

the future of travel



What does it look like? This collaborative issue between global editions, a celebration of *Condé Nast Traveler's* 35th anniversary, is an attempt to answer this age-old question. The following pages contain 53 ways we think travel will be different, which range from ambitious undertakings out of science fiction—spaceships, floating cities—to people-centered innovations, like citizen science initiatives and new inclusivity measures. The future of travel might be big and bold, but we hope it will also be human-size: sensitive, empathetic, celebrating diversity and community. Whatever is next, we wish you many happy travels.



ILLUSTRATION BY COOKIE MOON

Visit our new Future of Travel hub, where you'll find all the projects, companies, people, and ideas moving travel forward: cntraveler.com/future-of-travel

01

ECO PIONEER

When it opens in 2024 on Norway's Helgeland coastline, Six Senses Svart will become the world's first energy-positive hotel. The 94-room property will harvest more solar energy than it needs to operate, making it entirely off-grid and self-sustaining, with its own waste and water management, recycling, and renewable infrastructure.



Hotels
will set the
social
agenda

For generations, the hotel industry has excelled and innovated in areas like food and design. But in the 21st century, that is no longer enough. More and more, new hotels and hospitality brands are focusing on big issues that hold importance to informed global citizens—like conservation, sustainability, education, inclusivity, and community. Many in this growing breed of properties derive their very identity from their commitment to these singular causes. The result: a totally new blueprint for what a hotel can be and a way for us all to become better, more responsible travelers. MARY HOLLAND →

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02

PARADIGM SHIFTER

In the Hudson Valley, Moliving is stripping hotels down to a single room, one that is high-function and minimal-impact. The brainchild of a team with backgrounds in luxury brands, Moliving cabins have a central operation system, are totally off the grid, and let travelers get the most valued commodity—privacy.



03

COMMUNITY CHAMPION

Since 2009, when Lisa Harper opened Rancho Pescadero, development in Todos Santos, Mexico, has exploded. To support hotel staff and the full-time community, the high-design resort has invested in 170 affordable homes (as well as a slew of educational opportunities) and gone green, adding a solar farm for energy.

04

ZERO-IMPACT ESCAPE

Travelers with the expedition company Voygr don't sleep in conventional beds or hotels when exploring Kyrgyzstan's mountains. Instead, simple, traditional yurts and snug sleeping bags will leave the terrain practically untouched, helping travelers to their ultimate reward: unparalleled access to elusive snow leopards and more.

05

STEWARD OF THE LAND

Designer safari camp Angama Amboseli will open in 2023 on a patch of Kenya's Maasai Mara subleased from an organization that rents over land from some 844 Maasai families. This means that the communities receive reliable income and the parcel is conserved rather used for livestock grazing, resulting in more of the transit corridors that wildlife need to flourish.

06

LOCAL SHOWROOM

Passalacqua, an 18th-century former villa on Lake Como, takes local craftsmanship to lofty new levels. Its 24 rooms have been carefully restored and crafted by hundreds of Italian artisans, from metalsmiths (the staircase) to glassblowers (the chandeliers) to leather workers (vintage-style steamer trunks). No cutting corners here. →

07

THE RESPONSIBLE RETREAT

In Samaná, a glitzy stretch of the Dominican Republic where tourism has tended to be extractive, high-design Shamana aims to prove that luxury resorts here can be meaningfully regenerative through initiatives such as fishing programs, river cleanups, and community education.



08

Bright Idea

Thanks to a mix of hybrid technology, **Silversea's Silver Nova** will be the first low-emissions luxury cruise ship in the brand's new-build Nova fleet when it launches next July. It will be entirely emissions-free while at port (an industry first), with suites that generate 40 percent fewer greenhouse-gas emissions than the company's previous class of ships.

09

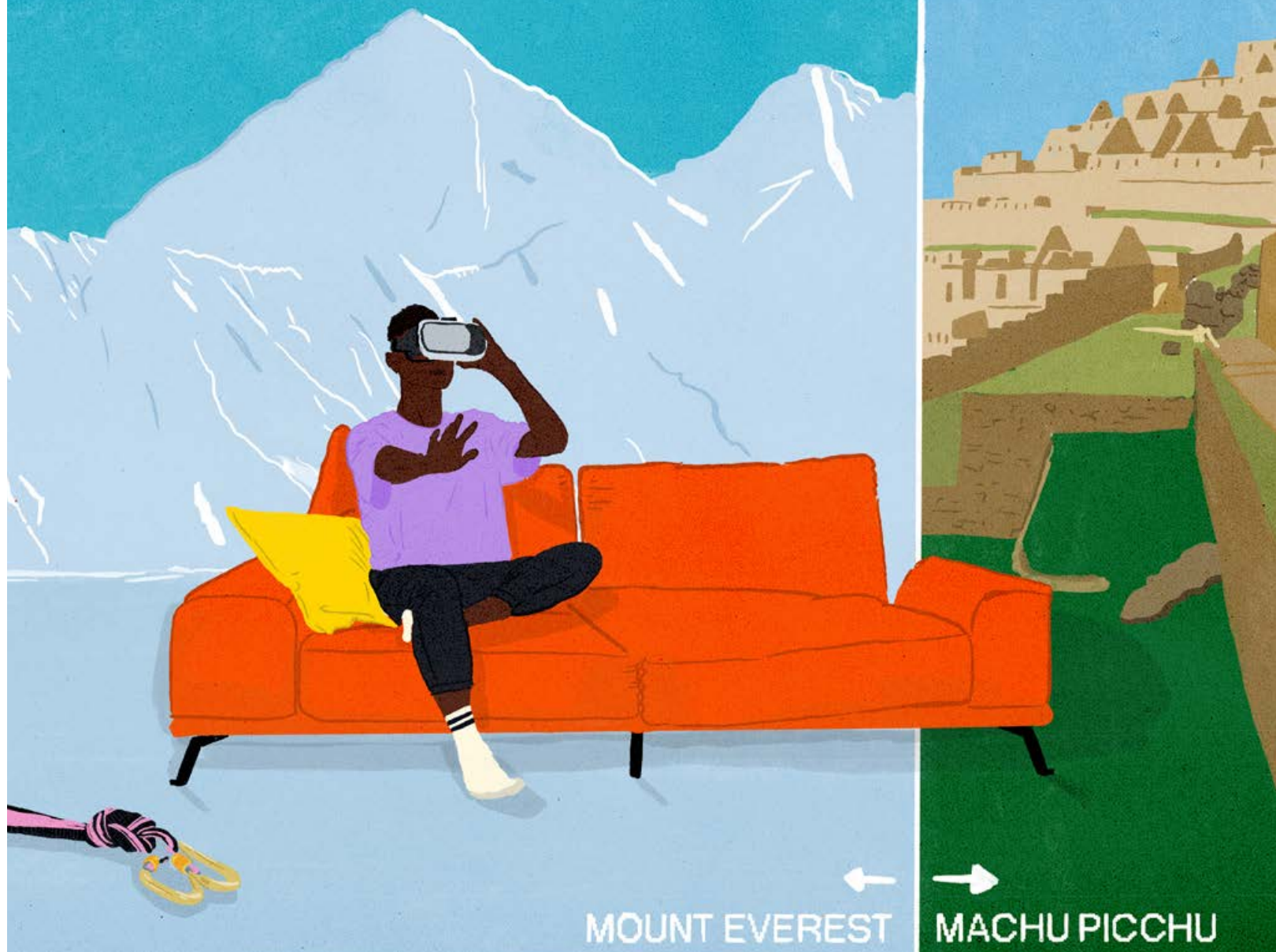
BIG BRANDS *will* rethink the very MEANING of HOSPITALITY

AT THE MANDARIN ORIENTAL, BOSTON, a robot does it all. The hotel's resident automaton, MOBI, greets guests, escorts them to their rooms, and even delivers small amenities from a stowage compartment in its belly, providing service with a (digital) smile. During the pandemic, hotels everywhere made technological leaps to adapt to the times, and now things like contactless check-in and QR-code room-service menus are givens. But what about what's next? As the past two and a half years have shown, the ways we live and travel can change rapidly, which is why hotels are hard at work designing the guest experience of the future.

This fall, at its Bethesda, Maryland, headquarters, Marriott will open its state-of-the-art Design Lab, 10,000 square feet of research space that will be used as an R&D playground where partners like LG Electronics, Carrier, and a constellation of start-ups can ideate and optimize hotel-room design. A recent partnership with Ori, an architecture and robotics company, for instance, yielded a guest-room prototype in which the desk pulls out from the wall and the bed ascends to the ceiling, seamlessly transitioning the bedroom into an office. Hyatt, too, plans to transform its guest rooms and common areas into multifunctional spaces. For example, Hyatt Regency is integrating design touches like flexible seating to accommodate its guests' visiting friends, and Caption by Hyatt will offer bookable "Gathering Spaces" that are more comfortable and engaging than traditional meeting rooms. These new spaces will sub in low-slung couches for clunky conference furniture and natural lighting for fluorescent overheads.

