

# Kapasiteettimalli 2026 Capacity Model 2026

## Luonnos / Draft

TTR Suomi - Finland

12.4.2024



Finnish Transport  
Infrastructure Agency



# Yleistä kapasiteettimallista

## Introduction to Capacity Model

Kapasiteettistrategia ja -malli ovat osa yhteiseurooppalaista rautateiden kapasiteettisuunnittelun uudistusta TTR (Timetabling and Capacity Redesign), jonka tavoitteena rautatieliikenteen kilpailukyvyn parantaminen. Euroopan komissio antoi heinäkuussa 2023 ehdotuksen [ratakapasiteetin käyttöä koskevasta asetuksesta](#), jonka myötä TTR-prosessi tulee käyttöön kaikissa EU-maissa lähivuosina. Väylävirasto julkaisi ensimmäisen [kapasiteettistrategian vuodelle 2027](#) tammikuussa 2024.

Kapasiteettimalli on kapasiteettistrategiaa seuraava ratakapasiteetin ennakkosuunnitteluvaihe, ja se julkaistaan 1,5 vuotta ennen kyseisen aikataulukauden vaihdetta.

Kapasiteettimalli kuvaa keskimääräistä arkipäivän liikennettä. Kapasiteettimallin tarkoitus on tuoda rataverkon kapasiteetin käyttö läpinäkyvämmäksi ja tuoda esiin mahdolliset kapasiteetin käytön haasteet varhaisemmassa vaiheessa.

Capacity Strategy and Capacity Model are part of new European capacity management reform called TTR (Timetabling and Capacity Redesign), which aims to expand the market share of rail. In July 2023, European commission gave a proposal for new [regulation for the use of railway infrastructure capacity](#) which will be implemented in EU in upcoming years. FTIA published their first [Capacity Strategy for 2027](#) in January 2024.

The capacity model is the second TTR advanced planning instrument, which is published 1,5 years (X-18) before the scheduled timetable change.

Capacity Model describes the average traffic on a weekday. The main benefits obtained from a Capacity Model are transparency in capacity usage and the detection of potential capacity conflicts and congestions already at an early stage, allowing for more time to mitigate the situation with suitable measures.

# Yleistä kapasiteettimallista

## Introduction to Capacity Model

Kaksiraiteisilla rataosilla kapasiteetin käyttö on esitetty suunnittain, yksiraiteisilla rataosilla molemmat suunnat samassa mallissa. Kaksiraiteiset rataosat on merkitty reittikaavioihin.

Kapasiteetinkäyttöraja (ICL) perustuu tilastodataan ja asiantuntija-arvioon siitä, kuinka monta junaa voi saapua rataosalle kyseisen tunnin aikana. Käyttöraja on niinkään luonnosvaiheessa ja sen määrittelyä kehitetään sidosryhmäyhteistyössä sekä tarkastellaan vuosittain myös infra- ja liikennemuutokset huomioiden.

Kapasiteetin käyttörajan ja junamäärän erotuksesta nähdään suuntaa antavasti arvioitu vapaan kapasiteetin määrä rataosalla tunneittain. Kapasiteettimalli ei ole sitova päätös kapasiteetin käytöstä.

Tämä dokumentti on kapasiteettimallin 2026 luonnos, joka perustuu historiadataan, eikä ole ennuste vuoden 2026 kapasiteetin käytöstä. Kapasiteettimallin pohjana ovat vuoden 2024 vuosikapasiteetissa arkipäiville haetut kauko- ja lähijunat sekä 1-6/2023 arkena ajettut tilastolliset tavarajunat ja veturit. Ennen lopullisen kapasiteettimallin julkaisua mallia rikastetaan kapasiteetin hakijoilta ja muilta sidosryhmiltä saatavilla tiedoilla vuoden 2026 liikennemuutoksista. Lopullinen versio kapasiteettimallista 2026 julkaistaan kesäkuussa 2024.

There are separate Capacity Models for two-track sections, for single-track sections both directions are visualized in the same model. Two-tracked sections are marked in the route map.

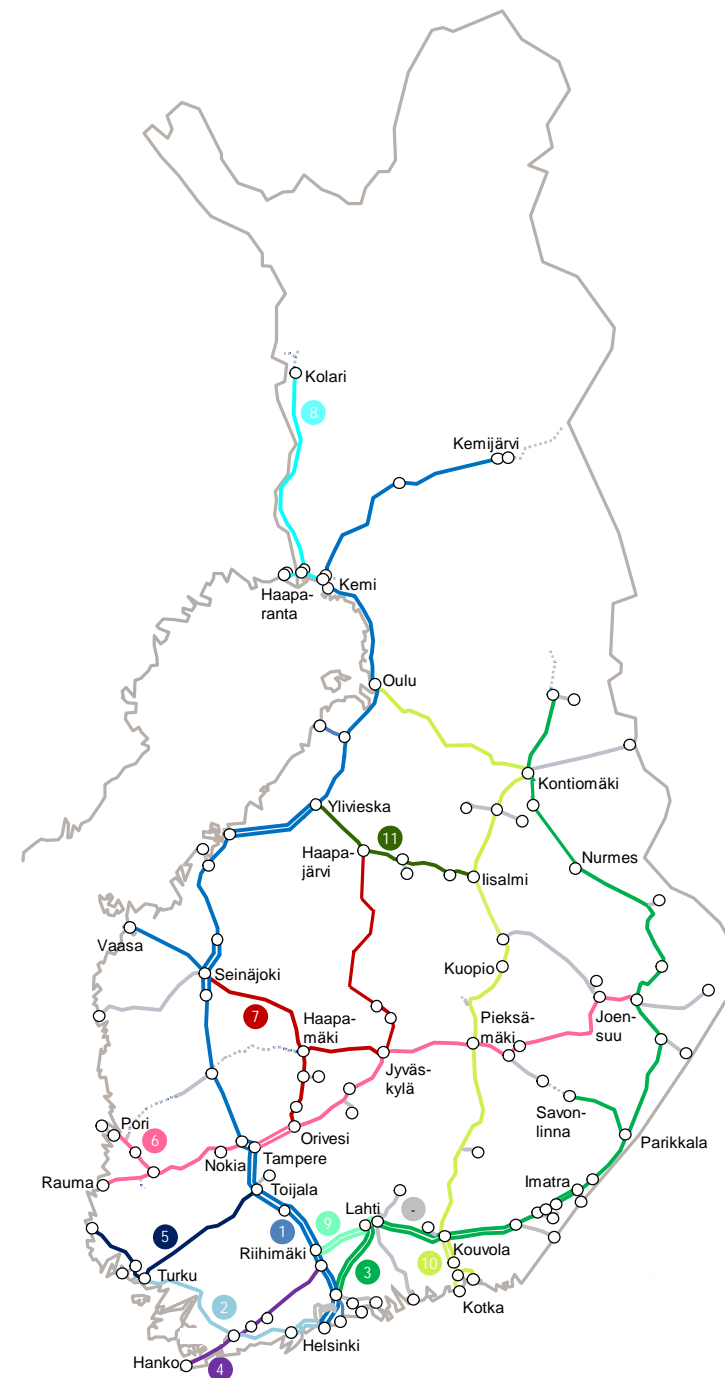
Indented capacity line (ICL) is based on statistical data and expert judgement, how many trains can enter the track section on a certain hour. The ICL is also a draft version, and it will be further developed together with the stakeholders. ICL will be revised every year and changes in infrastructure are considered.

The difference between ICL and the number of trains shows the estimated amount of free capacity on the track section hourly. Capacity Model is not a binding decision on capacity utilization.

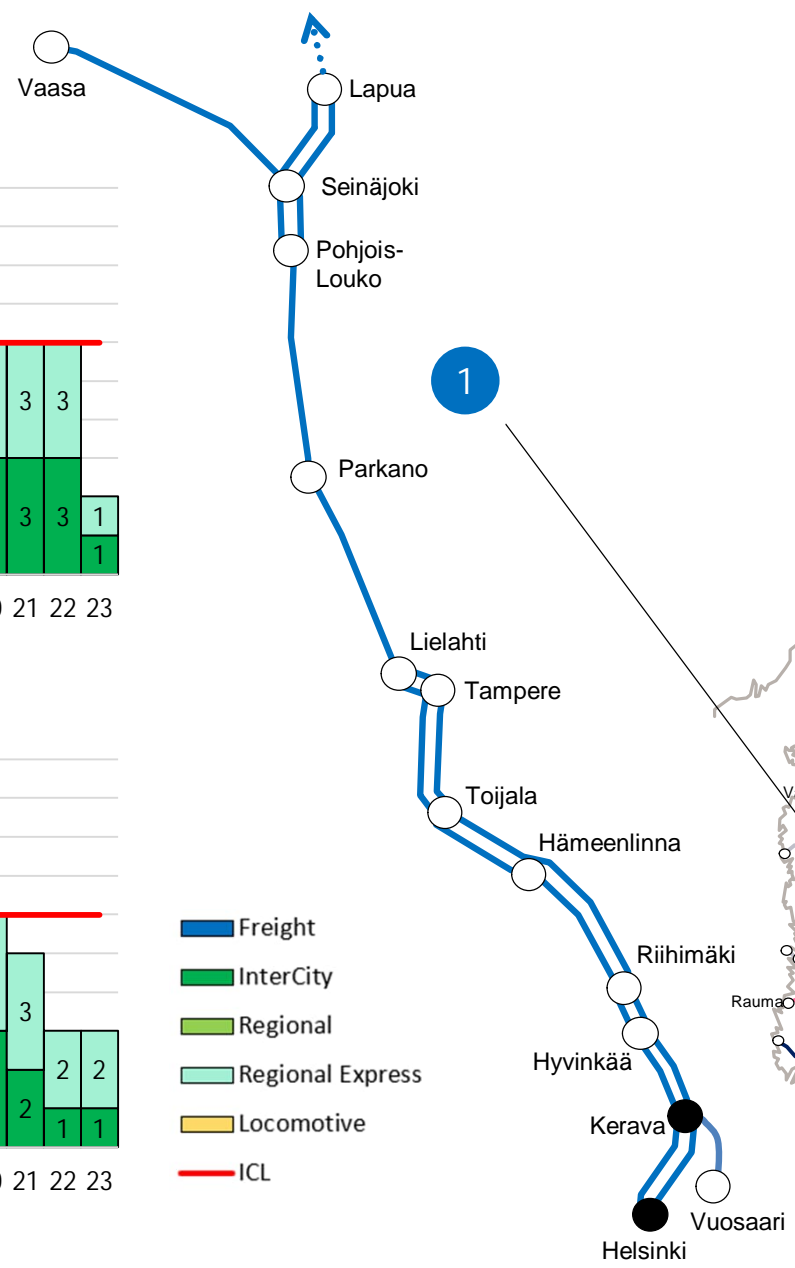
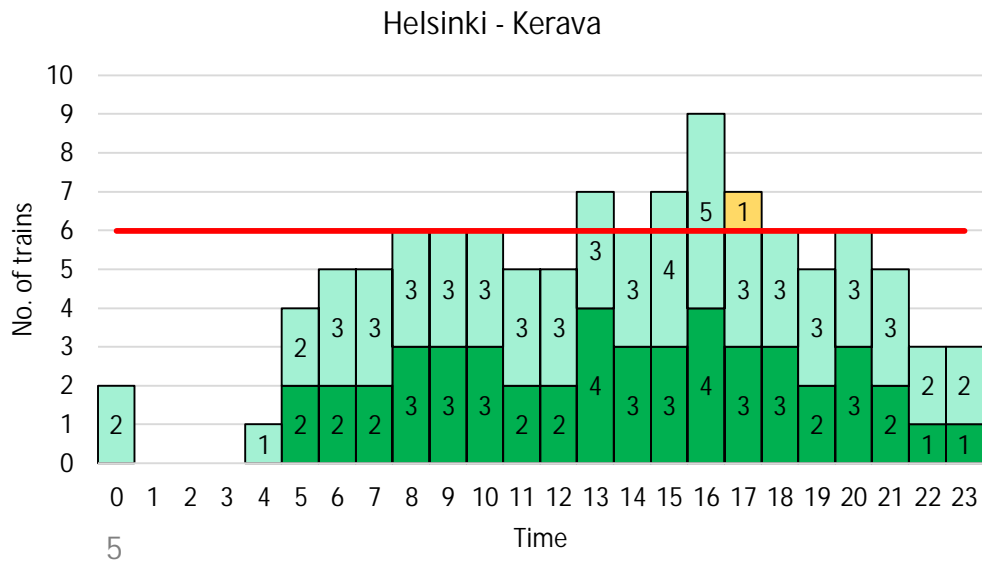
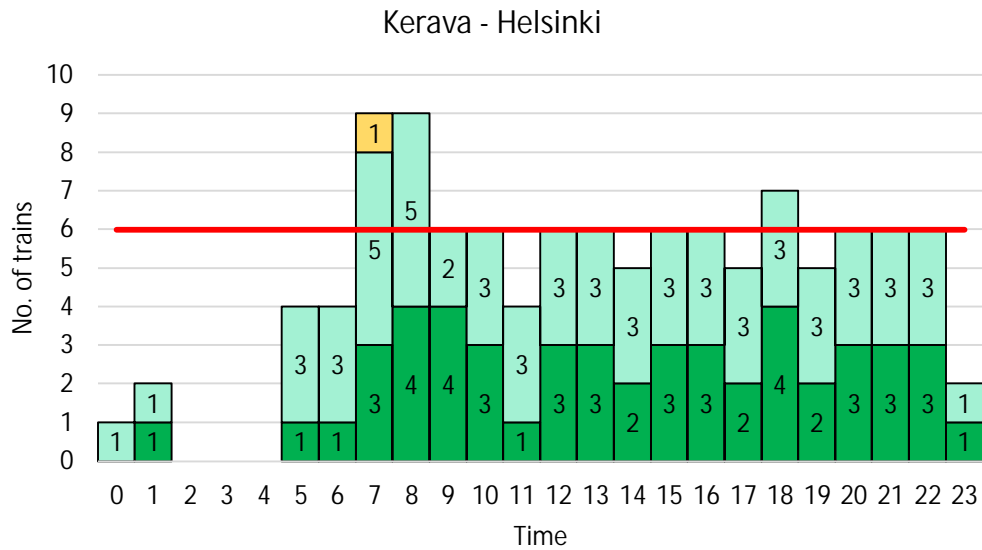
This document is a draft of capacity model 2026. It is based on historical data, and it is not a prognosis of year 2026. Capacity model includes long distance and regional/regional express trains as they were applied for weekdays in ATT 2024 and freight trains/locomotives as they were run 1-6/2023. Before publishing the final Capacity Model the model will be supplemented with information about capacity changes given by capacity applicants and other stakeholders. The final capacity model 2026 will be published in June 2024.

# Reitit Routes

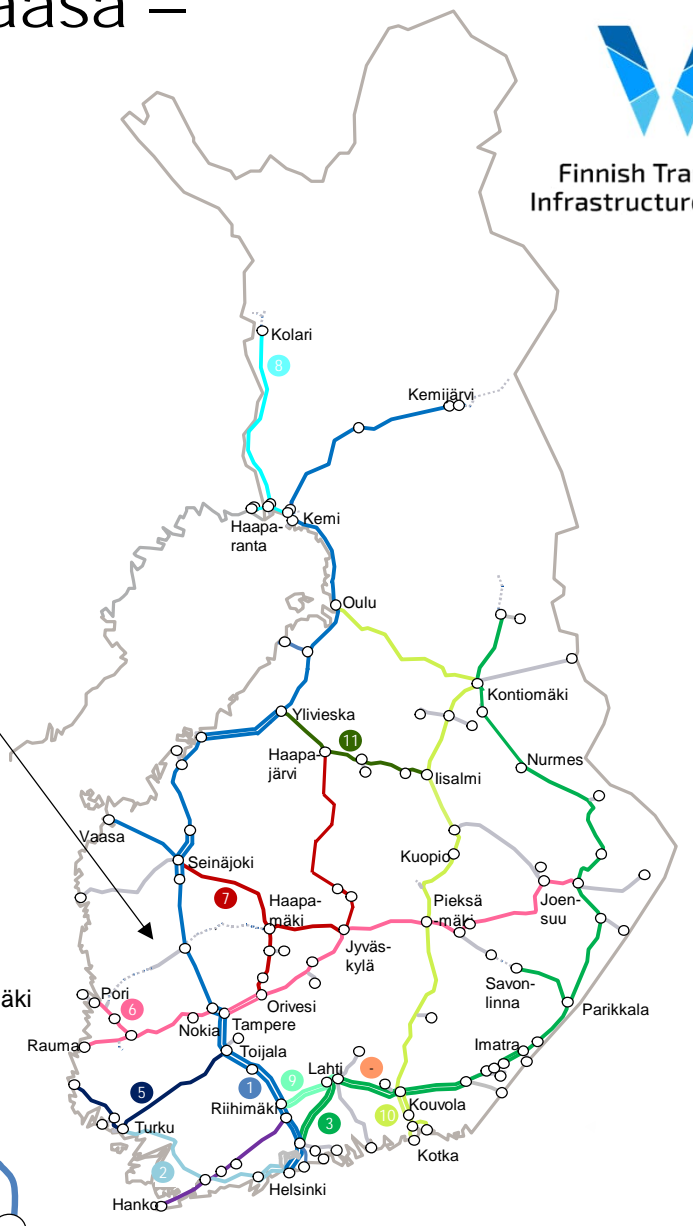
Nro	Reitti / Route
1	Helsinki / Vuosaari – Tampere – Seinäjoki – Vaasa / Tuomioja – Rautaruukki / Oulu – Kemi - Kemijärvi
2	Helsinki – Turku
3	(Helsinki) – Kytömaa – Lahti - Kouvola – Parikkala – Savonlinna / Joensuu – Kontiomäki – Ämmänsaari
4	Hanko – Karjaa – Hyvinkää
5	Hangonsaari – Uusikaupunki – Turku – Toijala
6	Pori / Rauma – Kokemäki – Lielähti, Tampere – Pieksämäki - Joensuu
7	Seinäjoki – Haapamäki – Orivesi / Jyväskylä – Haapajärvi
8	(Kemi) – Laurila – Haaparanta / Kolari
9	Riihimäki – Hakosilta – (Lahti)
10	Kotka / Hamina – Kouvola – Pieksämäki – Kontiomäki – Oulu
11	Iisalmi - Ylivieska
-	Ei mukana / not included



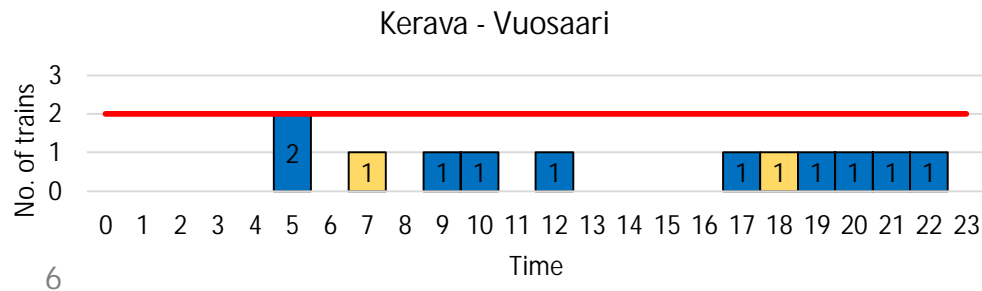
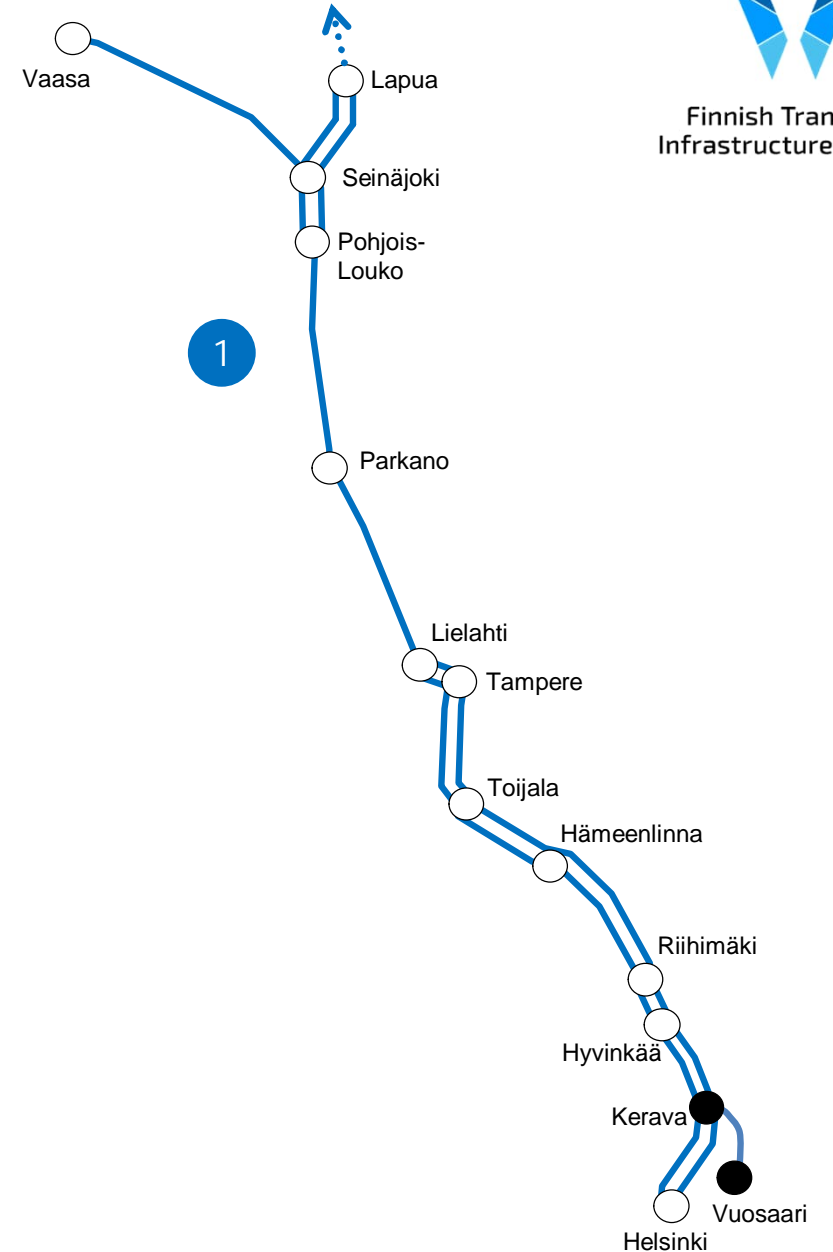
# 1: Helsinki/Vuosaari – Tampere – Seinäjoki – Vaasa – Oulu – Kemi – Kemijärvi



- Freight
- InterCity
- Regional
- Regional Express
- Locomotive
- ICL

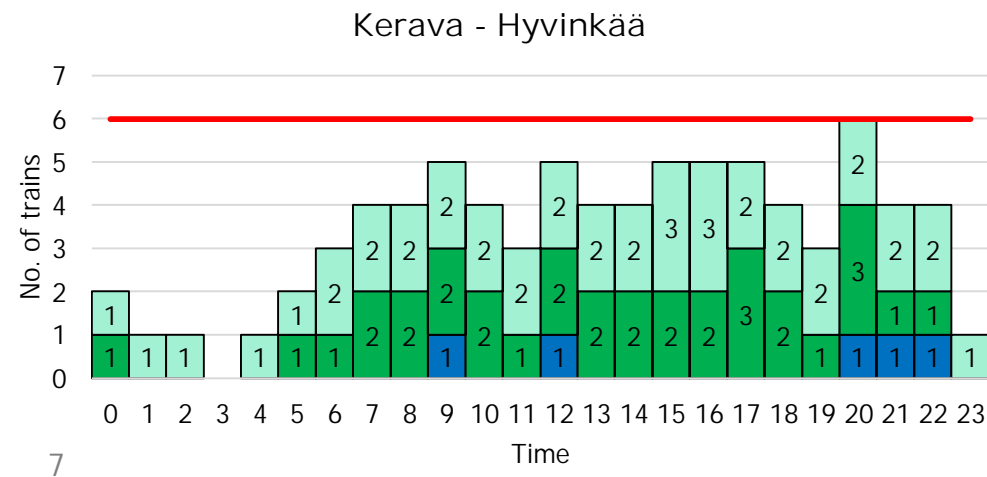
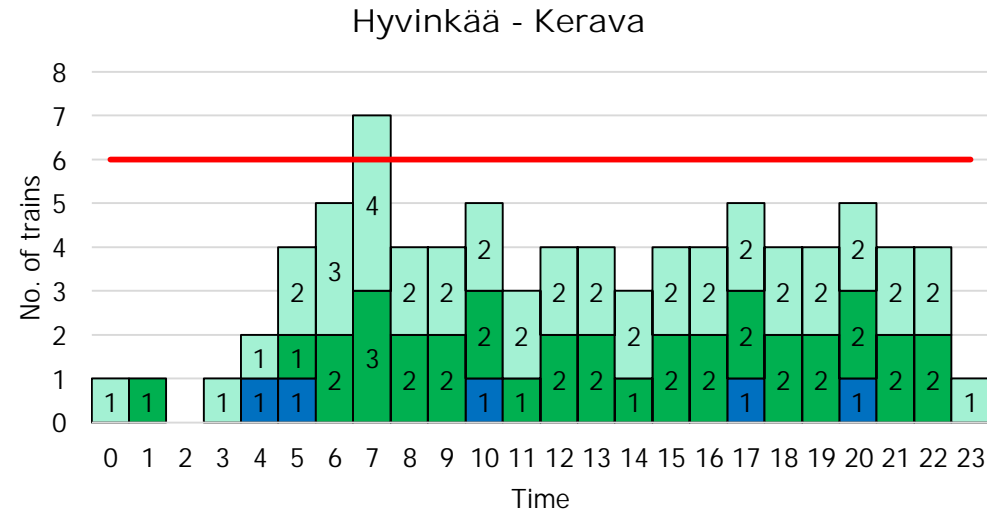


# 1: Helsinki/Vuosaari – Tampere – Seinäjoki – Vaasa/ Oulu – Kemi – Kemijärvi

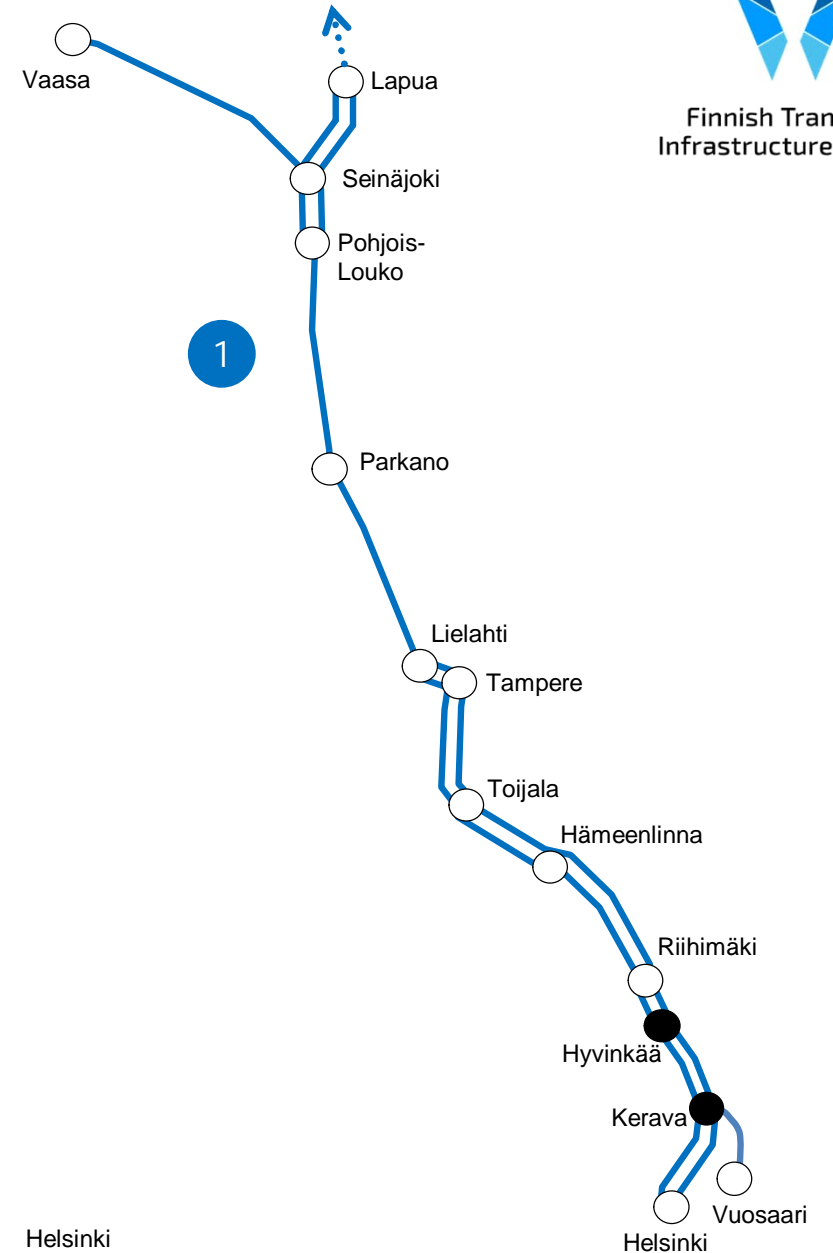


- Freight
- InterCity
- Regional
- Regional Express
- Locomotive
- ICL

# 1: Helsinki/Vuosaari – Tampere – Seinäjoki – Vaasa – Oulu – Kemi – Kemijärvi

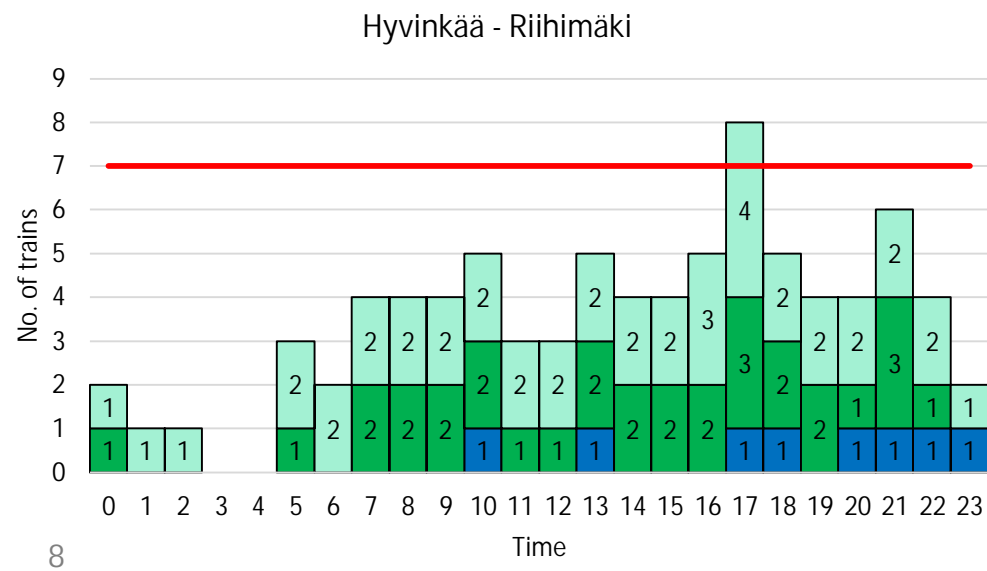
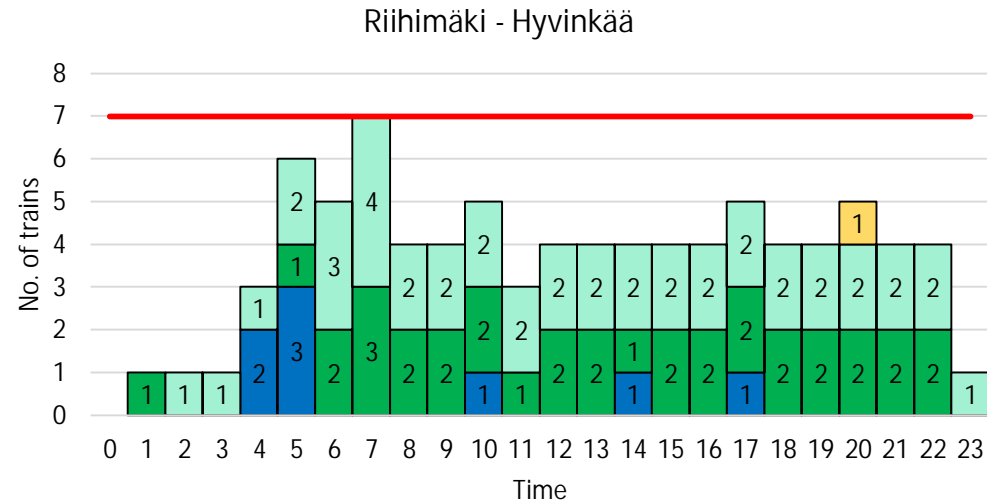


