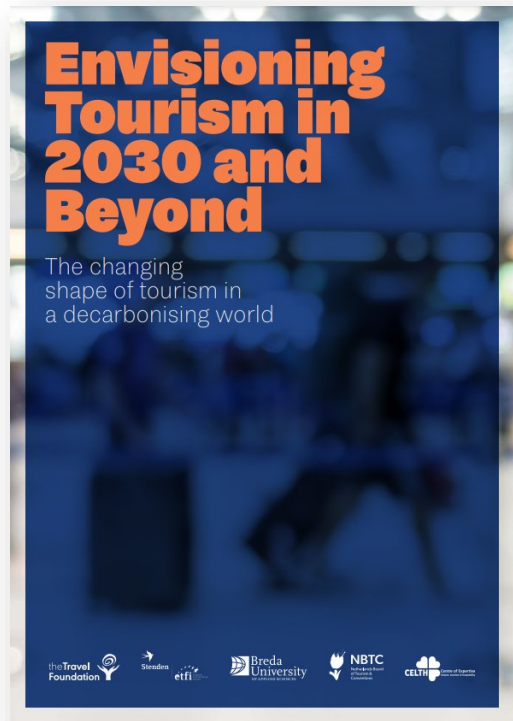


Aviation reimaged: What does the future of air travel look like through a climate justice lens?

Jeremy Sampson, CEO, the Travel Foundation



ROY FOLDS (32)



thetravelfoundation.org.uk/envision2030

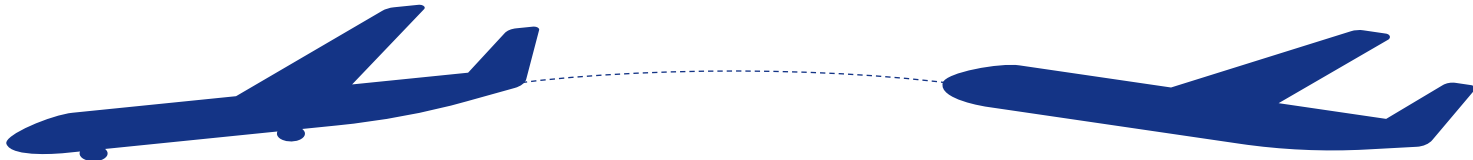
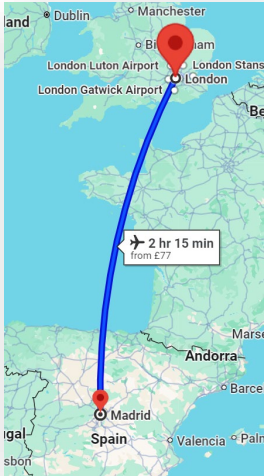


