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Survey FlyingLess 2022 | Selected results on flight reduction at 8 academic institutions

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ZUKUNFT SEIT 1386

Gefördert durch:
Bundesministerium für Umwelt, Naturschutz und nukleare Sicherheit
aufgrund eines Beschlusses des Deutschen Bundestages

NATIONALE KLIMASCHUTZ INITIATIVE

Survey 2022 | Selected results on flight reduction at 8 academic institutions

FlyingLess Survey 2022

The FlyingLess project aims to support academic institutions in reducing their air travel. In this context, members of the four FlyingLess partner institutions and four other academic institutions integrated in the project as so-called satellites participated in the FlyingLess online survey. The quantitative survey of professors & group leaders, other academics, and students provided insights into the travel behavior and opinion on reducing academic air travel. The data collected serve as a basis for the development of further approaches to flight reduction measures at the respective institution.

Limesurvey was used to conduct the online survey.

The status groups of the survey were divided into:

- Scientists
- Professors & group leaders
- Scientists without professorships/group leaders (incl. doctoral students)
- Students (Bachelor's/Master's degree or similar)

The results and graphs can be used for non-commercial purposes and together with the FlyingLess logo.

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1. Overview

Average number of academic business trips per year before the COVID-19 pandemic

1,5
Scientists without professorship/ group lead (N=439)

Professors & group leaders (N=218)
5,8

conferences
with presentations are an important reason to fly for 87% of respondents

74% of the scientists surveyed (N=657) rate the reduction of flights at their institution as a **very or rather important climate protection measure**

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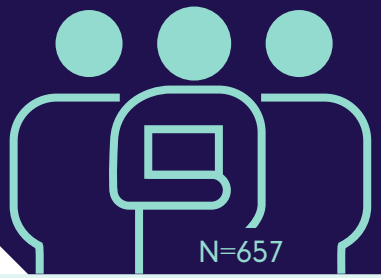
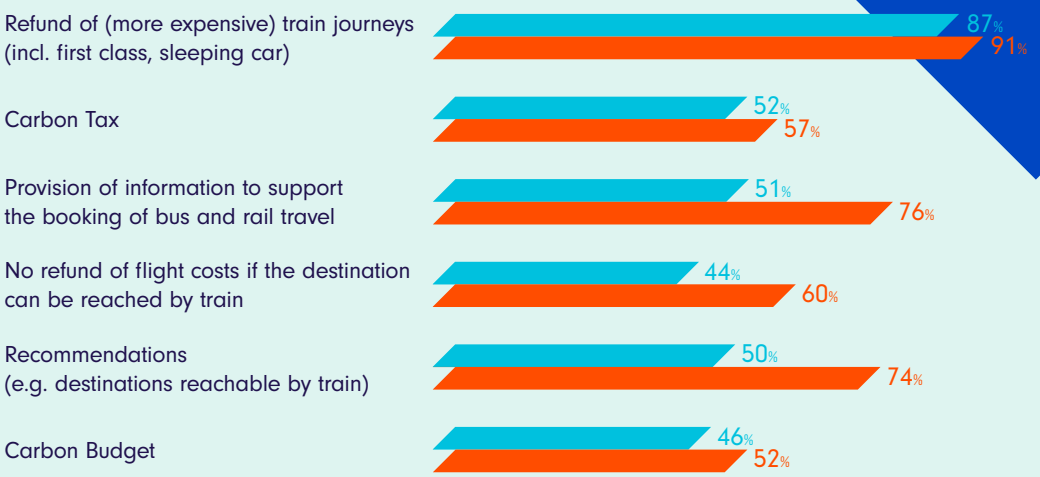
46%
I would reduce my business air travel in the future by **not attending events which I consider not that relevant**

36%
I would reduce my business air travel of less than 1,000 km in the future by **choosing another mode of transport (e.g. rail)**



31%
I would reduce my business air travel in the future by making greater **use of video-/teleconferencing** instead of physical travel

