



Erasmus+

FEASIBILITY STUDY ON COMPENSATION SCENARIOS FOR THE NEW AND GREENER ERASMUS+ PROGRAMME 2021–2027

Education and Youth NAs from FR, NL, BEfl , MT, RS and FI participated in the work together with EC-officials

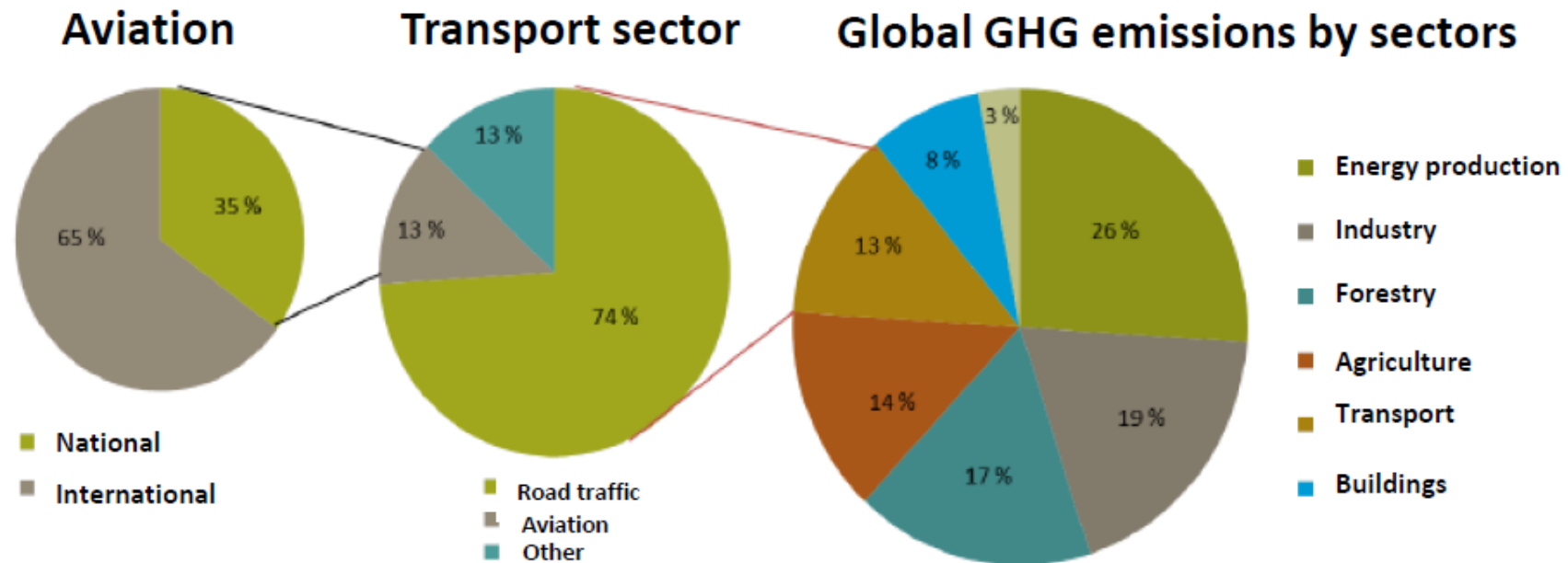


A FEW GENERAL ISSUES



Production of greenhouse gas emissions

Global situation

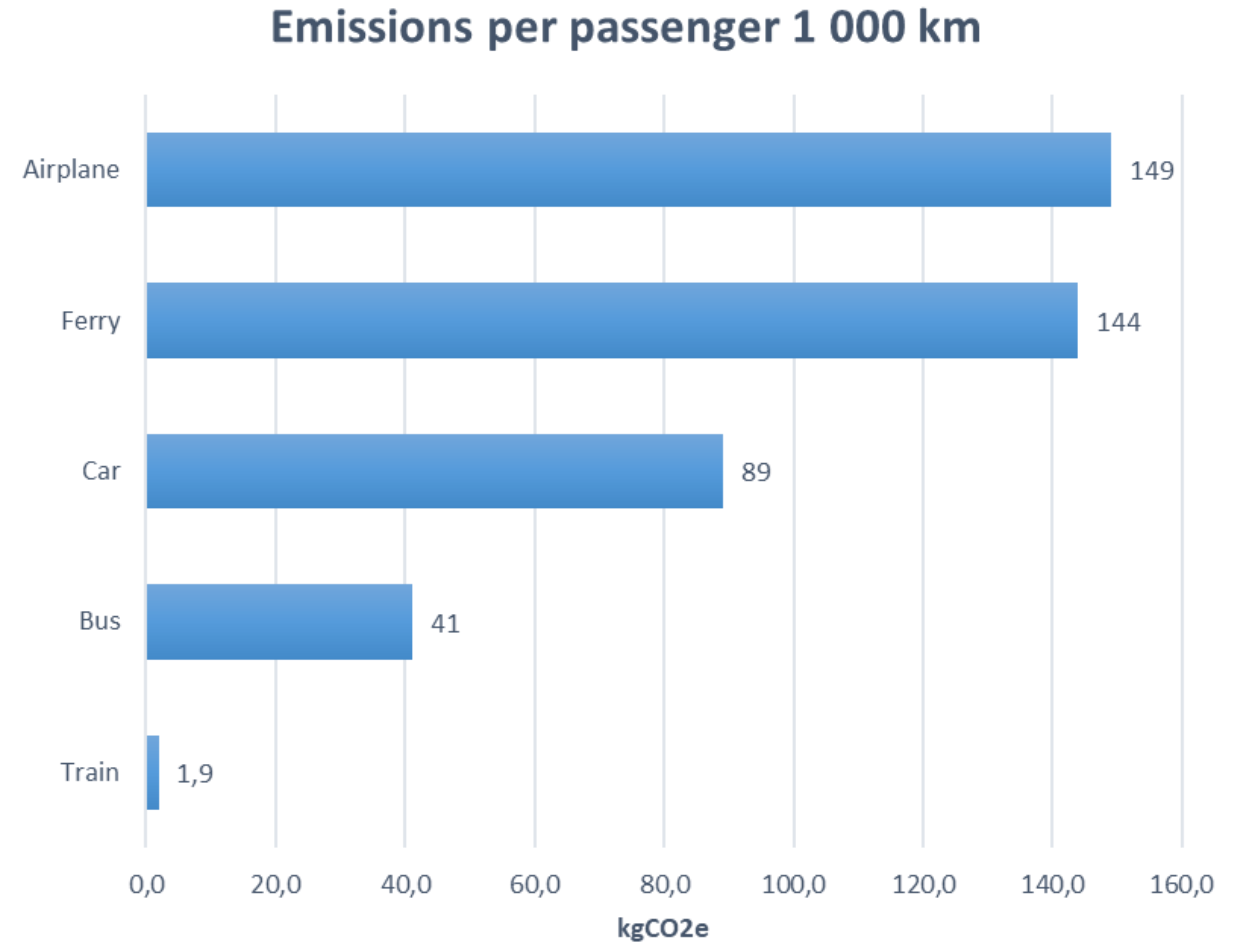
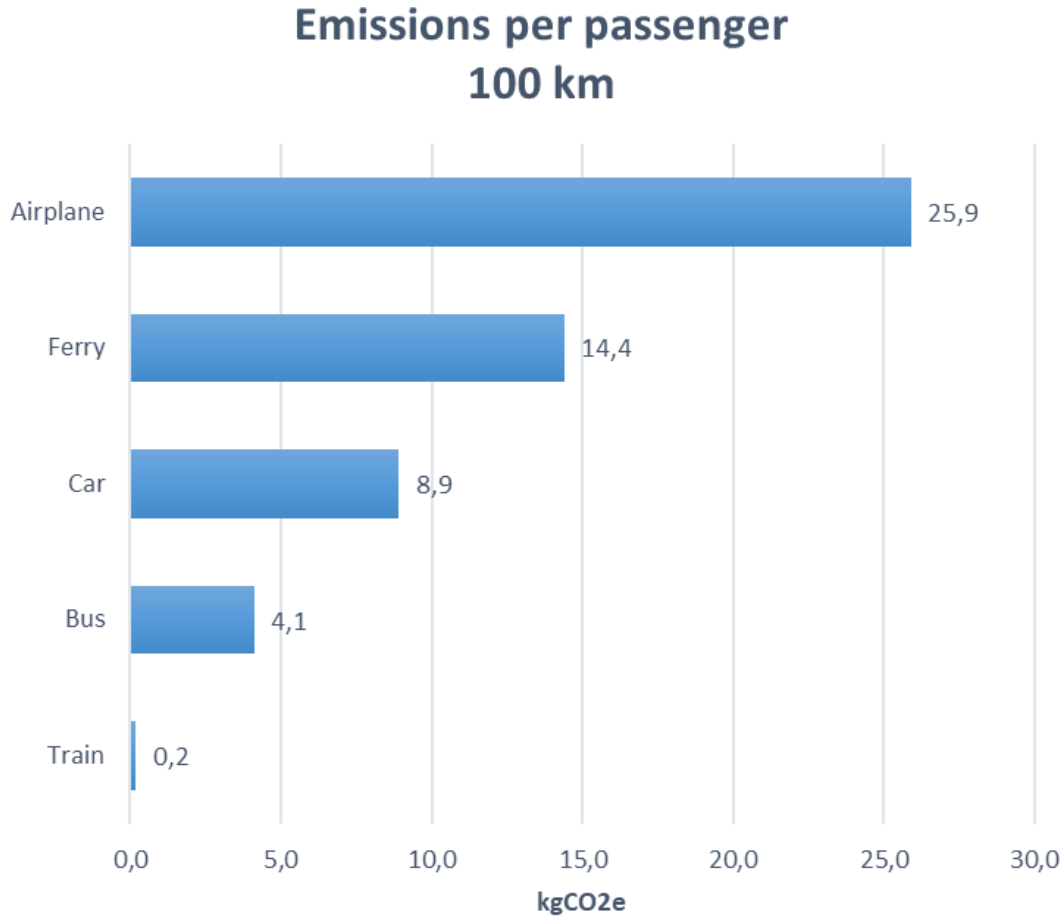


