BAFTA Albert

Sustainable Travel Guidance 2026

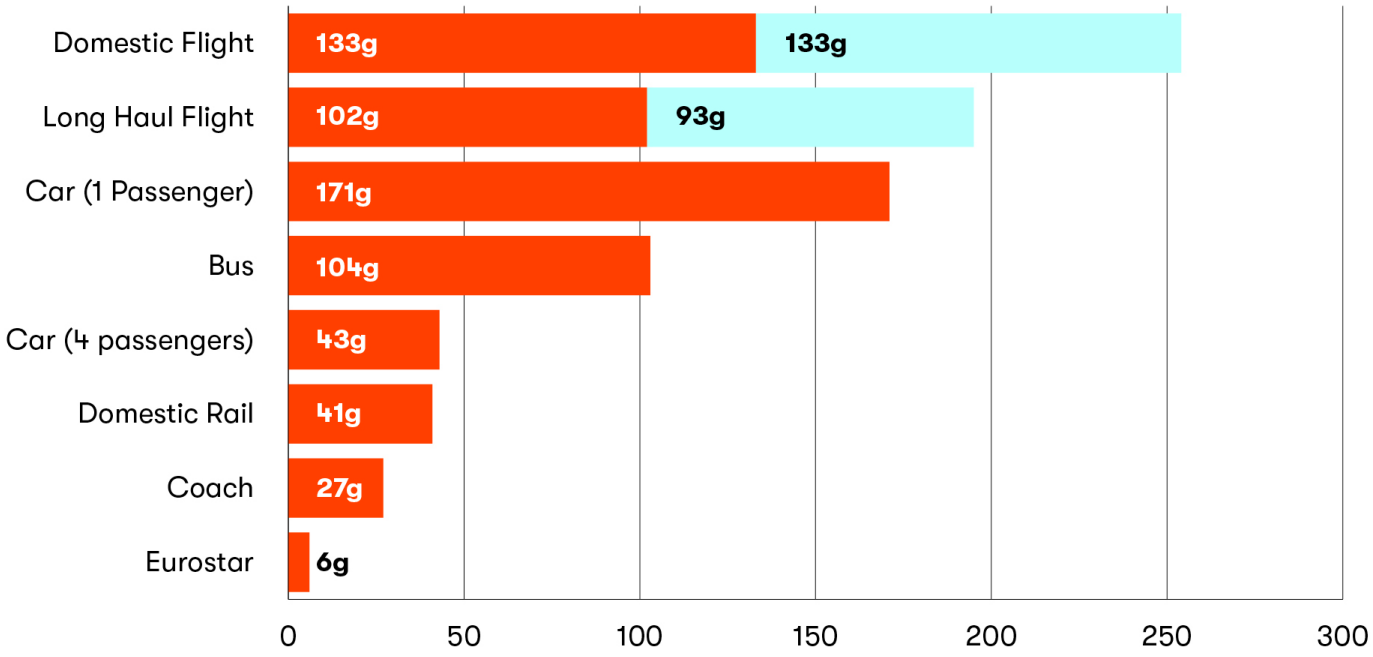
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Why We Have Travel Guidance

Travel and transport accounts for at least 65% of the carbon footprint for film and TV productions measured by BAFTA Albert in 2024, making it the single largest environmental impact of production. This includes all travel and accommodation booked for a production, as well as transport of equipment.

Our certification requires productions to demonstrate proactive measures in minimising travel, particularly air travel, supporting the industry's commitment to meaningful emissions reduction.