Approval on potential flight reduction measures



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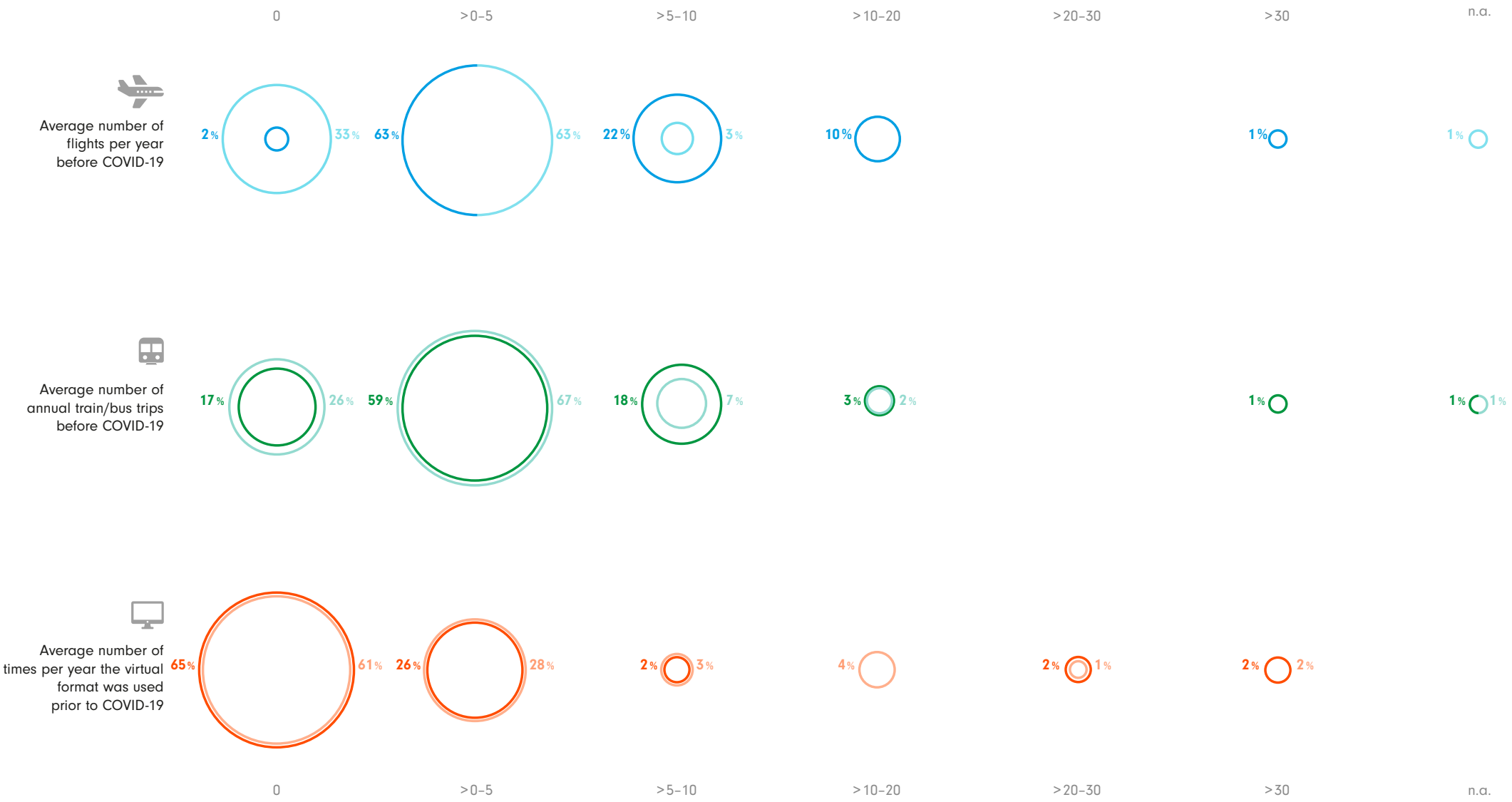
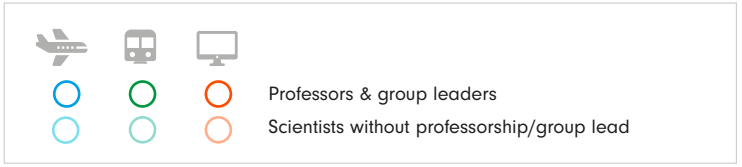
2. Academic travel behaviour before the COVID-19 pandemic

Average number of business trips (plane, train) and virtual conferences per year before the COVID-19 pandemic



Status groups in comparison: professors & group leaders, N=218 and scientists without professorship/group leadership, N=439. Relative frequency of mentions (circle area) per aggregated number of annual trips/virtual events (X-axis).

