

Railway network description regarding Arlanda Link

Train schedule 2027

A-Train AB

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Definitions and abbreviations

Arlanda Link: The infrastructure in the form of a railway managed by A-Train on the route between Skavstaby and Myrbacken with associated stops via Arlanda Airport.

AIAB: Avser Arlandabanan Infrastructure AB.

ATC: Automatic Train Control, which refers to the train protection system that monitors the progress of the train according to the technical driving permission given by the railway signalling safety system.

A-Train: Refers to A-Train AB.

Salvage: Actions, where appropriate after completion of Clearing, for the purpose of disposing of rolling stock and/or other property belonging to the Railway Undertaking.

DLC: A-Train's operations control centre, which monitors all A-Train's facilities, receives fault reports and is responsible for camera surveillance of the stations Arlanda Södra, Arlanda Norra, Arlanda Central and tracks 1 and 2 at Stockholm Central Station.

Through-Passenger Traffic: The passenger traffic that uses Arlanda Link without picking up or dropping off passengers at Arlanda Airport (one of the Arlanda North, Arlanda South or Arlanda Central stops).

Stops: Stops where trains stop to drop off or pick up passengers. Within the Arlanda operating site area, there are stops Arlanda Central, Arlanda Södra and Arlanda Norra.

Infrastructure manager: The person who manages railway infrastructure and operates facilities belonging to the infrastructure.

International Passenger Transport: Passenger transport between different states within the EEA and Switzerland by train, all carriages of which cross at least one national border and whose primary purpose is to transport passengers between stations in different states within the EEA and Switzerland.

Railway vehicles: Rolling stock that can be driven on railway tracks.

Railway undertaking: The provider of traction and the operator of rail services (see also point 1.1 below).

Railway infrastructure: track, signalling and safety installations intended for rail traffic, traffic management facilities, traffic electricity supply equipment and other fixed equipment necessary for the existence, operation or use of the installations, except where the installations and equipment constitute, or are located within, privately owned access lines, privately owned sidings or facilities for services other than passenger stations.

Rail network: Continuous railway infrastructure managed by a single infrastructure manager.

Capacity allocation: Allocation of infrastructure capacity.

Concession-based passenger traffic: The passenger traffic that is operated in accordance with a concession granted by Arlandabanan Infrastructure AB, including a right and an obligation for A-Train to maintain a certain service.

Commuters: All railway companies' passengers travelling to and from the stops at Arlanda Link who have purchased a Period Ticket.

'framework agreement' means an agreement between an infrastructure manager and a railway undertaking or other applicant concerning the conditions and conditions for running on a network, for a period longer than a timetable period;

Travellers: All railway companies' passengers to and from the stops at Arlanda Link, excluding commuters and persons under the age of 18.

Rescue: Measures by the community's rescue services in accordance with the Act on Protection against Accidents (2003:778).

Clearing: Measures, if applicable after the completion of the Rescue, with the aim of removing obstacles to making the track navigable after an accident or breakdown.

Special transport: Transport that exceeds any technical standard for the track facility and that may be carried out under certain conditions decided by A-Train.

Timetable: The route and the time and running day information according to which a train is to be run.

'service contract' means an agreement between an infrastructure manager and a railway undertaking or other applicant concerning the conditions and conditions of operation on a network in connection with the allocation of a path;

Traffic organiser: Refers to another "applicant" of Tågläge according to Chapter 7, Section 27 of the Railway Market Act (SFS 2022:365).

Train path: The infrastructure that may be used according to a train plan to run a train from one place to another for a certain period of time.

Train schedule: A plan of all train paths during a specified period.

1 GENERAL INFORMATION

1.1 Introduction

This railway network description has been produced by A-Train and is aimed at railway companies that want to operate or operate at Arlanda Link and to the Swedish Transport Administration that handles capacity allocation and traffic management at Arlanda Link. Traffic Organisers are also covered by the term Railway Undertaking in this Railway Network Description in cases where a Transport Organiser has engaged a Railway Undertaking to carry out rail traffic on Arlanda Link on behalf of the Transport Organiser, unless otherwise stated.

This railway network description contains basic information about A-Train and information about the conditions for operating Arlanda Link.

This Network Description describes the Network managed by A-Train, the conditions for access, information on the procedure and criteria for allocating infrastructure capacity. A-Train is responsible for the information about the railway network and the Swedish Transport Administration for the allocation of infrastructure capacity.

The railway network description has been prepared on the basis of the legislation, including related administrative regulations, in force at the time of publication. The railway network description does not take into account laws that are being developed. The railway network description is updated regularly and amended as necessary.

1.2 A-Train's organisation and operations

A-Train, in its capacity as infrastructure manager, owns and operates the Arlanda Express at Arlanda Link. Infrastructure management is organised under A-Train's "Infra" unit, which is supported by the Management and Administration units as well as by the Security Department. The Infra unit is tasked with managing the infrastructure that A-Train has at its disposal, but which is owned by AIAB.

AIAB is owned by the Swedish state and has entered into an agreement with A-Train under which A-Train, which built Arlanda Link, has the right to lease Arlanda Link with an exclusive concession. The agreement gives A-Train the right to run the train service until 2050. A-Train's operations are conducted entirely on a market basis.

A-Train has a safety permit as Infrastructure Manager for the Skavstaby – Arlanda – Myrbacken section with associated Stops, named Arlanda Link, as well as tracks 1 and 2 at Stockholm Central Station. The permit does not cover traffic management, as the Swedish Transport Administration is responsible for it on behalf of A-Train according to a specially entered into assignment agreement.

1.3 Validity

The information in this network description refers to the Train Plan 2027, which is valid from 13 December 2026 to 11 December 2027. This railway network description will be updated as necessary. The information is aimed at anyone who has a closer interest in planning traffic flows during the current timetable period.

1.4 Publishing

The railway network description is published on A-Train's website, www.arlandaexpress.se and www.arlandaexpress.com. In accordance with Directive 2012/34/EU of the European Parliament and of the Council, the document is published in both Swedish and English.

References to the Swedish Transport Administration's railway network description in this railway network description refer to the description published on the Swedish Transport Administration's website, under the tab "Railway network description (JNB)", <https://bransch.trafikverket.se/for-dig-i-branschen/jarnvag/jarnvagnsatsbeskrivningen-jnb/>.

1.5 Consultation

Consultation responses will be sent by email to tomas.borg@atrain.se no later than 2026-01-15.

The established railway network description will be published on the website no later than 2026-01-31. Any deviations from the date of publication, in the event that longer coordination needs to take place, will be communicated via deviation notices on A-Train's website.

1.6 Cooperation between Infrastructure Managers

A-Train cooperates with the Swedish Transport Administration regarding the provision and allocation of infrastructure capacity. Methods for cooperation are set out in the Swedish Transport Administration's railway network description.

1.7 Implementation

The Swedish Transport Administration carries out, through a separate assignment agreement with A-Train, capacity allocation and traffic management at Arlanda Link. However, the final responsibility for Capacity Allocation rests with A-Train.

1.8 Appeal

A railway undertaking or an applicant may refer disputes to the Swedish Transport Agency if the railway network description has been prepared in accordance with applicable regulations, see further information on the Swedish Transport Agency's website, www.transportstyrelsen.se.

1.9 Contact

Contact information for further information about this railway network description, the Swedish Transport Administration, supervisory matters and Arlanda Link can be found in [Appendix 1](#).

2 CONDITIONS OF ACCESS AND TRAFFIC

2.1 Introduction

The conditions that must be met in order to be entitled to carry out or organise traffic on the Railway Network managed by A-Train are set out in the Railway Market Act (2022:365), the Railway Market Ordinance (2022:416) and regulations established pursuant to these statutes.

2.2 General conditions of access

Only those Railway Undertakings approved by A-Train are entitled to pick up and drop off passengers travelling to or from Arlanda Airport on the route between Stockholm Central Station and Arlanda Airport, as follows from Chapter 6. Section 4 of the Railway Market Act and Chapter 5. Section 8 of the Railway Market Regulation. The right to pick up and/or drop off passengers at Arlanda Link is regulated in more detail in the Traffic Agreement.

AIAB has, through an agreement, appointed A-Train as manager of Arlanda Link. A-Train has a right and obligation to carry out or organise rail traffic on Arlanda Link. As Infrastructure Manager, A-Train thus has a discretionary right to decide who has the right to pick up and drop off passengers on the

route between Stockholm Central Station and Arlanda Airport. However, this restriction does not apply to International Passenger Traffic.

