



THE UNIVERSITY OF
WAIKATO
Te Whare Wānanga o Waikato

TAURANGA

Presentation on frequent flying to NZUATC

AVC Sustainability

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I'm not an expert on this!

Universities need suggestions to help reduce (not stop completely) aviation emissions - hence the formation of NZUATC

A sensitive topic

(At least) three fears of never flying again:

- The ‘reduction in aviation emissions’ is actually about budgetary restraints;
- Greenies have taken over Universities; and,
- Targetting staff that fly too much

NZUATC

- established in 2020 by Massey University to address current high carbon university mobility practices;
- on current projections, the 1.5°C target in the Paris Agreement is incompatible with conventional aviation continuing past 2050;
- frequent long-distance flying, however, is a well-established part of academic research and network building;
- the NZUATC was formed as a collective voice to coordinate and advise on academic flying policies and practices.

Terms of Reference

2. To work with institutional sustainability offices at New Zealand universities, to provide academic perspectives on mitigation measures. The activities of the network will extend to advising UNZ and hence, indirectly, the New Zealand government, and other relevant organisations

Now is the time for us to provide Universities with suggestions to help avoid a return to frequent flying by hypermobile academics



Why universities are starting to re-evaluate their academics' travel

Published: February 22, 2022 5:14pm NZDT

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As New Zealand starts lifting travel restrictions at the end of this month, academics may feel the need to catch up on missed opportunities to attend conferences.

But flights account for [about a third](#) of the tertiary sector's emissions and universities will need to reassess academic travel, given most across Australia and New Zealand, and indeed the world, are increasingly prioritising sustainability.

The push to reduce greenhouse gas emissions comes from all directions. There are national climate targets and sectoral initiatives like the [carbon neutral government programme](#). Universities have sustainability [strategies](#) and there's "bottom-up" activism like the international [Flying Less](#) movement.

Academics are also examining their own [frequent-flyer habits](#) and how they reproduce persistent [inequities born of colonialism](#).

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Partners



As borders open and international travel resumes, will New Zealand's sky-high aviation emissions take off again?

Published: March 29, 2022 8:14am NZDT

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After two years of entry restrictions, New Zealand is [re-opening its borders](#). Already, New Zealanders can re-enter the country without quarantine; they will be followed by Australians on April 12 and the rest of the world on May 1.

Families will be able to reunite. Grandparents will be able to visit new grandchildren for the first time. And the tourist industry is [very keen](#) to get

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Disclosure statement

Robert McLachlan does not work for, consult, own shares in or

Our advice is needed now

- Waikato experience
 - Looking to this group for advise and back-up
 - Leaders / managers want a **range of options** to present to staff
 - There's a lot of research – let's present some of it as options to Universities in Aotearoa

Some options....



An evaluation of approaches to reduce staff air travel emissions: A Griffith University case study

Author

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2021

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Version

Version of Record (VoR)

ABSTRACT

With increasing climate change concerns, there are calls for action to reduce aviation greenhouse gas emissions. Universities are responsible for a significant level of air travel and this study evaluates approaches to reduce aviation emissions at Griffith University. The research involved consultation with the Griffith University community. A series of semi-structured interviews with ten relevant Griffith University stakeholders and a week-long immersive digital discussion with 52 Griffith University staff using the digital platform Recollective, were conducted.

University air travel is increasingly coming under the spotlight and a range of technological solutions are emerging such as virtual conferences. Given the complexity of the situation, there does not exist an off-the-shelf handbook of technical solutions. Some universities are looking to implement air travel polices and there are some initial university appraisals, but a deeper investigation of existing and emergent solutions makes this work an original contribution.

Research findings are grouped according to six key themes: 1) Targets for reducing aviation emissions; 2) A long-term net zero carbon culture with staff buy-in; 3) Technologically advanced teaching and research practice; 4) Travel related data and aviation emission monitoring; 5) A travel booking system prioritising low carbon opportunities; and 6) Institutional barriers to change.

- Themes

- 2) A long-term net zero carbon culture with staff buy-in;
- 3) Technologically advanced teaching and research practice;
- 5) A travel booking system prioritising low carbon opportunities; and
- 6) Institutional barriers to change.

Literature shows

Table 1: Key findings from select university sustainability policy documents

Institution	Key findings
Lund University	<ul style="list-style-type: none">• Decision tree for academic travel.• Pursue a long-term strategy to reduce aviation emissions through investigating opportunities for an internal fund to finance international low carbon travel.
University of East Anglia	<ul style="list-style-type: none">• Climate change, energy and transport: Minimise consumption of non-renewable energy and emissions of greenhouse gases.• Unlocking the potential of green initiatives is the key to achieving the dramatic reduction in CO₂ emissions we saw during lockdown. Lockdown measures in response to the COVID-19 crisis led to a temporary 17% drop in global carbon emissions. Aviation emissions – accounted for a 10% decrease in emissions during the pandemic (this economic sector was most impacted by the lockdown but only accounts for 3% of global emissions).
University of Zurich	<ul style="list-style-type: none">• Regulatory measure: carbon taxes, systematic monitoring and reporting.• Non-regulatory measures: cultural aspects, awareness raising.• Changes in enabling conditions: video conferencing & tools to compare travel options.• Compensation schemes.

