



Energy and Climate Report 2024



Swiss Federal Office of Energy SFOE
Office Exemplary Energy and Climate EEC

An effective dialogue

Climate protection is one of the most complex challenges of our time – and one that no one can solve alone. This is why dialogue within the Exemplary Energy and Climate initiative (EEC) is of particular importance. The initiative stands not only for concrete objectives and measurable progress, but also for close collaboration between all participants.

This is precisely where one of the EEC's particular strengths manifests itself: in working groups, workshops and bilateral discussions, the participants share their experiences, learn from one another and work together to find practical solutions to reduce their operational energy consumption and greenhouse gas emissions throughout the value chain.

In addition, the joint approach increases the impact that can be made. With their exemplary measures, our participants are also sending a strong signal to other companies and organisations for consistent climate protection throughout Switzerland based on their economic and social relevance.

This is particularly important in the current situation, in which climate policy is coming under strong pressure globally. After all, the need for climate protection measures will undoubtedly continue to increase in the coming years.

I would therefore like to thank all the participants for their willingness to address the inconvenient issues on the road to net zero and the huge amount of dedication they have shown towards solving them one step at a time.

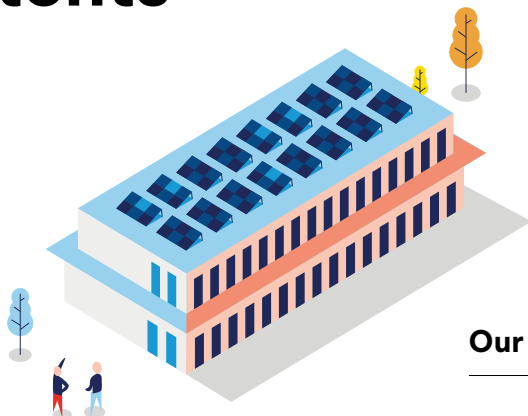
In this Energy and Climate Report, our public service providers report their progress for 2024. The figures from the Civil Federal Administration and the Federal Department of Defence, Civil Protection and Sport (DDPS) are not taken into account. As of this year, they have been reporting on their energy and climate topics outside the EEC. Our institutional investors are also not included in this report. They have opted for biennial reporting.



Stefanie Reding

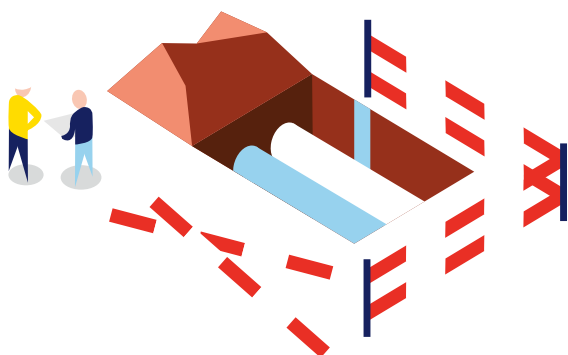
Head of Office Exemplary Energy and Climate EEC
Swiss Federal Office of Energy

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Our initiative

The EEC measures are gradually making public administration, public transport, education, research and communications more climate-friendly. You can find out more about the initiative and the figures in this report.

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Our participants

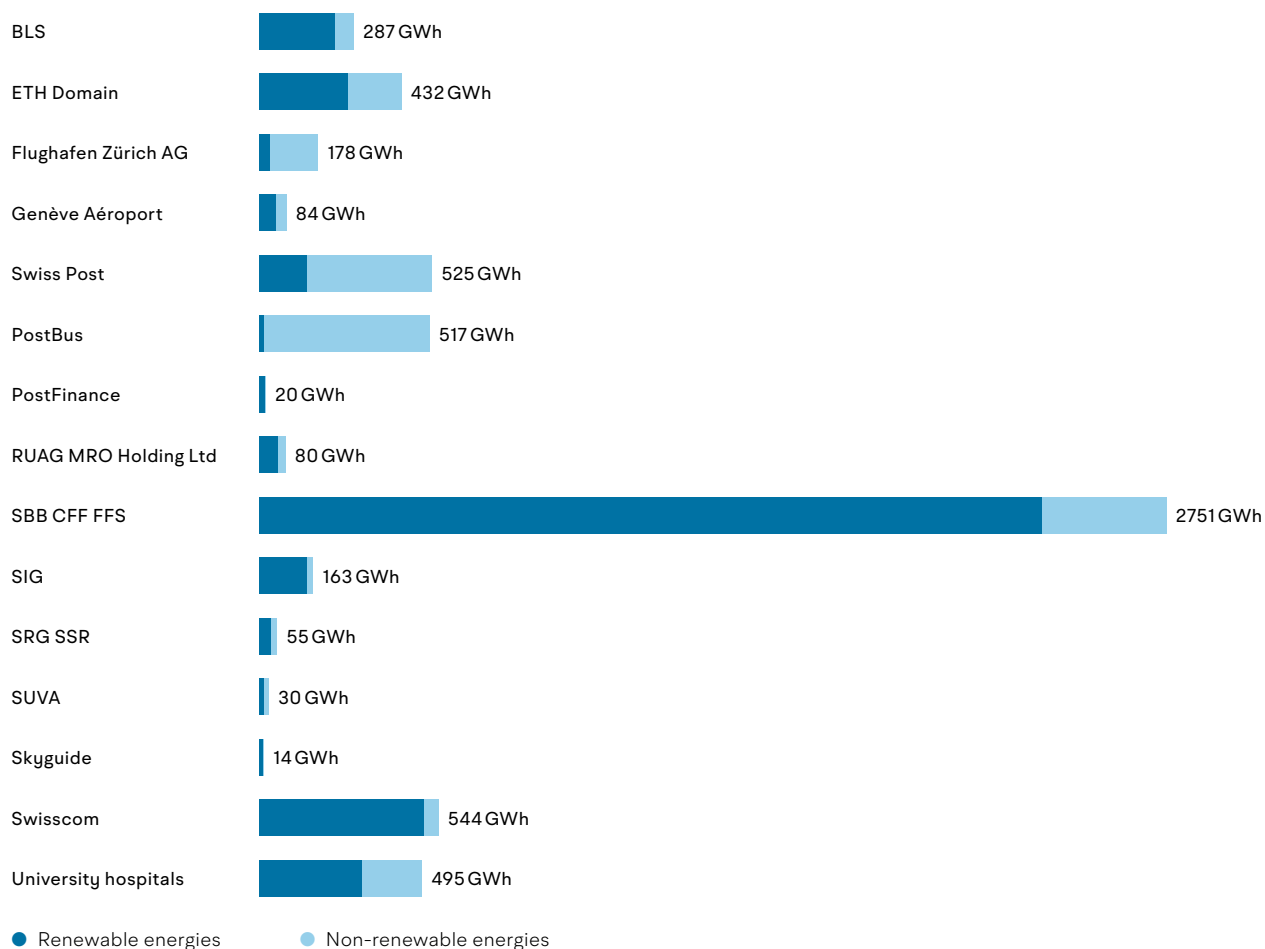


Joint progress

The Exemplary Energy and Climate initiative started its second phase in 2021, comprising a combination of joint measures and individual objectives. The providers of publicly relevant services report transparently on their progress in a monitoring report. The aggregated data from participants on this page and the three pages that follow does not include the data for the Canton of Geneva. Compared to the previous year, there was no data from the Civil Federal Administration or the DDPS in the reporting year, but the data for the group of university hospitals now also includes University Hospital Zurich. These changes make it difficult to make direct comparisons of the aggregated data from all of the participants with that of the previous years.

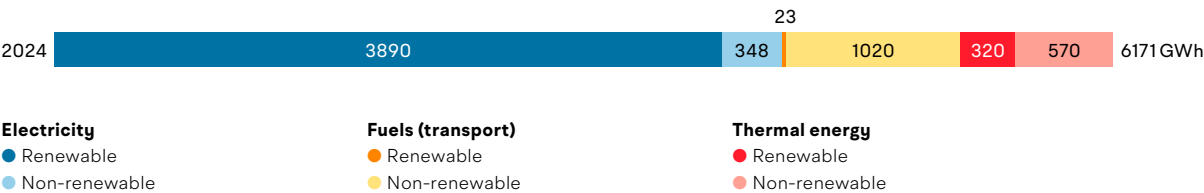
Final energy consumption

In 2024, the participants' final energy consumption was around 6170 GWh, of which 4230 GWh (just under 69%) came from renewable sources. The share of renewable energies increased slightly compared to the previous year (65%).



Final energy consumption by type of energy source

In 2024, the participants further increased the share of renewable energies in the total energy consumption. Progress was made in particular in thermal energy (heating and waste heat recovery), and to a much lesser extent also in transport fuels. A large proportion of electricity already comes from renewable sources – 92% across all participants. The aim is to reach the 100% mark by 2026, but this remains a challenge due to the availability of renewable electricity.



The data from the Canton of Geneva is not included.

Greenhouse gas emissions

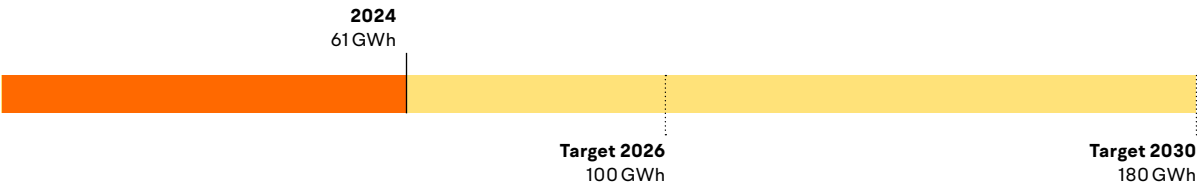
With the withdrawal of the Civil Federal Administration and the DDPS from our monitoring, the total amount of greenhouse gas emissions accordingly decreased significantly. Despite being adjusted for this effect, there were only slight changes: Scope 1 and 2 emissions fell by 13,000 tonnes (-3%) compared to the previous year, while Scope 3 emissions in the categories under consideration (business and commuter travel) increased by 6,000 tonnes (+6%). Trends vary massively from one participant to the next (see p. 9 to 67).



The Scope 3 emissions include only categories 6 (business travel) and 7 (commuter travel). Moreover, the participants' data is not complete in all cases.

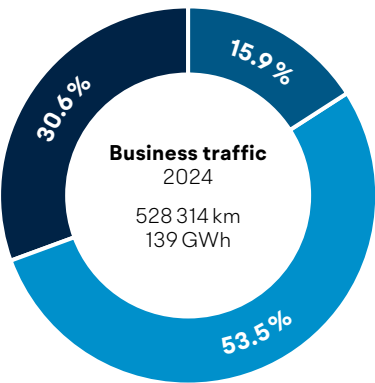
Green electricity production

The participants produced a total of 61 GWh of solar power in 2024. In accordance with their current expansion targets, they want to increase annual production to 100 GWh by 2026 and to 180 GWh by 2030 (excluding the Civil Federal Administration and the DDPS).

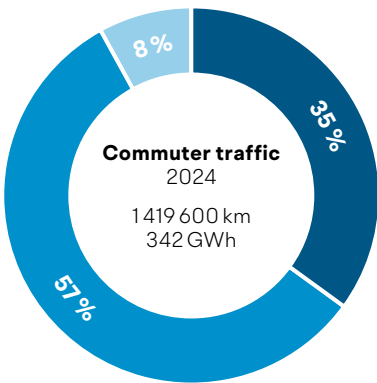


Business and commuter traffic

In the year under review, participants continued to predominantly travel by train (54% of the kilometres travelled), 30% by plane and 16% by car for their business trips. In the case of business travel, the rates at which they used different modes of transport (modal split) depend heavily on the individual participants' operational activities and therefore differ significantly from one participant to the next. Some participants succeeded in reducing air traffic in the reporting year with targeted incentives and new internal regulations. In terms of commuter traffic, the share of bicycle and pedestrian traffic doubled in 2024 compared with 2021 to around 8%. In the same period, the share of rail and bus use increased from 53% to 57%.



● Car ● Train/bus ● Air



● Car ● Train/bus ● Pedestrian/bicycle

Joint measures

To achieve their targets, the participants have agreed on 15 joint measures. The four-stage progress bars show the average level of implementation.

MANAGEMENT



1. Energy management

The participants are introducing a management system for continuously optimising their energy use.



2. Mobility management

The participants are introducing a management system for continuously optimising their mobility practices.



3. Eco funds

The participants operate an eco fund, which is financed from reimbursed environmental incentivisation levies and other financing sources. The eco funds are used to finance energy, climate and environmental protection measures.



4. Internal awareness-raising

The participants regularly conduct training to raise their employees' awareness of more climate-compatible practices.

PROCUREMENT



5. Energy-efficient new buildings

Wherever possible, the participants ensure that their new buildings are certified to the highest possible standards and follow best practices for special-purpose buildings.



6. Energetic modernisation of buildings

The participants modernise their existing buildings to improve their energy efficiency.



7. Heating with renewable energy

The participants install only heating systems which run on renewable forms of energy.



8. Efficient building technology

New building technology systems meet the current energy recommendations of the Coordination Conference of Construction and Real Estate Services of Public Building Contractors (KBOB).



9. Energy-efficient vehicles

The participants now procure only passenger vehicles running with green power or renewable fuel and the most energy-efficient models of other categories of vehicle. They provide the necessary e-charging infrastructure.



10. Life cycle cost analysis

When procuring devices and equipment, the participants take the total life cycle costs into account.

OPERATION



11. Energy accounting

The participants record their annual site-specific energy consumption down to building/system level.



12. Optimisation of operation

The participants continuously monitor and optimise the operation of their building technology systems.



13. Energy-efficient data centres

The participants cool their data centres without chillers and utilise surplus waste heat.



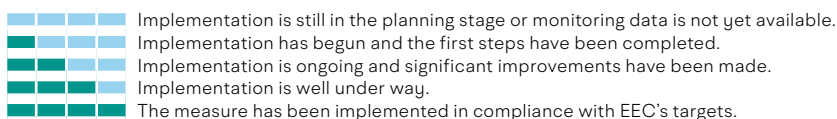
14. Data centre infrastructure management

The participants are introducing a management system for systematically optimising the energy efficiency of their data centres.



15. Consolidation of data centres

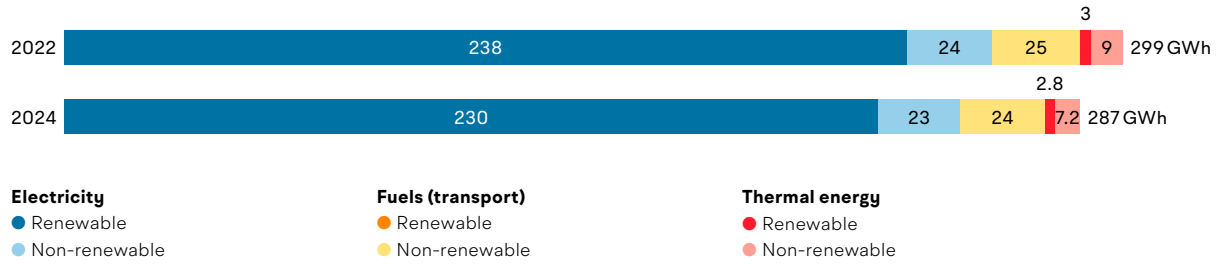
The participants are integrating less efficient distributed servers into central data centres.



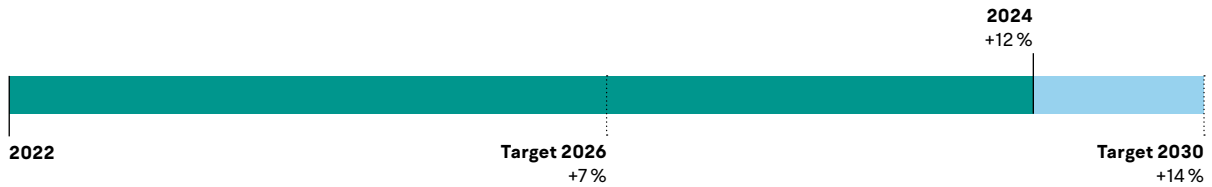
BLS



Final energy consumption

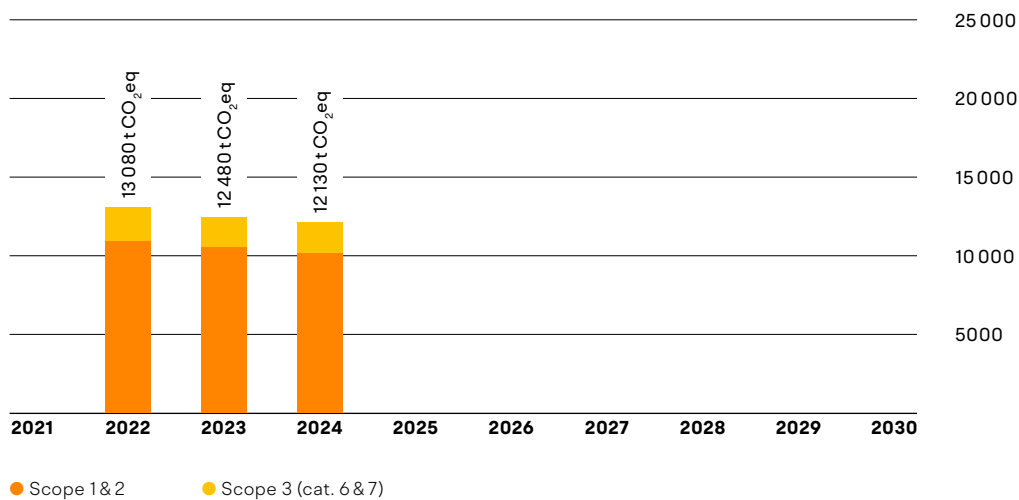


Energy efficiency



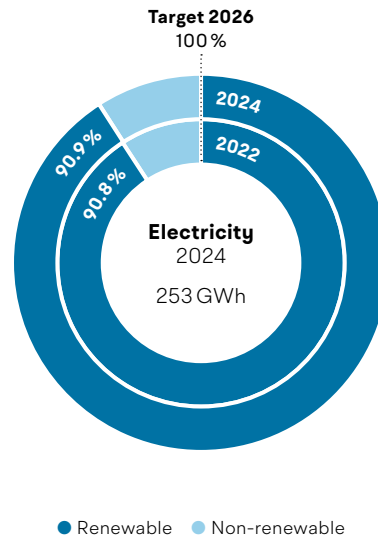
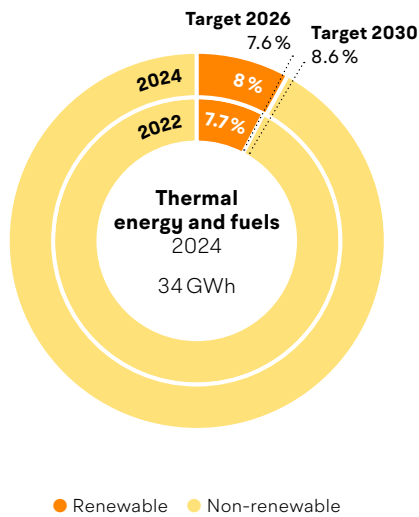
As of the end of 2024, energy efficiency had increased by 12 % compared to the baseline year 2022. It is calculated based on energy consumption per reference variable. For BLS, these are passenger kilometres (passenger traffic), net tonne-kilometres (freight traffic), kilometres travelled (buses and ships) and the number of cars transported (car transport service). More information on the calculation of energy efficiency can be found on [page 74](#).