Source: [The Finnish Environment Institute, Lentomatkustuksen päästöt raportti 2/2019](#)

In EU the share of the transport sector is 27 % and aviation produces about 3,7 % of the total GHG emissions (2017)

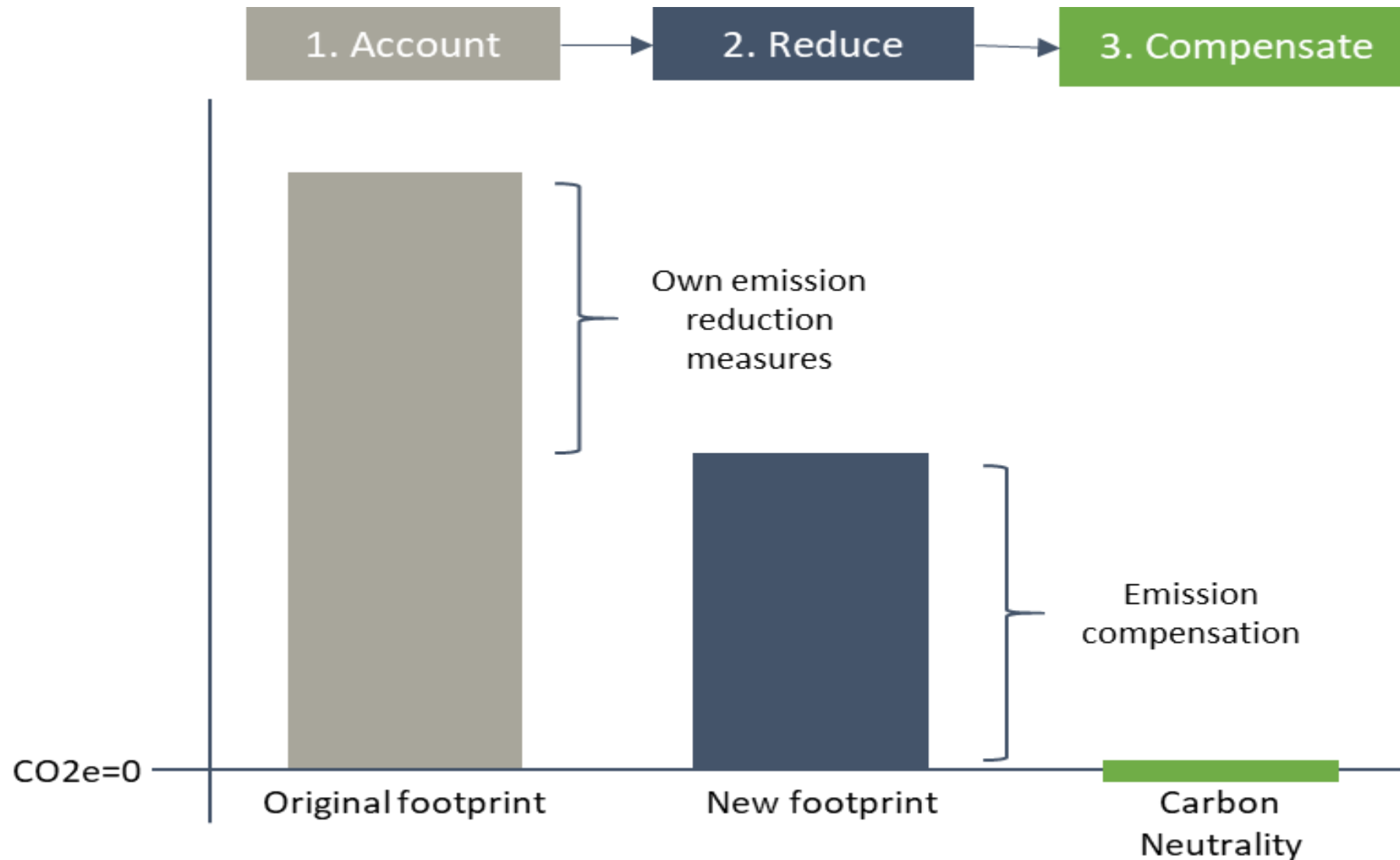
Source: [European Environment Agency](#)