- Freight
- InterCity
- Regional
- Regional Express
- Locomotive
- ICL

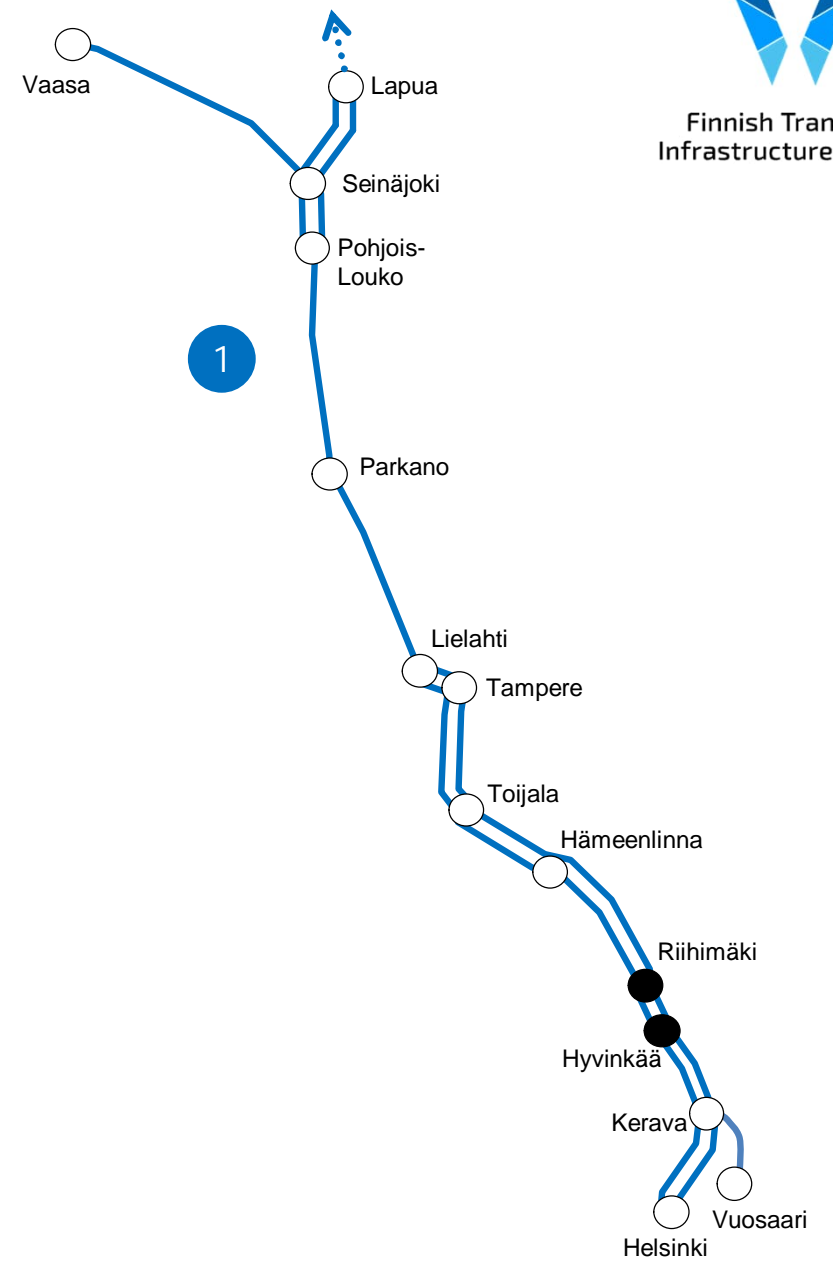


Helsinki

# 1: Helsinki/Vuosaari – Tampere – Seinäjoki – Vaasa – Oulu – Kemi – Kemijärvi

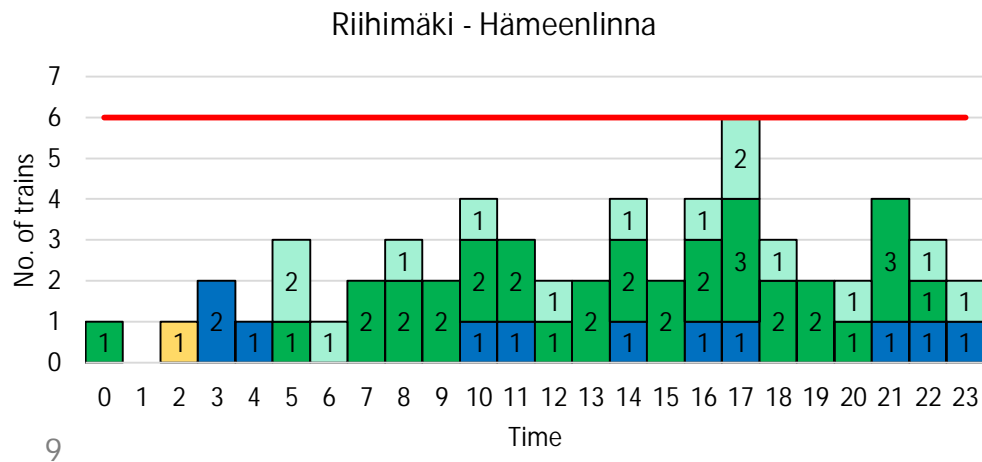
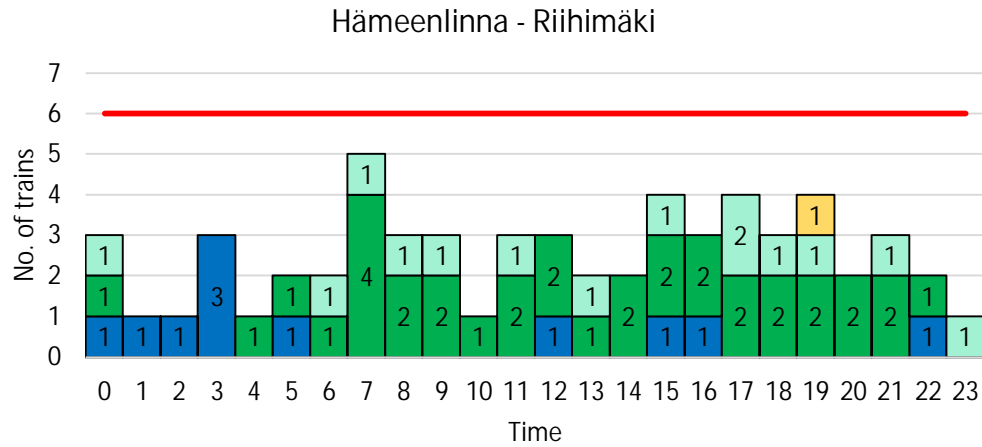
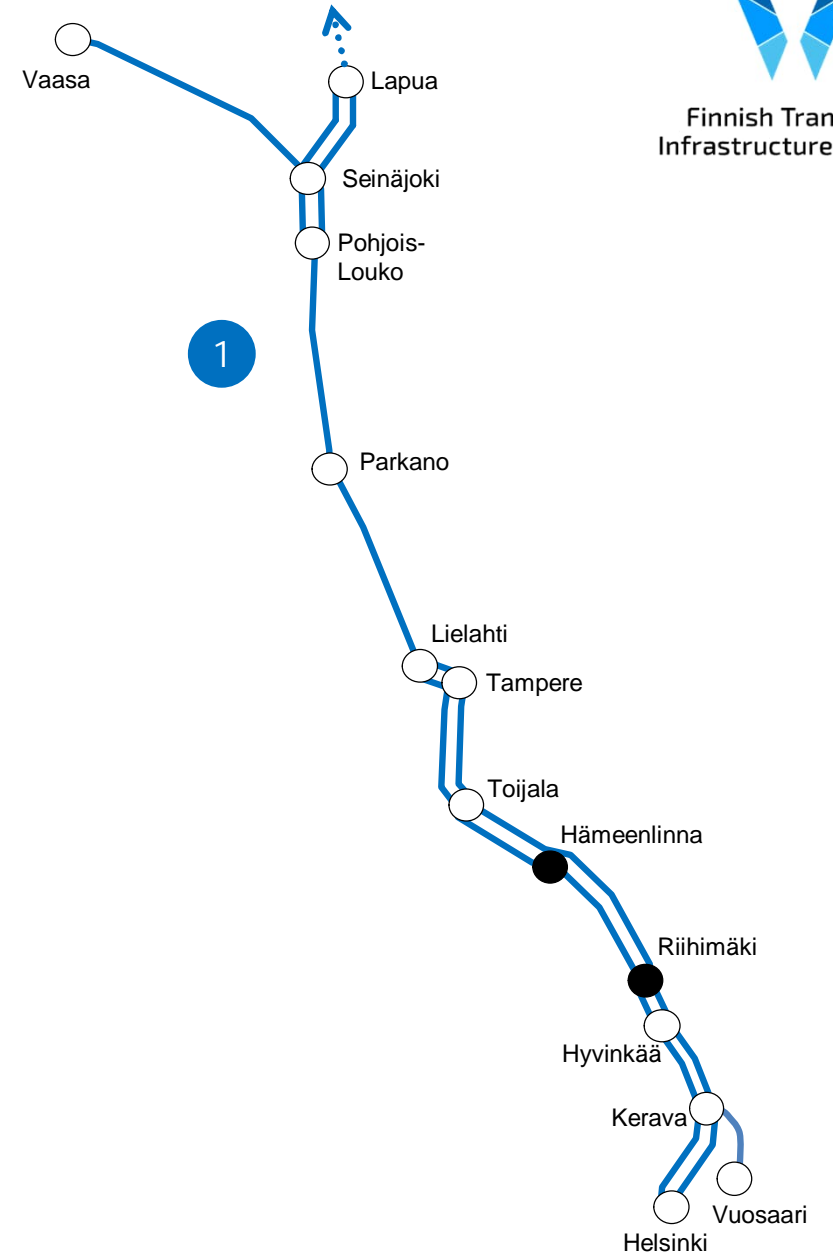


- Freight
- InterCity
- Regional
- Regional Express
- Locomotive
- ICL



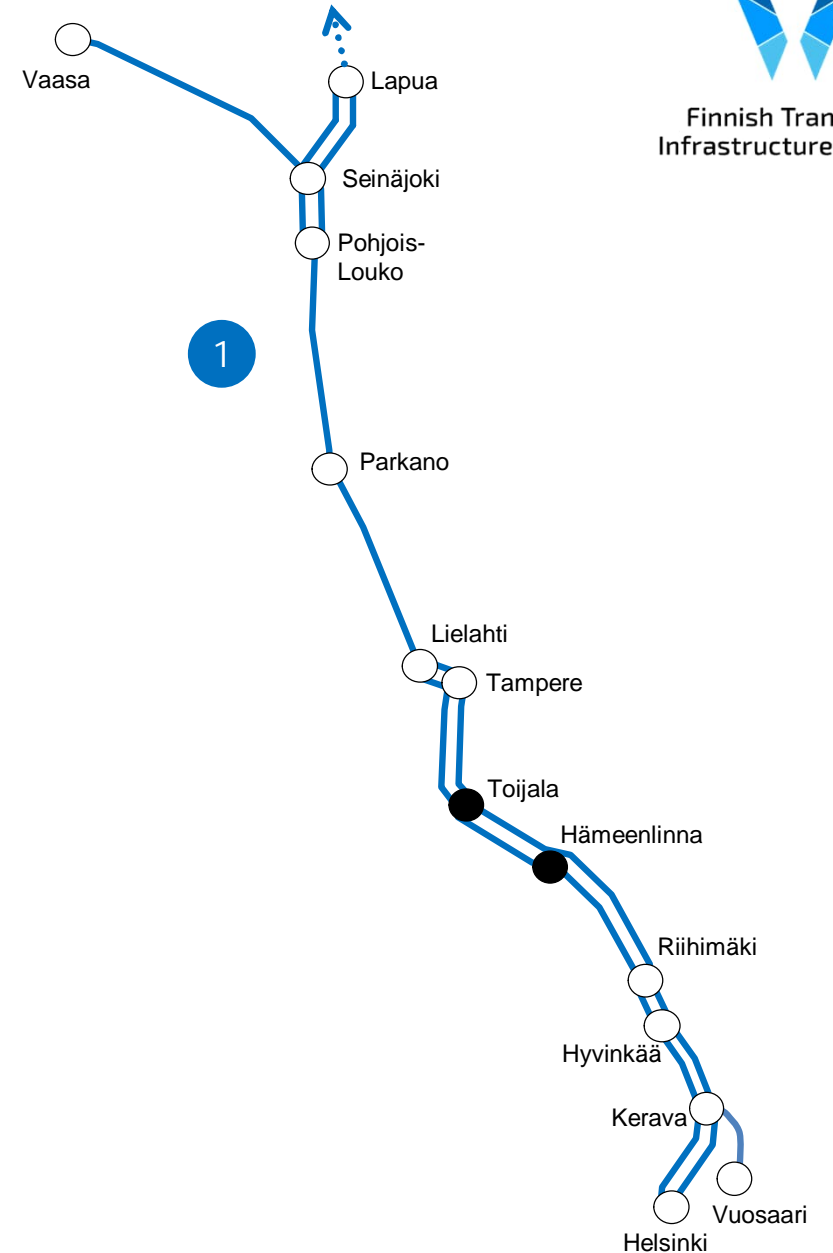


# 1: Helsinki/Vuosaari – Tampere – Seinäjoki – Vaasa – Oulu – Kemi – Kemijärvi

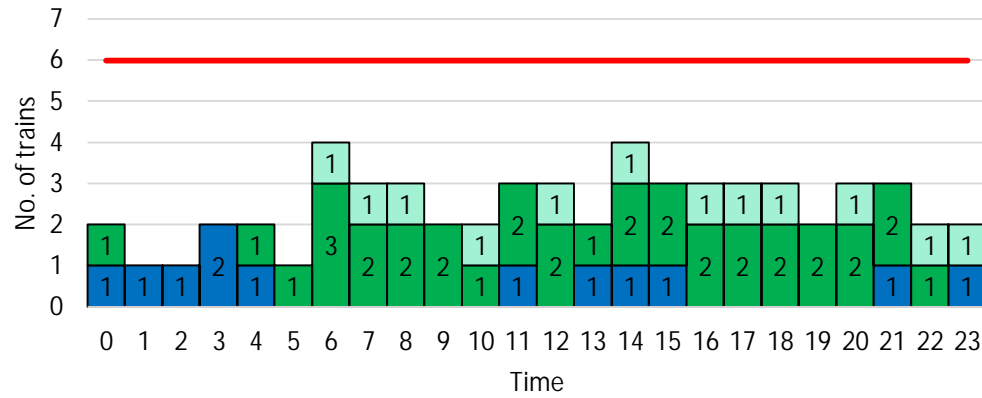


- Freight
- InterCity
- Regional
- Regional Express
- Locomotive
- ICL

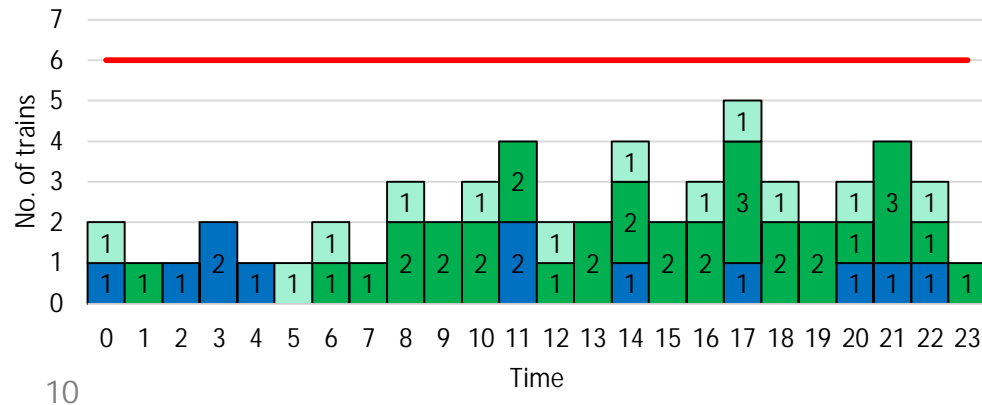
# 1: Helsinki/Vuosaari – Tampere – Seinäjoki – Vaasa – Oulu – Kemi – Kemijärvi



Toijala - Hämeenlinna

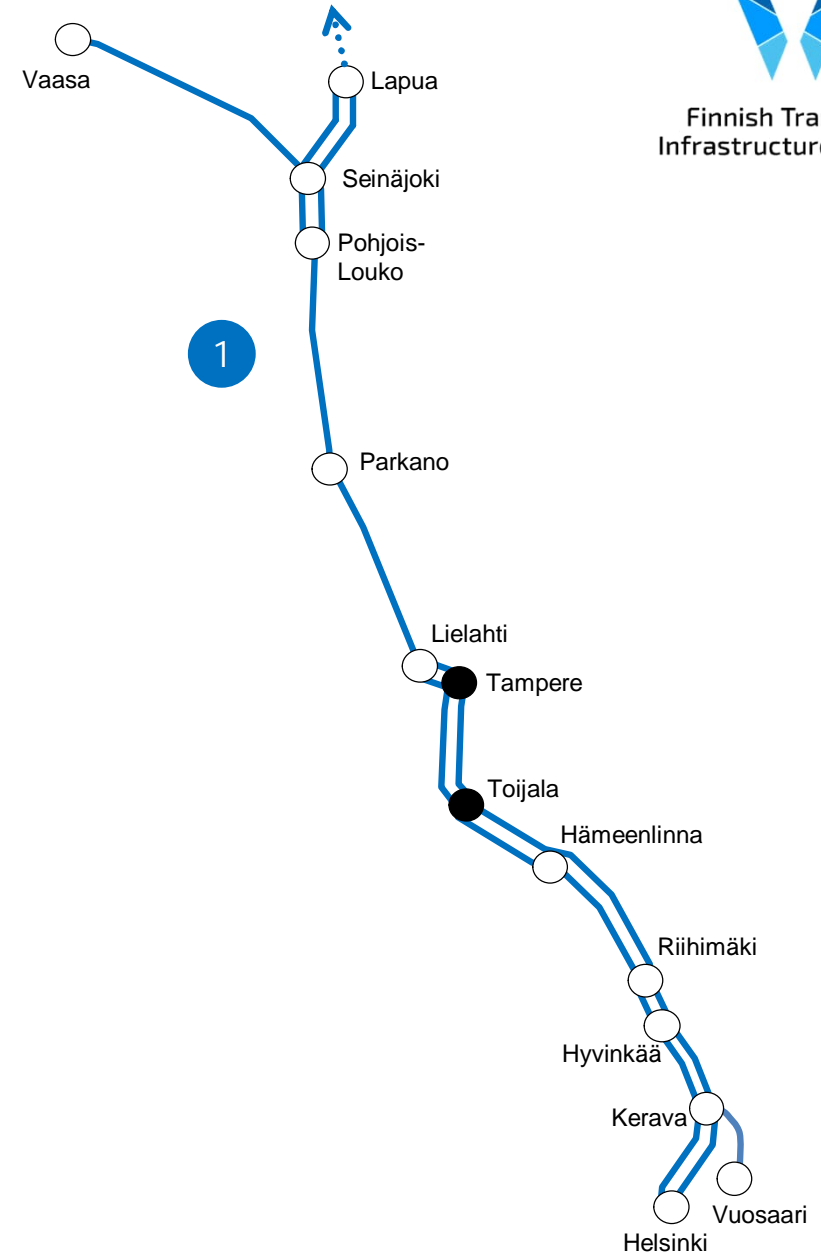


Hämeenlinna - Toijala

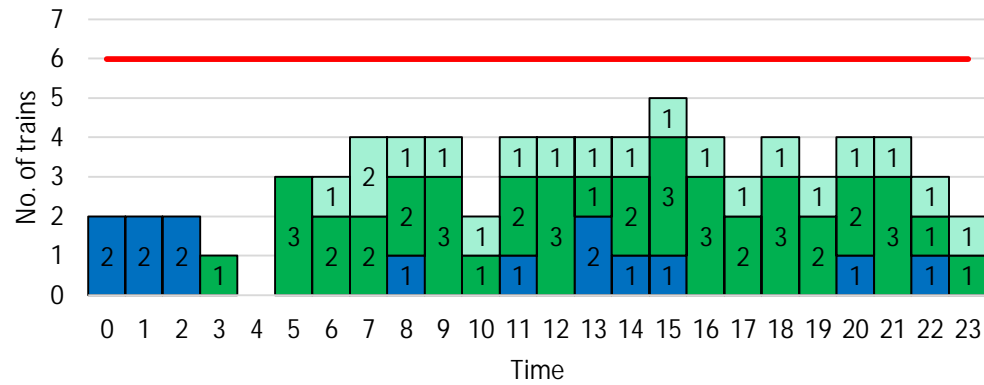


- Freight
- InterCity
- Regional
- Regional Express
- Locomotive
- ICL

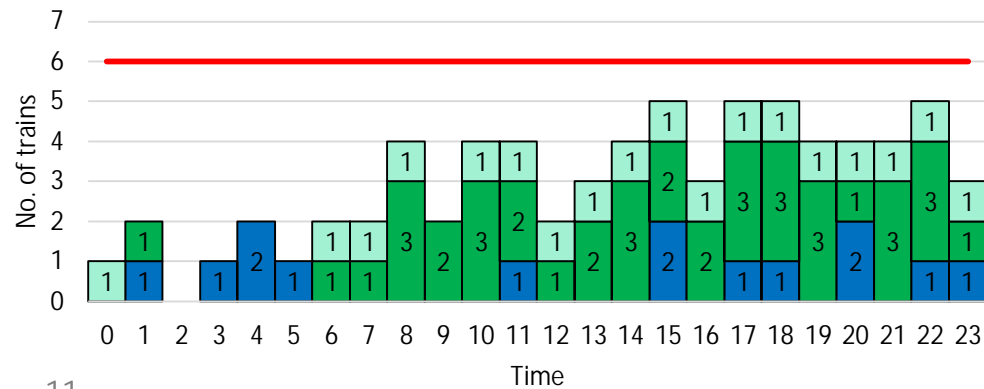
# 1: Helsinki/Vuosaari – Tampere – Seinäjoki – Vaasa – Oulu – Kemi – Kemijärvi



Tampere - Toijala

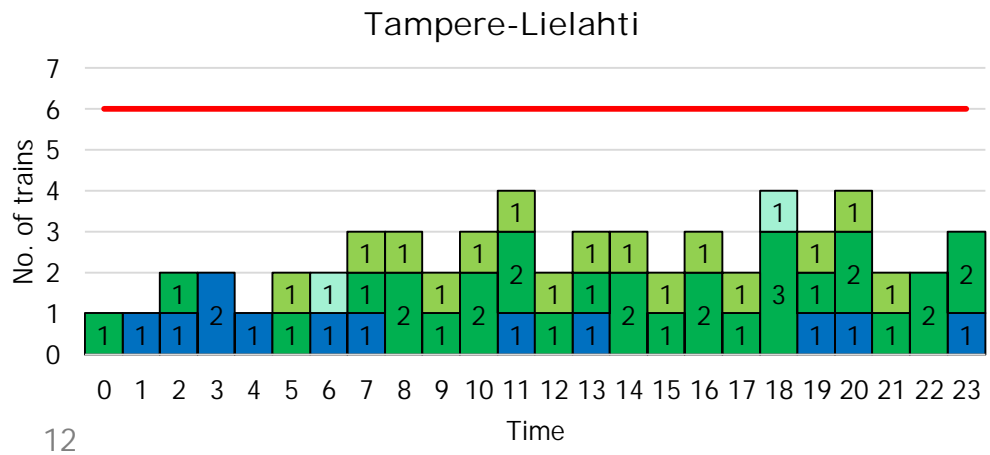
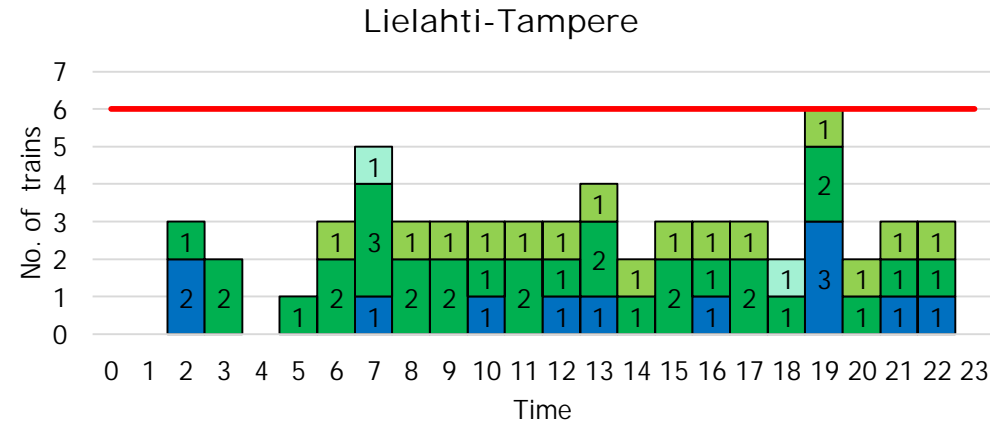
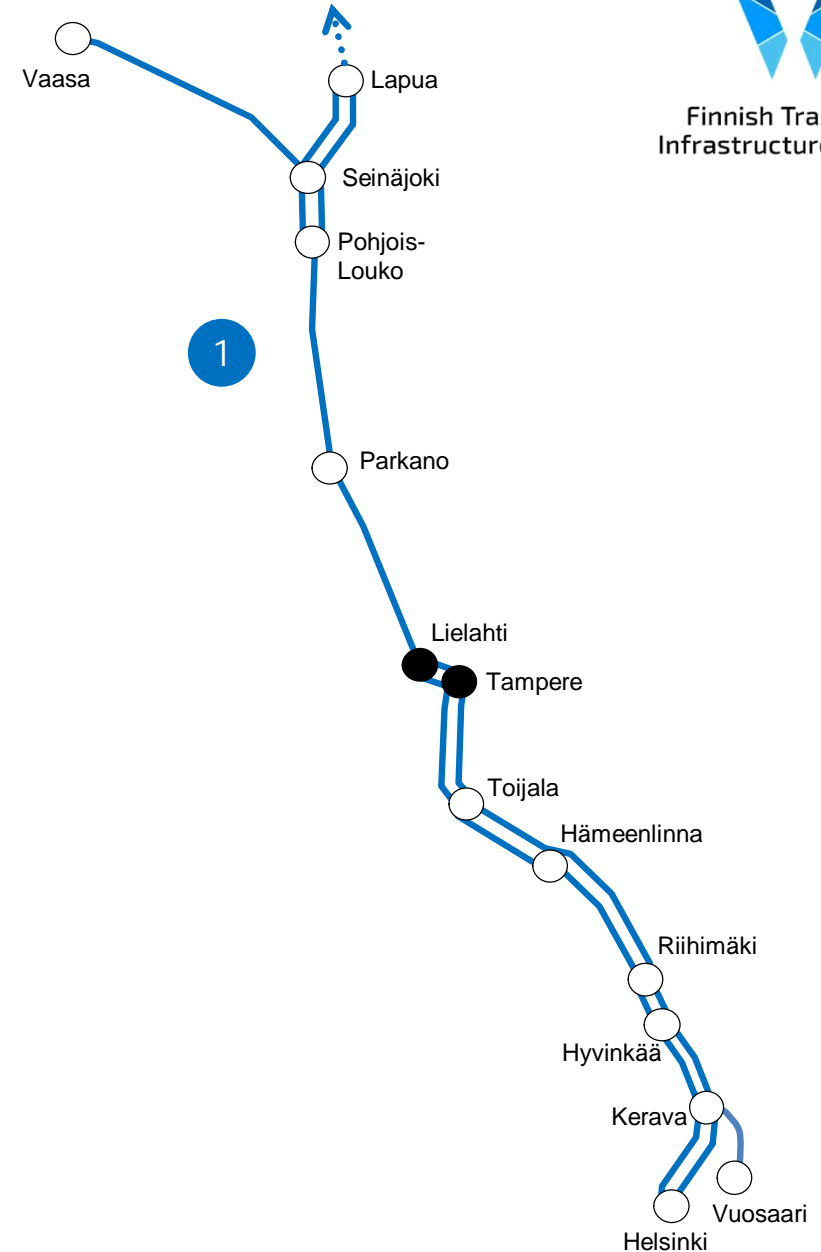


Toijala - Tampere



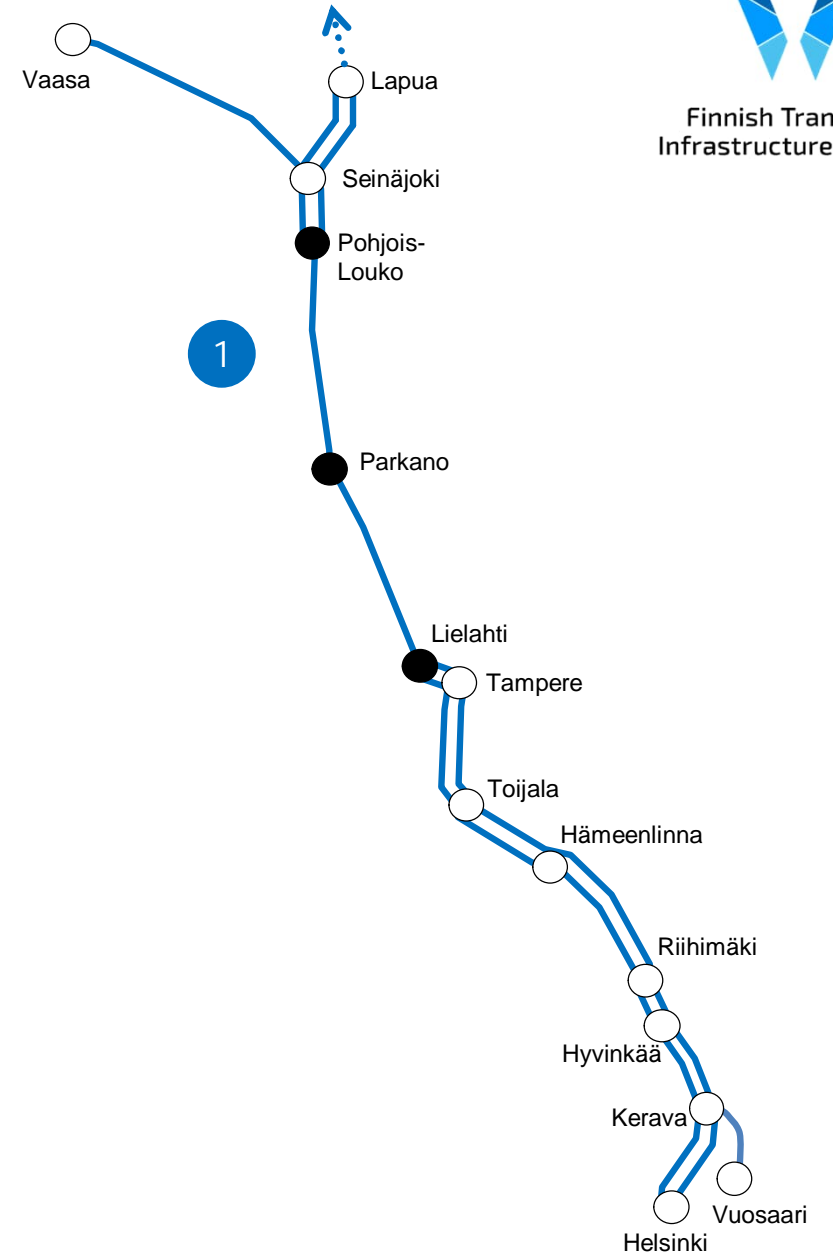
- Freight
- InterCity
- Regional
- Regional Express
- Locomotive
- ICL

# 1: Helsinki/Vuosaari – Tampere – Seinäjoki – Vaasa – Oulu – Kemi – Kemijärvi

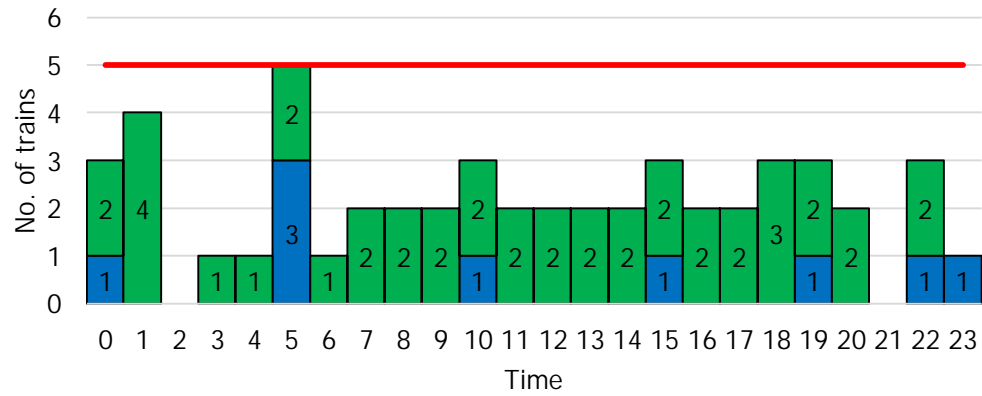


- Freight
- InterCity
- Regional
- Regional Express
- Locomotive
- ICL

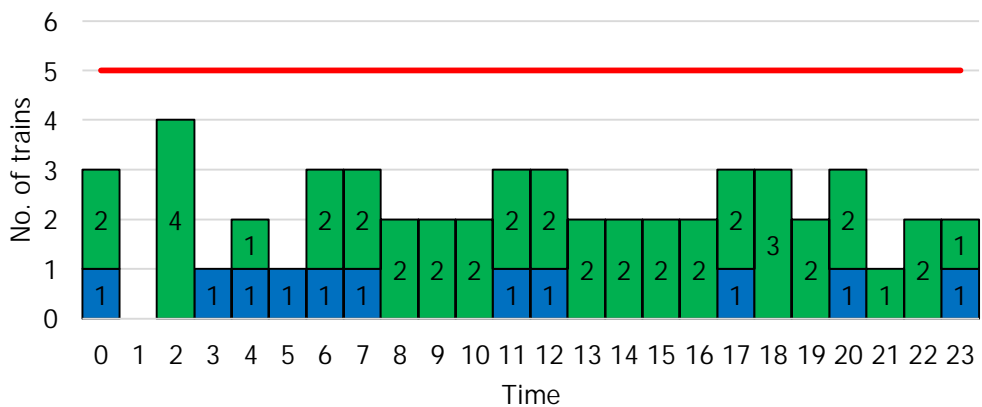
# 1: Helsinki/Vuosaari – Tampere – Seinäjoki – Vaasa – Oulu – Kemi – Kemijärvi



Parkano-Pohjois-Louko

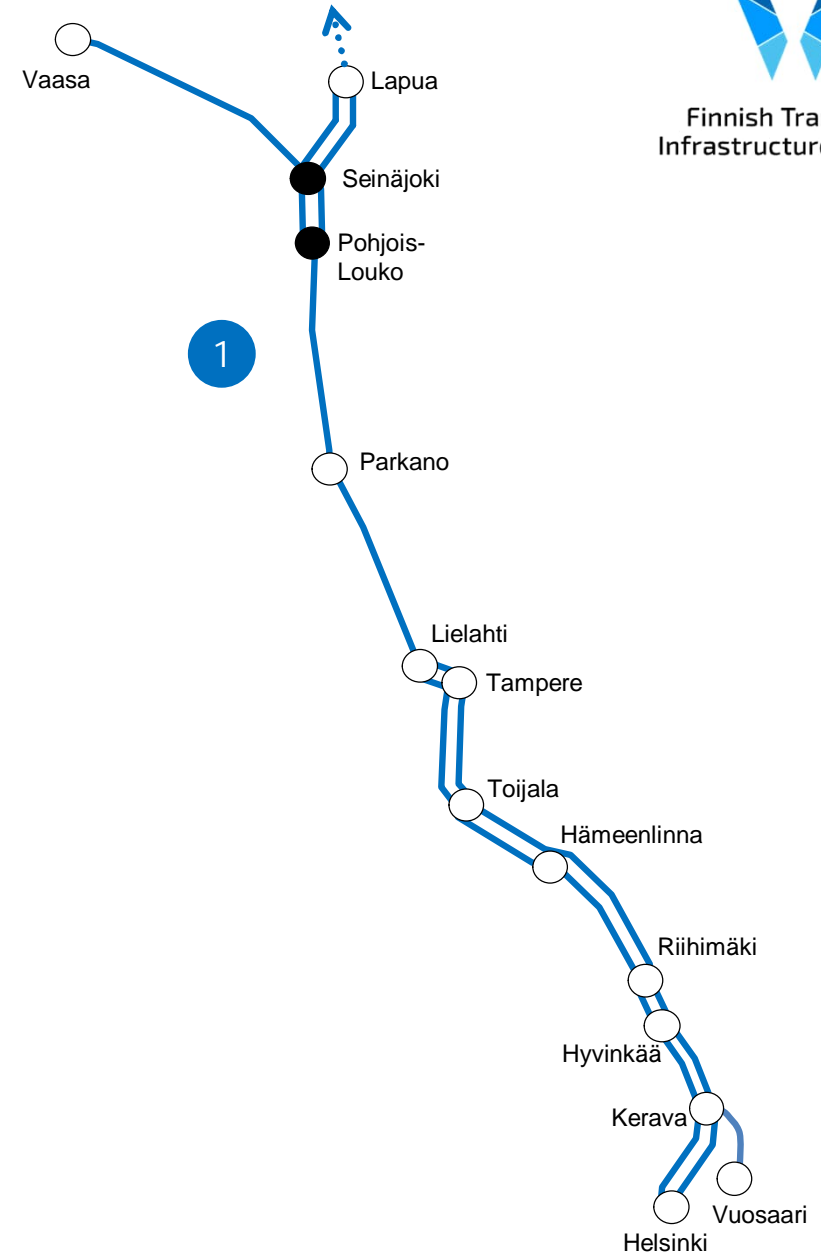


Lielähti-Parkano

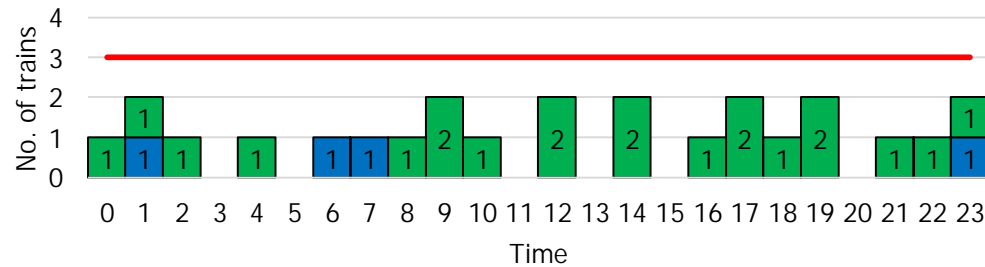


- █ Freight
- █ InterCity
- █ Regional
- █ Regional Express
- █ Locomotive
- █ ICL

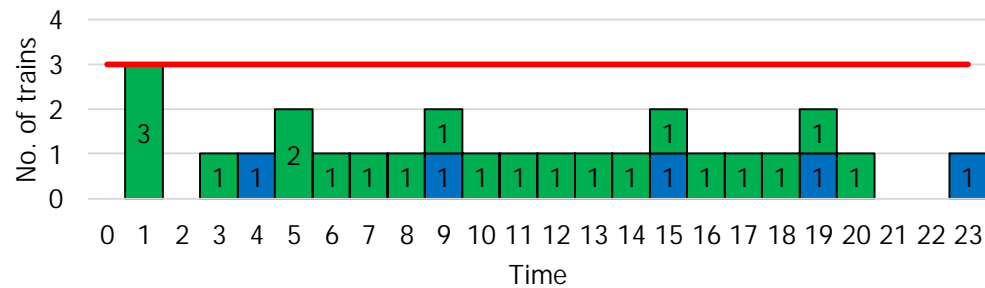
# 1: Helsinki/Vuosaari – Tampere – Seinäjoki – Vaasa – Oulu – Kemi – Kemijärvi



