



# PUT CORPORATE TRAVEL SUSTAINABILITY INTO PRACTICE...

TAKEAWAY REPORT



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Elsa Brindazur

# Your facilitator : who am I and what I do



*Elsa Brindazur*

CSR Expertise  
Specialized in Travel Activities  
Human strategic coaching



French CSR SAAS  
+4000 customers  
Multi award winner in France  
All sectors and company sizes



## CSR policy expert design for small companies and start-ups

- Strategic business analysis
- CSR Roadmap & action plan design
- Key indicators
- Impact & ROI assessment



# Let's talk about how to implement sustainability in business travel

*In your opinion, which is the most interesting concrete action among those to decrease carbon emissions in business travel ?*

A- Encourage **replacement of (most) face to face meetings by visioconference** and use effective tools to evaluate the need and potential ROI of a business trip

B - Setting ambitious goals based on Science-Based Targets as prescribed in SBTi Manual for Transport Sector, directly into companies' governance guidance : e.g **between 2.5 and 4.2% annual linear reduction of green house gas (GHG)**

C - **Give preference to airlines that enforce effective sustainability actions** that perform carbon emissions reduction : fleet renewal, eco-flying solutions, use of SAF and optimization of ground operations with electrical taxis.

D - Give preference in BT policies to **train transportation** for destinations that can be reached within less than 4 or 5 hours and 1 change or less.

# Cultural change aspects & future of work

## Did you know ?

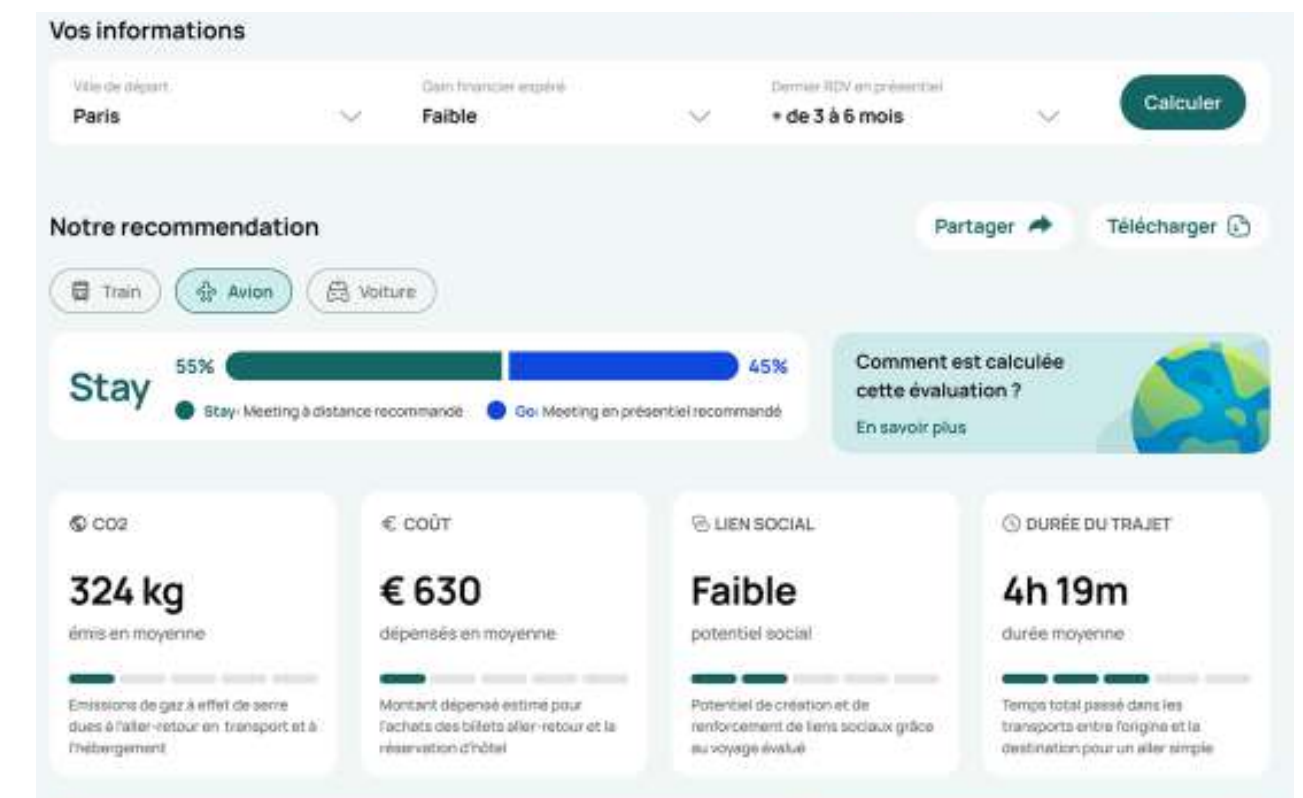
*One quarter of business travelers consider their business trip as non-essential.*

[Study by OpinionWay and Corporate mobilities 2022]

## Evaluate if your business trip is relevant or necessary :

A decision - support tool can help you to challenge the need to travel for a given meeting or event.

This kind of solution aims at introducing a **real cultural change in traveler's behaviour**, by comparing the benefits versus the carbon footprint of the trip.





