

Green Science

Flying and climate research

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Introduction

Based on the working paper of Tydall Centre (Le Quere et al., 2015)

'It can seem a bit disingenuous that people who are trying to understand and protect the planet will engage in such a high-carbon activity as aviation, but what is to be done?'

Introduction

Based on the working paper of Tydall Centre (Le Quere et al., 2015)

Motivations of scientists:

- Visiting other places of the world
- Quicker way to destination
- Cheaper than other options
- Only possible way of reaching the destination
- Maintaining and developing network and relationships
- Career progression

Possible reduction actions:

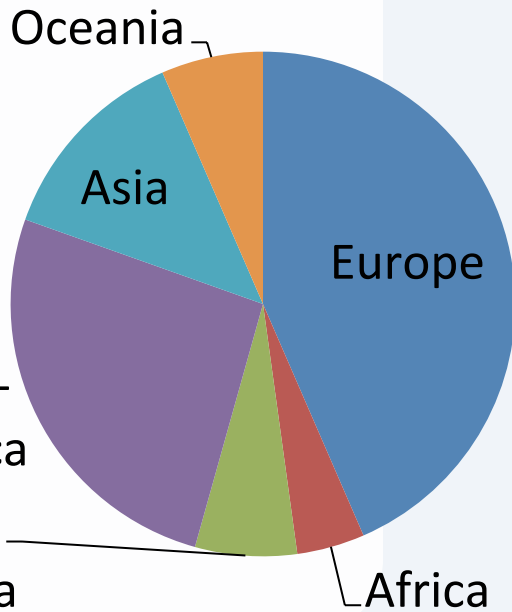
- Changing expectations on frequency of conferences
- Provision of high quality communication tools and high quality conference facilities locally by the institutions
- Flexible work schedules to enable longer travel times by land
- Maximizing benefits of longer travels by attending more than one workshop/conference
- Institutions agree on higher costs and time expenses for travel

46
participants

Capital to
Capital

5 Conference
locations

CO2
Emissions
Calculator
(ICAO*)



- Geneva
- Wellington
- Abu Dhabi
- Nairobi
- 'Nodal'

