

# **BAFTA ALBERT TOOLKIT**

**UK Domestic Flight Guidelines**

# UK DOMESTIC FLIGHT EXEMPTION GUIDELINES FOR ACHIEVING CERTIFICATION

## OVERVIEW:

UK mainland domestic flight avoidance has been a pillar of BAFTA Albert certification since 2019, owing to rail links which offer a lower carbon alternative to high-carbon short-haul flight emissions. At the same time, it is recognised that filming across all UK nations and regions is an essential part of an inclusive, socially sustainable industry.

The BAFTA Albert TV Industry Steering Group is supportive of maintaining flight avoidance in certification criteria as the industry moves to achieve net zero targets, but new adaptations to how these are assessed are now in place. The guidance has remained under review with BAFTA Albert Consortium members through the Standards, Measurement, and Reporting Task Force since 2024.

## PURPOSE:

Provide clarity on the criteria by which BAFTA Albert assesses applications for exceptional use of domestic mainland flights paid for by the production, during the certification process.

## HOW PRODUCTIONS DEMONSTRATE USE OF THESE GUIDELINES

When submitting evidence for flights in the Carbon Action Plan, the toolkit user must upload a completed Flight Template with any other evidence for all flights including pre-approved ones. This ensures that both your production and BAFTA Albert have documented evidence explaining the necessity of the flights.

Flight Template available [here](#). This should be accompanied by substantiated evidence, such as emails, screenshots of train booking screens etc.

These guidelines apply uniformly to both the cast and crew.

# HOW ALBERT WILL ASSESS

## **When assessing applications for exemptions from following the guidance we will consider:**

- Reliability of train travel (e.g. strikes) at time of booking
- Extent of domestic flights vs other travel (% journeys undertaken – would need to be minimal and demonstrable that other travel emissions had been reduced)
- Extent of flight emissions vs other footprint areas (how significant a % is travel in overall footprint)
- Clear avoidance of flights by hiring local crew to reduce numbers flying, hiring local equipment to reduce weight, etc.
- Action to mitigate travel emissions through other parts of the footprint (e.g. significant reductions in use / green rider to engage talent / editorial contributions/power or fuel reductions)
- Breaking news/story circumstances, where no suitable local staffing is available and alternative travel will impact output
- For continuing programming, a holistic review against past performance to demonstrate significant and sustained improvement.
- Unavoidable disruption to alternative means of transport Example: terrorist attacks, extreme weather etc.
- Medical emergencies and child safeguarding issues will be accepted

This guidance is inclusive of all genres, including News and Sport, with assessors recognising all decarbonisation efforts made as a whole and the unique challenges faced by certain genres.

# HOW ALBERT WILL ASSESS

## Examples of where domestic flights taken might compromise certification achievement

Substantial scheduling issues and last-minute changes:

- Except where there are unforeseen and unforeseeable circumstances beyond the control of the production (these will be assessed on a case-by-case basis)

