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# RUMBA – FDFA ENVIRONMENTAL REPORT 2022



Schweizerische Eidgenossenschaft  
Confédération suisse  
Confederazione Svizzera  
Confederaziun svizra

Swiss Federal Office of Energy SFOE

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# 1 INTRODUCTION

This report presents the objectives set by the Federal Department of Foreign Affairs (FDFA) for the 2020–2023 target period and the results of its 2021 greenhouse gas (GHG) emissions<sup>1</sup> and environmental impact. This report also presents the trends in GHG emissions since 2006 and the implementation of the air travel action plan.

<sup>1</sup> GHG emissions are calculated as the sum of all carbon dioxide and other GHG emissions (e.g. methane [CH<sub>4</sub>], nitrous oxide [N<sub>2</sub>O]). Please contact the RUMBA Specialist Service for the document concerning system boundaries, methodology and amendments.

# 2 RUMBA 2020–2023

## ► 2.1 OBJECTIVES

The FDFA has set itself the following objectives for the 2020–2023 target period:

- Objective 1: 9% reduction in overall environmental impact per full-time equivalent (EIP/FTE) between 2020 and 2023

- Objective 2: 9% reduction in total GHG emissions between 2020 and 2023; remaining GHG emissions fully offset through emission reduction certificates

## ► 2.2 GHGS – DEVELOPMENTS AND RESULTS

In 2021, GHG emissions at the FDFA amounted to 6308 tonnes CO<sub>2</sub> equivalent, an increase of 21% on the previous year. The main reason for this is air travel. The FDFA still remains well

below the GHG emissions target however. Compared to the extrapolated reference year 2020<sup>2</sup>, GHG emissions have decreased by 39% (see figure 1).

