Rail transport of carbon dioxide

Kirsi Klemola 16.4.2024

VR TRANSPOINT

Who’s speaking?

Kirsi Klemola is in charge of the work shift and locomotive planning of the rail logistics production personnel.

Previously, Klemola worked in sales at VR Transpoint, where she was responsible for managing growth projects and the development of new logistics solutions.

Klemola has extensive experience in business development in both the logistics sector and as a consultant in other sectors. Her area of responsibility has also included key customer relationship management, logistics sustainability and the management of large-scale projects.

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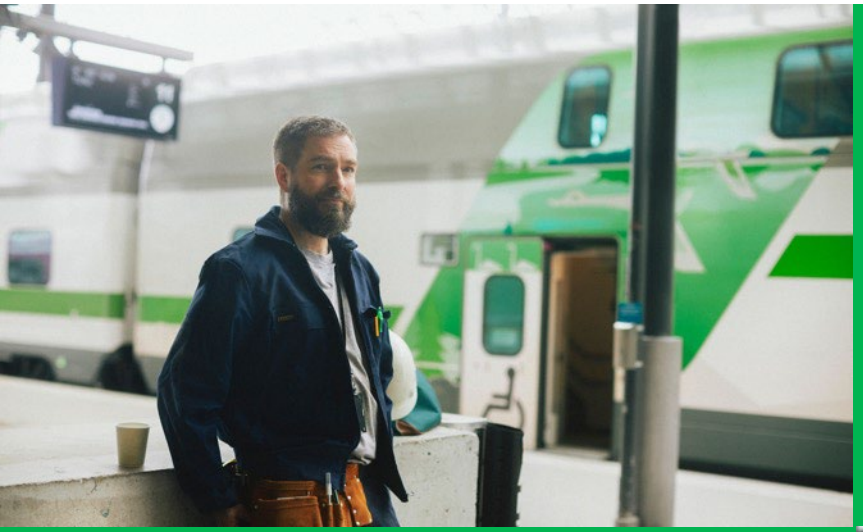
Our business areas

We transport passengers in long-distance and city traffic.
We handle freight traffic for industrial companies.



VR City Traffic

Commuter train, tram and bus services in Finland and Sweden.

