



2020 Travel Surveys Summary of Results

October 2020

Prepared For: The London School of Hygiene
and Tropical Medicine (LSHTM)

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1. EXECUTIVE SUMMARY

Introduction

- 1.1 The following summarises the key findings of the travel survey and identifies how LSHTM may use this information moving forwards, both in terms of catering for an increased number of staff and students returning to work / study following relaxations post COVID-19, but also more generally in regard to encouraging / facilitating more sustainable travel patterns, for commuting and, particularly, business travel.

Headline Figures & Recommendations

Business Travel

- Prior to COVID-19, 62% of respondents indicated that their role required them to travel for business, however, the frequency of these trips is fairly minimal, even for travel locally.
- As expected international travel is dominated by plane trips, albeit train travel is also common for trips within Europe (outside UK). Trips within London are typically made by public transport or active modes, whilst those within the UK, outside London are dominated by train. In terms of factors affecting choice of business travel mode, environmental impact was more important to staff than students.
- In terms of the impact of COVID-19 on business travel, nearly a quarter of respondents consider that the cancellation / postponement of their trips(s) within the UK has had a major impact on their work; this increases to 38% for international trips.

Video Conferencing

- The proportion of respondents that use video conferencing regularly for meetings has increased significantly since lockdown; those that use it once a week or more has increased from 45.2% to 95.7%.
- Typically, students gave video conferencing a higher rating score than staff (albeit overall scores were positive). Based on the free-text feedback from respondents, it may be beneficial to provide additional support / training to those that require it and to identify a standard etiquette for use of video conferencing facilities.



Commuting Pre-COVID

- Public transport previously accounted for 73.5% of respondents' usual commuting mode, whilst active travel was favoured by 22.8%. Encouragingly, car alone accounted for just 1.5% of respondents.
- It is also notable that car use is limited to staff working within Academic and Professional Services roles.
- Postcode mapping by mode indicates that the majority of respondents that live within walking distance commuted on foot (pre-COVID-19), whilst some cyclists commute considerable distances. There are a cohort of respondents that could potentially cycle that previously travelled by public transport. In the current climate of restrictions on public transport capacity and nervousness about the safety of these modes, it would be advantageous for the organisation to support / facilitate increased levels of cycling, focusing on this group.
- In terms of mode choice, length of journey, no practical alternative and journey time reliability were the most common reasons given. Environmental concerns and exercise were also popular answers.

Home Working

- Prior to COVID-19, 24.6% never worked from home, with a further 22.5% doing so infrequently. This is in stark contrast to the current situation, brought about by the pandemic. Further analysis indicates that those in Professional Services were most likely to never work at home. Conversely, Academic Staff had the highest levels of regular home working with nearly half (48%) doing so at least 1 day a week, on average.

Carbon Assessment

- The data collected on (international) business travel frequency, mode of travel and destinations visited has been used to undertake a high level analysis of the carbon impact of these trips.
- The total round-trip mileage for trips within Europe (outside the UK) and outside Europe has been calculated and DEFRA conversion factors applied in order to understand how this translates into CO₂e. In total, international business travel (pre-COVID-19) is estimated to have generated over 5,400 tonnes of CO₂e per annum,



meaning the organisation will have saved in the order of 2,250 tonnes of CO₂e since March 2020 on international business travel alone.

- In regards to commuting trips, these collectively generate in the order of 7,200 tonnes of CO₂e per annum and thus contribute more to the overall CO₂e output than business trips.
- Whilst 38% of respondents who had had business trips abroad cancelled as a consequence of the pandemic suggested this had a major impact on their work, this leaves 62% where the impact was manageable (or, indeed, there was no perceived detrimental impact). There is significant potential, therefore, to take advantage of the lessons learned in order to minimise the environmental impact and costs of international business travel (without an undue operational impact).



2. INTRODUCTION

Introduction

- 2.1 This report has been prepared to summarise the findings of a recent travel survey at the London School of Hygiene and Tropical Medicine (LSHTM). The survey sought to capture information on travel patterns (commuting and business) prior to and during the COVID-19 pandemic lockdown period, which commenced in March 2020.
- 2.2 The purpose of the survey was to gain an understanding of the impact of the pandemic on staff and DrPh / PhD students and to allow LSHTM to better understand how specific groups have been affected (in terms of travel). This will allow the organisation to better plan for the return of staff and students to work / study over the coming months, ensuring the appropriate infrastructure / services are in place.
- 2.3 The survey results have also highlighted a number of areas where LSHTM could adapt pre-COVID practices to encourage more sustainable travel behaviours (with resultant environmental benefits and cost savings), particularly around business travel.
- 2.4 The report also includes a high-level international business travel carbon assessment, aimed at understanding the pre-COVID 'baseline' and how this has been impacted upon over recent months.

Report Format

- 2.5 Following this introductory chapter:

Section 3 provides an overview of the survey methodology;

Section 4 provides the full analysis of the survey results, including cross-tabulation of specific questions / groups where appropriate;

Section 5 details the methodology and results of a carbon assessment that considers both international business travel and daily commuting.

3. SURVEY METHODOLOGY

Overview of Methodology

- 3.1 The survey was set up using an online survey manager package in consultation with LSHTM. It incorporated the LSHTM branding and a prize draw (for a smart garden) was offered as an incentive for completion.

Figure 3.1 – Survey Branding



- 3.2 The benefit of using an online survey programme is that filtering can be used to collect a greater level of detail on specific issues unnecessarily lengthening the survey for those who did not need to answer additional questions.
- 3.3 The survey was distributed via email with a web link to the online survey. Reminders were sent out regularly throughout the survey period to ensure a representative response rate was achieved.

4. SURVEY FINDINGS

Introduction

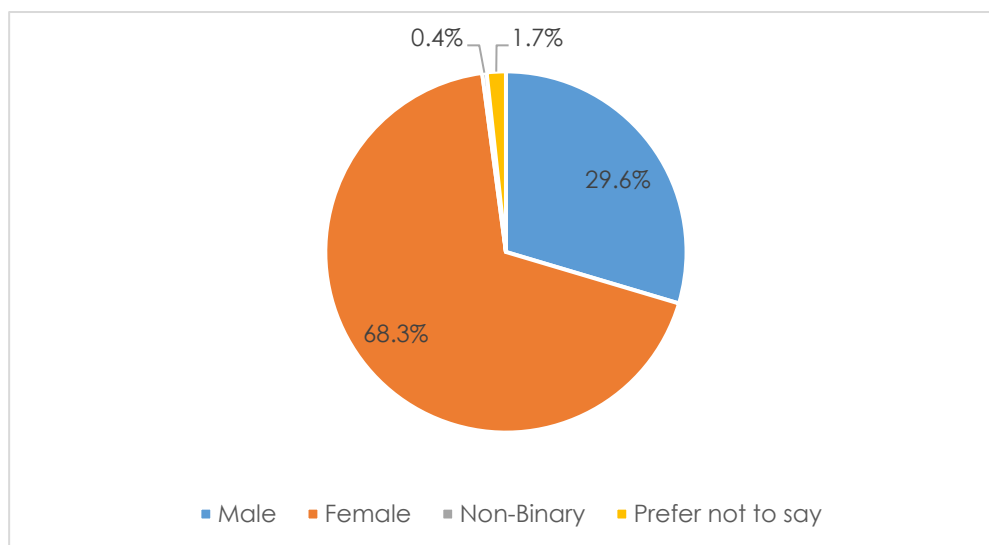
- 4.1 This section of the report considers the results of the survey, focusing on specific groups where useful to do so.

Personal Characteristics

Gender

- 4.2 Firstly, respondents were asked to state their gender identity. As illustrated in **Figure 4.1** there was a significant female bias in the responses received. Information provided by LSHTM suggests this is broadly reflective of the gender split overall, with 68% of staff being female.

Figure 4.1 – Gender Identity Split of Survey Respondents (Respondents: 760)





Age

- 4.3 The survey asked respondents to confirm the age range they fall within. **Figure 4.2** summarises the results.

Figure 4.2 – Age Range of Respondents (Respondents: 762)

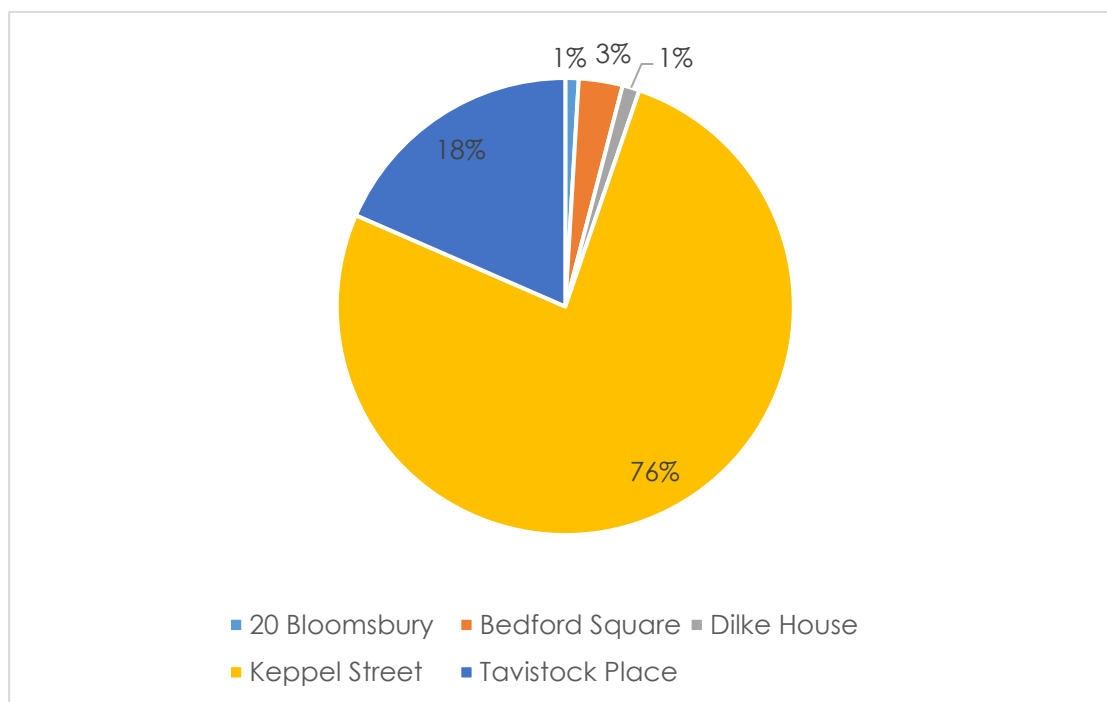
Age Range	Number	Percentage
Up to 25 years	31	4.1%
26 – 35 years	235	30.9%
36 – 45 years	228	29.9%
46 – 55 years	136	17.8%
56 – 65 years	87	11.4%
Over 65 years	34	4.5%
Prefer not to say	11	1.4%
Total	762	100%

Employment / Study Details

Work Location

- 4.4 Respondents were asked to state in which building their role is usually based (pre-COVID-19). As illustrated in **Figure 4.3**, the majority of respondents (76%) are based at Keppel Street.

Figure 4.3 – Location of Respondent's Role (Respondents: 725)



Role

- 4.5 Respondents were asked about their role at the University; **Figure 4.4** summarises the responses, with Academic Staff and those in Professional Services accounting for 93.0% of respondents collectively.

Figure 4.4 – Role at The University (Respondents: 763)

Role	Number	Percentage of Respondents	Percentage of All Staff / Students
Academic Staff	453	59.4%	27.5%
Professional Staff	256	33.6%	15.5%
PhD / DrPh Student	50	6.5%	3.0%
Other	4	0.5%	0.2%
Total	763	100%	46.2%*

*subject to rounding



Working Days

- 4.6 Respondents were asked about their working days at the University; **Figure 3.5** summarises the responses.
- 4.7 The information provided in **Figure 4.5** illustrates that 81.7% of respondents work every weekday, while the remainder work fewer than 5 days per week. Taking into account the specific days respondents work, Monday and Fridays are typically quieter, with Tuesday and Wednesday being busiest.

Figure 4.5 – Respondent Working Days (Respondents: 763)

Working Day	Number of Responses	Total by Day
Every weekday	623	-
Monday	86	709
Tuesday	119	742
Wednesday	119	742
Thursday	110	733
Friday	54	677



Business Travel

Pre-COVID-19

- 4.8 Sixty-two percent of respondents confirmed that they travel for business as part of their role. **Figure 4.6** reports on the frequency of trips by geographical region, whilst **Figure 4.7** shows the split of usual business travel mode.

Figure 4.6 – Frequency of Business Travel by Geographical Area, Pre-COVID-19 (Respondents: 481)

Frequency	Within Greater London	Outside London, within UK	Outside UK, within Europe	Outside Europe
Never	25.7%	36.4%	40.3%	15.9%
Infrequently	49.4%	57.4%	55.1%	75.8%
1-3 times a month	18.2%	5.8%	4.4%	8.4%
Once a week	4.0%	0.2%	0.0%	0.0%
2-3 times a week	2.1%	0.0%	0.0%	0.0%
More than 3 times a week	0.6%	0.2%	0.2%	0.0%
Total	100.0%	100.0%	100.0%	100.0%

- 4.9 The results indicate that whilst a significant proportion of respondents suggested that their role requires them to travel for business, the frequency of these trips is fairly minimal, even for travel locally.
- 4.10 In regards to mode of business travel (**Figure 4.7**), as expected international travel is dominated by plane trips, albeit train travel is also common for trips within Europe (outside UK), which is encouraging. Trips within London are typically made by public transport or active modes, whilst those within the UK, outside London are dominated by train.

Figure 4.7 – Mode of Business Travel by Destination, Pre-COVID-19 (Respondents: 485)

Mode*	Within Greater London	Outside London, within UK	Outside UK, within Europe	Outside Europe
Underground / DLR	41.2%	-	-	-
Walk	21.7%	-	-	-
Bus	12.3%	3.5%	-	-
Bike	10.7%	1.2%	-	-
Train	10.2%	73.1%	22.9%	1.7%
Taxi	2.6%	8.0%	-	-
Car share	0.6%	1.7%	-	-
Car alone	0.3%	6.5%	-	-
Motorcycle / scooter	0.3%	0.5%	-	-
Plane	-	5.5%	76.4%	98.0%
Ferry / boat	-	-	0.7%	0.2%

*NB. Respondents could select multiple modes, hence percentages do not total 100%

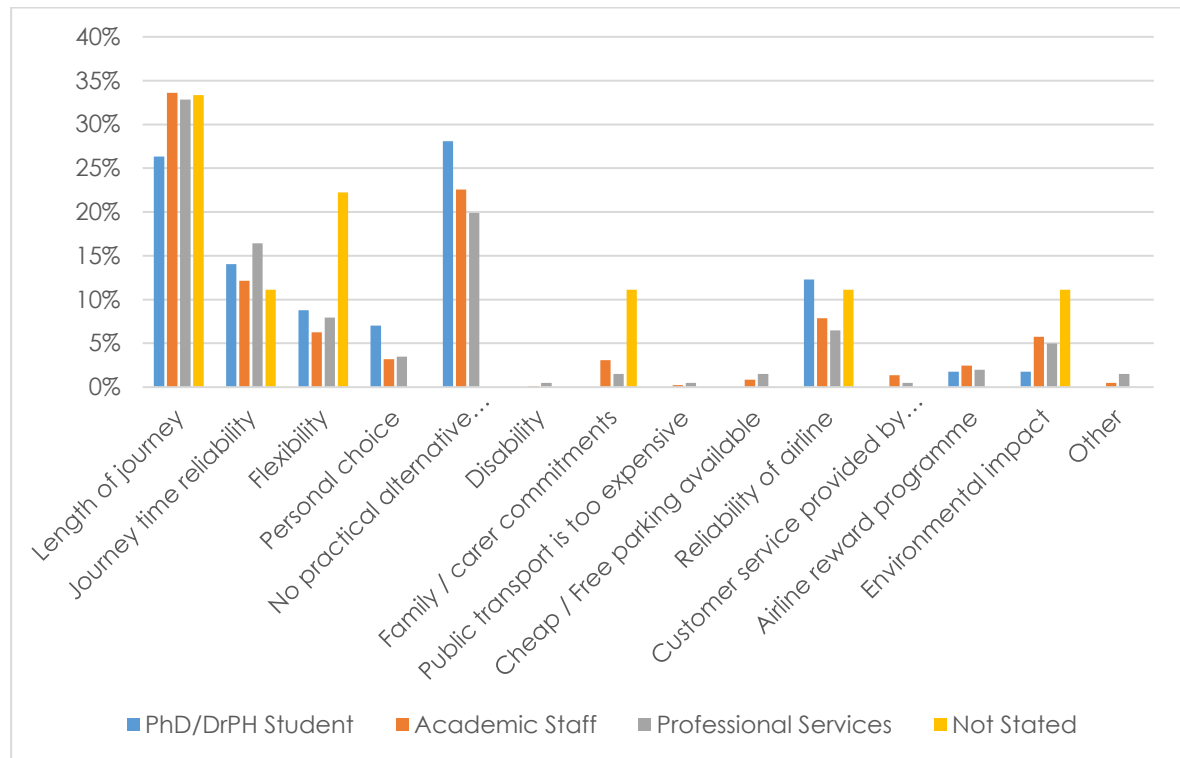
Overseas Business Travel - Destinations

- 4.11 Those respondents that indicated that they travel for business outside the UK (whether within Europe or beyond) were asked to list the cities they had visited in the 12 months prior to the Covid-19 lockdown. The results indicate that the places visited vary widely; the information collected has been used to undertake a high-level assessment of CO₂e generated from international business travel. This is discussed further in section 5.

Factors in Business Travel Mode Choice (Pre-COVID)

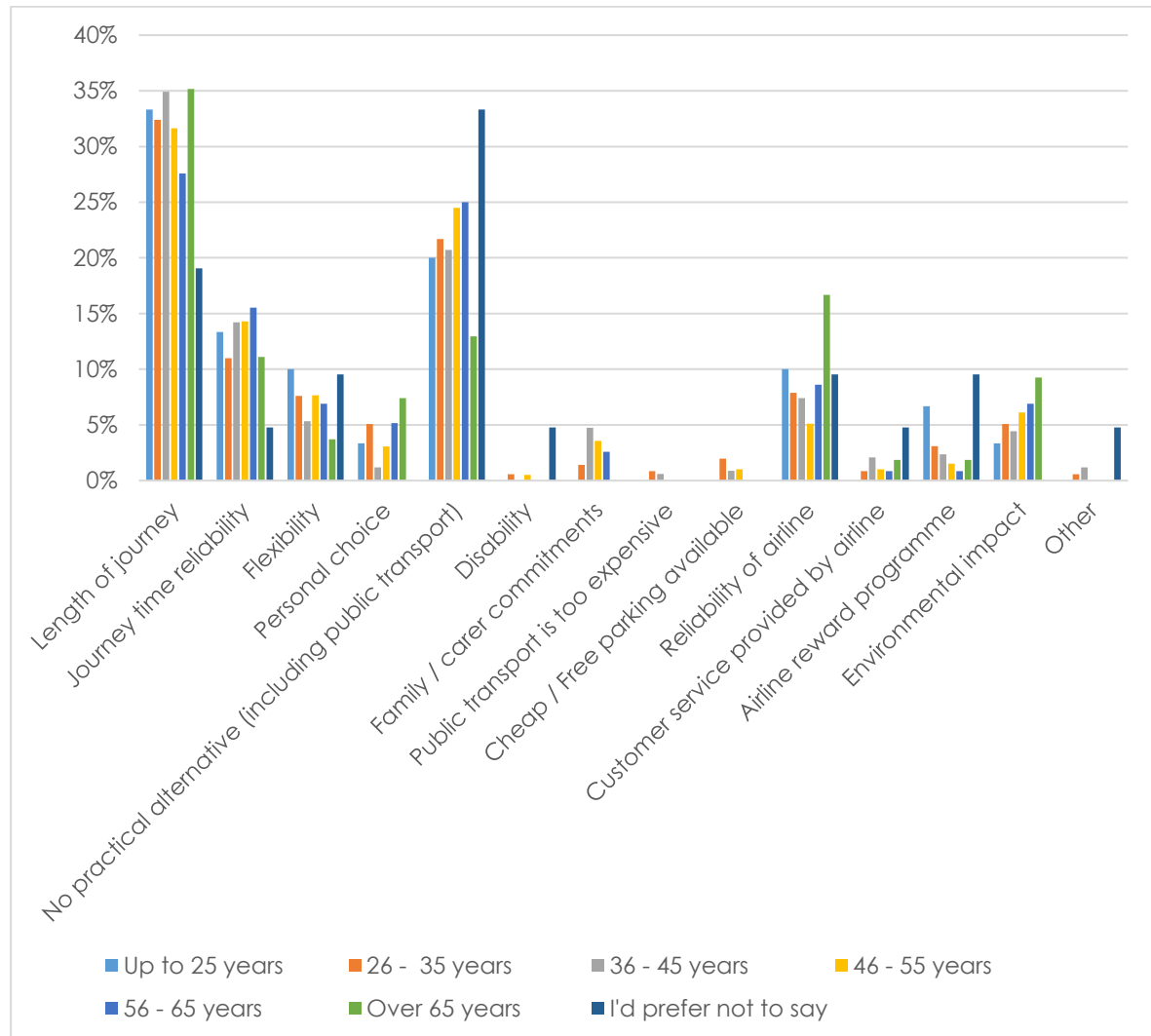
- 4.12 As with commuting, understanding the motivations for choice of business travel mode can be advantageous to the University when considering how it may wish to encourage either a reduction in business travel or the trips to be made more sustainably. **Figure 4.8** summarises the responses received, differentiated by role.

Figure 4.8 – Factors in Business Travel Mode Choice by Role (Pre-COVID-19)



- 4.13 Across all roles, journey length and no practical alternative were the most commonly cited reasons. Journey time reliability was also a popular answer.
- 4.14 Interestingly, DrPh / PhD students were more likely to cite reasons specific to the airline (reliability, customer service, rewards programme) than staff, whilst environmental impact was more important to staff than students.
- 4.15 **Figure 4.9** provides the same information, based on the age group of respondents. Whilst across most factors there is no clear correlation with the age of respondents, notably the importance of environmental factors generally increases with age.

Figure 4.9 – Factors in Business Travel Mode Choice by Age (Pre-COVID-19)



Impact of COVID-19 on Business Travel

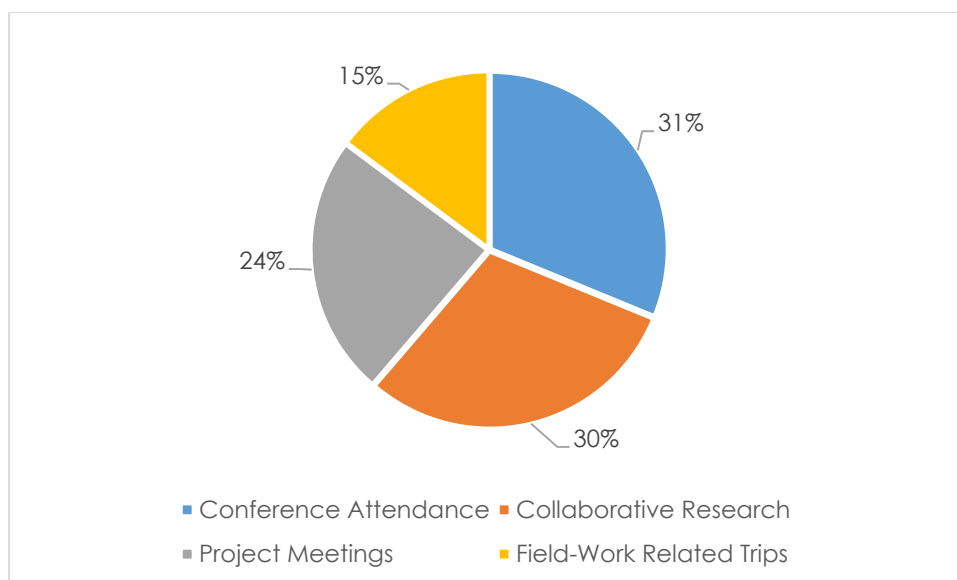
- 4.16 Respondents were asked how the COVID-19 pandemic had affected their travel for business; 82% of respondents that travel for business have had UK / overseas business trips cancelled as a consequence of the lockdown. **Figure 4.10** provides a breakdown by role and suggests that, as expected, Academic Staff roles have been most affected, with 80.1% of respondents in this category reporting cancelled / postponed trips.

Figure 4.10 – Impact of COVID-19 on Business Travel by Role (Respondents: 395)

Role	Proportion with Business Travel Cancelled / Postponed
Academic Staff	80.5%
PhD/DrPH Student	4.3%
Professional Services	14.7%
Not Stated	0.5%
Total	100.0%

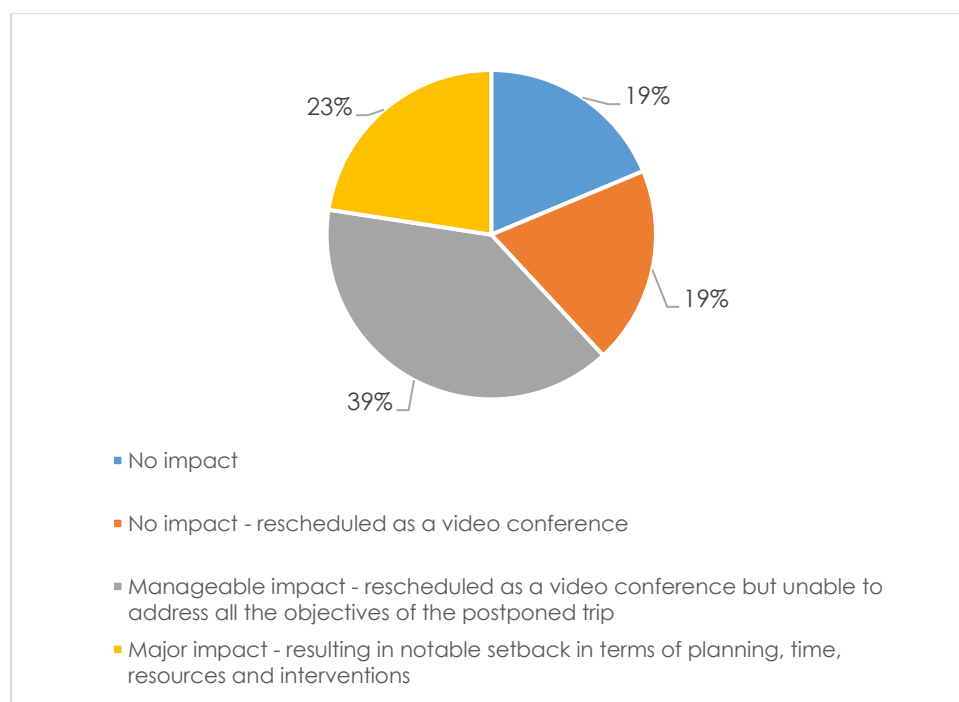
4.17 **Figure 4.11** considers the types of business trips cancelled trips within the UK; the responses indicate a fairly even split between trip types.

Figure 4.12: Types of Cancelled Travel within the UK



- 4.18 **Figure 4.13** explores further the impact of the cancelled / postponed trips within the UK and suggests that nearly a quarter of respondents consider that the cancellation / postponement of their trips(s) has had a major impact on their work.

Figure 4.13: Impact of Cancelled Travel within the UK



- 4.19 **Figure 4.14** gives further insight, cross-tabulating those that reported a major impact of cancelled / postponed trips with the type of trip and indicates no distinctive correlation between those reporting a major impact and trip type.