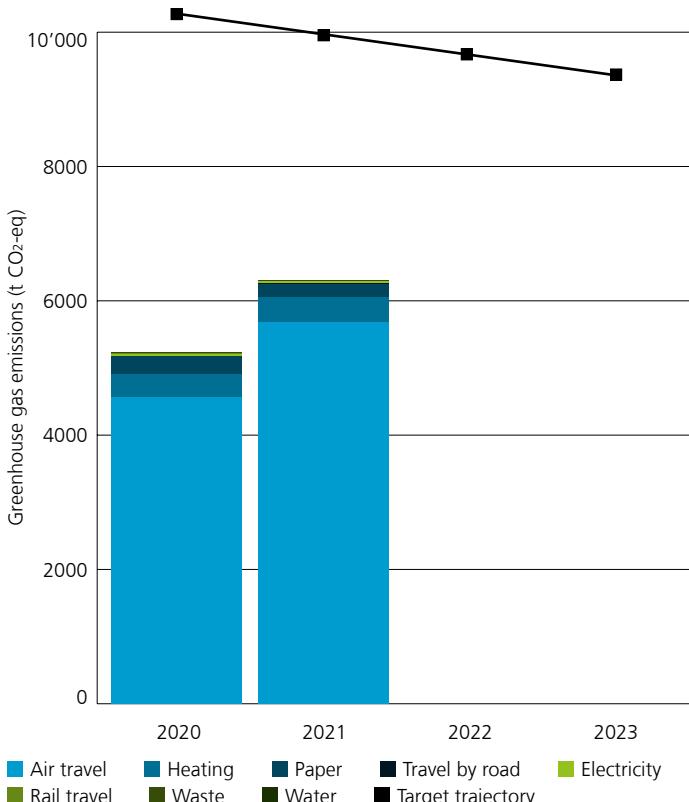


Figure 1: FDFA GHG emissions development (incl. targets) by sector since 2020

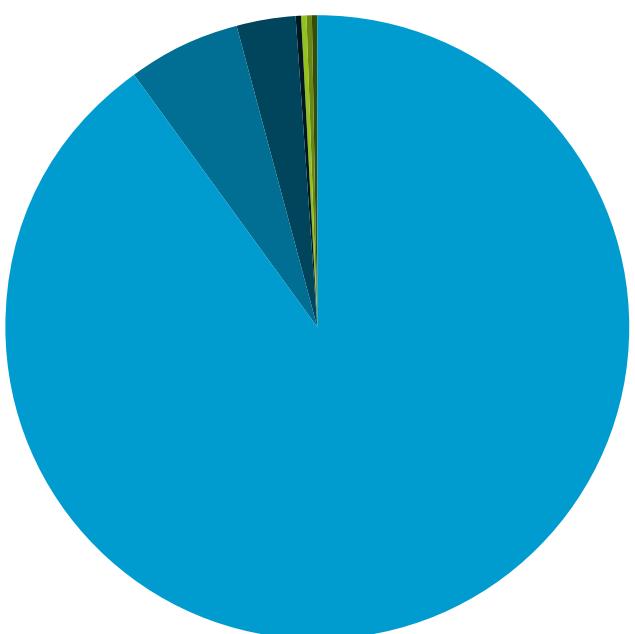


Figure 2: FDFA GHG emissions by sector in 2021

<sup>2</sup> COVID-19 heavily influenced the Federal Administration's impact on the environment in 2020. For quite a while, it was mandatory for staff to work from home. In addition, there were fewer business trips. The reference year 2020 was not calculated on the basis of actual consumption in 2020. Instead, extrapolated measurements from 2019 were used for these calculations. This

resulted in the following projected figures for 2020: a 3-percentage-point reduction of GHG emissions and a 2,67-percentage-point drop in environmental impact points (EIP) per FTE. This is in line with the reduction targets required to meet RUMBA objectives by 2023 at the total RUMBA level. The real data for 2020 and 2021 are represented by the columns underneath the targets.

## ► 2.3 ENVIRONMENTAL IMPACT – DEVELOPMENTS AND RESULTS

In 2021, the FDFA's environmental footprint measured 4567 million EIP or 2,9 million EIP/FTE, an increase of 9% on the previous year. The three main categories in 2021 were air travel (78%), paper use (13%) and heating (6%) (see figure 4). All the other categories account for the remaining 3% of the FDFA's environmental footprint. In spite of these figures, the FDFA remains well below the targets for the Federal Administration. Compared to

the reference year 2020, the EIP/FTE has decreased by 36%. Unlike GHG emissions, EIPs also take into account such aspects as resource depletion (changes in land use, exploitation of minerals and metals, gravel mining, freshwater consumption, etc.), which is why paper, for example, accounts for a smaller amount in the overall GHG emissions balance as opposed to the EIP balance.

