



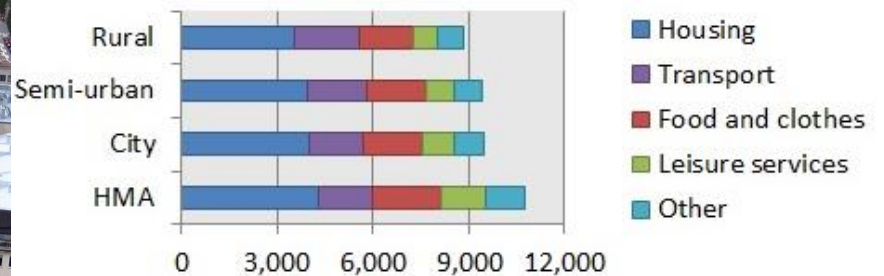
Downtown dwellers' globalized lives



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Carbon footprints in Finland (kg/a)



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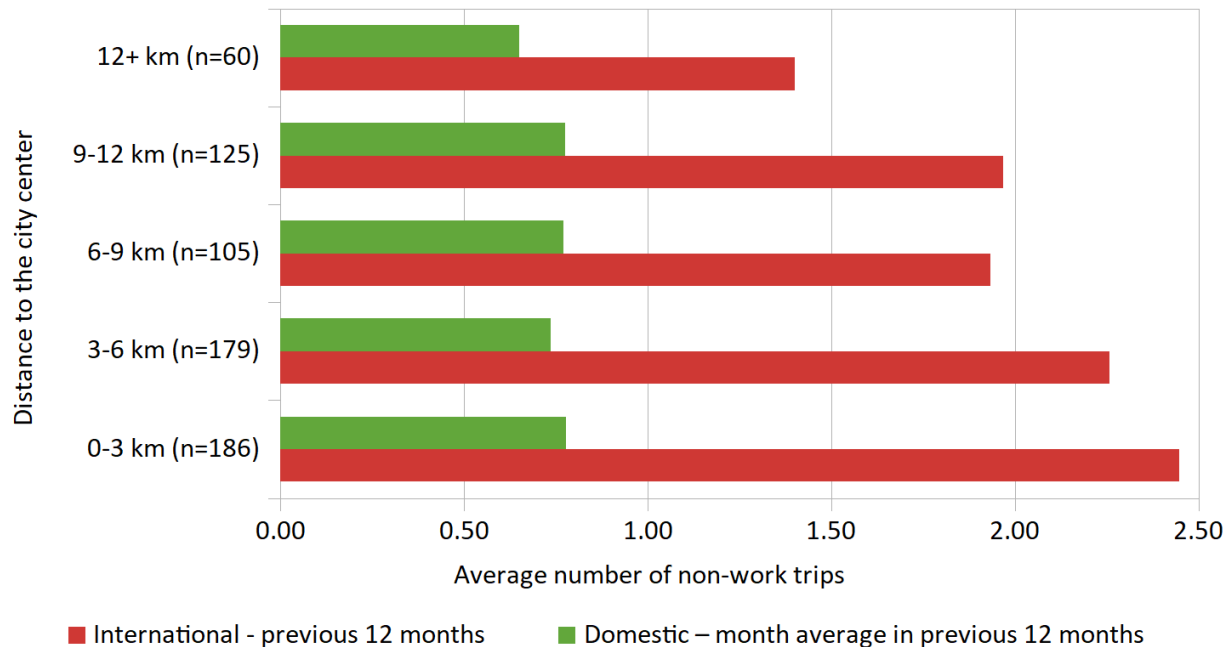
Long-distance travel and built environment: is there causality?

- Living in denser urban environments leads to reduced short-distance travel and GHGs
- Is there such a causal connection between density and long-distance travel?
 - How do those not possessing vehicles spend their holidays?
 - Where do they put the money saved from possessing, operating and maintaining a car?
 - Do the high-density area dwellers experience higher level of "urban annoyance", followed by higher desire to get away?
 - What is the role of globalizing lifestyles?



