



SWEDEN/NORWAY

**BLAME THE PLANE,
TAKE A TRAIN**

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Stockholm County, Svealand region, Sweden. Jimmy Dubèt and Felicia Wibe with their children on the fast train from Sundsvall to Stockholm. During the summer holidays the family has travelled only by train. In the last year in Sweden, according to the WWF, 23 % of the population have given up air travel. The country's ten main airports have seen falls in passenger numbers of 8% in 6 months, while the state railways have seen increases of 8% on national routes.

- ▶ “Flight shame”, is an environmental movement founded in Stockholm in 2019 to encourage people to give up plane travel
- ▶ The movement was born from the fact that commercial air travel is responsible for between 2 -3% of global CO2 emissions, and of 12% of all emissions produced by transport
- ▶ As a consequence, rail travel has seen a clear increase in passenger numbers: in Sweden the state railway has announced increases of 8% while the country’s airports have seen a corresponding decrease in traveller numbers
- ▶ Riding the wave of this trend the Swedish state railway has launched considerable development plans involving a billion euros of investments, also in international connections
- ▶ At the same time as flight shame, another phenomenon has emerged: “trainbragging” means boasting about having travelled long distances by train



Norrland Region, Sweden. View from the back of the train headed for Boden, inside the arctic Circle.



Sweden. People wait in the atrium of Stockholm Central station. In the last year in Sweden, according to the WWF, 23 % of the population have given up air travel. The country's ten main airports have seen falls in passenger numbers of 8% in 6 months, while the state railways have seen increases of 8% on national routes.



Nordland County, Norway. Ticket inspector Øystein Lilleqvard has worked on the same route for 45 years, first on goods trains and since 1988 on passenger trains. During the summer Øystein is also a guide, telling the travellers stories about the line and various points of interest.



Swedish Lappland, Norrland region. The train from Narvik (Norway) to Boden (Sweden) travels a stretch of track beneath a covering to protect against landslides and avalanches. The line, which was opened in 1902, was constructed by 5000 Swedish and Norwegian men and women to transport iron from the mines of Kiruna towards the port of Narvik.

In northern Europe sustainability is on the right track

It's called "flygskam" and it literally means flight shame. An environmental movement created in Stockholm in 2019 (one of the founders is Malena Ernman, mezzosoprano and mother of Greta Thunberg), it promotes a total boycott of plane travel, which is responsible for between 2 and 3% of all CO2 emissions into the atmosphere and 12% of emissions resulting from transportation.

The main alternative is the dear old train, which is now experiencing a remarkable revival. So much so that, according to WWF, in 2019 in Sweden 23% of the population gave up air travel; the country's main airports have seen a drop in passenger numbers of 8%, while the state railways have recorded an increase of the same amount in traveller numbers on national routes.

In nearby Norway, where the geography makes it almost impossible to completely renounce air travel, the increase in passenger numbers on trains has nonetheless averaged around 3%.

Both the Swedish and Norwegian railways have ambitious development plans, above all concerning the number of night trains. The Swedish state railway is also targeting the international connections, investing more than one billion euros in the Copenhagen to Hamburg line.

And while "flight shame" is transforming exotic long haul holidays into a taboo, a new phenomenon has emerged: "trainbragging" means boasting about having travelled long distances by train.



Norrbottnen region, Sweden. Passengers alight at Kiruna station, a mining city home to Europe's largest iron mines. Due to subsidence caused by the mining industry the city is gradually being relocated and the railway line deviated.



Norway. Passengers in the restaurant car on the Oslo-Trondheim train.



Nordland, Norway. View from the Trondheim- Bodø train after the Saltfjellet mountain range and inside the Arctic Circle. This is the region of the Sami reindeer herders. During the winter, when there is snow on the ground, the herds tend to move along the railway lines because it's easier. This is the cause of numerous accidents with the inevitable death of the reindeer. For this reason, along the route nets have been positioned to prevent animals from approaching the tracks.



Norrbottnen Region, Sweden. Sofia Backelind, ticket inspector on the Boden-Umeå train. Before working on this line Sofia worked on the Narvik-Boden line.



Norway. The countryside seen from inside the train just after it has left the city of Trondheim, capital of Trøndelag County.



Bodø station, Norway. Bodø is the County capital of Nordland. The train manager gives the green-light signal to the driver of the Bodø -Trondheim night train.



Swedish Lappland, Norrland region, Sweden. A university student travels with her dog on the train for Boden. In Sweden dogs travel free on trains and there is a designated carriage for those travelling with pets.



Norrbottnen region, Sweden. Ticket inspector Kenneth Johansson, 53, helps attach the carriages in Kiruna, where the train is forced to turn back and loop around the city. Kiruna is home to Europe's largest iron mines and due to subsidence caused by mining activities, the town is gradually being relocated and the railway line diverted.



Akershus region, Norway. Kristofer Carlin, film director, and Elisabeth Frost, sociology student, chat on a train headed for Trondheim (through the window can be seen Lake Mjøsa). Kristofer Carlin increasingly chooses to take the train, preferring it to air travel.