Greenhouse gas emissions



More information on energy and climate can be found in BLS's latest [sustainability report](#). The calculation methods used in the participant's publications may differ from those in this report. The sustainability report includes the foreign subsidiaries.

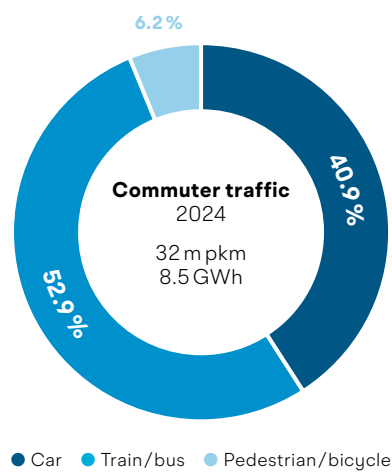
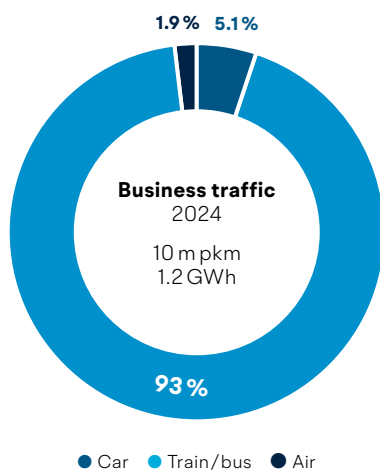
Renewable energies



Green electricity production



Business and commuter traffic



Joint measures

MANAGEMENT

1. Energy management	
2. Mobility management	
3. Eco funds	
4. Internal awareness-raising	

PROCUREMENT

5. Energy-efficient new buildings	
6. Energetic modernisation of buildings	
7. Heating with renewable energy	
8. Efficient building technology	
9. Energy-efficient vehicles	
10. Life cycle cost analysis	

OPERATION

11. Energy accounting	
12. Optimisation of operation	
13. Energy-efficient data centres	
14. Data centre infrastructure management	
15. Consolidation of data centres	

	Implementation is still in the planning stage or monitoring data is not yet available.
	Implementation has begun and the first steps have been completed.
	Implementation is ongoing and significant improvements have been made.
	Implementation is well under way.
	The measure has been implemented in compliance with EEC's targets.
	The measure has been ruled out or the participant has no scope of action.

Individual measures

1. Analysis of waste volumes

 90 % (2026)

2. Sustainability criteria in tenders

 50 % (2025)

3. Energy monitoring for buildings

 85 % (2026)

4. Energy monitoring for vehicles

 80 % (2026)

5. Assessment of the potential for photovoltaics

 80 % (2025)

6. Development of CO₂ reduction path

 100 % (2025)

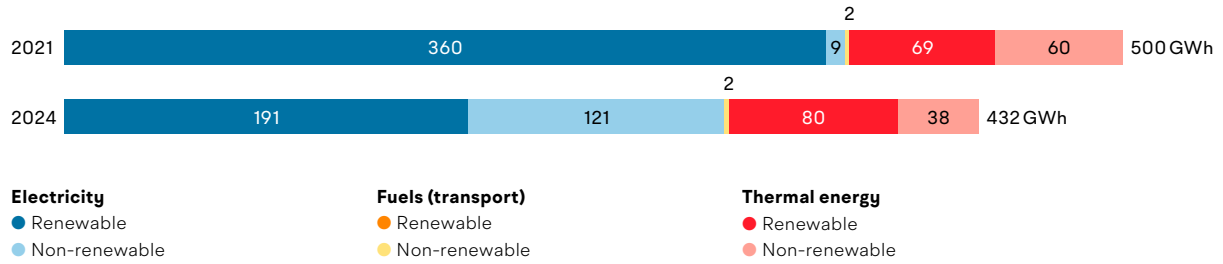
	Implementation has not yet begun.
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In addition to information on the implementation status of the individual measures, the target and target year are also specified.

ETH Domain



Final energy consumption

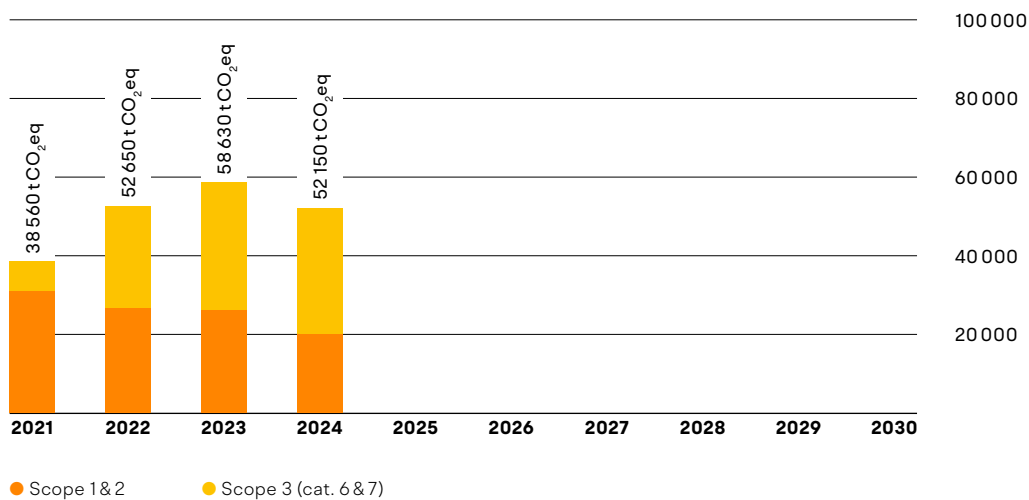


Energy efficiency



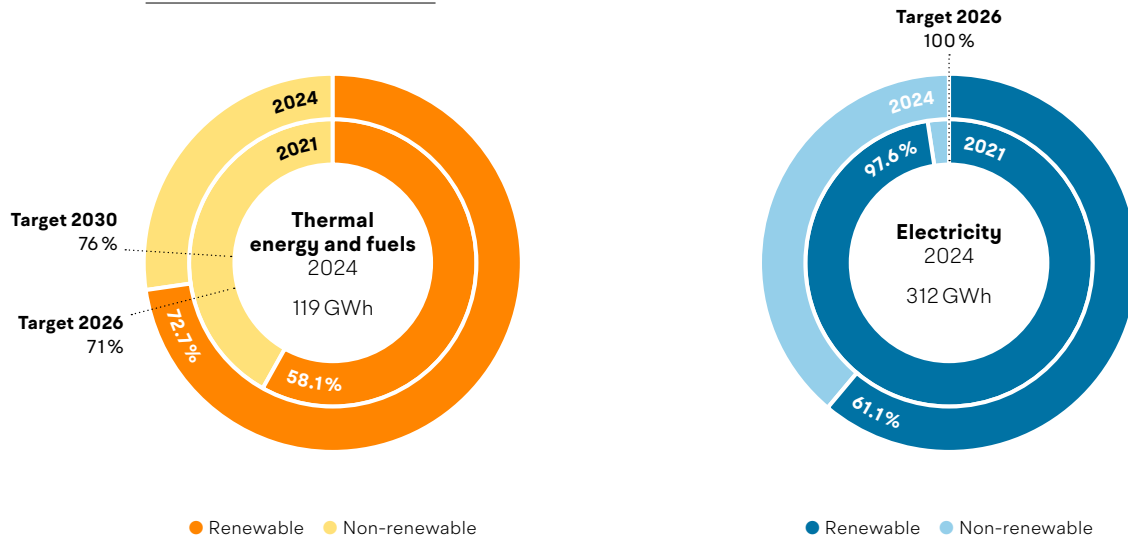
As of the end of 2024, energy efficiency had increased by 31% compared to the baseline year 2018 / 2019. It is calculated based on energy consumption per reference variable. For the ETH Domain, this is the full-time equivalents (except for the Paul Scherrer Institute, which uses several reference variables). More information on the calculation of energy efficiency can be found on [page 74](#).

Greenhouse gas emissions



More information on energy and climate can be found in ETH Domain's latest [annual report](#). The calculation methods used in the participant's publications may differ from those in this report. For example, some of the emission factors used by the ETH Domain's institutions in their own reporting differ from EEC's.

Renewable energies

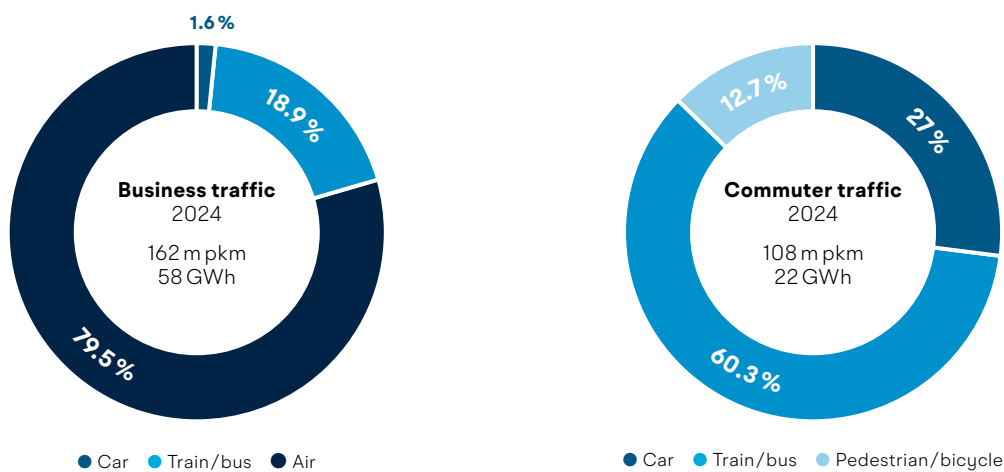


All of the ETH Domain's institutions aim to minimise CO₂ emissions from electricity purchases. Due to the current market, the EPFL and the PSI have decided to purchase Swiss electricity from nuclear power in order to use the funds saved to implement energy efficiency measures, expand renewable energies on their campus and strengthen research.

Green electricity production



Business and commuter traffic



Joint measures

MANAGEMENT

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3. Eco funds	
4. Internal awareness-raising	

PROCUREMENT

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OPERATION

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Individual measures

1. Use of waste heat and photovoltaics (Empa / Eawag)

(2026)

2. Renewable energy for heating system and data centre (EPFL)

100 % (2022)

3. Sustainable campus catering (EPFL)

80 % (2030)

4. Energy network at Hönggerberg campus (ETHZ)

(2030)

5. Reduction of CO₂ emissions from business flights

-30 % (2030)

6. Implementation of energy master plan at ETH Zentrum campus (ETHZ)

(2030)

7. Swiss Light Source synchrotron (SLS) 2.0 (PSI)

-2 GWh/a (2025)

8. Expansion of PV production (WSL)

250 MWh/a (2030)

- Implementation has not yet begun.
 Implementation has begun.
 The measure has been implemented.

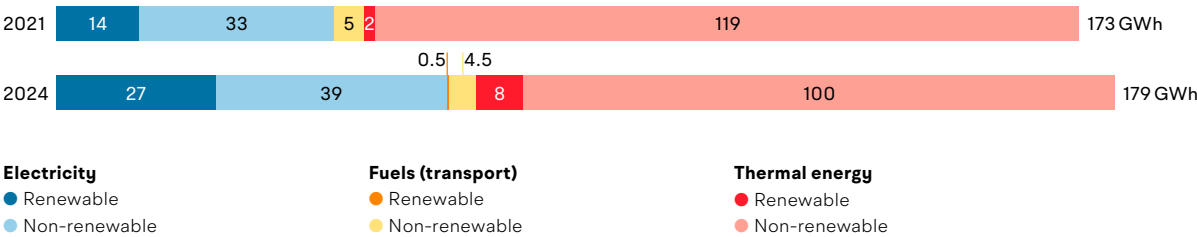
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Flughafen Zürich AG

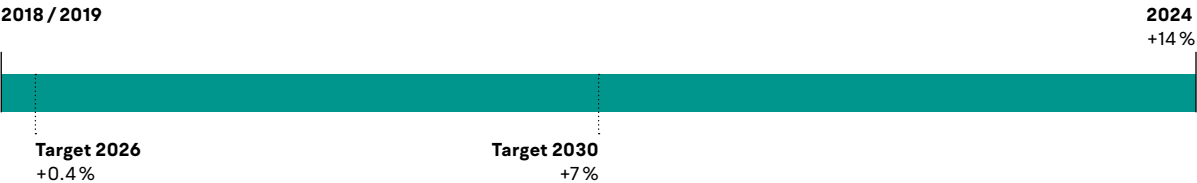


An isometric illustration of the Zurich Airport complex and its surrounding infrastructure. The central focus is the main terminal building, a large blue structure with a prominent white and blue control tower on top. To the left of the terminal is a large building with a red roof, likely a parking garage or cargo facility, with several cars parked in front. To the right of the terminal is a smaller blue building with a red cross on its side, possibly a medical or emergency services building. Further right is a green helicopter and a tall communication tower. In the foreground, a blue and red passenger plane is parked on the tarmac. A blue and white bus is parked on the left, and a blue and white train is on the tracks on the right. Various other elements like trees, people, and a small cart are scattered throughout the scene, creating a detailed and functional representation of the airport environment.

Final energy consumption

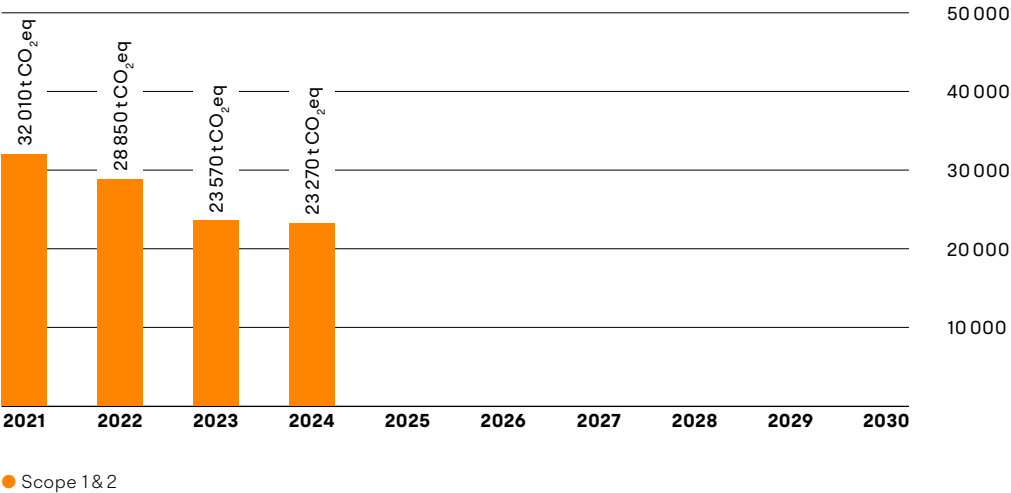


Energy efficiency



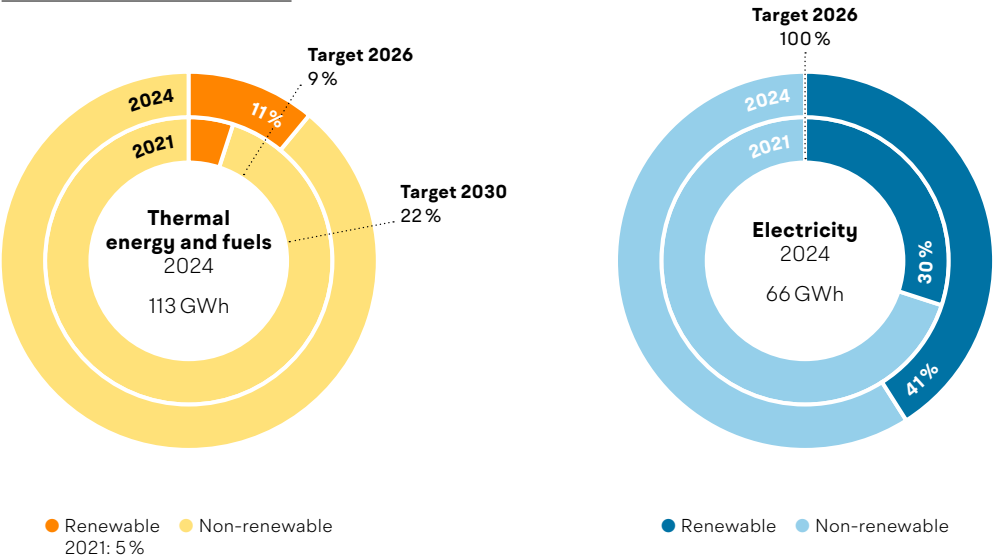
As of the end of 2024, energy efficiency had increased by 14 % compared to the baseline year 2018 / 2019. It is calculated based on energy consumption per reference variable. For Flughafen Zürich AG, these are the energy reference area and user units. User units include all persons who use the airport. 1000 kg of freight is equivalent to 10 passengers. More information on the calculation of energy efficiency can be found on [page 74](#).

Greenhouse gas emissions

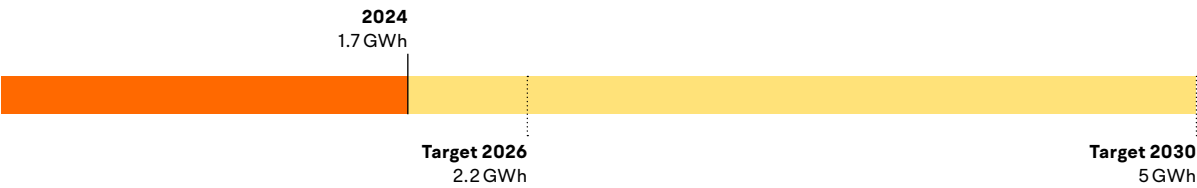


More information on energy and climate can be found in Flughafen Zürich AG's latest [annual report](#). The calculation methods used in the participant's publications may differ from those in this report. Direct emissions from coolants are omitted here, although they appear in the company's own reporting.

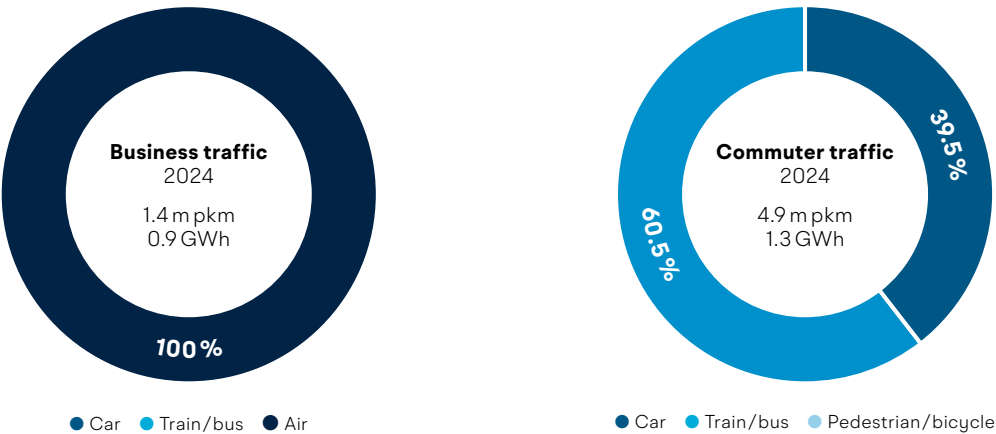
Renewable energies



Green electricity production



Business and commuter traffic



Flughafen Zürich AG records only business travel by plane and not commuter travel by bicycle / on foot.



