

# Summary of sustainability report 2022

Region Stockholm Transport Administration

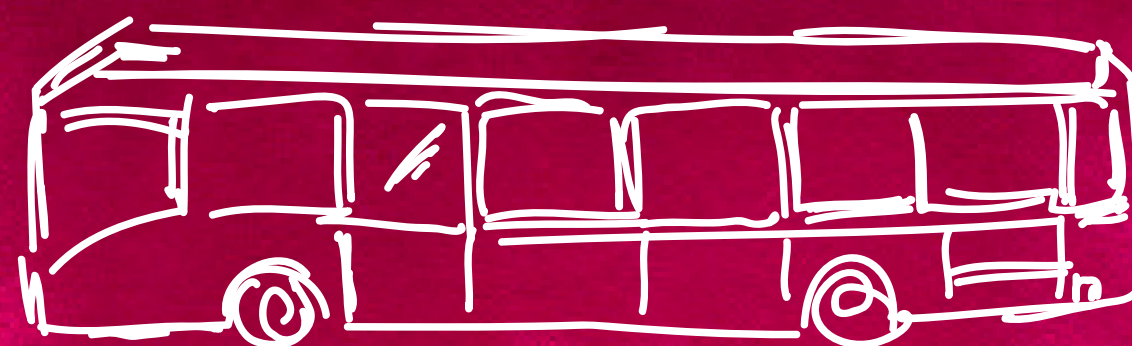


TN 2022 – 0743

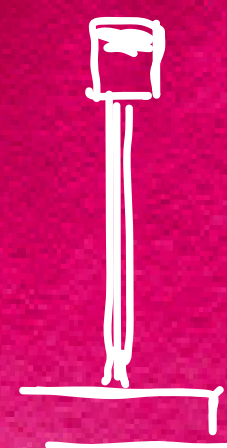


NO. OF BUSES

2200

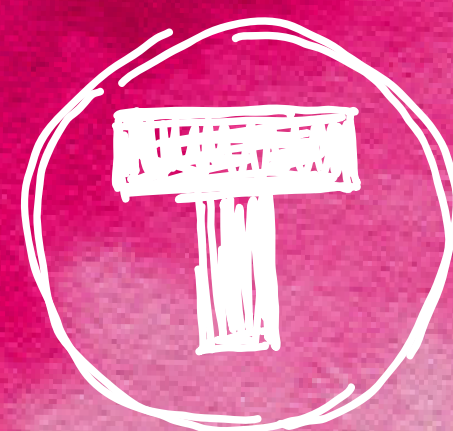


82

BUS  
TERMINALS

45

DEPOTS

233  
STATIONS

## Our mission: Make life easier for everyone that uses **public transport**

**Region Stockholm Transport Administration is responsible for operating AB Storstockholms Lokaltrafik (SL), Waxholmsbolaget (WÅAB), Färdtjänsten special transport service, and Spårvägmuseet, across Stockholm county. Our mission is to make life easier for everyone that uses public transport.**

Our organisation, through construction, operations, and maintenance, consists of companies that are selected via public procurement. Every procurement

process details specific sustainability requirements for each involved party, including operators, suppliers, and contractors. The content of this presentation is a summary of The Transport Administration Sustainability Report 2022, covering public safety, accessibility, environmental factors, energy use, and noise.





## Public safety

In order to see public transport as a viable option for their travels, citizens have to feel safe using it. The Transport Administration is actively working to increase security for all who use our services, including operating the Trygghetscentralen security hotline, placing safety representatives in and around the public transport system and installing security cameras. The work is followed up and evaluated through surveys and data analysis on a regular basis.

During 2022, about 74 per cent of passengers said they felt safe in public transport, a number that is on par with the years preceding the pandemic. This indicates that our public safety initiatives are working.

**29 975**  **CALLS** **140** **25**  
**public hotline**  
**74%**  **21 188**  
**feel safe** **contacts via security chat** 



## Accessibility

Making public transport accessible for everyone, including children, the elderly, and the disabled, is a priority for us. Our goal is complete accessibility to all forms of transportation by the year 2030.

