

APPLICATION FORM

PRIZE FOR MOBILITY MANAGEMENT IN COMPANIES

Please send your entry via e-mail to the ITF secretariat: maryvonne.lebouc@oecd.org
This call closes on 14 March 2008.

DETAILS OF APPLICANT

Company	INFICON AG	
Country	Liechtenstein	
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Website	www.inficon.com	
Key information on the company		Number of employees: 225
		Equipment for measurement, analysis, control of gases
		INFICON Holding has about 850 employees in 12 countries
		This submission concerns only INFICON AG in Balzers, LI

DESCRIPTION OF CORPORATE MOBILITY MANAGEMENT PLAN

Please provide below key data on the corporate mobility management plan: (main objectives, number of employees involved, date of implementation, etc). Kindly attach a copy of the plan.

In the certification process for ISO 14001, the journeys to work were included in the energy inputs. To our surprise, the contribution was around 50% of the total energy consumption. Reducing this energy input was defined as one of the environmental goals; maximum 40% of motorized individual transport (MIT) to work was defined as specific goal.
In May 2002 we moved into the new building. This was the start of corporate mobility management as we know it today.
Corporate mobility management is part of the business processes and within the system part of the Management Process.
Attached are: Realization Process 2141_e, Work Instruction BV-869340-V_e.

Please provide a pre-plan assessment of travel/ trip patterns of employees, clients/customers, suppliers and impact on environment, particularly CO₂ emissions.

As a consequence of the ISO 14001 certification, a first mobility survey was performed in 1999. The results: about 63% MIT.
The journeys to work of the employees were responsible for about 50% of the total energy consumption and towards 60% of the total CO₂ emissions.
The environmental impact of the journeys of clients/customers was estimated relatively small compared to the journeys of the employees.
The logistics of goods (receiving and shipping) was already optimized, as non-emotional compared to people movement.

Please describe the extent to which employees, clients/customers, suppliers have switched to environmentally friendly modes of transport based on the plan.

Surveys by questionnaires (1999, 2002-06, 2003-11) and by counting vehicles (since 2005) show the following results (yearly average):
Motorized individual transport: 1999 = 63%, today 50%
Collective Transport (public transport, car pooling): 1999 = 24%, today 37%
Cycling and walking: 1999 = 13%, today 13%
Comment: For 60 to 70% of the employees, the new location is farther away by cycling (plus 1.5 km) and takes longer by public transport (plus 6 minutes).

Please describe the provisions taken by your firm to facilitate this shift; mix of measures (e.g. information, parking management, incentives for use of public transport, on site infrastructure.)

Please see:
Realization Process 2141_e
Work instruction BV-869340-V_e.

Provide as much of the following information as possible:

- the financial impact of the plan on the firm's accounts and the return on investment in relation to the stated environmental objectives;
- if and in which way the plan is implemented in the (environmental) management strategies (e.g. ISO 14001) of the company to assure long term effects;
- the appointment (if at all) of an employee(s) with specific responsibility for implementation of the plan;
- how (if at all) the company's environmental objectives link up with local or national CO₂ emission reduction strategies.

Financial impact:

Due to mobility management, we need only one underground parking level instead of two. The yearly net total savings are about EUR 80'000, when taking all expenditures for mobility management into account (including working time), incomes due to parking fees, the savings due to less parking spaces needed.

Environmental achievements:

Energy input caused by the journeys to work of the employees: 1999 = 50%, today 35% of total
CO₂ output caused by the journeys to work of the employees: 1999 = 60%, today 38% of total
We reduced the CO₂ output by about 100 tons per year.

ISO 14001:

Corporate mobility management and the resulting environmental achievements are part of the environmental management system.

Mobility responsible:

Corporate mobility management is part of the quality system. Hence the quality representative was always responsible for it.

Good citizen:

INFICON AG shares the know how in corporate mobility management with other employers, politicians and the public. We contribute to the Kyoto goals of Liechtenstein by our CO₂ reductions for the journeys to work of our employees.

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