

Improved service level on the railway section Seinäjoki–Oulu

The improvement of the railway section Seinäjoki–Oulu will cut travel times, add railway capacity and reduce the vulnerability to traffic disturbances. The improved railway connection will also create new possibilities for land use and business activities in the region.

The 335-kilometre long railway between Seinäjoki and Oulu is one of the busiest single-track railway sections in Finland. The majority of the railway traffic between Southern and Northern Finland uses this railway, which is part of the Trans-European Rail Network (TEN). The project was preceded by the improvement of the railway section between Helsinki and Seinäjoki.

The cost estimate of the project is 860 million euros. The project is partly funded by the European Union. The benefit-cost ratio measuring the financial benefits from the project against the costs to complete the project is about 2.0.

The project strengthens the competitiveness of railway traffic and boosts regional development

The project is both cost-effective and significant from a socio-economic perspective. By improving the existing single-track line, a continued use of the railway section can be secured. The new double-track railway sections will increase the railway capacity, which enables greater traffic volumes.

The outcome of this project will be an increased axle load and a higher speed. Passenger trains can ultimately run at a speed of 200 km/h from Helsinki to Oulu. The competitiveness of the freight traffic is strengthened as the axle load on the whole railway section is increased to 25 tonnes at a speed level of 80–100 km/h.

The improvement of this railway section with heavy traffic has enabled a smoother traffic flow both regionally and nationwide.

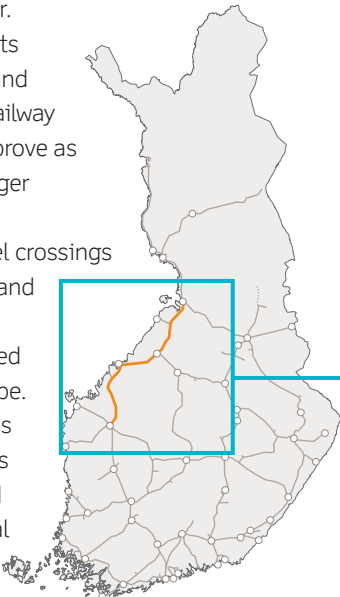
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This means that trains can transport heavier loads than before at higher speeds. The running of heavier trains on double-track sections is secured by adding electric power.

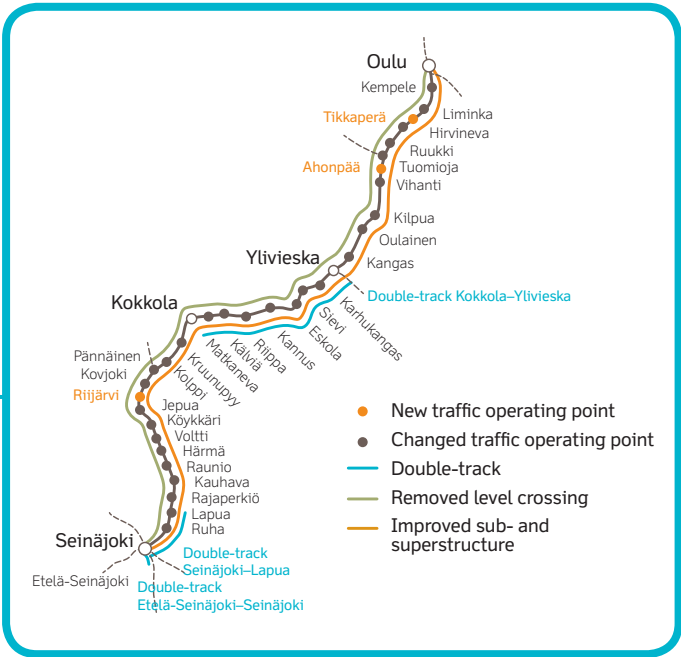
Changed and new traffic operating points enable a development of the freight traffic and reduce the vulnerability to disturbances in railway traffic. In addition, the station areas will improve as a result of the changes made to the passenger traffic operating points.

