



ANOTHER PERSPECTIVE

A study of how complexed sustainable issues could find solutions with help from the dining car on long distance trains in Sweden

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Independent project • 30 credits

Swedish University of Agricultural Sciences, SLU

Faculty of Landscape Architecture, Horticulture and Crop Production Sciences

The Department of Landscape Architecture, Planning and Management

Food and Landscape

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Abstract

Let's shift our perspective and seek solutions to global environmental challenges within the dining cars of long-distance trains. This study explores how the dining car can serve as a smaller scale for addressing complex environmental issues, offering insights applicable on a larger scale. The research question posed was: How could food be used as a metaphor for sustainability through the example of the dining car? To answer this question, a mixed-methods approach involving desk study, questionnaires, and participant observation was employed, underpinned by the theoretical framework of environmental development. Results were analysed through the lenses of ecological, economic, and social sustainability. The study reveals the pivotal role of dining cars and their offerings in fostering sustainable train travel, with implications for broader sectors. Findings indicate that many passengers opt for trains due to their eco-friendliness, highlighting the importance of aligning train services with Swedish values such as public access rights and Swedish sourced food. Additionally, the study delves into the social dimension, considering the welfare of onboard staff and leveraging their valuable insights.

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Preface

In this section, I would like to elaborate on the journey that led me to my current position and the evolution I have undergone throughout my academic career. I began my academic career with a university degree in theatre pedagogy that allowed me to explore the intricacies of dramatic arts and their educational applications. However, my academic journey took a turn, leading me to pursue of a bachelor's degree in environmental science. This transition was driven by a growing interest in environmental issues and a desire to contribute to the sustainable development of our planet. As I started exploring environmental science, I found myself immersed in a world of ecological studies, conservation efforts, and sustainable practices. The knowledge and insights gained during this phase of my academic journey were invaluable, providing me with a comprehensive understanding of the intricate relationships between humanity and the environment. During this transformative period, I also explored practical work by taking up a role as a train cleaner at one of Sweden's prominent train companies. This experience allowed me to gain first hand insights into the field of transportation and logistics, which, as it turned out, would play a pivotal role in shaping my future academic pursuits. After my bachelor's degree, I decided to continue my academic career with a master's degree in food and landscape. Balancing my responsibilities at my work with my academic studies, I discovered a remarkable confluence of interests. It was at point that I started to notice a deep a profound connection between food, the landscape, and the human experience on trains. This realisation became the reasoning for my decision on my topic for my master's thesis – dining cars on long distant trains in Sweden.

My master's journey has been a captivating journey, delving into the intricate interplay between food production, environmental sustainability, and the cultural significance of landscapes. Through thorough research and academic exploration, I have I've sharpened my skills in this engaging field, gaining a deeper appreciation for the significant impact that our choices in food production and land use have on the world around us.

In conclusion, my academic career has been a dynamic and transformative journey, shaped by a series of unexpected twists and turns. From theatre pedagogy to environmental science and finally to food and landscape studies, each phase has contributed to my growth as a scholar, a professional and as a human. The fusion of my experiences at a big train company with my academic pursuits has afforded me a unique perspective, allowing me to explore the complex web of connections that exist between our choices, the environment, and the communities we serve.

1. Introduction

The world faces enormous challenges when it comes to sustainability and sustainable development. Different sustainability issues are interconnected with each other, which makes it extremely difficult to work with one issue, without also having to work with the other. At the same time, there are many shades of grey and no simple solutions or easy fix. The great complexity of sustainability issues underlies the difficulty of solving these life-threatening problems. In 2009 a group of scientists led by Johan Rockström introduced the concept of planetary boundaries (Stockholm Resilience Centre 2023). Rockström et al. (2009) proposed the concept of planetary boundaries as a novel approach to global sustainability. The planetary boundaries are meant to serve as limit points for human activities. Staying within these boundaries ensures safe and sustainable operations (Rockström et al. 2009). In 2009, when the article was first published, three of the nine planetary boundaries had been transgressed. By 2023, the number had risen to six out of the nine planetary boundaries (Stockholm Resilience Centre 2023). This strongly suggests that we are moving in the wrong direction. Understanding the interplay between boundaries, with a particular focus on the interaction between climate change and biodiversity, is crucial in both scientific inquiry and practical application according to Stockholm Resilience Centre (2023).

Food is inherently entangled with various components, encompassing everything from production and consumption to waste. Concurrently, agriculture stands out as one of the major contributors to climate change (Willett 2019; Wood et al. 2019). Steel (2012) argues for the necessity of a philosophical vision to effectively address global threats such as climate change and resource depletion, emphasising the critical role of food in shaping this vision. The question of how we should eat is closely intertwined with how we should live. By comprehending and harnessing the influence of food, we can strive towards forging a more sustainable and prosperous future (Steel 2012). This perspective is encapsulated in the concept of foodscapes, exploring the intricate interconnection between food and landscape, with foodscapes shaped, influenced, and transformed by production methods and cultural associations (Vonthron et al. 2020; Jönsson & Marshall 2022; MacKendrick 2024). Foodscapes serve as a valuable tool for analysing how food, places, and people are interconnected and interact (Mikkelsen 2011). Operating at various scales, from global food production to local settings such as restaurants, food markets, or private homes (Vonthron et al. 2020; Jönsson & Marshall 2022), foodscapes provide insight into the complexity of sustainability issues. This complexity can be further understood by examining smaller foodscapes, shedding light on the different components that collaboratively form a foodscape. By using a smaller foodscape as a referent point, I hope to better understand the different parts that make up our food system.

To illustrate this concept, I have chosen the foodscape example of the dining car on long-distance trains. I can clearly see an interconnection between food, landscape and people on long distant trains equipped with dining cars. Through its role in shaping the food experience for passengers, the dining car exemplifies the complex relationships between people and food within different contexts, emphasising the multifaceted nature of foodscape analysis. The choice of using trains as my starting point is grounded in the sustainability of trains themselves. Trains as a mode of transport are frequently portrayed as one of the more environmentally friendly options for travel (Katz-Rosene et al. 2021; International Energy

Agency, 2022), positioning them as a key contender for advancing ecological sustainability within the context of sustainable development. As long-distance trains are already considered a sustainable travel option, and train companies market themselves through their sustainability efforts, trains would make a perfect platform for further enhancing sustainability during train journeys. Simultaneously, there is the potential to serve as a role model for others in promoting sustainability, providing a tangible starting point for a more sustainable journey towards a better world. By focusing on the train and the dining car, I scale down the complexity, allowing for a more tangible exploration that can be translated back to a larger scale. Using food as a metaphor for sustainability through the example of the dining car involves drawing parallels between the way we approach, consume, and appreciate food and the principles of sustainability. Steel (2020) echoes a similar sentiment about food, highlighting its symbolic and tangible nature as a tool for comprehending complexity. Despite its pervasive presence, our connection to food's intrinsic value and its impact on our lives has diminished (Steel, 2020). Viewing different aspects from the perspective of food unveils new possibilities and offers a lens to trace our past, understand our present, and imagine a future where food remains crucial for our survival and prosperity (Steel, 2020).

The purpose of the following study was to show how the train's dining car could be used as an example of how complex environmental problems could be solved on a smaller scale and then use it as a metaphor for addressing similar issues on a larger scale. The research question for this study was: How could food be used as a metaphor for sustainability through the example of the dining car?

2. Research methods

This study utilises three methods: desk study, questionnaires, and participant observation. The rationale behind choosing these three distinct methods is that they complement and reinforce each other. While each part is valuable in its own right, their true significance emerges when they are compared—a step I have chosen to undertake in the discussion. In the discussion, I will also draw connections to the broader context, highlighting how the dining car serves as a metaphor for sustainability and sustainable development.

The initial part of the study is the desk study, where I present the literature research from the academic world and information from other sources such as websites, reports, radio programs, and YouTube videos. These sources primarily contain information about the history of the dining car and eating habits on long-distance trains. The decision on what to include in this part of the study was guided by the research question, focusing on gathering information that would address the research question.

With the information acquired from the desk study, the design of the questions for the questionnaire took shape. This decision to include a questionnaire was based on how it provided a second perspective—that of the travellers. The aim of the questionnaire was to comprehend people's travel habits and preferences, as well as to understand people's views on the dining car and its importance to long-distance trains. Additionally, I sought to determine if there was a relationship between different age groups in their attitudes toward long-distance trains and the importance of the dining car.

I have chosen to commence my investigation by presenting the findings of the desk study and the questionnaire as it provides a thorough and comprehensive understanding essential for comprehending the subsequent part of the study, centred around the participant observation. This sequence has also clarified which information needs to be supplemented through observations from my work as a train cleaner. This section is more focused as it delves into my personal experiences and observations while working at a large Swedish train company. Here, I elaborate in greater detail on the interconnectedness of various aspects within the company. Additionally, I put forward various proposals regarding how train companies could improve and enhance.

As a concluding touch, I decided to include a future perspective in the form of a brief description of how each section could be effectively applied in the creation of a dining car for long-distance train journeys. This section was called “*What to bring into a dining car*” and was placed after each section in the result. This has also been used in the discussion to promote my results.

2.1 Desk study

The desk study was meticulously divided into four distinct sections, each with its unique focus. This deliberate structuring was carried out with the primary aim of dissecting and comprehending the various facets comprehensively. Throughout this study, concepts such as foodscape and sustainable development were woven into the analysis, contributing to a holistic understanding of the subject matter. The decision to use the term 'foodscape' was driven by the recognition of the critical role that exploring culture and food experiences plays in enhancing our understanding of how food systems impact individuals. Furthermore, to effectively address the intricacies of the food-people-territory connection, an integration of people-based and place-based approaches is necessary (Vonthron et al. 2020). The concept of sustainable development was employed as the theoretical framework, providing the structure for the study. The choice was grounded in the three fundamental pillars—social, environmental, and economic development—that constitute sustainable development. A distinct correlation exists between these two concepts foodscape and sustainable development, as both advocate for a comprehensive perspective. This section of the study also incorporates trains. This decision was made to enhance my understanding of the history of trains and to explore the impact and possibilities that trains offer in terms of sustainability.

2.2 Questionnaire method

The second method comprises a questionnaire administered to the public. For this study, the chosen methodology is a quantitative approach in the form of questionnaires. The method was subsequently analysed based on the chosen theoretical framework. The decision to use questionnaires was motivated by the belief that they offer a method capable of yielding the most comprehensive and honest responses. Informants remain entirely anonymous and can complete the questionnaire at their convenience, which promotes a sense of security and, in turn, encourages more honest responses.

2.2.1 Selection

When using questionnaire, it is important to acknowledge that there is a potential risk, as respondents may have a tendency to present themselves positively or select what they perceive as the "correct" answer, leading to unconscious biases and choices that may not entirely align with reality. To mitigate this risk, it was essential that the questions were crafted in a manner that avoided any inherent bias towards one response option being perceived as more correct than another (Bryman 2018). This was accomplished by structuring the questionnaire to ensure that the answer options reflected diverse opinions on the matter. This design allowed for a more comprehensive range of perspectives. Additionally, I incorporated follow-up questions for specific answers, targeting respondents who had chosen a particular option. Towards the end of the questionnaire, I asked the respondents to elaborate on their response to the final question. This was intended to provide respondents with the freedom to express their opinions more fully. The reliability and validity of both methods were rested on the design of the questions. Therefore, it was important to be careful about how the questions were asked, and which questions were asked to increase the reliability and validity of the methods. A stratified sample was made where the population was divided into six sub-populations based on age. The six sub-populations were as follows 15-25, 26-30, 31-40, 41-50, 51-60 and 61-70 in accordance with Byström and Byström (2011). There were 82 respondents in the age group 15-25, 70 respondents were in the age group 26-30, for the age group 31-40 there were 35 respondents, in the age group 41-50 there were 22 respondents, for the age group 51-60 there were 33 responses and for the last age group 61-70, 28 respondents answered. Since the respondents were determined based on the individuals who saw and chose to fill in the survey themselves, it also included both a convenience sample and a voluntary sample in accordance with Hjerm, Lindgren and Nilsson (2014).

2.2.2 Execution

The survey was created via google survey tool and was then shared on my private Facebook page and in the Facebook group "Gröna Grenen - Miljövetenskap på Mah/Mau". The survey was also shared on the Facebook group Landskapsarkitektstudenterna Alnarp. The post was public and shareable and was shared seven times on from my Facebook page. The survey was also sent via the Swedish University of Agricultural Sciences (SLU) intern mail list to all program students on the university. Lastly the survey was shared on my LinkedIn page. The participants were from different backgrounds and ages. The questionnaire was available for answers between the 20th of March and 9th of July 2023. The questionnaire was in Swedish, this choice was made since it was about travel- and dining habits on long-distance trains in Sweden and a majority of the selection group was considered to be Swedish speaking. This demarcation was done deliberately.

2.2.3 Analysis method

I analysed the questionnaire results using Microsoft Excel, where I coded the material in accordance with Bryman (2018). I organized the responses into six age groups. Additionally, I

created a seventh group that represented the overall totals for each answer option. Based on these responses, I generated diagrams for each question and its corresponding answer options in the questionnaire. This provided me with a comprehensive overview of the results, enabling me to draw meaningful conclusions regarding different age groups and eating- and travel habits.

2.3 Participant Observation

In this section, I choose to direct the spotlight on myself, delving into my personal experiences and observations while working at one of Sweden's largest train companies. I have chosen to use the method participant observation in accordance with Jacobsen (2017) to observe my work at a train company. I present my own experiences and observations as an additional layer to create a more comprehensive and realistic depiction of what a future dining car could look like. This is done by observing what passengers consumes on the train and what they leave on the train in form of waste. Furthermore, this section is more focused as it elaborates in greater detail on the interconnectedness of various aspects within train companies and offers several proposals for improvement and enhancement.

3. Theoretic framework: Sustainable development

The term "Sustainable development" was initially introduced in 1979 during the rise of environmental movements. However, it wasn't until the publication of the 1987 *Report of the World Commission on Environment and Development: Our Common Future*, commonly known as the Brundtland report, that this term gained broader recognition and usage (Lidskog & Sundqvist 2011). The core concept of sustainable development advocates that development should be approached with three distinct sustainability perspectives in mind: economic sustainability, social sustainability, and ecological sustainability. It is necessary that these three perspectives hold equal importance throughout the developmental process (Slätmo et al. 2017). This necessitates striking a balance among these three facets as development unfolds (Lidskog & Sundqvist 2011; Bonnedahl 2012). Sustainable development is essentially a dynamic process rather than a static state, as underscored in the Brundtland report. It envisions a scenario where harmony prevails among these sustainability dimensions. Nevertheless, it's important to note that the concept of sustainable development provides a framework for integrating environmental policy and development strategies. Simultaneously, it emphasises that the concept of development should be interpreted broadly, acknowledging its inherent limitations (Report of the World Commission on Environment and Development: Our Common Future, 1987). Sustainable development remains a multifaceted concept with no precise definition. In the Brundtland report, it is loosely described as the development and utilisation of natural resources without jeopardising the needs of future generations while satisfying the present needs (Lidskog & Sundqvist 2011; Bonnedahl 2012; Röös 2017; Torpman 2017). This loose and adaptable framework has contributed to the widespread acceptance of the concept across various spheres (Röös 2017). However, this adaptability also poses a challenge, as an overly liberal interpretation of the concept can diminish its significance and render it impractical.

Consequently, this complexity hinders the pursuit of sustainable development (Bonnedahl 2012; Röös 2017).

