EIBG Business Travel and Emissions
GCS/BLD/FMS/BTM
Travel Figures 2019 - 2022

EIB Group Travel Expenditure, Number of Missions, Average Mission Cost and Travellers with Percentage of Increase

Travel expenditure

Number of missions

Average mission cost

Number of travellers (2)

Data source: EIB Annual travel dashboard 2022
Emissions have decreased by 29% between 2019 and 2022. A return to travel is however clear.

92% of EIBG mobility emissions come from air travel (23% of emissions come from the front-office directorates).
## Comparison FY2019 vs. FY2022

<table>
<thead>
<tr>
<th></th>
<th>Jan-Dec 2019</th>
<th>Jan-Dec 2022</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CO₂</strong></td>
<td>21,153 tons</td>
<td>14,993 tons</td>
<td><strong>-29%</strong></td>
</tr>
<tr>
<td>% high efficiency</td>
<td>4%</td>
<td>14%</td>
<td><strong>+10 points</strong></td>
</tr>
<tr>
<td>% long-haul flights</td>
<td>11%</td>
<td>16%</td>
<td><strong>+5 points</strong></td>
</tr>
<tr>
<td>% one-day trips short</td>
<td>10%</td>
<td>5%</td>
<td><strong>-5 points</strong></td>
</tr>
<tr>
<td>% traveling by train*</td>
<td>92%</td>
<td>88%</td>
<td><strong>-4 points</strong></td>
</tr>
<tr>
<td><strong>CO₂ per room night</strong></td>
<td>29.2 kg</td>
<td>33.5 kg</td>
<td><strong>+4.3 kgs per RN</strong></td>
</tr>
<tr>
<td>% lower medium</td>
<td>56%</td>
<td>47%</td>
<td><strong>-9 points</strong></td>
</tr>
</tbody>
</table>
EIB has benefited from aircraft’ efficiency improvement

<table>
<thead>
<tr>
<th></th>
<th>FY2019</th>
<th>FY2022</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Global</strong></td>
<td>42.44M</td>
<td>27.77M</td>
</tr>
<tr>
<td><strong>Long-haul</strong></td>
<td>15.48M</td>
<td>12.72M</td>
</tr>
</tbody>
</table>

- Fleet renewal + COVID crisis has led to an increase in efficient aircraft in the industry, especially on long-haul.
- On long haul flights in 2022, high-efficient aircraft represent 12% of the emissions and 15% of the distance.
- With the number of flights increasing again, it is likely that the average efficiency will deteriorate slightly in the coming months (old aircraft starting to fly again).

*Data source: Advito study on 2022 EIBG Business Travel carbon emissions*
Focus on steering on key routes

**LUX-STO:** 36% of segments were booked on good aircraft with Luxair (vs. 15% in 2019)

**DUB-LUX:** 48% of segments were booked with Luxair vs. 78% in 2019

**LUX-NYC:** The majority of the bookings go to Lufthansa. Switch to KLM (16% usage in 2022) and Luxair (9%) on this route.

**BCN-LUX:** 61% of segments on Luxair (best option on this route)

EIB has steered a good amount of segments to the best suppliers but more work needs to be done on some key routes (recommendation section).
What was the effect on EIB average emissions?

With airline efficiencies increased significantly over time, EIB average CO₂ emissions for long and short haul flights has decreased. This is a good sign though the metric will need to be monitored over time as it can be highly dependent on the travel mix such as distance, cabin and whether EIB travelers had access to direct flights.

Data source: Advito study on 2022 EIBG Business Travel carbon emissions
Good performance on short stays

- The share of 1-day trips has decreased by 5 points globally (and by 7 points on short hauls).
- Top routes need to be a focus, specifically LON-LUX, AMS-LUX and BER-LUX: over 25% of the one-day short haul emissions were made on these routes. (3 tons of CO2 only).

Data source: Advito study on 2022 EIBG Business Travel carbon emissions
Amazing performance on train usage

Rail usage on eligible routes is extremely high for EIB, even though the share slightly decreased between 2019 and 2022.

Intra-country train trips in Portugal, Poland, Italy and Spain are good opportunities for further shifts: Amsterdam-Paris, Lisbon-Porto, Milan-Rome, Barcelona-Madrid

Data source: Advito study on 2022 EIBG Business Travel carbon emissions
Business travel and water: an unknown but significant impact

- **Traveler behavior:** on average, travelers use twice more water when staying in a hotel.
- **Hotel choice:** five stars properties and properties with pool or spa consume huge quantities of water.

