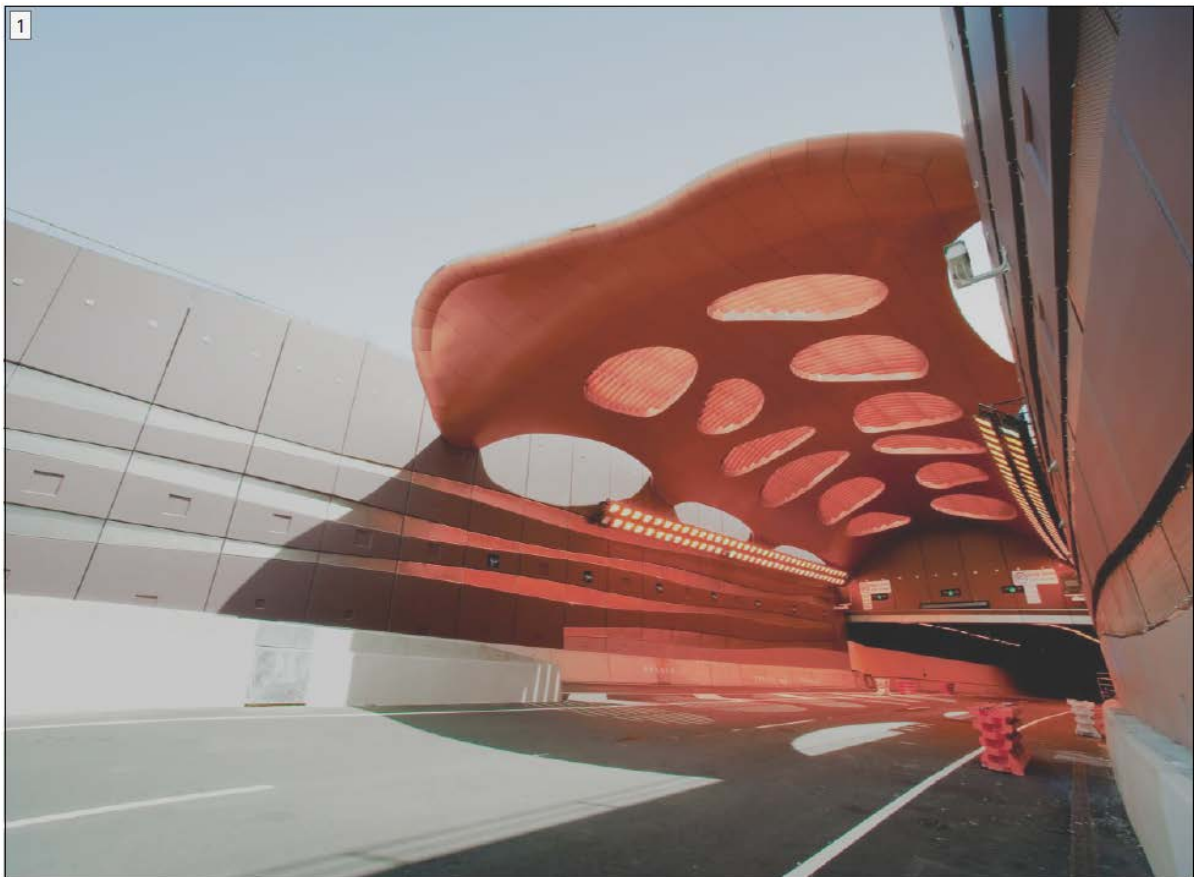


BASTUNNEL 400

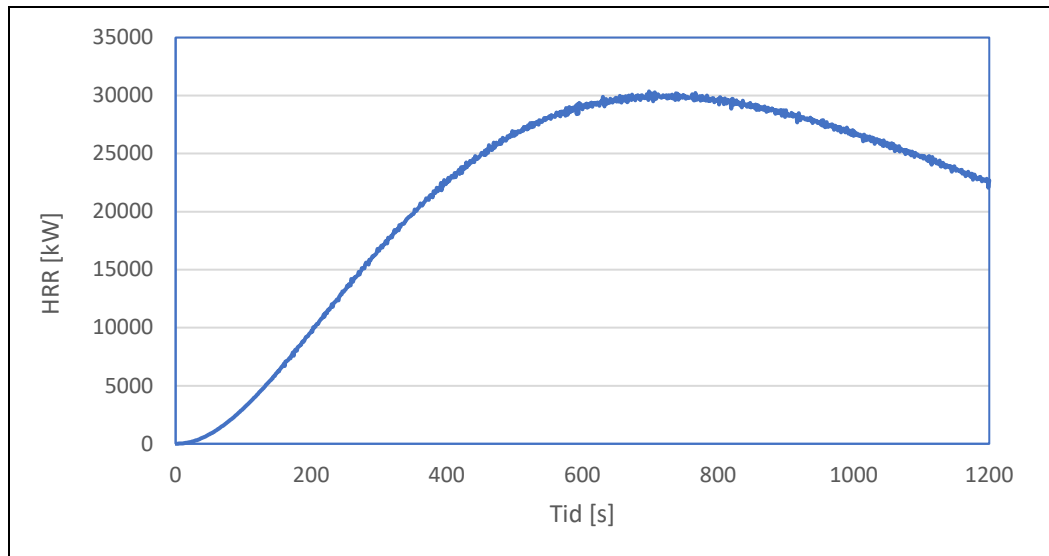
APPENDIX A-C: BERÄKNINGAR KONSEKVENSANALYS

2023-12-08

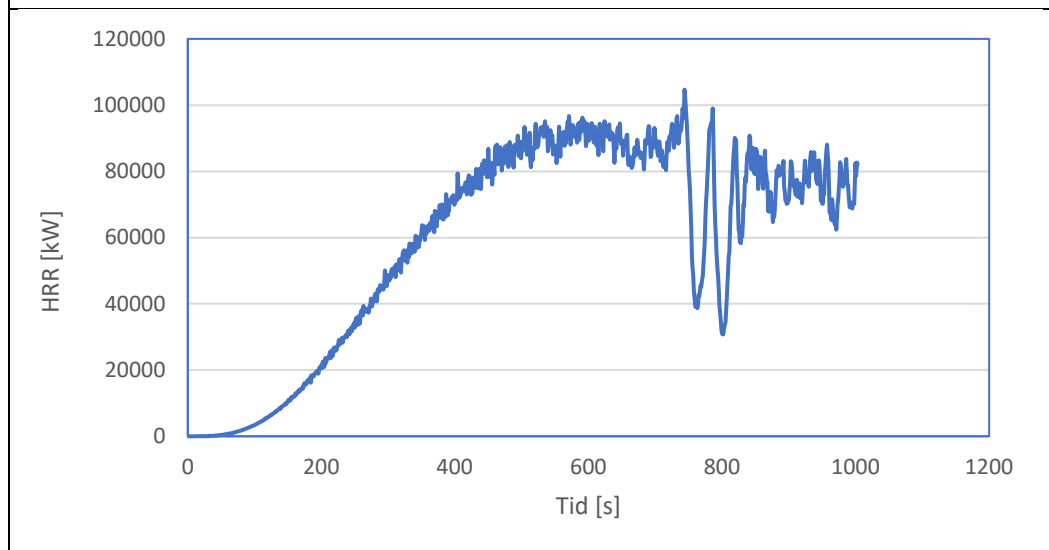


APPENDIX A – TUNNELLUTNING A

A.1 Effektutveckling



Effektutveckling, Brand i buss (30 MW)

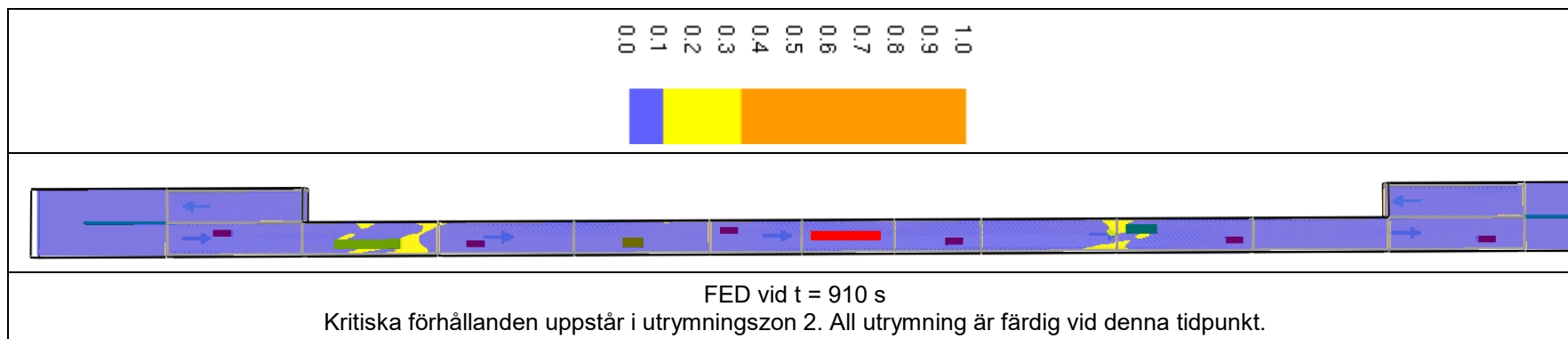


Effektutveckling, Brand i lastbil (100 MW)

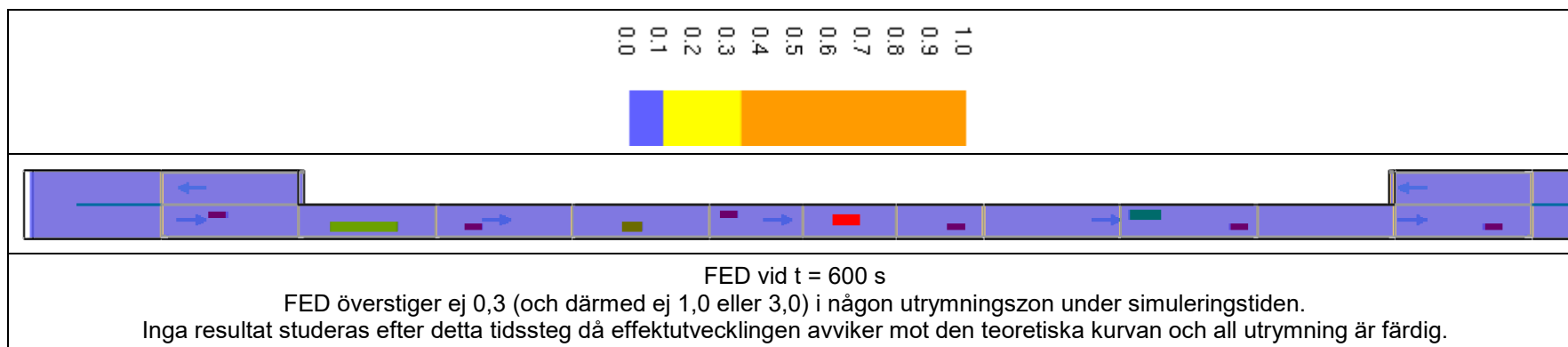
Effektutvecklingen avviker från sin teoretiska kurva efter ca 600 s. Då detta sker efter att samtliga trafikanter har utrymt och därmed ej påverkar resultatet, utreds inte detta vidare i denna analys.