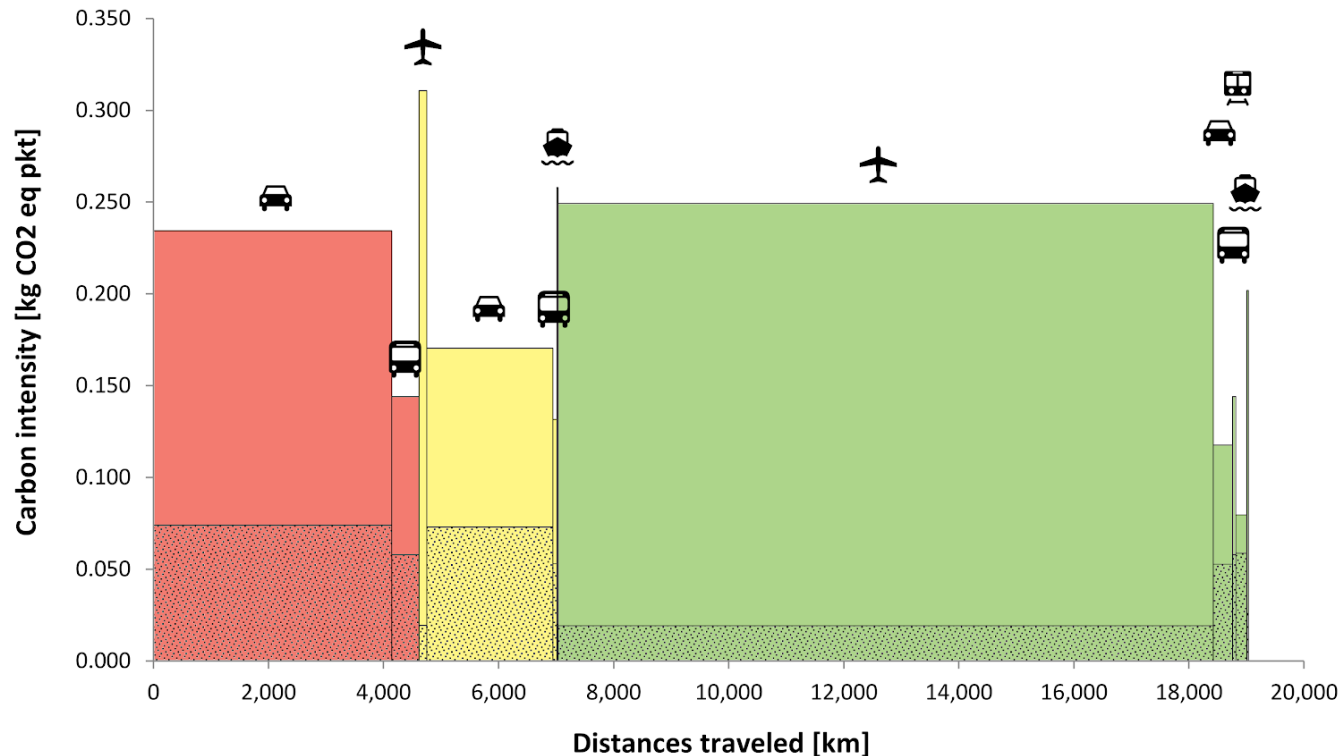


Weak pattern with domestic trips, stronger with international trips



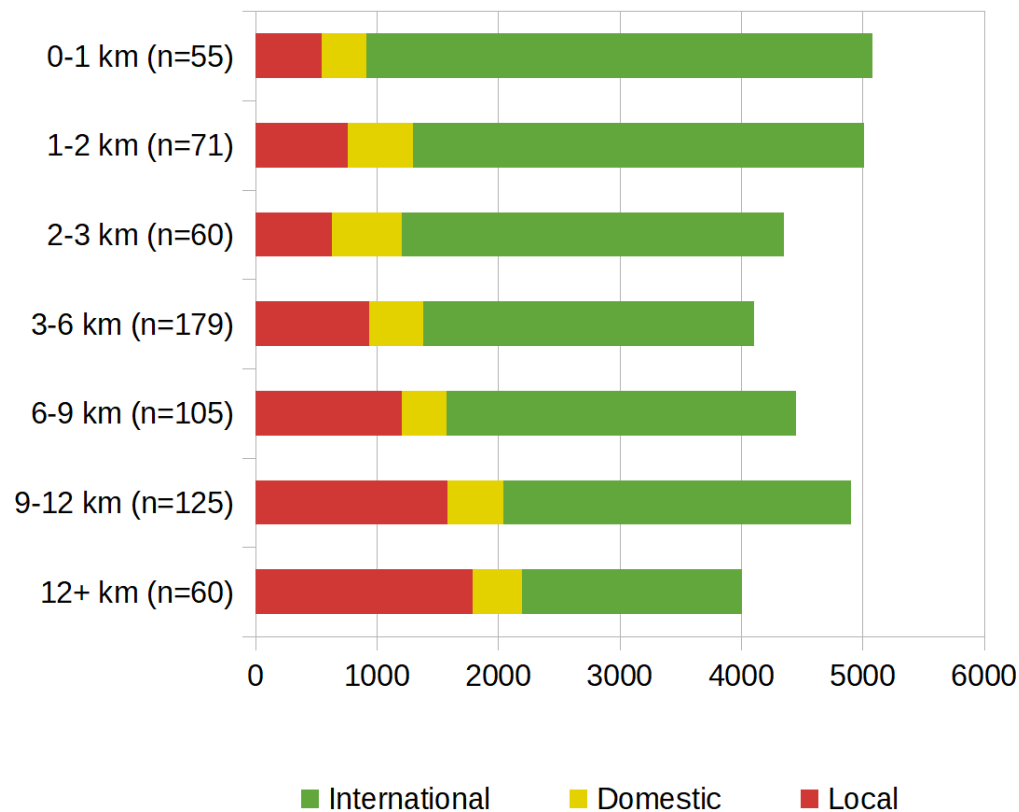


How important are the long-distance trips for GHGs?



