

A more reliable train service

CEO Bane NOR, Thor Gjermund Eriksen

4.Juni 2024



Agenda

Bane NOR

Operational stability – status and prerequisite

What we do to improve operational stability

- Increased investment in renewal and maintenance
- Climate adaption
- New technology
- ERTMS
- New infrastructure





Our task is to ensure

accessible railway infrastructure,

efficient and user-friendly services,
including development of hubs and
freight terminals.

Our social mission

These are our
9 services
to the railway
sector

- Tracks
- Power supply
- Traffic management
- Timetabling
- Stabling
- Freight terminals
- Customer and traffic information
- Stations
- Workshops

Who does what in the railway sector?



Bane NOR is a state enterprise



Samferdselsdepartementet (Ministry of Transport)



(Railway Directorate)



(Norwegian Railway Authority)

BANE NOR



ENTUR

N Norske tog

Manager of
railway
infrastructure,
but also...

Telecom
company



Fibre company



Power supplier



Railway
undertaking



Rescue and
preparedness



Vocational school

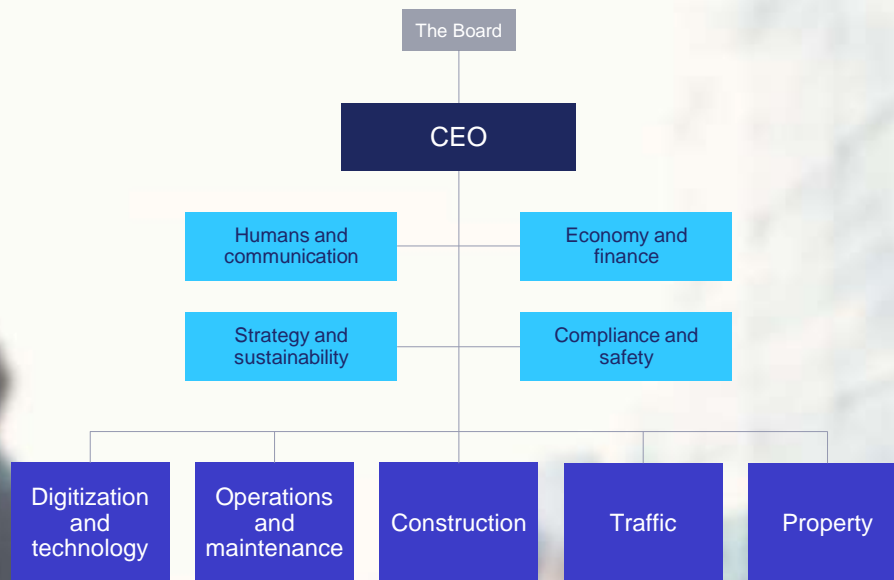


Our organisation

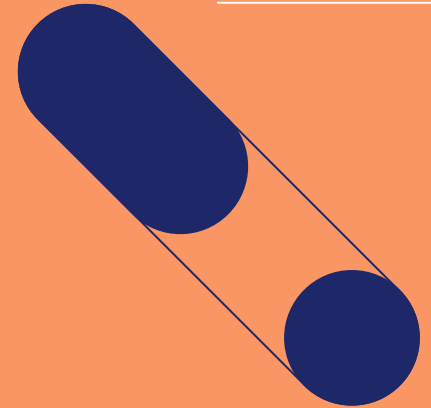
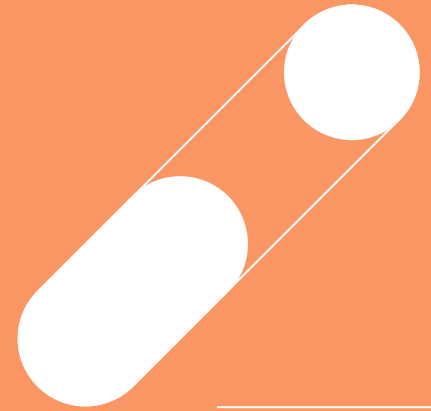
Bane NOR consists of five divisions and four staff units

Thor Gjermund Eriksen is CEO

The Board is chaired by Cato Hellesjø



Operational stability – status and prerequisite



Operational stability 2024

84,5%

Goal: 90%

Punctuality

91,1%

Goal: 97%

Regularity

Extreme amounts of snow this winter



(Foto: Bane NOR)



