Travelling Large in 2020

The carbon footprint of Dutch holidaymakers in 2020 and the development since 2002

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Breda University OF APPLIED SCIENCES

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A project of BUas Centre for Sustainability, Tourism and Transport in collaboration with NRIT Research and NBTC-NIPO Research

DISCOVER YOUR WORLD

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Imprint
Travelling Large in 2020
The carbon footprint of Dutch holidaymakers in 2020 and the development since 2002
ISBN: 9789058000057

This report is compiled by the *Centre for Sustainability, Tourism and Transport*, BUas Breda University of Applied Sciences, in collaboration with NRIT *Research* and NBTC-NIPO *Research*

A special thanks goes to Evelien Jonker and Marieke Politiek of NBTC-NIPO Research for allowing access to the ContinuVakantieOnderzoek data of 2002, 2005, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016. 2017, 2018, 2019 and 2020.

This report should be cited as:
Neelis, I., Eijgelaar, E., Peeters, P., de Bruijn, K., & Dirven, R. (2022) Travelling large in 2020: The carbon footprint of Dutch holidaymakers in 2020 and the development since 2002. Breda, The Netherlands: Breda University of Applied Sciences.

Photography: Eke Eijgelaar

Table of Contents

1 Introduction

This is the 14th volume in the series on the carbon footprint (CF, the emissions of the greenhouse gas CO_2) of Dutch holidaymakers (see de Bruijn et al. 2013a, de Bruijn et al. 2013b, de Bruijn et al. 2008, de Bruijn et al. 2009a, de Bruijn et al. 2009b, de Bruijn et al. 2010, de Bruijn et al. 2012, Eijgelaar et al. 2020, Eijgelaar et al. 2015, Eijgelaar et al. 2016, Eijgelaar et al. 2017, Eijgelaar et al. 2021b, Pels et al. 2014, Sensagir et al. 2019)[1]. All reports were written by the Centre for Sustainability, Tourism & Transport of Breda University of Applied Sciences and NRIT Research, in collaboration with NBTC-NIPO. The current volume presents figures for 2020, and shows developments over 2002, 2005, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019 and 2020. The range of figures over an 18-year period not only allows for a presentation of trends, but also for insight on possible impacts of the economic recession on tourism emissions.

At the Paris climate conference (COP21) in December 2015, 195 countries adopted a universal, global climate deal and set out a global path to avoid dangerous climate change and a temperature rise of 2° C (UNFCCC 2015). It put the emissions of industrial sectors – including tourism – high on the agenda. They are discussed by tourism stakeholders, for example as part of evolving Corporate Social Responsibility (CSR) strategies, the Glasgow Declaration on Climate Action in Tourism launched at COP26 (One Planet Sustainable Tourism Programme 2021), the Sustainable Development Goals (e.g. UNWTO 2016) and/or climate policies (e.g. for aviation in ICAO 2016). In Dutch tourism, emissions and climate action are high on research and policy agenda's (Buijtendijk et al. 2022, NBTC 2022). Motivations for engaging in carbon management vary, from increasing energy costs, international (aviation) policy, pressure from society to become greener, increasing demand for more sustainable trips, and the wish to obtain a green image and become a frontrunner among consumers and colleagues in doing so.

In 2008, the World Tourism Organisation (UNWTO) reported on the effects of climate change on tourism as well as the effects of tourism on greenhouse gas emissions (UNWTO-UNEP-WMO 2008). The UNWTO report estimates the contribution of tourism to carbon dioxide emissions at approximately 5% in 2005 (UNWTO-UNEP-WMO 2008). A study by Lenzen et al. (2018), using a wider scope, found tourism representing around 8% global emissions in 2013. In 2016, transport-related tourism emissions alone were estimated to represent 5% of global emissions (UNWTO-ITF 2019). Gössling et al. (2015) found the emission to double between 2010 and 2032. More recently, Peeters (2017) assessed the long term development of tourism's carbon footprint and found this to increase by a factor 4.6 between 2015 and 2100. Where currently 22% of tourism trips is based on air transport, the share of air CO_2 emissions is 55%. By 2100 this will have risen to 75%. The strong growth of emissions is in stark contrast with the Paris 2015 Climate Agreement, that seeks to reduce emissions to almost zero by 2100. According to Peeters (2017), near zero-

[1] A short text and a selection of the tables and figures shown in this volume are published in Dutch in (Eijgelaar et al. 2021a)

emissions is only achievable for tourism when all mitigation opportunities are fully implemented. This also includes a physical barrier – cap on airport slots or global aircraft fleet - to unlimited growth of air transport. Information on the share of tourism of all environmental impacts and eco-efficiency (kg CO_2 per Euro spent by tourists) of the Netherlands is important for the sector's continued implementation of CSR.

The aim of this research consists of two parts. Firstly, it provides a complete overview of the effects of Dutch holidaymakers on climate and eco-efficiency in 2020. Secondly, it shows some of the changes that have occurred throughout the period 2002-2005-2008-2009-2010-2011-2012-2013-2014-2015-2016-2017-2018-2019-2020. This understanding requires answers to the following questions:

- What is the total carbon footprint of Dutch holidaymakers and what are the developments of this carbon footprint?
- How does the holiday carbon footprint relate to the total carbon footprint of the Netherlands?
- What factors determine the development of the carbon footprint?
- What type of holidays and which parts of tourism are the least/most damaging to the environment?
- What is the eco-efficiency of different types of holidays?

Chapter two of this report briefly describes the method used to calculate the carbon footprint and the eco-efficiency, followed by an overview of Dutch holiday behaviour in the fourteen survey years. Chapter 3 describes the results for 2020. Section 3.1 starts with a number of reference values for the CF in the Netherlands. Section 3.2 provides an overview of the calculated CF for holidays, split for several holiday types and a number of destinations. The chapter continues with a detailed breakdown of the CF by destination, duration, accommodation type, transport mode, and form of organisation, both for domestic holidays (section 3.3) and outbound holidays (section 3.4). Section 3.5 examines the distribution of emissions over the different components of holidays (accommodation, transport and activities). Section 3.6 looks at the eco-efficiency and compares the results with the eco-efficiency of the Dutch economy. Chapter 4 then shows the main changes of the CF during the period 2002-2020. Finally, in chapter 5, the research questions are answered, the results are reflected upon, and some conclusions are drawn.

2 Methodology

Data on Dutch travel behaviour from the ContinuVakantieOnderzoek (Continuous Holiday Survey, CVO), the annual holiday survey in the Netherlands, form the basis of this report. Specifically for this analysis, as an indicator for the environmental effect of tourism, the carbon footprint (CF, expressed in kg CO_2 emissions) was used and added to the CVO. The CF has been accepted as a legitimate indicator for calculating the environmental impact by a continuously increasing group of stakeholders, both inside and outside the tourism industry. Carbon dioxide (CO_2) currently receives much societal and political attention, and policy is already developed for it. CO_2 is also one of the biggest environmental problems for tourism (see e.g. Peeters et al. 2007a, UNWTO-UNEP-WMO 2008). The CF is calculated by multiplying emission factors for CO_2 (in kg CO_2 per night, per kilometre, etc.) by the number of nights, distance travelled, et cetera. These calculations are performed on data on the accommodation type, number of nights, transport mode, destination, and type of holiday, per trip featured in the CVO database. Note that for the CF, this report uses metric units throughout.

2.1 Carbon footprint

The carbon footprint is a measure of the contribution of an activity, country, industry, person, et cetera, to climate change (global warming). The CF is caused by the combustion of fossil fuels for generating electricity, heat, transport, and so on. CO_2 emissions cause a rise in the concentration of CO_2 in the atmosphere. Since the industrial revolution the CO_2 concentration has increased from 280 ppm to 412 ppm in 2020 (parts per million; see Dlugokencky et al. 2021), which causes the atmosphere to retain more heat. The atmosphere's ability to retain heat is called "radiative forcing", expressed in W/m^2.

However, besides CO_2 emissions, other emissions also play a role in global warming. These include gases like nitrogen oxides, CFCs and methane. A common way to add the effects of these other greenhouse gases (GHG) to CO_2 is by converting them into carbon dioxide equivalents (CO_2-eq). To do this, "global warming potential" (GWP) is used as a conversion factor. These factors vary significantly per type of gas. For instance, the GWP of methane is 25 (see IPCC 2007: 33). This means that in one hundred years the emission of 1 kg methane has the same effect on the temperature as the emission of 25 kg of CO_2 over the same period. A conversion factor can also be determined for an industry or sector, which obviously depends on the exact mix of emissions. For nearly all tourism components this factor is relatively small (1.05, see Peeters et al. 2007a). However, for air travel this is not the case. Airplanes cause additional impacts on climate, as they not only produce additional GHGs like nitrogen oxides, but also because these substances appear in the upper atmosphere, where they cause chemical reactions, and in some cases contrails (condensation trails) and sometimes even high altitude 'contrail-induced' cirrus clouds. This produces a significant net contribution to "radiative forcing". Up to 2018, the total accumulated contribution of aviation to effective radiative forcing was 3.5%, with varying levels of confidence for the different effects (Lee et al. 2021). Including both CO_2 and non-CO_2 effects, the total contribution of aviation to global warming up to 2019 is about 4%

(Klöwer et al. 2021). Unfortunately, as a result of various practical and theoretical objections, these percentages cannot be used as GWP (see Forster et al. 2006, Forster et al. 2007, Graßl et al. 2007, Peeters et al. 2007b). Thus, it is not possible to provide a CO_2-equivalent for air travel. In this report, we therefore limit ourselves to the CF of CO_2 emissions only (see also Wiedmann et al. 2007).

The CF consists of two parts: the direct and indirect CF. The direct CF consists of CO_2 emissions caused by the operation of cars, airplanes, hotels, etc. The indirect CF measures the CO_2 emissions caused by the production of cars, airplanes, kerosene, et cetera, and thus considers the entire lifecycle, in addition to the user phase (see Wiedmann et al. 2007). This report addresses all primary CO_2 emissions, plus the emissions caused by the production of fuel and/or electricity, but ignores all other indirect emissions.

2.2 Calculation model and trend-breach

The CVO data have been processed with SPSS 26.0, which required the development of a syntax (a piece of SPSS code) for the CF. A CF has been calculated for each single holiday in the CVO. Firstly, the CVO was supplemented with a variable that indicates the number of kilometres between origin and destination. This concerned the great circle distance, i.e. the shortest distance between origin and destination. Secondly, a diversion factor was added for each transport mode, which was used to multiply transport emissions with, in the end. Thirdly, a CF per day for each holiday component (transport, activities, accommodation) was calculated using an emission factor for CF and based on the number of nights, distance travelled and specific activities. By multiplying these with the duration of the holiday, the CF for each complete holiday was found. Then, by increasing the individual carbon footprints with a weight factor and summation, the total carbon footprint of all holidays was calculated. As weight factors, those provided by the CVO for calculating totals for the entire Dutch population were used. For a detailed description of the calculation method and the emission factors, we refer to the internal BUas/CSTT-report 'Carbon footprint emission factors; version 2020 and trends 2002-2020' (Peeters 2021).

This report contains small corrections in comparison with the emission factor report used for the 2019 CF report (Eijgelaar et al. 2021b). These involve very small corrections to the emission factors for cars, public transport and coaches. In 2017, the set of subjects of the CVO has been extended with Dutch citizens with a migration background (registered but non-Dutch nationality). Combined with new weight-factors this caused an increase of the population for whom results are representative from 15.8 to 16.9 million Dutch citizens. The larger population means an increase in holidaymakers, holidays and expenditures. At the same time, the sample size of Dutch citizens reporting at least one trip was increased only from 6,800 to 6,877 respondents[2]. However, the changes were larger as the new sample contained a total of 597 new respondents, while 520 respondents left the panel. Up until the 2017 report (Sensagir et al. 2019), the old sample has been used, but in the 2018 and the present report, the new sample is applied for the years 2017, 2018 and 2019. This

[2] The full new sample size is 8,000 respondents but includes people that do not make holiday trips.

causes trend-breaches in the data, making comparisons with earlier years (2002 to 2016) and reports difficult.