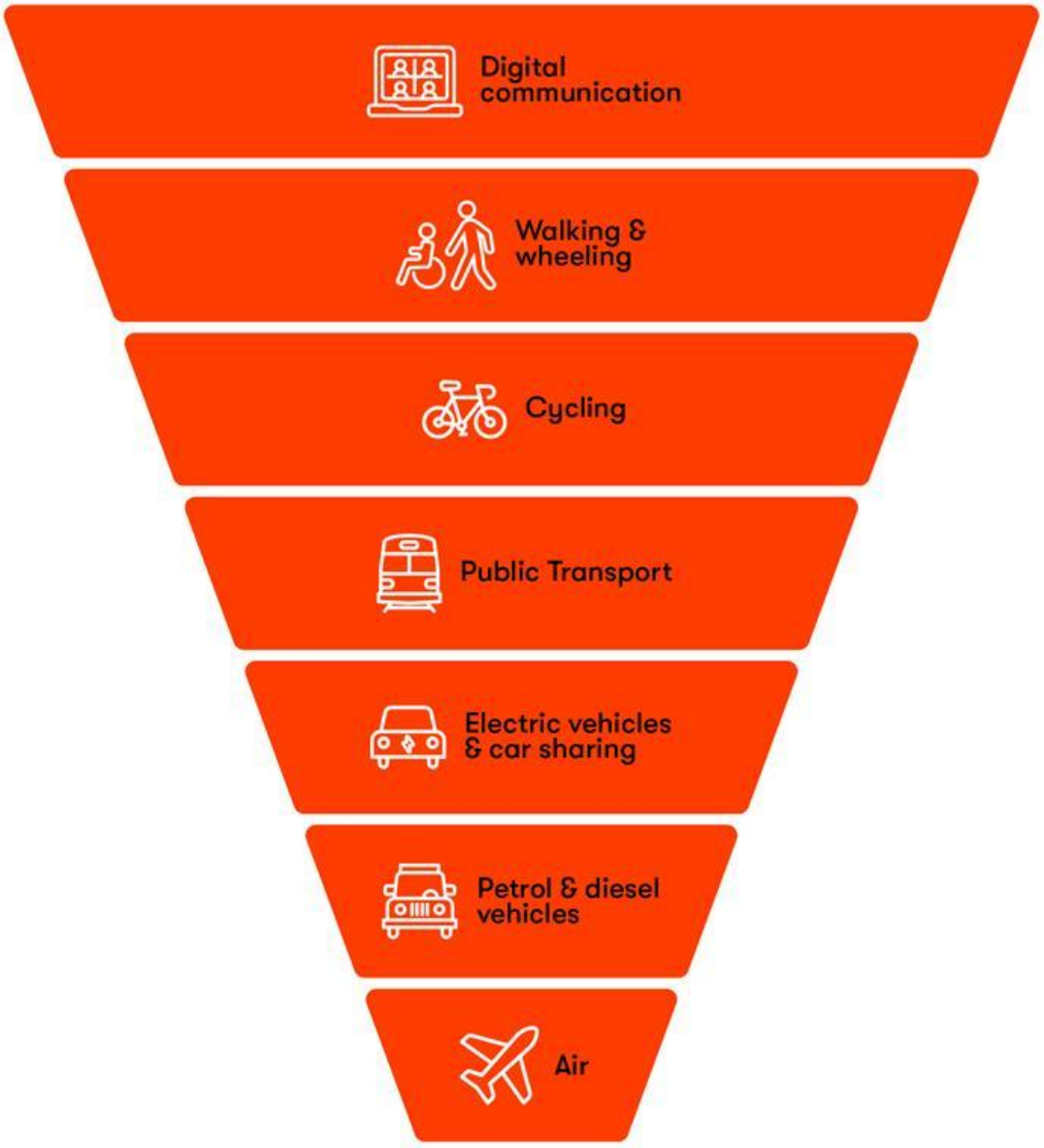
Reducing travel means making smarter choices about when journeys are essential and exploring alternatives that benefit both the environment and production budgets.



Source: BAFTA Albert Annual Report 2023

Travel Hierarchy

The Travel Hierarchy provides a clear order of preference for all travel decisions. It starts with the most sustainable option and works down to the least. Productions should work through the hierarchy in order, only moving to the next level when a higher option is genuinely not possible.



Travel Avoidance (The most sustainable option)

Productions should always begin by asking whether a trip is genuinely necessary. Avoidance reduces not only emissions but also time, budget and fatigue for cast and crew.

- ❑ Can meetings be conducted remotely?
- ❑ Can tasks be consolidated into fewer trips?
- ❑ Could local crew, contributors or suppliers eliminate long-distance travel?
- ❑ Can filming be scheduled to reduce repeated visits to the same location?

