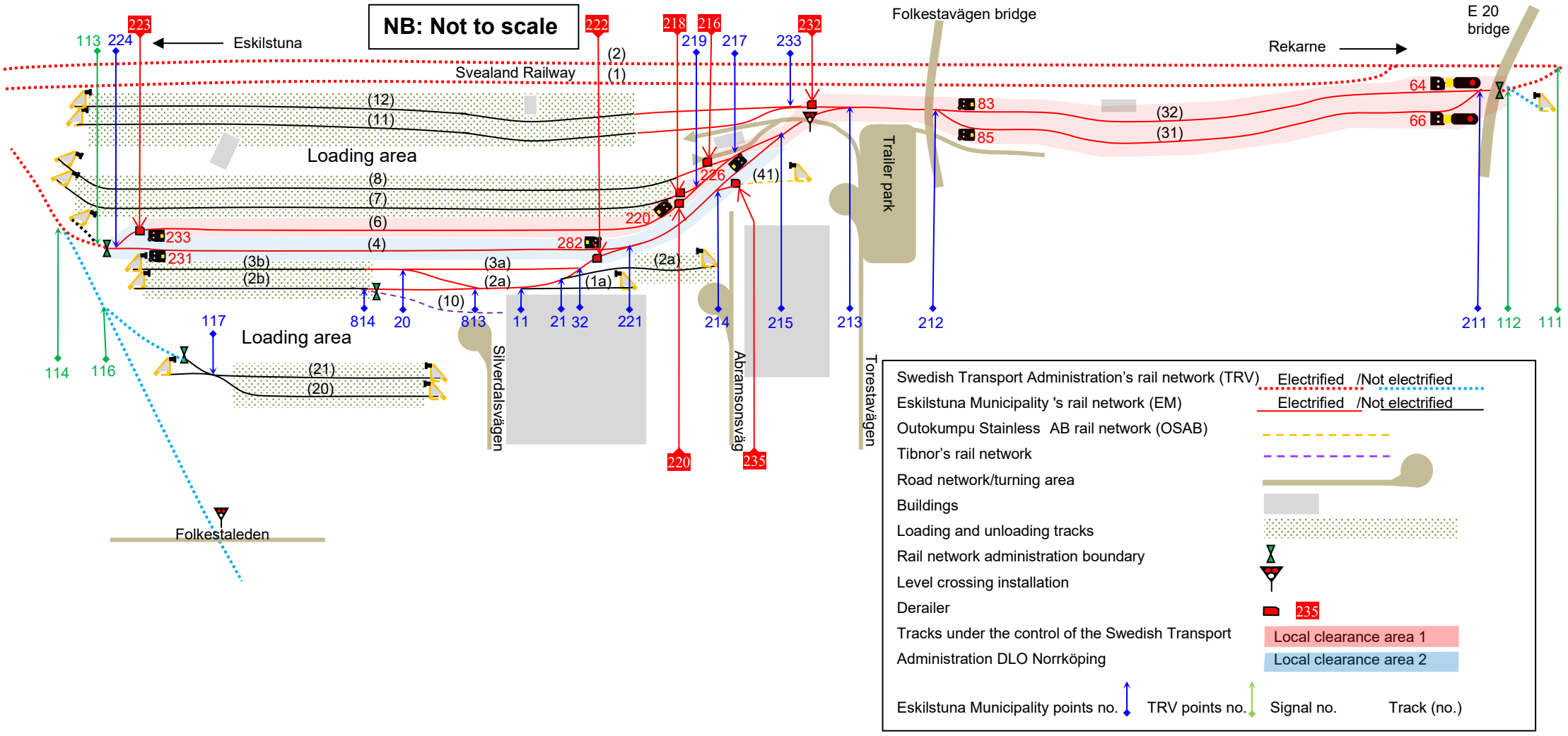
Eskilstuna Intermodal Terminal, Folkesta interchange (Fok)

Eskilstuna Train Depot, Eskilstuna Interchange (Et)

Eskilstuna Logistics Park, Kjula interchange (Kju)



Appendix 1, Schematic track map of Eskilstuna Intermodal Terminal.

