

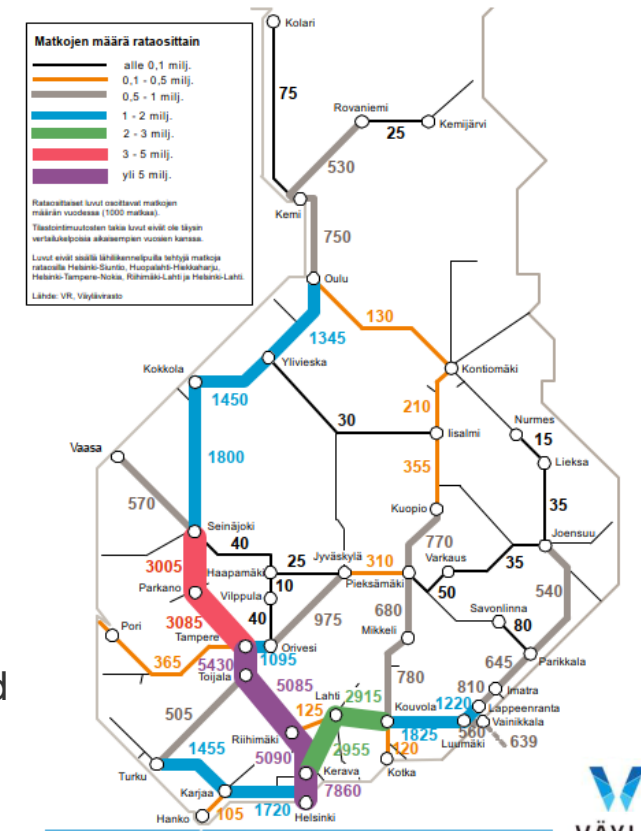
Haparanda-Torneå Haaparanta-Tornio

VR Group
Passenger Services
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Passenger Trains in Finland 2021

- **Open Access** since Jan 1st, 2021
- Most long-distance routes between bigger cities and the capital area are run by VR Group **based on tickets sales** only
 - currently the only passenger train operator is still VR Group
 - cargo has been Open Access since 2007 and there are multiple operators
- Currently **two authorities** have the legislative power to purchase train services in Finland
 - **HSL** (Helsinki Region Transport) in Helsinki Metropolitan area
 - **LVM** (Ministry on Transport and Communications) in rest of the country
- Some long-distance train services throughout the country (including all services north of Oulu) and all the commuter train services in Helsinki and Tampere regions are purchased by HSL or LVM
 - The current **LVM contract covers only 2021**, but a longer contract is under negotiations
 - <https://www.lvm.fi/en/-/new-contract-between-the-ministry-of-transport-and-communications-and-vr-for-purchasing-rail-transport-services-1247239>
 - only LVM-purchased trains reach the Kemi-Tornio-Haparanda area
 - **HSL tender for 2021-2030** was awarded last year: **VR Group won** the first ever tender
 - <https://www.vrgroup.fi/en/vrgroup/newsroom/news/vr-wins-the-first-hsl-commuter-train-traffic-tender-in-history-the-new-operation-contract-lasts-until-2031-050520201036/>
- **International trains to Russia** with almost identical track gauge (Finnish 1524 mm vs. Russian 1520 mm)
 - High-speed day-time train from Helsinki to **St. Petersburg (3,5 h)** operated jointly by VR and RZD
 - Night train from Helsinki to **Moscow (14 h)** operated with Russian wagons (locomotive change at the border)


2019 long-distance train journeys (1000 pax)



18.2.2020 HL



Haparanda-Tornio and Finnish Trains

- **VR is interested** in operating trains to Haparanda
- However, since ticket revenues are estimated to be lower than needed to cover costs, this **service should be purchased** by the ministry or funded in other ways (just like on the Swedish side)
- **Currently, without electrification**, modern rolling stock could not be used
- Proper **platforms**  needed for stations Tornio and Haparanda
- If the track Kemi (Laurila)–Tornio–Haparanda is **electrified, much more options** would open
 - possibility to use the same modern rolling stock as on day-time trains already operating to Oulu, Kemi and Rovaniemi
 - possibilities for **direct trains to Helsinki** if combined with a ticket-revenue based Oulu–Helsinki service
 - or as a separate **commuter-type service** to Oulu
 - VR is procuring new commuter trains for LVM-purchased regional services
 - vrgroup.fi/en/vrgroup/newsroom/news/the-procurement-of-vrs-new-commuter-rolling-stock-advances-six-companies-have-submitted-their-bids-150620211440/

