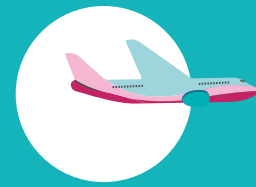


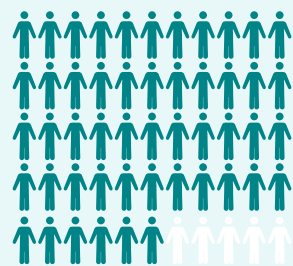
BTA Manifesto

A Roadmap to Change



The Business Travel Association (BTA) is the representative body for the UK business travel industry.

Key facts:



BTA members account for over 90% of all business travel booked in the UK - approximately 6.4 million journeys and 32 million transactions.

In 2022, business travel expenditure contributed:

£27.5 billion in GVA and

283,500 FTE jobs to UK Plc.



Business travellers account for 15-20% of airlines' customer base, and on certain routes are twice as profitable as leisure travellers



It is essential that all parts of the UK have access to the transport infrastructure necessary to allow everyday workers across all sectors to travel for business both at home and abroad so they can contribute to the UK's economic growth

The BTA calls the UK Government to:

Prioritise delivery of rail infrastructure and prioritise key business routes

It is vital that the HS2 line from Birmingham to London goes all the way to Euston, even if private funding cannot be secured.

Network North should ensure better connection between our major northern hubs, and our smaller towns where transport connections make travelling for business time consuming and difficult.

The BTA urges the Government to provide a detailed timeline for the delivery of Network North, and asks that projects that promote business travel and economic growth are prioritised.

Ticketing reforms are needed to reduce complexity and inconsistency across the rail network.

Invest and support regional airports

Business travel relies on getting from A to B quickly and efficiently – every delay costs businesses money and time.

Better connectivity between our regional airports with local rail and road networks is therefore vital to ensure a seamless travel experience for business travellers.

This includes providing 'public service' connections and a review of public service obligations (PSOs).

It is vital that the Government prioritises support for regional airports to ensure that they can thrive, allowing total UK connectivity and supporting the levelling up of the UK.

Create a new UK Global Business Travel fund

Currently SMEs are able to benefit from the DIT Internationalisation Fund which provides grants to support business travel for reasons such as market research, consultancy, independent market visits and trade fairs.

However, it is currently unclear whether this fund will continue post-Brexit. According to the International Fund Administrator, Capita, around 200 SMEs apply for this fund each month including many of our SME customers.

We are therefore calling for access to this fund to continue. Alternatively, we would like to see it replaced with a UK Global Business Travel fund.

Invest in electric vehicle charging infrastructure

In order to meet the ambition of the zero emission vehicle (ZEV) mandate, we urgently need to see a plan for how charging infrastructure will be funded and rolled out.

We support the existing 2030 target of 300,000 charging points but would like to see further information on where these charging points will be allocated and how it will tie into the Network North plan.

Develop a strategic transport plan

When travelling for business you are likely to use many modes of transport for a single trip.

It is essential that all parts of the UK have access to the transport infrastructure necessary to allow everyday workers across all sectors to travel for business.

The BTA is calling for the Government to prioritise long term investment for transport infrastructure and create a joined-up strategic transport plan, outlining how all modes of transport will be connected into the future. This should build upon the proposals announced with Network North to create an entire transport network plan for the whole of Great Britain.

Support the growth of the SAF production sector in the UK

To encourage investment and deployment of SAF by airlines and industry, and accelerate the decarbonisation of aviation, we'd like to see financial incentives (tax breaks, subsidies and grants).

We would also like to see Air Passenger Duty (APD) frozen or cut, and the proceeds of APD to be used to support green projects like SAF.