The brief for this year's Accor Design Awards challenged design students to envision the hotel company's properties as the heart of a "15-minute city" built around walking and cycling, in a bid to more fully integrate hotels into the fabric of their communities. One finalist proposed unmanicured green spaces on hotel rooftops so guests could camp and stargaze even in the middle of cities. Damien Perrot, Accor's global senior vice president of design and innovation, predicts a continuing transition from hotels solely focused on hospitality to a hybrid model with hotels offering broader and more diverse services like additional spaces for remote working, concerts, sports, and retail. "Hotels can become not only somewhere to create unforgettable travel experiences," Perrot notes, "but also destinations where locals can truly enrich their everyday lives." TODD PLUMMER

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10

THE METAVERSE *will only* MAKE US TRAVEL MORE

Wandering the cityscape of Hong Kong in a headset is a reminder that nothing beats exploring places and meeting people IRL

ILLUSTRATION BY COOKIE MOON

Astronauts have dubbed it the “overview effect”—the transcendent moment when the curve of the Earth comes into view from space, this fragile ball of life hanging in the inky void. I am watching this very thing, and during a solar eclipse, as the sun slowly disappears behind the planet, leaving an ephemeral scimitar of light. I realize that I can reach out—godlike—and spin the entire planet with my right hand. This should be a profound moment of shifting perceptions, but what I actually feel is sweaty, nauseous, and strangely hollow.

I'm at Otherworld, a virtual-reality experience in an archway near London's Victoria Station. Ten minutes earlier, an earnest young man wearing eyeliner, dressed in a white robe as if for a bout of futuristic judo, had briefed me on how to use the various headsets and handsets before pointing me toward a dark vertical pod.

Before exiting the virtual stratosphere, I fly through the glitchy innards of skyscrapers in Hong Kong and the striated columns of Bryce Canyon in Utah, then spend a minute or two in the Google Street View mode, essentially a 3D version of what you can see online. There I stare at my family home in the United Kingdom—looking at my mother's old Fiat convertible, noting that my stepdad was still alive on whatever day this particular photo was taken. This twinge of grief is the only tangible human emotion I feel through the whole experience. After a minute or two suspended in space, idly spinning the globe, I feel carsick and am desperately trying to figure out which button will get me out. A voice sounds in my headphones: “Toby, are you okay?”

During the first COVID-19 lockdown, when virtual travel was all the rage, I climbed Everest through a V.R. headset, gave up on a digital tour of the Louvre, and tried the educational mode of the Assassin's Creed video games, concluding that ancient Greece and ancient Egypt were more fun when I could stealthily slit the throats of rival knights. I decided that virtual travel, unlike video games, remains largely a gimmick. Yet increasingly people are asking what the buzzwords of the digital future will mean for travel: the metaverse, Web3, cryptocurrencies, non-fungible tokens (NFTs), artificial intelligence, virtual and augmented reality, and the rest.

One answer is that, of course, new digital technology will create ripples of change. We're already seeing the beginnings of A.I.-controlled stays like DistrictHive's “human recharging pod” in Grenada, Spain, an off-grid glass space where an A.I. system manages energy consumption and changes the sounds or smells in the space depending on external conditions; crypto-driven travel agencies like Travalva.com, through which NFT holders receive membership loyalty perks; and V.R. and A.R. experiences in hotels, including Ascott's Lyf One-North Singapore, a co-living property where guests can trade digital artworks and play one another at virtual tennis. The futurist Ian Pearson has told me that he sees a near-future trend for bare concrete airport terminals and hotel rooms, ready for us to “design” with A.R. projections from contact lenses. In the more distant future, he sees us connecting our brains to servers so that we can inhabit humanoid androids in different

countries, effectively transcending the limits of our puny human bodies. Whether or not we are eventually subsumed by robots, it is inevitable that travel will change along the way.

And yet I can't help thinking that, in so many ways, travel is actually the antithesis of an ever-expanding digital universe. That travel is still the ultimate celebration of the real world—nature, people, connection, human experience in all its richly messy complexity—and that one of its key roles in the future will be as an antidote to cyberspace. It takes us to invigorating new places and headspaces. At its best, it challenges us, thrills us, and puts us in a rightful context—microscopic in a big, beautiful world that none of us can ever come close to comprehending.

For all the metaverse talk of community and connection, my default online mode is a sort of isolated, vague misanthropy. Real people tend to be intriguing, surprising, and kind: the student who insisted on giving me his bed for the night when the delayed train from Shanghai to Nanjing arrived at two o'clock one hazy morning in 2001; the former sheriff of Tonopah, Nevada, who drove 50 miles out of his way to bring me a can of gas when my car ground to a halt on the Extraterrestrial Highway. Single conversations with these people have nourished, challenged, and enlivened me more than whole weeks online.

Then there's the immersive, mind-expanding feeling of travel: an intangible, multisensory, defiantly analog thing—the thrill of a taxi ride to a new city, the strange billboards and dusty sprawl through an open window; hotel sex after day three, when real life has turned to a distant mirage but the weightless present is pin sharp. The truth is that these experiences can't be replicated, no matter how good the technology gets—even if there's lightning-speed 7G data roaming everywhere, and stallkeepers in remote Andean villages are able to receive payments in cryptocurrency. If anything, it will be more important than ever that we roam, listen, and sensitively explore this planet with which we have an increasingly fraught relationship. That we don't always define ourselves and our relationship with the world through the medium of tech is vital for the world, and for our own happiness—because being alone in a virtual galaxy isn't actually that much fun. **TOBY SKINNER**

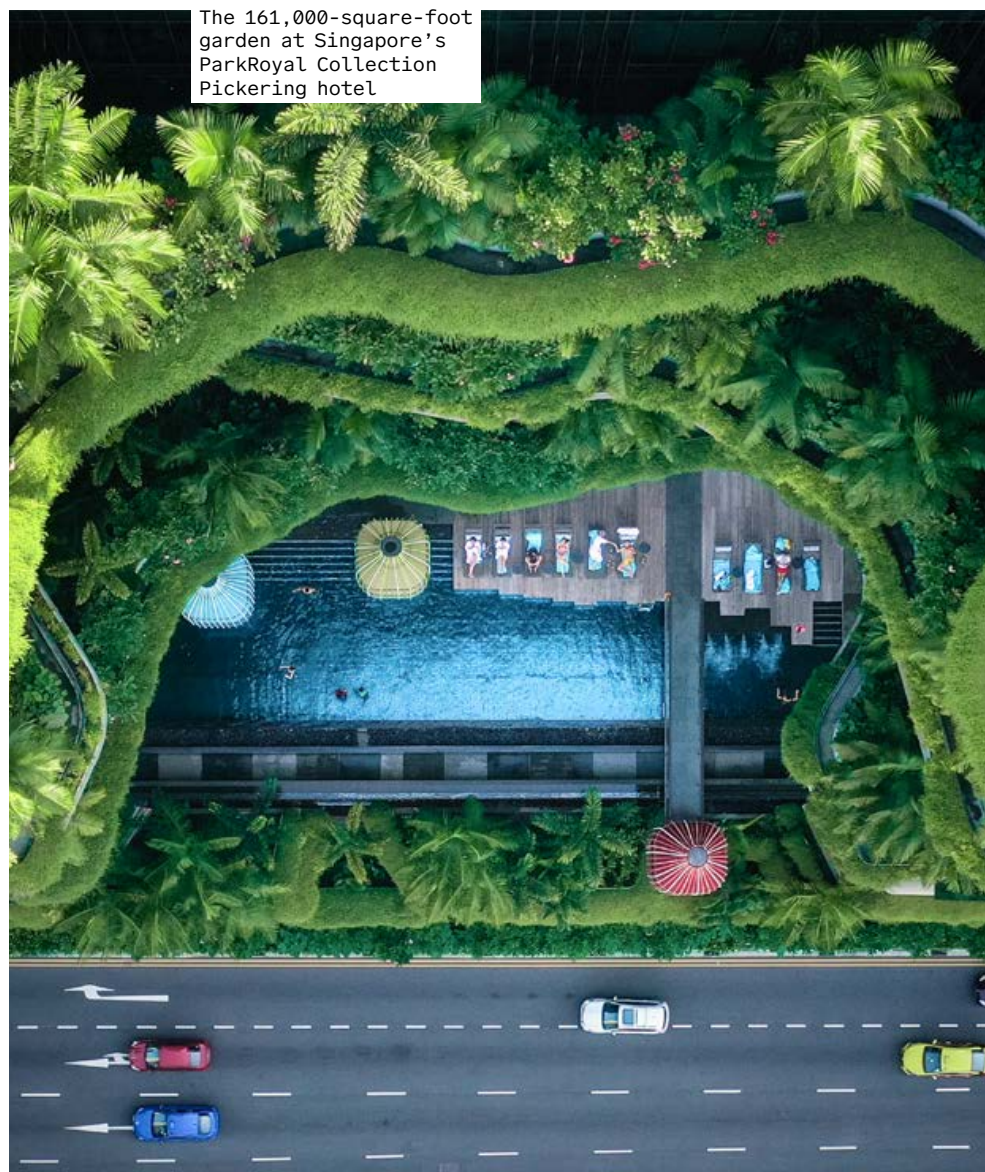
11

Bright Idea

American hotel brand **Proper Hospitality** has brought tipping into the 21st century, developing an app system that allows guests to scan the QR codes of eligible employees, carried on their person. No more fumbling awkwardly for cash again.

