



UPPSALA
UNIVERSITET

ENVIRONMENTAL GOALS AND POLICIES AT THE DEPARTMENT OF PEACE AND CONFLICT RESEARCH

2019

Background

The Department of Peace and Conflict Research is an internationally leading research and educational environment for the study of peace and conflict issues. As such, we are internationally-oriented in our activities: we invite international guests, attend meetings and conferences in Sweden and abroad, and carry out long travels for field work. Such activities leave substantial environmental footprints. Our goal is to continue to be a thriving international research and educational milieu, and to contribute to produce high-quality research and education on issues of importance for human welfare (including on environmental issues). However, in light of the negative environmental impact of some of our research-related activities we are simultaneously committed to finding creative ways to gradually decrease our environmental impact.

Environmental Goals

The overall environmental goal of the Department is to significantly reduce the negative impact of the Department's activities. Three spheres are in focus:

- Travel
- Energy supply
- Sustainability in office consumption

Policies and recommendations in these spheres are available below.

In light of escalating climate change the *top priority* in terms of environmental policies is, beginning in 2019, to reduce our environmental impact in the form of reducing travel by airplane. Our goals, strategies, and recommendations for achieving this goal are detailed in Appendix A.

1. Travel

Our overall goal in terms of travel and the environment is to reduce our reliance on and the impact of air travel. This is an area in which we, as a collective, have a large negative impact on the environment, but which is to a large extent within our own control. Reducing air travel is the *top priority* for the coming years. Our main goal within this sphere is to reduce our greenhouse gas emissions from air travel in line with the Paris Agreement: reduce emissions from flights with 50% as per 2024 at a pace of 15% per annum. A more specific formulation of our goals, motivation, and means to achieve the goal concerning travel can be found in Appendix A.

2. Energy supply

The overall goals in terms of energy supply are two-fold: to reduce the Department's overall use of energy and to use only renewable energy. Means to achieve these goals are to:

- Raise awareness of and take steps towards reducing use of energy (switch of lights and computers, etc.).
- Ensure that our energy supply comes from renewable sources.
- Include an energy-reduction perspective in all renovations and purchases for the Department.

3. Sustainability in consumption

The overall goal in terms of sustainability (beyond energy supply and travelling) for the Department is to reduce all forms of waste in terms of work materials. This includes paper, plastic, computers, food stuffs etc. Means to achieve these goals:

- Reduce unnecessary purchases of materials.
- Recycle all possible materials.
- Purchase environmentally-friendly materials whenever possible.

Specific plans for 2019-2023

Below are our plans to reach and implement the above goals and strategies. Please refer to Appendix A regarding specific plans concerning air travel.

Energy supply

- Publish regular internal reminders to all Department employees regarding the preservation of energy: switch of lights and computers (responsibility of Environmental Officer).
- Continue to push for the use of renewable energy (EO and HoD)
- Engage in cross-departmental work to urge the central administration to purchase green energy (EO).

Sustainability in consumption

- *Sustainable 'fika'*. Strive to purchase environmentally sustainable products for the Thursday coffee (fika), for instance by choosing locally produced and vegetarian over meat products.
- *Purchases*. Always think twice: do I really need a new computer, headphones, interview equipment etc.?
- *Purchases*. Always think twice: Am I purchasing the most environmentally-friendly product?
- *Printing*. Always think twice: Do I really need to print? Have I switched to printing on both sides of the paper?
- *Recycling*. Don't be lazy! Find the right recycling station!

General

- *Evaluate and celebrate progress*. As we make progress towards the goal of having a smaller environmental impact, we will systematically evaluate the effects, and celebrate achievements along the way.

Appendix A.

Reduction of the Department's emissions from travelling in line with the Paris Agreement

In 2019 the Department's board decided to adopt a motion to reformulate its environmental policies so that a reduction of emissions from air travel became the *top priority* in the Department's environmental work. Appendix A is dedicated to outlining the tools and strategies to be used to reach this goal and evaluate our progress towards this goal.

Motivation

We have reached a critical point in history, where greenhouse gas emissions must be significantly reduce in order to rein in the pace of global warming and the negative effects of climate change. The urgency is well documented in, for example, the latest report by the Intergovernmental Panel on Climate Change. With the 2015 Paris Agreement national governments agreed to take steps to keep “a global temperature rise this century well below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius.”

As a department of peace and conflict research we contribute to countering the threat of climate change through research and educational efforts. Indeed, our main contribution to combat climate change is through increasing the general knowledge about how armed conflicts can be prevented and terminated. Research at our department also contributes specifically to climate-related issues including the linkages between climate and conflict, resilience, water- and resource-based conflicts, climate negotiations, and so on.

Internationalization in its different forms serve to promote scientific goals, needed to build appropriate and strong networks of expertise, collect data, disseminate research in conferences, etc. Ultimately, it is part of what may drive real scientific discovery. For us to continue to be a leading research environment when it comes to the empirical study of armed conflict and peace, a high degree of internationalization is essential.

However, as a department concerned with the impact of our research on society, we also need to consider the ethical imperative of how our research can impact the wider world. As a highly internationalized department, we leave a large environmental footprint by our travel, in particular air travels. We therefore need to take seriously the environmental harm caused by our research activities.

As a department, air travel is the one area where we can make a real difference in terms of reducing our environmental impact, since we have a great deal of freedom in deciding when, where and how we travel for research (field work, conferences etc.).