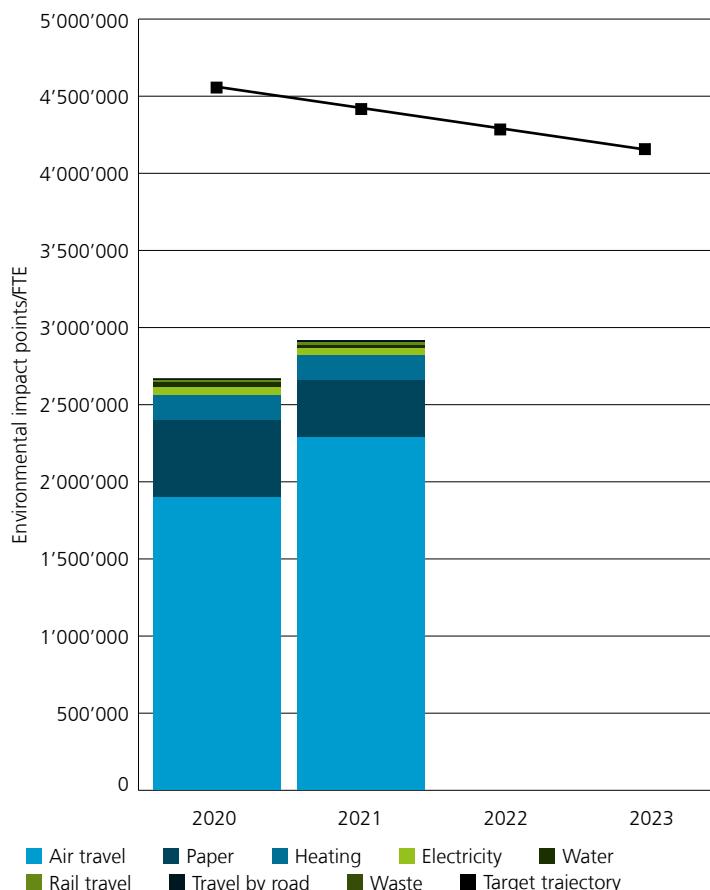


Figure 3: FDFA environmental impact development (EIP/FTE incl. targets) by sector since 2020

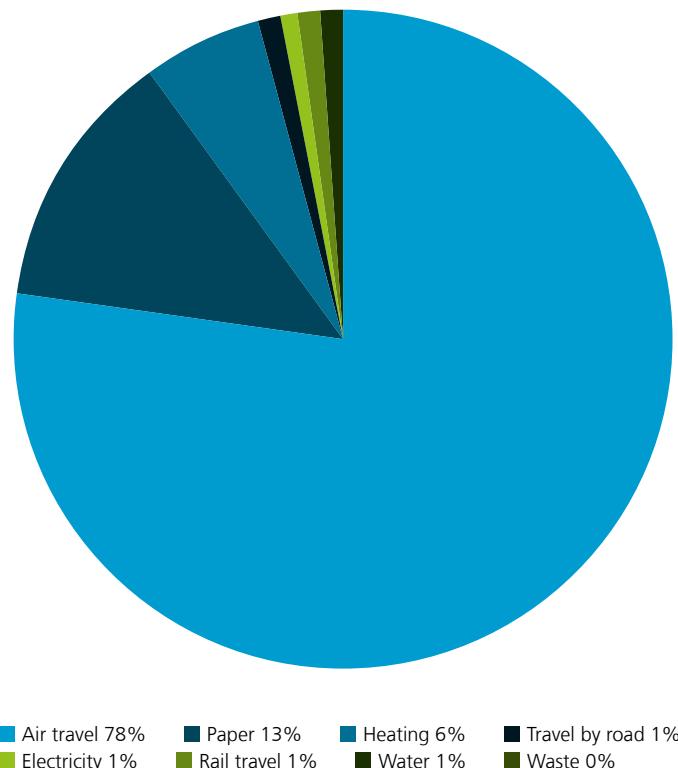


Figure 4: FDFA environmental impact by sector in 2021 (EIP/FTE)

## ► 2.4 THREE MAIN CATEGORIES

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### 2.4.1 AIR TRAVEL



Air travel has a 90% share, making it the largest source of emissions and producer of GHG emissions at 5690t CO<sub>2</sub>-eq. In 2021 around 60% of this overall figure was caused by scheduled flights; almost 40% can be attributed to business trips on Federal Council jets. Business trips on Federal Council helicopters accounted for only 0,1% of emissions in the air travel category. In terms of scheduled flights, the highest GHG emissions were caused by long-haul flights in business class amounting to 1360t CO<sub>2</sub>-eq, followed by long-haul flights in economy class at 1197t CO<sub>2</sub>-eq. More details can be found in the air travel action plan under section 3.3.

### 2.4.2 HEATING



Heating has a 6% share, making it the second largest source of emissions and producer of GHG emissions at 365t CO<sub>2</sub>-eq in 2021. Of this, around 62% was caused by natural gas heating and 38% by district heating consumption. The almost 7% increase in GHG emissions from heating compared to 2020 can be explained by differences in weather – because of the colder winter, heating needs in 2021 were higher.

### 2.4.3 PAPER



Paper use has a 3% share, making it the third largest source of emissions and producer of GHG emissions at 190t CO<sub>2</sub>-eq in 2021. Around 171t CO<sub>2</sub>-eq i.e. almost 90% of GHG emissions caused by paper use can be attributed to external print jobs. Paper for printers and envelopes amounted to 17t CO<sub>2</sub>-eq (9%) GHG emissions. An additional 2t CO<sub>2</sub>-eq (1%) resulted from using toilet paper and paper towels.

