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Listening to young people: Mobility for future

Key outcomes of the study “Learning Mobility in Times of Climate Change” (LEMOCC)



Research

A study by the Institute of Social and Organisational Education (ISOP) of the University of Hildesheim in cooperation with the International Youth Service of the Federal Republic of Germany (IJAB)



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1

Introduction: Youth mobility for future!

Youth and mobility are two sides of the same coin. Many young people feel that travelling at a young age widens their personal and cultural horizons. It enriches their education, increases their social aspirations and strengthens their commitment to social causes. Moreover, youth travel is seen as worthy of promotion by governments and society at large: school and student exchanges, traineeships abroad, international work placements, international volunteering, social engagement and more are frequently offered to young people as a way to help them grow.

Many young people worldwide travel while engaging in the fight to curb climate change. However, not all forms of travel are good for the climate. Does this require us to rethink and reframe youth mobility and to find new ways for young people to continue enjoying travel? Or have young people already adapted their travel habits, which they now believe to be climate-sensitive? “Climate-sensitive youth mobility” - what does that even mean? How does this impact on climate-sensitive international mobility for learning purposes? And what do young people around the world have to say about the matter?

The transnational, explorative and non-representative LEMOCC¹ study examines the attitudes of young people aged 15 to 30. Respondents from seven countries – China, Estonia, Finland, France, Germany, Turkey and the UK – were asked to take part in the survey, which was available in seven languages. In addition, selected young people from all seven countries took part in four transnational focus group meetings to discuss the connection between climate change and youth mobility. The main outcomes of the study are described in this report. It emerges that on the one hand, the responses are *uniform*; on the other, they are also *heterogeneous*.

What do we mean by *uniform*? The young respondents all agree that climate change is a global challenge that requires immediate political action. So why are their responses also heterogeneous? The respondents were somewhat divided on the causes of climate change and the interdependencies of those causes. There was also some country-specific variation in the challenges the participants recognised, for instance how climate change should be managed and what issues need to be prioritised. However, the respondents repeatedly said that climate change can only be managed if we all adapt our actions and choices.

So what about the connection between youth mobility and climate change? Looking at the magnitude of concern that young people have about how their personal choices impact on the environment, a clear correlation emerges between how worried they are and how much

personal experience they have of international mobility. In other words, recognising the connection between climate change and youth mobility is an outcome of young people’s experience of mobility, given that it allows them to experience this connection themselves.

Another observation is that young women in the participating countries were overrepresented both in the survey and in the focus groups. Other studies on current social and political challenges in Germany, too, have found that young women account for the majority of respondents. In the case of LEMOCC, however, they were responsible for a particularly large share of the responses. Whether young women today have a particularly strong general interest in political issues and are hence specifically concerned about social and climate change issues may be a promising area of future research.

The title of this report,

Listening to young people: Mobility for future

was chosen in analogy to the Fridays for Future climate initiative. The report was written in a move to encourage the international youth work community to engage in a regional, national and transnational debate with young people on sustainable youth travel and mobility and explore this important issue in greater depth. Furthermore, the report is designed to aid international youth work providers in gaining a better understanding of the needs and expectations of young people when it comes to climate-sensitive mobility for learning purposes.

Our thanks go to all young people, the participating organisations in the seven countries, and to the International Youth Service of the Federal Republic of Germany (IJAB). This special transnational project would not have been possible without you. **Thank you!**

¹ LEMOCC stands for Learning Mobility in Times of Climate Change and is used henceforth.

2

The transnational LEMOCC study on climate change and youth mobility – Study design

The LEMOCC study had two parts. One was a standardised online survey aimed at young people aged 15 to 30. It was produced in seven languages (Chinese, English, Estonian, Finnish, French, German and Turkish). The second consisted of four focus group sessions with young people from all participating countries who discussed the link between youth mobility and climate change in depth. The data from both parts of the study were analysed and written up separately.²

2.1 Standardised online survey

The online survey was aimed at young people aged 15 to 30, particularly those with a commitment to youth mobility, and was designed to obtain an insight into young people's thoughts on the link between mobility and climate change. Following an extensive literature review, an entirely revised questionnaire was designed for the survey. It contained questions in various dimensions that already featured in previous mobility-related studies (e.g., MOVE project, Access Study), including socioeconomic data on gender, background, educa-

tion and parents' profession, along with questions on respondents' history, experience and attitudes regarding travel and mobility. For instance, they were asked what types of mobility they considered fit for purpose and/or necessary in which contexts. This allowed the researchers to capture, e.g., young people's ideas and recommendations for climate-sensitive youth mobility, also in the context of international youth work. The questionnaire was designed with the following assumptions in mind:

- Young people's attitudes to mobility are linked to their personal experience of mobility
- Young people's attitudes to mobility depend on the role of mobility, and the extent to which they experience mobility, in their daily lives
- The use of digital tools influences young people's travel habits
- Young people's consumer behaviour influences their attitudes to climate change and mobility
- Young people's personal attitudes to climate change shape the way they travel
- Young people's personal engagement and level of information concerning climate protection shape the way they travel
- Climate (change) is a challenge for the future. Young people know they will have to rethink their behaviour.

² The team behind the study sought approval for the study design from the Ethics Committee of Faculty 1 (Educational and Social Sciences) of the Stiftung Universität Hildesheim. The study was examined for compliance with data privacy rules by the data privacy officer of the University of Hildesheim.

Upon completing the questionnaire, respondents were asked to enter any criticisms, comments or other thoughts in a comment box. Another comment box invited them to share their suggestions regarding positive, climate-friendly mobility initiatives for the future. These comments are summarised in the concluding section of this report, given that they provide further support for the fundamental insights and outcomes of the study.

The questionnaire was available online on the SoSci Survey platform. It was initially released in English so it could be pre-tested by the partner organisations and young people from the seven participating countries. The English version was then edited and translated into the other six languages. The translated questionnaires were subjected to another test round. 39 pre-testers left comments that were discussed and for the most part incorporated in the final version.

The online questionnaire was launched on 1 July 2021. Originally planned to run for four weeks, the survey was extended by two weeks until 19 August 2021, once it became clear that the required number of young people in the partner countries ($n \geq 100$ per country) would not

be reached; this was assumed to be mainly because the survey ran during the summer holidays.

Participation in the standardised online survey was voluntary. Participants accessed the survey via a non-password-protected link.

The partner organisations in the participating countries had been asked to use various professional and personal contacts in order to invite young people aged 15 to 30 to participate (snowball sampling, cf. Gabler 1992). International youth work organisations and experts in particular were requested to help identify potential respondents in the countries in question. Social media, too, were used to reach out to potential subjects. For instance, the link to the online survey was shared by local and country-wide Facebook groups and Instagram, with users able to contact youth initiatives, participation networks, youth clubs, youth centres and associations directly via private message.



2.2 Transnational focus groups

The focus groups served to put the results of the quantitative survey and the resulting open questions into context with young people's subjective feedback. Young people from all participating countries were invited to take part in this qualitative part of the study. The aim was to explore their attitudes, opinions and ideas (cf. Nentwig-Gesemann 2010, p. 259).

Four transnational focus group sessions involving a total of 22 young people took place on two consecutive Saturdays.

with as many countries of origin as possible represented in each group. To ensure that no age-related implicit intragroup hierarchies would impact on the discussion (cf. *ibid.*, p. 105), two groups were formed with young people aged 15 to 19, the other two groups with 20- to 25-year-olds. Given that the focus groups were transnational, their countries of origin were entirely disregarded; only their statements were considered.

The focus group participants were chosen by the partner organisations of LEMOCC. They shared the call for participants that had been prepared by the research team via their internal and external networks. The assumption is that this call mostly reached young people with an interest in (international) youth mobility and climate action. Throughout the entire study phase, the team kept in mind that any opinions relating to mobility in particular that the young respondents shared may have been coloured by the Coronavirus pandemic. Current youth research has found that pandemic-related restrictions, including travel limitations, have presented young people with a multitude of challenges (for Germany, cf. Andresen et al. 2021), which have given rise to fears and concerns for the future, for instance.

