



Train type

Hydrogen train

Runs on hydrogen with clean water as the only emission. Hydrogen fuel cells weigh less and require less space than batteries.



Electrical train

**Low fuel and
maintanance costs, but
infrastructure investments
are high. No emissions.**

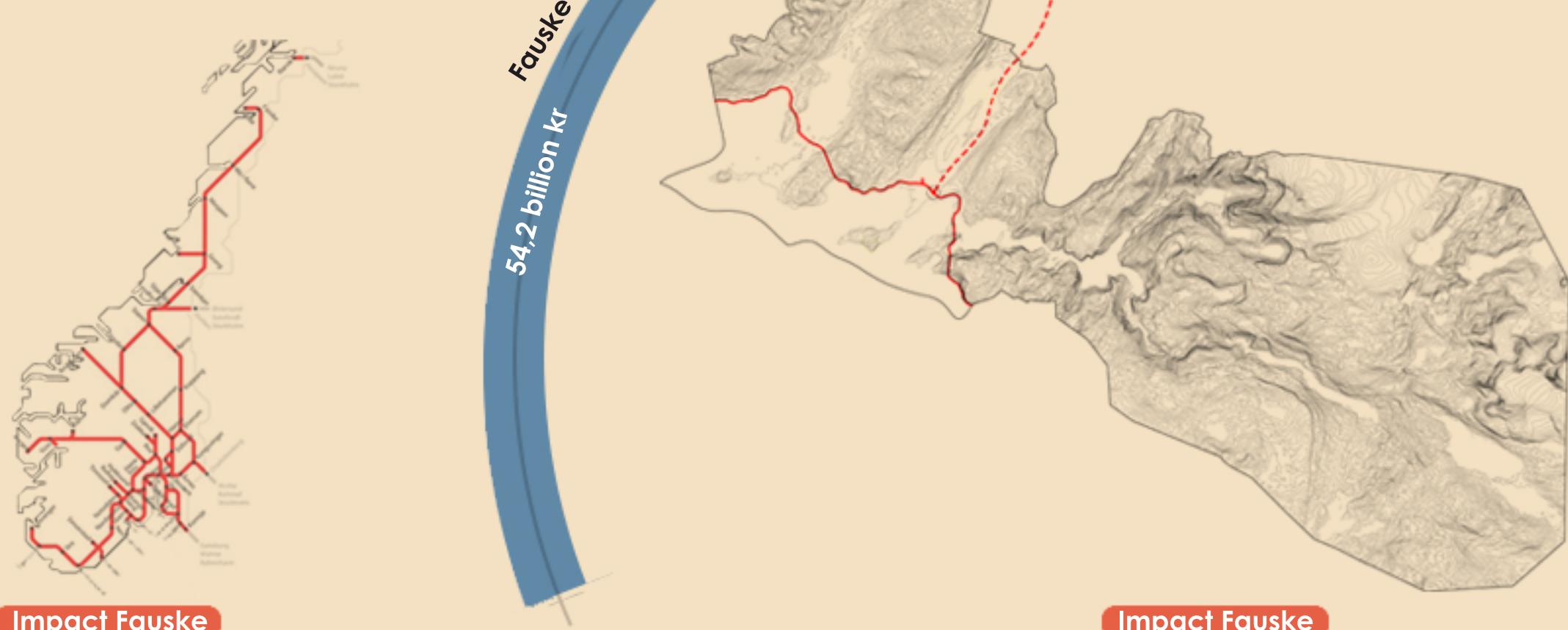


Diesel train

Emits particles and NOx.
Fuel is accessible. Has a long range. Higher weight than electrical trains. Higher fuel and maintenance costs.