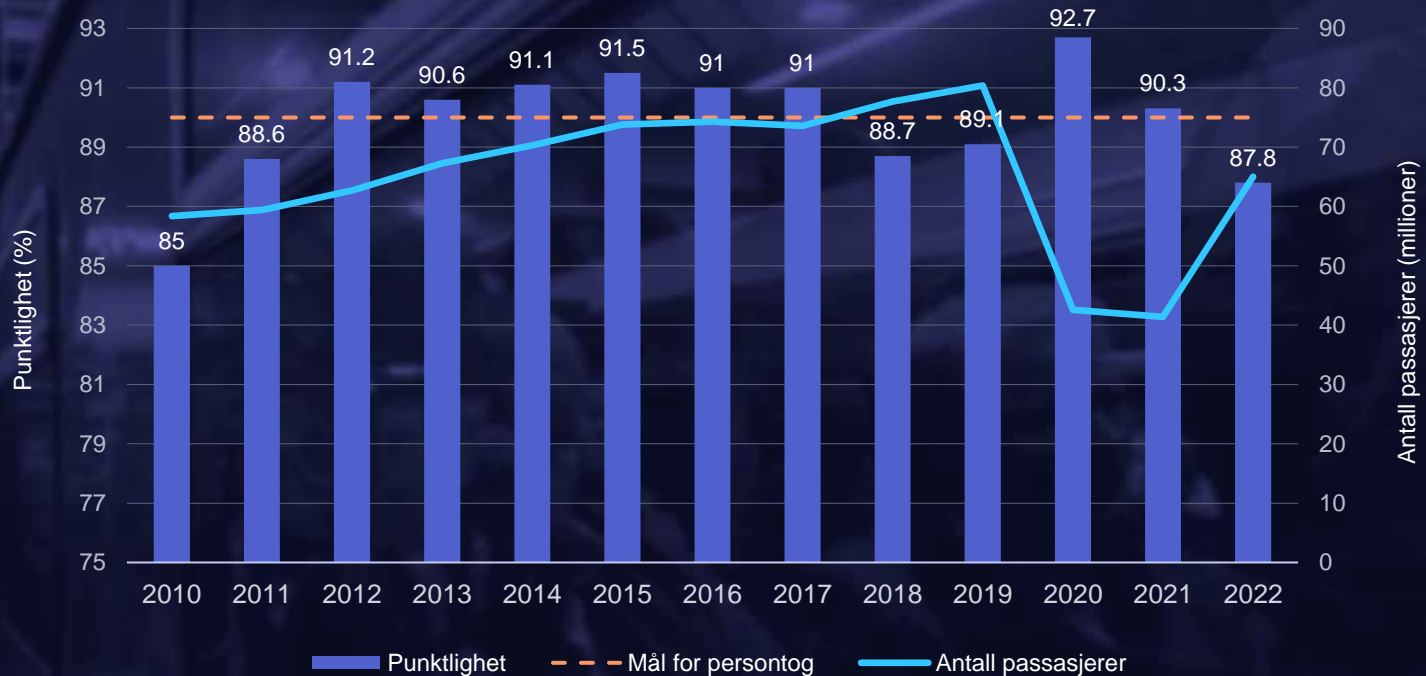
Kristiansand stasjon (Foto: Bane NOR)

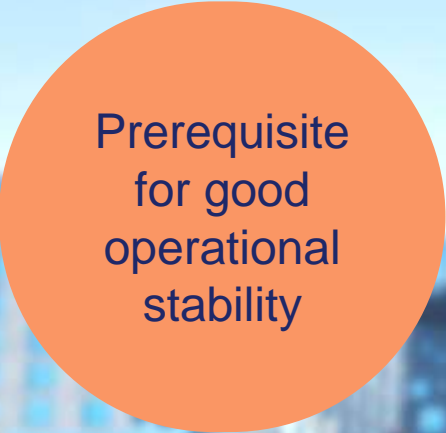


Arendalsbanen (Foto: Bane NOR)


Punctuality

We see a clear connection between punctuality and the number of train passengers







Prerequisite
for good
operational
stability



Adequate
maintenance
and renewal



Few errors
on existing
infrastructure



Few errors
on trains

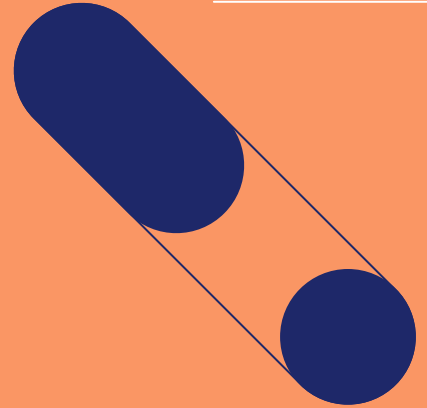
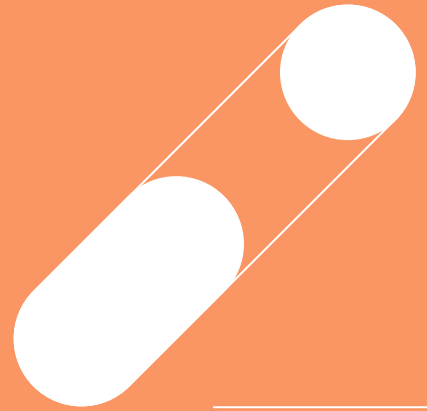