Joint measures

MANAGEMENT

1. Energy management	
2. Mobility management	
3. Eco funds	
4. Internal awareness-raising	

PROCUREMENT

5. Energy-efficient new buildings	
6. Energetic modernisation of buildings	
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9. Energy-efficient vehicles	
10. Life cycle cost analysis	

OPERATION

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- Implementation is well under way.
- The measure has been implemented in compliance with EEC's targets.
- The measure has been ruled out or the participant has no scope of action.

Individual measures

1. Landside e-charging infrastructure

75 charging points plus one fast charging station (2030)

2. Airside e-charging infrastructure

150 charging points plus two fast charging stations (2030)

3. Utilisation of the 400-Hz systems

80 % (2030)

4. Electricity produced from renewable sources for tenants

(2030)

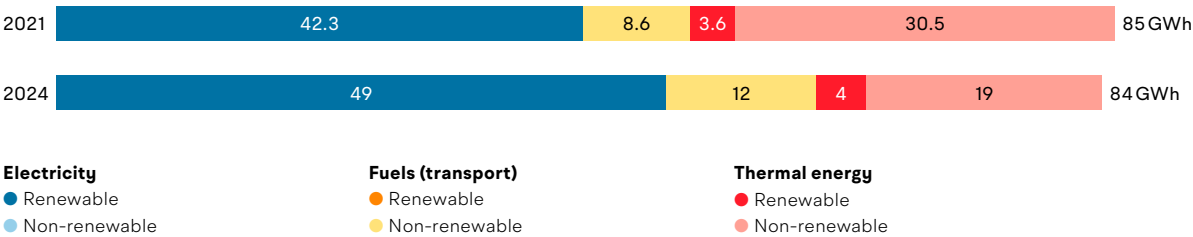
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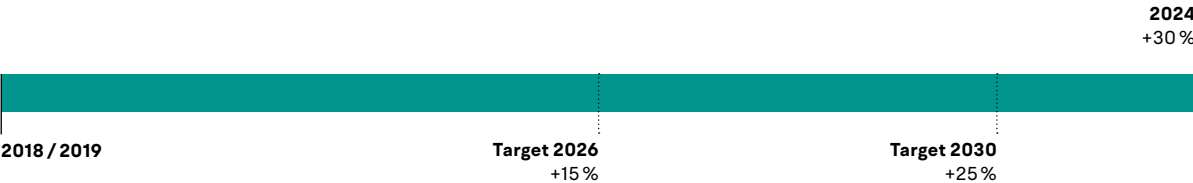
Genève Aéroport



Final energy consumption

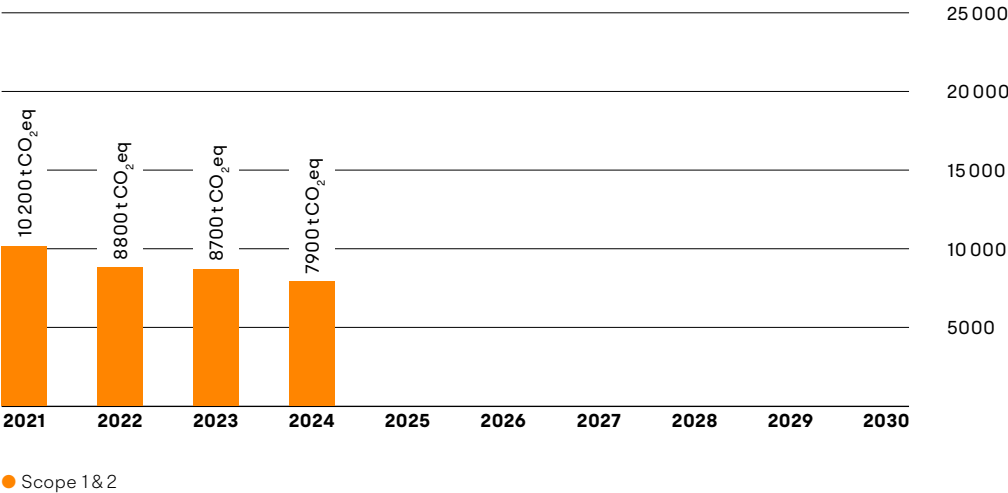


Energy efficiency



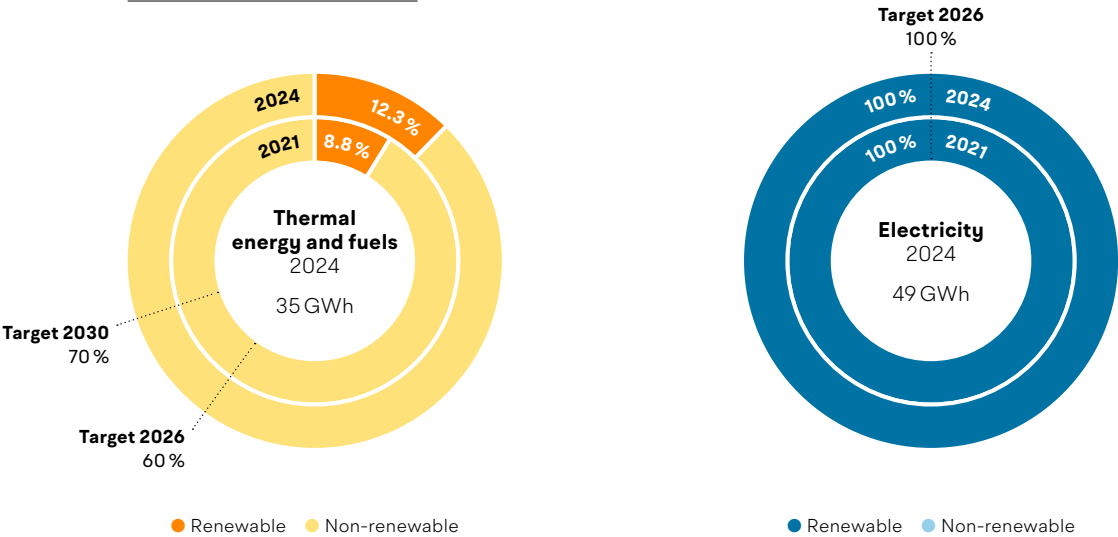
As of the end of 2024, energy efficiency had increased by 30 % compared to the baseline year 2018 / 2019. It is calculated based on energy consumption per reference variable. For Genève Aéroport, these are the energy reference area and travel units (passengers and freight). More information on the calculation of energy efficiency can be found on [page 74](#).

Greenhouse gas emissions

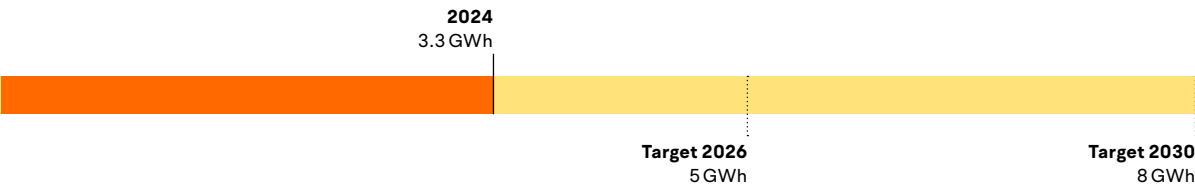


CO₂ emissions relating to the airport platform’s energy consumption (excluding jet fuel for aviation use and coolants). More information on energy and climate can be found in Genève Aéroport’s latest [sustainability report](#). The calculation methods used in the participant’s publications may differ from those in this report.

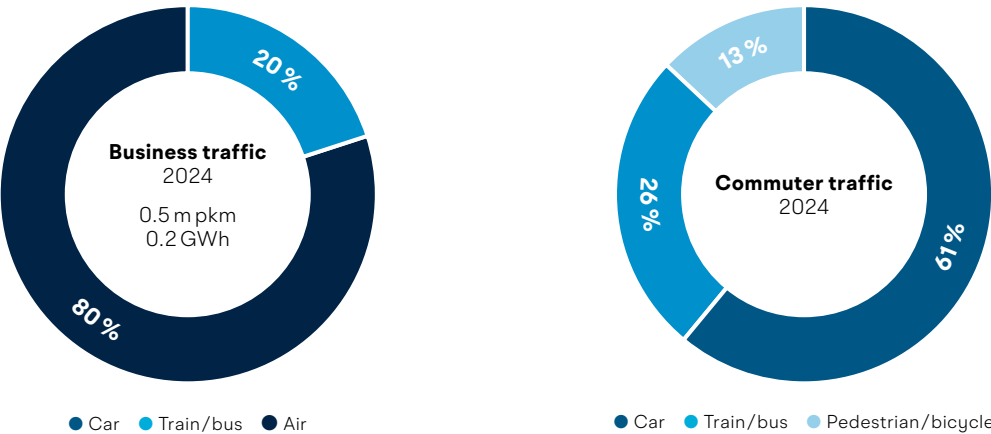
Renewable energies



Green electricity production



Business and commuter traffic



Genève Aéroport does not record any car traffic for business travel and only percentages for commuter travel.



Joint measures

MANAGEMENT

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	The measure has been ruled out or the participant has no scope of action.

Individual measures

1. Energy efficiency measures

-1.8 GWh (2026)

2. Speeding up refurbishment of the Group's property portfolio

4 % (2030)

3. Environmentally-friendly vehicles and machinery on the runway

200 vehicles (2030)

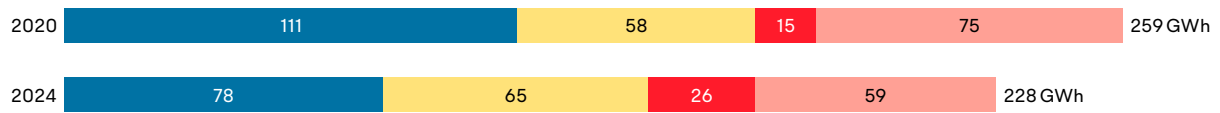
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In addition to information on the implementation status of the individual measures, the target and target year are also specified.

The Canton of Geneva



Final energy consumption



Electricity

● Renewable
● Non-renewable

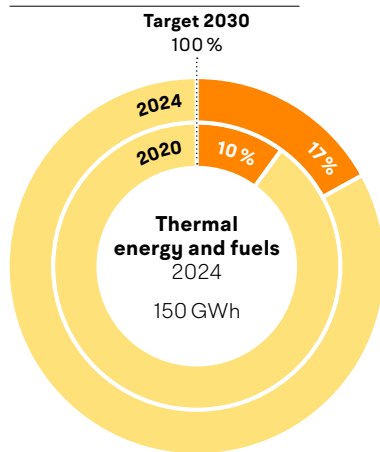
Fuels (transport)

● Renewable
● Non-renewable

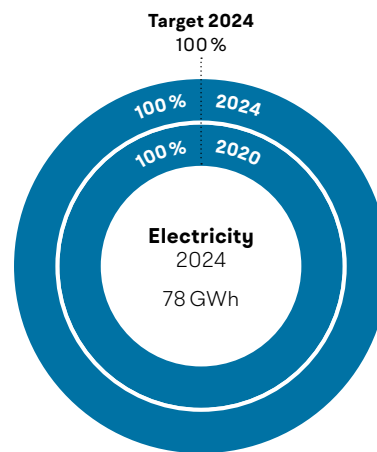
Thermal energy

● Renewable
● Non-renewable

Renewable energies

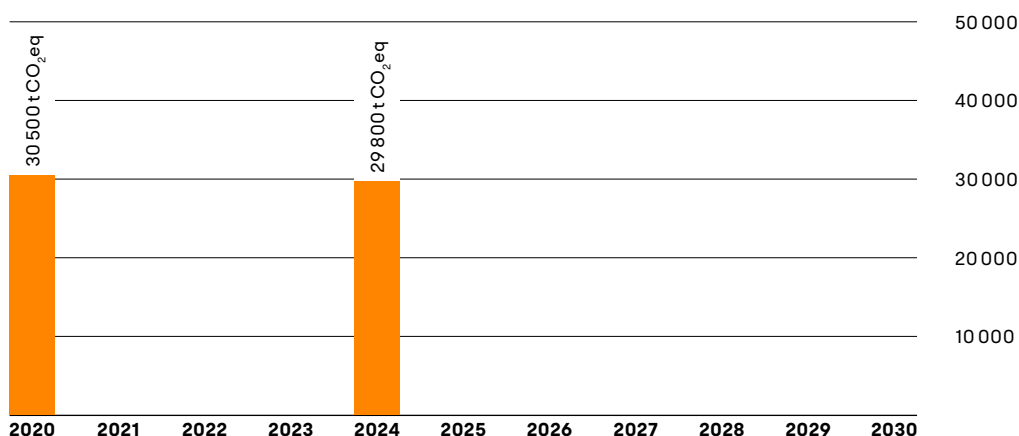


● Renewable ● Non-renewable



● Renewable ● Non-renewable

Greenhouse gas emissions



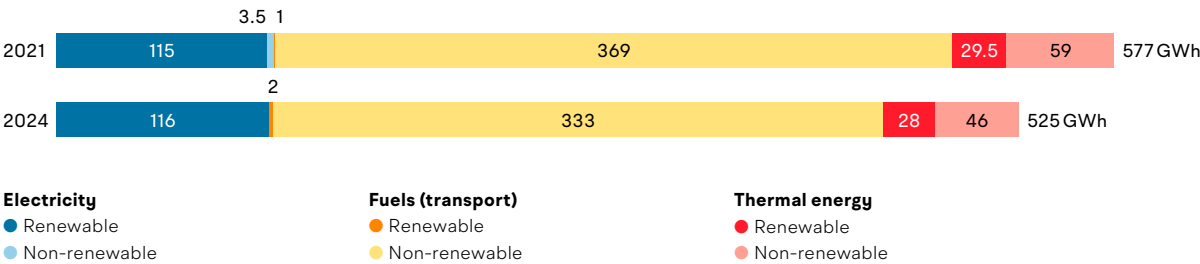
● Scope 1 & 2

The figures published by the Canton of Geneva include data from the Office cantonal des Bâtiments (OCBA) and Transports publics genevois (TPG). The calculation methods used in the publications of the participants may differ from those used in this report.

Swiss Post



Final energy consumption

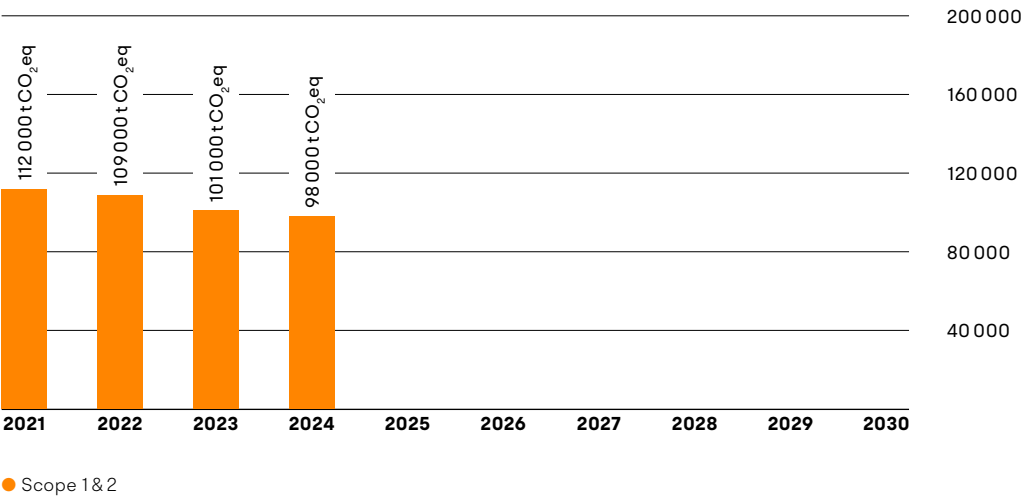


Energy efficiency



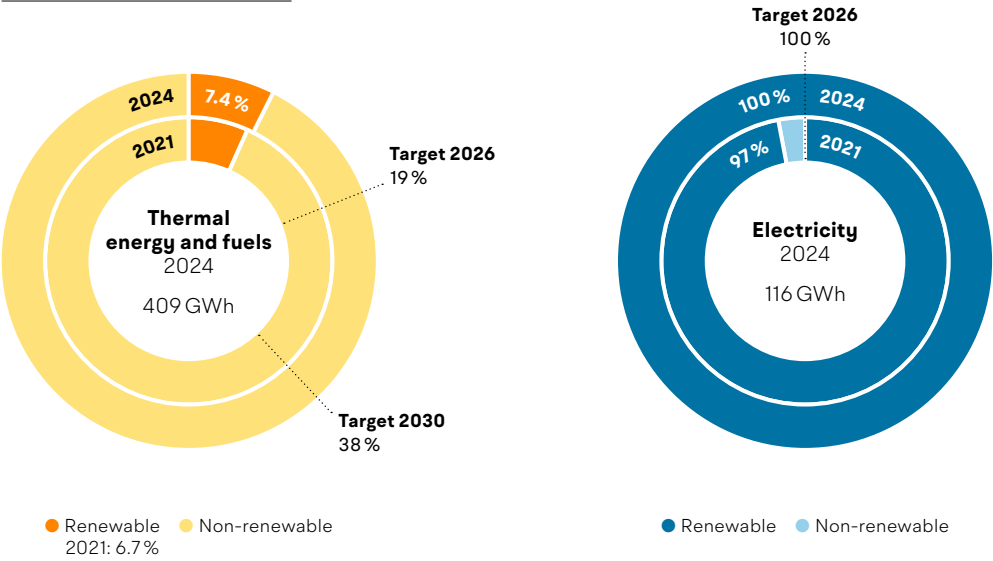
As of the end of 2024, energy efficiency had increased by 16 % compared to the baseline year 2021. It is calculated based on energy consumption per reference variable. For Swiss Post, these are the kilometres driven. More information on the calculation of energy efficiency can be found on [page 74](#).

Greenhouse gas emissions



In addition, the Swiss Post Group emitted 29,000 t CO₂eq in Scope 3 (cat. 6 and 7) in 2024. Scope 3 emissions are recorded on a group-wide basis. More information on energy and climate can be found in Swiss Post's latest [sustainability report](#). The calculation methods used in the participant's publications may differ from those in this report.