4. Results and analysis

4.1 Desk study

Globally rail is considered to be one of the most environmentally friendly ways of traveling. Electric rail does not release any direct CO₂ emissions and accounts for about 80 per cent of passenger rail activity globally (International Energy Agency 2022). According to Katz-Rosene et al (2021) rail is using on an average 4.1 tons of oil equivalent for every million passenger kilometres, compared to flights that has an average of 42.98 tons of oil equivalent for every million passenger kilometres. A growing awareness of the carbon footprint of aviation have resulted in travellers finding other more efficient transport modes instead (Katz-Rosene et al. 2021). In Sweden the term aviation shame (*flygskam*) has been growing more and more popular since Greta Thunberg, a well-known Swedish climate activist, decided in 2019 to go on a tour around Europe to raise awareness of climate change. What was unique with the tour was that it was conducted solely by train traveling (Orange 2019). Thunberg's decision started a snowball effect and the higher awareness of aviation's carbon footprint, and the benefits of train travel increased swedes interest of long-distance rail travels. The Swedish train company Snälltåget saw a significant increase in ticket sales in 2019, this happening in the same period that flights between Malmö and Stockholm decreased with 10 per cent (Abend 2019). Also, the rest of Europe saw an increase in the interest of train travels. According to Abend (2019) the largest interrail company in Europe ÖBB, has had an increase of ticket sales with 10 per cent. The European union have declared to become the first climate neutral continent by 2050. To achieve this the new European green deal the European union decided 2021 on a new climate law called Fit for 55, which have the generous goal of making Europe the first carbon dioxide neutral continent in the world. The new Fit for 55 package establishes that the EU's emissions must be reduced by at least 55 per cent by the year 2030 and that EU must achieve climate neutrality by 2050 at the latest. This means that EU will have a significantly greater role in decisions regarding Sweden's climate policy (Azevedo 2021; Klimatpolitiska rådet 2022; Det Svenska EU-ordförandeskapet 2023). Investments on more and better passenger traffic within EU is one of the goals of the European green deal (McClanahan 2022). To build a modern integrated transport system is one of EUs aims. This would increase the EU's competitiveness on a global scale. To achieve this goal, EU plans to invest in well-functioning infrastructure that can efficiently, sustainably, and safely transport passengers and goods (European Commission 2021). In 2020 the Swedish state gave the Swedish Transport Agency the task of procuring train traffic down to the European continent. The routes proposed were night trains between Stockholm and Hamburg and night trains between Malmö and Brussels (Nyström 2021a). Since there was complication by the fact that procured traffic is not permitted south of the Danish-German border which means that train companies cannot receive compensation for driving in Germany and Belgium, no train company was willing to undertake the task and therefore there will be no night train service between Malmö and Brussels. However, the Swedish railway

company SJ did win the tender to start the train service between Stockholm and Hamburg (Nyström 2021a). The night train is now traveling between Stockholm and Hamburg year-round, and during some parts of the year the line is extended from Hamburg to Berlin (SJ 2024). In 2021, the European Commission invested in the “European Year of Rail”, which highlights train travel in Europe as the most sustainable travel option. In order to attract more travellers to the trains, a series of activities were planned at various locations around Europe. This was an investment to contribute to the EU Green Deal goal of becoming climate-neutral by 2050 (European Commission 2021). EU funding instrument for strategic investment in transport, energy and digital infrastructure, the Connecting Europe Facility (CEF), is a tool for EU to build an effective EU-wide transport infrastructure network. This will be done through the Trans-European Transport Network policy. CEF is focused on supporting the implementation of the Trans-European Transport Network (TEN-T) this is done by investing in cross-border connections, missing links, and promoting sustainability and digitalisation (European Commission 2021).

4.1.1 Foodscape and Connection to landscape

Food binds people together, no matter who you are, where you were born or where you grew up, we all have food in common, we all need to eat. But food is not only a set of nutrients that is a necessity for your body to survive. Food is also culture, and it is heritage (Giovine & Brulotte et al. 2014). At a lecture held by Graham Fairclough in 2021, heritage is presented as not fixed; instead, it is a process that evolves over time. Heritage is all around us. It is things that we want to pass on, but also how we connect with the past and the future. Heritage is ideas, customs, and traditions. It is the cultural aspects of life and civilisation. Food heritage is more than meals or the cooking technique, or even the food process. Food heritage also extends to the cultivation of food and is also interlinked with landscape. Fairclough argue that landscape and heritage are intertwined with each other and describe the landscape as following; “[...] *land can be owned by somebody, but landscape is never owned by anybody because it’s shared by all*” (Fairclough n.d). By this Fairclough means that landscape and heritage include all aspects of the environment and reflects the interaction between places, people, and time. According to Fairclough, landscape is, just like heritage, a way to understand and see the world around you and to connect with people that are sharing that experience. The interconnection between food and landscape is what is called a foodscape. The meaning of the term foodscape is used to explain how food landscapes are shaped, influenced and transformed by production methods and cultural associations, like social practices such as eating, cooking and even by shopping. But the foodscape is also influenced by legal- and political institutions, economic decisions, and by relations of power within food systems (Vonthron et al. 2020; Jönsson & Marshall 2022). Vonthron et al. (2020) continues to argue that the term foodscape could be used by the growing interdisciplinary food environment field as a distinctive term that are focusing on the constructivist, political and perspectival dimensions of the 'food environment'. MacKendrick (2024) highlights the importance of comprehending and reshaping our foodscapes for the better. This is significant as it enables us to address issues of food access, encourage healthier food choices, comprehend cultural dynamics around food, and strive towards creating more sustainable and equitable food systems (MacKendrick 2024). Foodscapes play a crucial role in shaping our food environments, which, in turn, impact our access to healthy and nutritious food.

By understanding the dynamics of foodscapes, we can identify areas where there may be limited access to fresh produce or where unhealthy food options dominate. This knowledge can guide efforts to enhance food access and promote healthier food choices (MacKendrick 2024).

The European Landscape Convention defines landscape as following "*Landscape*" means an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors" (Council of Europe 2016) The interlinkage between food and landscape are very prominent and has deep roots in our heritage, it has shaped human societies through history (Steel 2020). In Sweden the right of public access (*allemansrätten*) is deeply rooted in the Swedish culture and has contributed to a strong connection between Swedes and the outdoors. The right to enjoy nature by picking mushrooms and berries or go hiking is something that Swedes take for granted. This also creates a deep feeling of affinity and belonging with nature and the landscape (Sandell & Svenning 2011). The right of public access is part of the Swedish heritage and has shaped the relationship between people, nature, and food. In Sweden during the 19th century, the right of public access was not used for outdoor life but was mainly used by the poorest in the society and people without property. Being allowed to look for food such as berries and mushrooms in the forest was crucial for this social groups' survival (Ahlström 2008). This has changed over the years but the right to foraging is still a big part of the right of public access and of Swedish heritage.

What to bring into a dining car

To create a more sustainable dining car, it is essential to incorporate foodscapes. This is because exploring culture and food experiences significantly enhances our understanding of how food systems impact individuals. Heritage must also be considered, along with landscape traditions. The strong connection that Swedes have to the Swedish landscape should be reflected in the food served on the trains. Foraged mushrooms, berries, and other edibles from the Swedish landscape should be part of the menu.

4.1.2 Eating the landscape

Landscape represents heritage, and food connects eating habits and food culture with the physical character of the lands where that food is produced, as well as the inhabitants' identity. Natural pastures have existed for many hundreds of years in Sweden. They have shaped the landscape and historically included a large part of Swedish agriculture (Jordbruksverket 2022). Open landscapes are typical for Sweden, and according to Naturskyddsföreningen (2021), grazing livestock are necessary to keep these landscapes open. Biodiversity is also benefited as grazing animals provide rich nature. Many Swedes want to protect the open landscape as it has become so typical of the Swedish countryside and is part of the Swedish heritage. Swedes are even prepared to pay more for meat that comes from grazing livestock (Kumm 2017). In 2016, the Federation of Swedish Farmers, the Swedish Food Federation, and the Swedish Food Retailers Federation, on a joint initiative, launched the voluntary label of origin *From Sweden (Från Sverige)*, which was later expanded to three different labels: Meat from Sweden (*Kött från Sverige*), Milk from Sweden (*Mjölk från Sverige*), and From Sweden (*Från Sverige*). The purpose of the labelling was to provide consumers with clear information on where the foods came from and thus make it easier for consumers to choose Swedish-grown food. Consuming

food made of ingredients grown in Sweden is important to many Swedish consumers. The main reason for this, according to Svenskmärkning AB (2023), is that Swedes want to support Swedish farmers. Other reasons are that Swedish-grown food consumed in Sweden uses less transport, which benefits the climate, and that fewer antibiotics are used in Swedish animal breeding than in other parts of the world (Svenskmärkning AB 2023). Nevertheless, not all meat produced in Sweden originates from grazing livestock. According to KRAV (2021), a Swedish label for organically produced food, only 2 per cent of Swedish pigs are allowed outside. Young bulls from dairy cattle typically spend most of their lives indoors. Hessle et al. (2021) indicate that these animals constitute 7.3 per cent of all Swedish cattle. Dairy-producing cattle graze only during the summer months, while meat-producing cattle graze year-round (Hessle et al. 2021).



Figure 1: Image of swedish cows enjoying their summer pasture (Privat 2023)

The intricate relationship between Sweden's natural beauty and its culinary heritage holds significant importance. Across Sweden's varied landscapes, the fertile land yields an abundance of exceptional produce that has left a lasting mark on gastronomic history. For example, Scania is well-known for its extensive rapeseed fields, which burst into bright yellow blossoms during spring, dramatically altering the landscape. Additionally, the vast apple orchards in eastern Scania contribute to the region's unique charm and agricultural prominence (Skåne n.d). Heading west along the coast towards the lively city of Gothenburg, one encounters a wealth of marine delicacies. This region is revered for its abundant seafood offerings, with its undisturbed waters providing an array of delights for discerning food enthusiasts. From fine dining to simple seafood dishes (Visit Sweden 2023a). In the northern parts of Sweden, a distinct culinary tradition unfolds. Here, the flavours are shaped by the wild landscape, with cranberries and cloudberry gracing dining tables alongside venison sourced from indigenous

reindeer and moose. These regional culinary delights pay homage to the robust food traditions thriving in the wilderness of northern Sweden (Visit Sweden 2023b). While regional specialties thrive, certain essential ingredients have become integral to Swedish cuisine, transcending geographical boundaries. Crispbread, with its satisfying crunch, remains perennially popular. Potatoes, unassuming yet versatile, take centre stage in Swedish cuisine. Herring, prepared in various culinary styles, is a staple at festive gatherings (Visit Sweden 2023b). Lingonberries and blueberries are found in most of Sweden and are very much part of the Swedish cuisine. In this rich culinary tapestry, Swedish nature and its agricultural bounty serve as constant sources of inspiration, creating a diverse array of flavours that blend tradition with innovation.

What to bring into a dining car

To cater to the preferences of Swedish passengers, the majority of the food served in the dining car should originate from Sweden, with an emphasis on meat sourced from grazing livestock. This information should be effectively communicated to customers. The dining car could also serve as a place where various culinary traditions from different parts of Sweden converge, offering a reflection of the country's diverse landscapes. This approach allows the dining car to showcase the entirety of Sweden and its varied regions. Furthermore, it opens the door to incorporating new food experiences by introducing monthly specials inspired by the diverse landscapes. This not only provides a change for regular travellers but also presents a creative challenge for the chefs responsible for providing and preparing the food.

4.1.3 Train food system

In the 1860s, train travel in the USA became increasingly accessible to the public. Consequently, the growing accessibility of transportation also necessitated an increased accessibility of food for passengers. Passengers were required to obtain their meals from the numerous restaurants situated at the stations along the way. However, a practice had emerged where these establishments reportedly delivered food shortly before the train's departure. This resulted in guests often having to leave behind substantial leftovers, which could then be served to the next set of hungry train passengers arriving at the station (N.C. Transportation Museum 2020). Some passengers opted to bring their own food on the train, but this practice often led to the issue of attracting flies due to waste. To address this challenge and improve food access on the train, a dining car was introduced in 1867, establishing dinner on the railroad as a fixture of long-distance rail travel. Staffed by up to eleven people, the dining car, despite its relatively small space, incurred significant costs to maintain such a workforce. This financial strain was particularly pronounced when the dining car did not generate sufficient profit (N.C. Transportation Museum 2020). Despite the dining car's lack of profitability, it played a crucial role in enhancing competition among various railroad companies in the early 1900s in the USA. During this period, train companies were largely indistinguishable as they all facilitated travel from one destination to another. However, the food service offered a unique avenue to create a distinctive and memorable travel experience. It transformed the journey into a luxurious affair, complete with fine porcelain, white linen tablecloths, exceptional service, and regionally representative cuisine from the local region that the train was passing through. The restaurant experience became the focal point of the railroad companies' advertising efforts, emphasising

that they were offering more than just transportation; they were selling a travel experience (N.C. Transportation Museum 2020). In 1856, Sweden launched its first set of railway tracks, comprising three distinct tracks designed for public transportation (Högman 2022a). However, resistance from the Swedish train company SJ, who had monopoly on the railroad, hindered the installation of a dining car on the trains. During this period, Sweden maintained a robust hierarchical system, and the employment of restaurant staff was viewed as both cumbersome and low-class—associations SJ sought to avoid. Nevertheless, in 1896, SJ commissioned the Malmö-based industrial company Kokums to construct and showcase two new, modern first-class cars. To their surprise, Kokums opted to convert one of these cars into a dining car. Faced with the prospect of having a Swedish-made dining car, SJ reluctantly agreed to introduce the first dining car onto their trains. The new dining car proved to be a success among the wealthy, quickly earning a reputation for elegance in train travel. Partaking in the dining car experience, and relishing the food and scenery, remarkably made the hard 14-hour journey between Stockholm and Malmö seem much shorter (Högman 2022b; Meny 2022). Subsequent to the introduction of the first dining car, smaller cafes, buffet cars, and even ambulatory serving in passenger carriages were introduced during the 1900s (Högman 2022b).

In the present day, the experience of dining on a train has undergone a significant transformation. In 1968, a new director general at SJ faced the challenging task of enhancing the economic profitability of the railway company. Numerous decisions were made, including the closure of unprofitable railway lines, and the dining car had to adapt accordingly. With 48 non-bookable seats and a considerable staff, the dining car incurred substantial costs for the train company. Consequently, a majority of the staff was laid off, and the introduction of single-use plates and cups aimed at cost reduction. While cooked meals on trains are still available, the paradigm shift towards self-service of coffee, pastries, and sandwiches gradually supplanted the traditional cooked food offerings. This marked the transformation of the SJ dining car from a conventional restaurant setting to its current iteration as a bistro (Meny 2022).



Figure 2. to the left: Image of dining on SJ X 2000 train (Private 2023).

Figure 3. to the right: Image of the seating area in a dining on SJ X 2000 train (Private 2023).

In 2013, SJ made the decision to completely renovate its X 2000 high speed trains. The interior has undergone a complete transformation with the replacement of all elements, accompanied by the integration of advanced technology. Additionally, a comprehensive redesign has been implemented for the bistro, presenting an entirely new aesthetic. (Nyström 2021b, SJ 2023). The red sofas seen on image 3 is now replaced by sixteen new seats (see image 5) and offering room for standing passengers in the new bistro as seen on image 4 (SJ 2021). The first of the new X 2000 trains was put into service in autumn of 2021(Nyström 2021b).



Figure 4. to the left: Image of a dining / bistro car on the new SJ X 2000 train (Private 2023).

Figure 5 to the right: Image of the new seats in a dining /bistro car on the new SJ X 2000 train (Private 2023).

The deregulation of the SJ monopoly commenced in 2006, ushering in a new era for competition in the Swedish railway sector. The advent of competing train companies became a reality, with Snälltåget, owned by the French company Transdev, introducing its first train in 2007. Snälltåget has retained the concept of a restaurant on board their trains (Snälltåget n.d). In line with this commitment, Snälltåget is actively investing in its dining car, as reported by Råls (2020). The company primarily caters to travellers who prioritise a more unhurried pace compared to high-speed trains. Snälltåget views the dining car as an integral part of the overall train journey experience, aiming to offer passengers both a culinary and travel experience. One notable approach to achieving this goal is opting to serve food on porcelain and forgoing disposable packaging (Råls 2020).