# Impact measurement aspect

## Did you know ?

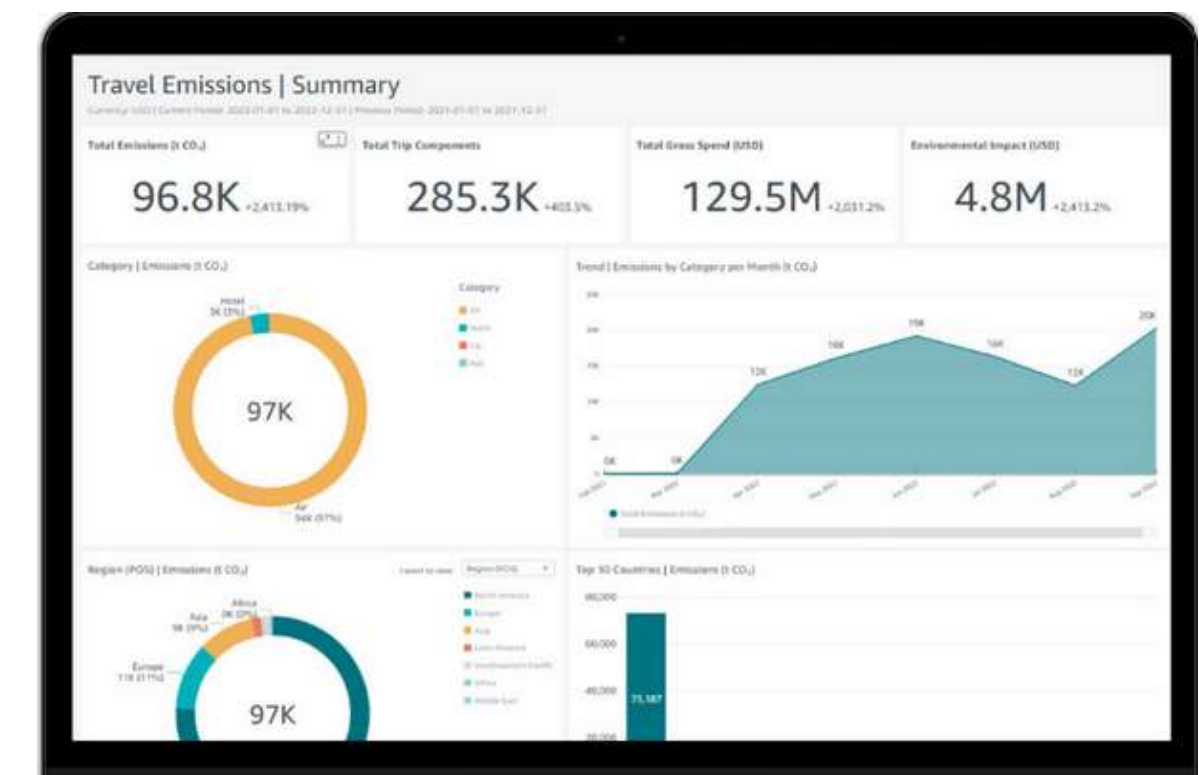
*A given carbon emissions calculator can release results with a gap from 1 to 3, depending on calculation hypothesis.*

*Vapour trail of airplane provoking the radiative forcing effect account for at least 60% of GHG emissions, with an uncertainty evaluated at 8 times those of CO<sup>2</sup> calculation.*

## Gate4

A methodology ISO-certified 14064 and 14065, allowing for more accurate carbon emissions calculation toward air transportation, is integrated in SAP Concur for their customers.

This solution tracks emissions across air, hotel, rail and car rental to obtain a holistic picture of environmental impact of the trip and identify where to make meaningful changes.



# Accessible techniques & solutions

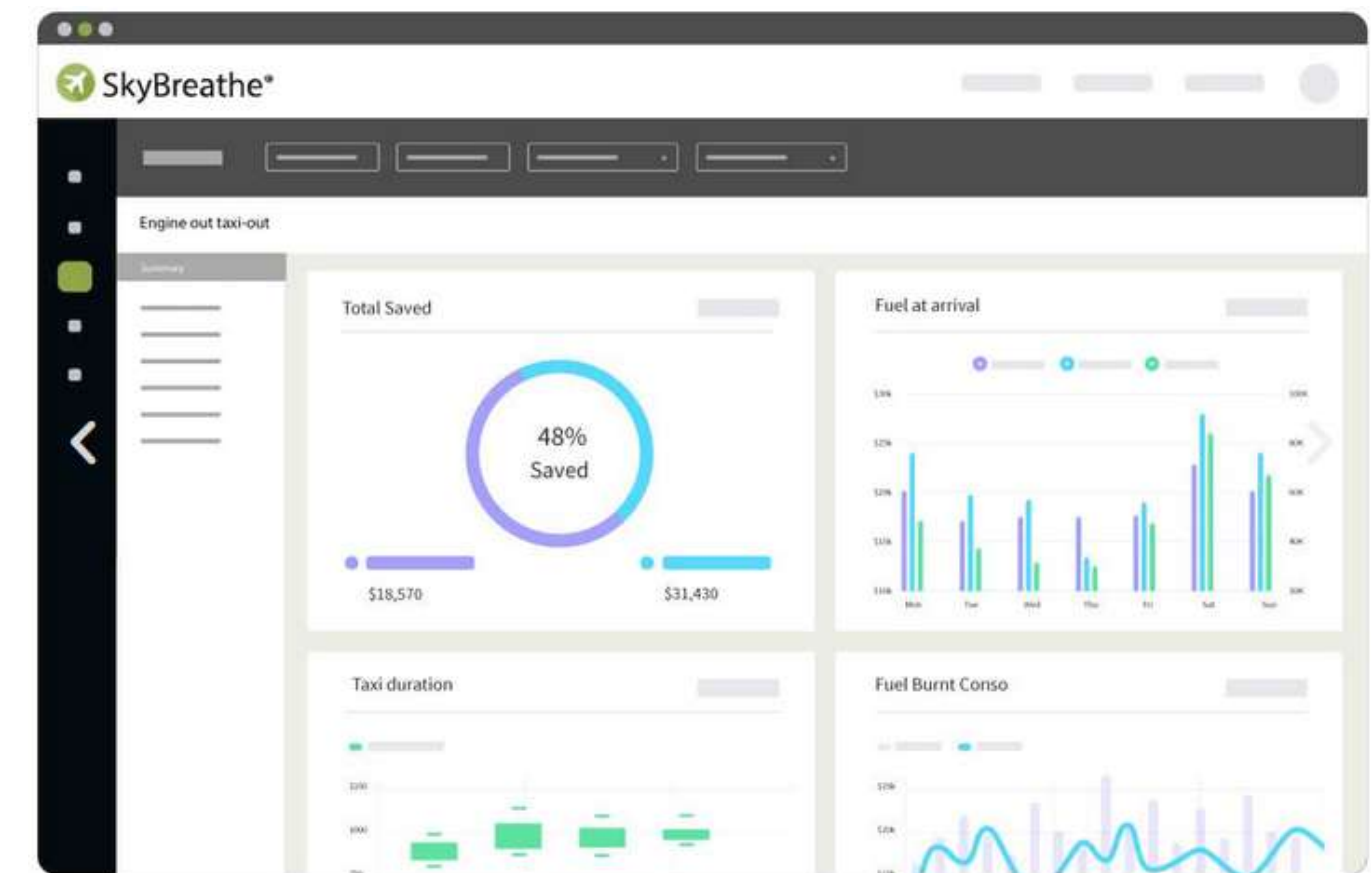
## Did you know ?