Executable
timetabling

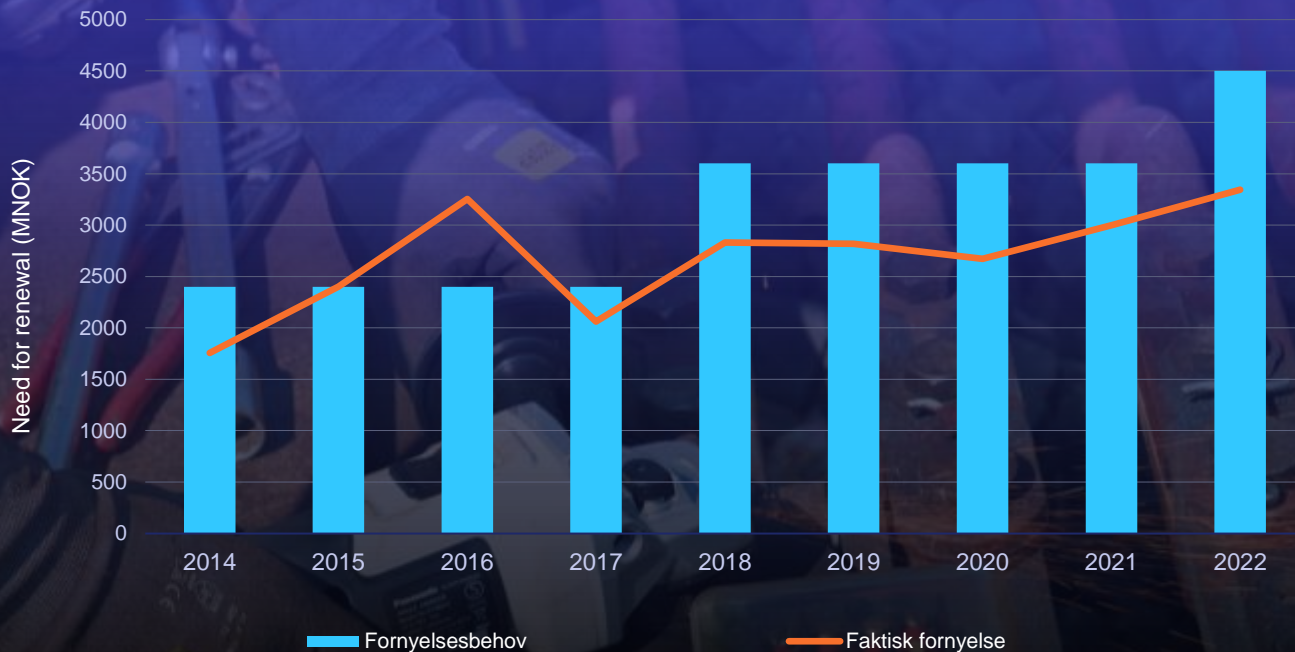


Error-free
start-up of
new projects

What we do to improve
operational stability

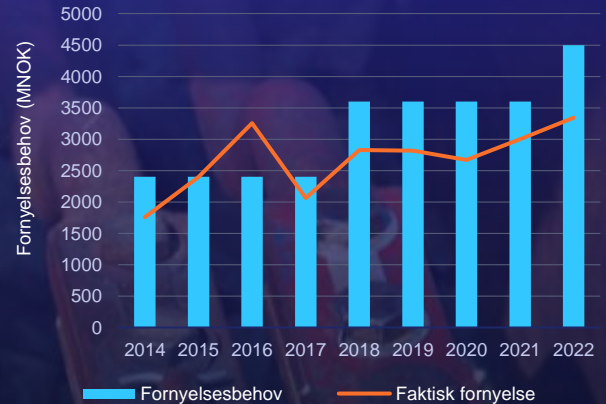


Why is the need for maintenance increasing?

