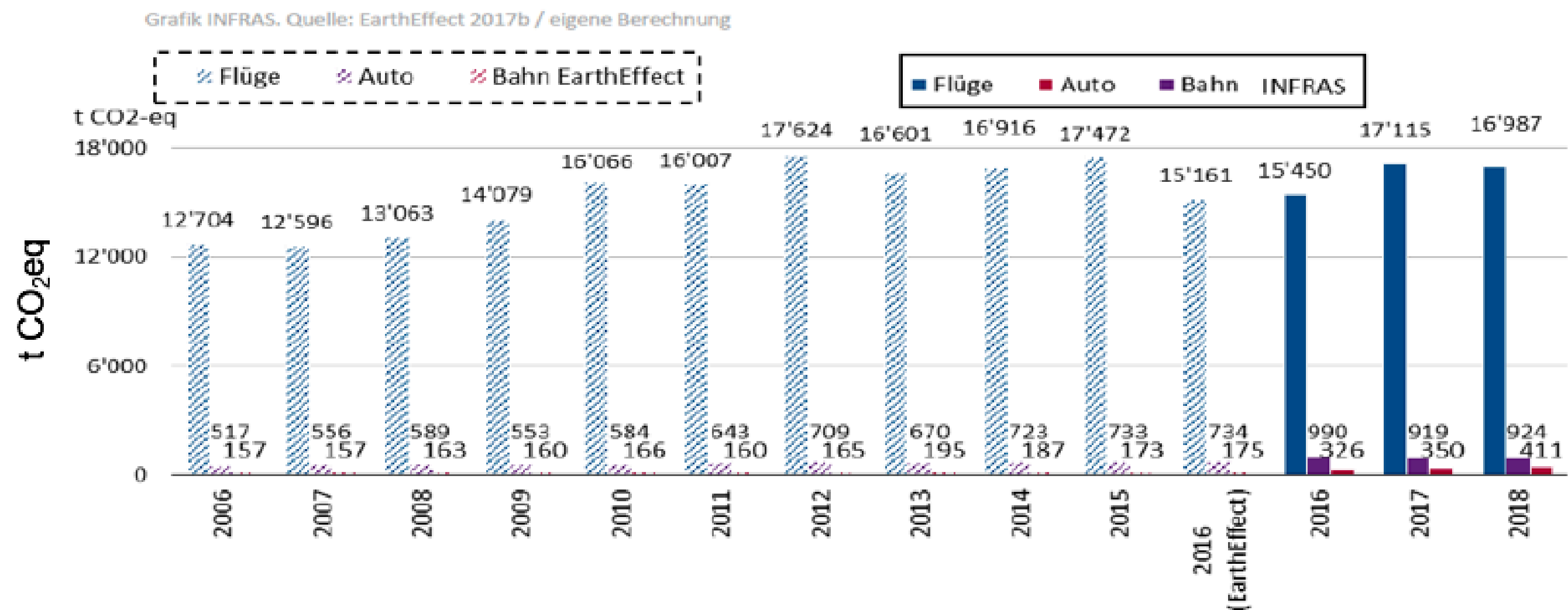


Reducing flight emissions at ETH Zurich

Summary

ETH Zurich’s flight emissions have steadily increased since 2006. Each department, the governing board and administrative units have therefore decided to reduce flight emissions over the next 6 years by 11% on average. A new system will support each group to monitor their flight emissions.

Flight monitoring based on costs, 2006-2018



- More than half CO₂ emissions at ETH are from business travel, 93% from flights, mainly overseas
- Total emissions increased since 2006; emissions per FTE nearly constant
- Emissions from student flights have doubled from 2006 - 2015

New monitoring system based on detailed flight information

- From 2019 onwards, flight number, flight date and flight class have to be entered in the financial system
- The data are anonymously transferred to Atmosfair to calculate flight emissions
- Each group will receive regular updates on their flight emissions

Details flight data				
Add row (first row) Add row (last row) Delete all rows				
Flightnumber	Flight date	Flight class	No. of passengers	Passenger position
LX1	24.09.2018	Business Class	1	Professor