The focus group sessions were each chaired by two researchers and/or student assistants from the University of Hildesheim. No personal data were collected either while preparing for or holding the sessions. The young participants' anonymity was protected in various ways, including asking them to use an alias when logging into the video conferencing system Big Blue Button. This way, no personal data (e.g., real names) had to be shared. At the beginning of the sessions, the participants were given a brief overview of the agenda and were again informed that participation was entirely voluntary and that they could choose to withdraw without cause at any time.

A guidance document was used during the sessions. The questions in that document were chosen on the basis of the quantitative survey and discussed in advance with IJAB's project partners (cf. Kelle/Kluge 2010, p. 30 et seq.). They were designed to give the participants an opportunity to choose what they wanted to talk about, and inspire them to discuss some particularly noteworthy or confounding outcomes of the quantitative survey.

The analysis of the focus group discussions was performed in connection with the content analysis. This allowed for a methodologically controlled approach focused on predetermined criteria (cf. Mayring/Gahleitner 2010, p. 295). The analysis centred around a set of categories resulting from the quantitative survey, which in a first step were applied deductively to the material to be interpreted (discussion transcripts). During a number of interpretation rounds involving other youth and mobility researchers from outside the project, the empirical material was examined intersubjectively both in the light of these categories as well as alongside a number of other aspects that only emerged during the focus group sessions.

3

A questionnaire in seven languages: Climate change is a concern for young people, but how does this influence their mobility choices?

Below, selected outcomes of the survey are presented in four steps. First, the sample is described, giving an insight into who the participants in the online survey were (section 3.1). Section 3.2 describes young people's attitudes to climate change. Section 3.3 discusses how young people are engaging in climate action. The summary in section 3.4 focuses on presenting the insights that emerged as particularly striking during the evaluation phase.

3.1 The participants: The sample of the quantitative LEMOCC study

A total of 1,764 young people took part in the online survey. After database consolidation, the sample stood at 1,527 participants; all questionnaires had to be at least 65 % complete and have been filled in by young people indicating they were between 15 and 30 years of age. The survey could be completed in one of seven languages. 50 % of respondents used the German version, 18.7 % used French and 10.2 % used Turkish. Although the questionnaires should be analysed without regard to respondents' nationality, any specificities that emerged would be interpreted in the light of potential country-specific differences. In order to balance this intention with the need to respect the respondents' anonymity, a minimum number of completed questionnaires was set ($n \geq 100$) for each language. Since English was underrepresented, with just 38 respondents using the

English version, any questionnaires completed in English were included in the overall analysis, but not taken into account during the language-specific analysis.

The questionnaire also invited participants to indicate their nationality in a comment box. In most cases respondents' nationality corresponded with the language version they had chosen. A small number of respondents who had completed the questionnaire in Finnish, French, German or Turkish indicated a nationality other than the obvious. Of these groups, the group of respondents that had chosen the German version was comparatively diverse, with 13 different nationalities indicated. All respondents completing the questionnaire in Chinese or Estonian indicated they were Chinese or Estonian nationals. The diversity within the

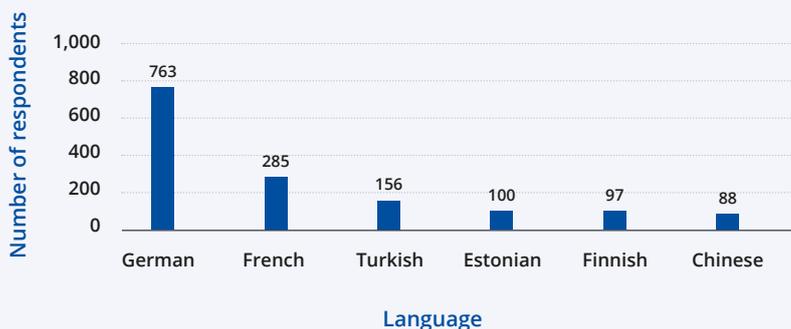


Fig. 1 Language distribution (n = 1527)

English-language respondents' group was particularly striking: they indicated they were Romanian, German, Russian, Polish, Turkish, Chinese, Hungarian, Italian, Danish, Dutch, Spanish, Scottish, Irish, Australian or Finnish nationals (one response each). Diversity here was even greater than within the German-language respondents' group.

The average age across respondents was 21.64 (SD ≈ 3.77), with the majority between 20 and 22 years of age (20: 11.2%; 21: 9.9%; 22: 10.7%). More than 60% of respondents were between 18 and 24 years of age. The largest age group was the 20-year-olds; the smallest was the 29-year-olds.

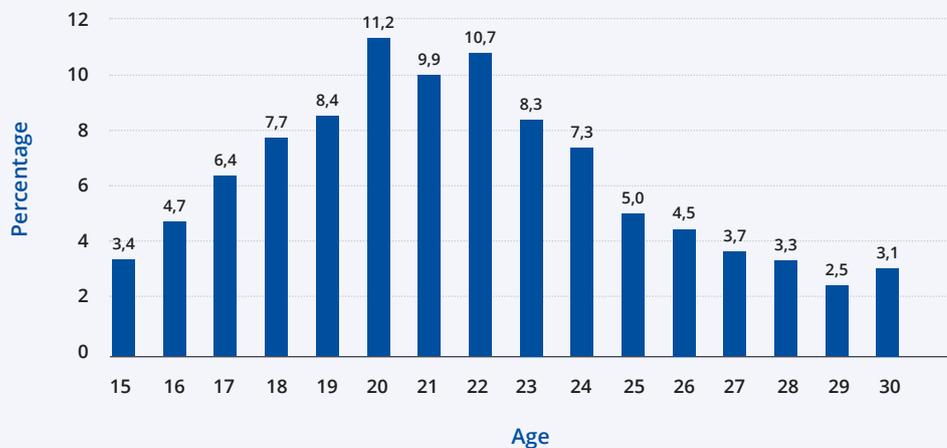


Fig. 2 Age distribution (n = 1527)

Language	N	Mean	Standard deviation
German	763	21.7235	3.49290
Finnish	97	21.4536	4.23778
Estonian	100	19.1300	3.78902
French	285	20.9719	3.72174
Turkish	156	22.4038	3.58811
Chinese	88	23.6818	3.89384

Fig. 3 Mean age

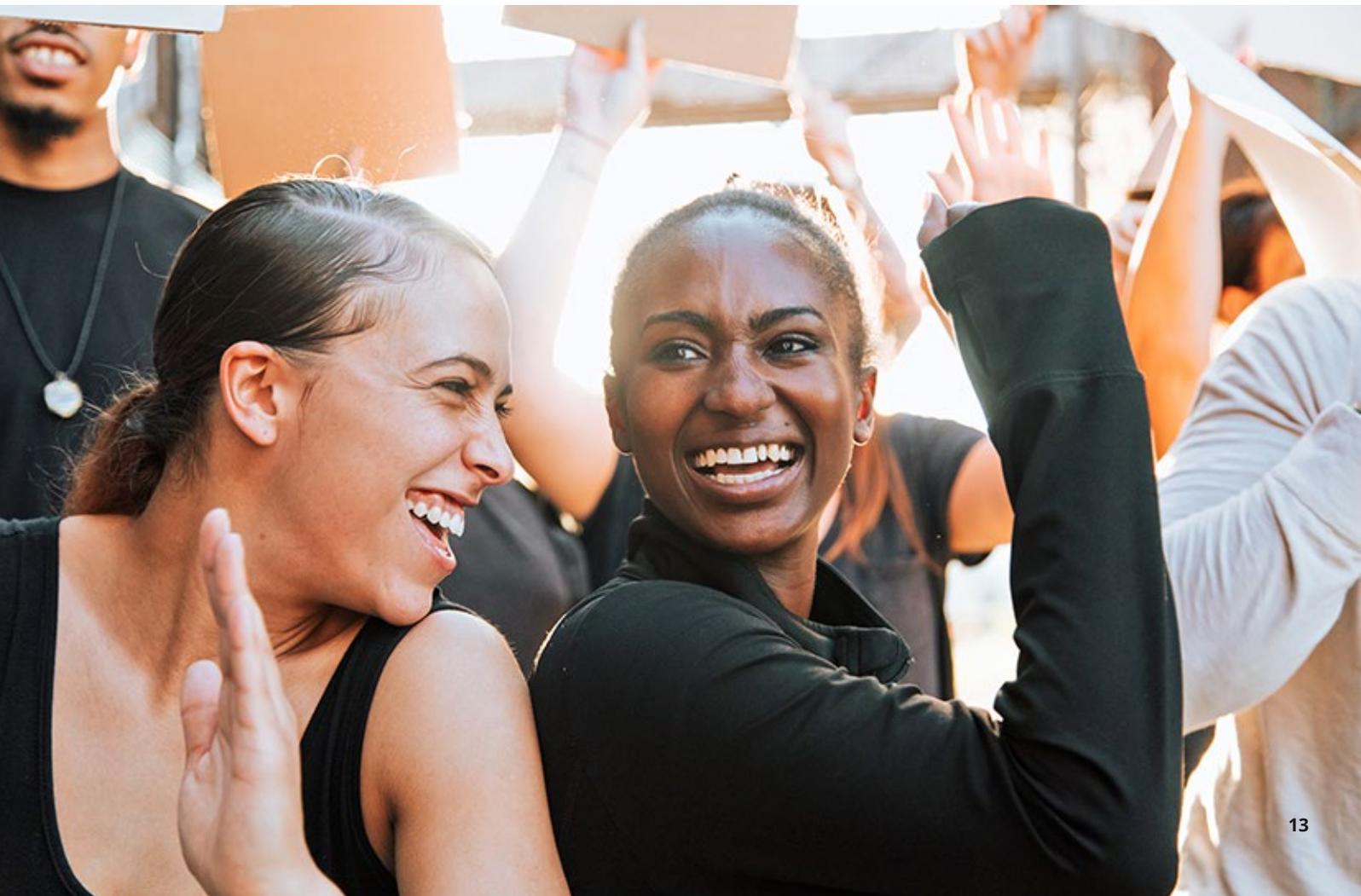
As for mean age across language group, most respondents indicated they were between 20 and 22 years of age. Only in the Estonian group was the majority of respondents between 15 and 18 years of age. Looking at mean age across all language groups, the Chinese group was oldest, the Estonian was youngest.