A.2 Toxicitet

A.2.1 Brand i buss (30 MW)

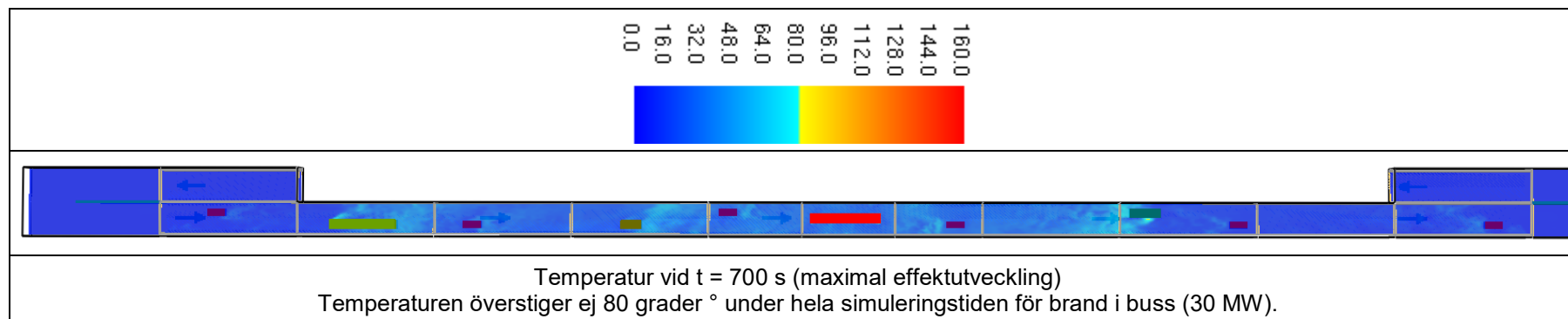


A.2.2 Brand i lastbil (100 MW)

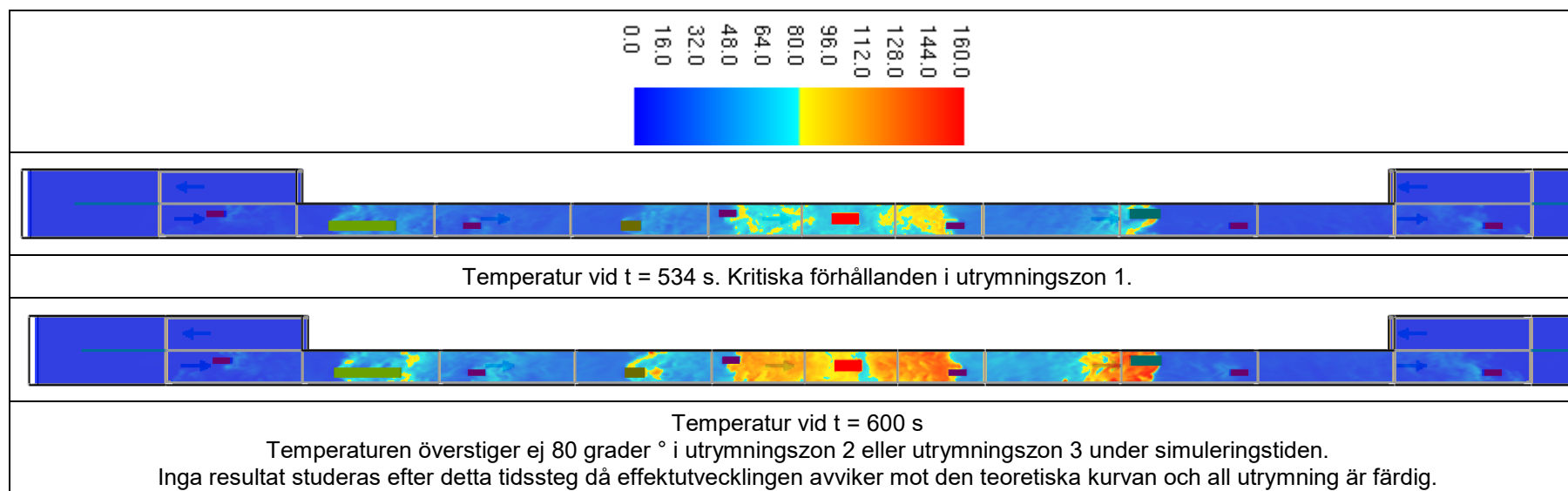


A.3 Temperatur

A.3.1 Brand i buss (30 MW)

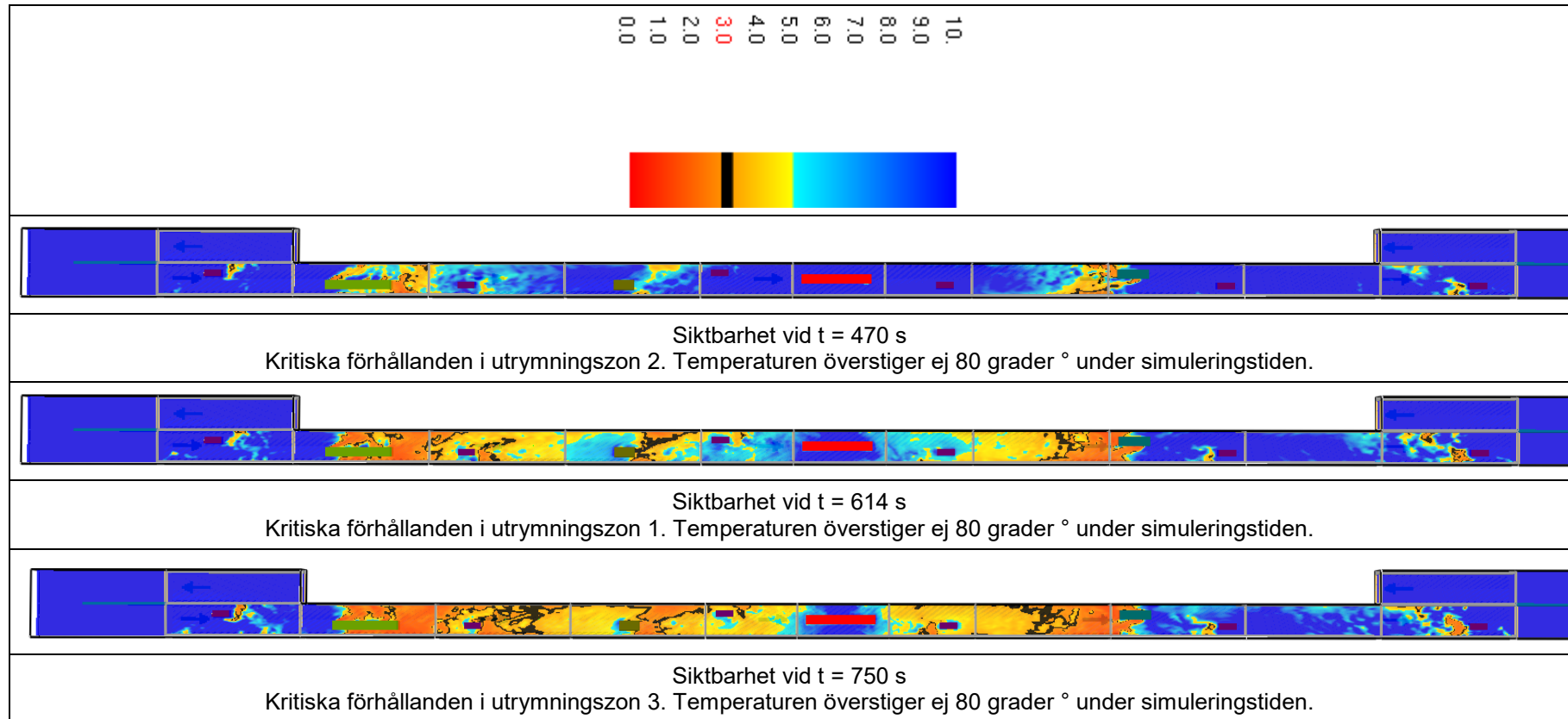


A.3.2 Brand i lastbil (100 MW)

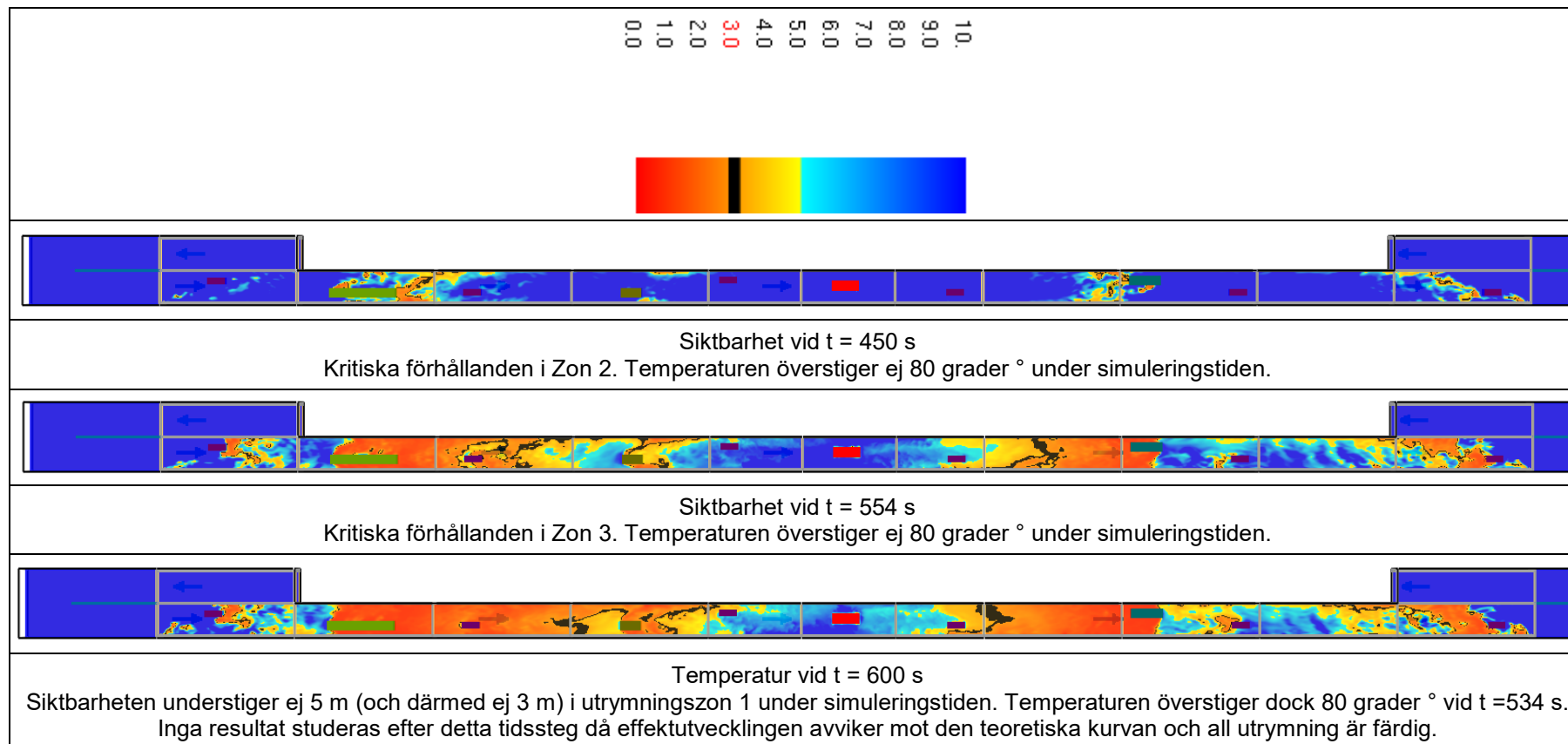


A.4 Siktbarhet

A.4.1 Brand i buss (30 MW)



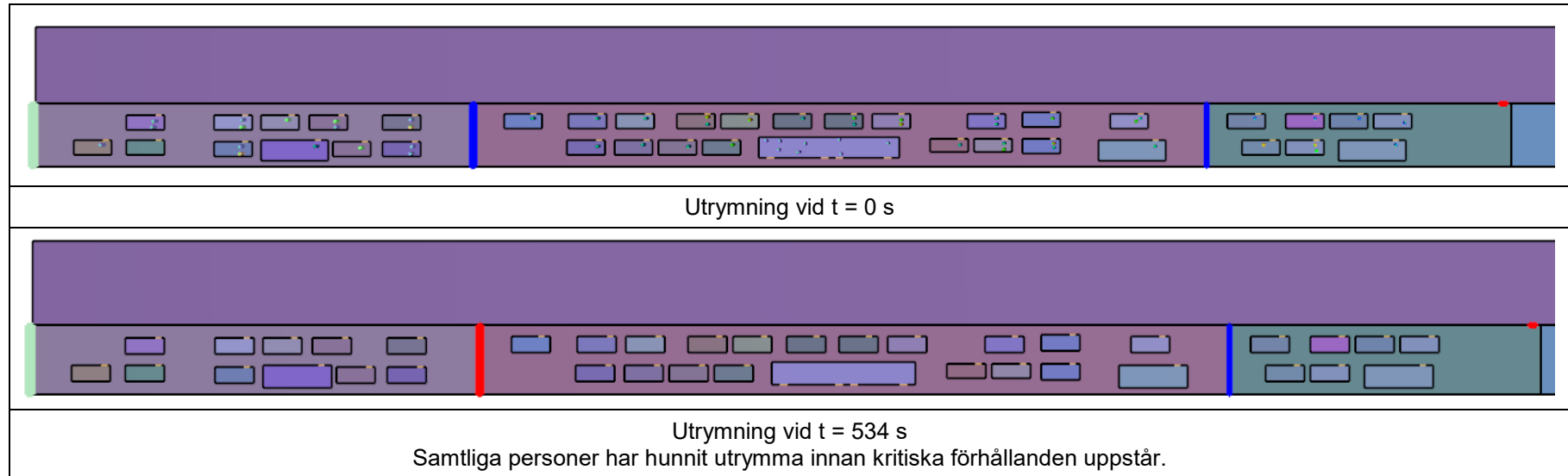
A.4.2 Brand i lastbil (100 MW)