thetravelfoundation.org.uk/climatejustice

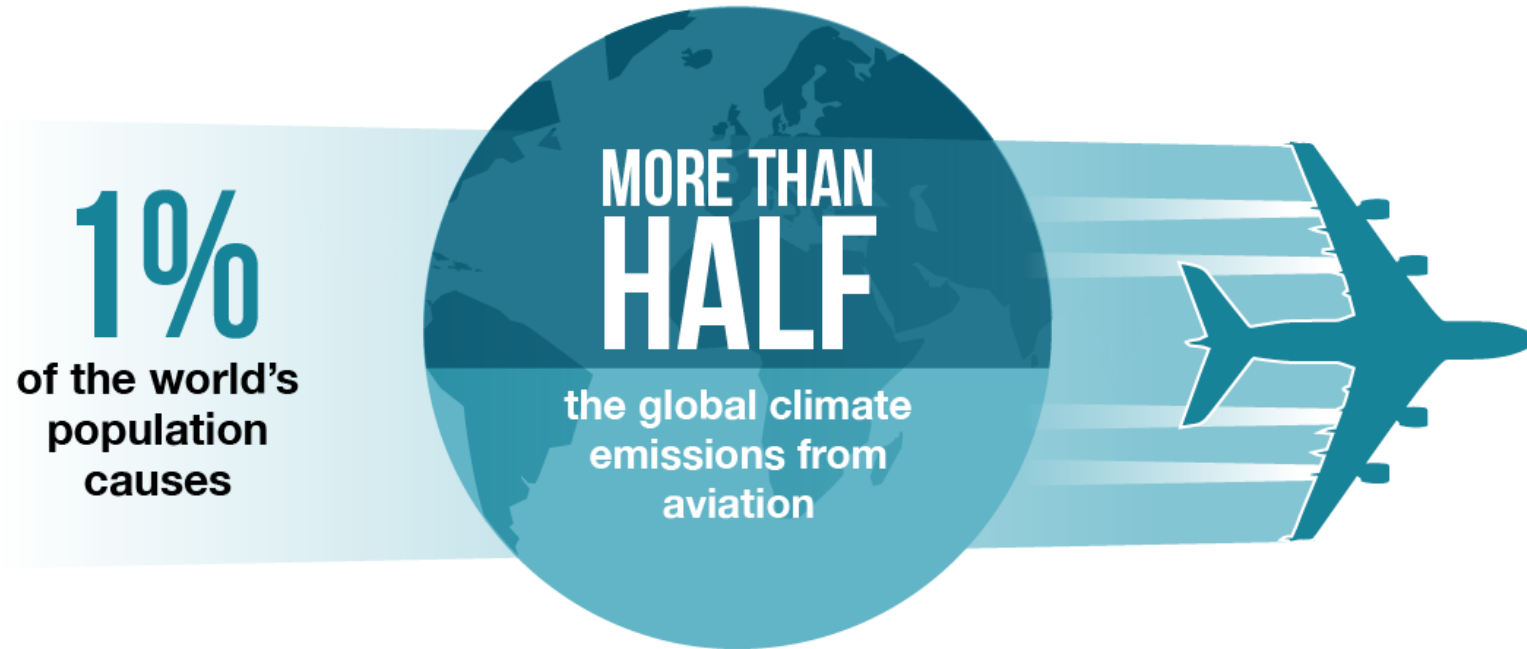
The modern world needs aviation... and flying is not going to stop



Let's limit ourselves to one short-haul trip...



Most people don't fly...