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The 161,000-square-foot garden at Singapore's ParkRoyal Collection Pickering hotel



12

Bright Idea

Alphabet Inc.'s latest invention might break down language barriers for good. While still in the prototype phase, its glasses will translate what you're seeing or hearing in real time, using A.R. technology to project closed-captioning in front of the lenses.

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There will be PARKS on EVERY CORNER

SINGAPORE, with nearly half of its land allocated to parks and gardens, is often touted as one of the greenest cities in the world. From a distance, the wild vertical gardens climbing up buildings and the miles of leafy corridors connecting major parks look effortless, like nature has been allowed to just do its thing. But as any Singaporean will tell you, nothing on this small, densely populated island can be attributed to chance. Indeed, Lee Kuan Yew, the first prime minister, launched the idea of Singapore as a garden city back in 1967. The initiative started as a tree-planting drive, but by 1992 it had taken the form of a sustainability blueprint called the Singapore Green Plan (SGP), which last year was updated as SGP 2030. Organized around five pillars of improvement for the next decade, SGP 2030 aims to promote development of the city while reducing greenhouse-gas emissions and increasing public adoption of cleaner forms of energy, such as solar. These lofty ambitions are supported by hyperdetailed, concrete targets that touch on nearly every aspect of life. There are laudable short-term goals, like developing more than 300 acres of new parks and ensuring that every household is within a 10-minute walk of a green space; tripling the amount of cycling trails; developing a circular economy (like turning ash from trash incinerators into a sand alternative used for concrete); and requiring all new car registrations to be clean-energy vehicles. What's more impressive is the long-term investment that the plan sets out, like funding training programs for future jobs in sustainable building, solar technology, and green finance. It's a tall order, but if any nation can meet these goals by 2030, it's the one that went from a colony to a global financial, shipping, and shopping juggernaut in a single generation.

HARNOOR CHANNI-TIWARY

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Fari campus, in the Maldives, helps staff resorts like Patina, pictured



14

Tomorrow's hospitality leaders *will* break *the* mold

A spate of educational programs and institutions aimed at creating a more diverse workforce is changing the face of the industry

HISTORICALLY, SPECIFIC KINDS OF PEOPLE have held the loftier jobs of hospitality, whether at a Kenyan safari camp, a Tokyo hotel, or a sparkling Caribbean resort: usually male, often white, well-groomed in a conventional European sense, with style tips possibly picked up during years at a fancy Swiss hospitality school. But the events of summer 2020 sped up the travel sector's reckoning with statistics showing that only 2 percent of hospitality executives come

from the Black community and only 22 percent identify as female. Now the industry is taking measures to become more representative. "I believe 100 percent that the face of leadership is going to change, but it's never been forced like this before for hotels," says Harsha L'Acqua, founder and CEO of Saira Hospitality, a nonprofit reimagining conventional hotel education and hiring practices.

Companies with similar missions are creating careers, not just work placement. These include the new Marriott-Sorenson Center for Hospitality Leadership at Howard University and the inclusive campus on the Maldives' Fari Islands, which recruits students and staff from the community and places them on a management track at properties like Patina and the Ritz-Carlton. Saira focuses on refugees, single mothers, unhoused people, and other marginalized workers, partnering with brands like Nobu and Citizen M to train and employ them. In May, the organization opened its first brick-and-mortar school, in London's East End, to keep up with the demand for hospitality jobs created by COVID. Eighty percent →

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Harsha L'Acqua founded Saira Hospitality to provide careers in travel to different communities

of Saira's students hope to reach managerial positions, L'Acqua says. "I really believe with the right hotel partners, they get there."

Educator Brian Barker also believes that a focus on leadership training is critical. In 2021, he was appointed an endowed diversity, equity, and inclusion professor at Florida International University Chaplin School of Hospitality & Tourism Management, a top-ranking U.S. hospitality program at the most diverse public university in Florida. This month, Barker is launching a first-of-its-kind Alliance for Hospitality, Equity and Diversity, with the mission of training minorities to reach leadership roles; the alliance is made up of 20 executives, including DeShaun Wise Porter, global head of diversity, equity, inclusion, and engagement at Hilton, and Apoorva Gandhi, senior vice president of multicultural affairs and social impact at Marriott International.

The African Leadership University (ALU), established in 2015 by Ghanaian entrepreneur Fred Swaniker to address the dearth of African leaders in industries across the continent, also seeks to train and promote diverse locals. "There has been this thought that if you want real expertise, you have to import it from other countries," says Richard Vigne, executive director of ALU's School of Wildlife Conservation, one of the institution's most in-demand programs. Lack of diversity also hurts economically, says Barker, citing a recent Federal Reserve report out of San Francisco that stated the U.S. labor division could lose \$3 trillion due to lack of gender and racial representation. "My concern is that there is a Eurocentric mindset that is heavily embedded in corporations, particularly in the United States and throughout the world," he says, but adds, "I think that we are going to see a lot more changes from a race perspective in leadership." **LEBAWIT GIRMA**

INCLUSIVITY will TRANSFORM the INDUSTRY

These five leaders are making meaningful changes to ensure that travel is for everyone

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In February, **HURTIGRUTEN GROUP** announced the formation of its Black Traveler Advisory Board—a group of professionals that includes Black Travel Alliance president Martinique Lewis—to advise the line on everything from engaging Black cruisers to making more diverse hires.

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AIRBNB's new accessibility reviews require hosts to upload photos of any such features they list, from step-free showers to wheelchair ramps. Since the initiative debuted last summer, a specialized team has verified 150,000 features in nearly 100,000 listings around the world.

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This past spring, **ALASKA AIRLINES** became the first U.S. carrier to nix apparel and grooming rules that fall along binary lines. (Now everyone can sport nail polish.) It has also added the option of pronoun pins for staffers, and partnered with Seattle-based designer Luly Yang to create new gender-neutral uniform pieces, to roll out in 2023.

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After a **BOOKING.COM** survey found that half of LGBTQ+ Americans have faced discrimination while traveling, the site dug into these challenges and built the insights into Travel Proud, a training-and-certification system. Since it rolled out last year, more than 10,000 properties—spanning 95 countries and territories—have become accredited.

