

CALLING FOR FAIR AND SUSTAINABLE TRAVEL

By 2050 the emissions of the travel sector alone are expected to exceed the complete global CO₂ budget to limit global warming to 1.5° C, if the industry continues its projected growth. So far, the most polluting mode of transport has been favoured over more sustainable ones, allowing unconstrained growth of aviation. Globally, aviation emissions are already responsible for at least 5% of global warming, yet the industry is expected to double in the next 20 years.

OUR VISION

"We imagine a future where people travel with respect for our earth and all those who live on it — supported by ambitious travel policies, forward thinking institutions and a culture of conscious travel."

THE PROBLEM

UNFAIR POLICIES

The aviation industry has been favoured through tax-exemptions for kerosene, exclusion from VAT, free allowances in the European Union Emission Trading Scheme (ETS) and exclusion from Nationally Determined Contributions (NDCs).

LOBBY

There is a strong lobby for the polluting aviation industry that focuses on unfeasible technological fixes and carbon offsetting while drawing attention away from behaviour change and impactful system change.

LACK OF COOPERATION

Sustainable transport modes are hindered in their development by a lack of cooperation across countries and businesses, for example regarding data availability, multimodal travel connections and conflicting national policies.

LACK OF AWARENESS AND SOCIAL JUSTICE

Many people are not aware of the negative effect of travel on the environment and social justice. There is a clear imbalance between the small percentage of people that fly frequently (the global elite) and those who are most impacted by the actual effects of the climate crisis.



Sail to the COP is a group of 36 young changemakers from all over Europe sailing to the UN conference in Chile to call for fair and sustainable travel. With our sailing think tank and campaign, we are creating a vision, a roadmap and a portfolio of solutions to transform the travel industry to become fair and sustainable.

Due to recent developments our sailing team did not make it to COP25, therefore this one pager reflects the most important insights and demands that need to be heard for the integrity of all our futures.



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DEMANDS

During our two-month sailing think tank we dove into the identified problems and worked on possible solutions and demands for change.

With our demands we address the Conference Of the Parties and European countries in particular.



INTERNATIONAL CIVIL AVIATION ORGANISATION

ICAO should install robust carbon reduction targets and ensure that there is no double counting of carbon credits.



AVIATION IN LINE WITH THE PARIS AGREEMENT

It is crucial that the aviation industry is in line with the Paris Agreement and, like other contributors, should be equally held responsible for its global warming impact.



FLIGHT LIMIT

Flights within Europe should be limited until emissions are drastically reduced; all flights to destinations reachable by train within 6.5 travel hours should be banned and saved subsidies should be used to make trains more affordable.



NATIONALLY DETERMINED CONTRIBUTIONS

All NDCs should include specific and ambitious travel emission reduction targets, especially in terms of domestic and international aviation. This implies facilitating a modal shift to sustainable alternatives, such as buses and trains.



LONG DISTANCE NIGHT TRAVEL

A European alliance on long distance and night travel should be formed so that corridors can be approached as international ground, improving connections between (night) buses and trains.



TAXES I

Socially just ticket taxes should be enforced on all flights. For instance, in the form of a frequent flyer levy to disincentivise excessive flight behaviour.



EUROPEAN TRADING SYSTEM

The EU ETS should be reformed to ensure effective emission reduction and an inclusion of all European aviation emissions within the ETS.



TAXES II

A kerosene tax should be implemented for the aviation industry, with the tax revenue allocated to sustainable transport in order to make alternatives a feasible option for travellers.



ADVERTISEMENT

Advertisement for the aviation industry (online and offline) should be restricted.



STATE AID

An immediate and complete ban on state aid for the aviation industry and an incremental withdrawal of subsidies to the aviation sector until 2030 should be enforced.



DATA SHARING

EU-level policy on data sharing across all stakeholders to enable multimodal pan-European booking systems.



LET'S CHANGE COURSE — NOW!