# 3 LONG-TERM TRENDS

## ► 3.1 CONTEXTUALISING THE RESULTS SEEN SINCE 2006

In 2021, the FDFA decreased emissions by 35% from 9641t CO<sub>2</sub>-eq to 6308t CO<sub>2</sub>-eq. Compared to 2020, GHG emissions have increased by a good 21%. This is mainly due to the fact that international mobility, which was severely restricted in 2020 due to COVID-19, has picked up again. As regards the FDFA, this has a major impact, as the vast majority of FDFA-caused emissions are due to air travel.

Various methodological adaptations<sup>3</sup> in 2017 and 2020 have led to differences in comparison to the previous RUMBA periods, which is why the figures are not comparable on a 1:1 basis. As of 2020, two methodological adaptations have raised the statis-

tical level of the FDFA's emissions: the addition of emissions from Federal Council jets and helicopters, and the adaptation of the method for calculating emissions caused by air travel.

The FDFA in particular relies on international travel to fulfil its mission. The very nature of its mandate limits what it can do to reduce its GHG emissions, 90% of which are generated by air travel. The foreign policy activities that the FDFA pursues on behalf of Switzerland involve official travel to all regions of the world. These trips allow Switzerland to pursue activities such as sustaining political dialogues with other countries and participating in international conferences.