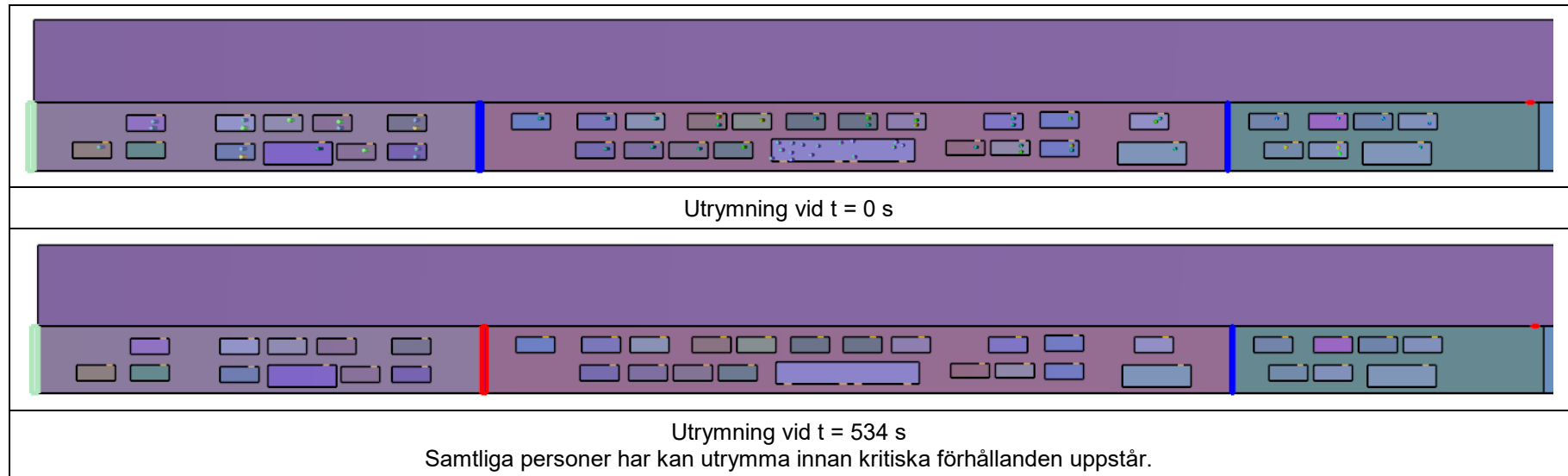
A.5 Utrymning

A.5.1 Brand i buss (30 MW)

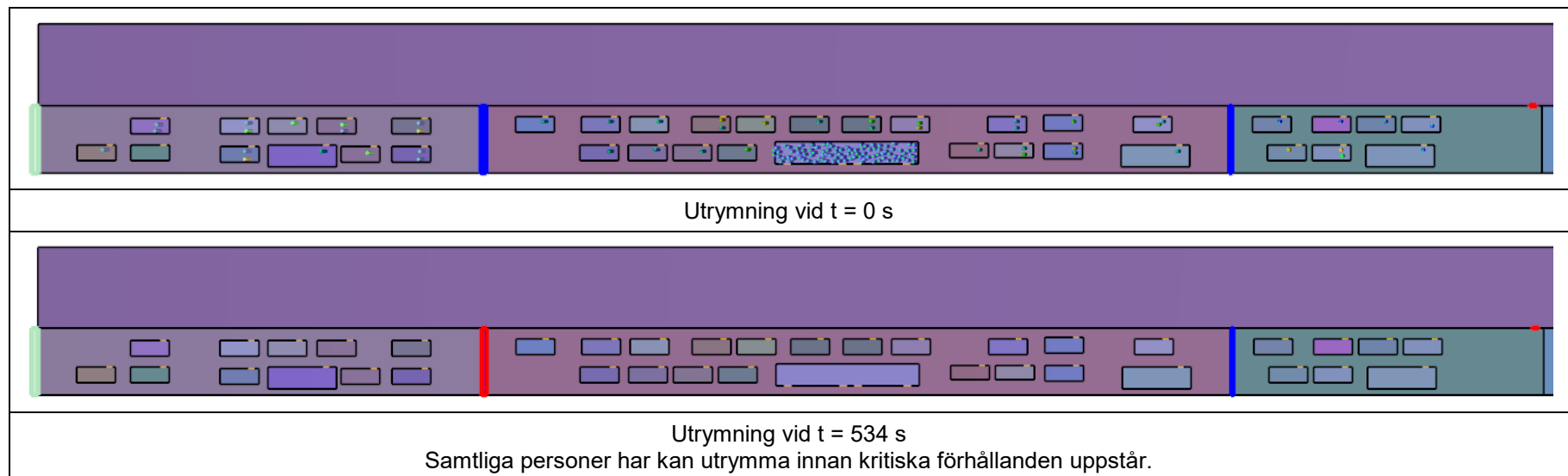
8 personer på bussen



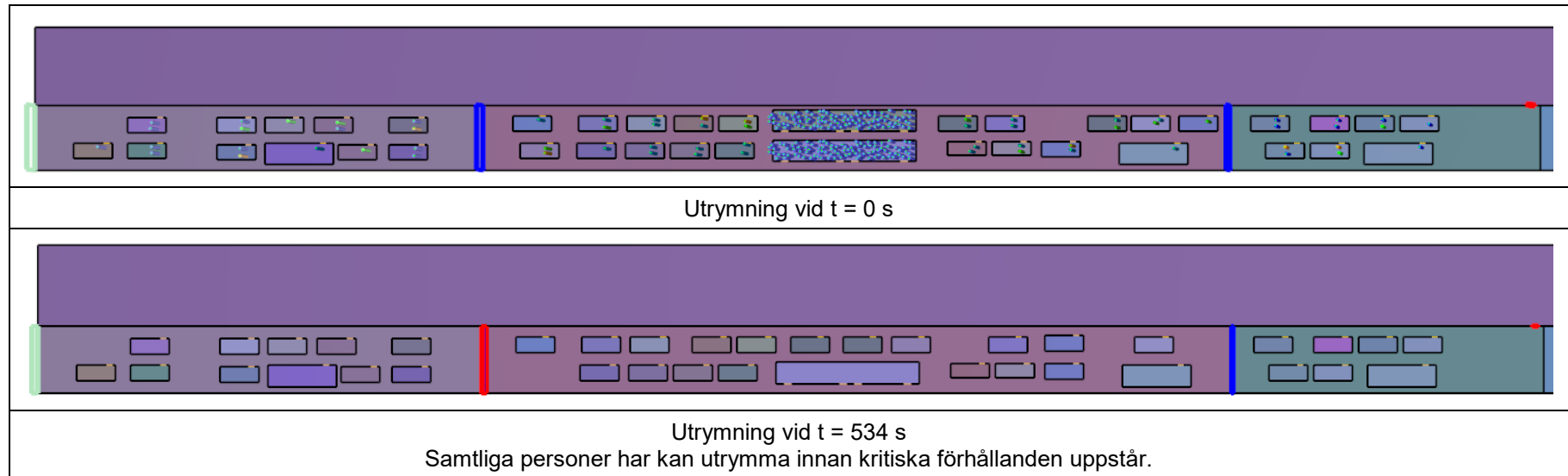
15 personer på bussen



95 personer på bussen

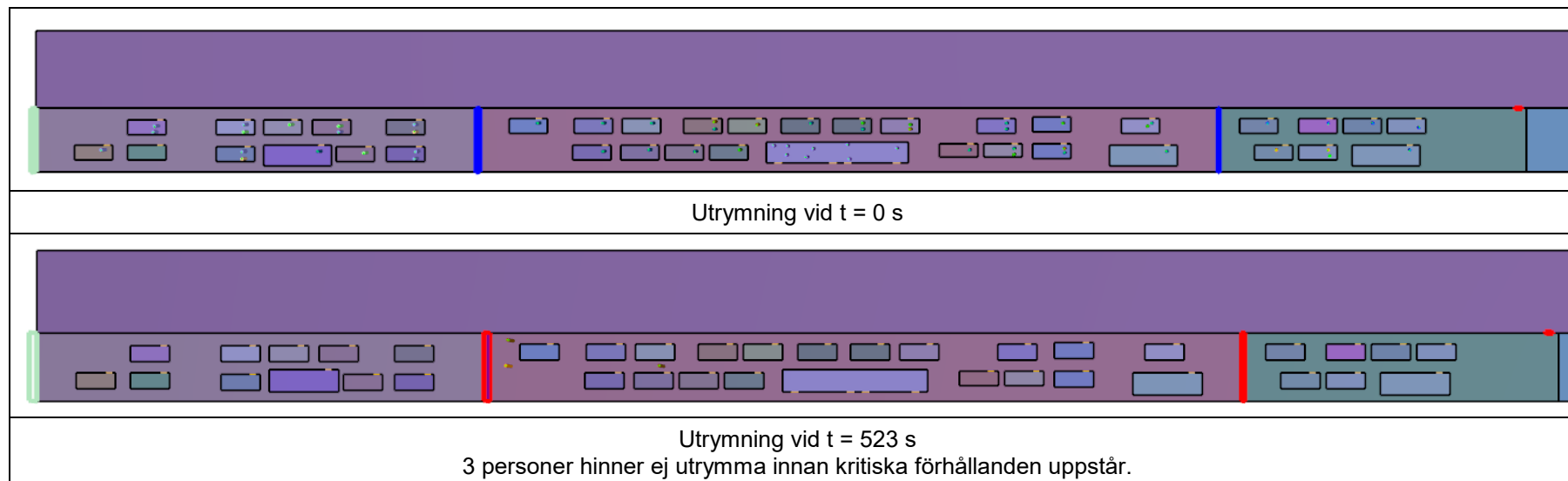


95 + 95 personer på bussen (infartsbommar felfungerar)

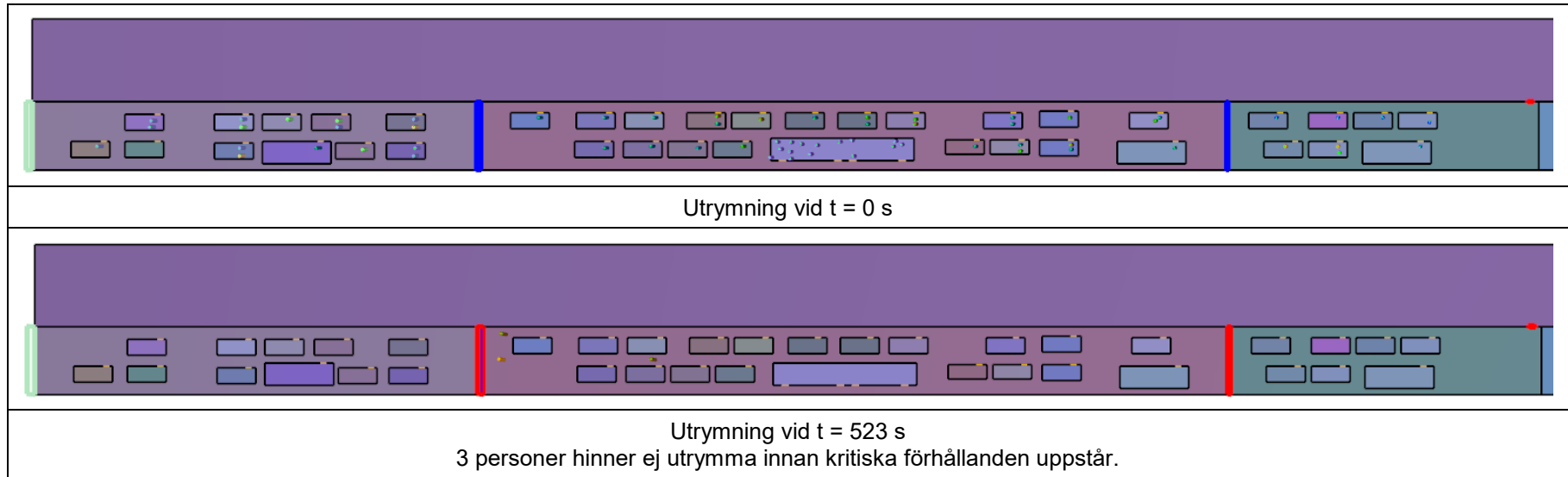


A.5.2 Brand i lastbil (100 MW)