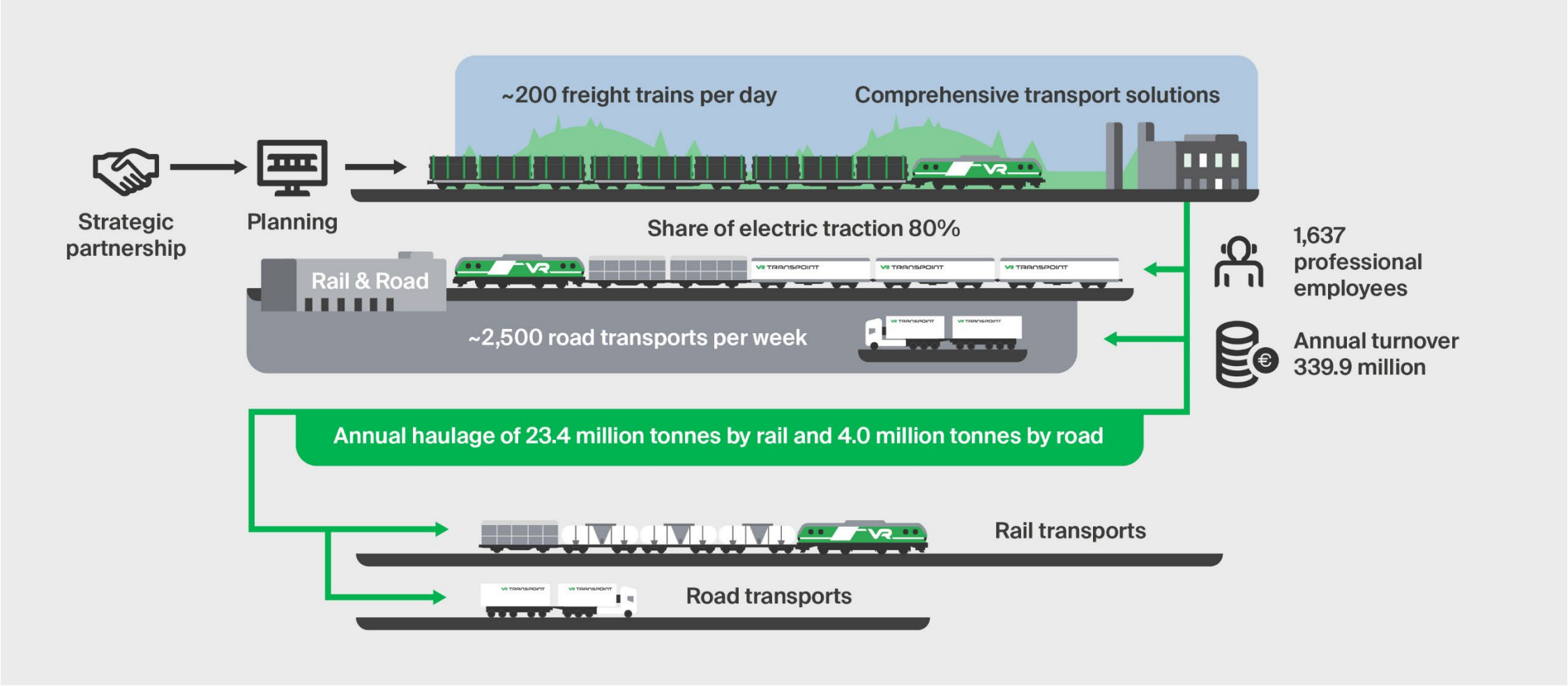
VR Long-distance Traffic

Long-distance train travel in Finland.