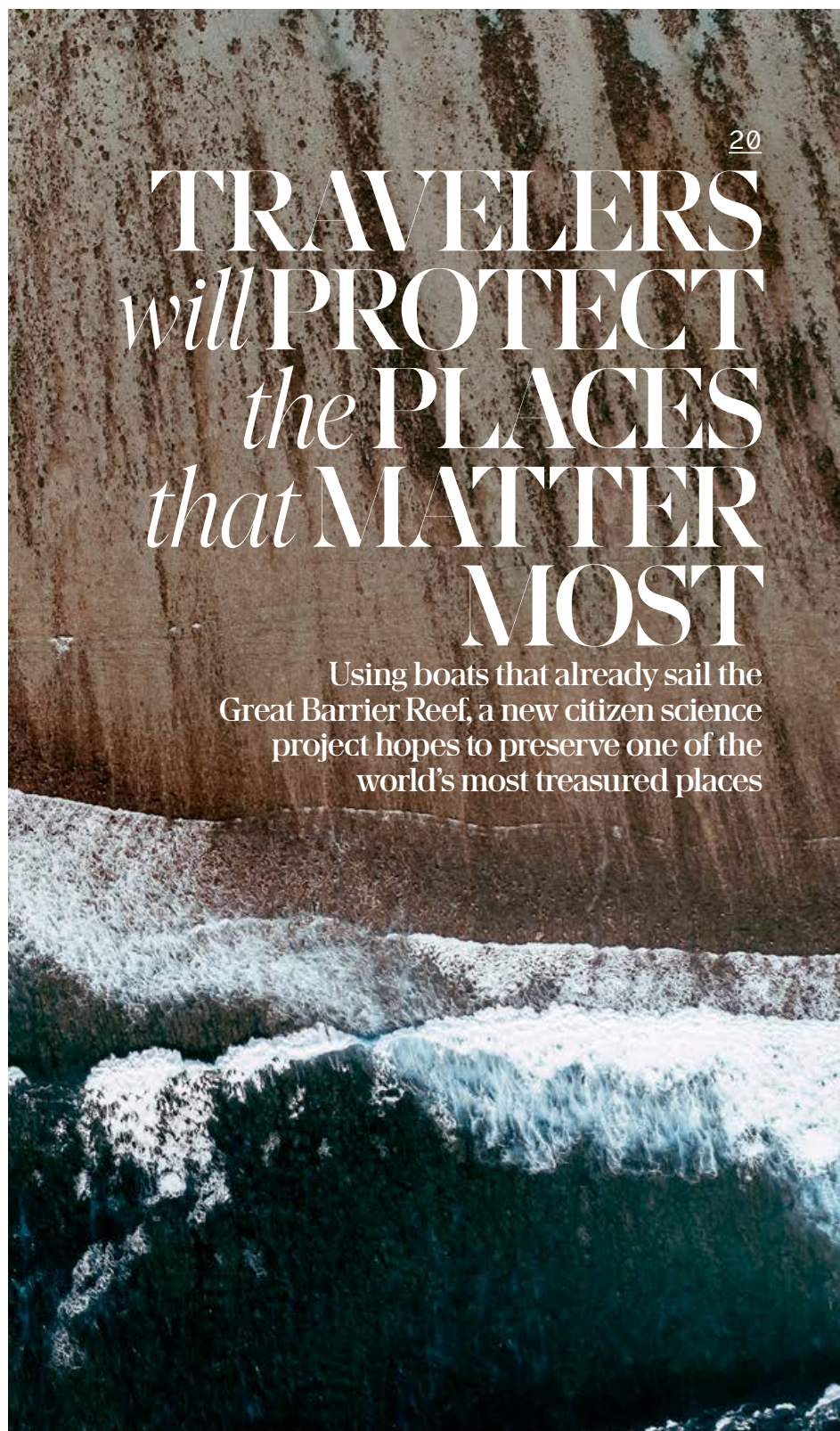
19

In April 2021, **HILTON** set a target to achieve gender parity within its ranks and ensure that people of color make up 25 percent of its C-Suite by 2027. To stay accountable, the brand is reporting its progress on a public dashboard and linking its success in meeting these goals to executive compensation. **JD SHADEL**



The Pacific crashes on the Whitsundays, an archipelago in the Great Barrier Reef

PHOTOGRAPH: TOM HEGEN



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TRAVELERS *will* PROTECT *the* PLACES *that* MATTER MOST

Using boats that already sail the Great Barrier Reef, a new citizen science project hopes to preserve one of the world's most treasured places

It's like another world. I have never seen colors like that!" My 14-year-old nephew, Lachie, has just surfaced in Queensland's Coral Sea, snorkeling mask suctioned like a starfish to his grinning face. We are at our third diving spot of the day, and it is by far the most dazzling. Beneath the calm navy water is an excess of movement and color so spectacular, you could swear you're hallucinating; it's like an underwater Times Square after midnight. This is the Great Barrier Reef, one of the natural world's greatest wonders. But for years coral bleaching, caused by rising ocean temperatures, has been draining the life from parts of the reef, turning the symphony of color gray and white. We had set sail on a tour boat from Lizard, one of the reef's continental islands, and earlier in the day surveyed clown fish swimming through a sickly stretch of coral, then scavengers picking at a dead shelf. So this astounding location is a jolt of joy and hope.


Hope that this natural wonder can be saved is growing. Over the past few years, a new wave of conservationists, government agencies, NGOs, and tourism operators has focused on the reef's sustained health. It includes environmentalist Andy Ridley, the founder and CEO of Citizens of the Great Barrier Reef, which coordinates conservation efforts among various stakeholders; he is our guide today. "We are moving from an age of talking to an age of doing," he says. "Sideline commentary on what needs to happen is no longer valuable." He believes, deeply, that everyone wants to help fix these issues and that →

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Bright Idea

Opening this fall, Dubai's **Atlantis The Royal** used the past to inform its sustainable design: Taking inspiration from ancient courtyards, it's strategically stacked to create shade and foster airflow to its indoor and outdoor spaces, providing natural energy efficiency.

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A sandbank on one of the 80 islands in the Whitsundays

so-called experts aren't the only ones able to do the work. So in late 2020, he assembled what he calls a "motley flotilla" of pretty much any vessel he could find here—including tour and dive boats, yachts, and tugboats—to form the Great Reef Census. Using underwater cameras, participants on board these boats, from fishermen to tourists, started documenting the four corners of each lesser reef they sailed to, taking images of the coral and marine life. Afterward they uploaded their images so that scientists could study them to make informed decisions about the health and future care of various pockets of the larger reef.

The images are analyzed by citizen scientists anywhere in the world, from Brooklyn to Bangladesh, as well as by experts and A.I., to gain a viable understanding of the coral cover. The census is now an annual affair, with the third set to take place this October. More and more vessels of all kinds have been volunteering their services and crews; Ridley estimates that roughly 70 percent of the participants are tour boats. So far, more than 55,000 official images have documented nearly 900 areas of the reef.

For me, watching Lachie presented its own type of hope. While climate change has been a growing threat throughout my life, it has been a matter of urgent concern since he was born. He and his friends see the damage every day. But projects like Andy's show them that they have the ability to take action to prevent further harm and even reverse the damage that has already been done. Imagine the good you can do when you learn so early in life that you hold the power to make the planet a better place. DAVID PRIOR

For information on how to participate in the Great Reef Census, including partner hotels and tour companies, visit citizensgbr.org

How to Travel Better in the Great Barrier Reef

If you're looking to participate in voluntourism in the region, consider the luxury lodge Lizard Island (lizardisland.com.au), a private retreat and national park that works closely with local scientists to combat threats to coral life; guests can tour its robust research center. In recent months, the Great Barrier Reef's Marine Park Rangers, government employees responsible for the day-to-day management of marine parks, have also been trained as guides who can educate curious travelers on the wildlife and ecosystems. They include Indigenous rangers. In June, Citizens of the Great Barrier Reef Program launched The Reef Cooperative, which will allow travelers, beginning in 2023, to go to vulnerable areas to see the conservation work and efforts taking place.

PHOTOGRAPH: TOM HEGEN

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But since the pandemic, travelers are increasingly embracing slow travel and the notion that taking trains can reduce their carbon footprints. Private companies as well as state-owned operators have started popping up, betting that the future can be bright for the sleeper train.

The French start-up Midnight Trains proposes to connect 12 European cities from its central hub in Paris. By 2024, it aims to provide a service that functions like a hotel on wheels, with private rooms and on-demand movies. European Sleeper, a Belgian-Dutch company founded last year, intends to build a new network of sleeper trains from Belgium and the Netherlands to Berlin and Prague, before extending to southern Europe. Sweden's state-owned railway operator has already opened sales for tickets on a new service that will connect the capital to Hamburg—leaving at 5:30 in the evening and arriving in the cool German port city at 6:30 a.m., with private sleeping cars available. Meanwhile, one of the first night services, *Le Train Bleu*, which transported high society from Paris to Nice from its beginning in the mid-1800s until it was discontinued in 2017, has brought back the route—without the silver-service meals but with comfortable couchettes and that glorious final stretch alongside the Mediterranean. About 20 years ago, Belmond revived the famed Paris-to-Istanbul route on its *Venice Simplon-Orient-Express*, offering decadent surroundings for the five-day journey via Budapest and Bucharest. In 2023, Accor will get in on the nostalgia, launching *Orient Express La Dolce Vita*, six trains inspired by Italy's glamorous 1960s, on routes including Rome to Paris; Split, Croatia; and Istanbul. Else-

where, Rovos Rail's luxe new "African Trilogy" itinerary—a 15-day ramble across South Africa to the Namibian coast—and the updated sleeper carriages with wider berths and sleeker interiors on a Bangkok-to-Chiang Mai overnight train suggest that Europe is not alone in rediscovering its love for the tracks. MONISHA RAJESH



A twin cabin on Belmond's *Venice Simplon-Orient-Express*

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SLEEPER TRAINS will make a COMEBACK

I'M NO STRANGER ON A TRAIN. I once spent five months traveling around India's railways; a few years later, I traversed the world on rail tracks, covering 45,000 miles over the course of seven months. When I reflect on more than 200 journeys, I realize it was the night trains that most enveloped me: the stillness, the phone calls made under duvets, the solitary reader in the dining car. After lights-out, I'd wait for the sound of even breathing before climbing down the ladder and standing in the corridor alone—watching red skies bleed into silver lakes and mists encircling forests. During one memorable overnight, I watched moonlight pour across the black Tibetan plateau, revealing threads of water working their way down from the origins of the Yangtze River. It was on sleeper trains that I'd bear witness to the earth opening up, the day seeming to dawn just for me. On rare occasions, I'd spot a fellow night owl and we'd exchange nods that seemed to say, "Isn't this magic?"

Over the last 20 years, budget airlines and bullet trains have been blamed for rendering longer, slower services obsolete. The romance of railways seemed to be dying, particularly in Europe.

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Bright Idea

Next year Alaska's new **Klawock cruise port** will start bringing travelers on Oceania Cruises—and new revenue—to a nearby Tlingit village, with locals leading tours and activities.