By formulating a goal for reduction of travel-related emissions, we have a concrete goal to work jointly towards and something concrete to measure/evaluate progress against. This can provide a stimulus for new and creative ways of organizing our research, teaching and administration. The adoption of a concrete goal can also inspire other departments at UU and elsewhere to set similar goals.

By formulating the goal at the department level, we take into consideration the fact that staff and faculty with different positions, focus of research, and at different career stages, have different needs with regards to air travel. For instance, younger scholars need to engage in network activities to a larger extent than more established scholars. In addition, formulating a concrete goal with regards to air travel will not prevent the department from taking action in other areas where it can make a difference and reduce its environmental impact. It also commits the Department to provide the support necessary in order for its employees to be able to reduce travel-related emissions.

Goal

Reduce the Department's negative climate impact by reducing greenhouse gas emissions from air-travel in accordance with the Paris Agreement. This implies an annual reduction of about 15% after 2019, with the goal of reducing our greenhouse gas emissions from travels to 50% until 2024.

Evaluation tools

Three tools in the form of different types of data are used to report and evaluate our progress.

1. Data from our travel agent on the amount of CO₂ and other emissions caused by flights taken by staff (per calendar year)

2. Data from inside the department on the number and length of all flights taken by staff (per calendar year)
3. Data from inside the department on the number of invited guests/speakers and the length of their flights (per calendar year)

Three types of data are necessary, as not all flights are booked via our travel agents and emissions data are therefore prone to errors.¹ Internal data can, however, be gathered as all flights made by staff need to have permission granted by the Head of Department (HoD).² Additionally, the department is in a way responsible for the emissions caused by invited guests/speakers, and we should thus track also these flights.

It is the responsibility of the Environmental Officer (EO; together with the HoD) to gather these data at least once per year to track our flights and emissions. The results of these data are to be presented to all staff internally (through the method of the Environmental Officer's choosing).

Direct action

These are direct and concrete actions to be taken by the HoD and the EO during the years to which this environmental plan is applicable (2019-2024).

Information. All staff shall continuously be informed of the Department's new policy so as to raise awareness (responsibility of EO).

Awareness. The Department shall strive to create an atmosphere of awareness and reflection regarding emissions. The EO shall therefore present progress in terms of emissions reduction at least once a year at the staff day (responsibility of EO).

Travel agency. The Department – if possible in concert with other departments – shall continuously engage in pressuring the University to ensure that any new travel agency agreements *must* include the possibility for staff to book international train tickets (responsibility of EO and HoD).

¹ Staff are also invited to give talks and similar activities where the organizer books flights. Additionally, Ph.D. students often book their own tickets when they have received scholarships.

² These logged flights are then run through a standardized template to provide emissions data.

Biofuel. The Department – if possible in concert with other departments – shall continuously engage in pressuring the University to allow staff to purchase biofuel flights (responsibility of EO and HoD).

Increase e-meetings. The Department shall strive to equip all our meeting rooms with adequate technical equipment that enhances the possibilities of having long-distance meetings. The Department shall also make available courses in the software and other technology necessary for e-meetings. This includes pressure for a more well-functioning wifi (responsibility of EO and HoD).

Compensate CO2 pollution. The Department – if possible in concert with other departments – shall continuously engage in pressuring the University and research funders to establish a practice where CO2 compensation can be paid for using project funding (responsibility of EO and HoD).

New travel guidelines. The Department shall create new travel guideline suggestions (non-binding), suggesting that train travel should be the default mode of travel within Scandinavia (responsibility of EO).

Knowledge-sharing and inspiration

Inspiration. The Department shall strive to invite speakers with experience in changing their travel patterns (responsibility of the EO).

Inspiration 2. The Department shall publish an internal list of inspirational tips from employees who have managed to reduce their work-related environmental foot print (EO).

Gather knowledge on rail travel. Ensure that the department gathers, keeps, and disseminates best practices and lessons learned on how to efficiently and cheaply book international rail travel (EO).

Indirect strategies, nudging, and tips

These are indirect strategies, nudging cues, and tips meant to inspire and spark new thoughts regarding how we, as a Department, can reduce our flight travel.

Discussion, not shaming. Refrain from shaming your colleagues regarding their travelling. All staff are at different stages of their careers, study topics that require varying amounts of travel, and have different types and sizes of international networks. Discuss and reflect on travelling via airplane, but do not point fingers.

Travel is not only travel. Taking the train takes longer than flying most often. But this is not necessarily a bad thing. Consider that a train ride can be a good venue for working in peace, or for one-on-one work meetings if you are travelling with a colleague.

Make multiple appointments. If you are flying somewhere, why not optimize time and resources? Make several appointments in your location, or take the train to a proximate location for more meetings, talks etc. before flying home.

Evaluate the necessity of each flight. We need to be international and we want our research to be seen, so we go to conferences and invited talks. But, consider if each and every invite and conference is necessary. Consider travelling to conferences in Europe instead of beyond. Use the opportunity to network when we invite guests.

Hosting guests

Eat vegetarian. When planning a conference in Uppsala (or in other places) consider asking for a fully vegetarian menu. Less meat means less CO².

Cluster conferences. Think new and think big in terms of conferences and workshops. With better planning global conferences and meetings can be held electronically, with people gathering at “clusters” in different parts of the world and connecting via computers.

Inviting train travel. Plan your conferences/workshops using days, dates and times that invite train travel. Provide your guests with suggestions for trains that would fit the workshop/conference.