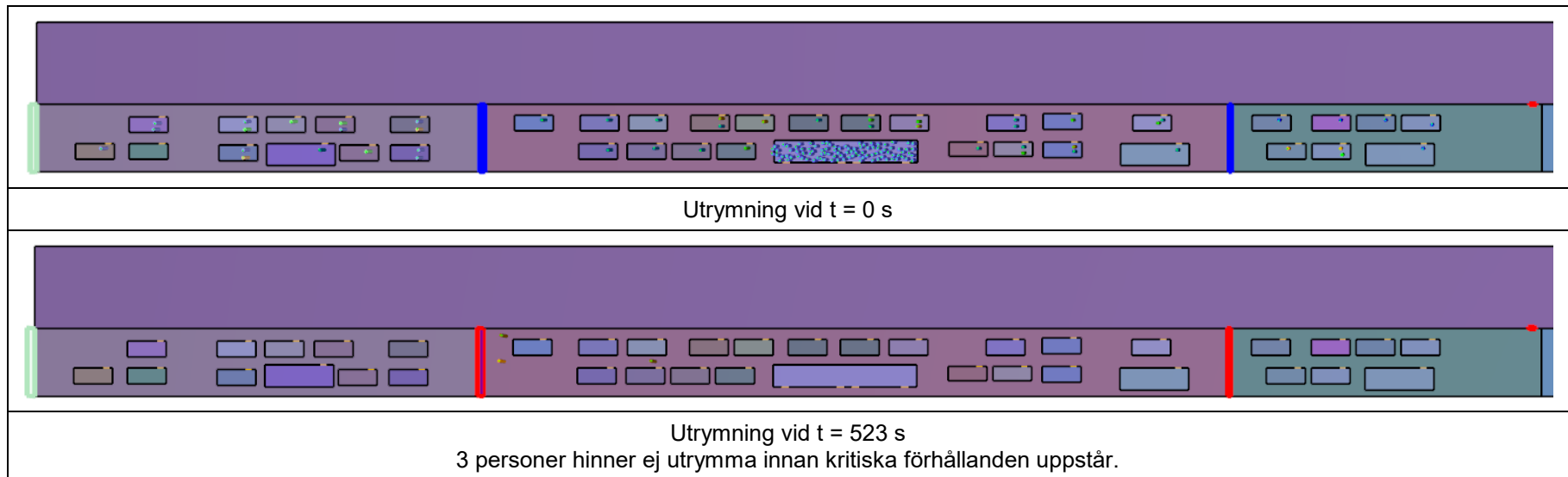
8 personer på bussen



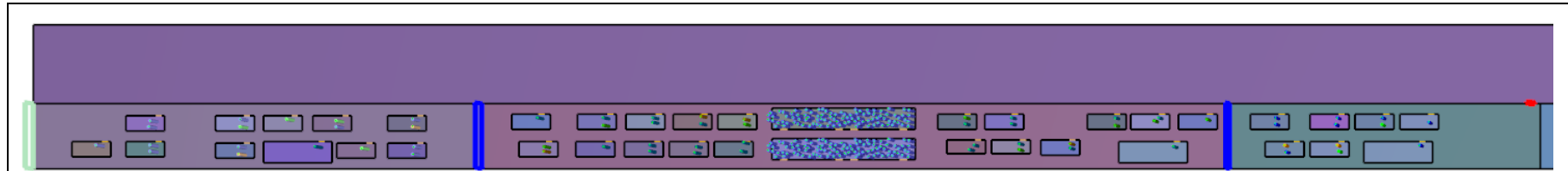
15 personer på bussen



95 personer på bussen



95 + 95 personer på bussen (infartsbommar felfungerar)



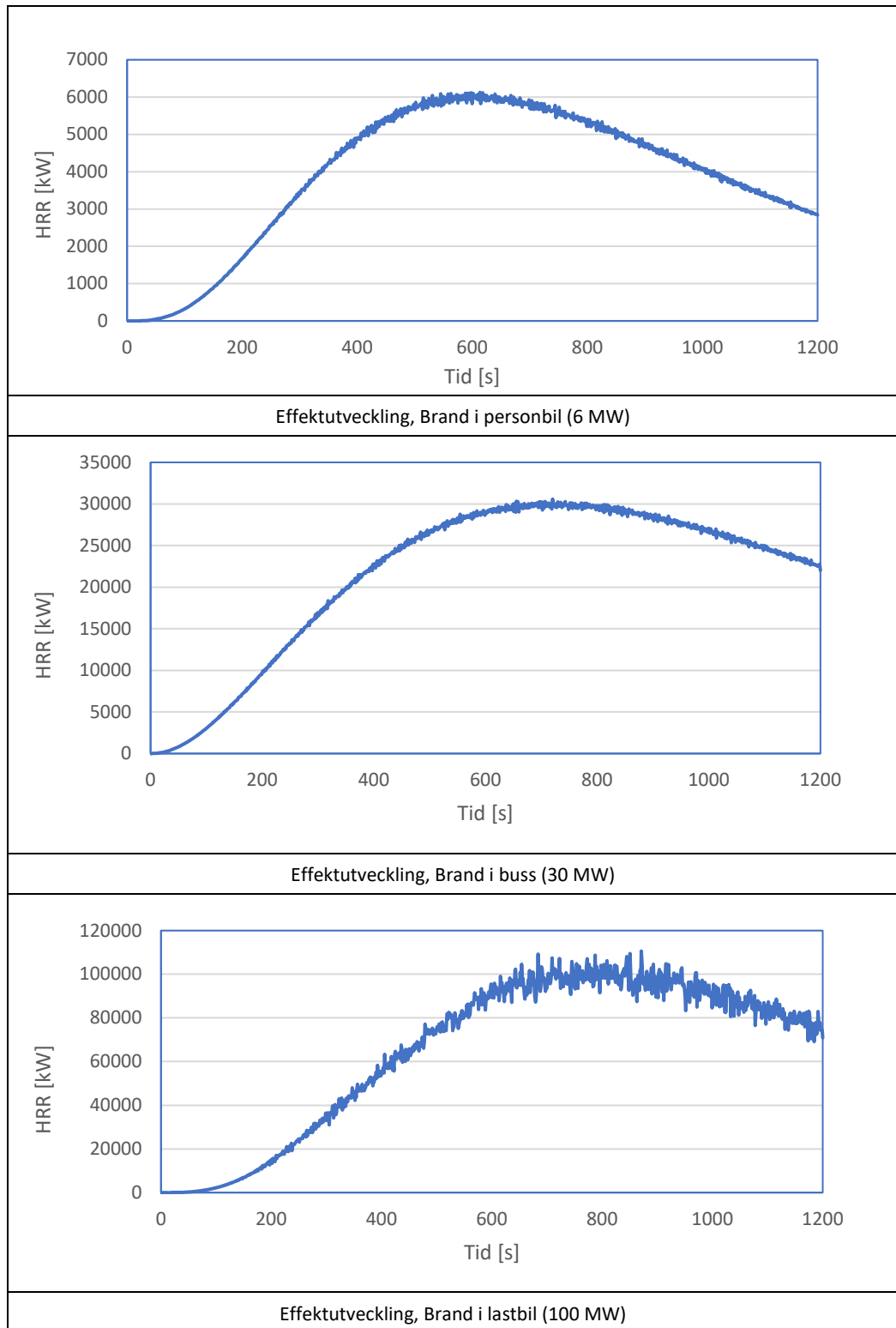
Utrymning vid $t = 0$ s



Utrymning vid $t = 523$ s
3 personer hinner ej utrymma innan kritiska förhållanden uppstår.