Traffic safety will be improved when level crossings are replaced with overpasses/underpasses and traffic arrangements. As level crossings are removed, passenger trains can run at a speed of 160–200 km/h depending on the train type.

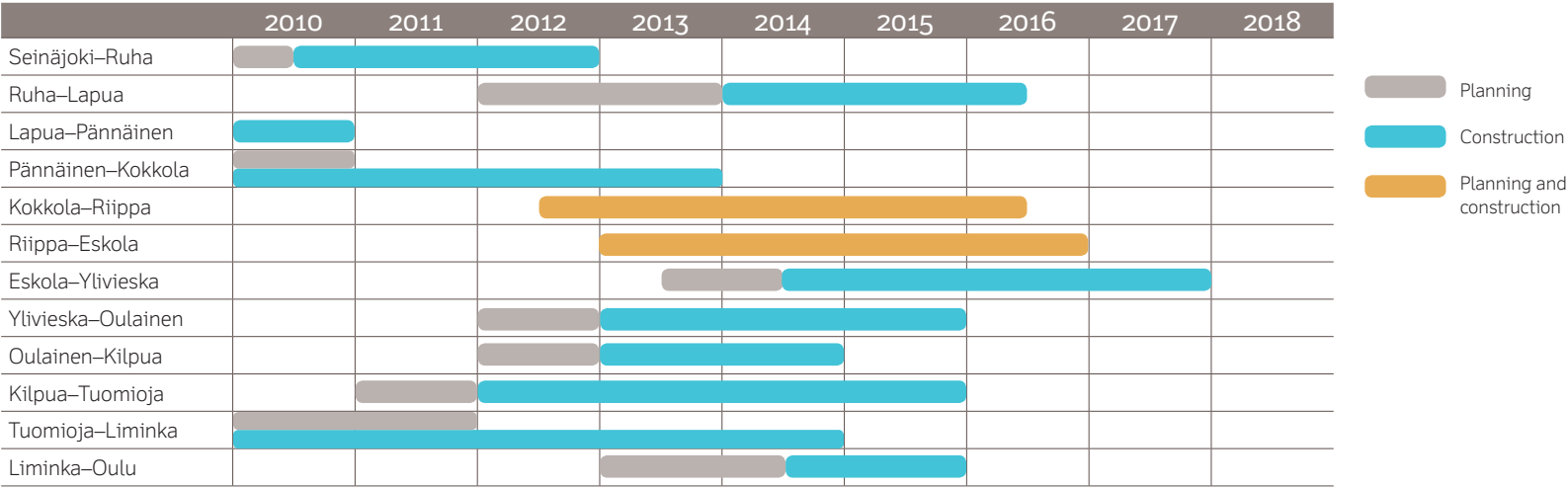
The improved railway connection creates new opportunities for land use and business activities in the area between Seinäjoki and Oulu. Shorter travel times bring the regional and national centres closer to each other. This is advantageous for all of Ostrobothnia, especially the regions where there is a station.



Project content



Project timetable



Repairing old constructions and building new

- Improvement of 29 traffic operating points.
- New traffic operating points are built in Riijärvi, Tikkaperä and Ahonpää.
- New passenger platform is built at Kempele traffic operating point.
- Level crossings are removed from the whole section.
- Railway constructions are improved on the whole section. Traffic disturbances will be reduced as frost heave damages are prevented.
- Double-track sections will be built from Southern Seinäjoki to Lapua and from Kokkola to Ylivieska. The section between Southern Seinäjoki and Seinäjoki has been completed.
- 16 steel bridges will be repaired or renewed. The oldest bridges to be repaired were built in 1928.
- Changes will be made to the safety device system and electrified line system on the whole section. The existing safety device system between Kokkola and Ylivieska will be renewed.



The construction work was started in 2007 and will be completed in 2017.

FURTHER INFORMATION

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Improved service level

Railway project Seinäjoki–Oulu

