

## GIUZ Airmiles Report: Monitoring 2022

May 2023

### Executive summary

In 2022, total air travel at GIUZ increased significantly compared to the Covid-19 travel ban period, but remained lower than pre-Covid years. Flight distances and emissions were just below the UZH target. The most frequent reasons for air travels were (1) conferences and workshops and (2) field trips and excursions. Guests represented the largest air travel share by function, followed by professors and PhD candidates. All GIUZ thematic areas remained below the UZH target, except for Human Geography, which (per capita) overshoot by almost twice the flight distance target, mainly due to workshops with invited guests.

The topic of airmiles reduction was discussed frequently within GIUZ, on research group level, at MAV, InVers and during the “Fly Less” workshop organised by the Airmiles group. In 2023, the GIUZ Airmiles group will continue the monitoring of air travels and will finalise a **GIUZ Airmiles Reduction Strategy** to be implemented by InVers, to successfully reach the UZH Airmiles reduction target whilst taking wellbeing and research goals into account.

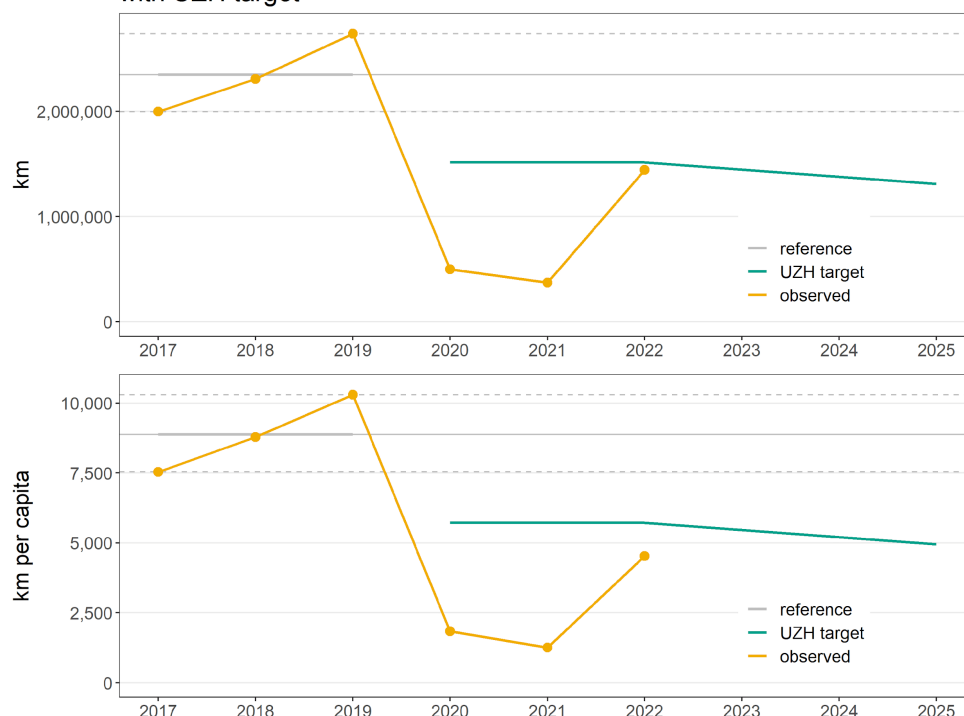
### Aim

This document provides statistics and reports on results for GIUZ air travel in 2022. Have a look at our [website](#) for more information about our working group, goals, activities and methods.