P-Louko-Seinäjoki

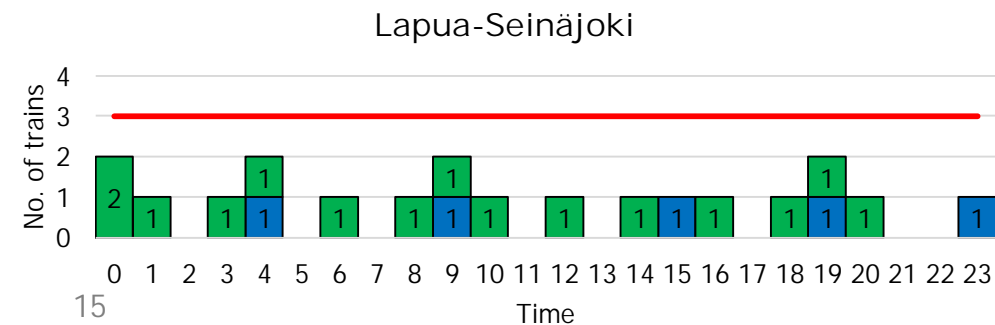
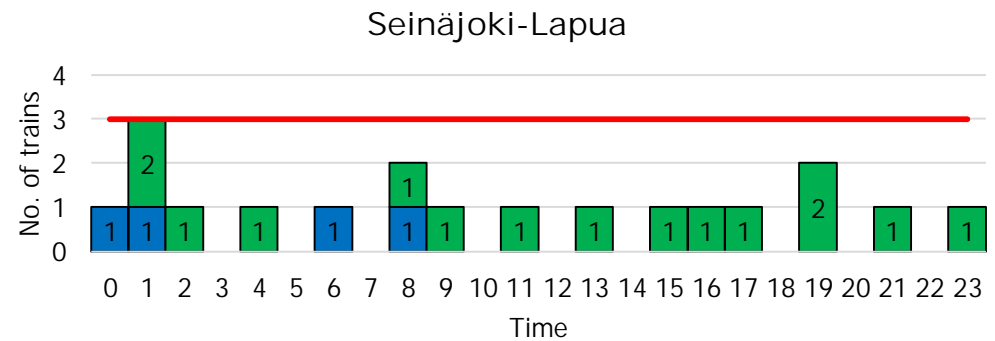
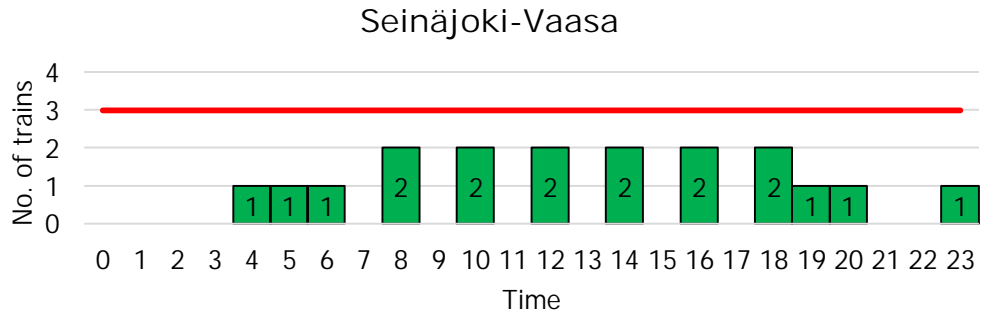


Seinäjoki-P-Louko

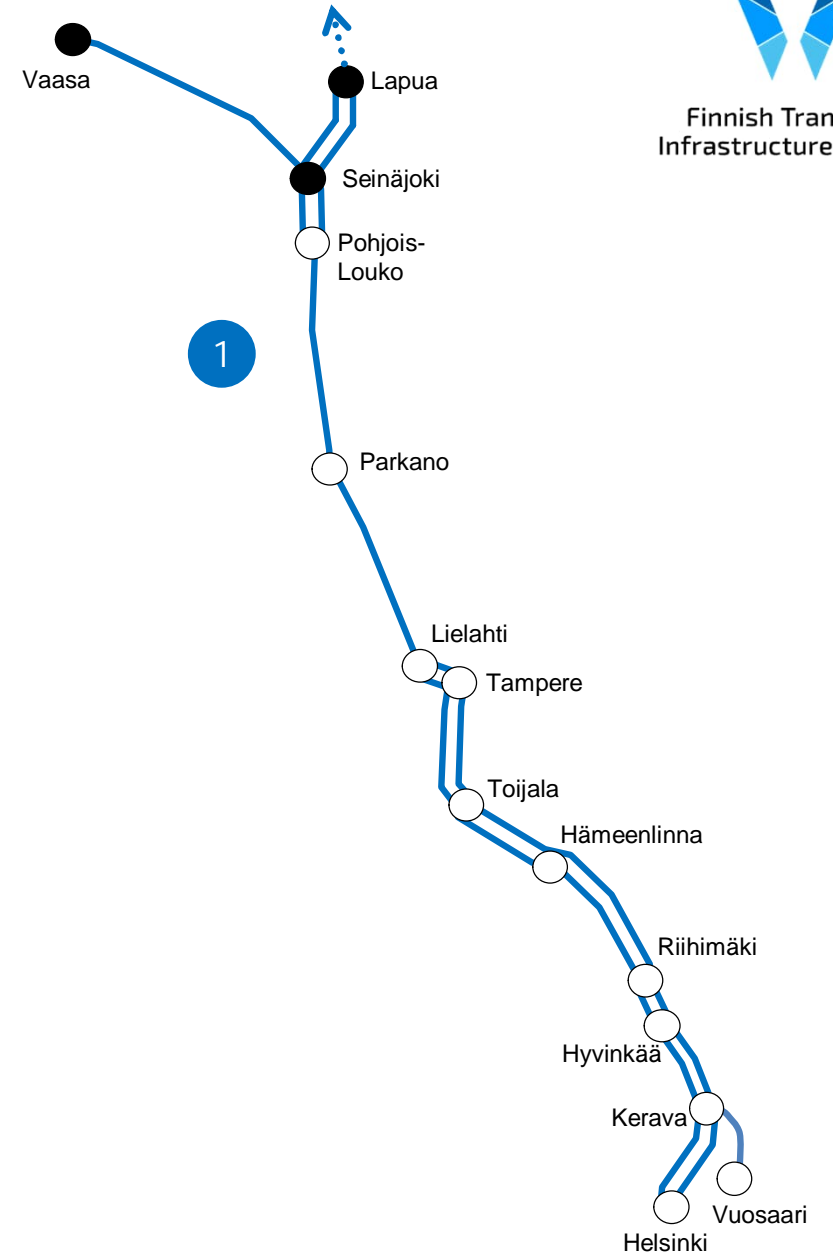


- █ Freight
- █ InterCity
- █ Regional
- █ Regional Express
- █ Locomotive
- █ ICL

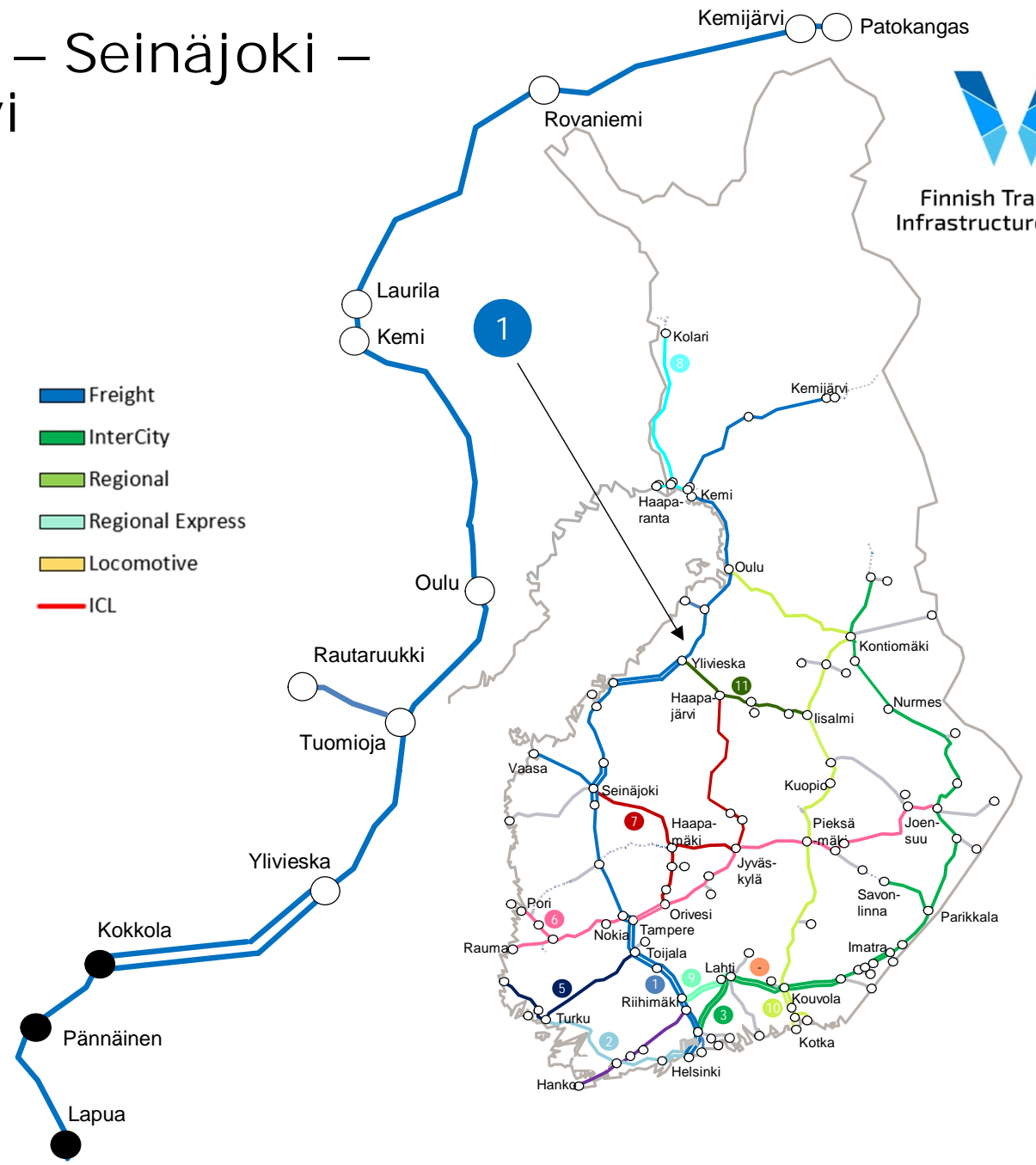
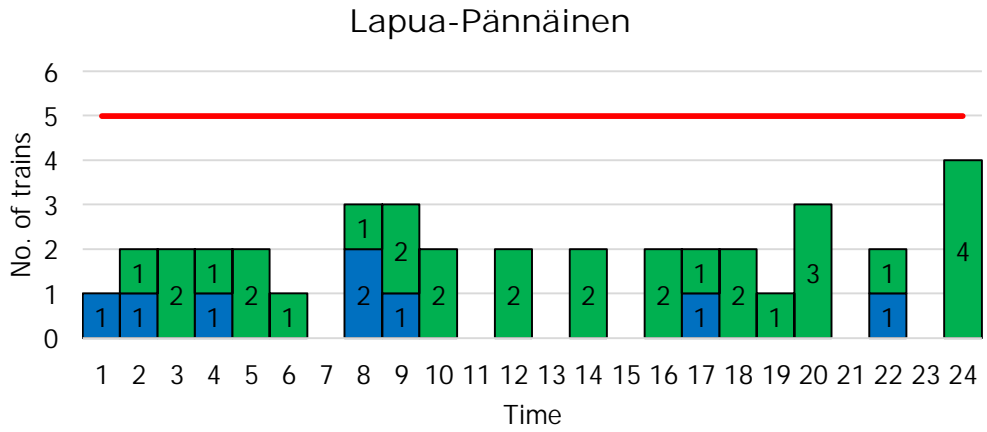
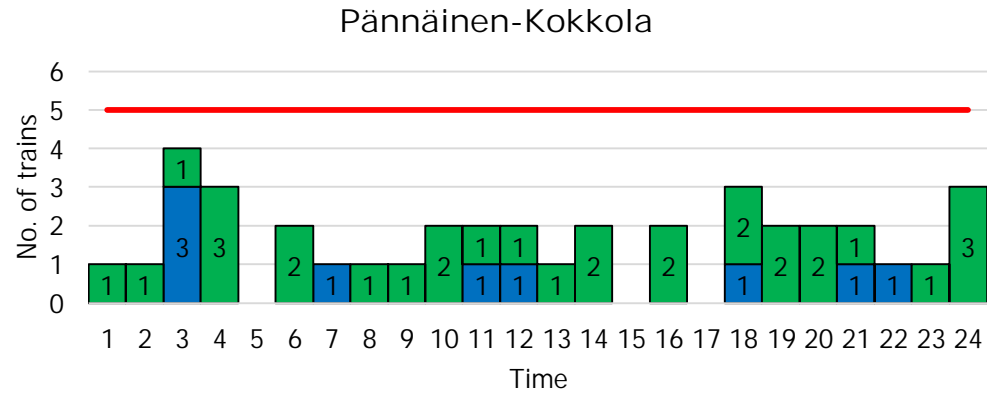
# 1: Helsinki/Vuosaari – Tampere – Seinäjoki – Vaasa – Oulu – Kemi – Kemijärvi



- █ Freight
- █ InterCity
- █ Regional
- █ Regional Express
- █ Locomotive
- █ ICL

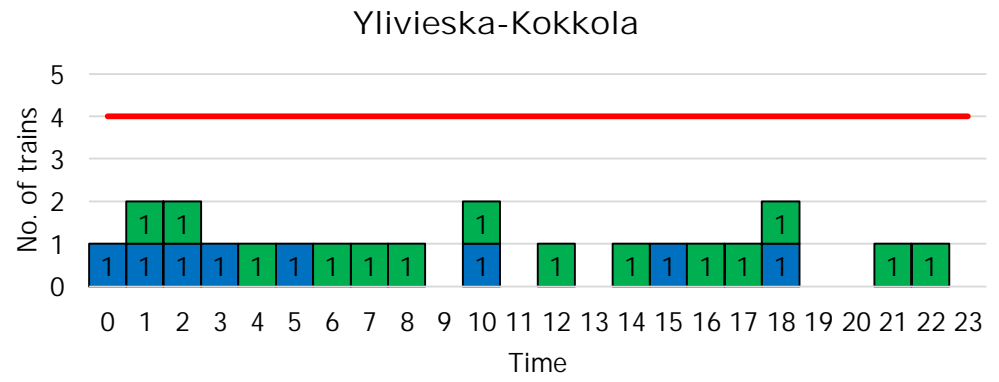


# 1: Helsinki/Vuosaari – Tampere – Seinäjoki – Vaasa – Oulu – Kemi – Kemijärvi

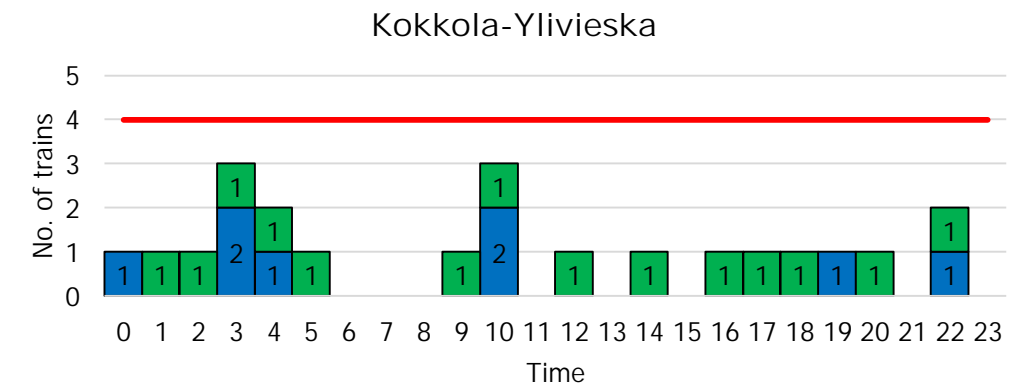




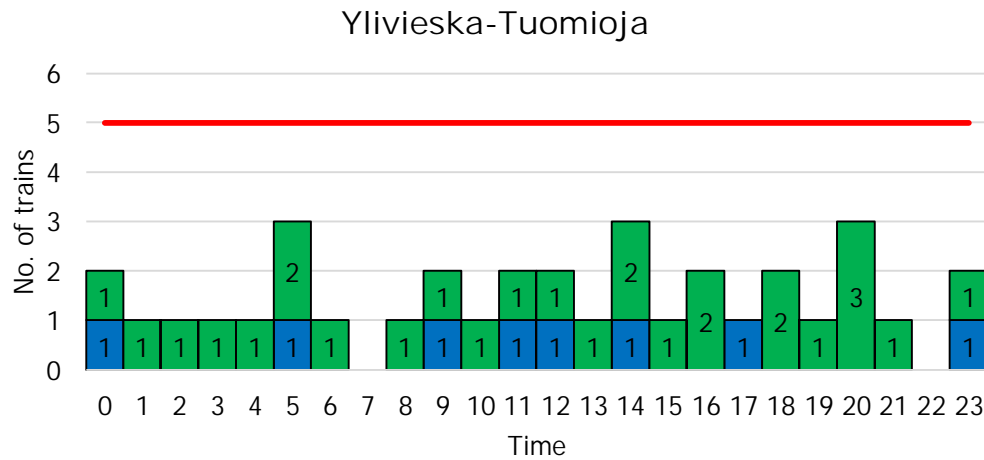
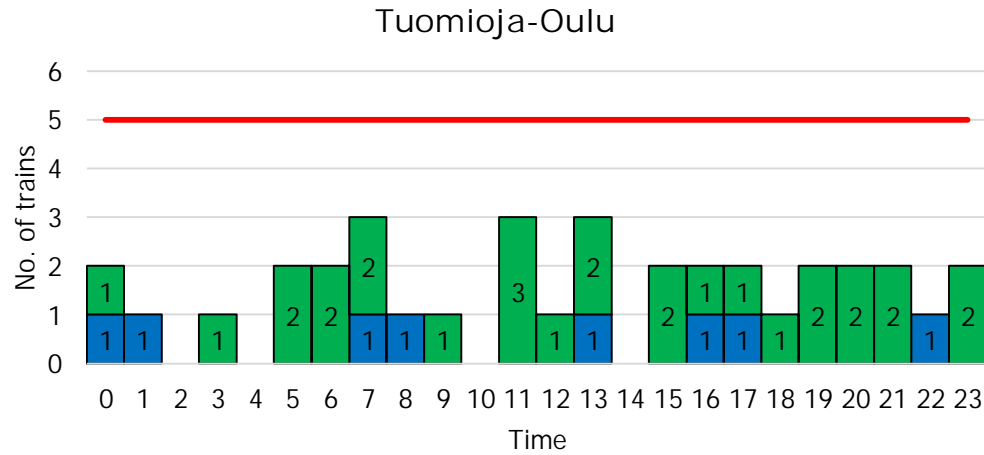
# 1: Helsinki/Vuosaari – Tampere – Seinäjoki – Vaasa – Oulu – Kemi – Kemijärvi



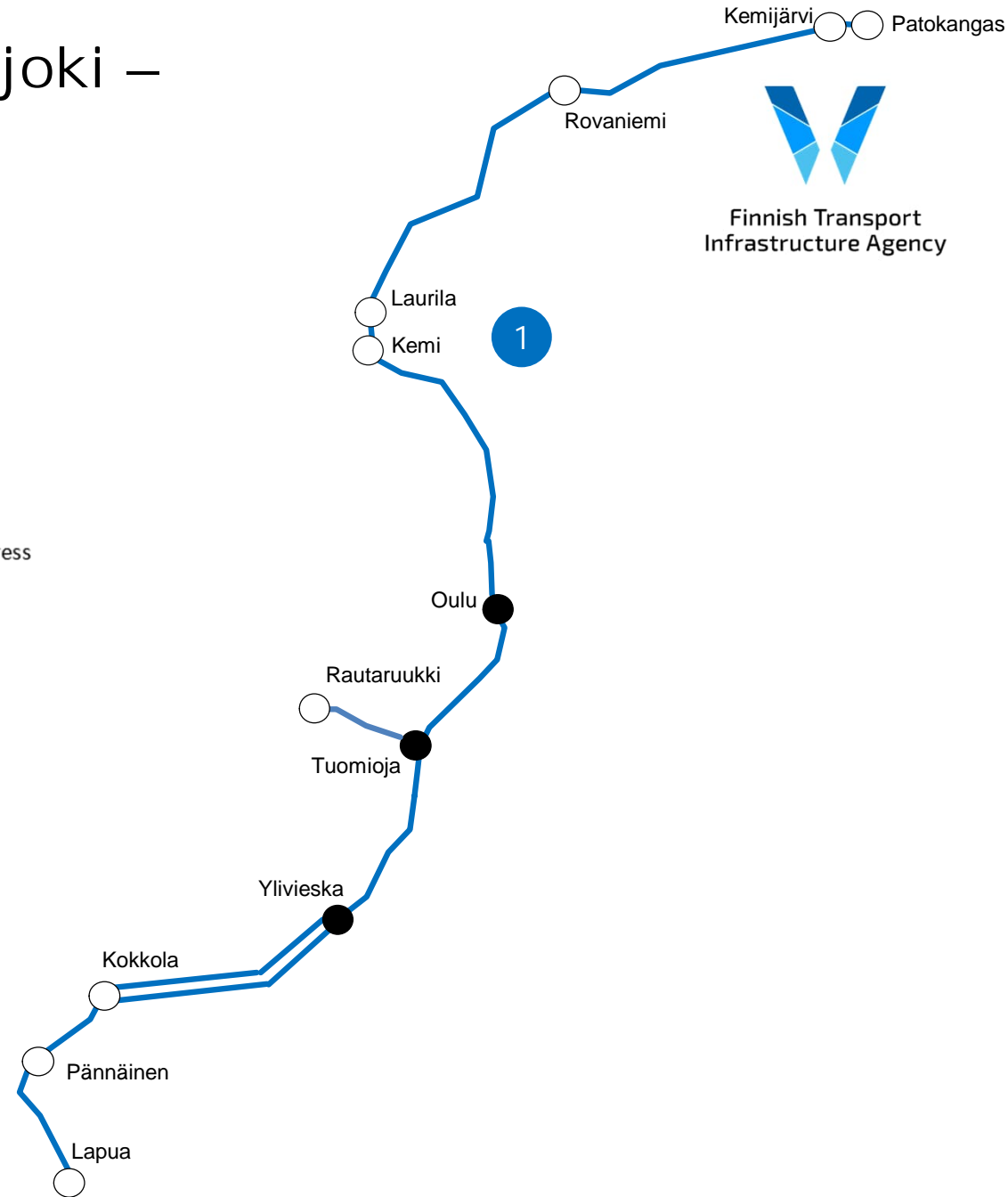
- █ Freight
- █ InterCity
- █ Regional
- █ Regional Express
- █ Locomotive
- █ ICL



# 1: Helsinki/Vuosaari – Tampere – Seinäjoki – Vaasa – Oulu – Kemi – Kemijärvi



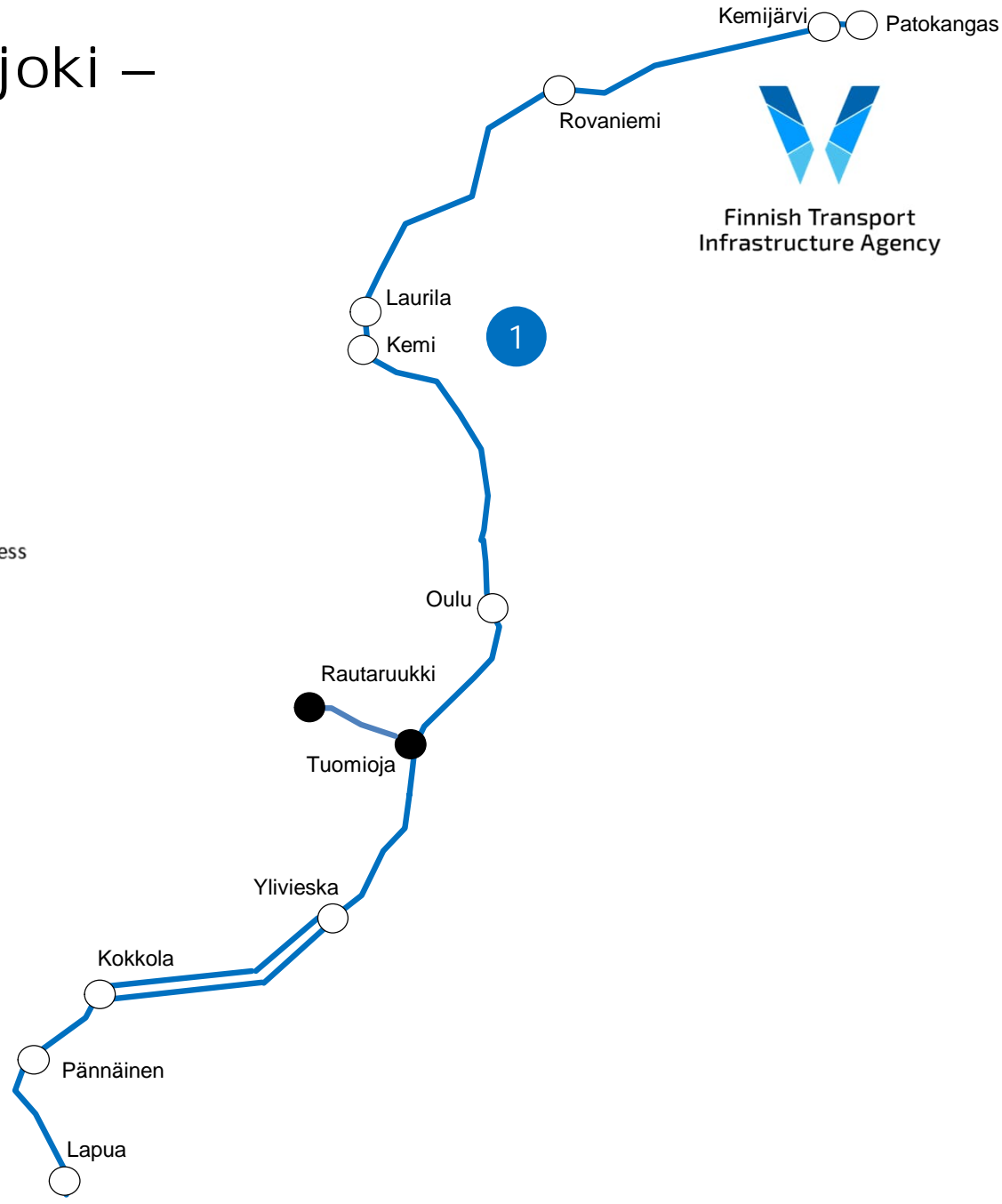
- Freight
- InterCity
- Regional
- Regional Express
- Locomotive
- ICL



# 1: Helsinki/Vuosaari – Tampere – Seinäjoki – Vaasa – Oulu – Kemi – Kemijärvi



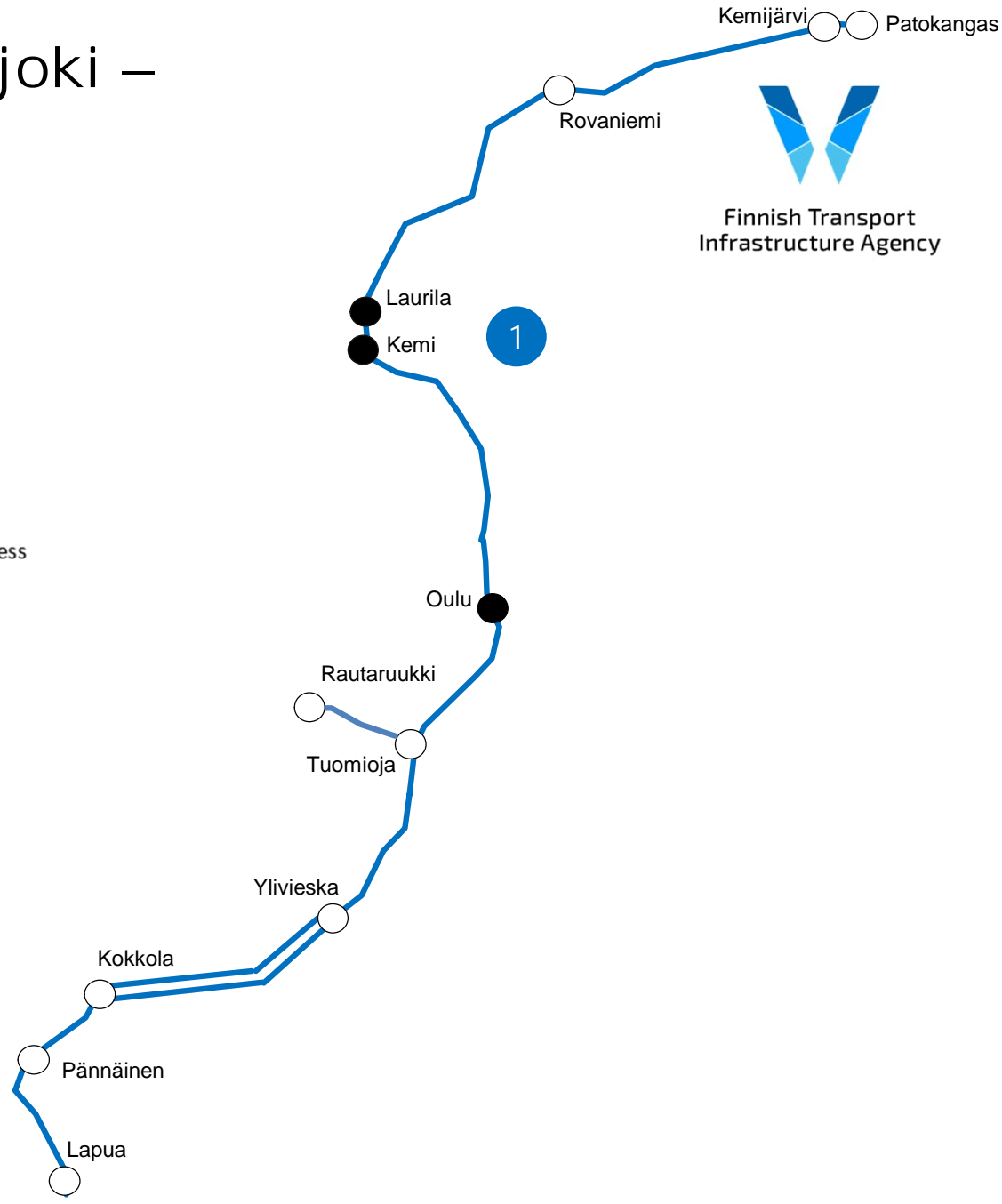
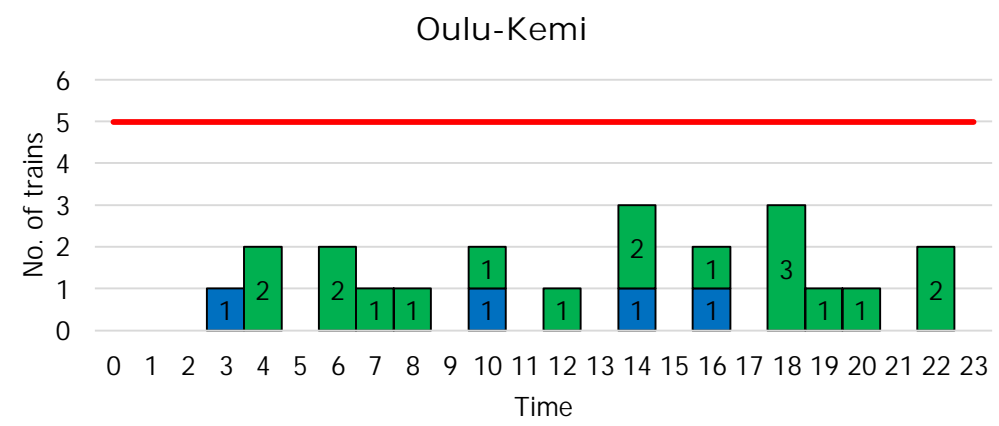
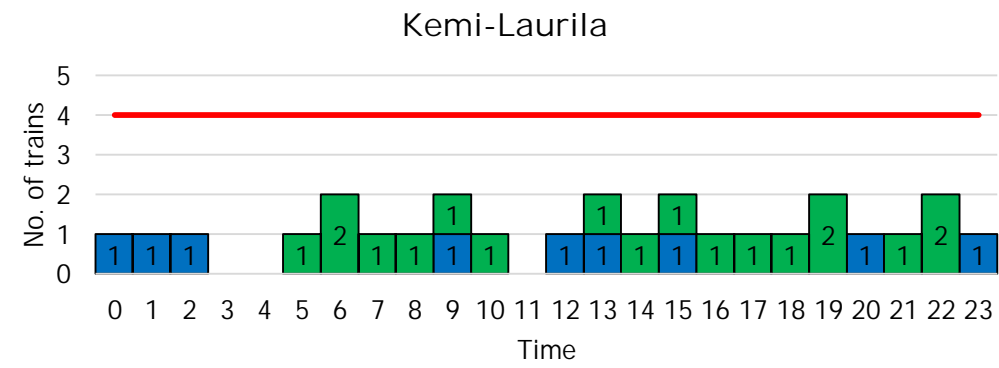
- █ Freight
- █ InterCity
- █ Regional
- █ Regional Express
- █ Locomotive
- █ ICL



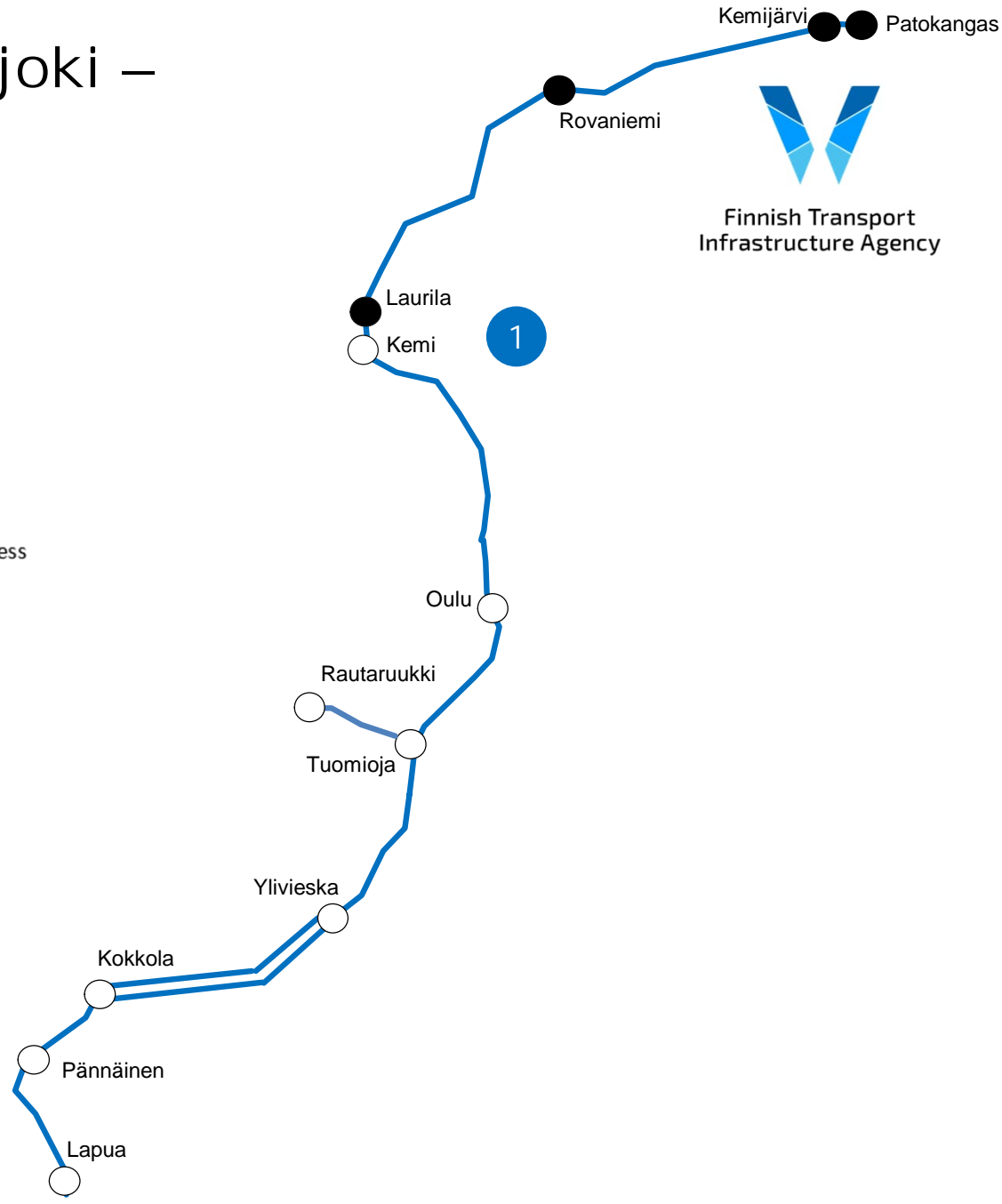
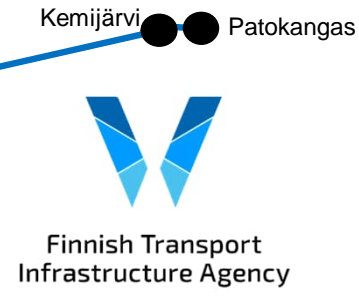
Tuomioja-Rautaruukki



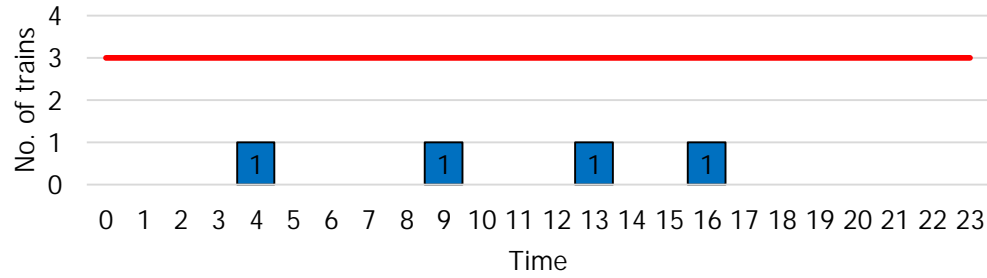
# 1: Helsinki/Vuosaari – Tampere – Seinäjoki – Vaasa – Oulu – Kemi – Kemijärvi