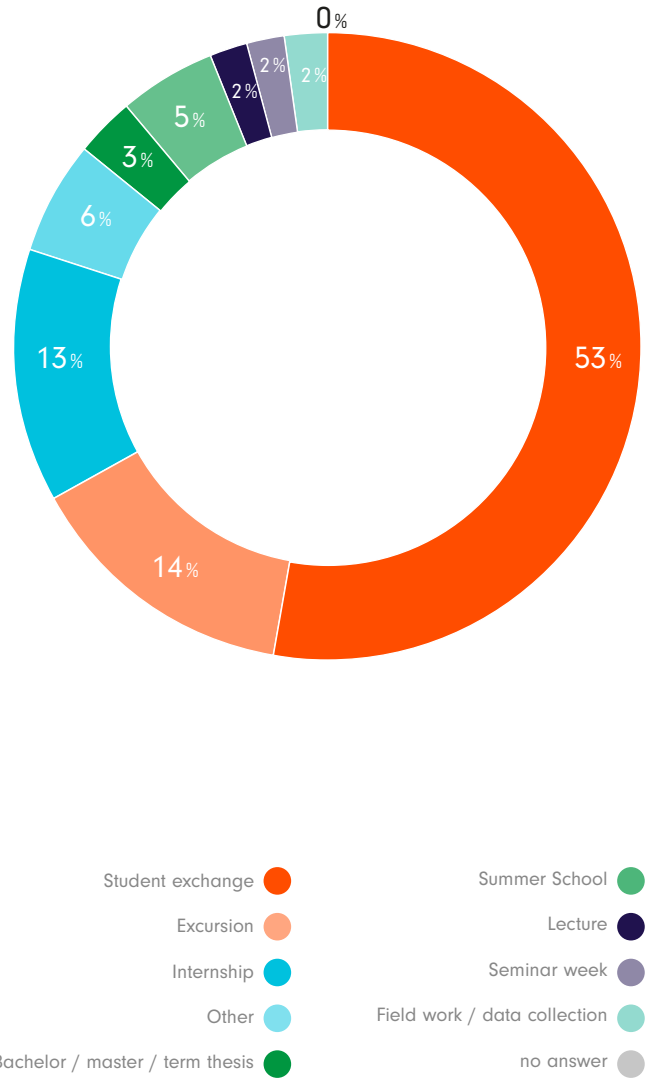


3. Reasons for academic air travel

Reasons for business air travel by scientists (N=657)

Status group: scientists, N=657 (aggregated from professors & group lead, N=218 and scientists without professorship/group leadership, N=439). Relative frequency of mentions (circle area) per partial answer (reason for official air travel in the academic field; X-axis).

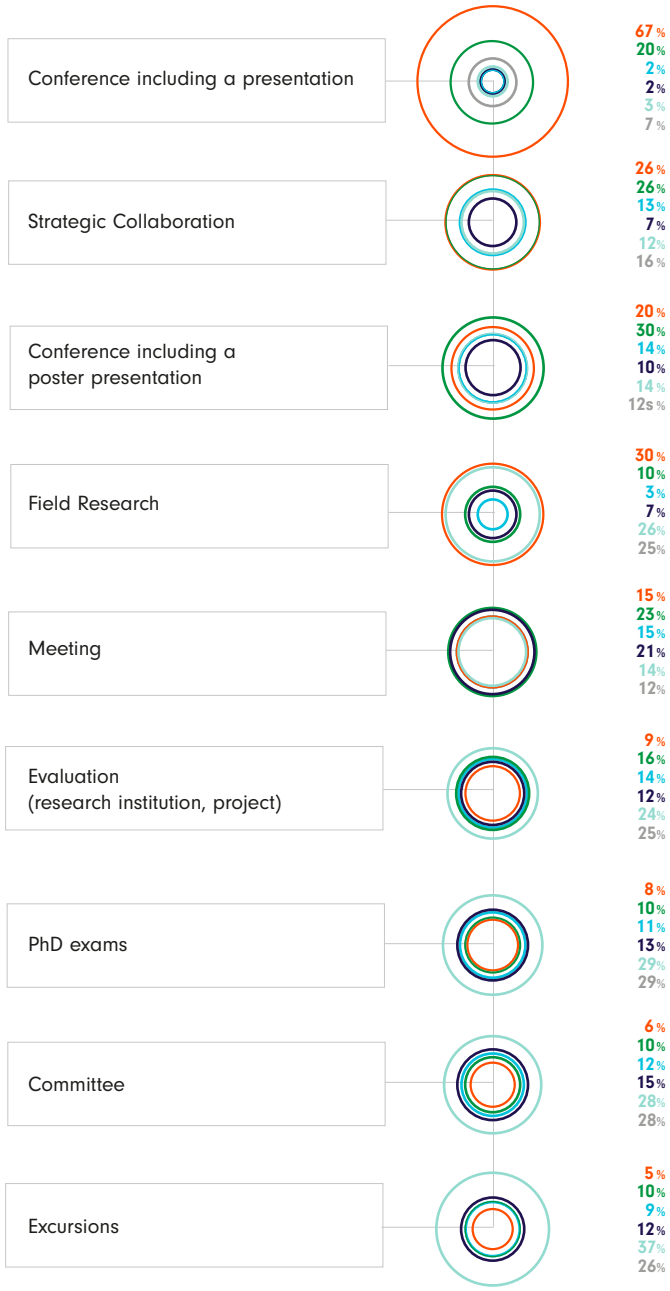
Reasons for student air travel as part of the curriculum (Students, N=120*)



Status group: students, N=120. Relative frequency of reasons for travel. *Students who stated that they had flown at least once as part of their studies were asked about the reason for their last flight.