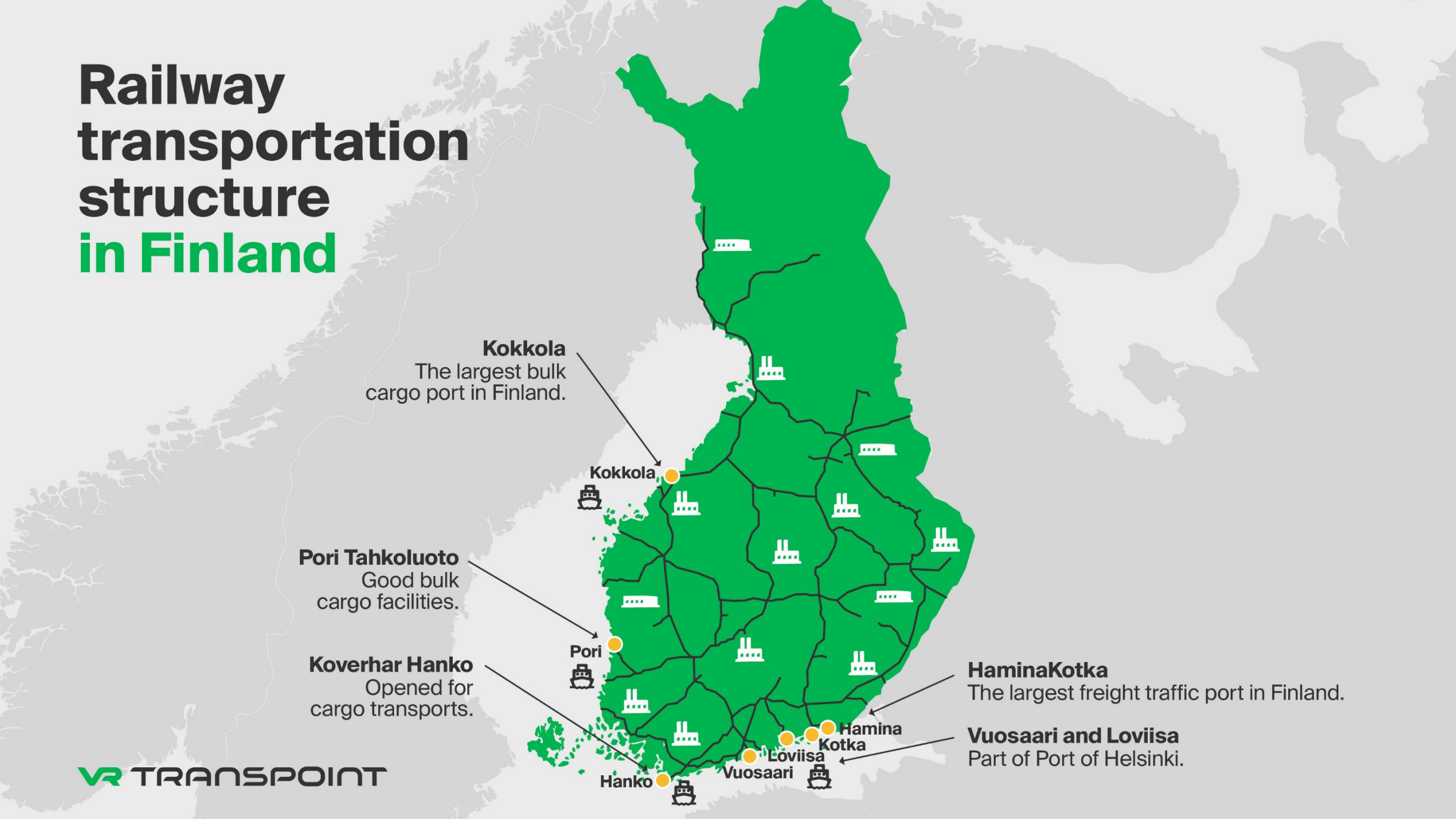
VR Transpoint

Heavy industry logistics transport by railway and road in Finland.

We are a strong pillar of support for industry



Railway transportation structure in Finland



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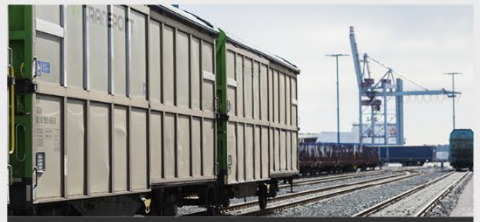
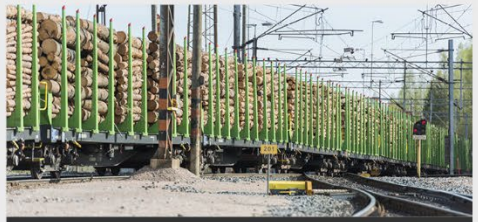
Comprehensive product knowledge in rail transports

Transported product groups



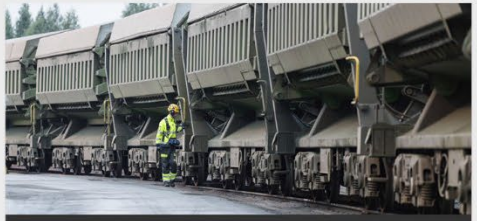
Paper, cardboard, pulp and timber



Raw wood

Steel coils and other steel products

Oils and chemicals



Bulk products e.g. ore concentrates

Containers

Special and Project transports

Environmental responsibility in Finland

Train travel is

100%

carbon neutral

95% of our passenger trains run emission-free with electricity. We offset the emissions of passenger rail traffic on non-electrified railway sections.

Our carbon handprint

500,000

tCO_2e

Thanks to VR, the greenhouse gas emissions of traffic are about 0.5 million tCO_2e lower. This figure is equivalent to the emissions of two cities the size of Vaasa.

We support carbon neutrality

2035

VR's sustainability is guided by the UN's Sustainable Development Goals and the objectives of ownership steering by the state. We support Finland's goal to be carbon-neutral by 2035 and carbon-negative soon after.