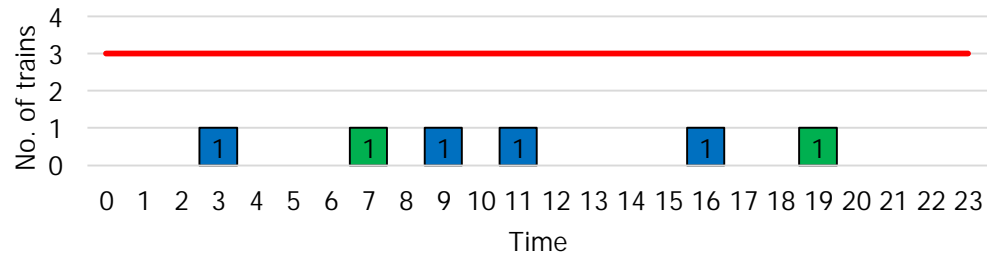
# 1: Helsinki/Vuosaari – Tampere – Seinäjoki – Vaasa – Oulu – Kemi – Kemijärvi



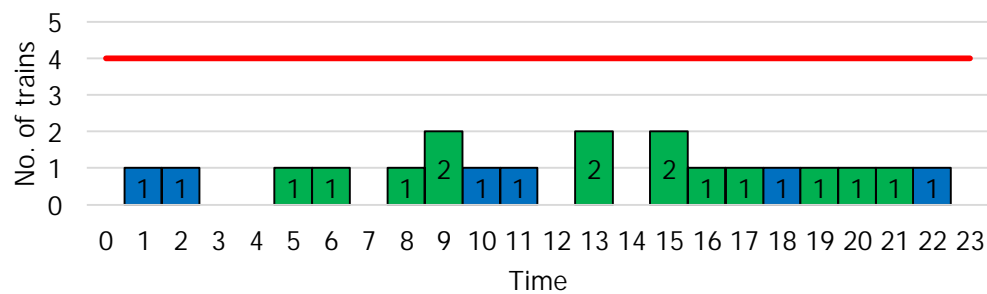
Kemijärvi-Patokangas



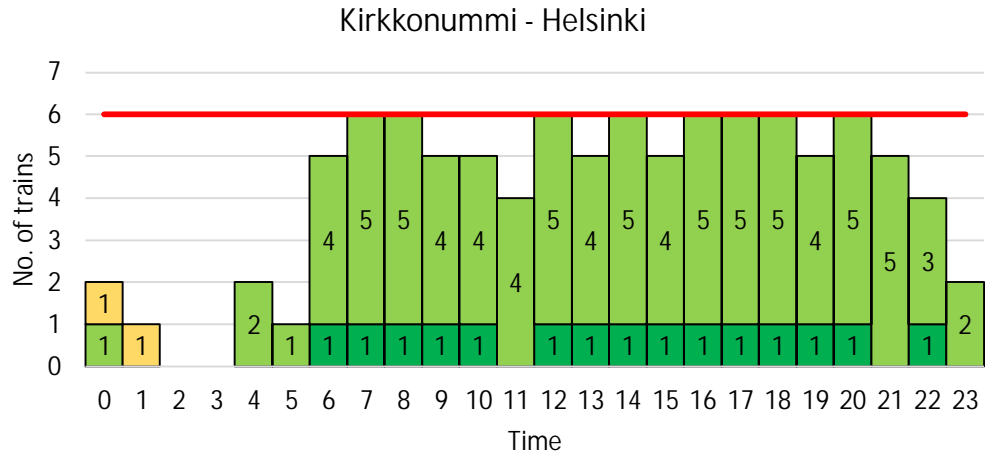
Rovaniemi-Kemijärvi



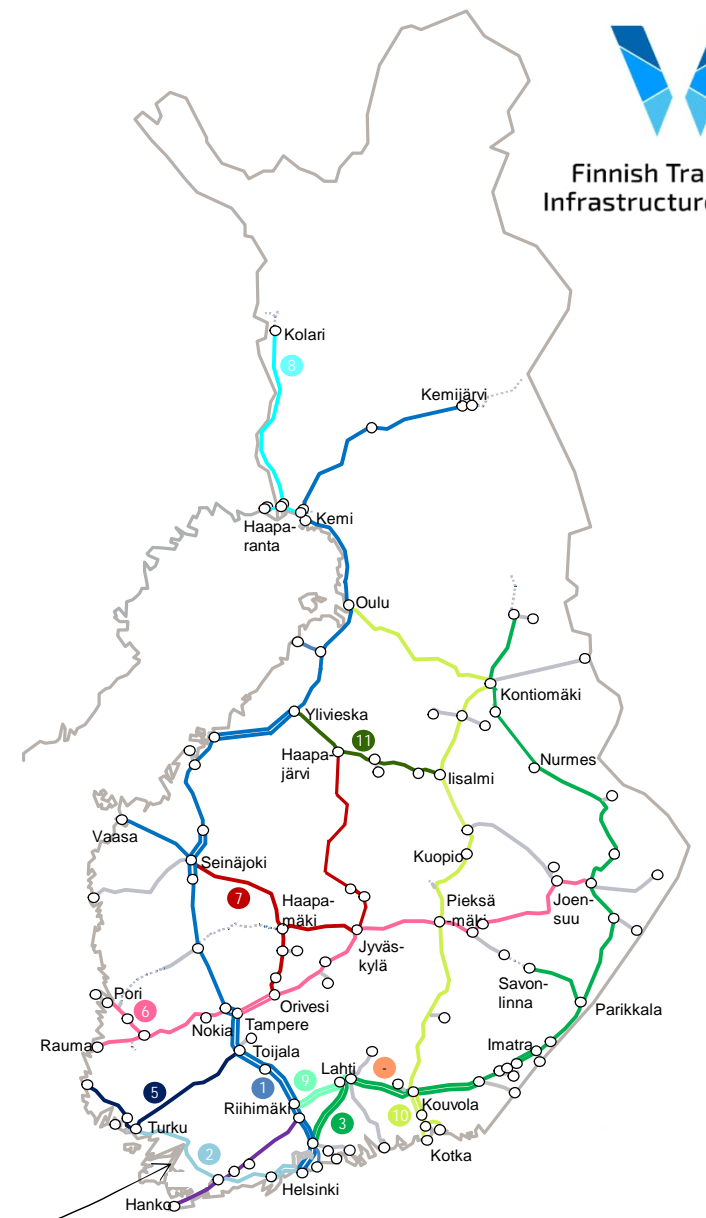
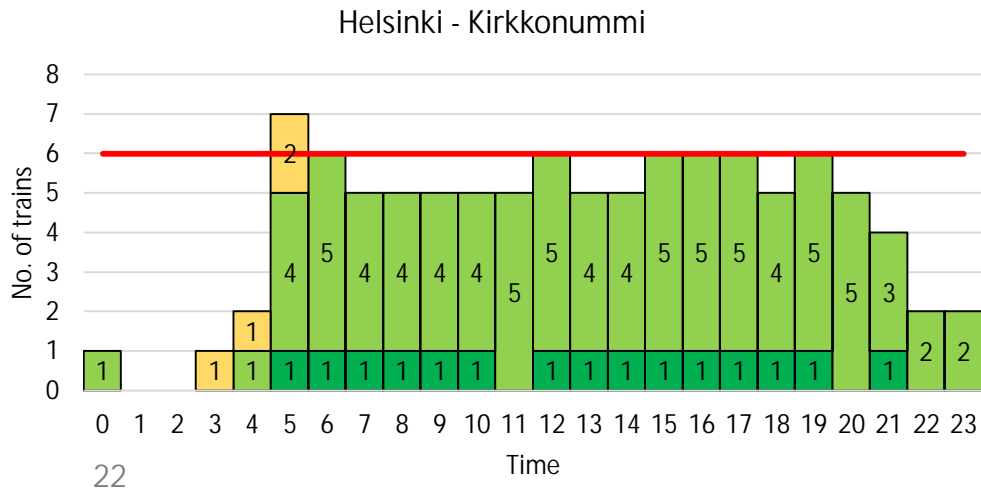
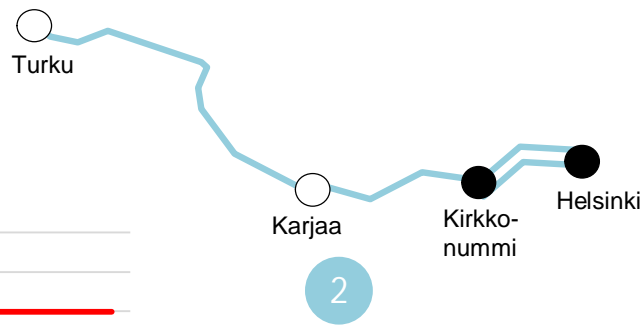
Laurila-Rovaniemi



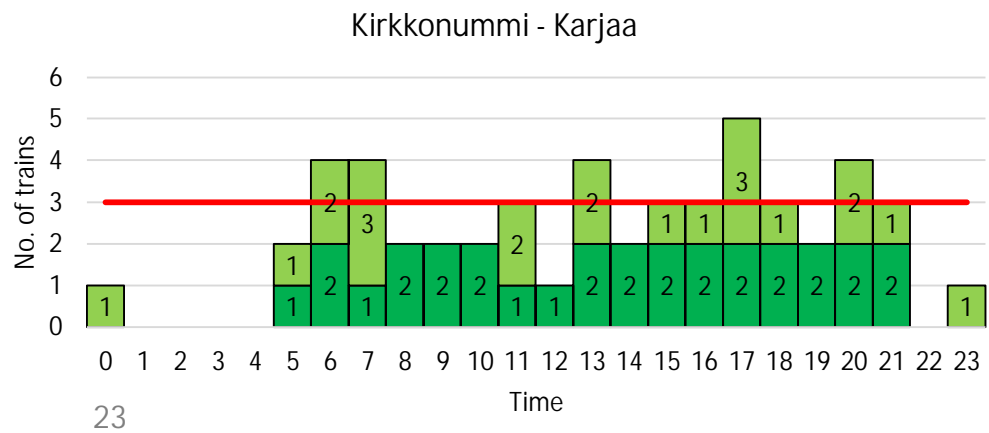
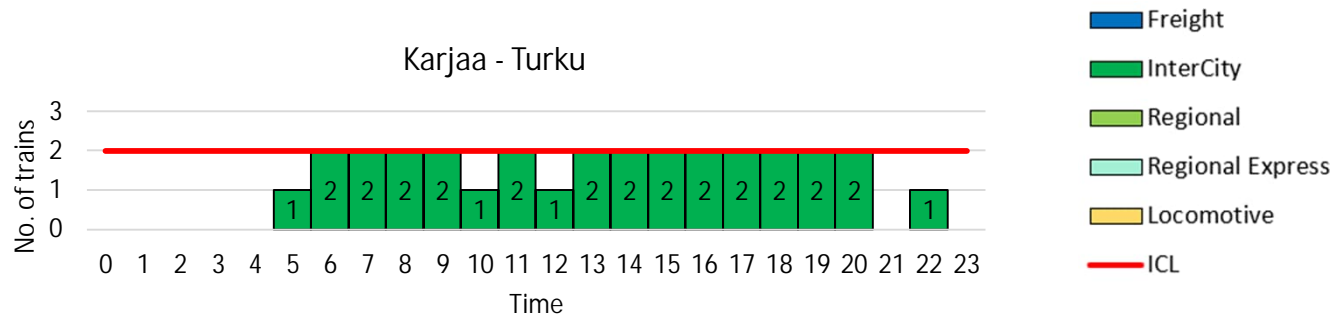
# 2: Helsinki – Turku



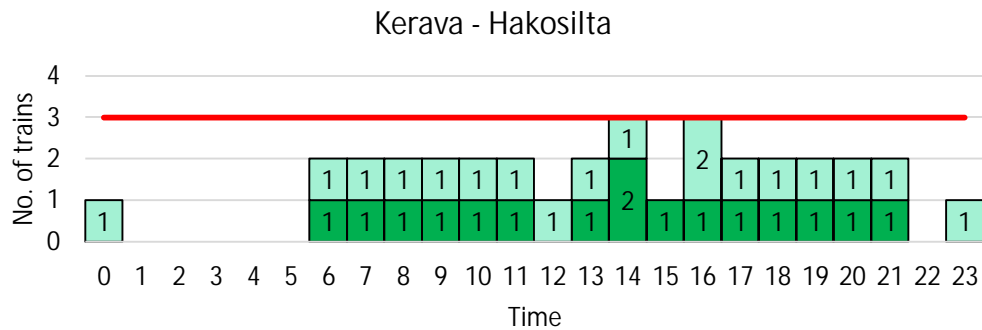
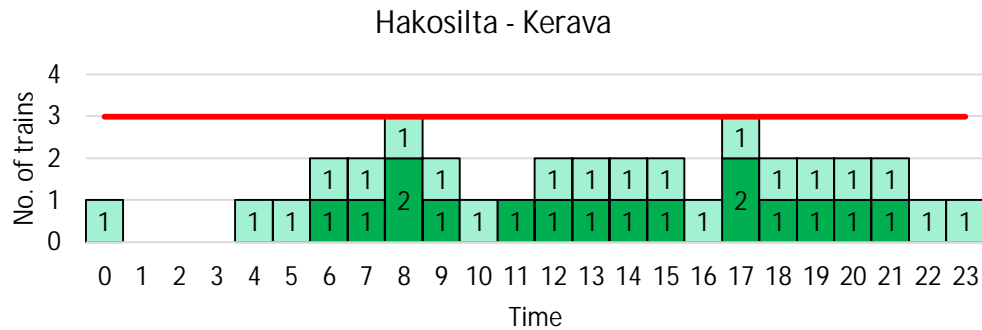
- █ Freight
- █ InterCity
- █ Regional
- █ Regional Express
- █ Locomotive
- █ ICL



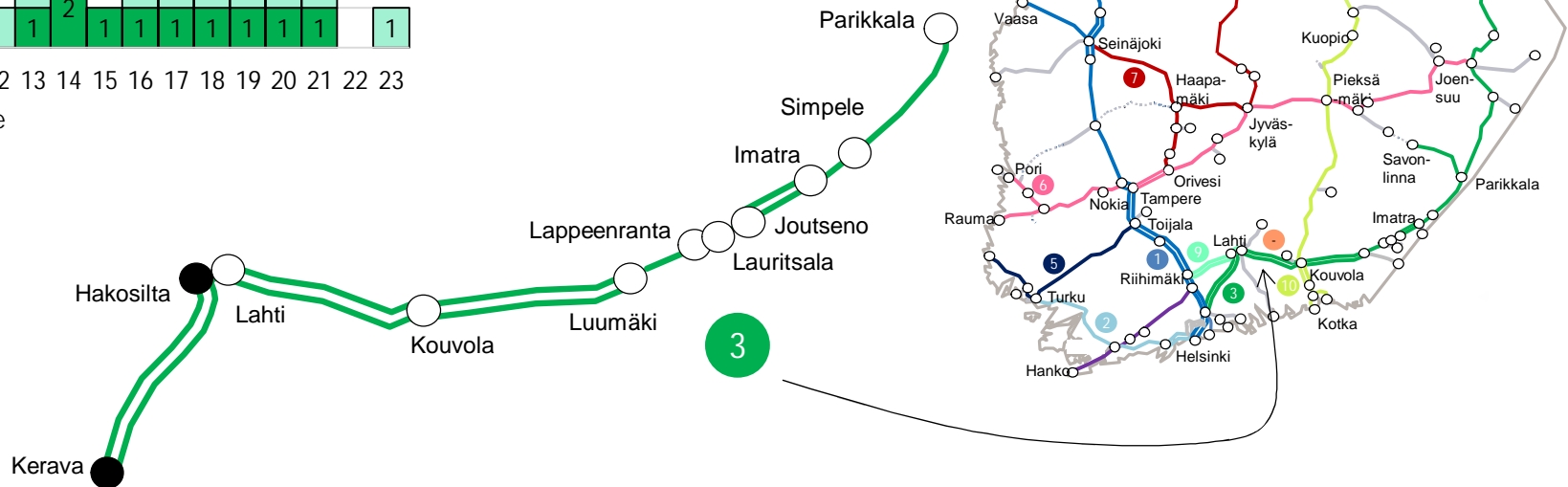
## 2: Helsinki – Turku



### 3: (Helsinki) – Kytömaa – Lahti – Kouvola – Parikkala – Savonlinna/Joensuu – Kontiomäki – Ämmänsaari

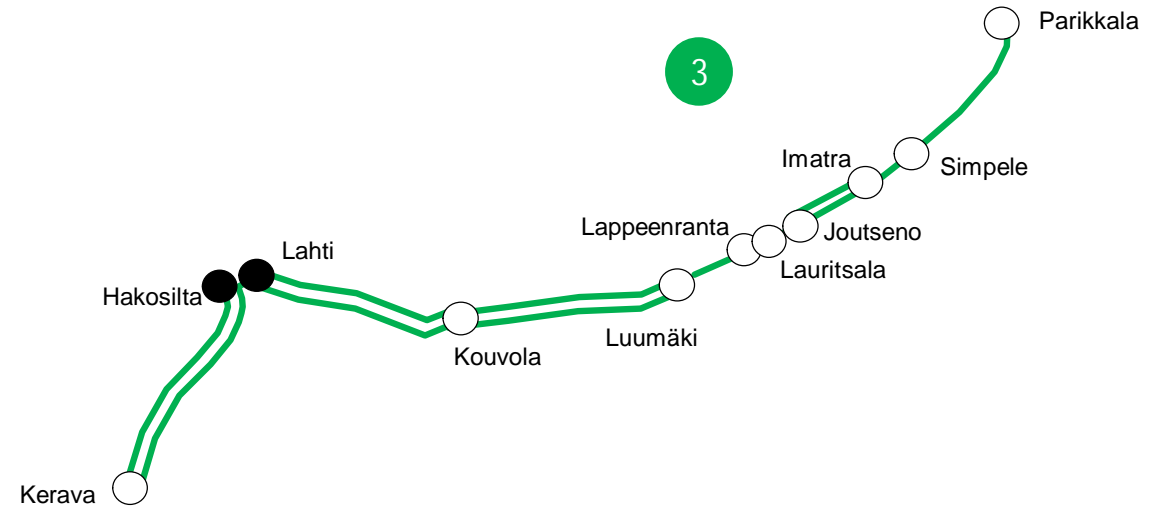
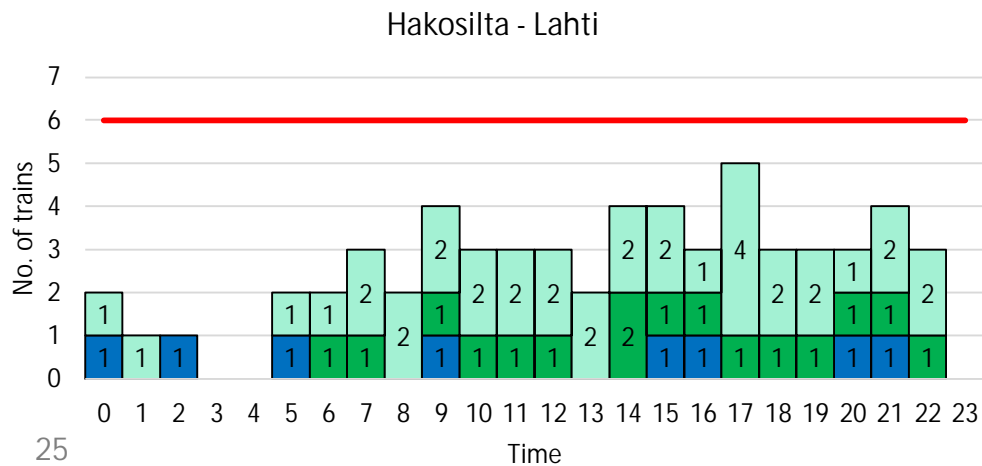
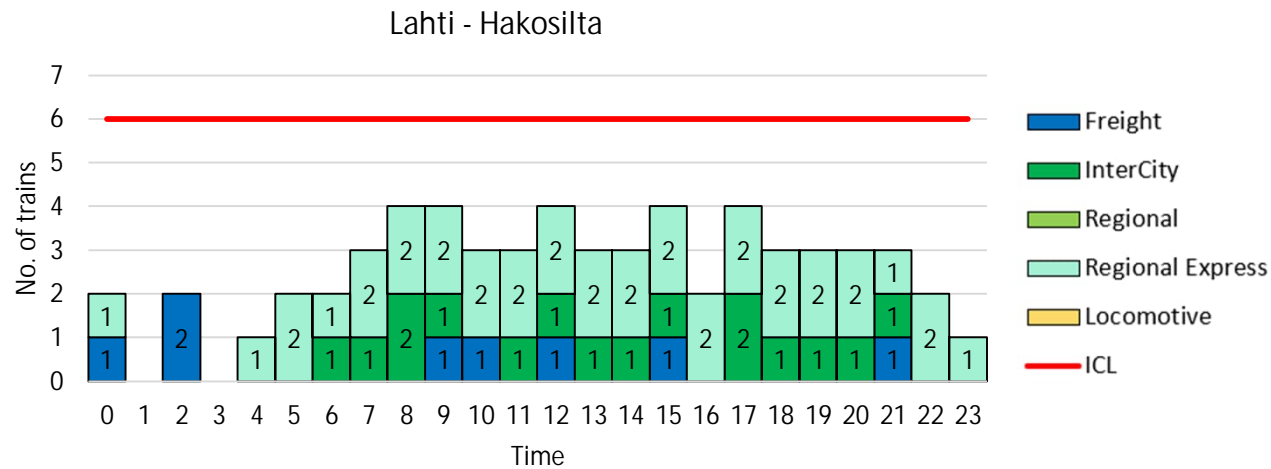


- Freight
- InterCity
- Regional
- Regional Express
- Locomotive
- ICL

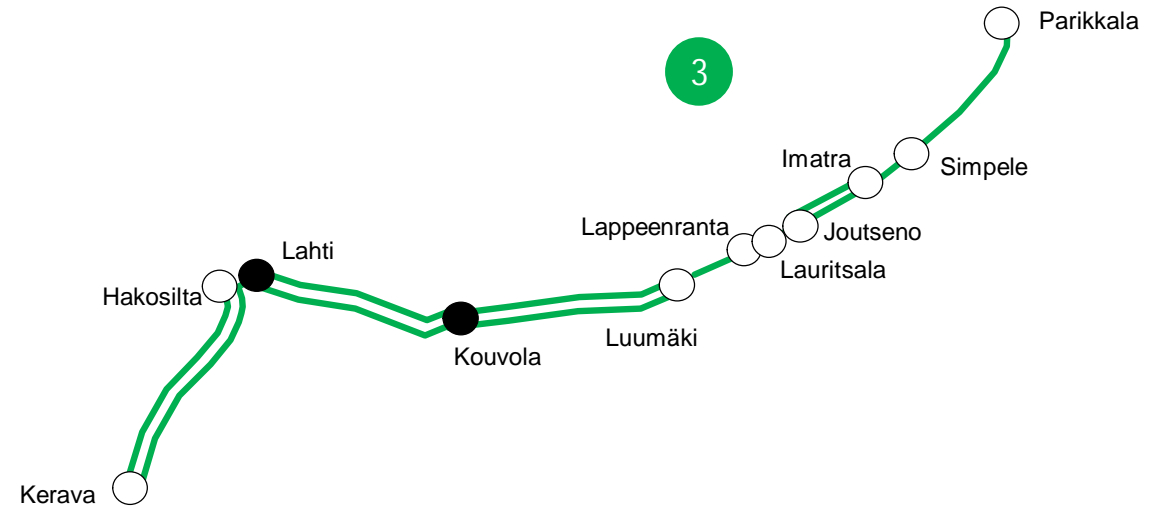
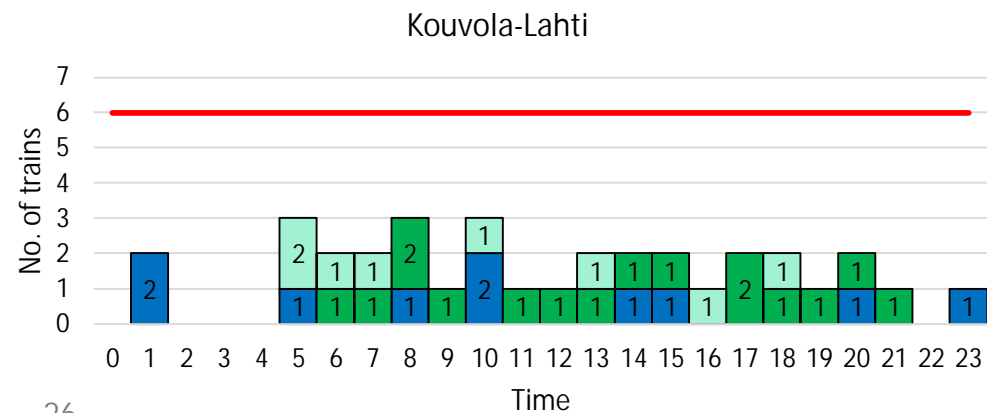
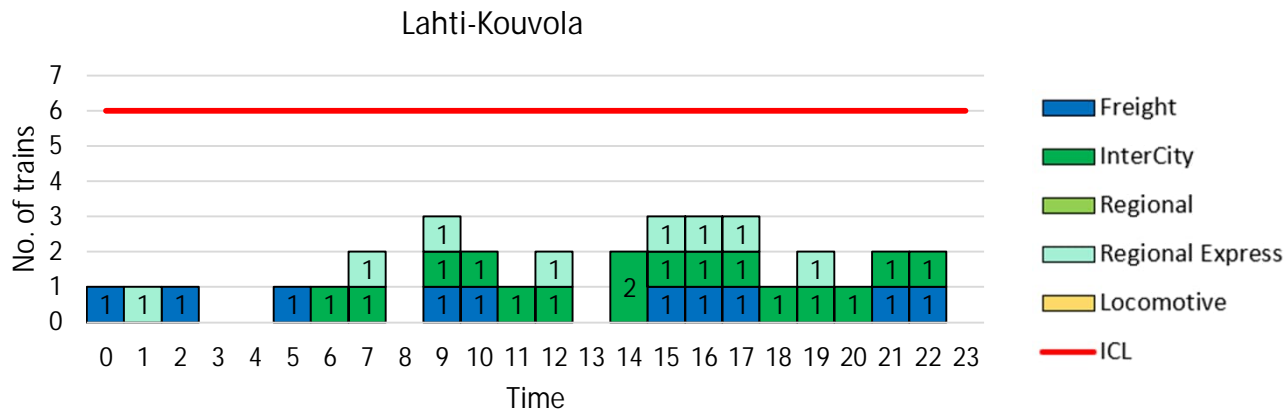




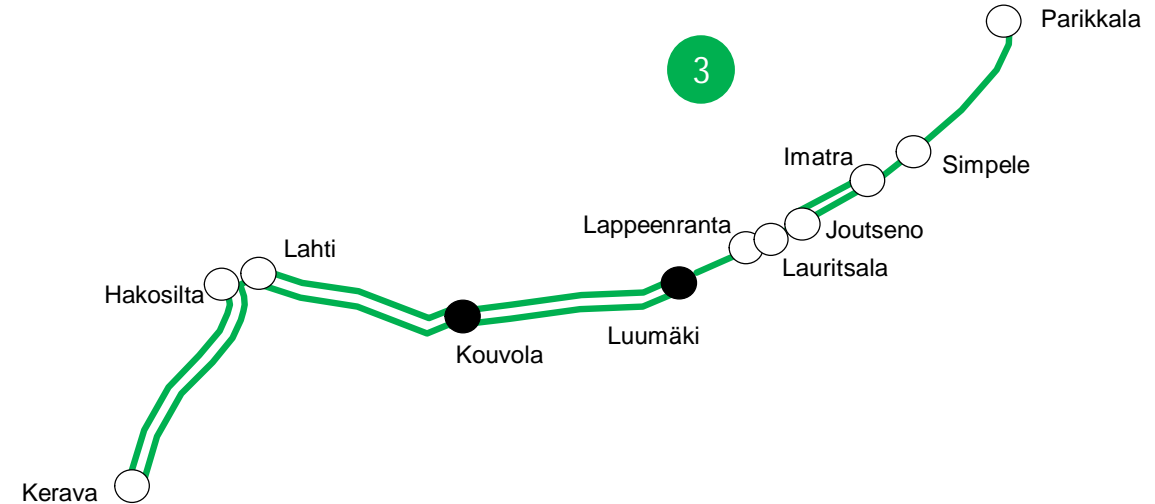
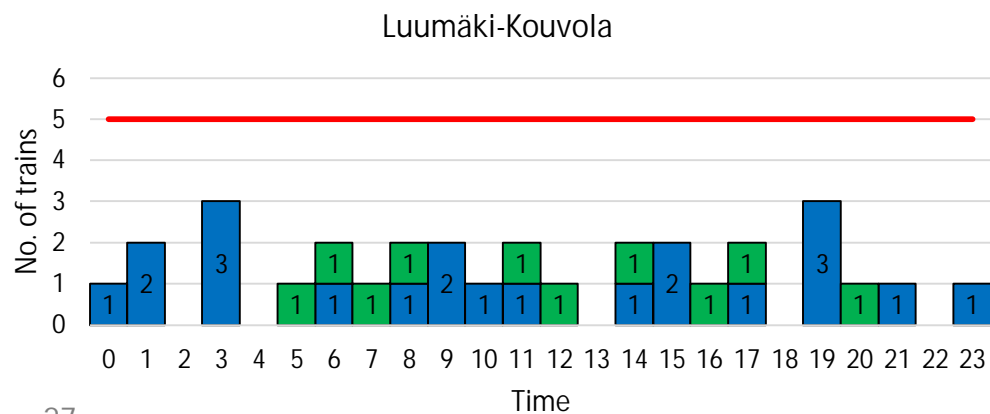
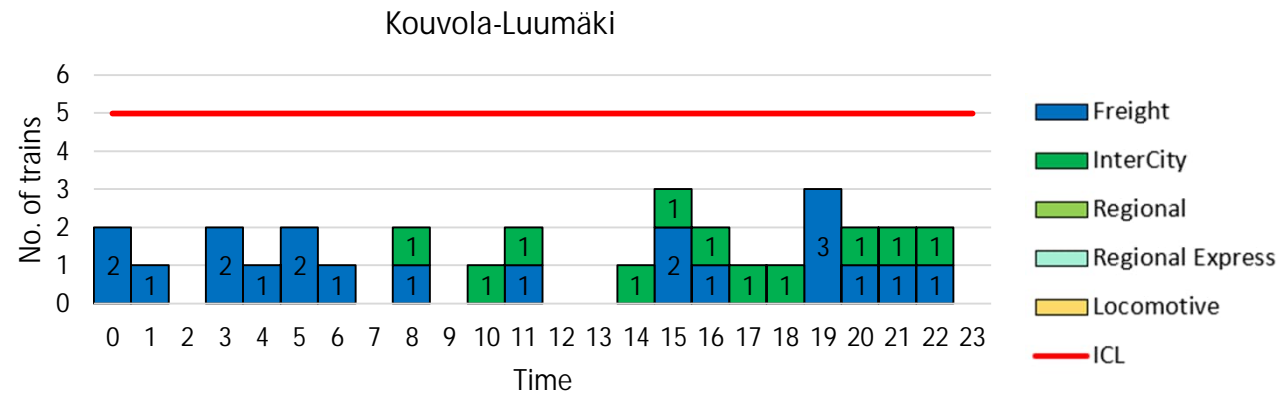
# 3: (Helsinki) – Kytömaa – Lahti – Kouvola – Parikkala – Savonlinna/Joensuu – Kontiomäki – Ämmänsaari



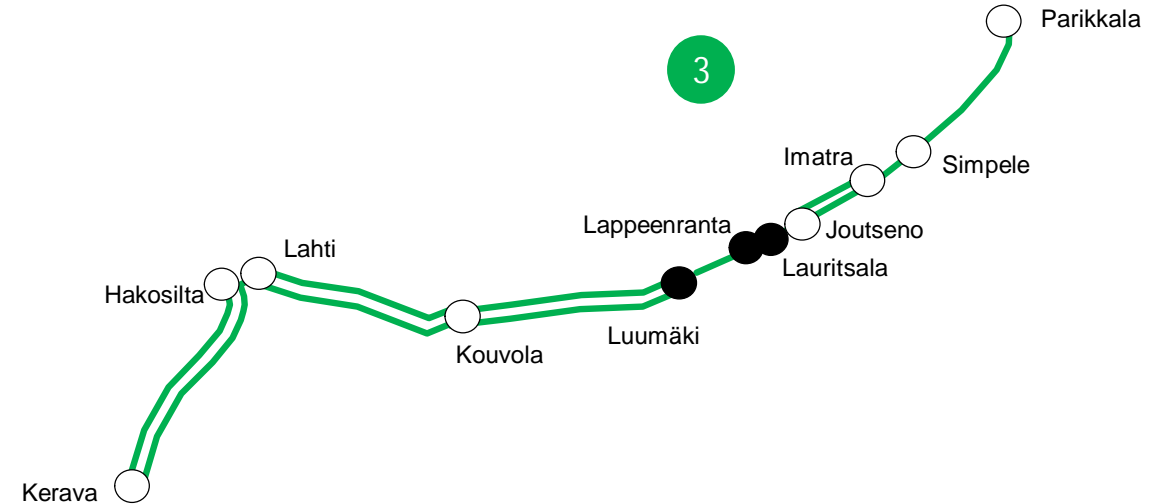
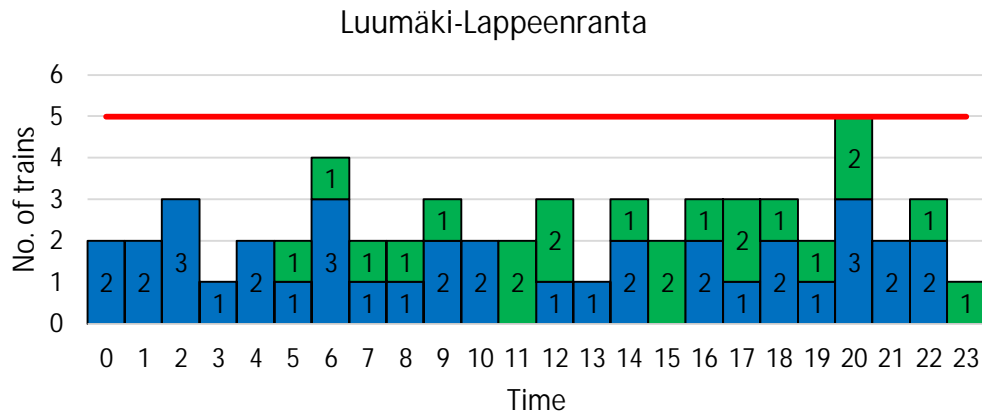
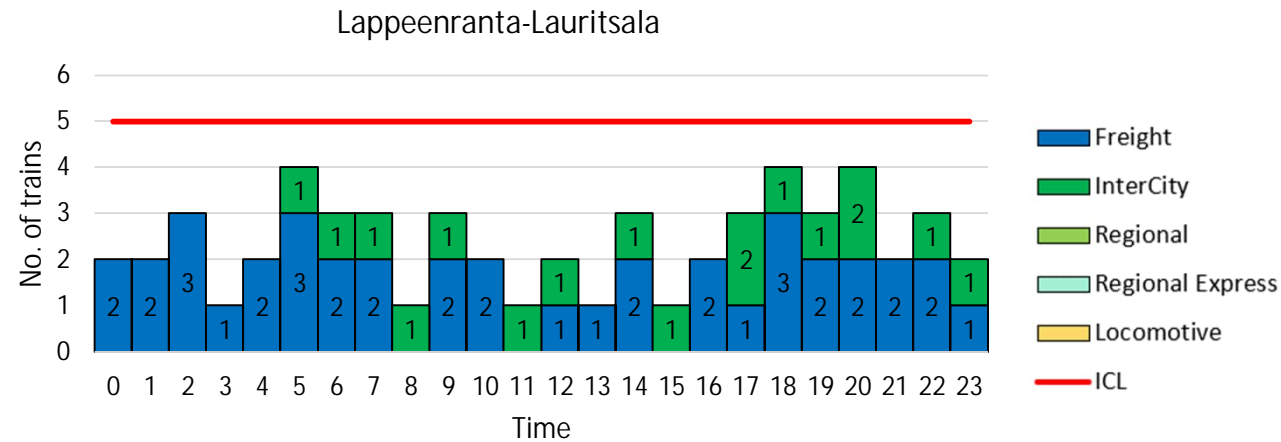
# 3: (Helsinki) – Kytömaa – Lahti – Kouvola – Parikkala – Savonlinna/Joensuu – Kontiomäki – Ämmänsaari