This means that anyone who performs or organises Concession-based Passenger Traffic, Through-Passenger Traffic, International Passenger Traffic or does not pick up or drop off passengers on the route between Stockholm Central Station and Arlanda Airport has the right to operate or organise rail traffic on Arlanda Link. This applies on the condition that the Railway Company has been awarded a Train Path and entered into a Traffic Agreement regarding the operation of Arlanda Link with A-Train.

The term "Stockholm Central Station" includes in this railway network description all stations within a radius of 15 km from Stockholm Central Station.

2.3 Permits

To operate Arlanda Link, several permits are required. The first is that the railway undertaking must have a licence for its operations in accordance with Chapter 2. Sections 1 – 2 of the Railway Market Act or a temporary licence pursuant to Chapter 2. Section 12 of the Railway Market Regulation. Railway undertakings must also have a permit in the form of a safety certificate in accordance with Chapter 3. of the Railway Safety Act (2022:367) and a current Traffic Agreement with A-Train. Further information about the application for a licence and joint safety certificate can be found on the Swedish Transport Agency's website, www.transportstyrelsen.se.

Railway undertakings' operations must be covered by a safety management system and have such other procedures in place as are necessary to ensure safe operations in accordance with the Swedish Transport Agency's requirements.

A-Train makes demands on railway companies regarding the basis for action cards. This information is submitted to the Swedish Transport Administration with the associated documentation required, see the Swedish Transport Administration's website www.trafikverket.se.

2.4 General Terms and Conditions

2.4.1 Framework agreement

According to railway legislation, framework agreements can be concluded regarding the right to operate or organize traffic, without specifying specific train paths and referring to forms that are to apply for a period longer than a timetable period. Framework agreements do not replace a Traffic Agreement.

A-Train is not obliged to allow other railway companies to operate or organise services on Arlanda Link, as A-Train alone decides who has the right to pick up and drop off passengers on Arlanda Link, except for International Passenger Traffic.

A-Train does not currently sign a framework agreement.

2.4.2 Traffic agreement

Rail traffic may not be carried out at Arlanda Link without a Traffic Agreement having been entered into with A-Train in connection with the allocation of Train Path.

Service Agreements contain the administrative, technical and financial terms and conditions necessary to operate a Train Path and are competition-neutral and non-discriminatory towards the Railway Undertakings that perform or organise rail services on the network managed by A-Train. The traffic agreement regulates the conditions for access to the tracks. The terms and conditions are derived from the respective Train Schedule and are a confirmation of the assigned Train Path.

An application for a Traffic Agreement is made through a contract with A-Train from the time the current railway network description has been established. The service agreement can be signed during the period between the current train schedule being established and the service starting.

2.4.3 Fees

Charges for operating the A-Trains Railway Network are shown in section 6.

2.5 Operational rules

The Swedish Transport Administration's Traffic Regulations for Railways (TDOK 2015:0309) apply to A-Train's infrastructure.

Traffic on A-Train's infrastructure shall take place in accordance with the provisions of the regulations set out in [Appendix 2](#) and on the Swedish Transport Administration's website, www.trafikverket.se.

In addition to these provisions, railway undertakings must have the necessary supplementary provisions in their traffic safety instructions.

The operational rules may be updated to refer to the regulations in force at any given time.

2.5.1 Regulations on electrical safety

The overall requirements for electrical safety are found in the Swedish Electrical Safety Board's regulations (ELSÄK-FS 2008:1, 2008:2 and 2008:3 with associated amending regulations).

More information can be found on the National Electrical Safety Board's website, www.elsakerhetsverket.se.

2.5.2 Other regulations

To reduce the risk of unauthorised persons climbing onto vehicles and having electrical accidents, there are rules for how vehicles may be parked under a live overhead contact line. The rules can be found in the Swedish Transport Administration's electrical safety regulations for interchanges (TDOK 2014:0415).

Electrical bridging is a problem that occurs on the railway network. Electrical bridging means that the vehicles' pantographs bridge voltage from a live catenary section to a catenary section that has been disconnected due to work on the overhead contact line. This endangers the lives of the personnel who work with the overhead contact line. It is important that the interaction works and that railway undertakings are aware of the problem and can help to reduce the risks.

See also [Appendix 3](#) regarding safety during activities in the track area.

2.5.3 Körorder

Railway companies that operate Arlanda Link do so according to a driving order. Access to driving orders is accessed via the Swedish Transport Administration's driving order system and is described in more detail in the Swedish Transport Administration's railway network description.

Information about accessibility to the Swedish Transport Administration's IT systems can be found on the Swedish Transport Administration's website, www.trafikverket.se.

2.6 Railway vehicles

Railway vehicles that are to be used by an applicant must be approved by the Swedish Transport Agency. A-Train requires a copy of the approval of vehicles issued by the Swedish Transport Agency.

Detailed conditions for the operation of Railway Vehicles are described in [Appendix 4](#).

2.7 Test drives

A railway company can apply for a test drive at Arlanda Link. In order to test drive a vehicle, the Swedish Transport Agency must approve the temporary use of the vehicle or vehicle combination. It is also required that the railway undertaking applies for a test drive to the Swedish Transport Administration and that the Swedish Transport Administration has decided on the conditions for the test drive and on capacity that is adapted to the decision on the conditions for test driving.

The application for a test drive on the A-Train Railway Network must be in writing. When the application, which must be submitted to A-Train, the Swedish Transport Administration's test drive decision and the Swedish Transport Agency's decision on time-limited approval of the Railway Vehicle must be attached to the application.

Information about approval for test drives and the process for the application can be found on the Swedish Transport Agency's website, www.transportstyrelsen.se.

The conditions for test runs are set out in the Swedish Transport Administration's railway description.

2.8 Specialtransporter

Special transports may be permitted if there is no risk of damage to the infrastructure or exceeding restrictions in accordance with applicable restrictions. Special transport refers to transport that exceeds any technical standard for the track facility and that may be carried out under certain conditions decided by A-Train.

The application for Special Transport shall be submitted to A-Train after the Swedish Transport Administration's approval of such an application. The application must include an attached copy of the Swedish Transport Administration's decision on a transport permit, with the transport conditions stated.

The conditions for a permit for Special Transport are set out in more detail in the Swedish Transport Administration's railway network description.

2.9 Responsibility

Unless otherwise stated in mandatory Swedish legislation, the following applies.

2.9.1 Liability in the event of delays

To prevent operational disruptions, operational management with quality fees is applied at Arlanda Link, in accordance with the Railway Market Act. A quality fee shall be paid by the person who causes deviations from the use of Arlanda Link as defined in the Train Plan and Traffic Agreement. The principles for performance management with quality fees and for registering deviations are set out in section 6.

2.9.2 Liability for damage

Liability for damage to property that occurs as a result of railway operation at Arlanda Link shall be borne by the party causing the damage. A party includes its personnel, personnel used by a party, a party's materials/aids or materials/aids used by a party, and a party's subcontractors/contractors. A party is only liable for property damage that in each individual case amounts to at least 0.5 price base amounts. Property damage that is less than 0.5 price base amount is never compensable.

Liability for pure financial damage presupposes that the party causing the damage has acted negligently. A party includes its personnel, personnel used by a party, a party's materials/aids or materials/aids used by a party, and a party's subcontractors/contractors.

Unless otherwise stated in the Service Operation Agreement or other special agreement on the use of services, A-Train's liability towards the Railway Company is limited as follows:

- (a) A-Train is not liable for consequential or indirect damage;
- (b) A-Train is not liable for damage that has arisen as a result of circumstances which, according to what is stated below, constitute grounds for exemption; and
- (c) A-Train's total liability for damages is limited to an amount corresponding to the compensation received by A-Train under the applicable Traffic Agreement during the last 12 calendar months prior to the occurrence of the damage.

Claims for compensation for damage must be made in writing. The claim must contain an account of events and grounds for the claim as well as available documentation showing and specifying the damage.

The Swedish Accident Investigation Board can investigate accidents and serious incidents under certain circumstances. If the Swedish Accident Investigation Board has investigated the incident, the Commission's causal assessment shall form the basis for the liability between the parties.

2.9.3 Contributory negligence

Damages that the parties are to pay due to damage can be adjusted if the other party has been a contributory contributor to the damage. The adjustment shall be made according to what is reasonable with regard to the fault that has occurred on both sides.

2.9.4 Compensation amount

A party's liability for compensation includes an amount of compensation corresponding to the value of the item or the cost of repair (but not costs exceeding the value of the item), depreciation and compensation for downtime and other direct damage. Damage that is attributable to ordinary wear and tear will not be compensated. Principles for damage assessment are set out in Appendix 8 B to the Swedish Transport Administration's railway network description 2027.