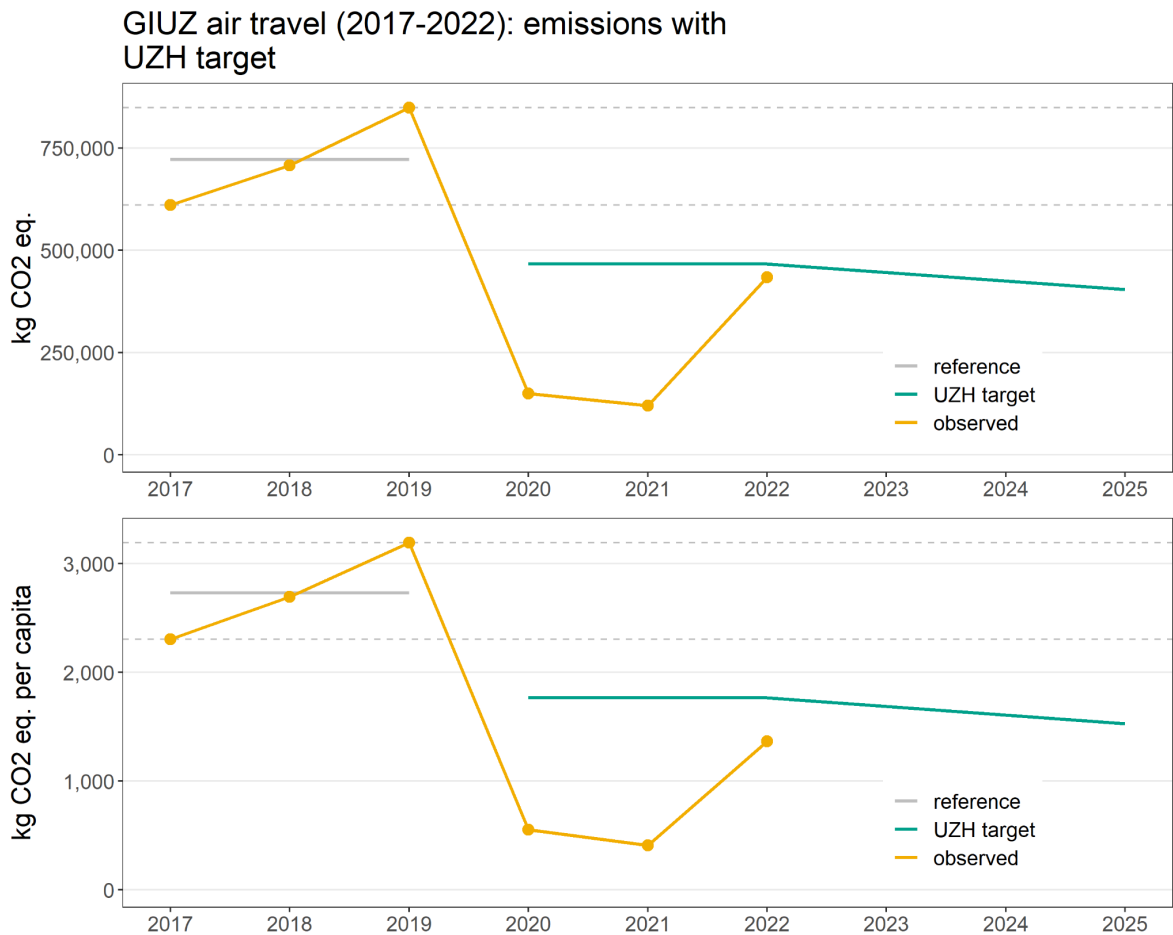
### Airmiles at GIUZ in 2022

In 2022, air travel at the Department of Geography (GIUZ) increased compared to the Covid-19 travel ban period, but remained lower than pre-Covid years. GIUZ total and per capita flight distance (Figure 1) and CO<sub>2</sub> emissions (Figure 2) were just below the UZH target for 2022. The UZH goal is to reduce air travel to 60% of the pre/pandemic level by 2022 and then continue a linear path (green line) of a 3% annual reduction until 2030.

GIUZ air travel (2017-2022): Flight distance with UZH target



**Figure 1:** Total air travel distance (in km) at GIUZ between 2017 and 2022. Following Covid-19, air travel (yellow line) increased in 2022, both in terms of total flight distance (top) and flight distance per capita (bottom), but remained just below the UZH target for 2022.



**Figure 2:** Total air travel emissions (in kg CO<sub>2</sub> equivalents) at GIUZ between 2017 and 2022. Following Covid-19, air travel (yellow line) increased in 2022, both in terms of total flight emissions top) and flight emissions per capita (bottom), but remained below the UZH target for 2022.

GIUZ flights were predominantly to conferences and workshops as well as to carry out fieldwork and excursions, while travels for project meetings, teaching and examination were less frequent (Figure 3). The share of flights per function (e.g. PhD student, professor) was greatest for invited guests, followed by professors, PhD candidates and employees with a PhD (Figure 4). Employees without a PhD travelled the least.