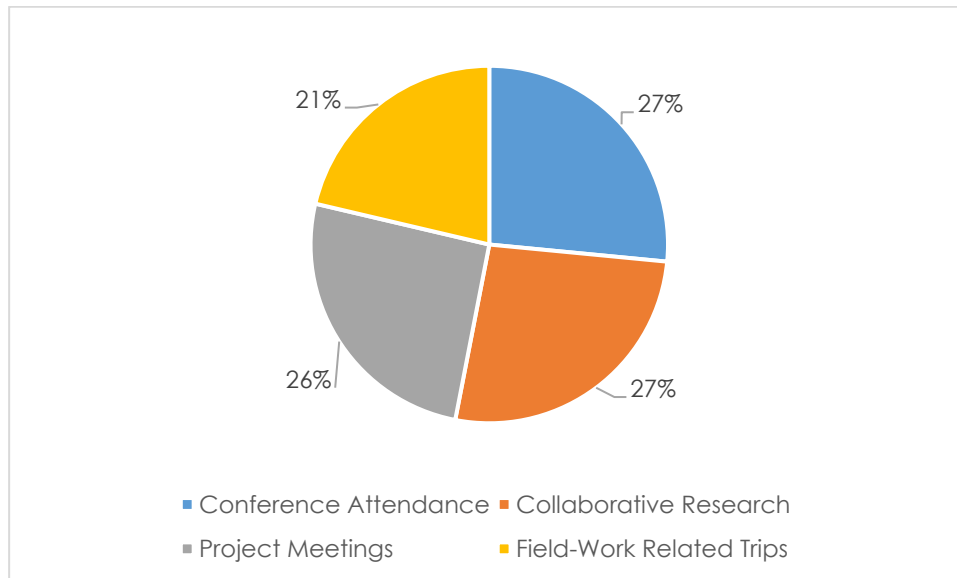
Figure 4.14 – Types of Trips where cancellation / postponement is perceived to have had a major project impact (Respondents: 94)

Trip Type	Proportion of Respondents Reporting Major Impact
Conference Attendance	57%
Collaborative Research	59%
Project Meetings	51%
Field-Work Related Trips	51%

*NB. Respondents could select multiple modes, hence percentages do not total 100%

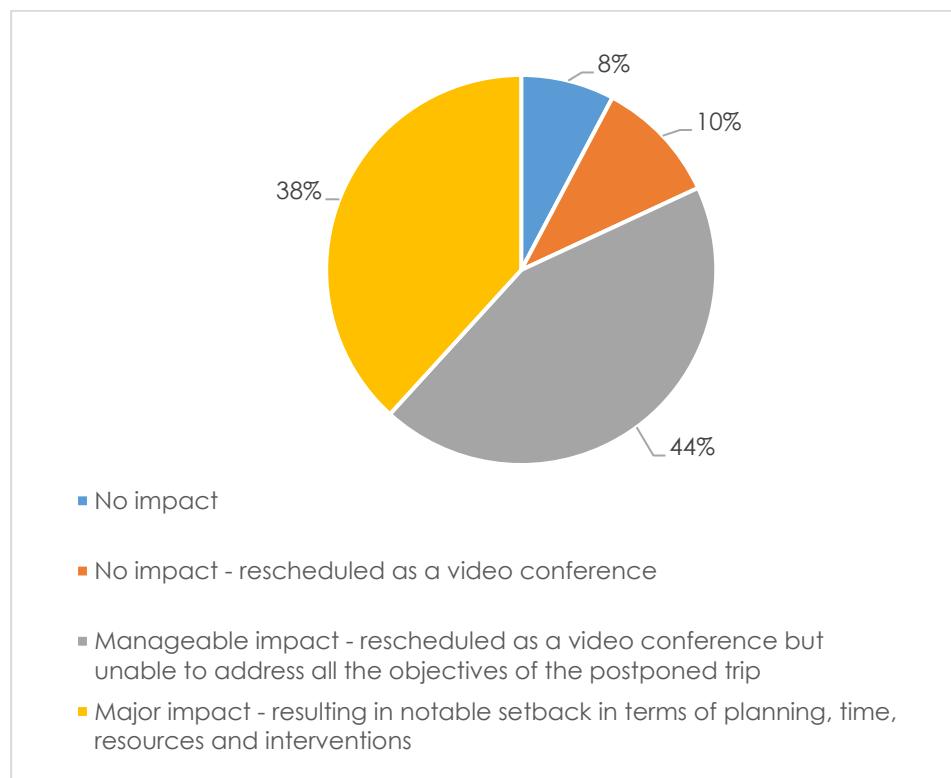
- 4.20 Similar analysis has been undertaken for trips outside of the UK; with the summary of the types of cancelled / postponed trips shown in **Figure .15**. The proportional split is not dissimilar to that within the UK (**Figure 4.13**).

Figure 4.15: Types of Cancelled Travel outside of the UK



4.21 **Figure 4.16** considers further the impact of the cancelled / postponed trips outside the UK and suggests that 38% of respondents consider that the cancellation / postponement of their trips(s) has had a major impact on their work. This is significantly higher than for cancelled trips within the UK.

Figure 4.16: Impact of Cancelled Travel outside of the UK



4.22 Again, further analysis has been carried out to cross-tabulate those that reported a major impact of cancelled / postponed trips with the type of trip. The results are presented in **Figure 4.17** and indicates no distinctive correlation between those reporting a major impact and trip type, although Collaborative Research and Field-Work Related Trips experienced a marginally higher response rate.

Figure 3.25 – Types of Trips where cancellation / postponement is perceived to have had a major project impact (outside UK)

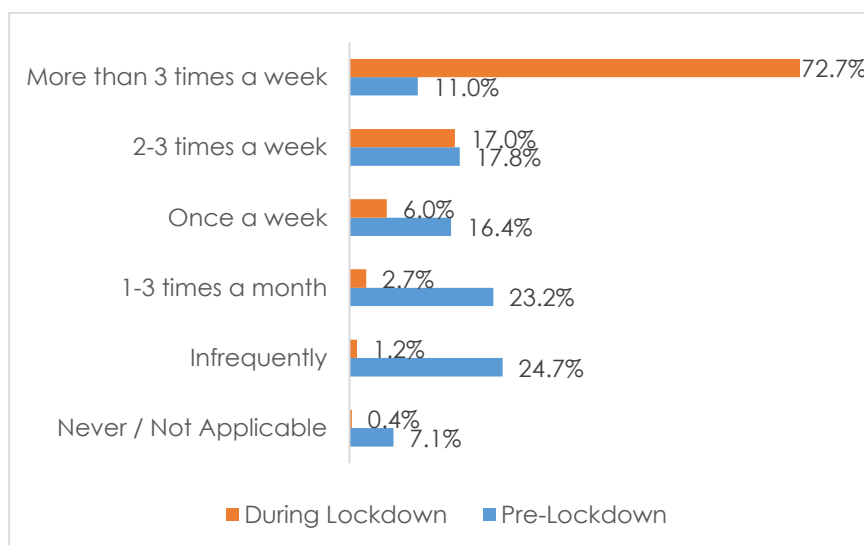
Trip Type	Proportion of Respondents Reporting Major Impact
Conference Attendance	52%
Collaborative Research	64%
Project Meetings	53%
Field-Work Related Trips	68%

*NB. Respondents could select multiple modes, hence percentages do not total 100%

Video Conferencing

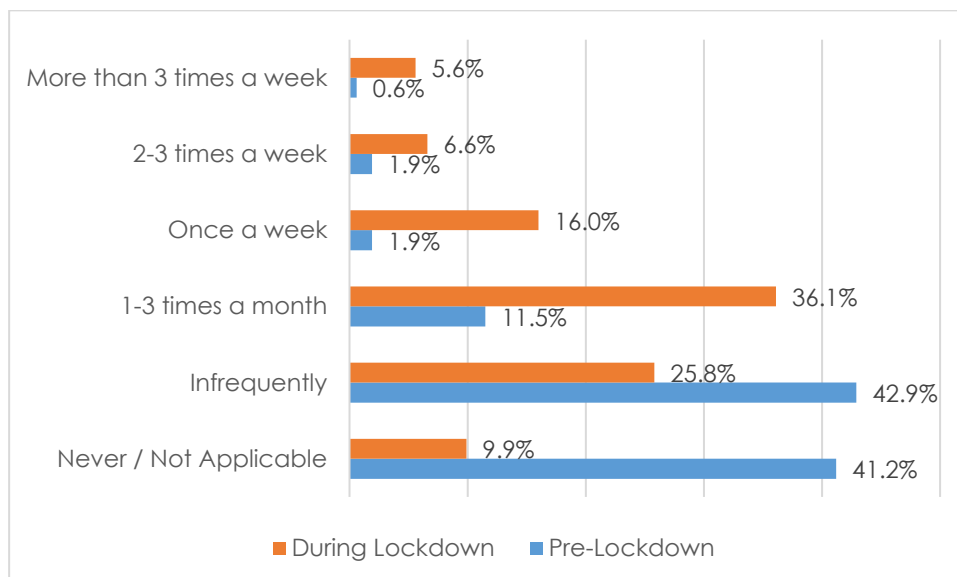
- 4.23 The survey asked about the frequency with which respondents used video conferencing prior to COVID-19 lockdown and then asked how this had changed since March 2020.
- 4.24 As shown in **Figure 4.18**, the proportion of respondents that use video conferencing regularly for meetings has increased significantly since lockdown; those that use it once a week or more has increased from 45.2% to 95.7%.

Figure 4.18 – Use of Video Conferencing for Meetings, Pre and During Lockdown



- 4.25 As **Figure 4.19** indicates, the use of video-conferencing for events / conferences was also much less prevalent pre-COVID-19. Those that used it never / infrequently for this purpose has reduced from 84.1% prior to lockdown to 35.7%, with a corresponding increase in frequent use; those using it more once a week or more has increased from 4.4% to 28.2%.

Figure 4.19 – Use of Video Conferencing for Conferences / Events, Pre and During Lockdown



- 4.26 Further consideration has been given to the relationship between use of video-conferencing and both age and role, prior to and during COVID-19. **Figures 4.20 to 4.27** summarise the results of this analysis, for meetings and events / conferences.
- 4.27 The data illustrates that for meetings specifically, there was a sharp rise for all ages and roles using video conferencing software more than 3 times a week during COVID-19, whereas prior to COVID-19, the majority of respondents used video conferencing software 3 times a week or less.
- 4.28 For conferences and events, respondents displayed a marginal increase in video conferencing software use during COVID-19 across all age ranges, while the data specific to roles demonstrated little change prior and during COVID-19.

Figure 4.20 – Impact of Age on Use of Video Conferencing for Meetings Prior to COVID-19

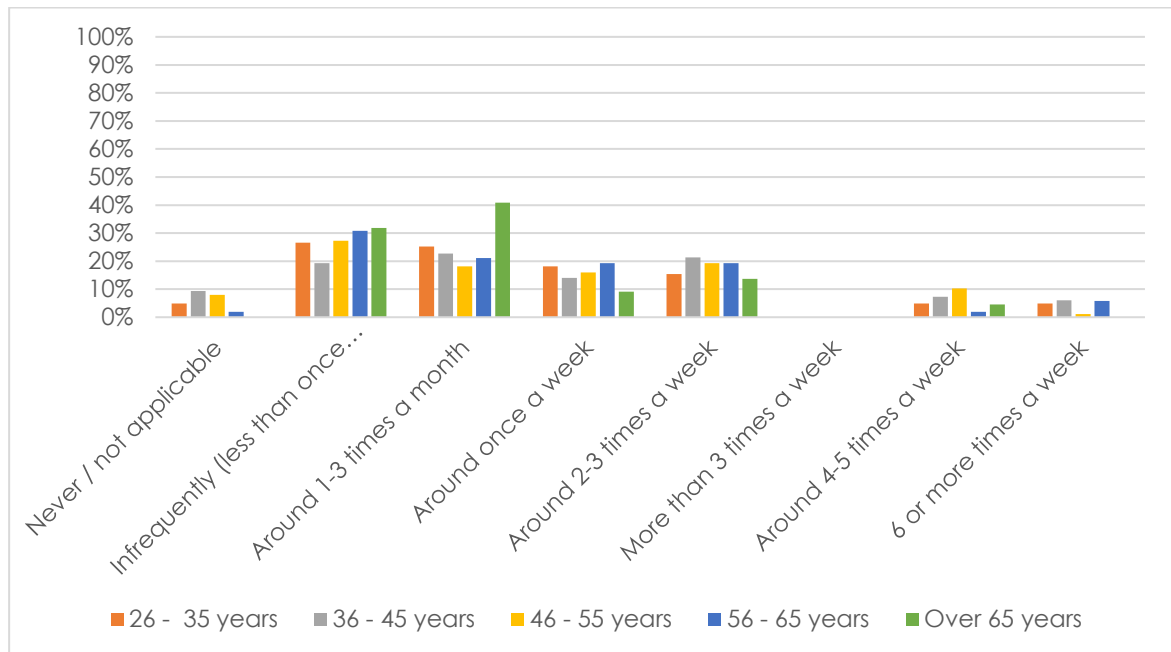


Figure 4.21 – Impact of Age on Use of Video Conferencing for Meetings During COVID-19

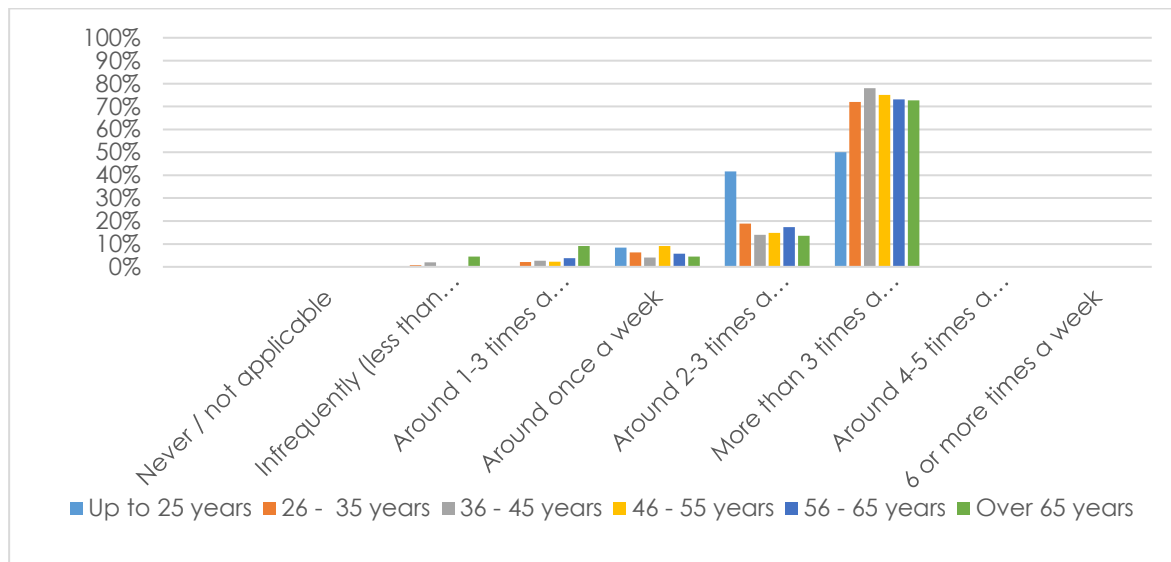


Figure 4.22 – Impact of Role on Use of Video Conferencing for Meetings Prior to COVID-19

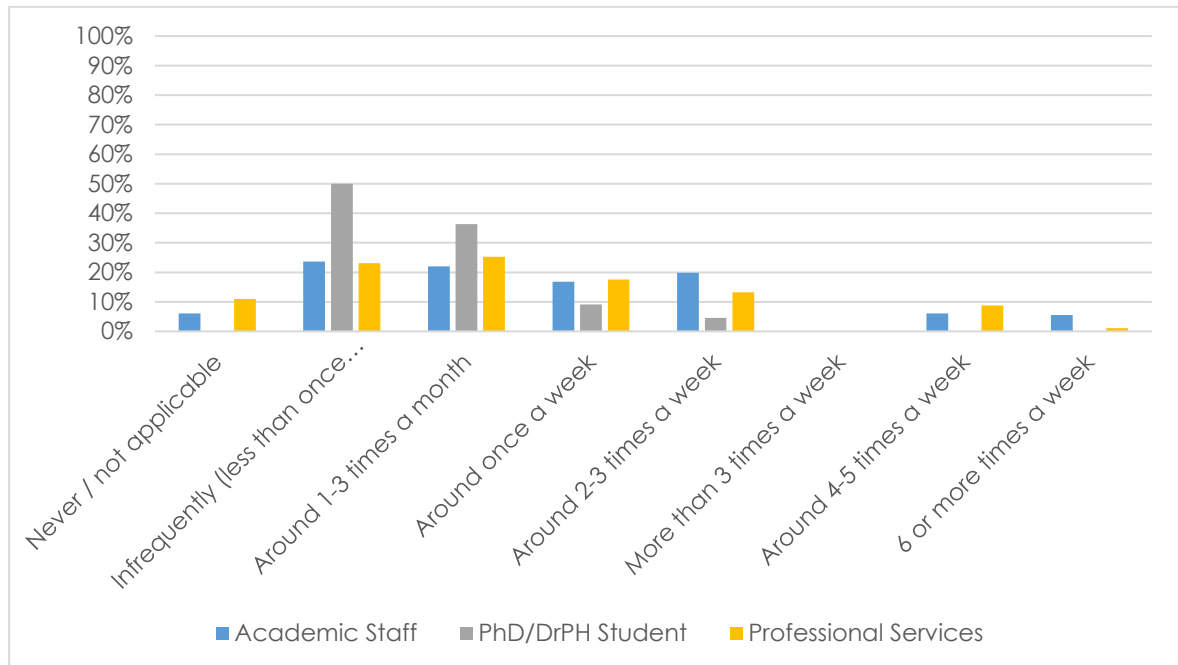


Figure 4.23 – Impact of Role on Use of Video Conferencing for Meetings During COVID-19

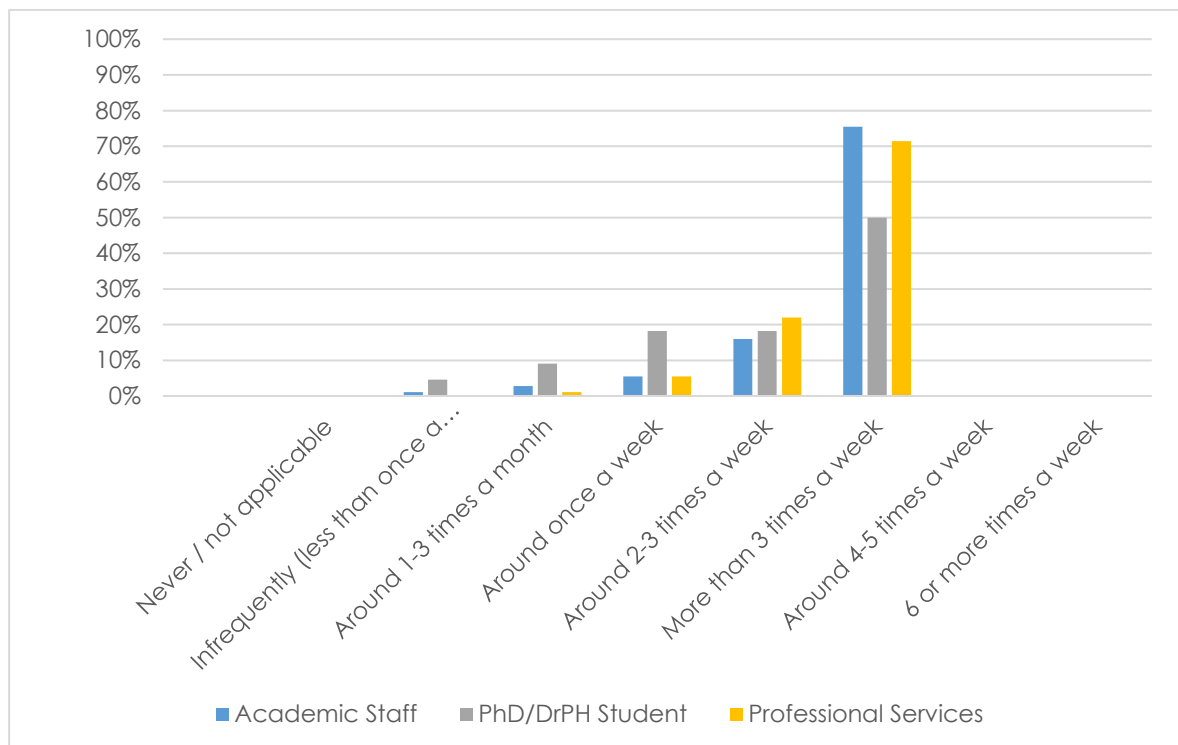


Figure 4.24 – Impact of Age on Use of Video Conferencing for Events / Conferences Prior to COVID-19

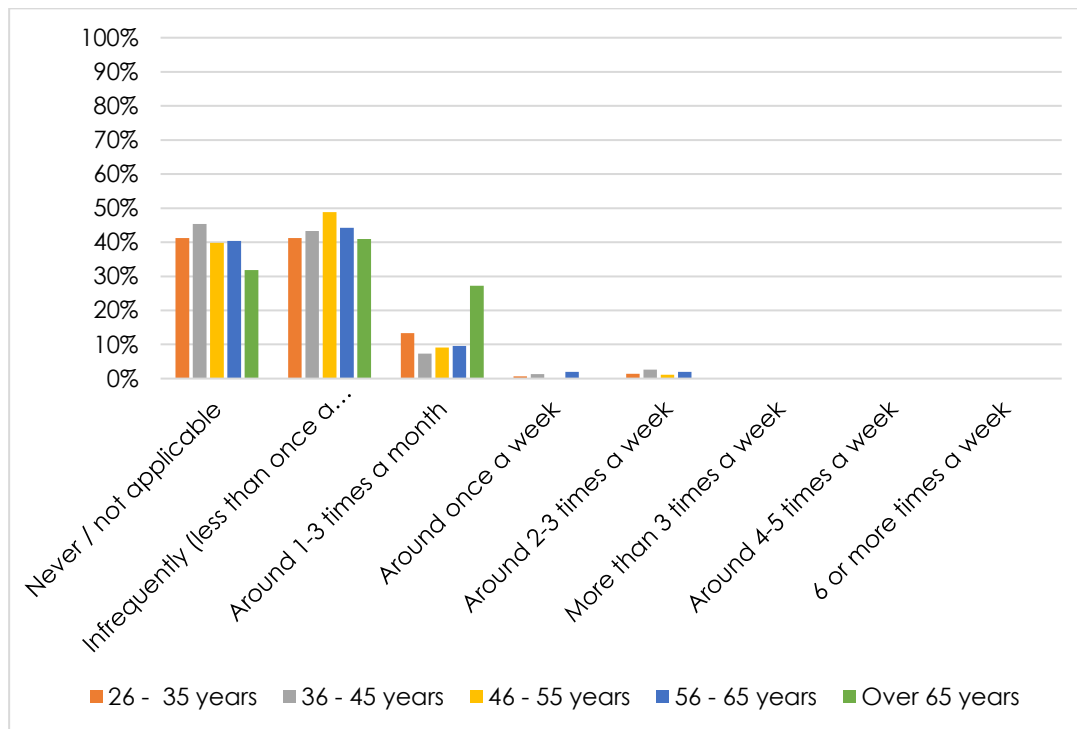


Figure 4.25 – Impact of Age on Use of Video Conferencing for Events / Conferences During COVID-19

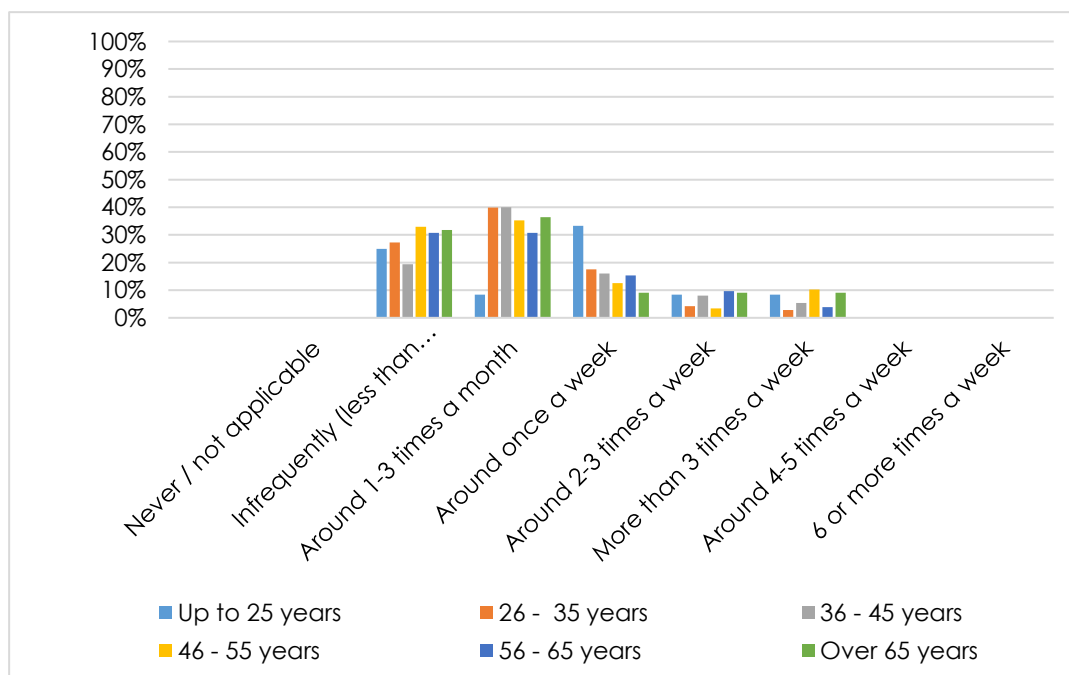


Figure 4.26 – Impact of Role on Use of Video Conferencing for Events / Conferences Prior to COVID-19

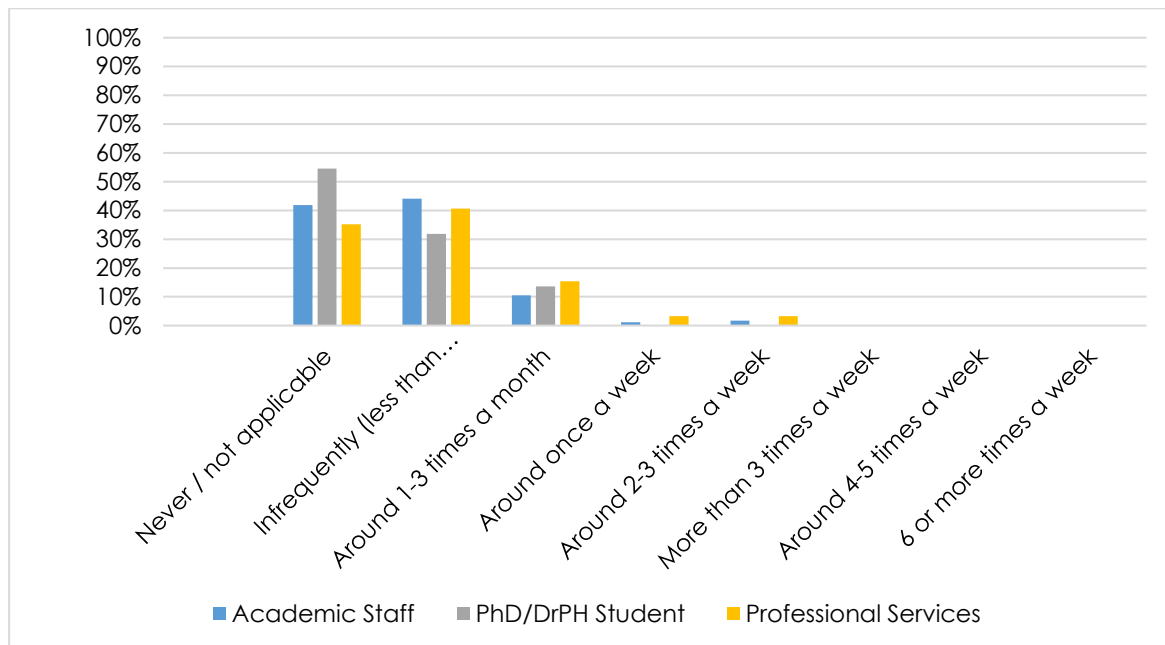
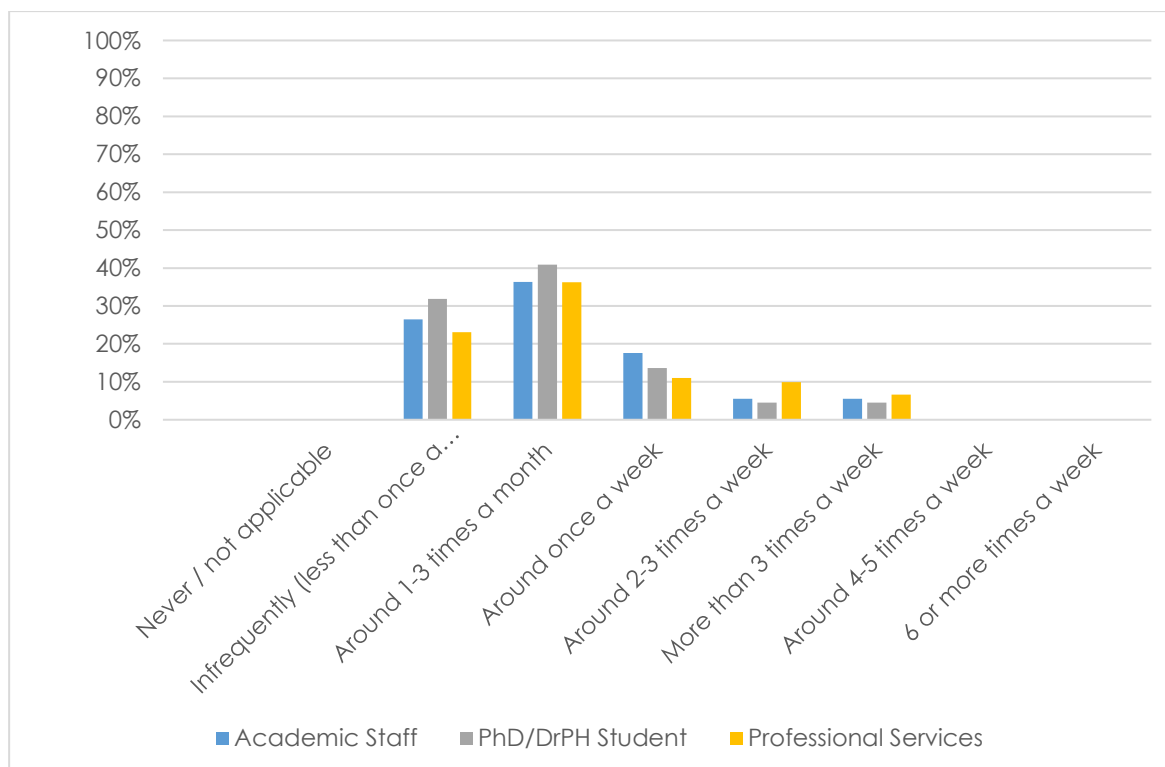


Figure 4.27 – Impact of Role on Use of Video Conferencing for Events / Conferences During COVID-19



Rating of Video-Conferencing Facilities

- 4.29 When asked to rate the ease with which they have been able to use video conferencing for meetings during lockdown, the average rating was 4.3 / 5.0, which is encouraging. The full range of scores is shown in **Figure 4.28**.
- 4.30 When asked to rate how easy it has been to undertake conferences / events by video conference, the average rating was 4.1 / 5.0, with the full range of scores illustrated in **Figure 4.29**.