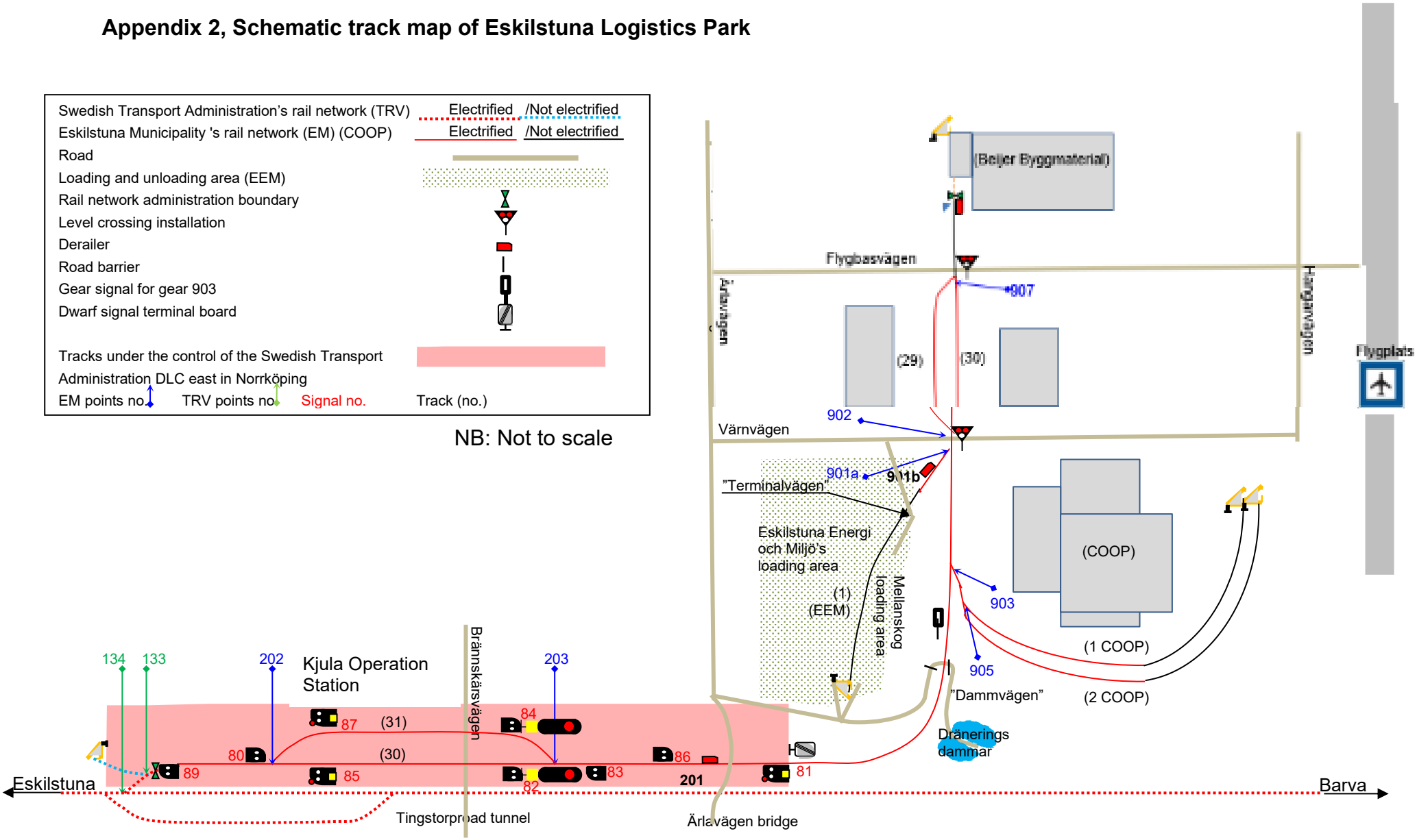


Appendix 2, Schematic track map of Eskilstuna Logistics Park

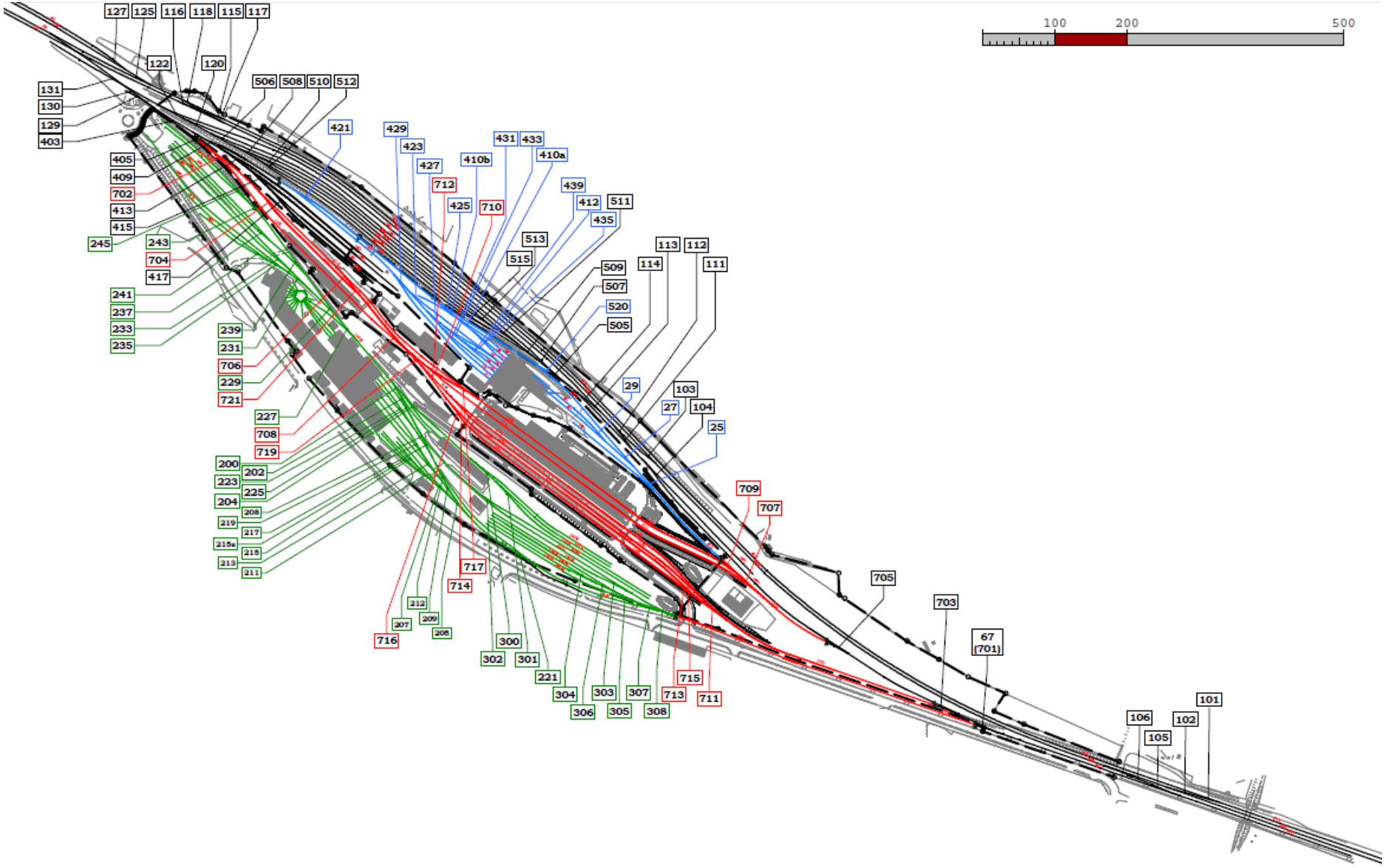
Swedish Transport Administration's rail network (TRV) Electrified /Not electrified
Eskilstuna Municipality 's rail network (EM) (COOP) Electrified /Not electrified
Road
Loading and unloading area (EEM)
Rail network administration boundary
Level crossing installation
Derailer
Road barrier
Gear signal for gear 903
Dwarf signal terminal board

Tracks under the control of the Swedish Transport Administration DLC east in Norrköping
EM points no. TRV points no. Signal no. Track (no.)