**UN International Civil Aviation Organization*

Carbon emissions (kg CO₂eq.) to get to Geneva

■ By train through Europe ■ By plane through Europe

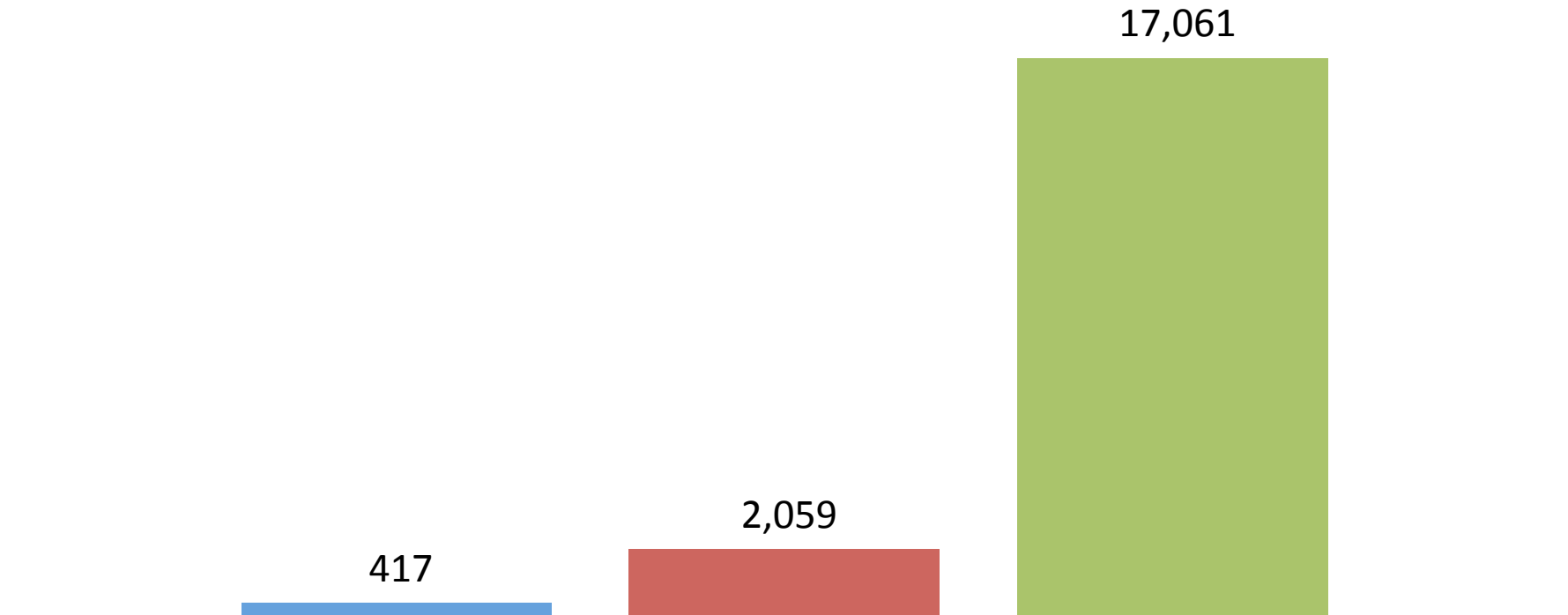
417

2,059



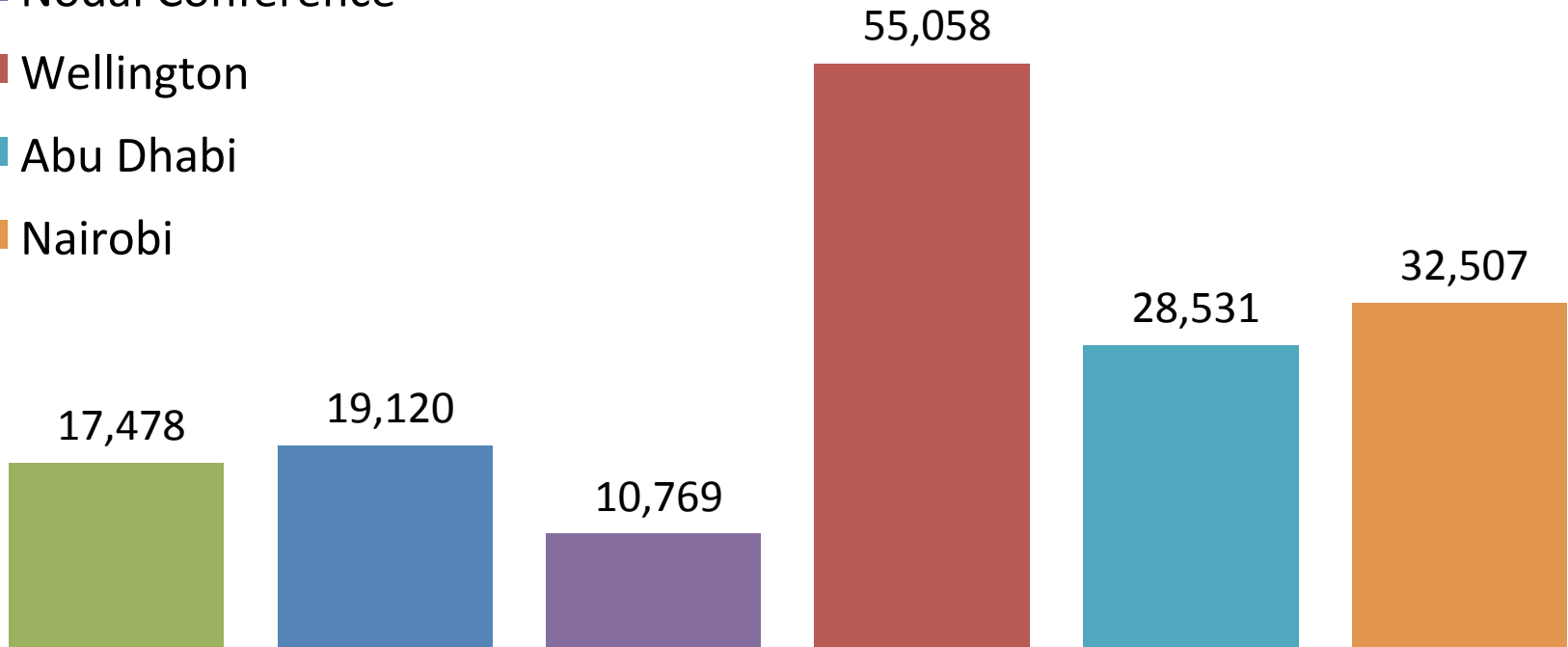
Carbon emissions (kg CO₂eq.) to get to Geneva

