

# STICHTING YOUTH FOR SUSTAINABLE TRAVEL

## FUTURE PLAN

January 2022

### General details and board

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Official name : Stichting Youth for Sustainable Travel  
Legal form : Foundation  
Opgericht : 11 January 2019

Kvk number : 73667234  
RSIN : 859621376

Website : [www.yfst.org](http://www.yfst.org)  
E-mail : [info@yfst.org](mailto:info@yfst.org)  
Telephone number : +33640058628

Address : Van Helt Stocadestraat 20  
1073 JD  
The Netherlands

#### Board

Chair : M.J. de Pater  
Secretary : L. Kiefer  
Treasurer : I.H. Seeger

Authority of board members : Joint authority (with other board members)

Stichting Youth for Sustainable Travel aims to serve the public good and is non-profit making.

## Organisation

The goal of the Youth for Sustainable Travel foundation is to promote opportunities for sustainable travel and to raise awareness about the negative impact of the aviation industry. We want to do this by building an international youth movement and through creative campaigns and projects.

### The problem

It has never been easier to travel - and at the same time never more important to think about the way we travel. Travelling connects people and cultures worldwide, gives travellers the chance to enjoy nature all over the world, and can be a special learning experience. For many, it is an escape from everyday life. But, unfortunately, it is increasingly a threat: the fast-growing travel industry has a serious and rising climate impact.

The aviation industry has a significant contribution to make to the climate crisis: aviation is responsible for at least 2% of global CO<sub>2</sub> emissions and no less than 5.5% of global warming [1]. Emissions from this industry are growing fast; between 2013 and 2018, global emissions have grown by more than 32%, an annual growth of 5.7% [2]! Where other industries have to reduce their climate impact, there are still few or no measures to reduce aviation emissions. This must change as soon as possible! With the third busiest airport in Europe (Schiphol) in the Netherlands and the current discussions about expansion of Schiphol and Lelystad, this is also a very urgent topic in the Netherlands.

A rapid change is not yet in sight: The Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) set up by the International Civil Aviation Organization (ICAO), the UN agency responsible for regulating international aviation, is unlikely to achieve its goal of “carbon neutral growth from 2020” levels. Moreover, only a few countries have taken action to address aviation emissions [3]. As of 2019, only 8% of all countries in the world have named the most polluting mode of transport (aviation) in their national climate targets [4]. This shocks us; in this way, the goals of the Paris Agreement\* will never be achieved. We are seriously concerned about climate change and see that the transport sector currently lags far behind other sectors. We want to change this!

### Mission

**The mission of Youth for Sustainable Travel** is to build an international youth movement that devises solutions and campaigns. Our generation has unprecedented opportunities to travel easily and cheaply, but also the last chance to do something about climate change. Our vision: a world where everyone can travel sustainably and fairly. Whenever the travel and mobility industry threatens to go in the wrong direction, we take action.

We work with young people from different backgrounds, from business to government and from activists to entrepreneurs. We are open to everyone and combine our skills and backgrounds to develop concrete solutions that go beyond the beaten track. We think utopian, campaign and organise protests. And we challenge politicians and leaders of the travel industry. We believe in activism and cooperation, with organisations that have made demonstrable steps towards sustainable and fair travel options. We are critical as well as solution-oriented and positive. Like the travel industry, we look across borders to build an

international movement. We focus mainly on young people between 12 and 35 years old from European countries, the bigger and more diverse the movement the stronger our call for change.

### **Theories of change**

With our campaigns, we encourage three types of change: behavioural change, institutional change and policy change. Through behavioural change, we want to encourage people to make a change in their lifestyle and choose to travel more sustainably. In doing so, we are building a larger no-fly movement..

Through institutional change, we target a change in institutional travel cultures and policies. We focus on educational institutions, because they are role models and shape the norms and habits of young people. Moreover, they are leading institutions in research on climate change and often have ambitions to decrease their carbon footprint and become more sustainable themselves. Universities should set an example in making conscious travel choices, and their policies should not incentivise staff and students to travel by plane when this is not absolutely necessary.

Through policy change, we seek new measures at both the national and the international level. Initially, we focus on Europe because we believe that the European Union should take a leading role in international climate negotiations. We want to show policymakers and the business community that young people in Europe want to travel sustainably. Concrete changes we would like to see are, for example, an improved supply of infrastructure for sustainable travel options, such as a European train network, and measures such as a tax on kerosene. We also demand the implementation of reduction targets for the transport sector in national emission reduction targets.

### **What does Youth for Sustainable Travel do?**

With creative ideas and campaigns, Youth for Sustainable Travel wants to contribute to a more sustainable travel industry and raise awareness about the growing climate impact of travel.

The foundation tries to achieve its goal by, among other things:

- a. Organising activities
- b. Setting up campaigns
- c. Spreading knowledge in the area of sustainable travel, aviation and climate change
- d. Cooperation with related organisations
- e. Other legal means that may be conducive to the objective

### **Activities**

By organising activities, the foundation involves volunteers in the pursuit of its goal. During these activities, knowledge is shared about the impact of the travel industry, ways to reduce this impact, or solutions are found that can contribute to this.