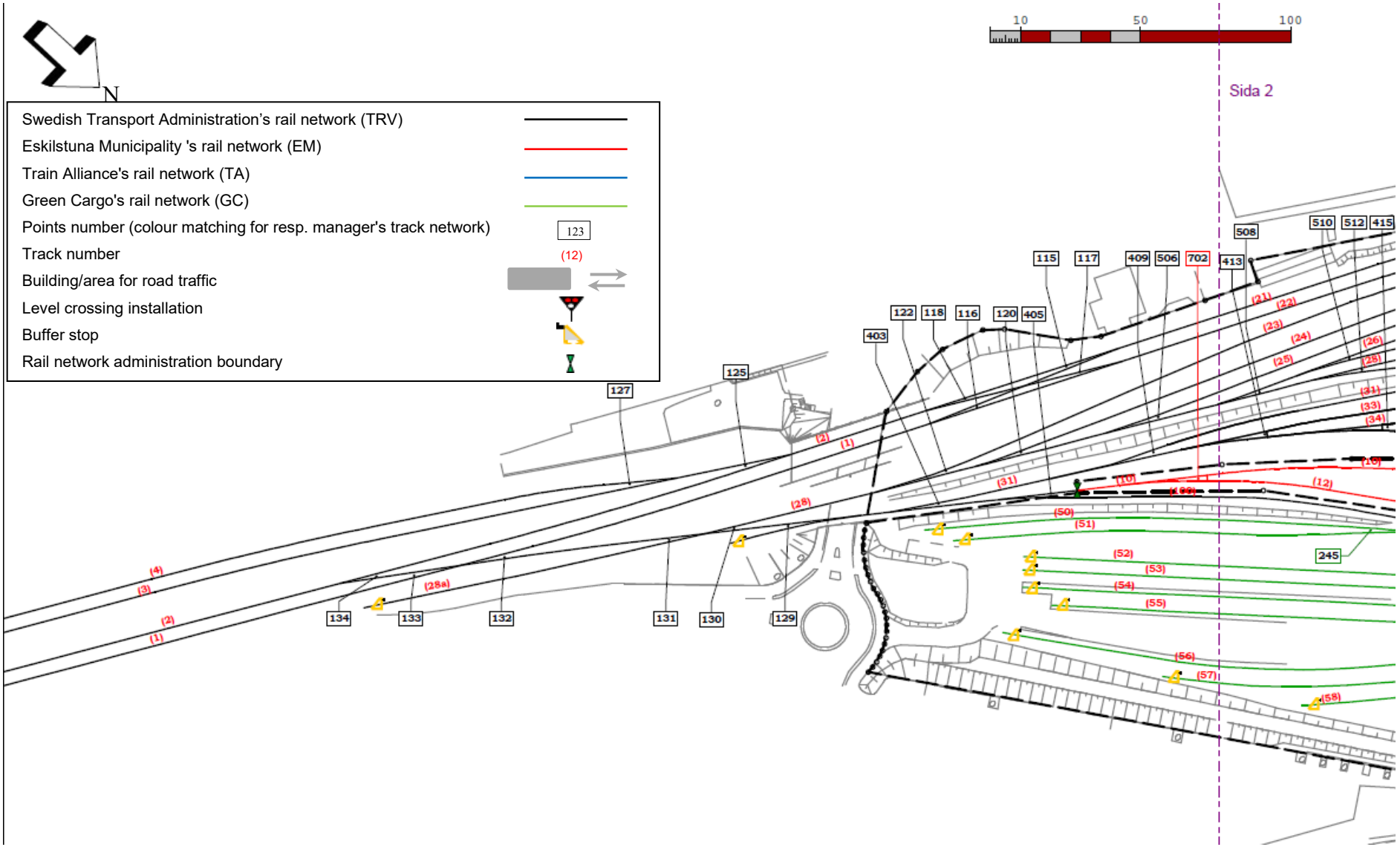
NB: Not to scale



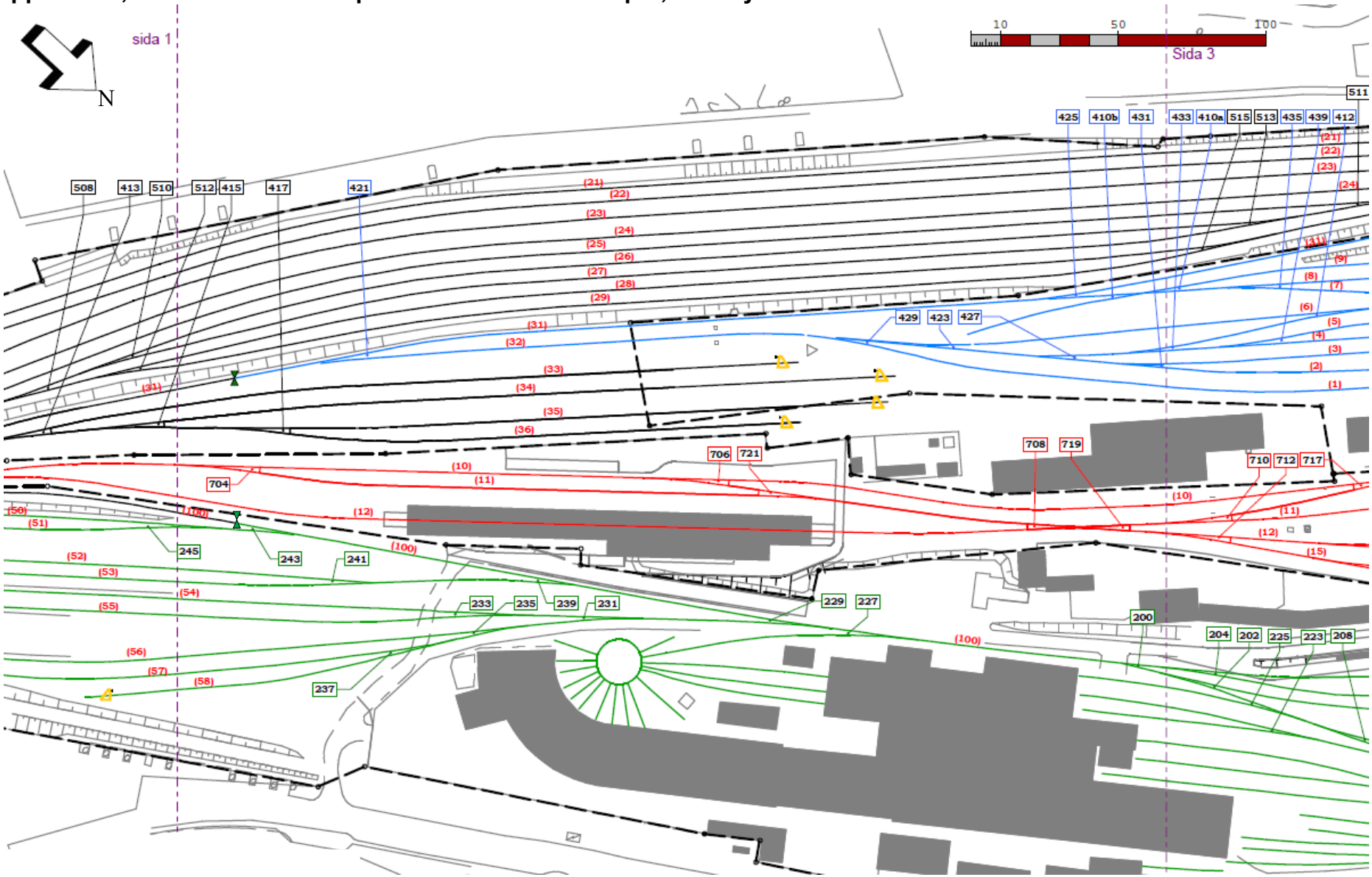
Appendix 3, Schematic track map of