Decreasing the volume in properties consuming much water may be considered in a modern sustainability strategy.

LET’S TAKE A LOOK AT A LUXEMBOURG HOTEL CHAIN

Five star hotel
- Water consumption: 398 liters/room night

Four star hotel (higher category)
- 265 liters/room night

Four star hotel (lower category)
- 185 liters/room night
Eco-certified properties represent **9% of hotel nights and 7% of hotel emissions**. This share has increased by 3 points compared to 2019. EIB top 5 eco-certified hotels were not booked in 2019.

Booking eco-certified properties not only help saving CO₂, but also receiving guarantee around water conservation, biodiversity protection, local and seasonal food sourcing etc.

Data source: Advito study on 2022 EIBG Business Travel carbon emissions
In 2022, EIB travelers have rented more large sized vehicles (53% are upper medium or above) compared to 44% in 2019.

5% of bookings were made in 2022 with a battery electric vehicle (40 rental days) and 6% when including hybrid vehicle (50 rental days).

Here you can see where these battery electric vehicle were booked.
Recommendations
Target most polluting destinations

<table>
<thead>
<tr>
<th>Market Pair Name</th>
<th>Emissions (t CO₂)</th>
<th>Avg Emissions (kg CO₂)</th>
<th>Segments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Johannesburg-Luxembourg</td>
<td>343</td>
<td>3,368</td>
<td>102</td>
</tr>
<tr>
<td>Jakarta-Luxembourg</td>
<td>118</td>
<td>3,269</td>
<td>36</td>
</tr>
<tr>
<td>Luxembourg-Washington</td>
<td>219</td>
<td>2,437</td>
<td>90</td>
</tr>
<tr>
<td>Luxembourg-Nairobi</td>
<td>293</td>
<td>2,404</td>
<td>122</td>
</tr>
<tr>
<td>Buenos Aires-Luxembourg</td>
<td>75</td>
<td>4,163</td>
<td>18</td>
</tr>
<tr>
<td>Luxembourg-Quito</td>
<td>82</td>
<td>3,574</td>
<td>23</td>
</tr>
<tr>
<td>Luxembourg-Sao Paulo</td>
<td>74</td>
<td>3,520</td>
<td>21</td>
</tr>
<tr>
<td>Cape Town-Luxembourg</td>
<td>100</td>
<td>3,453</td>
<td>29</td>
</tr>
<tr>
<td>Antananarivo-Luxembourg</td>
<td>52</td>
<td>2,490</td>
<td>21</td>
</tr>
<tr>
<td>Luxembourg-New York</td>
<td>103</td>
<td>2,348</td>
<td>44</td>
</tr>
</tbody>
</table>

Those 10 routes represent 4% of EIB segments but 20% of the air emissions.

If EIB decreases volume by 50% on those routes only, total air emissions would decrease by 10%.

Data source: Advito study on 2022 EIBG Business Travel carbon emissions
Promote best aircraft and supplier on top routes

- **Luxembourg-Rome**: Fly **direct** with Luxair (B737)
- **Lisbon-Luxembourg**: Fly **direct** with TAP (A320neo)
- **Luxembourg – New York**: Fly KLM/DL via AMS (B787 + A330-900neo)
- **Cairo-Luxembourg**: Continue flying LH/LG
- **Luxembourg-Nairobi**: Fly KLM via AMS or AF via CDG
- **Helsinki-Luxembourg**: Fly with SAS or Finnair
- **Luxembourg-Warsaw**: Fly **direct** with LOT
- **Luxembourg-Jakarta**: Continue flying Turkish via IST

Data source: Advito study on 2022 EIBG Business Travel carbon emissions
Target indirect flights

- 78% of EIB long-haul segments are indirect flights. These connected flights have higher CO₂ emissions and are not optimal for well-being either.

- 37% of all short haul segments are indirect.

- Some indirect flights are booked on routes where direct flights operate (ATH-LUX, LUX-WAW, BUH-LUX e.g.). Reasons:
  - Cost
  - Availability

Overall, indirect flight represent 42% of total segments but 70% of total air emissions

Data source: Advito study on 2022 EIBG Business Travel carbon emissions
Shifting from business to economy

+ 58% of business trips in 2022 compared to 42% in 2019 (temporary travel policy)

+ By shifting 50% of the trips in short haul to economy class, EIB could save over 510 tons of CO₂

Data source: Advito study on 2022 EIBG Business Travel carbon emissions