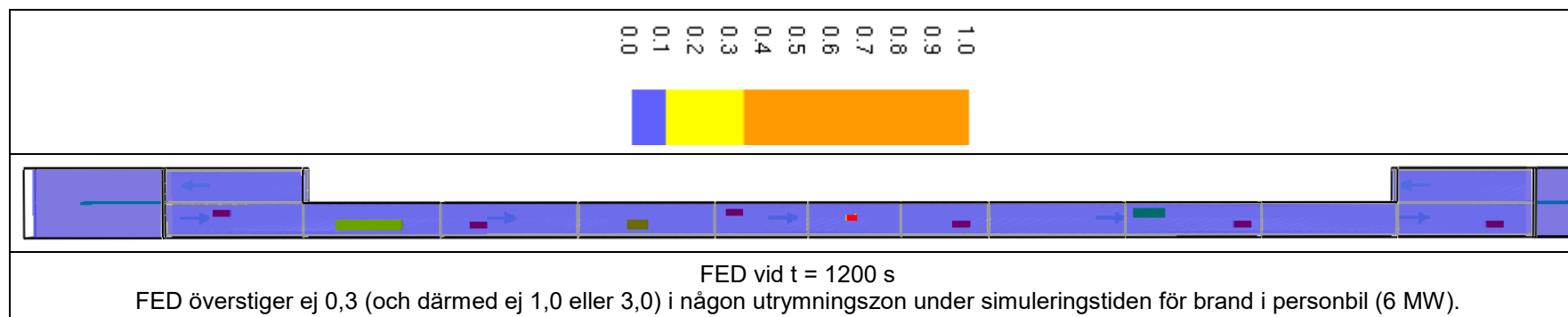
APPENDIX B – TUNNELLUTNING B

B.1 Effektutveckling

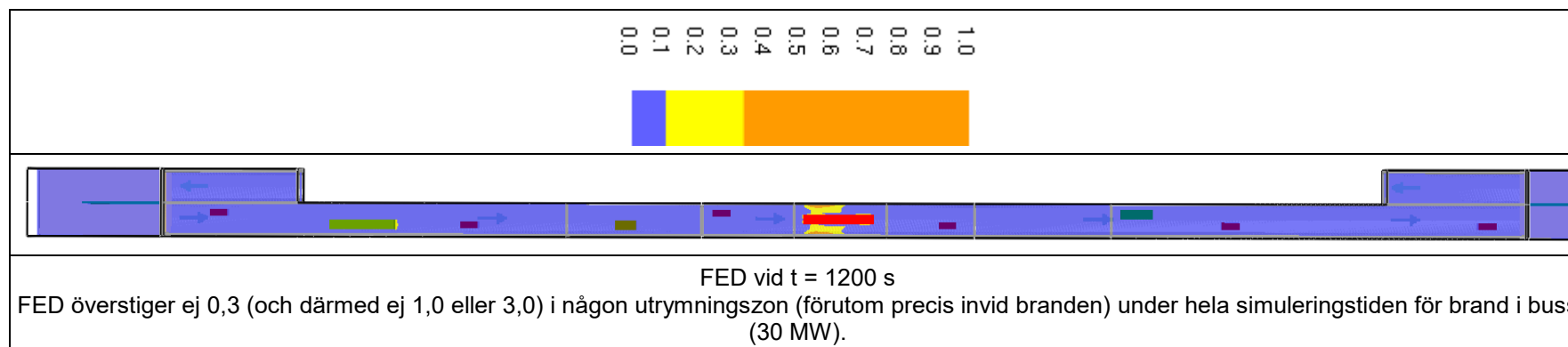


B.2 Toxicitet

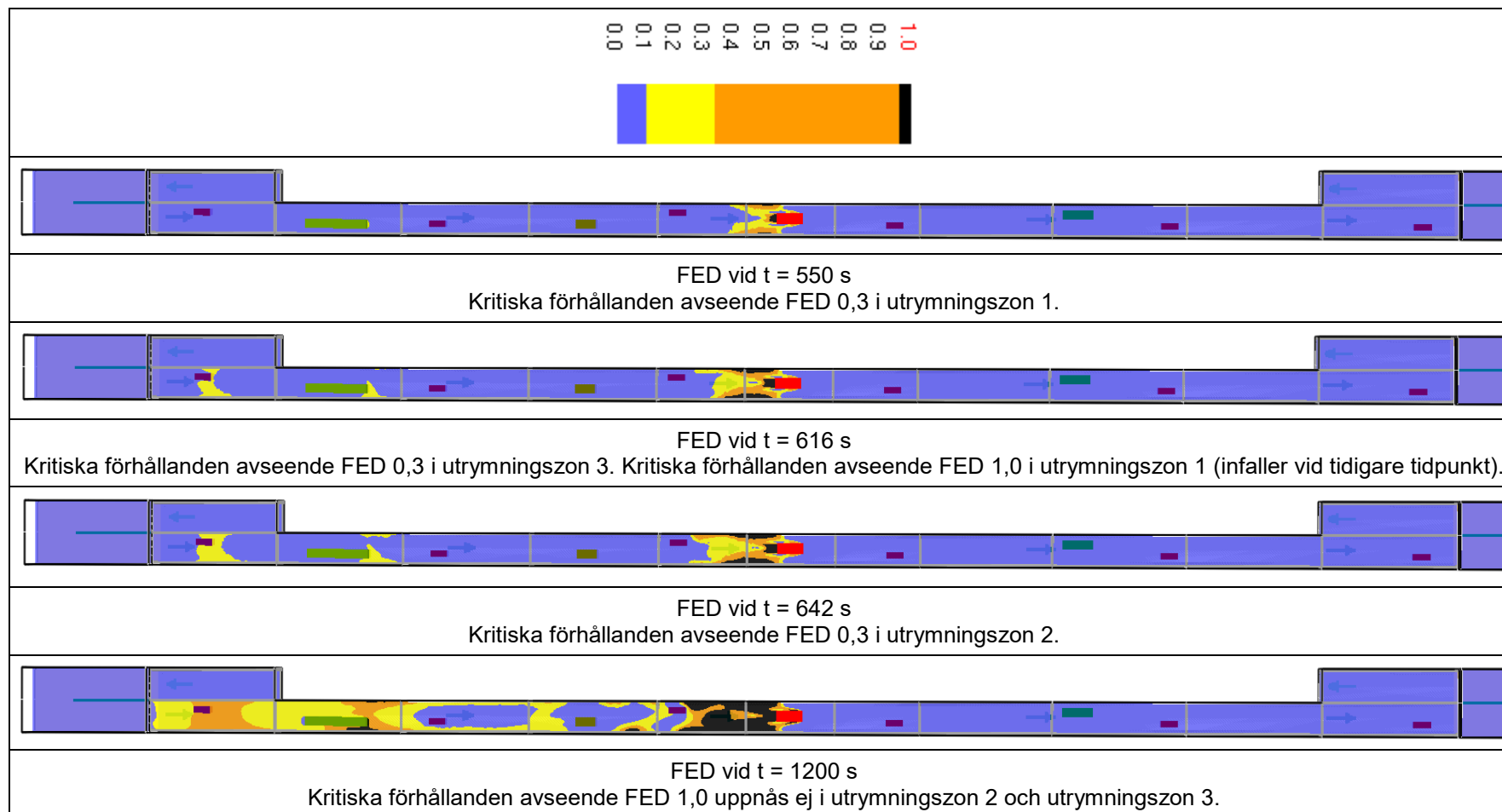
B.2.1 Brand i personbil (6 MW)



B.2.2 Brand i buss (30 MW)

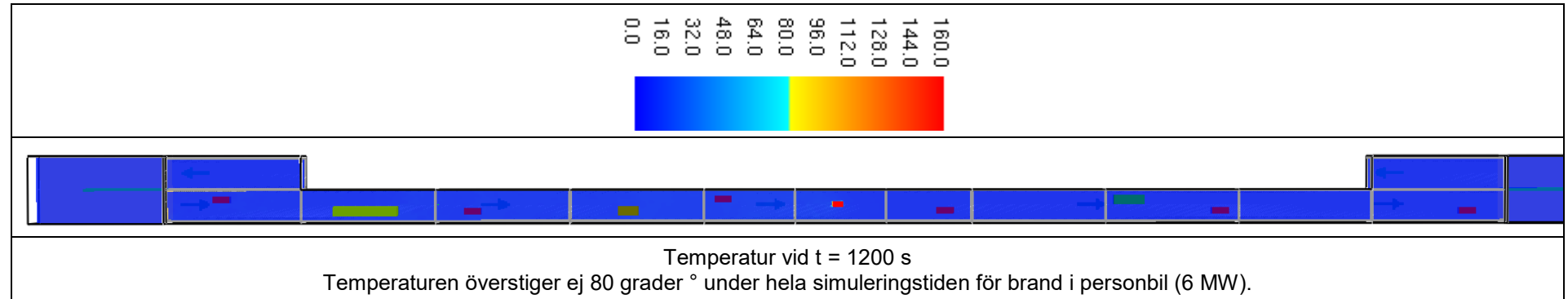


B.2.3 Brand i lastbil (100 MW)

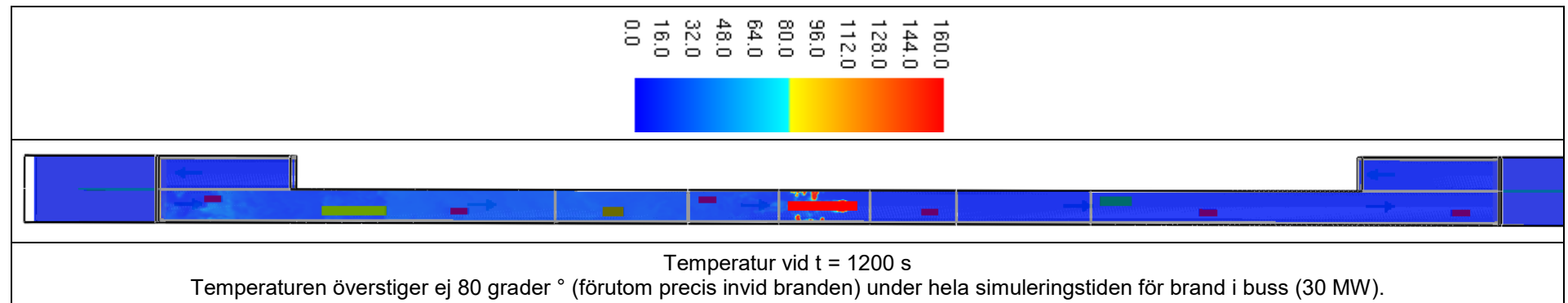


B.3 Temperatur

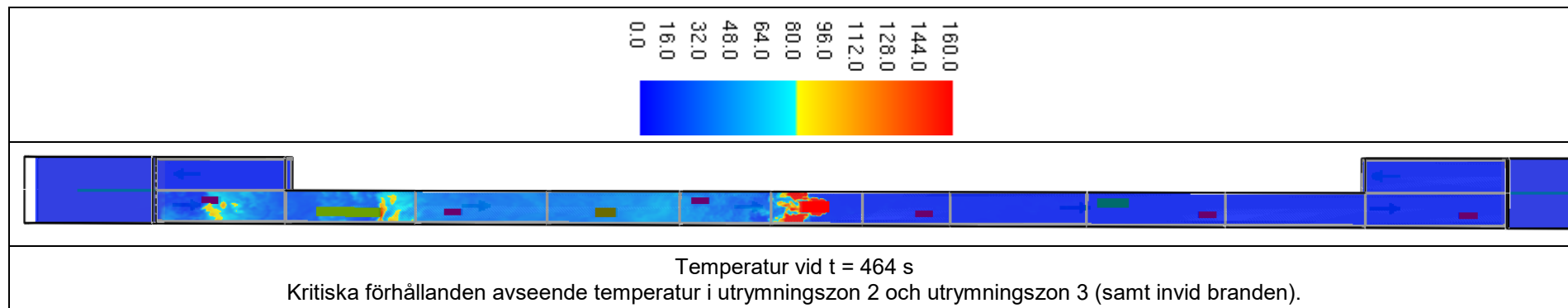
B.3.1 Brand i personbil (6 MW)



B.3.2 Brand i buss (30 MW)

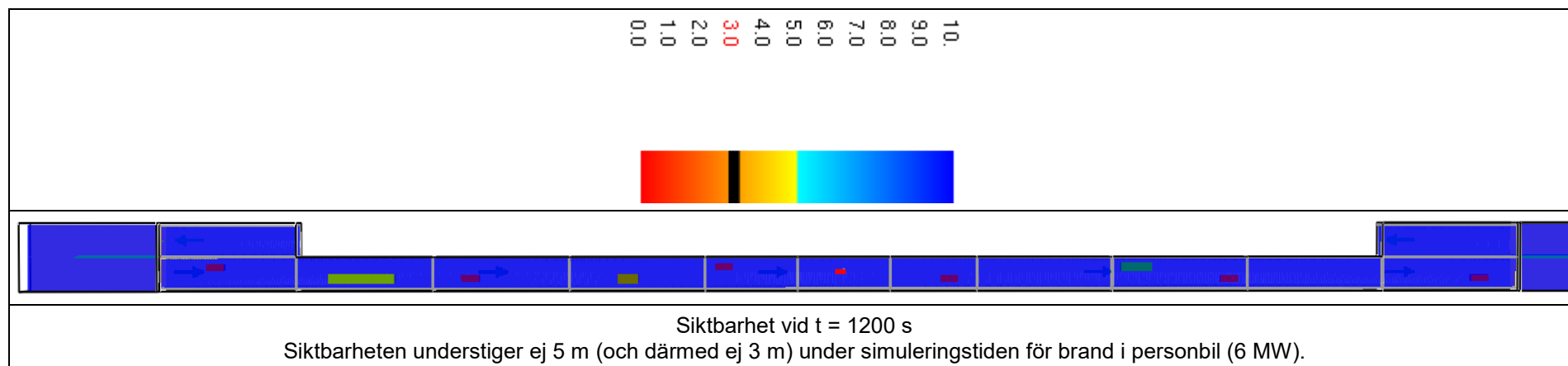


B.3.3 Brand i lastbil (100 MW)