Figure 4.28: Rating of Video-Conferencing Facilities for Meetings

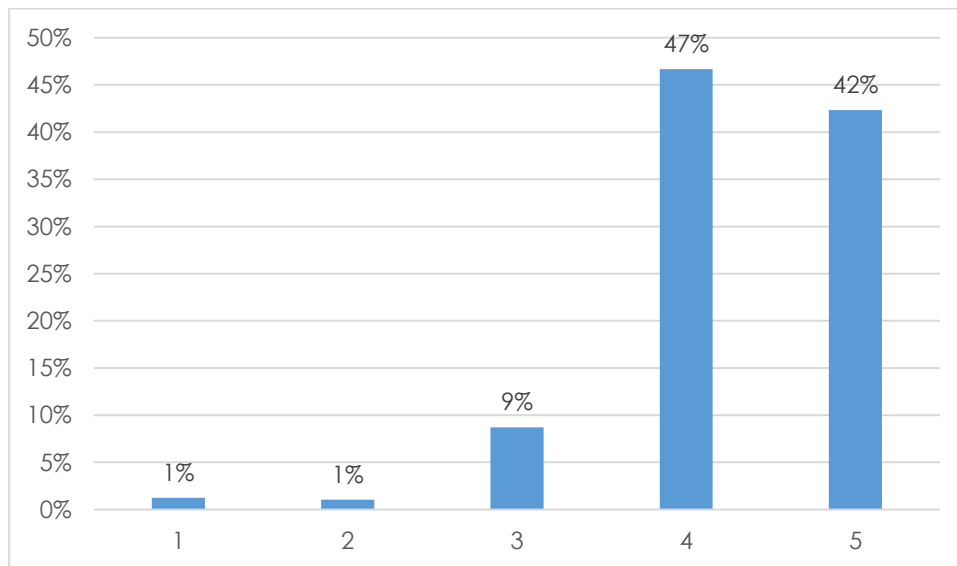
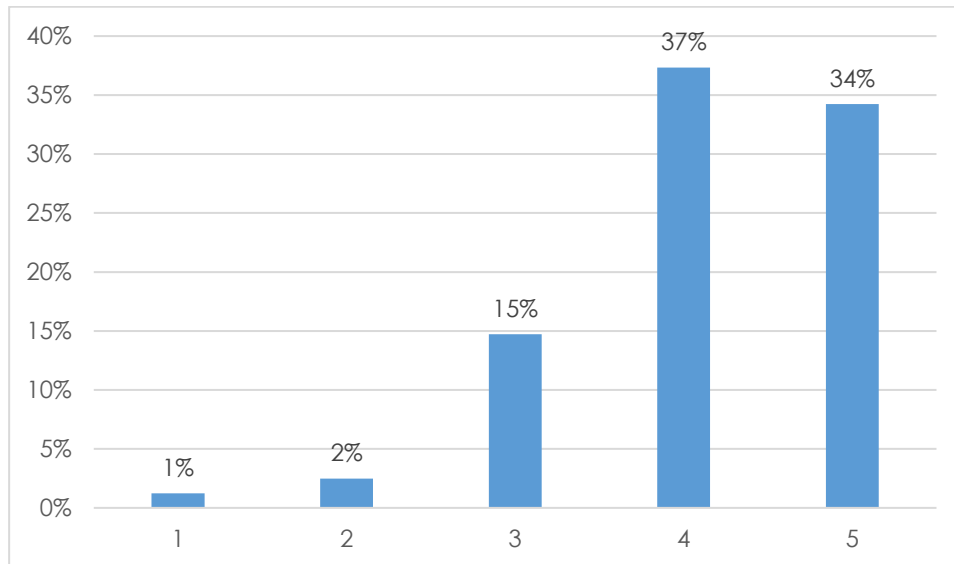


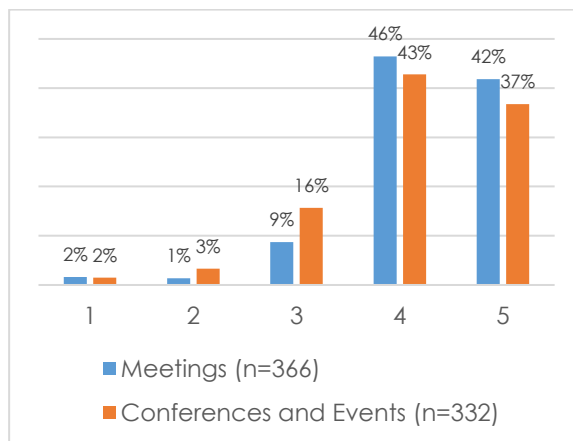
Figure 4.29: Rating of Video-Conferencing Facilities for Conferences / Events



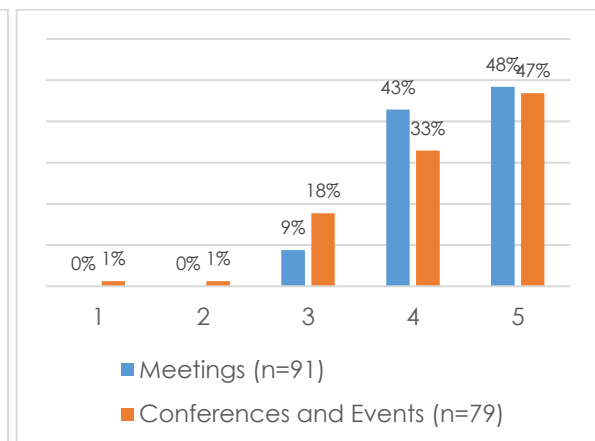
- 4.31 The following graphs (**Figure 4.30**) differentiate the scoring by role. This can be useful in helping the University to understand the perceptions of video-conferencing amongst certain groups and where additional support / training might be required. Typically students provided higher ratings scores than staff (whether Academic or Professional Services).

Figure 4.30: Rating of Video-Conferencing Facilities by Role

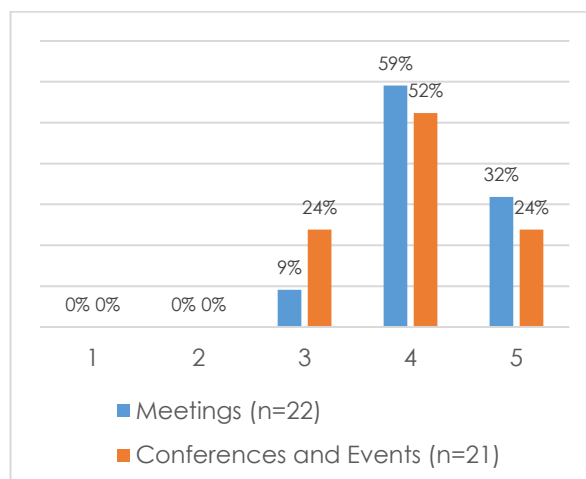
Academic Staff



Professional Staff



DrPh / PhD Students



Further Feedback

4.32 Respondents were given the option to provide free text answers to identify any specific issues they had faced with video conferencing during lockdown; frequently cited points are summarised below:

- Poor internet connection, meaning people drop in / out of calls, combined with sound quality issues;
- Lots of new software to get to grips with as it varies from one organisation to another; reliability of calls varies between products;



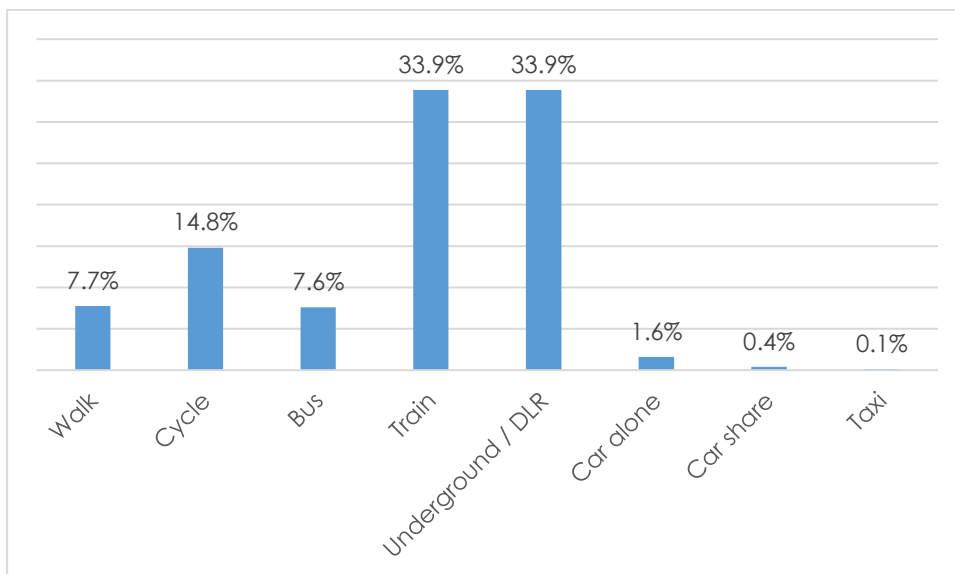
- Lack of face to face engagement is difficult – calls can become sterile, particularly when there are large groups and everyone is on mute;
- Break out activities are hard to set up / manage and not as productive as when face to face;
- Call etiquette should be agreed / observed; and
- There was a lack of information on the move to Zoom (at LSHTM).

Commuting Mode (Pre-COVID)

Usual Mode of Travel

- 4.33 Respondents were asked how they usually travelled to LSHTM (commuting) prior to the COVID-19 lockdown. The results are summarised in **Figure 4.31**.

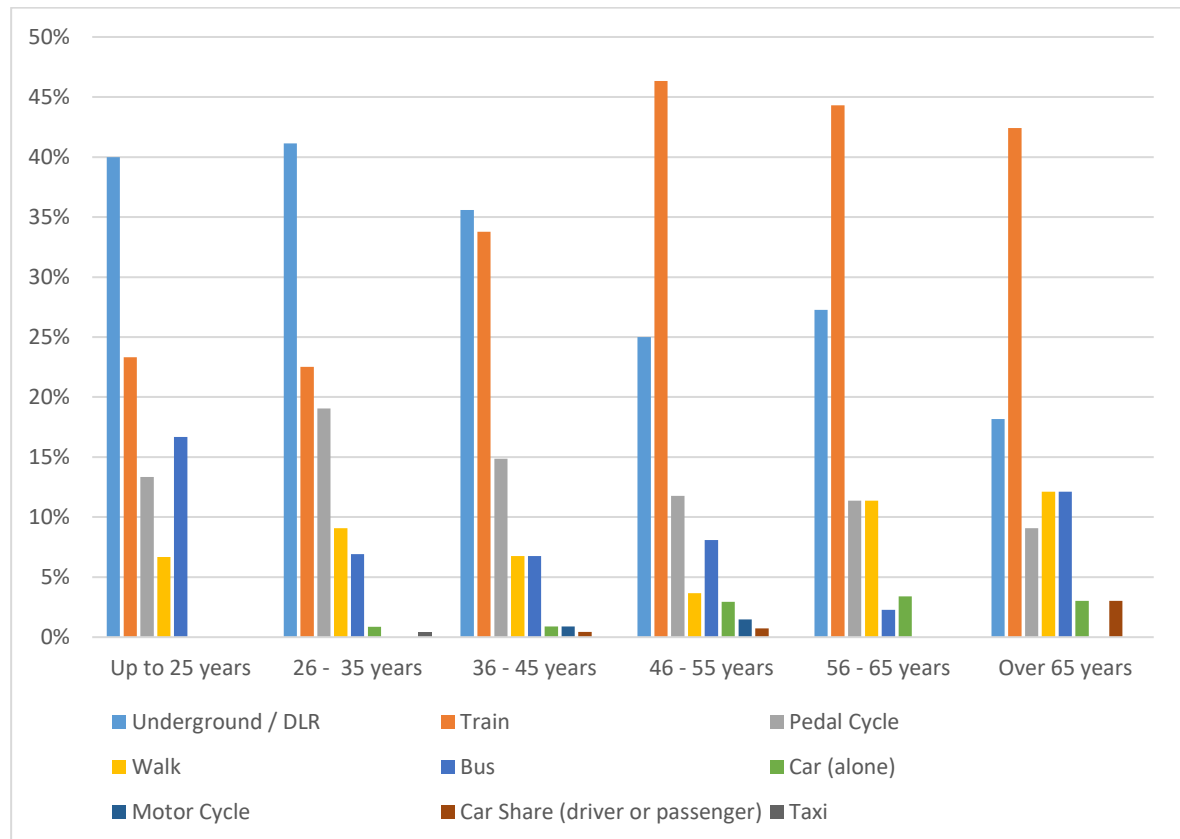
Figure 4.31 – Pre-COVID-19, Usual Commuting Mode



- 4.34 As can be seen from the above graph, public transport previously accounted for 75.3% of respondents' usual commuting mode, whilst active travel was favoured by 22.4%. Encouragingly, car alone accounted for just 1.5% of respondents. Notwithstanding this, the COVID-19 pandemic is likely to have a lasting impact on people's willingness to use public transport and as such there is potential for an increase in active modes (particularly cycling), but also for private car use. It is the intention to undertake a follow-up survey once staff and students return to work / study in order to understand how commuting patterns have been affected by the pandemic.
- 4.35 Further analysis has been undertaken to determine the correlation between commuting mode and age group (as this is often broadly aligned with seniority within an organisation).
- 4.36 **Figure 4.32** illustrates that the most commonly used mode of travel is underground / DLR for those up to 45 years, whilst train is most popular amongst those over 45. After underground / DLR and train, cycling is the next most popular mode amongst all age groups, with the

exception of those aged over 65 years, for whom walking and bus play a more important role.

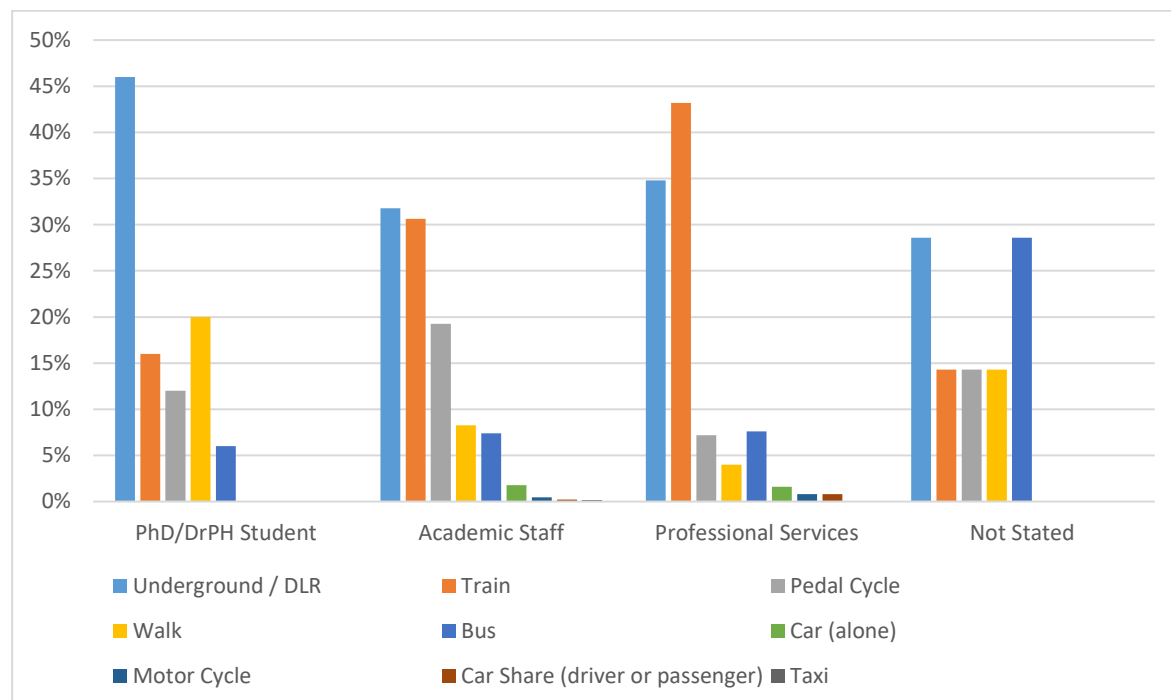
Figure 4.32 - Pre-COVID-19, Usual Commuting Mode by Age



4.37 Analysis has also been carried out to consider the impact of University role on usual commuting mode. **Figure 4.33** illustrates that across all roles underground / DLR and train dominate. Indeed, active modes make up a higher proportion of trips amongst this group than any other, potentially reflecting the relative (low) cost of walking and cycling as compared with public transport.

4.38 It is also notable that car use is limited to staff working within Academic and Professional Services roles.

Figure 4.33 - Pre-COVID-19, Usual Commuting Mode by Role



Use of Alternative Modes

- 4.39 The survey asked whether respondents always use their main mode of travel or sometimes use an alternative; encouraging increased use of occasional (more sustainable) modes can be a 'quick win' when it comes to reducing the environmental / operational impacts of commuting.
- 4.40 Across all respondents 59% suggested they always travelled by the mode stated in **Figure 4.31**, leaving 41% who sometimes use an alternative. **Figure 4.34** provides a breakdown, by usual mode of the frequency and type of alternative modes used. Key points of note are as follows:
- Amongst those that usually walk, 1/3 use an alternative mode up to 3 days a week, with the most popular alternative being public transport. 8% sometimes travel by car;
 - Amongst those that usually cycle, 28% use an alternative mode up to 3 days a week, with public transport being by far the most popular alternative. Encouragingly no respondents that usually cycle also travel by car;



- Amongst those that usually travel by public transport, 26% use an alternative mode up to 3 times a week, with this being split broadly equally between other modes of public transport and active modes. Eight percent sometimes use a car or taxi;
- Car users are least likely to use alternative modes some of the time; amongst those that do, public transport is the most likely choice, followed by cycling.

Figure 4.34 – Respondent Frequency of Alternative Modes (Respondents: 759)

Usual Commute Mode	Frequency of Alternative Mode	%	Alternative Mode	%
Walk	Infrequently (Less than once a month)	65%	Pedal cycle	32%
	Around 1-3 days a month	35%	Public Transport	60%
	Around one day a week	0%		
	Around 2-3 days a week	0%	Car (including car share)	8%
Pedal cycle	Infrequently (Less than once a month)	39%	Walk	14%
	Around 1-3 days a month	34%	Public Transport	83%
	Around one day a week	19%		
	Around 2-3 days a week	9%	E-scooter	1%
			E-Bike	1%
			Car (inc car share)	1%
Public Transport	Infrequently (Less than once a month)	56%	Walk	27%
			Pedal Cycle	21%
	Around 1-3 days a month	18%	Other Public Transport	48%



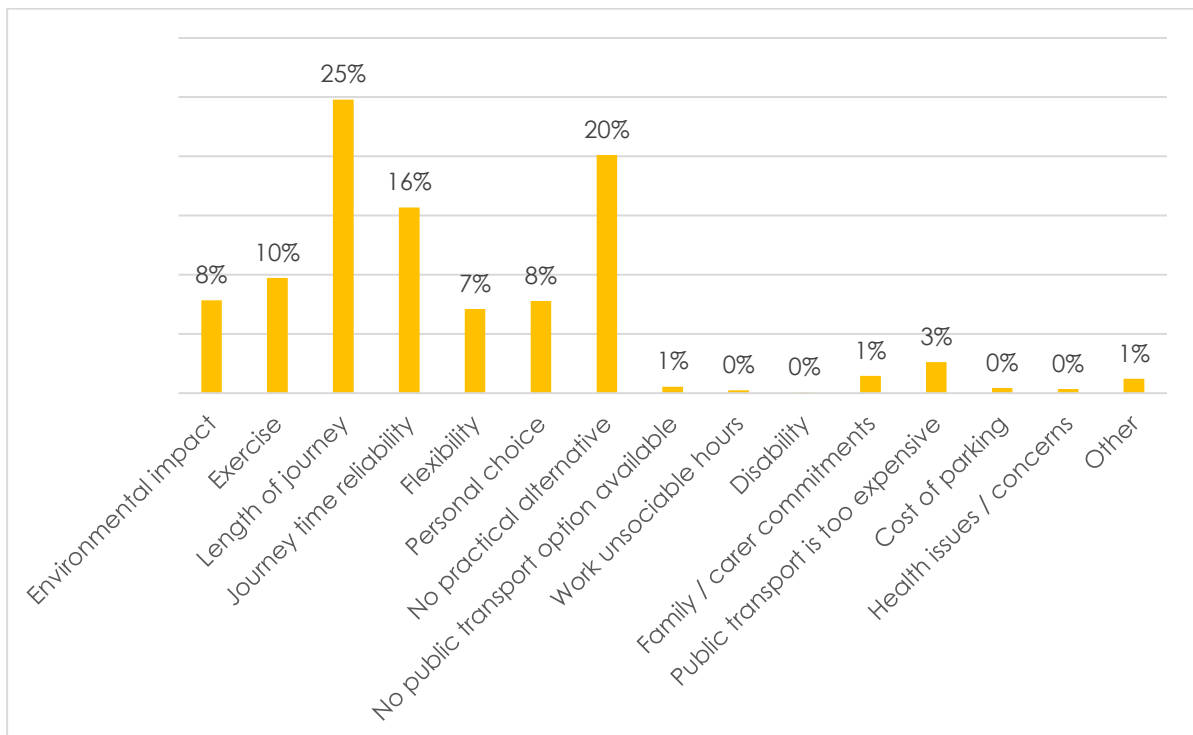
	Around one day a week	15%		
	Around 2-3 days a week	11%	Car (including car share)	1%
			Taxi	3%
Car (inc car share)	Infrequently (Less than once a month)	17%	Walk	33%
			Pedal Cycle	33%
	Around 1-3 days a month	67%	Public Transport	33%
	Around one day a week	17%		
	Around 2-3 days a week	0%		

Factors in Commuting Choice (Pre-COVID-19)

- 4.41 Understanding the reasons why people choose a particular commuting mode can be beneficial in encouraging an increase in sustainable modes (whether as a consequence of being able to promote the benefits of those modes from an existing users' perspective or dissuading less sustainable modes by conveying the dispelling myths around the relative convenience / cost of these).
- 4.42 **Figure 4.35** summarises the answers for all respondents and suggests that the key motivations, generally, are length of journey, no practical alternative and journey time reliability. Maps of home postcode and stated usual commuting mode (pre-COVID-19) are provided at **Appendix A**. These demonstrate that, encouragingly, those that are able to walk (from a distance perspective) typically did so, whilst those that cycled were often covering significant distances. There are a cohort of people that live within cycling distance that previously travelled by public transport and in the current climate encouraging / assisting this group to travel by bike, as an alternative, is likely to be a focus in the short term as staff and students return to their place of work / study.

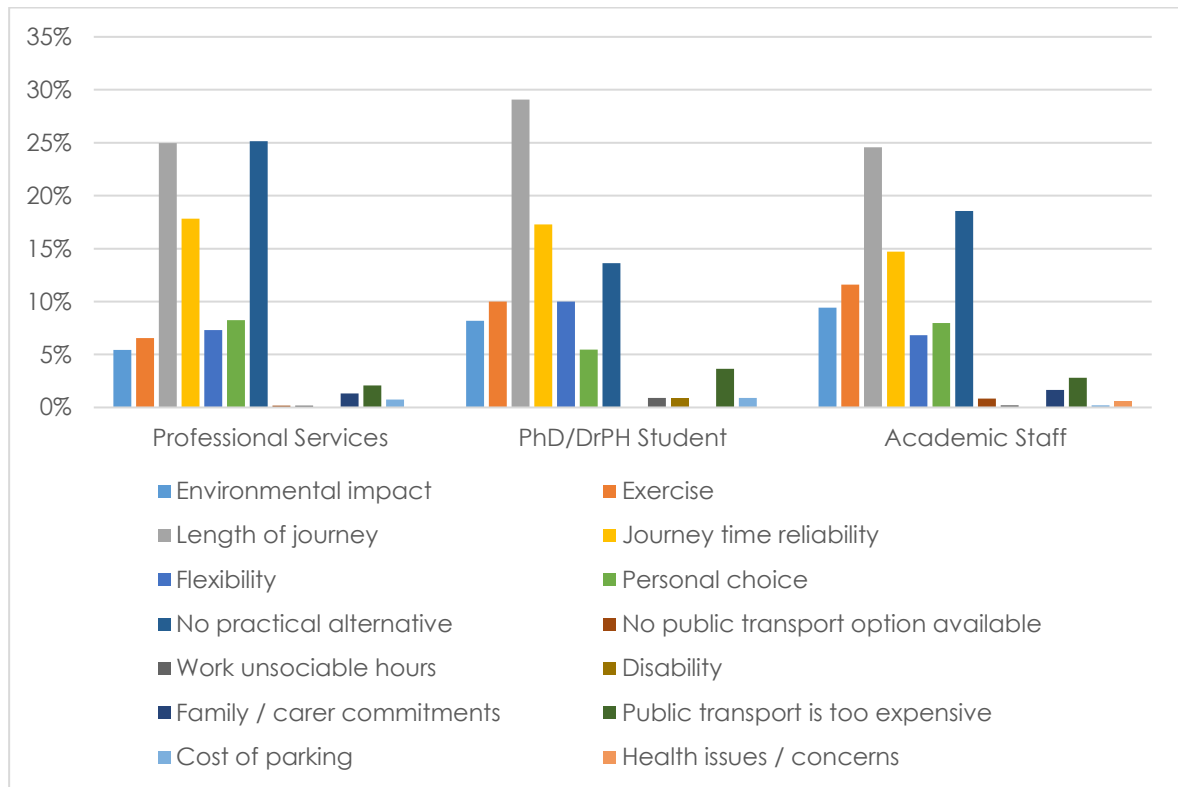
- 4.43 Exercise and environmental impact were the next two most common factors in mode choice and are themes that the University can use to promote the benefits of active travel, particularly.
- 4.44 In regard to specific modes, further analysis indicates that the three most popular motivations amongst each group are as follows:
- Walk – Exercise (30%), Length of Journey (20%) and Environmental Impact (11%)
 - Cycle – Exercise (31%), Environmental Impact (16%) and Journey Time Reliability (14%)
 - Public Transport – Length of Journey (30%), No Practical Alternative (28%) and Journey Time Reliability (17%)
 - Car - No Practical Alternative (23%), Length of Journey (20%) and No Public Transport Option Available (17%)

Figure 4.35 – Factors in Commuting Mode (Respondents: 761)



- 4.45 Considering the impact of role on reasons for mode choice, **Figure 4.36** provides a breakdown. The data shows that Length of Journey is a key factor for mode choice across all roles, while Journey Time Reliability is also important.