Eskilstuna Train Depot, Gredby (Overview)



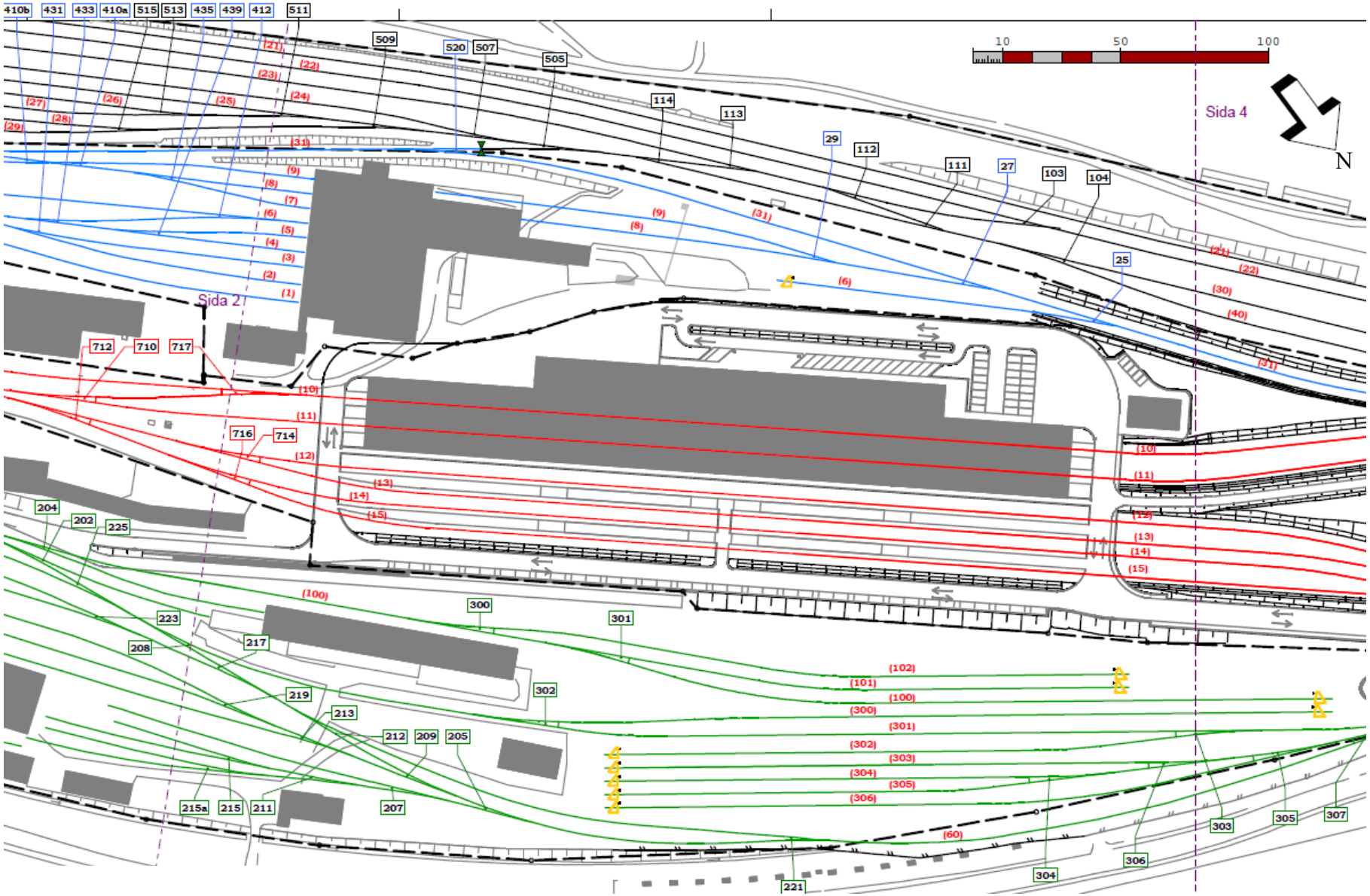
Appendix 3, Schematic track map of Eskilstuna Train