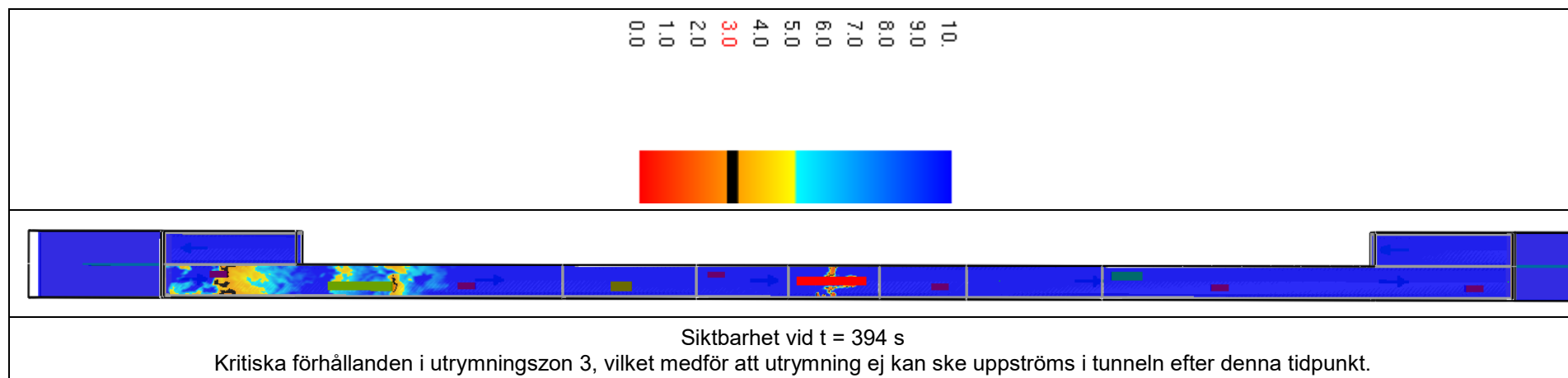


B.4 Siktbarhet

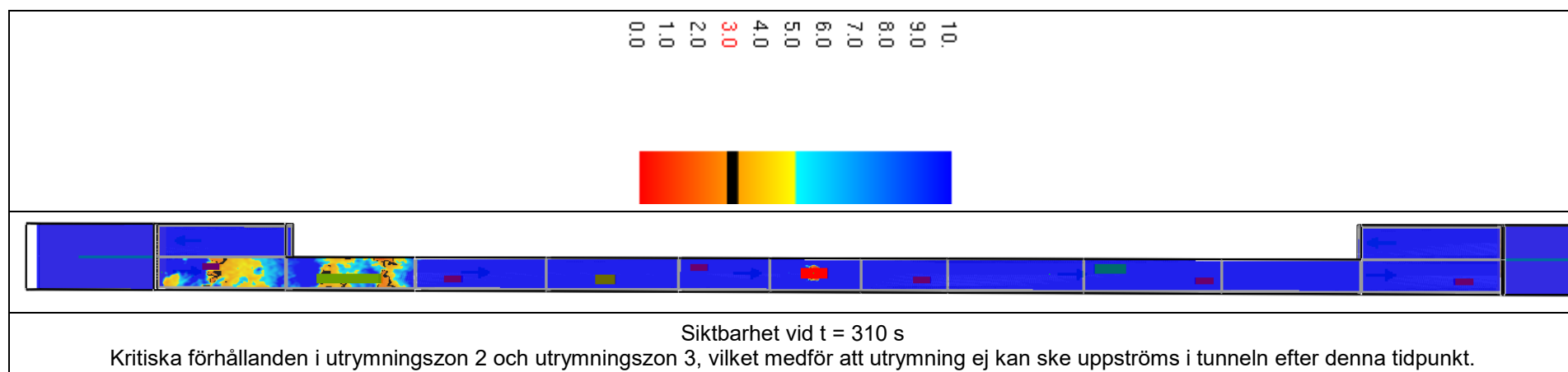
B.4.1 Brand i personbil (6 MW)



B.4.2 Brand i buss (30 MW)



B.4.3 Brand i lastbil (100 MW)



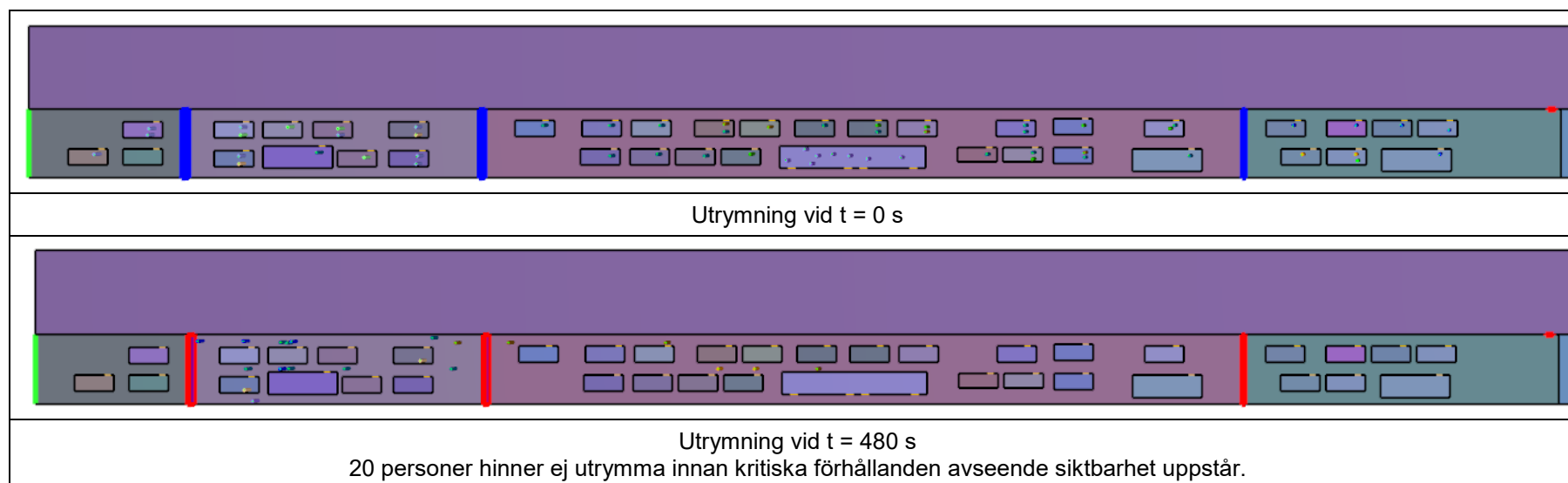
B.5 Utrymning

B.5.1 Brand i personbil (6 MW)

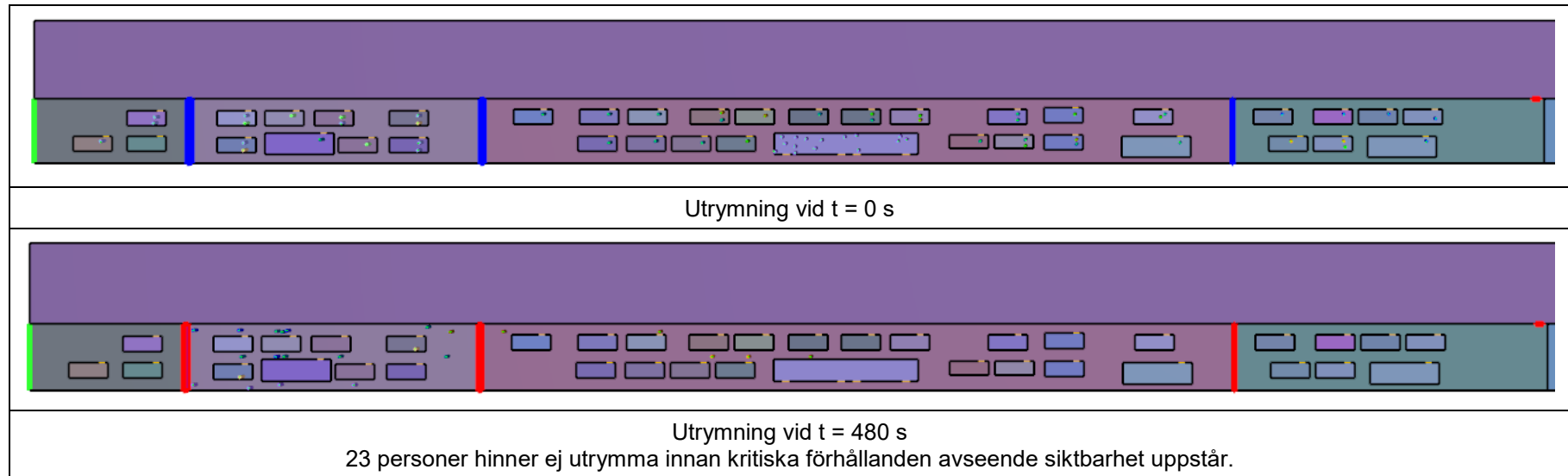
Inga utrymningsanalyser genomfördes då kritiska förhållanden ej uppstod.

B.5.2 Brand i buss (30 MW)

