

# NDCs FOR TRAVEL

Next year, at **COP26** in Glasgow countries must submit their enhanced **Nationally Determined Contributions** (NDCs). These will include their plans on how to meet the emission reductions necessary to keep global warming to 1.5°C.



Our sailing think tank worked to find solutions, visions and roadmaps towards fair and sustainable travel. The **transport sector** is responsible for at least **23% of global energy-related CO2 emissions**, but current targets and measures included in NDCs are far from complying with the Paris Agreement. **Only 8 % of NDCs (14 countries), include a specific transport** emission reduction target. Only 4 plan mention plans for the aviation sector – none of them efficient. We need all hands on deck to decarbonize the travel industry and avoid worsening the climate crisis!



## OUR PROPOSAL

Transport needs to be identified as an important source of greenhouse gas emissions and an area for action in all NDCs. Based on our analysis we have developed the following proposals to be included in the transport section of countries' NDCs:

**Specific & ambitious transport emission reduction targets** (inc. domestic and international aviation) and a roadmap on how to achieve these targets.



Clear strategies for a **modal shift** from aviation to sustainable alternatives. This requires the further development of nation-wide as well as cross-border transportation networks.



**Incentives for innovation** towards aircraft phase-out, as well as promotion of the development of new efficient technologies.



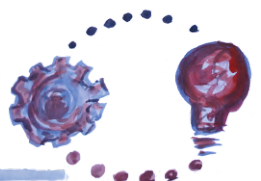
**Investments in scientific research** related to non-CO2 effects and advanced measures to address them in near-term.

Investments towards developing transformative, truly sustainable low-carbon **alternative fuels**. Tradeoffs such as land and water availability must be taken into account.



Investments to develop and improve **public transport systems** and infrastructure.

Specific **adaptation strategies** for the transport sector, especially in the form of vulnerability assessment and resilient infrastructure planning.



# EU SPECIFIC

**As young Europeans we additionally propose to include the following in the EU Member State NDCs:**

A kerosene tax implemented for the aviation industry with its returns allocated to sustainable transportation within Europe.

A socially just enforcement of ticket taxes on all aviation tickets, for example in the form of VAT or frequent flyer tax design.

A ban on state aid and an incremental withdrawal of subsidies to the aviation sector until 2030. Reallocation of subsidies to innovation and cross-border European rail networks.

A reform of the EU ETS to ensure an effective carbon price. Inclusion of all European aviation emissions within the ETS.

A restriction of advertisement for the aviation industry

A ban on all flights to destinations reachable by train within 6.5 travel hours and direct train connections between major European cities.

An alliance on night and long-distance travel so that corridors can be approached as international ground, improving connections between (night-) busses and trains.

Full transparency on carbon emissions per transport mode to consumers at the point of ticket purchase.

Enable easy booking systems for European mobility across all modes of travel, driven by a policy on timetable and ticketing data sharing across all data owners.

The inclusion of relevant stakeholders within the development process is crucial. Civil society needs to shape this process. This also includes integrating the voice of youth and the principles of climate justice to make sure that **no one is left behind** on our course towards reaching the goals of the Paris Agreement.

