

Figure S1. Distribution of participants at the 2024 ICMRBS in Seoul.



**Figure S2.** Analysis of CO<sub>2</sub> footprint of trains vs planes for journeys from Vienna to major European cities. (**A-C**) The x(y) coordinate of each point indicates how much CO<sub>2</sub> is emitted on average per passenger by flight (train). The colour of each point shows the fraction of CO<sub>2</sub> saved by taking a train instead of a flight, and the grey area of the plot corresponds to cases when it is more ecological to take a flight. Furthermore, the dot size is proportional to the ratio of estimated travel time by train and plane between the respective cities. (**A**) "Worst case scenario": three alternatives when the amount of CO<sub>2</sub> saved by taking the train is the lowest. These arise when assuming low *RFI* and traveling by night train, where each passenger takes up more space. (**B**) representative case scenario where altitude-dependent *RFI* is considered. (**C**) Three "Best case scenarios" where taking a train saves the highest fraction of CO<sub>2</sub> footprint of each train journey including emissions due to infrastructure and the CO<sub>2</sub> footprint of the journey itself, without infrastructure. The ratio is typically around 2-3 and serves as a "rule of thumb" for how much one should multiply the *direct* CO<sub>2</sub> emissions of a train journey calculated by *Ecopassenger*, *Carbontracer*, or similar platforms to get a more realistic estimate, including the footprint of infrastructure.