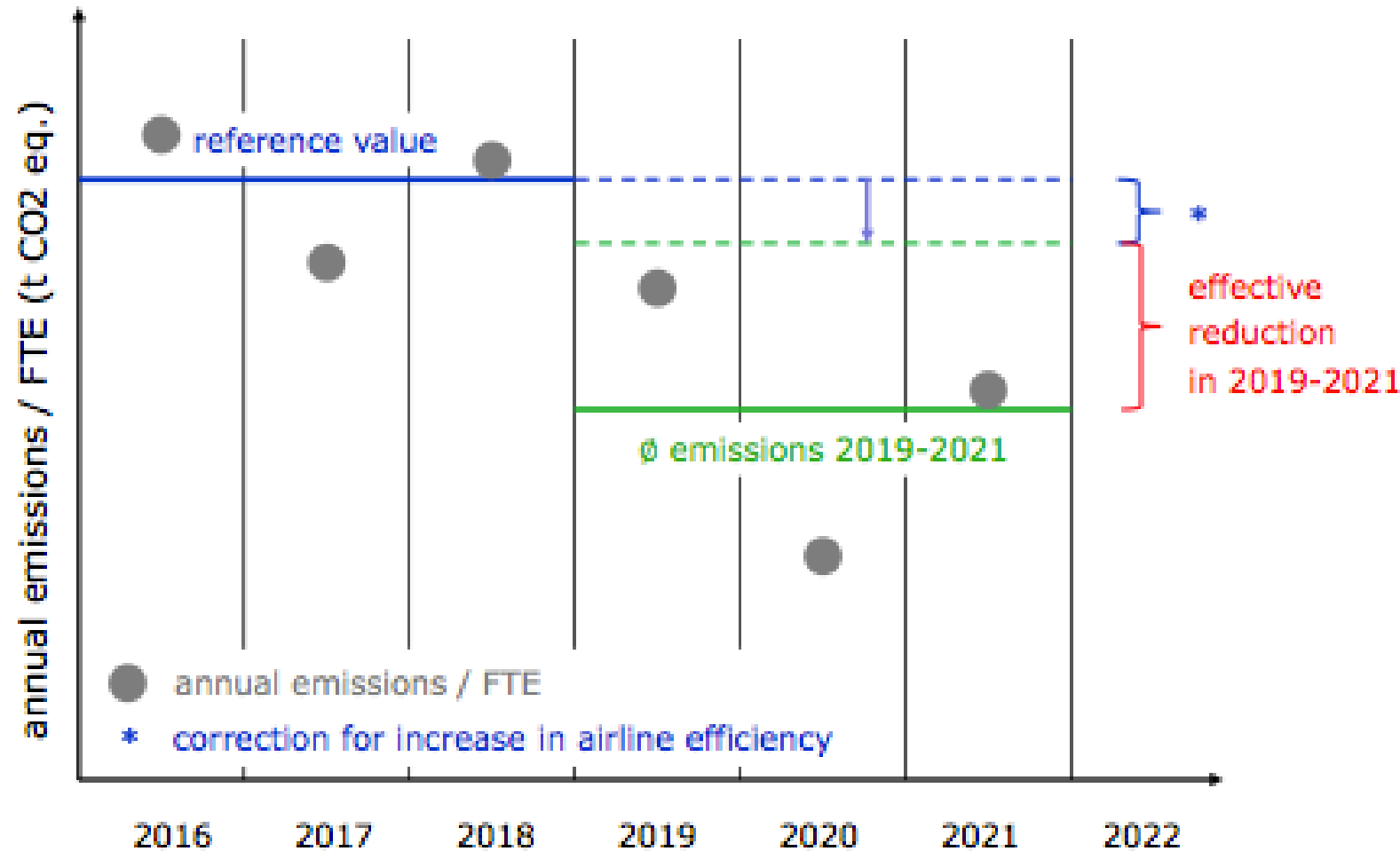
ETH Zurich’s framework on flight emissions

Flights of employees, invited guests and students (in t CO₂ eq)

Reference: CO₂ eq-Emissionen per FTE from 2016 to 2018

Reduction goal: effective reduction per FTE until 20204 in comparison to the reference period (2016-2018) in %