3.1.1 Young women in the majority

Of all respondents who indicated what gender they identified with, 23.6% identified as male and 75.1% identified as female. 1.3% ticked diverse. Female-identifying respondents accounted for a clear majority across language groups.

Other recent studies, too, have shown that female participants account for the majority of respondents in surveys addressed at young people (cf. Lips et al. 2020; cf. Wilmes et al. 2020, p. 15; cf. Andresen et al. 2021). Until the 1980s, women were considered a target group that was difficult to reach through surveys (cf. Esser 1986, p. 40 et seq.). Meanwhile, the tide seems to have turned. While the reasons for this have been much debated,

they remain unclear (cf. Porst/v. Briel 1995, p. 5). It is assumed that the cost/benefit ratio of participating in a study may play a role (cf. *ibid.*); it may also be the subject matter of a survey that is perceived as gender-specific, which in turn may influence someone's motivation to participate in the first place (cf. Wilmes et al. 2020, p. 15). In contrast to these other studies, however, the number of young respondents who identified here as female (75%) is remarkably high, a fact that deserves further reflection (see section 4.4).



3.1.2 Mostly well-educated young adults

As regards level of education, the number of respondents with a higher-education entrance qualification is highest within the German-language group (59.6%). The Turkish- and Chinese-language groups have the largest share of respondents with a bachelor's or master's degree (Turkish: 68.1%; Chinese: 50.8%). The Estonian language group includes a large proportion of young adults with a qualification from a lower secondary school or vocational college (40.0%).

As regards the highest educational qualification of participants' parents, the group of respondents whose parents had a university or college degree was largest across all languages, and particularly high in the Finnish and Estonian language groups (Finnish: 75.0%; Estonian: 63.8%). In the Chinese-language group, most participants had parents with a school-leaving qualification (41.9%). This group was also prominent within the Turkish-language group (31.8%).

Language	German	Estonian	Finnish	French	Turkish	Chinese	Total
Lower secondary school or vocational college	1.7%	40.0%	23.2%	14.3%	0.9%	0.0%	87
Upper secondary school	7.2%	21.7%	34.1%	1.4%	12.1%	5.1%	111
University entrance qualification	59.6%	10.0%	7.3%	36.9%	18.1%	42.4%	553
University (Bachelor's / Master's degree)	28.7%	28.3%	35.4%	47.0%	68.1%	50.8%	457
University (PhD)	1.4%	0.0%	0.0%	0.0%	0.9%	1.7%	12
None	1.3%	0.0%	0.0%	0.5%	0.0%	0.0%	10
Total	696	60	82	217	116	59	1,230

Fig. 4 Educational qualifications

Language	German	Estonian	Finnish	French	Turkish	Chinese	Total
School-leaving qualification(s)	4.1%	3.4%	3.8%	15.6%	31.8%	41.9%	117
Vocational qualification	32.4%	19.0%	12.5%	27.1%	19.1%	11.6%	320
University or college degree	50.0%	63.8%	75.0%	49.7%	43.6%	44.2%	601
PhD	13.5%	13.8%	8.8%	7.5%	5.5%	2.3%	128
Total	676	58	80	199	110	43	1,166

Fig. 5 Parents' educational level

3 The German version of the questionnaire omitted the option „Master's degree“. Users of the German-language version hence were unable to select this option, meaning no data is available concerning this qualification.

3.1.3 Varying travel experience

Asked “Have you ever been abroad?”, 56 % of respondents (n = 1,458) indicated they had been abroad more than ten times. 26.3% stated they had been abroad between three and ten times.

Respondents were also asked what reasons they had had for travelling abroad the last three times. They (n = 1,468) could choose multiple options. The most frequent responses were holiday/tourism (74.7%), visiting friends (22.9%), class or school trip or exchange (21.7%) and volunteering (15.9%).

Asked where they got the information they needed for those last three trips, again respondents (n = 1,468) could indicate multiple options. Of the 14 available options, the most frequently chosen ones were blogs/websites/other online information sources (54.6%), parents (40.4%), friends (38.7%), travel guides/books (29.6%) and social media (27.5%).

Asked whether their friends travel abroad (n = 1,454), the majority (53.2%) stated “Yes, some do”, while 42.2% said “Yes, many do”.



In regard to general travel habits (n = 1,378), most young respondents stated that they travelled a few times a year within their current country of residence (39.6%). 22.2% indicated they travelled inside their country of residence between once and three times a year, and 20% stated they travelled domestically once a month. Only a small number (2.4%) stated they never travelled.

	German	Estonian	Finnish	French	Turkish	Chinese	Total
Never	1.5%	4.9%	0.0%	3.5%	2.1%	8.3%	2.4%
Once to three times a year	19.0%	12.3%	27.2%	28.9%	18.3%	43.1%	22.2%
A few times a year	41.4%	42.0%	42.4%	40.6%	28.2%	34.7%	39.6%
Once a month	23.1%	17.3%	21.7%	13.7%	23.2%	5.6%	20.0%
More than once a month	15.0%	23.5%	8.7%	13.3%	28.2%	8.3%	15.7%
Total	735	81	92	256	142	72	1,378/100%

Fig. 6 Domestic travel

When it comes to international travel (n = 1,368), 65.4% of respondents indicated they travelled abroad between once and three times a year. 17.1% stated they never travelled abroad, and 16.1% said they travelled internationally a few times a year.

	German	Estonian	Finnish	French	Turkish	Chinese	Total
Never	4.0 %	9.9 %	14.1 %	21.6 %	64.5 %	58.0 %	17.1 %
Once to three times a year	74.6 %	71.6 %	79.3 %	65.1 %	18.8 %	36.2 %	65.4 %
A few times a year	19.9 %	18.5 %	6.5 %	12.5 %	12.3 %	5.8 %	16.1 %
Once a month	1.2 %	0.0 %	0.0 %	0.0 %	0.0 %	0.0 %	0.7 %
More than once a month	0.3 %	0.0 %	0.0 %	0.8 %	4.3 %	0.0 %	0.7 %
Total	733	81	92	255	138	69	1,368/100 %

Fig. 7 International travel

3.2 Young people take climate change seriously, but opinions differ over its causes

All young respondents agreed that climate change was highly significant. 14.7% considered that it should be taken seriously, and 78.4% said it should be taken very seriously. Just 0.3% of all respondents (n = 1,333) stated that in their view, climate change should “not at all” be taken seriously.

