IS SUSTAINABLE INTERNATIONALISATION POSSIBLE?
WITH THE POWER OF KNOWLEDGE – FOR THE WORLD
STRATEGIC CHOICES

OUR UNIVERSITY IS A LEADER IN RESPONSIBILITY AND SUSTAINABILITY
CARBON-NEUTRAL UNIVERSITY OF HELSINKI BY 2030
ROADMAP
YES!
YES!
BUT HOW?
WITH WHAT RISKS OR TENSIONS?
## TRAVEL DURATION BY TRAIN

<table>
<thead>
<tr>
<th>TO:</th>
<th>FROM BRUSSELS</th>
<th>FROM HELSINKI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amsterdam</td>
<td>2 h 10 min</td>
<td>36-40 h</td>
</tr>
<tr>
<td>Berlin</td>
<td>6 h 15 min</td>
<td>24-27 h</td>
</tr>
<tr>
<td>London</td>
<td>2 h 15 min</td>
<td>38-42 h</td>
</tr>
<tr>
<td>Barcelona</td>
<td>6 h 30 min</td>
<td>43-46 h</td>
</tr>
<tr>
<td>Zurich</td>
<td>6 h 20 min</td>
<td>36-39 h</td>
</tr>
</tbody>
</table>
International activities and mobility are important for the University. However, unnecessary travel must be avoided, and travel must generate as little emissions as possible. This also applies to commuting. Digitalisation must be utilised as much as possible.

**HOW TO ACHIEVE OUR TARGET FOR 2030**

- Air travel significantly reduced
- Comprehensive guidelines for low-carbon travel
- Carbon footprint of commuting 45% below 2019 level
- Total emission reduction target: 4,000 tonnes of CO₂e

**Carbon footprint of commuting in 2019**

- Car 65%
- Bus 27%
- Car + public transport 4%
- Train 2%
- Metro and tram 2%

5,151 tonnes of CO₂e

**Carbon footprint of work-related travel in 2019**

- Flights 85%
- University vehicles 6%
- Hotels/accommodation 5%
- Personal car use 2%
- Ship travel 1%
- Taxi and rental car 1%
- Train and bus 0.4%

6,379 tonnes of CO₂e
Figure 2. Flight destinations in 2019 for four selected universities.

Source: The Sustainability of Academic Air Mobility in Finnish Universities. Veronica Ahonen et al, Sustainability (2021), 13 (5)
SUGGESTIONS BY AHONEN (2021)

- Updating travel guidelines to ensure picking a sustainable airline instead of the most economic option.
- Preferring short- to long-distance travel and shifting to train for all distances where the train is faster than a flight. Supporting and encouraging alternative travel forms more actively.
- Reducing stopovers.
- Recommending virtual meetings.
- More data needed (standardized and reliable).

Source: The Sustainability of Academic Air Mobility in Finnish Universities. Veronica Ahonen et al, Sustainability (2021), 13 (5)
All business trips are to be planned based on work environment and environmental considerations as well as cost efficiency.

➢ Before you book, can the meeting be replaced digitally?
➢ If the trip is necessary, negative environmental impact must be limited
➢ For domestic travel, trains must primarily be selected.
➢ Flights can be considered if total time gain is at least two hours each way
DOES TRAVELLING (FLYING) DEFINE OUR DISCOURSE TOO MUCH?
WHAT IS THE BIGGEST RISK?
WHAT DO YOU THINK IS THE BIGGEST RISK?
TALK WITH YOUR NEIGHBOUR FOR 4 MINUTES
CONCEPT:
DEFINE!
INTERNALISE!
OPERATIONALISE!
FOOTPRINT VS. HANDPRINT