Figure 4.36 – Reasons for Mode Choice by Role





Home Working (Pre-COVID)

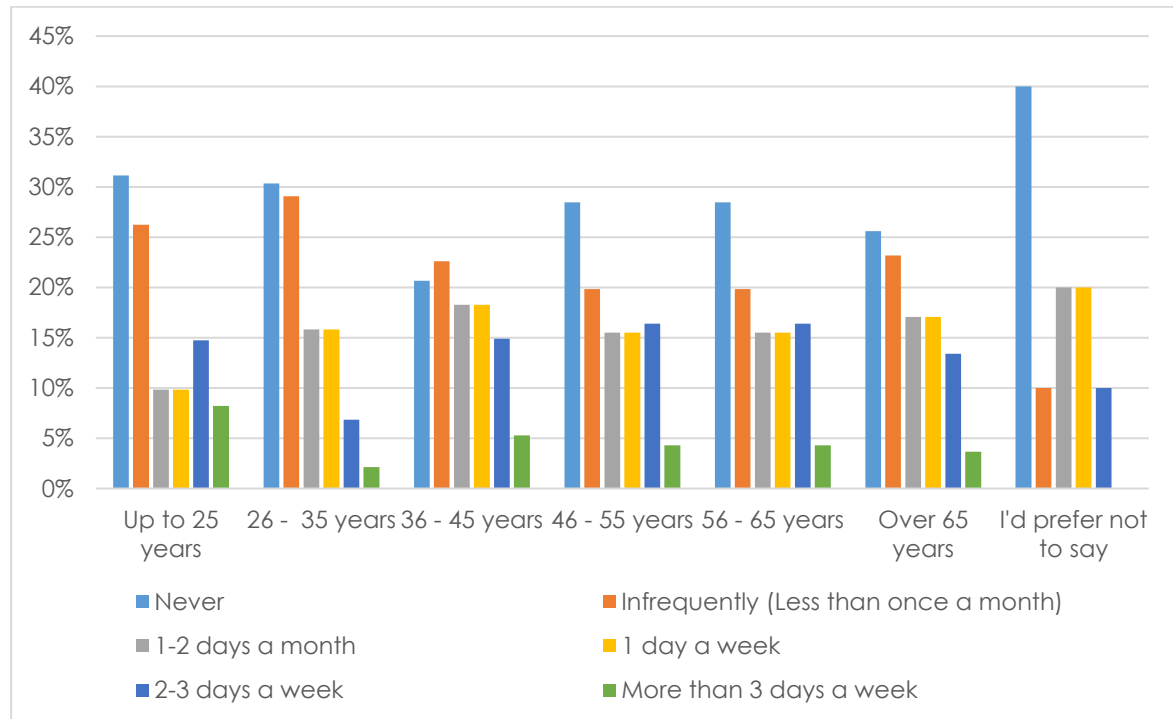
- 4.46 Respondents were asked how frequently they worked from home, prior to the COVID-19 pandemic. **Figure 4.37** summarises the results; 24.5% never worked from home, with a further 22.1% doing so infrequently. This is in stark contrast to the current situation, brought about by the pandemic.

Figure 4.37 – Frequency of Home Working (Pre-COVID-19)

Frequency	Number	Percentage
Never	186	24.5%
Infrequently	168	22.1%
1-2 days a month	111	14.6%
1 day a week	178	23.5%
2-3 days a week	87	11.5%
More than 3 days a week	29	3.8%
Total	759	100.0%

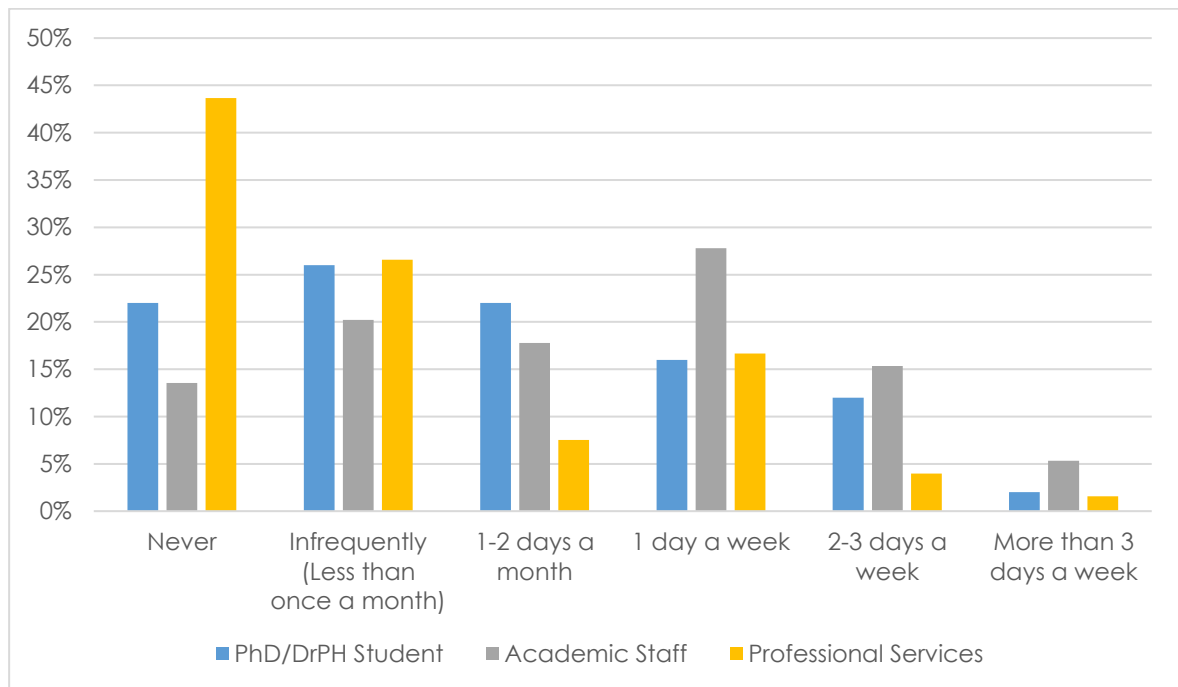
- 4.47 Further consideration has been given to whether (pre-COVID-19) particular groups were more likely to work from home. **Figure 4.38** summarises the frequency of home working by age group of respondents and suggests there is no clear correlation.

Figure 4.38 – Frequency of Home Working by Age (Pre-COVID-19)



4.48 **Figure 4.39** considers the relationship between role and frequency of home working (pre-COVID-19). This illustrates that those in Professional Services were most likely to never work at home; this is a likely reflection on the fact that a significant proportion of these respondent work in frontline / student / staff facing roles that would previously necessitate them being on Campus. Conversely, Academic Staff had the highest levels of regular home working with nearly half (48%) doing so at least 1 day a week, on average.

Figure 4.39 – Frequency of Home Working by Role (Pre-COVID-19)





5. CARBON ASSESSMENT

Introduction

- 5.1 As part of the survey, information was collected on the frequency and destinations of international business travel, in the 12 months prior to the COVID-19 pandemic lockdown (March 2020). This differentiated between destinations within and outside Europe and also captured information on how respondents typically made these trips.
- 5.2 Analysis of this data has been undertaken in order to provide a high-level estimate of the CO₂e (carbon dioxide equivalent) impact of international business travel amongst staff at LSHTM, recognising that this will be very different since March 2020, owing to imposed restrictions on travel.
- 5.3 It should be noted that the results reported are indicative and moving forwards a more detailed and accurate assessment could be undertaken using details from travel bookings / expense claims.

Methodology

- 5.4 The survey asked respondents to identify how frequently they typically made business trips within Europe and outside Europe in the 12 months preceding March 2020 and also asked respondents to list the cities they had visited within that time period. In the interests of not unnecessarily lengthening the survey response time (to the detriment of the response rate), respondents were not asked to identify how many times they had visited each destination, and thus a level of interpretation is required. The full calculations are provided at **Appendix B**.

Assumptions

- 5.5 For the purposes of the high-level assessment, it has been assumed that anyone that suggested that they travelled infrequently would have listed all destinations they visited and thus each destination is given a value of 1.
- 5.6 For those that travelled more frequently, the number of people that have made trips has been calculated, along with the total number of destinations stated. This has been used to generate a factor that can be applied to the round-trip mileage for each location visited. This assumes that each person visits the places they listed an equal number of times; clearly this may not be the case, however, this approach is considered to provide a methodology



that can be easily replicated in future years to provide a comparison of estimated CO₂e from international business travel, year on year.

- 5.7 As suggested, to provide a more accurate assessment, business travel bookings / claims could be used. This is typically a time consuming (and therefore potentially costly) exercise, depending on how business travel is booked for different modes / by individuals, but can be more simplistic where there is a requirement for all business travel to be centrally booked.
- 5.8 Depending on the value the University places on the CO₂e data and the availability / format of business travel bookings / claims, it may be advisable to undertake this further analysis to give a more accurate picture of the environmental impact of international business travel.

Distance Calculations

- 5.9 In order to determine the total annual distance travelled for international business, the round-trip mileage has been calculated, and then converted to KM to reflect the conversion factors. **Figure 5.1** summarises the total distance travelled by mode within Europe (outside the UK) and further afield,

Figure 5.1 – International Business Travel, Km by Mode (12 months to March 2020)

Geographical Area	Mode	Total Trips	Total KM (Two Way)
Within Europe (Outside UK)	Air	785	1,455,613
	Rail	164	206,224
	Ferry / Boat	2	2,414
	Total	951	1,664,251
Outside Europe	Air	1,000	27,180,783

- 5.10 As noted in section 2 of this report, survey responses were received from 766 of 1,650 (46.4%) of staff and PhD / DrPh students. There is a need, therefore, to uplift the distances in **Figure 5.1** to reflect this population in its entirety. The most simplistic way of doing this is to uplift pro-rata the total two-way km value by each mode, for each geographical area. This information is presented in **Figure 5.2**. It is important to re-iterate that the assessment is indicative only. Clearly, this methodology relies on a number of assumptions and in order to provide a more accurate assessment should be cross-checked with business travel records.



Figure 5.2 – International Business Travel, Km by Mode (Uplifted to Staff and PhD / DrPh Student Population)

Geographical Area	Mode	Total Trips	Total KM (Two Way)
Within Europe (Outside UK)	Air	1,688	3,129,568
	Rail	353	443,382
	Ferry / Boat	4	5,190
	Total	2,045	3,578,140
Outside Europe	Air	2,150	58,438,683

DEFRA Conversion Factors

- 5.11 Each year, DEFRA publishes conversion factors for greenhouse gas (ghg) reporting; business travel (by non-University fleet) falls under the Scope 3 emissions category. A series of factors are produced, for each mode of travel, as illustrated in **Figure 5.3**.
- 5.12 In regard to flights, the average passenger class has been used, with flights within Europe considered as short-haul and those outside Europe treated as long-haul. All journeys are assumed to have originated in the UK (and specifically within London). The calculations only relate to the flight / train / boat themselves rather than any land travel at either end of the trip.
- 5.13 There are two options in terms of conversion factors for flights – with and without radiative forcing (RF); this is a measure of the additional environmental impact of aviation, including emissions of nitrous oxides and water vapour at high altitudes. DEFRA notes that 'organisations should include the influence of RF to capture the maximum climate impact of their travel habits'. However, their guidance goes on to suggest that there is significant scientific uncertainty around the additional environmental impacts of uncertainty. Ensuring consistent application of the RF factors year on year, however, will provide a reliable comparison.

Figure 5.3 – DEFRA Conversion Factors

Activity	Haul	Class / Type	Unit	KgCO2e
Flights	Short Haul, to / from UK	Average Passenger	Passenger km	0.15553
	Long Haul, to / from UK	Average Passenger	Passenger km	0.19085
Ferry	-	Average Passenger	Passenger km	0.11286
Train	-	International Rail	Passenger km	0.00497

Headline Business Travel Emissions (Indicative)

- 5.14 The above factors have been applied to the total km travelled by each mode outlined in Figure 5.2, with the resultant kg and tonnes of CO2e shown in **Figure 5.4**.

Figure 5.4 – Environmental Impact of International Business Travel – CO2e / Annum

Geographical Area	Mode	Total KM (Two Way)	Conversion Factor (kg/km)	Total kg CO2e	Total Tonnes CO2e
Within Europe (Outside UK)	Air	1,455,613	0.15553	226,391	226.4
	Rail	206,224	0.00497	1,025	1.03
	Ferry / Boat	2,414	0.11286	272	0.3
	Total	1,664,251	-		227.7
Outside Europe	Air	27,180,783	0.19085	5,187,452	5,187
Total					5,414.7

- 5.15 As can be seen from the above table, international business travel is estimated to have generated in the order of 5,415 tonnes of CO2e in the 12 months to March 2020.
- 5.16 The COVID-19 pandemic offers a unique opportunity to review the importance of international travel moving forwards. Whilst (as demonstrated earlier in this report) some 38% of respondents who had had business trips abroad cancelled as a consequence of the pandemic suggested this had a major impact on their work, this leaves 62% where the impact was manageable (or, indeed, there was no perceived detrimental impact). There is



significant potential, therefore, to take advantage of the lessons learned in order to minimise the environmental impact and costs of international business travel (without an undue operational impact).

Emissions from Commuting (Pre-COVID-19)

- 5.17 Whilst it is (ultimately) possible to obtain information about business travel from travel expense systems, the travel survey is the only source of information about mode choices and distances travelled for commuting (i.e. Scope 3 emissions). This section takes the data captured through the survey to estimate CO₂e from commuting, using a methodology replicated across a number of Universities.

Methodology

- 5.18 The following assumptions were made in calculating carbon emissions generated by those commuting to University:
- That the average member of staff works 225 days per annum (taking into account annual leave, bank holidays and absence). Part-time working has also been taken into account;
 - Response rates have been factored up to represent the full population;
 - The DEFRA 2020 conversion factors have been used to calculate carbon emissions;
 - Vehicle types for car drivers (who are minimal in number) have been factored up on the basis of the results within the travel survey.

Headline Commuting Carbon Emissions (Indicative)

- 5.19 **Figure 5.5** illustrates the total distances travelled (annual) by mode of transport for commuting.

Figure 5.5 – Annual Distance (km) Travelled by Mode (Commuting)

Car Alone	Car Share	Train	U/ground	Bus	M/C	Taxi	Total
595,521	121,449	12,927,428	2,968,917	432,159	133,839	3,205	17,182,517

- 5.20 Once again, reference has been made to the DEFRA 2020 conversion factors; as set out below.



Figure 5.6 – Commuting Conversion Factors

Activity	Class / Type	Unit	KgCO ₂ e
Car (size)	Average	km	0.17140
Motorbike	Average	km	0.11337
Bus	London Bus	km	0.07856
Rail	National Rail	km	0.03694
	Underground	km	0.0275

- 5.21 **Figure 5.7** summarises the results and **Appendix C** provides the full calculations; it should be noted that the results are indicative only, having been based on only a sample of respondents.

Figure 5.7 – Carbon Emissions Summary – (CO₂e/Kg)

Grand total GHG – kg CO ₂ e							
Car Alone	Car Share	Train	U/ground	Bus	M/C	Taxi	Total
102,072	10,408	477,593	81,645	33,950	15,173	466	721,255

- 5.22 Based on the survey sample, a total of **721,255** kg CO₂e per annum is generated by commuting to the University, equating to **7,213** tonnes.
- 5.23 Reflecting on the above, the high level assessment indicates that daily commuting the LSHTM accounts for a bigger contribution to overall CO₂e emissions from travel than business travel. However, it is re-iterated that the accuracy of the assessments is limited by the sample size and a more in depth assessment of business travel could be undertaken, making use of central booking systems and expense claims. Nonetheless, the above provides a methodology that could be repeated year on year to provide a like-for-like comparison.



6. RECOMMENDATIONS

Introduction

- 6.1 The following identifies a number of recommendations moving forwards; these relate to both data collection and the use of this data to encourage and support more sustainable business / commuting travel habits, where appropriate.

Active Travel

- 6.2 The report has identified that there is a cohort of respondents that could potentially cycle that previously travelled by public transport (based on home postcode and journey time). In the current climate of restrictions on public transport capacity and nervousness about the safety of this, it would be advantageous for the organisation to support / facilitate increased levels of cycling, focusing on this group.
- 6.3 The type of support offered currently (generic / tailored information provision, infrastructure, safety measures, incentives) should be considered, with a view to identifying where enhancements might be beneficial. Further engagement with existing cyclists should be an important element of this process.
- 6.4 A follow-up survey, once staff and students return to work / study, in order to understand how commuting patterns have been affected by the pandemic will also play an important role in this, specifically as a means to estimate likely increase in demand for infrastructure and to ensure any expenditure is targeted where it might be most impactful.

Business Travel

- 6.5 Whilst 38% of respondents who had had business trips abroad cancelled as a consequence of the pandemic suggested this had a major impact on their work, this leaves 62% where the impact was manageable (or, indeed, there was no perceived detrimental impact).
- 6.6 There is significant potential, therefore, to take advantage of the lessons learned in order to minimise the environmental impact and costs of international business travel (without an undue operational impact). LSHTM may wish to consider introducing a hierarchy of business travel which encourages individuals to consider whether a trip is necessary and (assuming it is), the mode by which it might be undertaken.



- 6.7 As a consequence of the pandemic, video-conferencing has become much more prevalent; feedback on this has, generally, been positive. However, based on the feedback from the survey there may be benefit in LSHTM providing additional training and / or considering a 'code of conduct' for calls.

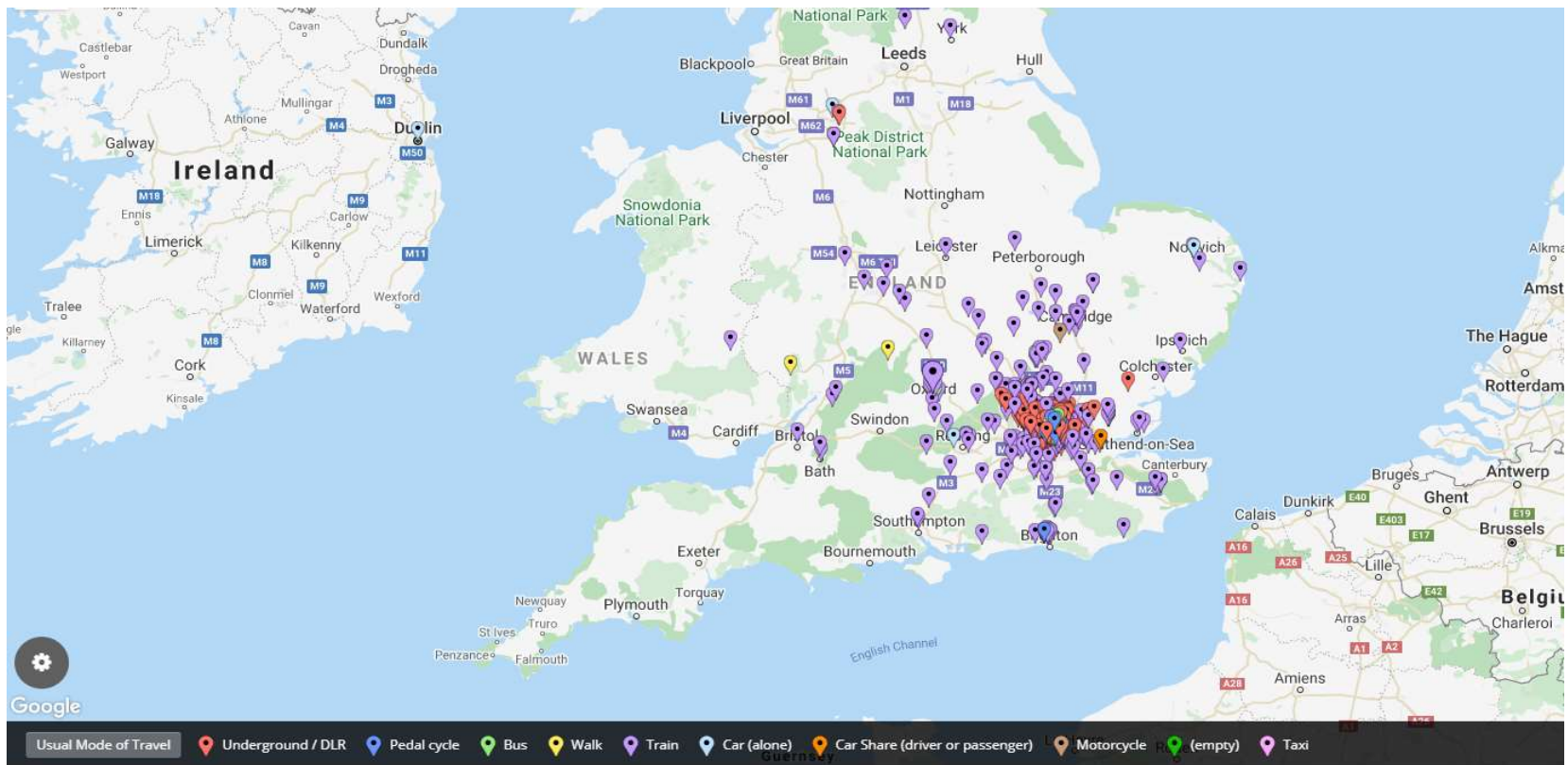
Carbon Assessment

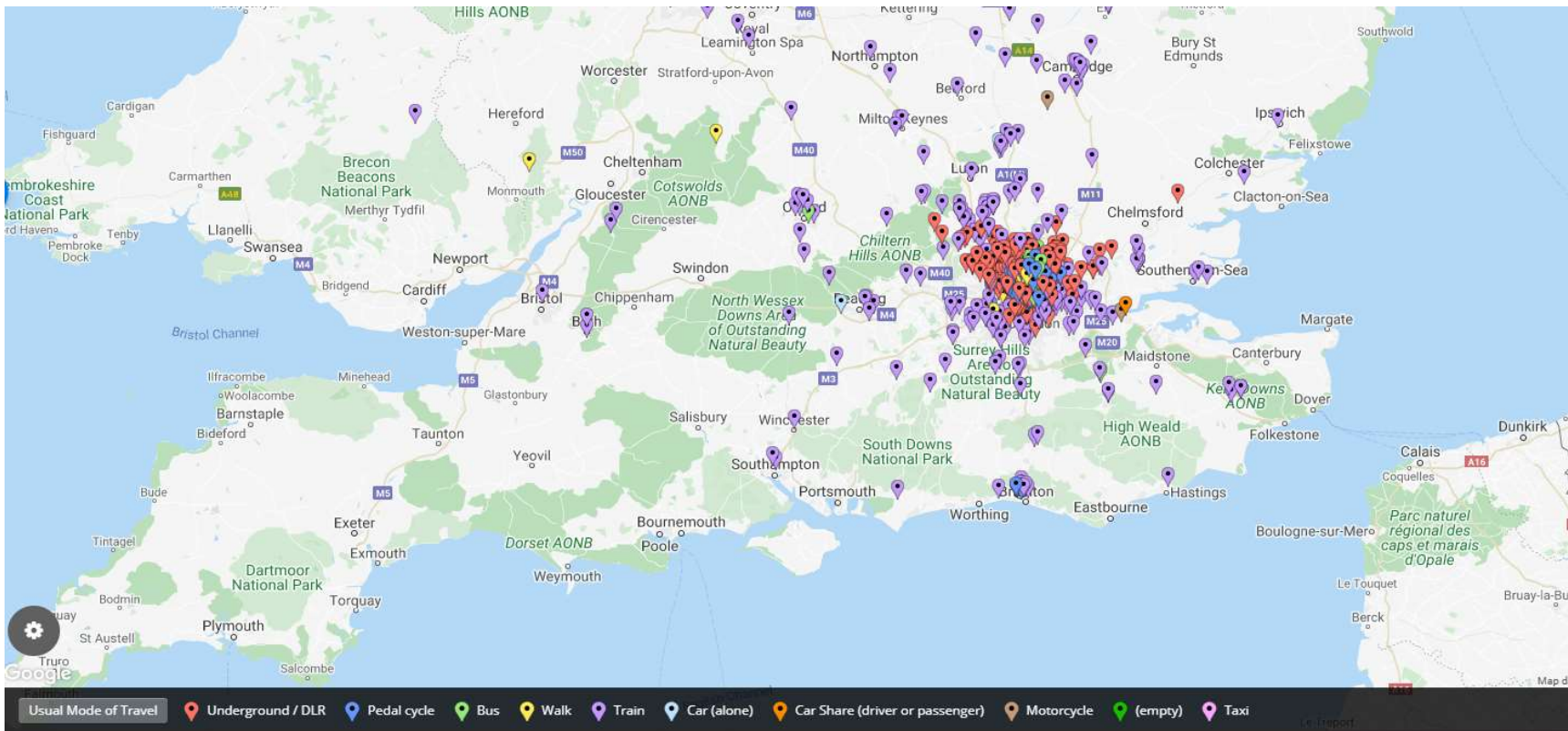
- 6.8 The assessment of CO₂e from business travel is based on a number of high-level assumptions. Whilst the methodology allows a year-on-year comparison, the accuracy of the assessment would be improved significantly by making use of centrally booked travel and expense claims information. The ease with which this could be undertaken is very much dependent on the format in which this information is currently captured and, as part of any review, there may be a need to streamline this to avoid any analysis becoming extremely time consuming.