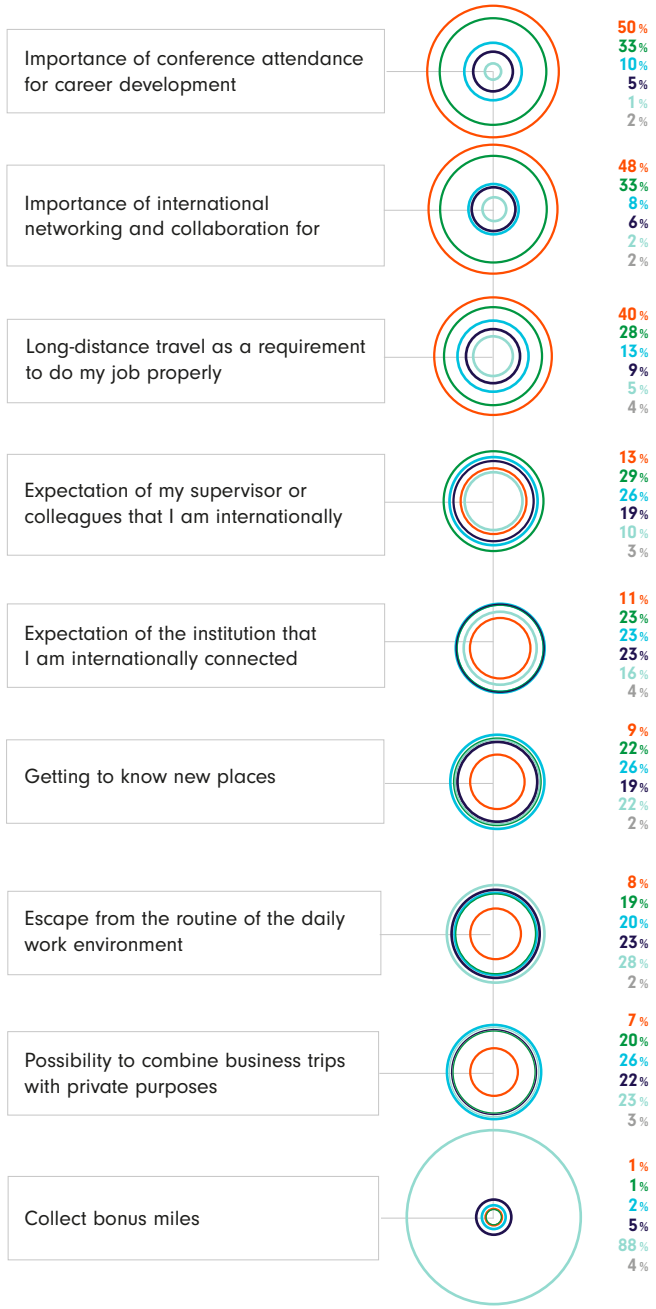
4. Influencing factors for travel decisions in academia

Reasons for business air travel by scientists (N=657)



Status group: academics, N=657 (aggregated from professors & group lead, N=218 and academics without professorship/group leadership, N=439). Relative frequency of mentions (circle area) per partial answer (reason for business-related air travel in academia; X-axis).

Relevance of various factors in weighing a long-distance business trip (scientists, N=657)



Status group: academics, N=657 (aggregated from professors & group lead, N=218 and academics without professorship/group leadership, N=439). Relative frequency of mentions (circle area) per partial answer (business-related flight; X-axis).

Relevance of factors contributing to the decision of virtual vs. face-to-face participation (scientists, N=657)

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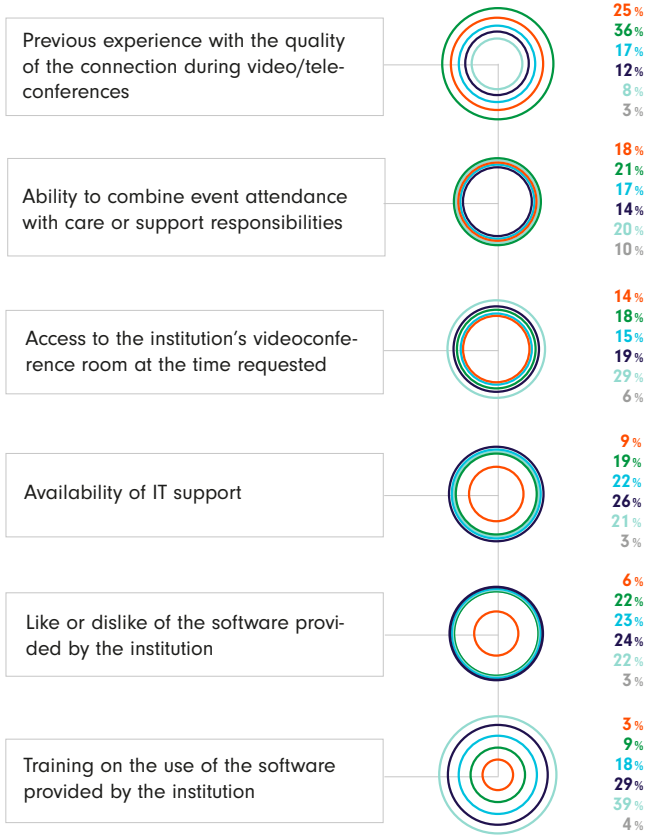
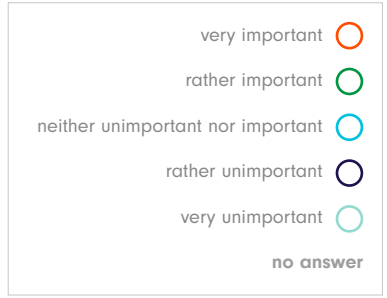


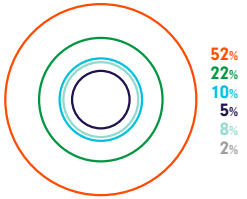


Status group: scientists, N=657 (aggregated from professors & group lead, N=218 and scientists without professorship/group leadership, N=439). Relative frequency of mentions (circle area) per partial answer (decision factor for weighing virtual participation in a business-related event; X-axis).