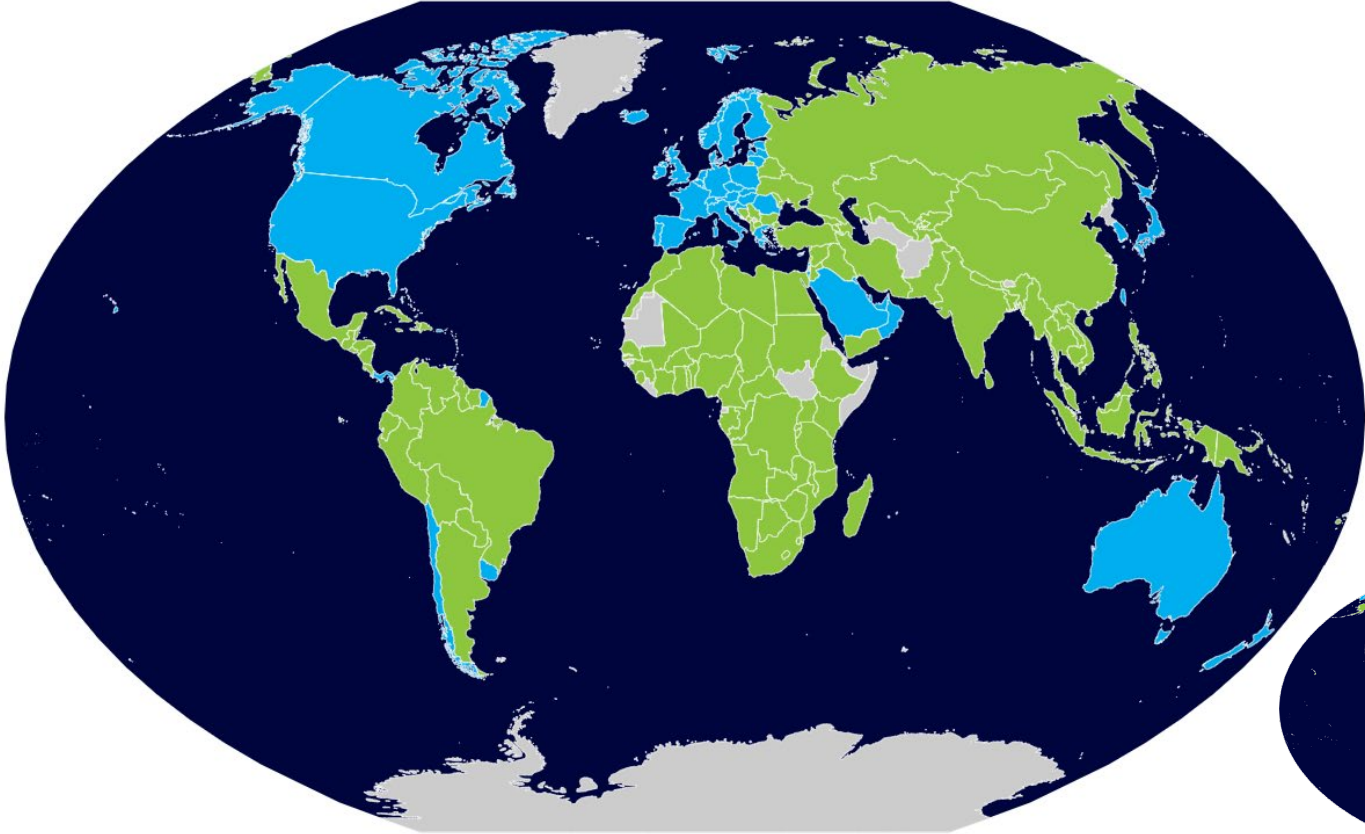


Flying is the preserve of the (relatively) wealthy

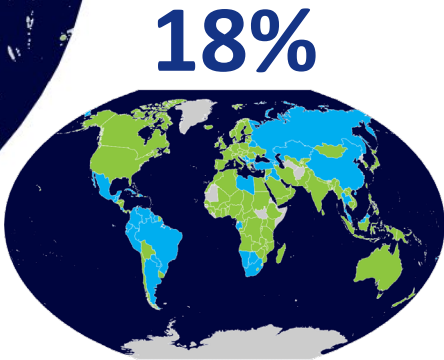


High income countries fly/pollute the most

