GROUP A

METHODS OF CONTEXTUALIZING (PUBLISHING & LITERACY)

MARILYN BAKER JIN SEO YINI CHEN MOYE LIU

APPROACH

FOUR EXPLORATIONS

We decided to begin this project by picking a single set of data, CO2e emmisions from long-haul flights, and indivually exploring our iterations. We’re presenting these four explorations.

ENQUIRY

How can we communicate a complex set of data using a playful and comprehensive method?

We use graphic communication design as a research tool to translate complex climate data into an experience that can be both playful and readable. The project investigates how different forms of visualisation change what the data appears to mean.

2024-2025
22,337
ual:STUDENTS
BACK HOME
PRODUCED
28,251.57
EMISSIONS(tCO2e)

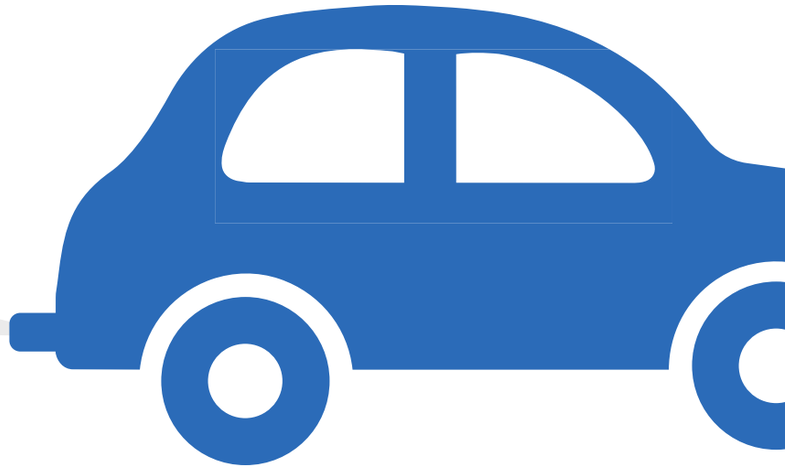


SOURCE:
UAL Net Zero and Sustainability Programme Data sources
Student hometown trave Summary and Analysis

28,251.57 EMISSIONS (tCO2e)

SOURCE:
UAL Net Zero and Sustainability Programme Data sources
Student hometown trave Summary and Analysis

7,620 CARS DRIVEN ONE YEAR



SOURCE:
UK GOVERNMENT GHG CONVERSION FACTORS 2024
HTTPS://WWW.GOV.UK/GOVERNMENT/PUBLICATIONS/GREENHOUSE-GAS-REPORTING-CONVERSION-FACTORS-2024

10,463 HOUSE'S DOMESTIC ENERGY FOR ONE YEAR

(natural gas + electricity)



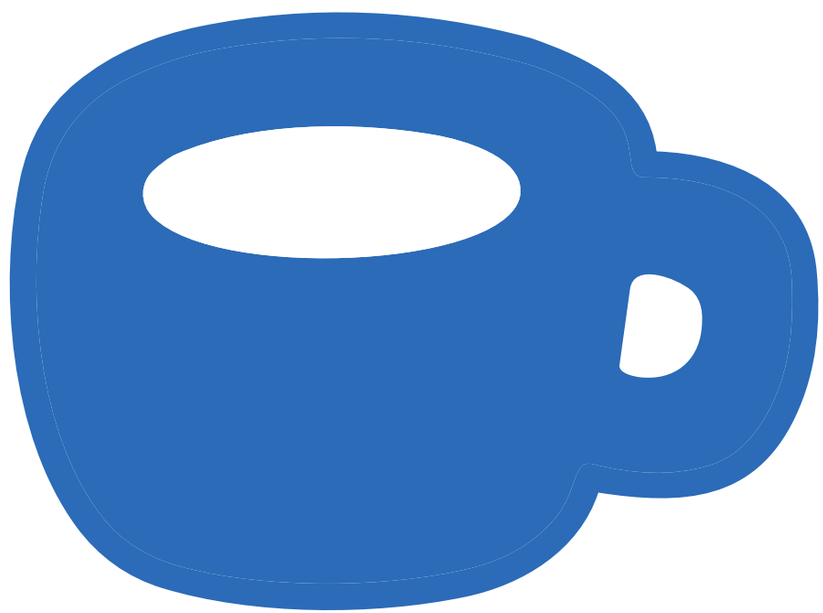
SOURCE:
UK DESNZ GREENHOUSE GAS STATISTICS 2024
HTTPS://WWW.GOV.UK/GOVERNMENT/COLLECTIONS/UK-GREENHOUSE-GAS-EMISSIONS-STATISTICS