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Our gear *will* *be* smarter

With upcycled materials and high-tech upgrades, these companies are helping us travel better



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COCO-MAT BIKE'S WOODEN WHEELS

When a bike breakdown thwarted a cycling trip through the Alps, Greek entrepreneur Paul Efmorfidis began dreaming up a more ergonomic design for one of the greenest forms of transit. In a pioneering circular production model, 50 bikes are made from one ash tree, with a new tree planted for every model sold. *Coco-Mat Bike Odyssey 7 Speed*, about \$3,540; coco-mat.bike

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SAMSARA LUGGAGE'S TRACKABLE SUITCASE It's no longer enough for a suitcase to have a built-in battery. Samsara Luggage's aluminum carry-on is the first to be designed specifically for Apple AirTag, which tracks the case, while its sleek design doubles as a desk for working on the go. A clever debut for the brand's Next Gen Collection. *Samsara Luggage's Tag Smart aluminum suitcase*, \$545; samsaraluggage.com

EDITED BY MARTHA WARD, STYLED BY FLORRIE THOMAS.
PHOTOGRAPHS BY NATO WELTON. ART DIRECTION BY PAULA ELLIS

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YSL'S PERSONAL LIPSTICK LAB No skin tones or trends are left behind with YSL's Rouge Sur Mesure, which uses A.I. technology to create 4,000 possible shades. Load the color cartridges, connect to the app, and mix your color of choice. *YSL Rouge Sur Mesure*, \$299, and cartridge sets of three, \$89 per set; yslbeauty.com



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VICTORINOX'S RETOOLED SWISS ARMY KNIFE Ever since it was invented as a pocket tool for soldiers 125 years ago, the Swiss Army knife has had a reputation as the ultimate gadget for intrepid explorers. To celebrate its anniversary, Victorinox has issued a limited-edition replica of the famous knife, updated with contemporary materials like vulcanized fiber scales for added indestructibility. *Victorinox Replica 1897 Limited Edition Swiss Army Knife*, \$500; victorinox.com



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LOUIS VUITTON'S ECO-FRIENDLY SNEAKERS Sneakers are a staple of any frequent flier's wardrobe, but the amount of plastic and carbon involved in the manufacturing process makes them especially damaging to the environment. Enter Louis Vuitton's first unisex eco-trainer, the Charlie. Made of 90-percent recycled and bio-based materials, including corn, they're a step in the right direction for luxury footwear. *Louis Vuitton Charlie Sneakers*, \$1,130; louisvuitton.com



Aviation *will get a* makeover

In their quest to make flying more sustainable, airlines are investing in new fuels—and a fresh look

TAKING A CUE from the automobile industry, airlines are betting big on next-generation aircraft technologies that will trade conventional carbon-emitting jet fuel for other kinds of power, including electric, hybrid, and hydrogen—and new planes that utilize them. Sooner still, companies are adopting cleaner, low-carbon sustainable aviation fuel (SAF), a range of biofuels derived from renewable biomass and waste products. Both initiatives will help the industry meet the pledge many of its most important members made last fall to meet the high-stakes deadline laid out by United Nations scientists: Reach net-zero carbon emissions by 2050 or risk losing a “livable climate.”

“Aviation needs to make radical changes,” says Jane Ashton, director of sustainability for the European low-cost carrier easyJet, which has one of the largest fleets in Europe. “We believe SAF will be an interim solution, bringing emissions down before short-haul aviation can transition to zero-carbon-emission flying.”

For now, commercial electric-plane development is limited by the size and weight of current battery technologies, limiting it to smaller planes flying shorter distances. But these aircraft can also open new flight paths for travelers, making it easier and faster to reach places they would otherwise access by car or train. Such short-haul routes may also connect places for the first time, opening up new destinations entirely.

By 2035, according to forecasts by Swiss bank UBS, about a quarter of commercial planes will be hybrid or fully electric. But Dan Rutherford, the aviation director for the nonprofit International Council on Clean Transportation, notes that emerging alternative fuel technologies like hydrogen (currently under development by players like Airbus) will likely drive a broader long-term zero-emissions strategy for the industry. For now, SAFs remain cost-prohibitive and in short supply—accounting for less than 1 percent of current global aviation-fuel use. It takes time to grow these alternative fuel supplies, and as a result of their increased expense, government support—including financial incentives for airlines, like tax credits—will be crucial to helping them take hold. “Decarbonizing aviation is the challenge of a generation,” says Ashton. “But we know it can and must be done.” ELISSA GARAY

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HAWAIIAN AIRLINES

In May, Hawaiian Airlines announced a partnership with Boston-based REGENT (Regional Electric Ground Effect Nautical Transport) to design 100-passenger electric “seaglidors” by 2028—hybrid vehicles that are half plane, half boat, and meant to operate exclusively over water, covering distances of up to 180 miles.

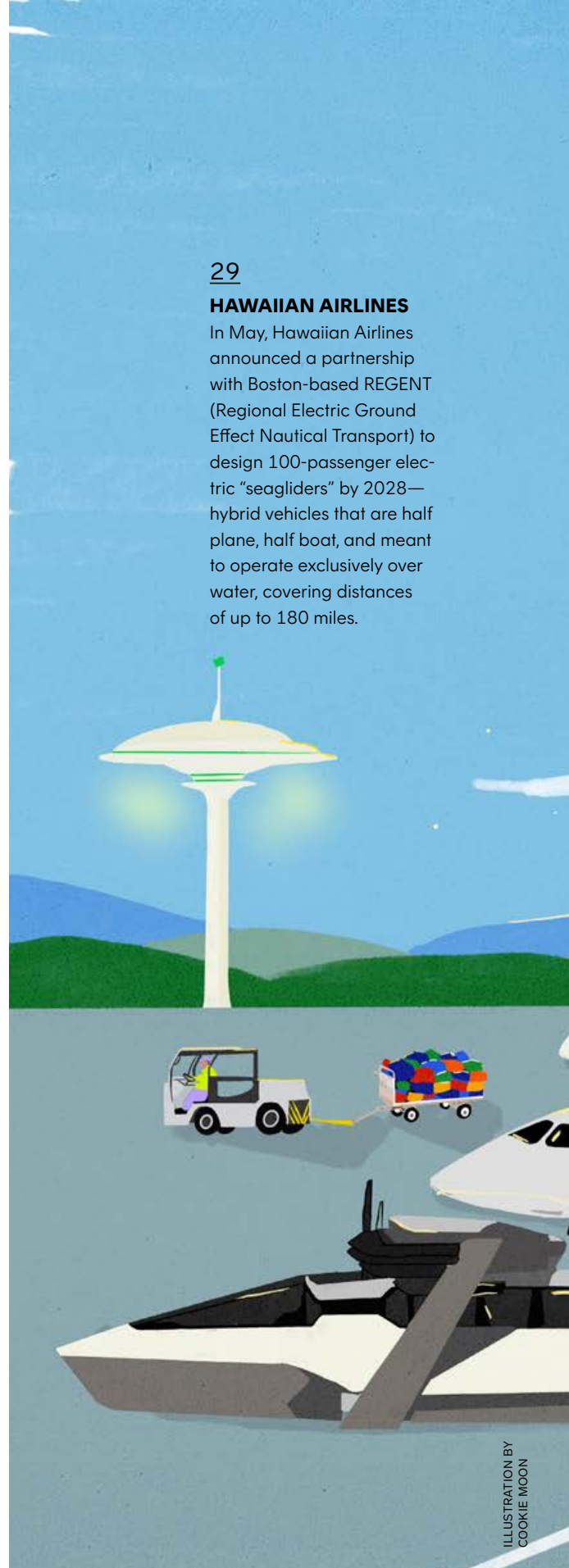


ILLUSTRATION BY
COOKIE MOON

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UNITED AIRLINES

By 2026, United expects to fly short domestic routes on 100 nineteen-seat electric planes from Swedish start-up Heart Aerospace. It's also the first U.S. airline to sign a purchase agreement with supersonic aviation start-up Boom Supersonic for 15 of the company's "Overture" planes, once they meet United's safety and sustainability standards. Slated to hit the market in 2029, they will be powered entirely by SAF.

31

EASYJET

The popular European airline hopes to fly passengers on zero-emission airplanes by the mid-2030s; it has cultivated alliances with Airbus, Rolls-Royce, Wright Electric, and others to help it reach that goal. In the interim, it's looking to SAF: In the fall, it became the first airline to power flights out of London's Gatwick using a 30 percent SAF blend.

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AIR NEW ZEALAND

New Zealand's national carrier, which launches one of the world's longest-haul flights, between New York and Auckland, this month, is laser-focused on sustainability, with the goal of hitting zero emissions by 2050. To get there, it's in talks with Airbus and ATR to diversify its fleet in the next 10 years, eventually entirely replacing its turboprop planes with alternative-energy aircraft.