2.9.5 Damages

If the Railway Undertaking does not comply with the general access conditions and thus does not fulfil its obligations or obligations under the Operation Agreement, the Railway Undertaking shall compensate A-Train. The compensation amounts to the platform fee times two per passenger that the Railway Undertaking collects and/or drops off in violation of the access conditions set out in the Traffic Agreement.

2.9.6 Responsibility in railway operation

A-Train, in its capacity as Infrastructure Manager for Arlanda Link, is liable to third parties to the extent that this follows from railway legislation. If A-Train has compensated a third party for damage, A-Train has a right of recourse against a Railway Undertaking to the extent that it can be shown that the Railway Undertaking is liable for the damage in question.

Railway undertakings are liable for damage caused to A-Train's staff, passengers or contractors as a result of railway operations, as well as goods and the like that the latter has taken care of for transport.

If the Railway Undertaking has paid compensation to A-Train for such damages, the compensation may only be recovered from A-Train if A-Train has caused the damage.

A ticket or other passenger document that a Railway Undertaking uses in its traffic shall clearly show which Railway Undertaking is responsible and against which company injured passengers may turn.

2.9.7 Liability in the event of damage suffered by a third party

If a third party claims damages from a party, and if the party considers that the other party should ultimately be liable for the damages, the party may not admit or otherwise dispose of the claim without agreeing this with the other party. This means that the party must notify the other party of the third-party claim in writing as soon as possible.

If a party has received a claim for damages from a third party and believes that the other party should ultimately be liable for the damages, the other party may, at its own risk and expense, bring an action in the matter, after receiving the notification as described above. If the opposing party then chooses not to bring such an action, the party shall not admit the claim or reach a settlement in relation to the claim without first having prepared the opposing party to submit comments, which shall reasonably be taken into account. The Parties shall act expeditiously in the application of this provision.

If, taking into account the provisions of the first and second paragraphs above, a party has paid damages or compensation to a third party which is ultimately to be borne by the opposing party, the party has a right of recourse against the opposing party for such damages/compensation, together with the reasonable costs of litigation incurred by the party in the proceedings of the claim against the third party (e.g. attorney's costs and court costs). The right of recourse applies regardless of what may follow from law or other statutes regarding liability. However, it only applies to damages/compensation to third parties that are based on an obligation under the Statute or the Traffic Agreement.

Railway Undertakings are not entitled to receive recourse compensation from A-Train for compensation paid by Railway Undertakings, due to agreements with third parties, to such third parties due to delays or other disruptions in traffic (e.g. fines).

2.10 Grounds for Liberation

The parties are free from liability for non-performance of their contractual obligations if the deficiency is caused by war, terrorism, riots, work stoppage, lack of public energy supply in the country, blockade, fire or explosion, decision of the authorities or other event beyond the control of the parties, or when such a circumstance affects a subcontractor. The parties are not entitled to refer to an event caused by their own actions or decisions as grounds for exemption.

If the grounds for exemption as described above are relevant, the party referring to the grounds for exemption must take justified measures to reduce and eliminate the effects of the event.

The party requesting exemption under the above provisions must notify the other party without delay and notify the other party as soon as possible when the grounds for exemption have ended.

3 INFORMATION ABOUT THE INFRASTRUCTURE

3.1 Introduction

According to the Railway Market Act, A-Train is obliged to draw up a description of the Railway Network that A-Train has control over. Such a description shall include information on the available infrastructure, information on the conditions of access, the use of the infrastructure, and the procedures and criteria

for the allocation of infrastructure capacity. In this section of the railway network description, A-Train describes the available infrastructure.

3.2 Description of the infrastructure

A-Train's railway facility covers Skavstaby – Arlanda – Myrbacken with associated stops and tracks 1 and 2 at Stockholm Central Station. The railway facility borders the Swedish Transport Administration's track facility at Skavstaby, km 29+300, and Myyrmäki, km 146+800. Within the Arlanda operating site area are the stops Arlanda Central, Arlanda Södra and Arlanda Norra. All parts have double tracks. All parts have GSM-R (MobiSIR) coverage.

The Arlanda Nedre operating site area covers the area between Blackvreten, Arlanda Södra and Arlanda Central, and is the area where the tracks split between the turning track with Hållställen Arlanda Södra and Norra and the through track with Hållställe Arlanda Central.

Through passenger traffic only passes Arlanda Central Station and thus not the stops Arlanda Södra and Arlanda Norra.

Maps of the track system can be found in [Appendix 5A](#) and [Appendix 5B](#).

3.2.1 Ticket barriers

Manned entrance and ticket barriers are located at the entrance from Arlanda Central Station to enable Railway Companies to sell tickets and check that Passengers have valid tickets to cross the barrier line. The railway undertakings are jointly responsible for the equipment belonging to the ticket barriers and their operation and maintenance, in which case special agreements must be made between the railway undertakings.

Railway undertakings shall be given access to erected ticket barriers. Necessary adaptations and updates to the Railway Undertakings' ticketing system shall be paid for by the respective Railway Undertaking. However, adaptations must be approved in advance by A-Train, other Railway Undertakings and, where applicable, the relevant rights holders. The equipment belongs to the Railway Undertakings, which shall jointly be responsible for the removal of the equipment when no Railway Undertaking operates on Arlanda Link, unless otherwise agreed between A-Train and the Railway Undertakings concerned.

3.2.2 Blackvreten train service facility

The Skavstaby – Arlanda Norra section includes a siding facility with train service facility Blackvreten. Blackvreten has deviating main tracks and a number of non-signal-controlled staging tracks adjacent to the train service facility. In the depot building, only vehicles classified X3 may be driven unless otherwise agreed with the plant manager.

3.2.3 Connecting rail network

The Swedish Transport Administration is the Infrastructure Manager for connecting infrastructure. More information about the Swedish Transport Administration's Railway Network can be found in the Swedish Transport Administration's railway network description.

3.3 Capacity and technical characteristics of the infrastructure

3.3.1 Capacity characteristics of the infrastructure

The Swedish Transport Administration is responsible, on behalf of A-Train, for traffic management at Arlanda Link. Traffic management includes train clearance, monitoring and

management of traffic operations as well as information on train movements. This also includes conditions and conditions for the operation of the traffic, such as timetables and driving orders, as well as measurements from the Swedish Transport Administration's detectors.

For information on applicable operational frameworks, see Appendix 2.

3.3.2 Skavstaby – Arlanda Norra

Characteristics of Skavstaby – Arlanda Norra	
Track gauge	1,435 mm
Trails	60E1 and 50E3
Sleepers	Concrete with Fastening Fast Clip and Wood with Fastening Heyback
Maximum speed	200 km/h
Track length	22.8 km
Number of gears	33 pcs.
Number of tunnels	2
Opening bridges	Yes
Maximum permissible axle load	22.5 tonnes
Maximum permissible wagon weight per metre	6.4 tonnes
Max slope	20 ‰
Signal safety facility	Yes, line blocking with remote control
ATC	Yes
Hot aisle detectors	Yes
Level crossings	Yes
Power supply	Overhead contact line 15,000 V with period 16 2/3 Hz
Communication system	GSM-R
Maximum train length	160 m (applies to Arlanda Norra stop)
Exemption-free room profile	Yes
Permissible load profile	A

Transport dangerous goods	Not allowed
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3.3.3 Arlanda Central Station – Myyrmäki

Characteristics of Arlanda Central Station – Myrbacken	
Track gauge	1,435 mm
Trails	60E1
Sleepers	Concrete With Fastening Fast Clip
Maximum speed	200 km/h, in the tunnel system 100 km/h.
Track length	15.15 km
Number of gears	10
Number of tunnels	1
Opening bridges	Yes
Maximum permissible axle load	22.5 tonnes
Maximum permissible wagon weight per metre	6.4 tonnes
Max slope	15 ‰
Signal safety facility	Yes, line blocking with remote control
ATC	Yes
Hot aisle detectors	Yes
Level crossings	Yes
Power supply	Overhead contact line 15,000 V with period 16 2/3 Hz
Communication system	GSM-R
Maximum train length	355 m (applies to Arlanda Central stop)
Exemption-free room profile	Yes
Permissible load profile	A
Transport dangerous goods	Not allowed

3.3.4 Tracks 1 and 2 Stockholm Central Station

Characteristics of Tracks 1 and 2 Stockholm Central Station	
Track gauge	1,435 mm
Trails	50E3 and 60E1 (end of track 1)
Sleepers	Concrete with fastening Pandrol
Maximum speed	30 km/h
Track length	632 m
Number of gears	0
Number of tunnels	0
Opening bridges	Yes
Maximum permissible axle load	22.5 tonnes
Maximum permissible wagon weight per metre	6.4 tonnes
Max slope	5 ‰
Signal safety facility	Yes, operating site with system H (Stockholm operating site), long-distance train signaller.
ATC	Yes
Hot aisle detectors	Yes
Level crossings	Yes
Power supply	Overhead contact line 15,000 V with period 16 2/3 Hz
Communication system	GSM-R
Maximum train length	Track 1: 230 m Track 2: 260 m (387 m incl. siding)
Exemption-free room profile	Yes
Permissible load profile	A. Platform, partly 1150 mm, partly 580 mm above the top of the rail.
Transport dangerous goods	Not allowed

3.3.5 Planned changes to the infrastructure

There are no planned changes to the technical or capacity characteristics of the infrastructure during the current timetable period.

