Friends of the Earth
Les Ami(e)s de la Terre

Climate Change & Covid 19

oraclepoll research

September 2020

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Methodology & Logistics

Overview

The following represents the results of a September 2020 national omnibus telephone survey of N=2000 Canadian residents, 18 years of age or older, conducted by Oraclepoll Research Ltd.

The results contained in this report are from the fourteen (14) questions subscribed to by Friends of the Earth on issues related to climate change in a Covid 19 world.

Study Sample & Error Rates

A total of N=2000 interviews were completed, with residents across Canada. All respondents were screened to ensure that they were residents of Canada and they were 18 years of age or older. Adjacent is a breakdown of the total sample by area or region.

Atlantic	N=140	7%
Ontario	N=760	38%
Quebec	N=460	23%
Man / Sask	N=141	7%
Alberta	N=240	12%
BC	N=259	13%
TOTAL	***N=2000***	***100%***

The margin of error for the total N=2000 sample is ± 2.1%, $\frac{19}{20}$ times. The error rate for each of the female (N=1039) and male (N=961) breakouts reported is ± 3.0% and ± 3.2%, $\frac{19}{20}$ times, respectively.

Survey Method

All surveys were conducted by telephone using live operators at the Oraclepoll call center facility using computer-assisted techniques of telephone interviewing (CATI) and random number selection (RDD). Twenty percent of interviews were monitored and the management of Oraclepoll Research Limited supervised 100%. The dual sample frame random database was inclusive of landline and cellular telephone numbers.

Logistics

Interviews were completed between the days of September 1st and September 12th, 2020. Initial calls were made between the hours of 5 p.m. and 9 p.m. Subsequent call backs of no-answers and busy numbers were made on a (staggered) daily rotating basis up to 5 times (from 10 a.m. to 9 p.m. within each time zone) until contact was made. In addition, telephone interview appointments were attempted with those respondents unable to complete the survey at the time of contact.

Most Important Issue

In an open-ended unaided question, respondents were first asked what they considered to be the most important issue that will have long term consequences impacting future generations.

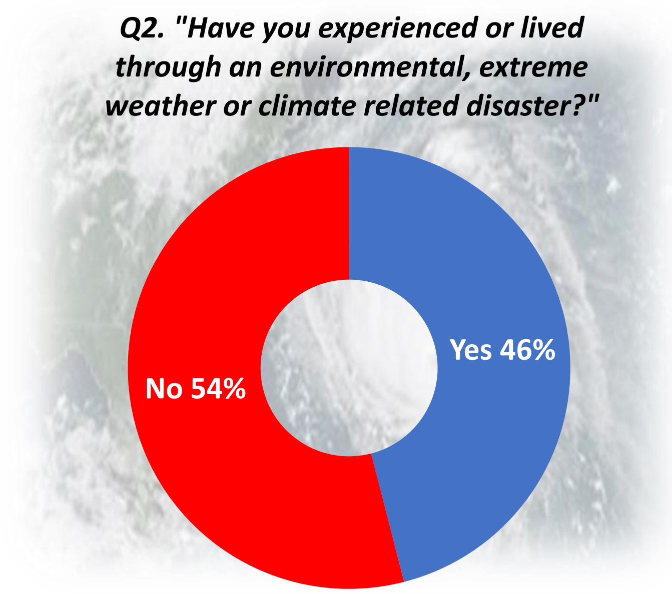
Q1. "What do you think is the most important issue of our time that will have long term consequences impacting future generations?"

	Male	Female	TOTAL
Covid 19 / pandemic	36%	35%	35%
Climate change	22%	34%	28%
Deficits / spending / debt	11%	8%	9%
Economy / jobs / employment	12%	7%	9%
Health care / mental health	5%	6%	6%
Unsure	8%	3%	6%
Poverty / rising cost of living	3%	4%	4%
Social justice issues	1%	2%	1%
Opioid crisis	<1%	1%	1%
Water pollution	<1%	<1%	<1%
Loss of wilderness / species	<1%	<1%	<1%
Deforestation / habitat loss	<1%	<1%	<1%

The Covid 19 pandemic is seen as the most important current issue (35%) that will impact future generations by an almost equal number of males and females. Climate change followed closely at 28%, with +12% more females (34%) recalling the issue in relation to males (22%). Economic concerns including deficits (9%) and the economy (12%) as well as health care (6%) rounded out the top five – with males tending to have a higher recall of economic issues.

