



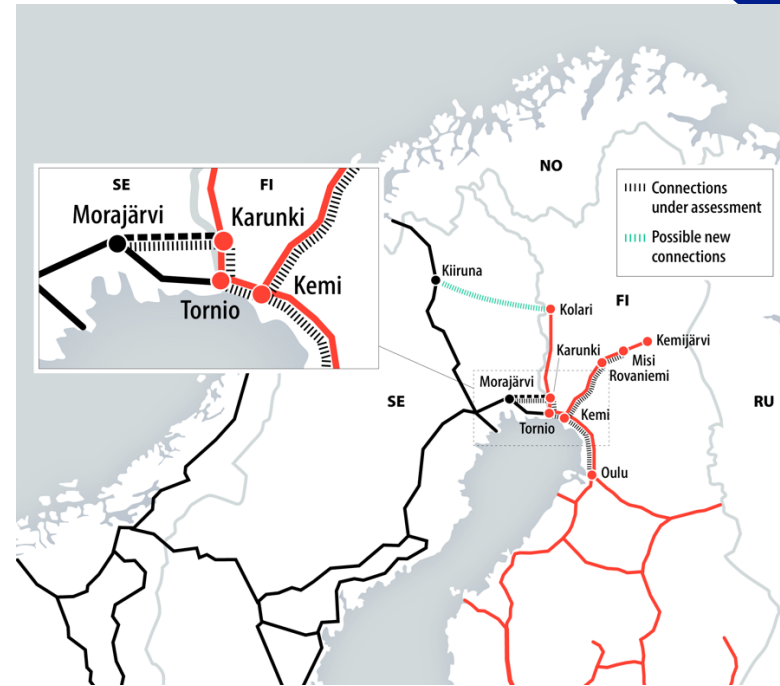
LIIKENNE- JA VIESTINTÄMINISTERIÖ
KOMMUNIKATIONSMINISTERIET

Scandinavian Mediterranean Corridor Forum

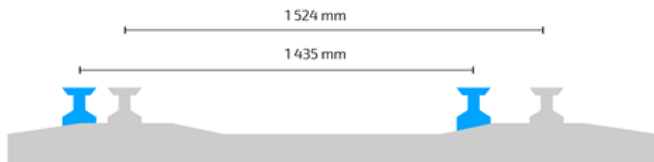
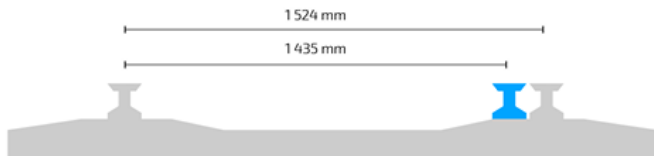
Senior Ministerial Advisor Kaisa Kuukasjärvi

Rail Nordica

- In April 2025, the Finnish Government decided to launch **the planning of the European track gauge between the Port of Kemi and the border crossing point of Tornio-Haparanda.**
- **MEUR 61** have been granted for this altogether. It has been estimated that the construction can begin in phases from 2028 onwards in the Tornio region.
- Decisions to extend the planning further can be expected. Estimated construction costs from the SE-FI border to Kemi, Oulu and Rovaniemi would be **1,5 billion euros**.
- The project prioritized especially from the **military mobility** point of view – potential for commercial demand has been assessed to be rather low.
- The aim is to **improve the reloading capacity** of the cross-border section of Sweden and Finland – improved access to the ports of Sweden and Norway



Track solutions



Common in different solutions

- + Connections to Sweden and Norway will improve
- The two-gauge network will require new rolling stock
- Maintenance will be more difficult than at present

Narrowing the track in Northern Finland

- The connection to the lines throughout the rest of Finland would be cut off

Parallel track

- + The current rail network will remain in use
- + Maintenance easier than in other solutions
- + Will not affect the current track during operation
- Will require a great deal of space and construction will be expensive

Three-rail solution

- Not possible in Finland, space between rails (89 mm) is too small for train wheels