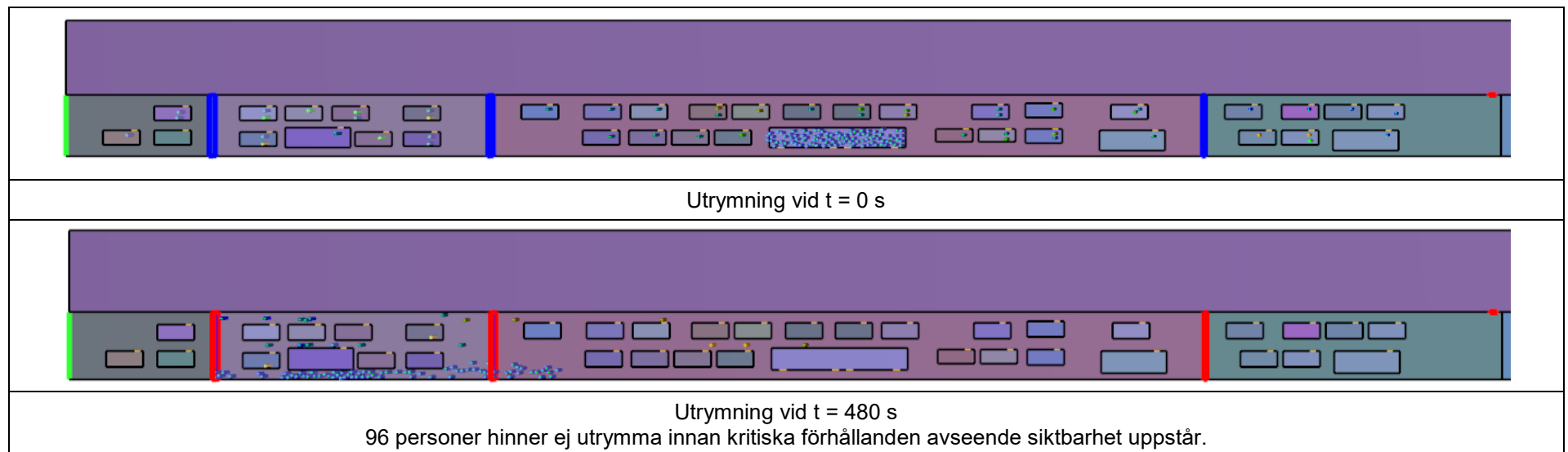
8 personer på bussen



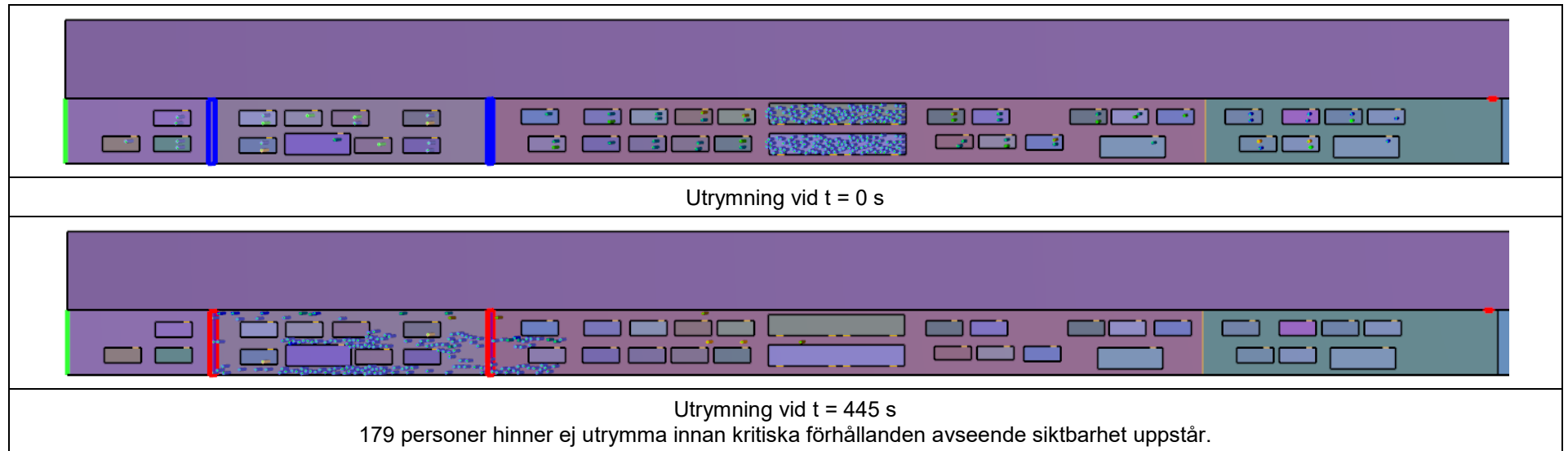
15 personer på bussen



95 personer på bussen

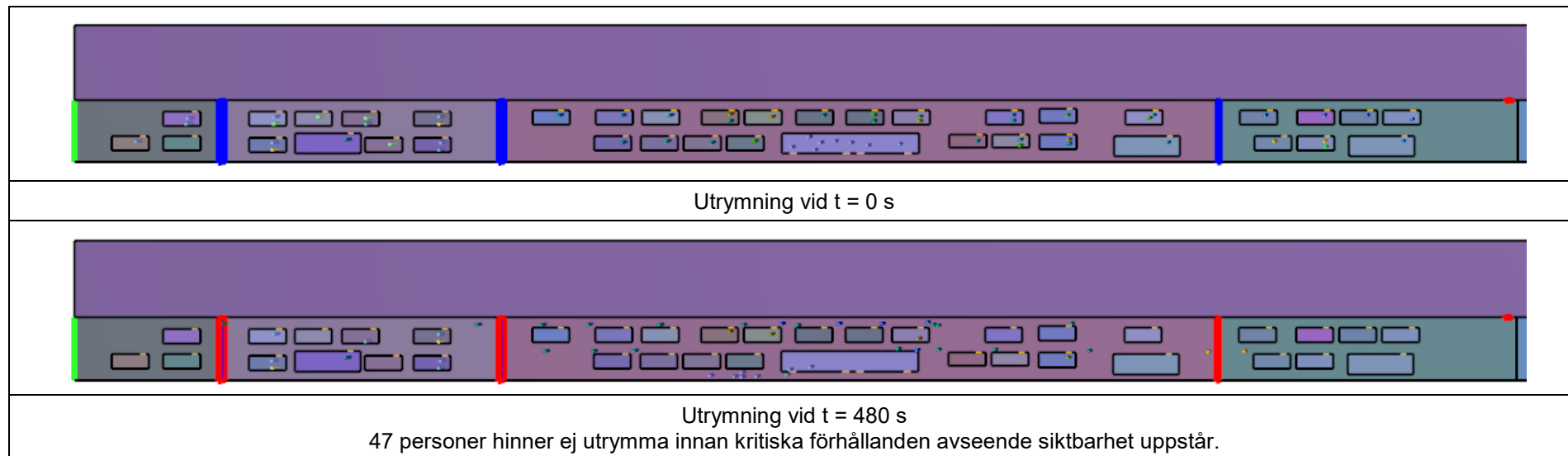


95 + 95 personer på bussen (infartsbommar felfungerar)

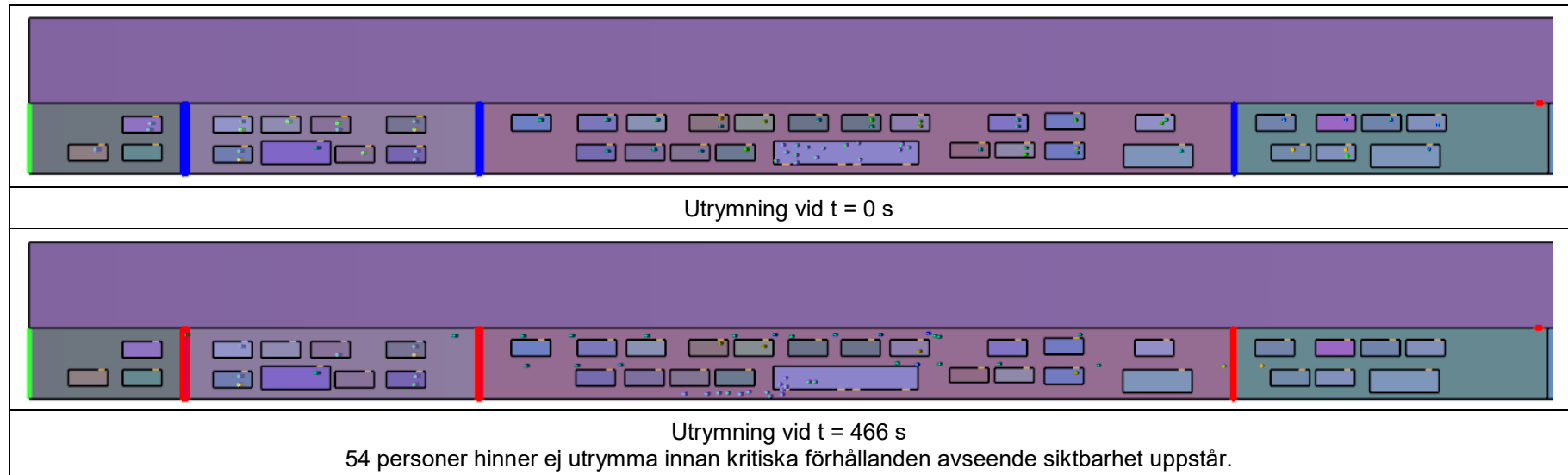


B.5.3 Brand i lastbil (100 MW)

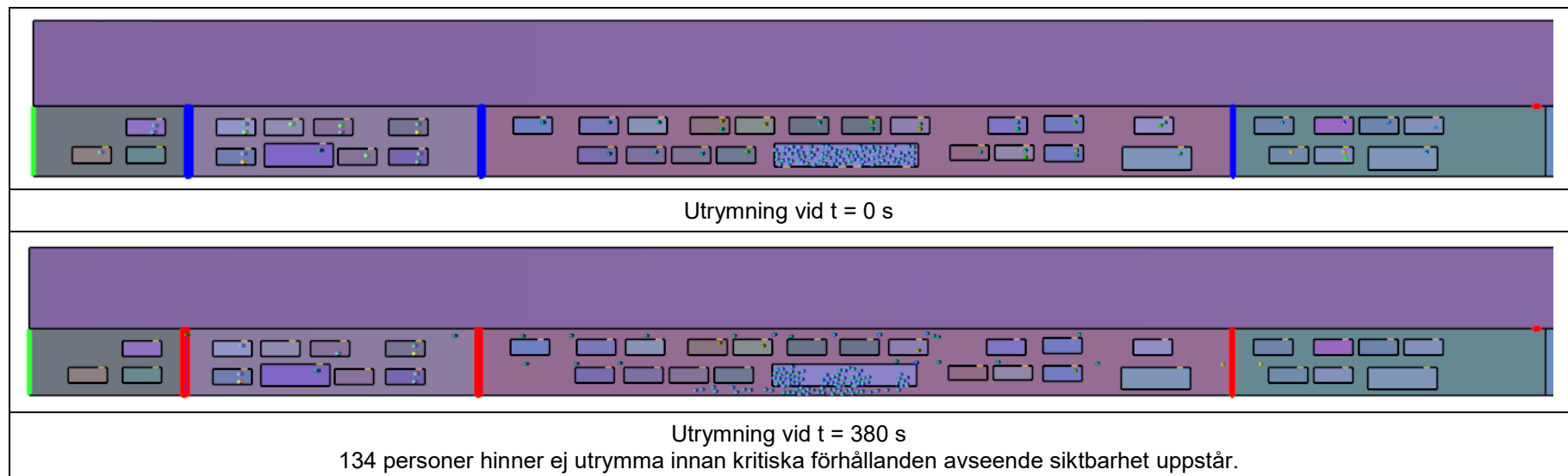
8 personer på bussen



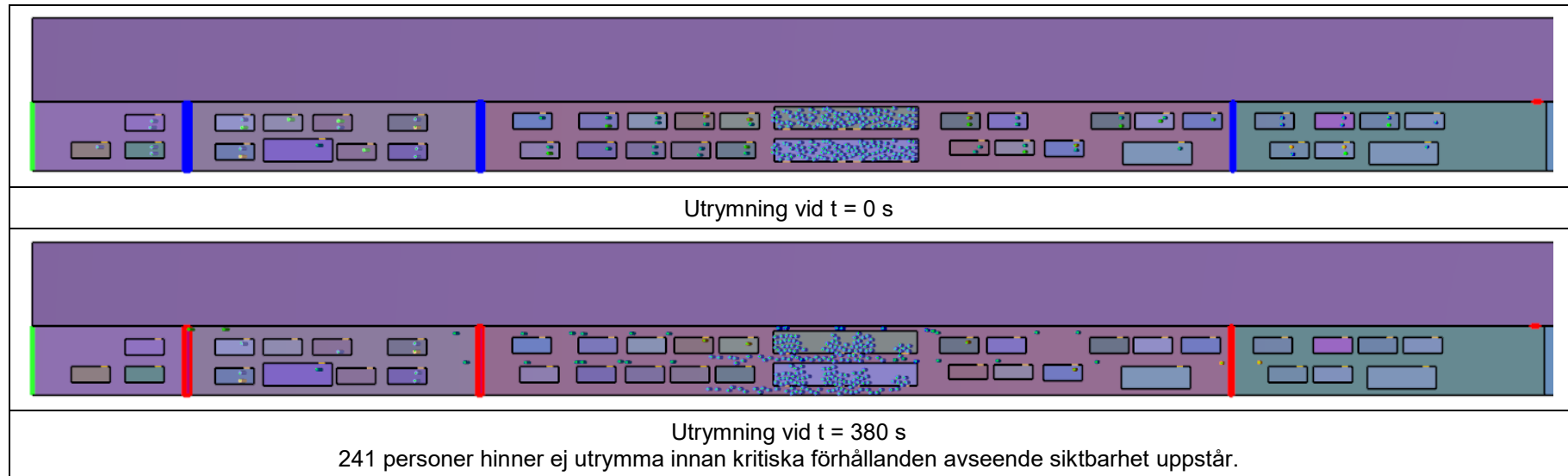
15 personer på bussen



95 personer på bussen

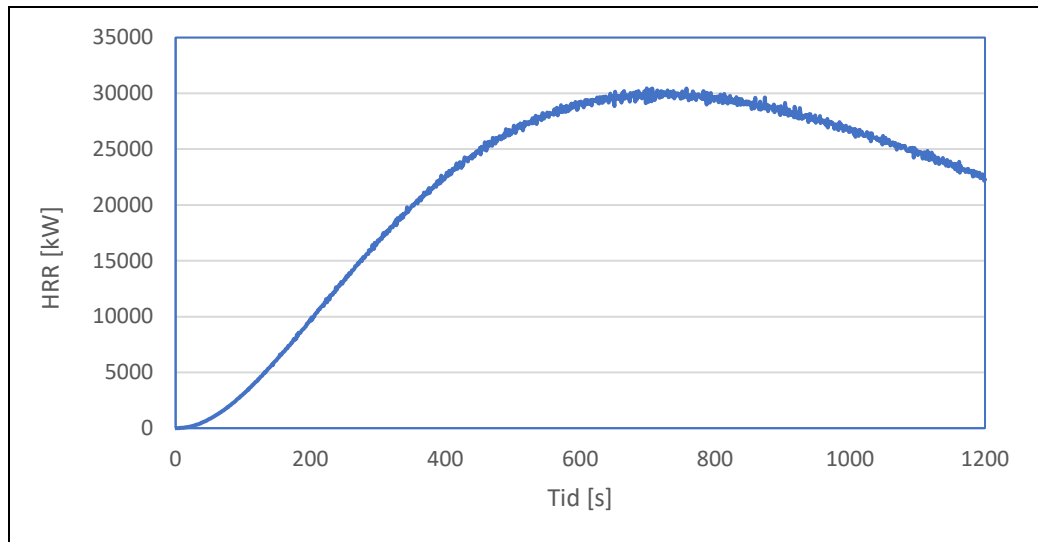


95 + 95 personer på bussen (infartsbommar felfungerar)