Asked about how strong they believed the link between travelling and climate change is (n = 1,367), 45.1% stated the link was strong. However, 35.3% felt that the link was neither strong nor weak. Altogether, it emerged that 6.3% recognised no link or a less strong link, whereas 57.8% felt there was a strong or very strong link between travelling and climate change.

Asked which causes of climate change they felt were the most important, respondents (n = 1,324) could again tick multiple boxes. The three most frequently chosen causes were pollutant emissions produced by travel, transport and production (77.5%), ineffective political cooperation/agreements between countries/states (70.2%) and energy production (61.9%).

In other words, most respondents felt that climate change should be taken very seriously and that it was due to human intervention.

The responses indicate cross-language differences in terms of the most frequently chosen causes. Among the participants who completed the questionnaire in German, 83.7% felt that pollutant emissions produced by travel, transport and production were the most significant cause of climate change. By contrast, 81.7% of the Turkish-language and 83.3% of the Chinese-language group chose large waste volumes as the biggest contributor. The least frequently chosen cause of climate change, at 29.5% overall, was lack of innovative climate-friendly ideas.

Altogether, the responses indicate that young people feel that climate change should be taken seriously; and while their mobility choices may be critical, they are not seen as the dominant problem. Instead, they feel that the biggest causes of climate change are pollutant emissions produced by travel, transport and production as well as ineffective political cooperation/agreements between countries/states.

In your opinion, which of the following causes of climate change are the most important ones?

	German	Estonian	Finnish	French	Turkish	Chinese	Total
Large waste volumes	48.6 %	33.3 %	80.3 %	73.9 %	81.7 %	83.3 %	58.9 %
Pollutant emissions produced by travel, transport and production	83.7 %	51.7 %	52.1 %	84.6 %	63.4 %	72.7 %	77.5 %
Lack of innovative climate-friendly ideas	24.0 %	20.7 %	19.7 %	29.9 %	55.7 %	57.6 %	29.5 %
Ineffective political cooperation/agreements between countries/states	69.2 %	86.2 %	71.8 %	69.3 %	72.5 %	57.6 %	70.2 %
Energy production	63.7 %	66.7 %	52.1 %	61.8 %	67.9 %	34.8 %	61.9 %
Food production	65.0 %	60.9 %	36.6 %	56.0 %	49.6 %	22.7 %	57.9 %
Other	8.2 %	6.9 %	5.6 %	6.2 %	2.3 %	6.1 %	0.7 %
Total	728	87	71	241	131	66	1,324/100 %

Fig. 8 Causes of climate change
Multiple answers possible

Another question was whether young people feel concerned about their personal impact on the environment. It emerges that the majority of respondents are indeed concerned about how their personal choices as well as the actions of others impact on the environment. Among those who completed the questionnaire in German,

Finnish or French, the majority responded with “yes”. Most of the young respondents who used the Turkish or Chinese questionnaire stated “no”. Most of the Estonian-language group stated “occasionally”.

	German	Estonian	Finnish	French	Turkish	Chinese	Total
Yes	72.1 %	38.0 %	80.6 %	72.3 %	37.1 %	28.6 %	64.9 %
No	3.5 %	22.8 %	0.0 %	4.2 %	49.7 %	40.0 %	11.1 %
Occasionally	24.4 %	39.2 %	19.4 %	23.5 %	13.3 %	31.4 %	24.0 %
Total	741	79	93	260	143	70	1,386/100 %

Fig. 9 Concern about personal environmental impact

3.3 How are young people engaging in climate action?

One question examined to what extent the young respondents engaged in climate action and how often they had participated in activities relating to climate protection that were run by groups, clubs or associations (n = 1,304). 44.7% indicated they had attended one or

more demonstrations. By contrast, 35.1% stated they had never taken part in such an activity, but still thought it was important. Just 2.8% of respondents stated they had never participated in such an activity and thought it was unnecessary.

How frequently have you participated in activities run by groups, clubs or associations relating to climate protection?

I have never done that, but I still think it's important.	35.1 %
I have never done that. I think it's unnecessary.	2.8 %
I have attended one or more demonstrations.	44.7 %
I was/am part of a group that is committed to climate protection.	17.1 %
I was/am a member of a political party that focuses on climate protection.*	3.9 %
I have participated (or still participate) in school/college/university projects relating to climate protection.	30.9 %
I was/am active on social media.	19.1 %
I have participated (or still participate) in other activities relating to climate protection.	5.9 %
Total number (n = 1,304)	

Fig. 10 Activities run by groups, clubs or associations relating to climate protection

* This option was not available in the Chinese-language version of the questionnaire. Multiple answers possible

It remains unclear why so many respondents feel that climate change is a serious issue and that climate action is important, although so few of them engage in group-, club- or association-run activities relating to climate protection. Provocatively speaking, have we found a gap between talk and action?

The young participants were also asked whether there should be a limited "air mileage account" for everyone (n = 993). Opinions were divided over this, with 50.4% stating "Yes, we should" and 49.6% indicating that "No, we shouldn't".

Asked what they would do to be more climate-friendly when going abroad, most respondents answered "choose a means of transport other than a plane" (75%), "stay at a camp site, in a youth hostel or at a friend's house instead of at a hotel" (65%) or "travel less often, but over longer periods" (58.9%). The least frequently chosen options were "make a donation to a climate protection project" (22.7%) and "pay more for climate-friendly accommodation" (26.9%).

To be more climate-friendly when going abroad, would you ...

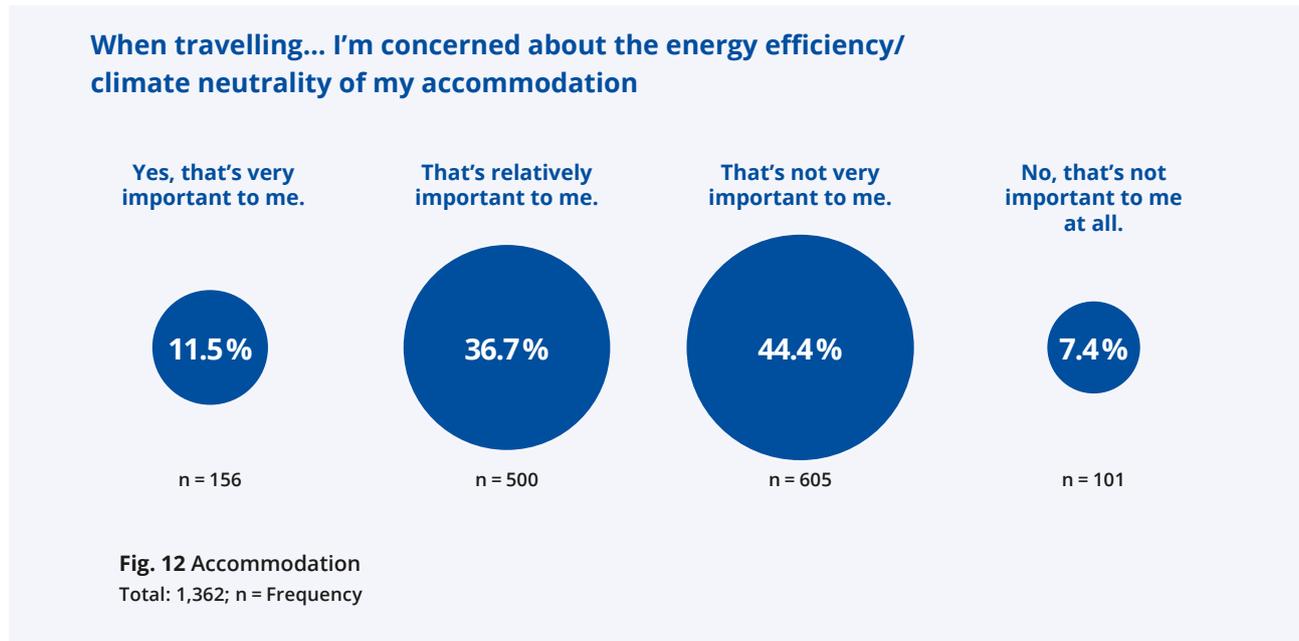
... choose a means of transport other than a plane? (long-distance coach, train, ...)	75.0 %
... travel less often, but over longer periods?	58.9 %
... use a bike to stay mobile while abroad?	56.1 %
... make a donation to a climate protection project?	22.7 %
... stay at a camp site, in a youth hostel or at a friend's house instead of at a hotel?	64.3 %
... pay more for climate-friendly accommodation?	26.9 %
... choose a vegetarian diet?	53.9 %
... choose a vegan diet?	36.1 %
Total number (n = 1,241)	