The trend-breach is strong in terms of CO_2 emissions. The changes in domestic tourism are small, but those for total international emissions show an upward jump of 40 percent points or 33% for the new sample compared to the old sample. About one-third of this rise is explained by an increase of the international emissions per holiday, the remainder stems from a volume increase. To assess the causes further, we created two additional samples: one with the new respondents and one with the removed respondents. Then, we compared the results for these two groups. The following differences were found:

- The total number of trips represented by the new subjects was 9.7 million, while the removed subjects only represented 2.0 million trips. This means, the new subjects represent almost a quarter of all trips made by the Dutch in a year.
- The body of subjects that remain in the new survey represented 30.6 million trips in the new survey, down by 12% from the 34.6 million in the old survey.
- Total number of trips increased by 10%, but outbound trips by 16%.
- The share of international trips of the subjects removed was 49% while the new group's share was up to 64%.
- The average carbon footprint of all trips is 39% higher for the new subjects compared to the ones removed. This is partly due to the much higher share of international trips and an increase of 19% of the carbon footprint of these international trips.
- The share of air travel for all trips was 10% higher for the added subjects as compared to the ones removed.
- The average distance travelled by the new subjects was 12% larger than for the removed subjects.

All the above changes substantially raise the carbon footprint of the whole sample by increasing the total number of trips by new entries, specifically for international travel. This combination of changes in the sample does explain the 33% jump in overall emissions between the old and the new sample.

To accommodate reasonable indexes and growth numbers over the trend-breach, we have corrected by multiplying all results for 2002-2016 by the ratio of 2017 with the new sample divided by 2017 with the old sample, and for the share of the population with a non-Dutch nationality (CBS 2022). This is the closest we feel we can get to the real trends without the sample-trend-breach. This means that the values given for these older years may differ substantially from our earlier reports (see chapter 1).

Since the average occupancy rate of airplanes dropped substantially in 2020, compared to previous years, the emission factor of this transport mode has been corrected for this last year. For this correction, the occupancy rates of KLM in 2019 and 2020 (87.9% and 57.3% respectively) were used (Air France-KLM Group 2020, Air France-KLM Group 2021), as these figures are the most representative for the Dutch market, and the expectation is that COVID-19 effects on other airlines flying to/from the Netherlands will have been similar.

The difference in occupancy rate between the two years has led to a 53 per cent increase in the emission factor per passenger kilometre.

Train and accommodations may have also shown differing occupancy rates in 2020, but unambiguous figures appear not to exist. The share of rail transport in total holiday emissions is also very limited (about 1%). Accommodations have been closed completely or partially in large parts of the year. It is unknown whether and how this has impacted emissions per overnight stay. Changes in car occupancy have been included, as that rate is determined through travel party size.

2.3 Key figures holidays

In table 2.1 the key figures for population and holidays are presented for the survey years 2002, 2005, 2008, 2011, 2014, 2018, 2019 and 2020 (other years have been omitted). We have corrected all pre-2017 values by the ratio 2017 new sample divided by the 2017 old sample, and for the share of the population with non-Dutch nationality (CBS 2022), to get much closer to the real trends.

Table 2.1: Key figures holidays 2002, 2005, 2008, 2011, 2014, 2018, 2019, 2020

Unit	2002	2005	2008	2011	2014	2018	2019	2020
Dutch population on January 1 (million)		16.1	16.3	16.4	16.7	16.8	17.2	17.3
Categories:								
0-19 years (%)	24.6	24.5	24.0	23.5	22.9	22.2	21.9	21.7
20-64 years (%)	61.9	61.5	61.3	60.9	59.8	59.0	58.8	58.9
65 years and older (%)	13.7	14.0	14.7	15.6	17.4	18.8	19.2	19.5
Share population with non-Dutch nationality (%)	4.3	4.3	4.2	4.6	4.8	6.1	6.4	6.8
Holiday participation (%)	82	82	83	84	82	83	84	69
Categories:								
Long holidays (5 or more days) (%)	75	77	76	78	74	77	76	57
Short holidays (2-4 days) (%)	42	41	41	44	43	44	46	39
Number of long holidays by the Dutch population (million)	24.2	23.9	25.4	25.0	24.0	25.8	25.4	16.6
Number of short holidays by the Dutch population (million)	14.0	13.0	13.1	14.1	14.0	14.1	14.4	12.0
Total number of holidays by the Dutch population (million)	38.1	37.0	38.5	39.2	38.0	39.9	39.9	28.7
Average number of holidays per Dutch inhabitant								
For the whole population	2.4	2.3	2.4	2.5	2.4	2.3	2.3	1.7
For those that go on holidays	3.2	3.0	3.0	3.1	3.1	2.8	2.7	2.4
Domestic holidays (million)	19.1	17.7	17.8	18.1	17.6	17.7	17.4	17.0
Outbound holidays (million)	18.9	19.2	20.7	21.0	20.3	22.2	22.4	11.7
Of which:								
In France (million)	3.5	3.0	3.1	3.2	2.8	2.8	2.6	1.5
In Germany (million)	2.7	2.8	3.3	3.6	3.7	3.6	3.6	2.6
In Belgium (million)	2.6	2.3	2.3	2.4	1.7	1.5	1.7	1.0
Overnight stays by Dutch (million)	299	290	303	300	289	326	313	190
Categories:								
Domestic (million)	112	99	95	95	89	102	91	89
Abroad (million)	185	190	208	206	200	224	223	101
Expenditure by the Dutch on domestic holidays (million Euro)	3.2	2.7	3.0	3.1	3.1	3.9	3.7	2.7
Expenditure by the Dutch on outbound holidays (million Euro)	11.1	11.8	14.4	13.0	14.7	17.4	18.3	7.6
Total distance travelled on holidays by the Dutch (billion km)*	53.9	64.6	72.9	73.5	73.2	82.9	84.7	40.8

Source: CVO 2002, 2005, 2008, 2011, 2014, 2018, 2019, 2020

Note: all values up to and including 2016 – except for those on population and nationality – have been corrected to accommodate for the 2017 sample trend-breach. They show differences with those reported by Statistics Netherlands (CBS) or other sources.

**) These are not the actual distances, but the great circle distance between home and destination; the real distances are between 5% and 15% longer.*

3 Carbon footprint 2020

3.1 Introduction

In this chapter, the results of the calculations and analyses of the survey year 2020 are presented (in kg CO_2). The values in table 3.1 are used for reference. The 138.3 Mt total Dutch emissions figure and the population size in 2020 were used to calculate the average CO_2 emissions per person and the CO_2 emissions per person per day in the Netherlands. Especially the last figure is used several times as a reference in this report, as emissions figure for 'staying at home'.

Table 3.1: Reference values carbon footprint, 2020

	2020
CO_2 emissions per average Dutch holiday	365 kg
CO_2 emissions per average Dutch holiday per day	47.6 kg
Total CO_2 emissions Dutch holidays	10.4 Mt
Average annual CO_2 emissions per person in the Netherlands	7.94 tonnes
Average CO_2 emissions per person per day in the Netherlands	21.8 kg
Total Dutch CO_2 emissions*)	138.3 Mt

Source: (CBS 2021b); the holiday values have been calculated in this study

**) excluding LULUCF (forestry- and land use)*

3.2 Total carbon footprint

The total carbon footprint of all Dutch tourists was around 10.4 Mt CO_2 in 2020. Tourism CO_2 emissions are not directly comparable with national CO_2 emissions, as transport and accommodation emissions were calculated using the nationality principle, thus including all tourism emissions of Dutch holidaymakers, i.e. also when they were produced abroad. However, measured as part of Dutch emissions (138.3 Mt CO_2 in total and just under 8 tonnes of CO_2 per person in 2020), the tourism emissions would amount to approximately 7.5% of the total Dutch carbon footprint. The carbon footprint per average holiday is 365 kg CO_2 and per day 48 kg CO_2. Because 31% of the Dutch population did not go on holiday in 2020 (see table 2.1), the average number of holidays for those who did go is 2.4 holidays per year. As a result, each person that went on holiday produced average holiday emissions of 876 kg CO_2, which is 11.1% of the average annual emissions of a Dutch citizen in 2020. Chapter 4 shows the considerable differences of these and other figures in 2020 compared to previous years.

Table 3.2 shows the (average) values of the carbon footprint of Dutch tourists, divided in short (2 to 4 days) and long holidays (5 days and longer), and in domestic and outbound holidays. Domestic holidays produced a total carbon footprint of 2.5 Mt CO_2, which is 151 kg per holiday and 24 kg per day. An average outbound holiday has a much larger footprint of 671 kg or 69 kg per day. All outbound holidays produced 7.9 Mt CO_2. Thus, 24% of all holiday emissions were produced by domestic and 76% by outbound holidays (see figure 3.1), whereas the number of domestic holidays (17.0 million) is much higher than that of outbound holidays (11.7 million). The average carbon footprint for all holidays is 47.6 kg per day; 25.8 kg more than the Dutch average per day during the whole year (see table 3.1). This means that on average, the pressure on the environment is 118% higher during holidays than when staying at home. Moreover, this comparison does not take into account, for example, the emissions from people that leave their heating on in winter when taking a holiday, which would make their total footprint while on holiday a little larger still. The per day emissions of a domestic holiday are 2.3 kg above the average for staying at home, but only when there is no additional home energy-use.

Table 3.2: Carbon footprint per day, per holiday and in total, by destination and length of stay, 2020

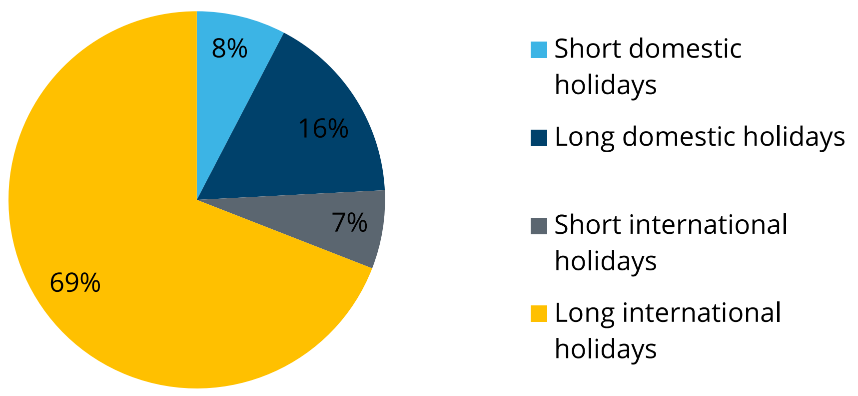
	Carbon footprint in kg CO_2								
	Short holiday			**Long holiday**			**All holidays**		
	Per day	Per holiday	Total (Mt)	Per day	Per holiday	Total (Mt)	Per day	Per holiday	Total (Mt)
In the Netherlands	30	90	0.79	22	220	1.72	24	151	2.51
Abroad	70	232	0.70	69	823	7.17	69	671	7.87
Belgium	32	97	0.06	25	205	0.08	27	140	0.14
France	49	171	0.05	30	384	0.47	31	341	0.52
Germany	43	139	0.17	30	267	0.36	33	207	0.53
Average/*Sum*	41	126	*1.49*	49	538	*8.89*	48	365	*10.38*

Source: CVO, 2020 (calculation CSTT/NRIT Research)

Per long holiday (5 days or longer) both the domestic and outbound carbon footprints are much higher than for short holidays. The differences are not as large on a per day basis. The carbon footprint per day of a long holiday is actually smaller than for a short holiday. The main reason for this is that the transport emissions are divided over a larger number of days and the pandemic prevented many people from travelling intercontinentally. The latter reason makes that long international holidays were generally spent in Europe, leading to lower 'per trip' and 'per day' figures than in previous years. The same applies to outbound holidays to individual destinations. The emissions of long outbound holidays produced 69% of all holiday emissions (see figure 3.1).

Per day and per holiday, the carbon footprint of a holiday in Belgium is at a similar level as that of domestic holidays. Figures for France and Germany are much higher. Although Germany and France's total holiday footprint are comparable, the number of short trips to Germany is much higher (1.2 million to Germany versus 0.3 million to France), whereas the number of long trips to both countries is similar (1.2 million to France versus 1.36 million to Germany).