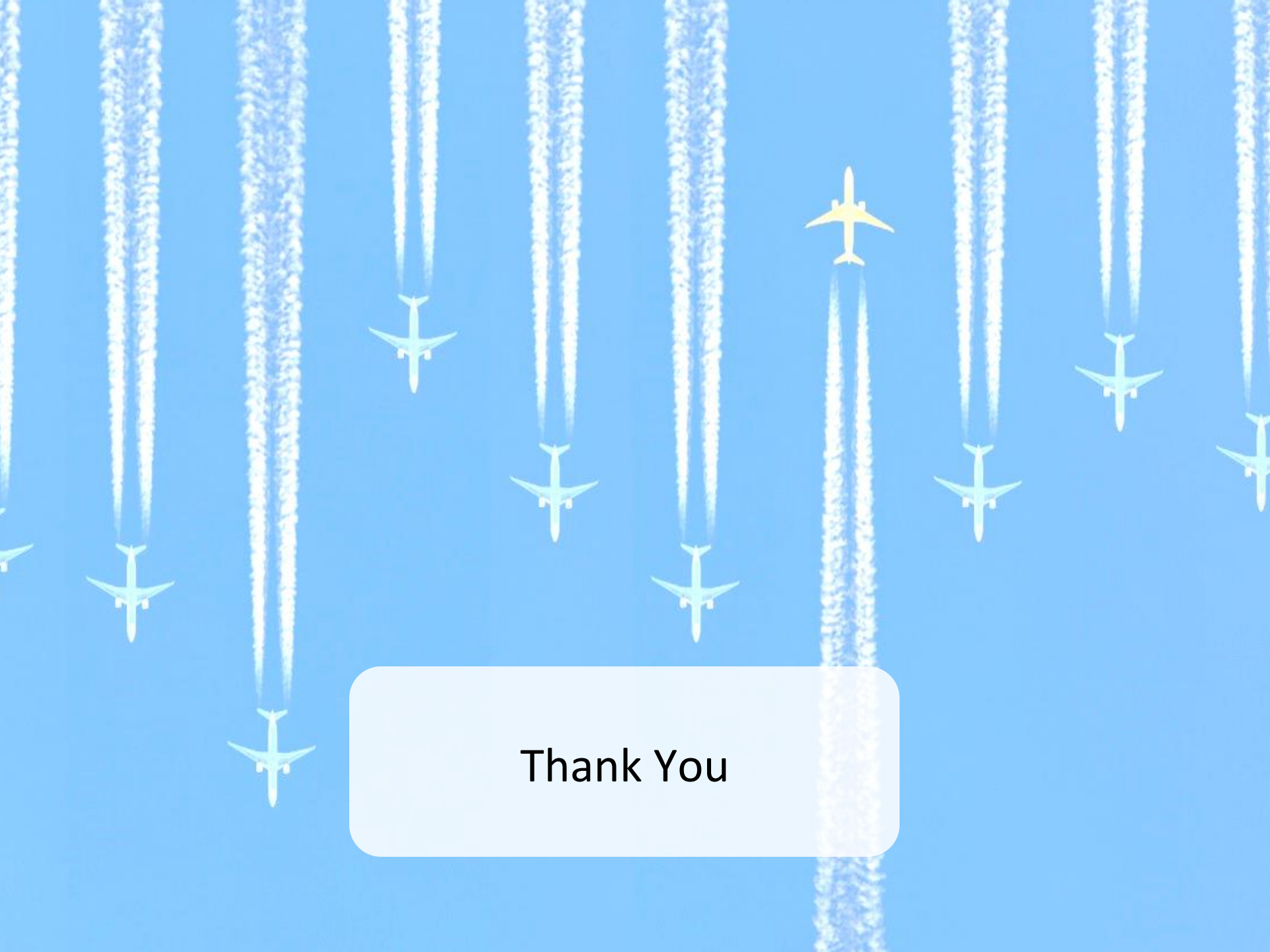
■ Europe by train ■ Europe by plane ■ Outside Europe by plane



Emissions (kg CO₂eq.) for 5 conference locations

- Partly train & fly to Geneva
- All fly to Geneva
- Nodal Conference
- Wellington
- Abu Dhabi
- Nairobi





Thank You