

Customer: The government agency Swedish State Railways

### The challenge

In 2002, the Swedish government decided for a financial restructuring of the state owned company SJAB, the largest Swedish passenger traffic operator. As one rather strategic item, it was decided to transfer a part of the SJAB rolling stock fleet to the state organisation Swedish State Railways. The purpose was relieve SJAB from the burden of this asset, and to organise a more clear organisation as regards rental of rolling stock primarily for the state passenger traffic franchises contracted by Rikstrafiken, another state



organisation. Transrail was contracted to take responsibility of all issues related to the organisation and establishment of the new rolling stock unit, The final step of this work was to development short- and long-term strategies for the fleet of rolling stock managed by the unit, considering types and number of vehicles, technical standard, refurbishment program etc. The work needed to be done in a transition period when it comes to Swedish railway policies. Inputs to policies and investment strategies were needed. The vehicles which were taken over needed refurbishment after years of neglect.

### The solution

The following inputs to the strategy were established:

- A total overview of the existing rolling stock in Sweden as well as contracted and planned deliveries. National and regional traffic development plans were assessed. These data were used as a general prognosis up to the year 2015.
- An analysis of the status of the transferred vehicles was carried out, both through visual inspections and analysis of maintenance statistics.
- Expectations for the future of the concerned traffic system were discussed with the operators and Rikstrafiken, the principal for the franchises.
- Certain traffic planning studies were carried out in order to assess scenarios for the future needs of the franchises.
- The Swedish market for rolling stock rentals was assessed.

The final strategy was built from this information and covered scrapping, refurbishment and acquisition for the fleet. The recommendation was even to rebuild some of the vehicles in order to fit the demands better and to improve cost-efficiency of the operations. Investment costs were estimated. Finally a work short- and long-term work program for the modifications was proposed.

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<b>Year of realization:</b>	2004
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