Reasons for air travel at GIUZ (2017-2022)

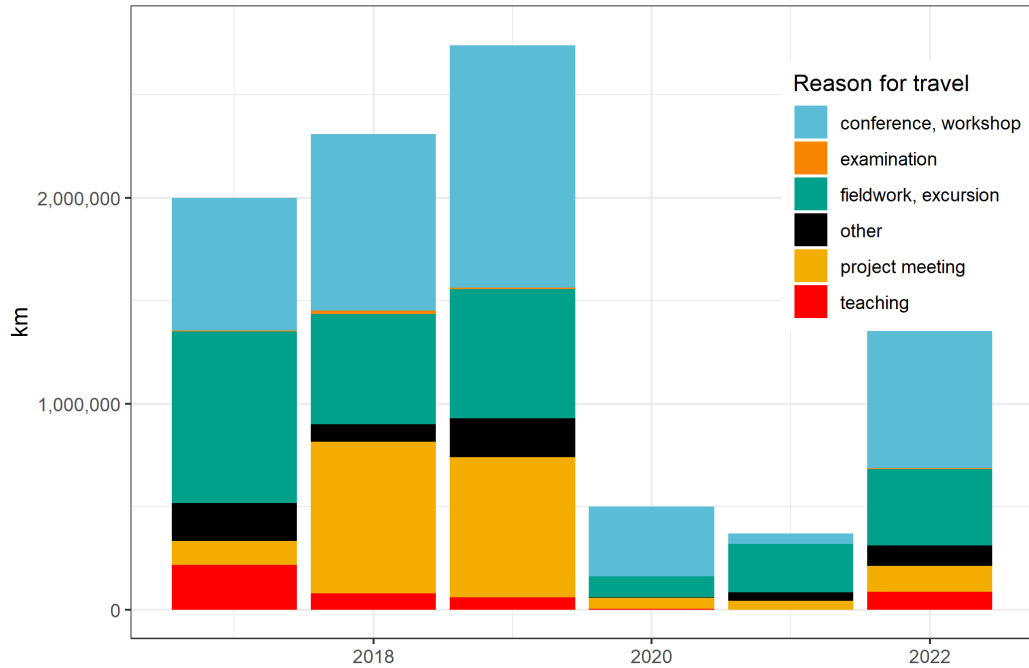


Figure 3: Reasons for air travel at GIUZ from 2017 to 2022.

Function of air travellers at GIUZ (2017-2022)

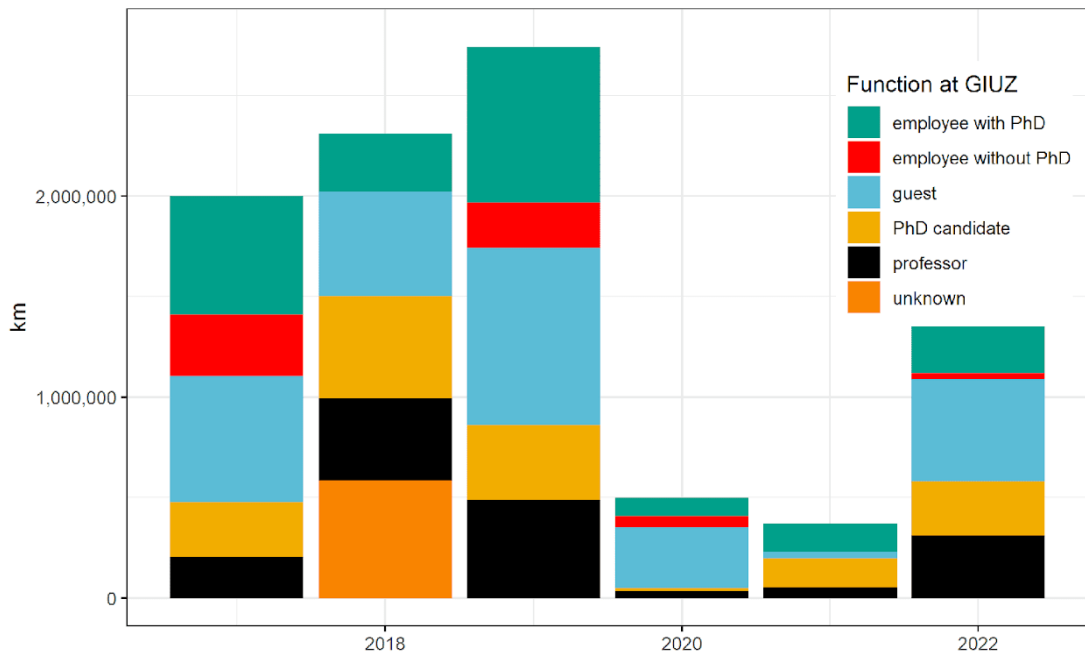


Figure 4: Functions of air travellers at GIUZ from 2017 to 2022.