Fig. 11 More climate-friendly travel
Multiple answers possible

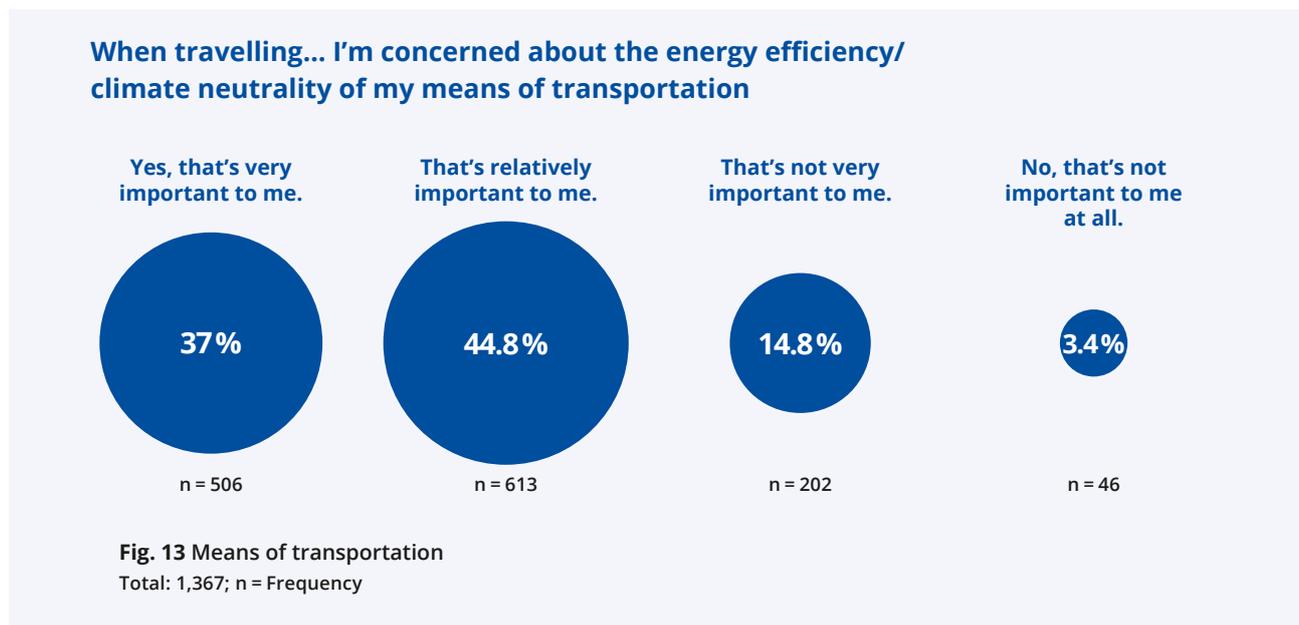


3.3.1 Climate-neutral travelling – the significance varies

Asked whether they were concerned about the energy efficiency/climate neutrality of their accommodation (n = 1,362), 44.4% of the respondents said it was “not very important” to them, while 36.7% stated they felt it was “relatively important”.



The young respondents were also asked whether they were concerned about the energy efficiency/climate neutrality of their means of transportation. The majority stated they were indeed concerned. Looking at the responses by language group, there were just few discrepancies between the groups.



The young participants were also asked about their attitudes to the products they bought when travelling. Again, they were able to select multiple options. Looking at the responses by language group, it emerged that the majority of respondents using the German-language questionnaire selected “vegan/vegetarian” as a criterion.

Among the group of participants using the Turkish or Chinese questionnaire, most stated that they only bought products that were climate-friendly (i.e., produced without damaging the environment). Within the group using Chinese, Estonian, Finnish or French, a large number of respondents chose none of the available options.

3.3.2 How do young people want to engage in future?

Asked whether they were interested in joining a group, club, project, association or political party that focuses on climate protection, 63.1% of respondents answered “yes” while 36.9% said “no” (n = 1,198).

A follow-up question for those who answered “yes” was how they would like to get involved. The majority chose the option “participate in projects at my school/training institution/university/workplace relating to climate protection”.

If yes, how would you like to get involved? I would like to...	Frequency	Percentage
... attend demonstrations.	106	12.2 %
... join a group that focuses on climate protection.	142	16.3 %
... create a group/project that focuses on climate protection.	62	7.1 %
... join a political party that focuses on climate protection*.	77	8.9 %
... participate in projects at my school/training institute/university/ workplace relating to climate protection.	431	49.5 %
... participate in other activities relating to climate protection.	52	6.0 %
Total number	870	100 %

Fig. 14 “...how would you like to get involved?”

* This option was not available in the Chinese-language version of the questionnaire.

The young respondents were also asked what climate protection means to them, with several possible options to choose from. Across all languages, a very large number of participants answered “I try to be conscientious in producing less waste in order to help curb climate change”. This option was chosen particularly often by those who used the Finnish or German version of the questionnaire.

The option that was chosen least often across all language groups was “I am an active part of a group that deals with climate protection issues”.

To me, climate protection means ...

	German	Estonian	Finnish	French	Turkish	Chinese	Total
I discuss climate protection with other people (friends, family, like-minded people).	75.3 %	71.8 %	46.2 %	72.0 %	59.8 %	47.0 %	70.1 %
I occasionally take part in group activities (e.g. demonstrations) on climate protection.	46.4 %	21.2 %	18.5 %	56.0 %	26.0 %	30.3 %	42.1 %
I am an active part of a group that deals with climate protection issues.	16.4 %	16.5 %	13.8 %	20.0 %	15.0 %	18.2 %	16.9 %
I try to eat responsibly in order to help curb climate change.	87.2 %	78.8 %	63.1 %	76.9 %	31.5 %	24.2 %	74.9 %
I try to travel responsibly in order to help curb climate change.	80.1 %	74.1 %	44.6 %	79.1 %	26.8 %	43.9 %	70.6 %
I try to be conscientious in saving energy in order to curb climate change.	81.3 %	72.9 %	73.8 %	70.2 %	66.9 %	75.8 %	76.7 %
I try to be conscientious in producing less waste in order to help curb climate change.	85.8 %	80.0 %	92.3 %	72.0 %	64.6 %	81.8 %	81.0 %
In my opinion, climate protection is unnecessary.	0.6 %	0.0 %	1.5 %	0.9 %	0.8 %	0.0 %	0.6 %
Other	6.1 %	4.7 %	1.5 %	3.1 %	0.8 %	1.5 %	4.5 %
Total	718	85	65	225	127	66	1,286/100 %

Fig. 15 What climate protection means to respondents
Multiple answers possible

3.4 Outlook: Experience of international mobility shapes attitudes to climate change

The data show that there is a connection between international travel habits – meaning respondents’ own experiences of mobility abroad – and whether or not young people are concerned about the environmental impact of their actions. By contrast, there is no correlation when it comes to travel inside respondents’ countries of residence.

It also emerges that propensity to engage in climate action, as well as willingness to join a group, club or

political party that focuses on climate protection, correlates with whether one recognises climate change as a serious problem. Finally, perceiving climate change as a serious problem also influences whether respondents feel everyone should have a limited “air mileage account”.

It remains unclear whether, e.g., young women’s positions regarding climate action differs from those of young men.



4

Focus groups: Transnational group discussions

The responses from the quantitative survey detailed above provided valuable material for debating certain aspects in greater depth. For instance, the researchers wanted to explore why the number of young women who responded to the survey was so high. They also wanted to look at whether there was any support for the hypothetical gap between talk and action. This phase of the study hence focused on why a large number of participants felt that climate change needed to be taken (very) seriously and that taking climate action was important, but why comparatively few of them stated that they participated in activities run by groups, clubs or associations that focus on climate protection. These preliminary impressions were first explored together with representatives of IJAB and of the project's international partner organisations before being discussed in the subsequent focus group sessions.