72% of international transport emissions



High



Upper middle

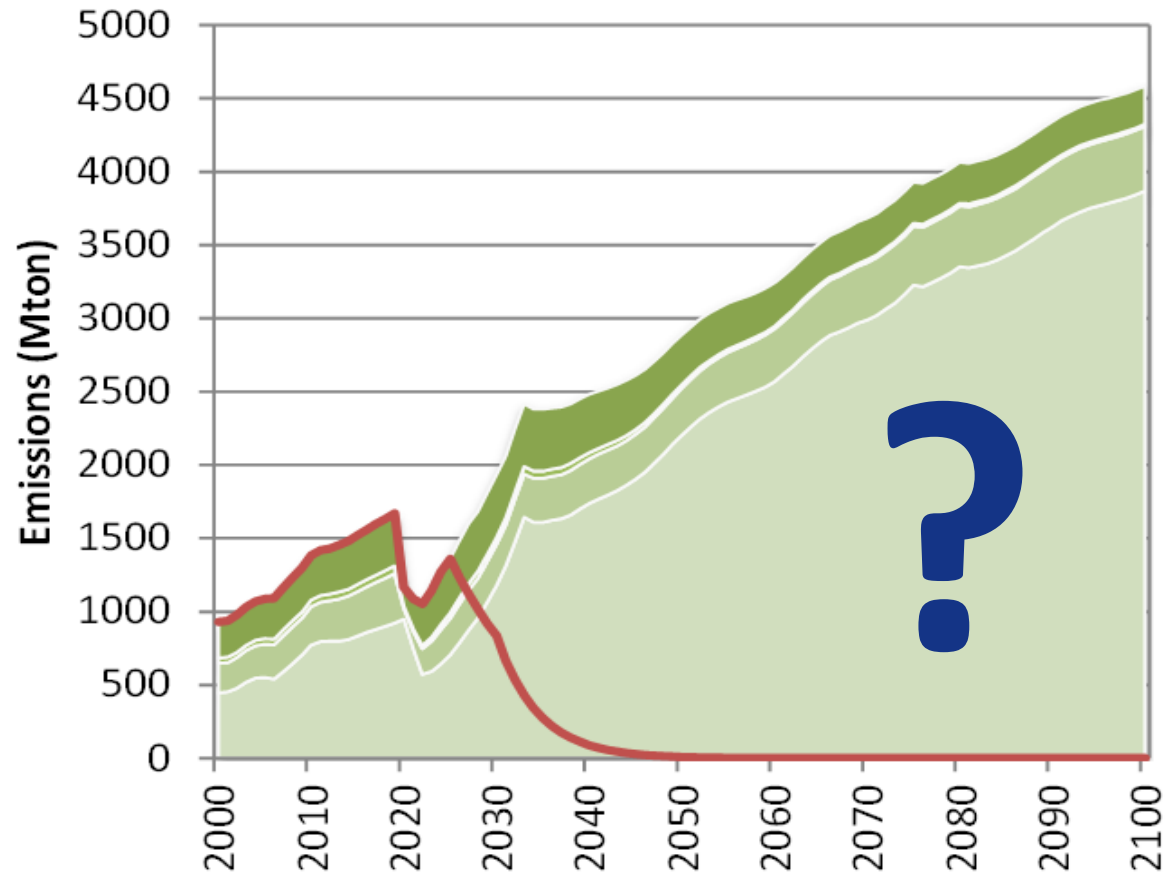


Lower middle



Low

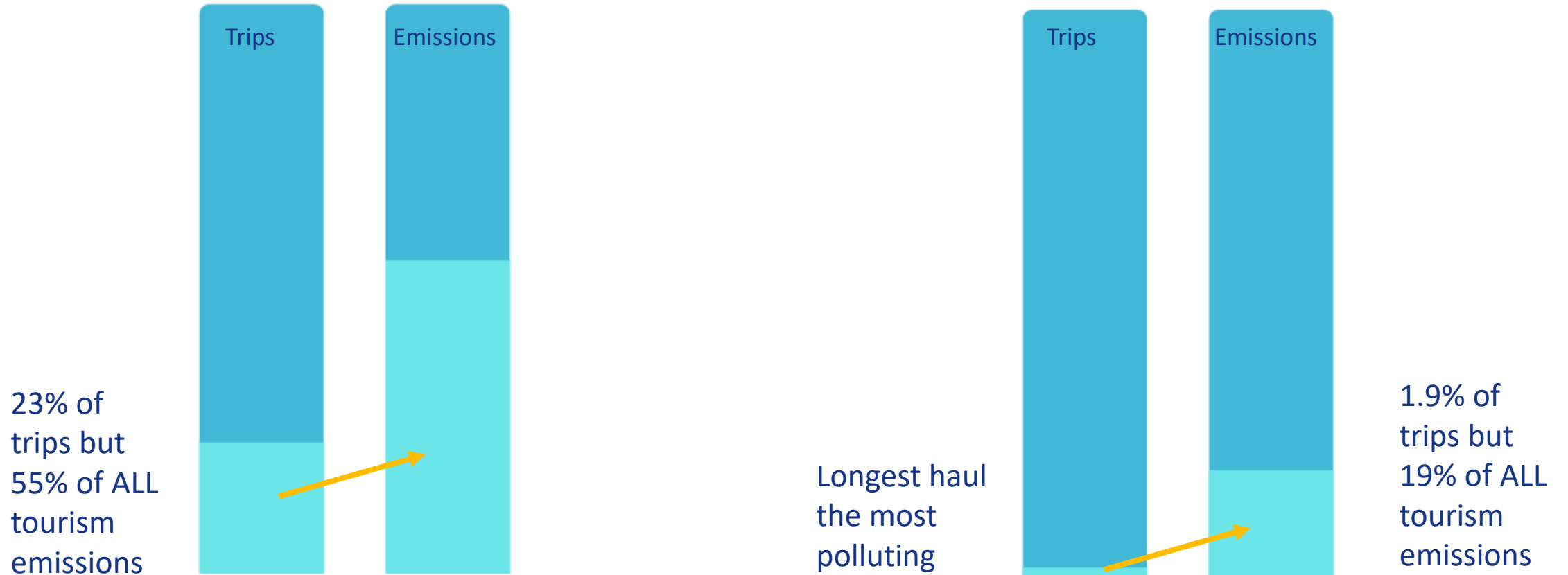
Business As Usual