*Eco-flying leads to save between 2 and 5 % fuel depending on the type of aircraft.*

## Skybreathe

Skybreathe, used by AirFrance and 38 other airlines companies, is an eco-flying solution that identifies fuel savings opportunities, thanks to AI.

Its functionalities enable to access statistics to track fuel-saving goals, compare and report all CO2 emissions by flight, and measure fuel efficiency to identify potential gains.

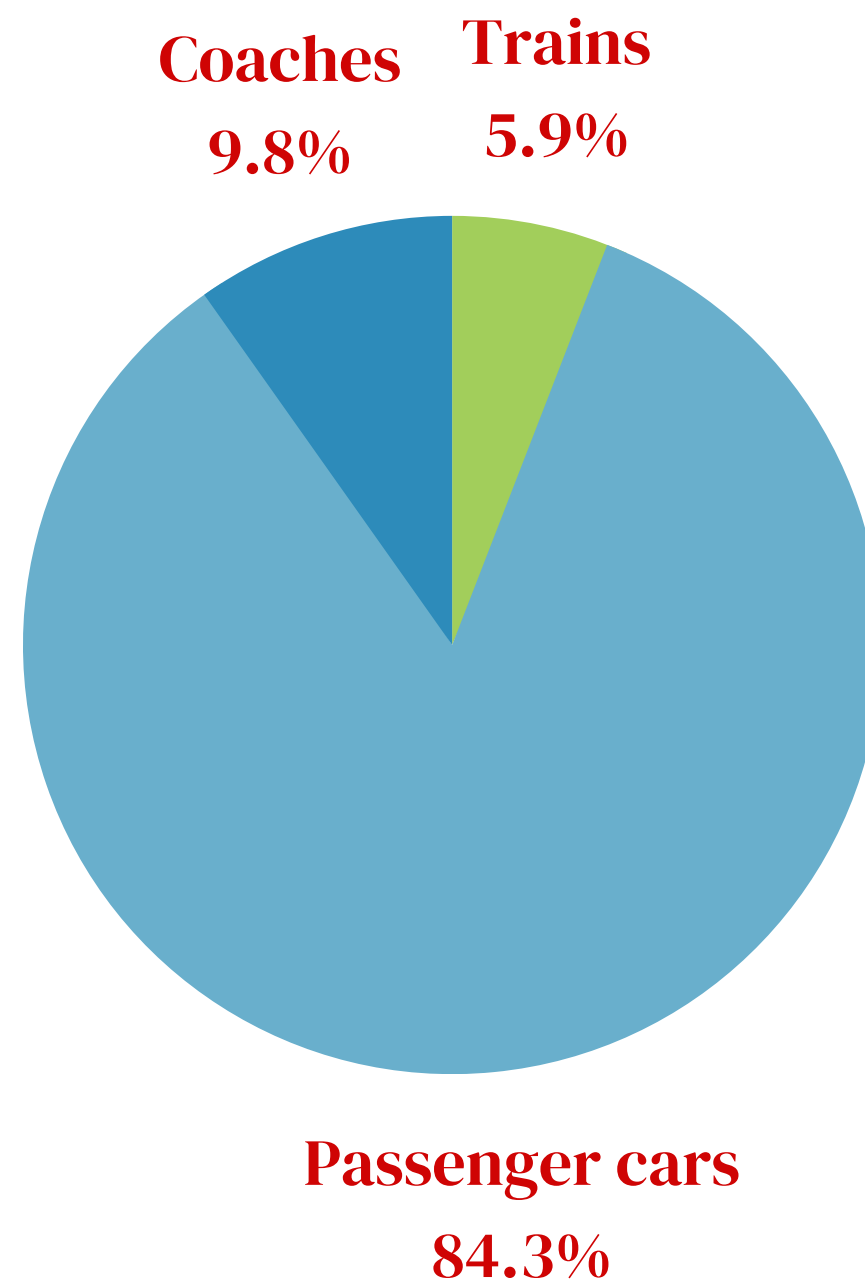




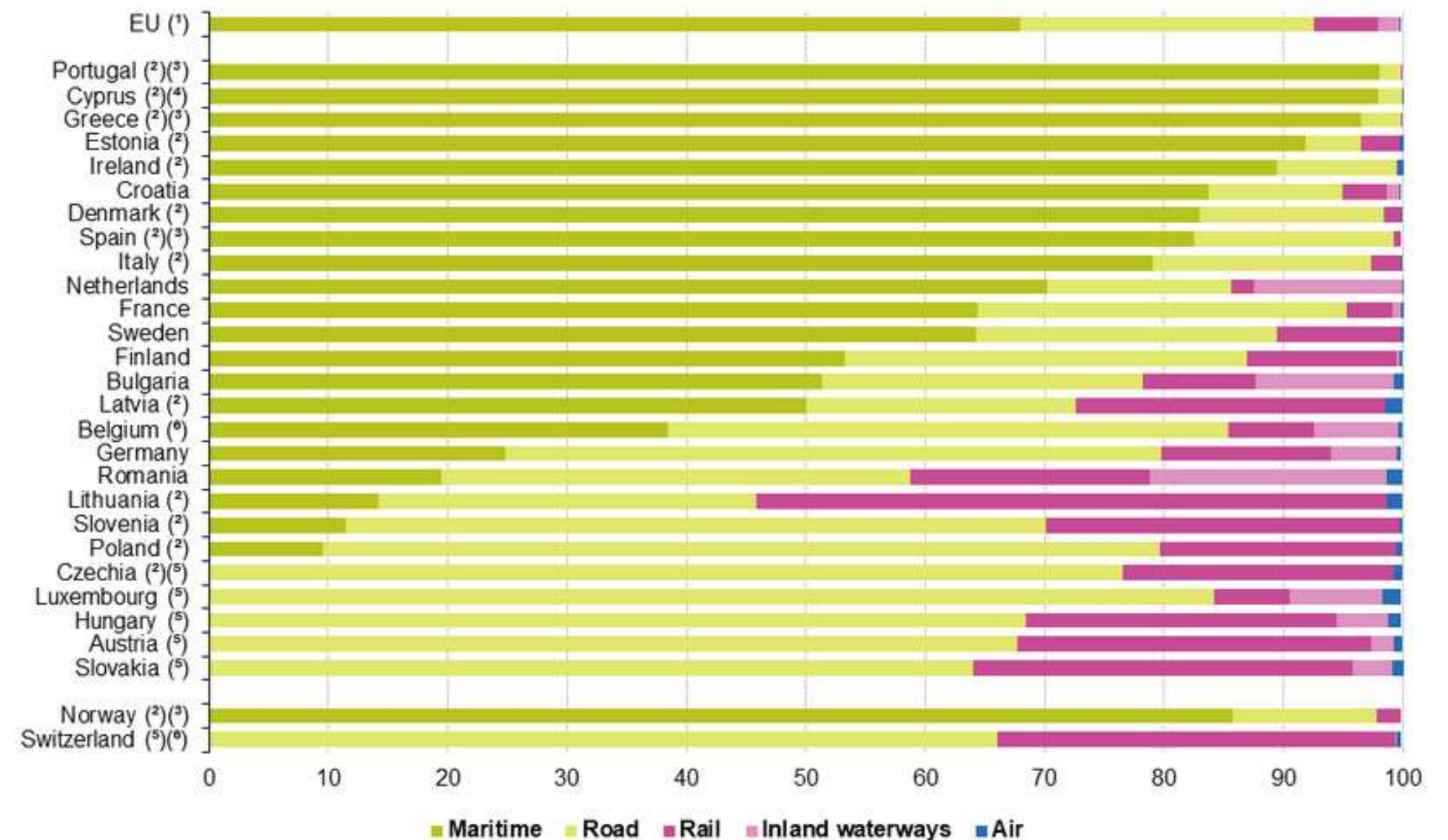
# Current applicable and prospective solutions