5. Flight reduction measures and willingness to change behaviour

Evaluation of the implementation of flight reduction measures at the own institution (scientists, N=657)

The implementation of flight reduction measures at my institution is...

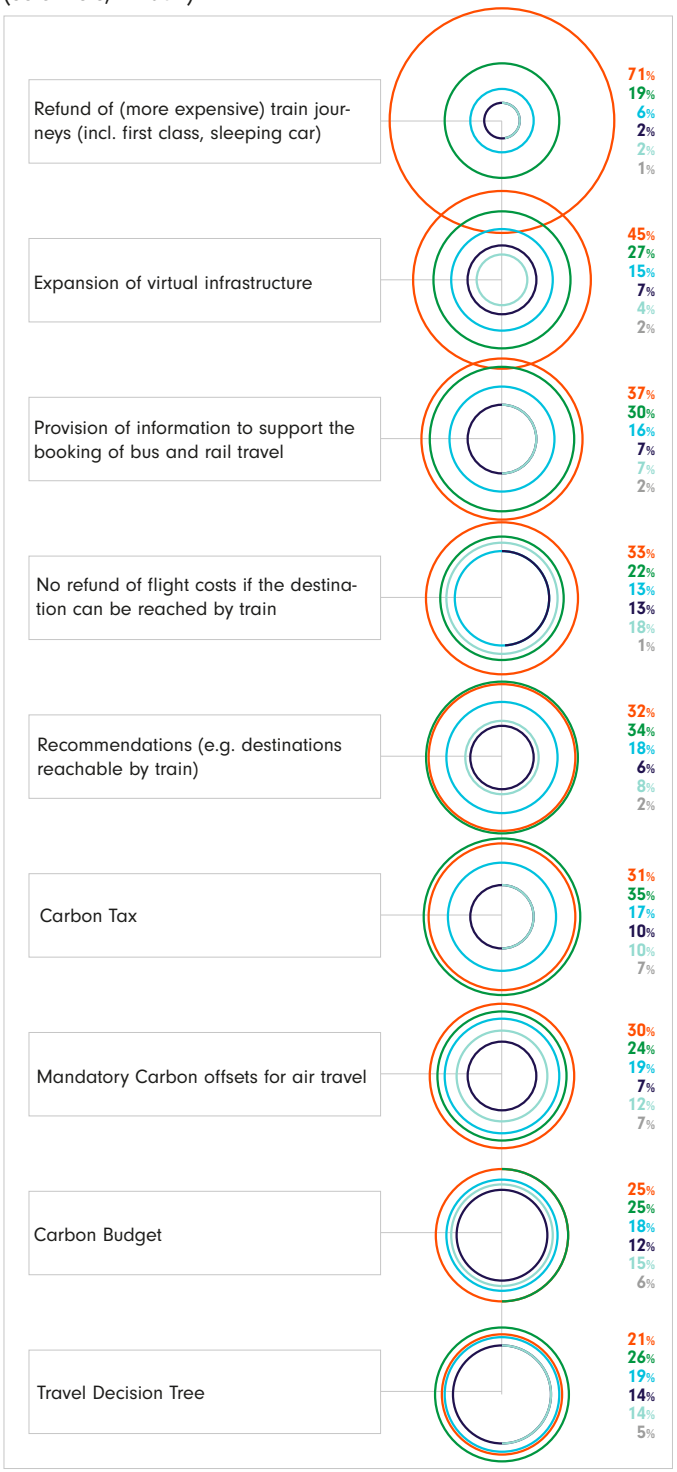


very important
rather important
neither unimportant nor important
rather unimportant
very unimportant
no answer

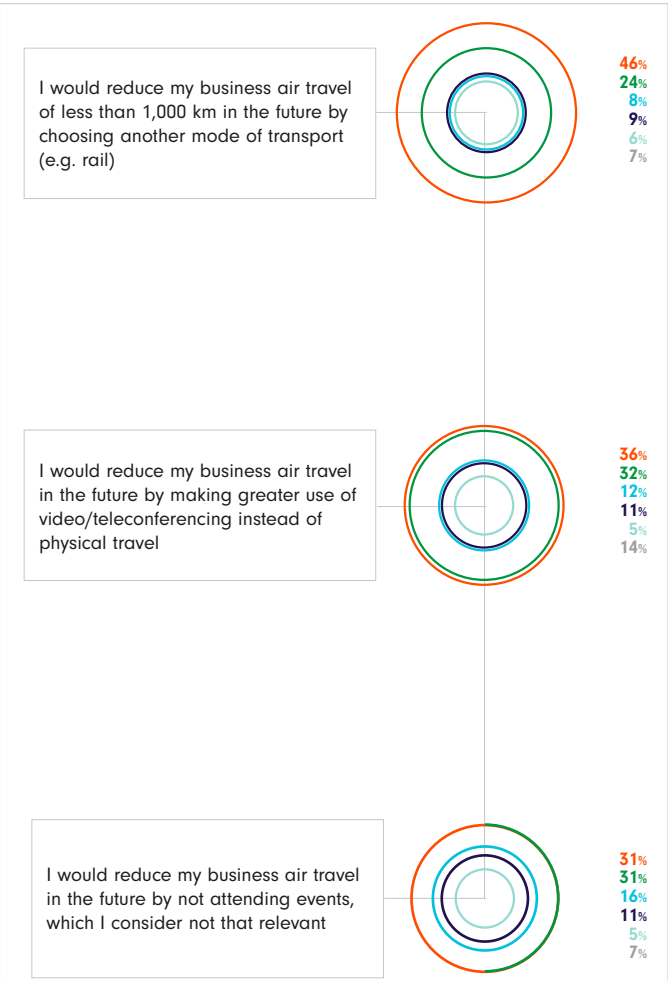
Status group: scientists, N=657 (aggregated from professors & group lead, N=218 and scientists without professorship/group leadership, N=439). Relative frequency of evaluation of flight reduction measures at the own institution (circle area).