Depot, Gredby Part 1 of 5



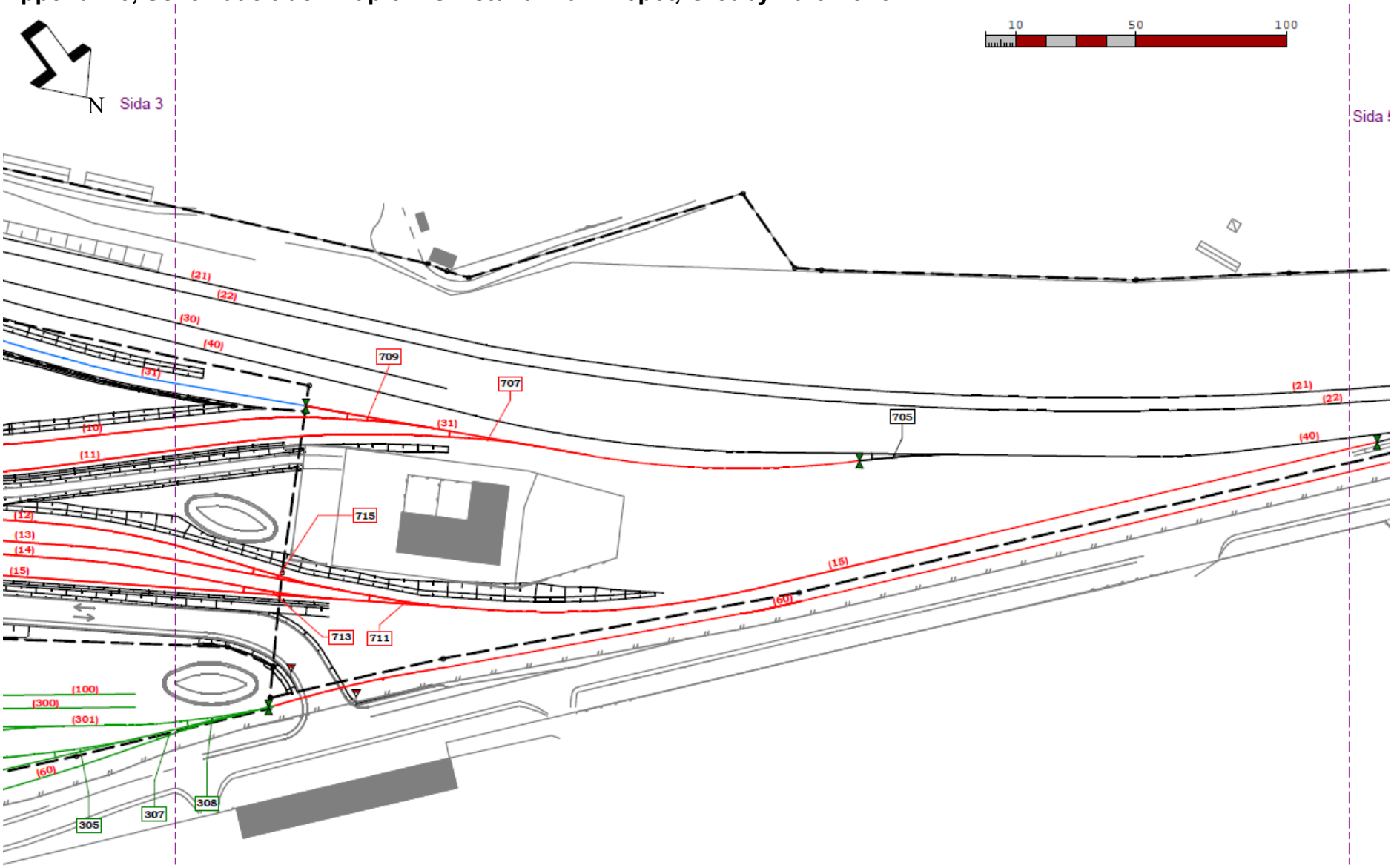
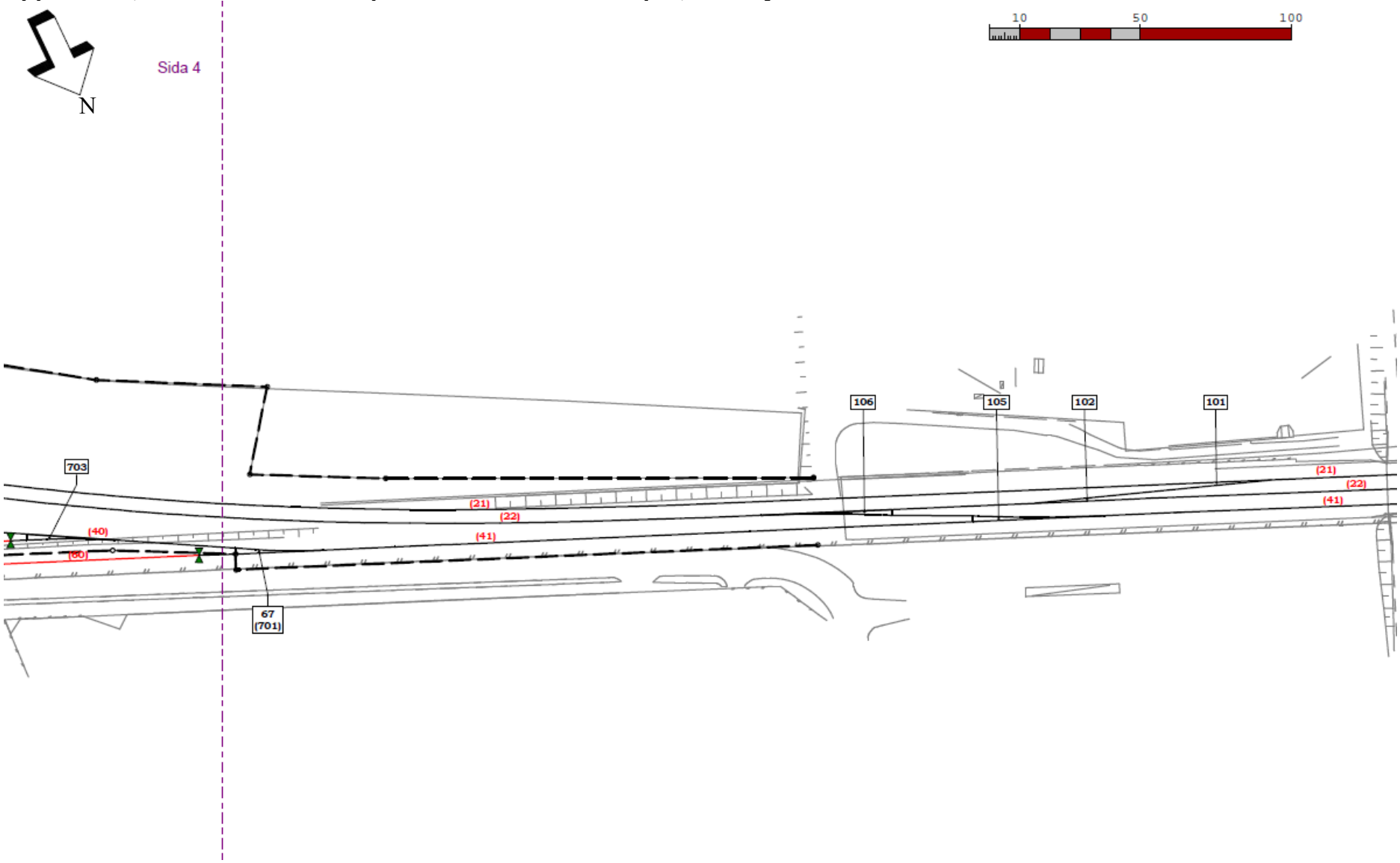
Appendix 3, Schematic track map of Eskilstuna Train Depot, Gredby Part 2 of 5



Appendix 3, Schematic track map of Eskilstuna Train Depot, Gredby Part 3 of 5



Appendix 3, Schematic track map of Eskilstuna Train Depot, Gredby Part 4 of 5



Appendix 3, Schematic track map of Eskilstuna Train Depot, Gredby Part 5 of 5