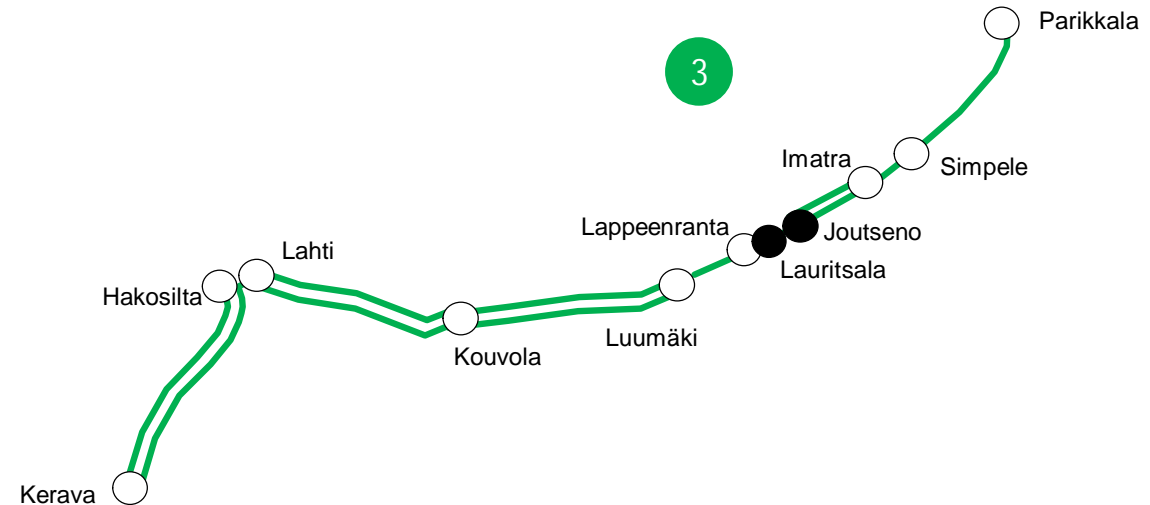
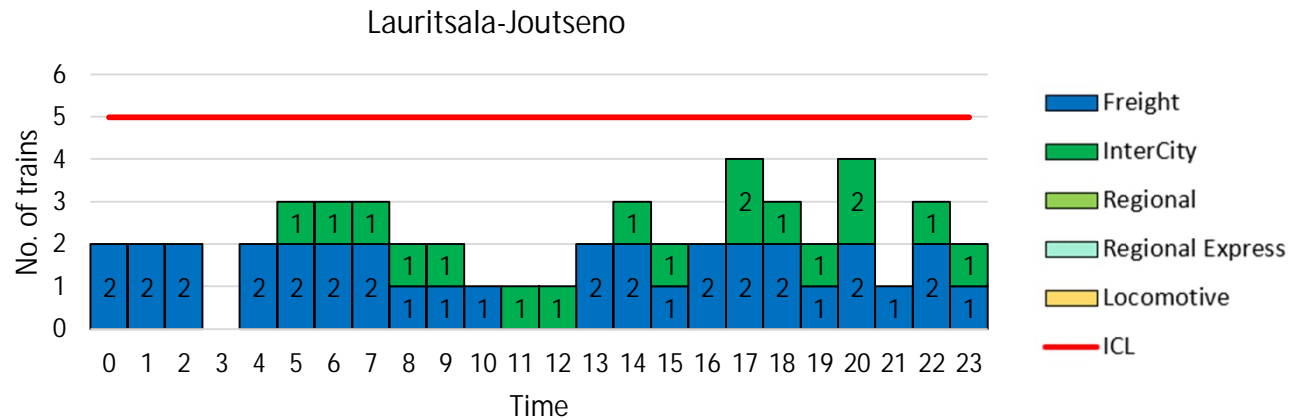
# 3: (Helsinki) – Kytömaa – Lahti – Kouvola – Parikkala – Savonlinna/Joensuu – Kontiomäki – Ämmänsaari



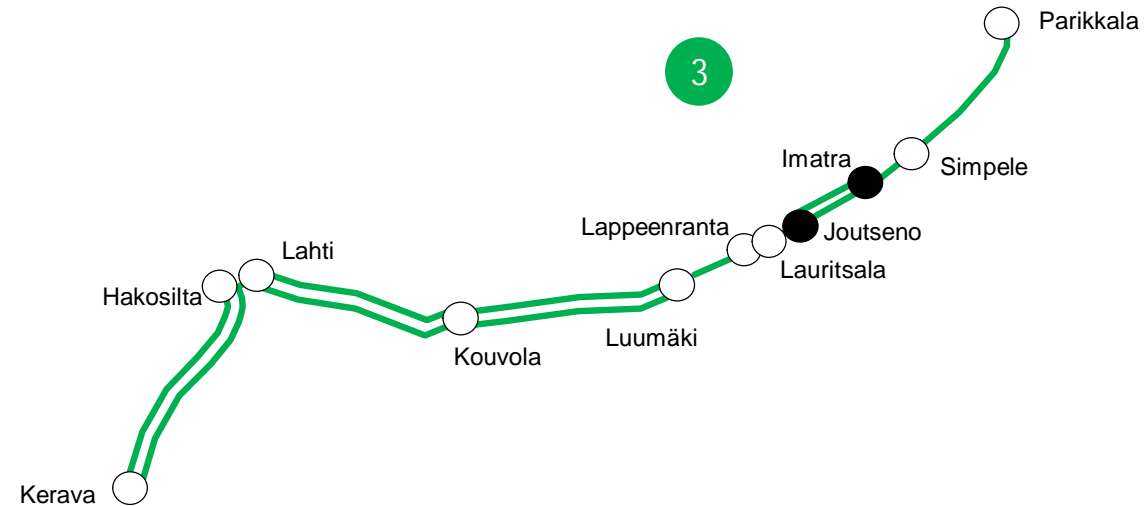
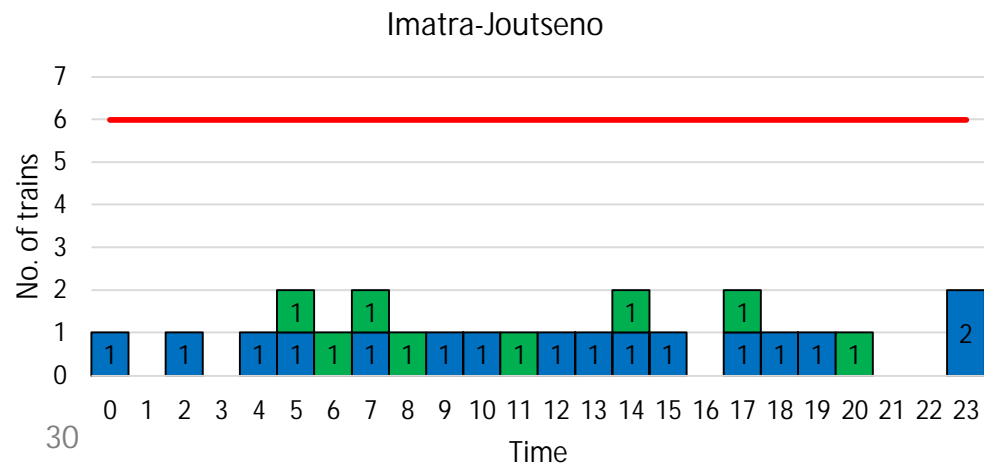
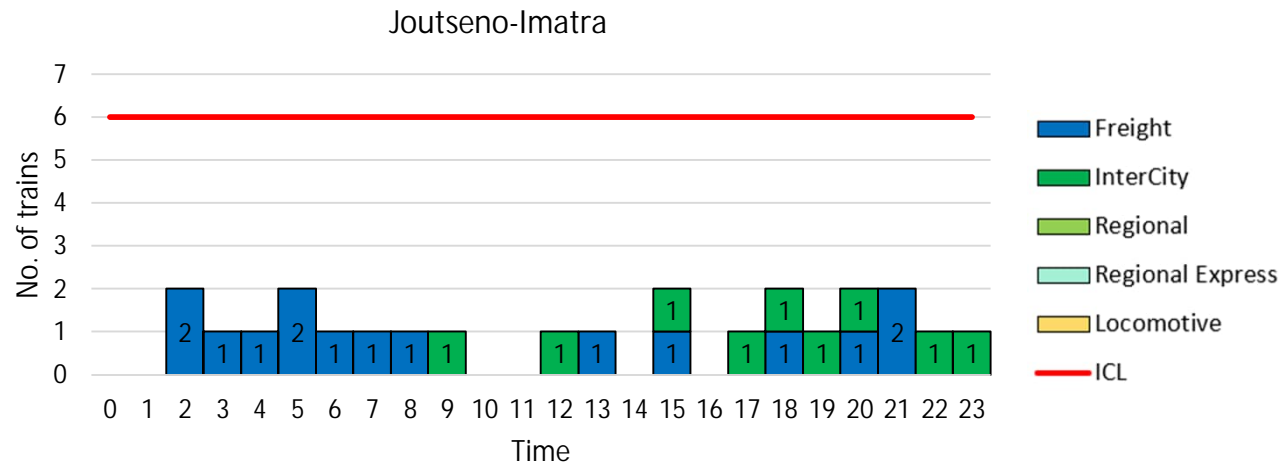
# 3: (Helsinki) – Kytömaa – Lahti – Kouvola – Parikkala – Savonlinna/Joensuu – Kontiomäki – Ämmänsaari



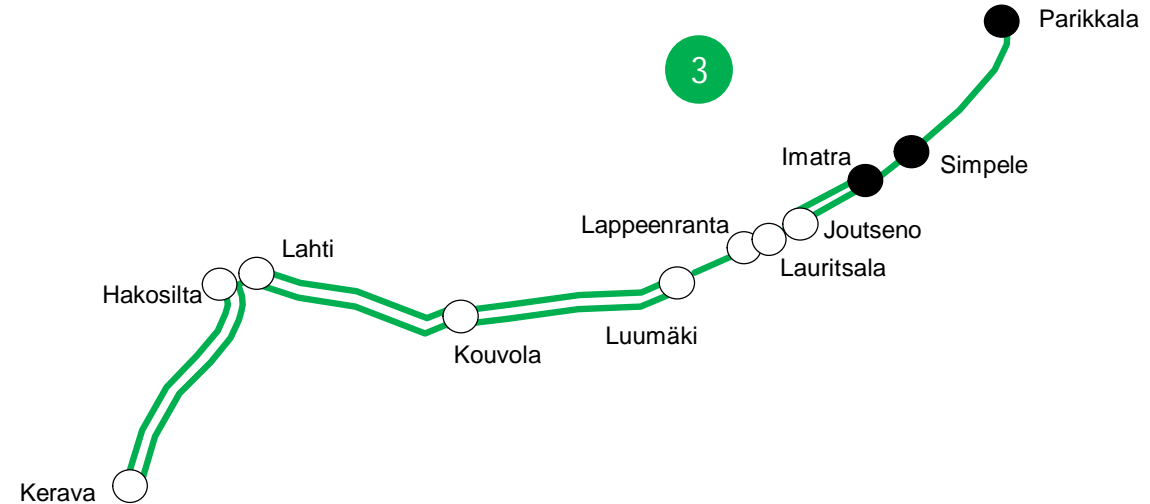
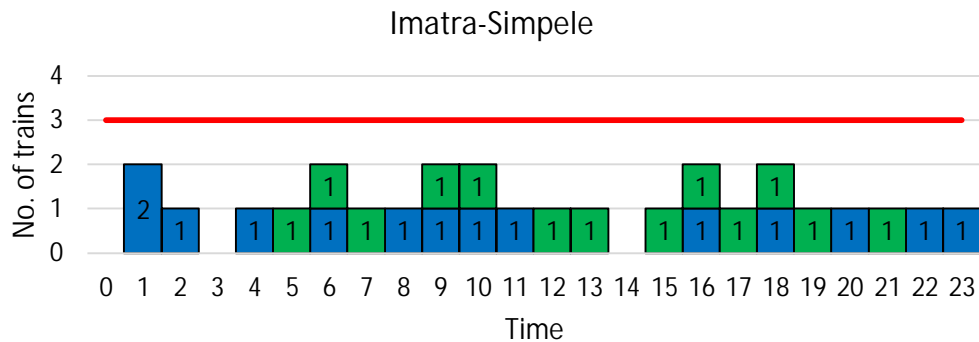
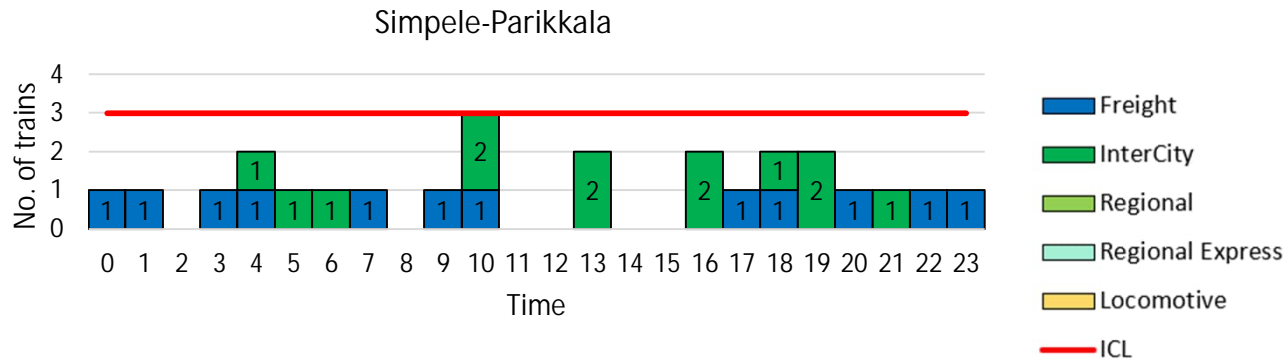
### 3: (Helsinki) – Kytömaa – Lahti – Kouvola – Parikkala – Savonlinna/Joensuu – Kontiomäki – Ämmänsaari



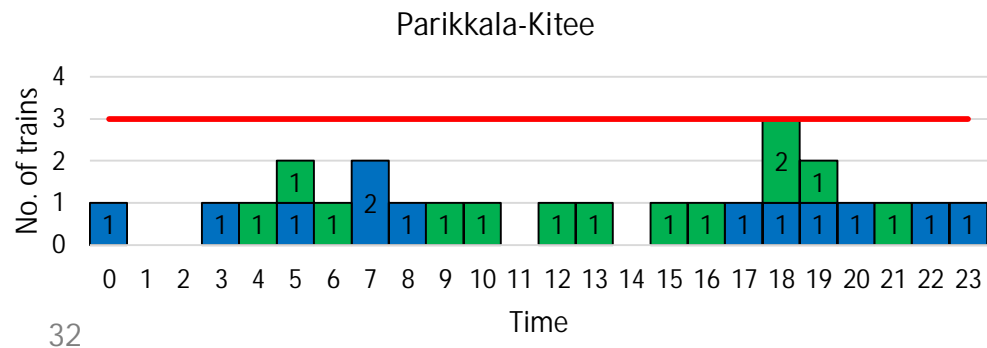
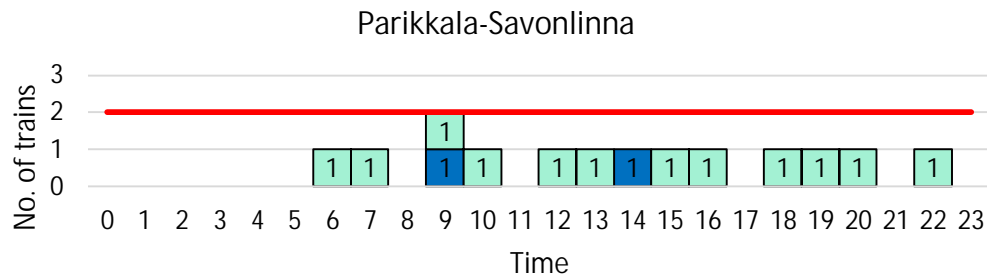
# 3: (Helsinki) – Kytömaa – Lahti – Kouvola – Parikkala – Savonlinna/Joensuu – Kontiomäki – Ämmänsaari



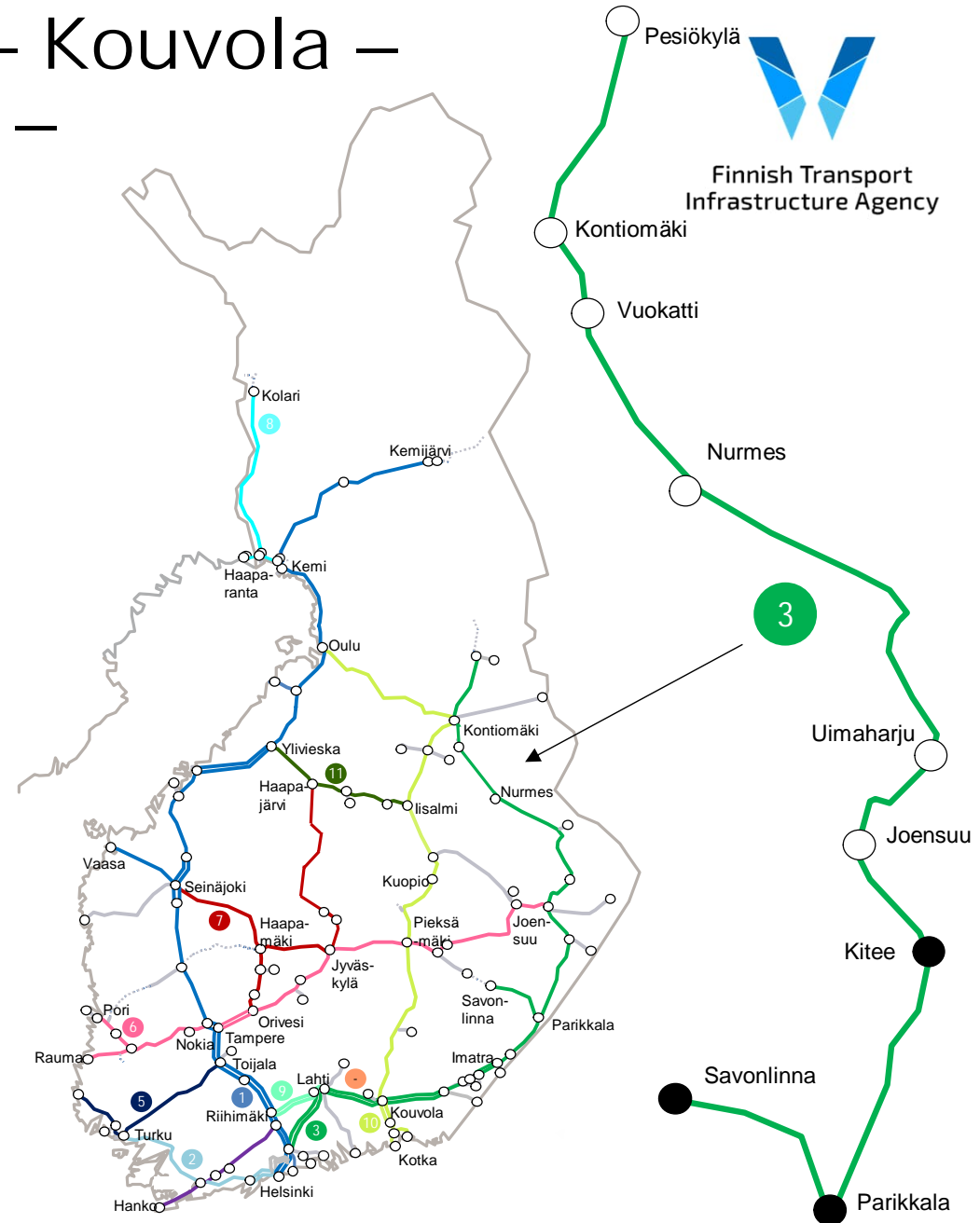
# 3: (Helsinki) – Kytömaa – Lahti – Kouvola – Parikkala – Savonlinna/Joensuu – Kontiomäki – Ämmänsaari



# 3: (Helsinki) – Kytömaa – Lahti – Kouvola – Parikkala – Savonlinna/Joensuu – Kontiomäki – Ämmänsaari

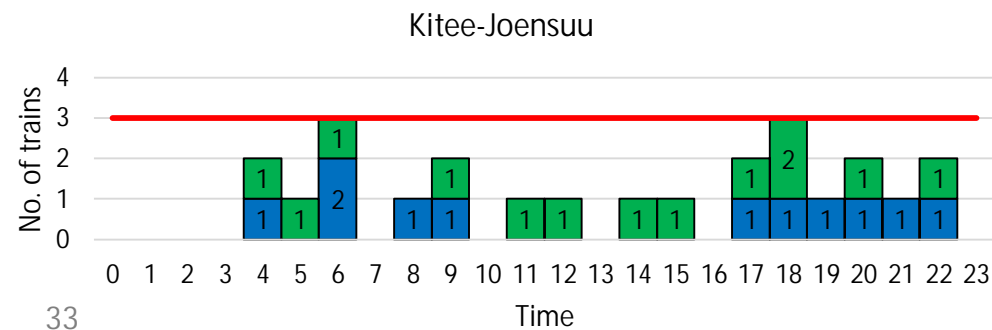
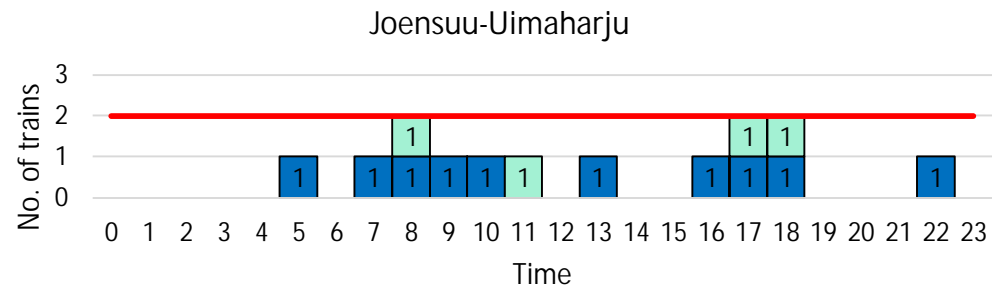
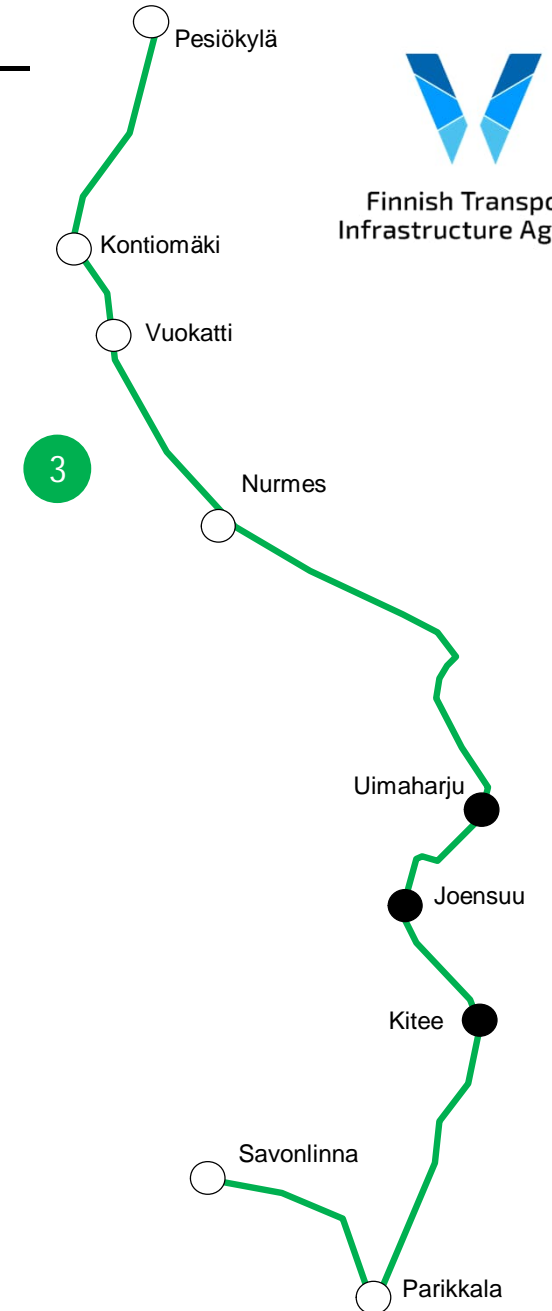


- █ Freight
- █ InterCity
- █ Regional
- █ Regional Express
- █ Locomotive
- █ ICL

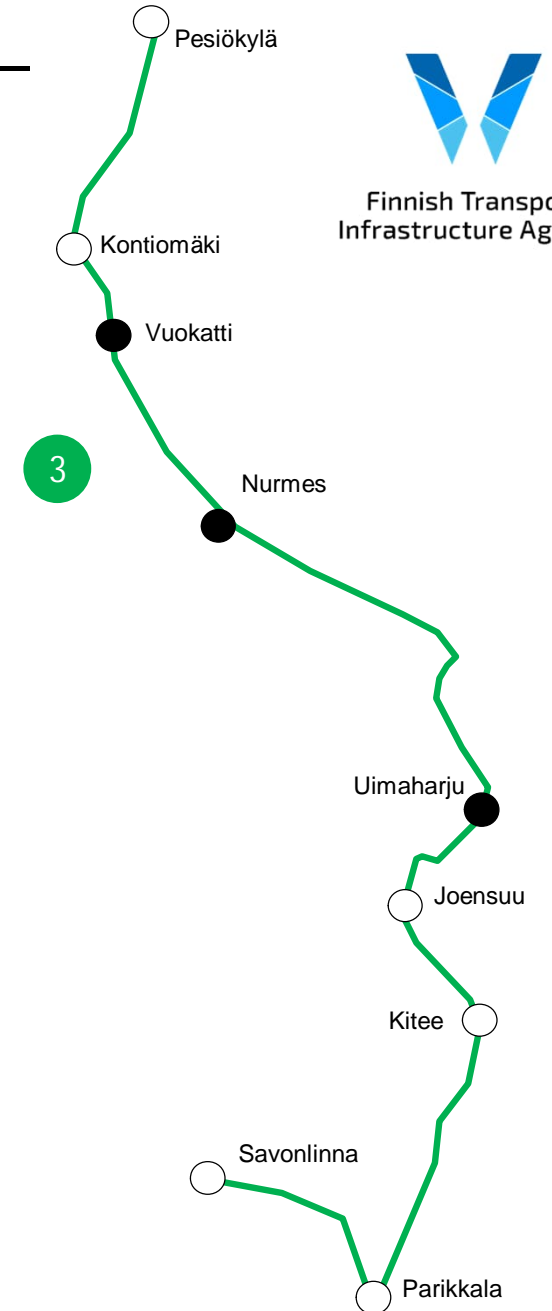
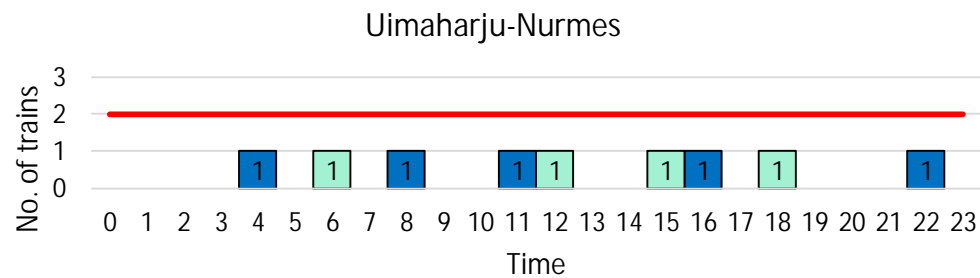
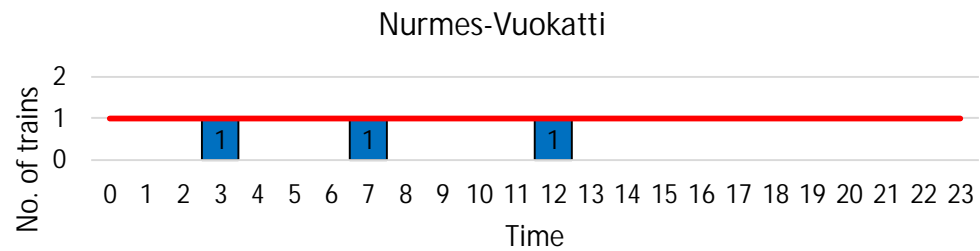




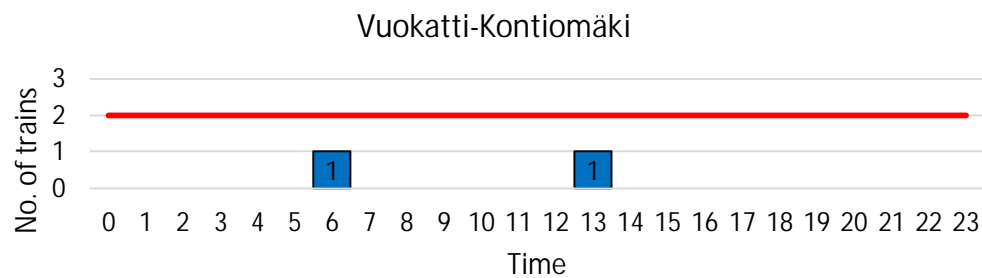
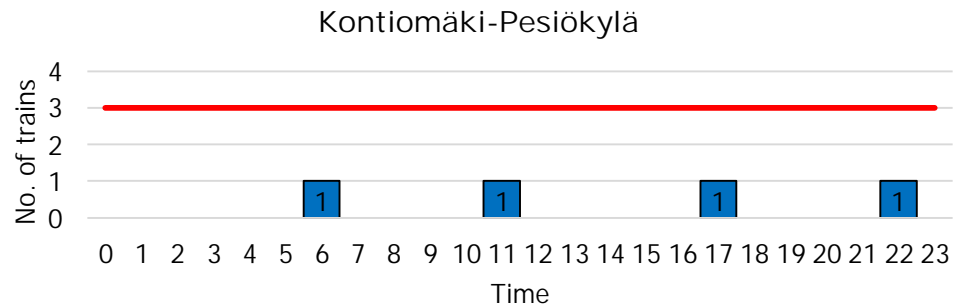
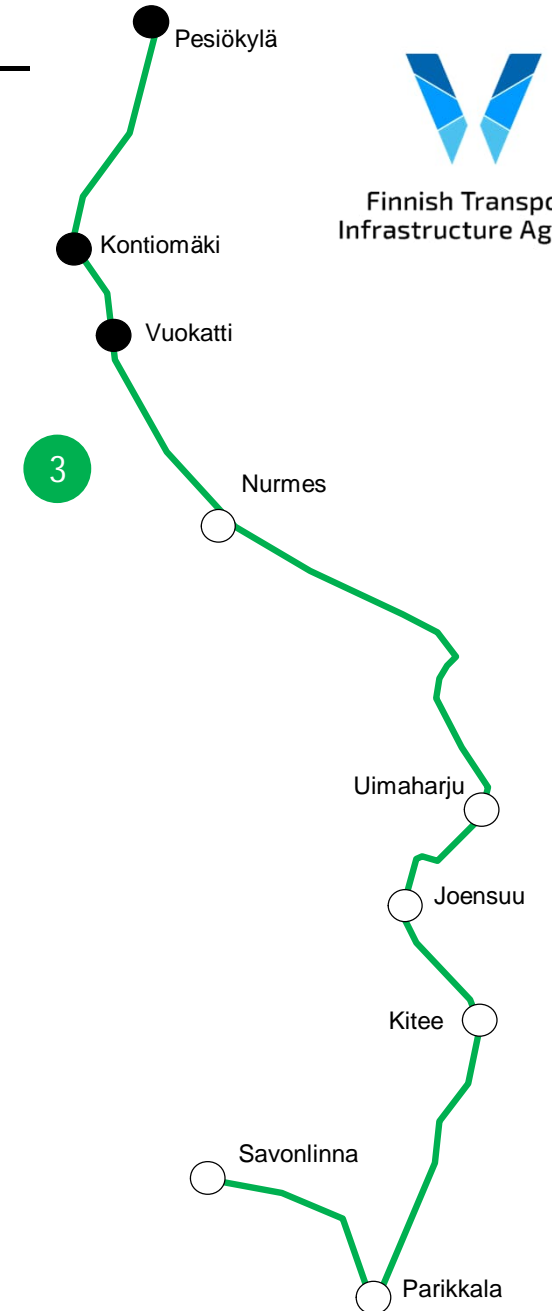
# 3: (Helsinki) – Kytömaa – Lahti – Kouvola – Parikkala – Savonlinna/Joensuu – Kontiomäki – Ämmänsaari



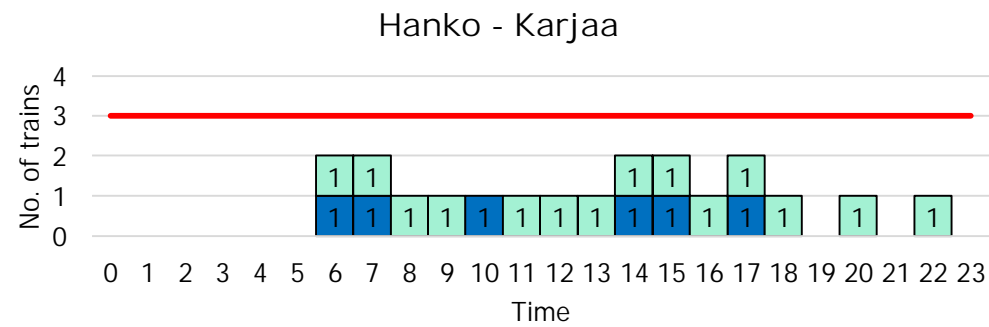
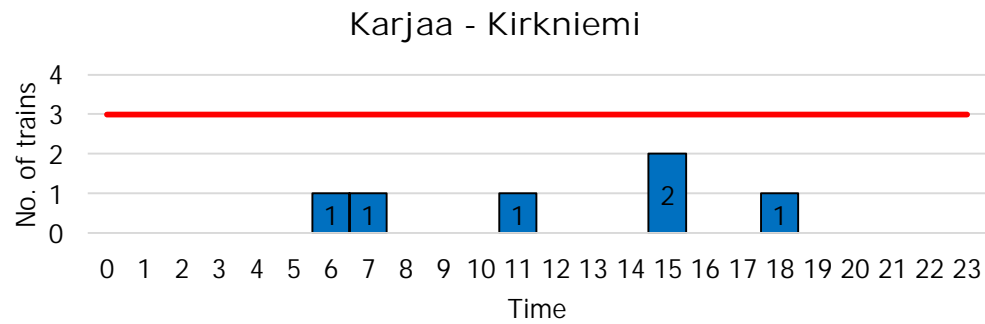
# 3: (Helsinki) – Kytömaa – Lahti – Kouvola – Parikkala – Savonlinna/Joensuu – Kontiomäki – Ämmänsaari



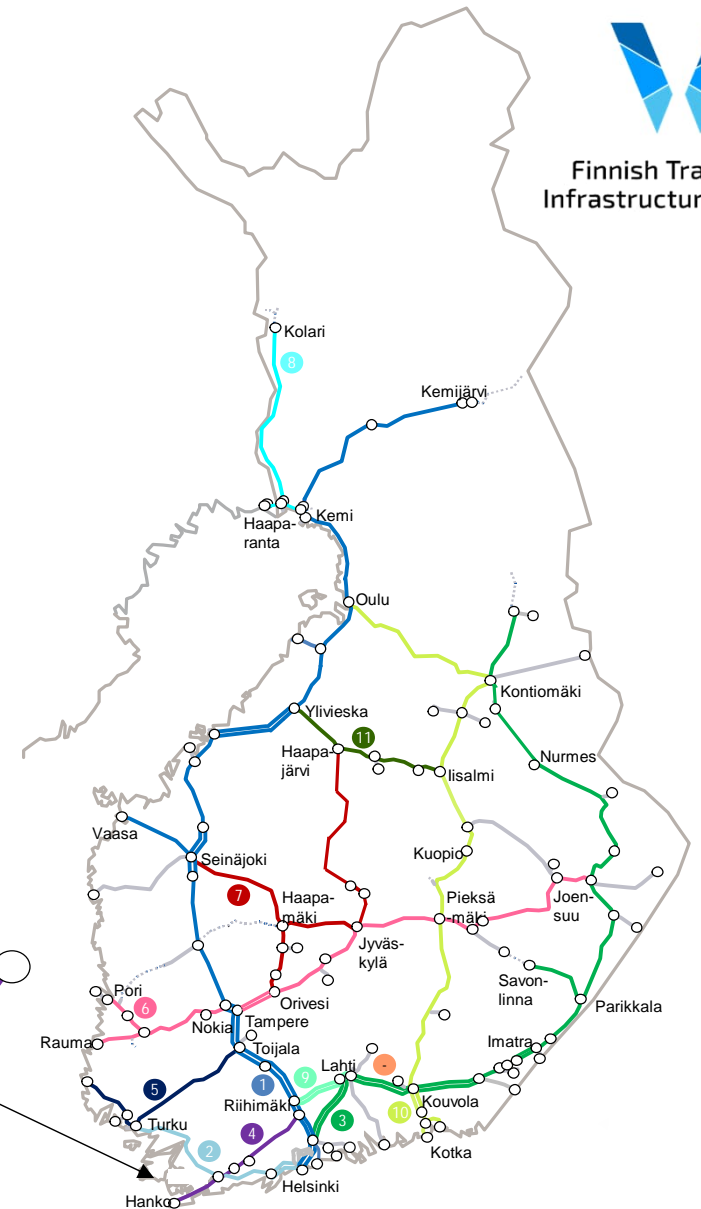
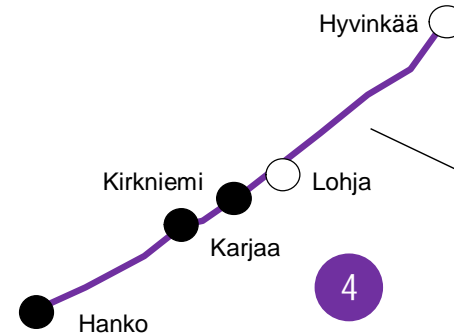
# 3: (Helsinki) – Kytömaa – Lahti – Kouvola – Parikkala – Savonlinna/Joensuu – Kontiomäki – Ämmänsaari