Emissions per passenger of different travel modes



Note! E.g. fast ferries (24-27 knots) can emit even more than flights

Principles for carbon neutrality



CENTRAL FEATURES OF THE STUDY



The data



Data:

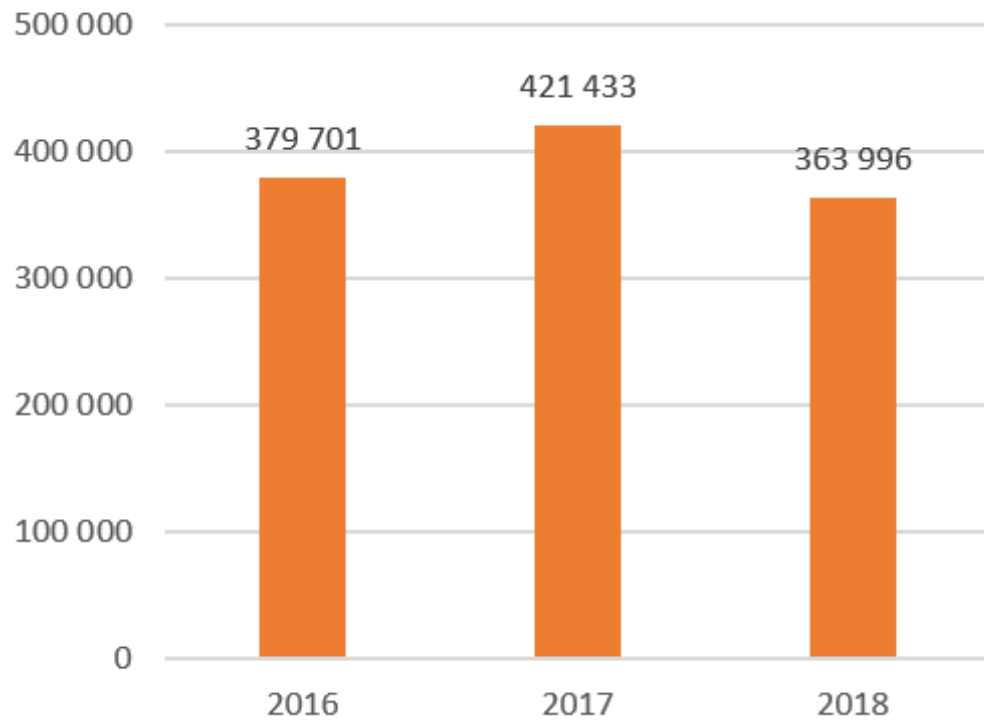
- Call years 2016-2018
- KA1, KA2 & KA3 (no KA229)
- Mobilities from mobility tool
- Data available:
 - Sending country & city
 - Receiving country & city
 - Calculated length (based on sending and receiving organisation's addresses or sending/receiving cities)
 - Distance band