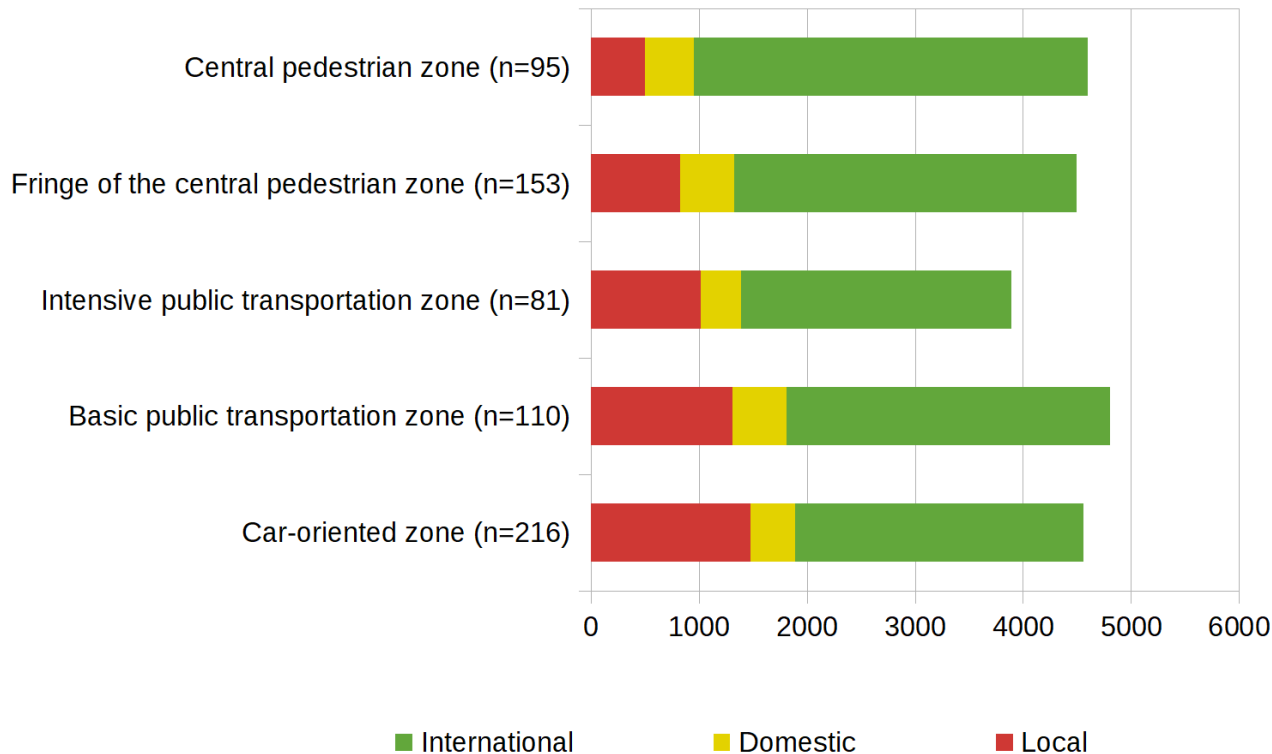


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