VR aims for zero-carbon emissions

0

in traffic by 2035

We will eliminate all the eliminable emissions of our traffic by 2035. The rest will be offset by carbon sequestration. Shared emission strategies with our industrial customers play a key role.

In addition, we invest in more energy-efficient rolling stock

Electric locomotives: Sr3

- Manufacturer and model: Siemens Vectron
- 80 locomotives ordered, option for 97 more
- First locomotives taken into use in 2017, the entire batch in 2026
- Radio control for shunting work
- Auxiliary diesel engines for shunting work or short journeys on non-electrified track

Diesel locomotives: Dr19

- Manufacturer: Stadler Rail Valencia
- 60 locomotives ordered in 2019, option for 100 more
- The first locomotives entered test use in 2022 and commercial traffic in early 2023

Higher tonnage of trains

More energy-efficient

Reliable operation

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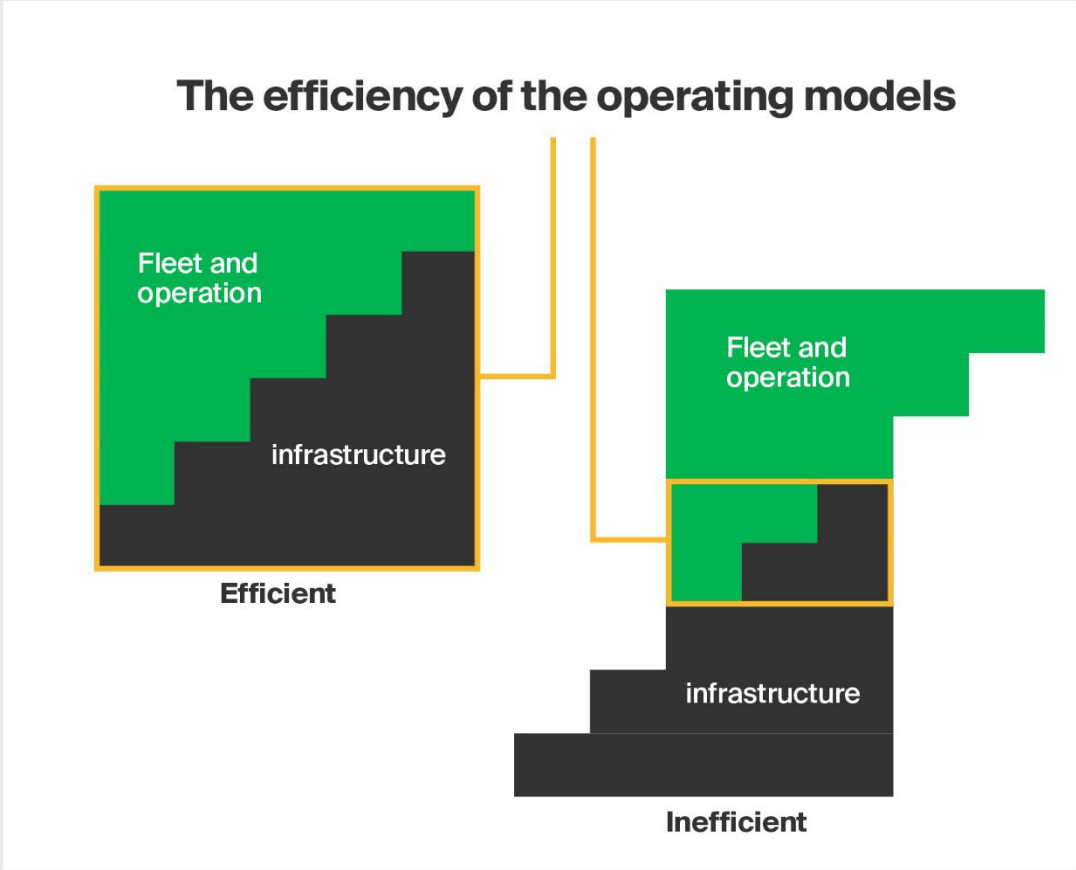
Operating models make railway traffic more efficient

Long-term commitment to volumes and capacity

Increasing the wagon group size and capacity utilisation rate and making shunting work more efficient

Service descriptions: define common operating models and commit to them

For example, by halving the rotation time, it is possible to get double the amount of goods transported with the same wagonage.