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SINGAPORE AIRLINES

Earlier this year, Singapore became the first airline to sign the Global SAF Declaration, a commitment to help spur the adoption of the alternative fuels. The airline, which has been experimenting with SAFs since 2017, kicked off a one-year pilot program in July to power its takeoffs from Singapore's Changi Airport with a blended SAF, mixed with refined jet fuel—around the same time it began selling passengers CO₂-reducing SAF credits.



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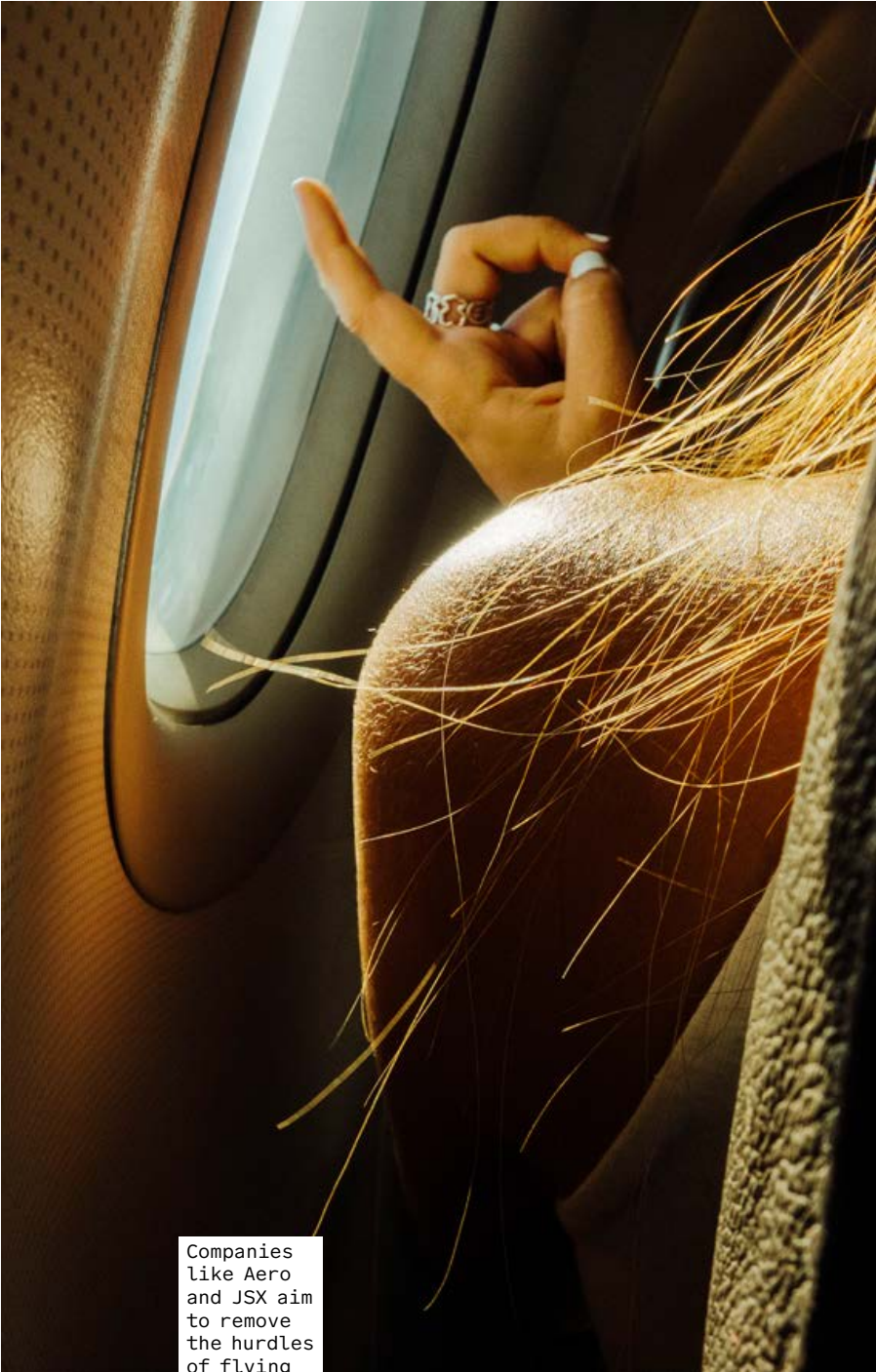
AIR TRAVEL *will be* GLAMOROUS AGAIN

MANY EULOGIES have been written for the Jet Age of the 1950s and '60s, when air travel was easy, fun, and glamorous, but a new category of semiprivate carriers is trying to restore some of that lost luster. "There's an opportunity to make flying magical again," says Uma Subramanian, CEO of Aero Technologies, which launched in 2019 with a focus on underserved routes connecting premium leisure destinations, such as Ibiza to Mykonos. Companies like Aero aim to eliminate the hurdles and hassles of flying today, with streamlined check-in and breeze-through security, often at rates that are squarely within the realm of affordability for many travelers. A one-off initiation fee at Wheels Up, the private-jet-charter company that was a first mover in the space, is \$2,995 in addition to hourly flight rates; subscription-based Surf Air has flights from \$99 per leg. JSX offers what it calls "hop-on jet service" throughout the U.S., with a focus on California, making it from L.A. to Tahoe in two hours. "Time and simplicity are the ultimate luxuries," says founder Alex Wilcox. For JSX, check-in typically happens 20 minutes before departure; these carriers cut costs and time by flying out of smaller airports. Many are working with the major airlines, forging code-sharing and reciprocal travel-booking arrangements. And while "semiprivate" might make some travelers worry about the size of their carbon footprint, this new breed of carriers is leading the way into a green travel future; JSX's planned expansion relies on small hybrid, electric, and hydrogen-powered planes. Perhaps the greatest proof of the new guys' success is that their routes are increasingly influencing travelers' vacation choices. "It's not just making something they already wanted to do easier—now we're changing behavior," says Wilcox. ALEX BHATTACHARJI

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Bright Idea

London-based tour operator **Niarra Travel** is hoping to change industry norms by halving the standard 20 percent commission on bookings and investing the other 10 percent in conservation and communities in the destinations it serves, like South Africa and Costa Rica.



Companies like Aero and JSX aim to remove the hurdles of flying

the future of travel



Iceland Moon Mars
Simulation #2
(2021), from French
artist Vincent
Fournier's *Space
Project* series

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SPACE TOURISM *will* TAKE OFF

The French company
Orbite is turning
our growing appetite
for extraterrestrial
exploration into
a luxury experience

Jean-François Clervoy, a French astronaut who has spent almost a month in space, holds up a globe of water, releases it, and lets it spin away. Blue as an ocean, it resembles a small Earth as it rotates past my nose. I reach for it, and as my head tilts toward the floor, I see the globe shatter.

This small moment is one step along the way toward realizing an idea that for decades has existed only in the realm of fantasy: commercial space travel. I haven't reached the final frontier yet, but I am preparing for it. I'm a trainee space tourist, on a parabolic "Zero-G" flight in a converted Airbus A310 over the sea near Arcachon, on France's Atlantic coast, which is part of a four-day astronaut-training course run by French "space experience" company Orbite. Here attendees participate in a kind of space boot camp, hopping on zero-gravity flights that offer the sensation of weightlessness; studying rocket science; and taking part in virtual-reality simulations that aim to re-create the experience of flying in some of the launch vehicles now hitting the market—one might go to the edge of space aboard a vessel based on Virgin Galactic's *SpaceShipTwo* or circumnavigate the moon on something akin to SpaceX's *Starship*, the low-orbit "cruise liner" that carried out flight trials in Texas this past summer.

Tech entrepreneurs Nicolas Gaume and Jason Andrews founded Orbite in 2019 so that people could get a taste of the experience before dropping their fortunes on the space vacations now finally becoming available to the world's most affluent travelers. It was only in April, after all, that four astronauts hired SpaceX to get them to the International Space Station, or ISS, for a 17-day stay, its first all-private visit. The trip was managed by Axiom Space, a Houston-based company of predominantly ex-NASA staff that is building the world's first commercial space station, due to open in early 2024. Meanwhile, Virgin Galactic and Blue Origin both flew commercially for the first time last year, while new operators like Stellar Frontiers are connecting private clients with space experiences.

Orbite's program offers a preview of what such trips might entail—but through a hyper-luxe lens. Gaume, by his own account, made and lost a billion in computer games by the time he was 30. His family owns some of the top hotels in the quietly chic corner of southwest France I'm visiting, including the Philippe Starck-designed La Co(o)rniche hotel, where my fellow attendees and I are staying. The company, which has also operated the program in Orlando, Florida, has commissioned Starck to design a permanent training complex, to open in an as-yet-undisclosed U.S. location in 2024. "You have to have a certain amount of training to be able to go through an experience in space," Gaume tells me. "But what we really want is for you to have fun and enjoy every bit of it, with an experience that focuses not just on the technical but also the mental and spiritual. And that is different from what is available in the traditional training facility."