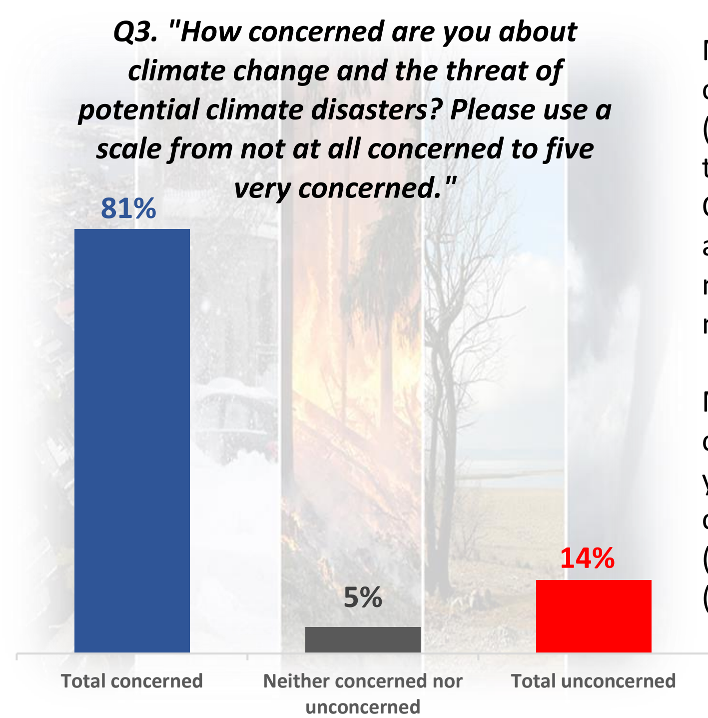
Climate Disasters

Respondents were then asked two questions about climate disasters. The first probed if they have experienced an extreme weather event and the second about their concern about climate change and the threat of potential climate disasters.



Forty six percent claimed they have experienced or lived through an environmental, extreme weather or climate disaster, with slightly more females (47%) than males (44%) saying they have.

Residents of Atlantic Canada had the highest response of yes (77%), followed by Manitoba/Saskatchewan (58%) and Alberta (52%). A lesser 47% of Quebec respondents have experienced such an event, as have 42% from BC and 36% from Ontario.



More than eight in ten or 81% are concerned (35%) or very concerned (46%) about climate change and the threat of potential climate disasters. Only 10% are not concerned (6%) or not at all concerned (8%) and 5% held a neutral view being neither concerned nor unconcerned.

More females or 85% are concerned in comparison to males at 75%. In addition, younger Canadians 18-34 (89%) are most concerned followed by 35-64-year old’s (79%), in relation to those older 65+ (70%).

Covid 19 & Work Arrangements

Two questions about pre and post Covid 19 working arrangements were asked. If respondents said they currently work at a location other than their home (39%, N=772), a series of four supplemental probes followed (Q5 – Q8).

PRE-COVID WORK LOCATION		*Q4a. "Pre-Covid 19 were you working at home for pay, at a location other than at your home or not working?"*		
		Home	Other than home	Not working
	Male	7%	72%	21%
	Female	7%	66%	27%
Total		7%	69%	24%

Pre-Covid, most people and a higher percentage of males (+6%) worked from places other than home, with only 7% working at their domicile. More or +6% more females than males were not working (*the not working percentage shown includes retirees*).

