**Monitoring Air Miles at the Faculty of Mathematics and Natural Sciences (MNF) to reduce CO2 emissions**

GEO 885, Group G1

S. Di Vincenzo1, G. Biland1

1Department of Geography, University of Zurich

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## Abstract

The abstract briefly summarizes the research plan, including relevant To counteract the effects of climate change, a radical reduction of greenhouse gas emissions is essential. Reducing emissions is necessary for all areas of society, which includes the scientific community. Sustainable policies are being introduced progressively at universities, as well as for this paper relevant, the University of Zurich. The University of Zurich has actively chosen a more sustainable path and implemented “Strategy 2030” in 2022, which calls for climate neutrality until the year 2030. To achieve this goal a flight emission reduction of 53% by 2030 is indispensable. The first steps in the right direction have already been taken by the Faculty of Science (MNF). The MNF collected relevant information about all their paid flights from 2018 to 2020 including flight numbers, IATA codes of the origin and destination airports, booked service class (economy, premium economy, business and first-class) and emission of greenhouse gas per flight. Analyzing the provided dataset we were interested in how a chosen service class impacts flight emissions. As a result, we conducted an R analysis to quantify the impact of choosing a lower service class has on future flight emissions. The goal is to provide the MNF with concrete approaches, starting with choosing lower service classes and thus reaching the reduction of the sustainability goals of the University of Zurich.

**Keywords**: academic flying, carbon emission, sustainability, environmental protection

## 1. Background

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## 2. Research goal

The goal of this study is to provide the Faculty of Mathematics and Natural Sciences with an analysis of all flight emissions funded by MNF. The goal is to present concrete proposals on how MNF can reduce its flight emissions by 53% by 2030 and what role the flight classes play in this reduction target.

## 3. Methods and data

The dataset used in this paper was provided by MNF and included all flight numbers of MNF-paid flights for 2018-2020. The dataset also included certain IATA- codes for the corresponding origin and destination airports. Information on flight distances and emissions emitted was not available. To create accurate and meaningful recommendations for reducing flight emissions at MNF, it is essential to complete the dataset with all IATA codes and corresponding emissions. Two different APIs were used in the data preprocessing, which retrieved the corresponding IATA codes for each flight number using a Python script and retrieved the emitted emissions for each flight segment in a second step using the obtained IATA numbers. With the data set now complete, the analysis is performed to analyze the effect of flight class on emitted emissions. For this purpose, R is used, taking only the emissions and not the flight distances. To determine the MNF reduction target, the average of all emitted emissions for the year 2018 to 2020 was taken as the measure. As only these data were available for this paper and a specific analysis of these data was pursued, no alternative remained open in terms of data selection and preprocessing of the data.

## ****4. Expected or preliminary results****

As a result of analyzing the data and the nature of this paper, no hypothesis is made other than that the goal of the paper holds reducing emissions as a goal and this can be achieved in diverse ways, only one of which is specifically analyzed here. However as visible in Figure 1, the preliminary results show that the space and CO2 intensive flight classes cause only a very small portion of the rammed emissions. Thus, it can be hypothesized that the emission targets of MNF cannot be achieved with a mandatory economy class.

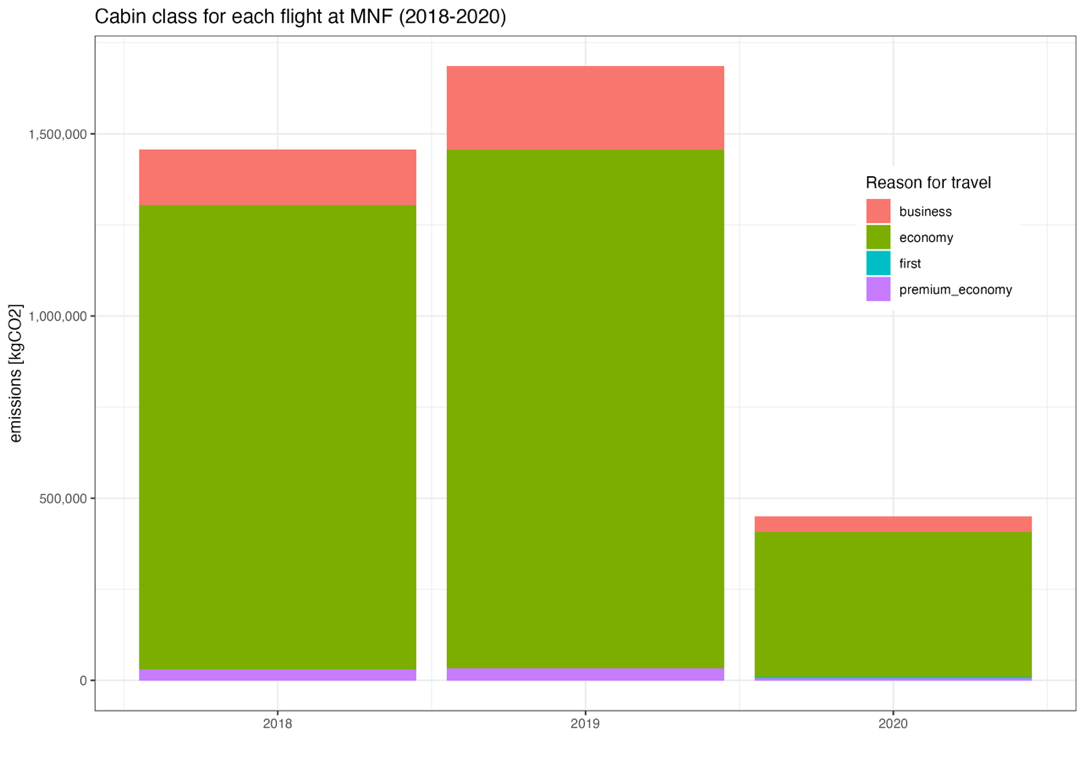


Figure 1: Distribution of emitted kgCO2 for each cabin class for every flight at the MNF in 2018-2020, distinguished by color.

## ****5. Impact****

The findings of this paper will contribute significantly to MNF's ability to meet your goal of reducing your aviation emissions by 53% by the year 2030. Likewise, this paper will demonstrate the varying implications of flight classes on the emissions emitted and illustrate how severe or not a higher flight class is on the emissions generated. Furthermore, the analysis will demonstrate for the first time the spatial distribution and focus of flights across the MNF and what spatial focus could be further explored with a particular attention to groupings for flights.

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