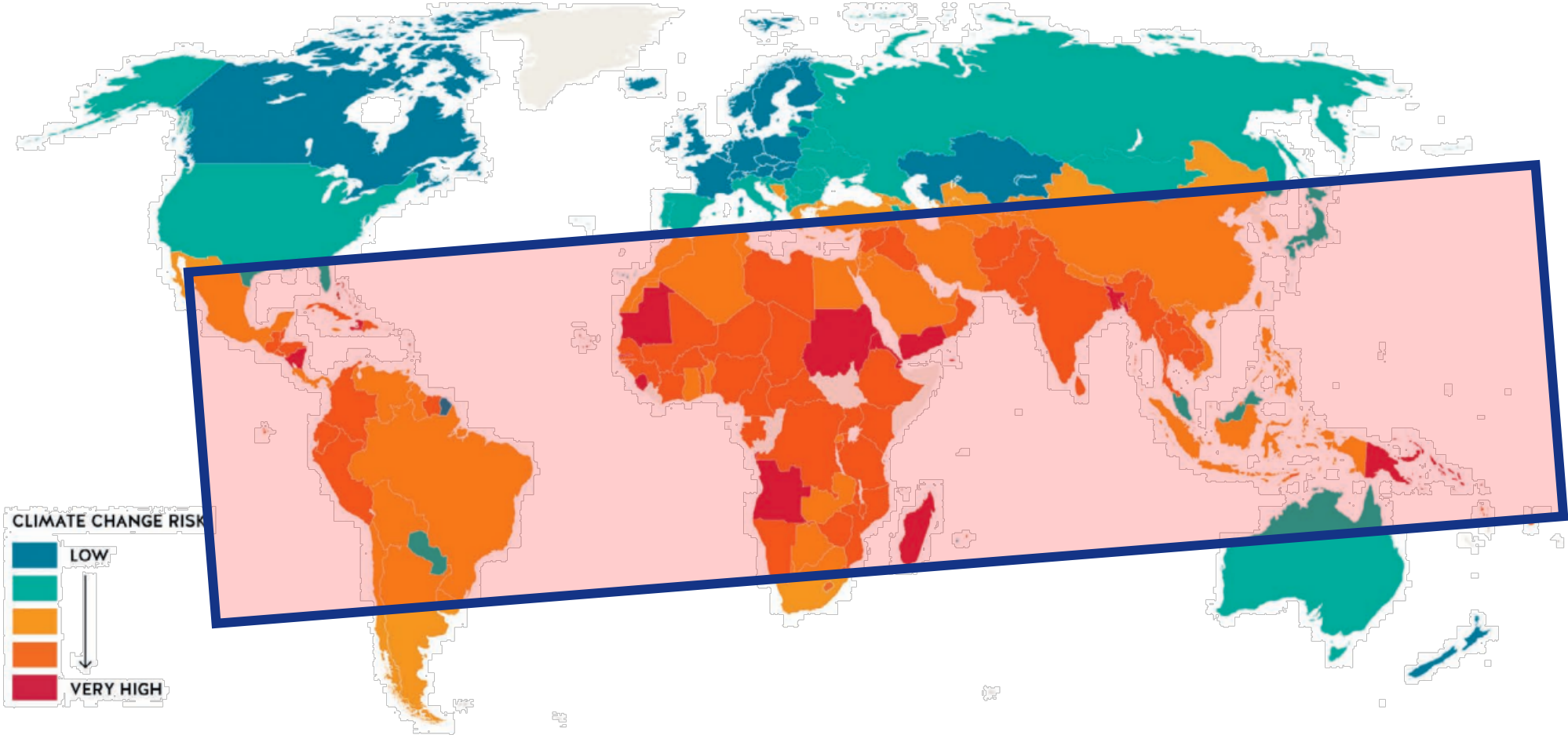
- Accommodation
- Rail, coach, "other"
- Car
- Air
- Emissions goal

Tourism is growing, aviation is growing. For the foreseeable, that means emissions are growing.