Figure 6. to the left: Image of the seating area in a dining car on Snälltåget (Private 2023).

Figure 7. to the right: Image of the counter area in a dining car on Snälltåget (Private 2023).

How food is consumed on trains in Sweden has changed since the first dining car was introduced in the late 1890s, from a well-equipped restaurant complete with chefs, waiters, and fine porcelain, to SJs new X 2000 with room for standing guests. This evolution of dining cars and bistros is not that surprising since there has been an evolution amongst the passengers as well. The very strict class system has disappeared making room for another type of food consumption on today's trains. Today many passengers bring their own food on the trains and consume them in their booked seats. The way people consume food has also changed. According to Räls (2020) a big difference in people's eating habits is that food is constantly present today. Even what we eat and how we eat differ. Today we eat simpler food but more often and we eat on the go. In the past, people ate more regularly at fixed times. They ate proper meals to make it through to the next meal. Today, trains travel at a much faster speed, which means that passengers do not have the same need to eat during the train journey, as it does not take more than a few hours, depending on where you are traveling, of course. The meal on board the train can become more of a treat than a necessary meal to satisfy one's hunger. This could be another reason to why the dining car on the long-distance trains vanished in the late 1980s (Räls 2020).

What to bring into a dining car

In order to know what a future dining car might look like one can look to the past for inspiration. If the dining car in the train should be a selling point one must sell a unique experience similar to the ones that was sold back in the 1900ths but mixed with the modern lifestyle of food on the go.

4.1.4 Tourism, food, and trains

Food is an important part of tourism. Many tourists want to enjoy good food that is preferably produced from local ingredients that is typical of the specific location. Food can be seen as a

tourist destination in itself (Kovalenko et al. 2023). Gastronomy and unique culinary features and traditions are used as a tool to attract tourists. Local food has the power of enhancing the image of a destination (Kovalenko et al. 2023). This is done through identity, national, regional, and personal identity (Choe et al. 2018). Tourists are seeking new experience and are actively looking for things that will fully allow them to explore the culture and traditions of the place (Choe et al. 2018; Kovalenko et al. 2023). The gastronomy has been used as a tool to attract tourists and has become a crucial element of the tourism experience. In other words, food has gone from an essential to a significant part of the travel experience (Kovalenko et al. 2023). According to Sims marketing local food products could lead to improved economic and environmental sustainability for the rural host community and create a more sustainable tourism. This is because of an increased interest in local food and drink products could encourage sustainable farming methods and support of local businesses. By also building a brand or an image for the specific region, more visitors can be attracted there, which creates a virtuous circle. The food products connected to the image of the place will also be connected to the landscape that tourists will gaze upon when visiting the place. The sense of authenticity of the place is important for tourists. The local food products, together with the traditional landscape and even the methods by which it's produced, will strengthen the sense of authenticity for the visitors during their holiday. By taking advantage of the importance of food for tourism, you can attract the tourists with unique food experiences (2009).

Old railways from mines or old train lines have been given new life by railway enthusiasts creating tourist destinations by offering unique experiences such as riding steam locomotives. One example of this is the steam train between Brösarp and S:t Olof at Österlen in Sweden. The train travels back and forth from Brösarp during the summer months and are a popular tourist attraction (Skånska järnvägar 2023). You can choose to either travel in the passenger cars and enjoy the view of the Scania landscape or you can choose to travel in the train's dining car from 1946 complete with white tablecloths and porcelain, here you will enjoy a three-course meal (Skånska järnvägar 2023). The concept of holidaying by train has become a captivating draw for tourists seeking a distinctive experience. Numerous train companies have specialised in becoming tourist attractions, with the Glacier Express in Switzerland serving as a prime example. This scenic rail itinerary traverses the Swiss Alps, affording passengers an expansive view of the surrounding landscape. The dining experience on board is elevated in their dining car, featuring locally inspired dishes (Glacier Express 2019). Another comparable train experience is the Tren Costa Verde Express. It provides passengers with a six-day stay onboard, allowing exploration through northern Spain with visits to notable highlights of the region. On the train, passengers have the opportunity to enjoy a variety of Spanish gastronomy, adding to the overall experience with a taste of the local culinary offerings. (Tren Costa Verde Express n.d). This type of journey exemplifies the growing trend of train travel as a holistic and immersive vacation experience, combining scenic views, cultural exploration, and culinary indulgence. It is, however, worth noting that this form of train travel often comes with a higher price tag, making it less accessible for budget-conscious travellers.

What to bring into a dining car

By recognising the great importance of food for tourism and tourists' interest in experiencing something unique and special combined with the need to travel within the country, the train companies have a great opportunity to capture this by designing a dining car that reflects this search for experiences.

4.2 Questionnaire

A total of 270 responses were collected for this survey. The initial question inquired about respondents' age, aimed at discerning whether age played a part in shaping behavioural patterns concerning long-distance train journeys. The responses were categorised into various age groups, and the distribution was as follows: The largest age group consisted of respondents aged 15-25, with a substantial 82 respondents choosing this option. Following closely, the age group 26-30 was the second largest, with 70 respondents falling into this category. There were 35 respondents in the 31-40 age group, 22 respondents in the 41-50 age group, and 33 respondents in the 51-60 age group. The 61-70 age group received responses from 28 participants, representing a significant portion of the survey participants. It is worth mentioning that the last three age group options, namely 71-80, 81-90, and 91-100+, did not receive any responses. Subsequently, the forthcoming results will present how these distinct age groups responded to the survey's questions, providing valuable insights into the impact of age on behaviour patterns related to long-distance train travel.

Diagram 1, as presented below, illustrates the responses of distinct age groups within the survey to Question 2, which examines the frequency of their long-distance train usage within Sweden. Diagram 1 reveals insights into the frequency of long-distance train usage among different age groups in Sweden. Notably, none of the respondents indicated using the train several times a week. Only one respondent in the 31-40 age group reported using the train once a week. The majority of respondents fell into categories such as "Two to three times a month," "Less than two to three times a month," and "Two to three times a year," suggesting a diverse but relatively moderate usage pattern. A notable proportion of respondents, particularly in the 15-25 and 26-30 age groups, reported using the train less frequently, either "Once a year" or "Less than once a year." Additionally, a small number of respondents in various age groups indicated never choosing the train, opting for alternative transportation methods. The findings provide a comprehensive overview of the survey respondents' frequency of long-distance train usage within Sweden across different age groups. The results reveal variations in travel habits and preferences among respondents, shedding light on the diverse transportation choices within the surveyed demographic.

Diagram 1. Shows how the different age groups answers to the question numbered 2 “How often do you travel with long-distance trains within Sweden?”

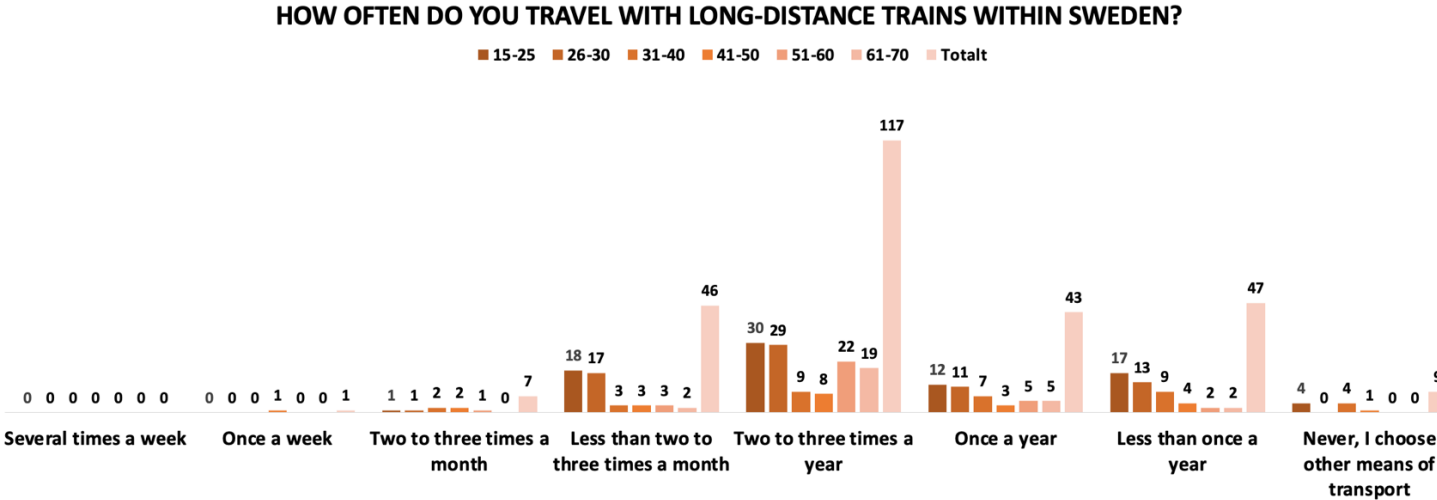


Diagram 2, shown below, presents the responses of diverse age groups within the survey to Question 3, which explores their motivations for choosing long-distance trains for travel within Sweden. Respondents were asked to select from a range of factors, including cost, eco-friendliness, onboard comfort, journey smoothness, city centre accessibility, onboard dining options, punctuality, and other reasons. Importantly, respondents were permitted to choose multiple options.

Diagram 2 reveals diverse factors influencing passengers' choices of long-distance trains for travel within Sweden. Affordability emerged as a key consideration for 72 respondents across various age groups. Additionally, 190 respondents identified 'eco-friendly travel option' as a significant motivator, reflecting a growing preference for environmentally sustainable transportation. Onboard comfort played a crucial role for 102 out of 270 respondents, emphasising the importance passengers place on a comfortable travel experience. Direct accessibility to city centres was valued by 136 out of 270 respondents, highlighting the significance of convenience. In contrast, only a small proportion of respondents (ten in total) identified 'The food and the dining car on board' as a primary consideration, suggesting limited influence compared to other factors. Punctuality was a minor factor, with four respondents, primarily from the 15-25 and 26-30 age groups, highlighting its importance. Additionally, 28 out of 270 respondents provided diverse responses under 'Other,' indicating that individual preferences and considerations beyond the predefined options play a role in decision-making. Overall, this analysis underscores the multifaceted nature of passenger preferences, with cost, eco-friendliness, comfort, and convenience being prominent factors influencing the choice of long-distance trains for travel within Sweden.

Diagram 2 indicates that the primary motivations for respondents choosing long-distance trains in Sweden are related to cost, eco-friendliness, onboard comfort, and city centre accessibility. The findings suggest that passengers value affordability, sustainability, and a comfortable travel experience. Onboard dining and punctuality are relatively less influential in shaping travel choices. The 'Other' category highlights additional considerations provided by respondents, contributing to a comprehensive understanding of diverse factors influencing travel decisions. Diagram 2 offers valuable insights into the diverse considerations that influence respondents' preferences for long-distance train travel within Sweden across various age groups,

encompassing economic, environmental, comfort, convenience, dining, and personalised reasons.

Diagram 2. shows how the different age groups answers to the question numbered 3: “Do you choose long distance trains within Sweden because”.

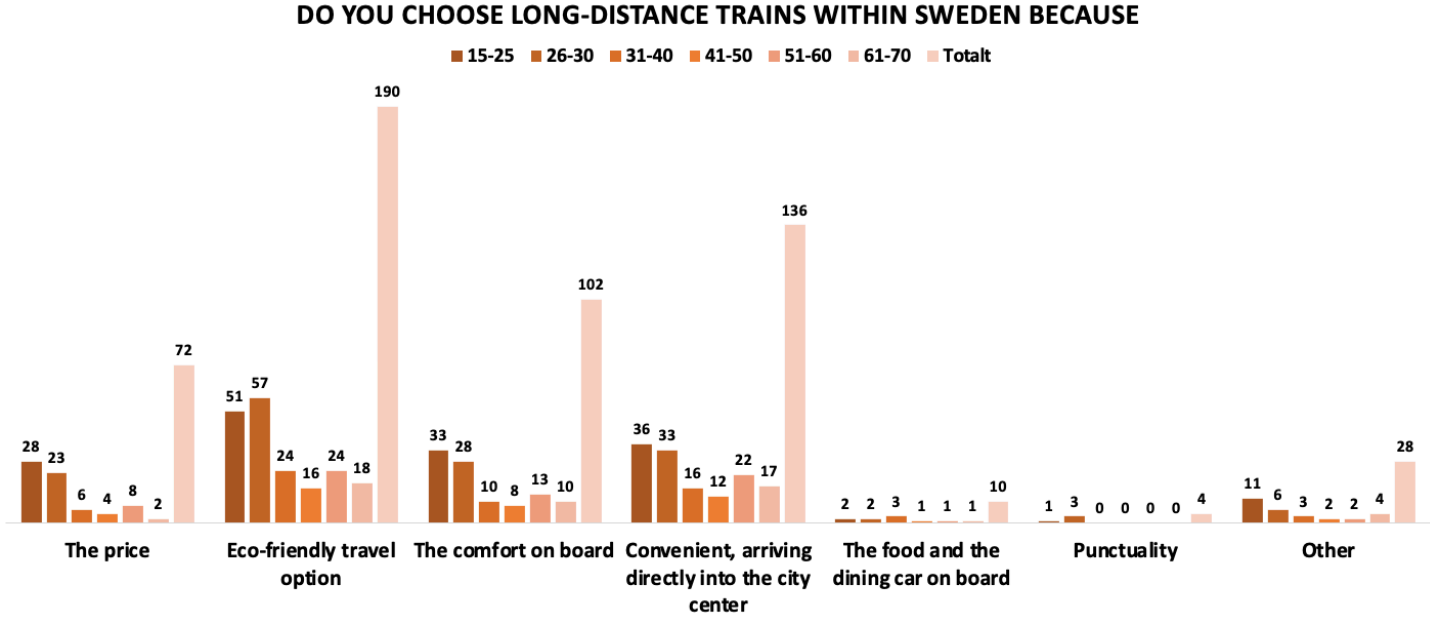


Diagram 3, displayed below, illustrates the responses of various age groups in the survey to question 3a: 'Why do you choose alternative modes of transportation over the train?' This query was directed at participants who selected the response option 'Never, I choose other means of transport' in the third question of the questionnaire. Consequently, not all respondents answered this question.

Diagram 3 reveals key insights into the factors influencing respondents who opt for alternative modes of transportation over the train, particularly those who never choose the train. Notably, a significant 106 out of 270 respondents, spanning various age groups, highlighted the perceived high cost of train travel as a deterrent. Additionally, 54 out of 270 respondents expressed concerns about the train being too slow, while 60 out of 270 respondents cited issues such as delays as contributing to their choice of alternative transportation. Furthermore, 50 out of 270 respondents believed that other means of transport provide more advantages, showcasing a perception that the train falls short in delivering a competitive and appealing travel experience.

Diagram 3 provided insights into the preferences of different age groups regarding alternative modes of transport and highlights factors influencing their choices. It also reveals diverse reasons why respondents opt for alternative modes of transportation over the train, particularly among those who never choose the train. Among the specified reasons, the perception of the train being too expensive emerges as a widespread concern, with a notable number of respondents across various age groups expressing this viewpoint. Another significant factor influencing the choice of alternative transportation is the perceived slowness of the train, as indicated by a considerable number of respondents in different age brackets. Additionally, issues related to delays and similar problems contribute to respondents' preference for alternative means of transport. A substantial portion of respondents also believes that other

modes of transport offer more advantages, showcasing varied considerations among different age groups. These numerical trends underscore the importance of addressing cost concerns, improving train speed and reliability, and enhancing the overall value proposition to potentially shift preferences among those currently opting for alternative transportation.

The insights gleaned from this analysis can inform strategies to address these specific concerns and enhance the appeal of train travel for the surveyed demographic.