Figure 3.1: Distribution of all CO_2-emissions by domestic and outbound holidays and holiday length, 2020



Source: CVO, 2020 (calculation CSTT/NRIT Research)

3.3 Carbon footprint of domestic holidays

3.3.1 Length of domestic holidays

Table 3.3 shows that the carbon footprint per day decreases with an increase of the length of stay. The transport component weighs less heavily on the carbon footprint of a longer holiday, because the distance between home and the destination does not differ much between longer and shorter holidays in the Netherlands. On average, CO_2 emissions per day are slightly higher for domestic holidays than for staying at home (24.2 vs. 21.8 kg/day).

Table 3.3: Carbon footprint per day, per holiday and in total, by length of stay for domestic holidays in 2020

	Carbon footprint in kg CO_2		
	Per day	Per holiday	Total (Mt)
2-4 days	30	90	0.79
5-8 days	25	159	0.85
9 days or more	20	351	0.87
Average/*Sum*	24	151	*2.51*

Source: CVO, 2020 (calculation CSTT/NRIT Research)

3.3.2 Accommodation type domestic holidays

The influence of touristic and season-dependent recreational accommodations on the holiday footprint can also be detected. Table 3.4 and 3.5 show the corresponding values per day, per holiday and in total. Please note that these are figures for the total holiday, based on the accommodation type used: besides the carbon footprint of the accommodation, those for transport and activities are also included.

One figure that stands out in table 3.4 is the high per day footprint of motel and hotel holidays. Holidays spent in boats and (bungalow) tents have the lowest carbon footprint per day. Per holiday the carbon footprint is highest for caravan/tent/trailer/campervan; this is the accommodation type with the longest average length of stay. Finally, the highest total carbon footprint is for holidays spent in second homes or bungalows, which is a result of the high number of holidays spent in this type.

Table 3.4: Carbon footprint per day, per holiday and in total, by touristic accommodation type in the Netherlands for domestic holidays, 2020

	Carbon footprint in kg CO_2		
	Per day	Per holiday	Total (Mt)
Private homes	16	96	0.187
Hotel/motel	36	125	0.532
Pension/B&B	23	92	0.053
Apartment	31	170	0.041
Second home, bungalow	27	172	0.811
Tent, Bungalow tent	13	91	0.062
Caravan, tent trailer, campervan	25	269	0.450
Boat: sailing boat/motor vessel	11	92	0.007
Youth hostel or other group accommodation	18	91	0.015
Other	30	139	0.022
Average/*Sum*	26	151	*2.180*

Source: CVO, 2020 (calculation CSTT/NRIT Research; Note: due to missing values in accommodation data the totals differ from those given in other tables)

The carbon footprints of season-dependent recreational accommodation types do not vary much. Compared to touristic accommodation types, per day figures are generally lower. Probably season-dependent recreational holidays are taken closer to home. Table 3.5 clearly shows that these kinds of holidays are always better for the environment than staying at home, although it must be noted that the figure for staying at home is a daily average, whereas the accommodation types referred to here are often only used during weekends. A better comparison would therefore be based on the average carbon footprint at home during the weekend, but such a figure is not available.

Table 3.5: Carbon footprint per day, per holiday and in total, by recreational accommodation type (permanent pitch, private accommodation) in the Netherlands, 2020

	Carbon footprint in kg CO_2		
	Per day	Per holiday	Total (Mt)
Second home, bungalow	19	154	0.143
Caravan, tent trailer, campervan	18	171	0.171
Boat (with cabin for overnight stays)	7	48	0.007
Other	6	65	0.009
Average/*Sum*	17	149	*0.331*

Source: CVO, 2020 (calculation CSTT/NRIT Research)

3.3.3 Transport mode domestic holidays

As in the previous section, values presented in table 3.6 are for the complete holiday, and not just the transport mode. The car is the most popular transport mode which also shows in the total carbon footprint of domestic trips by car. These holidays also have the highest carbon footprint per holiday and per day, and therefore largely determine the average figures. The difference in the carbon footprint per holiday between the train on the one hand and the car on the other is large considering the short distances in the Netherlands.

Table 3.6: Carbon footprint per day, per holiday and in total, by transport mode for domestic holidays in 2020

	Carbon footprint in kg CO_2		
	Per day	Per holiday	Total (Mt)
Car	25	156	2.358
Train	19	88	0.078
Touring car/shuttle bus	25	112	0.003
Boat: sailing boat/motor vessel	8	77	0.003
Bicycle	12	83	0.023
Other	18	120	0.046
Average/*Sum*	24	151	*2.510*

Source: CVO, 2020 (calculation CSTT/NRIT Research)

3.3.4 Organisation type domestic holidays

Regarding the organisation type, the carbon footprint per day for domestic holidays is highest for an organised holiday by car (see the list of terms for an explanation of organisation types). Specified by length of stay, non-organised holidays longer than nine days have one of the lowest per day footprints. A short, organised holiday by car shows the highest carbon footprint per day, surpassing the per day emissions value for staying at home considerably.

Table 3.7: Carbon footprint per day, per holiday and in total, by organisation type and length of stay in the Netherlands, 2020

	Carbon footprint in kg CO_2											
	2-4 days			5-8 days			9 days or more			Total		
	Per day	Per holiday	Total (Mt)	Per day	Per holiday	Total (Mt)	Per day	Per holiday	Total (Mt)	Per day	Per holiday	Total (Mt)
Organised car	33	102	0.474	27	173	0.491	24	347	0.249	28	148	1.214
Organised other	26	73	0.042	22	145	0.025	18	277	0.013	23	101	0.081
Non-organised	25	77	0.279	22	142	0.331	19	355	0.606	21	158	1.216
Average/*Sum*	30	90	*0.795*	25	159	*0.847*	20	351	*0.869*	24	151	*2.510*

Source: CVO, 2020 (calculation CSTT/NRIT Research)

3.4 Carbon footprint of outbound holidays

3.4.1 Length of outbound holidays

Section 3.3.1 showed that for domestic holidays, the carbon footprint per day decreases as the length of stay increases. For outbound holidays, short- (2-4 days) and medium-length holidays (5-8 days) usually have the largest carbon footprint per day. An important factor here is the often considerably longer distance travelled on long(er) holidays, and the subsequent higher use of the airplane as transport mode, which increases the share of the transport component in the total carbon footprint. The far longer average length of holidays of over eight days (>16 days) decreases the influence of this distance and transport mode factor. In 2020, however, the carbon footprint per day of short holidays was lower than usual, and the differences per day negligible.

Table 3.8: Carbon footprint per day, per holiday and in total, by length of stay for outbound holidays in 2020

	Carbon footprint in kg CO_2		
	Per day	Per holiday	Total (Mt)
2-4 days	70	232	0.699
5-8 days	74	496	1.989
9 days or more	67	1100	5.182
Average/*Sum*	69	671	*7.870*

Source: CVO, 2020 (calculation CSTT/NRIT Research)

3.4.2 Outbound destination

The carbon footprint strongly relates to the destination, as well as the distance travelled, and transport mode used to get to each destination. Table 3.9 shows the carbon footprint of several outbound destinations, split in short and long holidays. It is obvious that more distant destinations have larger carbon footprints. In general, the carbon footprint per day is smaller with longer than with shorter outbound holidays for a given destination. However, a longer holiday is often one which is taken further away. The carbon footprint per day of, for instance, a holiday to the USA or Canada, does show that the transport component has a larger impact on the total footprint of a short holiday than a long holiday. Spain has the largest total carbon footprint of all single country destinations. Spain's popularity (large number of holidays), plus the relatively long distance and frequent use of air transport are the main reasons for this (both partly due to the Canary Islands being part of Spain). The apparent role of the airplane is even more visible in the carbon footprint per holiday for destinations like Greece, Turkey and other continents. Table 3.9 also shows that an average holiday to Australia or Oceania has a carbon footprint, per holiday, that exceeds that of a holiday to France by a factor 17. Per day the difference is 'only' a factor five, because holidays to Australia last much longer.

Table 3.9 Carbon footprint per day, per holiday and in total, by outbound destination, 2020

	Carbon footprint in kg CO_2								
	Short holiday			Long holiday			Total holidays		
	Per day	Per holiday	Total (Mt)	Per day	Per holiday	Total (Mt)	Per day	Per holiday	Total (Mt)
Belgium	32	97	0.060	25	205	0.083	27	140	0.143
Luxembourg	40	136	0.006	28	276	0.020	30	224	0.026
France	49	171	0.052	30	384	0.465	31	341	0.517
Spain	170	630	0.075	61	792	0.694	65	773	0.769
Portugal	176	663	0.029	80	962	0.248	85	919	0.277
Austria	117	438	0.041	36	365	0.359	38	372	0.400
Switzerland	60	215	0.005	30	294	0.056	32	286	0.061
United Kingdom	88	295	0.084	41	309	0.065	59	301	0.149
Ireland	119	459	0.009	60	527	0.006	86	483	0.015
Norway	112	299	0.001	53	765	0.031	54	722	0.033
Sweden	111	415	0.004	52	463	0.028	56	456	0.032
Finland	146	495	0.005	62	809	0.033	67	747	0.038
Denmark	71	281	0.007	35	367	0.036	38	349	0.043
Germany	43	139	0.166	30	267	0.363	33	207	0.529
Italy	132	475	0.030	46	582	0.267	49	569	0.297
Greece	184	705	0.003	88	1004	0.259	89	999	0.262
Turkey	181	722	0.002	91	1050	0.164	91	1044	0.166
Former Yugoslavia	121	396	0.006	37	602	0.145	38	590	0.150
Hungary	133	432	0.005	43	512	0.034	47	501	0.039
Czech Republic	98	353	0.014	35	388	0.040	42	378	0.054
Rest of Europe	140	477	0.026	61	707	0.179	65	666	0.204
Africa	486	1588	0.013	124	1610	0.519	127	1609	0.531
Asia	503	1868	0.019	155	2699	1.164	156	2681	1.183
USA and Canada	716	2863	0.007	192	2545	0.454	194	2549	0.461
Rest of Americas	720	2879	0.020	193	3093	1.201	196	3089	1.221
Australia, Oceania	1601	6405	0.011	152	5925	0.256	157	5943	0.266
Average/*Sum*	70	232	*0.699*	69	823	*7.171*	69	671	*7.870*

Source: CVO, 2020 (calculation CSTT/NRIT Research)

3.4.3 Accommodation type outbound holidays

For outbound holidays it is also possible to measure the carbon footprint related to the accommodation used, both for touristic and season-dependent recreational (permanent) accommodation types. Table 3.10 and 3.11 show the values per day, holiday and in total. Again, these figures are for the total holiday footprint, depending on the accommodation used, i.e. including transport and activities.

As with domestic holidays, the carbon footprint per day is large for outbound holidays spent in a motel or hotel (see table 3.10). This accommodation type also causes the largest total carbon footprint. Holidays spent on a boat or cruise ship produce the largest footprint per day; those in a tent the lowest. The high level for the "Boat" category is entirely caused by the very high levels of emissions of cruise ships.

Table 3.10: Carbon footprint per day, per holiday and in total, by touristic accommodation type for outbound holidays in 2020

	Carbon footprint in kg CO_2		
	Per day	Per holiday	Total (Mt)
Private home of friends or relatives	56	616	0.877
Private home (other)	39	402	0.374
Hotel/motel	107	834	3.656
Pension/B&B	82	638	0.284
Apartment	73	729	1.028
Second home, holiday cottage	47	413	0.559
Tent, Bungalow tent	25	336	0.125
Caravan, tent trailer, campervan	39	622	0.392
Boat: sailing boat/motor vessel/cruise*)	222	2,227	0.174
Youth hostel or other group accommodation	95	1,037	0.105
Other	53	370	0.013
Average/*Sum*	71	680	*7.589*

Source: CVO, 2020 (calculation CSTT/NRIT Research; note: due to missing values in accommodation data the totals differ from those given in other tables)

**) These values are high because cruises use large amounts of energy per day or night*

Season-dependent recreational accommodations outside the Netherlands mainly concern second homes or bungalows, and caravans, tent trailers or campervans on permanent pitches. Per day, the carbon footprint for the latter type is lower than for the first. The total footprint is also larger for holidays spent in second homes and bungalows, because more outbound holidays are spent in this type. On average for second homes and bungalows, the carbon footprint per day is higher than for staying at home in the Netherlands, whereas the latter footprint is comparable to those of caravans, tent trailers, campervans, or boats.