Renewable energies

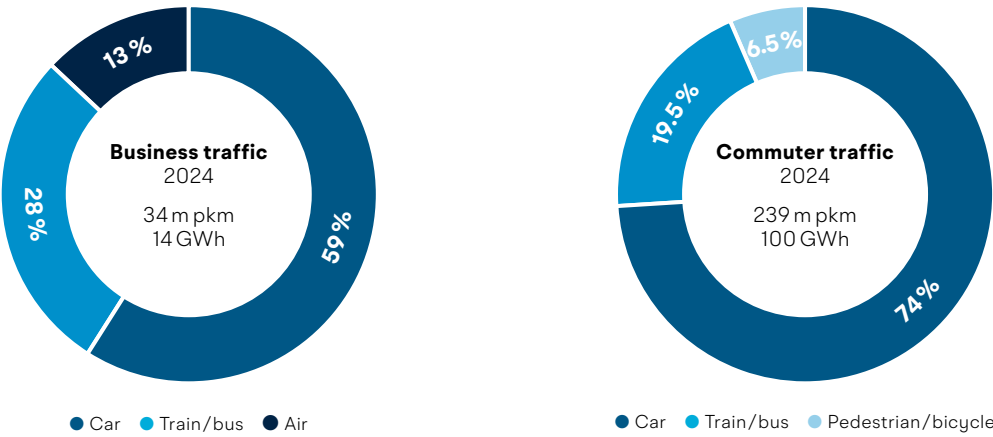


Green electricity production



The data relates to the entire Swiss Post Group. The target is defined as an installed capacity of 26 MWp by 2030. This differs from the group's official target of 30 MWp because of differences in the definition of system limits.

Business and commuter traffic



The data relates to the entire Swiss Post Group.



Joint measures

MANAGEMENT

1. Energy management	
2. Mobility management	
3. Eco funds	
4. Internal awareness-raising	

PROCUREMENT

5. Energy-efficient new buildings	
6. Energetic modernisation of buildings	
7. Heating with renewable energy	
8. Efficient building technology	
9. Energy-efficient vehicles	
10. Life cycle cost analysis	

OPERATION

11. Energy accounting	
12. Optimisation of operation	
13. Energy-efficient data centres	
14. Data centre infrastructure management	
15. Consolidation of data centres	

-  Implementation is still in the planning stage or monitoring data is not yet available.
-  Implementation has begun and the first steps have been completed.
-  Implementation is ongoing and significant improvements have been made.
-  Implementation is well under way.
-  The measure has been implemented in compliance with EEC's targets.
-  The measure has been ruled out or the participant has no scope of action.

As a Group, Swiss Post is implementing all 15 joint measures. The implementation is divided between Swiss Post, PostBus and PostFinance. Some measures are therefore excluded here.

Individual measures

1. Reduction of CO₂ emissions (Scope 1 & 2) at group level

 -42 % (2030)

2. Certified green electricity for electric vehicles and post offices

 106 GWh (2030)

3. Offset CO₂ with "pro clima" shipment

 -150,000 t CO₂ (2030)

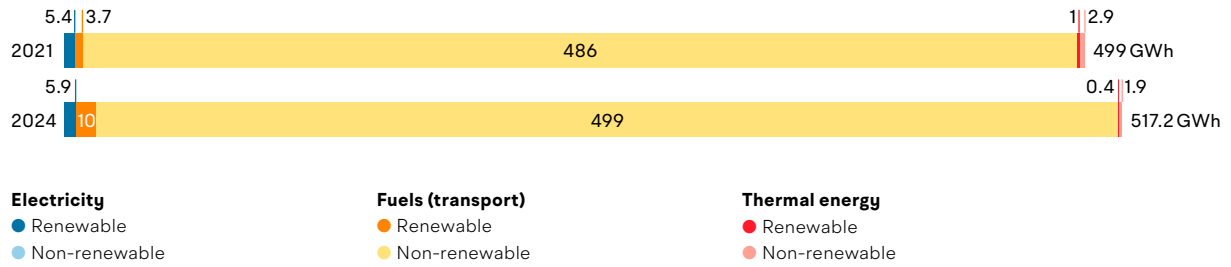
-  Implementation has not yet begun.
-  Implementation has begun.
-  The measure has been implemented.

In addition to information on the implementation status of the individual measures, the target and target year are also specified.

PostBus



Final energy consumption

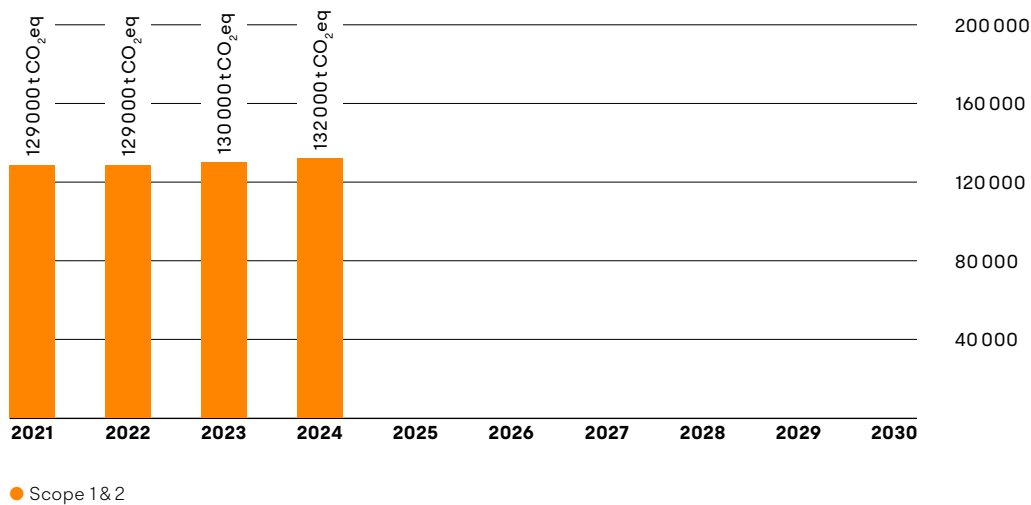


Energy efficiency



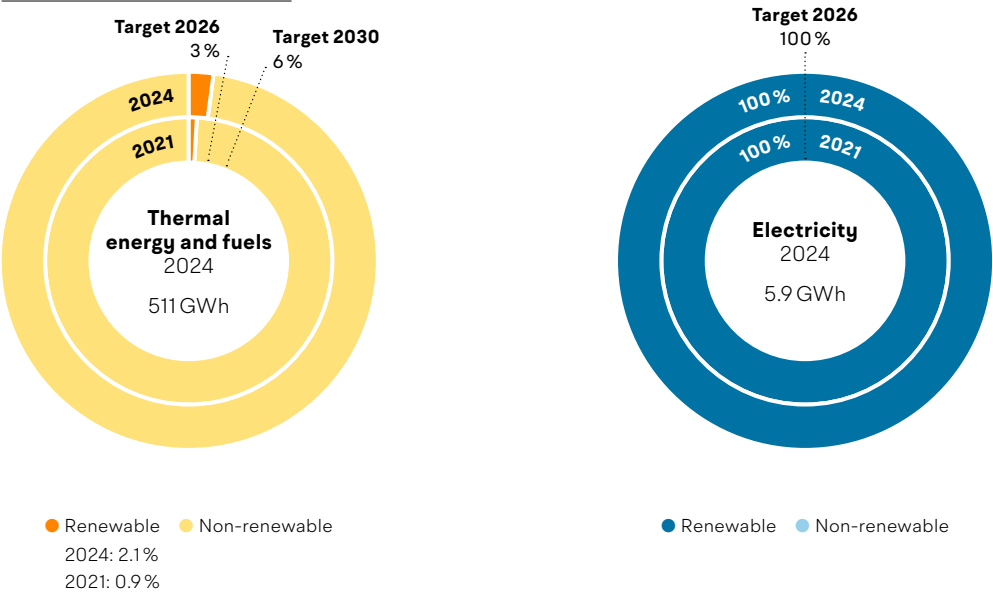
As of the end of 2024, energy efficiency had increased by 3.4% compared to the baseline year 2021. It is calculated based on energy consumption per reference variable. For PostBus, this is productive kilometres. More information on the calculation of energy efficiency can be found on [page 74](#).

Greenhouse gas emissions



In addition, the Swiss Post Group emitted 29,000 t CO₂eq in Scope 3 (cat. 6 and 7) in 2024. Scope 3 emissions are recorded on a group-wide basis. More information on energy and climate can be found in Swiss Post's latest [sustainability report](#). The calculation methods used in the participant's publications may differ from those in this report.

Renewable energies

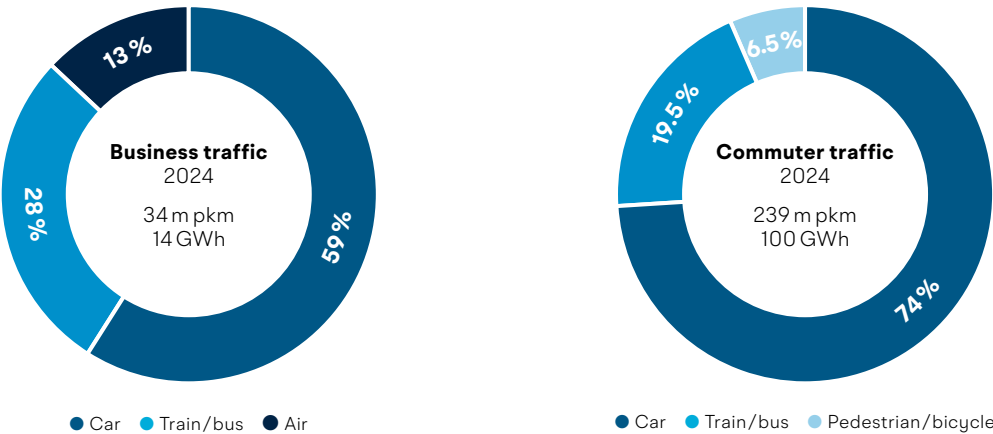


Green electricity production



The data relates to the entire Swiss Post Group. The target is defined as an installed capacity of 26 MWp by 2030. This differs from the group's official target of 30 MWp because of differences in the definition of system limits.

Business and commuter traffic



The data relates to the entire Swiss Post Group.



Joint measures

MANAGEMENT

1. Energy management	
2. Mobility management	
3. Eco funds	
4. Internal awareness-raising	

PROCUREMENT

5. Energy-efficient new buildings	
6. Energetic modernisation of buildings	
7. Heating with renewable energy	
8. Efficient building technology	
9. Energy-efficient vehicles	
10. Life cycle cost analysis	

OPERATION

11. Energy accounting	
12. Optimisation of operation	
13. Energy-efficient data centres	
14. Data centre infrastructure management	
15. Consolidation of data centres	

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- Implementation has begun and the first steps have been completed.
- Implementation is ongoing and significant improvements have been made.
- Implementation is well under way.
- The measure has been implemented in compliance with EEC's targets.
- The measure has been ruled out or the participant has no scope of action.

As a Group, Swiss Post is implementing all 15 joint measures. The implementation is divided between Swiss Post, PostBus and PostFinance. Some measures are therefore excluded here.

Individual measures

1. Reduction of CO₂ emissions (Scope 1 & 2) at group level

-42 % (2030)

2. Buses using alternative drive systems

-166 GWh/year (2030)

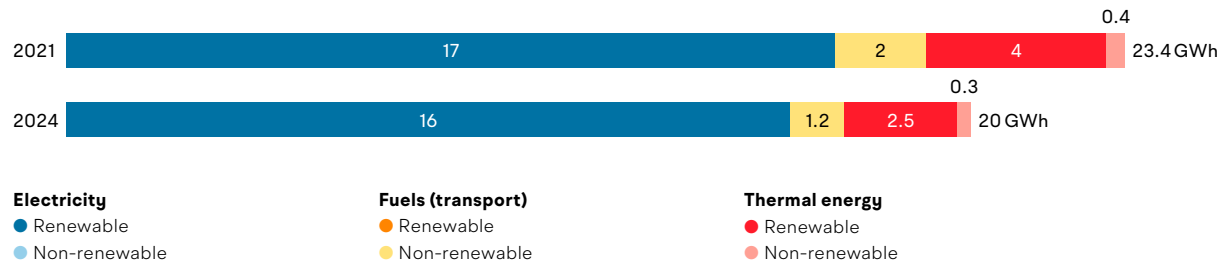
- Implementation has not yet begun.
- Implementation has begun.
- The measure has been implemented.

In addition to information on the implementation status of the individual measures, the target and target year are also specified.

PostFinance



Final energy consumption

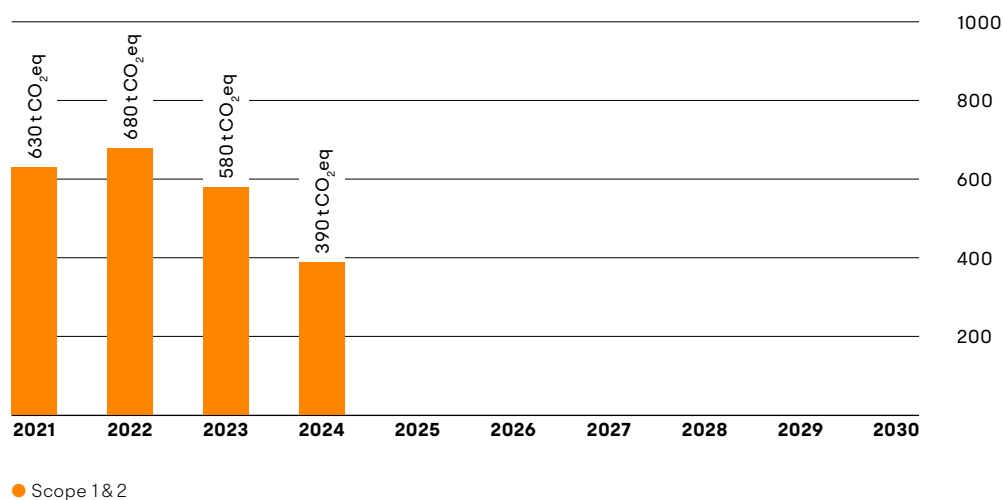


Energy efficiency



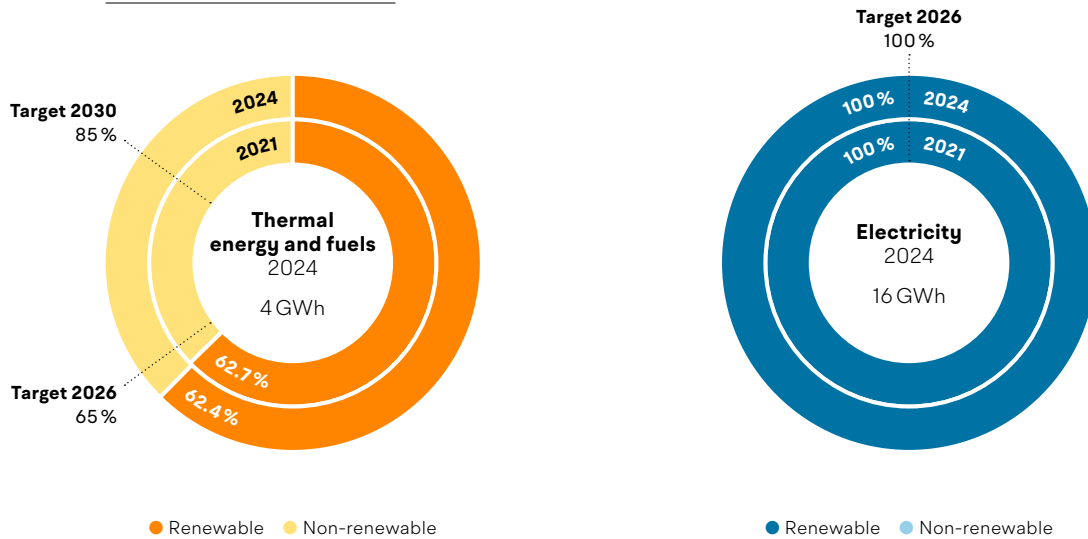
As of the end of 2024, energy efficiency had increased by 25 % compared to the baseline year 2021. It is calculated based on energy consumption per reference variable. For PostFinance, this is the number of transactions. More information on the calculation of energy efficiency can be found on [page 74](#).

Greenhouse gas emissions



In addition, the Swiss Post Group emitted 29,000 t CO₂eq in Scope 3 (cat. 6 and 7) in 2024. Scope 3 emissions are recorded on a group-wide basis. More information on energy and climate can be found in PostFinance's latest [sustainability report](#). The calculation methods used in the participant's publications may differ from those in this report.

Renewable energies



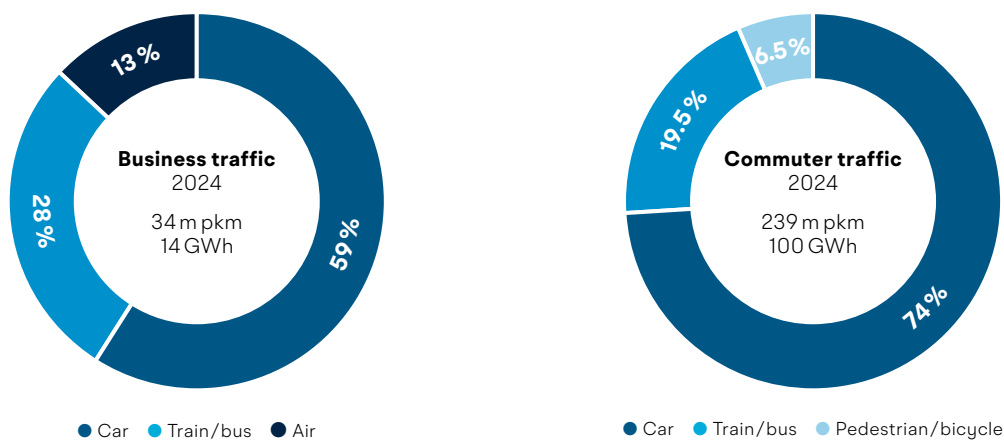
The decline in the share of renewable energies (thermal energy and fuels) is attributable to efficiency improvements and the electrification of the vehicle fleet. In absolute terms, consumption of non-renewable energies decreased in the reporting year (see final energy consumption, page 36).

Green electricity production



The data relates to the entire Swiss Post Group. The target is defined as an installed capacity of 26 MWp by 2030. This differs from the group's official target of 30 MWp because of differences in the definition of system limits.

Business and commuter traffic



The data relates to the entire Swiss Post Group.



Joint measures

MANAGEMENT

1. Energy management	
2. Mobility management	
3. Eco funds	
4. Internal awareness-raising	

PROCUREMENT

5. Energy-efficient new buildings	
6. Energetic modernisation of buildings	
7. Heating with renewable energy	
8. Efficient building technology	
9. Energy-efficient vehicles	
10. Life cycle cost analysis	

OPERATION

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- Implementation is ongoing and significant improvements have been made.
- Implementation is well under way.
- The measure has been implemented in compliance with EEC's targets.
- The measure has been ruled out or the participant has no scope of action.

As a Group, Swiss Post is implementing all 15 joint measures. The implementation is divided between Swiss Post, PostBus and PostFinance. Some measures are therefore excluded here.

Individual measures

1. Reduction of CO₂ emissions (Scope 1 & 2) at group level

-42 % (2030)

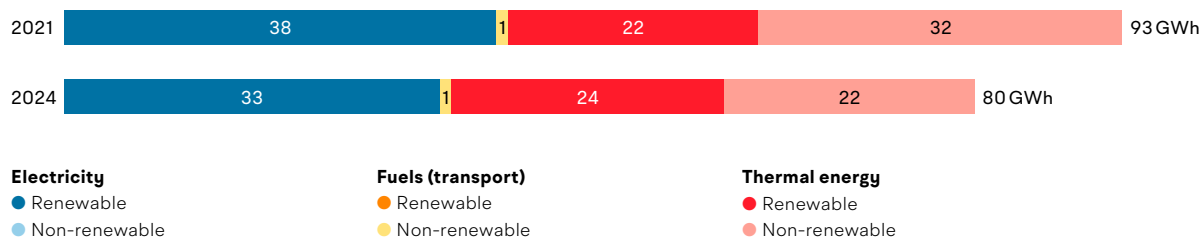
- Implementation has not yet begun.
- Implementation has begun.
- The measure has been implemented.