For tourism, aviation is particularly polluting



Global climate risk for tourism



Source: Scott/Gossling (2018)

A commercial airplane is shown from a front-on perspective, flying towards the viewer. The aircraft is silhouetted against a dark, clear sky. Below the plane, a cityscape is visible, with numerous lights that are out of focus, creating a bokeh effect. The lights are primarily warm colors like yellow, orange, and red, with some cooler white and blue tones. The overall scene is set at night, with the city lights providing a strong contrast to the dark sky.

How should we reimagine aviation for
a fairer world?

**Can those
who fly make
it fairer by
offsetting?**



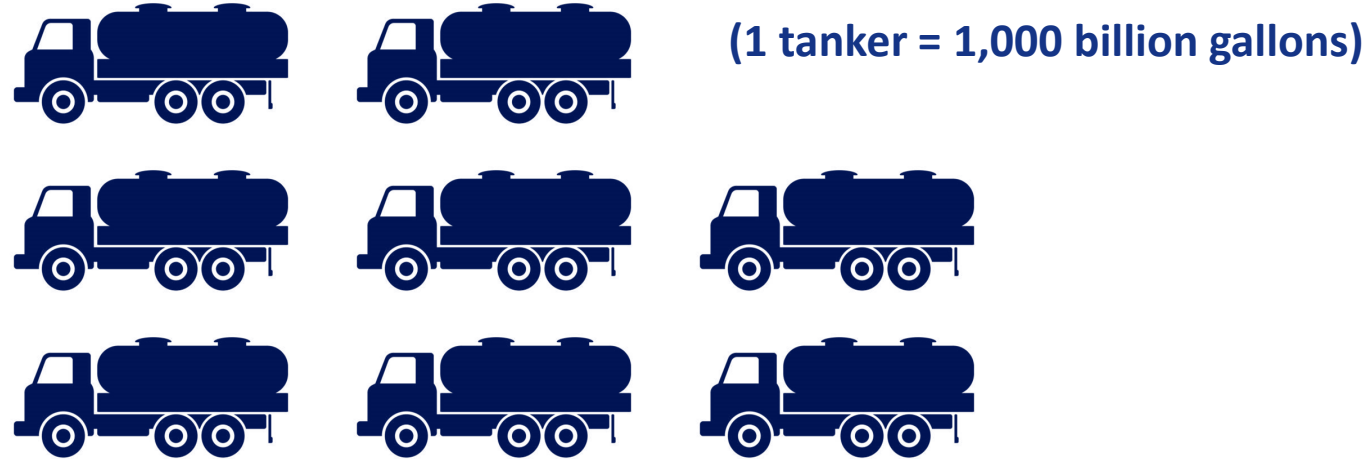
Can we make it fairer by flying green?

In 2019 the total amount of SAF produced globally would only be enough to power commercial aviation for **less than 9 hours**

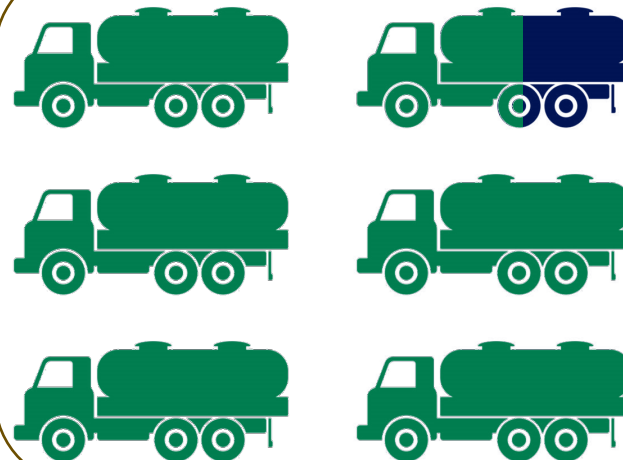
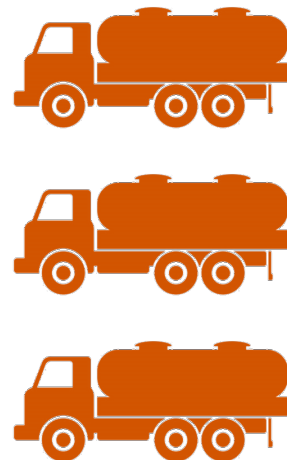