## Train transportation as a massive lever of transport decarbonization

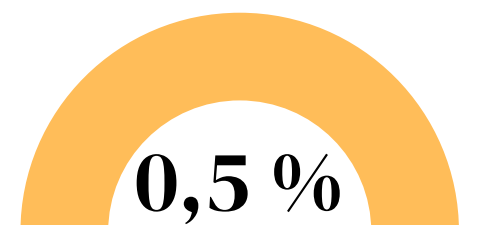
### Inland passenger transport EU 2021 :



Modal split of freight transport, 2021  
(%, based on tonne-kilometres)



Share of carbon emissions of total transport EU :



# Current applicable and prospective solutions

## European rail area : Huge investments needed to achieve the project

**Effective european railway interoperability is key to sustainable transportation in EU**

Operating the same train on different national railway networks is a challenge due to differences in rolling stock, infrastructures signalling and regulations from country to country



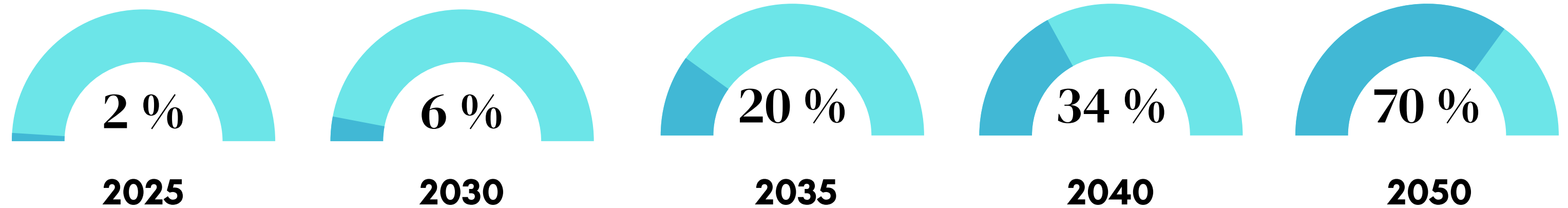
Railway interoperability objectives :  
European Rail Traffic Management System is a vital step  
(first switch test 2026-2027)  
Operational central network : 2030  
Operational global network (fully functional across all EU regions) : 2050





# Current applicable and prospective solutions

## European regulations to make SAF mandatory



Mandatory percentage of SAF in jet fuel of EU Aviation  
ReFuelEU law from sept 2023

## EU eco-label for airlines companies in 2025

CDG-MRU flight (Economy) : 1.27 tonnes CO<sub>2</sub>e  
CO<sub>2</sub> efficiency per kilometre : gCO<sub>2</sub>/km



# Current applicable and prospective solutions

## European regulations to make SAF mandatory

- European parliament voted on september 2023 that 2% of jet fuel must be sustainable as of 2025, and 70% by 2050 as part of Fitfor55 package.
- EU airports and fuel suppliers will have to ensure that, starting from 2025, at least 2% of aviation fuels will be SAF, with this share increasing every five years :
- 6% in 2030, 20% in 2035, 34% in 2040, 42% in 2045 and 70% in 2050.
- In addition, a specific proportion of the fuel mix (1.2% in 2030, 2% in 2032, 5% in 2035 and progressively reaching 35% in 2050) must comprise synthetic fuels like e-kerosene.
- feed and food crop-based fuels and fuels derived from palm and soy materials will not be classified as green as they do not meet the sustainability criteria.

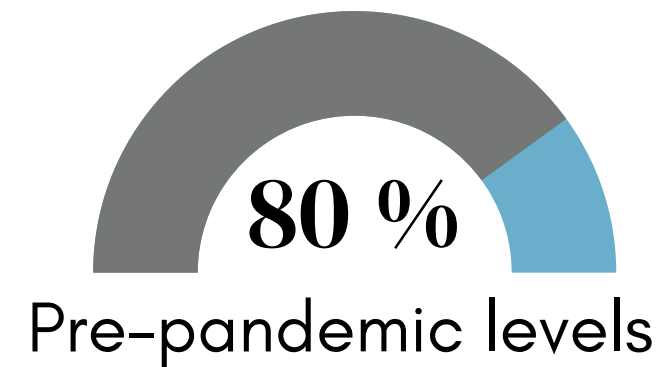
## EU eco-label for companies

By 2025, an EU label indicating the **expected carbon footprint per passenger** and the expected **CO2 efficiency per kilometre** will allow passengers to compare the environmental performance of flights operated by different companies on the same route.

