



Feasibility Study concerning High-Speed-Railway-Lines in Norway

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Peter Sautter – Frank Schäfer – Harry Dobeschinsky



The Consortium – Members and Fields of Work



VWI Verkehrswissenschaftliches Institut Stuttgart GmbH

- Project administration, operation, evaluation, costs and benefits



Intraplan Consult GmbH

- Passenger transport demand, market study, modal-split calculations



IGV

Ingenieur Gesellschaft Verkehr Sautter Steinbach GbR

- Network basic construction, infrastructure planning



Institute for Railway and Transportation Engineering

of the University of Stuttgart (Teach and Research Division of Railway-Vehicle-Technology)

- Operation basics and operation of lines, investment costs, power supply, maintenance



Institute of Land and Maritime Transportation

- Specialised Field concerning Railway Vehicles of the Technical University of Berlin

- basics of technical conditions and costs of railway vehicles



Institute of Transportation Constructions

– Chair for Planning and Design of Infrastructure for guided Transport of the Technical University of Dresden

- basic technical conditions for high-speed railway infrastructure



Feasibility Study - Phases

- PHASE 1** Comparison of existing High-Speed-Railway Concepts
Market Study and Potentials for High-Speed-Rail in Norway
Technical Basics
Regarding Corridors
- PHASE 2** Alignment Planning
Calculation of Traffic Demand
Impacts and Effects of new High-Speed-Lines
Cost-Benefit-Analysis
For the Lines Oslo – Trondheim and Oslo – Gøteborg
- PHASE 3** Alignment Planning
Calculation of Traffic Demand
Calculation of Infrastructure Investment and Operating Costs
For the Corridors to Kristiansand, Stavanger and Bergen
Ranking of the Corridors



Feasibility Study - Outline

Part 1

Peter Sautter

**Technical Basics of High-Speed-Rail
Corridors for High-Speed-Rail in Norway
Alignment Planning**

Part 2

Frank Schäfer

**Potentials for High-Speed-Rail in Norway
Stop Patterns and Operation Concepts
Calculation of Traffic Demand**

Part 3

Harry Dobeschinsky

**Impacts and Effects of new High-Speed-Lines
Costs of Infrastructure Investment and Operating
Cost-Benefit-Analysis
Conclusions**