Summary of key measures

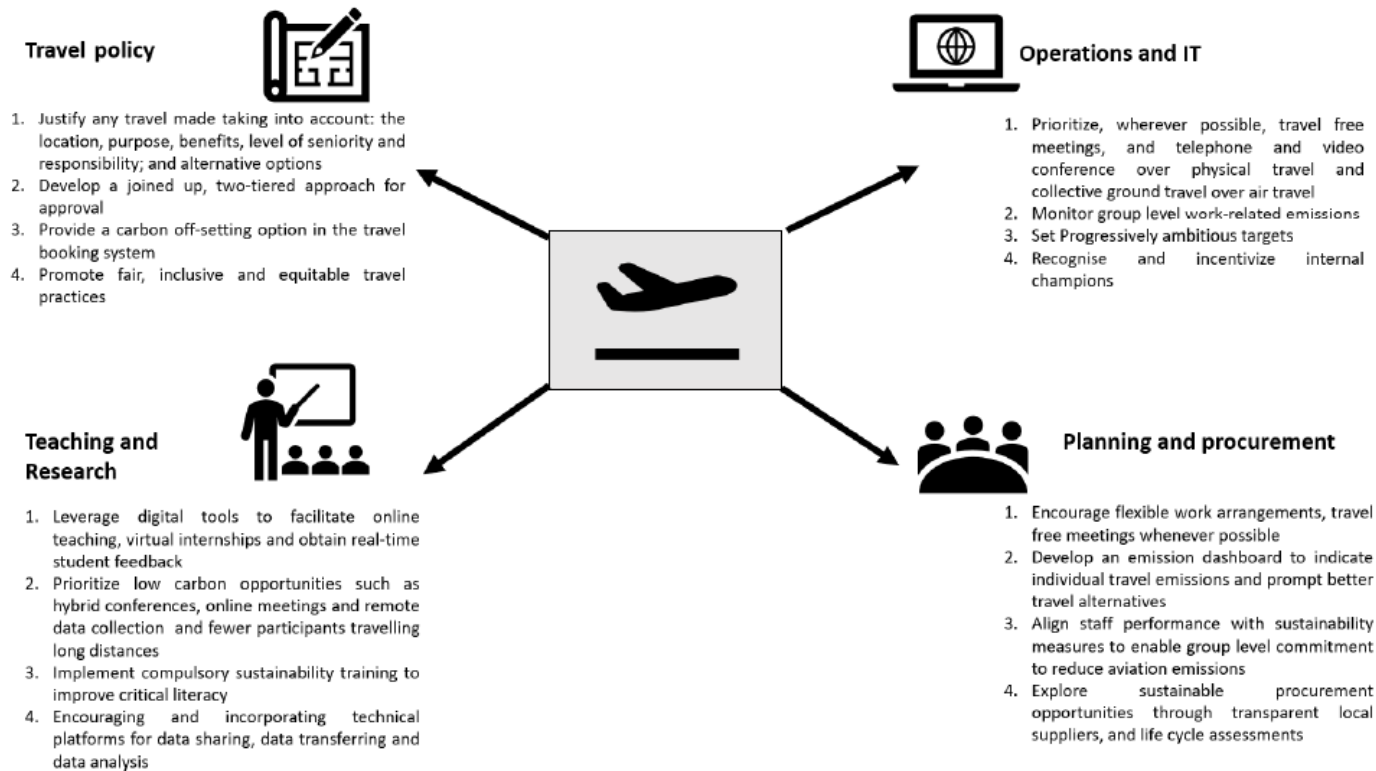
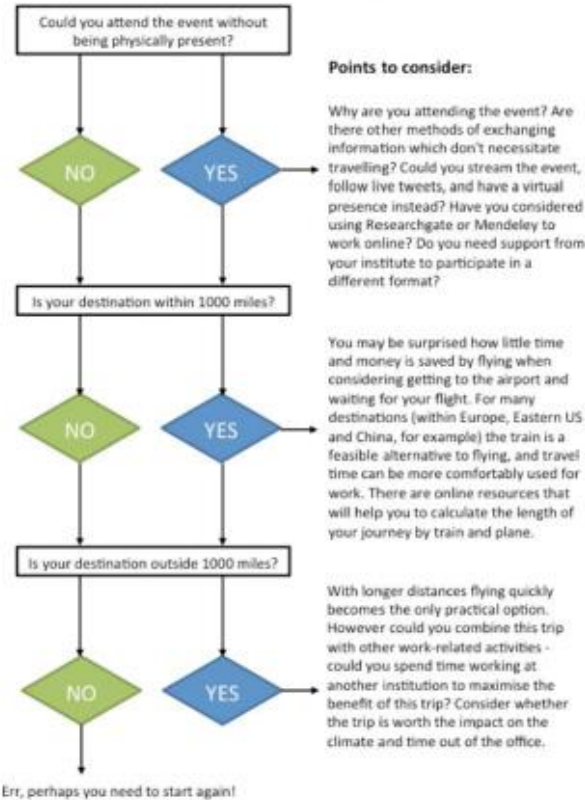


Figure 1: Summary of key measures emerged through the recollective study (Source: Original from the study)

Appendix 1: Decision tree for academic travel³

II – Decision tree:

The decision tree aims to help you identify low-carbon travel alternatives, and help you maximize the benefits of your travel emissions.



questions

- My question to us, is, are we ready to construct and release a statement that contains multiple suggestions (bold and gentle) for Universities to manage academics' flying frequency?
- As the borders open, we need to move fast.