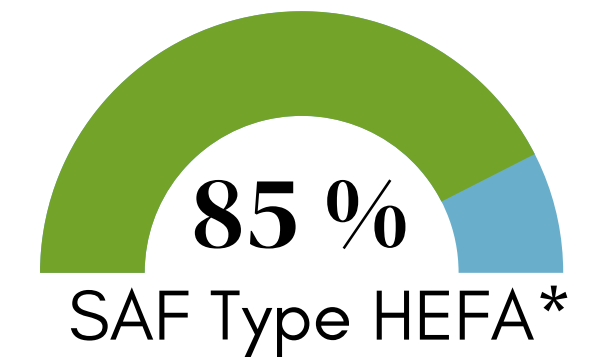
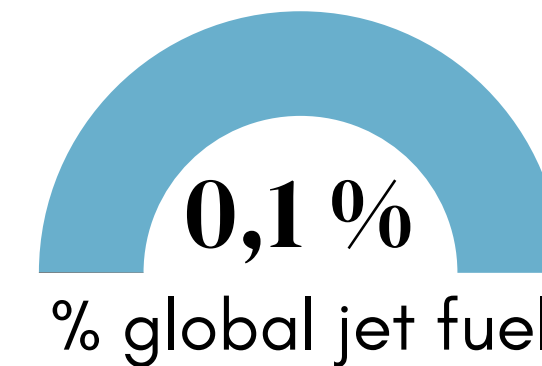


# Current applicable and prospective solutions

## Where companies stand with SAF initiative ReFuelEU



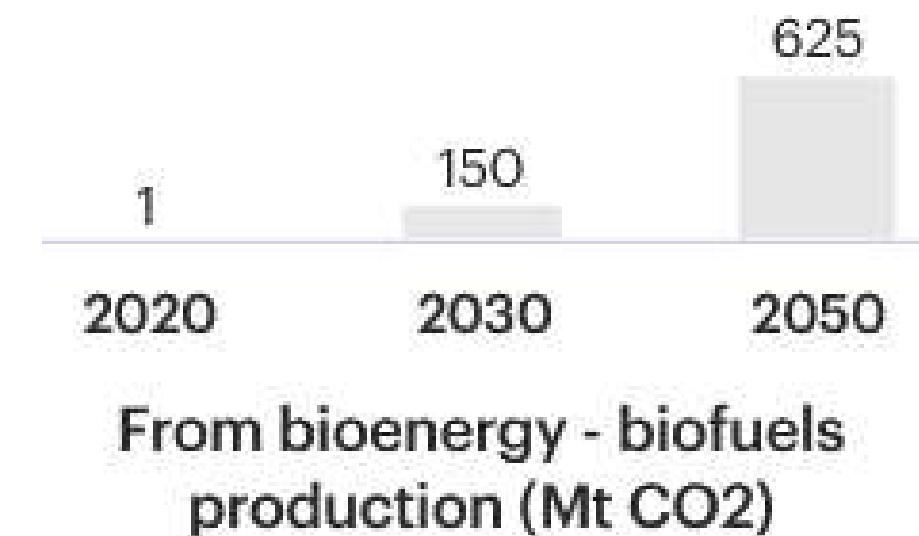
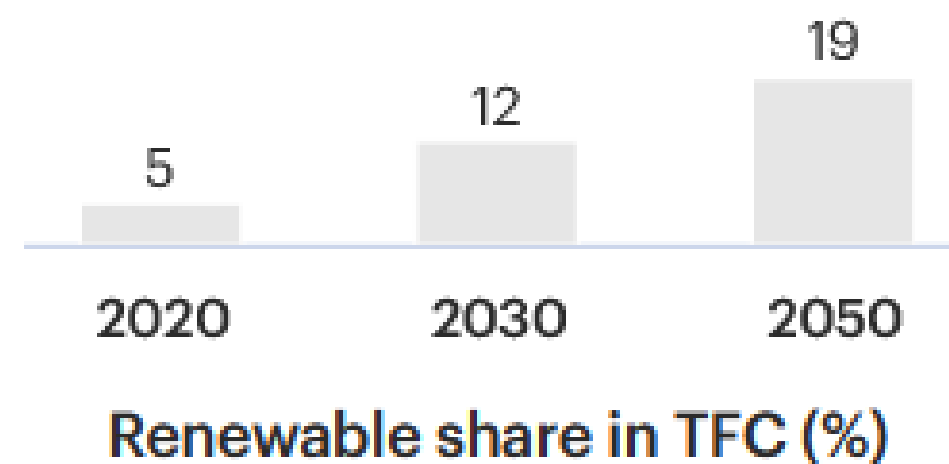
HEFA = feedstock such as waste fat, oil & grease feedstocks.



**Results 2022**

**SAF production 2022**

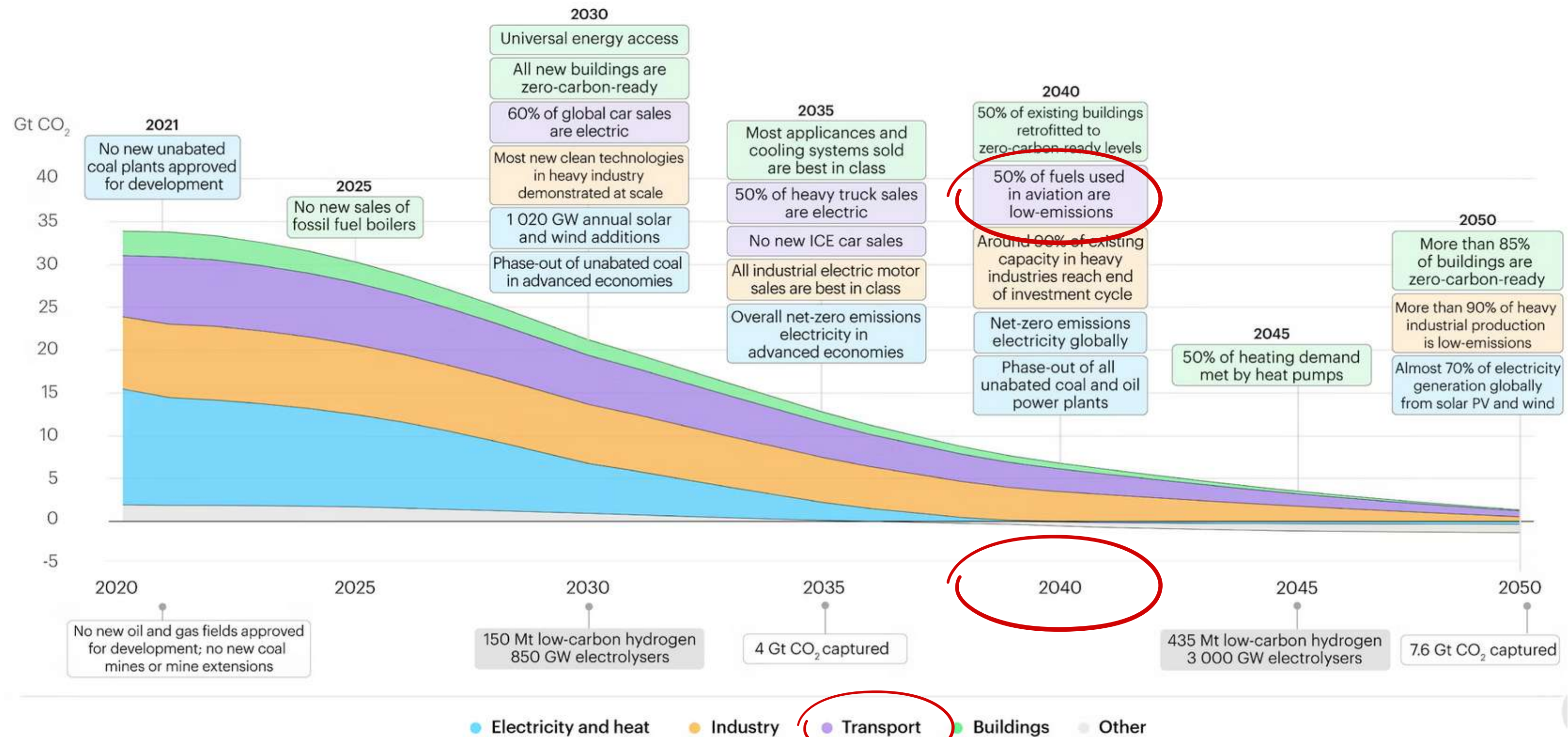
## Competition with other humanity needs in 2050