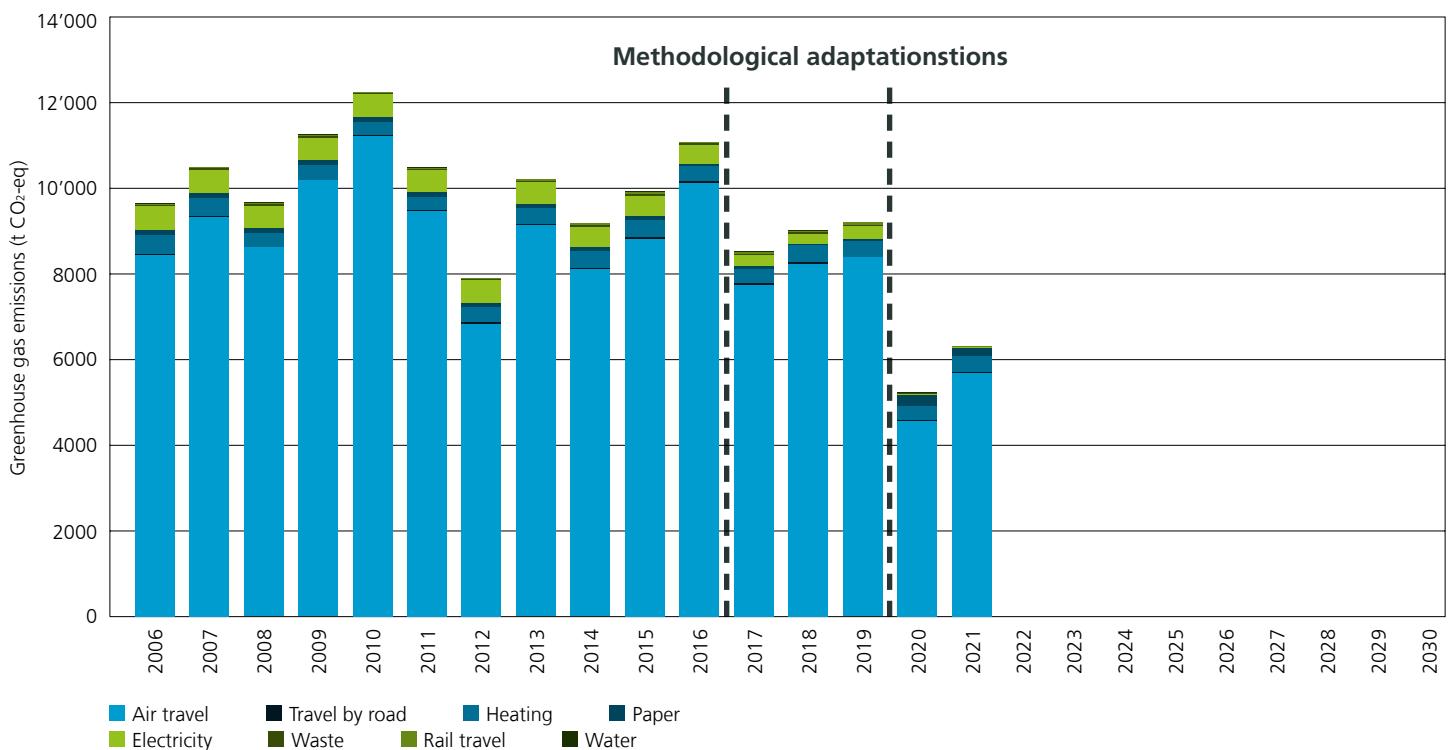


Figure 5: Trends in FDFA greenhouse gas emissions since 2006

<sup>3</sup> Please contact the RUMBA Specialist Service for the document concerning system boundaries, methodology and amendments.

## ► 3.2 MILESTONES OF GHG REDUCTION MEASURES SINCE 2006

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Since 2006, the FDFA has taken various measures to reduce GHG emissions.

### AIR TRAVEL



- Continuing and consistently implementing the air travel authorisation process (2016).
- Declaring destinations that should be reached by train in principle (train not plane) (2016).
- Promoting videoconferencing via UCC and professional videoconferencing equipment (2016).
- Targeting an average annual reduction of the FDFA's carbon footprint for air travel booked via the Swiss Government Travel Centre (SGTC) by 3% (base year: 2019). This target is covered by the FDFA's 2020 budget under the integrated task and financial plan (ITFP) 2021–2023 and will also be included in subsequent FDFA budgeting (2020).
- Raising awareness and regularly monitoring flight data to check implementation of the various measures (2020).
- Train not plane: emissions reduction plan for short and medium-haul flights (2020).
- Economy not business class: Reducing number of business class flights (European and intercontinental) (2020).

### ELECTRICITY



- Awareness-raising campaigns for staff (2016).
- Analysing electricity use and implementation of optimising measures, if this has not already been carried out as part of previous operational optimisations (2016).
- Implementing P025 ICT standard for procuring standard ICT equipment (2016).
- Renovating Federal Palace North Wing (2016).

### PAPER



- Using new white 100% recycled paper instead of sandwich paper as well as fresh fibre paper (now 90% of paper use); 10% reduction in white and colour fresh fibre paper share (2016).
- Using fresh fibre papers only for publications if unavoidable (2016).
- Rolling out secure printing at all FDFA units in Switzerland (2021).

## ► 3.3 IMPLEMENTING THE AIR TRAVEL ACTION PLAN

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GHG emissions from air travel in 2021 amounted to 5690t CO<sub>2</sub>-eq at the FDFA, a 24% increase on 2020 but still well below

pre-pandemic levels. The air travel action plan envisages an annual reduction of 2,7% (see figure 6).

