

Ruter «electric-tour»

European Green Capital Oslo

Oslo targets an ambitious cut in greenhouse gas emissions by 36 percent in 2020 and by 95 percent before 2030. To achieve these targets, Oslo municipality has—as the first city in the world—established a dedicated climate budget following the Paris Agreement. The climate budget is an integrated part of the municipality's ordinary financial budget and includes 42 separate targets that quantify the emission cuts necessary before 2020. The City council's budget target is to cut 836 metric tonnes of CO₂ emissions before 2020. 352,000 – or around 40 percent of these, are to be taken in the transportation area.

The transition to a zero-emission vehicle park and making more people travel by public transportation is key to reach the climate goals set by the city government. Developing and expanding the public transportation system receives overwhelming support in Oslo. In an extensive 2017 survey of people's attitudes on climate change issues, 65 percent say there is too much traffic in the city and 55 percent say that the city centre should have as little car traffic as possible. 91 percent say that more public transportation is the key to reduce the need for cars.

Ruter

Ruter is responsible for the public transportation in Oslo and the county of Akershus, and plans, sources and markets the public transportation services to the public. Ruter is owned 60 percent by the city of Oslo and 40 percent by Akershus County Council.

Ruter's most important climate and environmental contribution is realised when we contribute to reducing car traffic. By reducing emissions from our own operation, we enhance the positive effect of reduced car traffic. Ruter's vision is Sustainable Freedom of Movement. Ambitious targets are connected to this vision. By the end of 2020 all public transport is to run on renewable energy. Within 2028 all buses and ferries will run on electric energy.

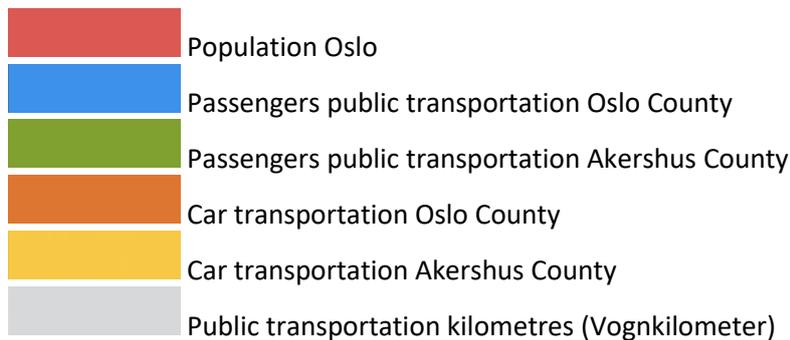
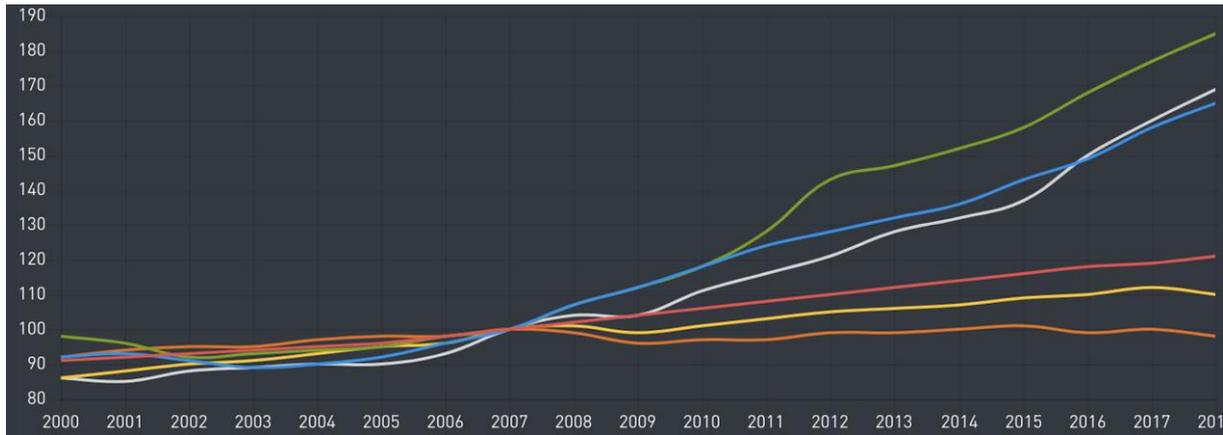
To encourage increased use of shared transportation, Ruter is also piloting new services. In January 2018 we started offering activity transportation for children, giving them the possibility to travel by minibus on their way from school to football practice. Ruter has also introduced a pilot with age-friendly transport, offering dedicated transportation for seniors.

In October 2018, Ruter signed a change in the contract for electrifying the busiest passenger ferry route between Oslo and the Nesodden peninsula. The contractor Norled was the first to ever offer a fully electric zero emission car and passenger commercial ferry route. This summer the work to establish the charging infrastructure will be starting, as well rebuilding the ferries. The electric ferry to Nesodden will alone lead to a decrease of greenhouse gasses by 6000 metric tonnes of CO₂e.

Some basic facts

Ruter reported 387 million passenger journeys in 2018, a growth of 4,3 % since 2017 and a growth of 58,6 % since 2008. The graph below shows the increase in public transportation in Oslo and Akershus (the blue and green lines) compared to the population growth in Oslo and car transportation growth in the two counties (the orange and yellow lines).

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Since 2008, Ruter has reduced its carbon footprint from 0.09 kg/passenger kilometre to 0,04 kg/passenger kilometre in 2018.

Ruter's trams and metros are already emission free. The rest of the fleet consists of 1200 buses, 10 boats and around 200 minibuses and some taxis. In 2018 five of the buses ran on hydrogen, six buses and ten minibuses were electric. Now in 2019, Ruter is phasing in another 70 electric buses in Oslo and 39 electric buses in Akershus. In total Ruter will have 120 electric buses by the end of 2019.

To cater for the new electric buses, a major upgrade is needed for the infrastructure on today's bus sites, ferry quays and some of the end stops for buses. Charging infrastructure consists of both fast chargers and chargers with low effect for overnight charging at the bus depots. There are also some pantograph chargers at end stops – in addition to filling stations for hydrogen.

By the end of 2019, 15 % of the city buses will be electric as well as 70% of the ferry trips will be emission free. By 2028, the entire fleet should be emission free. This would imply battery electric or hydrogen on all buses, ferries and special transport. The trams and metro are already running on green electricity.

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