Diagram 3. shows how the different age groups answers to the question numbered 3a: "Why do you choose other means of transport over the train?"

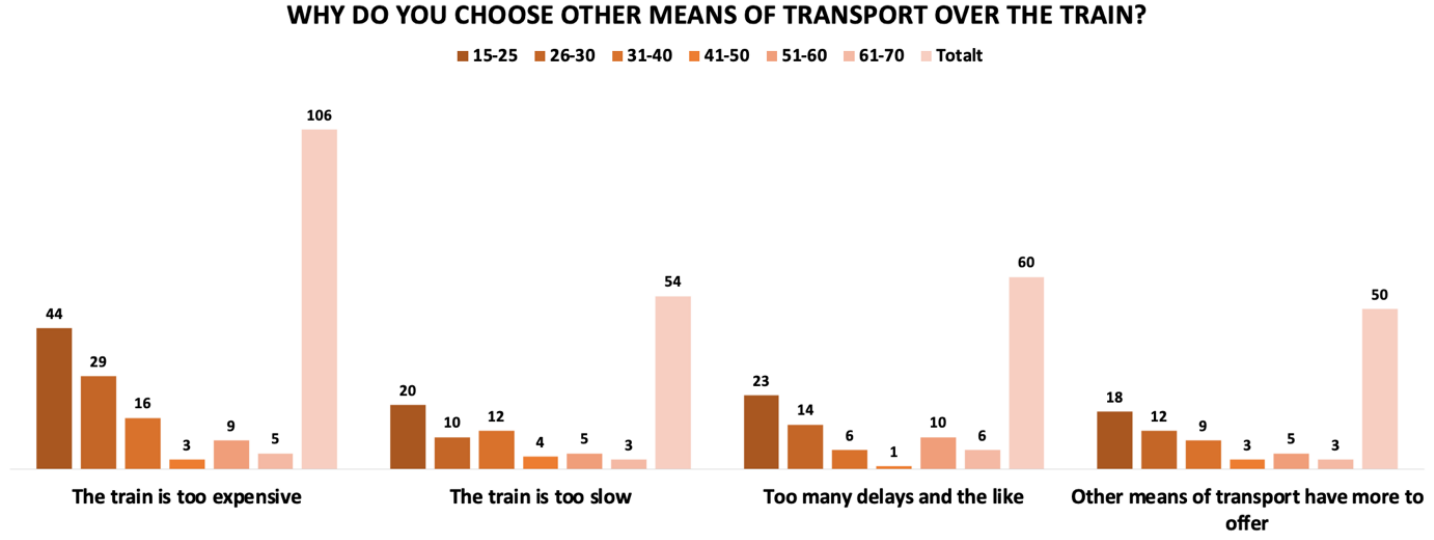


Diagram 4, displayed below, illustrates how respondents from different age groups in the survey answered question number 4: "Would you have chosen the long-distance train within Sweden over any other means of transport (air, car, bus) if the long-distance train offered a restaurant experience?"

Among the respondents, a total of 61 out of 270 individuals expressed an interest in choosing the long-distance train if it offered a restaurant experience, with varying distribution across age groups. Notably, the 51-60 age group had the highest count, indicating a significant inclination toward trying the train for this experience. Another response, "Yes, but it must not be too expensive," was favoured by 129 out of 270 participants. The distribution across age groups revealed diverse preferences, with the 15-25 and 26-30 age groups showing substantial interest in this option, reflecting a balance between willingness and cost considerations. Conversely, 70 out of 270 respondents, distributed across age categories, indicated that they would not choose the train for this experience. Among these, the 15-25 age group had the highest count, suggesting that a restaurant experience was not an important factor for the younger generation to prioritise the train.

Diagram 4 sheds light on the impact of a restaurant experience on the preferences and willingness of different age groups to choose the long-distance train in Sweden over other transportation options. The diagram reveals a nuanced spectrum of preferences, showcasing both interest and reservations among respondents. It suggests that a notable portion of respondents across various age groups would contemplate selecting the train if a restaurant experience were provided, influenced by considerations such as cost.

Diagram 4. shows how the different age groups answers to the question numbered 4: "Would you have chosen the long-distance train within Sweden over any other means of transport (air, car, bus) if the long-distance train offered a restaurant experience?"

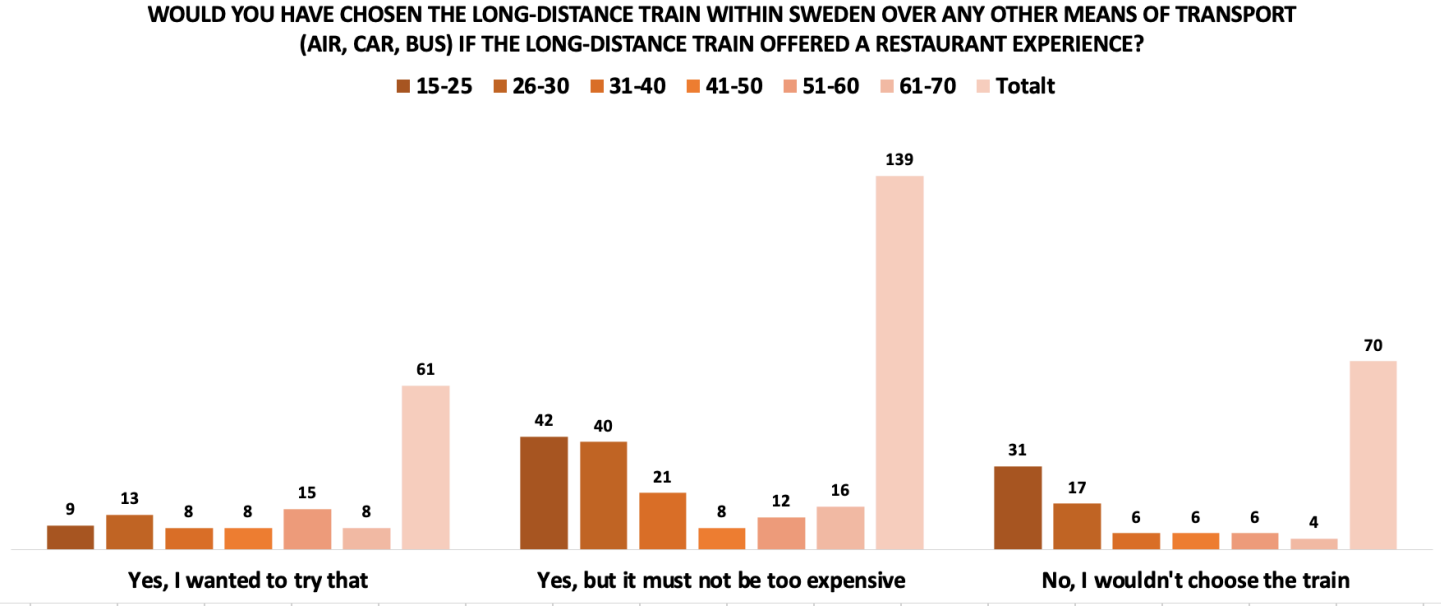


Diagram 5 outlines responses to Question 5, exploring whether participants consider the long-distance train in Sweden as an experience rather than solely a mode of transportation. Notably, respondents indicating "No, the train offers nothing special" proceeded to Question 6, while those selecting "Yes, I think the train offers something beyond transport" moved to the follow-up Question 5a.

A significant portion, consisting of 141 out of 270 respondents, believed that the train doesn't offer a distinctive experience beyond being a means of transport. This perspective is prevalent across all age categories, with the highest count observed among those aged 15-25. Conversely, 129 respondents, perceive the long-distance train as more than just a transportation mode, emphasising an experiential aspect. This positive outlook is consistent across age categories, with a notable representation in the 15-25 and 26-30 age groups.

Diagram 5 provides insights into how different age groups perceive long-distance train travel in Sweden, with a significant number of respondents across diverse age ranges, considering it more than just a means of transportation, while others view it as nothing special in terms of experience. This information sheds light on the varying perspectives among respondents across age groups regarding their train travel experiences.

Diagram 5 shows how the different age groups answers to the question numbered 5: "Do you consider the long-distance train in Sweden to be more of an experience than a means of transport?"

DO YOU CONSIDER THE LONG-DISTANCE TRAIN IN SWEDEN TO BE MORE OF AN EXPERIENCE THAN A MEANS OF TRANSPORT?

■ 15-25 ■ 26-30 ■ 31-40 ■ 41-50 ■ 51-60 ■ 61-70 ■ Totalt

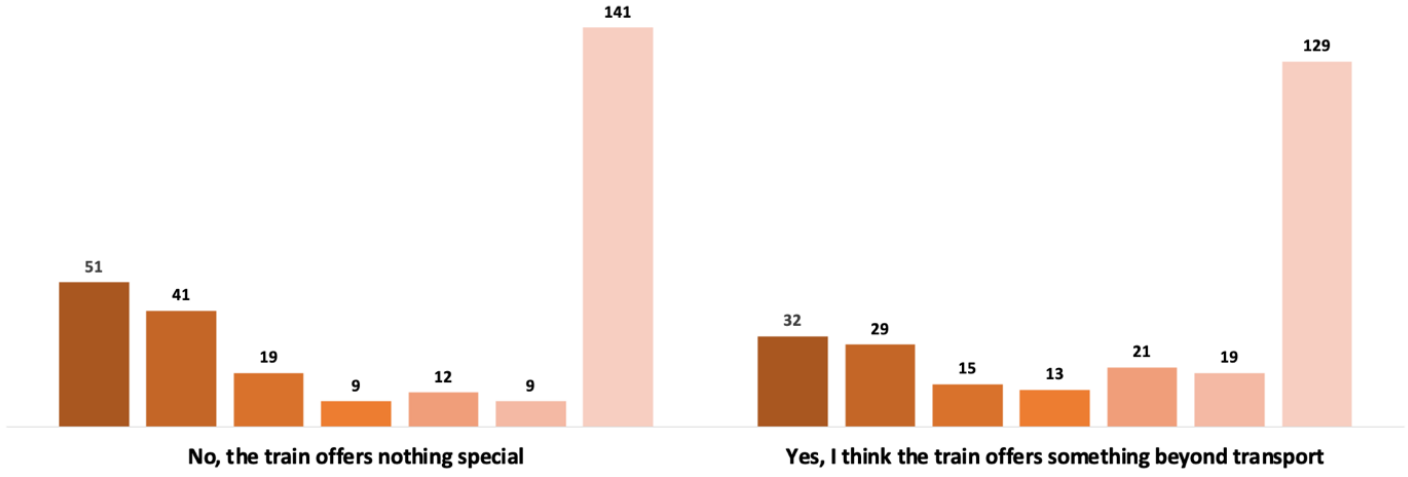


Diagram 6, presented below, illustrates how respondents from different age groups answered the follow-up question numbered 5a: "What do you think the train offers beyond the transport itself?" Respondents were given the opportunity to choose multiple answer options for this question.

A significant number of respondents, particularly from the 15-25 and 26-30 age groups, emphasised the train as a space for relaxation. Another group, primarily from the 61-70 age group, associated a sense of luxury with train travel, expressing that "It feels luxurious to travel by train." A substantial portion of respondents, across various age groups, acknowledged the train's role in providing an "experience of the landscape." A group of respondents, particularly from the 61-70 age group, expressed interest in a "restaurant experience" on the train. Finally, some respondents offered diverse perspectives under the "other" category, indicating a range of opinions not covered by the predefined options.

Diagram 6 provided insights into the perceptions of respondents across different age groups regarding what the train offers beyond transportation, including opportunities for relaxation, feelings of luxury, the experience of the landscape, and more. The diagram shows that passengers, regardless of age, value the train for its potential to facilitate relaxation and offer a luxurious ambiance. The train is seen as a platform for experiencing landscapes. It was also clear that only a small part of the respondents saw the train as a venue for a restaurant-like experience.

Diagram 6. shows how the different age groups answers to the follow up question numbered 5a: "What do you think the train offers beyond the transport itself?"

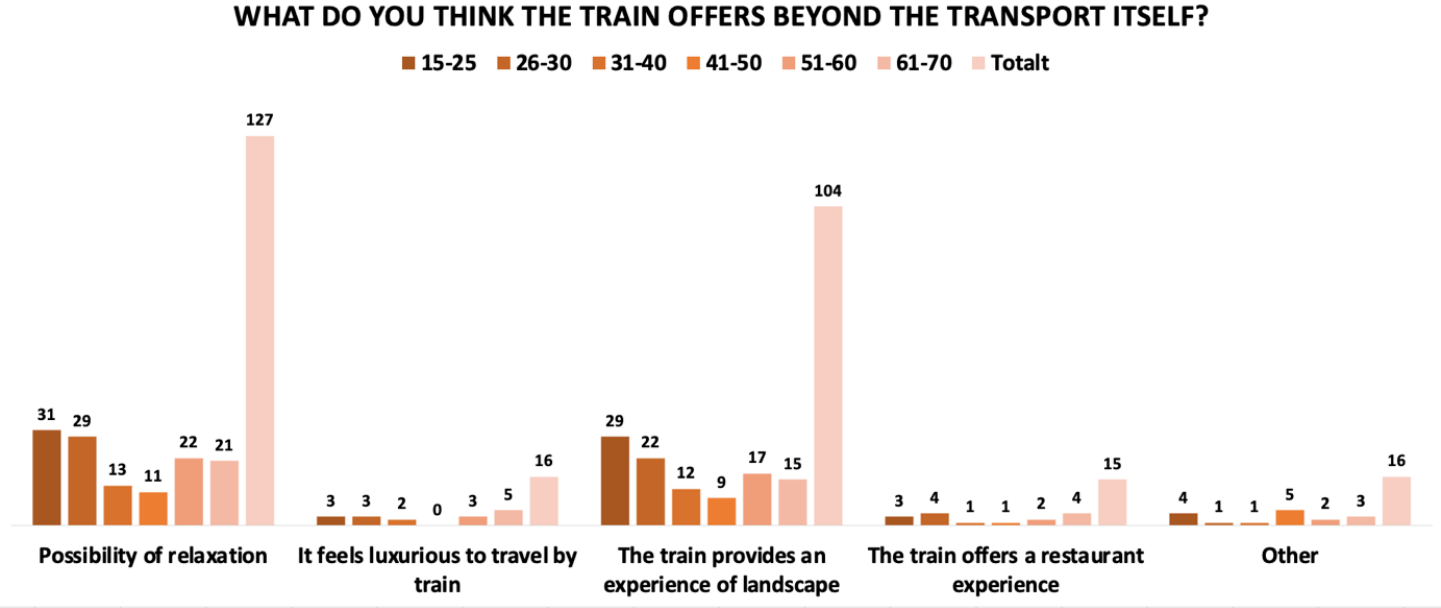


Diagram 7, depicted below, outlines responses from diverse age groups to Question 6: "When traveling by long-distance train, do you choose to purchase food on board?" The data offers insights into the preferences of different age groups concerning onboard food acquisition, shedding light on distinct patterns in passenger behaviour. This analysis proves valuable for stakeholders aiming to enhance the onboard dining experience for long-distance train passengers.

A segment of respondents, spread across age groups, demonstrated a frequent inclination to buy food during their train journeys. Conversely, another group indicated a tendency to seldom purchase onboard meals. Notably, some respondents exhibited a habit of acquiring onboard meals solely when they forgot to bring their own food. Additionally, a considerable number of respondents opted to abstain from onboard food purchases altogether. This sentiment was notably pronounced in respondents aged 41-50, 51-60, and 61-70, each with only three respondents from each age group. This clear distinction emerged between the younger and older age groups.

Diagram 7. shows how the different age groups answers to the question numbered 6: “When you travel by long-distance train, do you choose to buy food on board the train?”

