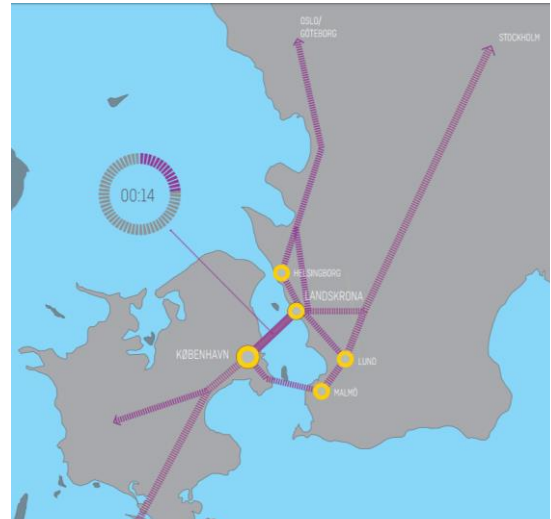


Europaspåret Project

A New rail connection for freight and passengers in the Öresund Region Removing a future bottleneck and extending the benefits of the Fehmarnbelt

The Fehmarnbelt Fixed Link will remove a significant cross-border bottleneck between the Nordic countries and Central Europe. Long-term benefits of the Fehmarnbelt connection depend on further access routes. Here, sufficient capacity and a swift transport connection in the Öresund region remain a key component to fully realise the Scandinavian-Mediterranean Corridor.

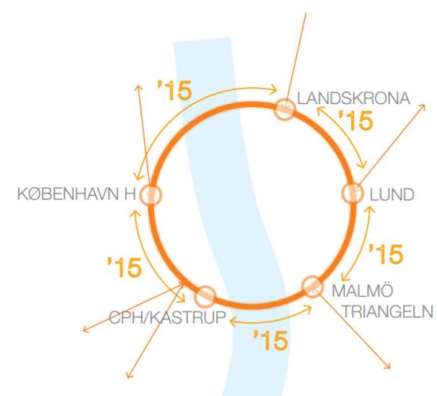
The Europaspåret project anticipates a future bottleneck in the Öresund region and provides a sound solution by firstly creating additional transport capacity and secondly extending benefits of the Fehmarnbelt Fixed Link to the Nordic region. Precisely, the project foresees a new immersed rail link between the Swedish city Landskrona and Nordhavn in the north of Copenhagen on the Danish side.



Traffic across the Öresund bridge has increased dramatically during the last 15 years and will once again rise after the Fehmarnbelt connection will be operational. For instance, more than 80% of all freight transport originating from the Fehmarnbelt connection will be transit traffic to Sweden. With regards to passenger traffic, the incremental expansion of the Stockholm - Malmö high-speed rail and the Swedish West Coast Main Line will further increase pressure on the Öresund Bridge. Lastly, a growing number of flights from Copenhagen Airport will attract additional travellers using the same Öresund crossing.

The Europaspåret project explicitly targets increasing freight and passenger traffic and provides a smart solution to alleviate future pressure on the existing Öresund crossings by ensuring sufficient capacities.

The new project will drastically improve passenger traffic possibilities by cutting down travel time for commuters. The new fixed rail link would establish a transport ring in the region, thus connection Landskrona - Copenhagen - Copenhagen Airport - Malmö - Lund - Landskrona, each journey in roughly 15 minutes. The long-distance rail network on the Danish and Swedish side would then be connected to the ring.



Travel time between Copenhagen and Gothenburg will go down to 1:45 hours and Stockholm to Copenhagen could be realised in 2:30 hours.

Equally, this project tackles the Öresund freight transport bottleneck which lies on the designated TEN-T core network. Freight transport capacity will be substantially upgraded in the Öresund and connect the wider Fehmarnbelt corridor to the Skåne region and to the north west of Sweden, eventually even reaching further north to Norway.