3.4 Traffic restrictions

3.4.1 Freight traffic

Arlanda Link is reserved for passenger traffic. This means that freight traffic is not allowed on Arlanda Link. Alternative Railway infrastructure for freight traffic is available on the Swedish Transport Administration's railway network, see the Swedish Transport Administration's website www.trafikverket.se.

3.4.2 Load profile

The current load profile is described in [Appendix 6](#).

Stops Stockholm Central platform 1, Arlanda Södra and Arlanda Norra have elevated platforms, with distances:

- Track center to platform: 1700 +40/-10 mm.
- Rail top to platform top: 1150 +10/-20 mm.

3.5 Maintenance and service facilities

There is a train service facility at Blackvreten.

3.6 Planned major track work

Planned major track work during the timetable period is set out in [Appendix 7](#).

4 CAPACITY ALLOCATION

4.1 General

This section describes the rules and processes for allocating capacity at Arlanda Link. In the above section2 which Railway Undertakings are entitled to operate or organise traffic on Arlanda Link.

Capacity allocation is regulated by the Railway Market Act, the Railway Market Regulation and related administrative regulations.

Capacity allocation at Arlanda Link is carried out in accordance with specified statutes by the Swedish Transport Administration on behalf of A-Train and follows the process and timetable described in the Swedish Transport Administration's railway network description, with the changes and specifications set out below.

The Swedish Transport Administration's railway network description can be found on the authority's website.

4.2 Application for capacity for Train Path

4.2.1 Requirements for applicants

Anyone who has the right to carry out or organise rail traffic under the Railway Market Act can apply for a Train Path at Arlanda Link, see further section2. The requirements must be met by the end of the application period at the latest.

4.2.2 Application for the adoption of a Train Plan

Train paths are assigned for one timetable period at a time. The applicant is, within the framework of this Network Description and in particular Section 2, free to apply for the capacity they desire.

Applications for capacity for Train Path can be submitted directly to A-Train or the Swedish Transport Administration. If an application is submitted to A-Train, A-Train will hand over the application to the Swedish Transport Administration, for the Swedish Transport Administration's processing. The processing of the application and what such an application must contain is stated in the process description in the Swedish Transport Administration's railway network description.

The application must be submitted to A-Train or the Swedish Transport Administration no later than according to the current date in the Swedish Transport Administration's Railway Network Description.

4.2.3 Application for ad hoc capacity

The so-called ad hoc application is addressed directly to A-Train or the Swedish Transport Administration. If an application is submitted to A-Train, A-Train will hand over the application to the Swedish Transport Administration, for the Swedish Transport Administration's processing. The processing of the application and what such an application must contain is stated in the process description in the Swedish Transport Administration's railway network description.

4.3 Allocation process

On the basis of the applications, the Swedish Transport Administration is preparing a proposal for a train plan. Subsequently, the applicants' infrastructure capacity needs are coordinated before the Train Plan is adopted. See more about how the allocation process works in the Swedish Transport Administration's railway network description.

4.3.1 Dispute resolution

If a conflict of interest does not appear to be resolved during the coordination, the applicants affected by the conflict may request dispute resolution no later than according to the relevant date in the Swedish Transport Administration's railway network description. When an applicant requests dispute resolution, he or she must at the same time submit to the Swedish Transport Administration or A-Train a description of the conflict of interest, an impact assessment for the production of the capacity applied for and a justification for why the solutions proposed in the coordination are not accepted. Applicants may also submit new proposals for solutions to the conflict of interest.

After requesting dispute resolution, the Swedish Transport Administration or A-Train calls those involved to a dispute resolution council where the Swedish Transport Administration or A-Train reports on the solution chosen and the alternatives that have been rejected, as well as the grounds for this.

According to Chapter 10, Section 8 of the Railway Market Act, a dispute about the decision and about the ordinary decision regarding Capacity Allocation can be referred to the Swedish Transport Agency, www.transportstyrelsen.se.

4.3.2 Overloaded infrastructure

If a conflict of interest is not resolved through coordination and dispute resolution between applicants, the relevant part of the infrastructure shall be declared congested. In the case of congested infrastructure, the conflict of interest is determined by the Swedish Transport Administration applying the prioritisation criteria stated in Appendix 8, which follow a written directive from A-Train.

When the infrastructure has been declared overloaded, A-Train, in consultation with the Swedish Transport Administration, will conduct a capacity analysis and draw up a capacity reinforcement plan.

A more detailed description of the process in the event of overloaded infrastructure can be found in the Swedish Transport Administration's railway network description.

4.3.3 Established train schedule

The train schedule for Arlanda Link is established by the Swedish Transport Administration on behalf of A-Train. Dates and deadlines for the planning process regarding the Train Plan and other information regarding the train plan process are stated in the Swedish Transport Administration's railway network description.

The Swedish Transport Administration also decides on preliminary train paths for international passenger traffic.

4.3.4 Assigned train paths

A Path is assigned for one timetable period at a time. If, after the determination of Train Paths, allocated capacity is not to be utilised, the Swedish Transport Administration shall be immediately notified that the capacity is thereby available for other use. Applicants who have been allocated capacity, but have not utilised the capacity to an appropriate extent, shall, at the request of the Swedish Transport Administration, waive the capacity unless this is due to factors of an economic nature and which are beyond the applicant's control. The Railway Undertaking to which a Path has been assigned may not transfer it to another Railway Undertaking. If a Path has not been used, this may be taken into account in the later allocation of Train Paths.

4.3.5 Measures in the event of disturbances

Guidelines for operational traffic management are issued by the Swedish Transport Administration before each timetable period. Principles for the Swedish Transport Administration's measures in the event of disruptions are described in the Swedish Transport Administration's railway network description.

In the event of disturbances or obstacles in the Railway Network at Arlanda Link, the order of priority according to Appendix 8 applies.

4.4 Capacity for maintenance work

A-Train indicates the need for capacity for maintenance work and other track work at the time the applications for infrastructure capacity must have been received. The process for allocating capacity is the same as for the applications. Planned major works are listed in Appendix 7.

4.5 Clearing, Salvage and Rescue

As Infrastructure Manager, A-Train is responsible for clearing at Arlanda Link. The railway undertakings are obliged, at the request of A-Train, to make railway vehicles and driver personnel available for the transport of their own railway vehicles to the designated place. In the event of a vehicle breakdown, the Railway Companies have the right to arrange for the Clearing of their own Railway Vehicle, after approval by A-Train. The operational management is carried out in consultation between the railway company and the Swedish Transport Administration's traffic management function and DLC. If an agreement regarding Clearing cannot be reached, A-Train will arrange for the clearing of the Railway Company's Railway Vehicles at the Railway Company's expense.

The railway companies are responsible for the recovery of their own railway vehicle. If Salvage is not carried out within a reasonable time, A-Train is entitled to arrange for Salvage itself, at the Railway Company's expense.

A Railway Undertaking shall be responsible for all costs relating to Rescue, Clearing and Salvage if the Railway Undertaking is responsible for the event that gave rise to the action.

Railway vehicles where there is a risk of fire or smoke development, for example in the event of suspected overheating, may not be driven into a tunnel. When such a risk exists, Railway vehicles must be stopped before the E4 tunnel Rosersberg or Arlanda Tunnel system.

When the Swedish Transport Administration operates Arlanda Link, management, notification and collaboration in investigations of accidents, incidents and emergencies take place in accordance with the Swedish Transport Administration's rules, with the exception of the above. These are described in the Swedish Transport Administration's railway network description. See also Appendix 2, regarding the current Emergency Plan.

5 SERVICES

5.1 General

A-Train has an obligation to provide a minimum package of access services to the Railway Undertakings that obtain access to the railway facility.