Transport Railway

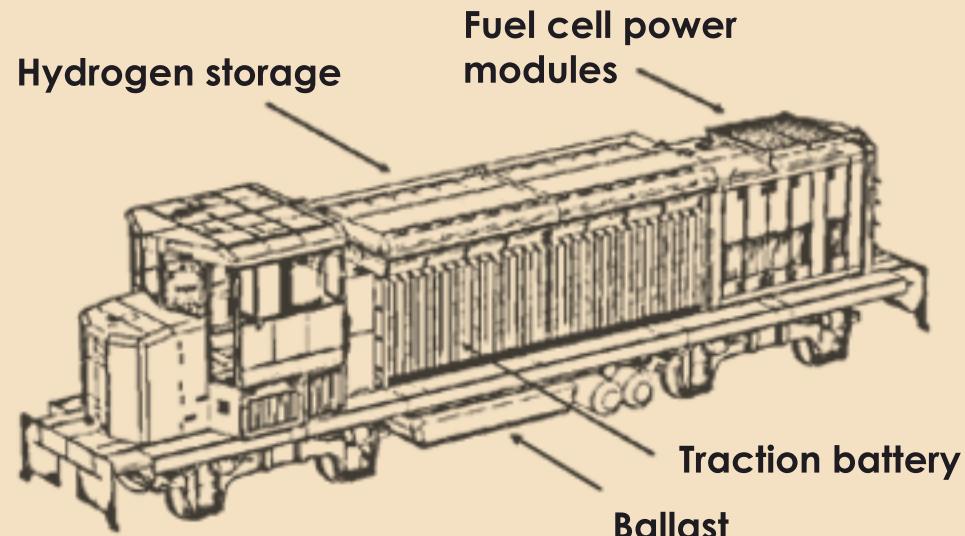
A railway extension from Fauske to Narvik has an estimated cost of 54,2 billion kr. The cost from Fauske to Tromsø is 113 billion kr. In the socioeconomic benefit-cost-analysis, the investment return is in the negatives.



Impact Fauske

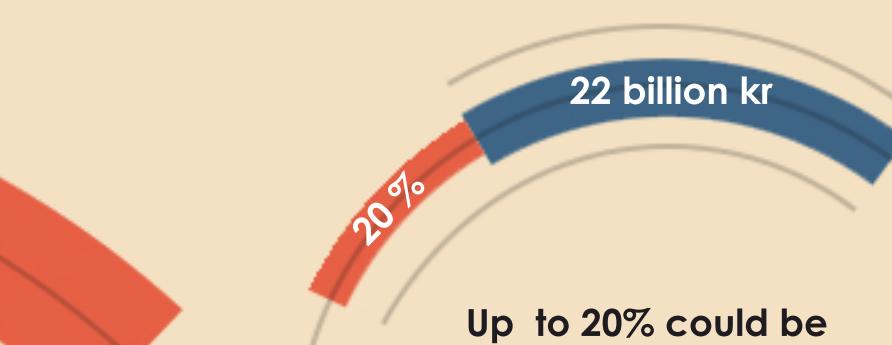
Hydrogen can be used to store, transport and deliver energy. It's a flexible energy carrier because it can be produced from all types of energy sources.

Energy from hydropower can be used for the production, making it very sustainable compared to other types.