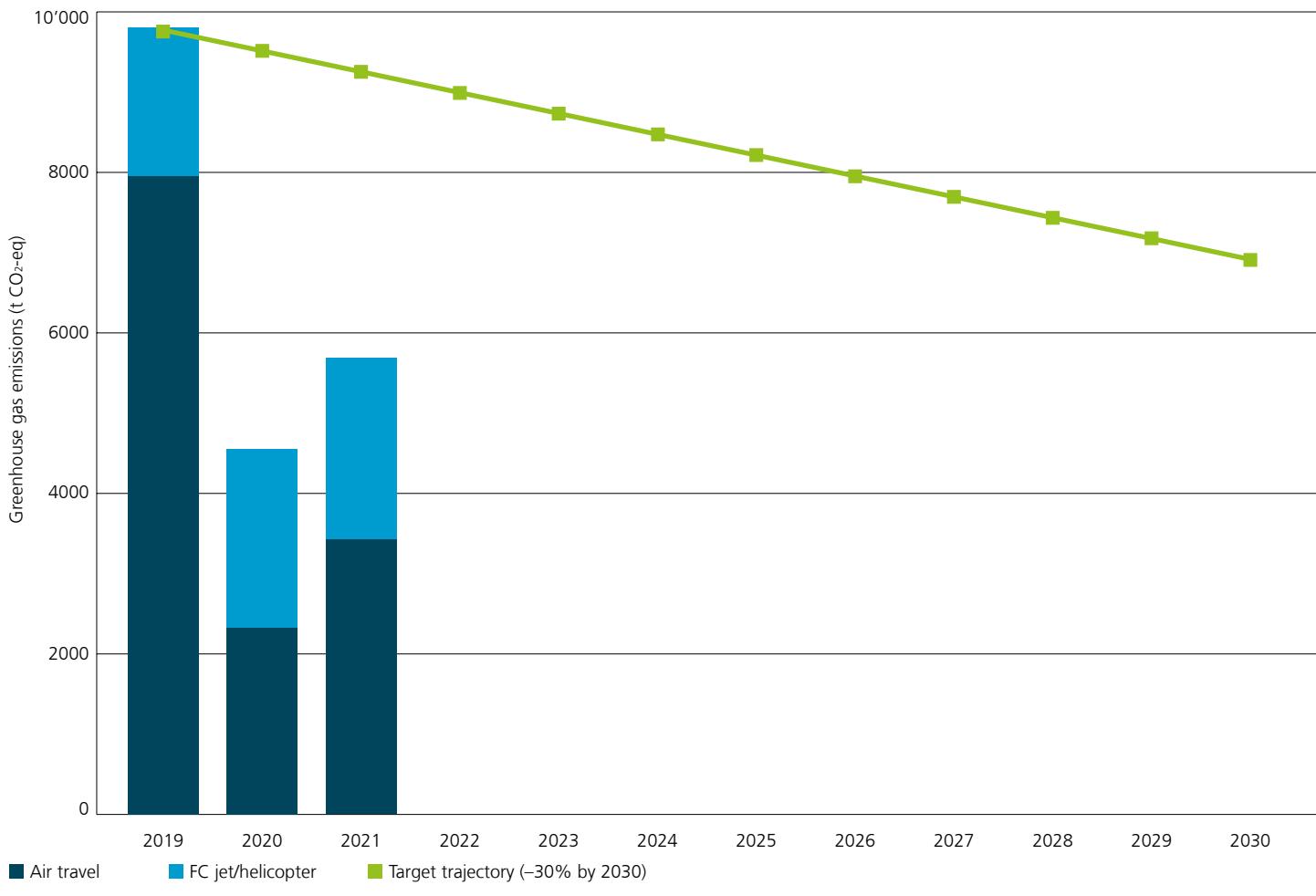


Figure 6: FDFA air travel-related GHG emissions development since 2019

The repercussions of the COVID-19 pandemic had a major impact on the number of flights taken overall, and can be seen in the figures for 2021 not just 2020. Nevertheless, the data available gives us an initial insight into the current implementation status of the air travel action plan measures.

## SMALLER DELEGATIONS



The FDFA is following guidelines on reducing delegation sizes at international conferences, with an average of 1,33 persons per delegation. In 2021, only 274 of a total 1461 delegations consisted of more than one person.

## PHONE AND VIDEOCONFERENCING



With the global pandemic and consequent demand for teleworking, the use of phone and video conferences has risen sharply. In 2019, the Federal Administration saw between 6000 and 8000 phone and video conferences each month. In 2020, this had risen to an average of 65'000 per month; in 2021, around 102'000 Skype conferences took place each month. There are no individual figures for the FDFA because of the current data situation.

## TRAIN NOT PLANE



The FOPER and SGTC have compiled a list of destinations<sup>4</sup> that must always be reached by train. This measure is for travel in Europe. A total of 257'806km were travelled by rail abroad in 2021, a 15% decrease on the previous year.