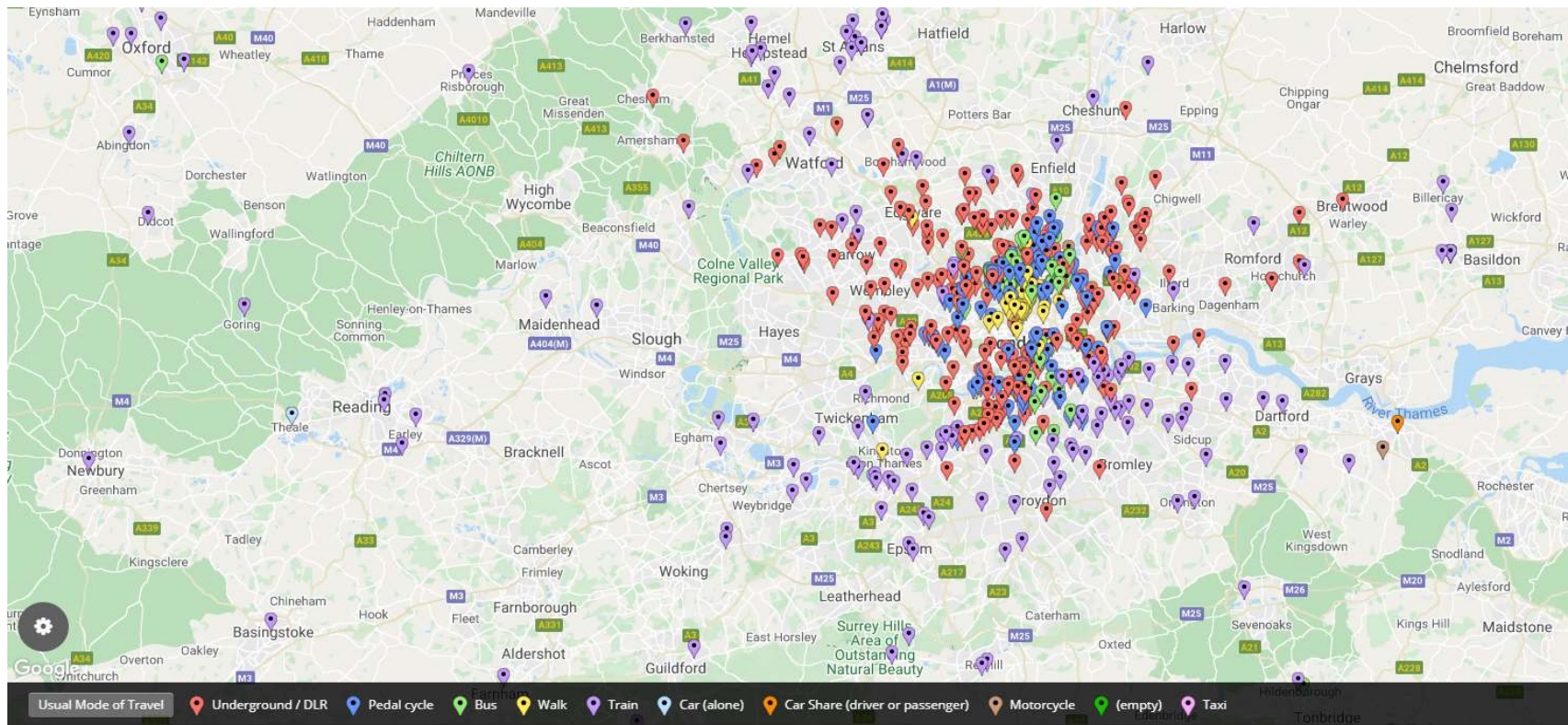


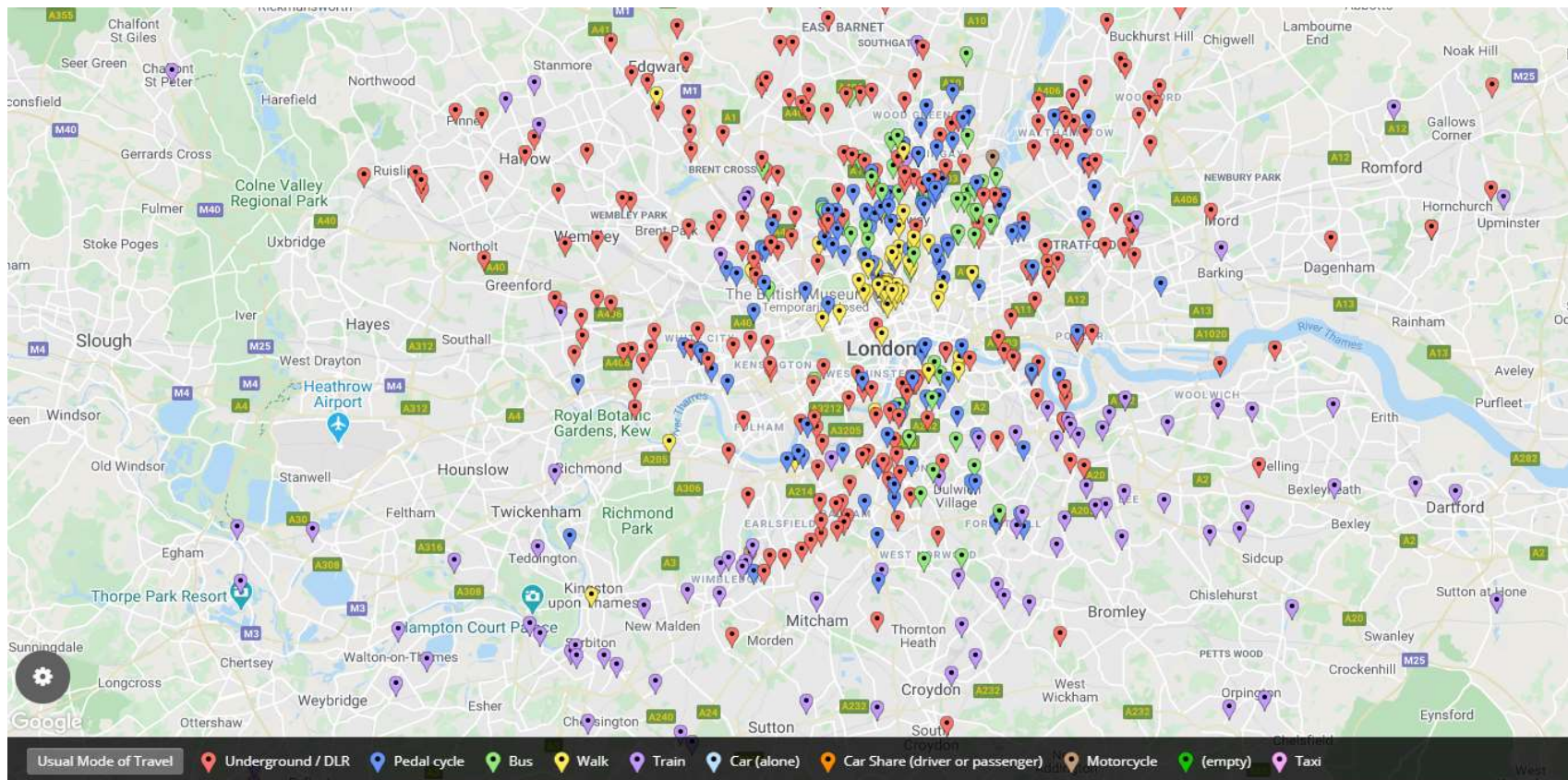
Appendix A

Home Post Code Mapping











Appendix B

Business Travel Carbon Assessment

One-Way Trip Mileage	Round trip	Number of Annual Miles	Equivalent KM	Conversion Kg CO ₂ e
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Infrequently (Less than once a month)	Plane	Accra	3200	6400	1	6400	10299.8016	0.19085	1965.7
1-3 times a month	Plane	Abuja	3000	6000	4.51	27060	43548.84864	0.19085	8311.3
1-3 times a month	Plane	Abuja	3000	6000	4.51	27060	43548.84864	0.19085	8311.3
1-3 times a month	Plane	Abuja	3000	6000	4.51	27060	43548.84864	0.19085	8311.3
1-3 times a month	Plane	Abuja	3000	6000	4.51	27060	43548.84864	0.19085	8311.3
1-3 times a month	Plane	Accra	3200	6400	4.51	28864	46452.10522	0.19085	8865.4
1-3 times a month	Plane	Accra	3200	6400	4.51	28864	46452.10522	0.19085	8865.4
1-3 times a month	Plane	Accra	3200	6400	4.51	28864	46452.10522	0.19085	8865.4
1-3 times a month	Plane	Addis Ababa	3700	7400	4.51	33374	53710.24666	0.19085	10250.6
1-3 times a month	Plane	Addis Ababa	3700	7400	4.51	33374	53710.24666	0.19085	10250.6
1-3 times a month	Plane	Addis Ababa	3700	7400	4.51	33374	53710.24666	0.19085	10250.6
1-3 times a month	Plane	Addis Ababa	3700	7400	4.51	33374	53710.24666	0.19085	10250.6
1-3 times a month	Plane	Addis Ababa	3700	7400	4.51	33374	53710.24666	0.19085	10250.6
1-3 times a month	Plane	Addis Ababa	3700	7400	4.51	33374	53710.24666	0.19085	10250.6
1-3 times a month	Plane	Addis Ababa	3700	7400	4.51	33374	53710.24666	0.19085	10250.6
1-3 times a month	Plane	Addis Ababa	3700	7400	4.51	33374	53710.24666	0.19085	10250.6
1-3 times a month	Plane	Addis Ababa	3700	7400	4.51	33374	53710.24666	0.19085	10250.6
1-3 times a month	Plane	Addis Ababa	3700	7400	4.51	33374	53710.24666	0.19085	10250.6
1-3 times a month	Plane	Addis Ababa	3700	7400	4.51	33374	53710.24666	0.19085	10250.6
1-3 times a month	Plane	Addis Ababa	3700	7400	4.51	33374	53710.24666	0.19085	10250.6
1-3 times a month	Plane	Addis Ababa	3700	7400	4.51	33374	53710.24666	0.19085	10250.6
1-3 times a month	Plane	Addis Ababa	3700	7400	4.51	33374	53710.24666	0.19085	10250.6
1-3 times a month	Plane	Addis Ababa	3700	7400	4.51	33374	53710.24666	0.19085	10250.6
1-3 times a month	Plane	Addis Ababa	3700	7400	4.51	33374	53710.24666	0.19085	10250.6
1-3 times a month	Plane	Ahmedabad	4250	8500	4.51	38335	61694.20224	0.19085	11774.3
1-3 times a month	Plane	Antigua	4100	8200	4.51	36982	59516.75981	0.19085	11358.8
1-3 times a month	Plane	Atlanta	4200	8400	4.51	37884	60968.3881	0.19085	11635.8
1-3 times a month	Plane	Bamako	2700	5400	4.51	24354	39193.96378	0.19085	7480.2
1-3 times a month	Plane	Bamako	2700	5400	4.51	24354	39193.96378	0.19085	7480.2
1-3 times a month	Plane	Bangalore	5000	10000	4.51	45100	72581.4144	0.19085	13852.2
1-3 times a month	Plane	Bangkok	6000	12000	4.51	54120	87097.69728	0.19085	16622.6
1-3 times a month	Plane	Bangkok	6000	12000	4.51	54120	87097.69728	0.19085	16622.6
1-3 times a month	Plane	Bangkok	6000	12000	4.51	54120	87097.69728	0.19085	16622.6
1-3 times a month	Plane	Banjul	2800	5600	4.51	25256	40645.59206	0.19085	7757.2
1-3 times a month	Plane	Banjul	2800	5600	4.51	25256	40645.59206	0.19085	7757.2
1-3 times a month	Plane	Banjul	2800	5600	4.51	25256	40645.59206	0.19085	7757.2
1-3 times a month	Plane	Banjul	2800	5600	4.51	25256	40645.59206	0.19085	7757.2
1-3 times a month	Plane	Banjul	2800	5600	4.51	25256	40645.59206	0.19085	7757.2
1-3 times a month	Plane	Barbados	4200	8400	4.51	37884	60968.3881	0.19085	11635.8
1-3 times a month	Plane	Beijing	5050	10100	4.51	45551	73307.22854	0.19085	13990.7
1-3 times a month	Plane	Beijing	5050	10100	4.51	45551	73307.22854	0.19085	13990.7
1-3 times a month	Plane	Beira	5350	10700	4.51	48257	77662.11341	0.19085	14821.8
1-3 times a month	Plane	Beirut	2150	4300	4.51	19393	31210.00819	0.19085	5956.4
1-3 times a month	Plane	Benin	3150	6300	4.51	28413	45726.29107	0.19085	8726.9
1-3 times a month	Plane	Bhubaneswar	5000	10000	4.51	45100	72581.4144	0.19085	13852.2
1-3 times a month	Plane	Blantyre	5100	10200	4.51	46002	74033.04269	0.19085	14129.2
1-3 times a month	Plane	Blantyre	5100	10200	4.51	46002	74033.04269	0.19085	14129.2
1-3 times a month	Plane	Bobo-Dioulasso	2800	5600	4.51	25256	40645.59206	0.19085	7757.2
1-3 times a month	Plane	Boston	3300	6600	4.51	29766	47903.7335	0.19085	9142.4
1-3 times a month	Plane	Butembo	4000	8000	4.51	36080	58065.13152	0.19085	11081.7
1-3 times a month	Plane	Cape Town	6000	12000	4.51	54120	87097.69728	0.19085	16622.6
1-3 times a month	Plane	Cape Town	6000	12000	4.51	54120	87097.69728	0.19085	16622.6
1-3 times a month	Plane	Cape Town	6000	12000	4.51	54120	87097.69728	0.19085	16622.6
1-3 times a month	Plane	Cape Town	6000	12000	4.51	54120	87097.69728	0.19085	16622.6
1-3 times a month	Plane	Chapel Hill	3900	7800	4.51	35178	56613.50323	0.19085	10804.7
1-3 times a month	Plane	Colombo	5400	10800	4.51	48708	78387.92755	0.19085	14960.3
1-3 times a month	Plane	Cotonou	3100	6200	4.51	27962	45000.47693	0.19085	8588.3
1-3 times a month	Plane	Dakar	2700	5400	4.51	24354	39193.96378	0.19085	7480.2
1-3 times a month	Plane	Dakar	2700	5400	4.51	24354	39193.96378	0.19085	7480.2
1-3 times a month	Plane	Dakar	2700	5400	4.51	24354	39193.96378	0.19085	7480.2
1-3 times a month	Plane	Dar es Salaam	4650	9300	4.51	41943	67500.71539	0.19085	12882.5
1-3 times a month	Plane	Dar Es Salaam	4650	9300	4.51	41943	67500.71539	0.19085	12882.5
1-3 times a month	Plane	Dar Es Salaam	4650	9300	4.51	41943	67500.71539	0.19085	12882.5
1-3 times a month	Plane	Dar Es Salaam	4650	9300	4.51	41943	67500.71539	0.19085	12882.5
1-3 times a month	Plane	Delhi	4175	8350	4.51	37658.5	60605.48102	0.19085	11566.6

1-3 times a month	Plane	Delhi	4175	8350	4.51	37658.5	60605.48102	0.19085	11566.6
1-3 times a month	Plane	Delhi	4175	8350	4.51	37658.5	60605.48102	0.19085	11566.6
1-3 times a month	Plane	Dhaka	5000	10000	4.51	45100	72581.4144	0.19085	13852.2
1-3 times a month	Plane	Dhaka	5000	10000	4.51	45100	72581.4144	0.19085	13852.2
1-3 times a month	Plane	Dhaka	5000	10000	4.51	45100	72581.4144	0.19085	13852.2
1-3 times a month	Plane	Durban	6000	12000	4.51	54120	87097.69728	0.19085	16622.6
1-3 times a month	Plane	Durban	6000	12000	4.51	54120	87097.69728	0.19085	16622.6
1-3 times a month	Plane	Durban	6000	12000	4.51	54120	87097.69728	0.19085	16622.6
1-3 times a month	Plane	Entebbe	4000	8000	4.51	36080	58065.13152	0.19085	11081.7
1-3 times a month	Plane	Entebbe	4000	8000	4.51	36080	58065.13152	0.19085	11081.7
1-3 times a month	Plane	Erbil	2400	4800	4.51	21648	34839.07891	0.19085	6649.0
1-3 times a month	Plane	Florida	4400	8800	4.51	39688	63871.64467	0.19085	12189.9
1-3 times a month	Plane	Franceville	3800	7600	4.51	34276	55161.87494	0.19085	10527.6
1-3 times a month	Plane	Freetown	3050	6100	4.51	27511	44274.66278	0.19085	8449.8
1-3 times a month	Plane	Freetown	3050	6100	4.51	27511	44274.66278	0.19085	8449.8
1-3 times a month	Plane	Freetown	3050	6100	4.51	27511	44274.66278	0.19085	8449.8
1-3 times a month	Plane	Freetown	3050	6100	4.51	27511	44274.66278	0.19085	8449.8
1-3 times a month	Plane	Freetown	3050	6100	4.51	27511	44274.66278	0.19085	8449.8
1-3 times a month	Plane	Freetown	3050	6100	4.51	27511	44274.66278	0.19085	8449.8
1-3 times a month	Plane	Freetown	3050	6100	4.51	27511	44274.66278	0.19085	8449.8
1-3 times a month	Plane	Goma	4500	9000	4.51	40590	65323.27296	0.19085	12466.9
1-3 times a month	Plane	Goma	4500	9000	4.51	40590	65323.27296	0.19085	12466.9
1-3 times a month	Plane	Goma	4500	9000	4.51	40590	65323.27296	0.19085	12466.9
1-3 times a month	Plane	Gondar	3500	7000	4.51	31570	50806.99008	0.19085	9696.5
1-3 times a month	Plane	Hanoi	5750	11500	4.51	51865	83468.62656	0.19085	15930.0
1-3 times a month	Plane	Harare	5150	10300	4.51	46453	74758.85683	0.19085	14267.7
1-3 times a month	Plane	Harare	5150	10300	4.51	46453	74758.85683	0.19085	14267.7
1-3 times a month	Plane	Harare	5150	10300	4.51	46453	74758.85683	0.19085	14267.7
1-3 times a month	Plane	Harare	5150	10300	4.51	46453	74758.85683	0.19085	14267.7
1-3 times a month	Plane	Hawassa	3775	7550	4.51	34050.5	54798.96787	0.19085	10458.4
1-3 times a month	Plane	Ho Chi Minh City	6300	12600	4.51	56826	91452.58214	0.19085	17453.7
1-3 times a month	Plane	Hobart	10800	21600	4.51	97416	156775.8551	0.19085	29920.7
1-3 times a month	Plane	Hong Kong	6000	12000	4.51	54120	87097.69728	0.19085	16622.6
1-3 times a month	Plane	Hong Kong	6000	12000	4.51	54120	87097.69728	0.19085	16622.6
1-3 times a month	Plane	Hyderabad	4800	9600	4.51	43296	69678.15782	0.19085	13298.1
1-3 times a month	Plane	Hyderabad	4800	9600	4.51	43296	69678.15782	0.19085	13298.1
1-3 times a month	Plane	Hyderabad	4800	9600	4.51	43296	69678.15782	0.19085	13298.1
1-3 times a month	Plane	India	4600	9200	4.51	41492	66774.90125	0.19085	12744.0
1-3 times a month	Plane	India	4600	9200	4.51	41492	66774.90125	0.19085	12744.0
1-3 times a month	Plane	Indonesia	7800	15600	4.51	70356	113227.0065	0.19085	21609.4
1-3 times a month	Plane	Istanbul	1550	3100	4.51	13981	22500.23846	0.19085	4294.2
1-3 times a month	Plane	Jakarta	7300	14600	4.51	65846	105968.865	0.19085	20224.2
1-3 times a month	Plane	Jakarta	7300	14600	4.51	65846	105968.865	0.19085	20224.2
1-3 times a month	Plane	Jimma	3670	7340	4.51	33103.4	53274.75817	0.19085	10167.5
1-3 times a month	Plane	Johannesburg	5640	11280	4.51	50872.8	81871.83544	0.19085	15625.2
1-3 times a month	Plane	Johannesburg	5640	11280	4.51	50872.8	81871.83544	0.19085	15625.2
1-3 times a month	Plane	Johannesburg	5640	11280	4.51	50872.8	81871.83544	0.19085	15625.2
1-3 times a month	Plane	Johannesburg	5640	11280	4.51	50872.8	81871.83544	0.19085	15625.2
1-3 times a month	Plane	Johannesburg	5640	11280	4.51	50872.8	81871.83544	0.19085	15625.2
1-3 times a month	Plane	Kabul	3550	7100	4.51	32021	51532.80422	0.19085	9835.0
1-3 times a month	Plane	Kampala	4000	8000	4.51	36080	58065.13152	0.19085	11081.7
1-3 times a month	Plane	Kampala	4000	8000	4.51	36080	58065.13152	0.19085	11081.7
1-3 times a month	Plane	Kampala	4000	8000	4.51	36080	58065.13152	0.19085	11081.7
1-3 times a month	Plane	Kathmandu	4550	9100	4.51	41041	66049.0871	0.19085	12605.5
1-3 times a month	Plane	Kathmandu	4550	9100	4.51	41041	66049.0871	0.19085	12605.5
1-3 times a month	Plane	Kigali	4100	8200	4.51	36982	59516.75981	0.19085	11358.8
1-3 times a month	Plane	Kigali	4100	8200	4.51	36982	59516.75981	0.19085	11358.8
1-3 times a month	Plane	Kingston	4685	9370	4.51	42258.7	68008.78529	0.19085	12979.5
1-3 times a month	Plane	Kobe	5900	11800	4.51	53218	85646.06899	0.19085	16345.6
1-3 times a month	Plane	Kota Kinabalu	6500	13000	4.51	58630	94355.83872	0.19085	18007.8
1-3 times a month	Plane	Kuala Lumpur	6600	13200	4.51	59532	95807.46701	0.19085	18284.9
1-3 times a month	Plane	Lagos	3120	6240	4.51	28142.4	45290.80259	0.19085	8643.7
1-3 times a month	Plane	Lagos	3120	6240	4.51	28142.4	45290.80259	0.19085	8643.7
1-3 times a month	Plane	Libreville	3575	7150	4.51	32246.5	51895.7113	0.19085	9904.3
1-3 times a month	Plane	Lima	6300	12600	4.51	56826	91452.58214	0.19085	17453.7
1-3 times a month	Plane	Livingstone	5050	10100	4.51	45551	73307.22854	0.19085	13990.7

1-3 times a month	Plane	Lusaka	4930	9860	4.51	44468.6	71565.2746	0.19085	13658.2
1-3 times a month	Plane	Lusaka	4930	9860	4.51	44468.6	71565.2746	0.19085	13658.2
1-3 times a month	Plane	Lusaka	4930	9860	4.51	44468.6	71565.2746	0.19085	13658.2
1-3 times a month	Plane	Lusaka	4930	9860	4.51	44468.6	71565.2746	0.19085	13658.2
1-3 times a month	Plane	Malawi	4950	9900	4.51	44649	71855.60026	0.19085	13713.6
1-3 times a month	Plane	Malea		0	4.51	0	0	0.19085	0.0
1-3 times a month	Plane	Manila	6700	13400	4.51	60434	97259.0953	0.19085	18561.9
1-3 times a month	Plane	Manila	6700	13400	4.51	60434	97259.0953	0.19085	18561.9
1-3 times a month	Plane	Maputo	5700	11400	4.51	51414	82742.81242	0.19085	15791.5
1-3 times a month	Plane	Maputo	5700	11400	4.51	51414	82742.81242	0.19085	15791.5
1-3 times a month	Plane	Mekelle	3425	6850	4.51	30893.5	49718.26886	0.19085	9488.7
1-3 times a month	Plane	Melbourne	10500	21000	4.51	94710	152420.9702	0.19085	29089.5
1-3 times a month	Plane	Mexico City	5075	10150	4.51	45776.5	73670.13562	0.19085	14059.9
1-3 times a month	Plane	Montreal	3250	6500	4.51	29315	47177.91936	0.19085	9003.9
1-3 times a month	Plane	Mwanza	4200	8400	4.51	37884	60968.3881	0.19085	11635.8
1-3 times a month	Plane	Mwanza	4200	8400	4.51	37884	60968.3881	0.19085	11635.8
1-3 times a month	Plane	Nagasaki	5875	11750	4.51	52992.5	85283.16192	0.19085	16276.3
1-3 times a month	Plane	Nagasaki	5875	11750	4.51	52992.5	85283.16192	0.19085	16276.3
1-3 times a month	Plane	Nairobi	4325	8650	4.51	39011.5	62782.92346	0.19085	11982.1
1-3 times a month	Plane	Nairobi	4325	8650	4.51	39011.5	62782.92346	0.19085	11982.1
1-3 times a month	Plane	Nairobi	4325	8650	4.51	39011.5	62782.92346	0.19085	11982.1
1-3 times a month	Plane	Nairobi	4325	8650	4.51	39011.5	62782.92346	0.19085	11982.1
1-3 times a month	Plane	Nairobi	4325	8650	4.51	39011.5	62782.92346	0.19085	11982.1
1-3 times a month	Plane	Nairobi	4325	8650	4.51	39011.5	62782.92346	0.19085	11982.1
1-3 times a month	Plane	Nairobi	4325	8650	4.51	39011.5	62782.92346	0.19085	11982.1
1-3 times a month	Plane	Nairobi	4325	8650	4.51	39011.5	62782.92346	0.19085	11982.1
1-3 times a month	Plane	Nairobi	4325	8650	4.51	39011.5	62782.92346	0.19085	11982.1
1-3 times a month	Plane	Nairobi	4325	8650	4.51	39011.5	62782.92346	0.19085	11982.1
1-3 times a month	Plane	Ndola	4775	9550	4.51	43070.5	69315.25075	0.19085	13228.8
1-3 times a month	Plane	New York	3425	6850	4.51	30893.5	49718.26886	0.19085	9488.7
1-3 times a month	Plane	New York	3425	6850	4.51	30893.5	49718.26886	0.19085	9488.7
1-3 times a month	Plane	New York	3425	6850	4.51	30893.5	49718.26886	0.19085	9488.7
1-3 times a month	Plane	New York	3425	6850	4.51	30893.5	49718.26886	0.19085	9488.7
1-3 times a month	Plane	New York	3425	6850	4.51	30893.5	49718.26886	0.19085	9488.7
1-3 times a month	Plane	New York	3425	6850	4.51	30893.5	49718.26886	0.19085	9488.7
1-3 times a month	Plane	Niamey	2625	5250	4.51	23677.5	38105.24256	0.19085	7272.4
1-3 times a month	Plane	Ottawa	3330	6660	4.51	30036.6	48339.22199	0.19085	9225.5
1-3 times a month	Plane	Ouagadougou	2700	5400	4.51	24354	39193.96378	0.19085	7480.2
1-3 times a month	Plane	Paro	4740	9480	4.51	42754.8	68807.18085	0.19085	13131.9
1-3 times a month	Plane	Phnom Penh	6225	12450	4.51	56149.5	90363.86093	0.19085	17245.9
1-3 times a month	Plane	Phnom Penh	6225	12450	4.51	56149.5	90363.86093	0.19085	17245.9
1-3 times a month	Plane	Ranchi	4780	9560	4.51	43115.6	69387.83217	0.19085	13242.7
1-3 times a month	Plane	Rio de Janeiro	5800	11600	4.51	52316	84194.4407	0.19085	16068.5
1-3 times a month	Plane	Rourkela	4820	9640	4.51	43476.4	69968.48348	0.19085	13353.5
1-3 times a month	Plane	San Francisco	5355	10710	4.51	48302.1	77734.69482	0.19085	14835.7
1-3 times a month	Plane	Santiago	7255	14510	4.51	65440.1	105315.6323	0.19085	20099.5
1-3 times a month	Plane	Seattle	4785	9570	4.51	43160.7	69460.41358	0.19085	13256.5
1-3 times a month	Plane	Seattle	4785	9570	4.51	43160.7	69460.41358	0.19085	13256.5
1-3 times a month	Plane	Seattle	4785	9570	4.51	43160.7	69460.41358	0.19085	13256.5
1-3 times a month	Plane	Seattle	4785	9570	4.51	43160.7	69460.41358	0.19085	13256.5
1-3 times a month	Plane	Seattle	4785	9570	4.51	43160.7	69460.41358	0.19085	13256.5
1-3 times a month	Plane	Seattle	4785	9570	4.51	43160.7	69460.41358	0.19085	13256.5
1-3 times a month	Plane	Senegal	2675	5350	4.51	24128.5	38831.0567	0.19085	7410.9
1-3 times a month	Plane	Seoul	5500	11000	4.51	49610	79839.55584	0.19085	15237.4
1-3 times a month	Plane	Singapore	6750	13500	4.51	60885	97984.90944	0.19085	18700.4
1-3 times a month	Plane	Singapore	6750	13500	4.51	60885	97984.90944	0.19085	18700.4
1-3 times a month	Plane	Singapore	6750	13500	4.51	60885	97984.90944	0.19085	18700.4
1-3 times a month	Plane	Singapore	6750	13500	4.51	60885	97984.90944	0.19085	18700.4
1-3 times a month	Plane	South Africa	5850	11700	4.51	52767	84920.25485	0.19085	16207.0
1-3 times a month	Plane	St John's	4100	8200	4.51	36982	59516.75981	0.19085	11358.8
1-3 times a month	Plane	Sydney	10560	21120	4.51	95251.2	153291.9472	0.19085	29255.8
1-3 times a month	Plane	Tanzania	4350	8700	4.51	39237	63145.83053	0.19085	12051.4
1-3 times a month	Plane	The Gambia	2765	5530	4.51	24940.3	40137.52216	0.19085	7660.2
1-3 times a month	Plane	The Gambia	2765	5530	4.51	24940.3	40137.52216	0.19085	7660.2
1-3 times a month	Plane	The Gambia	2765	5530	4.51	24940.3	40137.52216	0.19085	7660.2

1-3 times a month	Plane	Tokyo	5950	11900	4.51	53669	86371.88314	0.19085	16484.1
1-3 times a month	Plane	Tokyo	5950	11900	4.51	53669	86371.88314	0.19085	16484.1
1-3 times a month	Plane	Toronto	3550	7100	4.51	32021	51532.80422	0.19085	9835.0
1-3 times a month	Plane	Uganda	4000	8000	4.51	36080	58065.13152	0.19085	11081.7
1-3 times a month	Plane	Uganda	4000	8000	4.51	36080	58065.13152	0.19085	11081.7
1-3 times a month	Plane	Vancouver	4715	9430	4.51	42529.3	68444.27378	0.19085	13062.6
1-3 times a month	Plane	Vanuatu	9885	19770	4.51	89162.7	143493.4563	0.19085	27385.7
1-3 times a month	Plane	Washington	3665	7330	4.51	33058.3	53202.17676	0.19085	10153.6
1-3 times a month	Plane	Washington DC	3665	7330	4.51	33058.3	53202.17676	0.19085	10153.6
1-3 times a month	Plane	Washington DC	3665	7330	4.51	33058.3	53202.17676	0.19085	10153.6
1-3 times a month	Plane	Washington DC	3665	7330	4.51	33058.3	53202.17676	0.19085	10153.6
1-3 times a month	Plane	Washington DC	3665	7330	4.51	33058.3	53202.17676	0.19085	10153.6
1-3 times a month	Plane	Washington DC	3665	7330	4.51	33058.3	53202.17676	0.19085	10153.6
1-3 times a month	Plane	Yangon	5650	11300	4.51	50963	82016.99827	0.19085	15652.9
1-3 times a month	Plane	Yangon	5650	11300	4.51	50963	82016.99827	0.19085	15652.9
1-3 times a month	Plane	Zimbabwe	5200	10400	4.51	46904	75484.67098	0.19085	14406.2
1-3 times a month	Plane	Zimbabwe	5200	10400	4.51	46904	75484.67098	0.19085	14406.2
1-3 times a month	Plane	Zimbabwe	5200	10400	4.51	46904	75484.67098	0.19085	14406.2
Infrequently (Less than once a month)	Plane	Abidijan	3200	6400	1	6400	10299.8016	0.19085	1965.7
Infrequently (Less than once a month)	Plane	Abidijan	3200	6400	1	6400	10299.8016	0.19085	1965.7
Infrequently (Less than once a month)	Plane	Abu Dhabi	3400	6800	1	6800	10943.5392	0.19085	2088.6
Infrequently (Less than once a month)	Plane	Abuja	3000	6000	1	6000	9656.064	0.19085	1842.9
Infrequently (Less than once a month)	Plane	Abuja	3000	6000	1	6000	9656.064	0.19085	1842.9
Infrequently (Less than once a month)	Plane	Abuja	3000	6000	1	6000	9656.064	0.19085	1842.9
Infrequently (Less than once a month)	Plane	Abuja	3000	6000	1	6000	9656.064	0.19085	1842.9
Infrequently (Less than once a month)	Plane	Abuja	3000	6000	1	6000	9656.064	0.19085	1842.9
Infrequently (Less than once a month)	Plane	Accra	3200	6400	1	6400	10299.8016	0.19085	1965.7
Infrequently (Less than once a month)	Plane	Accra	3200	6400	1	6400	10299.8016	0.19085	1965.7
Infrequently (Less than once a month)	Plane	Accra	3200	6400	1	6400	10299.8016	0.19085	1965.7
Infrequently (Less than once a month)	Plane	Accra	3200	6400	1	6400	10299.8016	0.19085	1965.7
Infrequently (Less than once a month)	Plane	Accra	3200	6400	1	6400	10299.8016	0.19085	1965.7
Infrequently (Less than once a month)	Plane	Accra	3200	6400	1	6400	10299.8016	0.19085	1965.7
Infrequently (Less than once a month)	Plane	Accra	3200	6400	1	6400	10299.8016	0.19085	1965.7
Infrequently (Less than once a month)	Plane	Accra	3200	6400	1	6400	10299.8016	0.19085	1965.7
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Addis Ababa	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane								