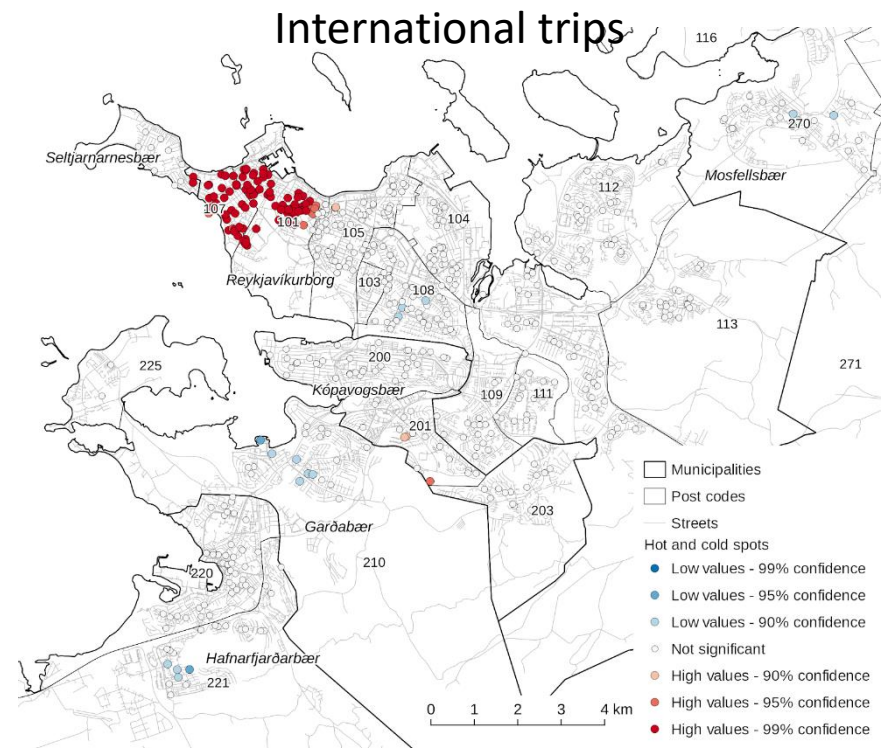
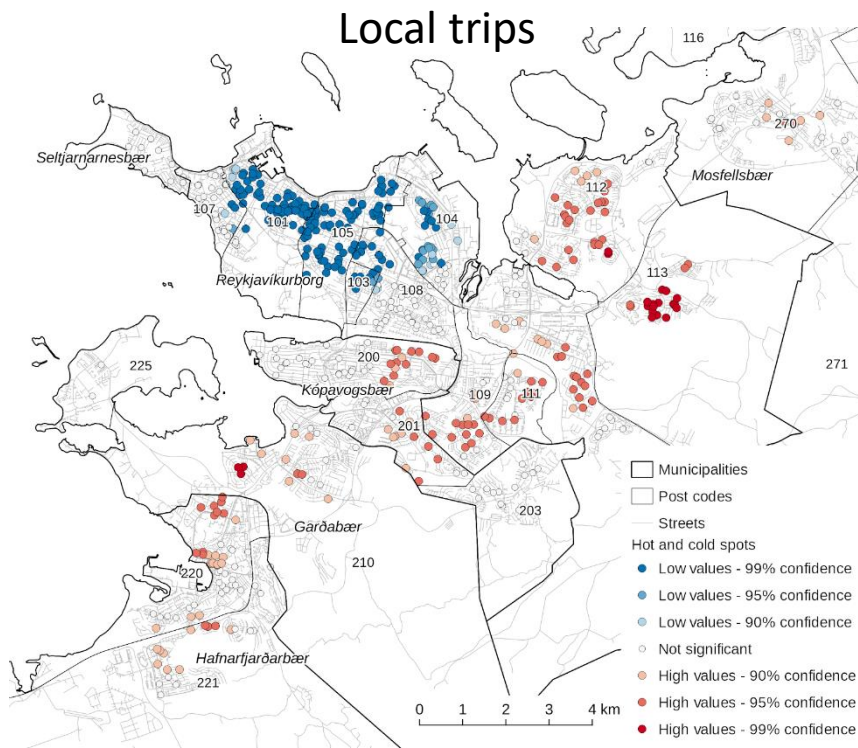