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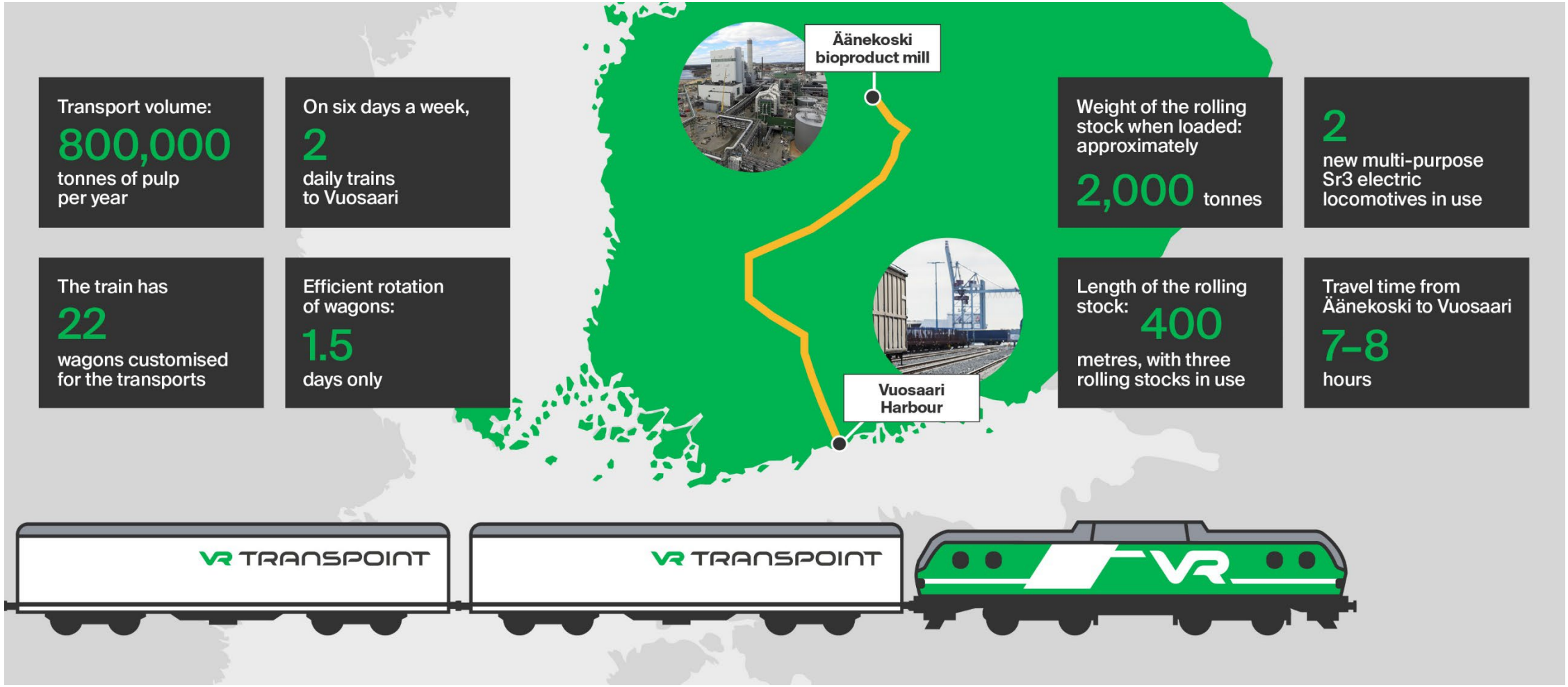
Case Äänekoski – example of efficient concept



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Involve us early on

- Loading/unloading infrastructure to be planned together with factory
- Wagon investments take time

Together towards a better world

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