[illegible]

Infrequently (Less than once a month)	Plane	Beirut	2150	4300	1	4300	6920.1792	0.19085	1320.7
Infrequently (Less than once a month)	Plane	Beirut	2150	4300	1	4300	6920.1792	0.19085	1320.7
Infrequently (Less than once a month)	Plane	Belo Horizonte	5600	11200	1	11200	18024.6528	0.19085	3440.0
Infrequently (Less than once a month)	Plane	Benin	3150	6300	1	6300	10138.8672	0.19085	1935.0
Infrequently (Less than once a month)	Plane	Bhubaneswar	5000	10000	1	10000	16093.44	0.19085	3071.4
Infrequently (Less than once a month)	Plane	Blantyre	5100	10200	1	10200	16415.3088	0.19085	3132.9
Infrequently (Less than once a month)	Plane	Blantyre	5100	10200	1	10200	16415.3088	0.19085	3132.9
Infrequently (Less than once a month)	Plane	Blantyre	5100	10200	1	10200	16415.3088	0.19085	3132.9
Infrequently (Less than once a month)	Plane	Blantyre	5100	10200	1	10200	16415.3088	0.19085	3132.9
Infrequently (Less than once a month)	Plane	Blantyre	5100	10200	1	10200	16415.3088	0.19085	3132.9
Infrequently (Less than once a month)	Plane	Blantyre	5100	10200	1	10200	16415.3088	0.19085	3132.9
Infrequently (Less than once a month)	Plane	Bo (Sierra Leone)	3050	6100	1	6100	9816.9984	0.19085	1873.6
Infrequently (Less than once a month)	Plane	Bobo Diolasou	2800	5600	1	5600	9012.3264	0.19085	1720.0
Infrequently (Less than once a month)	Plane	Bogota	5300	10600	1	10600	17059.0464	0.19085	3255.7
Infrequently (Less than once a month)	Plane	Bogota	5300	10600	1	10600	17059.0464	0.19085	3255.7
Infrequently (Less than once a month)	Plane	Boston	3300	6600	1	6600	10621.6704	0.19085	2027.1
Infrequently (Less than once a month)	Plane	Boston	3300	6600	1	6600	10621.6704	0.19085	2027.1
Infrequently (Less than once a month)	Plane	Boston	3300	6600	1	6600	10621.6704	0.19085	2027.1
Infrequently (Less than once a month)	Plane	Boston	3300	6600	1	6600	10621.6704	0.19085	2027.1
Infrequently (Less than once a month)	Plane	Boston	3300	6600	1	6600	10621.6704	0.19085	2027.1
Infrequently (Less than once a month)	Plane	Boston	3300	6600	1	6600	10621.6704	0.19085	2027.1
Infrequently (Less than once a month)	Plane	Boston	3300	6600	1	6600	10621.6704	0.19085	2027.1
Infrequently (Less than once a month)	Plane	Brazil	5350	10700	1	10700	17219.9808	0.19085	3286.4
Infrequently (Less than once a month)	Plane	Brazil	5350	10700	1	10700	17219.9808	0.19085	3286.4
Infrequently (Less than once a month)	Plane	Brazil	5350	10700	1	10700	17219.9808	0.19085	3286.4
Infrequently (Less than once a month)	Plane	Brazil	5350	10700	1	10700	17219.9808	0.19085	3286.4
Infrequently (Less than once a month)	Plane	brazzaville	4000	8000	1	8000	12874.752	0.19085	2457.1
Infrequently (Less than once a month)	Plane	Brazzaville	4000	8000	1	8000	12874.752	0.19085	2457.1
Infrequently (Less than once a month)	Plane	Brazzaville	4000	8000	1	8000	12874.752	0.19085	2457.1
Infrequently (Less than once a month)	Plane	Brazzaville	4000	8000	1	8000	12874.752	0.19085	2457.1
Infrequently (Less than once a month)	Plane	Brazzaville	4000	8000	1	8000	12874.752	0.19085	2457.1
Infrequently (Less than once a month)	Plane	Bulawayo	5250	10500	1	10500	16898.112	0.19085	3225.0
Infrequently (Less than once a month)	Plane	Burkina Faso	2700	5400	1	5400	8690.4576	0.19085	1658.6
Infrequently (Less than once a month)	Plane	Cairo	2200	4400	1	4400	7081.1136	0.19085	1351.4
Infrequently (Less than once a month)	Plane	Cairo	2200	4400	1	4400	7081.1136	0.19085	1351.4
Infrequently (Less than once a month)	Plane	Cairo	2200	4400	1	4400	7081.1136	0.19085	1351.4
Infrequently (Less than once a month)	Plane	Cali	5450	10900	1	10900	17541.8496	0.19085	3347.9
Infrequently (Less than once a month)	Plane	Cali	5450	10900	1	10900	17541.8496	0.19085	3347.9
Infrequently (Less than once a month)	Plane	Canada	3900	7800	1	7800	12552.8832	0.19085	2395.7
Infrequently (Less than once a month)	Plane	Cape Town	6000	12000	1	12000	19312.128	0.19085	3685.7
Infrequently (Less than once a month)	Plane	Cape Town	6000	12000	1	12000	19312.128	0.19085	3685.7
Infrequently (Less than once a month)	Plane	Cape Town	6000	12000	1	12000	19312.128	0.19085	3685.7
Infrequently (Less than once a month)	Plane	Cape Town	6000	12000	1	12000	19312.128	0.19085	3685.7
Infrequently (Less than once a month)	Plane	Cape Town	6000	12000	1	12000	19312.128	0.19085	3685.7
Infrequently (Less than once a month)	Plane	Cape Town	6000	12000	1	12000	19312.128	0.19085	3685.7
Infrequently (Less than once a month)	Plane	Cape Town	6000	12000	1	12000	19312.128	0.19085	3685.7
Infrequently (Less than once a month)	Plane	Cape Town	6000	12000	1	12000	19312.128	0.19085	3685.7
Infrequently (Less than once a month)	Plane	Cape Town	6000	12000	1	12000	19312.128	0.19085	3685.7
Infrequently (Less than once a month)	Plane	Cape Town	6000	12000	1	12000	19312.128	0.19085	3685.7
Infrequently (Less than once a month)	Plane	Capetown	6000	12000	1	12000	19312.128	0.19085	3685.7
Infrequently (Less than once a month)	Plane	Chandigarh	4050	8100	1	8100	13035.6864	0.19085	2487.9
Infrequently (Less than once a month)	Plane	Chandigarh	4050	8100	1	8100	13035.6864	0.19085	2487.9
Infrequently (Less than once a month)	Plane	Charleston	4070	8140	1	8140	13100.06016	0.19085	2500.1
Infrequently (Less than once a month)	Plane	Charleston	4070	8140	1	8140	13100.06016	0.19085	2500.1
Infrequently (Less than once a month)	Plane	Charleston	4070	8140	1	8140	13100.06016	0.19085	2500.1
Infrequently (Less than once a month)	Plane	Charlestown	10500	21000	1	21000	33796.224	0.19085	6450.0
Infrequently (Less than once a month)	Plane	Chennai	5100	10200	1	10200	16415.3088	0.19085	3132.9
Infrequently (Less than once a month)	Plane	Chennai	5100	10200	1	10200	16415.3088	0.19085	3132.9
Infrequently (Less than once a month)	Plane	Chicago	5000	10000	1	10000	16093.44	0.19085	3071.4
Infrequently (Less than once a month)	Plane	Chicago	5000	10000	1	10000	16093.44	0.19085	3071.4
Infrequently (Less than once a month)	Plane	China	5000	10000	1	10000	16093.44	0.19085	3071.4

Infrequently (Less than once a month)	Plane	China		5000	10000	1	10000	16093.44	0.19085	3071.4
Infrequently (Less than once a month)	Plane	china		5000	10000	1	10000	16093.44	0.19085	3071.4
Infrequently (Less than once a month)	Plane	China		5000	10000	1	10000	16093.44	0.19085	3071.4
Infrequently (Less than once a month)	Plane	Colombia		5300	10600	1	10600	17059.0464	0.19085	3255.7
Infrequently (Less than once a month)	Plane	Conakry		3000	6000	1	6000	9656.064	0.19085	1842.9
Infrequently (Less than once a month)	Plane	Congo-Brazzaville		4000	8000	1	8000	12874.752	0.19085	2457.1
Infrequently (Less than once a month)	Plane	Cotonou		3100	6200	1	6200	9977.9328	0.19085	1904.3
Infrequently (Less than once a month)	Plane	Cote d'Ivoire		3000	6000	1	6000	9656.064	0.19085	1842.9
Infrequently (Less than once a month)	Plane	Dak Lak		6300	12600	1	12600	20277.7344	0.19085	3870.0
Infrequently (Less than once a month)	Plane	Dakar		2700	5400	1	5400	8690.4576	0.19085	1658.6
Infrequently (Less than once a month)	Plane	Dakar		2700	5400	1	5400	8690.4576	0.19085	1658.6
Infrequently (Less than once a month)	Plane	Dakar		2700	5400	1	5400	8690.4576	0.19085	1658.6
Infrequently (Less than once a month)	Plane	Dakar		2700	5400	1	5400	8690.4576	0.19085	1658.6
Infrequently (Less than once a month)	Plane	Dakar		2700	5400	1	5400	8690.4576	0.19085	1658.6
Infrequently (Less than once a month)	Plane	Dakar		2700	5400	1	5400	8690.4576	0.19085	1658.6
Infrequently (Less than once a month)	Plane	Dakar		2700	5400	1	5400	8690.4576	0.19085	1658.6
Infrequently (Less than once a month)	Plane	Dakar		2700	5400	1	5400	8690.4576	0.19085	1658.6
Infrequently (Less than once a month)	Plane	Dakar		2700	5400	1	5400	8690.4576	0.19085	1658.6
Infrequently (Less than once a month)	Plane	Dar Es Salaam		4650	9300	1	9300	14966.8992	0.19085	2856.4
Infrequently (Less than once a month)	Plane	Dar es Salaam		4650	9300	1	9300	14966.8992	0.19085	2856.4
Infrequently (Less than once a month)	Plane	Dar es Salaam		4650	9300	1	9300	14966.8992	0.19085	2856.4
Infrequently (Less than once a month)	Plane	Dar es Salaam		4650	9300	1	9300	14966.8992	0.19085	2856.4
Infrequently (Less than once a month)	Plane	Dar Es Salaam		4650	9300	1	9300	14966.8992	0.19085	2856.4
Infrequently (Less than once a month)	Plane	Dar Es Salaam		4650	9300	1	9300	14966.8992	0.19085	2856.4
Infrequently (Less than once a month)	Plane	Dar-es-Salaam		4650	9300	1	9300	14966.8992	0.19085	2856.4
Infrequently (Less than once a month)	Plane	Delhi		4175	8350	1	8350	13438.0224	0.19085	2564.6
Infrequently (Less than once a month)	Plane	Delhi		4175	8350	1	8350	13438.0224	0.19085	2564.6
Infrequently (Less than once a month)	Plane	Delhi		4175	8350	1	8350	13438.0224	0.19085	2564.6
Infrequently (Less than once a month)	Plane	delhi		4175	8350	1	8350	13438.0224	0.19085	2564.6
Infrequently (Less than once a month)	Plane	Delhi		4175	8350	1	8350	13438.0224	0.19085	2564.6
Infrequently (Less than once a month)	Plane	Delhi		4175	8350	1	8350	13438.0224	0.19085	2564.6
Infrequently (Less than once a month)	Plane	Delhi		4175	8350	1	8350	13438.0224	0.19085	2564.6
Infrequently (Less than once a month)	Plane	Delhi		4175	8350	1	8350	13438.0224	0.19085	2564.6
Infrequently (Less than once a month)	Plane	Delhi		4175	8350	1	8350	13438.0224	0.19085	2564.6
Infrequently (Less than once a month)	Plane	Delhi		4175	8350	1	8350	13438.0224	0.19085	2564.6
Infrequently (Less than once a month)	Plane	Delhi		4175	8350	1	8350	13438.0224	0.19085	2564.6
Infrequently (Less than once a month)	Plane	Delhi		4175	8350	1	8350	13438.0224	0.19085	2564.6
Infrequently (Less than once a month)	Plane	Delhi		4175	8350	1	8350	13438.0224	0.19085	2564.6
Infrequently (Less than once a month)	Plane	Denver		4700	9400	1	9400	15127.8336	0.19085	2887.1

In frequently (Less than once a month)	Plane	Entebbe		4000	8000	1	8000	12874.752	0.19085	2457.1
In frequently (Less than once a month)	Plane	Entebbe		4000	8000	1	8000	12874.752	0.19085	2457.1
In frequently (Less than once a month)	Plane	Entebbe		4000	8000	1	8000	12874.752	0.19085	2457.1
In frequently (Less than once a month)	Plane	Entebbe		4000	8000	1	8000	12874.752	0.19085	2457.1
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In frequently (Less than once a month)	Plane	Entebbe		4000	8000	1	8000	12874.752	0.19085	2457.1
In frequently (Less than once a month)	Plane	Entebbe		4000	8000	1	8000	12874.752	0.19085	2457.1
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In frequently (Less than once a month)	Plane	Entebbe		4000	8000	1	8000	12874.752	0.19085	2457.1
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In frequently (Less than once a month)	Plane	Entebbe		4000	8000	1	8000	12874.752	0.19085	2457.1
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In frequently (Less than once a month)	Plane	Entebbe		4000	8000	1	8000	12874.752	0.19085	2457.1
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In frequently (Less than once a month)	Plane	Entebbe		4000	8000	1	8000	12874.752	0.19085	2457.1
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In frequently (Less than once a month)	Plane	Entebbe		4000	8000	1	8000	12874.752	0.19085	2457.1
In frequently (Less than once a month)	Plane	Entebbe		4000	8000	1	8000	12874.752	0.19085	2457.1
In frequently (Less than once a month)	Plane	Entebbe		4000	8000	1	8000	12874.752	0.19085	2457.1
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In frequently (Less than once a month)	Plane	Entebbe		4000	8000	1	8000	12874.752	0.19085	2457.1
In frequently (Less than once a month)	Plane	Entebbe		4000	8000	1	8000	12874.752	0.19085	2457.1
In frequently (Less than once a month)	Plane	Entebbe		4000	8000	1	8000	12874.752	0.19085	2457.1
In frequently (Less than once a month)	Plane	Entebbe		4000	8000	1	8000	12874.752	0.19085	2457.1
In frequently (Less than once a month)	Plane	Entebbe		4000	8000	1	8000	12874.		

Infrequently (Less than once a month)	Plane	Harare		5150	10300	1	10300	16576.2432	0.19085	3163.6
Infrequently (Less than once a month)	Plane	Harare		5150	10300	1	10300	16576.2432	0.19085	3163.6
Infrequently (Less than once a month)	Plane	Hargeisa		3800	7600	1	7600	12231.0144	0.19085	2334.3
Infrequently (Less than once a month)	Plane	Ho Chi Minh City		6300	12600	1	12600	20277.7344	0.19085	3870.0
Infrequently (Less than once a month)	Plane	Ho Chi Minh City		6300	12600	1	12600	20277.7344	0.19085	3870.0
Infrequently (Less than once a month)	Plane	Hong Kong		6000	12000	1	12000	19312.128	0.19085	3685.7
Infrequently (Less than once a month)	Plane	Hong Kong		6000	12000	1	12000	19312.128	0.19085	3685.7
Infrequently (Less than once a month)	Plane	Hong Kong		6000	12000	1	12000	19312.128	0.19085	3685.7
Infrequently (Less than once a month)	Plane	Honiara		9300	18600	1	18600	29933.7984	0.19085	5712.9
Infrequently (Less than once a month)	Plane	Hyderabad		4800	9600	1	9600	15449.7024	0.19085	2948.6
Infrequently (Less than once a month)	Plane	Hyderabad		4800	9600	1	9600	15449.7024	0.19085	2948.6
Infrequently (Less than once a month)	Plane	Hyderabad		4800	9600	1	9600	15449.7024	0.19085	2948.6
Infrequently (Less than once a month)	Plane	Hyderabad		4800	9600	1	9600	15449.7024	0.19085	2948.6
Infrequently (Less than once a month)	Plane	Hyderabad		4800	9600	1	9600	15449.7024	0.19085	2948.6
Infrequently (Less than once a month)	Plane	Hyderabad		4800	9600	1	9600	15449.7024	0.19085	2948.6
Infrequently (Less than once a month)	Plane	Hyderabad		4800	9600	1	9600	15449.7024	0.19085	2948.6
Infrequently (Less than once a month)	Plane	Hyderabad		4800	9600	1	9600	15449.7024	0.19085	2948.6
Infrequently (Less than once a month)	Plane	Hyderabad		4800	9600	1	9600	15449.7024	0.19085	2948.6
Infrequently (Less than once a month)	Plane	Hyderabad		4800	9600	1	9600	15449.7024	0.19085	2948.6
Infrequently (Less than once a month)	Plane	Hyderabad		4800	9600	1	9600	15449.7024	0.19085	2948.6
Infrequently (Less than once a month)	Plane	Hyderabad		4800	9600	1	9600	15449.7024	0.19085	2948.6
Infrequently (Less than once a month)	Plane	Hyderabad		4800	9600	1	9600	15449.7024	0.19085	2948.6
Infrequently (Less than once a month)	Plane	Hyderabad		4800	9600	1	9600	15449.7024	0.19085	2948.6
Infrequently (Less than once a month)	Plane	Hyderabad		4800	9600	1	9600	15449.7024	0.19085	2948.6
Infrequently (Less than once a month)	Plane	Hyderabad		4800	9600	1	9600	15449.7024	0.19085	2948.6
Infrequently (Less than once a month)	Plane	Hyderabad		4800	9600	1	9600	15449.7024	0.19085	2948.6
Infrequently (Less than once a month)	Plane	Hyderabad		4800	9600	1	9600	15449.7024	0.19085	2948.6
Infrequently (Less than once a month)	Plane	Hyderabad		4800	9600	1	9600	15449.7024	0.19085	2948.6
Infrequently (Less than once a month)	Plane	Iguazu		6275	12550	1	12550	20197.2672	0.19085	3854.6
Infrequently (Less than once a month)	Plane	India		4600	9200	1	9200	14805.9648	0.19085	2825.7
Infrequently (Less than once a month)	Plane	india		4600	9200	1	9200	14805.9648	0.19085	2825.7
Infrequently (Less than once a month)	Plane	India		4600	9200	1	9200	14805.9648	0.19085	2825.7
Infrequently (Less than once a month)	Plane	India		4600	9200	1	9200	14805.9648	0.19085	2825.7
Infrequently (Less than once a month)	Plane	Indonesia		7800	15600	1	15600	25105.7664	0.19085	4791.4
Infrequently (Less than once a month)	Plane	Islamabad		3750	7500	1	7500	12070.08	0.19085	2303.6
Infrequently (Less than once a month)	Plane	Islamabad		3750	7500	1	7500	12070.08	0.19085	2303.6
Infrequently (Less than once a month)	Plane	Islamabad		3750	7500	1	7500	12070.08	0.19085	2303.6
Infrequently (Less than once a month)	Plane	Istanbul		1550	3100	1	3100	4988.9664	0.19085	952.1
Infrequently (Less than once a month)	Plane	Istanbul		1550	3100	1	3100	4988.9664	0.19085	952.

Infrequently (Less than once a month)	Plane	Kabale	4050	8100	1	8100	13035.6864	0.19085	2487.9
Infrequently (Less than once a month)	Plane	Kambia	3000	6000	1	6000	9656.064	0.19085	1842.9
Infrequently (Less than once a month)	Plane	Kampala	4000	8000	1	8000	12874.752	0.19085	2457.1
Infrequently (Less than once a month)	Plane	Kampala	4000	8000	1	8000	12874.752	0.19085	2457.1
Infrequently (Less than once a month)	Plane	Kampala	4000	8000	1	8000	12874.752	0.19085	2457.1
Infrequently (Less than once a month)	Plane	Kampala	4000	8000	1	8000	12874.752	0.19085	2457.1
Infrequently (Less than once a month)	Plane	Kampala	4000	8000	1	8000	12874.752	0.19085	2457.1
Infrequently (Less than once a month)	Plane	Kampala	4000	8000	1	8000	12874.752	0.19085	2457.1
Infrequently (Less than once a month)	Plane	Kampala	4000	8000	1	8000	12874.752	0.19085	2457.1
Infrequently (Less than once a month)	Plane	Kampala	4000	8000	1	8000	12874.752	0.19085	2457.1
Infrequently (Less than once a month)	Plane	Kampala	4000	8000	1	8000	12874.752	0.19085	2457.1
Infrequently (Less than once a month)	Plane	Kampala	4000	8000	1	8000	12874.752	0.19085	2457.1
Infrequently (Less than once a month)	Plane	Kampala	4000	8000	1	8000	12874.752	0.19085	2457.1
Infrequently (Less than once a month)	Plane	Kampala	4000	8000	1	8000	12874.752	0.19085	2457.1
Infrequently (Less than once a month)	Plane	Kampala	4000	8000	1	8000	12874.752	0.19085	2457.1
Infrequently (Less than once a month)	Plane	Kampala	4000	8000	1	8000	12874.752	0.19085	2457.1
Infrequently (Less than once a month)	Plane	Kano	2775	5550	1	5550	8931.8592	0.19085	1704.6
Infrequently (Less than once a month)	Plane	Karachi	3900	7800	1	7800	12552.8832	0.19085	2395.7
Infrequently (Less than once a month)	Plane	Kathmandu	4550	9100	1	9100	14645.0304	0.19085	2795.0
Infrequently (Less than once a month)	Plane	Kathmandu	4550	9100	1	9100	14645.0304	0.19085	2795.0
Infrequently (Less than once a month)	Plane	Kathmandu	4550	9100	1	9100	14645.0304	0.19085	2795.0
Infrequently (Less than once a month)	Plane	Kathmandu	4550	9100	1	9100	14645.0304	0.19085	2795.0
Infrequently (Less than once a month)	Plane	Kathmandu	4550	9100	1	9100	14645.0304	0.19085	2795.0
Infrequently (Less than once a month)	Plane	Kathmandu	4550	9100	1	9100	14645.0304	0.19085	2795.0
Infrequently (Less than once a month)	Plane	Kathmandu	4550	9100	1	9100	14645.0304	0.19085	2795.0
Infrequently (Less than once a month)	Plane	Kathmandu	4550	9100	1	9100	14645.0304	0.19085	2795.0
Infrequently (Less than once a month)	Plane	Kathmandu	4550	9100	1	9100	14645.0304	0.19085	2795.0
Infrequently (Less than once a month)	Plane	Kathmandu	4550	9100	1	9100	14645.0304	0.19085	2795.0
Infrequently (Less than once a month)	Plane	Kathmandu	4550	9100	1	9100	14645.0304	0.19085	2795.0
Infrequently (Less than once a month)	Plane	Kenya	4150	8300	1	8300	13357.5552	0.19085	2549.3
Infrequently (Less than once a month)	Plane	Kenya	4150	8300	1	8300	13357.5552	0.19085	2549.3
Infrequently (Less than once a month)	Plane	Kenya	4150	8300	1	8300	13357.5552	0.19085	2549.3
Infrequently (Less than once a month)	Plane	Kenya	4150	8300	1	8300	13357.5552	0.19085	2549.3
Infrequently (Less than once a month)	Plane	Kenya	4150	8300	1	8300	13357.5552	0.19085	2549.3
Infrequently (Less than once a month)	Plane	Kenya	4150	8300	1	8300	13357.5552	0.19085	2549.3
Infrequently (Less than once a month)	Plane	Khan Hoam	5000	10000	1	10000	16093.44	0.19085	3071.4
Infrequently (Less than once a month)	Plane	Khartoum	3050	6100	1	6100	9816.9984	0.19085	1873.6
Infrequently (Less than once a month)	Plane	Kigali	4100	8200	1	8200	13196.6208	0.19085	2518.6
Infrequently (Less than once a month)	Plane	Kigali	4100	8200	1	8200	13196.6208	0.19085	2518.6
Infrequently (Less than once a month)	Plane	Kigali	4100	8200	1	8200	13196.6208	0.19085	2518.6
Infrequently (Less than once a month)	Plane	Kigali	4100	8200	1	8200	13196.6208	0.19085	2518.6
Infrequently (Less than once a month)	Plane	Kilifi	4500	9000	1	9000	14484.096	0.19085	2764.3
Infrequently (Less than once a month)	Plane	Kilifi	4500	9000	1	9000	14484.096	0.19085	2764.3
Infrequently (Less than once a month)	Plane	Kilifi,	4500	9000	1	9000	14484.096	0.19085	2764.3
Infrequently (Less than once a month)	Plane	Kilimanjaro	4360	8720	1	8720	14033.47968	0.19085	2678.3
Infrequently (Less than once a month)	Plane	Kilimanjaro	4360	8720	1	8720	14033.47968	0.19085	2678.3
Infrequently (Less than once a month)	Plane	Kinshasa	4000	8000	1	8000	12874.752	0.19085	2457.1
Infrequently (Less than once a month)	Plane	Kisumu	4150	8300	1	8300	13357.5552	0.19085	2549.3
Infrequently (Less than once a month)	Plane	Kisumu	4150	8300	1	8300	13357.5552	0.19085	2549.3
Infrequently (Less than once a month)	Plane	Kisumu	4150	8300	1	8300	13357.5552	0.19085	2549.3
Infrequently (Less than once a month)	Plane	Kochi	5100	10200	1	10200	16415.3088	0.19085	3132.9
Infrequently (Less than once a month)	Plane	Kolkata	4950	9900	1	9900	15932.5056	0.19085	3040.7
Infrequently (Less than once a month)	Plane	Kolkata	4950	9900	1	9900	15932.5056	0.19085	3040.7
Infrequently (Less than once a month)	Plane	Kolkata	4950	9900	1	9900	15932.5056	0.19085	3040.7
Infrequently (Less than once a month)	Plane	Kuala Lumpur	6600	13200	1	13200	21243.3408	0.19085	4054.3
Infrequently (Less than once a month)	Plane	Kuala Lumpur	6600	13200	1	13200	21243.3408	0.19085	4054.3
Infrequently (Less than once a month)	Plane	Kuching	6350	12700	1	12700	20438.6688	0.19085	3900.7
Infrequently (Less than once a month)	Plane	Kyoto	6350	12700	1	12700	20438.6688	0.19085	3900.7
Infrequently (Less than once a month)	Plane	Kyoto	6350	12700	1	12700	20438.6688	0.19085	3900.7
Infrequently (Less than once a month)	Plane	Kyoto	6350	12700	1	12700	20438.6688	0.19085	3900.7
Infrequently (Less than once a month)	Plane	Lagos	3120	6240	1	6240	10042.30656	0.19085	1916.6
Infrequently (Less than once a month)	Plane	Lagos	3120	6240	1	6240	10042.30656	0.19085	1916.6
Infrequently (Less than once a month)	Plane	Lahan	4650	9300	1	9300	14966.8992	0.19085	2856.4