ONE STUDENT BACK HOME CAN USE LAPTOP FOR 11.25 YEARS

SOURCE:
LAWRENCE BERKELEY NATIONAL LAB COMPUTER ENERGY STUDY 2024
HTTPS://EES.LBL.GOV/PUBLICATIONS/COMPUTER-USAGE-AND-NATIONAL-ENERGY

ALL UAL STUDENTS DRINK LATTÉ A DAY FOR **6.3 YEARS**



SOURCE:
UNIVERSITY COLLEGE LONDON COFFEE STUDY (2024)
HTTPS://THECONVERSATION.COM/COFFEE-HERES-THE-CARBON-COST-OF-YOUR-DAILY-CUP-AND-HOW-TO-MAKE-IT-CLIMATE-FRIENDLY-152629

94.66%
EMISSIONS (tCO2e)
COMES FROM FLIGHT

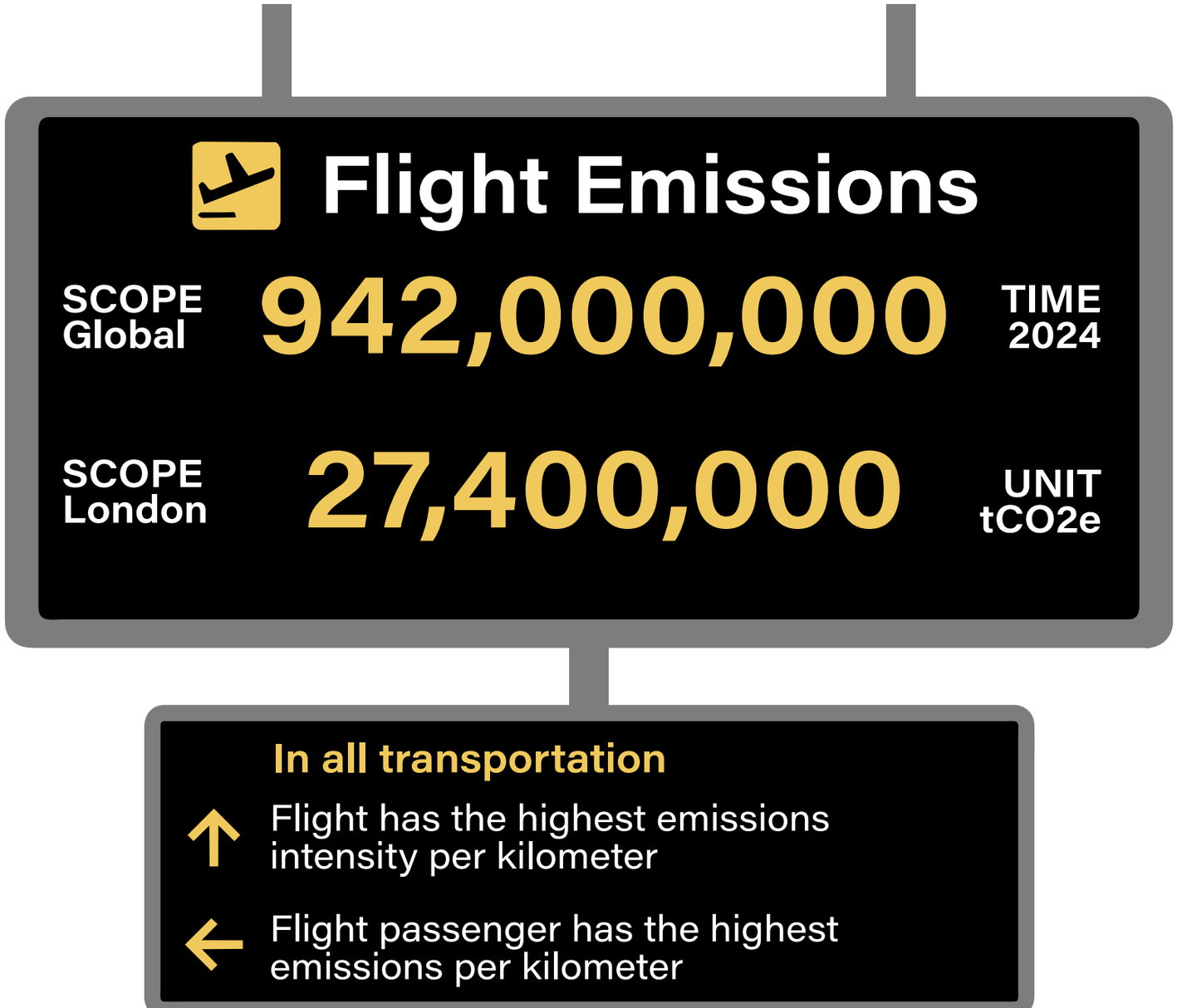


Long-Haul Flight89.69%

Short-Haul Flight4.81%

Domestic Flight0.16%

SOURCE:
UAL Net Zero and Sustainability Programme Data sources
Student hometown trave Summary and Analysis



SOURCE:
Global Energy Review 2025 CO2 Emissions
https://www.iea.org/reports/global-energy-review-2025/co2-emissions

London's airports - Greater London Authority
https://www.iea.org/reports/global-energy-review-2025/co2-emissions

2024 Aviation Emissions: Efficiency Gains vs. Rising Totals
https://www.iata.org/en/iata-repository/publications/economic-reports/2024-aviation-emissions-efficiency-gains-vs.-rising-totals

HARMFUL EFFECTS OF FLIGHT EMISSIONS

ENVIRONMENT ✈ HEALTH PROBLEM

GLOBAL WARMING