All thematic areas within GIUZ increased their air travel in 2022 compared to the low travelling in 2020 and 2021 (Figure 5). In increasing order of air travel per capita, GIScience travelled the least, followed by Remote Sensing, Physical Geography and Human Geography. All thematic areas remained below the UZH target, except for Human Geography which (per capita) overshoot by nearly twice the target, mainly due to workshops with invited guests.

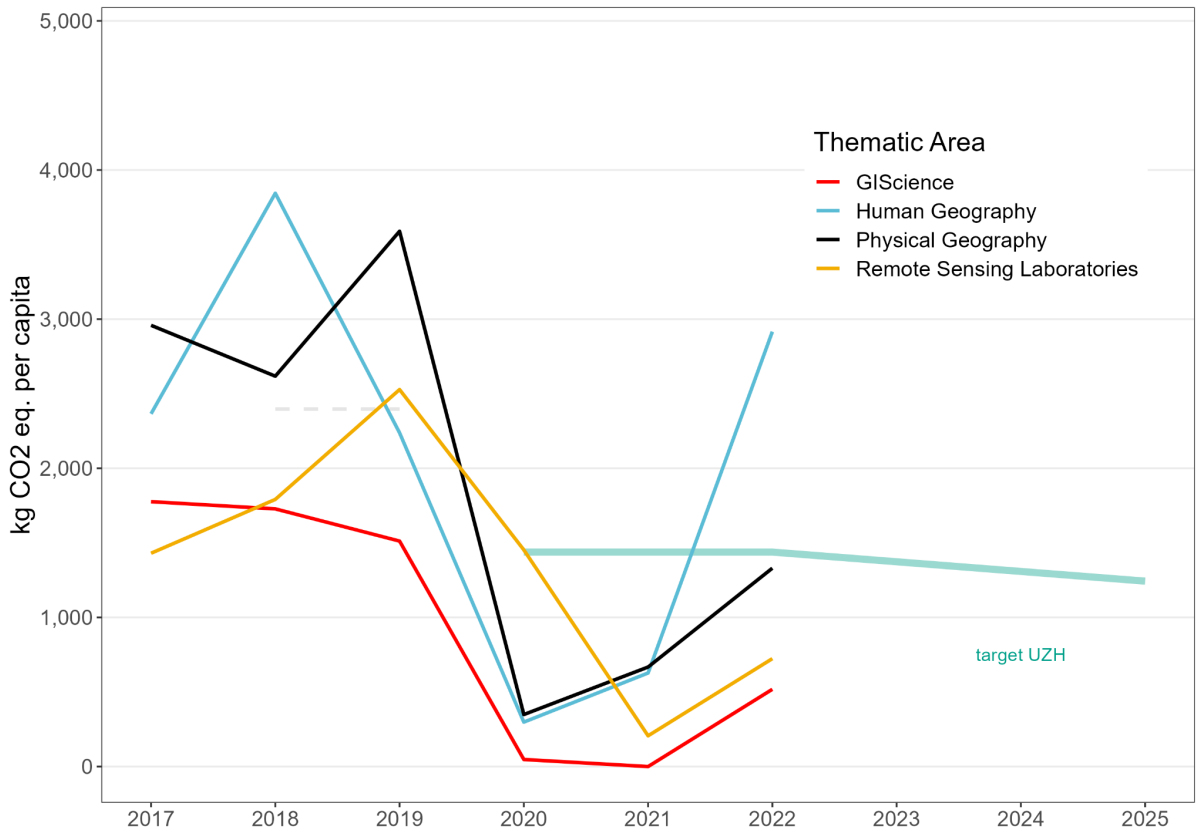


Figure 5: The annual flight distance (per capita) per thematic area (2017-2022).