During the first year, 32 young people from different European countries joined the Sail to the COP project to sail from Europe to COP25 in Chile; later another 24 young people joined the project after the COP was relocated to Madrid. Out of Sail to the COP came the idea for the

ongoing Time to ExPlane project, an international network of students and academic staff taking action to transform universities and make their travel policies and culture sustainable. In 2020, the organisation of Rail to the COP began, which eventually brought 500 youth activists, policy-makers, NGO representatives, academics and rail industry leaders from mainland Europe to COP26 in Glasgow onboard the Climate Train.

In total, more than 75 interested young people from different European countries have joined our movement as volunteers. We aim to involve even more young people in future projects.

### **Campaigns and dissemination of knowledge**

The Youth for Sustainable Travel foundation aims to raise awareness about the negative impact of travel through campaigns and workshops. These include posts on social media such as Facebook, Instagram and Twitter, articles in newspapers and magazines and giving lectures. Through creative actions and by spreading our story and perspectives through the press, we reach a large audience.

### **Cooperation with related organisations**

The foundation works with organisations inside and outside the travel industry that show ambition to reduce the (climate) impact of the travel industry and/or have taken demonstrable first steps to do so. For its first project, Sail to the COP, the Youth for Sustainable Travel foundation has worked with ProRail, the Ministry of Infrastructure and the Environment, Wageningen University & Research, EIT Climate-KIC, Better Places and Friends of the Earth. For the follow-up project Rail to the COP, YSFT continued working with ProRail and built a cooperation with the railway companies NS, Eurostar and Avanti West Coast, as well as with Strategiemakers. Time to Explane collaborates with organisations such as Stay Grounded, Back on Track, Zomer Zonder Vliegen, Studenten voor Morgen and FlightFree2020.

### **Conference of Parties (COP)**

Currently, the annual UN climate conference Conference of Parties (COP) is seen as the most important venue for making the travel industry more sustainable. Due to the international character of aviation, few national measures are taken to stimulate more sustainable travel. At these COPs, we want to argue for, among other things, adding emission reduction targets for aviation to the Nationally Determined Contributions (NDCs)\*. We also want to raise awareness of the negative impact of the aviation industry at these COPs, in order to increase the chances of limiting global warming to 1.5°C.

### **Results in 2019**

The foundation's first project was to organise a media campaign and sailing think tank under the name **Sail to the COP**. The aim was to travel to the UN climate conference, the Conference of Parties (COP25), in Chile in the most sustainable way possible in order to draw attention to the impact that flying has on the climate and to give young people the opportunity to have their voices heard. Workshops were held before and during the trip and, by applying a think tank method, many constructive plans were developed to reduce the climate impact with the travel industry. The results were published in a report form. The media campaign accompanying the project led to international attention and thus contributed to increased awareness.

After the relocation of the COP to Madrid, we found new volunteers to attend the conference and assisted them digitally from the other side of the ocean throughout the COP. As a result, more than 60 young people from different European countries have been involved in the project as volunteers. Together, we organised side events, spoke on panels, distributed more than 800 one-pagers with proposals for (inter-)national policy changes, met with policy makers and, spread the results of the sailing think tank, followed negotiations for emission reduction plans for the transport sector and connected with other young people present at the COP.

### Results in 2020

One of the ideas devised onboard the sailing think tank was to create a network of students and staff to change the travel cultures and policies of educational institutions. As a result, the **Time to ExPlane** campaign was set up by participants of Sail to the COP in early 2020. In its first year, Time to ExPlane established contact with universities and academics in different European countries, created a toolkit and informational material, and gave lectures and workshops.

In addition, in February 2020 a group consisting of Sail to the COP participants as well as new volunteers began working on the **Rail to the COP** campaign. The idea was to organise a train from mainland Europe to the climate conference COP26 in Glasgow in order to incentivise individuals to choose a sustainable mode of transport; facilitate dialogue between the rail industry, climate activists, youth and policy makers; and advance the overall aim of YSFT to promote fair and sustainable travel. After the postponement of COP26 due to the Covid-19 pandemic, the organisation was temporarily halted.

### Results in 2021

After it was announced that COP26 would be held in November 2021 in Glasgow, the organisation of the **Rail to the COP** campaign re-commenced. With a group of 20 volunteers and in cooperation with the rail industry partners ProRail, NS, Eurostar and Avanti West Coast, we organised the Climate Train from Amsterdam via Brussel and London to Glasgow on 30 October 2021. Besides approximately 150 young people, there were about 110 NGO representatives, 30 climate scientists, 50 representatives of the rail industry and 50 policy makers and on the train, including members of the Dutch, Belgian and German national delegations. The campaign facilitated dialogue between these groups through an on-board workshop programme, as well as through a follow-up event organised during COP26 in Glasgow. The results from the workshops were summarised in three one-pagers focused on individuals, politics and the rail industry.