CURRENT WORK LOCATION		*Q4b. "And currently, do you work for pay at home, at a location other than your home or are you not working?"*		
		Home	**Other than home**	Not working
	Male	30%	**44%**	26%
	Female	33%	**34%**	33%
Total		32%	**39%**	30%

In post-Covid early September 2020, the number of those working at home was +25% higher at 32%. In this period more males are working away from home and the not working number is also +6% higher.

Q5 asked to the 39%, N=772

Q5. "Approximately how many kilometers is it <one way> from your home to your work destination?"

Under 5	21%
6-10	38%
11-20	18%
21-30	9%
30 or more	14%

The 6-10-kilometer range for a one-way trip to work was most referenced (38%), followed by less than five (21%) and 11-20 (18%), while almost one-quarter named distances of 21 kilometers of more. Among those travelling to a work location, there was no significant difference among genders.

Covid 19 & Transportation

The 39%, N=772 that said they currently work at a location other than their home in Q4b were questioned about the method of transportation they used pre Covid 19 and what they use now.

Q6. Before the COVID19 pandemic what method of transportation did you most often use to commute to work?	Male	Female	TOTAL
Personal vehicle	78%	65%	72%
Public transit	9%	18%	13%
Ride sharing	9%	8%	9%
Walking	3%	7%	5%
Bicycle	1%	2%	1%

Q7. After COVID 19 and currently, what method of transportation do you most often use to commute to work?	Male	Female	TOTAL
Personal vehicle	85%	70%	78%
Public transit	6%	13%	9%
Walking	4%	9%	7%
Ride sharing	4%	5%	4%
Bicycle	1%	3%	2%

Pre-Covid, personal vehicles were the preferred choice of a 72% majority of all respondents and among a higher number of males (78%) compared to females (65%). Public transit followed at 13% and by a 2 to 1 margin it was the method most often used by females. Ride sharing followed with no gender split and then walking which was the choice of more than twice as many more females.

Currently, +6% more people are driving, while transit numbers have dropped -4% as has ride sharing (-5%). There was a slight uptick in the number of walkers (+2%) and cyclists (+1%).

There were N=61 respondents or 8% that changed the way they commute to work as identified by the different responses in Q7 in relation to Q6. The N=61, were then asked a follow-up question about the main reason why they have made this change.

Q8. Can you tell me why you have changed the way that you commute to work?	
COVID-19 health risk	82%
Change of job	8%
Economizing/saving money by reducing travel costs	7%
Changes by employer to location of work at home	3%

With more people driving and less taking transit or ride sharing, the main reason provided by 82% was Covid 19 and the health risks associated with it.

Local Access

All N=2000 respondents were then asked in an open probe allowing for up to three responses to name the most important locations, facilities, or services they need to get to regularly. Below are the combined results from the N=3517 mentions provided.

Q9. "What are the most important locations, facilities, or services that you need to travel or commute to on a regular basis?"

		Male	Female	TOTAL
	Grocery stores	39%	41%	40%
	Work/office/facility	26%	19%	22%
	Schools	10%	13%	12%
	Sports/recreational facilities	11%	8%	9%
	Childcare facility	4%	10%	7%
	Other commercial stores	5%	4%	5%
	Health & long-term care facilities	3%	3%	3%
	Green spaces/parks	1%	2%	2%
	Place of worship	<1%	<1%	<1%

Grocery stores were most recalled by an almost equal number of males and females, next by work which was named by +7% more men compared to women. Schools, sports or recreational facilities and childcare centres followed with females tending to travel more to schools and childcare's and males to recreational amenities. Other stores, health care related facilities and parks were lesser cited with no significant gender variances.

Climate

In another open question, all survey participants (N=2000) were asked to consider what the federal government could do to reduce climate impact and then name what would be most important to them.

Q10. "When you consider how the federal government could act to reduce climate impact, what would be most important to you?"

