MIT10

TRANSPORT PERFORMANCE IN AIR TRANSPORT

Number	MIT10
Indicator name	Transport performance in air transport
Area	M
Indicator definition	Total length of air journeys in passenger-kilometres (private and business journeys of persons residing in a city/city district/municipality. It is possible to supplement the business trips of public sector representatives. Air transport performance is then converted to the corresponding greenhouse gas emissions.
Indicator unit	kg CO_2e/pers.
Key words	Air transport
Reason for tracking and usability	Emissions from aviation have an impact of about 3% on total global greenhouse gas emissions. A large part of these emissions are personal holiday travel (or business trips), which are related to the inhabitants of the city. In addition to mitigation, the indicator is also linked to transport policy, environmental protection policy and, indirectly, other aspects such as noise, pollution, land use, etc.
Completeness, representativeness, validity	The limit of completeness and representativeness of the indicator is the possibility of data collection. The preferred method is a questionnaire survey of a representative sample of the population. This sample also includes children (age category 0–15). Air freight is not included in the indicator. The results therefore rather underestimate the total greenhouse gas emissions related to aviation.
Description of data processing	The most accurate data for the city/city district/municipality can be obtained by conducting a standardized research "Mobility and local transport". The data are obtained directly from a survey of a statistically significant sample of the population living in the city. A simple questionnaire can be used for this purpose. The sample size should be at least 4% of the municipality's population, depending on its size. The obtained data on the number of air travel and their length need to be statistically evaluated and recalculated to the necessary units – "passenger-kilometers" per inhabitant of the village and year.

Data source	The primary source of data is personal mobility surveys in the city/city district/municipality. If it is not possible to determine the number of passenger-kilometres for individual modes of transport in this way, less accurate methods based on transport data at the regional level may be used. However, the use of this data is less accurate and does not correspond to the specifics of the city/city district/municipality.
Tracking frequency	Once every 2 years
Urban influence	City/city district/municipality will have very little effect on this indicator. Cities with airports have a certain decision-making power (permitting the construction of new runways and expanding airports). The overall values of the indicator are mainly influenced by citizens through their behaviour.
Presentation method	The results will be presented in a uniform Klimasken framework on a five-point scale according to specified intervals (kg CO2e / inhabitant)
Responsibility	Processor KLIMASKEN, city, city district, municipality