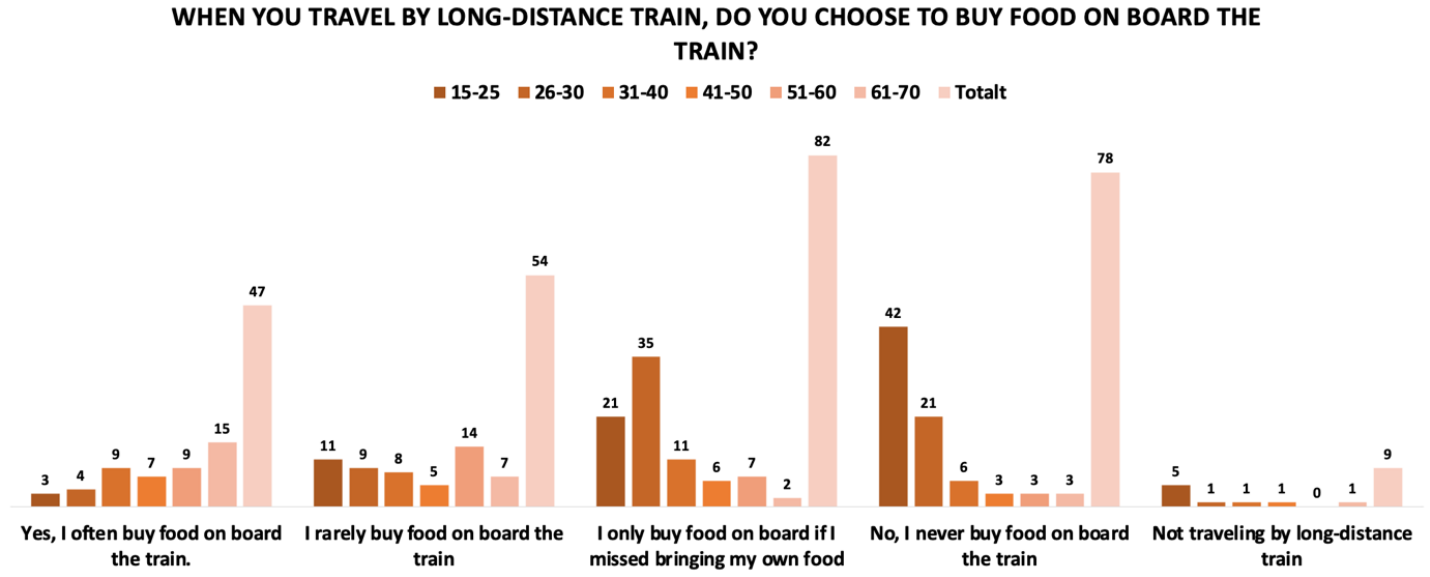


Diagram 8, displayed below, illustrates the responses from various age groups to Question 7: "What types of food do you opt to purchase on board?" This inquiry targeted respondents who indicated in Question 5 of the survey that they would buy food during their long-distance train journeys. Consequently, not all respondents answered this particular question. For Question 7, respondents were allowed to select multiple response options.

Diagram 8 provides insights into the food preferences of different age groups among respondents who indicated their intention to purchase food during long-distance train journeys. The data reveals diverse choices across various meal categories. Breakfast options, such as yogurt, sandwiches, and tea/coffee/juice, were popular among respondents, with a notable preference among the 61-70 age group. Lunch/Dinner options, including the train's main dishes or larger sandwiches, also garnered a substantial number of selections, particularly from the 51-60 and 61-70 age groups. This could indicate on a generation difference and /or an economic difference. The choice of Coffee options, such as buns/cakes and coffee/tea, was favoured by a significant number of respondents, particularly those in the 26-30 and 31-40 age groups. The Drink category, encompassing soda, juice, alcohol, and coffee/tea, attracted selections from various age groups, with a relatively even distribution. Notably, Snacks, including chocolate bars, sweets, or chips/nuts, emerged as a popular choice across all age groups, indicating a widespread preference for snack items during train journeys. Finally, a modest number of respondents opted for the comprehensive "All of the above" category.

Diagram 8 provides a comprehensive overview of the food preferences of respondents from different age groups when purchasing food on board during their long-distance train journeys.

Diagram 8. shows how the different age groups answers to the question number 7: “What kind of food do you choose to buy on board?”

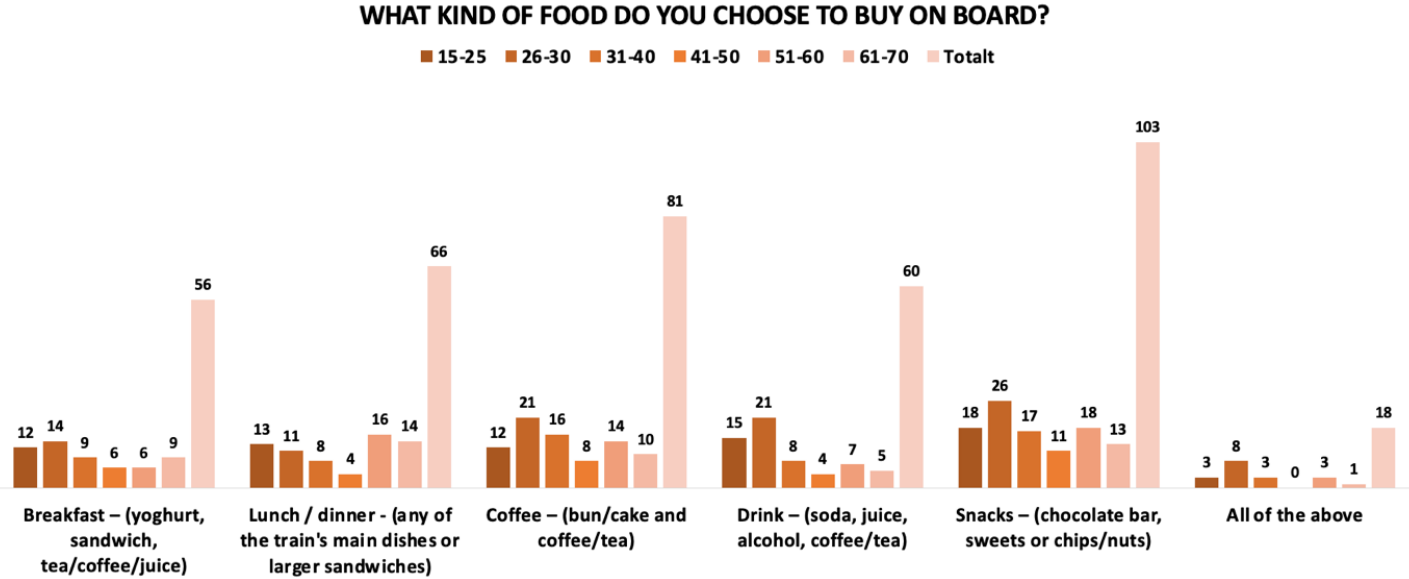


Diagram number 9, shown below, are showing how the different age groups answers to the question numbered 8 “If you buy food on board the train, do you choose to eat the food in the dining car or take it to your seat?” A clear pattern emerges from the data, indicating distinct choices among respondents.

A notable portion of respondents across all age groups, totalling 46, indicated a preference for dining in the train's dining car. The distribution across age groups for this choice varied, with a higher concentration in the 61-70 age group, suggesting a potential inclination towards a communal dining experience among older passengers. Conversely, a substantial majority of 157 out of 270 respondents expressed a preference for bringing their purchased food to their seats. This choice was distributed across age groups, with the highest number in the 26-30 age group. The data implies a prevalent tendency among passengers, especially in the younger age brackets, to opt for the convenience and privacy of enjoying their meals at their seats. Lastly, a distinct group of 67 out of 270 respondents conveyed that they never buy food on the train. The distribution among age groups suggests a higher inclination towards this choice among the 15-25 age group, possibly indicating a segment of passengers who generally avoid purchasing food during their train journeys.

This comprehensive overview from diagram 9 provides valuable insights into the dining habits of passengers across age demographics, shedding light on the nuanced dynamics of on-board food consumption.

Diagram 9. shows how the different age groups answers to the question number 8: “If you buy food on board the train, do you choose to eat the food in the dining car or take it to your seat?”

IF YOU BUY FOOD ON BOARD THE TRAIN, DO YOU CHOOSE TO EAT THE FOOD IN THE DINING CAR OR TAKE IT TO YOUR SEAT?

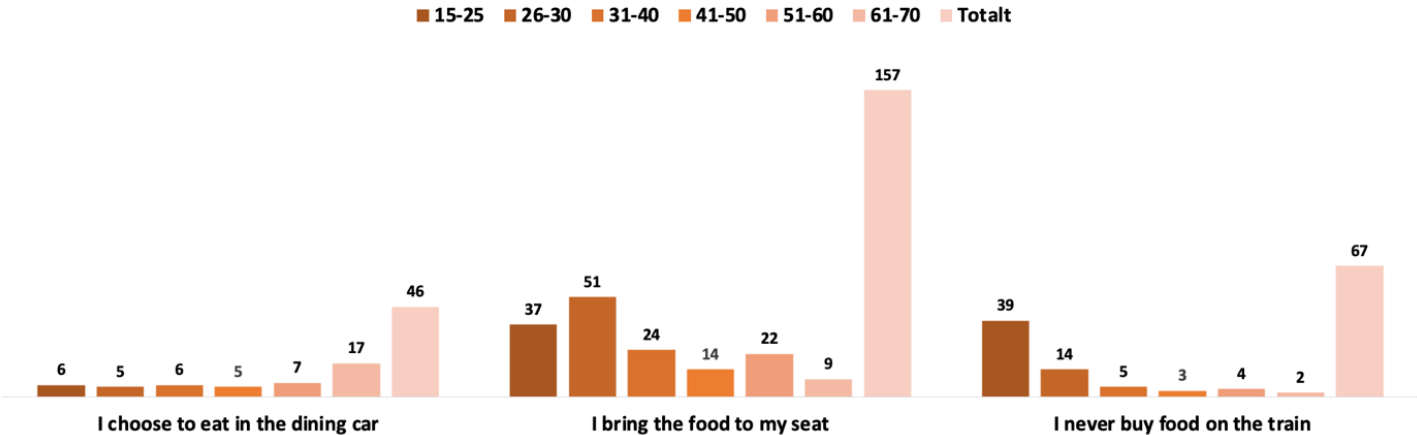


Diagram number 10, shown below, are showing how the different age groups answers to the question numbered 9 “Do you consider the dining car to be an important part of the train and the journey?”

A large number of respondents, a total of 36 out of 270, expressed a positive view by choosing the answer option "Yes, I think the food cart has a great impact on the trip." This opinion was distributed across different age groups, with notable participation from the 26-30, 41-50 and 51-60 age groups. The data suggests that a significant proportion of passengers, particularly in these age groups, value the dining car as an integral and meaningful aspect of their train experience. Conversely, a larger group of 80 out of 270 respondents had the opposite view and chose the response option "No, I don't think the food cart has any major impact on the trip." This choice was more pronounced in the 15-25 and 26-30 age groups, indicating a trend among younger passengers who may not consider the dining car essential to their overall train journey. In addition, 54 respondents chose the answer option "I have no opinion", indicating a neutral stance. This election was spread across age groups, with a notable presence in the 15-25 age group. The data suggests a segment of passengers, particularly among the younger age groups, who may not have a strong perception of the importance of the food truck.

Diagram 10 gives a comprehensive overview that provides valuable perspectives on how passengers of varying age groups perceive the dining car's role, providing a nuanced understanding of its impact on the overall train travel experience. It provides valuable insights into the different perceptions of passengers from different age groups about the importance of the dining car in connection with their train journeys.

Diagram 10. shows how the different age groups answers to the question number 9: "Do you consider the dining car to be an important part of the train and the journey?"

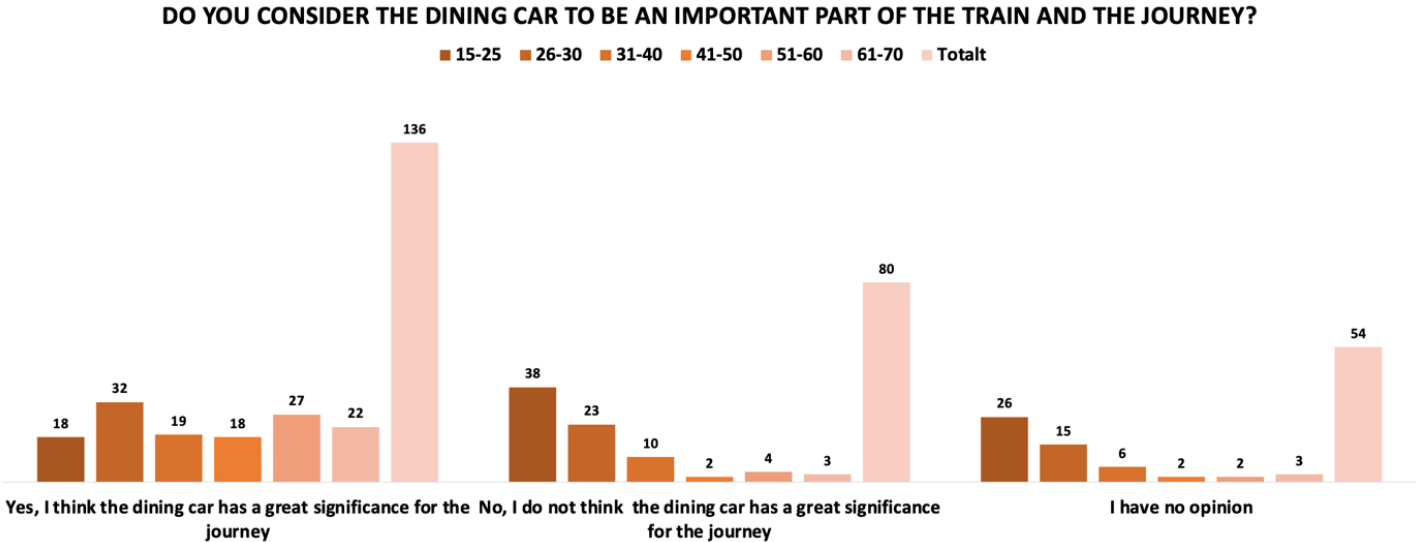


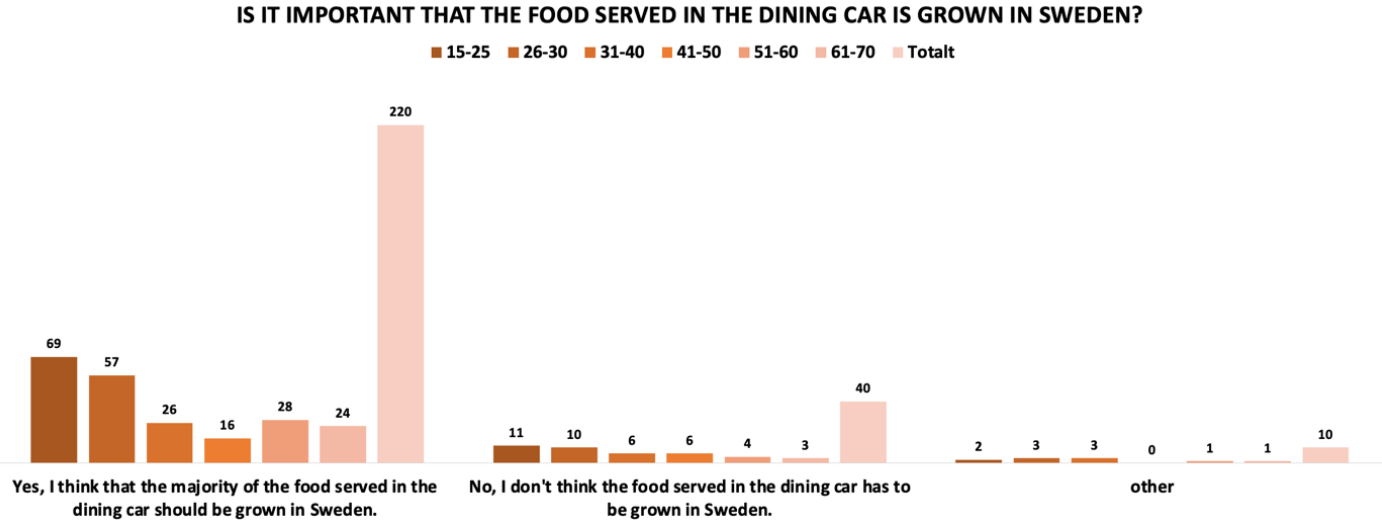
Diagram 11 offers a comprehensive view of how respondents from different age groups answered the final question (Question 10) of the survey: "Is it important that the food served in the dining car is grown in Sweden?" The question provided three response options: "Yes, I think that the majority of the food served in the dining car should be grown in Sweden," "No, I don't think the food served in the dining car has to be grown in Sweden," and "Other." Importantly, the "Other" option allowed respondents to provide written motivations for their answers, adding depth to the analysis.