(0.1% of fuel was SAF)

If this is how much dirty jet fuel we are set to burn between now and 2050 under BAU...



This is how much dirty jet fuel we can **actually** burn to stay within 1.5°C

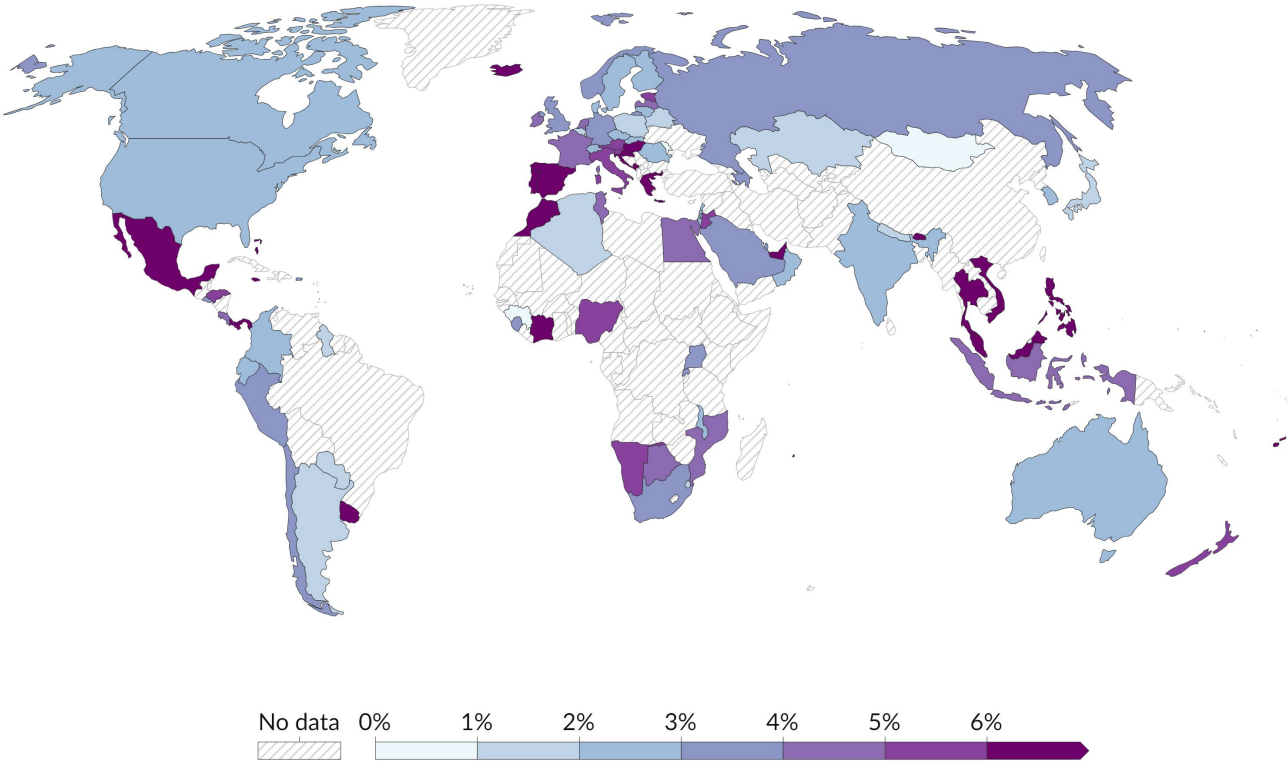


And this is how much synthetic efuel (SAF) we could produce, **with significant investment**

If we limit growth of aviation, who gets to fly?