Infrequently (Less than once a month)	Plane	Lebanon	2150	4300	1	4300	6920.1792	0.19085	1320.7
Infrequently (Less than once a month)	Plane	Lilongwe	5000	10000	1	10000	16093.44	0.19085	3071.4
Infrequently (Less than once a month)	Plane	Lilongwe	5000	10000	1	10000	16093.44	0.19085	3071.4
Infrequently (Less than once a month)	Plane	Lilongwe	5000	10000	1	10000	16093.44	0.19085	3071.4
Infrequently (Less than once a month)	Plane	Lilongwe	5000	10000	1	10000	16093.44	0.19085	3071.4
Infrequently (Less than once a month)	Plane	Lilongwe	5000	10000	1	10000	16093.44	0.19085	3071.4
Infrequently (Less than once a month)	Plane	Lilongwe	5000	10000	1	10000	16093.44	0.19085	3071.4
Infrequently (Less than once a month)	Plane	Lima	6300	12600	1	12600	20277.7344	0.19085	3870.0
Infrequently (Less than once a month)	Plane	Lima	6300	12600	1	12600	20277.7344	0.19085	3870.0
Infrequently (Less than once a month)	Plane	Lima	6300	12600	1	12600	20277.7344	0.19085	3870.0
Infrequently (Less than once a month)	Plane	Livingstone	5050	10100	1	10100	16254.3744	0.19085	3102.1
Infrequently (Less than once a month)	Plane	Lome	3130	6260	1	6260	10074.49344	0.19085	1922.7
Infrequently (Less than once a month)	Plane	Los Angeles	5450	10900	1	10900	17541.8496	0.19085	3347.9
Infrequently (Less than once a month)	Plane	Los Angeles	5450	10900	1	10900	17541.8496	0.19085	3347.9
Infrequently (Less than once a month)	Plane	Lucknow	4400	8800	1	8800	14162.2272	0.19085	2702.9
Infrequently (Less than once a month)	Plane	Luganville	9850	19700	1	19700	31704.0768	0.19085	6050.7
Infrequently (Less than once a month)	Plane	Lusaka	4930	9860	1	9860	15868.13184	0.19085	3028.4
Infrequently (Less than once a month)	Plane	Lusaka	4930	9860	1	9860	15868.13184	0.19085	3028.4
Infrequently (Less than once a month)	Plane	Lusaka	4930	9860	1	9860	15868.13184	0.19085	3028.4
Infrequently (Less than once a month)	Plane	Lusaka	4930	9860	1	9860	15868.13184	0.19085	3028.4
Infrequently (Less than once a month)	Plane	Lusaka	4930	9860	1	9860	15868.13184	0.19085	3028.4
Infrequently (Less than once a month)	Plane	Machala	5950	11900	1	11900	19151.1936	0.19085	3655.0
Infrequently (Less than once a month)	Plane	Malawi	4950	9900	1	9900	15932.5056	0.19085	3040.7
Infrequently (Less than once a month)	Plane	Malawi	4950	9900	1	9900	15932.5056	0.19085	3040.7
Infrequently (Less than once a month)	Plane	Malaysia	7050	14100	1	14100	22691.7504	0.19085	4330.7
Infrequently (Less than once a month)	Plane	Malaysia	7050	14100	1	14100	22691.7504	0.19085	4330.7
Infrequently (Less than once a month)	Plane	Manila	6700	13400	1	13400	21565.2096	0.19085	4115.7
Infrequently (Less than once a month)	Plane	Manila	6700	13400	1	13400	21565.2096	0.19085	4115.7
Infrequently (Less than once a month)	Plane	Manila	6700	13400	1	13400	21565.2096	0.19085	4115.7
Infrequently (Less than once a month)	Plane	Manila	6700	13400	1	13400	21565.2096	0.19085	4115.7
Infrequently (Less than once a month)	Plane	Manila	6700	13400	1	13400	21565.2096	0.19085	4115.7
Infrequently (Less than once a month)	Plane	Manila	6700	13400	1	13400	21565.2096	0.19085	4115.7
Infrequently (Less than once a month)	Plane	Manila	6700	13400	1	13400	21565.2096	0.19085	4115.7
Infrequently (Less than once a month)	Plane	Manila	6700	13400	1	13400	21565.2096	0.19085	4115.7
Infrequently (Less than once a month)	Plane	Manila	6700	13400	1	13400	21565.2096	0.19085	4115.7
Infrequently (Less than once a month)	Plane	Manila	6700	13400	1	13400	21565.2096	0.19085	4115.7
Infrequently (Less than once a month)	Plane	Manila, The Philippines	6700	13400	1	13400	21565.2096	0.19085	4115.7
Infrequently (Less than once a month)	Plane	Maputo	5700	11400	1	11400	18346.5216	0.19085	3501.4
Infrequently (Less than once a month)	Plane	Maputo	5700	11400	1	11400	18346.5216	0.19085	3501.4
Infrequently (Less than once a month)	Plane	Maputo	5700	11400	1	11400	18346.5216	0.19085	3501.4
Infrequently (Less than once a month)	Plane	Maputo	5700	11400	1	11400	18346.5216	0.19085	3501.4
Infrequently (Less than once a month)	Plane	Maputo	5700	11400	1	11400	18346.5216	0.19085	3501.4
Infrequently (Less than once a month)	Plane	Maryland	3650	7300	1	7300	11748.2112	0.19085	2242.1
Infrequently (Less than once a month)	Plane	Mbarara	4050	8100	1	8100	13035.6864	0.19085	2487.9
Infrequently (Less than once a month)	Plane	Medellin	5250	10500	1	10500	16898.112	0.19085	3225.0
Infrequently (Less than once a month)	Plane	Melbourne	10500	21000	1	21000	33796.224	0.19085	6450.0
Infrequently (Less than once a month)	Plane	Melbourne	10500	21000	1	21000	33796.224	0.19085	6450.0
Infrequently (Less than once a month)	Plane	Melbourne	10500	21000	1	21000	33796.224	0.19085	6450.0
Infrequently (Less than once a month)	Plane	Melbourne	10500	21000	1	21000	33796.224	0.19085	6450.0
Infrequently (Less than once a month)	Plane	Melbourne	10500	21000	1	21000	33796.224	0.19085	6450.0
Infrequently (Less than once a month)	Plane	Melbourne	10500	21000	1	21000	33796.224	0.19085	6450.0
Infrequently (Less than once a month)	Plane	Merida	5075	10150	1	10150	16334.8416	0.19085	3117.5
Infrequently (Less than once a month)	Plane	Mexico City	5075	10150	1	10150	16334.8416	0.19085	3117.5
Infrequently (Less than once a month)	Plane	Mexico City	5075	10150	1	10150	16334.8416	0.19085	3117.5
Infrequently (Less than once a month)	Plane	Minneapolis	4000	8000	1	8000	12874.752	0.19085	2457.1
Infrequently (Less than once a month)	Plane	Mombasa	4500	9000	1	9000	14484.096	0.19085	2764.3
Infrequently (Less than once a month)	Plane	Monrovia	3200	6400	1	6400	10299.8016	0.19085	1965.7
Infrequently (Less than once a month)	Plane	Montreal	3250	6500	1	6500	10460.736	0.19085	1996.4
Infrequently (Less than once a month)	Plane	Moscow	1550	3100	1	3100	4988.9664	0.19085	952.1
Infrequently (Less than once a month)	Plane	Moshi	4385	8770	1	8770	14113.94688	0.19085	2693.6
Infrequently (Less than once a month)	Plane	Moshi	4385	8770	1	8770	14113.94688	0.19085	2693.6
Infrequently (Less than once a month)	Plane	Moshi	4385	8770	1	8770	14113.94688	0.19085	2693.6

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Infrequently (Less than once a month)	Plane	New York	3425	6850	1	6850	11024.0064	0.19085	2103.9
Infrequently (Less than once a month)	Plane	New York	3425	6850	1	6850	11024.0064	0.19085	2103.9
Infrequently (Less than once a month)	Plane	New York	3425	6850	1	6850	11024.0064	0.19085	2103.9
Infrequently (Less than once a month)	Plane	New York	3425	6850	1	6850	11024.0064	0.19085	2103.9
Infrequently (Less than once a month)	Plane	New York	3425	6850	1	6850	11024.0064	0.19085	2103.9
Infrequently (Less than once a month)	Plane	Nha Trang, Vietnam	6350	12700	1	12700	20438.6688	0.19085	3900.7
Infrequently (Less than once a month)	Plane	Niamey	2625	5250	1	5250	8449.056	0.19085	1612.5
Infrequently (Less than once a month)	Plane	Nigeria	2900	5800	1	5800	9334.1952	0.19085	1781.4
Infrequently (Less than once a month)	Plane	Nigeria	2900	5800	1	5800	9334.1952	0.19085	1781.4
Infrequently (Less than once a month)	Plane	Nigeria	2900	5800	1	5800	9334.1952	0.19085	1781.4
Infrequently (Less than once a month)	Plane	North Carolina	3950	7900	1	7900	12713.8176	0.19085	2426.4
Infrequently (Less than once a month)	Plane	Ottawa	3330	6660	1	6660	10718.23104	0.19085	2045.6
Infrequently (Less than once a month)	Plane	Ouagadougou	2700	5400	1	5400	8690.4576	0.19085	1658.6
Infrequently (Less than once a month)	Plane	Ouagadougou	2700	5400	1	5400	8690.4576	0.19085	1658.6
Infrequently (Less than once a month)	Plane	Ouagadougou	2700	5400	1	5400	8690.4576	0.19085	1658.6
Infrequently (Less than once a month)	Plane	Ouagadougou	2700	5400	1	5400	8690.4576	0.19085	1658.6
Infrequently (Less than once a month)	Plane	Pakistan	3800	7600	1	7600	12231.0144	0.19085	2334.3
Infrequently (Less than once a month)	Plane	Pakistan	3800	7600	1	7600	12231.0144	0.19085	2334.3
Infrequently (Less than once a month)	Plane	Pakistan	3800	7600	1	7600	12231.0144	0.19085	2334.3
Infrequently (Less than once a month)	Plane	Palo Alto	5360	10720	1	10720	17252.16768	0.19085	3292.6
Infrequently (Less than once a month)	Plane	Panama	5280	10560	1	10560	16994.67264	0.19085	3243.4
Infrequently (Less than once a month)	Plane	Philadelphia	3550	7100	1	7100	11426.3424	0.19085	2180.7
Infrequently (Less than once a month)	Plane	Philadelphia	3550	7100	1	7100	11426.3424	0.19085	2180.7
Infrequently (Less than once a month)	Plane	Philadelphia	3550	7100	1	7100	11426.3424	0.19085	2180.7
Infrequently (Less than once a month)	Plane	Philadelphia	3550	7100	1	7100	11426.3424	0.19085	2180.7
Infrequently (Less than once a month)	Plane	Philippines	6700	13400	1	13400	21565.2096	0.19085	4115.7
Infrequently (Less than once a month)	Plane	Philippines	6700	13400	1	13400	21565.2096	0.19085	4115.7
Infrequently (Less than once a month)	Plane	Phnom Penh	6225	12450	1	12450	20036.3328	0.19085	3823.9
Infrequently (Less than once a month)	Plane	Phnom Penh	6225	12450	1	12450	20036.3328	0.19085	3823.9
Infrequently (Less than once a month)	Plane	Phnom Penh	6225	12450	1	12450	20036.3328	0.19085	3823.9
Infrequently (Less than once a month)	Plane	Phnom Penh	6225	12450	1	12450	20036.3328	0.19085	3823.9
Infrequently (Less than once a month)	Plane	pittsburgh	3700	7400	1	7400	11909.1456	0.19085	2272.9
Infrequently (Less than once a month)	Plane	Port au Prince	4460	8920	1	8920	14355.34848	0.19085	2739.7
Infrequently (Less than once a month)	Plane	Port Villa	4140	8280	1	8280	13325.36832	0.19085	2543.1
Infrequently (Less than once a month)	Plane	Praia, Cape Verde	2780	5560	1	5560	8947.95264	0.19085	1707.7
Infrequently (Less than once a month)	Plane	Pretoria	5600	11200	1	11200	18024.6528	0.19085	3440.0
Infrequently (Less than once a month)	Plane	Rio de Janeiro	5800	11600	1	11600	18668.3904	0.19085	3562.9
Infrequently (Less than once a month)	Plane	Rio de Janeiro	5800	11600	1	11600	18668.3904	0.19085	3562.9
Infrequently (Less than once a month)	Plane	Rio de Janeiro	5800	11600	1	11600	18668.3904	0.19085	3562.9
Infrequently (Less than once a month)	Plane	Rio de Janeiro	5800	11600	1	11600	18668.3904	0.19085	3562.9
Infrequently (Less than once a month)	Plane	Rochester, USA	4025	8050	1	8050	12955.2192	0.19085	2472.5
Infrequently (Less than once a month)	Plane	Rwanda	4100	8200	1	8200	13196.6208	0.19085	2518.6
Infrequently (Less than once a month)	Plane	Rwanda	4100	8200	1	8200	13196.6208	0.19085	2518.6
Infrequently (Less than once a month)	Plane	Saigon	6350	12700	1	12700	20438.6688	0.19085	3900.7
Infrequently (Less than once a month)	Plane	San Antonio	4990	9980	1	9980	16061.25312	0.19085	3065.3
Infrequently (Less than once a month)	Plane	San Diego	5485	10970	1	10970	17654.50368	0.19085	3369.4
Infrequently (Less than once a month)	Plane	San Diego	5485	10970	1	10970	17654.50368	0.19085	3369.4
Infrequently (Less than once a month)	Plane	San Francisco	5355	10710	1	10710	17236.07424	0.19085	3289.5
Infrequently (Less than once a month)	Plane	San Francisco	5355	10710	1	10710	17236.07424	0.19085	3289.5
Infrequently (Less than once a month)	Plane	San Francisco	5355	10710	1	10710	17236.07424	0.19085	3289.5
Infrequently (Less than once a month)	Plane	San Francisco	5355	10710	1	10710	17236.07424	0.19085	3289.5
Infrequently (Less than once a month)	Plane	San Francisco	5355	10710	1	10710	17236.07424	0.19085	3289.5
Infrequently (Less than once a month)	Plane	San Francisco	5355	10710	1	10710	17236.07424	0.19085	3289.5
Infrequently (Less than once a month)	Plane	San Francisco	5355	10710	1	10710	17236.07424	0.19085	3289.5
Infrequently (Less than once a month)	Plane	San Francisco	5355	10710	1	10710	17236.07424	0.19085	3289.5
Infrequently (Less than once a month)	Plane	San Jose	5365	10730	1	10730	17268.26112	0.19085	3295.6
Infrequently (Less than once a month)	Plane	Santiago, Chile	7255	14510	1	14510	23351.58144	0.19085	4456.6
Infrequently (Less than once a month)	Plane	Sao Paulo	5900	11800	1	11800	18990.2592	0.19085	3624.3
Infrequently (Less than once a month)	Plane	Sao Paulo	5900	11800	1	11800	18990.2592	0.19085	3624.3
Infrequently (Less than once a month)	Plane	Seattle	4785	9570	1	9570	15401.42208	0.19085	2939.4
Infrequently (Less than once a month)	Plane	Seattle	4785	9570	1	9570	15401.42208	0.19085	2939.4
Infrequently (Less than once a month)	Plane	Seattle	4785	9570	1	9570	15401.42208	0.19085	2939.4
Infrequently (Less than once a month)	Plane	Seattle	4785	9570	1	9570	15401.42208	0.19085	2939.4

Infrequently (Less than once a month)	Plane	Seattle	4785	9570	1	9570	15401.42208	0.19085	2939.4
Infrequently (Less than once a month)	Plane	Seattle	4785	9570	1	9570	15401.42208	0.19085	2939.4
Infrequently (Less than once a month)	Plane	Seattle	4785	9570	1	9570	15401.42208	0.19085	2939.4
Infrequently (Less than once a month)	Plane	Seattle	4785	9570	1	9570	15401.42208	0.19085	2939.4
Infrequently (Less than once a month)	Plane	Seattle	4785	9570	1	9570	15401.42208	0.19085	2939.4
Infrequently (Less than once a month)	Plane	Seattle,	4785	9570	1	9570	15401.42208	0.19085	2939.4
Infrequently (Less than once a month)	Plane	Seattle	4785	9570	1	9570	15401.42208	0.19085	2939.4
Infrequently (Less than once a month)	Plane	Senegal	2675	5350	1	5350	8609.9904	0.19085	1643.2
Infrequently (Less than once a month)	Plane	Seoul	5500	11000	1	11000	17702.784	0.19085	3378.6
Infrequently (Less than once a month)	Plane	Seoul	5500	11000	1	11000	17702.784	0.19085	3378.6
Infrequently (Less than once a month)	Plane	Seoul	5500	11000	1	11000	17702.784	0.19085	3378.6
Infrequently (Less than once a month)	Plane	Seoul	5500	11000	1	11000	17702.784	0.19085	3378.6
Infrequently (Less than once a month)	Plane	Shandong	5320	10640	1	10640	17123.42016	0.19085	3268.0
Infrequently (Less than once a month)	Plane	Shanghai	5720	11440	1	11440	18410.89536	0.19085	3513.7
Infrequently (Less than once a month)	Plane	Shanghai	5720	11440	1	11440	18410.89536	0.19085	3513.7
Infrequently (Less than once a month)	Plane	Shanghai	5720	11440	1	11440	18410.89536	0.19085	3513.7
Infrequently (Less than once a month)	Plane	Shanghai	5720	11440	1	11440	18410.89536	0.19085	3513.7
Infrequently (Less than once a month)	Plane	Shanghai	5720	11440	1	11440	18410.89536	0.19085	3513.7
Infrequently (Less than once a month)	Plane	Shashamane	3770	7540	1	7540	12134.45376	0.19085	2315.9
Infrequently (Less than once a month)	Plane	Sierra Leone	3050	6100	1	6100	9816.9984	0.19085	1873.6
Infrequently (Less than once a month)	Plane	Sierra Leone	3050	6100	1	6100	9816.9984	0.19085	1873.6
Infrequently (Less than once a month)	Plane	Singapore	6750	13500	1	13500	21726.144	0.19085	4146.4
Infrequently (Less than once a month)	Plane	Singapore	6750	13500	1	13500	21726.144	0.19085	4146.4
Infrequently (Less than once a month)	Plane	Singapore	6750	13500	1	13500	21726.144	0.19085	4146.4
Infrequently (Less than once a month)	Plane	Singapore	6750	13500	1	13500	21726.144	0.19085	4146.4
Infrequently (Less than once a month)	Plane	Singapore	6750	13500	1	13500	21726.144	0.19085	4146.4
Infrequently (Less than once a month)	Plane	Singapore	6750	13500	1	13500	21726.144	0.19085	4146.4
Infrequently (Less than once a month)	Plane	Singapore	6750	13500	1	13500	21726.144	0.19085	4146.4
Infrequently (Less than once a month)	Plane	Singapore	6750	13500	1	13500	21726.144	0.19085	4146.4
Infrequently (Less than once a month)	Plane	Singapore	6750	13500	1	13500	21726.144	0.19085	4146.4
Infrequently (Less than once a month)	Plane	Singapore	6750	13500	1	13500	21726.144	0.19085	4146.4
Infrequently (Less than once a month)	Plane	Singapore	6750	13500	1	13500	21726.144	0.19085	4146.4
Infrequently (Less than once a month)	Plane	Seoul	550	1100	1	1100	1770.2784	0.19085	337.9
Infrequently (Less than once a month)	Plane	Sonepat	4150	8300	1	8300	13357.5552	0.19085	2549.3
Infrequently (Less than once a month)	Plane	South Africa	5850	11700	1	11700	18829.3248	0.19085	3593.6
Infrequently (Less than once a month)	Plane	South Africa	5850	11700	1	11700	18829.3248	0.19085	3593.6
Infrequently (Less than once a month)	Plane	St Lucia	4225	8450	1	8450	13598.9568	0.19085	2595.4
Infrequently (Less than once a month)	Plane	Suva	10130	20260	1	20260	32605.30944	0.19085	6222.7
Infrequently (Less than once a month)	Plane	Suva	10130	20260	1	20260	32605.30944	0.19085	6222.7
Infrequently (Less than once a month)	Plane	Sydney	10560	21120	1	21120	33989.34528	0.19085	6486.9
Infrequently (Less than once a month)	Plane	Sydney	10560	21120	1	21120	33989.34528	0.19085	6486.9
Infrequently (Less than once a month)	Plane	Tacloban	7000	14000	1	14000	22530.816	0.19085	4300.0
Infrequently (Less than once a month)	Plane	Taiwan	6125	12250	1	12250	19714.464	0.19085	3762.5
Infrequently (Less than once a month)	Plane	Tanzania	4350	8700	1	8700	14001.2928	0.19085	2672.1
Infrequently (Less than once a month)	Plane	Tanzania	4350	8700	1	8700	14001.2928	0.19085	2672.1
Infrequently (Less than once a month)	Plane	Thailand	5850	11700	1	11700	18829.3248	0.19085	3593.6
Infrequently (Less than once a month)	Plane	The Gambia	2765	5530	1	5530	8899.67232	0.19085	1698.5
Infrequently (Less than once a month)	Plane	The Gambia	2765	5530	1	5530	8899.67232	0.19085	1698.5
Infrequently (Less than once a month)	Plane	Tokyo	5950	11900	1	11900	19151.1936	0.19085	3655.0
Infrequently (Less than once a month)	Plane	Tokyo	5950	11900	1	11900	19151.1936	0.19085	3655.0
Infrequently (Less than once a month)	Plane	Tokyo	5950	11900	1	11900	19151.1936	0.19085	3655.0
Infrequently (Less than once a month)	Plane	Tokyo	5950	11900	1	11900	19151.1936	0.19085	3655.0
Infrequently (Less than once a month)	Plane	Tokyo	5950	11900	1	11900	19151.1936	0.19085	3655.0
Infrequently (Less than once a month)	Plane	Tokyo	5950	11900	1	11900	19151.1936	0.19085	3655.0
Infrequently (Less than once a month)	Plane	Tokyo	5950	11900	1	11900	19151.1936	0.19085	3655.0
Infrequently (Less than once a month)	Plane	Toronto	3550	7100	1	7100	11426.3424	0.19085	2180.7
Infrequently (Less than once a month)	Plane	Tripoli	1450	2900	1	2900	4667.0976	0.19085	890.7
Infrequently (Less than once a month)	Plane	Uganda	4000	8000	1	8000	12874.752	0.19085	2457.1
Infrequently (Less than once a month)	Plane	Uganda	4000	8000	1	8000	12874.752	0.19085	2457.1
Infrequently (Less than once a month)	Plane	Uganda	4000	8000	1	8000	12874.752	0.19085	2457.1
Infrequently (Less than once a month)	Plane	USA	4450	8900	1	8900	14323.1616	0.19085	2733.6
Infrequently (Less than once a month)	Plane	Vancouver	4715	9430	1	9430	15176.11392	0.19085	2896.4
Infrequently (Less than once a month)	Plane	Vancouver	4715	9430	1	9430	15176.11392	0.19085	2896.4
Infrequently (Less than once a month)	Plane	Vancouver	4715	9430	1	9430	15176.11392	0.19085	2896.4

Infrequently (Less than once a month)	Plane	Vanuatu	9885	19770	1	19770	31816.73088	0.19085	6072.2
Infrequently (Less than once a month)	Plane	Vellore	5065	10130	1	10130	16302.65472	0.19085	3111.4
Infrequently (Less than once a month)	Plane	Vientiane	3975	7950	1	7950	12794.2848	0.19085	2441.8
Infrequently (Less than once a month)	Plane	Vientiane	3975	7950	1	7950	12794.2848	0.19085	2441.8
Infrequently (Less than once a month)	Plane	Vientiane	3975	7950	1	7950	12794.2848	0.19085	2441.8
Infrequently (Less than once a month)	Plane	Villavicencio	5300	10600	1	10600	17059.0464	0.19085	3255.7
Infrequently (Less than once a month)	Plane	Vinh Phu	5715	11430	1	11430	18394.80192	0.19085	3510.6
Infrequently (Less than once a month)	Plane	Vitoria	5200	10400	1	10400	16737.1776	0.19085	3194.3
Infrequently (Less than once a month)	Plane	Washington	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Washington DC	3665	7330	1	7330	11796.49152	0.19085	2251.4
Infrequently (Less than once a month)	Plane	Wellington	11700	23400	1	23400	37658.6496	0.19085	7187.2
Infrequently (Less than once a month)	Plane	Wellington	11700	23400	1	23400	37658.6496	0.19085	7187.2
Infrequently (Less than once a month)	Plane	Wuhan	5515	11030	1	11030	17751.06432	0.19085	3387.8
Infrequently (Less than once a month)	Plane	Xiamen	6000	12000	1	12000	19312.128	0.19085	3685.7
Infrequently (Less than once a month)	Plane	Xiamen	6000	12000	1	12000	19312.128	0.19085	3685.7
Infrequently (Less than once a month)	Plane	Yaound	3360	6720	1	6720	10814.79168	0.19085	2064.0
Infrequently (Less than once a month)	Plane	Yaounde	3360	6720	1	6720	10814.79168	0.19085	2064.0
Infrequently (Less than once a month)	Plane	Banjul	2800	5600	1	5600	9012.3264	0.19085	1720.0
More than 3 times a month	Plane	Johannesburg	5640	11280	5.4	60912	98028.36173	0.19085	18708.7
More than 3 times a month	Plane	Shanghai	5720	11440	5.4	61776	99418.83494	0.19085	18974.1
More than 3 times a month	Plane	Bangkok	6000	12000	5.4	64800	104285.4912	0.19085	19902.9
More than 3 times a month	Plane	Abuja	3000	6000	5.4	32400	52142.7456	0.19085	9951.4
More than 3 times a month	Plane	Addis Ababa	3700	7400	5.4	39960	64309.38624	0.19085	12273.4
More than 3 times a month	Plane	Dakar	2700	5400	5.4	29160	46928.47104	0.19085	8956.3
More than 3 times a month	Plane	Hong Kong	6000	12000	5.4	64800	104285.4912	0.19085	19902.9
More than 3 times a month	Plane	Hyderabad	4800	9600	5.4	51840	83428.39296	0.19085	15922.3
More than 3 times a month	Plane	Jakarta	7300	14600	5.4	78840	126880.681	0.19085	24215.2
More than 3 times a month	Plane	Kampala	4000	8000	5.4	43200	69523.6608	0.19085	13268.6
More than 3 times a month	Plane	Lilongwe	5000	10000	5.4	54000	86904.576	0.19085	16585.7
More than 3 times a month	Plane	New York	3425	6850	5.4	36990	59529.63456	0.19085	11361.2
More than 3 times a month	Plane	Phnom Penh	6225	12450	5.4	67230	108196.1971	0.19085	20649.2
More than 3 times a month	Plane	Beijing	5050	10100	5.4	54540	87773.62176	0.19085	16751.6
More than 3 times a month	Plane	Singapore	6750	13500	5.4	72900	117321.1776	0.19085	22390.7
More than 3 times a month	Plane	Seoul	5500	11000	5.4	59400	95595.0336	0.19085	18244.3

More than 3 times a month	Plane	Delhi	4175	8350	5.4	45090	72565.32096	0.19085	13849.1	
More than 3 times a month	Plane	Washington DC	3665	7330	5.4	39582	63701.05421	0.19085	12157.3	
More than 3 times a month	Plane	Boston	3300	6600	5.4	35640	57357.02016	0.19085	10946.6	
More than 3 times a month	Plane	Seattle	4785	9570	5.4	51678	83167.67923	0.19085	15872.6	
Infrequently (Less than once a month)	Plane	Bangalore	5000	10000	1	10000	16093.44	0.19085	3071.4	
Infrequently (Less than once a month)	Plane	Banjul	2800	5600	1	5600	9012.3264	0.19085	1720.0	
Infrequently (Less than once a month)	Plane	Bethesda	3660	7320	1	7320	11780.39808	0.19085	2248.3	
Infrequently (Less than once a month)	Plane	CAPE tOWN	6000	12000	1	12000	19312.128	0.19085	3685.7	
Infrequently (Less than once a month)	Plane	Chennai	5100	10200	1	10200	16415.3088	0.19085	3132.9	
Infrequently (Less than once a month)	Plane	Delhi	4175	8350	1	8350	13438.0224	0.19085	2564.6	
Infrequently (Less than once a month)	Plane	Tanzania	4350	8700	1	8700	14001.2928	0.19085	2672.1	
Infrequently (Less than once a month)	Plane	Uganda	4000	8000	1	8000	12874.752	0.19085	2457.1	
			9234.83			16889355.5	27180782.94		5187452.4	5187.452

On average during the 12 months prior to COVID Prior to CC Please identify all the cities *outside the UK (within Europe)* that you travelled to for business in the 12 months prior to March 2020.