A significant majority of respondents, totalling 220 out of 270, expressed a positive stance by choosing the response option "Yes, I think that the majority of the food served in the dining car should be grown in Sweden." This positive sentiment was distributed across age groups, with a notable presence in the 15-25, 26-30, and 51-60 age groups. The data indicates a considerable preference among respondents for Swedish sourced food in the dining car. Conversely, a smaller group of 40 out of 270 respondents held a contrary opinion, selecting the response option "No, I don't think the food served in the dining car has to be grown in Sweden." This choice was distributed across age groups, with the 15-25 and 26-30 age groups having relatively higher participation. It suggests that a segment of respondents, particularly in the younger age groups, may not prioritise the origin of the food served in the dining car. Additionally, 10 respondents chose the "Other" option, providing written motivations for their answers. These responses were categorised into three groups: those positive towards the food being grown in Sweden, those negative towards it, and those with mixed opinions. The data from these written responses offers qualitative insights into the nuanced perspectives of respondents regarding the importance of the origin of food in the dining car. Some of these answers are presented in the discussion.

Diagram 11 reveals diverse opinions among respondents regarding the origin of food served in the dining car, with a substantial preference for Swedish sourced food. The inclusion of written motivations under the "Other" option enriches the analysis by providing a qualitative understanding of respondents' views on this matter. This detailed breakdown offers

a comprehensive understanding of how respondents from different age brackets perceive the significance of sourcing dining car food from Sweden, highlighting the diversity of opinions and considerations among passengers.

Diagram 11 shows how the different age groups answers to the last question of the questionnaire number 10: "Is it important that the food served in the dining car is grown in Sweden?"



The survey results provide valuable insights into the preferences and behaviours of passengers when it comes to long-distance train travel in Sweden. One notable finding is the diversity in the age of respondents, with a concentration among individuals aged 15-30, indicating the appeal of long-distance train travel across different age groups. Nevertheless, it is crucial to highlight that the age groups 15-25 and 26-30 collectively constitute 152 respondents out of a potential 270. This grants these two age groups a majority among the respondents, which may contribute to the observed patterns in the results.

The data also reveals that most respondents do not take long-distance train journeys frequently, with the majority opting for train travel two to three times a year, suggesting that trains are not the primary choice for daily commuting. The result show that "environmentally friendliness" and "convenience" emerged as the primary reasons for selecting long-distance trains. This suggests a growing awareness of environmental concerns among passengers and the attraction of train stations' central locations. Cost appears to be a significant factor influencing travellers' decisions. Many respondents indicated that they would choose trains more frequently if they were more competitively priced. A notable portion of respondents expressed interest in having a restaurant experience on trains, provided it is reasonably priced, presenting an opportunity for train operators to introduce diverse dining services. Moreover, while some passengers view long-distance train travel as a mere means of transport, a significant proportion consider it more of an experience, highlighting the possibilities for relaxation, and the scenic landscapes, as elements that contribute to this perception. Suggesting that the passengers find value in the train journey itself, beyond reaching their destination.

Nearly half of the respondents purchase food onboard, emphasising the importance of offering quality and diverse food options to cater to various preferences.

Passenger choices regarding where to eat on the train vary. Some prefer the dining car, while the majority choose to have their meals at their seats, highlighting the need for flexibility in dining options. A significant number of passengers consider the dining car as an important part of the train journey, underscoring the need for maintaining and improving these facilities. Lastly, a majority of respondents believed that the food served in the dining car should predominantly be sourced from Sweden, emphasising a preference for Swedish grown and produced food.

What to bring into a dining car

In summary, this survey highlights the intricate web of factors influencing long-distance train travel preferences in Sweden, where sustainability considerations and culinary choices intersect. As train journeys extend beyond mere transportation, there exists a remarkable opportunity for operators to leverage these insights. By crafting a unique and sustainable dining experience that reflects passengers' values and preferences, train operators can enhance passenger satisfaction and broaden the appeal of long-distance train travel in Sweden. In doing so, they contribute to a more sustainable and enjoyable travel experience that aligns with the principles of sustainable development. Notably, this survey captures the perspectives of travellers within the timeframe of the study, acknowledging that these viewpoints may be influenced by current trends and can evolve with emerging patterns in the future.

4.3 Study of self

This section delves into my personal journey as an employee at SJ, where I've simultaneously pursued my studies while performing cleaning duties on SJ's trains. My employment at SJ has provided me with valuable insights into the intricate logistics of train operations and the meticulous cleanliness required to ensure punctual and well-maintained trains. It's important to note that my experiences are unique to SJ and may not be directly applicable to other train companies.

4.3.1 Waste disposal

A significant aspect of my responsibilities involves managing waste generated during train operations. The comprehensive nightly cleaning routine encompasses tasks such as vacuuming, waste disposal, restroom sanitation, and more. Daytime cleaning, occurring when trains are stationed at their final destinations, primarily involves lighter tasks such as emptying rubbish and sanitising restrooms. Simultaneously, food replenishments are often carried out during daytime cleaning to ensure a well-stocked dining experience. However, it's crucial to recognise that passengers frequently bring their own food, snacks, and beverages on board, leading to diverse types of waste that can be challenging to regulate. To address this, SJ's high-speed trains are equipped with dedicated bins for paper packaging, flammable materials, and deposit bottles and cans, primarily located in the bistro car. The bins for deposit bottles and cans are changed nightly, with collected items sorted and recycled, with the proceeds benefiting SOS Children's Villages. Some diligent cleaners also collect deposit items throughout the day when time permits, though regrettably, not all cleaners take part in this initiative, resulting in missed opportunities for recycling and charitable support. Despite the presence of bins marked for

combustibles and paper recycling in the bistro car, all the binbags end up in the same waste stream, inadvertently misleading passengers into thinking they're recycling when, in reality, the waste is combined. Additionally, magazines like SJ's Kupé, placed at every seat, are replaced monthly. The old magazines are collected and thrown in the newspaper recycling. However, the newspapers provided to first-class passengers on a daily basis and disposed of nightly, are ending up as combustible waste instead of being properly recycled.

In 2013, SJ started to undertake a comprehensive renovation of its X 2000 high-speed trains, introducing amongst other things, exterior bins adjacent to every restroom. While these innovations have their merits, they pose a risk of entrapment during bin bag replacement, which needs addressing. In 2008, SJ introduced the Regina trains, also known as X55, featuring a completely revamped design and layout (Järnväg n.d.). However, as a cleaner, I believe there's room for improvement, particularly concerning the restroom mirrors. In the restroom facilities, soap and paper towels are stored behind the mirrors, necessitating the mirror's opening for refills. Unfortunately, these mirrors open outward toward the door, making it awkward to change soap and paper towels without pressing against the wall to avoid contact with the mirror. Furthermore, the heavy mirror, if dislodged from its hinges, could pose a safety hazard. Additionally, the absence of a handle makes opening the mirror a tricky task, with a risk of pinching when attempting to release the latch inside the mirror. The time-sensitive nature of train cleaning further heightens the risk of accidents, sometimes resulting in soap and paper towel replenishments being overlooked. Consequently, paper towels may end up on sinks or floors, leading to unnecessary waste. Another issue on the X55 trains pertains to the support for small bin bags found at each seat, which are affixed to the wall using a small strip. These strips, however, often fail to withstand the repeated pulling and pressure applied when cleaners remove the small bin bags, especially in situations where time is of the essence. Consequently, small bin bags may become detached from the wall and end up on the floor or in the net pockets located at each seat. These challenges within train cleaning operations highlight areas where improvements could enhance efficiency and sustainability while ensuring the safety of both passengers and staff.

What to bring into a dining car

When envisioning the creation of a dining car, it is paramount to take a comprehensive approach, carefully examining all facets of the enterprise. Thoroughly contemplating these elements, such as design, schedules, and operational procedures, can help anticipate potential hiccups, whether minor or major. Such foresight not only yields time and cost savings but also enhances the overall working experience for onboard train staff.

5. Discussion

During the discussion I will compile and compare the different parts of the results with each other. I will use my theoretical method, sustainable development to analyse the results. Sustainable development consists of three parts, ecologic sustainability, economic sustainability, and social sustainability. I have also chosen to use the part “*What to bring into a dining car*” that was put at the end of each section, to promote my results.

5.1 What to bring into a new dining car from the perspective of ecological sustainability.

Ecological sustainability is a complex matter, given the interrelated nature of environmental issues. This interdependence frequently presents challenges when endeavouring to find solutions. Moreover, following Bonnedahl's viewpoint (2012), sustainable development starts from an anthropocentric standpoint, which presents difficulties in recognising the importance of placing the environment and ecosystems at the forefront of sustainable development. The central idea behind sustainable development is to achieve a balanced coexistence of the three key pillars: ecological, economic, and social sustainability (Slåtmo et al. 2017). Not considering the ecological part of sustainable development could potentially exacerbate the challenge of finding solutions for environmental problems if the ecological aspect is not adequately considered. This is a serious issue. I believe that one way to better address this problem is to take inspiration from a sector that places significant emphasis on sustainability. This sector is the railway industry. Trains are regarded as eco-friendly travel alternatives (Katz-Rosene et al. 2021; IEA 2021), making them a prime candidate for promoting ecological sustainability within the framework of sustainable development. As long-distance trains are already considered a sustainable travel option, and train companies market themselves through their sustainability efforts, I believe that trains are a perfect platform for further enhancing sustainability during train journeys. Simultaneously, there is the potential to serve as a role model for others in promoting sustainability. As many as 190 out of 270 respondents in the questionnaire stated that they choose to travel by trains due to trains being an environmentally friendly way of travel. This indicates that a vital part for choosing train travel for many travelers are the trains lack of greenhouse emissions.

5.1.1 Heritage and food

From the results of the questionnaire, it was clear that the majority of the respondents valued food ingredients originating from Sweden. For the last question of the questionnaire the respondents were given the opportunity to elaborate on their answers using the "other" option. A total of 220 out of 270 respondents emphasised the importance of the majority of food served in the dining car originating from Sweden. Some of the explanations provided included, "It's a Swedish train, and I believe the experience should reflect Swedish values, be environmentally friendly, and serve a practical purpose." Another respondent argued, "I believe it is crucial to support both locally grown Swedish food and organic produce." Furthermore, considerations related to Swedish animal welfare were raised, with one respondent stating, "The quality of food, ethical treatment of animals, and the oversight of food production in Sweden are commendable." Another respondent argued that some foods were more crucial to originate from Sweden than others, saying, "It depends on the purpose and context of being Swedish. I think it's important to choose items that haven't been exposed to excessive antibiotic use, but I'm more flexible when it comes to items like bread not being made with Swedish wheat." These

responses offer insights into how many Swedes perceive domestically grown food and their trust in the rules and regulations within Sweden. Simultaneously, the respondents believe that food grown in Sweden is also more ecologically sustainable than food from other parts of the world. This aligns with the perspective of Svenskmärkning AB (2023), which asserts that Swedish-grown food consumed in Sweden requires less transportation, benefiting the climate, and that Swedish animal breeding involves fewer antibiotics than in other parts of the world. It was evident that this belief stemmed from the argument that locally sourced food is more sustainable due to reduced transportation. However, trains are not fixed, they are by definition moving objects, traveling long distances. It is therefore not obvious what local products would be. A local product in the north of Sweden might not be considered local in the very south of Sweden. This is important to keep in mind when selecting different food choices for the menu in the dining car. It is also important to keep in mind that not all foods can be grown in Sweden and some foods like salads and other fresh vegetables and fruits cannot be grown outdoors in Sweden during the winter months. This means that some fresh vegetables and fruits might be imported from other parts of the world during the cold season. However, it was also apparent that Swedish values held significance when selecting food. Kumm (2017) supports the assertion that many Swedes prefer food originating from Sweden and emphasises the importance of the Swedish landscape, particularly the open countryside, which holds a special place in the hearts of many Swedes. This deep appreciation for the landscape is mirrored in Swedes' dietary preferences, as grazing animals play a vital role in maintaining the open landscape and enhancing biodiversity (Kumm 2017; Jordbruksverket 2022; Naturskyddsföreningen 2021). To meet the demand for food sourced from Sweden, a season-based menu could be introduced in the dining car. This would ensure that most of the food available originates from Sweden, with fresh vegetables from other regions only being included during the winter months. Implementing a season-based menu could present a creative challenge for chefs and other staff responsible for menu creation. Communicating the use of season-based ingredients would raise awareness of Swedish food growing seasons and elevate the knowledge of the Swedish growing season. However, not all food needs to be fresh; various preservation methods such as freezing, pickling, drying, smoking, and fermenting can be employed. I firmly believe that effective communication of sustainability choices is crucial, whether regarding food or other aspects. By explaining the rationale behind food choices, passengers can gain a better understanding of the menu items and make more informed decisions, both in the dining car and in their daily lives. This communication also encourages train companies to consider the reasons behind their choices and recognise their impact on the world.

MacKendrick (2014) underscores the idea that our food choices and eating habits are deeply influenced by the spaces and places around us, including urban and rural settings, food markets, restaurants, and more. The concept of "foodscape" is essential for analysing how food culture is embedded in the broader context of society and how it affects our dietary choices and overall well-being (MacKendrick 2014). Sandell & Svenning (2011) argue that the right to enjoy nature by picking mushrooms and berries creates a deep feeling of affinity and belonging with nature and the landscape. To create this feeling of belong onboard the trains the heritage of right of public access (*allemansrätten*) should be presented in the dining car. Incorporating foraged mushrooms, berries, and other sourced edibles from the Swedish landscape into train menus not only honours this heritage but also promotes ecological sustainability. I believe that

representing a vital part of the Swedish heritage in form of the right of public access will also show proudness of the Swedish heritage and make Swedes feel at home. Steel (2020) emphasising the profound and enduring connection between food and landscape, which plays a prominent role in our heritage and has shaped human societies throughout history. This connection not only reflects our cultural roots but also serves as an invitation for tourists to immerse themselves in the rich tapestry of Swedish culture. Nevertheless, it is crucial to acknowledge that a significant number of berry pickers in Sweden are foreign workers facing exploitation through low wages and deplorable working conditions (Bergström & Everljung 2023; Vestberg, 2023). These practices are inherently socially unsustainable. To integrate foraged berries into the dining car, a substantial improvement in the working conditions for all berry pickers is vital.

5.1.2 Eating on trains

Food on long-distance trains has a significant historical background, and new eating habits on trains have evolved over time. As mentioned earlier, the concept of having a restaurant on trains was not initially popular, but as society changed, so did the trains. In the US, where various train companies competed with each other, the dining car became a highlight and a selling point with food representing the local region that the train was passing through, (N.C. Transportation Museum 2020). The appeal of a unique dining experience onboard should not be underestimated. Offering locally sourced, high-quality food can contribute to ecological sustainability by supporting rural communities through the promotion of local food products (Sims, 2009). Supporting Swedish farmers is something that Swedes are very fond of according to Svenskmärkning AB (2023). I therefore believe that by putting efforts into creating cooperation between the train companies and Swedish businesses and farmers, a real difference could be made. It is, however, important to note that Swedish farms and businesses do not always mean ecological sustainability. It is therefore important to ensure that the businesses and farmers support ecological sustainability.