In addition to information on the implementation status of the individual measures, the target and target year are also specified.

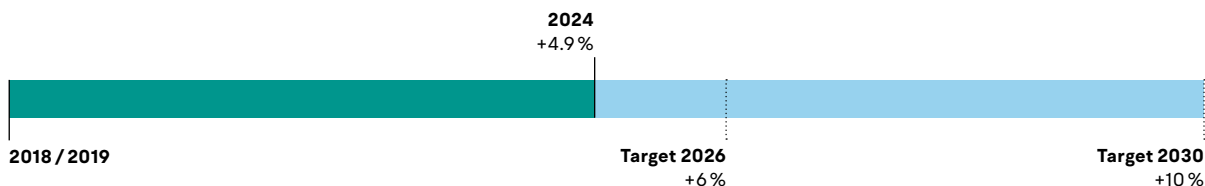
RUAG MRO Holding Ltd



Final energy consumption

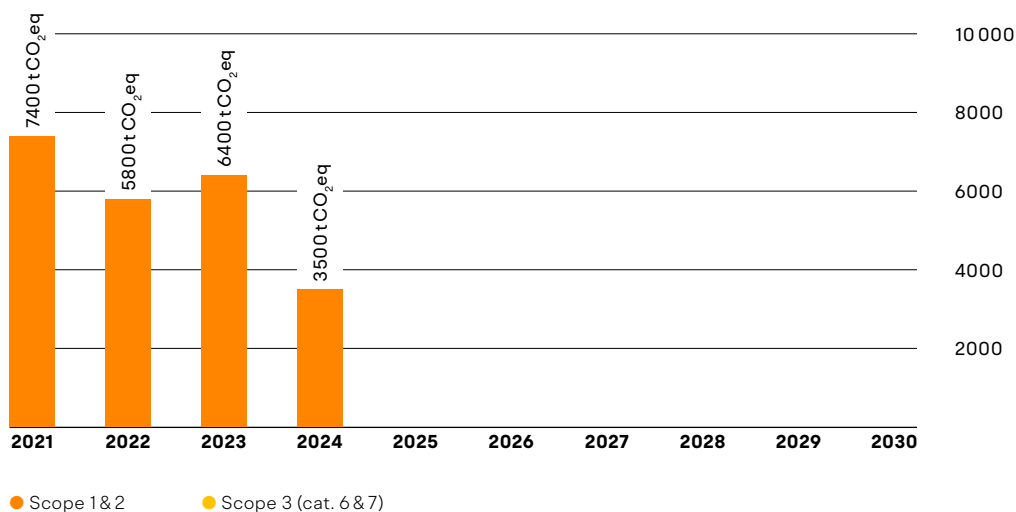


Energy efficiency



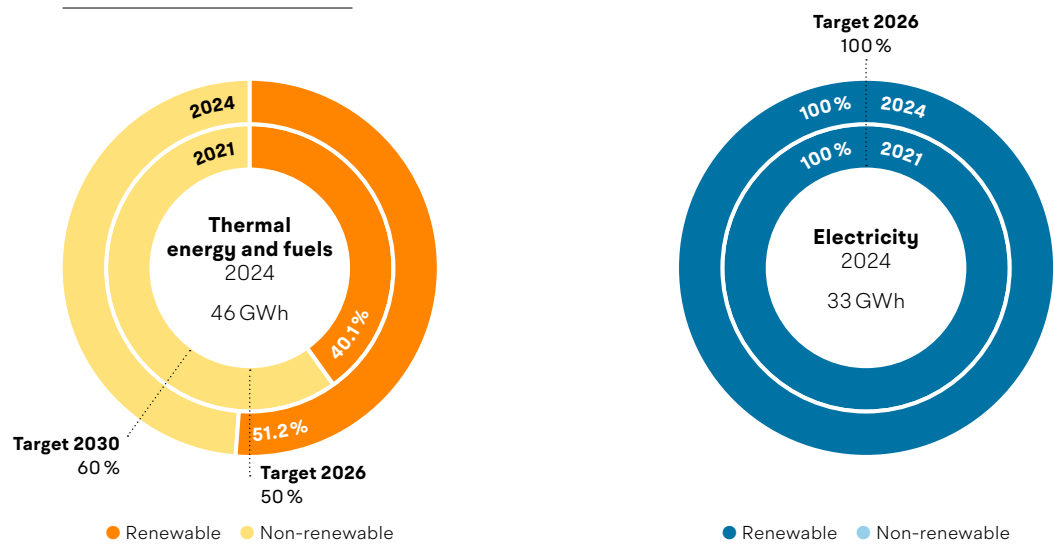
As of the end of 2024, energy efficiency had increased by 4.9 % compared to the baseline year 2018 / 2019. It is calculated based on energy consumption per reference variable. More information on the calculation of energy efficiency can be found on [page 74](#).

Greenhouse gas emissions

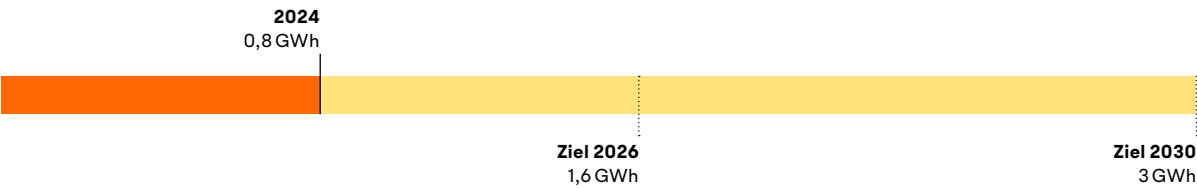


RUAG MRO Holding Ltd is still not recording any mobility data and thus also no Scope 3 emissions resulting from business and commuter travel. More information on energy and climate can be found in RUAG MRO Holding Ltd's latest [sustainability report](#). The calculation methods used in the participant's publications may differ from those in this report.

Renewable energies



Green electricity production



Business and commuter traffic

RUAG MRO Holding Ltd is still not recording any mobility data.



Joint measures

MANAGEMENT

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2. Mobility management	
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4. Internal awareness-raising	

PROCUREMENT

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10. Life cycle cost analysis	

OPERATION

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Individual measures

1. Renewable heating for properties

0 tCO₂ (2030)

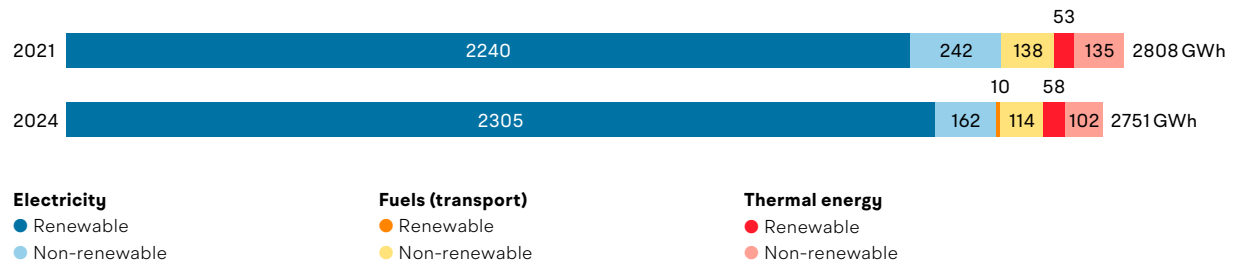
	Implementation has not yet begun.
	Implementation has begun.
	The measure has been implemented.

In addition to information on the implementation status of the individual measures, the target and target year are also specified.

SBB



Final energy consumption

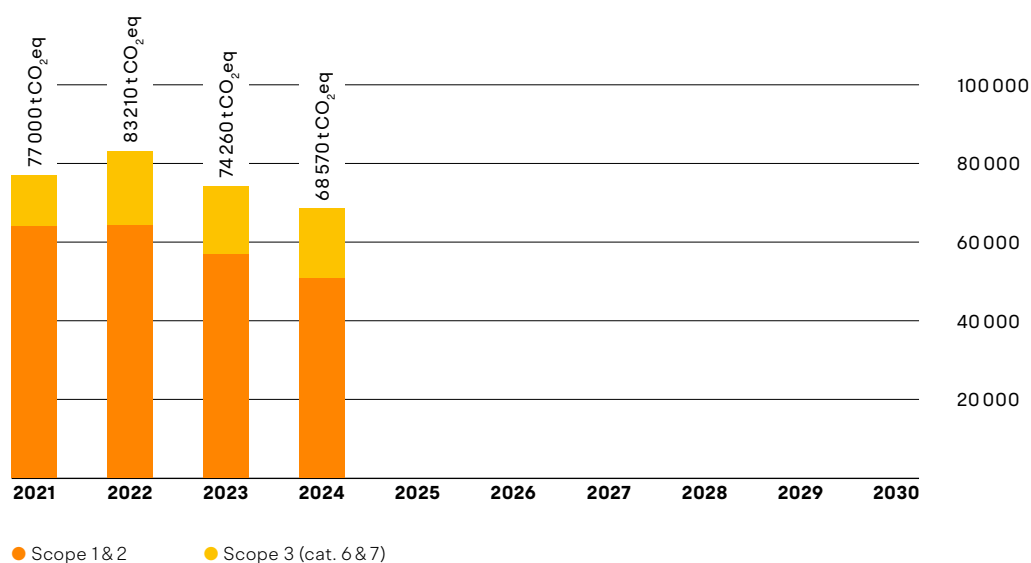


Energy efficiency



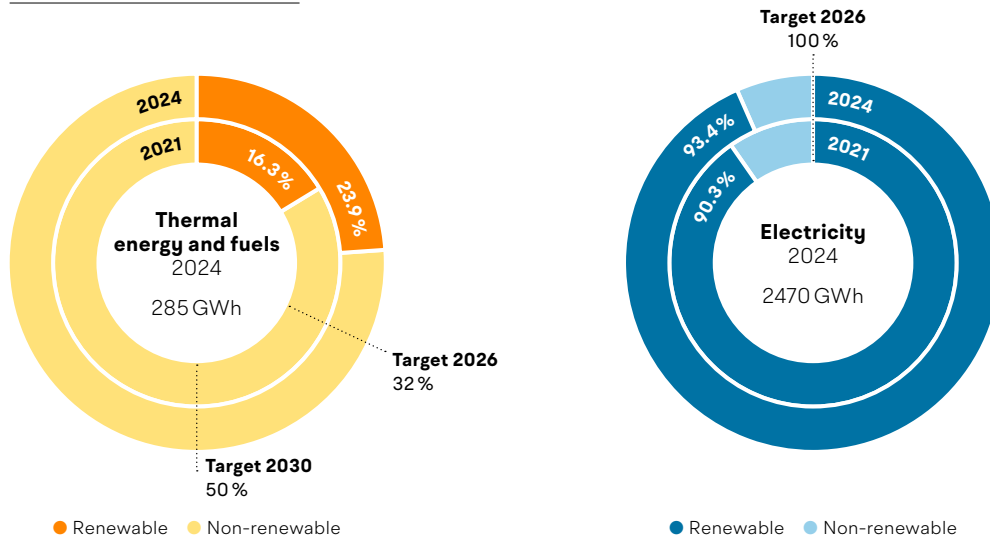
As of the end of 2024, energy efficiency had increased by 7.9 % compared to the baseline year 2018 / 2019. It is calculated based on energy consumption per reference variable. For SBB, these are passenger kilometres (passenger traffic) and net tonne kilometres (freight traffic). More information on the calculation of energy efficiency can be found on [page 74](#).

Greenhouse gas emissions



More information on energy and climate can be found in SBB's latest [sustainability report](#). The calculation methods used in the participant's publications may differ from those in this report.

Renewable energies

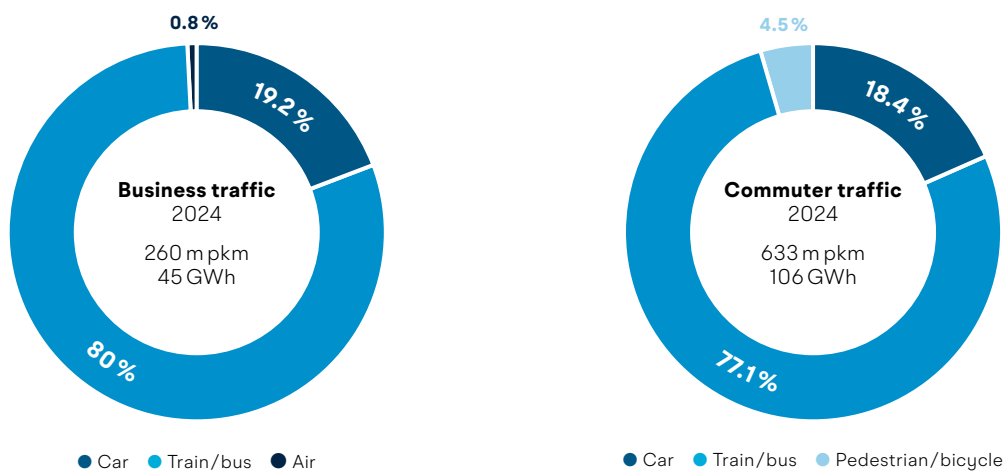


Green electricity production



The diagram shows the solar electricity produced by SBB. In 2024, the company also produced 1093 GWh of green electricity from hydropower.

Business and commuter traffic



Joint measures

MANAGEMENT

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2. Mobility management	
3. Eco funds	
4. Internal awareness-raising	

PROCUREMENT

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OPERATION

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Individual measures

1. Replacement of transformers for traction power supply

-15.6 GWh/year (2030)

2. More efficient electricity production at the Ritom power plant

1.3 GWh/year (2026)

3. Refurbishment of Am843 shunting locomotive

-8800 t CO₂/year (2029)

4. Optimisation of railway access and track area lighting

-10.1 GWh/year (2025)

5. Energy-optimised stabling of RV-Dosto regional double-decker trains

-4.5 GWh/year (2026)

6. Conversion of gas point-heating systems

-2600 t CO₂/year (2030)

7. Use of natural coolants

-500 t CO₂/year (2030)

8. FLIRT rolling stock energy-saving package

-6.7 GWh/year (2026)

9. Use of renewable fuels (25 % HVO)

-5100 t CO₂/year (2025)

10. Modernisation of IC2000 cars

-12.5 GWh/year (2025)

11. Modernisation of ICN cars

-2.3 GWh/year (2027)

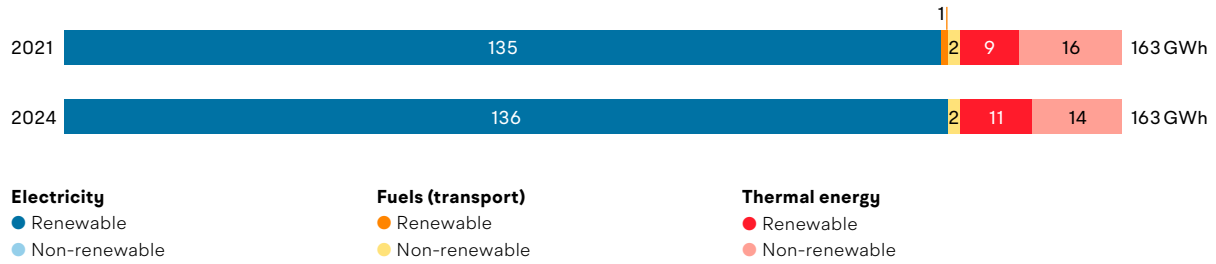
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In addition to information on the implementation status of the individual measures, the target and target year are also specified.

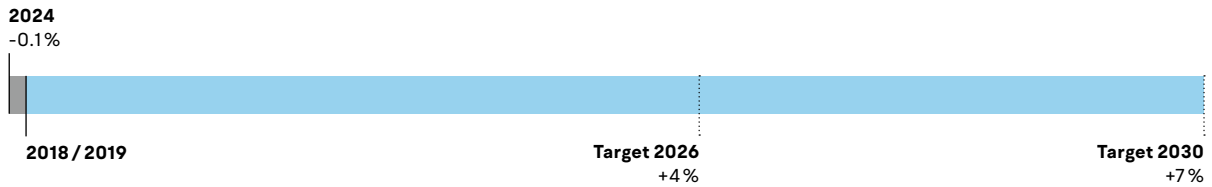
Services Industriels de Genève



Final energy consumption

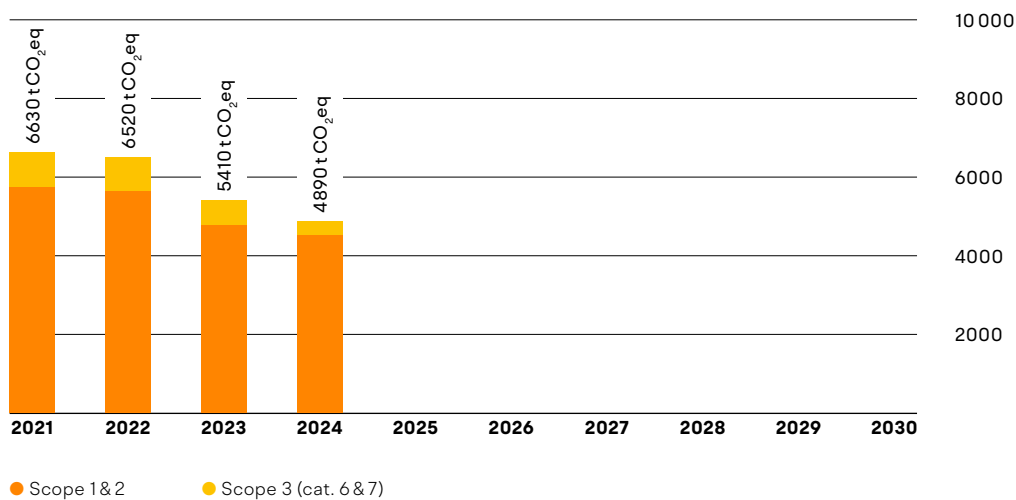


Energy efficiency



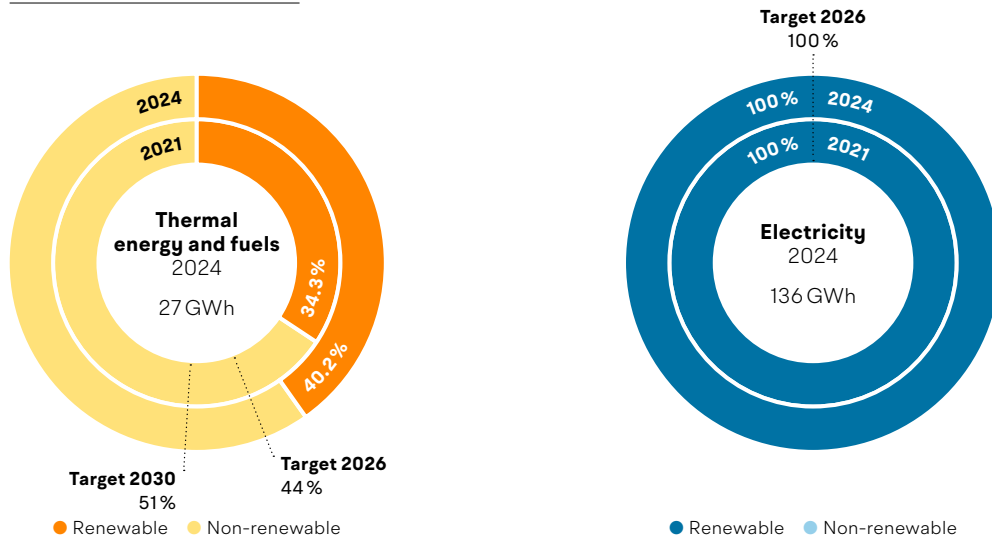
As of the end of 2024, energy efficiency had decreased by 0.1% compared to the baseline year 2018 / 2019. It is calculated based on energy consumption per reference variable. For SIG, these are cubic metres of waste water cleaned, cubic metres of drinking water supplied, quantity of waste treated and the energy reference area. More information on the calculation of energy efficiency can be found on [page 74](#).