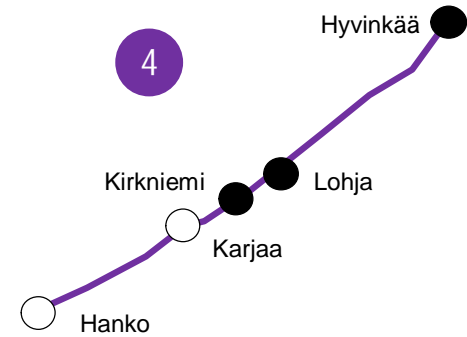
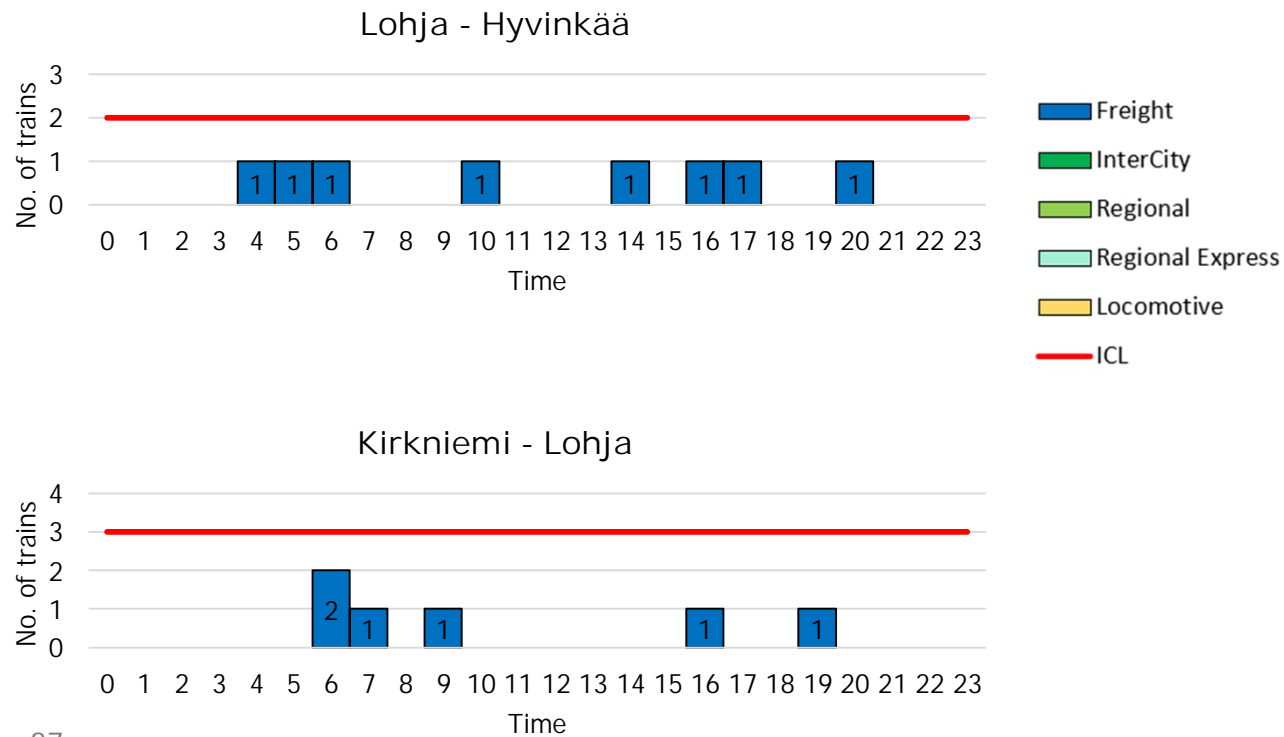
# 4: Hanko – Karjaa – Hyvinkää



- Freight
- InterCity
- Regional
- Regional Express
- Locomotive
- ICL

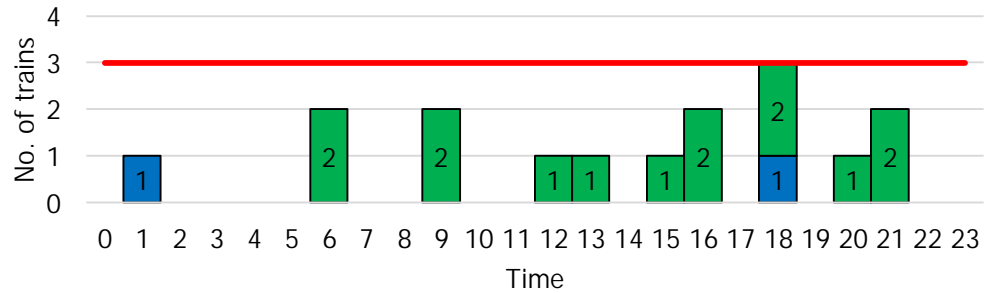


# 4: Hanko – Karjaa – Hyvinkää

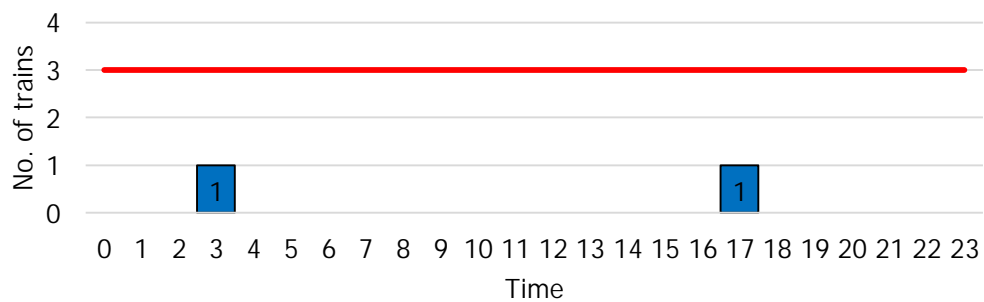


# 5: Hangonsaari – Raisio – Turku – Toijala

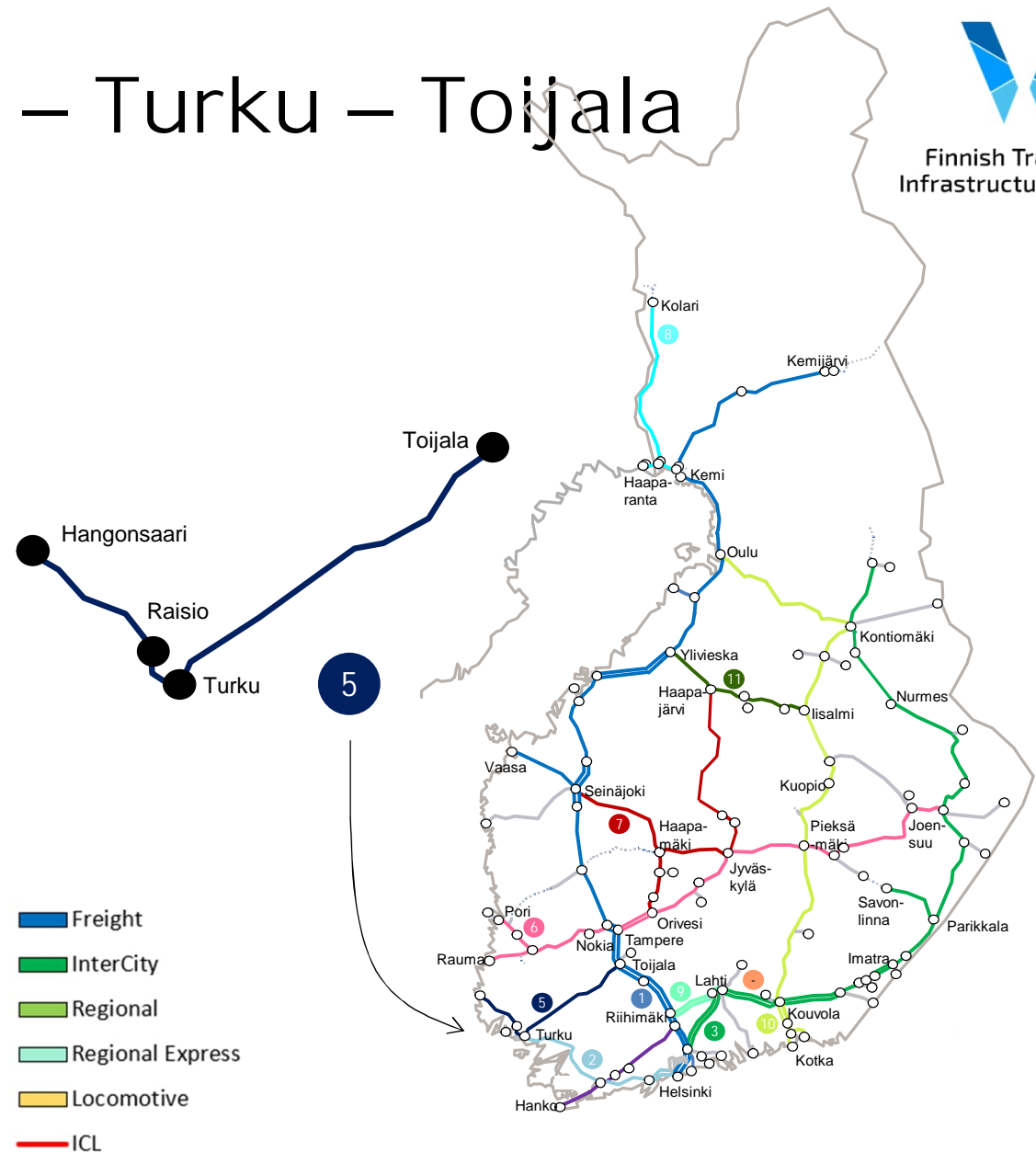
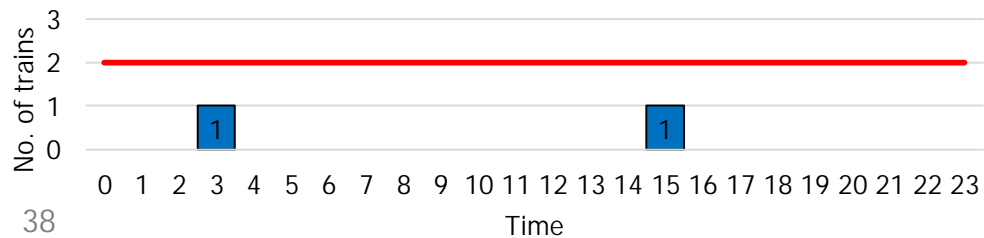
Turku - Toijala



Raisio - Turku

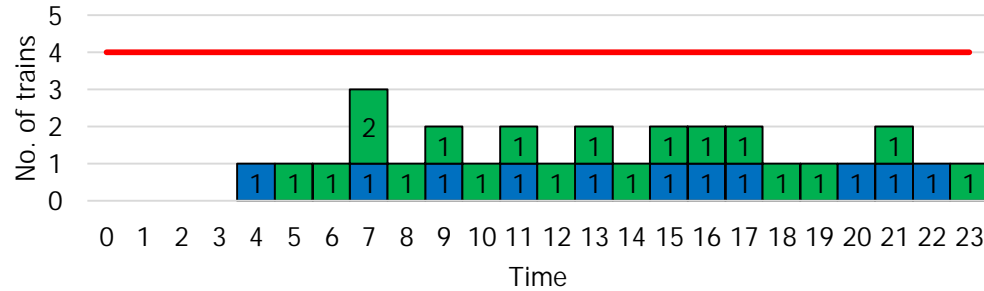


Hangonsaari - Raisio

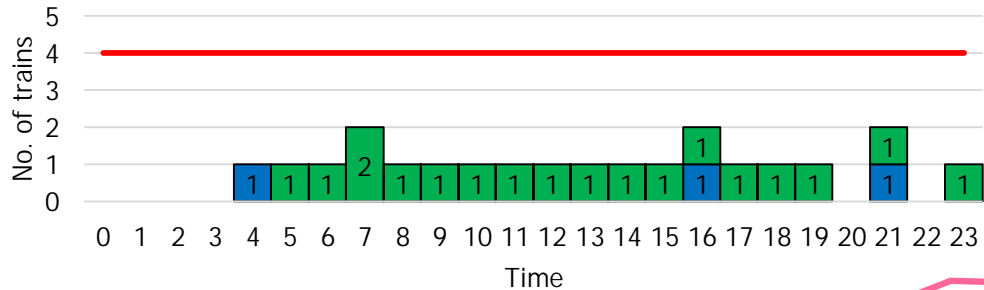


# 6: Pori/Rauma – Kokemäki – Lielähti – Tampere – Pieksämäki - Joensuu

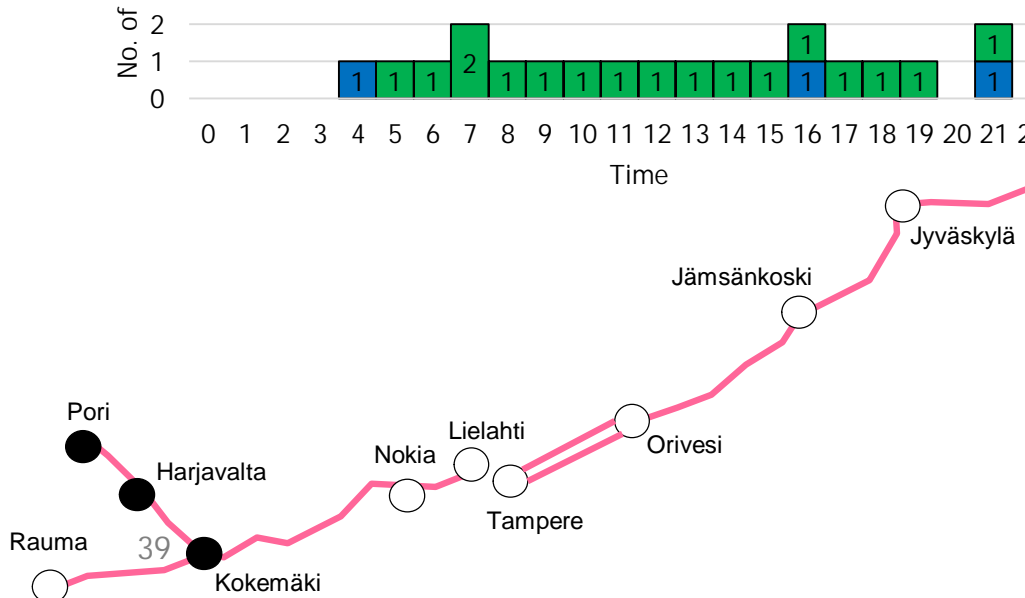
Pori-Harjavalta



Harjavalta-Kokemäki



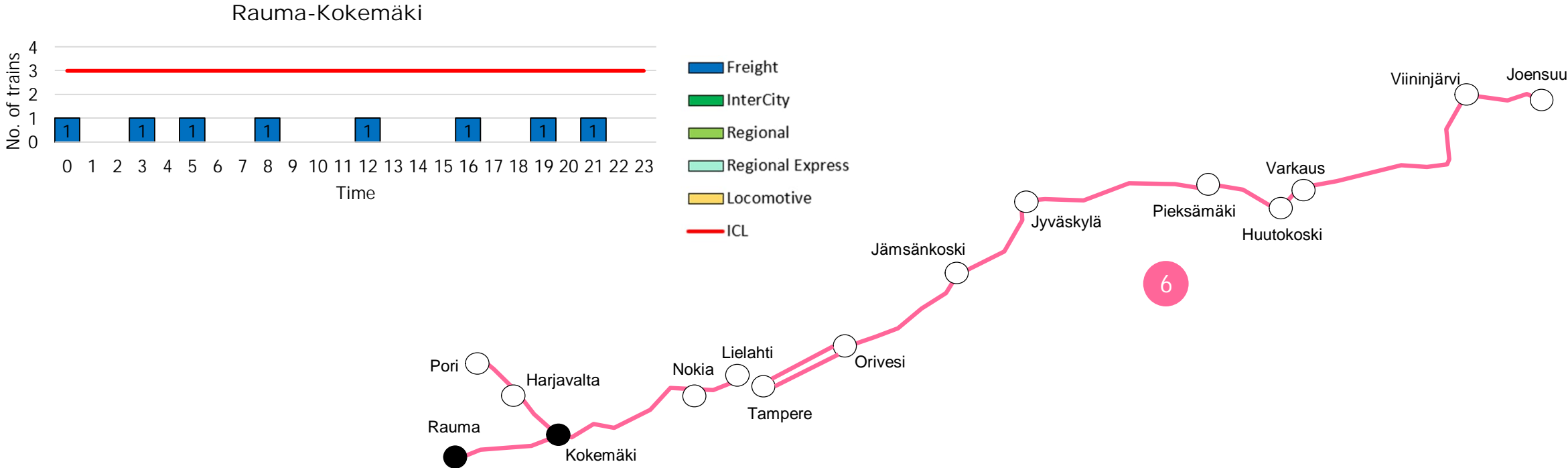
- Freight
- InterCity
- Regional
- Regional Express
- Locomotive
- ICL



6

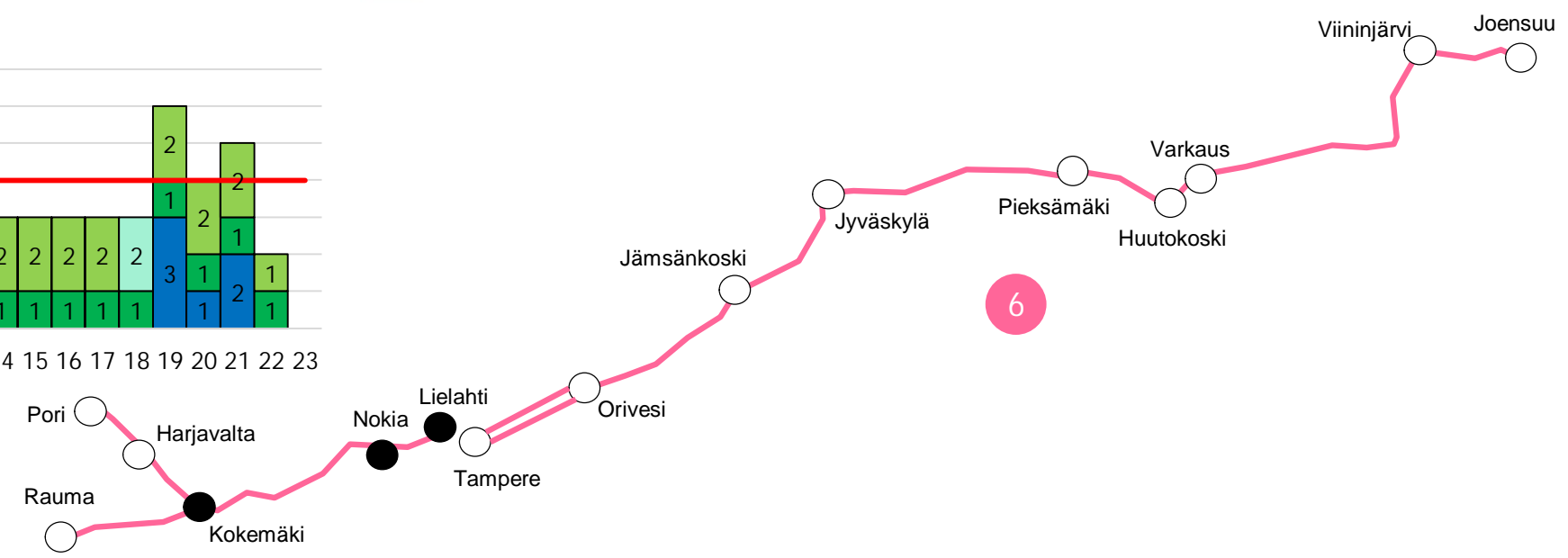
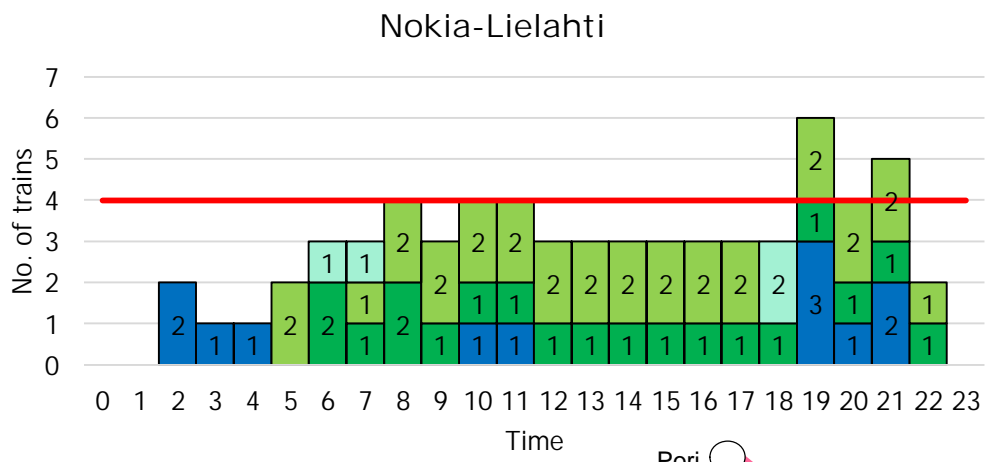
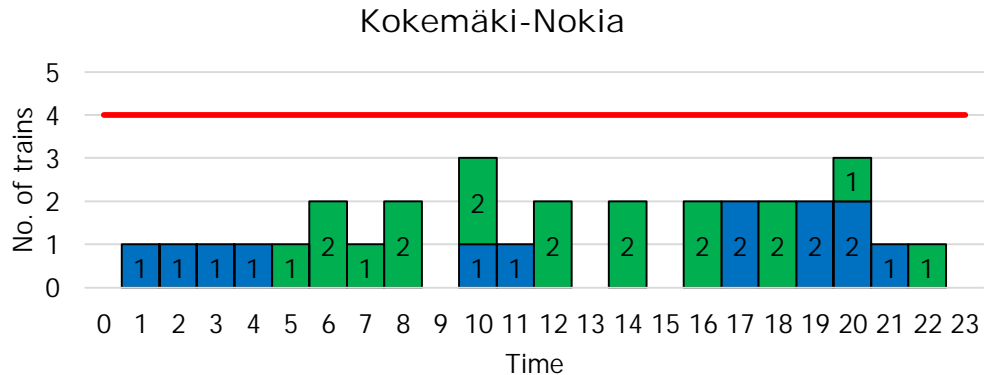


# 6: Pori/Rauma – Kokemäki – Lielähti – Tampere – Pieksämäki - Joensuu

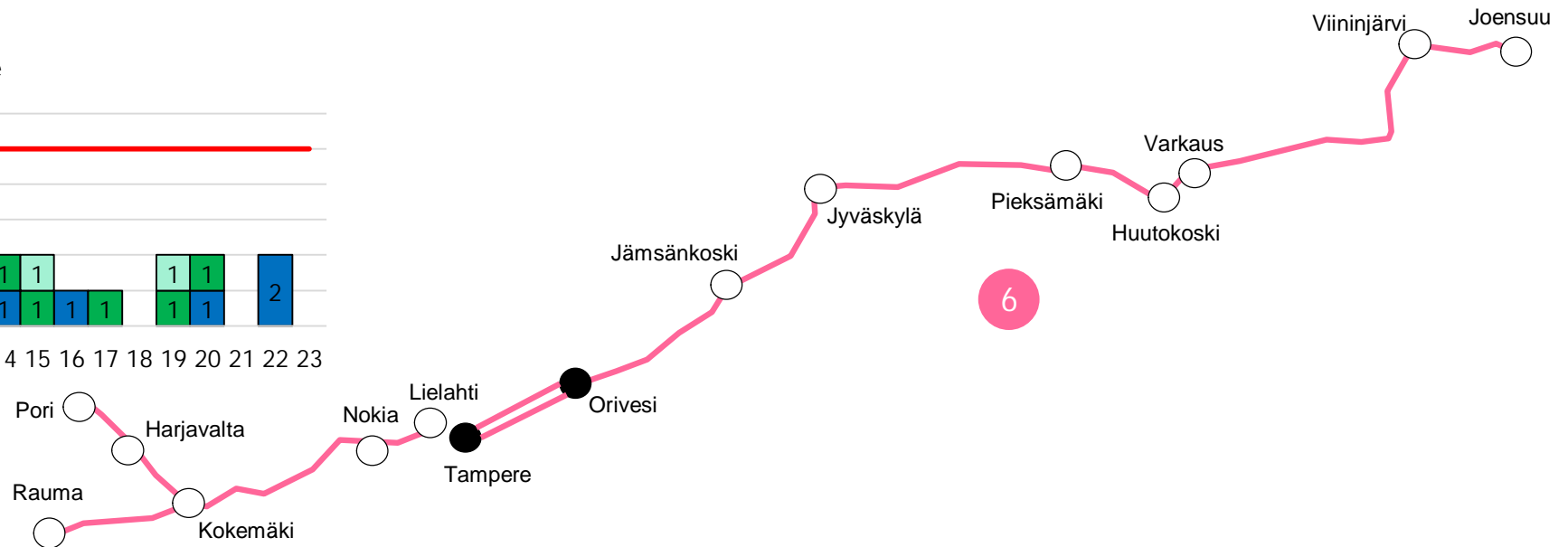
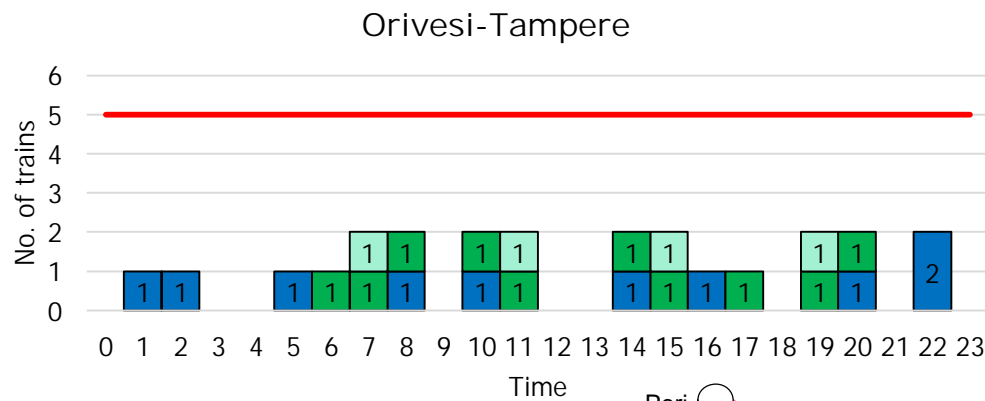
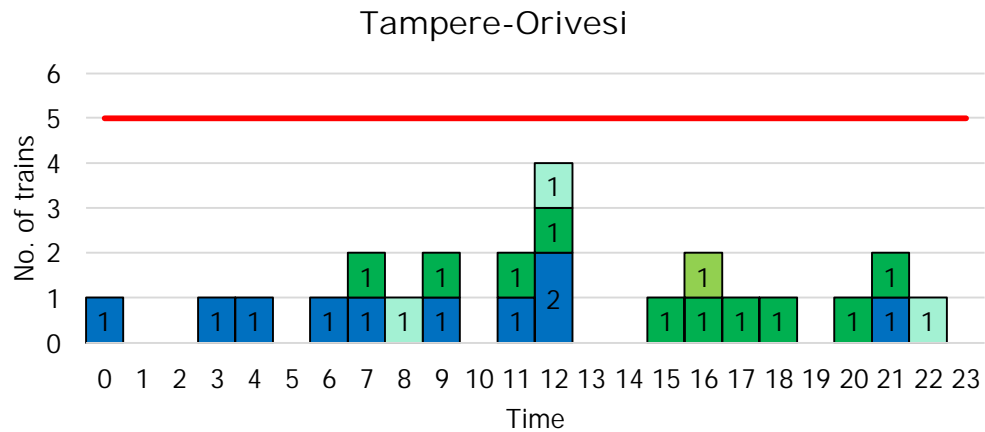




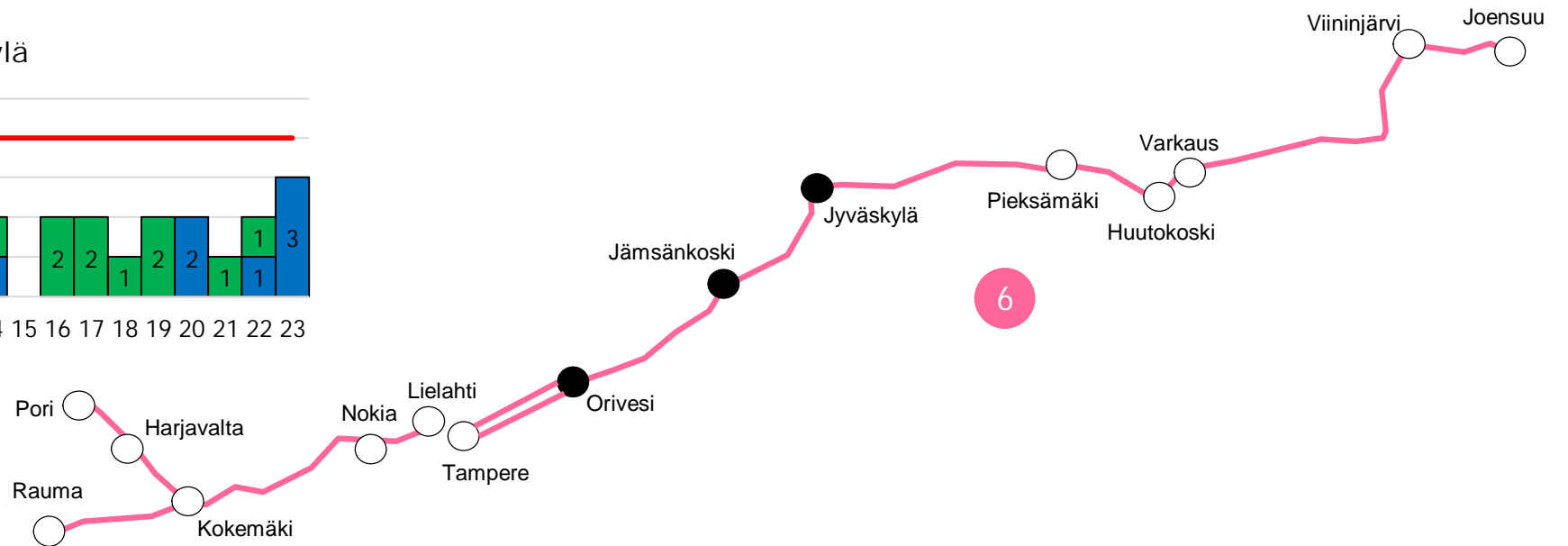
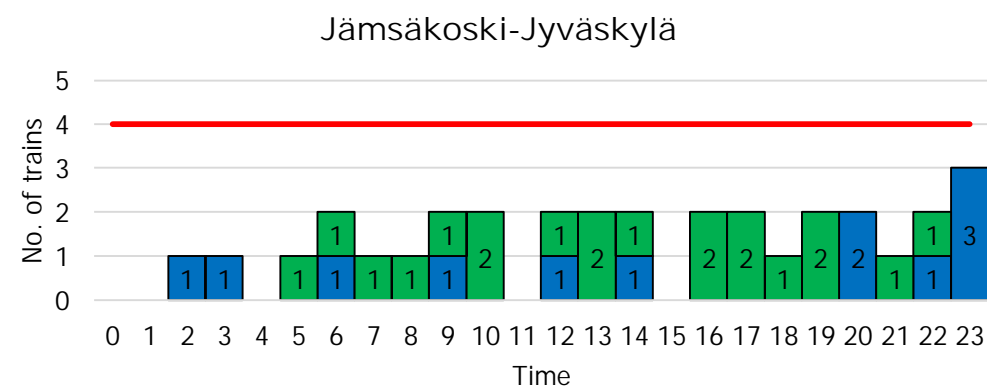
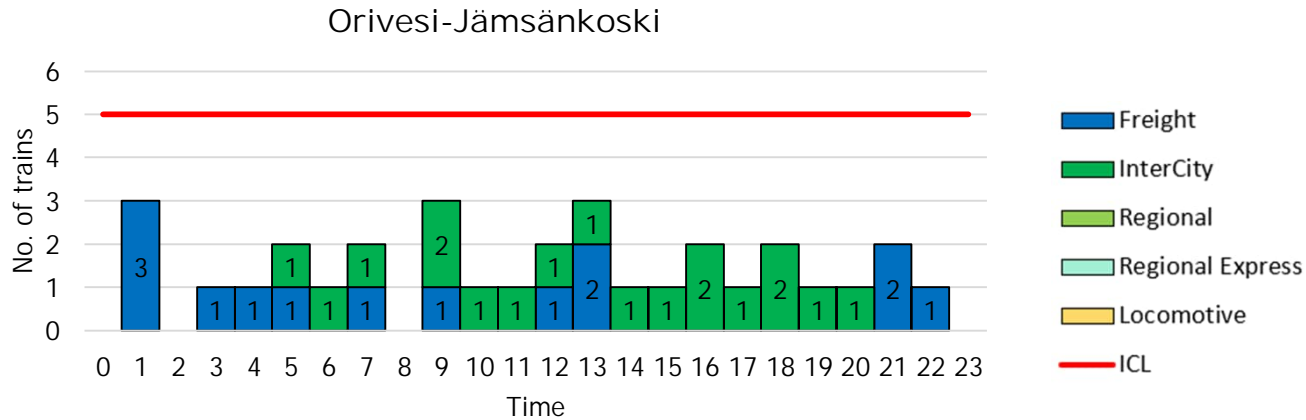
# 6: Pori/Rauma – Kokemäki – Lielähti – Tampere – Pieksämäki - Joensuu



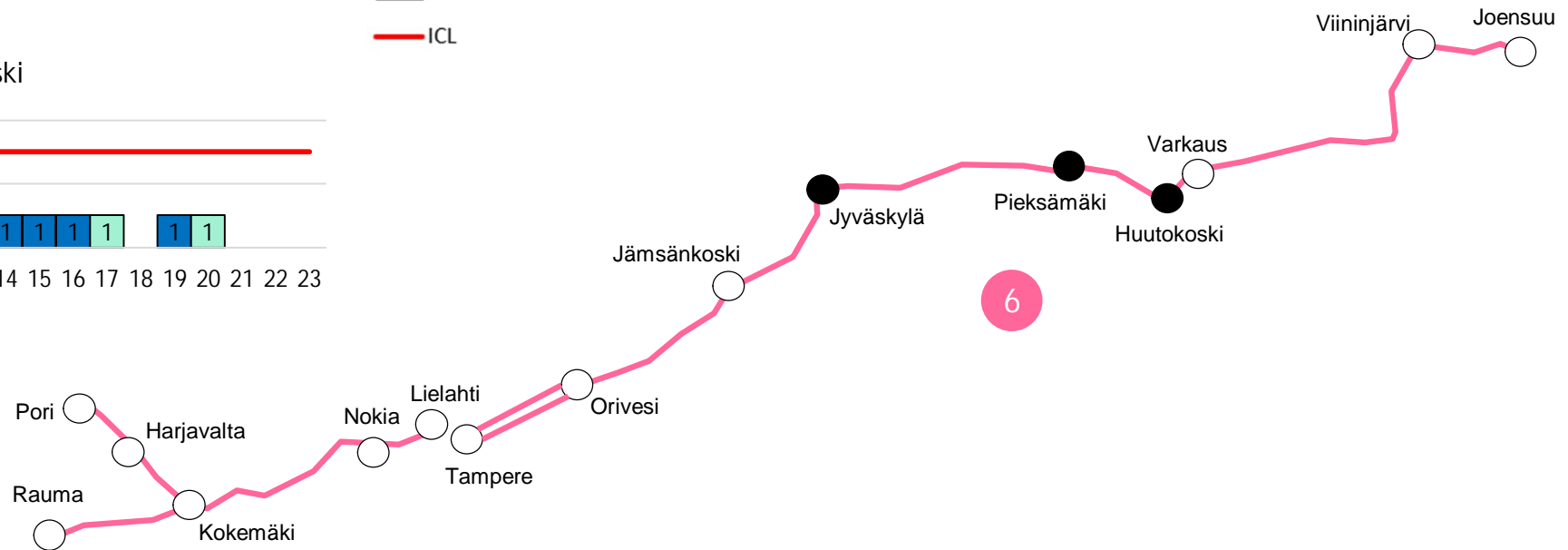
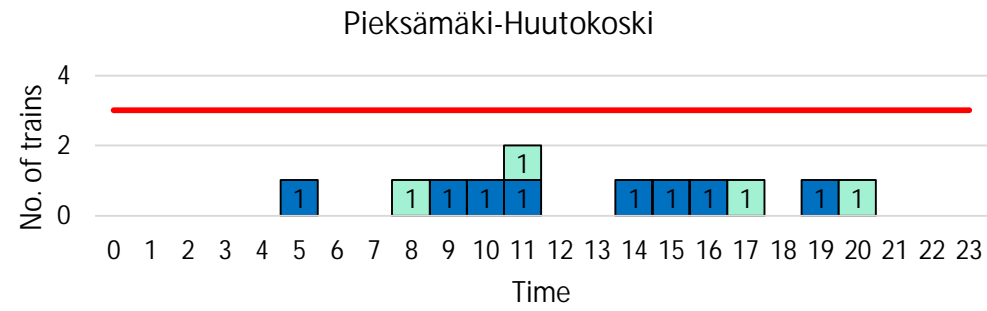
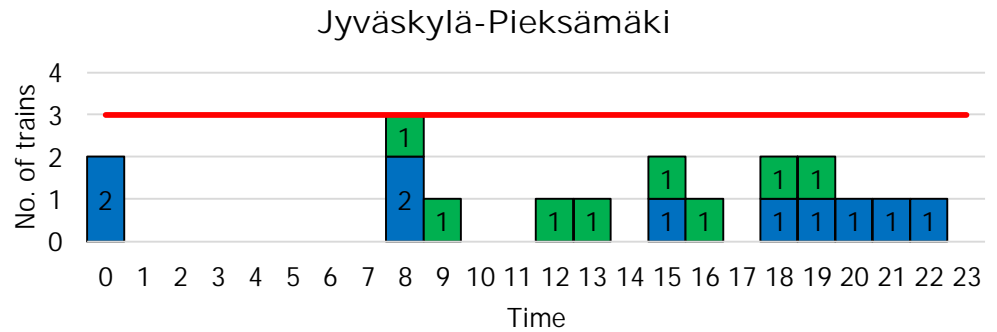
# 6: Pori/Rauma – Kokemäki – Lielähti – Tampere – Pieksämäki - Joensuu