5.1.3 From another perspective

Now, I'd like to explore the ecological sustainability aspect from the standpoint of the train's workforce, specifically as a cleaner. In this role, I gain insights into the flow of goods, particularly food, and notably, the waste left behind by passengers. Through my observations, I've identified common types of waste on trains, such as old coffee cups, deposit cans and bottles, food containers, food waste, old newspapers, plastic packaging, and paper bags. While it's challenging to regulate what passengers bring onto the train, the train companies wield the authority to ensure that waste is managed in the most sustainable manner possible. This involves recycling everything feasible and making the process easily manageable for the cleaning staff. This could be done in numerous ways. An easy, quick, and manageable first step would be to start collecting and recycling deposit bottles and cans left on the trains. In my experience, there is often time to collect the deposit bottles and cans during the train cleaning process, and it does not require a big change in how the work is done. I believe that this relatively small and straightforward step of implementing the routine collection of deposit bottles and cans on all trains would make a significant difference in the number of bottles and cans recycled in

Sweden, further enhancing the sustainability of trains. The train companies should ensure that the rationale for starting to collect deposit bottles and cans is communicated to the staff. I argue that this type of information would help the cleaning staff understand why this change is being made.

5.2 What to bring into a new dining car from the perspective of economical sustainability.

There exist diverse interpretations of economic sustainability, according to KTH (2020). One bears resemblance to the definition laid out in the Brundtland Report, contending that economic sustainability should not detrimentally impact ecological and social sustainability. This implies that the three parts should hold equal prominence and weight in decision-making within an organisation. Therefore, an increase in economic capital should not occur at the expense of a depletion in ecological- or social capital (KTH 2020). The second interpretation of economic sustainability diverges somewhat. This interpretation aligns economic sustainability with economic growth, positing that economic capital is deemed sustainable as long as the economic capital increases. This implies that economic sustainability is granted precedence over ecological and social sustainability, potentially diverting resources away from the latter (KTH 2020). The definition of economic sustainability in this text will be aligned with the first definition presented above.

The dominant approach to business sustainability, primarily focuses on an organisation's internal efforts and economic profitability (Hahn et al. 2021). This aligns with the second interpretation of economic sustainability. This traditional approach places significant emphasis on the organisation's capacity to improve its economic viability, often making profitability the primary goal. However, there's an emerging shift towards a more comprehensive and interconnected perspective, represented by regenerative business strategies (Hahn et al. 2021). These strategies mark a departure from the conventional approach to business sustainability, transcending the internal sphere to adopt a holistic, systems-oriented viewpoint. Instead of being solely concerned with internal efficiency and profitability, regenerative business strategies encompass a broader spectrum of considerations, including ecological and social sustainability (Hahn et al. 2021). In the context of the railway industry, striving to create a more sustainable train journey, economic viability remains a crucial concern. Nevertheless, this economic suitability should not compromise ecological and social sustainability. In my point of view, rather than equating economic viability solely with financial growth, an alternative perspective regards economic sustainability as regenerative or circular. In this light, the economic profits generated aren't confined to the narrow realm of finance but are redirected towards enhancing ecological and social sustainability. I believe this approach redefines economic sustainability, recognising that its success is inherently intertwined with the well-being of ecological and social systems.

5.2.1 Competition

Trains are far from the obvious choice of travel when traveling long distances (Böhler et al. 2006). Railway travel competes with other means of transport like flights which is often a

cheaper option (Ahmed 2022) and of course the car, which is more flexible than the train. The train companies need to find new ways to better compete with the travel options mentioned above. One way of doing this could be to reverse the perspective. Instead of seeing the train as a means of transport that takes the traveller from one place to another, the train journey could instead be regarded as the destination itself. To do so, the train journey must offer something unique and desirable to potential customers. Creating a dining car in the train with the concept of serving food based on ingredients that are grown in the landscape the train passes through is a unique way to both present food and advertise Sweden's nature, landscape, and ingredients and at the same time promote and support Swedish farmers.

5.2.2 Old and new

Purchasing a train ticket between Malmö and Stockholm could be up to 20 times more costly than buying a flight ticket for the same route, as reported by Ahmed (2022). The survey reflected the availability of more affordable travel options, with as many as 106 respondents deeming the train too expensive and opting for alternative means of transport. I argue that in order for train companies to compete with other travel options something unique must be offered and advertised. A restaurant experience could be such a thing. This also presents an opportunity for trains to invest in ecological sustainability by offering sustainable food and supporting Swedish farmers. This initiative can provide additional incentives for choosing the train over other travel options, potentially increasing ticket sales and, of course, onboard food purchases. Using the dining car as a selling point was done in the USA in the early 1900th. At this time many train companies were operating at the same time and was competing for costumers. Advertising the dining car as a unique experience, serving a menu inspired by local dishes and ingredients was a way for the train companies of standing out (N.C. Transportation Museum 2020). It is evident however, that train travel is a valued way of travel and that rains hold a unique position in fostering economic sustainability. As the Swedish Transport Agency indicates, long-distance train journeys have increased by 50 per cent in Sweden from 1990 to 2022 (Trafikverket 2023). This growing trend presents a considerable opportunity for train operators to not only meet the rising numbers but also take advantage of it and create something new. In adapting to modern eating patterns and preferences, it is essential to align a dining car designs with contemporary food consumption trends. At the same time, the allure of a unique dining experience onboard should not be underestimated. Offering Swedish sourced, high-quality food can contribute to economic sustainability by attracting passengers and supporting rural communities through the promotion of Swedish food products (Sims, 2009)

5.2.3 From another perspective

To consider the economic side of a company is vital. Many companies are seeking a high economic growth, making everything as cost-efficient as possible (Hahn et al. 2021). However, what make up cost-efficiency can differ based on the focus. Prioritising speed and low costs may seem cost-efficient in the short term, providing immediate savings. Nevertheless, true cost-efficiency incorporates a long-term perspective, investing time and resources into solutions that will prove effective for years to come. In my role as a train cleaner, I've observed how new

designs and functionalities on trains have complicated rather than optimised the work process. This suggests a knowledge gap between train planners, designers, and the workforce. With several years of experience working on trains, I have gained unique insights into which functions are necessary when cleaning trains. This knowledge could prove invaluable in decision-making regarding train design, especially during renovations or new constructions. Utilising this information could facilitate significant changes that benefit the workforce while aligning with new objectives. Neglecting this insight risks hindering the workforce and may lead to costly repairs or revisions. Thus, I argue that true cost-efficiency lies in leveraging existing knowledge to avoid unnecessary expenses and enhance productivity.

5.3 What to bring into a new dining car from the perspective of social sustainability.

The survey indicates that passengers often choose to purchase food from the dining car when they have forgotten to bring their own food. At first glance, this might suggest that the presence of the dining car was somewhat redundant. However, a deeper examination of the survey data painted a different picture. This behaviour underscores the social significance of dining cars on long-distance trains. The respondents did not believe that long-distance trains today provided a restaurant experience, and many preferred their booked seats over the dining car when consuming food purchased in dining car. While some respondents felt that current train journeys lacked a distinct restaurant experience, others acknowledged the potential for such an experience to enhance their travel. A significant portion of the surveyed passengers, 136 out of 270 respondents, expressed a viewpoint contrary to the notion of redundancy. They believed that the dining car played a noteworthy and valuable role on board long-distance trains. Furthermore, it's worth noting that a majority of respondents revealed that the availability of a dining experience would sway their choice of travel mode, with the train being the preferred option. It is, however, important to mention that cost considerations did influence this decision for many passengers. I find this quite intriguing as the respondents evidently see value in the dining car for the train journey, yet, simultaneously, they do not prefer to dine in the dining car and refrain from purchasing food on the train unless compelled to do so. Based on the questionnaire, it's evident that snacks were the preferred choice among passengers in the dining car, with as many as 103 respondents opting for this option. Following closely are coffee and buns, constituting a Swedish fika, with 81 respondents. These findings imply that the dining car isn't primarily utilised for the purchase of hot meals. A total of 66 respondents mentioned buying lunch or dinner in the dining car. When considering these figures alongside responses to whether passengers choose to dine in the car or prefer their selected seats (with 157 out of 270 respondents favouring their seats), it becomes apparent that the dining car serves a secondary role, not as a traditional restaurant for guests to dine and savour a complete meal. It is apparent to me that the concept of a dining car is appealing to many passengers. However, the dining car, on its own, might not attract as many customers as suggested by the results of this study. With as little as 15 respondents agreeing that the train is providing them with a restaurant experience, it was clear that the majority did not find this to be true. Here I see a big potential of harness the passengers view of the importance of the dining car by creating a dining car that they would like to visit and dine in. It is, however, important to note that dining in the

booked seat holds an important role for many of the respondents and should therefore not be overlooked.

5.3.1 Tourism

Connecting passengers with the Swedish landscape through food choices is a vital element of social sustainability. Incorporating Swedish sourced ingredients and communicating the origins of the food can create a deeper sense of connection to nature and heritage (Sandell & Svenning, 2011). Moreover, offering innovative and diverse menu options can cater to passengers' curiosity for new culinary experiences and contribute to their overall enjoyment of train travel. Beyond these considerations, there is a broader social context to be explored. Tourists are increasingly seeking authentic experiences that allow them to immerse themselves in the culture and traditions of a place (Choe et al. 2018; Kovalenko et al. 2023). Gastronomy has emerged as a powerful tool to attract tourists and has become a crucial element of the tourism experience. By marketing Swedish food products, long-distance train operators can not only enhance the social sustainability of their services but also stimulate economic growth in the rural host communities, contributing to a more sustainable form of tourism (Sims, 2009). Björk et al. (2019) delves into the concept "destination foodscape" and its role in shaping the food experiences of travellers. Björk et al. (2019) argue that when individuals visit tourist destinations, the food they encounter is not merely about sustenance but is a significant part of their overall travel experience. Björk et al. (2019) suggest that the foodscapes in tourist destinations are carefully curated to create a specific atmosphere, offering travellers a unique and memorable culinary journey. These foodscapes encompass not only the actual food but also the physical settings, cultural contexts, and experiences associated with eating in these destinations (Björk et al. 2019). These claims find support in MacKendrick (2014), who contends that our surroundings profoundly influence our eating habits and food choices.

Recognising the great importance of food for tourism and passengers' desire for unique experiences, train companies have a significant opportunity to design dining car that cater to these needs. I believe that train travel can become a popular travel option for many tourists if the train itself offer a food experience that reflect the Swedish culture.

5.3.2 From another perspective

As an employee at a train company, one aspect I highly appreciate is the working environment. This pertains to the design of trains, particularly when renovating existing ones or constructing new ones. Additionally, schedules and operational procedures hold significant importance. In my view, more attention should be directed towards examining the needs of the staff working on the trains, whether they are train conductors, drivers, cleaners, vehicle operators, or mechanics, and understanding what is required for each role to function effectively. By genuinely putting in effort and involving all parts of the company when planning new train designs, schedules, or routines, I argue that many potential issues, whether minor or major, could be prevented. Such foresight not only yields time and cost savings but also enhances the overall working experience for onboard train staff. I also argue that the staff would feel

appreciated and that their knowledge is valuable to the company. I believe this would create a workspace where employees see the value in sharing the issues they encounter on a daily basis.

5.4 What could a sustainable dining car look like?

Integrating my findings into reality could involve creating a dining car reminiscent of the first dining cars introduced on trains in the late 1800s. This would include a functional restaurant kitchen onboard the train along with chefs, waiters, and other kitchen staff. The design of the dining car would echo the aesthetics of that historical period. The food would be cooked onboard the train and served on fine porcelain. Swedish dishes made from food originating from Sweden would be embodiment of tradition, offering passengers an authentic taste of the country's culinary heritage. I believe that adopting such an approach would significantly elevate the dining experience for passengers and transform the train journey into a tourist destination, where both the food and the travel experience are the main attractions. This concept aligns with the dining experiences offered aboard trains like the Glacier Express (Glacier Express 2019). Another comparable train experience is the Tren Costa Verde Express, which provide passengers with a vacation-like experience, combining scenic views, cultural exploration, and culinary experience (Tren Costa Verde Express n.d). However, it's worth noting that this form of train travel often comes with a higher price tag, making it less accessible to budget-conscious travellers. Moreover, maintaining such a dining car would involve substantial expenses, particularly with significantly higher staff costs if each train is to be equipped with restaurant staff, consequently leading to higher ticket prices for passengers. Given the findings from my questionnaire, affordability was a key factor influencing passengers' decisions regarding dining car usage. Therefore, offering reasonably priced food options would be essential to ensure that the dining car remains accessible to a wider range of passengers. A recreation of the dining car to resemble the charm of those from the late 1800s, would result in certain aspects of modern living being lost. Our eating habits have evolved significantly over the past century. Food has become ever-present in our lives, with simpler but more frequent consumption patterns. Today, we often eat on the go, reflecting a shift towards convenience and mobility in our eating habits. (Räls 2020).

Another way to integrating my findings into reality could be by putting the spotlight on how information can be communicated to the guests. For example, how Swedish heritage plays a role for the train experience. This could be done by various aspects such as the right of public access, food sourced from Sweden, the Swedish landscape, food traditions, and Swedish farmers. For instance, one approach is to create informational brochures or sheets that can be placed on each table in the dining car, at the counter and perhaps in the rest of the train as well. This would allow the passenger to read the information while waiting for their food or to bring it with them to read later. Brochures or similar materials could also encourage passenger interaction by including quizzes or other conversation starters like “did you know” facts. Examples on quiz questions could be “What is the three parts of the theory sustainable development?” and “What foods can be harvest between September and October in Sweden?”. The answers to the questions could be found around the dining car and on the rest of the train. Another idea could be to create a form of bingo that passengers can play together, with the aim of connecting ingredients from the meals in the dining car with the landscape outside the

window. For example, if a dish available in the dining car includes Swedish potatoes, passengers can keep an eye out for potato fields as the train passes by. By spotting the potato field, players can get one step closer to bingo. An aggravating part of this idea would be that the crops will naturally change with the growing season and crop rotation, but this approach highlights where the ingredients come from and connects them with their origin. This could educate passengers in a playful and engaging manner. However, brochures or other loose items will end up throughout the train and will need replacement when they are used. This will mean more work for the staff cleaning the trains. Utilising brochures requires the use of material resources, which may have a negative impact on the environment. Efforts to reduce waste and promote sustainability may involve designing brochures that are durable, recyclable, reusable and that are made with environmentally sustainable material. Alternatively, information could be displayed at fixed locations in the dining car and throughout the rest of the train. This approach would reduce the use of material resources and reduce the workload for the staff. A third option involves integrating digital features into the train to provide information. This could also enable passengers to engage with a digital platform and initiate conversations. This might, however, be more costly. A QR code could be a convenient alternative to digital platforms. Passengers interested in learning more about sustainability could scan the QR code to access a newsletter detailing the sustainability initiatives. This would offer an easy and accessible method for train companies to share their progress. However, only passengers genuinely interested in sustainability would read and keep up with such a newsletter, meaning that the information may not reach the majority of customers travelling on the train. Another option would of course be to combine all of the options above.