A-Train provides services in addition to these access services to Railway Infrastructure as set out below, under its own auspices or through an agreement with the Swedish Transport Administration. Railway infrastructure refers to track, signalling and safety facilities intended for rail traffic, traffic management facilities, equipment for the supply of electricity to traffic and other fixed equipment necessary for the maintenance, operation or use of the facilities, but not if the facilities and equipment constitute, or are located within, privately owned access lines, privately owned sidings or facilities for services other than passenger stations.

The use of services is regulated in the Framework Agreements and Traffic Agreements that Railway Companies sign with A-Train.

5.2 Services in the allocation of Train Path

A-Train provides the following services when assigning Train Path, which refers to the use of switches and transition tracks in train tracks.

A-Train provides all the information that may be necessary to carry out or operate the rail service for which capacity has been allocated. This includes:

- Stop: Arlanda Central, with a platform for passenger exchange and connection to Arlanda's Sky City,
- Arlanda Södra stop with a platform for passenger exchange and connection to Arlanda's Terminals 2, 3 and 4, and
- Arlanda Norra bus stop with a platform for passenger exchange and connection to Arlanda's Terminal 5

Electricity for train operation on A-Train's Railway Network is supplied by the Swedish Transport Administration. The forms of this are regulated in the Operation Agreement that the Railway Company has signed with the Swedish Transport Administration, as it is not possible for Railway Companies other

than A-Train to operate only Arlanda Link. For information on electricity supply, please refer to the Swedish Transport Administration's railway network description.

5.3 Extra services

Additional services provided on the A-Trains Railway Network are as follows:

- access to telecommunications networks GSM-R. Access to GSM-R is in accordance with the operator's (the Swedish Transport Administration's) terms and conditions. Terms and charges for GSM-R are set out in the Swedish Transport Administration's railway network description.
- Drive motor power is supplied by the Swedish Transport Administration. Terms and charges for traction motor power are set out in the Swedish Transport Administration's railway network description.

6 FEES

6.1 Fee principles

For the use of the Railway Infrastructure, A-Train charges a marginal cost-based fee in the form of a track fee and a special fee to contribute to cost coverage in the form of station charges.

A-Train uses cancellation fees and quality fees to prevent service disruptions. The quality fees are determined based on the data that A-Train receives from the Swedish Transport Administration.

Fees for traction motor power and GSM-R are charged by and paid to the Swedish Transport Administration.

All Railway Undertakings operating at Arlanda Central shall jointly bear all costs relating to the erection of the equipment belonging to the ticket barriers, such as the ticket counter, as well as all personnel costs relating to the inspection and sale of tickets at the ticket barriers.

The quality fees are invoiced to the party that has been assigned to Tågläge, Railway Company or responsible Traffic Organizer.

6.2 Track fee

The track fee for Train Plan 2027: SEK 0.081 per gross tonne-kilometre

Indicative track fee for future timetable periods:

- Train schedule 2028: SEK 0.083 per gross tonne-kilometre
- Train schedule 2029: SEK 0.085 per gross kilometre
- Train schedule 2030: SEK 0.087 per gross kilometre

6.3 Station fee

The station fee is the special fee that the Railway Company must pay to A-Train for each Passenger and Commuter who gets on or off the Railway Company's train at the Stops at Arlanda Link.

The station fee is based on the total costs that A-Train bears for the railway infrastructure at Arlanda Link, distributed by the forecasted number of passengers.

The station fee for Train Plan 2027 amounts to SEK 152.8 per Passenger to and from the Stops at Arlanda Link.

Indicative station fee for future timetable periods:

- Train schedule 2028: SEK 157.6 per Passenger
- Train schedule 2029: SEK 161.3 per Passenger
- Train schedule 2030: SEK 165.1 per Passenger

For commuters, the station fee Train Plan 2027 amounts to the following for each started (30-/90-/Year) period, regardless of how many journeys are made with the season ticket.

- Season pass 30-day SEK 462.6
- Season ticket 90-day $462.6 \times 3 = 1\,387.8$ kr
- Annual pass $462.6 \times 10 =$ SEK 4,626

Preliminary station fee for commuters in the coming train schedule periods:

- Train schedule 2028: Season ticket 30-day SEK 476.9
- Train schedule 2028: Season ticket 90-day 476.9×3 SEK 1,430.7
- Train schedule 2028: Annual pass 476.9×10 SEK 4,769
- Train schedule 2029: Season ticket 30-day SEK 488.3
- Train schedule 2029: Season ticket 90-day 488.3×3 SEK 1,464.9
- Train schedule 2029: Annual pass 488.3×10 SEK 4,883
- Train schedule 2030: Season ticket 30-day SEK 499.7
- Train schedule 2030: Season ticket 90-day 499.7×3 SEK 1,499.1
- Train schedule 2030: Annual pass 499.7×10 SEK 4,997

6.4 Quality fee and cancellation fee

A-Train applies performance management with quality fees in accordance with the Railway Market Act. Arlanda Link is part of the Swedish Transport Administration's system for reporting and registering deviations from the use of the infrastructure defined in the Train Plan and in the Traffic Agreement, as well as the reasons for deviations.

The Swedish Transport Administration administers and collects traffic charges in accordance with what is stated in the Swedish Transport Administration's railway network description. What is stated in the Swedish Transport Administration's railway network description regarding the Swedish Transport Administration's rights and obligations shall instead refer to A-Train's rights and obligations for deviations on Arlanda Link.

A cancellation fee is charged in the manner stated in the Swedish Transport Administration's railway network description.

For more information about performance management with quality fees, see the Swedish Transport Administration's railway network description.

6.5 Change of fee

Changes in the fee for the parties with whom A-Train has entered into a Traffic Agreement will be made in accordance with the principles of consultation regarding the railway network description.

6.6 Debiting

The fee is charged monthly after invoicing, or via self-invoicing, based on the information provided by the Railway Undertaking. The terms and conditions for payment of the additional services are set out in the Traffic Agreement that A-Train has entered into with the Railway Company.

With regard to the part of the station fee that constitutes the platform fee, the Railway Undertaking shall report to A-Train the total platform fee charged to passengers and the total number of passengers during the period. The railway undertaking is responsible for maintaining a quality assurance system in order to carry out quality assurance of the documentation regarding the total number of passengers and barrier line passages that are reported to A-Train. At A-Train's request, the quality assurance system shall be made available to enable control by A-Train or the person appointed by A-Train to carry out such control. More detailed terms and conditions for the quality review are set out in the Operation Agreement that A-Train has entered into with the Railway Company.

If a railway undertaking applies self-invoicing, the fees must be quality reviewed before self-invoicing takes place.

6.7 Drive motor current

Fees for electrical supply equipment for traction motor power for trains and consumed traction motor power for trains are levied by and paid to the Swedish Transport Administration, which supplies traction motor power to Arlanda Link. Terms and charges for traction motor power can be found in the Swedish Transport Administration's railway network description.

6.8 GSM-R

Fees for GSM-R are paid to the Swedish Transport Administration and are described in the Swedish Transport Administration's railway network description.

7 SAFETY IN THE ARLANDA TUNNELS

7.1 General

The tunnel system under Arlanda Airport stretches from Arlanda Nedre to Myrbacken, a distance of just over six kilometres. The total tunnel system is just over eight kilometres long and has ten escape routes, four of which are access tunnels with drivable roads connected. There are also several connecting passages between the tunnels, which normally have closed fire doors.

The stretch between Skavstaby, outside Upplands Väsby, and Myrbacken, north of Odensala, via Arlanda Airport, includes a tunnel system with almost nine kilometres of double track underground. In order to meet the expectations of rail traffic as a very safe transport system, it places great demands on safety measures and well-trained staff.

7.2 Security

Self-rescue is the main option when evacuating the tunnels. This means that the tunnels are designed and equipped in such a way that it is possible to evacuate the tunnels without the help of qualified personnel or rescue services.

At Arlanda Airport, there is A-Train's DLC, which monitors all A-Trains' facilities, receives fault reports and is responsible for camera surveillance of the stations Arlanda Södra, Arlanda Norra, Arlanda Central and tracks 1 and 2 at Stockholm Central Station.

DLC plays an important role in the rescue work in the event of a fire or accident. The rescue team will turn to DLC for information about the situation in the tunnels. DLC also orders and directs evacuations from the tunnel system via loudspeaker and illuminated sign information and dispatches personnel in the event of major incidents. The DLC is manned around the clock.

In the event of an accident/fire in the tunnel, the DLC activates the following:

- Alarm to SOS, which generates immediate full call-out and initiates evacuation of platforms.
- Downward escalators are stopped.
- Elevators go up to ground level and are then stopped.
- Tunnel lighting, strobe lights and headlights are turned on.
- Fire fans for escalators and elevators are started.
- Gate to Evacuation Road 7, UR 7, is opened (road for cars and rescue vehicles).
- Extinguishing water posts are pressurized.
- Ventilation hatches in the terminals are opened.