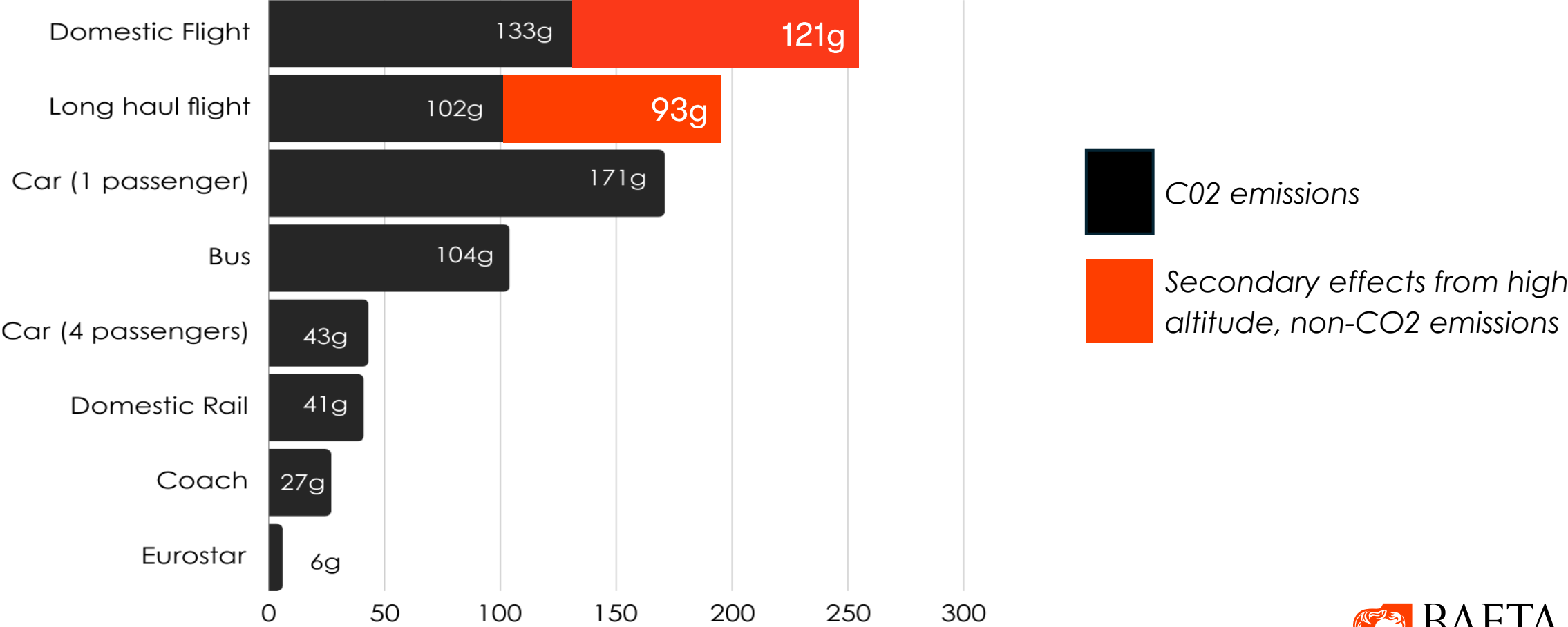
Private air travel:

- Use of private jets
- Talent preference is often outside of the hands of production after development decisions have already been made. However, this remains an area of big impact. Talent travel choices must feature in the Flight Template to help us understand industry carbon data and support better collaboration and engagement. BAFTA Albert's green rider and the Equity Green Rider Campaign aim to engage talent and their agents in reducing their environmental impact. For ways to engage talent in reducing their environmental impact please share information on the [campaign](#)
- Helicopter or other private aircraft travel

If we are made aware of programming that features aspirational use of private air travel in editorial, this may be flagged to the broadcaster or commissioning organisation to consider whether the albert logo should feature on the end board of the programme, even if it meets other certification criteria, as this could be seen as misleading about the sustainability credentials of the programme.

# EMISSIONS FROM DIFFERENT MODES OF TRANSPORT

*Emissions per passenger per km travelled*



## PRE-APPROVAL / APPROVAL CONSIDERATION

As per our **End User Agreement**, if pre-approval for use of logo has been granted, the production status will be 'Completion Required'. This means the certification applicant must then provide the remaining evidence at the end of production to achieve certification.

Where flights feature as an area of high impact in the production carbon footprint:

1. Reviews will involve at least two BAFTA Albert advisors, including a member of the BAFTA Albert leadership team
2. BAFTA Albert may involve the commissioning organization to address production constraints and mitigating factors.

# UK DOMESTIC FLIGHT POLICY GUIDANCE

The following is a non-exhaustive list of circumstances and guidance regarding flights. This is to assist your production in making informed and sustainable travel choices.

## MEDICAL / HEALTH & SAFETY CONSIDERATIONS

### **Medical Emergency / Family Emergency / Personal Emergency**

In cases of emergencies. E.g. Family member is ill or someone's house has flooded, we can accept flights where they are the quickest mode of transport and reasonable in the circumstances.

We would expect to see the non-affected leg of the journey was completed using a more sustainable means of travel.

### **Manual Handling**

If an individual is travelling solo with extensive kit this can be taken into consideration if there is a lack of available support, e.g. if train changes are required.

### **Medical – COVID 19**

This is no longer accepted as a reason for a flight to be taken.