## ECONOMY NOT BUSINESS CLASS



The FDFA has implemented this measure, with the number of short-haul business class flights at 0% in line with requirements. During the year, business class seats accounted for 1% of all medium-haul flights and 31% of all long-haul flights.

<sup>4</sup> [www.newsd.admin.ch/newsd/message/attachments/61628.pdf](http://www.newsd.admin.ch/newsd/message/attachments/61628.pdf)

# 4 CURRENT FDFA TOPICS AND OUTLOOK

The FDFA is planning the following measures to reduce its environmental impact and GHG emissions: The FDFA's target for 2023 is to reduce CO<sub>2</sub> emissions at head office by 3% and offset the remaining emissions in full. This target is part of the FDFA's contribution to the Federal Administration's overarching climate objectives and is covered by the FDFA's 2023 budget under the ITP 2024–2026.

## AIR TRAVEL

- The air travel action plan has set out a variety of measures to reduce GHG emissions by 30% between 2019 and 2030 (−2,7%/year).

## HEATING

- FOBL building renovation concept: no more fossil fuel heating, use of electric resistance heating.
- For new building services facilities, the latest recommendations issued by the Coordination Conference for Public Sector Construction and Property Services (KBOB) are being followed. Operational optimisation of FDFA buildings by 2025 where possible.
- All new buildings to be Minergie-P-A-ECO or SNBS certified.
- Monitoring and optimising building services facilities and objects on an ongoing basis by recording and systematically evaluating suitable data on consumption. Identifying failures in a timely manner, using financial resources in a targeted and effective way, and measuring results based on measures. Taking investment decisions concerning operational optimisation that factor in the full costs of the measure throughout the life cycle.
- The ITP 2022–2024 budget for 2021 shows a FOBL target of around minus 2,6% reduction in heating (kWh/m<sup>2</sup> total floor area) per year in terms of energy efficiency, compared to a similar annual reduction of minus 2,7% between 2006 and 2019.

## TRIPS BY CAR

- The revised Directive on the Ecological Principles for the Procurement and Use of Administrative Vehicles<sup>5</sup>, valid from 1 January 2021, stipulates that in general vehicles with alternative engines and category A or B energy efficiency should be procured. Furthermore, the maximum CO<sub>2</sub> emissions must not exceed the target value set out in the Swiss CO<sub>2</sub> Act.
- Anchoring mobility management at Federal Council or senior management level to provide the foundation for a coordinated approach in this area as well as for further measures (e.g. charging stations).
- Technical progress and regulatory framework (see CO<sub>2</sub> emissions regulations for new cars and vans).

## ELECTRICITY

- Where possible, decentralised server rooms are closed if they operate less efficiently than the large data centres.
- More energy efficiency by implementing the newly adopted P026 operating standard and procuring more efficient ICT equipment.

## PAPER

- Increasing share of recycled paper that is purchased and used, thereby reducing share of fresh fibre paper.
- Avoiding procurement of white fresh fibre paper envelopes (next WTO tender in 2022, contract to be concluded on 1.1.2023).
- Promoting measures to reduce paper usage (e.g. paperless office projects, more digitalisation, guidelines on mobile working).
- Optimising external print jobs, adjusting requirements for external print job suppliers.

## WASTE

- Reusable plates and cutlery, collecting plastic separately, separating waste, optimising waste paper separation, good waste management when moving.

<sup>5</sup> DDPS GS, [www.vbs.admin.ch/de/umwelt/umweltschutz/energie-und-klima/detail.document.html/vbs-internet/de/documents/raumundumwelt/energie/Umwelt-Energie-Weisungen-oekologische-Grundsaezze-Beschaffung-Verwaltungsfahrzeuge-de.pdf.html](http://www.vbs.admin.ch/de/umwelt/umweltschutz/energie-und-klima/detail.document.html/vbs-internet/de/documents/raumundumwelt/energie/Umwelt-Energie-Weisungen-oekologische-Grundsaezze-Beschaffung-Verwaltungsfahrzeuge-de.pdf.html), 2021 (de only)

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**IMPRESSUM**

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