Therefore meals feature oysters, crab, and lobster, washed down with pastis and 1969 Mumm Champagne—which seems most un-spacelike, until you learn that chefs from Alain Ducasse's team

Other Orbital Outfitters

37

SPACE PERSPECTIVE Beginning in 2024, passengers with this Cape Canaveral-based venture can enjoy hours of gentle floating—plus a cocktail bar and 360-degree views—in the *Spaceship Neptune*, a carbon-neutral capsule carried to 100,000 feet beneath a balloon. *\$125,000 per person; spaceperspective.com*

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SPACEX Elon Musk hopes to take his company's *Starship* rocket to Mars, but not before ferrying people to the moon. NASA has hired it for just this purpose in 2025. *Price on request; spacex.com*

39

VIRGIN GALACTIC Richard Branson's company is taking reservations for 90-minute flights, set to launch by the end of the year, which feature a Mach 3 boost into space from New Mexico's Spaceport America, followed by several minutes of reportedly life-changing views of Earth's curvature. *\$450,000 per person; virgingalactic.com*

40

BLUE ORIGIN After rising 62 miles above the West Texas wilderness in the *New Shepard* vessel, which began operating last year soon after founder Jeff Bezos's inaugural flight, astrotourists briefly experience weightlessness at the edge of the infinite darkness. *Price on request; blueorigin.com*

have already created a high-end gastronomic experience for astronauts at ISS, featuring tinned blue lobster and quinoa. We're joined for one meal by Lionel Suchet, head of the French space agency, who notes that while the arrival of space tourism isn't a surprise, the "velocity of change is very, very quick."

Another training module involves a turn in a tiny two-seat GB1 *GameBird*, the very latest in aerobatic aircraft. At Arcachon's local airport, I'm met by pilot Benoît Buffiere, whose role is to re-create the g-forces of a rocket launch. In a plane the size of a race car, we fly along the coast to find a bit of swamp, above which we perform loops, rolls, and stall turns. Finally he performs a *ruade*, a move in which the tiny aircraft goes cartwheeling through the sky. I feel like one of those astronauts spinning out into the inky depths forever.

Afterward, I stagger down to the edge of the sea and along a great dune. Beginning to climb, like some lost soul on Mars, I slip on the sand. I roll over; above me the stars are beginning to come out in the darkening sky. Looking up, I realize that while space may be infinite, there's little room for cynicism. I am a believer. I want to go up. RUARIDH NICOLL

Price and additional information on request; orbitespace.com



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Bright Idea

Air4All, a patented system set to hit the market in the coming years, will allow power-wheelchair users to board planes while still in their chairs. The design enables an airline seat to fold up and securely lock in a variety of wheelchair sizes—a game changer for travelers with disabilities who have avoided flying.

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CRUISE PORTS *will go* GREEN

EARLIER THIS YEAR, Cruise Lines International Association (CLIA), the industry's largest trade association, announced an astonishing and admirable goal: net-zero emissions for its ocean-going members by 2050. And one of the key ways to make it happen is to outfit all the world's cruise ports with hookups that allow ships to turn off their main and auxiliary diesel engines and plug in to on-shore power. According to the Port of Seattle, home to lines like Holland America, plugging in lets the average cruise ship save the greenhouse-gas equivalent of 30 road trips between Seattle and New York.

The technology has been around since Princess Cruises launched it in Juneau, Alaska, back in 2001, but it's now gaining traction around the world. Cunard's *Queen Mary 2* can connect to shore power on both sides of the Atlantic, thanks to new facilities launched in April in Southampton, England, and preexisting ones in Brooklyn. In 2024, Sydney's White Bay Cruise Terminal will become the first shore-powered cruise port in the Southern Hemisphere when it adds a renewable-energy precinct that will eliminate 14,000 metric tons of carbon dioxide annually. The Port of Miami, site of more than 1,200 sailings a year, has embarked on a shore-power project funded in part by the U.S. Environmental Protection Agency's Diesel Emissions Reduction Act. Miami is an example of the shift toward green-power ports that can handle multiple ships, rather than one at a time; Tallinn, Estonia, one of the fastest-growing cruise hubs in Eastern Europe, now has shore power on five piers.

But ports are only half the equation. Ships must also be able to plug in. Most new vessels are being built with this capability, and older ships are being retrofitted with new systems. Nearly half of all ships in the Carnival Cruise Lines fleet are now plug-in capable. Seabourn is also actively retrofitting its fleet, with *Ovation* done and *Odyssey* on its way. With cooperation like this, CLIA might actually hit its mark. FRAN GOLDEN

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GHOST TOWNS
will LIVE AGAIN

The once-bustling town of Bodie, California; a cabin at CampV; a map of Cisco, a former boomtown near the Utah-Colorado border



IN MUCH OF AMERICA, towns get reimagined rather than abandoned; after the decline of the whaling industry, Cape Cod's villages evolved into vacation spots. But the West has always been different. The boom-and-bust cycles of oil and mineral discovery combined with seemingly endless land reserves meant that, beginning in the 19th century, entire towns were built only to be deserted within a few years. Now, as architects and planners push for greater recycling of buildings and public spaces, many of these places are being cleverly repurposed as vacation destinations—especially in Colorado, home to more than 1,500 uninhabited towns. CampV is one example. A trio



of Telluride-based architects has turned the outpost, which was built in 1942 around a (long-closed) uranium mill, into a Burning Man-esque compound with eclectic accommodations (restored historic cabins, Airstreams, and chic tents) and site-specific art installations, with the snowcapped San Juan Mountains as a backdrop.



There is a similarly artsy vibe at New Sky Ranch—once a 100-acre settler's homestead on the edge of the Rio Grande National Forest, now a hip campsite and creative retreat, that will soon host workshops on things like green building techniques.

Its artist owners, Victor Rivera and Gigi Douglas, are slowly renovating old miners' cabins and a barn that was once a dance hall. Surrounded by aspens deep in the Elk Mountains, rickety wooden Crystal Mill is one of Colorado's most photographed historical sights. Chris Cox, the owner of Crystal ghost town, is turning the abandoned silver-mining camp that the mill powered until 1917 into a sustainable retreat with 20 luxe cabins and a farm-to-table restaurant. Activities like fishing, horseback riding, and excellent backcountry skiing will, Cox hopes, usher in the next generation of adventurers. JEN MURPHY

PHOTOGRAPHS: KATE BERRY, CASEY NAY, EMILY CATANEO

the future of travel



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Cities *will float*

At this moment in time,
it feels more crucial
than ever to rethink
tomorrow's cities

FOR NEARLY AS LONG as there have been cities, there have been efforts to create ideal cities. The Italian Renaissance saw the birth of places like Pienza and Palmanova, exquisitely planned centers that were monuments to humanistic thinking. In the 20th century, Brazil's Brasilia and India's Chandigarh fused political goals with avant-garde architecture. The dream seems ever constant: to fashion that fresh start, to build a living prototype that will inspire the world.

The desire endures. In the current moment, there are any number of plans afoot to create model metropolises. One of the most ambitious is Neom, an almost statelike entity that will occupy a Belgium-size swath of land in the northwest of Saudi Arabia, bisected by a streetless "linear city," with access to 250 miles of Red Sea shoreline. For now, Neom, which seems to meld the can-do tech brio of Elon Musk with the big-picture utopianism of Buckminster Fuller, is mostly a series of renderings. But the implication is that it can overcome, via smart planning and technological advances, some of the traditional contradictions that plague cities: It will be dense, but with access to nature; walkable without congestion. And the city is making high-stakes bets, like the large-scale desalination of water using only renewable energy, that could, if successful, pay off globally.

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Bright Idea

The “sell big or go home” ethos of the travel-agency world is changing with **Fora**, a free digital platform where amateurs passionate about trip planning can become travel advisers, with access to a training library and tools like an SEO-optimized profile page and automatic commissions collection.

round skiing; and Oxagon, a floating industrial complex—also the work of BIG—boasting 100 percent clean energy and an automated port.

Neom is hardly the first project to propose buoyant urbanism as a response to climate-change scenarios. South Korea, working with Oceanix, has been planning what it calls “the world’s first prototype of a resilient and sustainable floating community,” off the coast of Busan, a port city of more than 3 million. The design (BIG again, along with Samsung’s Samoo) envisions a honeycomb-like array of low-slung modular and interconnected islands, each built on concrete platforms, with the weight of the buildings above counteracted by air in the hollow volumes below. In the Maldives, meanwhile, Dutch Docklands, working with the Maldivian government, is creating Maldives Floating City, designed to be a 20,000-person enclave. Given current projections for sea-level rise, it makes sense that floating cities have surged into the city-building consciousness.

More earthbound but no less ambitious is Egypt’s New Administrative Capital, across the Red Sea from Neom, where work has been under way since 2015. The huge entity—no official name yet—will replace Cairo as the country’s governmental center. The project includes Africa’s tallest tower and the 22-mile-long Green River, a park incorporating bodies of recycled water that is envisioned as an homage to the Nile.