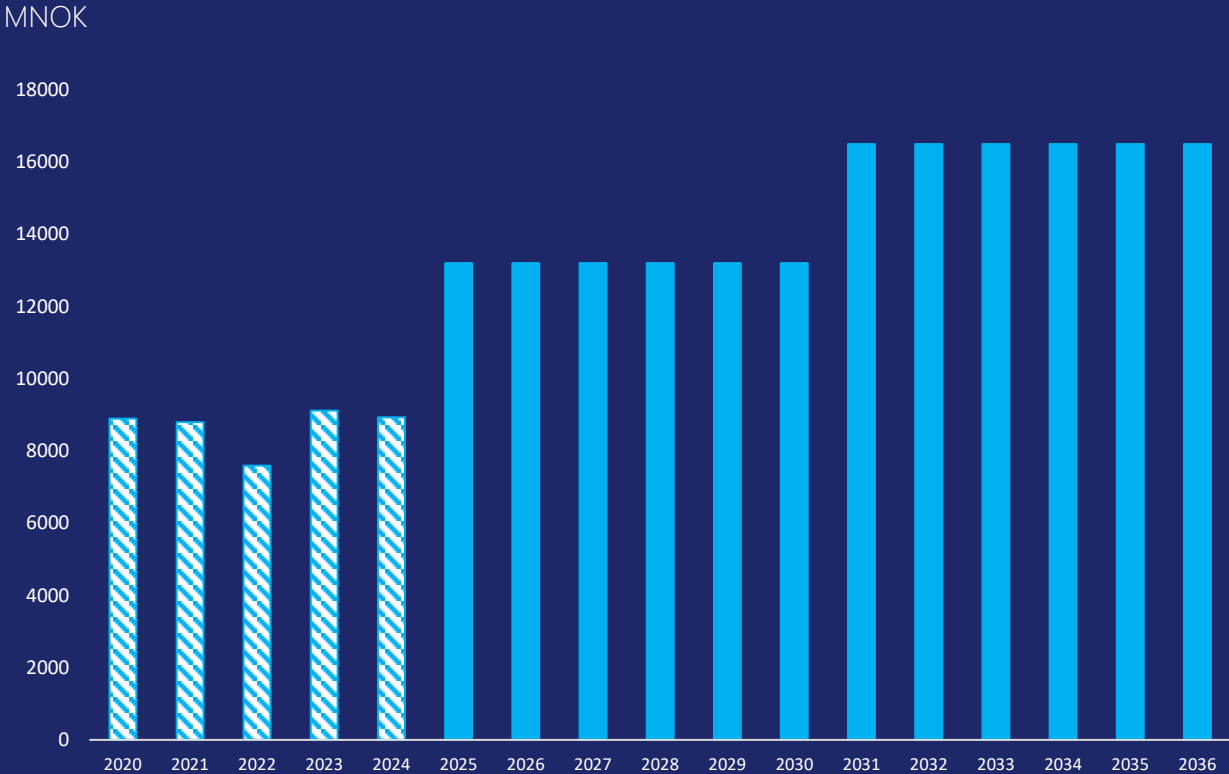


Why is the need for maintenance increasing?

- Renewal has been below the estimated basic level over years
- Maintenance is expected to increase in the future due to increasing traffic load
- New analyses shows an even greater need
 - ✓ Unmet renewal needs ('maintenance backlog') are pushed in front of us
 - ✓ Climate change creates an increased need for improvement of mainly drainage facilities
 - ✓ Substantial need for renewal of contact wire systems that have reached their intended lifespan



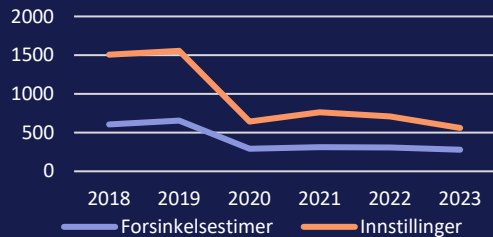
Increased allocations for renewal and maintenance



Renewal gives a clear and measurable effect

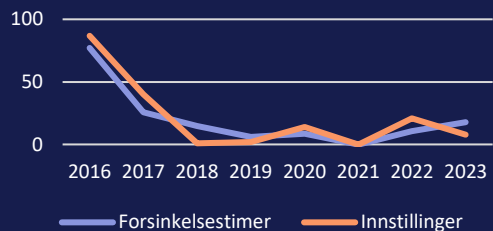
Tracks

Faults on Skøyen



Contact wire

Faults on Jærbanen



Drainage system

- Flood 2013: 200 damage places, 70 stopping faults on the Dovrebanen
- "Hans" 2023: 14 damage places, 7 stopping faults on the Dovrebanen
- "Hans" was a major flood with a flood peak of 2,750 m³/s, 15% greater than 2013 (2,360 m³/s) in Lågen



Skøyen, Oslo



Lillehammer



The extreme weather “Hans” caused huge damage on the infrastructure



Sensor data provides better control of the conditions



Digital racial alert



Smart predictive maintenance



Measure wagon



App for track monitoring



Drone surveillance

ERTMS: European Rail Traffic Management System

- Increased safety
- One European standard
- Better traffic flow and punctuality
- Good results from the pilot (Østre linje)

We build to enable
more people to
travel more by
train



The railway will
succeed..

Increased investments in
renewal and maintenance

Signal system will be
upgraded to ERTMS

We are building new
infrastructure

New trains





On track for a greener future

Photos/illustrations: Bane NOR, Øystein Grue, Einar Aslaksen, Aksel Jermstad, Øyvind Haug, Terje Borud, Arild Pedersen, Lars Petter Rypdal, Stockfoto.

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