Table 3.11: Carbon footprint per day, per holiday and in total, for outbound holidays in season-dependent recreational accommodation types (on a permanent pitch), 2020

	Carbon footprint in kg CO_2		
	Per day	Per holiday	Total (Mt)
Second home, bungalow	36	443	0.195
Caravan, tent trailer, campervan	22	345	0.038
Boat (with cabin for overnight stays)	22	111	0.000
Other	13	138	0.001
Average/*Sum*	32	417	*0.234*

Source: CVO, 2020 (calculation CSTT/NRIT Research)

3.4.4 Transport mode outbound holidays

Per day, the largest carbon footprint was found for outbound holidays taken by airplane. The popularity of the airplane also gives these holidays the largest footprint per holiday and in total. The average holiday by plane produces over four times more emissions than that by car. Holidays by train and touring car, having the lowest carbon footprint per day based on the transport mode used, only produce a relatively small share of the total carbon footprint of outbound holidays.

Table 3.12: Carbon footprint per day, per holiday and in total, by transport mode for outbound holidays in 2020

	Carbon footprint in kg CO_2		
	Per day	Per holiday	Total (Mt)
Car	32	297	1.944
Airplane	121	1,324	5.768
Train	28	151	0.061
Touring car/shuttle bus	27	155	0.037
Other	48	302	0.060
Average/*Sum*	69	671	*7.870*

Source: CVO, 2020 (calculation CSTT/NRIT Research)

3.4.5 Organisation type outbound holidays (longer than 4 days)

The strong influence of the transport mode used is also apparent in the carbon footprint of outbound holidays per organisation type: an organised holiday by plane has the largest carbon footprint per day and per holiday (see table 3.13; see the list of terms for an explanation of organisation types). Organised holidays by plane produce by far the highest share of the total carbon footprint of outbound holidays by organisation type. Organised holidays by car (e.g. including accommodation booked with a travel agency) have a lower carbon footprint per holiday than non-organised outbound holidays.

Table 3.13: Carbon footprint per day, per holiday and in total, for outbound holidays (longer than 4 days) by organisation type in 2020

	Carbon footprint in kg CO_2		
	Per day	Per holiday	Total (Mt)
Organised car	33	339	0.851
Organised touring car	26	204	0.029
Organised airplane	121	1,507	5.189
Organised other	32	253	0.069
Non-organised	33	440	1.034
Average/*Sum*	69	823	*7.171*

Source: CVO, 2020 (calculation CSTT/NRIT Research)

3.5 Carbon footprint per holiday component

The environmental impact of a holiday can be divided over the components transport, accommodation, and other aspects. These 'other aspects' are also called 'entertainment', and concern local activities (that also include local transport used for excursions et cetera). Figure 3.2 shows the division over these three categories. For all holidays, the transport used to and from the destination has the largest impact on the holiday carbon footprint (53%). Accommodation is responsible for just under a third of all holiday emissions (29%).

Figure 3.2: Carbon footprint per holiday component in 2020

Source: CVO, 2020 (calculation CSTT/NRIT Research)

Figure 3.2 also shows large differences between domestic and outbound holidays. For the carbon footprint of domestic holidays, accommodation is particularly relevant (55%), whereas transport is similarly important for outbound holidays (66%). All three components have a much larger absolute environmental impact with outbound holidays than with domestic holidays.

In table 3.14 the carbon footprint of the three components is shown for various destinations. One figure that stands out is the large share of transport in the holiday carbon footprint of more distant destinations. This is particularly valid for countries and regions that are mainly accessed by plane, where the transport share is typically at least around 50%, starting with e.g. Spain and Portugal, and reaching up to 86% for overseas destinations. For these destinations, 2020 transport shares are even higher than usual due to the higher emission factor for air transport caused by low occupancy rates. Intercontinental holidays also have a relatively large carbon footprint for the category 'other', mainly caused by the longer duration of these holidays, but also because of round trips made at the destination (involving long distances and often local flights). For Australia this is particularly visible. In the right (percentage) column this share is not very large, because the transport component still weighs much heavier.

Table 3.14: Share of the components transport, accommodation and 'other' of the carbon footprint per destination, in kg per holiday and in percentage of total, 2020

	Carbon footprint per holiday in kg CO_2			Share of total carbon footprint in %*		
	Transport	Accom-modation	Other	Transport	Accom-modation	Other
Netherlands	19	83	48	13%	55%	32%
Belgium	27	69	44	19%	49%	32%
Luxembourg	71	73	80	32%	32%	36%
France	118	127	96	35%	37%	28%
Spain	492	188	93	64%	24%	12%
Portugal	664	149	105	72%	16%	11%
Austria	183	139	50	49%	37%	13%
Switzerland	111	111	64	39%	39%	22%
United Kingdom	161	90	51	53%	30%	17%
Ireland	335	81	67	69%	17%	14%
Norway	250	315	157	35%	44%	22%
Sweden	312	64	80	69%	14%	17%
Finland	466	186	95	62%	25%	13%
Denmark	148	114	86	42%	33%	25%
Germany	61	86	59	29%	42%	29%
Italy	284	166	119	50%	29%	21%
Greece	706	187	105	71%	19%	11%
Turkey	777	163	104	74%	16%	10%
Former Yugoslavia	297	138	154	50%	23%	26%
Hungary	296	124	81	59%	25%	16%
Czech Republic	183	128	68	48%	34%	18%
Rest of Europe	460	104	102	69%	16%	15%
Africa	1266	198	145	79%	12%	9%
Asia	2124	325	232	79%	12%	9%
USA and Canada	1990	419	140	78%	16%	5%
Rest of Americas	2663	253	174	86%	8%	6%
Australia, Oceania	4923	379	641	83%	6%	11%
Average	193	107	66	53%	29%	18%

Source: CVO, 2020 (calculation CSTT/NRIT Research)

**Total share not always 100% because component figures are rounded off*

Table 3.15 shows the shares of the components transport, accommodation and 'other' aspects per holiday by transport mode. Logically, the transport component of holidays taken by plane is the largest, whereas it is zero for holidays taken by bicycle and boat. The latter is because the carbon footprint of cruise ships and boats has been completely attributed to accommodation.

Table 3.15: Share of the components transport, accommodation and 'other' of the carbon footprint per transport mode, in kg per holiday and in percentage of total, 2020

	Carbon footprint per holiday in kg CO_2			Share of total carbon footprint in %*		
	Trans-port	Accom-modation	Other	Trans-port	Accom-modation	Other
Car	45	94	60	23%	47%	30%
Airplane	1024	186	115	77%	14%	9%
Train	15	68	25	14%	63%	23%
Touring car/shuttle bus	25	102	25	17%	67%	16%
Boat**	0	28	48	0%	37%	63%
Bicycle	0	62	21	0%	75%	25%
Other	42	112	27	23%	62%	15%
Average	193	107	66	53%	29%	18%

Source: CVO, 2020 (calculation CSTT/NRIT Research)

**Total share not always 100% because component figures are rounded off.*

***The transport emissions for 'boat' are zero as these trips do not require(significant) transport to the boat and we have assigned all emissions from the boat itself to accommodation as these are difficult to separate.*

The next table (3.16) shows the shares of transport, accommodation and 'other' aspects of the holiday footprint and total footprint by accommodation type. Hotel holidays have the largest impact on the environment. However, the share of accommodation of the total carbon footprint of hotel holidays is relatively low (23%), because they are often taken by plane, which weighs heavier on the total carbon footprint.

Table 3.16: Share of the components transport, accommodation and 'other' of the carbon footprint per accommodation type, in kg per holiday and in percentage of total, 2020

	Carbon footprint per holiday in kg CO_2			Share of total carbon footprint in %*		
	Transport	Accom-modation	Other	Transport	Accom-modation	Other
Hotel	300	109	60	64%	23%	13%
Bungalow	65	117	51	28%	50%	22%
Camping	75	114	89	27%	41%	32%
Other	259	88	73	62%	21%	17%
Average	193	107	66	53%	29%	18%

Source: CVO, 2020 (calculation CSTT/NRIT Research)

Finally, table 3.17 shows the division of the three components per organisation type (see the list of terms for an explanation of organisation types). The share of transport of the total carbon footprint is largest for holidays for which only the transport is booked in advance. To a lesser degree, this is also valid for combined trips and package holidays. In all three cases the airplane plays a major role.

Table 3.17: Share of the components transport, accommodation and 'other' of the carbon footprint per organisation type, in kg per holiday and in percentage of total, 2020

	Carbon footprint per holiday in kg CO_2			Share of total carbon footprint in %*		
	Transport	Accom-modation	Other	Transport	Accom-modation	Other
Package trip	821	213	98	72%	19%	9%
Combined trip	746	160	93	75%	16%	9%
Only transport organised	845	110	118	79%	10%	11%
Only accommodation organised via booking agency	40	89	55	21%	49%	30%
Only accommodation directly booked	51	109	77	22%	46%	32%
Non-organised	71	91	48	34%	43%	23%
Average	193	107	66	53%	29%	18%

Source: CVO, 2020 (calculation CSTT/NRIT Research)

3.6 Eco-efficiency

The carbon footprint of a holiday (or per day) can be compared with holiday spending. This is called 'eco-efficiency', expressed in kg CO_2 per Euro. The lower the figure, i.e. the fewer emissions per Euro spent, the better the eco-efficiency. Table 3.18 gives an overview of eco-efficiency values for holidays made by the Dutch. Short holidays clearly score better eco-efficiency values than long ones, because spending is relatively high and transport emissions low compared to long holidays.

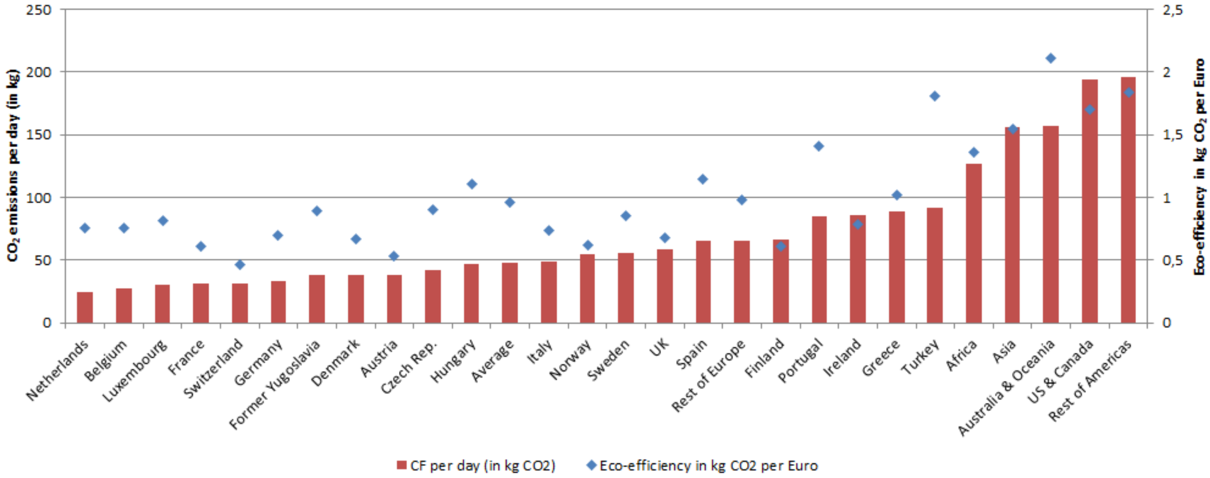
Table 3.18: Eco-efficiency, by destination and length of stay, 2020

	Eco-efficiency in kg CO_2 per Euro		
	Short holiday	Long holiday	Total holidays
Domestic	0.71	0.78	0.76
Outbound	0.91	1.07	1.05
Average	0.79	1.00	0.96

Source: CVO, 2020 (calculation CSTT/NRIT Research)

However, between outbound destinations the eco-efficiency varies considerably (see figure 3.3). With 0.46 kg CO_2/€, Switzerland has the lowest, most favourable, eco-efficiency, whereas Australia and Oceania have the highest (2.11kg CO_2/€). With an eco-efficiency of around 1.81 kg CO_2/€, Turkey is the least favourable one within Europe. In 17 out of 22 European destination areas the spending in € is more than the emissions in kg. In general, the differences between destinations are smaller in eco-efficiency than in the carbon footprint per holiday or per day. Apparently, tourists' emissions increase along with their spending.