Greenhouse gas emissions



More information on energy and climate can be found in SIG's latest [annual and sustainability report](#). The calculation methods used in the participant's publications may differ from those in this report.

Renewable energies

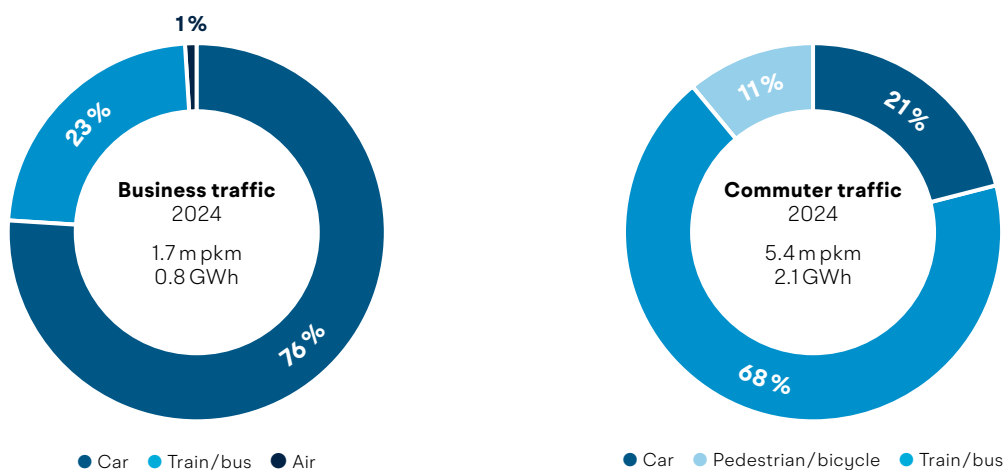


Green electricity production



The diagram shows the solar electricity produced by SIG. In addition, SIG produces around 730 GWh of green electricity from hydropower annually (while an expansion of existing facilities is not planned, improvements in terms of efficiency and environmental compatibility are).

Business and commuter traffic



In 2024, SIG only collected car data for commuter travel. The other areas were estimated from previous surveys.



Joint measures

MANAGEMENT

1. Energy management	
2. Mobility management	
3. Eco funds	
4. Internal awareness-raising	

PROCUREMENT

5. Energy-efficient new buildings	
6. Energetic modernisation of buildings	
7. Heating with renewable energy	
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OPERATION

11. Energy accounting	
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Individual measures

1. Saving electricity at customer sites

-425 GWh/year (2030)

2. Expansion of geothermal energy

20 % (2030)

3. Biogas production

80 GWh (2030)

4. Solar electricity production

170.6 MWp (2025)

5. Reduction in customers' gas consumption

-59,000 t CO₂/year (2025)

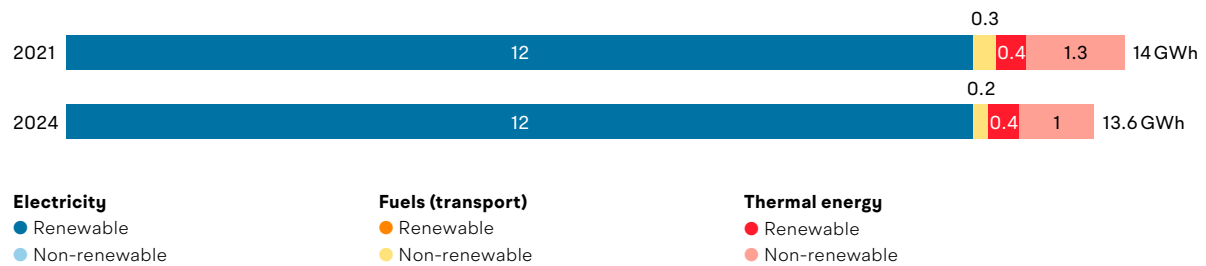
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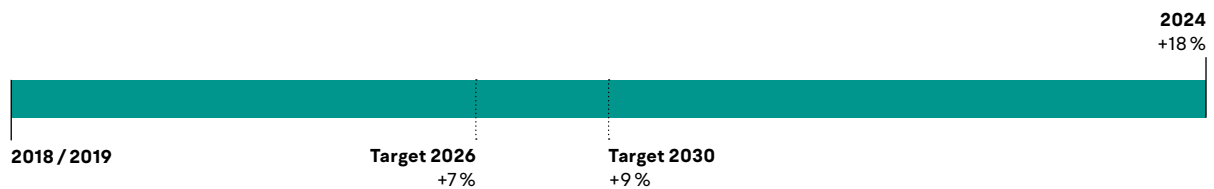
Skyguide



Final energy consumption

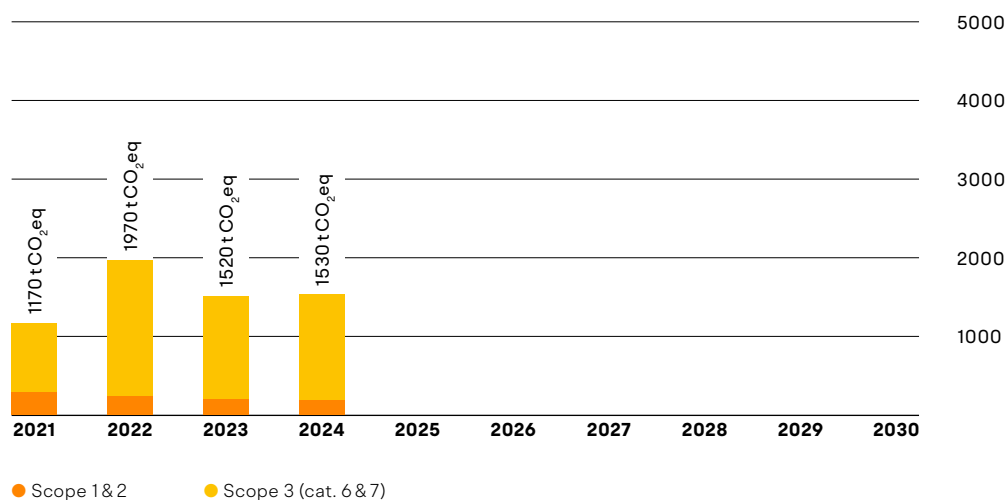


Energy efficiency



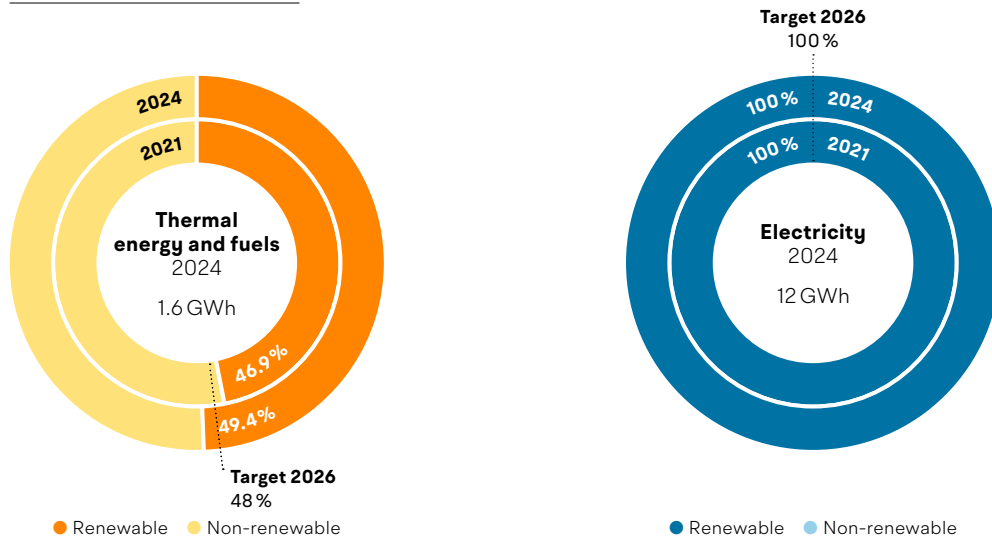
As of the end of 2024, energy efficiency had increased by 18 % compared to the baseline year 2018 / 2019. It is calculated based on energy consumption per reference variable. For Skyguide, these are the energy reference area, number of flights and full-time equivalents. More information on the calculation of energy efficiency can be found on [page 74](#).

Greenhouse gas emissions



More information on energy and climate can be found in Skyguide's latest [annual report](#). The calculation methods used in the participant's publications may differ from those in this report.

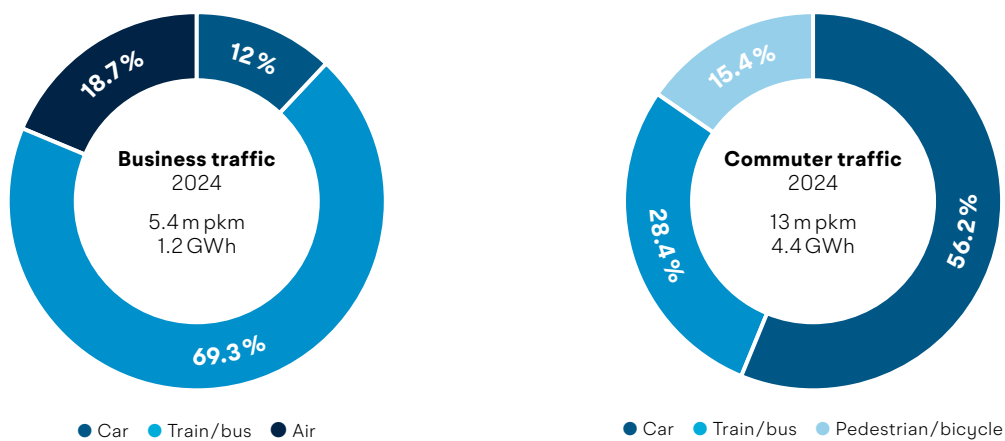
Renewable energies



Green electricity production



Business and commuter traffic



Joint measures

MANAGEMENT

1. Energy management	
2. Mobility management	
3. Eco funds	
4. Internal awareness-raising	

PROCUREMENT

5. Energy-efficient new buildings	
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10. Life cycle cost analysis	

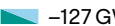
OPERATION

11. Energy accounting	
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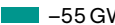
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Individual measures

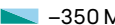
1. Introduction of enhanced approach management for the Zürich region (XMAN)

 –127 GWh/year (2025)

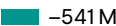
2. Introduction of unrestricted routing in Swiss airspace

 –55 GWh/year (2022)

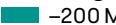
3. Replacement of chillers at Geneva air traffic control centre

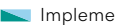
 –350 MWh/year (2028)

4. Reduction in calibration flights by drones

 –541 MWh/year (2021)

5. Latest generation radio system (SmartRadio)

 –200 MWh/year (2022)

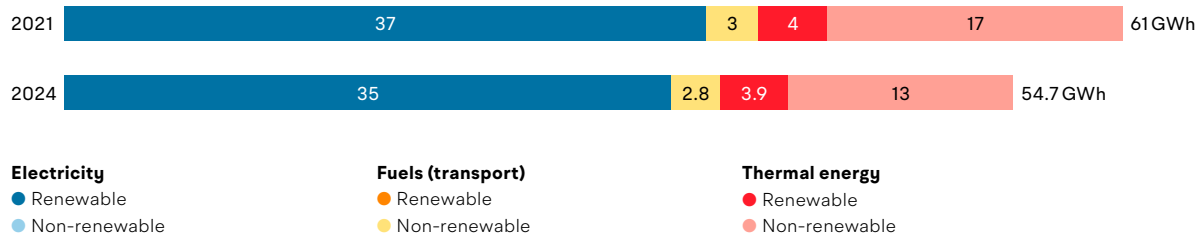
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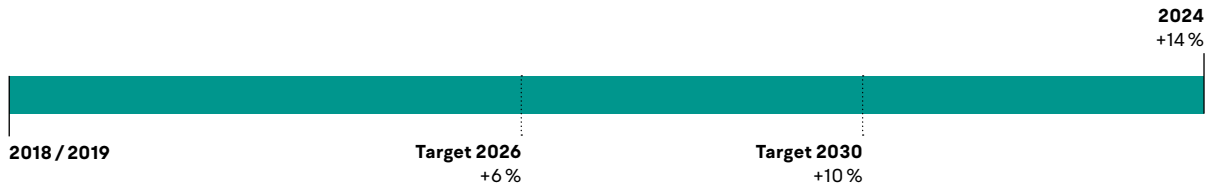
SRG SSR



Final energy consumption

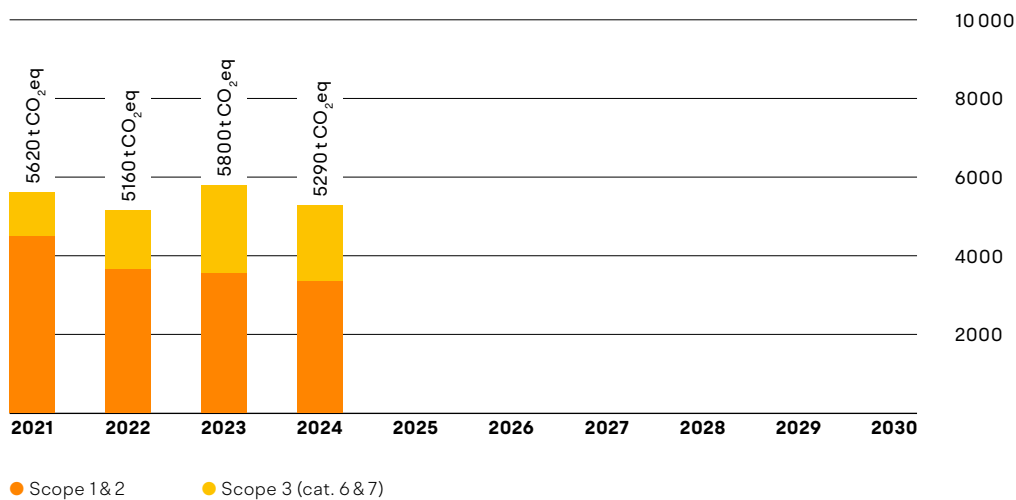


Energy efficiency



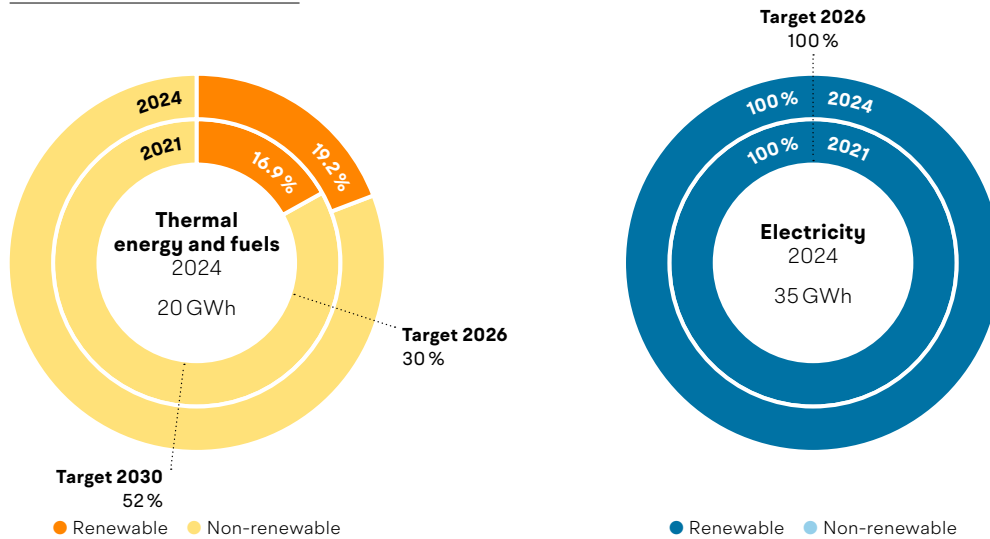
As of the end of 2024, energy efficiency had increased by 14 % compared to the baseline year 2018 / 2019. It is calculated based on energy consumption per reference variable. At SRG SSR, these are the net floor space and the broadcast hours. More information on the calculation of energy efficiency can be found on [page 74](#).

Greenhouse gas emissions

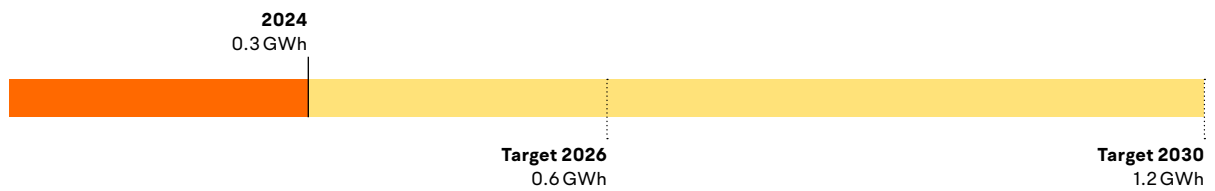


Because SRG SSR does not record mobility data on car use, the Scope 3 emissions (cat. 6 and 7) shown are incomplete. More information on energy and climate can be found in SRG SSR's latest [annual report](#). The calculation methods used in the participant's publications may differ from those in this report.

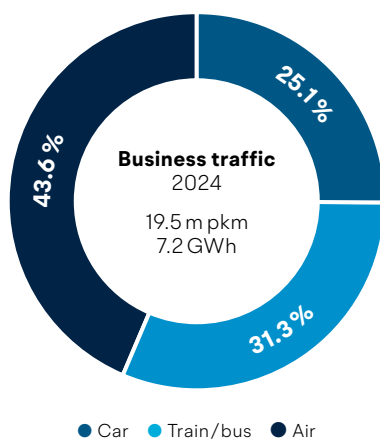
Renewable energies



Green electricity production



Business and commuter traffic



In the case of commuter travel, SRG SSR records only travel by train/bus. In 2024, this amounted to 7.2 million passenger kilometres.