7.3 Security and communication equipment

The following equipment is available at escape routes:

- Strobe light.
- Headlights.
- Luminescent paintings (arrows with metre indication).
- Emergency exit signs.
- Airlocks.

The following equipment at the platform:

- Staff phone.
- Emergency/service telephones.
- Emergency telephones.
- Ticket machines, TVM, with the possibility to contact DLC
- Microphone that breaks remote callouts.
- Push-button fire alarm.
- Fire extinguisher.
- Platform lighting.
- Strobe light.
- Airlocks at exits.

7.4 Escape routes

The tunnel system is equipped with ten escape routes chronologically numbered from south to north.

If necessary, the escape routes can be easily found by equipping the walkways between the escape routes with uninterrupted handrails.

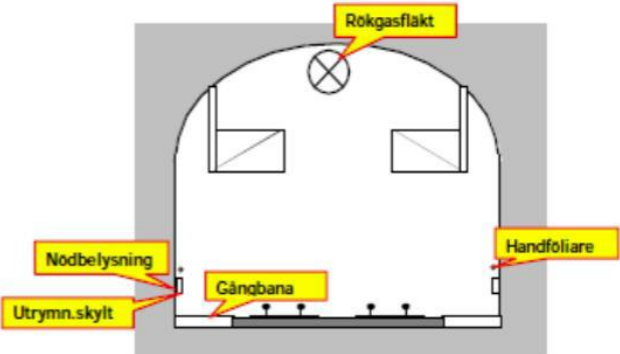
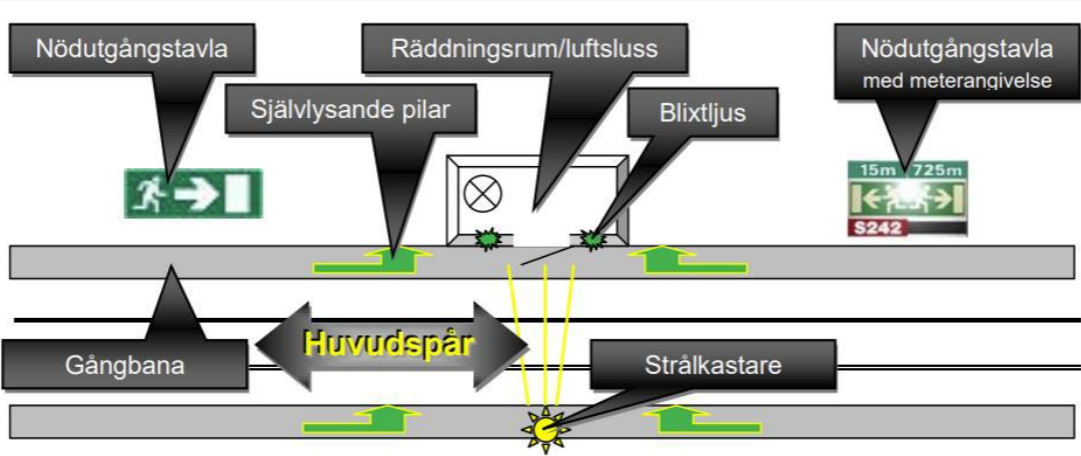
The road to the nearest evacuation route is marked with luminescent arrows and at the emergency lighting there are signs with meter indication in both directions to the nearest evacuation route. At these boards there are switches to turn on the tunnel lighting.

Right in front of each escape route, a spotlight illuminates the door between the runway and the rescue room. On both sides of this door, strobe lights are mounted.

Evacuation from the tunnel system under Arlanda Airport can take place via tunnel mouths, rescue/service tunnels and via regular station exits. In addition, there are three escape routes in the form of stairwells. At evacuation routes, there are also orientation signs that show the south and north tunnel direction. At UR 1, 3, 7 & 10 there are workstations for the emergency services.

In the tunnels, there are hardened walkways along the tunnel walls. At the doors leading to an escape route or an escape stairwell, there are illuminated emergency exit signs. Inside doors to escape

routes/stairwells that lead into the open air, there is an airlock to prevent smoke from spreading into the escape route (rescue rooms and stairwells).



8 APPENDICES

The following appendices supplement this network description:

Appendix 1	Contact information
Appendix 2	Operational regulations
Appendix 3	Safety during activities in the track area
Appendix 4	Driving Railway Vehicles at Arlanda Link
Annex 5a	Map of the track system
Annex 5b	Schematic map of part of the track system
Appendix 6	Current load profile
Appendix 7	Planned major track work
Appendix 8	Prioritisation criteria
Appendix 9	Facility description regarding Stations
Appendix 10	Amendments to the approved JNB

APPENDIX 1 – CONTACT INFORMATION**Contact information for this Railway Description**

Address	Telephone	Email	Website
Box 130101 22 Stockholm	+46 877 172 02 00	info@atrain.se	www.arlandaexpress.com

Contact information for the Swedish Transport Agency's Railway Department regarding supervisory matters

Address	Telephone	Email	Website
Box 267781 23 Borlänge	077-150 35 03	jarnvag@transportstyrelsen.se	www.transportstyrelsen.se

Contact information about the Swedish Transport Administration

Address	Telephone	Email	Website
Box 810781 28 Borlänge	0771-921 921	Trafikverket@Trafikverket.se	www.trafikverket.se

Contact information about the operation of Arlanda Link

Address	Telephone	Email	Website
Box 810781 28 Borlänge	010-123 89 84	trafikplanering.jarnvag.ktp@trafikverket.se tagledaren.ost@trafikverket.se	www.trafikverket.se

ANNEX 2 – OPERATIONAL FRAMEWORK

**Road Safety Instructions, General Part –
Infrastructure Manager**

ATF 06:0

Rail traffic regulations	TDOK 2015:0309 all modules
Traffic regulations for the use of GSM-R	TDOK 2016:0193
Electrical safety regulations for interchanges	TDOK 2014:0415
ATC instructions for ATC on-board systems	TRVINFRA-90001
Switches and track barriers – local manoeuvring and control	TDOK 2017:0701
Installation of vehicles with pantographs extended, technical requirements for vehicles	TRVINFRA-00164 REQUIREMENTS
Installation of vehicles with pantographs extended, technical requirements for vehicles	TRVINFRA-00164 ADVICE
Emergency plan A-Train	Weather 23-02-08

APPENDIX 3 – SAFETY DURING ACTIVITIES IN THE TRACK AREA

Electrical safety

Damaged or fallen pipe

A damaged or fallen power line and other objects in its vicinity must always be considered live and thus life-threatening. Never go near a fallen wire or derailed vehicle with the pantograph raised. Pantographs should be lowered if possible. If this cannot be done, the electrical conductor should be contacted immediately to disconnect the voltage.

Immediately call the emergency number 112 or the Swedish Transport Administration's production site. Warn other people and, depending on the circumstances, guard until an electrical work manager or responsible officer with the rescue service arrives on site and takes over responsibility.

Ladders and other long objects

Objects made of conductive materials must not be handled in such a way that there is a risk that they will come into the immediate area.

A mobile ladder longer than 2 metres and handled within 4 metres of a high-voltage installation shall be made of non-conductive material and shall be equipped with a warning sign relating to the electrical hazard.

The warning sign must be designed in accordance with the requirements of ELSÄK-FS 2022:2, general warning for electrical hazards and be placed approximately 2 meters from the root end of the ladder.

Heat and alternating heating systems

In the event of a failure of the alternating heating element, the rail can assume dangerous voltage. To eliminate the risk of damage due to faults, the switch heating system must always be switched off when working in the switch.

In work where there is no direct contact with the rails (e.g. snow removal with a broom, cleaning of the stay pit), disconnection of the alternating heating system is not required.

When working on a heat exchange system, the rules SS-EN 50110-1 edition 3 Maintenance of electrical installations must be followed.

The risk assessment must state whether the alternating heating system needs to be disconnected.

Access to operating rooms

In order to be allowed to stay in operating rooms on their own, the person must be sufficiently instructed to avoid the dangers that electricity can cause. Personnel who are not instructed may only stay in operating rooms under the supervision of a qualified person.

Other rules for operating rooms can be found in ELSÄK-FS 2022:1 and 2022:2.

Safety zone

The safety zone extends at least 2.20 metres out from the nearest rail. No one is allowed to stay in the safety zone 10 seconds before a rail vehicle passes.

Lay-ups or similar must not extend into the safety zone or closer than 4 metres to a live installation part.