Figure 3.3: Eco-efficiency and carbon footprint per day, by destination, 2020



Source: CVO, 2020 (calculation CSTT/NRIT Research)

The eco-efficiency of the whole Dutch economy is approximately 0.17 kg CO_2/€ (total 2020 CO_2 emissions of 138.3 Mt, see section 3.1, divided by the 2020 GDP of €800 billion[3] (CBS 2021c). Hence, basically all holiday types and destinations presented in this section are less eco-efficient. It is almost impossible to choose a more eco-efficient domestic or outbound holiday, as is shown in table 3.19. Domestic holidays are often less eco-efficient per transport mode than outbound holidays due to lower spending, though on average there is an advantageous eco-efficiency for domestic, due to the unfavourable eco-efficiency of outbound holidays by airplane.

Table 3.19: Eco-efficiency of domestic and outbound holidays by mode of transport, 2020

	Eco-efficiency in kg CO_2 per Euro	
	Domestic holidays	Outbound holidays
Car	0.77	0.66
Airplane	-	1.38
Train	0.51	0.38
Touring car/shuttle bus	0.67	0.33
Boat: sailing boat/motor vessel	0.26	n/a*
Bicycle	0.45	-
Other	0.91	0.85
Average	0.76	1.05

*Source: CVO, 2020 (calculation CSTT/NRIT Research). *Insufficient data*

[3] Note that CBS reports a major recent revision of the national accounts, conform to new European guidelines, the European System of Accounts (ESA) 2010. Therefore, GDP figures used in previous Travelling Large reports have now changed. More information about the revision can be found at www.cbs.nl under 'Revision national accounts: 2010'.

4 Developments 2002 – 2020

4.1 Introduction

This chapter shows the most important changes of the carbon footprint during the years 2002, 2005, and 2008 through 2020. As reference values, the average and total emissions for Dutch holidays and for the Dutch on an annual basis are shown in table 4.1.[4] Because of the 2017 sample-trend-breach, we have corrected all pre-2017 values by the ratio 2017 new sample divided by the 2017 old sample, and for the share of the population with non-Dutch nationality (CBS 2022), to get much closer to the real trends. This means that the values given for these older years may differ substantially from our earlier reports (see chapter 1).

The two most prominent developments are seen in this table: from 2002 to 2020 total Dutch CO_2 emissions have decreased by 21.7%, in the last year strongly influenced by the pandemic, and for the first time the total Dutch holiday emissions have decreased (by 28.3%) compared to the 2002 figure. Due to travel restrictions, which led to fewer international trips, the per holiday figures are the lowest on record and the per day figures are only slightly higher than in 2002.

Table 4.1: Reference values carbon footprint, 2002, 2005, 2008, 2011, 2014, 2017, 2019, 2020

	2002	2005	2008	2011	2014	2017	2019	2020
Dutch average CO_2 emission per holiday (kg)*)	381	432	448	439	438	457	455	365
Dutch average CO_2 emission per holiday per day (kg)*)	43.3	49.1	50.7	50.7	51.0	51.0	51.9	47.6
Total Dutch holiday CO_2 emissions (Mt)*)	14.5	16.0	17.3	17.2	16.7	18.5	18.1	10.4
Average CO_2 emissions per person per year in the Netherlands (tonnes)	11.0	10.9	10.7	10.2	9.5	9.7	8.9	7.9
Average CO_2 emissions per person per day in the Netherlands (kg)	30.0	29.9	29.4	27.9	25.9	26.4	24.4	21.8
Total Dutch CO_2 emissions (Mt)**)	176.6	177.9	175.9	169.5	159.2	164.9	154.0	138.3
Contribution of Dutch holiday CO_2 emissions to total Dutch CO_2 emissions*)	8.2%	9.0%	9.8%	10.2%	10.5%	11.2%	11.8%	7.5%

Source: (CBS 2021b); CVO 2002, 2005, 2008, 2011, 2014, 2017, 2019, 2020 (calculation CSTT/NRIT Research)

**) note: all values up to and including 2016 have been corrected to accommodate for the 2017 sample trend-breach. **) excl. LULUCF (emissions from forestry and land use)*

[4] All tables in this chapter omit the years 2009, 2010, 2012, 2013, 2015, 2016 and 2018, and start with three-year jumps. These missing years do feature in the graphs in section 4.3 and 4.4.

This has resulted in a decrease of the share of holiday emissions of the Netherlands' total emissions from 8.2% in 2002 to 7.5% in 2020, a strong change from previous years. Not shown by the table are the slight reductions of all emission figures (both for tourism and the economy) in 2009, after peaking in 2008. However, most of these figures were back to or over 2008 levels in 2010 again, except for national emissions, which are still below the levels of the previous decade. The sometimes-large variations in national emissions are largely due to changes in average autumn, winter and spring temperatures in the Netherlands, which have a considerable effect on home and industry energy use. Total holiday emissions, with their large outbound share, have developed differently and surpassed the previous record of 2008 in 2012, before decreasing in 2013 and 2014, rising in 2015, and falling again in 2016, and reaching a new record height in 2017. The last two years before the pandemic have seen stabilisation at this new high level, before dropping considerably in 2020 due to COVID-19 measures. Carbon footprint developments will be more explicitly shown in section 4.3.

4.2 Developments in distance, transport modes, organisation, and accommodation

The next table provides insight into the shares of different modes of transport of the total holiday market (number of holidays), and of the total distance travelled on holidays. For distance, the great circle distance between home and destination is used; the real distances are 5-15% longer. Looking at the total holiday market between 2002 and 2019, it appears that the number of holidays increased much less (4.6%) than the total distance travelled on holiday (57.0%). However, in 2020 these figures went down far below even 2002 figures. The number of trips went down by 28.8 percent compared to 2019 and 25.5 percent compared to 2002. The distance travelled halved (-51.8%) in 2020 compared to 2019 and went down by 24.3 percent compared to 2002. Between 2002 and 2019 the average return distance for a holiday increased from 1,413 km in 2002 to 2,125 km in 2019 (50.4%), before decreasing to a level similar to that of 2002 in 2020 (1,437 km).

Over the whole 2002-2019 period, the most relevant development is also the doubling of holidays by plane (99.7%). The total distance travelled on holidays by plane increased similarly during this period (100.5%). However, in 2020 the number of plane trips and the distance travelled decreased by 16.8 and 13.8 percent respectively. The average distance travelled with this transport mode hardly changed: from 6,456 km in 2002 to 6,482 in 2019 and 6,738 km in 2020. In many years in-between, this distance was considerably higher, culminating in 7,255 km in 2010. Despite the sharp 2020 decrease in plane trips and mere 15.3% trip-share, the airplane was used for 71.9% of the total holiday distance travelled.

Table 4.2: Holidays and distance per transport mode used

	Unit	2002	2005	2008	2011	2014	2017	2019	2020
Share of total Dutch holidays by transport mode used, per year	**%**								
Car		73.1	70.6	69.1	69.4	68.1	66.6	64.7	76.0
Airplane		13.7	17.9	19.8	20.2	22.2	24.4	26.0	15.3
Train		4.5	4.4	4.8	4.6	4.3	4.5	4.7	4.5
Touring car/shuttle bus		3.6	3.4	3.2	2.6	2.2	1.9	1.8	0.9
Boat		0.4	0.2	0.4	0.4	0.2	0.1	0.1	0.2
Bicycle		0.9	1.1	0.9	0.6	0.9	0.7	0.9	1.0
Other		3.8	2.3	1.8	2.2	2.2	1.9	1.9	2.1
Total	Million holidays	38.1	37.0	38.5	39.2	38.0	40.4	39.9	28.4
Share of total distance travelled) per transport mode per year**	**%**								
Car		29.5	22.8	21.1	20.7	19.6	18.8	17.7	25.1
Airplane		63.1	72.1	74.5	75.2	76.9	78.3	79.2	71.9
Train		2.0	1.4	1.4	1.4	1.1	1.0	1.1	1.3
Touring car/shuttle bus		3.5	2.6	2.2	1.7	1.4	1.1	1.2	0.7
Boat		0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Bicycle		0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Other		1.8	1.0	0.7	0.9	0.8	0.7	0.7	0.8
Total	Billion km	53.9	64.6	72.9	73.5	73.2	84.0	84.7	40.8

Source: CVO 2002, 2005, 2008, 2011, 2014, 2017, 2019, 2020 (calculation CSTT/NRIT Research)

**) note: all values up to and including 2016 have been corrected to accommodate for the 2017 sample trend-breach*

***) not the actual distance travelled between home and destination, but the great circle distance; the actual distance will be between 5 and 15% higher.*

The influence of the increasing number of holidays by plane and flight kilometres is also clearly visible in the degree of organisation (see list of terms for an explanation). Combined trips have the largest share of the total distance travelled on holidays (30.5% in 2020), having gradually taken over from package trips over the past years. The total distance travelled on package trips increased by 33.6% between 2002 and 2019, but decreased by 47.9 percent in 2020 due to a drop in the share of 5.5 percent point and a sharp decrease in the total distance travelled. In 2020 the shares of trips with a higher degree of organization went down, possibly due to travel restrictions in far-away destinations, i.e. those trips that are often more organized. Accommodation-only and non-organized trips took higher shares in 2020, both in terms of trips as in travel distance.

Table 4.3: Holidays and distance by degree of organisation

	Unit	2002	2005	2008	2011	2014	2017	2019	2020
Share of holidays (by the Dutch) of total holidays by organisation type per year	**%**								
Package trip		10.8	13.0	12.8	11.3	11.2	10.5	11.5	5.9
Combined trip		3.6	4.4	6.1	8.1	9.8	11.5	13.5	8.7
Only transport organised		5.4	6.0	6.6	6.5	5.6	6.8	6.4	4.6
Only accommodation directly booked through booking office		20.0	26.3	27.3	33.4	33.5	34.5	35.6	43.0
Only accommodation directly organised		15.9	21.0	19.8	16.4	14.9	12.6	12.3	15.0
Non-organised		44.2	29.2	27.3	24.3	25.0	24.1	20.8	22.8
Total	Million holidays	38.1	37.0	38.5	39.2	38.0	40.4	39.9	28.4
Share of total distance travelled **) by degree of organisation per year	**%**								
Package trip		33.3	40.6	37.6	32.8	31.7	27.9	28.4	22.9
Combined trip		8.9	11.8	15.0	21.5	25.6	27.7	33.2	30.5
Only transport organised		21.6	21.4	22.5	22.1	19.0	21.1	18	18.1
Only accommodation directly booked through booking office		8.4	8.9	8.2	9.6	9.2	9.4	9.3	13.3
Only accommodation directly organised		5.8	6.6	6.3	5.6	5.1	3.9	3.9	5.4
Non-organised		21.9	10.7	10.3	8.5	9.5	10.1	7.2	9.7
Total	Billion km	53.9	64.6	72.9	73.5	73.2	84.0	84.7	40.8

Source: CVO 2002, 2005, 2008, 2011, 2014, 2017, 2019, 2020 (calculation CSTT/NRIT Research)

**) note: all values up to and including 2016 have been corrected to accommodate for the 2017 sample trend-breach*

***) not the actual distance travelled between home and destination, but the great circle distance*

Table 4.4 shows holidays and distance by accommodation type. Here, holidays spent in hotels have the largest share in total distance travelled (50.7% in 2020). Between 2002 and 2019, the number of hotel holidays increased by 44.5% and the distance by 109.2%. Despite the decrease in the number of holidays and the total distance travelled compared to 2002, the distance travelled on holidays spent in hotels in 2020 was similar to that in 2002 (1 percent difference). Needless to mention that many holidays by airplane are spent in hotels. Overall, the 2020 shares of accommodation types in trips and distance do not vary much from 2019.