Status group: scientists, N=657 (aggregated from professors & group lead, N=218 and scientists without professorship/group leadership, N=439). Relative frequency of mentions (circle area) per partial answer (measures for flight reduction in academia; Y-axis).

Approval of potential flight reduction measures (scientists, N=657)



Willingness to change behaviour to avoid air travel (scientists, N=657)



Status group: scientists, N=657 (aggregated from professors & group lead, N=218 and scientists without professorship/group leader, N=439). Relative frequency of mentions (circle area) per partial answer (agreement with statements about future mobility behavior to avoid official air travel; Y-axis).

Legend for „Approval of potential flight reduction measures" und „Willingness to change behaviour to avoid air travel".

strongly agree
rather agree
neither agree nor disagree
rather disagree
strongly disagree
no answer

Approval of changes in the framework conditions to reduce air travel

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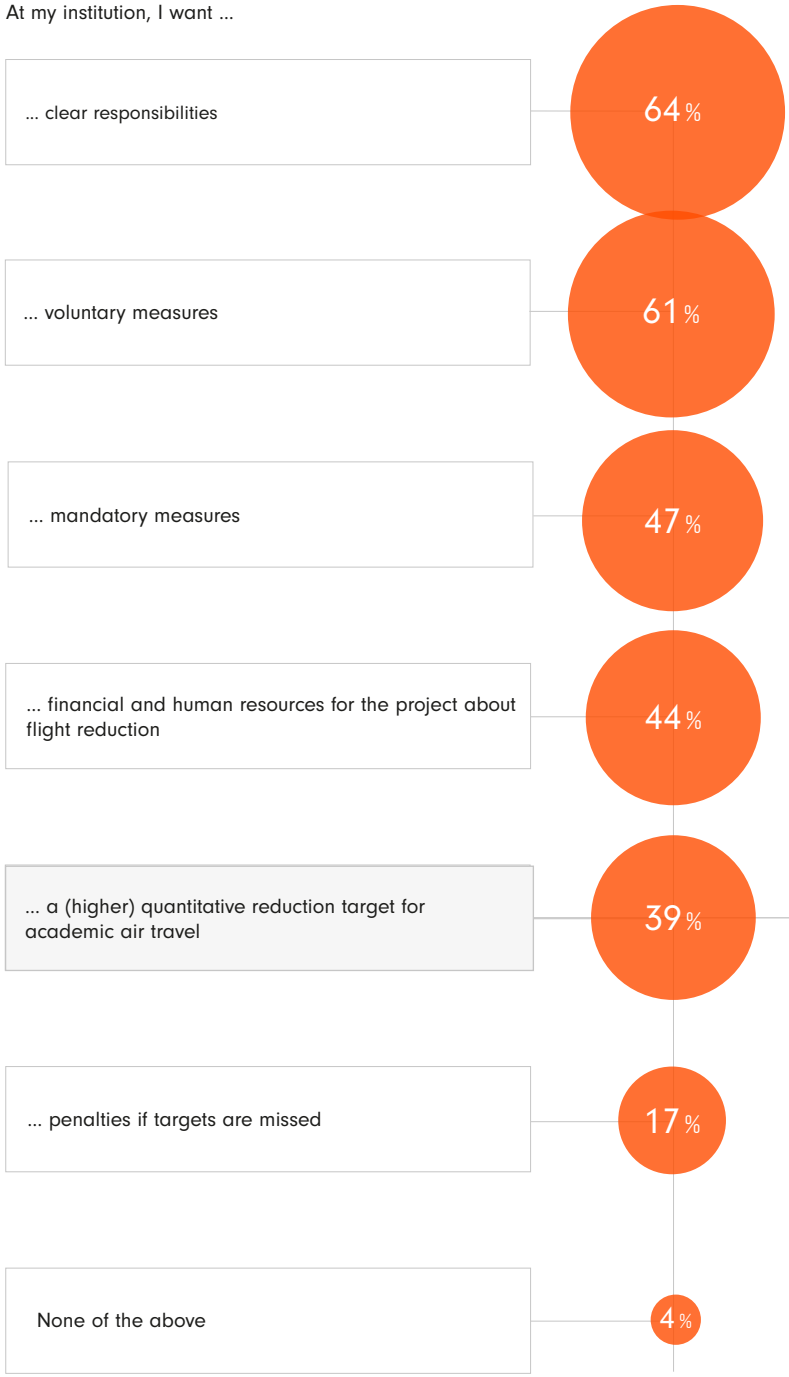
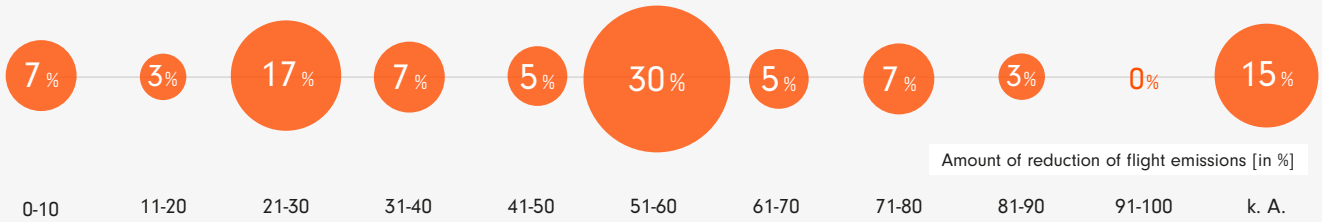
At my institution, I want ...