Joint measures

MANAGEMENT

1. Energy management	
2. Mobility management	
3. Eco funds	
4. Internal awareness-raising	

PROCUREMENT

5. Energy-efficient new buildings	
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OPERATION

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Individual measures

1. Assessment of television production carbon footprint

(2025)

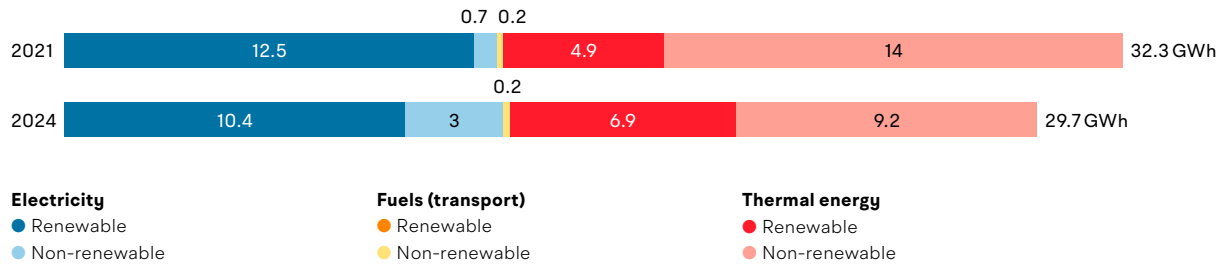
- Implementation has not yet begun.
 Implementation has begun.
 The measure has been implemented.

In addition to information on the implementation status of the individual measures, the target and target year are also specified.

Suva

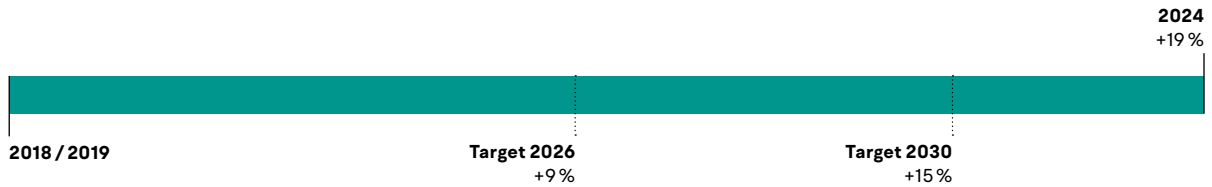


Final energy consumption



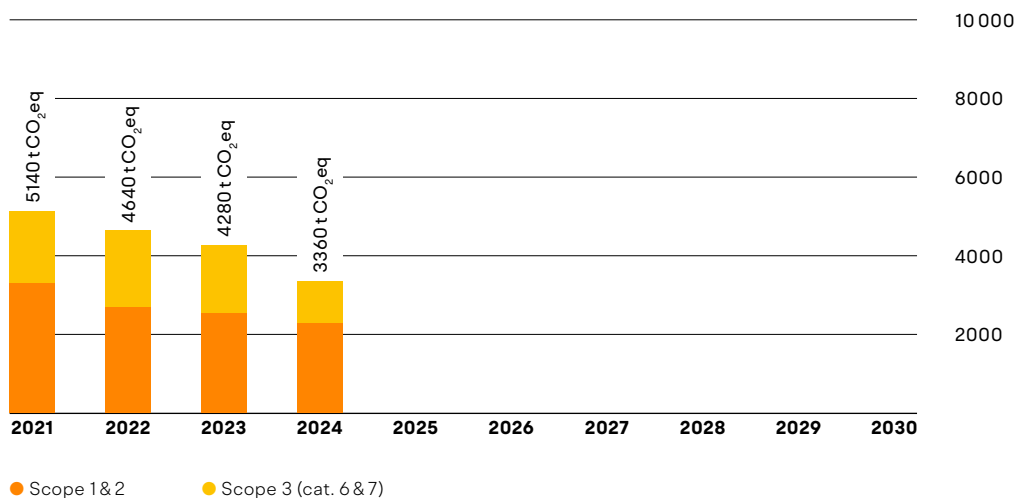
The figures for transport fuel relate only to its own company cars (Scope 1 and 2).

Energy efficiency



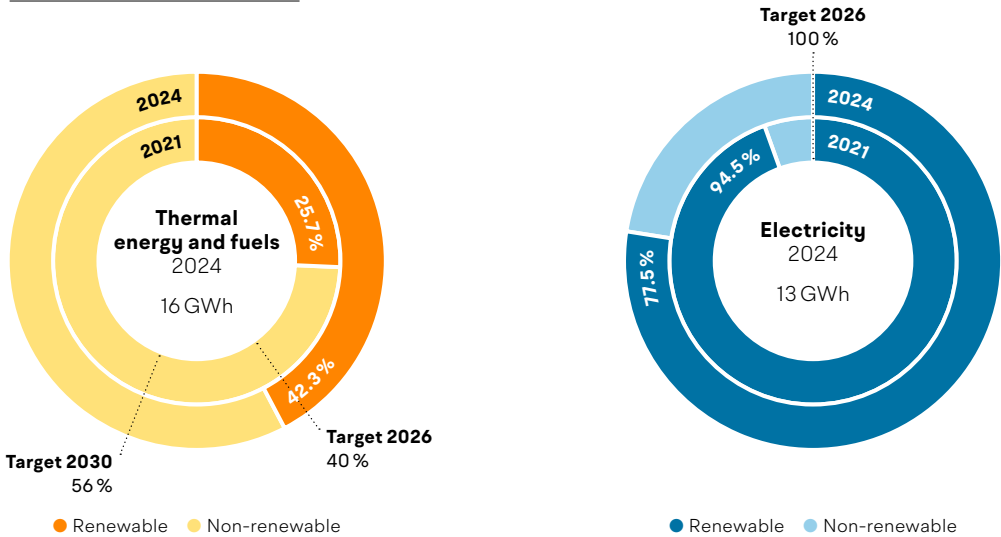
As of the end of 2024, energy efficiency had increased by 19 % compared to the baseline year 2018 / 2019. It is calculated based on energy consumption per reference variable. For Suva, these are the full-time equivalents for the head office and agencies, as well as the care days for the two clinics. More information on the calculation of energy efficiency can be found on [page 74](#).

Greenhouse gas emissions

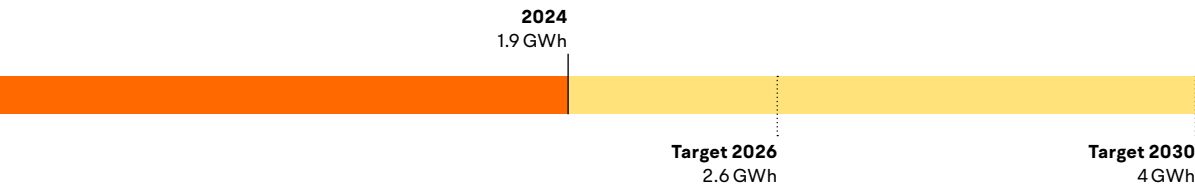


More information on energy and climate can be found in Suva's latest [sustainability report](#). The calculation methods used in the participant's publications may differ from those in this report. The data presented here is not directly comparable with the information in the Sustainability Report due to differences in definition for Scope 3 emissions.

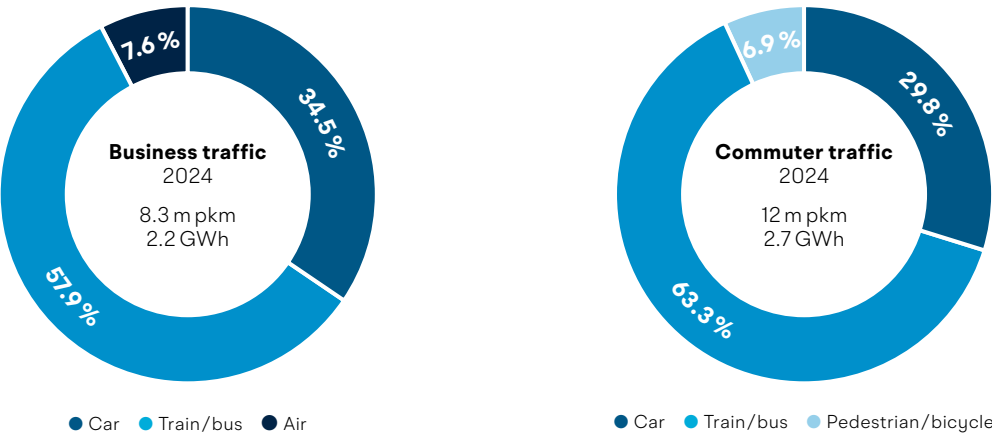
Renewable energies



Green electricity production



Business and commuter traffic



The data for business travel only reflects Scope 3 (excluding own company vehicles).
New data for commuting journeys in 2024 including working from home.



Joint measures

MANAGEMENT

1. Energy management	
2. Mobility management	
3. Eco funds	
4. Internal awareness-raising	

PROCUREMENT

5. Energy-efficient new buildings	
6. Energetic modernisation of buildings	
7. Heating with renewable energy	
8. Efficient building technology	
9. Energy-efficient vehicles	
10. Life cycle cost analysis	

OPERATION

11. Energy accounting	
12. Optimisation of operation	
13. Energy-efficient data centres	
14. Data centre infrastructure management	
15. Consolidation of data centres	

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 Implementation is well under way.
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 The measure has been ruled out or the participant has no scope of action.

Individual measures

1. Reduction of CO₂ emissions from business travel

-10 % (2030)

2. Net zero greenhouse gas reduction path in operations

-3600 tCO₂-eq (2030)

3. Net zero greenhouse gas reduction path in financial investments

-42 % (2030)

4. Reduction of PET bottles

-90 % (2030)

5. Increase in energy efficiency at the company's nine largest sites

30 % (2030)

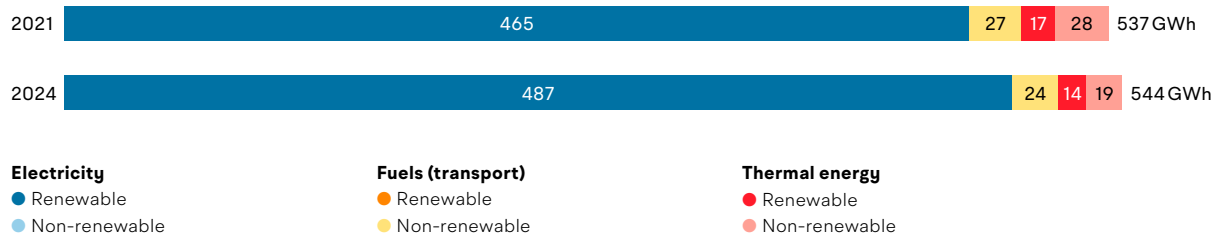
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Swisscom



Final energy consumption

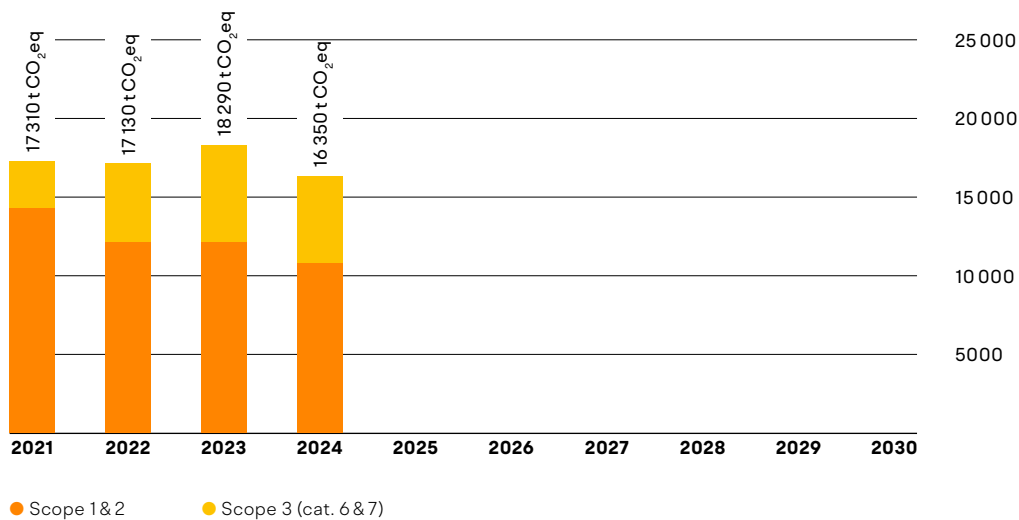


Energy efficiency



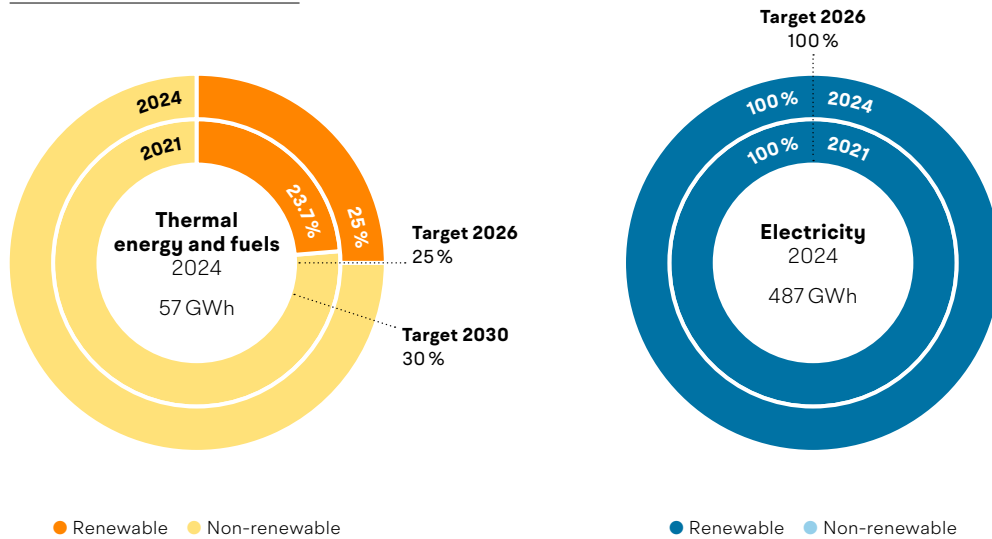
As of the end of 2024, energy efficiency had increased by 3.8 % compared to the baseline year 2018 / 2019. It is calculated based on energy consumption per reference variable. For Swisscom, these are a natural logarithm of the transmitted Pbits, the distance travelled in kilometres and the energy reference area. More information on the calculation of energy efficiency can be found on [page 74](#).

Greenhouse gas emissions

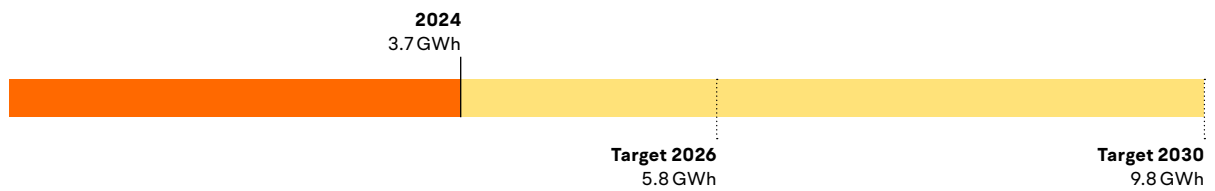


More information on energy and climate can be found in Swisscom's latest [annual report](#). The calculation methods used in the participant's publications may differ from those in this report.

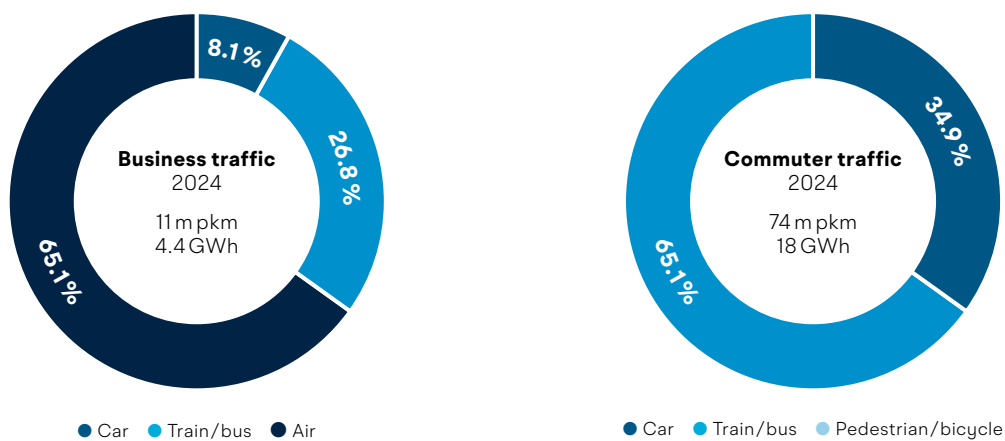
Renewable energies



Green electricity production



Business and commuter traffic



Swisscom does not record bicycle / pedestrian commuter travel.