Might any of these projects live up to the outsize dreams of their creators? The jury is out. “What makes a successful city is that it possesses a level of social and economic complexity,” says Greg Lindsay, a senior fellow at MIT’s Future Urban Collectives Lab. “Most of the city builders I’ve worked with still struggle with understanding how to build that.” The desire to create iconic architecture and high-tech infrastructure often overlooks all those bottom-up, unsexy things that make a city tick.

And yet perhaps the impact of ideal cities can be measured in other ways. “These projects are often aspirational and function as important examples for other places, even if they don’t succeed,” says architect and author Stefan Al. Take the smart city that Google’s Sidewalk Labs envisioned for Toronto’s waterfront, a more sustainable and affordable community resulting from tech and urban-design innovations. “It wasn’t built,” Al notes, “but the company has been planning to commercialize some of its innovations, like automated waste management and mass timber modular buildings, and architects and urban planners have been inspired by their vision.”

Ideal cities are like grand experiments, built on hypotheses as much as on bedrock; how the subjects of those experiments will respond is often impossible to predict. That we keep trying to fashion new and better ways to live collectively speaks to our hubris but even more so to our perennial optimism. TOM VANDERBILT



A rendering of Oceanix Busan, a planned floating sustainable community in Busan, South Korea

Neom—the name is a portmanteau of the Greek neos (“new”) and the Arabic mustaqbal (“future”)—is perhaps the grandest of all the “gigaprojects” of the Saudi Kingdom’s Public Investment Fund. Another, the “entertainment city” called Qiddiya, with a Six Flags park, was master-planned by Danish architect Bjarke Ingels’s firm BIG. The cities are intended, as Crown Prince Mohammed bin Salman has described, to diversify Saudi Arabia’s oil-dependent economy. The \$500 billion Neom plan is composed of three regions: The Line, a 105-mile linear city, which will be built along a hyperspeed train line framed by homes and businesses, with no trip longer than 20 minutes and most clocking in at 5; Trojena, a tourism complex featuring a man-made lake and year-

the future of travel

Post Ranch Inn, a Beyond Green member with epic access to the California coast

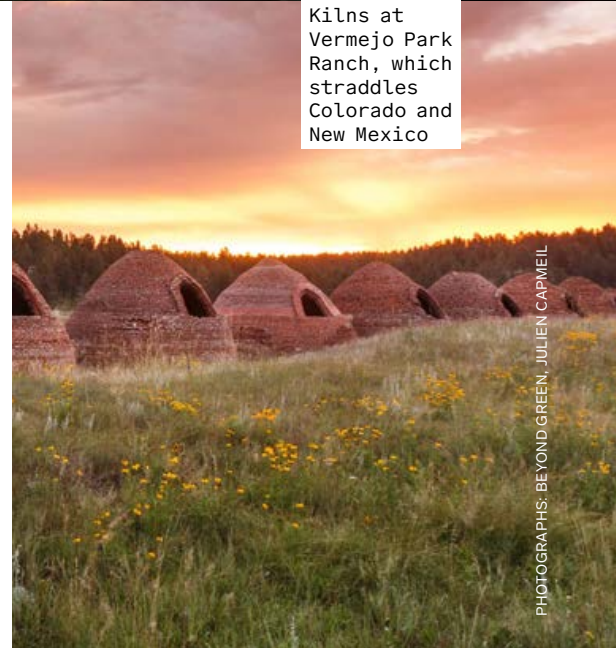


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an FINDING ECO HOTEL *will be* EASIER THAN EVER

The hospitality portfolio Beyond Green is helping environmentally minded guests choose the best place to stay

Kilns at Vermejo Park Ranch, which straddles Colorado and New Mexico



PHOTOGRAPHS: BEYOND GREEN, JULIEN CAPMEIL



Sammy Ocheng Akatch, a guide at Kenya's andBeyond Bataleur



Tuscany's Borgo Pignano, part of Beyond Green, has hiking and an organic garden

On andBeyond Mnemba Island, a private island resort off the coast of Zanzibar, resident dive master Chris Barfoot is waiting for sea turtles to hatch. The 101 eggs, buried under some of the most pristine sand in the world, weren't supposed to be ready for another few days. But Barfoot, boosted by both scientific knowledge and his own innate Spidey sense, is confident that the time is now—and he has enlisted me to help steer the hatchlings safely out to sea.

I wasn't selected for my turtle-shepherding skills, though: andBeyond regularly pulls in guests to participate in its conservation initiatives, part of an ongoing effort to educate visitors about the environment and communities they've traveled to experience, while also providing them with an increasingly popular luxury—the opportunity to give back. It's an ethos extended across all of andBeyond's 29 lodges and camps, and several of them—like conservation-focused Bataleur Camp in Kenya and Vira Vira in the Chilean Lake District—fall under the umbrella of Beyond Green, a global portfolio of hotels, resorts, and lodges leading the charge in sustainability.

“Luxury is not just about turndown service and good linens anymore,” says Lindsey Ueberroth, CEO of Preferred Hotels Group, the parent company of Beyond Green. After the pandemic paralyzed the travel industry—and forced many hospitality brands to reevaluate their social and environmental impact—Preferred acquired Beyond Green Travel, a sustainable travel-solutions leader launched by Costas Christ in 2005, and started Beyond Green, framing it as not just a new hotel collection, but “a trusted guide for travelers” looking to contribute to positive change. “We are increasingly seeing travelers wanting to go to hotels that open a door to a different way of life,” says Ueberroth. “Moving forward, the successful hotels will be the ones that really invite guests to actively be a part of something, and to be able to feel the impact that they're having while they're there.”


If a Relais & Châteaux hotel is measured by the quality of its spa and the prestige of its Michelin-starred restaurants, then a Beyond Green property can be judged by its carbon-emission →

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Bright Idea

When Switzerland's GoldenPass Express launches in December, connecting Montreux in the west with Interlaken in the east, it will mark the first time that a train will hop between different types of tracks, thanks to a variable gauge bogie that could revolutionize international train travel.

the future of travel



Beyond Green's Ashford Castle in County Mayo, Ireland



Beyond Green's historic Bentwood Inn gives guests access to Grand Teton and Yellowstone

benchmarks, hiring practices, and use of locally sourced materials. That's why Beyond Green's long-term goal is not growth for growth's sake. The portfolio currently features 26 properties, an increase of just two since it launched last year; future expansion will prioritize geographical diversity while taking care to protect the integrity of the group. The company also seeks out hotels taking climate-change action, says Nina Boys, vice president of sustainability at Beyond Green Travel, with "ocean stewardship gaining an increasing amount of attention."

Take The Brando, on the Tetiaroa Atoll in French Polynesia, a Beyond Green member. In addition to cosponsoring the island nation's Blue Climate Summit, which took place earlier this year, the resort recently introduced Sea Water Air Conditioning (SWAC) throughout the property, which harnesses the cold temperatures of deep-sea water to cool the air rather than relying on harmful greenhouse gases—no small feat considering that AC units are a major contributor to global emissions.

"We really set our standards and our criteria very high," says Boys, who points to the work of Vermejo Park Ranch in New Mexico, part of Ted Turner Reserves, which has restored and preserved more than 500,000 acres of natural habitat and provides

guests with access to its on-site biodiversity and natural-resource specialists through conservation tours. Beyond Green properties aren't limited to rural areas, though: Cavallo Point Lodge, across the Golden Gate Bridge from San Francisco, for example, earned a spot in the portfolio thanks to a slew of environmental-design efforts that gained it LEED Gold Status from the U.S. Green Building council, as well its ongoing philanthropic initiatives in the city.

"Sustainability is not a trend, but the pandemic showed us how interconnected the planet really is in real time. As travelers, we are now even more conscious of visiting somebody else's home, which means we need to be sure we are contributing toward positive change," says Boys.

As Barfoot and I guide the turtle hatchlings out of the sand, a small crowd of guests and staff forms to watch. Among them is Nancy Iraba, a Tanzanian marine scientist and scuba diver with Oceans Without Borders, a program dedicated to marine conservation and community-led development overseen by andBeyond and its partner the Africa Foundation—just the kind of work that snags a property Beyond Green membership. Before 2021, Iraba had never gone diving; now, with a recent certification under her belt, she spends much of the week underwater with her small team, collecting data on coral bleaching and beach erosion, and managing Mnemba's new coral nursery.

As the final hatchlings instinctively waddle their way toward the ocean, Iraba reminds me that Zanzibar is sinking. Rising sea levels may cause the beach we're standing on to disappear within a century, a timeline shorter than the lifespan of some sea turtles. Unless, of course, the actionable work from organizations like Oceans Without Borders continues. And with that, the last hatchling propels itself into the ocean and out of sight—thanks, in part, to our group of hopeful humans, who helped usher it into the future. LALE ARIKOGLU