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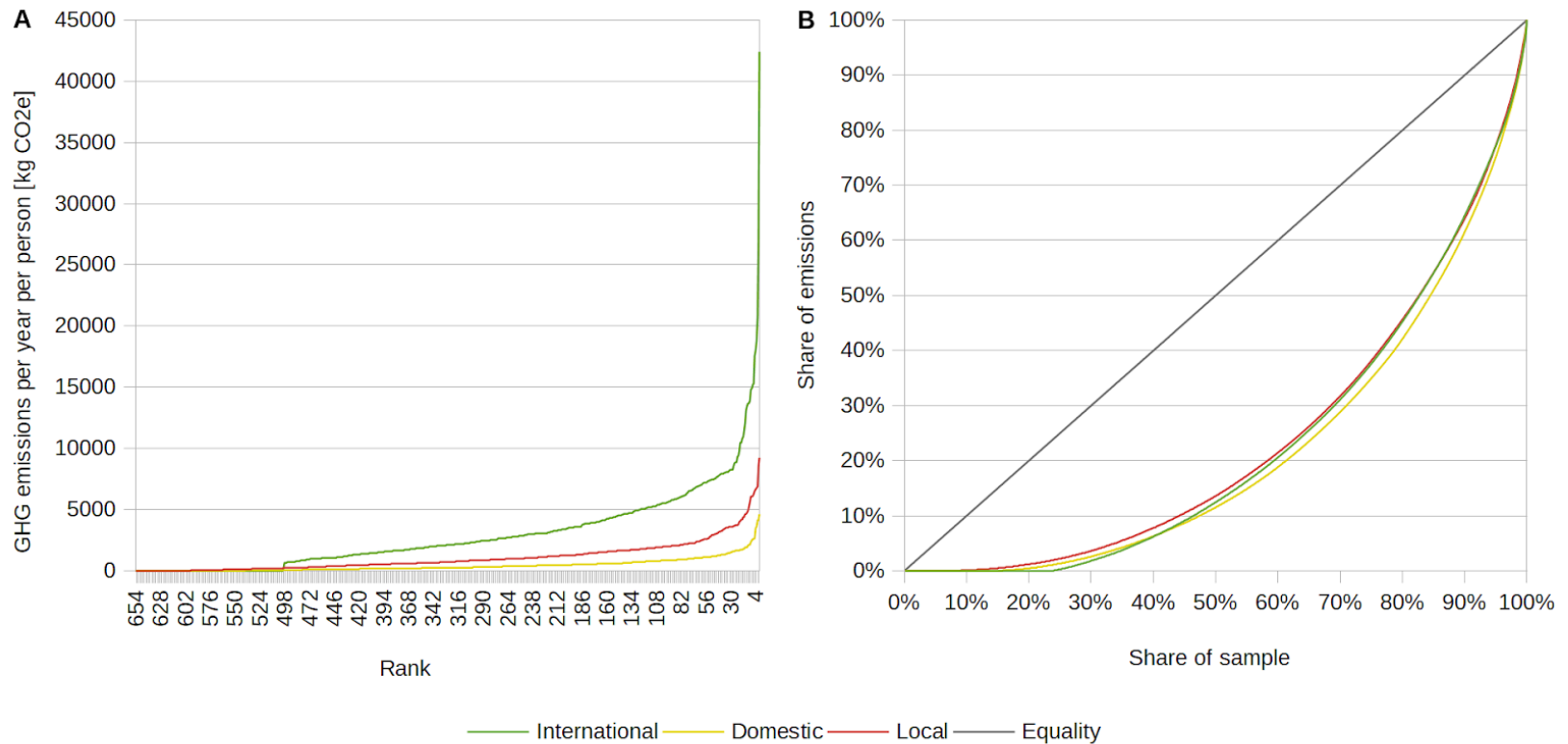