Some results

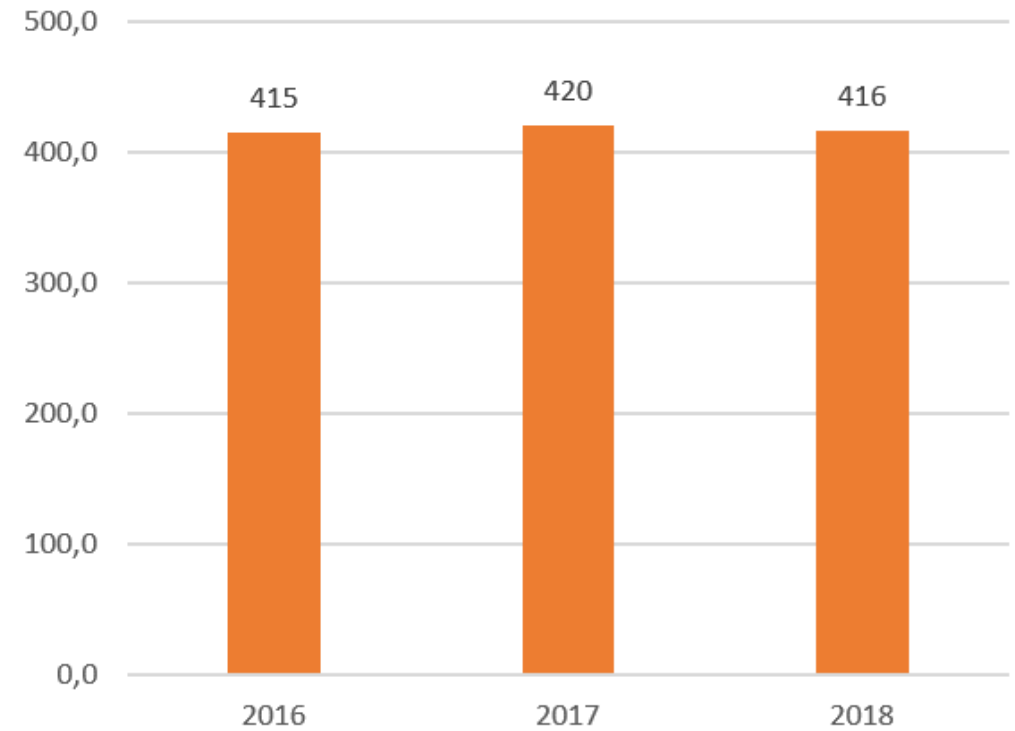
Yearly emissions in
e.g. Iceland 2,94
million tonnes

Yearly emissions per
person in Austria
6730 kg and Finland
7090 kg

Total emissions (1000 kg CO₂e)



Emissions per mobility (CO₂e kg)