4.1 Discussing climate issues in the focus groups – young people show up!

It has to be said that the members of the focus groups were very enthusiastic participants. Given that it was required to get young people from as many as seven countries to appear at an international online discussion session on a Saturday – quite early too, depending on their time zone – the fact that the sessions happened at all is remarkable. In other words, the first conclusion drawn by the research team was that young people show up.

Of the at most 28 young people expected to take part, 22 actually signed in to one of the transnational focus group sessions. The participants were keen to take the opportunity to voice their thoughts, desires and requirements concerning climate change and mobility and, following the guided discussion, get talking amongst themselves. This enthusiasm is likely due to the fact that the groups consisted exclusively of young people with varying experiences of youth work, yet all with a shared interest in the subject, who were all recruited specifically for these discussion sessions by the project's partner organisations.

Of the four groups, two engaged in particularly lively discussions – regardless of participants' age – and started asking each other questions about the situation in their respective countries. The other two groups were slightly less animated and didn't ask as many questions for clarification or discuss as much amongst themselves. Using English as the language of discussion was largely unproblematic, even though for the vast majority of participants it was not their native language. Whenever someone was unable to find the right term, the other group members helped out, or they used an online dictionary. Some had made some notes in English in advance that they used during the discussion. However, none of the participants felt unable to engage in English. All were more than willing to switch on their cameras unless there was a technical problem. Participants logged on to the Big Blue Button conferencing platform with an alias, which seemed to create a safe space for honest and respectful interaction. The young participants let each other finish what they had to say, did not cut each other off and were respectful to those whose opinions differed from their own. However, this did not happen very often since they largely had the same opinions, attitudes and ideas.

4.2 Alignment with the outcomes of the quantitative survey

„Climate change means the change of a world as we know it“⁴

There was consensus about the significance of climate change, which corresponds to the responses of the online survey. Looking at the entries in the comment box in the questionnaire, it is clear that young people largely agree that climate change needs to be taken seriously and that it is due to human intervention. One example: “Human activity is the most significant reason for climate change”.

The answers given to the questions about hands-on strategies and ideas for climate-sensitive youth mobility in both parts of the LEMOCC study (quantitative and qualitative) reflected the fact that young people feel that the

actions of each and every individual are key in this regard and that climate change requires everyone to adapt their personal choices. The participants clearly expressed that their own attitudes and choices needed to be reviewed and adapted in order to protect the climate.

Like in the online survey, the focus group members spoke extensively about their fears in regard to climate change. A new term for this is eco-anxiety, meaning fears resulting from the threat posed to our planet through anthropogenic climate change. Eco-anxiety is a relatively recent phenomenon; the term itself has been widely used in the United States for a while, whereas in the German-speaking countries it is only catching on slowly (cf. Raile/Ricken 2021). One comment in the comment box read: “I try to make responsible choices to alleviate other people’s fear and panic.”

4.3 Confident use of digital communication platform

What was also remarkable is that none of the participants, regardless of age, found it difficult to use Big Blue Button and appeared comfortable interacting in this digital space. Participants had been sent a set of instructions in advance of the meeting and were also given a brief orientation by the session chairs at the beginning of the meeting; however, their ease with the tool is surely also due to the fact that the pandemic has led young people to get used to digital tools such as this one. That said, it must be pointed out that one of the prerequisites for taking part in the focus group sessions was stable internet access, so their ease of use is likely down to the sample chosen.

Their familiarity with digital tools may hence be reflect a selection bias, which should be considered when planning to use more digital tools in international youth work settings. There may be some inequality aspects at play here. There are a number of current European and international studies on digital inequality, some motivated by pandemic-related developments, including, e.g., Deloitte 2020, Suter et al. 2021, or vom Orde/Durner 2021.⁵ It is recommended that insights from these studies be subjected to systematic analysis in the near future and applied to any future (international) youth mobility concepts.

⁴ The statements shown in quotes that are given below are direct quotes provided during the focus group sessions. Some comments from the comment boxes of the questionnaires are also reproduced here. These are marked accordingly.

⁵ Assisted by a German project team, the EU Kids Online project is collecting recent empirical studies from across Europe and compiling their results in a publicly accessible database (the Europe Evidence Base). For more information, go to <https://www.eukidsonline.de/studienuebersicht/>

4.4 Climate action: a female topic?

“Well, we call it mother earth – not father earth”

The results of the quantitative study showed that a large proportion of respondents identified as female. As detailed in section 3.1.1, they accounted for 75.1% or around three quarters of all young participants. While quantitative studies frequently have a larger share of female respondents, the share of participants who identified as female in the LEMOCC study was comparatively even higher than in other current youth studies. This point was hence explored further in the focus groups, with participants asked to share their thoughts and positions about it. While the focus group discussions were qualitative in nature, contrasting with the quantitative nature of the online questionnaire, there is certainly a quantitative aspect to consider here, too, given that the number of female participants in the focus group sessions was similarly as high as in the online survey: of the 22 young people who attended the sessions, 18 were read by the research team as female. There were no differences between groups or pre-set age cohorts; in all groups, those who were read as female clearly dominated.

The impression that girls and young women have a greater interest in the subject at hand and in participating in surveys of this kind was shared by the focus group participants themselves; they pointed out that the majority of those present were indeed female or were read as such. Furthermore, they did not question the facts and figures derived from the quantitative survey; instead, none of the groups seemed in any way confused or surprised by the fact that the number of female participants was so much higher than the number of males. The focus group participants put forward a number of



theories to explain this, based on the idea that climate change can be seen as having two dimensions: social/societal and technical.

In terms of seeing environmental issues in general and climate change in particular as a social/societal problem, the focus group participants suggested that (young) women may generally be more concerned with social issues and challenges and also are more likely to voice their concerns. Also, said the participants, climate action rarely produces a direct, measurable result or a quick win. Unlike men, they suggested, women may be more given to engagement in areas such as the climate; one stated, “I don’t know, but maybe women are more used to being engaged for things they get no immediate reward for”. Another theory was that because women more frequently carry responsibility for family care, they may be more exposed to the impact of climate change, e.g., when buying groceries. The participant who brought this up prefaced their remark by saying that they realised this was a form of gender attribution. In the same vein, another participant said, “Well, we call it mother earth – not father earth”.

As far as seeing the challenges of climate change from a technological angle.

Participants suggested that technology was available to curb climate change in the shape of new scientific ideas, carbon-neutral products and innovations.

Maybe, they said, men were more likely to take action of this kind, such as participating in, e.g., research and development, rather than filling in questionnaires. Some participants felt that women may be more likely to join groups or organisations that deal with feminist issues and are hence more used to raising their voices when it comes to causes involving (social) justice. These groups and organisations, they hypothesised, often had thematic overlaps with climate and environmental issues and groups.

Looking at statistics concerning gender-sensitive participation of young people in nature-related or environmental action, nothing suggests a significant discrepancy in the participation of young men versus young women when it comes to publicly funded youth work activities⁶ (cf. Statistisches Bundesamt 2021, p. 21 et seqq.). This changes, however, when looking at voluntary engagement in youth work: across all age groups there is a dominance of female volunteers over their male peers, at least in Germany. Breaking the data down by age, the largest number of female volunteers is found in the under-16 and 16–18 age groups (cf. *ibid.*, p. 30 et seq.). Unfortunately, the data are not differentiated by thematic focus, only by type of activity, so it is not possible to draw any more specific conclusions concerning nature- and environment-related action. That said, looking at other forms of voluntary engagement outside of the youth work field, there appears to be no significant difference (at least in Germany) between male and female engagement (cf. Simonson et al. 2021, p. 15). Neither do the data suggest a significant gender difference in nature- and environment-related action (cf. Simonson et al. 2021, p. 22 et seq.). This may indicate a gender-related specificity in youth work that should be further explored, especially in international contexts. In feminist discourse, gender-based attribution processes are seen as problematic if, e.g., in the context of climate-related debates existing inequalities are seen through an intersectional⁷ – and hence gender-related – lens (cf. Çağlar et al. 2012, p. 7 et seqq.).