	Male	Female	TOTAL
Regulations to reduce greenhouse gas emissions	30%	37%	33%
Financial incentives to help make household more efficient (furnace & air)	15%	16%	16%
Financial incentives to help purchase more efficient appliances	15%	12%	13%
Support for cleaner vehicles and fuel	12%	12%	12%
Unsure	13%	10%	11%
Support to design and produce clean technology	10%	10%	10%
None / not needed	5%	<1%	3%
Support for more local farmers' markets and more local food stores	1%	1%	1%
Support for childcare in my neighbourhood	<1%	1%	1%
Support for eldercare in my neighbourhood	<1%	<1%	<1%
Help restaurants and food stores reduce plastic packaging and other waste	<1%	<1%	<1%

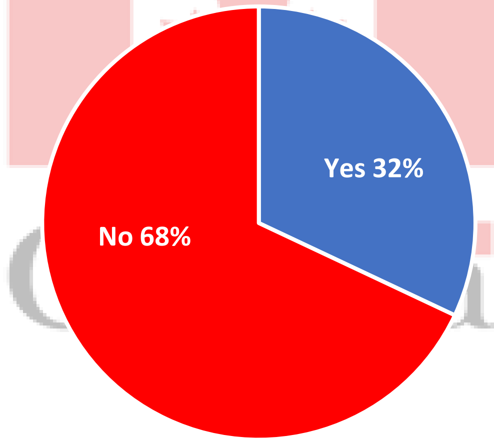
Most important to one third of all respondents was to have the federal government implement regulations to reduce greenhouse gas emissions, with more females (37%) naming this in relation to males (30%). Then there were almost three in ten that want financial incentives to either make their residence more efficient (16%) or to be able to purchase energy efficient appliances (13%). More than two in ten said they want support for cleaner vehicles or fuel (12%) or support to design and produce clean technology (10%).

Respondents were first questioned if they were aware of any federal government programs to assist in reducing their climate footprint. Afterwards, in an open-ended probe they were asked in what area or for what purchase government assistance would be most helpful to them to help reduce their climate footprint.

Thirty two percent said they are aware of federal programs to assist in reducing their climate footprint. Males were more likely to be aware at 38%, compared to 26% of females that were aware.

	YES	NO
Male	38%	62%
Female	26%	74%

Q11. "Are you aware of federal government programs to assist in reducing your climate footprint or impact?"

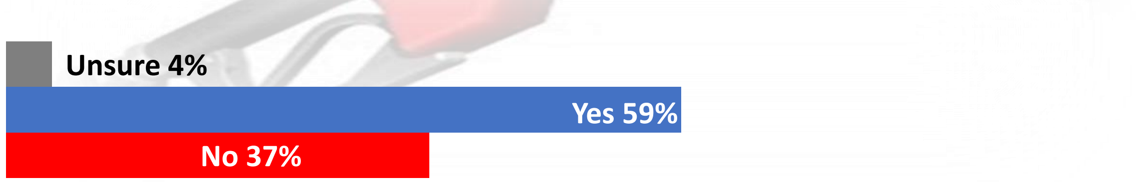


Q12. In what area or for what purchase would government assistance be most helpful to you to help reduce your climate footprint or impact?	Male	Female	TOTAL
Insulating and weatherproofing dwelling/home	43%	35%	39%
Furnace/air conditioner/air cleaners	21%	18%	19%
Food/groceries	5%	15%	10%
Personal or family automobile/vehicle	7%	7%	7%
Insulating and weatherproofing rental unit/home	5%	7%	6%
Unsure	7%	6%	6%
Refrigerator/stove	6%	6%	6%
Washer/dryer	3%	4%	3%
Devices (laptops, iPad, phones, etc.)	1%	1%	1%
None	2%	1%	1%
Bicycle	1%	<1%	1%

Most referenced was having assistance to insulate or weatherproof their home at 39%, with more males (43%) wanting such a program in comparison to females (35%), next by having a furnace or air conditioning program at 19% (+3% more males). Help with food or groceries was named by 10% with 15% of females naming this in relation to only 5% of males. Other areas did not have a gender imbalance and included assistance for vehicles, weatherproofing rental units, a fridge/stove program and one for washers/dryers.