Low-Carbon Travel *(Walking, Wheeling & Cycling)*

For short, local trips, active travel should be the encouraged. It produces zero emissions, eliminates congestion and parking issues, and supports the health and wellbeing of cast and crew.
Productions / Studios can further encourage active travel by ensuring:

- ❑ Safe walking/cycling routes are identified
- ❑ Secure bike parking is available
- ❑ Mileage or per-diem rates include low carbon travel options

Public & Shared Transport *(Default for Journeys Under 6.5 Hours)*

For medium distance trips, public transport, especially rail, is almost always the most efficient and sustainable option. Short-haul domestic flights can seem quicker on paper, but once you factor in the airport commute, check-in, baggage claim and waiting around, the time difference is often not that different, but the environmental cost can be very different.

BAFTA Albert ACCELERATE Report shows that using trains instead of planes for short-haul travel could save at least 2,105 tonnes of CO2e in one year across the industry.

Road Travel *(Prioritising Electric vehicles, or shared options)*

Where rail connections are not viable, road travel should be the next option. Productions should prioritise electric or hybrid vehicles wherever possible and coordinate journeys to reduce the number of vehicles needed.

BAFTA Albert ACCELERATE Report shows that switching 30% of road journeys to electric vehicles could save 8,021 tonnes of CO2e across the industry.

Vehicle Choices

- ❑ Prioritise electric or hybrid vehicles for fleet, rentals, and unit cars
- ❑ Use minibuses or shared vehicles for crew movements wherever possible
- ❑ Coordinate call times to minimise single-occupancy trips

- ❑ Arrange charging points in advance for EV fleets on location
- ❑ Implement a no-idling policy across the production
- ❑ Use local drivers and transport partners where available

Couriers and Freight

- ❑ Select clean couriers: bicycle couriers, EV taxis, and low-emission delivery services
- ❑ Consolidate equipment and freight movements to reduce the number of trips
- ❑ Plan delivery schedules to avoid unnecessary journeys

Encouraging Sustainable Crew Travel

Productions can actively encourage crew to make sustainable travel choices by offering:

- ❑ EV payment uplifts for crew using electric vehicles
- ❑ Free shuttles to and from set or transport hubs
- ❑ Preferred or guaranteed parking for car sharers
- ❑ Active travel inclusions in mileage or per-diem rates

When Domestic Flights Are Unavoidable

Air travel carries the highest emissions per passenger kilometre and should only be used when all lower-carbon alternatives have been exhausted.

Eliminate

Can you demonstrate that:

- ❑ Rail or road was not viable
- ❑ Remote participation was not possible
- ❑ Freight could not be moved by lower-carbon means?

Reduce

- ❑ Limit flights to the absolute minimum
- ❑ Avoid indirect routes
- ❑ Ensure only essential personnel travel

Substitute

- ❑ Prioritise direct flights and travel economy where appropriate
- ❑ Use airlines with modern fuel-efficient fleets
- ❑ Consolidate cargo and track emissions
- ❑ Offsetting applied as a last resort, only after reductions have been maximised

This hierarchy provides a framework to help guide sustainable decision making, rather than prescribing a single approach. There may be exceptions to the rule, so it is also suggested to use a carbon calculator to check your decision making and compare emissions that way.

Practical Guidance for Pre-Production

Pre-Production Planning

- ❑ Establish a Travel Policy
- ❑ Set out your production's approach to travel in writing before shooting begins, covering:
    - The default expectation that rail or coach is used for journeys where the train journey is under six hours
    - A clear process for justifying and documenting any flights taken
    - Expectations around vehicle type, with electric or hybrid vehicles as the preference
    - How talent travel will be approached and documented

Integrate Remote Working from the Start

Remote alternatives should be built into workflows from the beginning of pre-production, not treated as an exception:

- ❑ Virtual recces using video calls, 360-degree photography or drone footage
- ❑ Remote direction and monitoring using live feeds
- ❑ Video calls in place of in-person production meetings where possible

Plan Equipment Logistics Early

- ❑ Schedule equipment collection and returns to consolidate trips.
- ❑ Hire locally wherever possible to avoid long-distance transport.
- ❑ Coordinate with other departments to share vehicles and reduce single-department runs

Set Up Crew Travel Systems

- ❑ Identify car-sharing opportunities and communicate them to crew early
- ❑ Contract shuttle services for high-traffic routes between accommodation and set
- ❑ Offer sustainable travel incentives such as EV payment uplifts or preferred parking for car sharers
- ❑ Cluster accommodation, base camps, and locations to reduce daily travel distances

International Flights

International travel, particularly long-haul flights, generates substantial carbon emissions that are difficult to mitigate. When international travel is unavoidable, productions should first ensure that every flight taken is as low-carbon as possible e.g. booking economy class, direct routes, and airlines with modern fuel-efficient fleets.