Table 4.4: Holidays and distance by accommodation type

	Unit	2002	2005	2008	2011	2014	2017	2019	2020
Share of holidays (by the Dutch) of total holidays by accommodation type per year	**%**								
Hotel		25.8	29.9	31.5	32.7	34.2	36.1	36.6	34.0
Bungalow		23.9	22.8	24.6	26.1	23.4	22.7	22.6	26.2
Camping		25.3	22.7	20.1	20.4	19.2	17.8	16.9	16.0
Other		25.1	24.6	23.8	20.8	23.2	23.4	23.9	23.9
Total	Million holidays	38.1	37.0	38.5	39.2	38.0	40.4	39.9	28.4
Share of total distance travelled **) by accommodation type per year	**%**								
Hotel		38.0	50.0	49.9	50.6	49.2	50.5	53.5	50.7
Bungalow		11.8	9.2	9.5	11.3	12.0	11.6	8.9	10.5
Camping		12.5	9.6	9.8	9.2	9.2	8.8	8.5	7.0
Other		37.7	31.3	30.8	28.9	29.5	29.1	29	31.9
Total	Billion km	53.9	64.6	72.9	73.5	73.2	84.0	84.7	40.8

Source: CVO 2002, 2005, 2008, 2011, 2014, 2017, 2019, 2020 (calculation CSTT/NRIT Research)

**) note: all values up to and including 2016 have been corrected to accommodate for the 2017 sample trend-breach*

***) not the actual distance travelled between home and destination, but the great circle distance*

4.3 Developments in CO_2 emissions

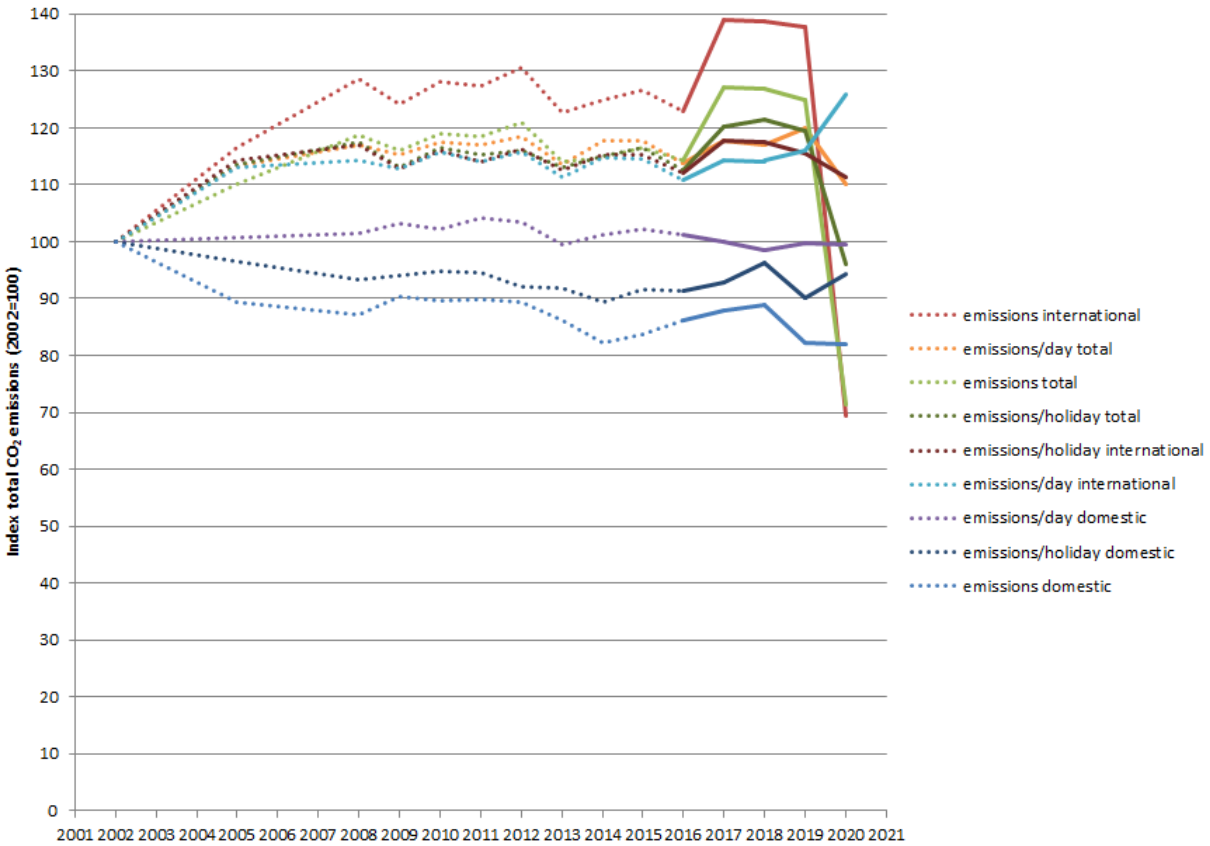
The developments shown in the previous section can also be seen in the development of CO_2 emissions. Figure 4.1 displays the development of emissions for domestic and outbound holidays, in total, per holiday and per day.

Until 2008, total emissions increased with an average of 2.9% per year (18.8% in total for 2002-2008). Between 2008 and 2012, total emission growth rates fluctuated between -2% and +2% per year. A record was reached in 2012, after which a decrease set in (notably 2012-2013: -5.6%), interrupted by a 1.4% increase between 2014 and 2015, but continued from 2015 to 2016 (-1.8%). Over the period 2002 to 2016, total emissions have increased by 14.4%. Between 2016 and 2017 we see an increase of 11.1% to a new record high. Between 2017 and 2019 total emissions decreased slightly (-1.7%), while staying on a high level. The full 2002 to 2019 period shows an overall growth of 24.8% in total emissions.
The real increases and decreases in total emissions can be fully attributed to the growth and decline of outbound holiday emissions. These grew by 4.3% per year until 2008, but fluctuations between 2008 and 2016, with a strong decrease between 2012-2013 (-6.0%), amongst others, have resulted in an average growth of 1.5% between 2002 and 2016. A large 13.1% growth between 2016 and 2017 is followed up by a slight decrease of 0.9% between 2017 and 2019. Overall, outbound holiday emissions grew by 37.8% between 2002 and 2019.

In 2020, large differences can be observed, mostly attributable to international trips. The total emissions and total international emissions dropped to 28.6% resp. 30.6% below 2002 levels; a decrease of respectively 42.8% and 49.6% compared to 2019. International per day figures increased by 8.5% between 2019-2020 and per trip figures decreased by 3.8% in that same period. However, due to the substantially smaller number of international trips the total figure is much lower in 2020.

The emissions of domestic holidays show an unstable but overall decreasing development until 2014 (-1.6% per year), then turning into a gradual increase (2014-2018: 1.9% per year). In 2019 and 2020, domestic holidays emissions were similar (see also data in table 4.5). Overall, from 2002 to 2020, the decline was -17.9%.

Figure 4.1: Emission trends domestic, outbound & total holidays, in total, per holiday & per day



Source: CVO 2002, 2005, 2008-2020 (calculations CSTT/NRIT Research)

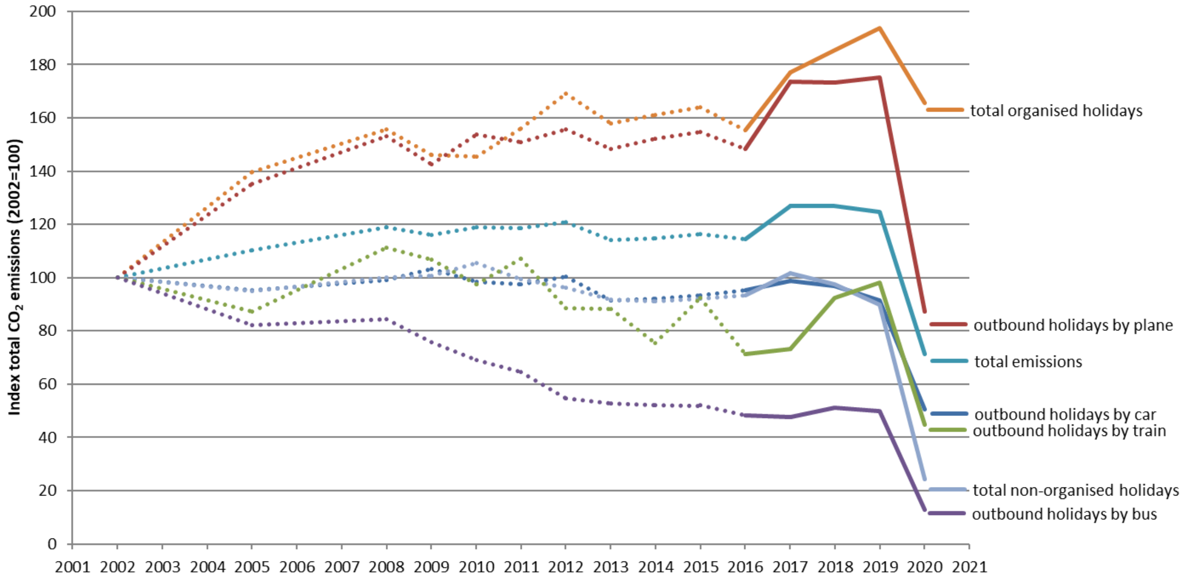
**) note: all values up to and including 2016 have been corrected to accommodate for the 2017 sample trend-breach*

Figure 4.2 shows emission trends for holidays with different transport modes (only outbound) and organisation types (domestic and outbound)[5]. The very strong growth of emissions of holidays by plane, with 7.4% per year in the 2002-2008 period, is followed by eight years of fluctuation and overall decrease (-0.4% per year 2008-2016). 2016 to 2017 sees a steep 17.0% growth, which is followed by marginal growth until 2019 (0.5%). In 2020 emissions of plane trips halved (-50.2%) compared to 2019 to a level of 12.8% below that of 2002. Outbound emissions by car have shown relatively small fluctuations over the years and were a little under 2002 levels in 2018 (-3.2% overall), but dipped another 5.5% in 2019. In 2020 the emissions of outbound car trips decreased by 44.8% compared to 2019 to a level that is 49.6% below the 2002 level. The emissions of outbound holidays by bus have seen almost constant decrease from 2002 to 2017 (by 4.8% per year on average and 52.5% in total), but 2017-2019 shows some stabilisation (4.9% growth). The main reason for this development is the strong overall decline in this type of holidays until 2017, and some growth afterwards. In 2020, out of all transport modes, trips by bus saw the biggest decrease in emissions (-74.2% compared to 2019). This is due to the smaller number of

[5] Please note that in this figure, organised holidays are package and combined holidays only, and non-organised holidays also include those where accommodation or transport have been booked.

trips compared to other years, further amplified by the decrease in market share (-33.3%) of this transport mode. Outbound train emissions have shown strong fluctuations for the whole 2002-2019 period, with overall hardly any change. Exemplary is a strong decrease in 2015-2016 after a similarly strong increase the year before. Since 2016, train emissions are on a constant rise (37.7% growth until 2019). However, this increase is more than nullified by the decrease between 2019 and 2020 (-54.2%). Of particular interest is the further decoupling of emissions of holidays by plane and organised holidays, which started in 2018. Organized trips saw a relatively small decrease between 2019 and 2020 compared to the large shifts in the other trip types.