Statistics from 2022 show that our SL operations achieved 81 per cent accessibility. That number represents an increase from the year before, a change that can be attributed to increased deliveries of our new, more accessible metro trains C30 and C20.

### Activities

- New trains replace older models
- Service desk for wheelchair ramps
- Onboard train reps
- Training
- Collaboration with disability organisations

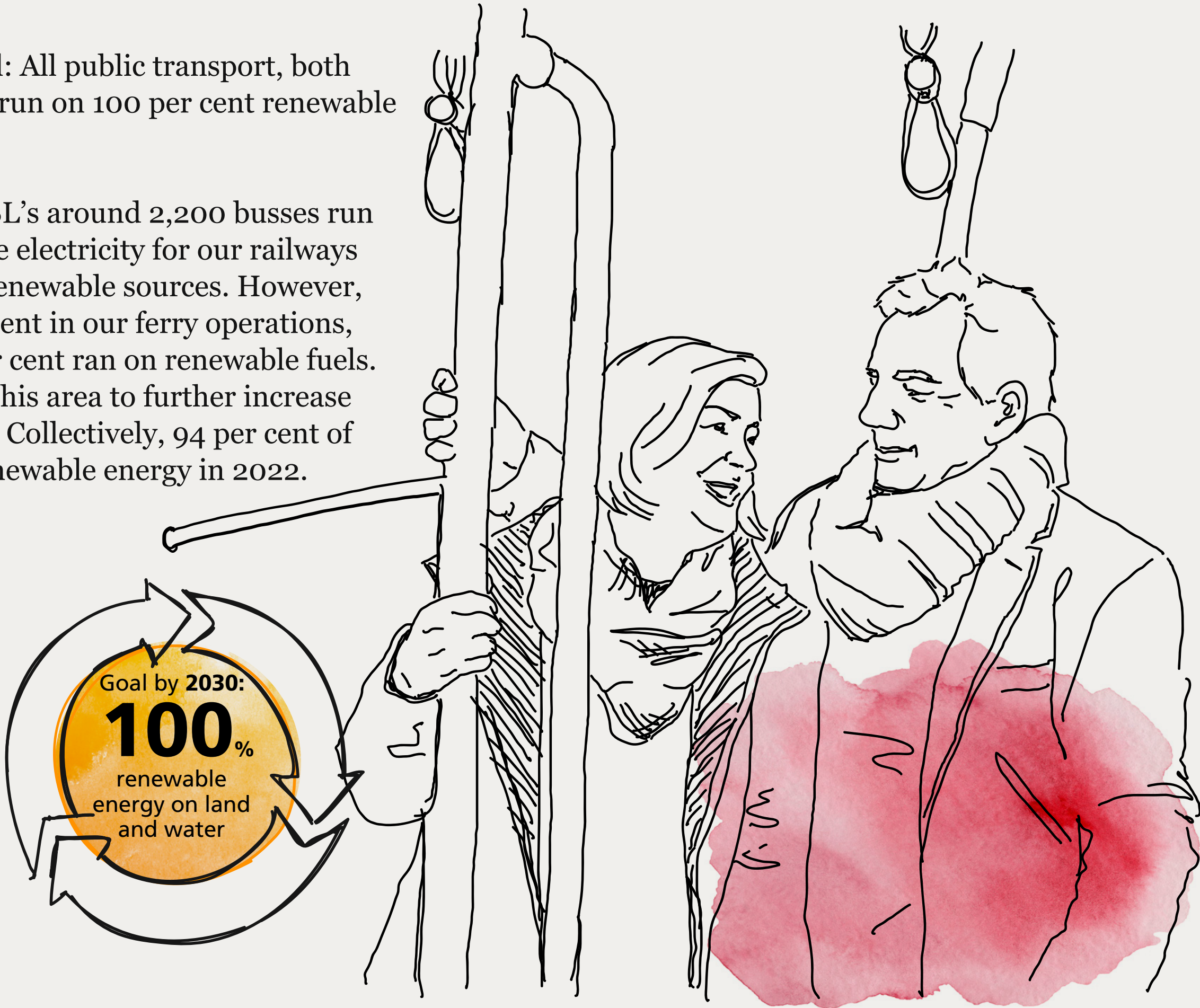


# Goal progress: **Renewable fuels and energy**

## Public transport

Renewable fuels – our goal: All public transport, both on land and water, should run on 100 per cent renewable energy by 2030.

**Result:** Since 2017, all of SL's around 2,200 busses run on renewable fuels, and the electricity for our railways comes from 100 per cent renewable sources. However, we see room for improvement in our ferry operations, as during 2022 only 56 per cent ran on renewable fuels. We will prioritise work in this area to further increase our use of renewable fuels. Collectively, 94 per cent of public transport ran on renewable energy in 2022.



## Buildings

Renewable energy in public transport buildings – our goal: 100 per cent renewable energy by 2030, at the latest.

**Result:** Share of renewable energy in our buildings is holding steady at 97 per cent. Our energy mix includes renewable electricity and heating, as well as district cooling.

### Examples of new initiatives:

The Transport Administration's operator contracts require the use of renewable energy in buildings. While historically we have only required 100 per cent renewable electricity, our most recent contracts also require 100 per cent renewable heating and cooling.

Solar power production is in early procurement stages.



# Goal progress: **Energy efficiency**

## Public transport

**Indicator 2030:** Energy use from all public transport, both on land and water, should be 15 per cent lower, compared to 2011.

**Result:** Total energy use for public transport in 2022 was around 1,180 GWh. This represents a 1 per cent increase in energy use per passenger kilometre, compared to the 2011 baseline. One reason for this is the pandemic, which forced many citizens to work from home. This changed commuting patterns drastically, resulting in fewer trips taken and therefore higher energy use per passenger kilometre.