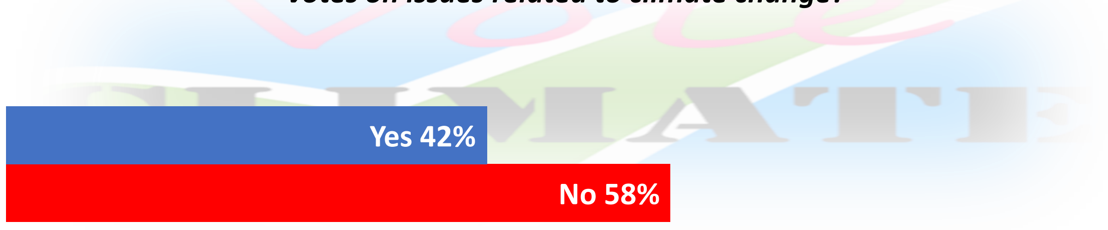
In the final two questions, respondents were first asked if they will accept an increase in fossil fuel prices if the federal government provides support to low income families and vulnerable small businesses to offset these increases. They were then asked if they consider themselves to be a climate voter, or a person that casts a ballot on climate issues.

Q13. "Would you accept an increase in fossil fuel energy prices if the federal government provides adequate support to low income families and vulnerable small businesses to offset those increases?"



Fifty nine percent claimed they would be willing to have an increase in fossil fuel prices if the government would in turn provide support to low income families and vulnerable small businesses. While only 49% of males support this measure, almost seven in ten females or 68% are in favour.

Q14. "Do you consider yourself a climate voter or someone who votes on issues related to climate change?"



With 42% of the total sample saying they consider themselves to be a climate voter, results were at half or 50% for females, but only a third or 33% for males.

Results by Question

Q1. What do you think is the most important issue of our time that will have long term consequences impacting future generations?

	Frequency	Percent
Covid 19 / pandemic	706	35.3
Climate change	563	28.2
Deficits / spending / debt	186	9.3
Economy / jobs /	181	9.1
Health care / mental health	115	5.8
Unsure	115	5.8
Poverty / rising cost of living	70	3.5
Social justice issues	27	1.4
Opioid crisis	16	.8
Water pollution	9	.5
Loss of wilderness	7	.4
Deforestation	5	.3
Total	2000	100.0

Q2.Have you experienced or lived through an environmental, extreme weather or climate related disaster?

		Frequency	Percent
	Yes	912	45.6
Valid	No	1088	54.4
	Total	2000	100.0

Q3. How concerned are you about climate change and the threat of potential climate disasters? Please use a scale from not at all concerned to five very concerned.

	Frequency	Percent
1-Not at all concerned	160	8.0
2-Not concerned	128	6.4
3-Neither concerned nor not concerned	107	5.4
4-Concerned	692	34.6
5-Very concerned	913	45.7
Total	2000	100.0

Q4a. Pre-Covid19 were you working at home for pay, at a location other than at your home or not working?

	Frequency	Percent
Home	144	7.2
Other than home	1371	68.6
Not working	485	24.3
Total	2000	100.0

Q4b. And currently, do you work for pay at home, at a location other than your home or are you not working?

	Frequency	Percent
Home	630	31.5
Other than home	772	38.6
Not working	598	29.9
Total	2000	100.0

THOSE WORKING OTHER THAN HOME WERE ASKED Q5 – Q8

Q5. Approximately how many kilometers is it <one way> from your home to your work destination?

	Frequency	Percent
Under 5	159	20.6
6-10	297	38.5
11-20	138	17.9
21-30	69	8.9
30 or more	109	14.1
Total	772	100.0

Q6. Before the COVID19 pandemic what method of transportation did you most often use to commute to work?

	Frequency	Percent
Personal vehicle	557	72.2
Ride sharing	67	8.7
Public transit	98	12.7
Bicycle	9	1.2
Walking	41	5.3
Total	772	100.0

Q7. After COVID19 and currently, what method of transportation do you most often use to commute to work?