# Current applicable and prospective solutions

## Competition with other humanity needs in 2050





# Current applicable and prospective solutions

## Where EU companies stand with SAF initiative ReFuelEU

- Aviation emissions in 2022 reached almost 800 Mt CO<sub>2</sub>, about 80% of the pre-pandemic level.
- Current and planned production capacity for sustainable aviation fuels will provide just a small fraction of jet fuel demand and new law requirements.
- The challenge related to the large use of SAF is to meet green fuel demand at affordable costs, as today the production cost is 3 to 10 times higher than classic fossil fuel.
- This situation will require supportive policies and a significant ramp-up of investments in production capacity.

## Competition with other humanity needs in 2050

- SAF production implies a huge need of sustainable raw material and energy to process it.
- The current available supplies for both renewable energy and biofuels are very far from the single need of aviation, excluding road transportation needs that has to become sustainable too.
- The risk is to see aviation needs competing with agriculture and energy sectors for land use.
- R&D, investors, regulation bodies, private actors and governments have to work together to solve this issue collectively.

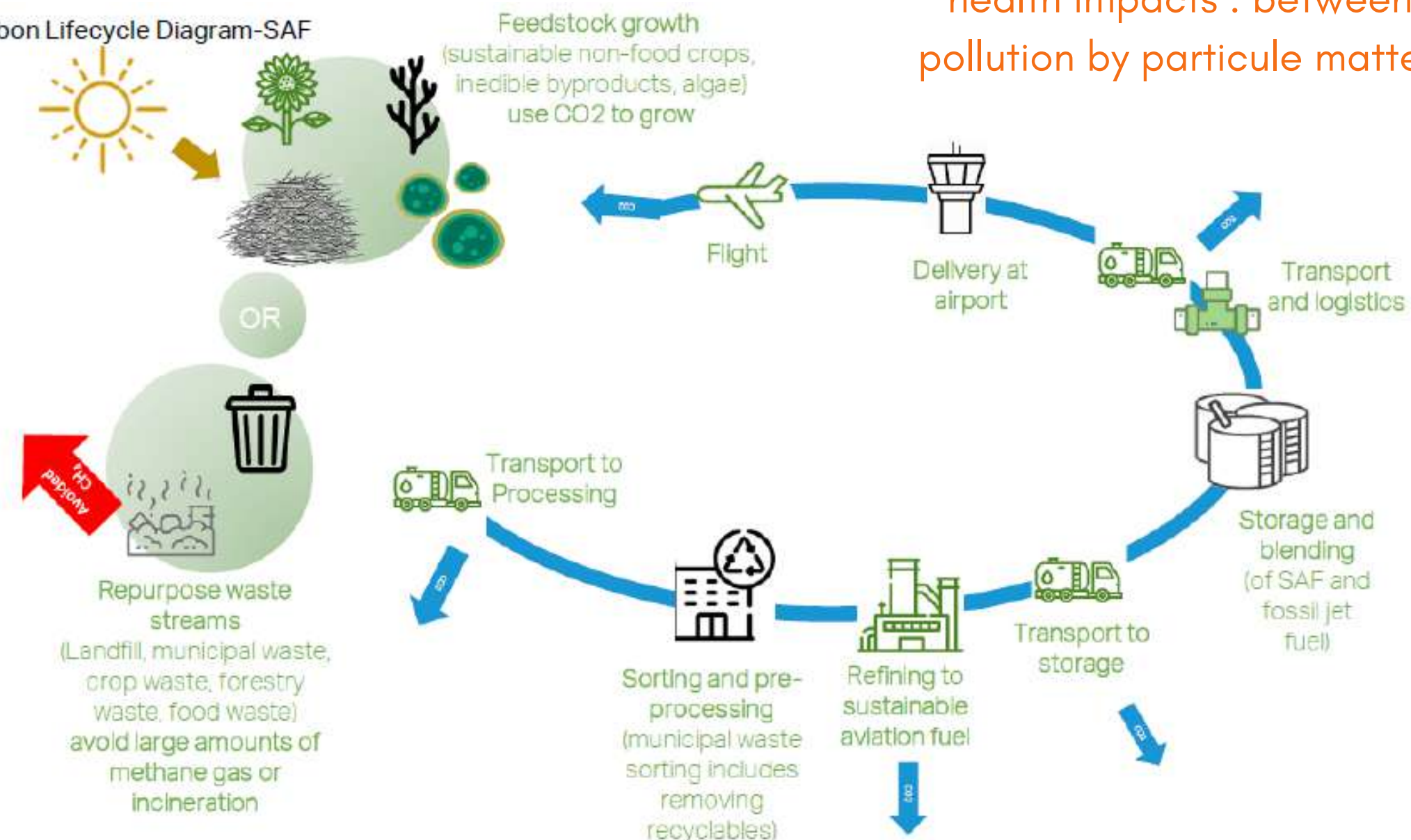
# Current applicable and prospective solutions

## SAF : where are the keypoints of their sustainability ?

Major GHG emissions reduction comes from the production process of SAF, not from its combustion!