		One-way (Miles)	Round trip (miles)	Number of Trips (Estimated)	Annual Miles	Equivalent KM	Conversior Kg CO2e	
Infrequently (Less than once a month)	Ferry / Boat Dusseldorf	300	600	1	600	966	0.12286	118.6
Infrequently (Less than once a month)	Ferry / Boat Hamburg	450	900	1	900	1448	0.12286	178.0
1-3 times a month	Plane Amsterdam	222	444	5.27	2340	3766	0.15553	585.7
1-3 times a month	Plane Amsterdam	222	444	5.27	2340	3766	0.15553	585.7
1-3 times a month	Plane Amsterdam	222	444	5.27	2340	3766	0.15553	585.7
1-3 times a month	Plane Annecy	482	964	5.27	5080	8176	0.15553	1271.6
1-3 times a month	Plane Arkhangelsk	1800	3600	5.27	18972	30532	0.15553	4748.7
1-3 times a month	Plane Arkhangelsk	1800	3600	5.27	18972	30532	0.15553	4748.7
1-3 times a month	Plane Barcelona	710	1420	5.27	7483	12043	0.15553	1873.1
1-3 times a month	Plane Barcelona	710	1420	5.27	7483	12043	0.15553	1873.1
1-3 times a month	Plane Basel	440	880	5.27	4638	7463	0.15553	1160.8
1-3 times a month	Plane Bergen	210	420	5.27	2213	3562	0.15553	554.0
1-3 times a month	Plane Berlin	580	1160	5.27	6113	9838	0.15553	1530.1
1-3 times a month	Plane Berlin	580	1160	5.27	6113	9838	0.15553	1530.1
1-3 times a month	Plane Berlin	580	1160	5.27	6113	9838	0.15553	1530.1
1-3 times a month	Plane Berlin	580	1160	5.27	6113	9838	0.15553	1530.1
1-3 times a month	Plane Berlin	580	1160	5.27	6113	9838	0.15553	1530.1
1-3 times a month	Plane Berlin	580	1160	5.27	6113	9838	0.15553	1530.1
1-3 times a month	Plane Brussels	200	400	5.27	2108	3392	0.15553	527.6
1-3 times a month	Plane Brussels	200	400	5.27	2108	3392	0.15553	527.6
1-3 times a month	Plane Copenhagen	600	1200	5.27	6324	10177	0.15553	1582.9
1-3 times a month	Plane Copenhagen	600	1200	5.27	6324	10177	0.15553	1582.9
1-3 times a month	Plane Copenhagen	600	1200	5.27	6324	10177	0.15553	1582.9
1-3 times a month	Plane Ekaterinburg	2400	4800	5.27	25296	40710	0.15553	6331.6
1-3 times a month	Plane Ekaterinburg	2400	4800	5.27	25296	40710	0.15553	6331.6
1-3 times a month	Plane Frankfurt	395	790	5.27	4163	6700	0.15553	1042.1
1-3 times a month	Plane Geneva	465	930	5.27	4901	7888	0.15553	1226.8
1-3 times a month	Plane Geneva	465	930	5.27	4901	7888	0.15553	1226.8
1-3 times a month	Plane Geneva	465	930	5.27	4901	7888	0.15553	1226.8
1-3 times a month	Plane Geneva	465	930	5.27	4901	7888	0.15553	1226.8
1-3 times a month	Plane Geneva	465	930	5.27	4901	7888	0.15553	1226.8
1-3 times a month	Plane Geneva	465	930	5.27	4901	7888	0.15553	1226.8
1-3 times a month	Plane Geneva	465	930	5.27	4901	7888	0.15553	1226.8
1-3 times a month	Plane Geneva	465	930	5.27	4901	7888	0.15553	1226.8
1-3 times a month	Plane Geneva	465	930	5.27	4901	7888	0.15553	1226.8
1-3 times a month	Plane Geneva	465	930	5.27	4901	7888	0.15553	1226.8
1-3 times a month	Plane Grenoble	510	1020	5.27	5375	8651	0.15553	1345.5
1-3 times a month	Plane Hannover	425	850	5.27	4480	7209	0.15553	1121.2
1-3 times a month	Plane Heidelberg	410	820	5.27	4321	6955	0.15553	1081.7
1-3 times a month	Plane Krakow	880	1760	5.27	9275	14927	0.15553	2321.6
1-3 times a month	Plane Leiden	200	400	5.27	2108	3392	0.15553	527.6
1-3 times a month	Plane Lille	150	300	5.27	1581	2544	0.15553	395.7
1-3 times a month	Plane Lisbon	985	1970	5.27	10382	16708	0.15553	2598.6
1-3 times a month	Plane Madrid	785	1570	5.27	8274	13316	0.15553	2071.0
1-3 times a month	Plane Madrid	785	1570	5.27	8274	13316	0.15553	2071.0
1-3 times a month	Plane marseille	620	1240	5.27	6535	10517	0.15553	1635.7
1-3 times a month	Plane Monaco	640	1280	5.27	6746	10856	0.15553	1688.4
1-3 times a month	Plane Moscow	1440	2880	5.27	15178	24426	0.15553	3799.0
1-3 times a month	Plane Moscow	1440	2880	5.27	15178	24426	0.15553	3799.0
1-3 times a month	Plane Oslo	715	1430	5.27	7536	12128	0.15553	1886.3
1-3 times a month	Plane Oslo	715	1430	5.27	7536	12128	0.15553	1886.3
1-3 times a month	Plane Oslo	715	1430	5.27	7536	12128	0.15553	1886.3
1-3 times a month	Plane Oslo	715	1430	5.27	7536	12128	0.15553	1886.3
1-3 times a month	Plane Oslo	715	1430	5.27	7536	12128	0.15553	1886.3
1-3 times a month	Plane Palermo	1130	2260	5.27	11910	19168	0.15553	2981.1
1-3 times a month	Plane Paris	215	430	5.27	2266	3647	0.15553	567.2
1-3 times a month	Plane Paris	215	430	5.27	2266	3647	0.15553	567.2
1-3 times a month	Plane Paris	215	430	5.27	2266	3647	0.15553	567.2
1-3 times a month	Plane Paris	215	430	5.27	2266	3647	0.15553	567.2
1-3 times a month	Plane Paris	215	430	5.27	2266	3647	0.15553	567.2
1-3 times a month	Plane Paris	215	430	5.27	2266	3647	0.15553	567.2
1-3 times a month	Plane Paris	215	430	5.27	2266	3647	0.15553	567.2
1-3 times a month	Plane Paris	215	430	5.27	2266	3647	0.15553	567.2
1-3 times a month	Plane Paris	215	430	5.27	2266	3647	0.15553	567.2
1-3 times a month	Plane Paris	215	430	5.27	2266	3647	0.15553	567.2
1-3 times a month	Plane Prague	640	1280	5.27	6746	10856	0.15553	1688.4
1-3 times a month	Plane Prato	740	1480	5.27	7800	12552	0.15553	1952.2
1-3 times a month	Plane Rennes	250	500	5.27	2635	4241	0.15553	659.5
1-3 times a month	Plane Rome	900	1800	5.27	9486	15266	0.15553	2374.4
1-3 times a month	Plane Rome	900	1800	5.27	9486	15266	0.15553	2374.4
1-3 times a month	Plane Rome	900	1800	5.27	9486	15266	0.15553	2374.4
1-3 times a month	Plane Rostock	540	1080	5.27	5692	9160	0.15553	1424.6
1-3 times a month	Plane Rostock	540	1080	5.27	5692	9160	0.15553	1424.6
1-3 times a month	Plane Santander	580	1160	5.27	6113	9838	0.15553	1530.1
1-3 times a month	Plane St Petersburg	1300	2600	5.27	13702	22051	0.15553	3429.6
1-3 times a month	Plane Stockholm	890	1780	5.27	9381	15097	0.15553	2348.0
1-3 times a month	Plane The Hague	200	400	5.27	2108	3392	0.15553	527.6
1-3 times a month	Plane The Hague	200	400	5.27	2108	3392	0.15553	527.6
1-3 times a month	Plane Tromso	1400	2800	5.27	14756	23747	0.15553	3693.4
1-3 times a month	Plane Valencia	830	1660	5.27	8748	14079	0.15553	2189.7

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[illegible]

[illegible]

Infrequently (Less than once a month)	Plane	Naples		1000	2000	1	2000	3219	0.15553	500.6
Infrequently (Less than once a month)	Plane	Netherlands		250	500	1	500	805	0.15553	125.2
Infrequently (Less than once a month)	Plane	Nijmegen		250	500	1	500	805	0.15553	125.2
Infrequently (Less than once a month)	Plane	Nijmegen		250	500	1	500	805	0.15553	125.2
Infrequently (Less than once a month)	Plane	Nijmegen		250	500	1	500	805	0.15553	125.2
Infrequently (Less than once a month)	Plane	Oberkockhen		490	980	1	980	1577	0.15553	245.3
Infrequently (Less than once a month)	Plane	Oslo		715	1430	1	1430	2301	0.15553	357.9
Infrequently (Less than once a month)	Plane	Oslo		715	1430	1	1430	2301	0.15553	357.9
Infrequently (Less than once a month)	Plane	Oslo		715	1430	1	1430	2301	0.15553	357.9
Infrequently (Less than once a month)	Plane	Oslo		715	1430	1	1430	2301	0.15553	357.9
Infrequently (Less than once a month)	Plane	Oslo		715	1430	1	1430	2301	0.15553	357.9
Infrequently (Less than once a month)	Plane	Amsterdam		222	444	1	444	715	0.15553	111.1
Infrequently (Less than once a month)	Plane	Brussels		200	400	1	400	644	0.15553	100.1
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Paris		215	430	1	430	692	0.15553	107.6
Infrequently (Less than once a month)	Plane	Portugal		900	1800	1	1800	2897	0.15553	450.5
Infrequently (Less than once a month)	Plane	Portugal		900	1800	1	1800	2897	0.15553	450.5
Infrequently (Less than once a month)	Plane	Pougy		290	580	1	580	933	0.15553	145.2
Infrequently (Less than once a month)	Plane	Prague		640	1280	1	1280	2060	0.15553	320.4
Infrequently (Less than once a month)	Plane	Prague		640	1280	1	1280	2060	0.15553	320.4
Infrequently (Less than once a month)	Plane	Prato		740	1480	1	1480	2382	0.15553	370.4
Infrequently (Less than once a month)	Plane	Reykjavik		1170	2340	1	2340	3766	0.15553	585.7
Infrequently (Less than once a month)	Plane	Riga		1040	2080	1	2080	3347	0.15553	520.6
Infrequently (Less than once a month)	Plane	Rixensart		210	420	1	420	676	0.15553	105.1
Infrequently (Less than once a month)	Plane	Rome		900	1800	1	1800	2897	0.15553	450.5
Infrequently (Less than once a month)	Plane	Rome		900	1800	1	1800	2897	0.15553	450.5
Infrequently (Less than once a month)	Plane	Rome		900	1800	1	1800	2897	0.15553	450.5
Infrequently (Less than once a month)	Plane	Rome		900	1800	1	1800	2897	0.15553	450.5
Infrequently (Less than once a month)	Plane	Rome		900	1800	1	1800	2897	0.15553	450.5
Infrequently (Less than once a month)	Plane	Rome		900	1800	1	1800	2897	0.15553	450.5
Infrequently (Less than once a month)	Plane	Rome		900	1800	1	1800	2897	0.15553	450.5
Infrequently (Less than once a month)	Plane	Rome		900	1800	1	1800	2897	0.15553	450.5
Infrequently (Less than once a month)	Plane	Rome		900	1800	1	1800	2897	0.15553	450.5
Infrequently (Less than once a month)	Plane	Rotterdam		200	400	1	400	644	0.15553	100.1
Infrequently (Less than once a month)	Plane	Rotterdam		200	400	1	400	644	0.15553	100.1
Infrequently (Less than once a month)	Plane	San Sebastian		572	1144	1	1144	1841	0.15553	286.3
Infrequently (Less than once a month)	Plane	San Sebastian		572	1144	1	1144	1841	0.15553	286.3
Infrequently (Less than once a month)	Plane	Seville		1000	2000	1	2000	3219	0.15553	500.6
Infrequently (Less than once a month)	Plane	Siena		780	1560	1	1560	2511	0.15553	390.5
Infrequently (Less than once a month)	Plane	Spain		815	1630	1	1630	2623	0.15553	408.0
Infrequently (Less than once a month)	Plane	Stavanger		565	1130	1	1130	1819	0.15553	282.8
Infrequently (Less than once a month)	Plane	Stockholm		890	1780	1	1780	2865	0.15553	445.5
Infrequently (Less than once a month)	Plane	Stockholm		890	1780	1	1780	2865	0.15553	445.5
Infrequently (Less than once a month)	Plane	Stockholm		890	1780	1	1780	2865	0.15553	445.5
Infrequently (Less than once a month)	Plane	Stockholm		890	1780	1	1780	2865	0.15553	445.5
Infrequently (Less than once a month)	Plane	Stockholm		890	1780	1	1780	2865	0.15553	445.5
Infrequently (Less than once a month)	Plane	Sweden		920	1840	1	1840	2961	0.15553	460.6
Infrequently (Less than once a month)	Plane	Sweden		920	1840	1	1840	2961	0.15553	460.6
Infrequently (Less than once a month)	Plane	Switzerland		480	960	1	960	1545	0.15553	240.3
Infrequently (Less than once a month)	Plane	Switzerland		480	960	1	960	1545	0.15553	240.3
Infrequently (Less than once a month)	Plane	Switzerland		480	960	1	960	1545	0.15553	240.3
Infrequently (Less than once a month)	Plane	Tallinn		1100	2200	1	2200	3541	0.15553	550.7
Infrequently (Less than once a month)	Plane	The Hague		200	400	1	400	644	0.15553	100.1
Infrequently (Less than once a month)	Plane	The Hague		200	400	1	400	644	0.15553	100.1
Infrequently (Less than once a month)	Plane	The Hague		200	400	1	400	644	0.15553	100.1
Infrequently (Less than once a month)	Plane	The Hague		200	400	1	400	644	0.15553	100.1
Infrequently (Less than once a month)	Plane	The Hague		200	400	1	400	644	0.15553	100.1
Infrequently (Less than once a month)	Plane	The Netherlands		250	500	1	500	805	0.15553	125.2

Infrequently (Less than once a month)	Plane	Toulouse	550	1100	1	1100	1770	0.15553	275.3
Infrequently (Less than once a month)	Plane	Toulouse	550	1100	1	1100	1770	0.15553	275.3
Infrequently (Less than once a month)	Plane	Tromso	1400	2800	1	2800	4506	0.15553	700.8
Infrequently (Less than once a month)	Plane	Utrecht	200	400	1	400	644	0.15553	100.1
Infrequently (Less than once a month)	Plane	Valencia	830	1660	1	1660	2672	0.15553	415.5
Infrequently (Less than once a month)	Plane	Valencia	830	1660	1	1660	2672	0.15553	415.5
Infrequently (Less than once a month)	Plane	Valencia	830	1660	1	1660	2672	0.15553	415.5
Infrequently (Less than once a month)	Plane	Vienna	700	1400	1	1400	2253	0.15553	350.4
Infrequently (Less than once a month)	Plane	Vienna	700	1400	1	1400	2253	0.15553	350.4
Infrequently (Less than once a month)	Plane	Wageningen	250	500	1	500	805	0.15553	125.2
Infrequently (Less than once a month)	Plane	Zurich	485	970	1	970	1561	0.15553	242.8
Infrequently (Less than once a month)	Plane	Zurich	485	970	1	970	1561	0.15553	242.8
Infrequently (Less than once a month)	Plane	Zurich	485	970	1	970	1561	0.15553	242.8
More than 3 times a month	Plane	antwerp	200	400	12	4800	7725	0.15553	1201.4
More than 3 times a month	Plane	geneva	465	930	12	11160	17960	0.15553	2793.4
More than 3 times a month	Plane	stockholm	890	1780	12	21360	34376	0.15553	5346.4
1-3 times a month	Train	Barcelona	710	1420	5.27	7483	12043	0.00497	59.9
1-3 times a month	Train	Basel	440	880	5.27	4638	7463	0.00497	37.1
1-3 times a month	Train	Belgium	210	420	5.27	2213	3562	0.00497	17.7
1-3 times a month	Train	Berlin	580	1160	5.27	6113	9838	0.00497	48.9
1-3 times a month	Train	Brussels	200	400	5.27	2108	3392	0.00497	16.9
1-3 times a month	Train	Copenhagen	600	1200	5.27	6324	10177	0.00497	50.6
1-3 times a month	Train	Frankfurt	395	790	5.27	4163	6700	0.00497	33.3
1-3 times a month	Train	Geneva	465	930	5.27	4901	7888	0.00497	39.2
1-3 times a month	Train	Heidelberg	410	820	5.27	4321	6955	0.00497	34.6
1-3 times a month	Train	Paris	215	430	5.27	2266	3647	0.00497	18.1
1-3 times a month	Train	Paris	215	430	5.27	2266	3647	0.00497	18.1
1-3 times a month	Train	Zurich	485	970	5.27	5112	8227	0.00497	40.9
Infrequently (Less than once a month)	Train	Amsterdam	222	444	1	444	715	0.00497	3.6
Infrequently (Less than once a month)	Train	Amsterdam	222	444	1	444	715	0.00497	3.6
Infrequently (Less than once a month)	Train	Amsterdam	222	444	1	444	715	0.00497	3.6
Infrequently (Less than once a month)	Train	Amsterdam	222	444	1	444	715	0.00497	3.6
Infrequently (Less than once a month)	Train	Amsterdam	222	444	1	444	715	0.00497	3.6
Infrequently (Less than once a month)	Train	Amsterdam	222	444	1	444	715	0.00497	3.6
Infrequently (Less than once a month)	Train	Amsterdam	222	444	1	444	715	0.00497	3.6
Infrequently (Less than once a month)	Train	Amsterdam	222	444	1	444	715	0.00497	3.6
Infrequently (Less than once a month)	Train	antwerp	200	400	1	400	644	0.00497	3.2
Infrequently (Less than once a month)	Train	Antwerp	200	400	1	400	644	0.00497	3.2
Infrequently (Less than once a month)	Train	Antwerp	200	400	1	400	644	0.00497	3.2
Infrequently (Less than once a month)	Train	Athens	1485	2970	1	2970	4780	0.00497	23.8
Infrequently (Less than once a month)	Train	Berlin	580	1160	1	1160	1867	0.00497	9.3
Infrequently (Less than once a month)	Train	Bordeaux	460	920	1	920	1481	0.00497	7.4
Infrequently (Less than once a month)	Train	Bordeaux	460	920	1	920	1481	0.00497	7.4
Infrequently (Less than once a month)	Train	Bremen	200	400	1	400	644	0.00497	3.2
Infrequently (Less than once a month)	Train	Bruissels	200	400	1	400	644	0.00497	3.2
Infrequently (Less than once a month)	Train	Brussels	200	400	1	400	644	0.00497	3.2
Infrequently (Less than once a month)	Train	Brussels	200	400	1	400	644	0.00497	3.2
Infrequently (Less than once a month)	Train	Brussels	200	400	1	400	644	0.00497	3.2
Infrequently (Less than once a month)	Train	Brussels	200	400	1	400	644	0.00497	3.2
Infrequently (Less than once a month)	Train	Brussels	200	400	1	400	644	0.00497	3.2
Infrequently (Less than once a month)	Train	Brussels	200	400	1	400	644	0.00497	3.2
Infrequently (Less than once a month)	Train	Brussels	200	400	1	400	644	0.00497	3.2
Infrequently (Less than once a month)	Train	Brussels	200	400	1	400	644	0.00497	3.2
Infrequently (Less than once a month)	Train	Brussels	200	400	1	400	644	0.00497	3.2
Infrequently (Less than once a month)	Train	Brussels	200	400	1	400	644	0.00497	3.2
Infrequently (Less than once a month)	Train	Brussels	200	400	1	400	644	0.00497	3.2
Infrequently (Less than once a month)	Train	Brussels	200	400	1	400	644	0.00497	3.2
Infrequently (Less than once a month)	Train	Cologne	310	620	1	620	998	0.00497	5.0
Infrequently (Less than once a month)	Train	Copenhagen	600	1200	1	1200	1931	0.00497	9.6
Infrequently (Less than once a month)	Train	Copenhagen	600	1200	1	1200	1931	0.00497	9.6
Infrequently (Less than once a month)	Train	Copenhagen	600	1200	1	1200	1931	0.00497	9.6
Infrequently (Less than once a month)	Train	Florence	750	1500	1	1500	2414	0.00497	12.0
Infrequently (Less than once a month)	Train	Freiberg	585	1170	1	1170	1883	0.00497	9.4
Infrequently (Less than once a month)	Train	Geneva	465	930	1	930	1497	0.00497	7.4
Infrequently (Less than once a month)	Train	Geneva	465	930	1	930	1497	0.00497	7.4
Infrequently (Less than once a month)	Train	Geneva	465	930	1	930	1497	0.00497	7.4
Infrequently (Less than once a month)	Train	Geneva	465	930	1	930	1497	0.00497	7.4
Infrequently (Less than once a month)	Train	Geneva	465	930	1	930	1497	0.00497	7.4
Infrequently (Less than once a month)	Train	Geneva	465	930	1	930	1497	0.00497	7.4
Infrequently (Less than once a month)	Train	Geneva	465	930	1	930	1497	0.00497	7.4
Infrequently (Less than once a month)	Train	Geneva	465	930	1	930	1497	0.00497	7.4
Infrequently (Less than once a month)	Train	Geneva	465	930	1	930	1497	0.00497	7.4
Infrequently (Less than once a month)	Train	Geneva	465	930	1	930	1497	0.00497	7.4
Infrequently (Less than once a month)	Train	Geneva	465	930	1	930	1497	0.00497	7.4
Infrequently (Less than once a month)	Train	Geneva	465	930	1	930	1497	0.00497	7.4
Infrequently (Less than once a month)	Train	Geneva	465	930	1	930	1497	0.00497	7.4
Infrequently (Less than once a month)	Train	Geneva	465	930	1	930	1497	0.00497	7.4
Infrequently (Less than once a month)	Train	Geneva	465	930	1	930	1497	0.00497	7.4
Infrequently (Less than once a month)	Train	Geneva	465	930	1	930	1497	0.00497	7.4
Infrequently (Less than once a month)	Train	Granada	1000	2000	1	2000	3219	0.00497	16.0

Infrequently (Less than once a month)	Train	Heidelberg	410	820	1	820	1320	0.00497	6.6
Infrequently (Less than once a month)	Train	Heidelberg	410	820	1	820	1320	0.00497	6.6
Infrequently (Less than once a month)	Train	Heidelberg	410	820	1	820	1320	0.00497	6.6
Infrequently (Less than once a month)	Train	Leipzig	550	1100	1	1100	1770	0.00497	8.8
Infrequently (Less than once a month)	Train	Leuven	210	420	1	420	676	0.00497	3.4
Infrequently (Less than once a month)	Train	Leuven	210	420	1	420	676	0.00497	3.4
Infrequently (Less than once a month)	Train	Lyon	450	900	1	900	1448	0.00497	7.2
Infrequently (Less than once a month)	Train	Lyon	450	900	1	900	1448	0.00497	7.2
Infrequently (Less than once a month)	Train	Madrid	785	1570	1	1570	2527	0.00497	12.6
Infrequently (Less than once a month)	Train	Madrid	785	1570	1	1570	2527	0.00497	12.6
Infrequently (Less than once a month)	Train	Malaga	1050	2100	1	2100	3380	0.00497	16.8
Infrequently (Less than once a month)	Train	Montpellier	575	1150	1	1150	1851	0.00497	9.2
Infrequently (Less than once a month)	Train	Netherlands	250	500	1	500	805	0.00497	4.0
Infrequently (Less than once a month)	Train	Nijmegen	250	500	1	500	805	0.00497	4.0
Infrequently (Less than once a month)	Train	Orleans	265	530	1	530	853	0.00497	4.2
Infrequently (Less than once a month)	Train	Paris	215	430	1	430	692	0.00497	3.4
Infrequently (Less than once a month)	Train	Paris	215	430	1	430	692	0.00497	3.4
Infrequently (Less than once a month)	Train	Paris	215	430	1	430	692	0.00497	3.4
Infrequently (Less than once a month)	Train	Paris	215	430	1	430	692	0.00497	3.4
Infrequently (Less than once a month)	Train	Paris	215	430	1	430	692	0.00497	3.4
Infrequently (Less than once a month)	Train	Paris	215	430	1	430	692	0.00497	3.4
Infrequently (Less than once a month)	Train	Paris	215	430	1	430	692	0.00497	3.4
Infrequently (Less than once a month)	Train	Paris	215	430	1	430	692	0.00497	3.4
Infrequently (Less than once a month)	Train	Paris	215	430	1	430	692	0.00497	3.4
Infrequently (Less than once a month)	Train	Paris	215	430	1	430	692	0.00497	3.4
Infrequently (Less than once a month)	Train	Paris	215	430	1	430	692	0.00497	3.4
Infrequently (Less than once a month)	Train	Paris	215	430	1	430	692	0.00497	3.4
Infrequently (Less than once a month)	Train	Paris	215	430	1	430	692	0.00497	3.4
Infrequently (Less than once a month)	Train	Paris	215	430	1	430	692	0.00497	3.4
Infrequently (Less than once a month)	Train	Paris	215	430	1	430	692	0.00497	3.4
Infrequently (Less than once a month)	Train	Paris	215	430	1	430	692	0.00497	3.4
Infrequently (Less than once a month)	Train	Paris	215	430	1	430	692	0.00497	3.4
Infrequently (Less than once a month)	Train	Paris	215	430	1	430	692	0.00497	3.4
Infrequently (Less than once a month)	Train	Paris	215	430	1	430	692	0.00497	3.4
Infrequently (Less than once a month)	Train	Paris	215	430	1	430	692	0.00497	3.4
Infrequently (Less than once a month)	Train	Paris	215	430	1	430	692	0.00497	3.4
Infrequently (Less than once a month)	Train	Paris	215	430	1	430	692	0.00497	3.4
Infrequently (Less than once a month)	Train	Porto	820	1640	1	1640	2639	0.00497	13.1
Infrequently (Less than once a month)	Train	Prague	640	1280	1	1280	2060	0.00497	10.2
Infrequently (Less than once a month)	Train	Riga	1040	2080	1	2080	3347	0.00497	16.6
Infrequently (Less than once a month)	Train	Rotterdam	200	400	1	400	644	0.00497	3.2
Infrequently (Less than once a month)	Train	Stockholm	890	1780	1	1780	2865	0.00497	14.2
Infrequently (Less than once a month)	Train	Stockholm	890	1780	1	1780	2865	0.00497	14.2
Infrequently (Less than once a month)	Train	Strasbourg	400	800	1	800	1287	0.00497	6.4
Infrequently (Less than once a month)	Train	The Hague	200	400	1	400	644	0.00497	3.2
Infrequently (Less than once a month)	Train	The Hague	200	400	1	400	644	0.00497	3.2
Infrequently (Less than once a month)	Train	The Hague	200	400	1	400	644	0.00497	3.2
Infrequently (Less than once a month)	Train	The Netherlands	250	500	1	500	805	0.00497	4.0
Infrequently (Less than once a month)	Train	Wageningen	250	500	1	500	805	0.00497	4.0
Infrequently (Less than once a month)	Train	Wageningen	250	500	1	500	805	0.00497	4.0
			1005.660377			1034117	1664251	227713.0	227.713



Appendix C

Commuting Carbon Assessment

	Count (all sites)	Mode Share	No. of Staff @ 1650 total	No. of full time staff @ 81%	No. of part time staff @ 19%
Bus	53	7.4%	122.10	98.90	23.20
Car alone	1	1.5%	24.75	20.05	4.70
Car Share	1	0.4%	6.60	5.35	1.25
Motorcycle	3	0.8%	13.20	10.69	2.51
Taxi	1	0.1%	1.65	1.34	0.31
Train	243	32.7%	539.55	437.04	102.51
Underground	237	33.4%	551.10	446.39	104.71

	Average Distance per person (km)			
	One Way	Two Way (per day)	Yearly part time @ 155 days	Yearly full time @ 215 days
Bus	8.917	17.384	2,694.52	3,737.56
Car alone	59.09	118.18	18,317.90	25,408.70
Car Share	45.19	90.38	14,008.90	19,431.70
Motorcycle	24.9	49.8	7,719.00	10,707.00
Taxi	4.77	9.54	1,478.70	2,051.10
Train	58.84	117.68	18,240.40	25,301.20
Underground	13.23	26.46	4,101.30	5,688.90

Total Distance Yearly (km)		
Part time	Full Time	Total
62,510.17	369,648.42	432,158.59
86,139.92	509,380.91	595,520.84
17,567.16	103,881.87	121,449.03
19,359.25	114,479.24	133,838.50
463.57	2,741.30	3,204.87
1,869,905.49	11,057,522.59	12,927,428.08
429,443.02	2,539,473.76	2,968,916.78

	kg CO2e per km
Bus	0.07856
Car alone	0.1714
Car Share	0.0857
Motorcycle	0.11337
Taxi	0.14549
Train	0.03694
Underground	0.0275

Total kg CO2e
33,950.38
102,072.27
10,408.18
15,173.27
466.28
477,539.19
81,645.21

Total 721,254.78 kg CO2e

721.25 tonne CO2e