Inverse pattern in clustering of GHGs from local and international trips





Who travel (and why)?





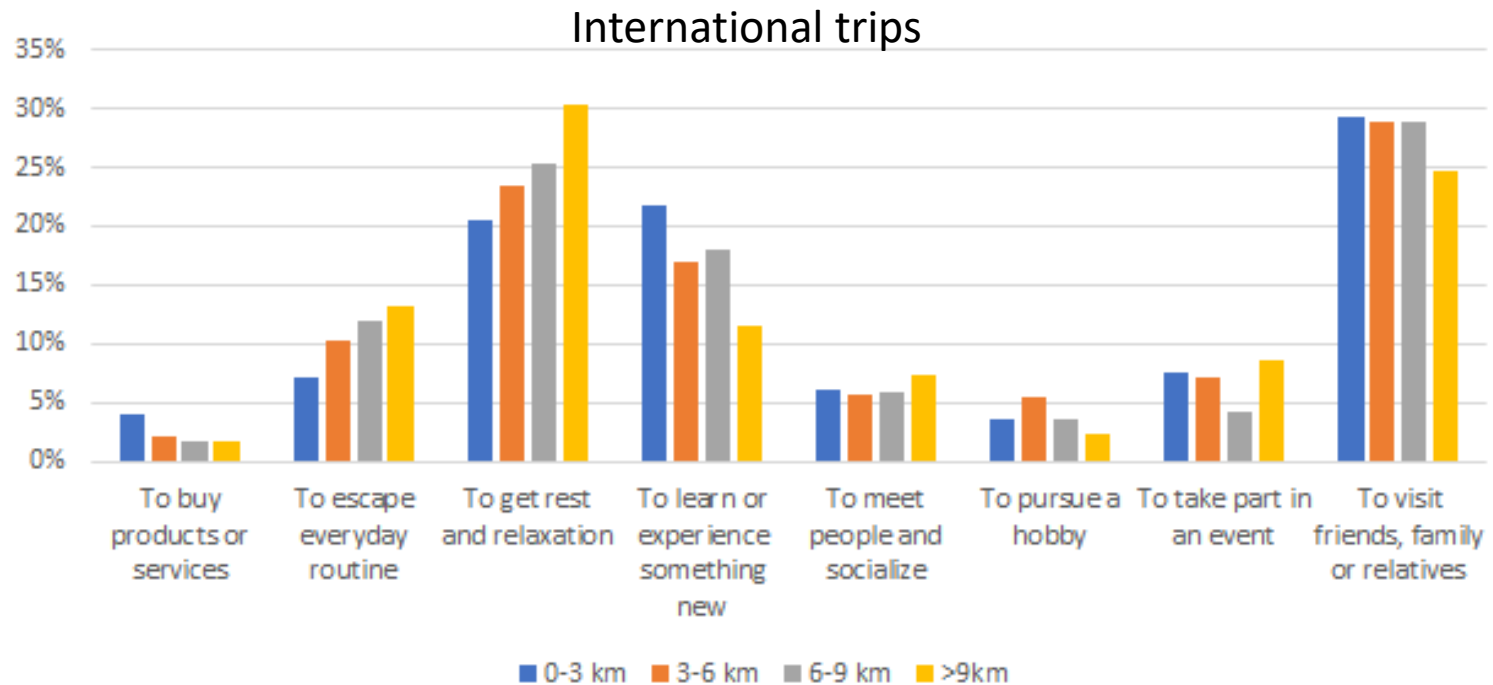
Who travel (and why)?