	Frequency	Percent
Personal vehicle	602	78.0
Ride sharing	33	4.3
Public transit	71	9.2
Bicycle	16	2.1
Walking	50	6.5
Total	772	100.0

THOSE THAT CHANGED THE WAY THEY COMMUTE (Q6 & Q7) WERE ASKED Q8

Q8. Can you tell me why you have changed the way that you commute to work?

	Frequency	Percent
COVID-19 health risk	50	82.0
Change of job	5	8.2
Economizing/saving money by reducing travel costs	4	6.6
Changes by employer to location of work at home	2	3.3
Total	61	100.0

Q9. What are the most important locations, facilities, or services that you need to travel or commute to on a regular basis?

	Responses		Percent of Cases
	N	Percent	(Total)
Childcare facility	249	7.1%	12.5%
Schools	423	12.0%	21.2%
Grocery stores	1402	39.9%	70.1%
Other commercial stores	164	4.7%	8.2%
Health & long-term care facilities	117	3.3%	5.9%
Sports/recreational facilities	315	9.0%	15.8%
Green space	61	1.7%	3.1%
Work/office/facility	772	22.0%	38.6%
Place of worship	14	0.4%	0.7%
Total	3517	100.0%	

Q10. When you consider how the federal government could act to reduce climate impact, what would be most important to you?

	Frequency	Percent
Regulations to reduce greenhouse gas emissions	669	33.5
Financial incentives to help make household more efficient (furnace & air conditioning)	311	15.6
Financial incentives to help purchase more efficient appliances	264	13.2
Support for cleaner vehicles and fuel	239	12.0
Unsure	222	11.1
Support to design and produce clean technology	199	10.0
None / not needed	49	2.5
Support for more local farmers' markets and more local food stores	24	1.2
Support for childcare in my neighbourhood	10	.5
Support for eldercare in my neighbourhood	8	.4
Help restaurants and food stores reduce plastic packaging and other waste	5	.3
Total	2000	100.0

Q11. Are you aware of federal government programs to assist in reducing your climate footprint or impact?

	Frequency	Percent
Yes	631	31.6
No	1369	68.5
Total	2000	100.0

Q12. In what area or for what purchase would government assistance be most helpful to you to help reduce your climate footprint or impact?

	Frequency	Percent
insulating and weatherproofing dwelling/home	779	39.0
furnace/air conditioner/air cleaners	385	19.3
food/groceries	204	10.2
personal or family automobile/vehicle	142	7.1
insulating and weatherproofing rental unit/home	126	6.3
Unsure	126	6.3
refrigerator/stove	120	6.0
washer/dryer	63	3.2
devices (laptops, iPad, phones, etc.)	23	1.2
None	21	1.1
bicycle	11	.6
Total	2000	100.0

Q13. Would you accept an increase in fossil fuel energy prices if the federal government provides adequate support to low income families and vulnerable small businesses to offset those increases?

	Frequency	Percent
Yes	1185	59.3
No	737	36.9
Don't know	78	3.9
Total	2000	100.0

Q14. Do you consider yourself a climate voter or someone who votes on issues related to climate change?

	Frequency	Percent
Yes	835	41.8
No	1165	58.3
Total	2000	100.0

D1. Which of the following age groups may I place you in?

	Frequency	Percent
18-34	605	30.3
35-64	1006	50.3
65 & over	389	19.5
Total	2000	100.0

D2. Into which of the following categories does your combined household income before taxes fall into?

	Frequency	Percent
Under $50,000	497	24.9
$50,000-$74,999	127	6.4
$75,000-$99,999	503	25.2
$100,000 & over	253	12.7
Don't know / refused	620	31.0
Total	2000	100.0

D3. How many people under the age of 18 live at this residence?

	Frequency	Percent
One	255	12.8
Two	286	14.3
Three or more	88	4.4
None	1371	68.6
Total	2000	100.0

D3. GENDER

	Frequency	Percent
Male	961	48.1
Female	1039	52.0
Total	2000	100.0