Nordland region, Norway. The train travels alongside a freezing lake on the Trondheim-Bodø line.



Nordland County, Norway. A mother plays with her children in the children's area. Trains in Norway have carriages designated for families and these include a play space for younger children.



Oslo, Norway. The atrium in Oslo station during the morning rush hour.



Norway. Max, Anna and their two children travel on the Oslo-Trondheim train. On Norwegian trains families are assigned carriages that are more spacious. Anna says she prefers the train to flying partly for reasons of comfort, but mainly because she feels that it is a way to protect the environment.



Nordland County, Norway. The train from Trondheim to Bodø travels on single-track railway, crossing mountainous regions in the area of Grog. Part of this line was built by the Nazis during the occupation, using thousands of prisoners: 2200 of them died during its construction.



Nordland County, Norway. While the train crosses the area of Mosjøen, ticket inspector Øystein Lillegeard takes the driver some breakfast.



Nordland, Norway. Beyond the Saltfjellet mountain range is the district of Salten. Inside the Arctic Circle, this is the region of the Sami reindeer herders. As the train passes an eagle takes flight.



Sundsvall, Norrland region, Sweden. A tool shed at the Sundsvall station, the starting point for the fast train for Stockholm.



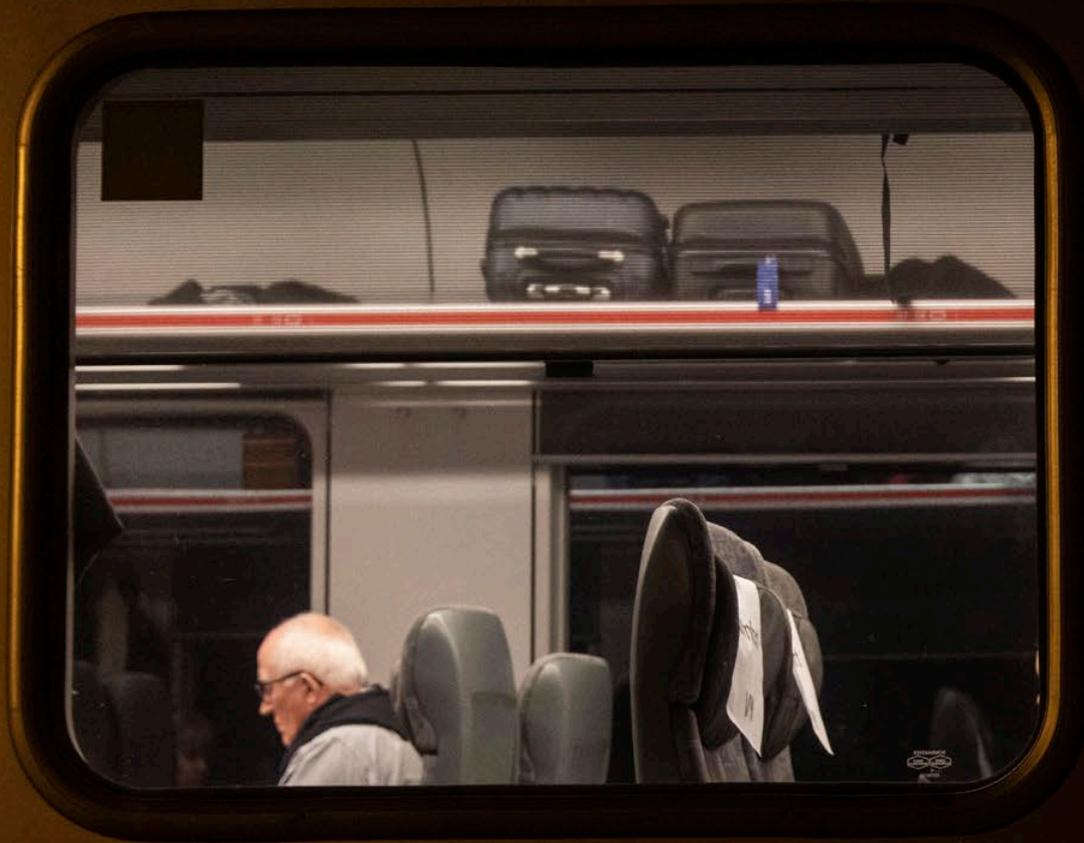
Nordland County, Norway. Ticket inspector Øystein Lilleqvard has worked on the same line for 45 years, first on goods trains and since 1988 on passenger trains. During the summer Øystein is also a guide, telling the passengers stories about the line and the various points of interest.



Swedish Lappland, Norrland region, Sweden. The driver's cab of the train from Narvik to Boden, in Sweden. This stretch of railway line, which opened in 1902, was built by 5000 Swedish and Norwegian men and women to transport iron from the mines of Kiruna (Sweden) to the port of Narvik (Norway).



Nord-Trøndelag County, Norway. Mother and son look at the landscape from the buffet car window, while the train crosses the area of Grong. Here the Nazis built the railway line that runs to Bodø using thousands of prisoners: 2200 died constructing the line.



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via Donatello 19/A Milan- info@parallelozero.com - www.parallelozero.com - +39 02 89281630