⁶ The study referenced here performs a biennial analysis of all youth work activities broken down by open and group-based activities as well as of events and projects that took place in the year under review (cf. Statistisches Bundesamt 2021, p. 3). The statistics in question relate to 2019.

⁷ The term “intersectionality” refers to the combination of various structural categories that can lead to inequality. Besides gender, they include ethnicity, social class, nationality, sexual orientation, disability and age. Intersectional theory seeks to analyse the way these categories interact to produce social inequality and to point out that forms of oppression and disadvantage should not be interpreted as additive, but rather need to be seen as combinatory and mutually interactive (Küppers 2014).

4.5 Climate action: What do young people need to start taking action?

„Action is not only joining clubs, attending demonstrations. It can also be individual action and small steps, that create change. We can start by changing small things in our lives.“

The quantitative survey showed that a large number of participants felt that climate change needed to be taken seriously or very seriously. It was also clear that young people felt that engagement in this area was important via, e.g., school projects, attendance at demonstrations, or joining groups or political parties that deal with climate change issues. While around 44% of respondents indicated they had attended a demonstration at least once, a relatively small number said that they took personal action as a member of a group (17.1%) or political party (3.9%). These outcomes, too, were picked up in the focus group sessions, with participants asked what types of engagement they felt were important when it comes to climate change.

Across all focus groups, it became clear that engagement is seen to depend on three major factors above all: one, the resources available to young people; two, access to groups or parties; and three, the emotions and personal attitudes they have to climate change. All of these, the participants said, could mean that young people rarely take genuine action themselves even though they feel that engagement is generally important.

When it comes to young people's resources, time, financial resources and transport infrastructure play a key role. The young participants

indicated that their daily responsibilities such as school, university or vocational training were time-consuming, meaning that any time they had to spend on other activities was precious. Besides climate change and environmental protection, they said, there were other causes they felt strongly about. One participant said she was an active member of the LGBTIQ movement and hence had little time to spare for climate action, although she did feel it was an important cause.

In addition, other participants said, they also needed time for family and friends and not least for themselves. This is where financial aspects come into play, they stated, for those people who need to work to generate an income. This consumed much of one's disposable time, they continued, leaving little time to spend on social causes. Also, financial aspects played a role in cases where the planned activities mean having to travel. This was an issue especially for people who live in rural locations, since the activities of groups, clubs or organisations tend to take place in cities. This leads directly to questions around transport infrastructure; in many cases, participants reported, the infrastructure is insufficient and does not allow young people in particular to travel easily, since they may not have a car of their own and/or a driver's license.



When it comes to access, participants reported that while many groups that engage in climate action may be well-known, they are not always particularly accessible. One participant thought that although engagement in a group was very important, they did not feel they could comfortably participate. This was largely because they had so far had little contact to suitable groups and were unsure whether there would be a good fit between them. They did add that they may find it easier to join a group if they knew people who were already active members.

Talking about emotions, it was clear that the young participants recognised that there are a large number of social challenges that require action. One of them said, "It can be quite difficult at times. When there are so many essential issues that need change and your support, it feels that you're powerless against that". As one of said issues, participants picked out the climate crisis as one – yet not the only one – that needed to be taken very seriously and that required action. Other issues mentioned included racism, discrimination, poverty and social inequality, as well as health and the current challenges of the Coronavirus pandemic. Given the multitude of serious societal problems, it was said,

it was sometimes hard to choose which cause to engage with. Also, some stated they felt powerless because it was hard for an individual to influence the situation and engage in genuine action. As one participant put it, "I don't know, climate change is such a gigantic problem that we don't know what we could possibly do on our own. That's my opinion". In one young group in particular, participants said that a lot of courage was needed to advocate actively for one's causes.

Asked about the type of action they felt was appropriate in matters relating to the climate, they referenced personal lifestyles above all. For instance, one participant said, "It's mainly human activity – and the main factor is excessive consumption and production". Specific mention was made of mobility, consumption, food choices and clothing purchases. These areas, they said, offered potential for a change for the better. It was important, participants stated, that everyone did something, no matter how big or small the initial steps. "We can do it step by step: for example, distributing garbage, then changing our eating habits. Then start talking to other people, share your ideas with friends, with family. In doing so, we can create a snowball effect."

4.6 Climate-friendly (learning) mobility – what young people want

During the focus group sessions, the young participants spoke about their idea of climate-sensitive (learn-

„Why does it have to be a choice? It might be already built in to the price.“

ing) mobility. While they initially did so unprompted, towards the end of the sessions they were explicitly invited to share their suggestions and opinions, which are described in the following.

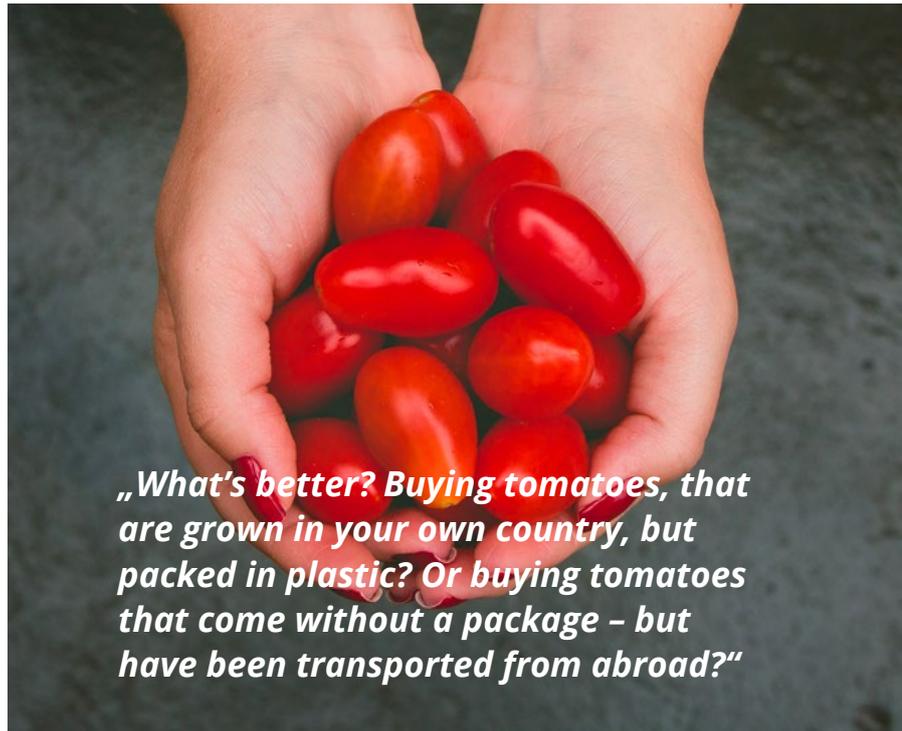
One demand was to improve the local and long-distance public infrastructure and reduce ticket prices. Above all, this would benefit young people and those who live in rural

regions, since – unless they have a car of their own or cannot drive as they are too young – have no choice but to use public transport. As for long-distance travel, participants said one would need to be willing to accept longer travel times and to avoid air travel wherever possible owing to the high fuel consumption of aircraft. At the same time, they pointed out, this would only be feasible if travelling by coach or train was noticeably cheaper than flying. However, given that no-frills airfares are often extremely low, this is (usually) an unlikely scenario. In this context, participants also mentioned that short-term learning mobility activities should be abolished, replacing them with activities of longer duration so that the CO₂ footprint of any travel to and from the venue would be comparatively lower. This opinion was also voiced frequently in the comment boxes in the quantitative questionnaire.

The young participants also criticised that some learning mobility programmes still have a large CO₂ footprint. They agreed that eco-friendly learning mobility, especially in the context of international youth work, should be the default. One stated “While you’re in the programmes, be mindful of your resources in general”. They called for the organisations devising and offering the activities to think about adapting them to be completely climate-friendly. They wouldn’t even have to ask their potential target groups whether this is what they really wanted: “You don’t have to ask **us** if there should be more climate friendly options.” One of the ideas mentioned during the focus group sessions was to offer only vegan or vegetarian meals during the preparation, interim and follow-up seminars.