### **Health & Safety / Child Safeguarding**

In cases where there are H&S reasons such as fragility of passenger or where land travel has been assessed as posing a safety risk (due to location/time of travel) we can accept flights. In cases where there are child safeguarding issues, a flight would be accepted for both the child and chaperone.

# UK DOMESTIC FLIGHT POLICY GUIDANCE

## TRAIN CONSIDERATIONS

### **Train Strikes / Industrial Action**

In cases where train strikes / industrial action have affected the service we can accept flights.

It is important to collect proof of this, through screenshots of booking screen / emails etc.

We would expect to see the non-affected leg of the journey was completed using a more sustainable means of travel.

### **No Train Ticket Availability on Day of Travel**

In cases where train tickets are unavailable for purchase, for a specific day of travel such as during a suspended service, we can accept flights as an alternative for that leg of the journey.

However, if flights are chosen due to unavailability of trains, we would expect to see evidence documenting attempts to secure train bookings in advance.

It is important to collect proof of this, through screenshots of booking screen / emails etc.

We would expect to see the non-affected leg of the journey was completed using a more sustainable means of travel.

### **Train Journey length**

As a guide, flights are deemed acceptable without dispute when they are chosen in situations where the train travel of the journey alone would have exceeded 6.5 hours.

Comparisons will be made between city to city for both train and flight to ensure it is a fair comparison of journeys.

In cases where we allow flights for timing reasons, BAFTA Albert will be looking for evidence demonstrating an overarching commitment to more sustainable modes of transportation overall.

# UK DOMESTIC FLIGHT POLICY GUIDANCE

## GUIDANCE FOR DOMESTIC FLIGHTS

### UK flights outside of Great Britain Mainland destinations

These are currently accepted. This includes mainland flights to Northern Ireland, the Channel Islands, Shetland, Orkney, the Outer Hebrides and other areas where suitable alternative travel options are not available.

### Mainland Domestic Flights

Domestic short-haul flights where there are good rail links with competitive journey times in England and Wales are not generally accepted (e.g. London to Newcastle).

Longer distance domestic flights between England, Wales, and Scotland will be assessed within the full context of the production carbon footprint as noted in the 'how we assess' table above.

### Domestic Flights inside the UK - Part of Multi-Leg Trip

We can accept domestic flights that are taken as part of a multi-leg trip *Example: a connecting flight to Europe.* We would need to see evidence, such as the booking confirmation showing the entire route.

### Domestic Flights outside of the UK

Currently, the guidance on avoiding domestic flights is UK specific. If, however, domestic flights in other countries are used we would still expect to see that the production had made a concerted effort to find alternative means of travel when safe and reliable alternatives are available.

*Example: Use of European rail network where possible for short journeys with distances like London to Glasgow.*

### Economy / Business / First Class

The production should show preferential booking of economy-class flights if flights must be taken as this is the lowest carbon intensity.

- ☐ *First class flights emit 4 times more emissions compared with economy tickets.*
- ☐ *Business class emit 3 times more (DBEIS, 2021)*

# UK DOMESTIC FLIGHT POLICY GUIDANCE

## TIMING / SCHEDULING CONSIDERATIONS

### **Last minute changes to Shooting Schedule**

We understand that last minute changes to shooting schedules may arise due to varying factors.

If this is put forward as a justification, it will be essential for us to be able to understand the context and the specific circumstances surrounding the issue which renders it entirely beyond the control of the production (e.g. breaking news). This way we can ensure we can make a well-informed decision.

### **Childcare issues / flying back for the weekend to see the children.**

This will be assessed within the full context of the production carbon footprint as noted in the 'how we assess' table.

### **Broken Turnaround**

In cases where flights are taken because of broken turnaround (where the minimum required rest period between the end of one day and the start of the next is not adhered to), it is essential for us to understand the circumstances surrounding the issue. In order that we make a well-informed decision it will be necessary for us to find out whether the situation was entirely beyond the control of the production.

## USEFUL RESOURCES

Transport & Environment Statistics

[Transport and environment statistics 2022 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/transport-and-environment-statistics-2022)

**Updated March 2024**