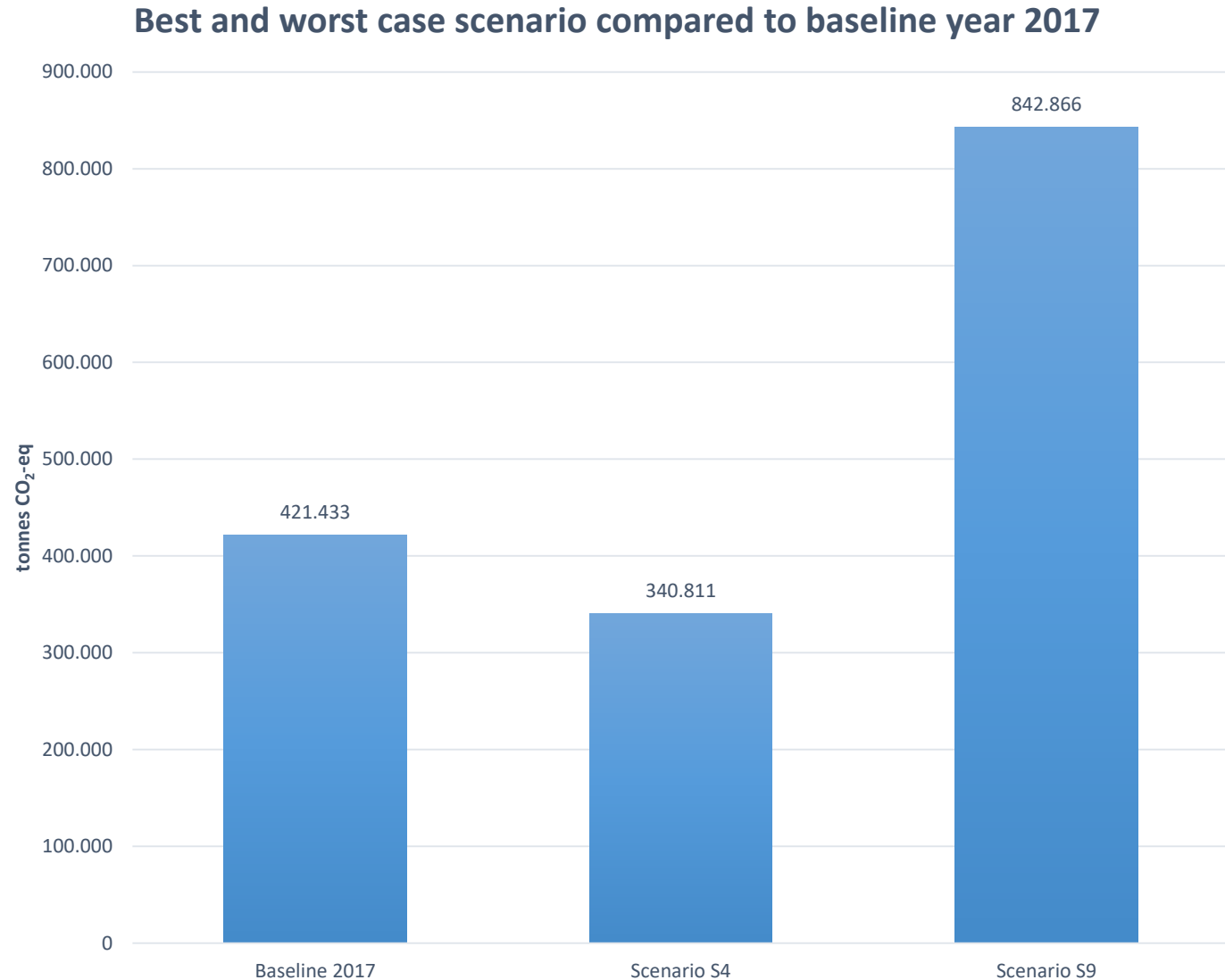


EMISSION REDUCTION ROADMAP



Erasmus+ programme in the future

- Increases in the total amount of mobilities could mean directly higher emissions, if the share of the flights does not decrease.
- But e.g. even a 40% decrease in flights (S4) does not still produce a similar decrease in emissions





This means...

- We need to:
 1. Implement a number of different and also still new ways to steer the choice of means of transport so that the share of flights will decrease
 2. But also compensate the emissions that cannot be reduced

Steps ahead

I. Account

II. Reduce

III. Compensate, but only with a rigorous approach

- Voluntary compensation using emission reductions or carbon dioxide removals must be **complementary to own emission reduction efforts**.
- Compensation projects should be selected carefully i.e. must be **real, permanent and additional** to what would otherwise happen, be monitored and reported against a robust baseline, and independently verified