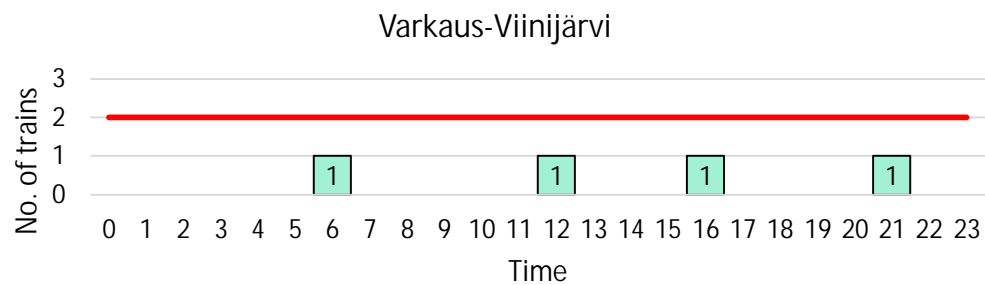
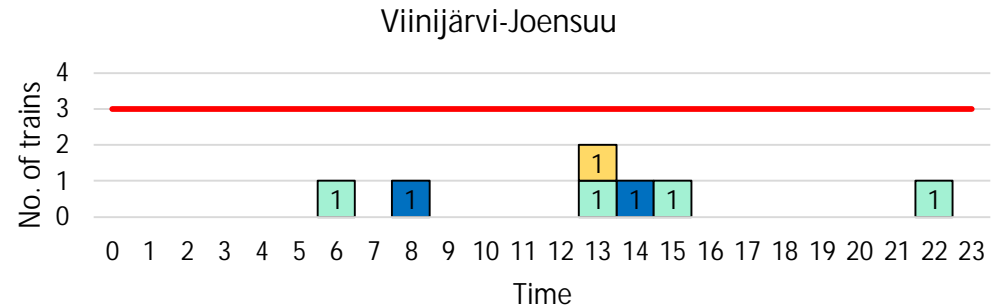
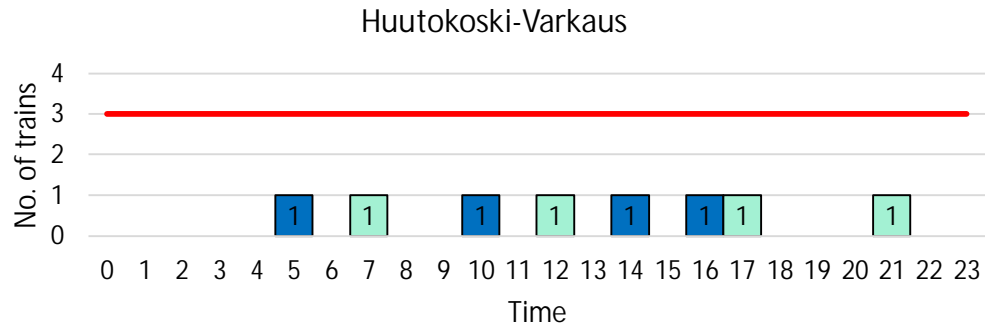
# 6: Pori/Rauma – Kokemäki – Lielähti – Tampere – Pieksämäki - Joensuu



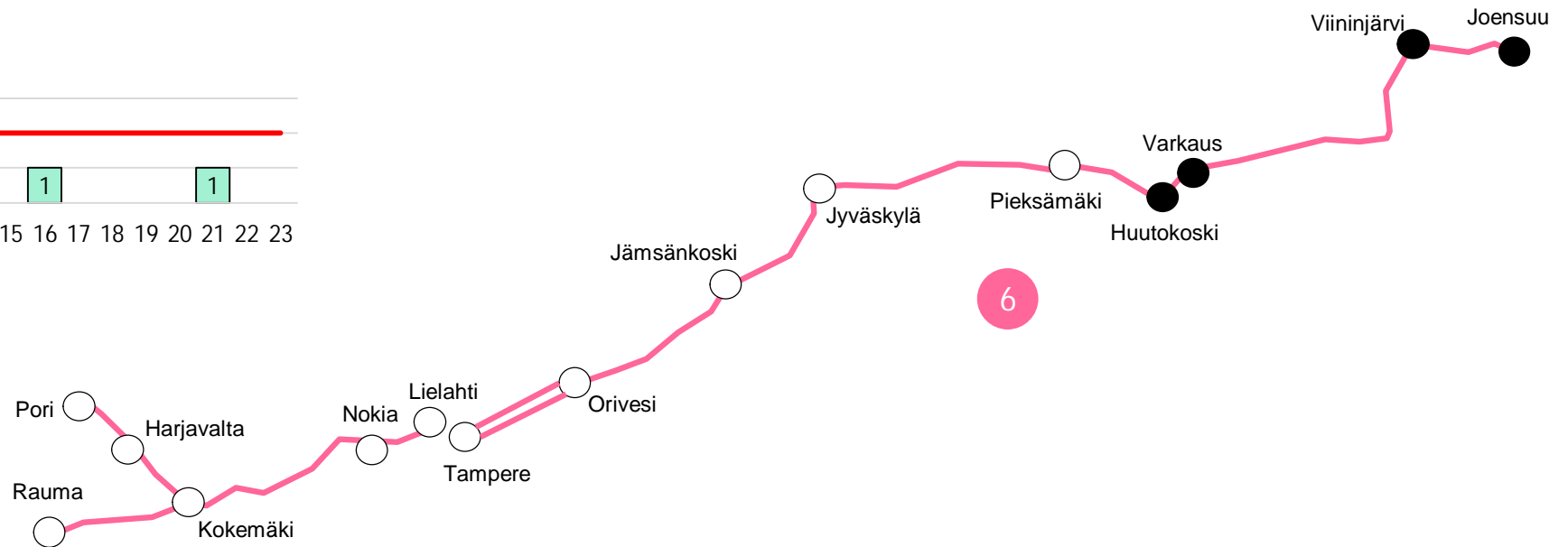
# 6: Pori/Rauma – Kokemäki – Lielähti – Tampere – Pieksämäki - Joensuu



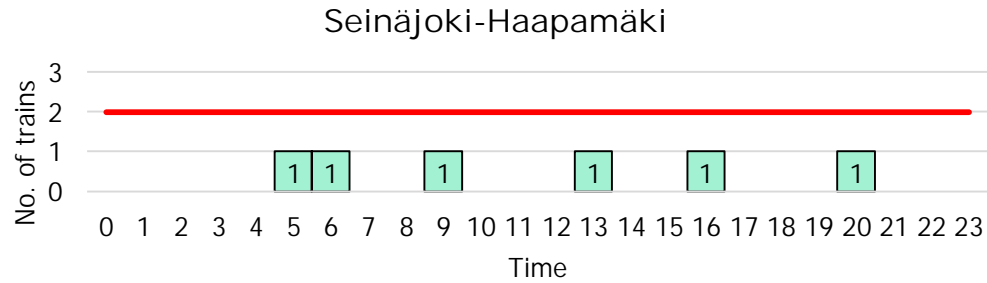
# 6: Pori/Rauma – Kokemäki – Lielähti – Tampere – Pieksämäki - Joensuu



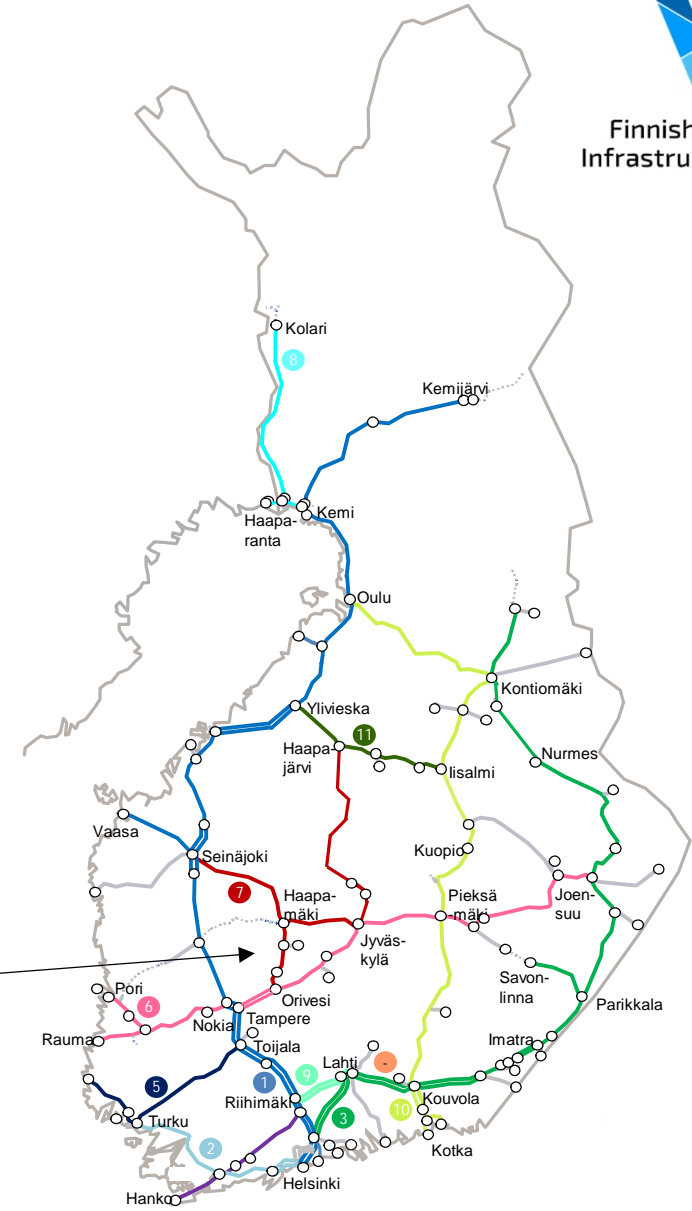
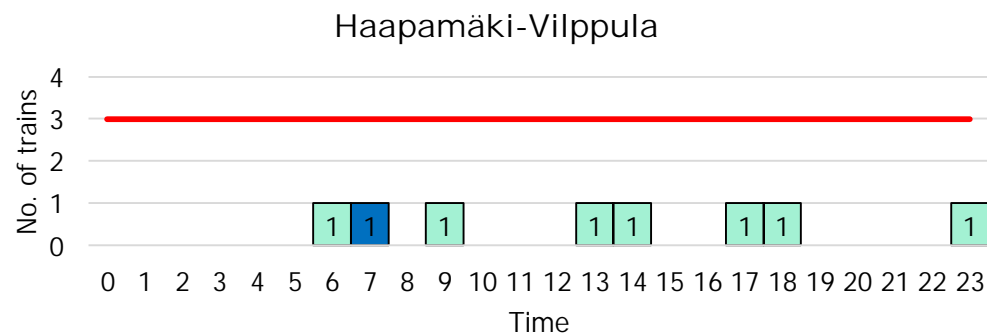
- Freight
- InterCity
- Regional
- Regional Express
- Locomotive
- ICL



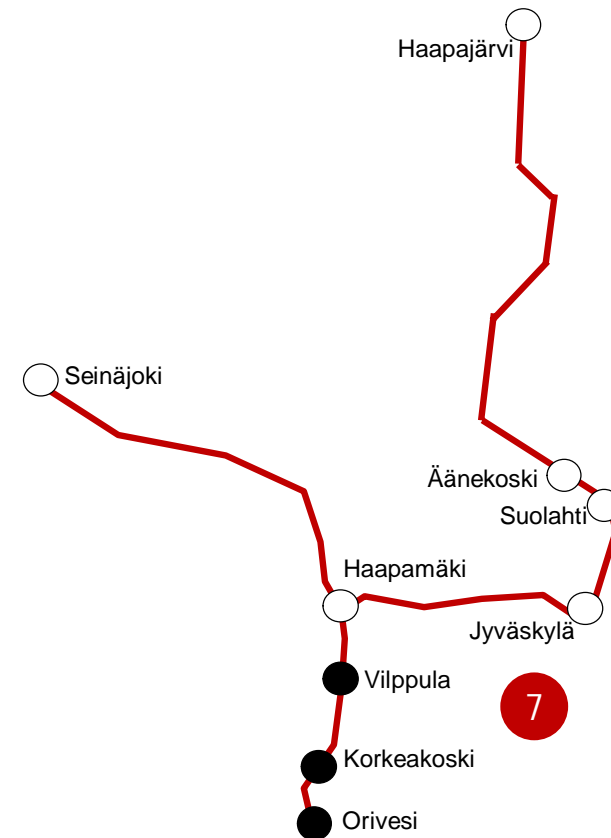
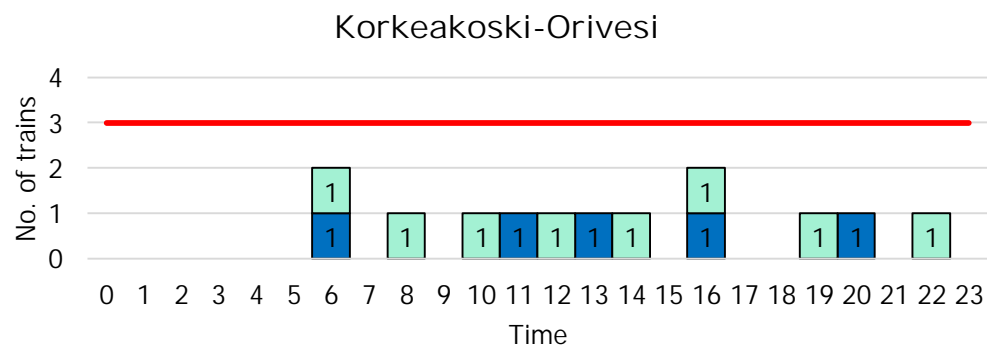
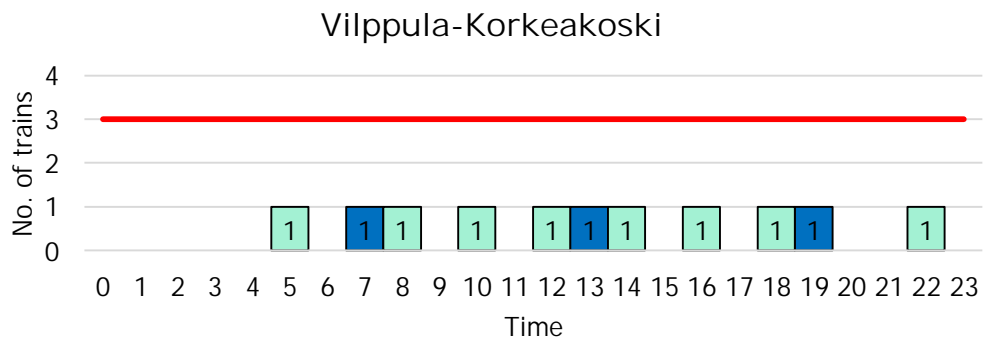
# 7: Seinäjoki – Haapamäki – Orivesi/Jyväskylä – Haapajärvi



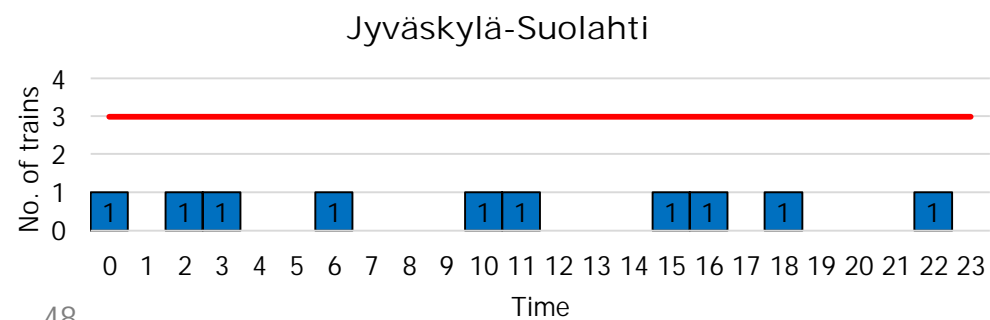
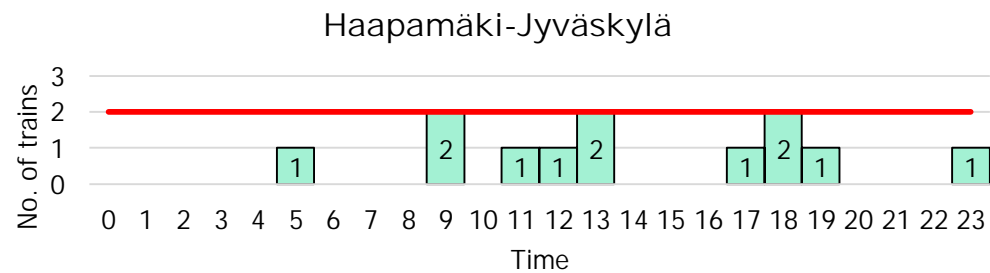
- █ Freight
- █ InterCity
- █ Regional
- █ Regional Express
- █ Locomotive
- █ ICL



# 7: Seinäjoki – Haapamäki – Orivesi/Jyväskylä – Haapajärvi



# 7: Seinäjoki – Haapamäki – Orivesi/Jyväskylä – Haapajärvi

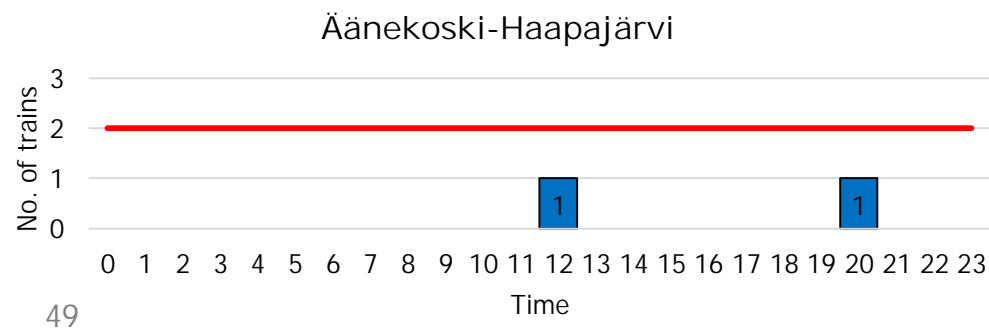
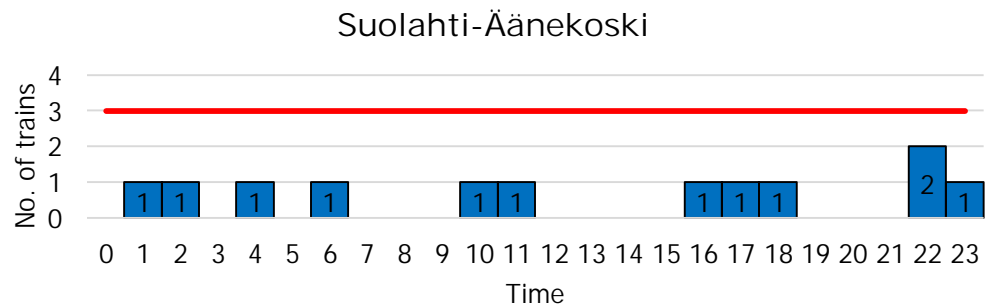


- Freight
- InterCity
- Regional
- Regional Express
- Locomotive
- ICL





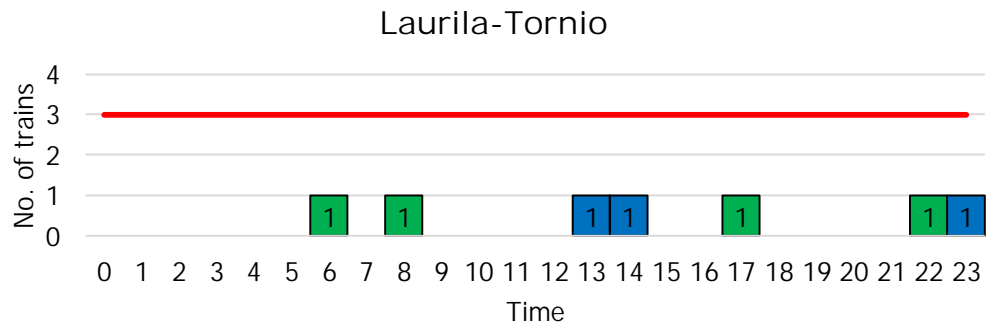
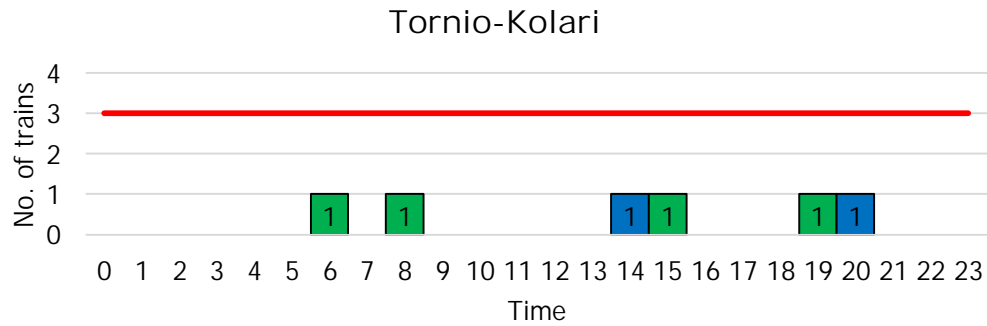
# 7: Seinäjoki – Haapamäki – Orivesi/Jyväskylä – Haapajärvi



- Freight
- InterCity
- Regional
- Regional Express
- Locomotive
- ICL

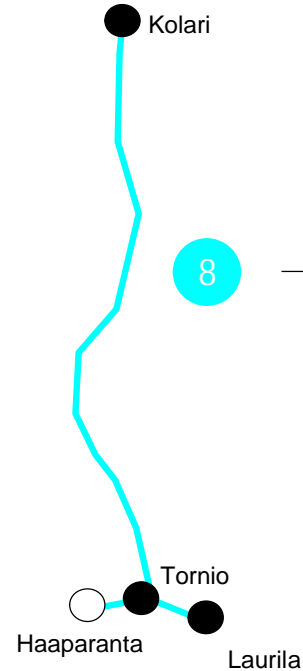


# 8: (Kemi) – Laurila – Haaparanta/Kolari

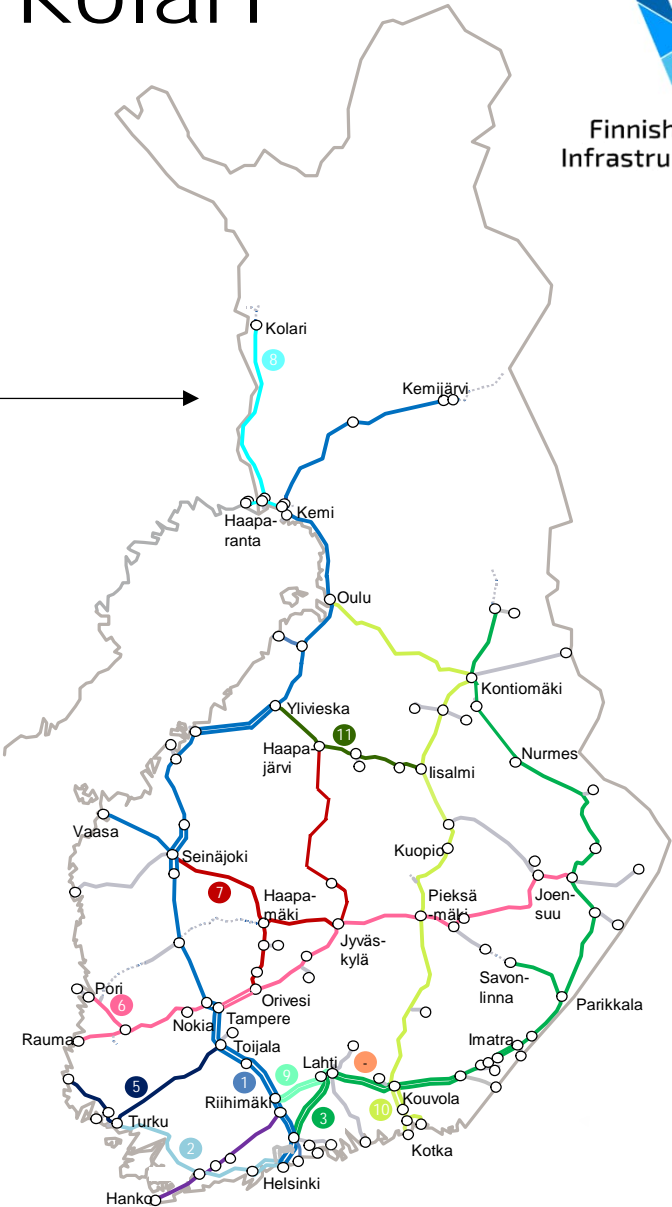


## Tornio - Haaparanta

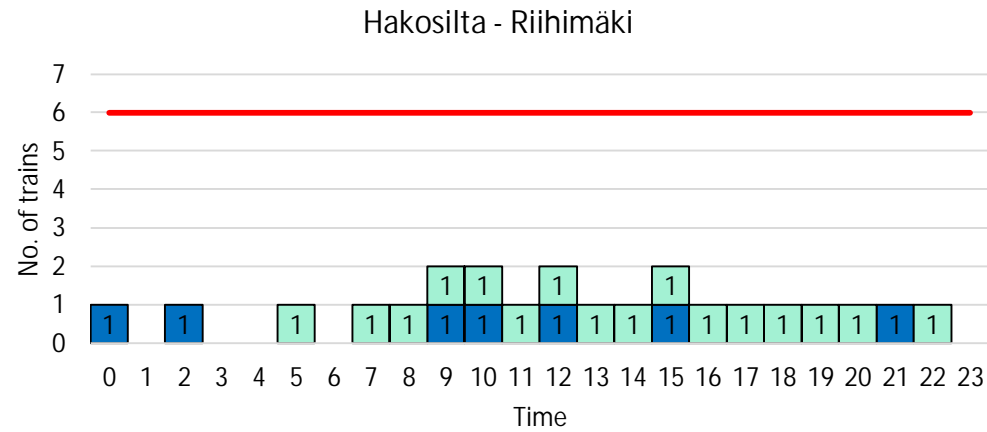
- Säännöllisen ratakapasiteetin haku Tornio – Haaparanta – välillä tulee mahdolliseksi 1.1.2025 alkaen.
- Regular train capacity will become possible between Tornio and Haaparanta starting from 1.1.2025.



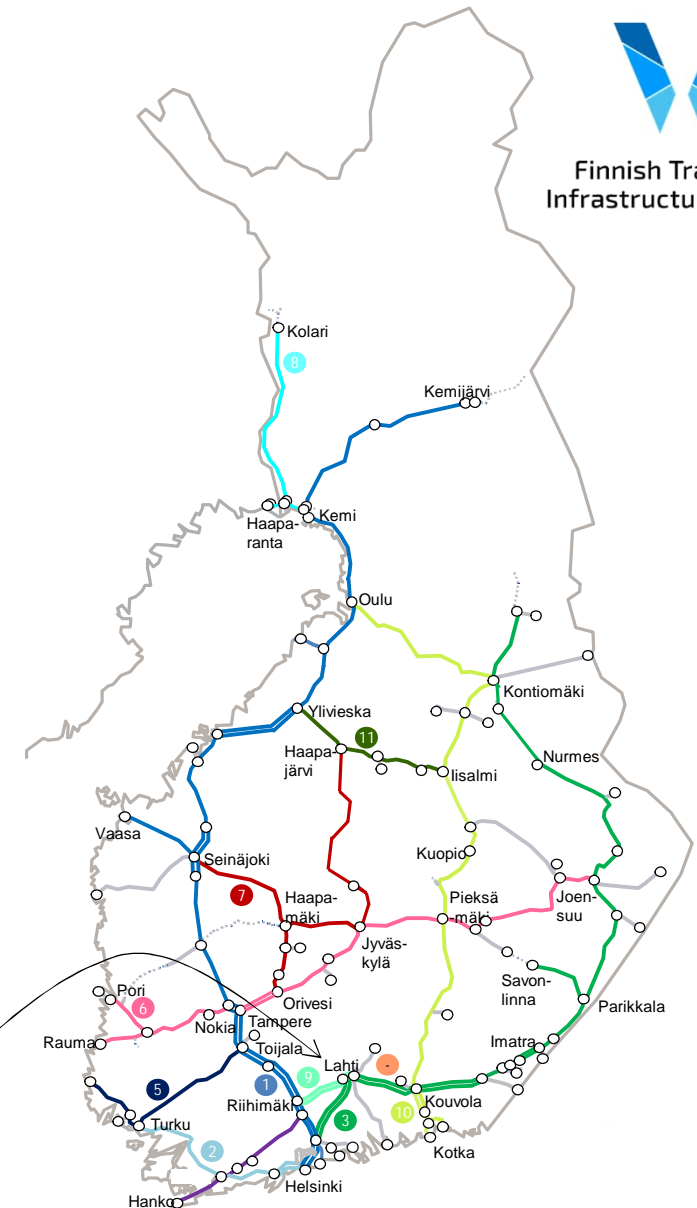
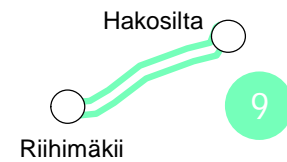
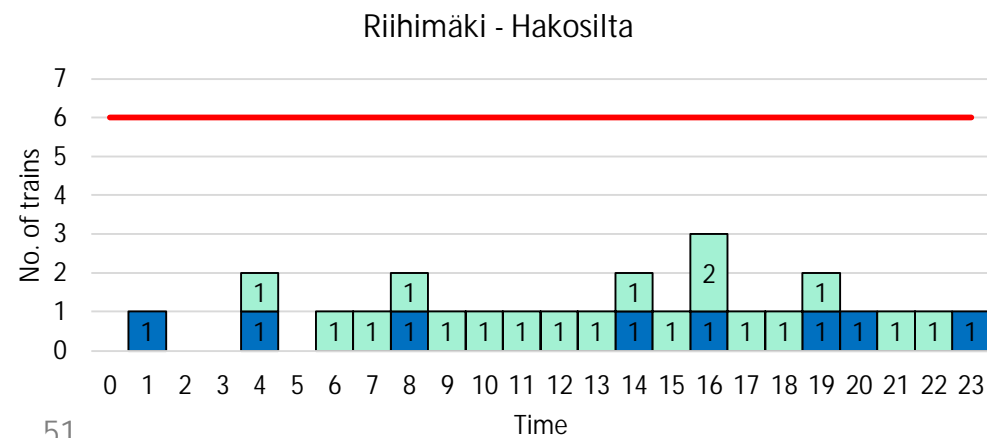
- Freight
- InterCity
- Regional
- Regional Express
- Locomotive
- ICL



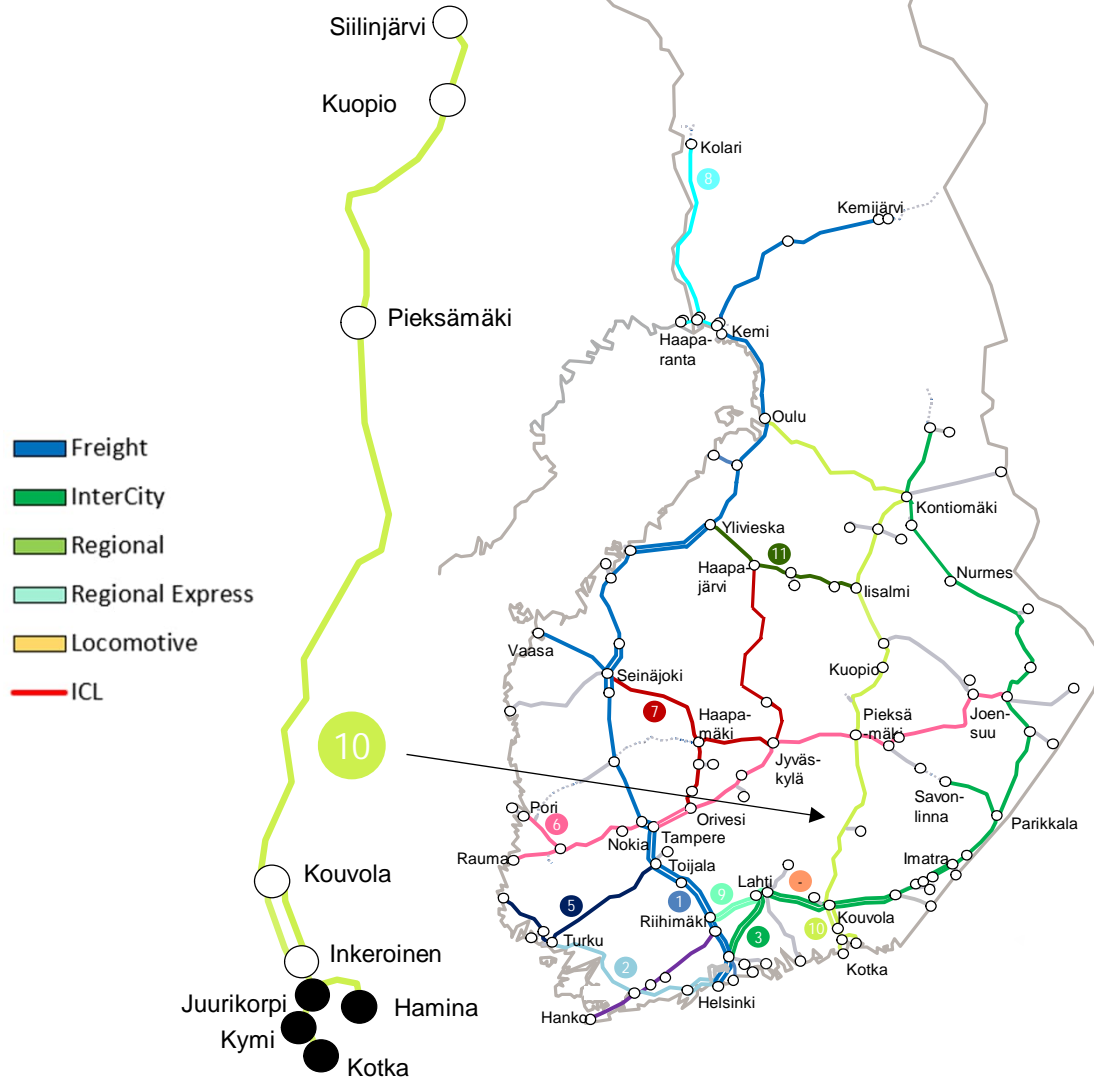
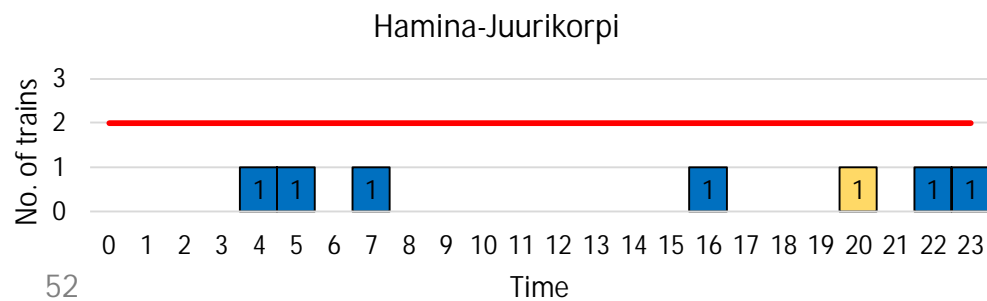
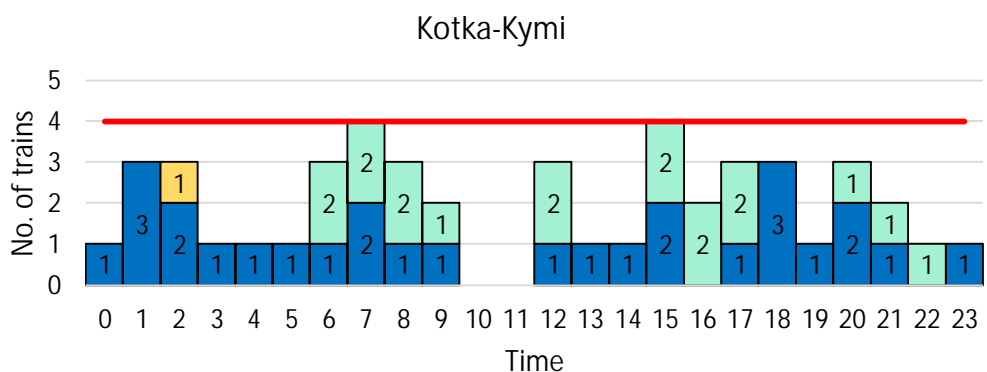
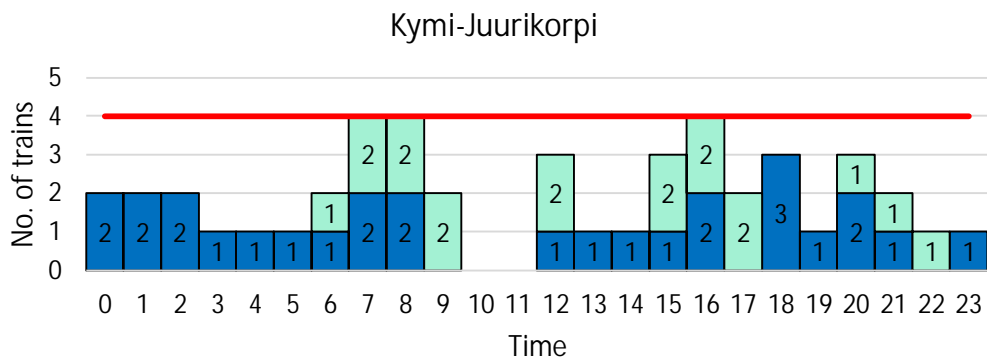
# 9: Riihimäki – Hakosilta – (Lahti)