The participants suggested that the agenda of any learning mobility activity, no matter what the subject, should include opportunities for participants to reflect on their own lifestyle choices and consumption habits and develop alternatives. Sessions could be planned on how to buy less, buy more sensibly, how to produce less waste, and how to find clothes with a smaller CO₂ footprint. It was hard, they said, to find suitable information on these subjects and even harder to make the right choices. As one participant said, “What’s better? Buying tomatoes that are grown in your own country but packed in plastic? Or buying tomatoes that come without a package but have been transported from abroad?”

Another suggestion was to only offer climate-friendly travel options. One young focus group member proposed only allowing participants to travel if their mode of travel met climate-friendly mobility criteria. The young participants expected programmes to develop general standards for climate-friendly travel that everyone would have to comply with. That said, the participants all agreed that replacing face-to-face activities with virtual events was not an alternative. As one of them said, “Mobility is one of the most important things for youth work.” However, participants stated, it may work to add a digital



„What’s better? Buying tomatoes, that are grown in your own country, but packed in plastic? Or buying tomatoes that come without a package – but have been transported from abroad?“

component to information events or preparation meetings. Finally, the participants called for greater transparency over existing youth mobility options. Since they felt insufficiently informed, they suggested setting up a central website listing useful information on this subject.

All told, the focus group sessions revealed that young people around the world are keen to have more climate-friendly options when travelling to a learning mobility activity. That said, they are fairly critical about existing schemes and ideas such as voluntourism or eco-tourism. As one participant put it:

„It’s not helping. It’s green washing.“

5

Summary and outlook: Potential implications for international youth mobility

„Mobility is one of the most important things for youth work“

To repeat the first line in this report, youth and mobility are two sides of the same coin. Travelling is important to the young people who took part in this study: only few (17.1 %) of those who completed the questionnaire stated they never travel abroad, whereas a large number (65.4 %) said they did. And they do so, as they said, for a number of reasons, of which learning mobility – although important – is just one.

The young participants in the study warmly welcomed this opportunity to make their voices and opinions heard when it comes to exploring the connection between young people's mobility and climate change. As one entry in the comment box of the quantitative survey reads, "Thank you for giving the floor to young people and consulting us." This invitation to young people to keep making their voices heard and provide input is a standing one.

- The study shows that practically all young people feel that climate change is serious.
- It also shows that internationally mobile young people are aware that travel has a noticeable impact on the climate.

Looking at the outcomes of the focus group sessions, it is clear that young people do not believe that virtual activities can replace face-to-face events that require travel; however, virtual events can re-frame the infrastructure. Also, young people are willing to adopt new travel habits by, e.g. using more climate-friendly means of transportation or travelling less often, but staying for longer.

As a rule, new(er) travel options have to be explored, also and especially in the international youth work field. Several entries in the comment boxes of the quantitative survey mentioned the term "slow travelling". One comment read "Rather than trying to travel as cheaply as possible as far away as possible, slow travelling should be given greater appreciation. That's why train travel should be simpler and cheaper so it can be a genuine alternative." Another participant wrote, "Slow travelling – meaning spending more time in one place and really immersing into the local culture. If flying is really necessary, preference should be given to direct flights (...)."

Another illustrative comment from the focus groups, which was already quoted above, is relevant in this context: "You don't have to ask **us** if there should be more climate friendly options". In other words, when young people set out to travel to a learning mobility activity, they shouldn't even have to deal with the dilemma of having to think about their CO₂ footprint because all programmes are designed in a sustainable, eco-friendly way.

It is clear that young people's personal choices play a major role when it comes to climate-sensitive mobility. For instance, for those who completed the questionnaire in German, choosing vegetarian/vegan products and foods when travelling and in their daily lives was a relevant concern. The young people who completed the Turkish- or Chinese-language version mostly felt strongly about buying products that were produced in a climate-friendly way.

However, it is notable that:

Climate awareness does not necessarily translate to climate action.

In this regard, young people feel they are limited: although they believe their personal choices do make an important contribution towards more sustainability and climate awareness, the problem exists on a global scale. Climate change – and this, too, is quite clear – cannot be tackled by just one generation, especially not the young generation.

A comment from the quantitative survey sums this up quite concisely. “It’s all fine and well for young people to have an awareness of climate-friendly mobility and lifestyles in general and live accordingly. However, fighting climate change requires major structural change, which – thanks to the political system we have – lies in the hands of the generations that came before us.”

The major significance of young people’s personal choices should be contrasted with the fact that fewer than one in five respondents who completed the questionnaire said they belonged to a climate-oriented group or political party. Asked during the focus group sessions how they defined “engagement” in a climate context, the most frequently mentioned item was “personal lifestyle”. As one participant said in regard to climate change, “It’s mainly human activity – and the main factor is excessive consumption and production”. The comments left in the comment boxes, too, bear this out. One read, “Everyone is responsible for environmental protection. Start with me”; another, “Take action, start with myself.”

Another outcome from the focus group sessions was that active membership of a group or political party requires time, money and the right infrastructure along with courage. International youth work and its activities should hence consider encouraging greater engagement on climate issues and supporting young people in taking that step. Special attention could be given to the lack of time, in particular, by working together (more frequently) with the formal education system and incorporating climate action into the school curriculum.

Further, it emerged that young people’s peer groups have a large influence on whether they engage personally in climate action.

During the focus group sessions, participants suggested it was easier to join climate action groups if one’s peers were already members. This peer effect also appears when looking at participants’ travel habits: when asked whether their friends travelled, the majority (53.3 %) of participants in the quantitative study said “Yes, some do” while 42.2 % said “Yes, many do”. Asked where they received the information they needed for their most recent trips, 38.7 % of respondents said it came from friends.

Other studies, too, have found that friendships and communities are crucial in this regard. Through their Access Study, the Forschung und Praxis im Dialog (FPD) research group found that peers are key motivators when it comes to deciding to participate in an international youth exchange; they are also a vital source of information about such schemes. During the first part of the focus group sessions, the participants were asked to point spontaneously to the images they felt drawn to (images relating directly or indirectly to the climate) – they often chose images that signified friendship and/or community.

It would hence appear that international youth work should promote and encourage peer support. That said, it should be noted that the focus groups may constitute a socially homogenous group, since the majority of participants in the LEMOCC study were well-educated young adults. The international youth work community hence must continue to ensure that groups and activities remain inclusive for and accessible to all young people.

Last but not least, the outcomes of the online survey, the interest shown by the young participants in the focus group sessions and the appreciation the young people had for being invited to participate in the LEMOCC study are clear signs that studies of this kind are ideal to get the ball rolling on *something*. Young people need to be given a (louder) voice, along with opportunities to get together with their peers around the world and take shared action. This is not least the reason why this report was given the title **Listening to young people: Mobility for future.**



*“Listening to
young people:
Mobility
for future”*

What young people demand

In the spirit of this report's title, and respecting the need to give the young generation of today and tomorrow a real voice, this report will not close with our own thoughts and interpretations. Instead, the last word goes to the young participants. Below are some of the statements and demands voiced during the study. They have deliberately been left uncommented, since we believe they speak for themselves.

- It seems to me that most of the time, young people are not really listened to, not taken seriously or given the space to actually express their opinions. In politics, on a higher level, in global politics. It is mainly people above forty, fifty who are actually listened to. Which is a shame.
- A lot of times, the old people educate the young ones, but maybe it works the other way around.
- We need a better public transportation infrastructure in rural areas.
- Students need to get a discount on public transport in all European cities!
- Good activities should be on offer for (young) people close to where they live. If that were to happen, people may want to travel less.
- Our travel habits in general need to change. Meeting with new people and keeping friendships alive can also be done virtually. Why not look for adventures (microadventures) right around the corner? And any long-distance travel should be done as sustainably as possible!
- Why does it have to be a choice? It might be already built into the price.
- Environmental education needs to start at primary school or kindergarten so it becomes natural rather than optional.
- You don't have to ask *us* if there should be more climate friendly options.
- While you're in the programmes, be mindful of your resources in general.
- Rather than talking about the theory, also the application is important. Content is important – and it should be taught in a more applicable way.

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