The full report

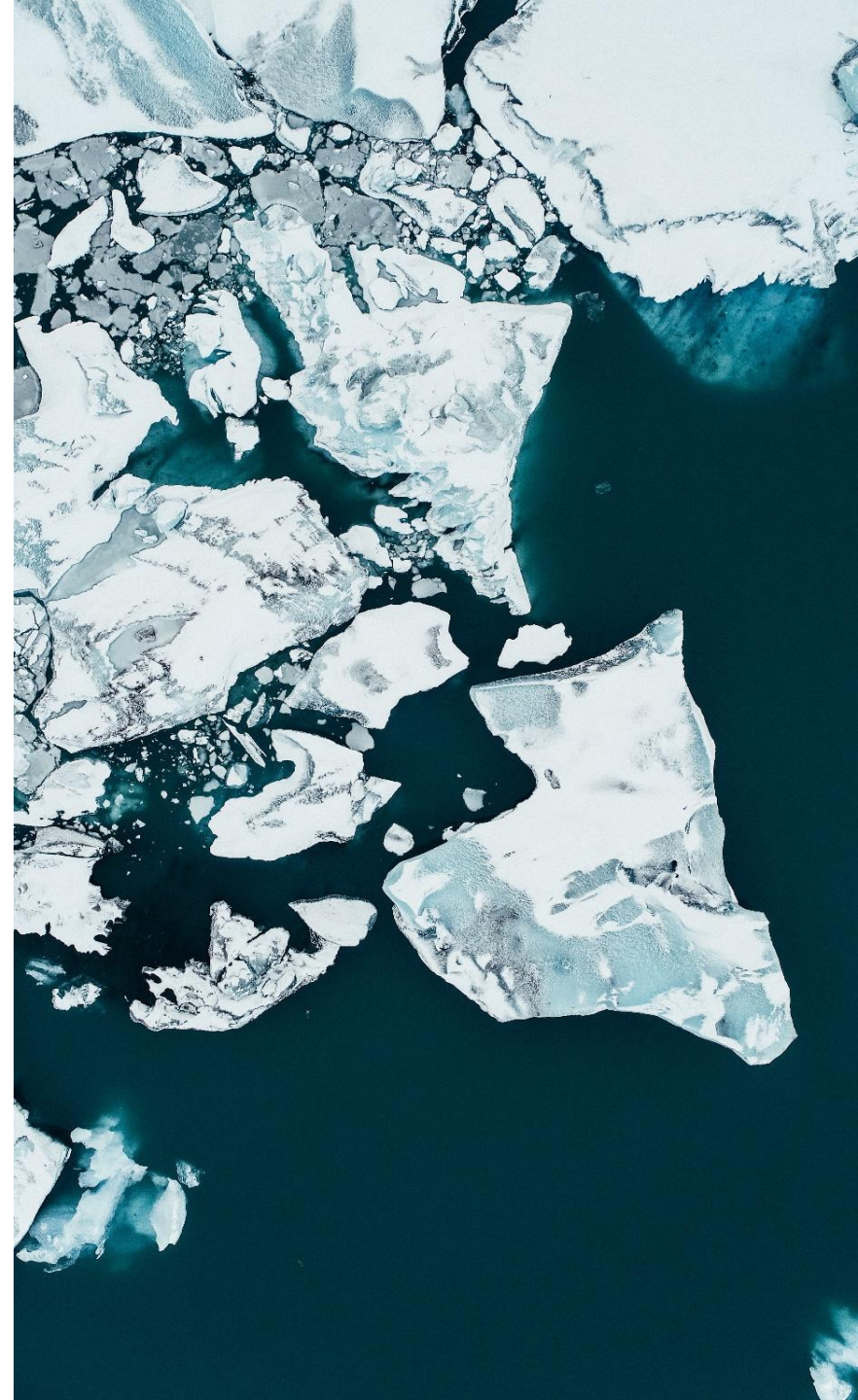
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- You can download the report at

<https://www.oph.fi/en/statistics-and-publications/publications/feasibility-study-compensation-scenarios-new-and-greener>



PROPOSALS FROM THE STUDY



Proposals, based on the study 1/3

General sustainability issues

- Practical guide to
 - a) highlight sustainability in both content and implementation of programme in all actions and
 - b) reduce the emissions in all activities of the programme; a checklist
- Creation of a resource center on EU-level
- Exchange of experiences

Proposals, based on the study 2/3

Promotion of reduction of emissions

- Calculator to compare the greenhousegas emissions of different travel modes
- Reporting: add detailed information of the flights and travel mode
- Interrail pass for mobility periods
- Still more attractive financing mechanisms for virtual mobility and virtual cooperation
- Promotion of the benefits of travelling by land:
"reduce emissions and increase experiences"

Proposals, based on the study 3/3

Future compensation of emissions

- The compensation market is quite complicated
- Individual level, project level, national level or EU level compensation?
- A gradual process?
- Different type of compensation projects to minimise the risk?
- How to take into account existing compensation schemes by airlines?



Thank you!

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