SAF can also improve local air quality and reduce health impacts : between 50 and 90% reduction of pollution by particule matter (taxiing and low altitude)

Figure 2: Carbon Lifecycle Diagram-SAF

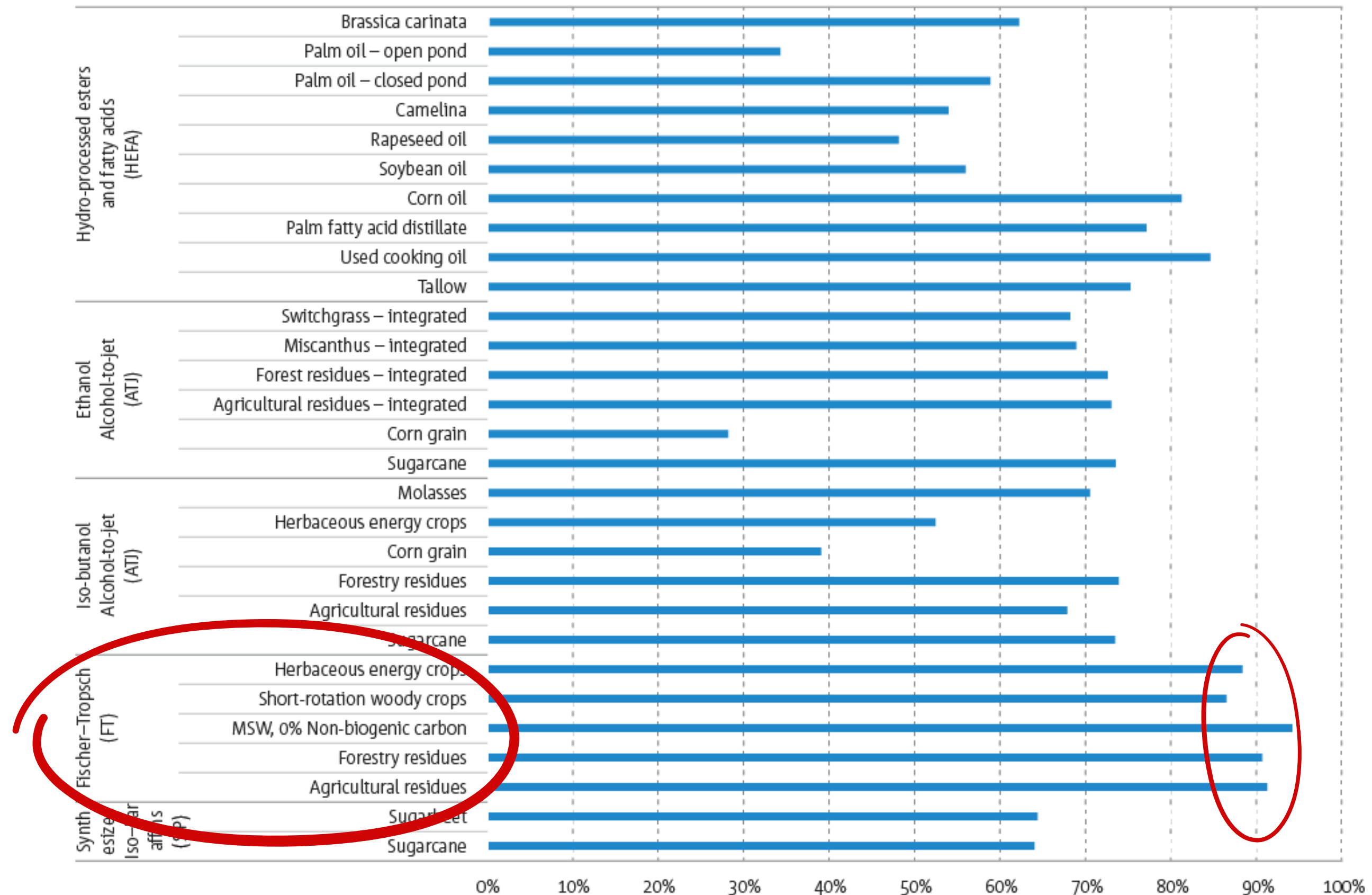


Keys to GHG emissions reduction :

- material origin
- production process
- energy mix
- transportation



# LCA emissions reductions for CORSIA eligible SAF pathways and feedstock compared to a fossil fuel reference value (89 g CO<sub>2</sub>e/MJ)

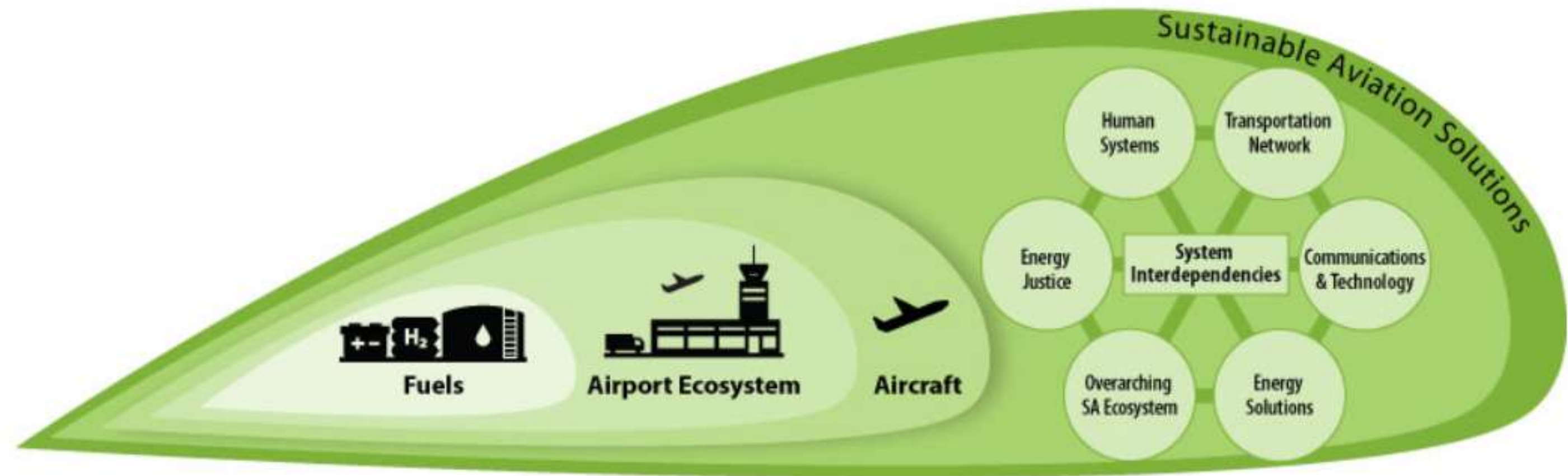


# Current applicable and long-term solutions

## Sustainable aviation : an approach involving all the value chain

Sustainable approach to Business Travel Policy relies on this process :