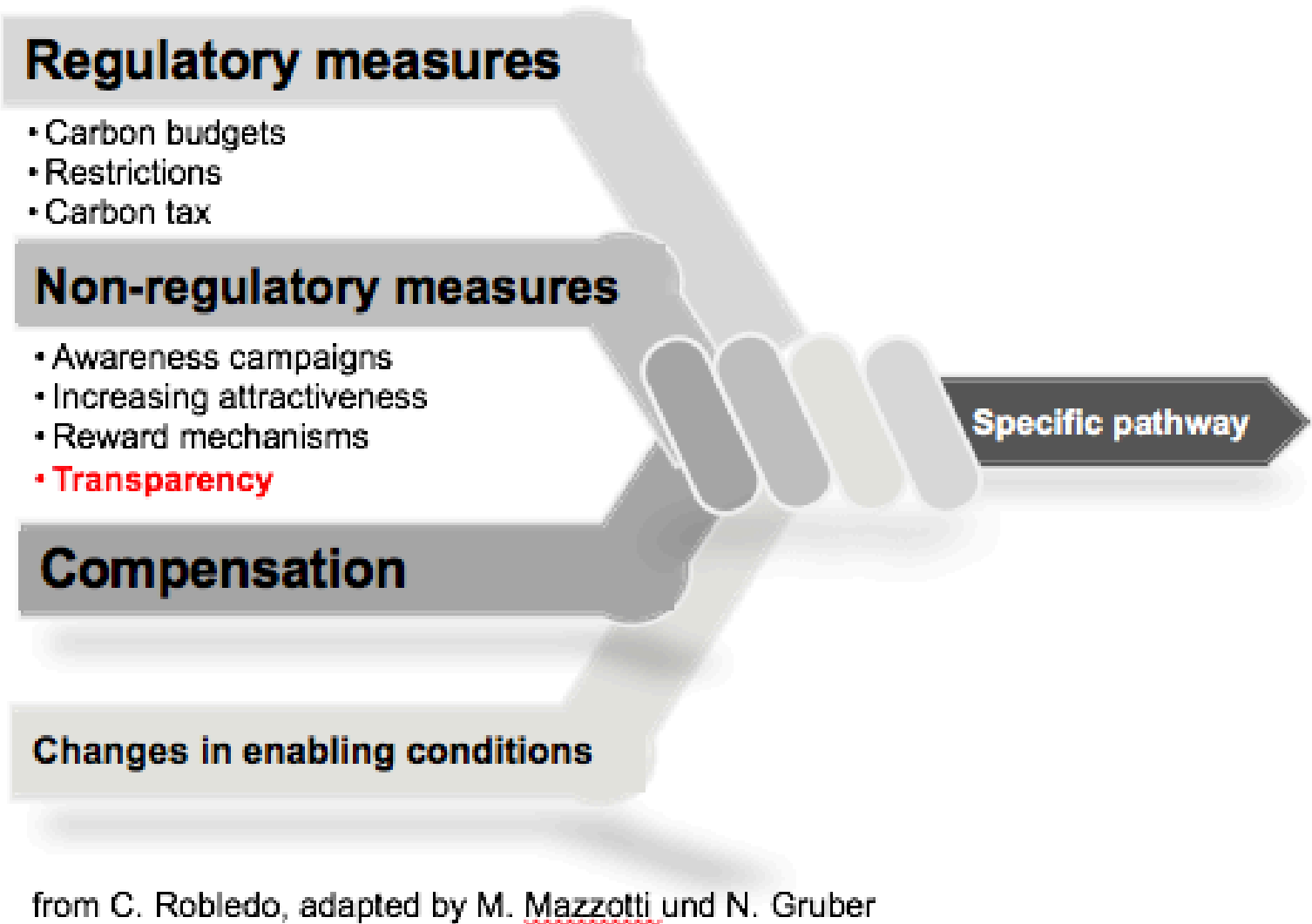
Compensation: additional option (not part of the reduction goal)



Activities at ETH Zurich

- 2016/2017: **Student** initiative to reduce air travel emissions
- 2016: Vice President Human Resources and Infrastructure inititates the **mobility platform** with a thematic focus on flight reduction (www.ethz.ch/air-travel)
- 2016: Mobility platform commissions a **concept** on how to reduce air travel at ETH
- 2017: Governing Board decision: top down decision by the governing board
- 2017/2018: Bottom up implementation by the departments to define a **reduction goal with the respective measures**
- 2018: ETH-wide reduction goal of average 11%
- 2019 - 2025: **Implementation and monitoring**
- 2022 und 2025: **Evaluation**

Potential measures



Principle	Consequences
Unit of decision making is the professorship	→ Discussion needs to take place within each group
Measures need to correspond to reasons for travel	→ Each department/group needs to gather information about reasons for travel

Air travel reduction at ETH Zurich – Status quo:

- Measures of the departments**
 - Internal Carbon Pricing:** money can be used for compensation, internal research projects and teaching
 - Compensation:** only preliminary measure, not part of the reduction goal
 - Recommendation:** 1 intercontinental conference/PhD, train until 600–800 km with 1. class tickets, more VC (job interviews, PhD defenses, project meetings etc.), combine different activities (conference, meetings, field work)
 - Transparency** about flights within departments
 - Support conferences in **Europe**, bi-annual conferences (instead yearly)
 - Support **VC ETH-wide**, adapt ETH regulations (less incentives for flights)
- PhD** to study the transformation process related to ETH Zurich’s flight reduction project (Agnes Kreil)