I firmly believe communication is key, and it should not only be directed towards customers but also towards all personnel within the company. Ensuring that important information regarding decision-making processes is shared with staff members will enhance their understanding of the reasons behind the changes and foster a more positive attitude towards integrating these changes into their everyday work. As mentioned earlier, for instance, implementing the practice of collecting and recycling deposit bottles and cans on trains requires clear communication of the rationale behind it to the staff. Conversely, it's equally important for staff members to feel that their suggestions for improvements, complaints, and overall feedback are valued and taken into consideration. One effective method of achieving this is by providing regular opportunities for staff to express their opinions and ideas. While employee surveys are one way to gather feedback, they may require employees to dedicate time to provide detailed responses. Additionally, holding periodic meetings with staff a few times a year can facilitate open discussions about issues, thoughts, and suggestions for improvement. These meetings should be scheduled at least once or twice a year, with the flexibility to extend them if needed, particularly during periods of significant changes or planning.

Another way in which train companies could enhance their sustainability would be to consider making the small bin bags provided at each seat from compostable materials. This initiative would significantly reduce the companies' plastic usage. However, it's challenging to control what passengers dispose of in these bin bags, and there's a possibility that not all waste will be compostable. Alternatively, another idea is to eliminate the small bin bags altogether. This would encourage passengers to dispose of their waste in the larger bins located throughout the train. In some trains, there are large bins situated at both ends of each

carriage, while others may only have larger bins located in the restaurant car, providing passengers alternative waste disposal options. Passengers also have the option to take their waste with them when leaving the train. However, removing the small bin bags may result in passengers leaving their waste under the seats or in the net pockets located at each seat. Consequently, this could increase the workload for cleaning staff as they would need to retrieve waste from beneath each seat. I believe that by communicating the reasons behind either of these options, people will gain a better understanding of why the changes are made and might even appreciate them.

The seasonal menu, mentioned earlier, should be based on which fresh Swedish vegetables are in season. These can, of course, be supplemented with fresh vegetables from other parts of Europe and the world if they are not available closer. Additionally, other animal derived and stored products (frozen, pickled, dried, smoked, and fermented) can be used. Something else that should be implemented in the new menu is to find Swedish alternatives to products that cannot be grown in Sweden. For example, rice can be replaced with Swedish bulgur (matvete). Beans should primarily be grown in Sweden, as well as all animal produce.

The right to public access, as previously mentioned, forms a fundamental aspect of Swedish identity. It encompasses more than just the freedom to roam in Swedish nature; it embodies knowledge about plants, animals, and environmental stewardship. From a young age, many Swedish children are taught to respect and preserve nature, refraining from causing harm or leaving waste behind, and understanding the importance of responsible behaviour, such as refraining from lighting fires in sensitive areas. The right to public access fosters a deep connection with the landscape, encouraging appreciation from various perspectives. It serves as a means to connect with the land and nature. Leveraging this mindset within train services is a unique opportunity, one that highlights Sweden's distinctive relationship with nature and deserves greater recognition. I believe that by incorporating the right to public access into the trains and the dining car, a clearer connection between the sustainability work, the passengers, and staff would be created. This could be achieved through communication between the train company, its staff, and passengers, as outlined in my suggestions above. The food served in the dining car also plays an important role, as well as the commitment to maintaining a clean and functional train. Establishing a connection between the right to public access and trains, through Swedish nature and the importance of preserving it through sustainable travel, could be an important step in connecting the train with the people of Sweden on a deeper and more personal level.

Train companies do not only operate trains; other facilities like offices, storage rooms, and lounges are also part of the companies and should be included in sustainability decisions.

5.5 Zooming out

In 2015, the United Nations (UN) introduced the 17 Sustainable Development Goals (SDGs), designed to catalyse action in key areas deemed crucial for humanity and the planet. These areas include people, planet, prosperity, peace, and partnership (United Nations n.da). The ambitious timeline for achieving these goals is set for the year 2030, providing a 15-year window from their inception in 2015 (United Nations n.da). These goals are part of the 2030

Agenda for Sustainable Development and cover a wide range of global challenges, including poverty, hunger, health, education, gender equality, clean water, climate action and more (United Nations n.db).

The SDGs play a crucial role in steering the world towards a more sustainable future. They not only draw attention to various issues but also contribute value to the process of finding solutions. However, meeting these ambitious goals by 2030 requires intensified efforts. I posit that integrating the SDGs with the dining car could symbolise a commitment to a long-term sustainable journey. This involves implementing initiatives and practices designed to endure and positively contribute to ecological well-being over time. The dining car could serve as a space for fostering community awareness about sustainable practices, promoting dialogue, and encouraging passengers to actively participate in environmentally friendly choices. By incorporating the SDGs into this conversation, the dining car could set an example for actively engaging with the goals and make them a topic of discussion among passengers. This, in turn, could enhance awareness of the importance of achieving these goals and provide tools on how to contribute to them. By showcasing the dining car as an example, raising awareness about the SDGs, and transparently illustrating how the train company addresses these issues, the global perspective is automatically engaged. Furthermore, the exemplary practices of the dining car can serve as a metaphor for implementation in other settings.

The concept of planetary boundaries has generated enormous interest within the scientific world, as well as in policymaking and practice. Planetary boundaries are, at the same time, a great indicator of the overuse of the globe's resources (Stockholm Resilience Centre 2023). Using the knowledge provided by this concept in various settings is, in my opinion, crucial to curb the overuse of the globe's resources. This applies to both large and small actions. By working towards a more sustainable dining car, I believe train companies can be pioneers for more sustainable travel and showcase to other sectors that it is possible to live within planetary boundaries. The dining car becomes a symbol of a commitment to source ingredients from Sweden, supporting farmers and upholding environmental and ethical considerations. A dining car menu reflecting seasonal, locally sourced dishes further strengthens the connection between the food, the region it represents, and the sustainable practices integral to its production. This approach aligns with a broader movement towards conscientious and environmentally friendly dining choices. The emphasis on food made from ingredients grown in Sweden holds significance not only for numerous Swedish consumers but also serves an environmental purpose. This commitment reduces the need to ship ingredients from other parts of the world, aligning with sustainability goals.

6. Method discussion and future research

This study employs a triad of methods: the desk study, the questionnaire, and participant observation, offering a diverse exploration. Beginning with a thorough desk study, the research delves into academic literature, websites, reports, radio programs, and YouTube videos. The decision to incorporate YouTube videos and radio programs as sources was based on the scarcity of academic research on the history of trains, the dining car, and eating habits on trains. My interest in train history stems from the belief that it contributes significantly to the study. I

argue that these sources help elevate this study by bringing a valuable perspective.

Building upon the insights gained from the desk study, the questionnaire takes shape to strategically capture the traveller's viewpoint. This method facilitates the collection and analysis of a substantial volume of data while ensuring respondent anonymity. Nevertheless, it's important to recognise limitations, such as the inability to pose follow-up questions and the potential for respondent loss, as outlined by Bryman (2018). I would also like to mention that the distribution among the age groups in this study was not evenly spread, but a significant proportion of the respondents were in the younger age categories. This has naturally impacted the questionnaire results, which is worth noting.

The third method, participant observation, demands targeted access to the study's focal point. While highly effective with appropriate access, it may not be suitable for studies lacking the required entry. Another thing to note when choosing the method participant observation according to Jacobsen (2017), is that the observer has a strong influence on the result, this since the observer actively participate in the task. This leads to the result being less valid.

Additionally, considerations for future research involve the potential incorporation of interviews to gain insights from industry professionals. Another thing to consider for future research is to include a participant observation from two or more different train companies. In this study only one train company was represented in the third method. By including more than one company, the findings would be validated in a better way. This, of course, depends on whether there is the possibility of that type of access to include participant observations in a future study. Lastly, to enhance the depth of the study, the involvement of an interior designer could be considered. This collaboration would offer the chance to conceptualise a dining car that integrates the suggestions arising from the study. I posit that a tangible representation of a potential future dining car design might facilitate a more comprehensive understanding and assimilation of the suggestions in the study.

Concluding this discussion, there's a reflection on the study's scope and an acknowledgment of the need for further extensive research. I humbly recognise the ongoing exploration into integrating the dining car as a pivotal aspect of global sustainability efforts. This underscores the need for continued research to unravel the symbolism of food and the dining car in the context of sustainability.

7. Conclusion

In conclusion, let's shift our perspective. Rather than viewing the train as a mere mode of transportation shuttling travellers between locations, consider the train journey—especially the dining car—as the destination itself. By emphasising sustainability and supporting Swedish farmers, we can showcase the raw materials that mirror Sweden's nature, landscape, and taste. This approach not only illuminates the role of the dining car on long-distance trains in Sweden, but also sets an example for addressing global environmental concerns. I believe that trains are a perfect platform for enhancing sustainability during train journeys, simultaneously serving as a role model for others in promoting sustainability. The dining car on long-distance trains, I firmly argue, contributes significantly to promoting sustainable travel and working towards a

more sustainable world. As I mentioned before, I believe communication is an easy and very effective way to ensure people understand why certain actions are taken. That's why I firmly argue that train companies need to communicate their commitment to a more sustainable world, while also fostering conversations about sustainability both onboard the trains and beyond. The suggestions I presented earlier should be seen as a first step towards a more sustainable future for train companies and the world. With these suggestions, I hope to inspire increased train travel in the future.

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Unpublished material

Graham Fairclough, guest lecture, SLU, lecture 2021-08-31.

9. Appendix

9.1 Questions for the questionnaire (English version)

Train Travel and Dining Habits in Sweden

With long-distance trains, we refer to trains that cover extensive distances and have an onboard dining car. Commuter trains are not included in this definition.

*** Indicates a mandatory question**

How old are you? *

15-25
26-30
31-40
41-50
51-60
61-70
71-80
81-90
91-100+

Choose the option that best fits you.

2. How often do you travel with long-distance trains within Sweden (round trip)? *

Less than once a year
Once a year
Two to three times a year
Less than two to three times a month
Two to three times a month
Once a week
Several times a week
Never, I choose other means of transportation --> continue to question 3a

3. Do you choose long-distance trains within Sweden because of (multiple-choice question)

Price
Eco-friendly travel option
Onboard comfort
Convenient, direct access to the city centre
Food and the dining car/bistro onboard
Punctuality
Other:

3a. Why do you choose other means of transportation over the train? (multiple-choice question)

The train is too expensive
The train is too slow
Too many delays and similar issues
Other means of transportation offer more

4. Would you have chosen long-distance trains within Sweden over any other means of transportation (plane, car, bus) if the long-distance train offered a restaurant experience? *

Yes, I would have liked to try.
Yes, but it must not be too expensive
No, I would not choose the train

5. Do you consider long-distance trains within Sweden more of an experience than a mode of transportation? *

No, the train offers nothing special --> continue to question 6
Yes, I think the train offers something beyond transportation --> continue to question 5a

5.a What do you think the train offers beyond transportation itself? (multiple-choice question)

Opportunity for relaxation
Feels luxurious to travel by train
The train provides a landscape experience
The train offers a restaurant experience
Other:

Eating habits on the train:

6. When you travel on long-distance trains, do you choose to buy food onboard the train? *

Yes, I often buy food onboard the train.
I seldom buy food onboard the train.
I only buy food onboard if I forgot to bring my own.
No, I never buy food onboard the train --> continue to question 8
Do not travel on long-distance trains --> continue to question 9

Choose the options that best fit your habits.

7. What type of food do you choose to buy onboard? (multiple-choice question)

Breakfast – (yogurt, sandwich, tea/coffee/juice)
Lunch/dinner – (one of the train's hot dishes or larger sandwiches)
Coffee break – (bun/cake and coffee/tea)
Snacks – (chocolate, candy, or chips/nuts)
Drinks – (soda, juice, alcohol, coffee/tea)
All of the above
Other:

8. If you buy food onboard the train, do you choose to eat the food in the dining car or take it to your seat? *

I choose to eat in the dining car.
I take the food to my seat.
Never buy food on the train.

9. Do you consider the dining car to be an important part of the train and the journey. *

Yes, I think the dining car has a significant role.

No, I don't think the dining car/bistro has a significant impact on the journey.

I have no opinion.

10. Is it important that the food served in the dining car is grown in Sweden? *

Yes, I think that the majority of the food served in the dining car should be grown in Sweden. Please explain under "Other."

No, I don't think the food served in the dining car has to be grown in Sweden. Please explain under "Other."

Other:

9.2 Questions for the questionnaire (Swedish version)

Res- och restaurangvanor på långdistanståg i Sverige

Med långdistanståg avser tåg som körs långa distanser och som har en restaurangvagn ombord.

Pendeltåg ingår inte i denna definition.

* Anger obligatorisk fråga

1. Hur gammal är du? *

15-25

26-30

31-40

41-50

51-60

61-70

71-80

81-90

91-100+

Välj det alternativ som passar bäst in på dig

2. Hur ofta åker du långdistanståg inom Sverige (tur och retur)?*

Mindre än en gång om året

En gång om året

Två till tre gånger om året

Mindre än två till tre gånger i månaden

Två till tre gånger i månaden

En gång i veckan

Flera gånger i veckan

Aldrig, jag väljer andra färdmedel --> gå till fråga 3a

3. Väljer du långdistanståg inom Sverige på grund av (flervalsfråga)

Priset

Miljövänligt resealternativ

Bekvämligheten ombord

Smidigt, kommer direkt in i stadskärnan

Maten och restaurangvagnen/ bistron ombord

Punktligheten

Övrigt:

3a Varför väljer du andra färdmedel över tåget? (flervalsfråga)

Tåget är för dyrt

Tåget är för långsamt

För mycket förseningar och liknande

Andra färdmedel har mer att erbjuda

4. Hade du valt långdistanståget inom Sverige över något annat färdmedel (flyg, bil, buss) om långdistanståget erbjöd en restaurangupplevelse. *

Ja, det hade jag velat testa.

Ja, men det får inte bli för dyrt

Nej, skulle inte välja tåget

5. Anser du att långdistanståget inom Sverige är mer som en upplevelse än ett färdmedel? *

Nej, tåget erbjuder inget speciellt --> gå till fråga 6

Ja, jag tycker tåget erbjuder något utöver transporten --> gå till fråga 5a

5.a Vad anser du att tåget erbjuder utöver transporten i sig självt? (flervalsfråga)

Möjlighet för avkoppling

Känns lyxigt att åka tåg

Tåget ger en upplevelse av landskap

Tåget erbjuder en restaurangupplevelse

Övrigt:

Matvanor på tåget:

6. När du reser med långdistanståg väljer du då att köpa mat ombord på tåget? *

Ja, jag köper ofta mat ombord på tåget.

Jag köper sällan mat ombord på tåget

Jag köper bara mat ombord om jag missat ta med egen mat

Nej, jag köper aldrig mat ombord på tåget --> gå till fråga 8

Åker inte långdistanståg --> gå till fråga 9

Välj de alternativen som passar bäst in på dig

7. Vad för mat väljer du att köpa ombord? (flervalsfråga)

Frukost – (yoghurt, smörgås, te/kaffe/ juice)

Lunch /middag – (någon av tågets varmrätter eller större smörgåsar)

Fika – (bulle/kaka och kaffe/te)

Snacks – (chokladkaka, godis eller chips/nötter)

Dricka – (läsk, saft, juice, alkohol, kaffe/te)

Allt ovan

Övrigt:

8. Om du köper mat ombord på tåget väljer du då att äta maten i restaurangvagnen eller ta till din plats? *

Jag väljer att äta i restaurangvagnen

Jag tar med mig maten till min plats

Köper aldrig mat på tåget

9. Anser du att restaurangvagnen är en viktig del av tåget och resan. *

Ja, jag tycker restaurangvagnen har en viktig roll

Nej, jag tycker inte att restaurangvagnen/ bistron har en stor betydelse för resan

Jag har ingen åsikt

10. Är det viktigt att maten som serveras i restaurangvagnen är odlad i Sverige? *

Ja, jag tycker att majoriteten av maten som serveras i restaurangvagnen ska vara odlad i Sverige.

Förklara gärna varför under övrigt

Nej, jag tycker inte maten som serveras i restaurangvagnen måste vara odlad i Sverige. Förklara gärna varför under övrigt

Övrigt

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