Hi-vis clothing

Persons staying within the track area must wear high-visibility clothing that complies with standard EN 471, class 3. Logos or other non-fluorescent colourings must not affect the surface indicated by the standard.

APPENDIX 4 – DRIVING OF RAILWAY VEHICLES AT ARLANDA LINK

Mains Commuting DC Locomotives

Locomotives a little Rc may be driven multiple coupled in passenger trains at Arlanda Link, for coupled locomotives the same conditions apply as for multiple locomotives. In the case of multiple coupling (or coupled locomotives), no higher torque than driving mode 6 should normally be used.

Operation with three operating Rc locomotives is not permitted.

Railcars, network-commuting

Railcar trains of up to four units may be operated on Arlanda Link with up to four units.

Asynchronous vehicles

Asynchronous vehicles may be driven on Arlanda Link with a regenerative electric brake, even in multiple operation.

Other electric vehicles

Electric vehicles that are not normally operated on Arlanda Link according to the Train Plan may be driven on a case-by-case basis with permission from the A-Train Facility Manager.

Prohibition of traffic with X50 series railcar sets

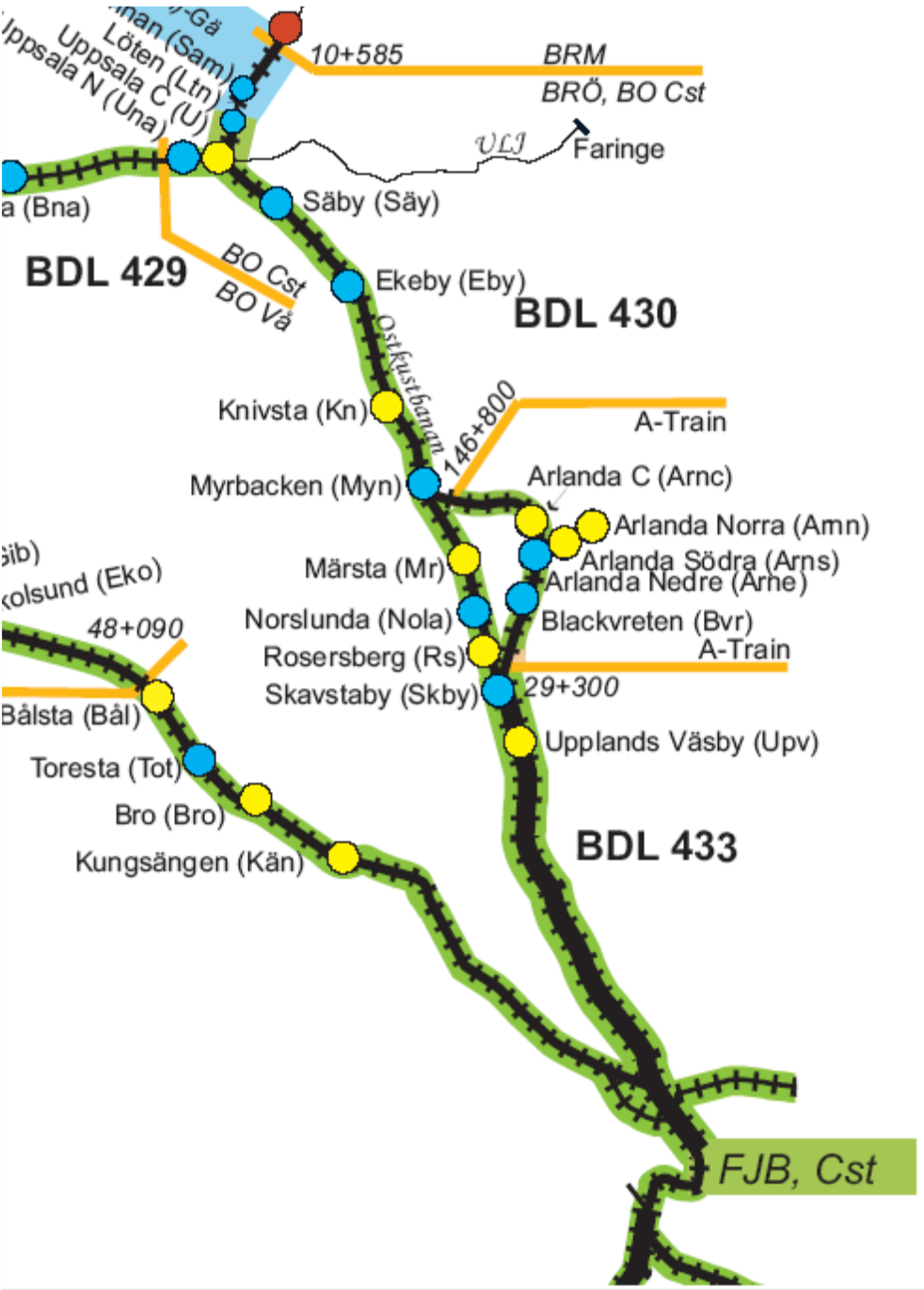
Stops Arlanda Södra and Arlanda Norra may not be operated with railcar sets in the X50 series (Regina Crusaris), as the platform there is raised (1,150 mm above the top of the rails). The stopping point for such railway vehicles is the border between Arlanda Nedre and Arlanda Södra, marked with signs "Stop for the X50 series".

Dieseldrift

Scheduled passenger trains with diesel operation are not allowed to operate on Arlanda Link.