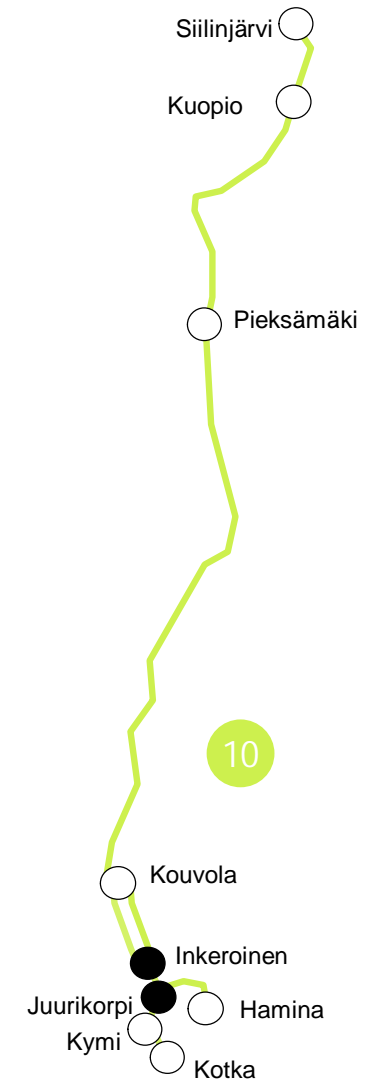
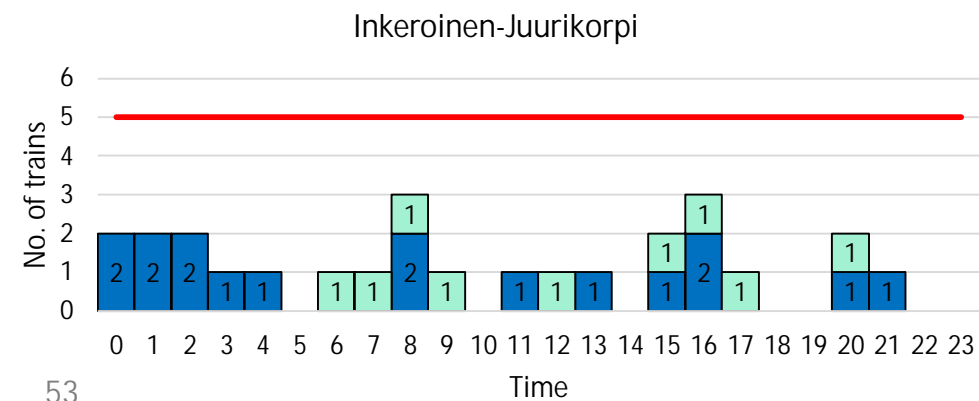
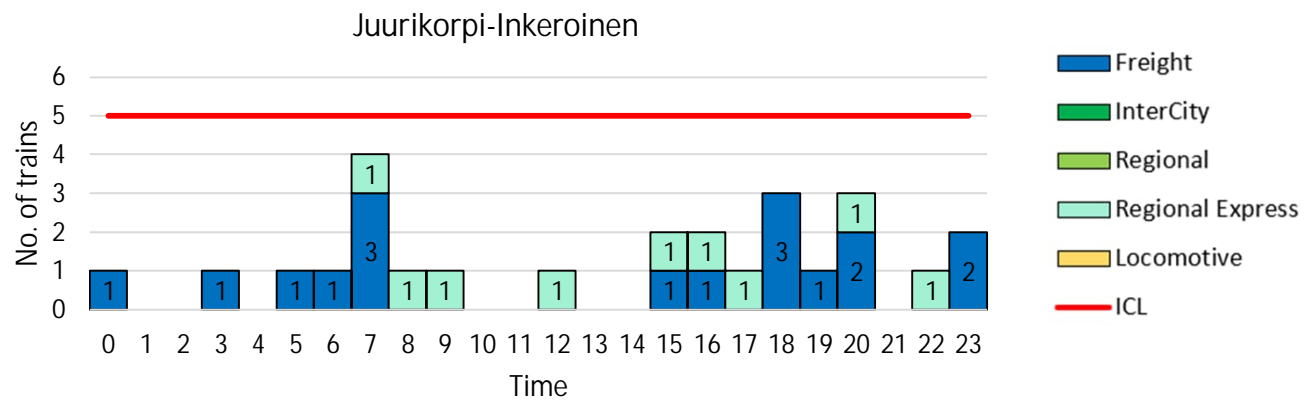
- Freight
- InterCity
- Regional
- Regional Express
- Locomotive
- ICL



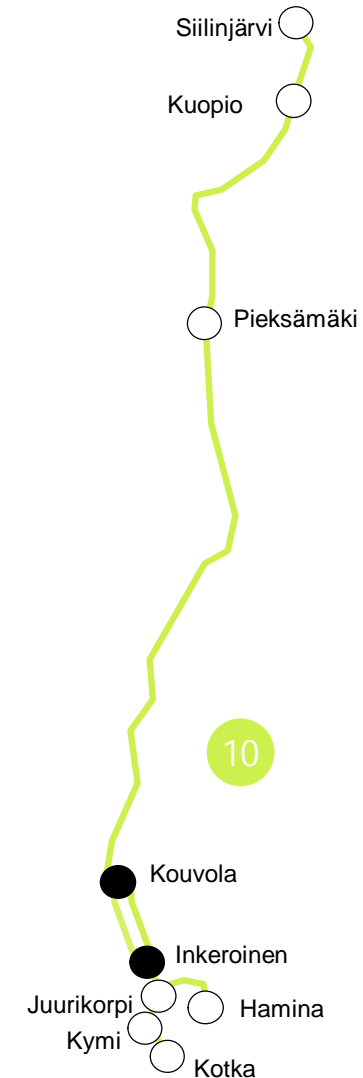
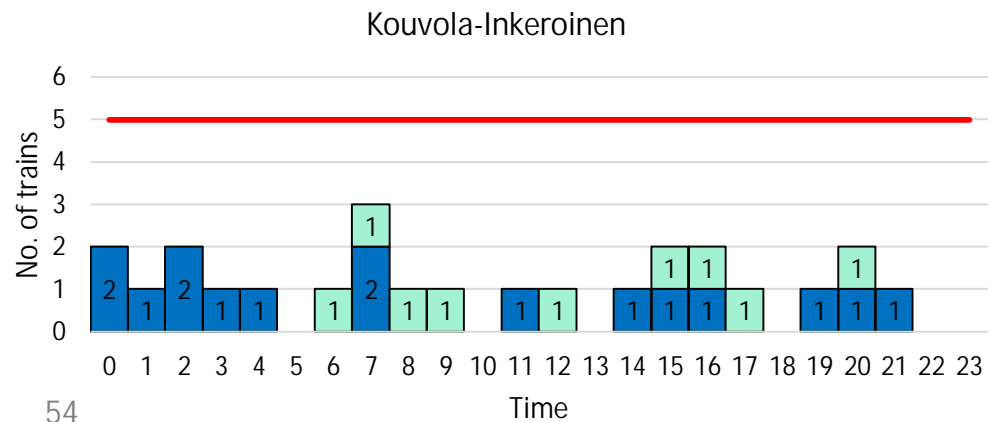
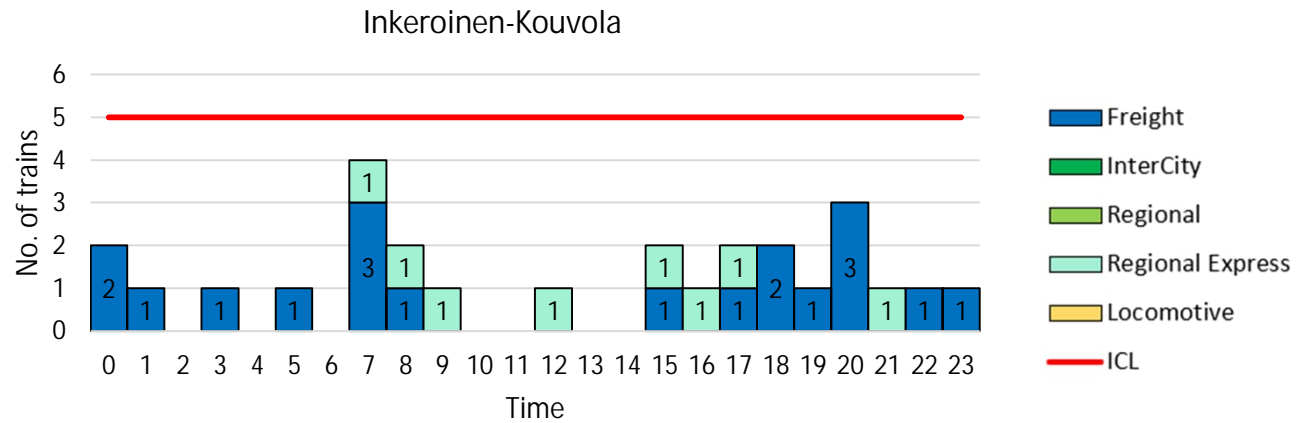
# 10: Kotka/Hamina – Kouvola – Pieksämäki – Kontiomäki – Oulu



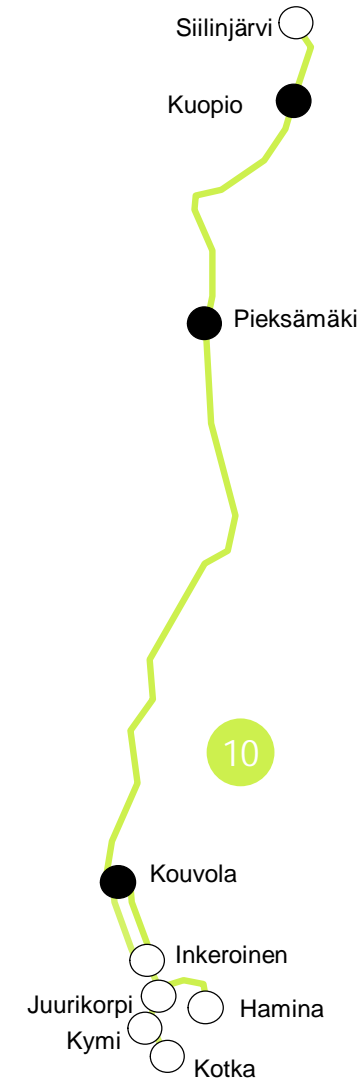
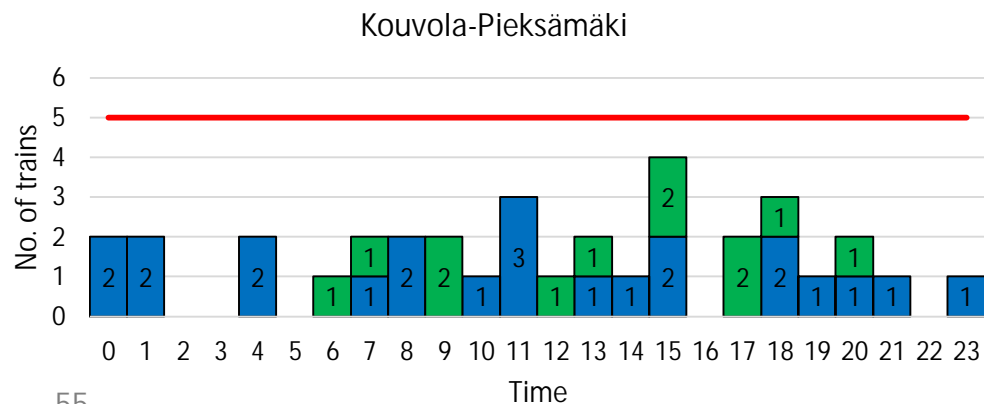
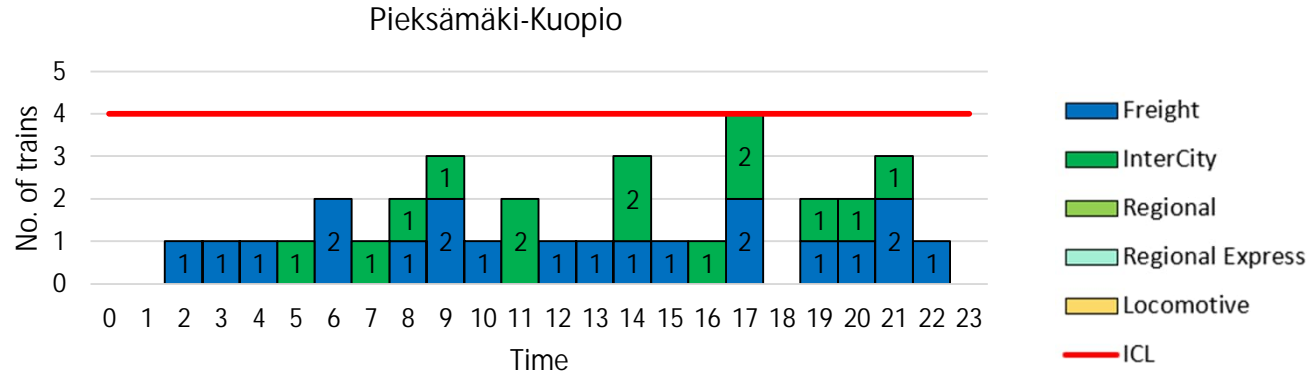
# 10: Kotka/Hamina – Kouvola – Pieksämäki – Kontiomäki – Oulu



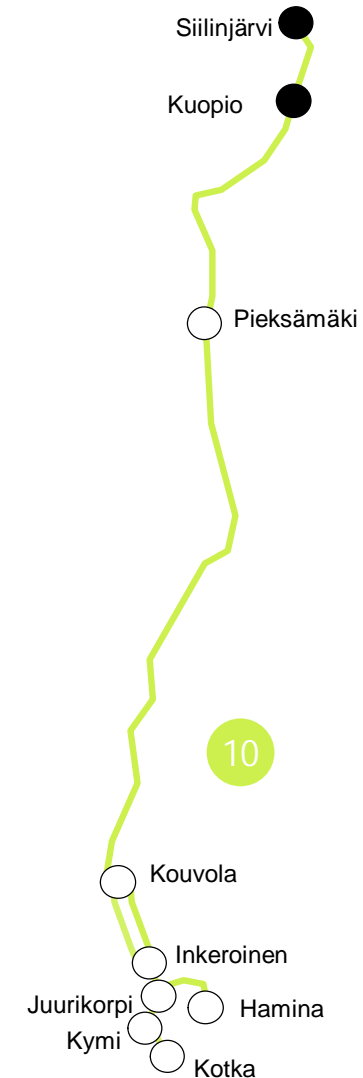
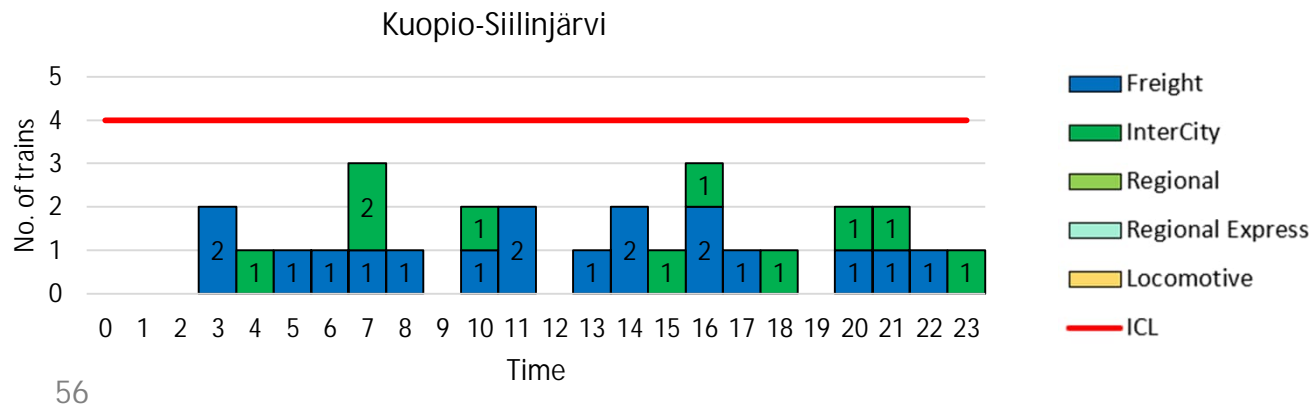
# 10: Kotka/Hamina – Kouvola – Pieksämäki – Kontiomäki – Oulu



# 10: Kotka/Hamina – Kouvola – Pieksämäki – Kontiomäki – Oulu

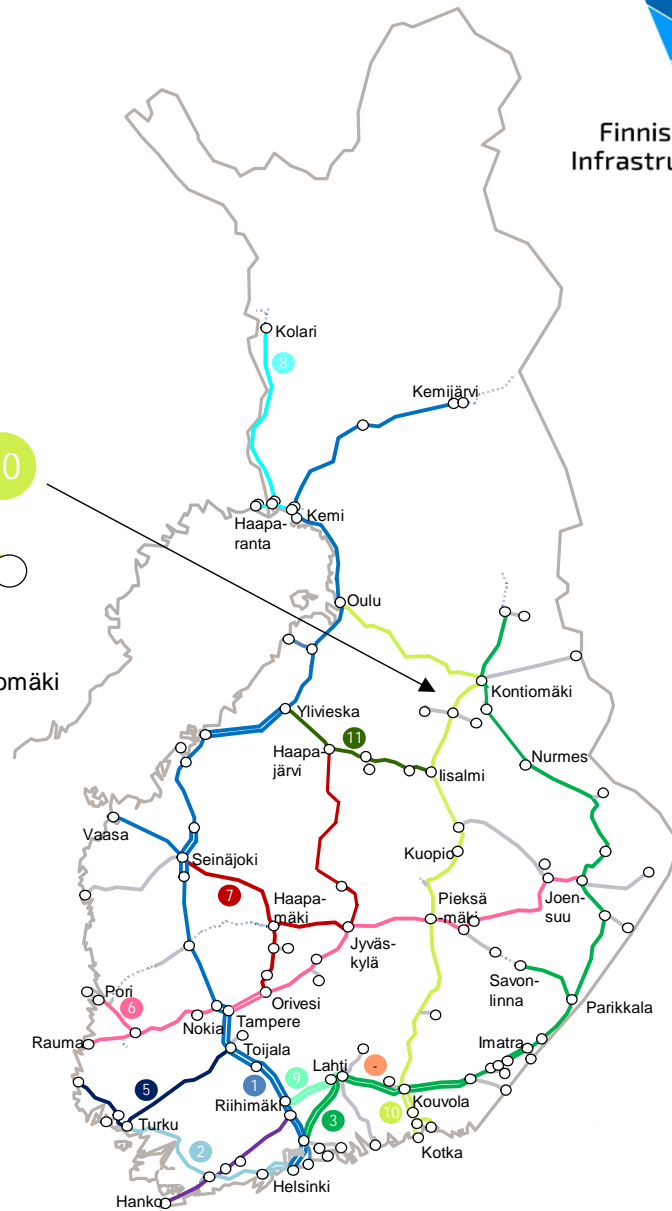
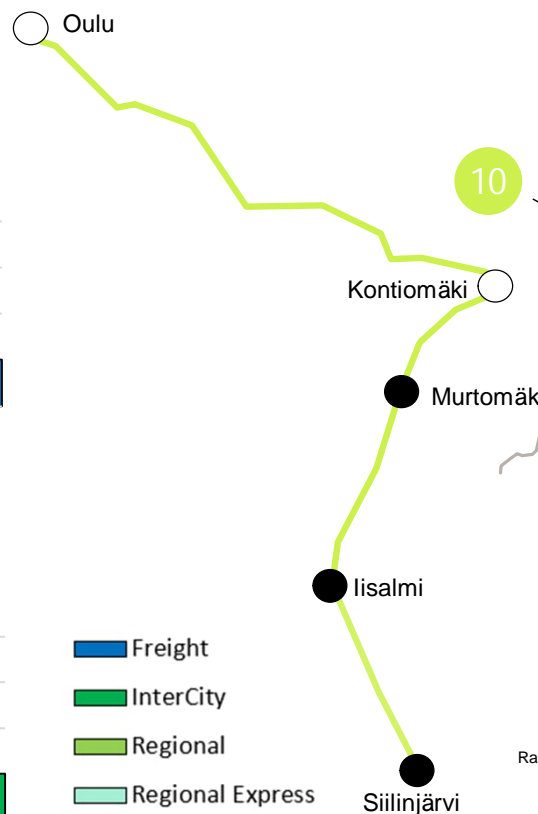
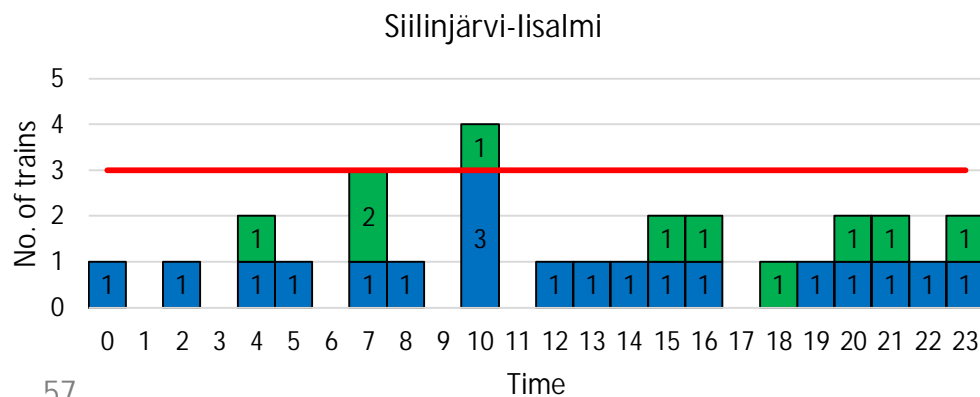
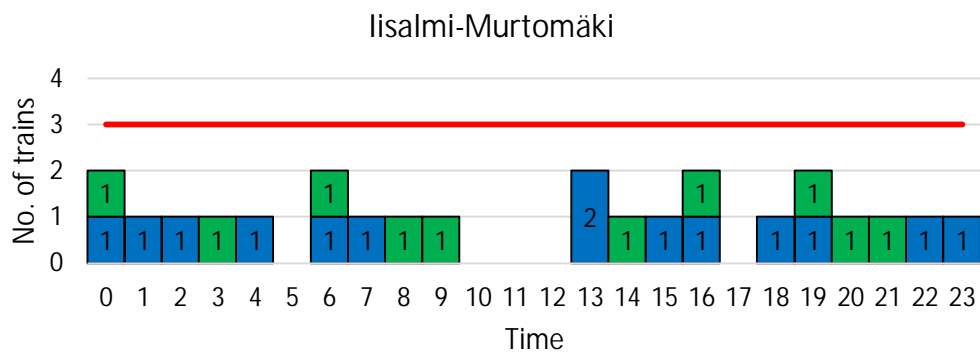


# 10: Kotka/Hamina – Kouvola – Pieksämäki – Kontiomäki – Oulu



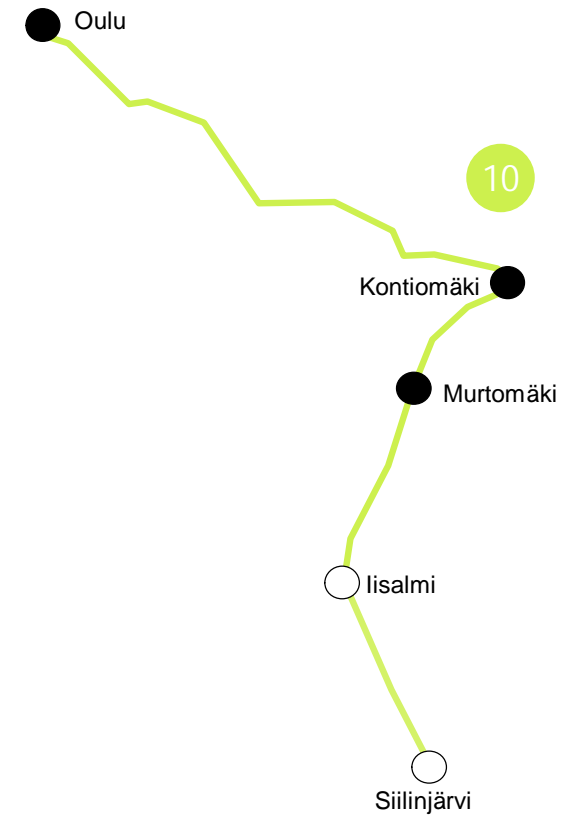
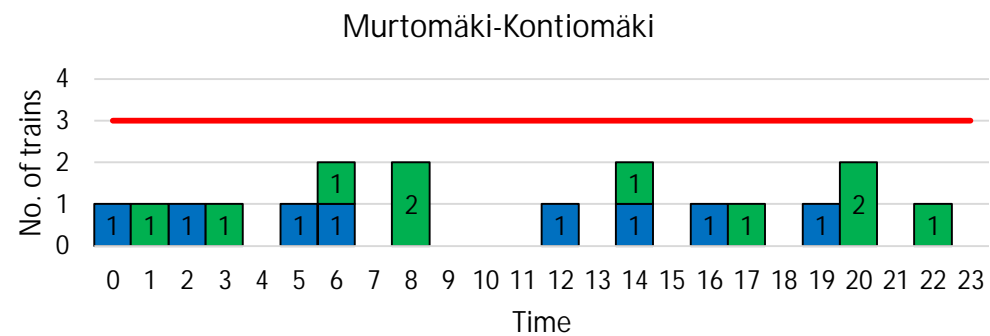
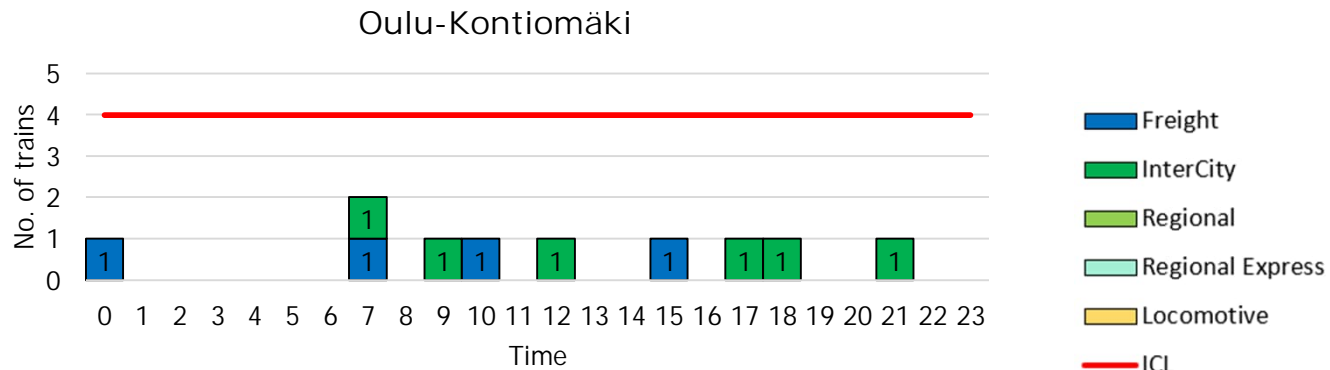


# 10: Kotka/Hamina – Kouvola – Pieksämäki – Kontiomäki – Oulu

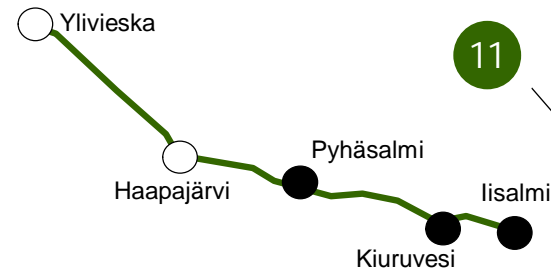


- Freight
- InterCity
- Regional
- Regional Express
- Locomotive
- ICL

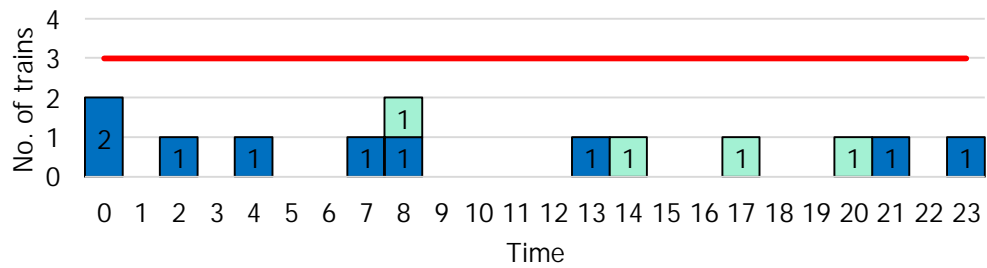
# 10: Kotka/Hamina – Kouvola – Pieksämäki – Kontiomäki – Oulu



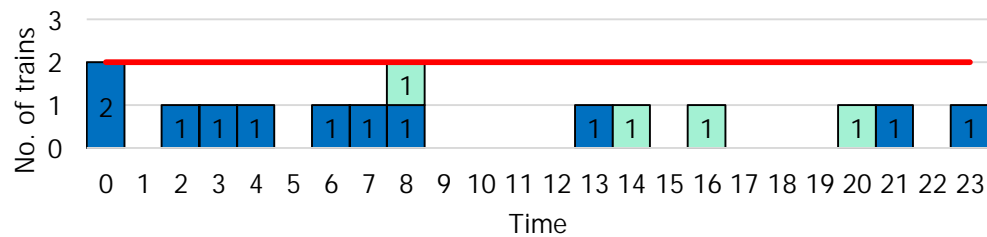
# 11: Iisalmi – Ylivieska



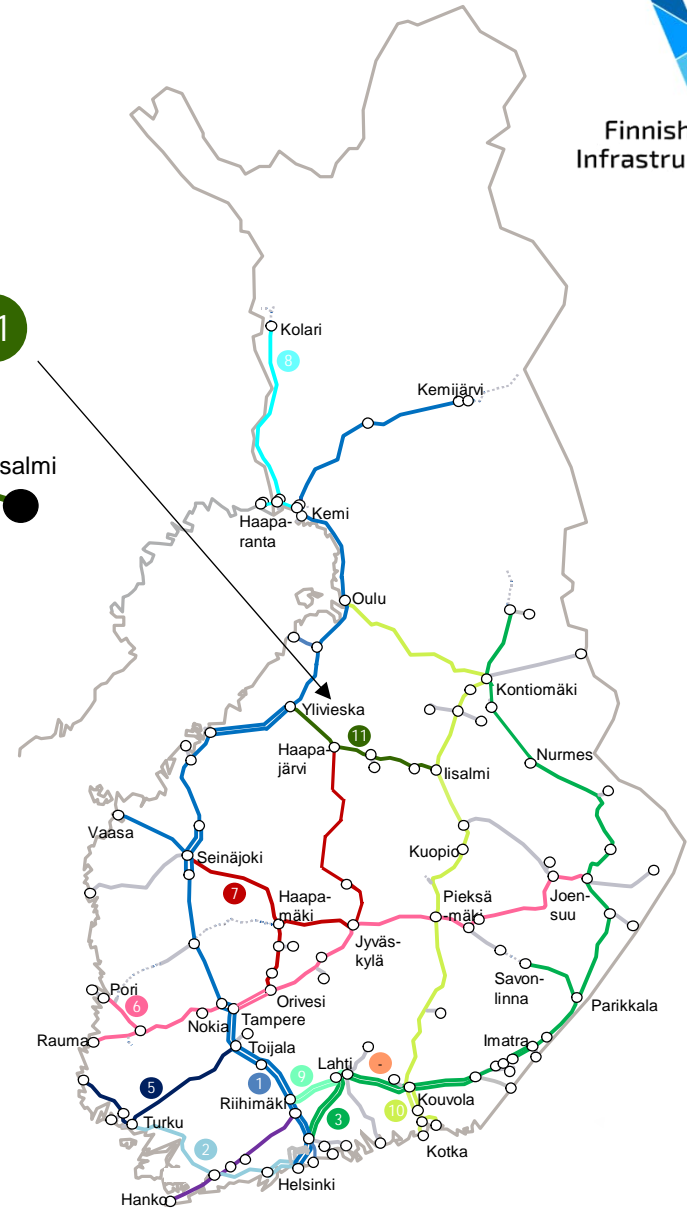
Kiuruvesi-Pyhäsalmi



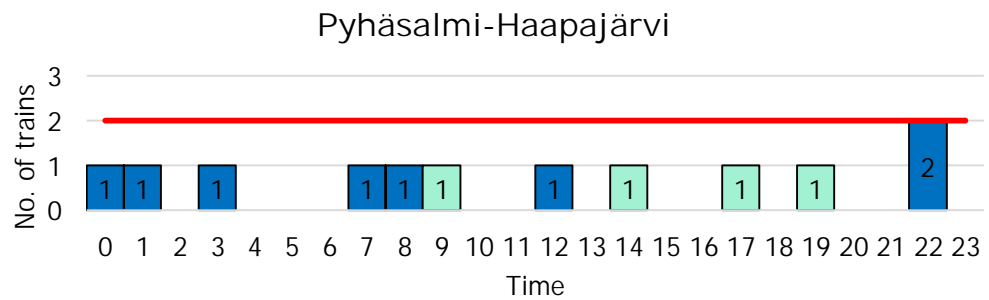
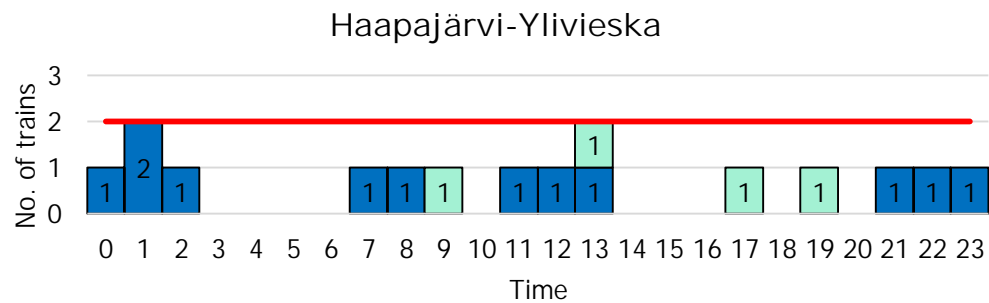
Iisalmi-Kiuruvesi



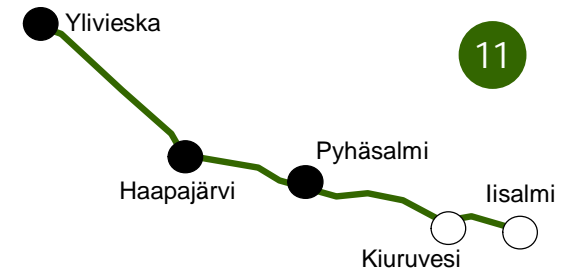
- Freight
- InterCity
- Regional
- Regional Express
- Locomotive
- ICL



# 11: Iisalmi – Ylivieska



- Freight
- InterCity
- Regional
- Regional Express
- Locomotive
- ICL





Finnish Transport  
Infrastructure Agency