Domestic Flights (UK)

UK mainland domestic flight avoidance is a recognised good practice standard across the screen industry, reflecting the availability of competitive rail links. Domestic flights should be avoided where viable alternatives exist.

Before booking any domestic flight, productions should be able to answer yes to all of the following:

- ❑ Has rail or coach been checked and ruled out?
- ❑ Is the rail journey genuinely not viable (e.g. exceptional circumstances, no service, disruption)?
- ❑ Has remote participation been considered and ruled out?
- ❑ Is the journey essential, with only the necessary people travelling?

IMPORTANT: Several Broadcaster/Funders have committed to eliminating domestic UK flights within their productions. While BAFTA Albert recommends productions to avoid domestic flights wherever viable lower-carbon alternatives exist, monitoring and enforcement of broadcaster/funder specific flight policies sits with the Broadcaster/Funder. Productions should ensure they meet those requirements in addition to the guidance set out here.

Circumstances Where Domestic Flights Are More Likely to Be Justified

It is the production's responsibility to determine whether a flight is unavoidable and to document that decision. The following circumstances are recognised as making domestic flights more justifiable, but in all cases the production must also demonstrate how every reasonable effort has been made to eliminate the need for air travel. Where flights cannot be avoided, productions must also demonstrate how the resulting emissions have been mitigated through actions elsewhere. Assessors will look at both the justification and the mitigation together.

Circumstance	Notes
Train strikes or industrial action	Keep screenshots of disruption notices. The unaffected leg of the journey should use a sustainable mode.
No ticket availability on the day of travel	Evidence of attempts to book in advance is expected. If this is a return journey, the unaffected leg should avoid air travel.
Train journey over 6.5 hours	Use a station to station comparison of journey times.
Destinations outside the Great Britain mainland or remote locations	Flights to Northern Ireland, the Channel Islands, Shetland, Orkney, and the Outer Hebrides are generally accepted given the lack of viable alternatives.
Part of a multi-leg international trip	Keep the booking confirmation showing the full itinerary.
Medical or child safeguarding reasons	Note the reason; any additional evidence is appreciated.
Manual handling with heavy kit	Document why road or rail was not viable for the kit in question.
Broken turnaround	Document the schedule and turnaround requirements.
Last-minute production schedule changes	Document the change and why it could not have been anticipated.
Disruption beyond production control	Keep evidence of the disruption (e.g. extreme weather, infrastructure incidents).

Domestic Flights Outside the UK

The domestic flight guidance above is UK specific. However, where domestic flights in other countries are taken, productions should still demonstrate a concerted effort to find lower-carbon alternatives where these are safe and reliable. The European rail network, for example, offers viable alternatives for many short-to-medium distance journeys.

Class of Travel

Economy class should be the default for all flights.
Higher classes carry significantly greater emissions per passenger:

First class emits approximately 4 times more CO2e than economy (DESNZ, 2021)
Business class emits approximately three times more CO2e than economy

Chartered flights should be avoided unless fully utilised, they generate disproportionately high emissions per passenger compared with scheduled services.

Emissions from business and first-class travel, and from private jets, are disproportionate to any time or comfort benefit. Where talent or contractual obligations result in higher-class travel, this should be documented and efforts made to offset it through reductions elsewhere.

Private Air Travel and Talent

Talent travel preferences are often outside production control, particularly after development decisions have been made. However, productions should document all talent travel choices, including private air travel, as part of their overall emissions picture.

Private jets release up to 14 times more CO2 per passenger than commercial jets. (ICCT, 2025)

The **Green Rider** offers practical tools for engaging talent and their agents on reducing travel emissions. Productions are encouraged to introduce these conversations early in the production process.