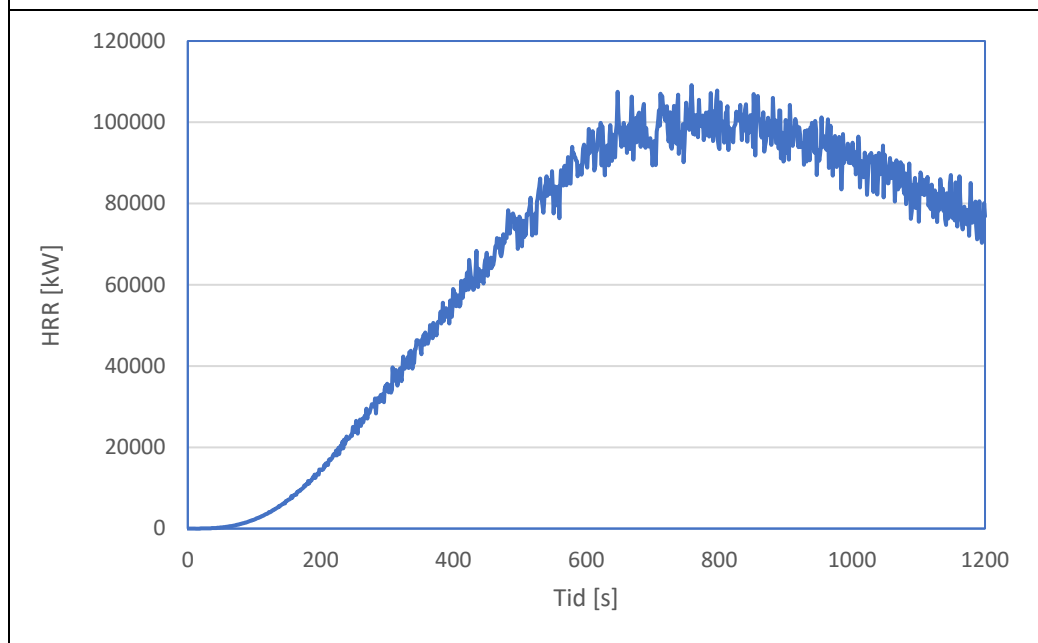


APPENDIX C – TUNNELUTNING C

C.1 Effektutveckling



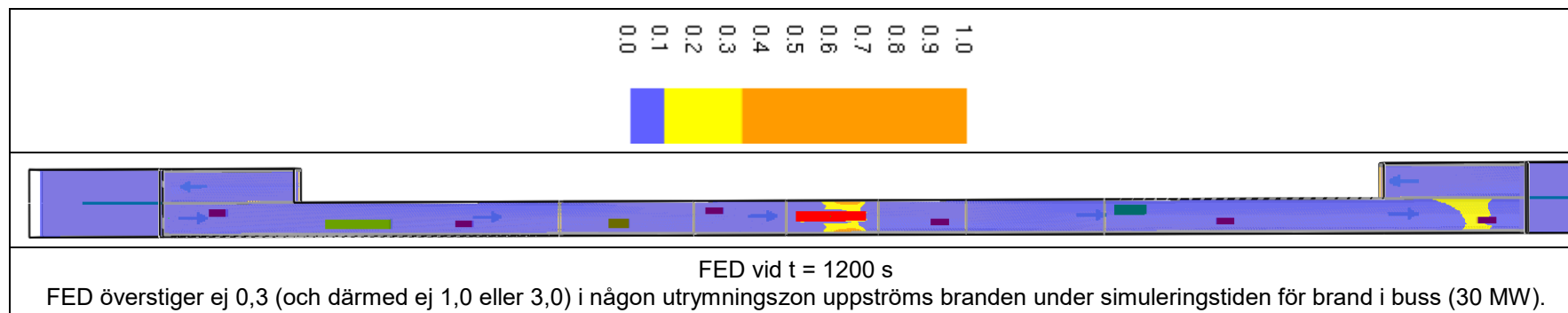
Effektutveckling, Brand i buss (30 MW)



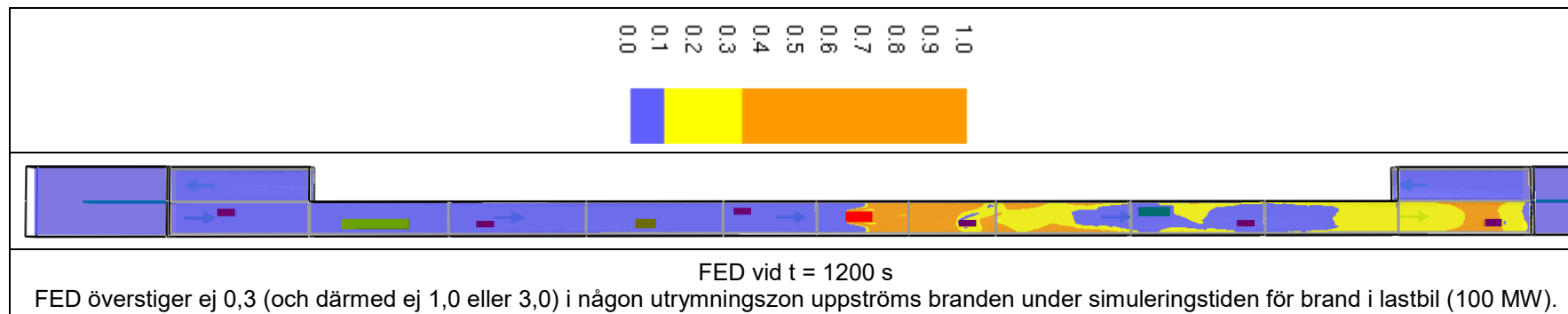
Effektutveckling, Brand i lastbil (100 MW)

C.2 Toxicitet

C.2.1 Brand i buss (30 MW)

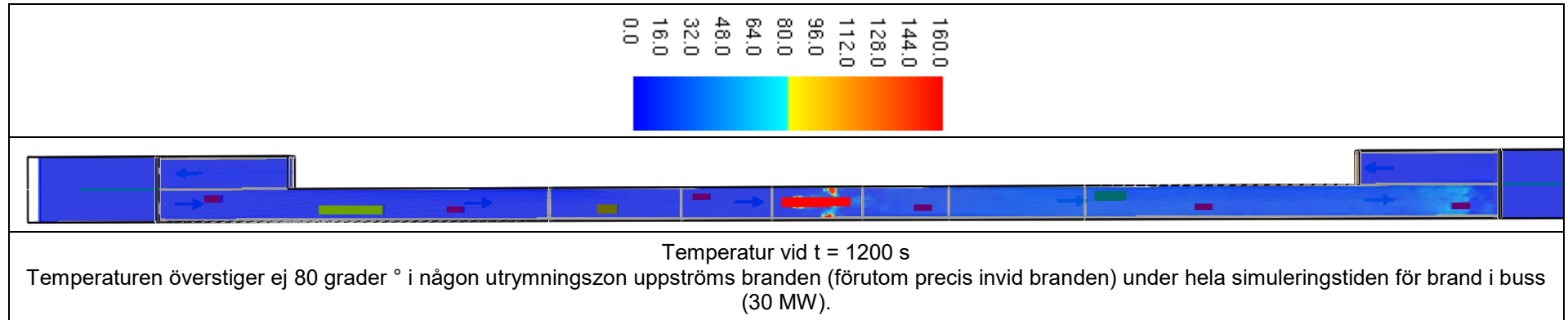


C.2.2 Brand i lastbil (100 MW)

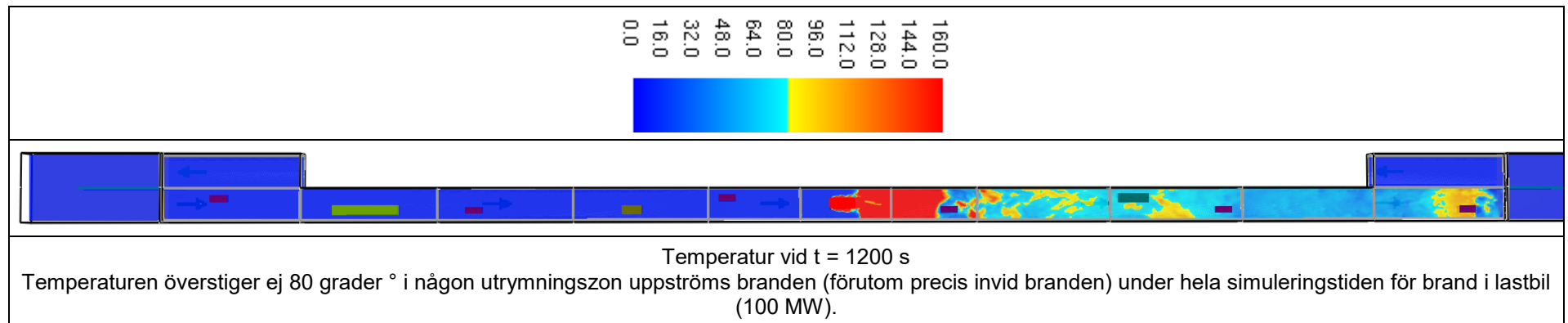


C.3 Temperatur

C.3.1 Brand i buss (30 MW)

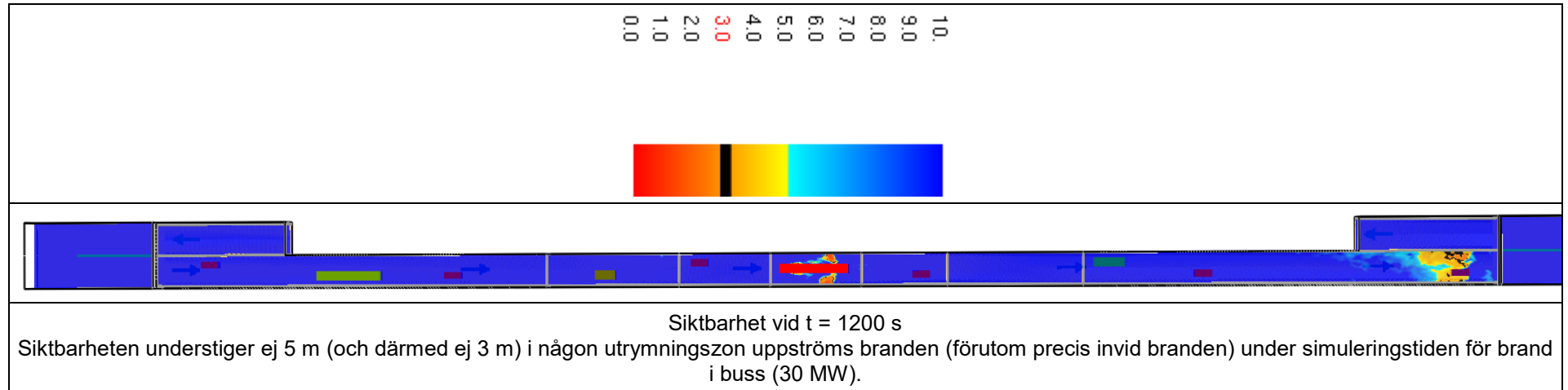


C.3.2 Brand i lastbil (100 MW)

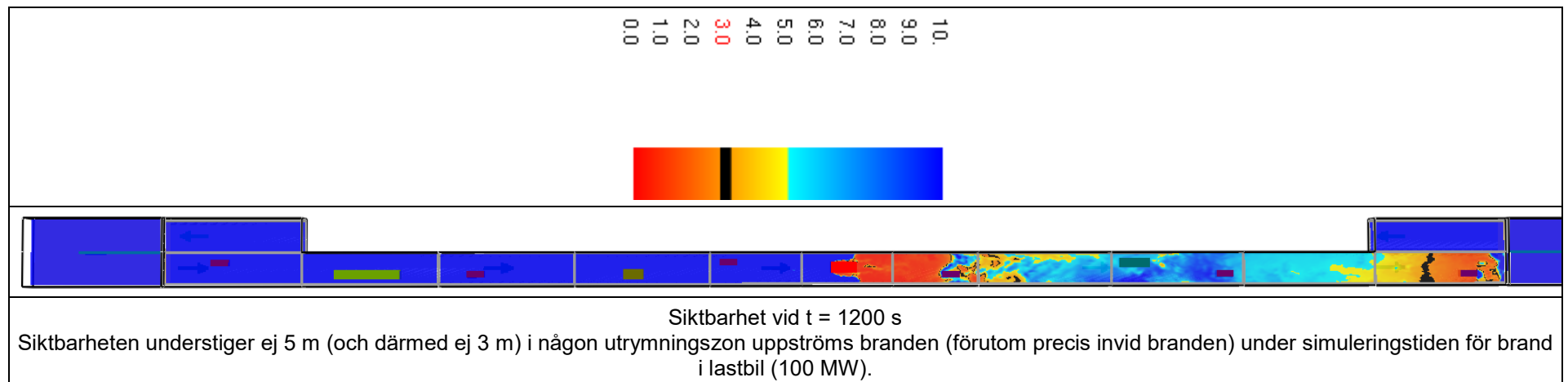


C.4 Siktbarhet

C.4.1 Brand i buss (30 MW)



C.4.2 Brand i lastbil (100 MW)



C.5 Utrymning

Inga utrymningsanalyser genomfördes då kritiska förhållanden ej uppstod.