Share of tourism in total GDP, 2019

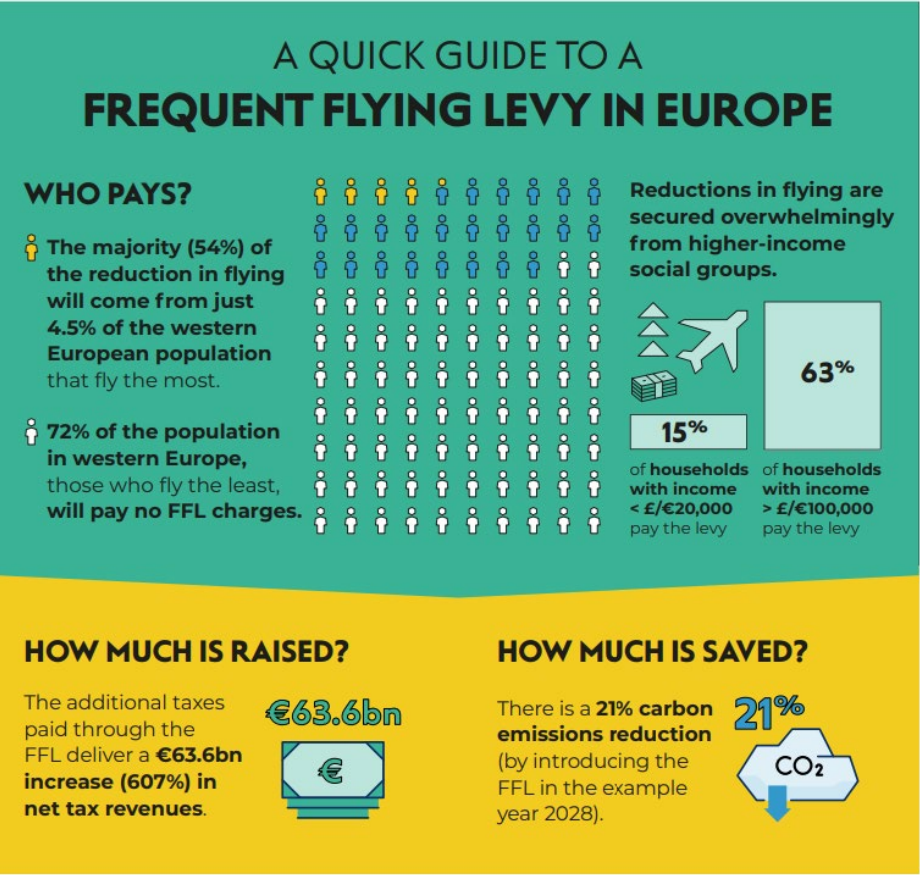
Our World in Data



“In the Pacific, we're the furthest away from the other countries. We're so isolated and this requires long-haul travel to reach us...In speaking on behalf of the Pacific, we do not have the technology, resources and access to greener energy for much of the tourism industry in this part of the world.”

Christina Leala-Gale, Sustainable Tourism Manager, Pacific Tourism Organisation (SPTO)

Would a frequent flying levy make emissions fairer?



Could international transport emissions be added to destination carbon budgets?



- Can prioritise destinations most reliant on aviation
- Shift in power to destinations (supply-led market)
- Incentivises airlines to decarbonise and so secure more routes/pax
- Incentivises short-haul markets and maximising benefits for each tonne of carbon “spent”

Climate impacts on aviation and vulnerable destinations



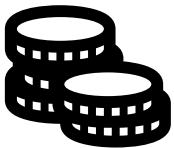
Risk/costs of
extreme weather
disruption



Disinvesting in “at-risk”
businesses & destinations



Changing consumer demand
e.g. shoulder season



What if climate risk means flying to a place becomes commercially unviable?



Strategic recommendations



Inclusion

Collaboration

Systemic Thinking

Global coordination : local understanding

“We need to re-examine the entire value chain to make sure that the opportunities and benefits that are created by tourism go down to the local communities both in terms of ownership and in terms of opportunity.”

Shivya Nath, Founder, Climate Conscious Travel



Thank you!

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