Figure 4.2: Emission trends by transport mode and degree of organisation



Source: CVO 2002, 2005, 2008-2020 (calculation CSTT/NRIT Research)

**) note: all values up to and including 2016 have been corrected to accommodate for the 2017 sample trend-breach*

When taking a closer look at the growth of emissions, it becomes evident that most of the total growth of 3.61 Mt between 2002 and 2019 is caused by holidays taken outside of Europe (intercontinental; +3.70 Mt). European holiday emissions increased much less (+0.45 Mt), while domestic holiday emissions decreased (-0.55 Mt), see table 4.5. The emissions of intercontinental holidays had doubled between 2002 and 2010, before showing an overall decline of 12.9% from 2010 to 2016. The huge 19.3% growth of intercontinental holiday emissions between 2016 and 2017 is followed by a relatively stable year and some more growth between 2018 and 2019 (3.5%). In 2020, due to COVID-19, emissions of both European (-52.5%) and intercontinental holidays (-45.9%) fell enormously compared to 2019.

Most striking until 2010 had been the increases in emissions from holidays to developing countries (i.e. Asia, Africa, and the rest of the Americas), see also figure 4.3. Particularly the development of holiday emissions for Asia has been remarkable between 2002 and 2010, increasing by 12.2% on average per year. The share of emissions of all intercontinental holidays has grown from just over 21% in 2002 to more than 36% (in 2010) of all holiday emissions, and since then has been fluctuating between 32% and 34%, climbing to 37.3% in 2019. Despite the huge absolute decline, this share was still 35.3% in 2020. Per intercontinental destination continent, the 2019-2020 decline was much smaller in the rest of the Americas (-18.3%) and Australia/Oceania (-25.3%) than in Africa (-43.5%), Asia (-53.3%) and USA/Canada (-68.2%). The overall development towards long-haul destinations is visible in the total distance that people travelled to their destinations (+2.7% per year in 2002-2019). Consequently, over the whole 17 years, the emissions of transport have grown faster (+2.2% per year) than average (total emissions grew 1.3% per year), whereas those from accommodations (+0.7% per year) and other holiday activities (+0.2% per year) grew considerably slower. 2020 witnessed a strong decrease in all trip components and the halving of the total distance travelled (-51.8%, see section 4.2).

The total number of holidays showed only a small increase per year between 2002 and 2019 (+0.3%) compared to the 1.3% per year of total emissions. It can therefore be concluded that the growth of the carbon footprint is due to changes in the way of holidaymaking (mainly a change in destinations), and not due to a growth in the number of holidays. This is confirmed by the developments in 2020, where the large change in destinations has a more profound impact on total emissions than the lower number of holidays overall. Between 2020 and 2002, the decrease in number of trips is -25.5% and the decrease in emissions is -28.6%. On the other hand, between 2019 and 2020 the decrease in number of trips is -28.8%, while the decrease in emissions is -42.8%. The travel behaviour in 2020 was therefore more similar to that in 2002 than that in 2019, with more nearby destinations and less use of carbon-intensive travel components, such as airplanes.

Table 4.5: Carbon footprint by destination

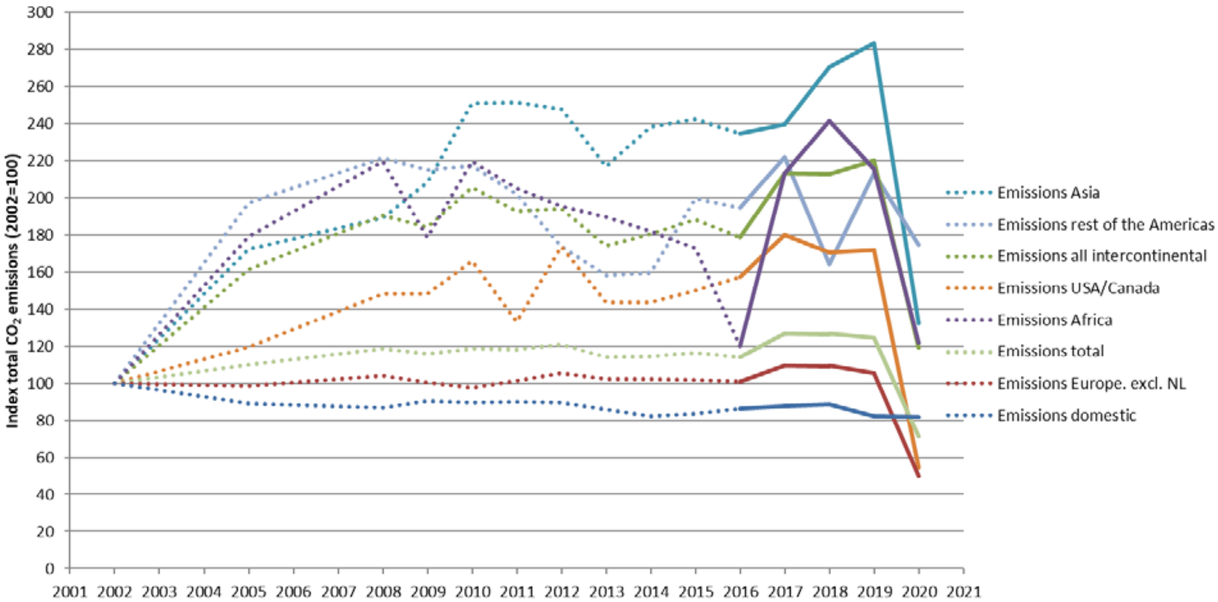
Carbon footprint in Mt CO_2								
	2002	**2005**	**2008**	**2011**	**2014**	**2017**	**2019**	**2020**
The Netherlands	3.058	2.731	2.663	2.750	2.518	2.688	2.512	2.510
Europe (excl. the Netherlands)	8.400	8.310	8.747	8.535	8.614	9.214	8.851	4.205
Outside Europe (intercontinental)	3.072	4.963	5.853	5.932	5.548	6.557	6.772	3.662
- of which Africa	0.436	0.781	0.958	0.895	0.793	0.931	0.941	0.531
- of which Asia	0.893	1.538	1.691	2.248	2.130	2.141	2.533	1.183
- of which the USA and Canada	0.843	1.009	1.251	1.123	1.211	1.521	1.449	0.461
- of which the rest of the Americas	0.699	1.380	1.549	1.414	1.117	1.554	1.493	1.221
- of which Australia and Oceania	0.201	0.254	0.404	0.252	0.298	0.410	0.356	0.266
Total	14.531	16.004	17.262	17.218	16.680	18.459	18.136	10.381

Source: CVO 2002, 2005, 2008, 2011, 2014, 2017, 2019, 2020 (calculation CSTT/NRIT Research)

**) note: all values up to and including 2016 have been corrected to accommodate for the 2017 sample trend-breach*

Figure 4.3 clearly shows the influence of the emissions of intercontinental holidays on total holiday emissions: first their fast, overall growth until 2008, and then their slowed growth and decline afterwards, except for the increase of emissions for USA/Canada in 2012, and the steep increases in and partly after 2017. This is also visible in the 2020 total emissions figure (green line), which decreased substantially, despite domestic numbers stabilizing between 2019-2020. Both the growth and decline of emissions of intercontinental holidays can be attributed to the changes of the share of holidays by plane and the growth of the distance travelled on these holidays (see above).

Figure 4.3: Emission trends by destination



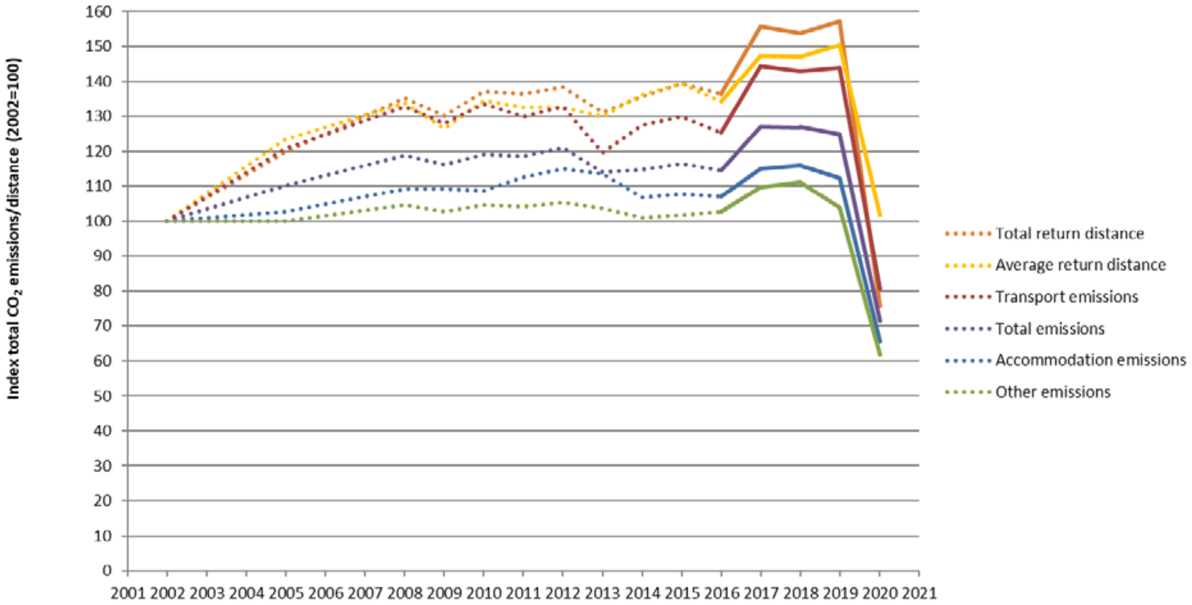
Source: CVO 2002, 2005, 2008-2020 (calculation CSTT/NRIT Research)

**) note: all values up to and including 2016 have been corrected to accommodate for the 2017 sample trend-breach*

Finally, the developments per tourism component are of interest (see figure 4.4). Overall, until 2012, total transport emissions have increased above average, whereas those of accommodation and other activities grew below average. In 2013, all per component emissions fell, particularly those of transport. The stronger declines in transport emissions in 2009, 2013 and 2016, as well as the increases in 2014, 2015 and 2017, can be explained by this components' sensitivity to the (development of) emissions of intercontinental holidays, as opposed to those of accommodation or other activities. Both total distance and average return distance are strongly linked to both (developments in) transport and intercontinental holiday emissions (see figure 4.3 and 4.4). The figure also shows that despite the sharp decrease in the number of trips, and consequently the emissions, the figures related to transport (emissions and return distance) see the smallest decrease in 2020 compared to 2002. Compared to 2019, accommodation, transport and activities decline similarly to total emissions (-40 to -44%). Average return distance 'only' by 32%.

Between 2002 and 2019, air transport emissions have increased slightly less than distances, mainly due to technological developments in global aviation (Peeters 2021). Therefore, the average emissions per km travelled improved slightly. In 2020, low airplane occupancy rates caused a temporary halt of this development.

