

# Remote working impacts on CO2 emissions

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Ramboll has coordinated a study to assess the potential of remote working on greenhouse gas emissions from road transport.

Finland is committed to halving the CO2 emissions from domestic transport by 2030 compared to 2005. The potential of remote working to reduce greenhouse gas emissions from transport was explored to support the Finnish national roadmap for fossil-free transport roadmap.

In the study, three scenarios were formed to simulate the possible shares of remote working in the 309 municipalities of Finland. The study is the most accurate estimate to date of the role of remote working in the overall long-term reduction of transport emissions. According to the study, the impact of telework on greenhouse gas emissions from transport is moderate.

Remote working has gradually become more common following the digitalization of the society. In 2019, there were about 357 000 remote workers in Finland. As a

result of the Covid-19 pandemic, remote working increased significantly to about 790 000 remote workers. It was concluded in the study, that the share of remote working in the future will not exceed the share perceived in 2020.

According to the maximum scenario, there will be 811 000 remote workers in 2045. The annual reduction of CO2 emissions from passenger cars due to the increase in remote working would peak at around 125 000 tonnes in 2030. In the longer term, the electrification of the car fleet will reduce the impact of remote working. In 2045, the maximum share of remote working could achieve an emission reduction of about 82 000 tonnes.

According to the data and forecasts now available, the share of remote working will decrease when the pandemic eases, but it will be higher than before 2020.

This will happen independently of any specific national measures to promote remote working. The forecast of remote working can be included in the national traffic forecast and emission forecast, in the next update in 2022-2023. Until then, the changes in remote working must be taken into account in the further preparation of the fossil fuel roadmap to reduce the need for other additional measures to decrease the CO2 emissions from road transport.

The study was conducted in cooperation with MDI Public Finland and Telia Finland.

The report is available in Finnish: <http://urn.fi/URN:NBN:fi-fe2021091346055>

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