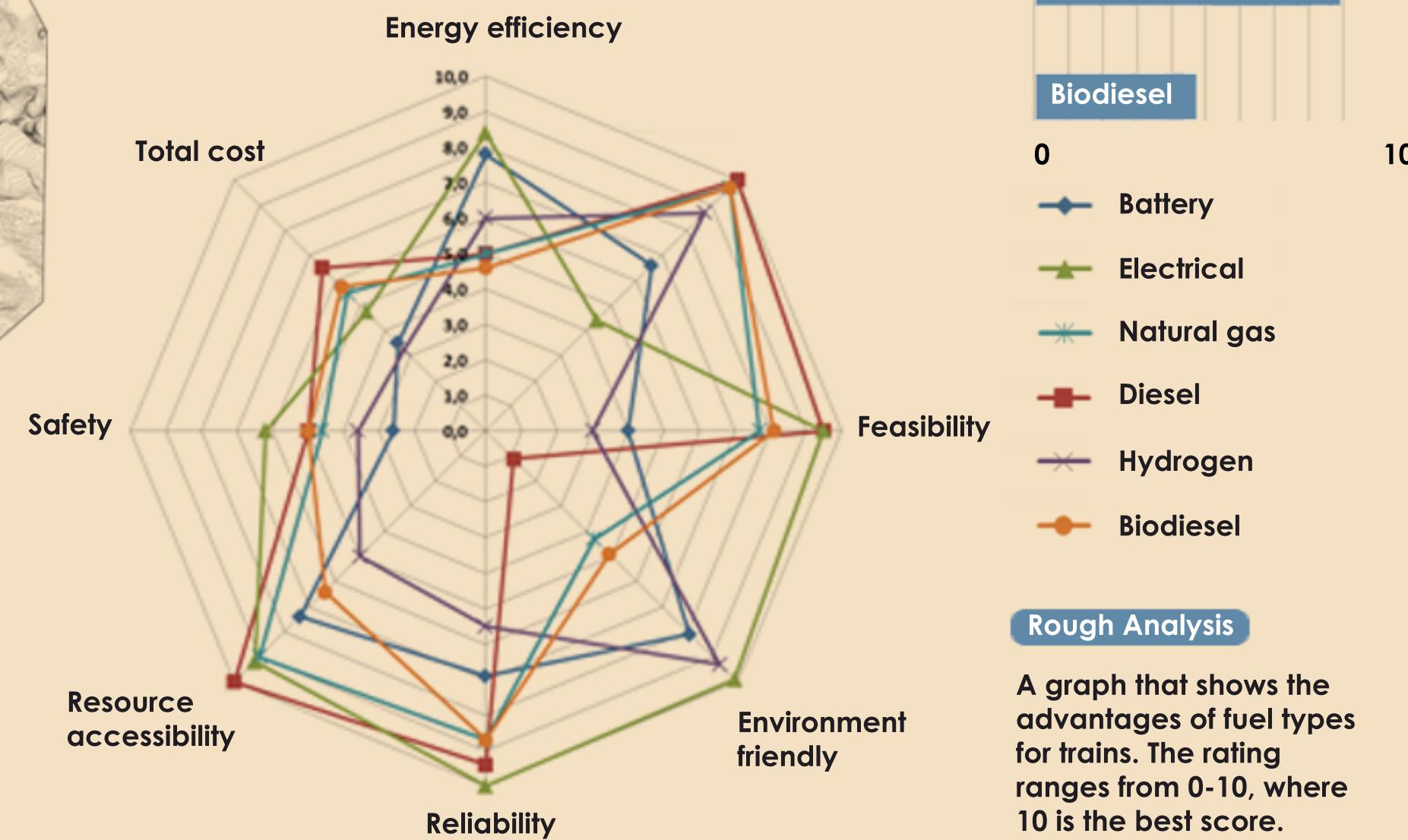


Impact Fauske

Today, the end station of Nordlandsbanen is Bodø. When the railway is extended, Bodø will be a branch from the main train line, and in the middle of the infrastructure is Fauske. This allows Fauske a strategic advantage in terms of infrastructure and shipping.



Up to 20% could be saved on railway costs if the train was hydrogen based. In an expected railway cycle of 75 years, that's 22 billion kr!



Rough Analysis

A graph that shows the advantages of fuel types for trains. The rating ranges from 0-10, where 10 is the best score.

2020

The terminal is expanded.
The Public-private
partnerships in the industries
have started.

2030

The tradevolume in the northern county is expected to double. Pressure to establish efficient infrastructure.

2040

Supporting infrastructure is starting to be established. First phase: Fauske to Narvik.

2050

Good infrastructure and strategic geographical point enables Fauske's role as a Hub.