



For release

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Two years to opening of Malmö Citytunnel

The final parts of the underground station at Malmö C and the sealing concrete layer in Triangeln station are now completed. The two years of the project that remain will involve extensive technical installation work.

A new schedule for the project was presented this summer. The Citytunnel will be opened in December 2010, six months earlier than originally planned. The two years that remain in the project will be focused on installation work. The stations will get their final appearance and equipment, and systems for communications, safety, and rail technology will be built, and the tracks laid.

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Over the course of 2008, Citytunneln passed through the most time-critical points of the project. The complicated tunnel boring phase was finished earlier than expected, and several of the large concrete structures were completed.

Malmö C Lower

The new underground parts of the Grand Central station are now cast, and, down in the station cavern at Malmö C, installation work for, eg, ventilation, lighting, and surface water handling is in progress, as is ironwork for platform roof, escalators, and lifts.

The construction has involved major surface work too, such as the new Anna Lindhs Place, which is open to the public now.

Triangeln

Triangeln station is a very busy site at the moment. The lining, which is the sealing concrete layer in the station cavern, is complete, the platforms are half finished, and work on the two station exits has reached surface level. Shafts for lifts, escalators, and other spaces have been constructed, and installation work on the station will begin in the spring.

The Citytunnel Project in Malmö is owned by the Swedish National Rail Administration.

All of the cross tunnels are ready and base slabs and walkways are now being cast in the tunnels. Work on the western tunnel is now complete, and installation works in the tunnels and construction of the rails, with anti-vibration mountings, will start at the turn of the year. The technology is unique to Sweden. The track is cast into the tunnel base slabs and rests on vibration-absorbent material.

Hyllie

At Hyllie station, various spaces for equipment and services, as well as technical installations, are under construction. The circular entrance building, above the tracks, will be built at the beginning of next year. The second track for the eastward link to the Öresund line is now being laid at Vintrie.

Lockarp

The last bridge to be finished for the project was the bridge for the Larsbo road at Lockarp. The village has experienced major surface work and bridge construction for the connections to the Continental and Ystad lines. Noise barriers and other noise protection have been constructed, and the railway crossing in the village has been closed and replaced by a pedestrian and cycle underpass.

The Citytunnel consists of 17 km of railway that connects Malmö C with the Öresund bridge and connects the Scanian railway network and increases the future capacity of rail bound traffic. Six kilometres are tunnel under the centre of Malmö, eleven kilometres are railway above ground.

Malmö C is extended with an underground section. New stations are constructed at Triangeln and in Hyllie.

The budget of the project is 9.45 billion SEK in the money value of the year 2001.

The Citytunnel is scheduled to be finished in December 2010.

Best regards

The Citytunnel Project

Anders Mellberg
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