## Buildings

**Indicator 2030:** Energy use in public transport buildings should be 30 per cent lower, compared to 2011.

**Result:** Total usage of electricity, heating, and cooling, per square meter of building space, has been reduced by about 14 per cent, compared to 2011.

## Examples of new initiatives

“The Green Transition” – a set of prioritised measures aimed at reducing our climate footprint by 50 per cent by 2030, compared to 2019.





## Goal progress: **Noise reduction**

**Goal for 2030:** No household in Stockholm county should have noise from public transport railway that exceeds 70 dB (A) on at least one outdoor patio next to the house façade, and no indoor noise louder than 45 dB (A) at night.

When we do get noise complaints, or are subject to inspections from government entities, we make sure to take real-world noise level measurements, to complement our noise prediction modelling for specific areas. In many cases, the complaints were a result of a lack of track maintenance. During 2022, we intensified our work with rail grinding, a process that smoothens out deformities on the tracks. This has proved very successful in reducing noise. Our long-term strategy for railway maintenance is being reworked in order to continue our noise-reduction efforts for households that live close to our railway tracks. We estimate that we will be able to reach our 2030 goal for indoor noise reduction.

### Examples of new initiatives:

- Working together with construction companies and city planners to make sure buildings close to railway tracks are built and fitted properly
- Our new C30 metro trains are a great example of how to reduce noise





## We are also working with

- Social sustainability in the supply chain
- Social impact assessments as the public transport system expands
- Follow-up reporting on social sustainability in supply chains in collaboration with Skånetrafiken and Västtrafik
- Criteria for integration of unemployed or socially disadvantaged groups
- Reducing our climate footprint and use of resources in construction projects
- Phasing out toxic chemicals
- Reducing our climate impact from business trips
- Implementing a requirement for eco-friendly coffee, tea, and fruit, in our offices and onboard our ferries
- Reducing wake and wave impact from our ferries
- Analysing climate change risks and adjustments