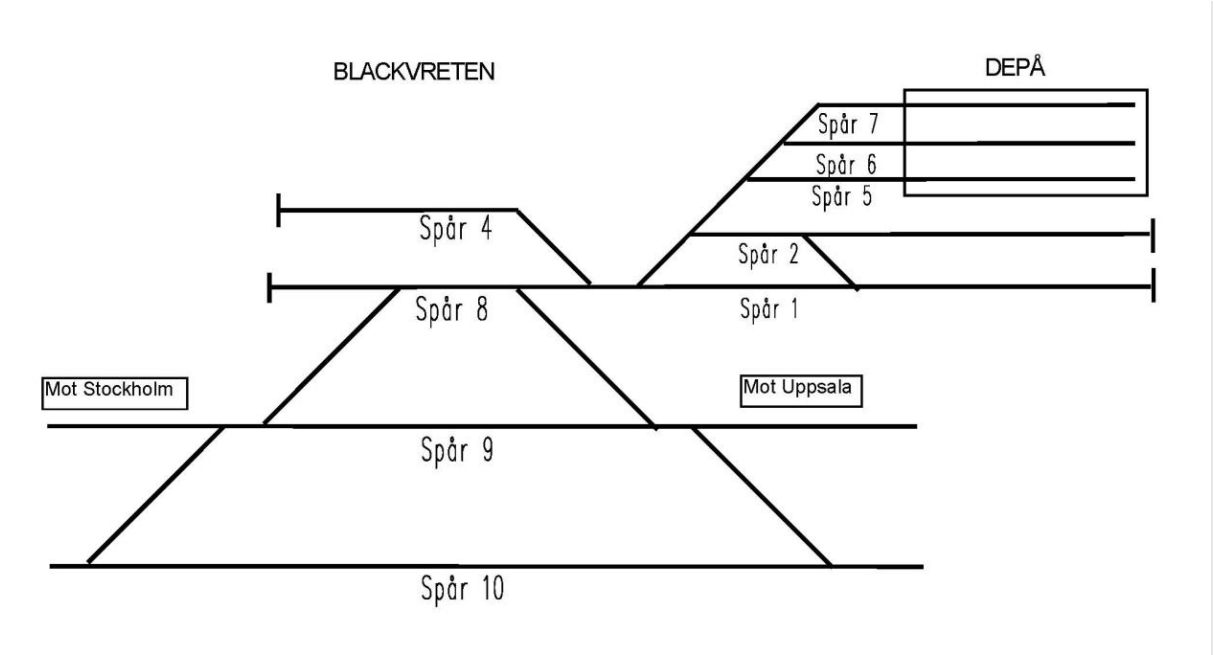
APPENDIX 5A – MAP OF THE TRACK SYSTEM

Overview

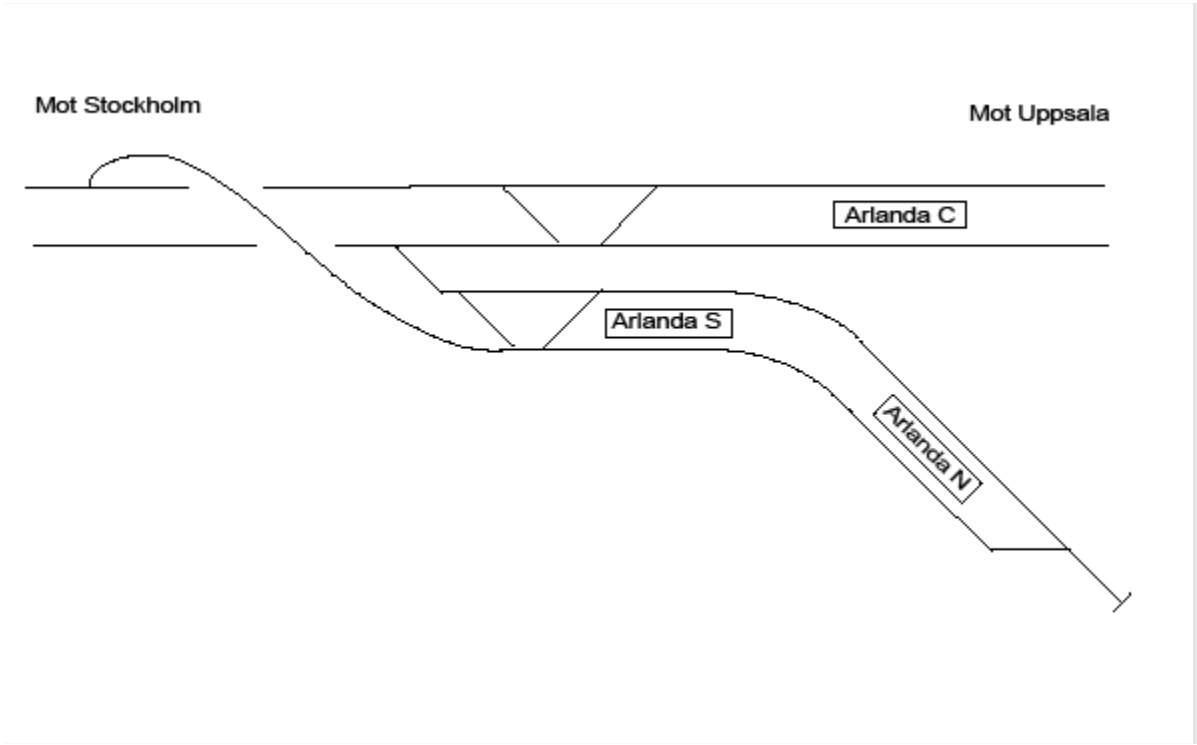


ANNEX 5B – SCHEMATIC MAP OF PART OF THE TRACK SYSTEM

Blackvreten, with train service facility

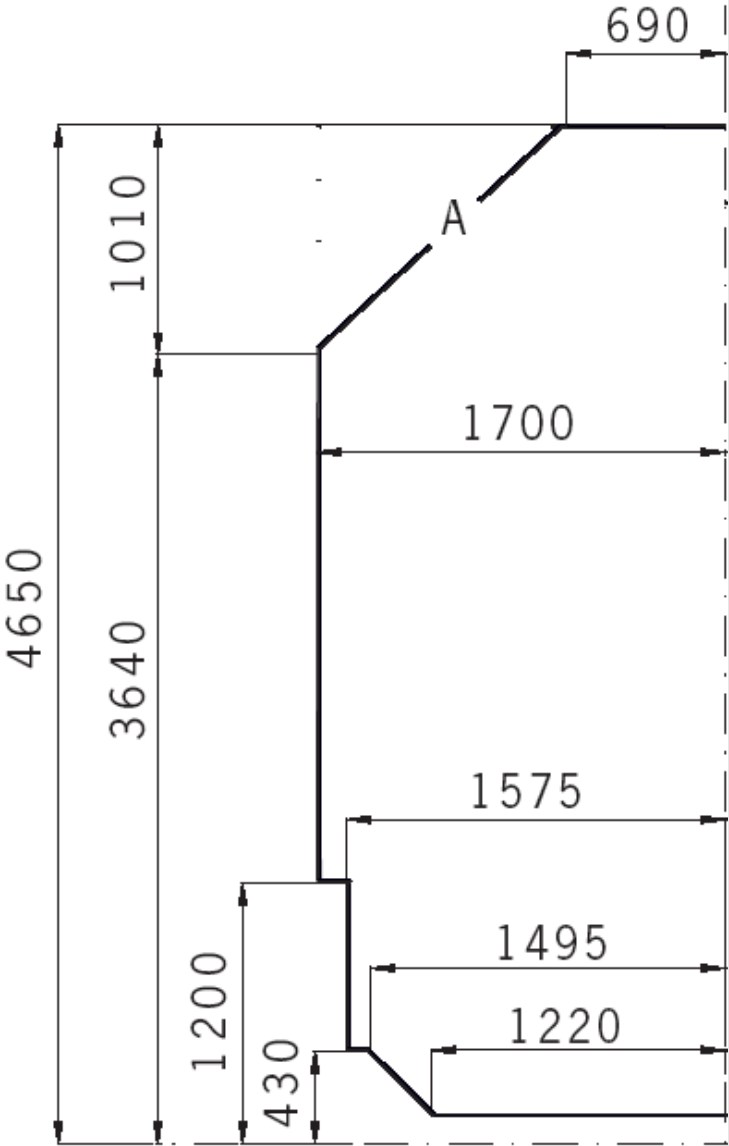


Stops Arlanda



APPENDIX 6 – APPLICABLE LOAD PROFILE

Lastprofil A



Mått i mm

APPENDIX 7 – PLANNED MAJOR TRACK WORKS

Regular maintenance / train-free times, all tracks Skby – Myn:

- Monday – Friday 01:15 – 04:25
- Saturday – Sunday 01:25 – 04:25
 - Note: review is underway of a possible test with a shortened regular maintenance window during weekends and public holidays

Planned major track work under Train Plan 2027 will mainly take place during pre-planned maintenance weeks as follows:

- Weeks 34 and 42 with extended time for maintenance, at 23:55 – 04:55, which entails traffic restrictions during the time of the track work.

ANNEX 8 – PRIORITISATION CRITERIA

The following priority criteria apply at Arlanda Link.

- 1) Concession-based passenger services with at least six trains per hour in each direction from 04:00 to 01:00.
- 2) Regional passenger traffic that allows boarding and disembarking at Arlanda Central Station and that has a high proportion of time-sensitive passengers. If several applicants meet this, priority shall be given to trains with the highest passenger transport capacity.
- 3) Passenger traffic in the form of long-distance traffic that allows boarding and disembarking at Arlanda Central Station and that has a high proportion of time-sensitive passengers. If several applicants meet this, priority shall be given to trains with the highest passenger transport capacity.
- 4) International passenger traffic.

APPENDIX 9 – FACILITY DESCRIPTION REGARDING STATIONS

A-Train has four (4) stations dedicated to passenger exchange/boarding and disembarkation:

- (1) Platform 1 at Stockholm C – intended for the Arlanda Express
- (2) Arlanda Södra – intended for the Arlanda Express
- (3) Arlanda Norra – intended for the Arlanda Express
- (4) Arlanda Central Station – intended for other operators' services

Access to stations and platforms is obtained in connection with the allocation of Train Path. Fees for access are set out in section 6.3.

Stations 2 and 3 are intended for traffic carried out by Arlanda Express and have an elevated platform of 1150mm. This means, among other things, a ban on traffic with vehicles in the X40 series.

Station 4 is intended for traffic carried out by other operators and the platform has a standard height of 760mm.

The platforms at stations 2-4 are connected to Arlanda Airport via lifts and escalators.

The opening hours of the stations are adapted to the assigned train paths/timetable.

A-Train is responsible for fault rectification and cleaning at the stations. Fault reporting is made to DLC (contact information according to section Appendix 1)

Arlanda Central Station is equipped with the Swedish Transport Administration's system for information to passengers (signage, and loudspeaker system for announcements).

APPENDIX 10 AMENDMENTS TO THE APPROVED JNB

If a published railway network description needs to be changed, this is done by means of a deviation notice published on www.arlandaexpress.se.

There are two (2) types of changes:

1. those who are consulted before a decision is taken
2. those that **are directly decided** without prior consultation.

If the deviation is due to urgent security reasons or a change in the law or other binding statute and/or is not burdensome for any applicant, the deviation/amendment will be decided and announced without consultation. Other changes must be consulted beforehand.

Consultations and directly decided changes are published on A-Train's website and sent to railway companies with Traffic Agreements (TRAV). The consultation period is normally 10 working days.

The change will be introduced in the Railway Network Description after the consultation period has expired, after which the updated JNB will be published on A-Train's website. (NOTE! New dates/version designations!)

Appendix 1, Contacts, is updated continuously without any deviation notice being issued.