Support for a potential reduction target at own institution (Respondent estimate)

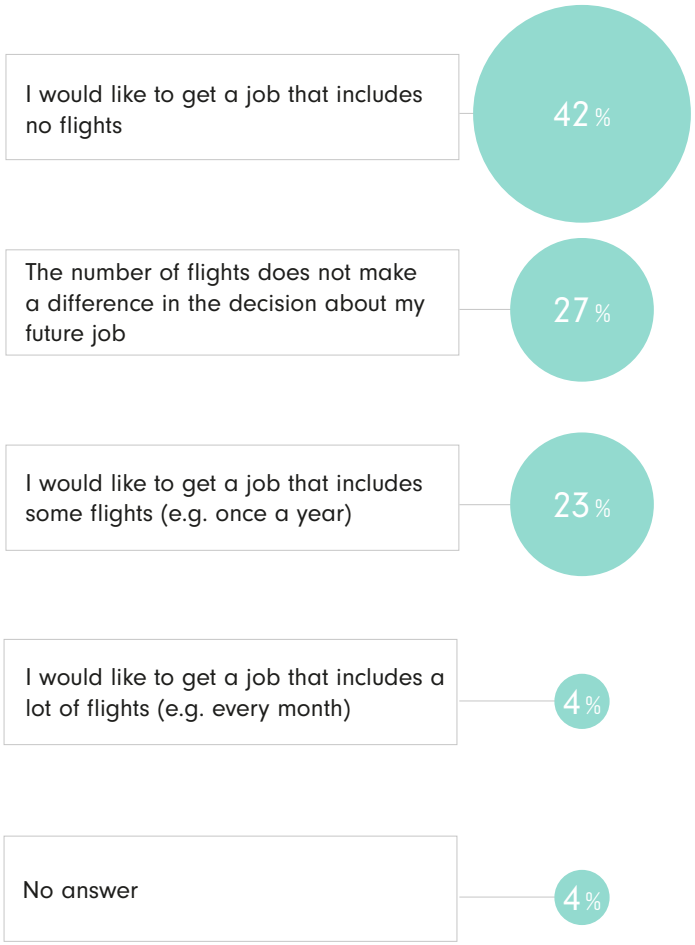


Relative frequency of mentions (x-axis) per aggregated level of reduction of airborne missions in % (circular area). The question was subject to the condition in the previous question to endorse a (higher) reduction target. Accordingly, only 39% of the respondents participated. The relative frequency therefore refers to the sample size of 259.

Relative frequency of mentions (circle area), aggregated status groups, N=657 (professors & group leaders, N=218 & scientists without professorship/group leadership, N=439) for different internal conditions (X-axis).