- 1- Impact assessment with **accurate measures**
- 2- Action plan to **reduce immediately GHG emissions**
- 3- Mitigate GHG emissions that can't be reduced with **effective compensation**





# Current applicable solutions

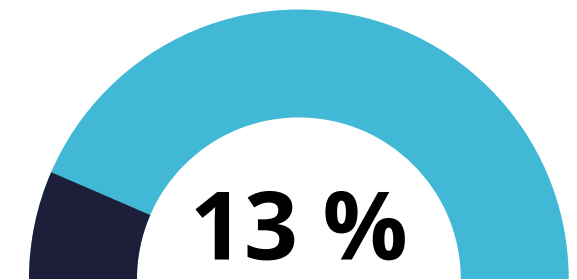
**Carbon offsetting : Biodiversity is the key to carbon absorption...**  
**But we are loosing it very fast**



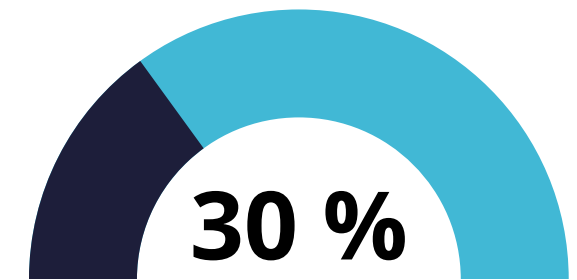
Business travel uses resources and constructions that affects biodiversity :

- GHG emissions leading to climate change
- Artificialisation of soils
- Biotope fragmentation or natural habitats loss
- Overexploitation of non renewable natural resources
- Pollution of air, soil, oceans

**60% SPECIES LOST WITHIN 40 YEARS**



13% biodiversity loss due to international trade and travel



30% biodiversity due to change of land use

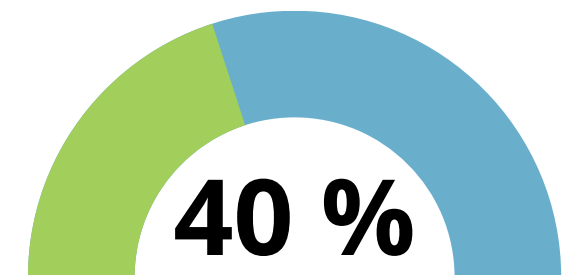
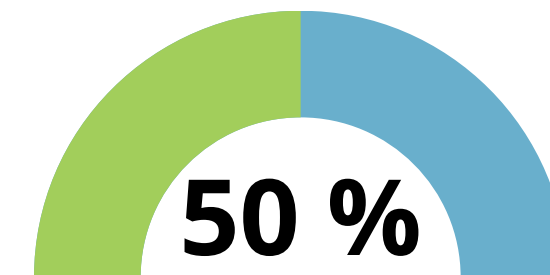
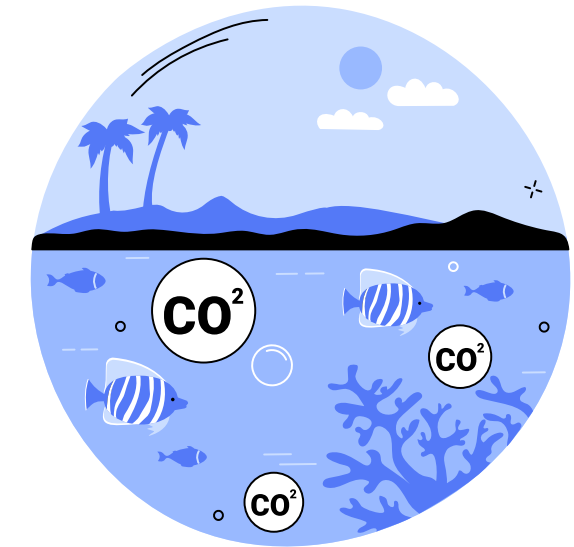
# Current applicable solutions

## Carbon offsetting : Ocean conservation rather than Tree plantations



### **Planting trees is only a bet for the future :**

- Trees will not be mature for carbon absorption before 30 years
- They can be destroyed any time by cyclones, floods or fires that will affect all territories up to 3 times more frequently
- Forests are already losing their absorption capacity because of deteriorated environmental conditions



Oceans are the first carbon sink of the planet.

They produce 50% of total oxygen and absorb up to 40% of our carbon emissions, thanks to phytoplankton.



# Current applicable solutions

## Carbon offsetting : local alternatives to Tree plantations



**PLASTIC  
ODYSSEY**



**PRINCE ALBERT II  
OF MONACO  
FOUNDATION**

# Useful Resources

<https://www.nrel.gov/transportation/sustainable-aviation.html>

<https://www.spglobal.com/esg/solutions/tcfd-reporting#engage-and-report>

<https://sciencebasedtargets.org/resources/files/SBT-transport-guidance-Final.pdf>

[Décarbonation de l'aérien par le SAF \(FR\)](#)

<https://www.easa.europa.eu/eco/eaer/topics/sustainable-aviation-fuels/how-sustainable-are-saf#sustainability-criteria>

<https://www.europarl.europa.eu/news/en/press-room/20230911IPR04913/70-of-jet-fuels-at-eu-airports-will-have-to-be-green-by-2050>

<https://www.southpole.com/fr/blog/carburants-verts-une-solution-voyages-avion-plus-durables>

<https://www.iata.org/en/pressroom/2023-releases/2023-06-06-01/>

<https://calculator.carbonfootprint.com/calculator.aspx?lang=fr&tab=3>

[https://www.iata.org/contentassets/02dcd8ec59da4f798c13aebb738ffa76/a4e-ses-2after\\_summer\\_break\\_final\\_150923.pdf](https://www.iata.org/contentassets/02dcd8ec59da4f798c13aebb738ffa76/a4e-ses-2after_summer_break_final_150923.pdf)



# Let's stay in touch !



*Responsibility as a Journey*

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