Joint measures

MANAGEMENT

1. Energy management	
2. Mobility management	
3. Eco funds	
4. Internal awareness-raising	

PROCUREMENT

5. Energy-efficient new buildings	
6. Energetic modernisation of buildings	
7. Heating with renewable energy	
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9. Energy-efficient vehicles	
10. Life cycle cost analysis	

OPERATION

11. Energy accounting	
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Individual measures

- | | |
|--|--|
| 1. Efficient cooling of mobile telephony base stations (II)
-3.55 GWh/a (2026) | 4. Discontinuation of landline telephone use (TDM)
-57 GWh/year (2022) |
| 2. Efficient cooling of mobile telephony base stations (I)
-7 GWh/year (2023) | 5. CO₂ savings by customers and portfolio
-1,000,000 t CO ₂ /year (2025) |
| 3. Efficient end-user devices for private customers
-2000 t CO ₂ /year (2025) | |

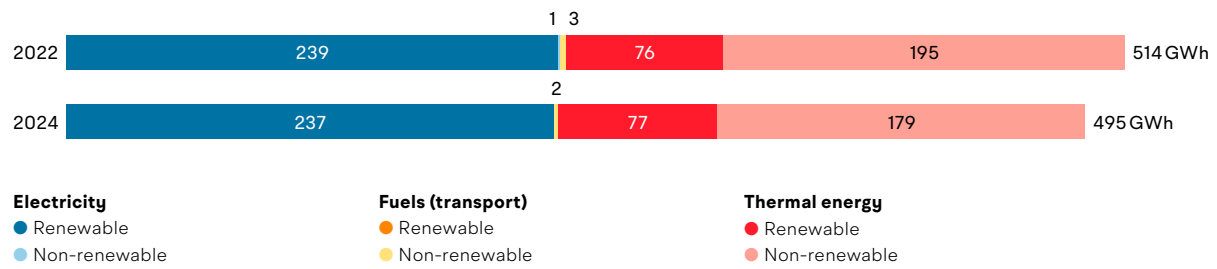
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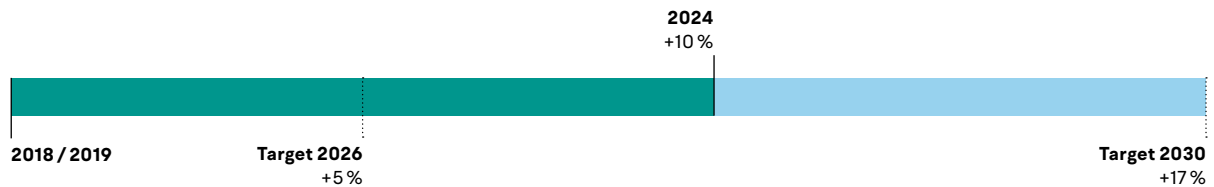
University hospitals



Final energy consumption

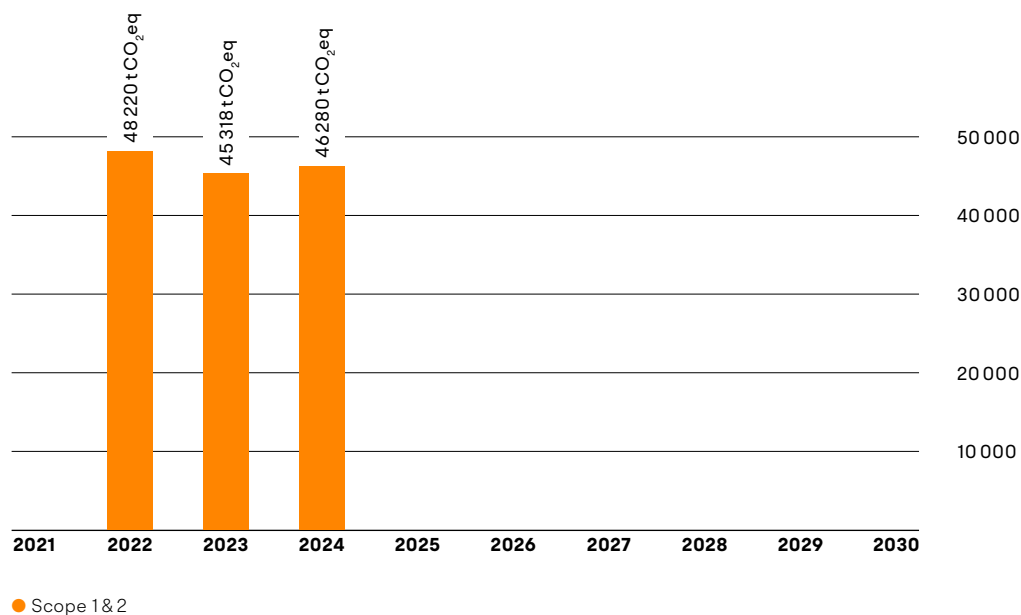


Energy efficiency



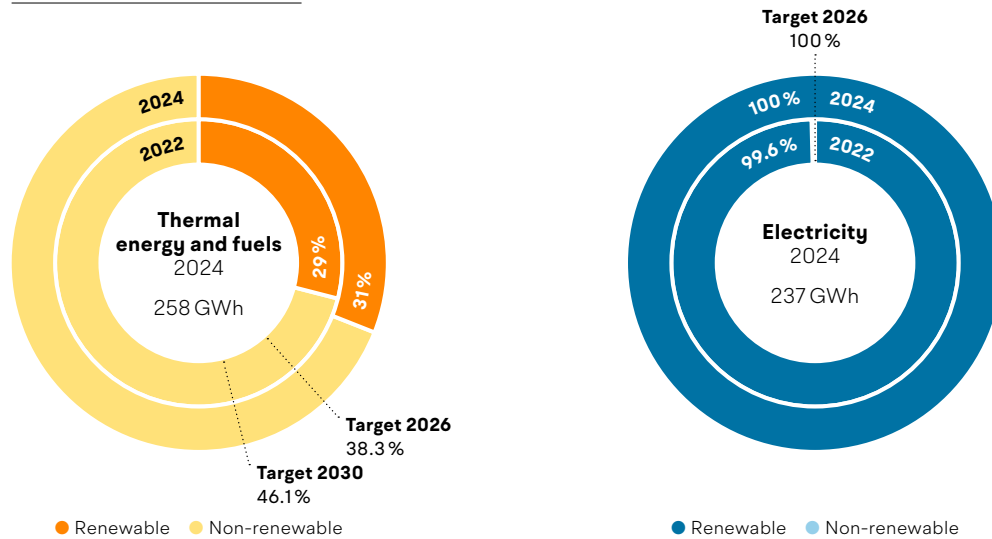
As of the end of 2024, energy efficiency had increased by 10 % compared to the baseline year 2018 / 2019. It is calculated based on energy consumption per reference variable. For the university hospitals, these are the energy reference area and turnover. More information on the calculation of energy efficiency can be found on [page 74](#).

Greenhouse gas emissions

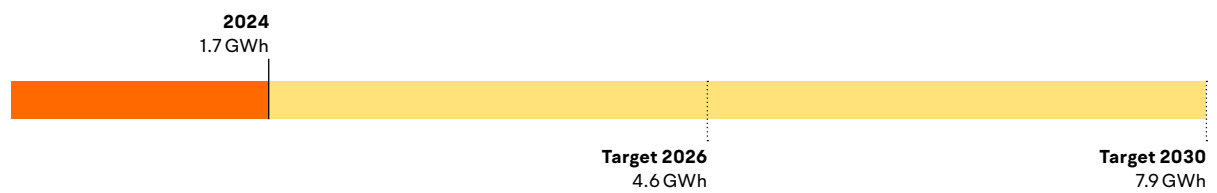


More information on energy and climate can be found in the latest sustainability reports of the five university hospitals: [USB](#), [Insel Gruppe](#), [HUG](#), [CHUV](#), [USZ](#). The calculation methods used in the participant's publications may differ from those in this report. The figures for the current reporting year and the baseline years now also include data from the University Hospital Zurich, which joined our initiative in 2024.

Renewable energies



Green electricity production



Business and commuter traffic

The mobility data of the university hospitals are not yet recorded by all participants in the group.



Joint measures

MANAGEMENT

1. Energy management	
2. Mobility management	
3. Eco funds	
4. Internal awareness-raising	

PROCUREMENT

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Individual measures

1. Reduction of meat consumption

-469.7t (2030)

2. Reduction of the total volume of waste

-11286 t (2030)

3. Climate criteria for procurement

(2026)

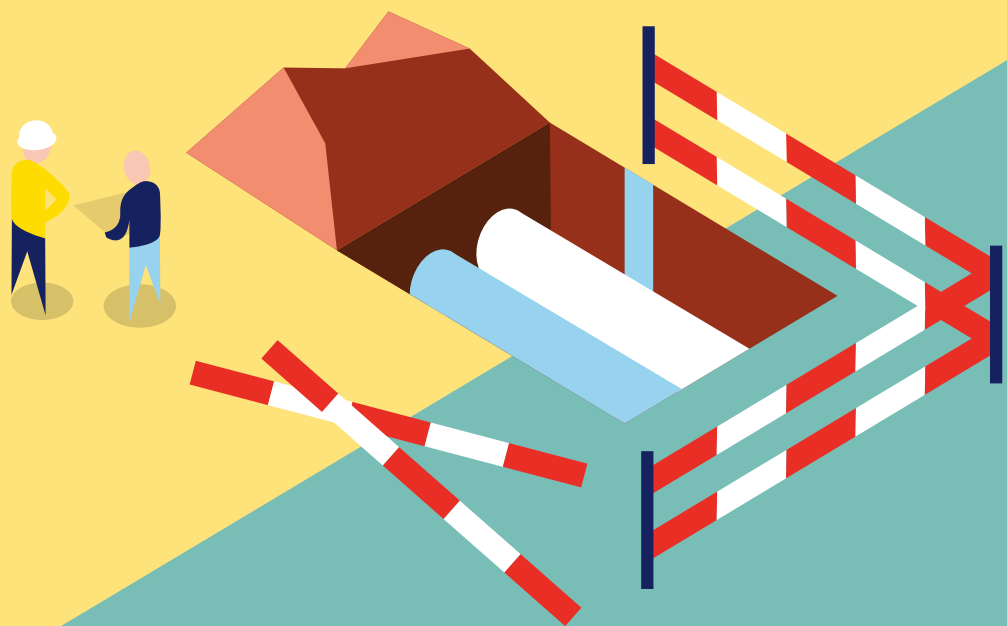
4. Reduction target for electricity consumption by large medical equipment

(2026)

	Implementation has not yet begun.
	Implementation has begun.
	The measure has been implemented.

In addition to information on the implementation status of the individual measures, the target and target year are also specified.

Our initiative



Visible commitment to the Energy Strategy 2050

As part of the Exemplary Energy and Climate (EEC) initiative, providers of publicly relevant services and institutional investors are contributing to the Energy Strategy 2050 and the 2015 Paris Agreement. The focus is on energy efficiency, renewable energies and climate-friendly financial flows.

The providers of publicly relevant services are pursuing individual targets by 2026 and 2030 for energy efficiency, green electricity production, renewable heating and cooling, and renewable transport fuels. The goal is for the proportion of electricity from renewable sources to be 100 per cent for all these providers by 2026. In order to reach these targets, the participants are implementing 15 joint measures and a number of individual measures.

The institutional investors are setting themselves targets for their investments in order to make them compatible with the Paris Agreement. Among other things, this includes companies being called on to operate in a more climate-friendly way by the participating pension funds and insurance companies that invest in them. They are also continuously reducing the greenhouse gas emissions of the directly held real estate in their portfolio.

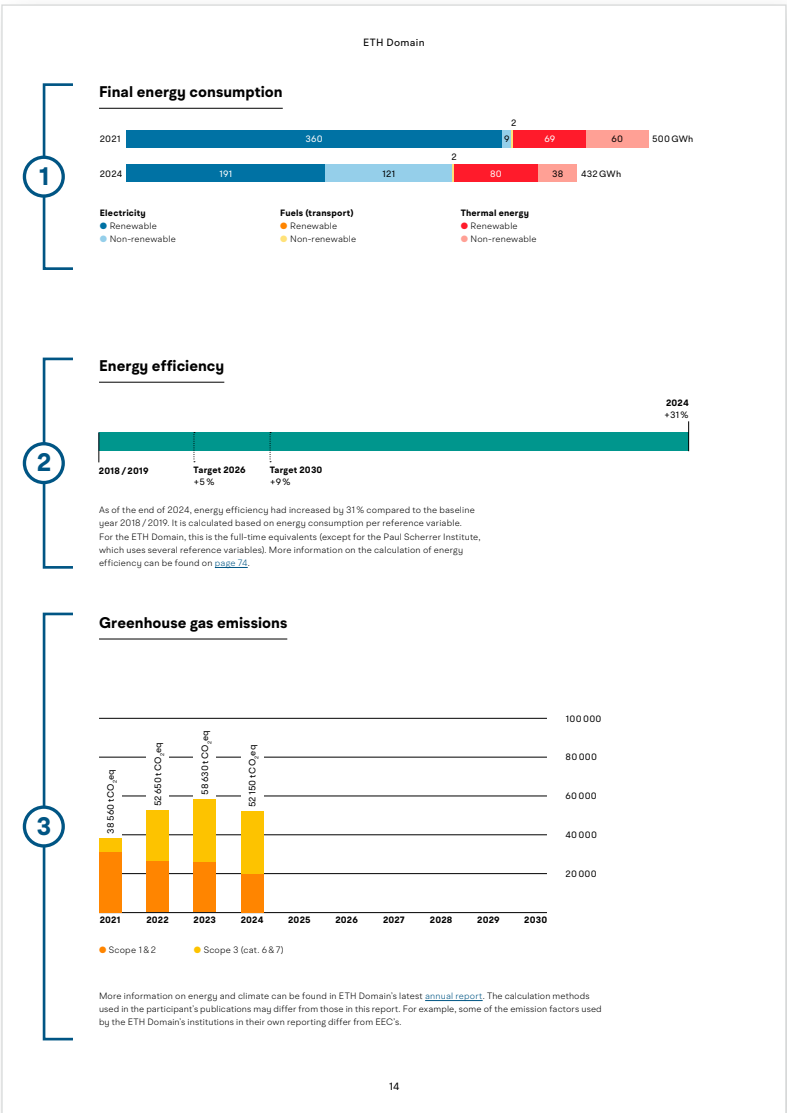
All participants report transparently on their target achievement and share their experiences so that other companies and organisations can use this information as a guide.

The Exemplary Energy and Climate initiative started in 2013 with an initial agreement on targets for 2020. The ten initial participants outperformed their targets for the first phase: they increased their energy efficiency by more than 30 per cent compared to 2006 and increased the proportion of their total energy consumption coming from renewables from 36 per cent (2006) to 60 per cent (2020).

www.vorbild-energie-klima.admin.ch/en

What is behind the numbers?

Details of methodology



1 Final energy consumption

Final energy consumption refers to the final energy consumed by the participant in Switzerland (in its own buildings, own vehicles, etc.). Each participant has set its own detailed system limits (e.g. including or excluding rented buildings).

Thermal energy

Renewable: environmental heat, wood, biogas, solar thermal energy, renewable proportion of district heating

Non-renewable: heating oil, natural gas, non-renewable proportion of district heating

Electricity for heat pumps is shown under "Electricity".

Transport fuels

Renewable: biogas, biogenic liquid fuels

Non-renewable: petrol, diesel, natural gas, fossil-derived aviation fuel

Electricity used to power vehicles is shown under "Electricity".

Electricity

Renewable sources: water, solar, biomass, wind, renewable proportion of waste

Non-renewable sources: remainder (nuclear power, fossil energy sources, non-renewable proportion of waste, grey energy)

② Energy efficiency

The energy efficiency shows how the annual energy intensity (i.e. the relationship between energy consumption and a selected reference variable) develops in comparison to the reference energy intensity. This is determined from the average final energy consumption for 2018 / 2019 and the average reference variable for the same period. Due to COVID-19, 2020 was not chosen as the base and reference year as originally intended.

The participants chose different reference variables. Some defined several reference variables (e.g. one per business unit). In this case, the energy intensities are calculated for each business unit and subsequently assigned a weighting factor (based on the business unit's energy consumption) and added together.

Calculation formulas:

$$\text{energy intensity} = \frac{\text{final energy consumption}}{\text{reference variable [individual unit]}}$$

$$\text{energy efficiency}_{2030}[\%] = \sum_{\text{business unit } i=1}^n \left[\frac{\text{average } EI_{i,2018/2019}}{EI_{i,2030}} - 1 \right] * \text{weighting}_i$$

③ Greenhouse gas emissions

The following emissions are included:

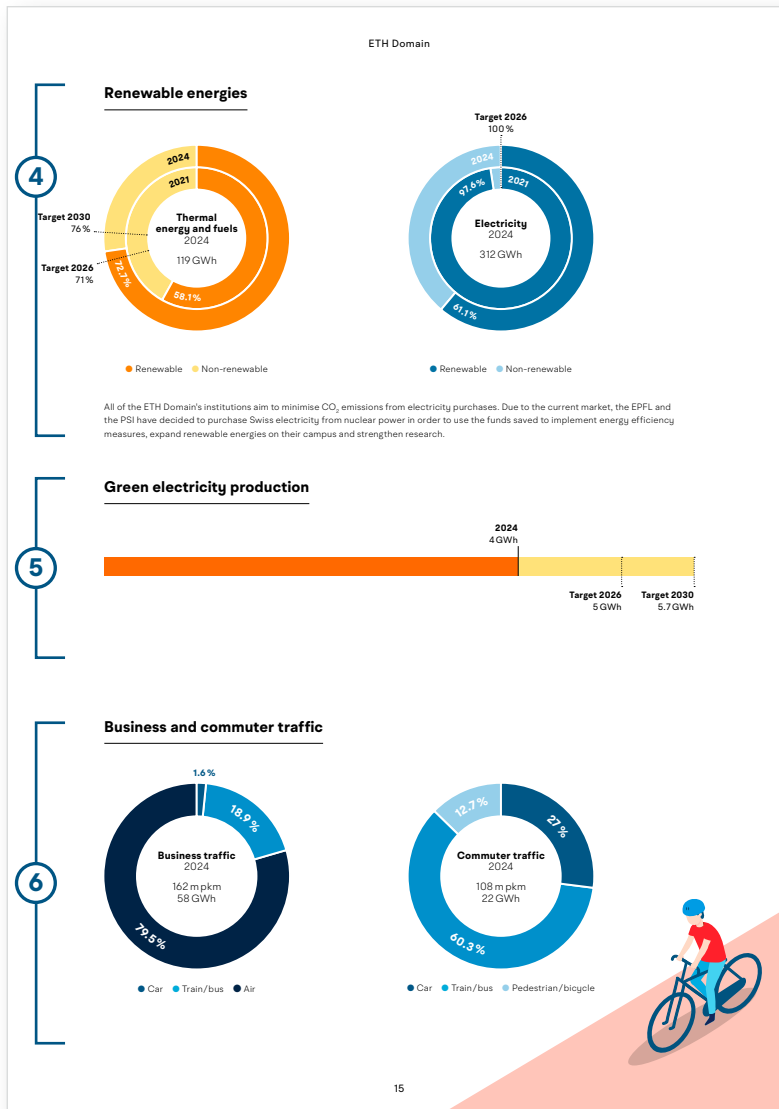
Scope 1 & 2

Direct and indirect energy-related greenhouse gas emissions that are produced when burning fossil fuels and propellants and when generating electricity and district heating for consumption.

Scope 3

Greenhouse gas emissions resulting from business travel (cat. 6) and commuter travel (cat. 7) by employees. Further upstream and downstream Scope 3 emissions are not yet included in the scope of this report.

Certificates of origin for renewable electricity and renewable district heating are fully counted as renewable at emission-factor level and are not classed as offsetting.



6 Business and commuter travel

The percentages shown are calculated based on passenger-kilometres. Passenger-kilometres are used as the underlying data. These are converted into energy consumption and greenhouse gas emissions using mobitool factors. For greenhouse gas emission factors, only direct emissions from operations are included, not emissions from upstream processes.

4 Renewable energies

In the case of renewable energies, there are separate target variables for electricity, thermal energy and propellants. While all the participants are intending to procure all their electricity from renewable sources by no later than the end of 2026, due to their different operational circumstances they are each pursuing their own thermal energy and transport fuel targets.

The renewable proportion shown also includes internal waste heat recovery.

5 Green electricity production

This includes electricity generated in the participants' own facilities and / or on their own buildings (or infrastructure). The electricity must be of Naturemade star standard or equivalent quality. Production shows the actual amount of electricity produced each year, while the targets show the expected production volume based on the planned capacities.

The diagrams show production in 2022 and the targets relating to photovoltaics.

ETH Domain

Joint measures

MANAGEMENT

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3. Eco funds	
4. Internal awareness-raising	

PROCUREMENT

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Individual measures

- | | |
|--|---|
| 1. Use of waste heat and photovoltaics (Empa / Eawag)
(2026) | 5. Reduction of CO₂ emissions from business flights
~30 % (2030) |
| 2. Renewable energy for heating system and data centre (EPFL)
100 % (2022) | 6. Implementation of energy master plan at ETH Zentrum campus (ETHZ)
(2030) |
| 3. Sustainable campus catering (EPFL)
80 % (2030) | 7. Swiss Light Source synchrotron (SLS) 2.0 (PSI)
~2 GWh/a (2025) |
| 4. Energy network at H nggerberg campus (ETHZ)
(2030) | 8. Expansion of PV production (WSL)
250 MWh/a (2030) |

Implementation has not yet begun.
 Implementation has begun.
 The measure has been implemented.

In addition to information on the implementation status of the individual measures, the target and target year are also specified.

16

7 Joint measures

To achieve their targets, the participants have agreed on 15 joint measures. The four-stage progress bars show the level of implementation for each measure.

8 Individual measures

In addition to the joint measures, all the participants are also implementing individual company-specific measures. In the report, the participants state the name of the measure, the target including the target year and the level of implementation.

