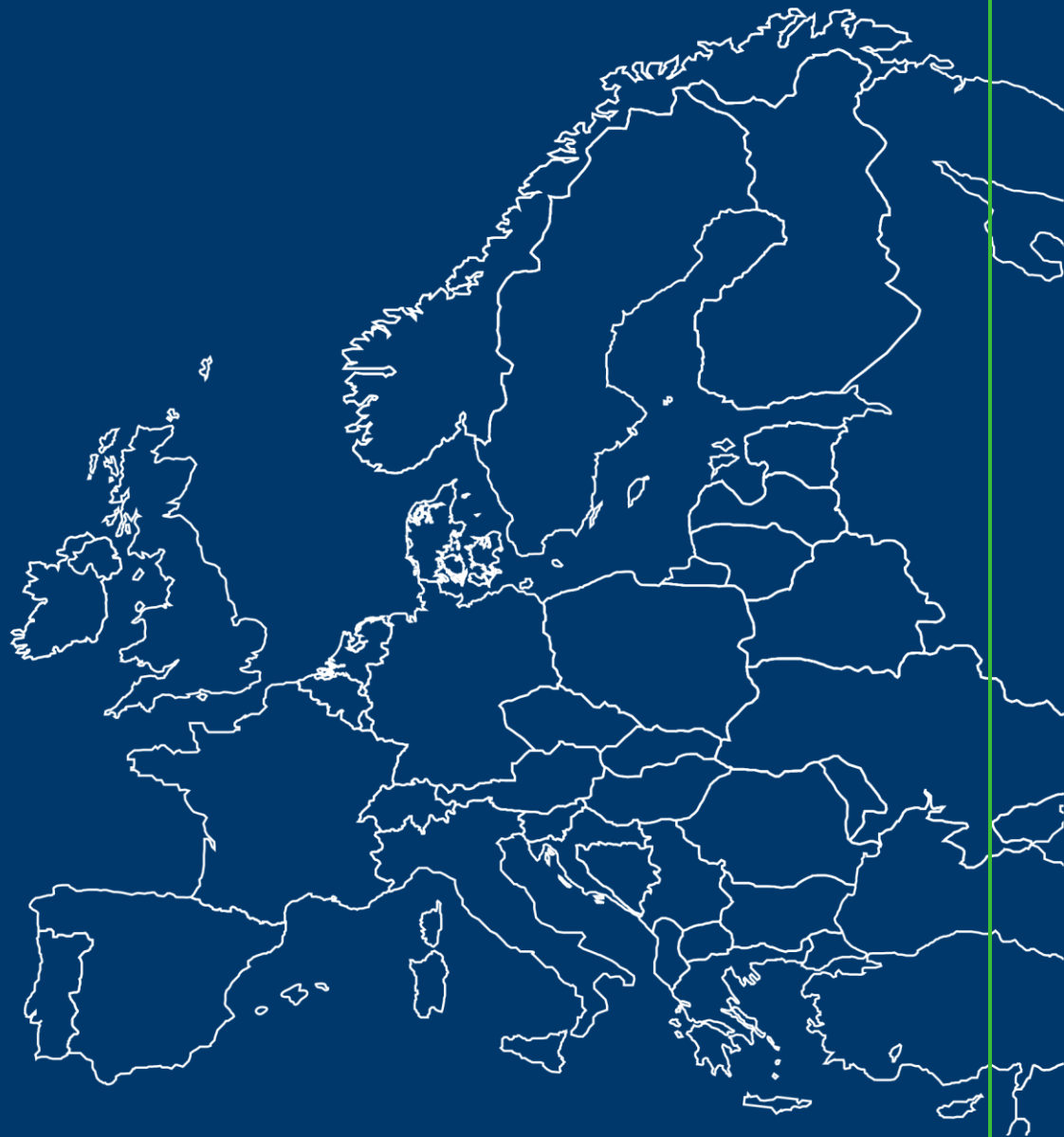




Topic 2: Environmental

Behaviour and CO₂,
Trains instead of cars and trucks



Flirt vs. Tesla

Oslo – Hamar, 126 km

Flirt – double set

480 seats

17.38 kWh per km

0.036 kWh per seat per km

50% seat occupancy

= 240 passengers

= 0.072 kWh per passenger per km



Tesla Model 3

4 seats

0.18 kWh per km

0.045 kWh per seat per km

50% seat occupancy

= 2 passengers

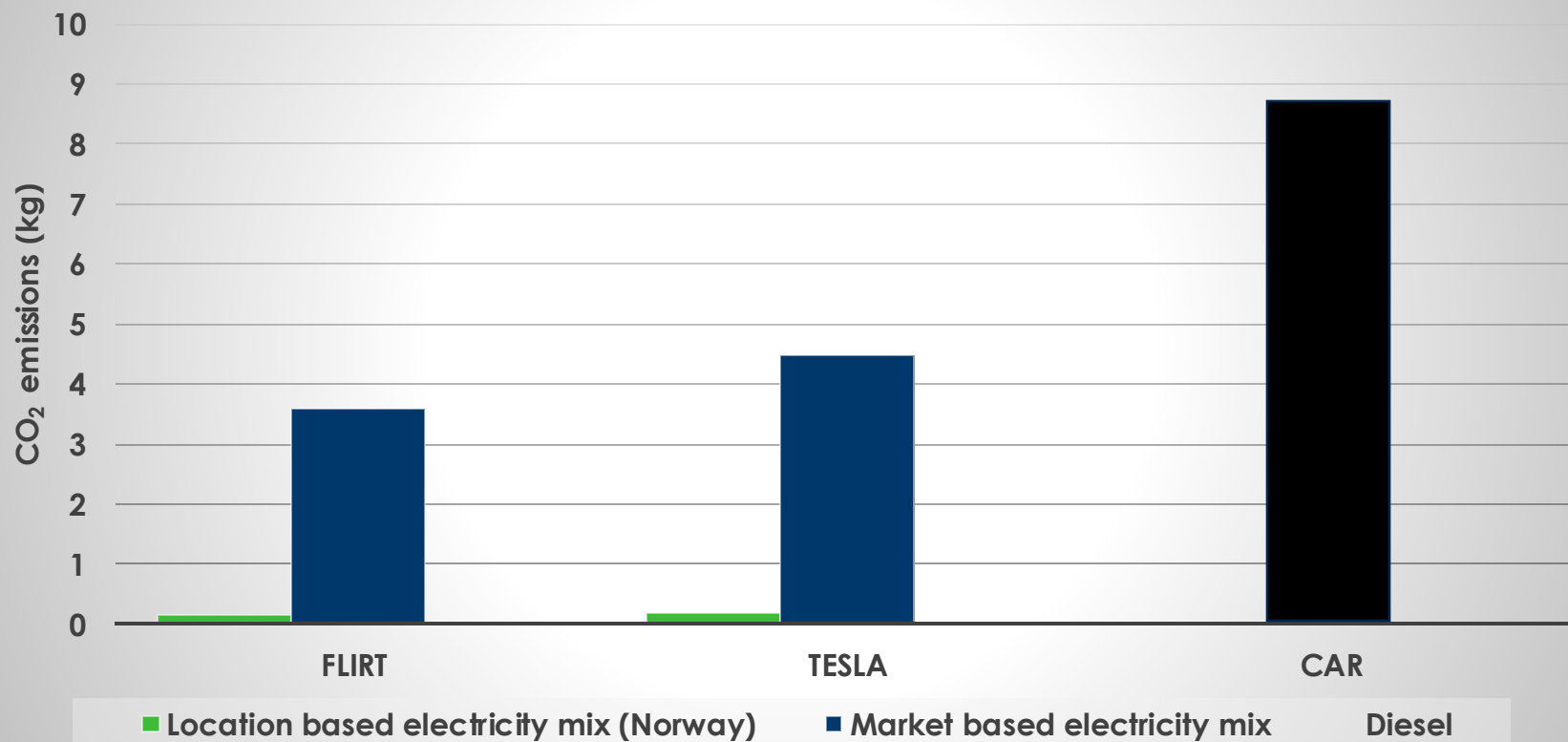
= 0.090 kWh per passenger per km





Oslo – Hamar, 126 km
50% seat occupancy

CO₂ emissions per passenger for different transport modes



Questions to be answered during the group work

The railway industry needs to maintain the carbon advantage of their services towards competitors (cars, trucks, planes).

1. What can your organization do to maintain the railway carbon advantage (less CO₂ emissions) towards other transportation modes?

Energy efficiency improvements needs to be done (very soon) to keep railway industry in their position regarding the green deal.

2. What do you consider as the top 3 priorities?

The Railway industry must deal with environmental communication in general and face greenwashing from competitors.

3. Do you think that people know enough regarding trains being an energy efficient transportation mode?
4. Mention top 3 suggestions to improve railway environmental communication?