Private Aircraft in Editorial

Where programming features aspirational or glamourised use of private air travel (e.g. jets, planes, helicopters) on screen, BAFTA Albert may raise this with the broadcaster, commissioning organisation, or funder as a consideration risk, even where the production meets other sustainability criteria.

This reflects the potential for conflicting perceptions among audiences, who may view the portrayal of high-carbon travel as inconsistent with the values represented by BAFTA Albert certification marks.

Productions are therefore encouraged to think about how travel choices are represented on screen as well as behind the camera.

BAFTA Albert Certification

This section is for productions applying for BAFTA Albert certification. It covers how travel and transport is assessed across the Committed and Certified routes, what each question is looking for, and the evidence expected.

The guidance in the preceding sections applies in full to certifying productions. Certification assessments of this section are anchored in the travel hierarchy, with higher points allocated to the highest carbon reduction efforts where good evidence is provided. This section provides the additional detail needed to understand how your responses will be evaluated and what you need to submit.

For more in depth information about how to evidence these questions please refer to our evidence guidance.

Certified Route

Question 2.3

What strategies reduced the need for travel & transport? *(Avoiding flights, and reducing road transport)*

This is retrospective. It asks what your production actually did to avoid or reduce the need for travel and transport. Assessors are looking for evidence of deliberate decisions made throughout production, from pre-production planning through to wrap.

Strong responses will show:

- Active use of remote technology to replace in-person travel
- Scheduling and logistics decisions that reduced unit moves and journey numbers
- Local hiring of crew or equipment that eliminated long-distance transport
- Consolidated location planning that reduced daily travel distances

Question 2.4

What lower-carbon travel & transport solutions were used? *(Vehicles, flights, couriers, and crew movement)*

This asks how your production made unavoidable travel as low-carbon as possible. It covers all movement: crew, equipment, vehicles on set and couriers. Assessors are looking for evidence that the travel hierarchy was followed and that higher-carbon options were chosen only where lower-carbon alternatives were not viable.

Strong responses will show evidence across as many of the following as are relevant to your production:

- Trains or other public transport prioritised over flights for short-haul journeys
- Private jets, first class and business class avoided or minimised
- Low-emission vehicles used for fleet, rentals, and unit cars
- EV charging installed on location
- Local crew and equipment hired to reduce long-distance transport
- Clean couriers selected including bicycle couriers, EV taxis, and low-emission delivery services
- Sustainable travel incentives offered to crew

Committed Route

Question B3

How has your production planned to minimise travel and transport emissions?

This is a planning question. It asks what systems, policies, and decision-making processes you have put in place during pre-production to ensure sustainable travel choices are followed throughout the production. Assessors want to understand your intent and the structures you have created, not just individual decisions made after the fact.

A strong response to QB3 will demonstrate that travel and transport has been considered strategically from the start of the production:

- A documented travel plan or travel policy with clear aims to reduce flights and road transport
- Remote working solutions planned and integrated into departmental workflows, such as virtual recces, video calls, and remote direction
- Equipment transport planned efficiently, with scheduling, consolidation, and logistics considerations to reduce vehicle movements
- Crew travel systems in place, including car-sharing policies, contracted shuttle services or sustainable travel incentives

How BAFTA Albert Will Assess Travel & Transport

Assessors consider the whole picture of a production's travel and transport decisions/impact, not individual journeys in isolation. The following factors inform assessment across both routes:

- Extent of avoided or minimised travel, and the quality of evidence demonstrating this
- Proportion of lower-carbon modes used versus higher-carbon alternatives
- Quality and credibility of justification where higher-carbon options were used
- Efforts to reduce emissions elsewhere where high-carbon travel was unavoidable
- Whether circumstances were genuinely beyond production control
- For returning productions: year-on-year improvement where data is available

This guidance applies uniformly to all cast and crew. It is inclusive of all genres including news and sport, with assessors recognising the unique operational challenges of certain genres and the decarbonisation efforts made as a whole. For more information please see our evidence guidance.

References

BAFTA Albert Accelerate Report 2025

ICCT Private Jets Report

Version Control / Change Log		
Version	**Changes:**	**Issue Date**
V1.1	First Version	28 Aug 2026
V1.2	Broadcaster/funder clarification P.8	15 Oct 2026