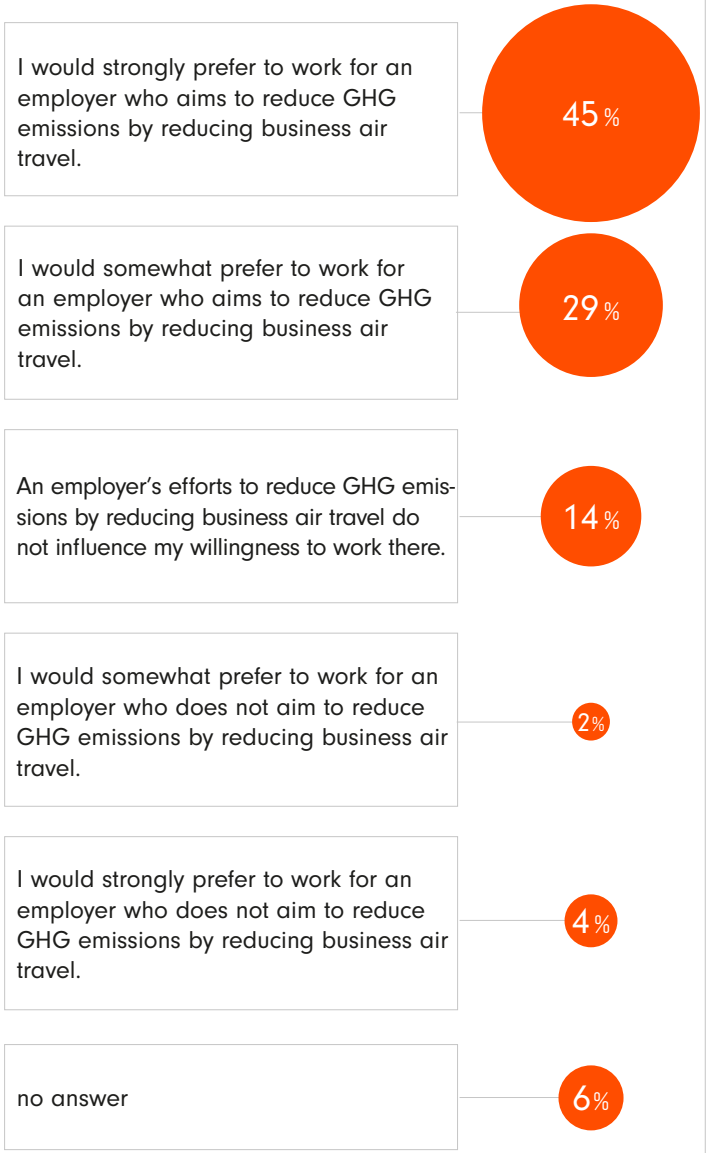
6. The importance of air travel for future job selection of students

Flight frequency in your future job (students, N=525)



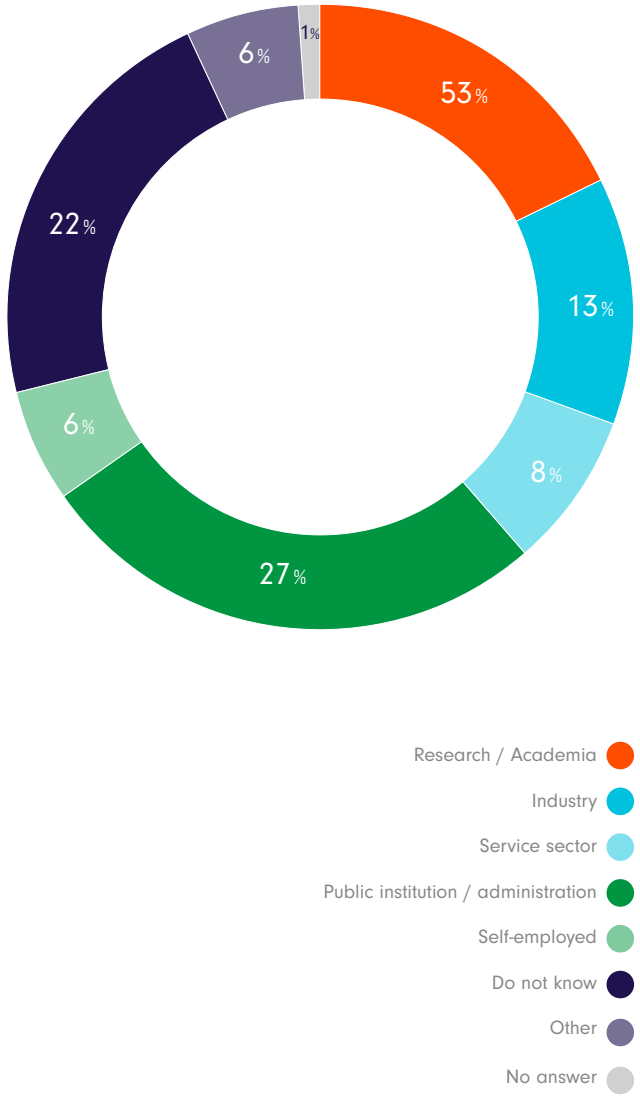
Status group: students, N=525. Relative frequency (circle area) of mentions for the number of air travels at the future workplace (Y-axis).

Relevance of future efforts by employer(s) to reduce flight emissions (students, N=525)



Status group: students, N=525. Relative frequency (circle areas) of the stated preferences regarding the future employer (Y-axis).

Future employment after graduation (students, N=525)



Status group: students, N=525. Relative frequency of the employment areas mentioned.

About FlyingLess

The aim of the Flyingless project is to support universities and research organisations in reducing air travel, which causes a significant part of their total greenhouse gas emissions.

Flyingless develops approaches to reduce air travel in the academic sector, which are implemented at different levels (research, teaching and administration).

The project is being carried out in close cooperation with four pilot institutions – EMBL (European Molecular Biology Laboratory) and MPI Astronomy in Heidelberg as non-university research institutions and the Universities of Konstanz and Potsdam as universities.

Further information can be found on the website www.flyingless.de.

The project is being led by ifeu Heidelberg in close cooperation with the Tdlab Geography at the Institute of Geography at Heidelberg University.

The project is funded over 3 years as part of the National Climate Initiative (NKI) of the Federal Ministry for Economic Affairs and Climate Protection.

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