- Positively affecting factors
 - Cosmopolitan attitude
 - Language skills
 - More than 2 cars
 - Climate change awareness
 - Income level
 - Access to a private yard
- Negatively affecting factors
 - Distance to the city center
 - Young children



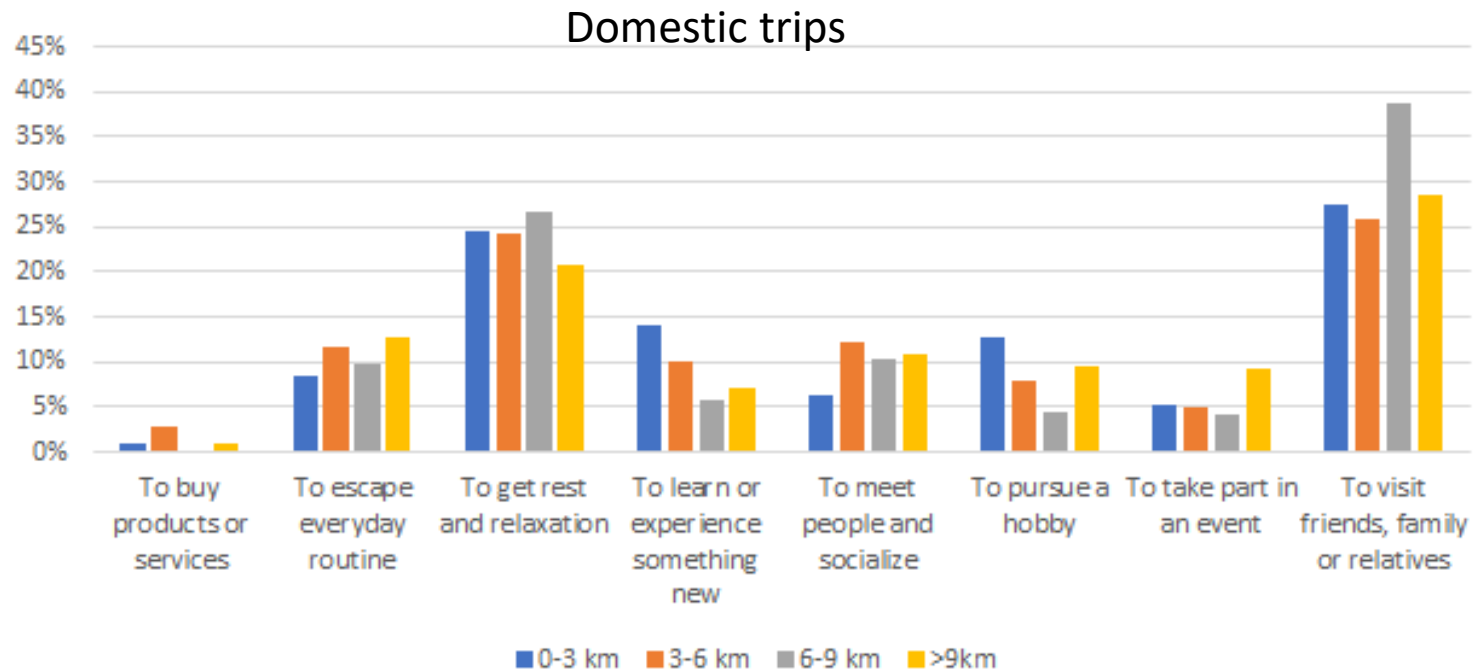


Who travel (and why)?





Who travel (and why)?





The key takeaways

- Flights should not be omitted when talking about emissions from transport
- Long-distance trips have potentially causal connections to the general structure and local qualities of the built environment
- Partially inverse relationships than with local travel and emissions
- Still predominantly different measures than planning policies to mitigate long-distance travel-related emissions



Bensín eða utanlandsferð?

e-Golf 100% rafmagnaður.

Think Blue.



Thank you!

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