In 2021, **Time to ExPlane** found new partners and continued their collaboration with existing ones, especially with Stay Grounded. ExPlane also recruited new team members, and with their help expanded its work in The Netherlands, Sweden, Denmark, Germany and the United Kingdom. In the end of the summer, ExPlane launched the Thoughtful Travel Pledge together with the organisation Flying Less, as well as the individuals Kate Withfield and Teun Bousema. In November ExPlane organised a first online social network event for flying less initiatives, which was very successful and more are set to follow. Lastly, ExPlane was featured in a story telling podcast about sustainability.

## Future projects

In the future, Youth for Sustainable Travel will continue working on various campaigns and projects in line with its theories of change. After the end of the Rail to the COP campaign, the next step is to reflect with the group of volunteers on how to achieve our objectives in the future and which priorities to set. This will include thinking about how to build on the existing cooperations with the rail sector and other organisations, as well as how to engage the more than 75 volunteers that have participated in the activities of the foundation. The foundation is also open to new people to think up their own actions within the overall strategy.

In the beginning, the focus of the foundation has been on the most polluting way of travelling (flying) and on sustainable alternatives, such as sailing and trains, as well as on the UN climate conferences as a lever for change. We recognize that the problem extends beyond just (leisure) travel and also includes other forms of transport and mobility. We will continuously evaluate how to have the most impact and are open to broaden our activities and focus.

In addition to projects and campaigns focussed on sustainable transport and mobility, one of our priorities for the next year is to offer our volunteers opportunities for education and training on anti-racism and anti-discrimination, both on a personal and organisational level. We acknowledge that Youth for Sustainable Travel, as a predominantly white and privileged group, has not prioritised efforts to actively tackle racist and other oppressive structures. As a result, our past projects had serious shortcomings, which we commit to address going forward. As a first step, we are setting up a reading group of the book 'Me and White Supremacy' by Layla F. Saad, and are organising a professional anti-racism training in the first half of 2021.

**Time to ExPlane** is planning to grow as a project through recruiting more volunteers and becoming active in additional European countries, especially through organising physical events at universities and other educational institutions, once the Covid-19 pandemic situation allows. Lastly, ExPlane is excited to continue their work with Stay Grounded and other organisations within the Stay Grounded network.

## Finances

### Acquisition

Youth for Sustainable Travel Foundation is dependent on donations and sponsors in order to carry out our activities. This income is collected by raising contributions from individuals and donations from organisations such as knowledge institutes, governments, businesses and other foundations; these are one-off donations for the foundation and/or our ongoing projects. Donors are kept informed of recent activities through a newsletter and social media. We also keep our donors informed through the annual report and interim updates on short-term projects. The financial and content of the annual report will also be made available on the Youth for Sustainable Travel website ([www.yfst.org](http://www.yfst.org)). Finally, we can apply for relevant subsidies and funds.

### Wealth management and expenditure

The assets of the foundation are carefully managed. According to the statutes, we are not allowed to make any payments to the board members other than reimbursement of expenses.

Expenditures of five hundred euros or more must be approved by at least two board members. Furthermore, the foundation has no profit motive and the money will be spent in accordance with the foundation's objectives. If the foundation is discontinued, any surplus assets will be spent on a public benefit institution with a similar objective.

The income of the foundation is spent on:

- The aforementioned projects and campaigns
- Organisational and logistic costs of the activities organised by the foundation
- Supporting volunteers who work for the foundation (expense payments)
- Representation costs (website, software, materials)
- Management costs of the foundation (such as administrative and banking costs)

Donations from donors support the achievement of our goals. At all times, our expenditures serve the achievement of our goals, which is to promote opportunities for sustainable travel and to raise awareness about the negative impact of the airline industry.

Funding allows us to constructively build an international youth movement to accelerate the transition to a sustainable and fair travel industry. This includes maintaining a digital network, disseminating information and giving young people the opportunity to work together on solutions, campaigns and content for conferences. Meetings, workshops and creative actions organised by the foundation are free to attend, everyone is welcome to learn more, think along and contribute to the transition in the travel industry that will have a positive effect on our planet and end the disastrous way we currently travel.

## Sources

[1] <https://t.ly/K1I00>

[2] <https://theicct.org/publications/co2-emissions-commercial-aviation-2018>

[3] <https://climateactiontracker.org/sectors/aviation/>

[4] Gota, S., Huizenga, C., Peet, K., Medimorec, N., & Bakker, S. (2019). Decarbonising transport to achieve Paris Agreement targets. *Energy Efficiency*, 12(2), 363-386.

[5] Rogelj, J., Den Elzen, M., Höhne, N., Fransen, T., Fekete, H., Winkler, H., ... & Meinshausen, M. (2016). Paris Agreement climate proposals need a boost to keep warming well below 2 C. *Nature*, 534(7609), 631.

[6] Wang, H., & Chen, W. (2019). Gaps between pre-2020 climate policies with NDC goals and long-term mitigation targets: analyses on major regions. *Energy Procedia*, 158, 3664-3669.