Dual-gauge gauntlet tracks

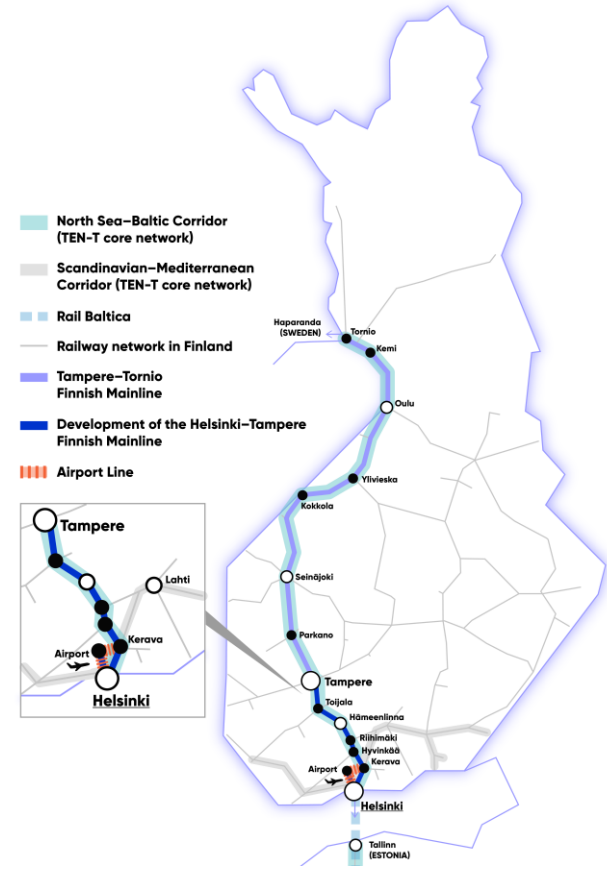
- + Will require less space in the terrain than a parallel track
- + Possibly the only option in very confined locations (incl. railway yards and urban environments)
- + Maintenance more difficult than in other solutions
- Will require special solutions for e.g. turnouts
- Many uncertainties related to technical feasibility
- Negative impacts on such things as infrastructure capacity during operation.



Väylävirasto
Trafikledsverket

The Airport Line project in brief

- The Airport Line is a new, double-track passenger rail connection that will connect Helsinki-Vantaa Airport to the long-distance train network. Currently, there is no direct connection from the airport to the Finnish railway network.
- The new connection branches off from the Finnish main line north of Helsinki in Pasila, runs through a tunnel via Helsinki-Vantaa, and reconnects to the main line in south of Kerava railway station.
- The total length of the Airport Line will be 25 km, of which 24 km will run in a tunnel. There are four municipalities in the project area: Helsinki, Vantaa, Tuusula and Kerava. The only railway station of the Airport Line is at the airport.
- The Airport Track Ltd is responsible for the planning of the Airport Line project.



Direct connection to the airport, more capacity

- The Airport Line will enable a direct long-distance connection to Helsinki-Vantaa Airport, thus improving Finland's international accessibility.
- The travel time to the airport will reduce from everywhere in Finland: 26 minutes for long-distance trains coming from the north and 14 minutes for long-distance trains coming from the west.
- Faster train connection improves the accessibility of the airport also from Helsinki and from elsewhere in the Helsinki region. Travel time from Helsinki city center to the airport will reduce by 14 minutes.
- In addition, the Airport Line will bring more track capacity to the congested Pasila–Kerava connection, which will reduce the susceptibility of train traffic to disturbances and enable an increase in train supply.



Project status and next steps

- The project is currently in the Railway planning phase, which began in the spring of 2026 with soil and bedrock studies.
- The Railway plan will be completed in the first quarter of 2028.
- Once the plans are complete, the project can proceed to the construction phase, provided that an investment decision has been made for the project. A construction plan will also be prepared before construction.
- The construction of the Airport Line takes about 7 years, which means that the track could be put into operation in the mid-2030s at the earliest.



Overall planning schedule