Figure 4.4: Development of emissions per tourism component and of travel distance



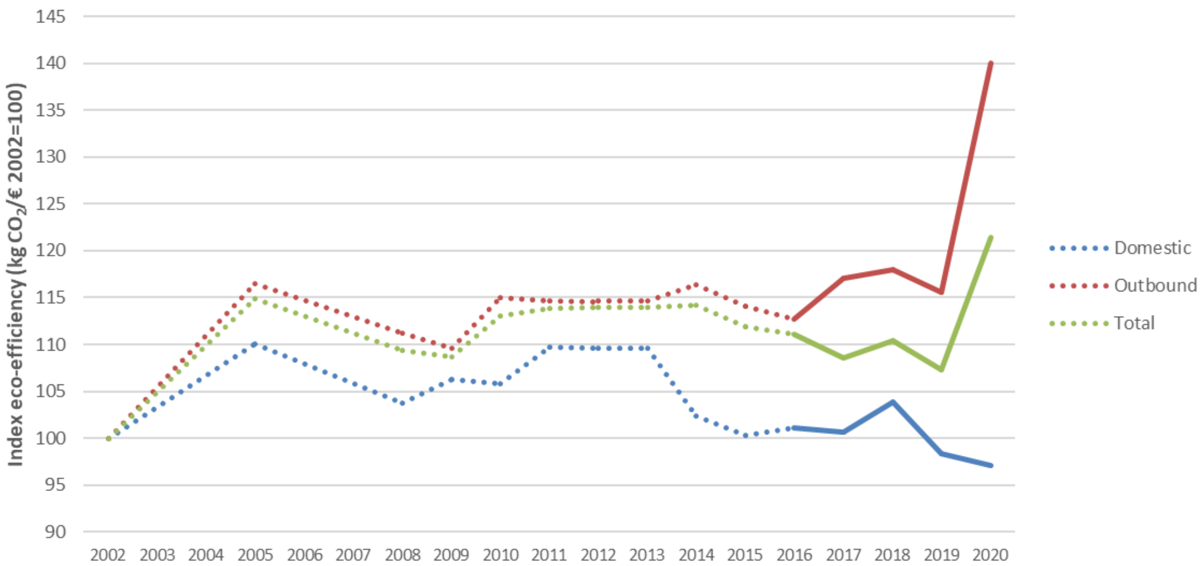
Source: CVO 2002, 2005, 2008-2020 (calculation CSTT/NRIT Research)

**) note: all values up to and including 2016 have been corrected to accommodate for the 2017 sample trend-breach*

4.4 Developments in eco-efficiency

This final section addresses the eco-efficiency of tourism, expressed in kg CO_2 emissions per Euro spent. Tourist spending has been measured in real prices in the CVO and corrected for the consumer price index CPI for the Netherlands (CBS 2021a). Between 2002 and 2005, total eco-efficiency increased (worsened) by 14.9%, followed by a 6.2% decrease between 2005 and 2009, another 5.2% increase between 2009 and 2011, and a 5.3% decrease (improvement) between 2013 and 2017. After a minor increase (worsening) of 1.8% between 2017 and 2018, eco-efficiency decreased (improved) again by 3.0% between 2018 and 2019. In 2020, the eco-efficiency of international trips increased (worsened) sharply, meaning that the average spending per kilogram of CO_2 was much lower than in previous years. Conversely, the eco-efficiency of domestic trips decreased (improved) slightly compared to 2019. During the entire 2002-2020 period, emissions have increased faster than spending, making the sector 21.4% less eco-efficient (was 7.4% in 2019). In 2020, domestic holidays have become 2.9% more eco-efficient over the 2002-2020 period, whereas outbound holidays have become 40% less efficient in this period (was 15.5% in 2019).

Figure 4.5: Eco-efficiency by destination



Source: CVO 2002, 2005, 2008-2020 (calculation CSTT/NRIT Research)

**) note: all values up to and including 2016 have been corrected to accommodate for the 2017 sample trend-breach*

5 Conclusions and discussion

The Travelling Large reports started in 2008, have gradually ensured that data on the environmental impact of Dutch holidays have become an integral part of statistics on Dutch holiday behaviour. Particularly since 2009, when Statistics Netherlands (CBS) started including a section on tourism emissions, based on the research for the Travelling Large reports, in its annual Tourism & Recreation in Figures report, since 2015 part of the Trendrapport (for the latest, see Eijgelaar et al. 2021a). This new, 14th report is also based on the Continuous Holiday Survey (CVO) of NBTC-NIPO Research. It is the third report using the new CVO sample which, unfortunately, causes a trend-breach in the series. We have therefore corrected all pre-2017 values by the ratio 2017 new sample divided by the 2017 old sample, and for the share of the population with non-Dutch nationality (CBS 2022), to get much closer to the real trends. This of course means that the values given for these older years may differ substantially from our earlier reports. Additionally, information on the carbon footprint of various touristic activities and holiday components, collected by the Centre for Sustainability, Tourism & Transport of Breda University of Applied Sciences over the years, has been used (Peeters 2021).

In 2020, the total contribution of CO_2 emissions by Dutch holidaymakers was 10.4 Mt or 7.5% of all CO_2 emissions of the Dutch economy. It is not easy to define a sustainable level for CO_2, but it has become clear that substantial reductions are needed to prevent 'dangerous climate change'. The latter has been linked to more than 1.5-2 degrees warming in the 2015 Paris Agreement (UNFCCC 2015), which entered into force in November 2016 (UN 2016). The European Commission has meanwhile adopted a series of legislative proposals with the intention of achieving climate neutrality by 2050 (EC 2019), with (at least) -55% greenhouse gas emissions as an intermediate target for 2030 (EC 2020). The Dutch Climate Agreement states a single goal of -49% in national greenhouse gas emissions by 2030 (EZK 2019), but the current Dutch government has tightened this to at least 55% (VVD et al. 2022). Recent publications show that Dutch national (PbL 2022) nor international targets (IPCC 2022, UNEP 2022) will not be met at the current pace. Recent analyses also show that regardless "of the carbon budget, emissions need to reach zero between 2050 in 2100 (as specified by the Paris Agreement). An earlier achievement of this goal will lead to lower temperature. And equity requires rich countries to reach zero before poor countries" (Peters 2018: 380). All the scientific evidence indicates ending our fossil fuel-based economy in the west within three-four decades. Until 2019, the emissions of Dutch holidaymakers have shown the opposite of what is needed: total emissions increased by an average 1.3% per year between 2002 and 2019. The main reason for the overall growth in emissions is the increase of the average distance between home and destination, which is caused by the overall strong increase in air travel and long-haul trips. Due to the pandemic and its measures alteration of travel behaviour, total holiday CO_2 emissions in 2020 were 26.5% lower than in 2002.

The differences in carbon footprint per holiday and per day are large: in 2020, 81.4% of all holidays had an individual carbon footprint per day that stayed below the average per day of 47.6 kg, whereas 20.1% of all holidays' per day footprints were lower than the average per day emissions for everyday life of Dutch people (21.8 kg). The share of holidays that stays below the average holiday per day carbon footprint has been increasing steadily, as the increasing share of high-carbon intercontinental holidays has been pushing the average per day carbon footprint upwards (from 43.3 kg in 2002 51.9 kg in 2019 and still at 47.6 kg in 2020 (despite less intercontinental travel)).

The holiday types with the **highest average** environmental impact per day are the following (between brackets the deviation of the average footprint of Dutch holidays, 47.6 kg CO_2 per day):

- sea cruises (+345%)
- intercontinental (long-haul) holidays (ca. +333%)
- (outbound) holidays by airplane (+154%)
- European 'airplane' destinations (e.g. Greece: +87%)
- the average outbound holiday (+45%)
- all holidays in hotels/motels (ca. +42%)

The holiday types with the **lowest** environmental impact per day are:

- domestic boating (-83%) and bicycle holidays (-75%)
- all camping holidays with a tent (-73%)
- the average domestic holiday (-50%)
- all non-organised holidays (-56% for domestic trips and -46% for international trips%)
- outbound holidays by train (-41%) or bus (-43%)
- all nearby outbound holidays (e.g. in Belgium: -43%, France: -35%, Germany: -31%)

Again, the large influence of the destination choice on the environmental impact of tourism is obvious, followed by the choice of transport mode, though the latter is closely related to the chosen destination as the airplane is the only realistic choice for long-haul destinations for most tourists. However, the choice of accommodation and degree of organisation also plays a considerable role, probably caused by the large share of long-haul holidays and holidays by plane in the offer of tour operators and travel agencies.

The calculation of the eco-efficiency of holidays, expressed in holiday CO_2 emissions per Euros spent, primarily shows that the average Dutch holidaymaker produces more than five times as many emissions per Euro as the Dutch economy (0.96 kg CO_2/€ compared to 0.17 kg CO_2/€; see section 3.6). The overall eco-efficiency dropped substantially between 2019 and 2020 (0.86 versus 0.96, respectively). Here also, there are large differences between various holiday destinations and types. Long-haul destinations have the worst eco-efficiency (e.g. 2.11 kg/€ for Australia), while very few destinations, like Switzerland (0.46 kg/€), have an eco-efficiency below 0.60. Still, these differences are smaller than for instance the holiday carbon footprint per day, because most high impact holidays are also more expensive. Only outbound holidays by bus and train (0.33-0.38 kg CO_2/€) come anywhere close to the eco-efficiency of the Dutch economy (0.17 kg CO_2/€).

The fast growth of the carbon footprint of Dutch holidaymakers from 2002 to 2019 (1.3% per year on average) contrasts starkly to the international climate crisis that demands significant reductions of the carbon footprint (by at least 3% per year) in order to prevent the worst impacts. The overall emissions growth is almost completely caused by the increase in the total distance travelled. The 2008 recession has reduced travel distances and total emissions at times, and also post-recession years such as 2016 have seen reductions in many components, but the many emissions and distance 'records' broken in 2017 – and their continuous high levels until 2019 – show that there was no lasting (desirable) impact on tourism emissions till then. 2020 has shown a sharp decrease in emissions, largely due to less air travel, because of the travel restrictions caused by the COVID-19 pandemic. It is yet to be seen if this development will have lasting desirable impacts on travel behaviour and consequently on tourism emissions.

The overall growth until 2019 can largely be attributed to the increased use of the airplane for holiday purposes, due to the strong growth of intercontinental long-haul holidays, even more so under the new CVO sample. Many of these trips are made with a tour operator or through a travel agency. This puts a large responsibility on the Dutch outbound sector, also with respect to corporate social responsibility (CSR).

The authors hope that this report will provide the sector and the government with insight into the most important contributing factors of the environmental impact of holidays. This insight will hopefully contribute to new policies on the sustainable development of outbound tourism. The developments in 2020 have shown what is theoretically possible. The report also indicates how the industry can reduce its environmental impact through carbon management, and how it can look for products that are less dependent on fossil fuels. The results of this research clearly show the importance of tourism for climate policy, specifically regarding CO_2 reduction.

The results can aid policymakers with the development of mitigation policy, notably for aviation. For example, the impacts of impending emissions trading for aviation can be assessed using the data for carbon footprints.

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Appendix 1: List of terms and abbreviations

Term, abbreviation	Description
CF	Carbon footprint; expressed in kg CO_2 emissions
Combined trip	Holidays where transport and accommodation have been booked separately in advance
CSR	Corporate Social Responsibility
CSTT	Centre for Sustainable Tourism & Transport (part of NHTV Breda University of Applied Sciences)
CVO	Continuous Holiday Survey (ContinuVakantieOnderzoek)
Great circle distance	Shortest route between two points measured along the earth's surface
LULUCF	Greenhouse gas emissions from forestry and land use
Mitigation policy	Policy aimed at preventing or reducing climate change, like emissions trading or the stimulation of alternative energy forms
Mt	Megaton or 1 million tonnes, equivalent to 1 billion kg
Non-organised	Holidays where accommodation or transport is not booked in advance, apart from e.g. train tickets bought in advance and/or accommodation booked directly with the accommodation facility itself
Organised car	All organised holidays with the car as transport mode. The car can be the tourist's own vehicle, but then the accommodation is booked through a travel agency
Organised holidays	Holidays where an agency or booking office has been used for the reservation of transport and/or accommodation in advance
Organised other	All organised holidays with a transport mode other than the airplane, the car or the touring car. The transport is not directly booked with a transport company
Organised plane	All organised holidays with the airplane as transport mode. The flight is not directly booked with the airline
Organised touring car	All organised holidays with the touring car as transport mode. The touring car is not directly booked with a touring car company
Package trip	Holidays from tour operator brochures where accommodation and transport are paid in one price in advance
Ppm	Part per million (one in a million parts)
Season-dependent recreational holidays	A season-dependent recreational holidays, also called "permanent pitch holiday", is a holiday where someone stays in his/her own accommodation on a permanent pitch (tent/ caravan), a permanent mooring (boat), or in a second home

Games

Media

Hotel

Facility

Built Environment

Logistics

Tourism

Leisure & Events

The impact of tourism on the environment, in general and specifically on the climate, is receiving plenty of attention. In 2008, the Centre for Sustainability, Tourism and Transport of Breda University of Applied Sciences and NRIT Research, in collaboration with NBTC-NIPO Research, published the (Dutch) pilot-report 'Travelling large in 2005'. In this report the environmental impact of Dutch holiday behaviour was calculated. The carbon footprint was one tool used for this: the emissions of carbon dioxide are responsible for climate change. We now present the 14th volume in this series, presenting the carbon footprint of holidays by the Dutch in 2002, 2005, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019 and 2020. This report not only contains a complete overview of the impacts of Dutch tourists on the climate in 2020, but also presents the development of the holiday carbon footprint through the years 2002, 2005, 2008-2020.

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