CO2 is the primary driver of the long-term greenhouse effect, and aviation emissions significantly exacerbate global warming.

RESPIRATORY DISEASES

CO2 is the primary driver of the long-term greenhouse effect, and aviation emissions significantly exacerbate global warming.

AIR POLLUTION

Aircraft takeoff and landing generate large amounts of NOx and fine particulate matter (PM). These pollutants are important precursors to ozone and PM2 formation, affecting air quality in cities and around airports.

CARDIOVASCULAR DAMAGE

Long-term air pollution exposure is associated with a significantly increased risk of cardiopulmonary diseases, chronic obstructive pulmonary disease (COPD), and myocardial infarction.

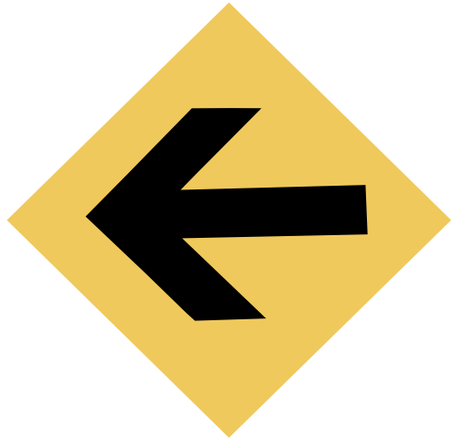
SOURCE:
Quantifying aviation's climate impact
https://aviationbenefits.org/other-environmental-challenges/quantifying-aviations-climate-impact/

Transport & Environment / CE Delft, Health Impacts of Aviation UFP Emissions in Europe
https://www.transportenvironment.org/uploads/files/CEDelft_Final_Study.pdf

CIEH Environmental Health News
https://www.cieh.org/ehn/environmental-protection/2025/march/third-runway-at-heathrow-could-add-extra-44m-tonnes-of-co2-a-year/



OUR POSITION



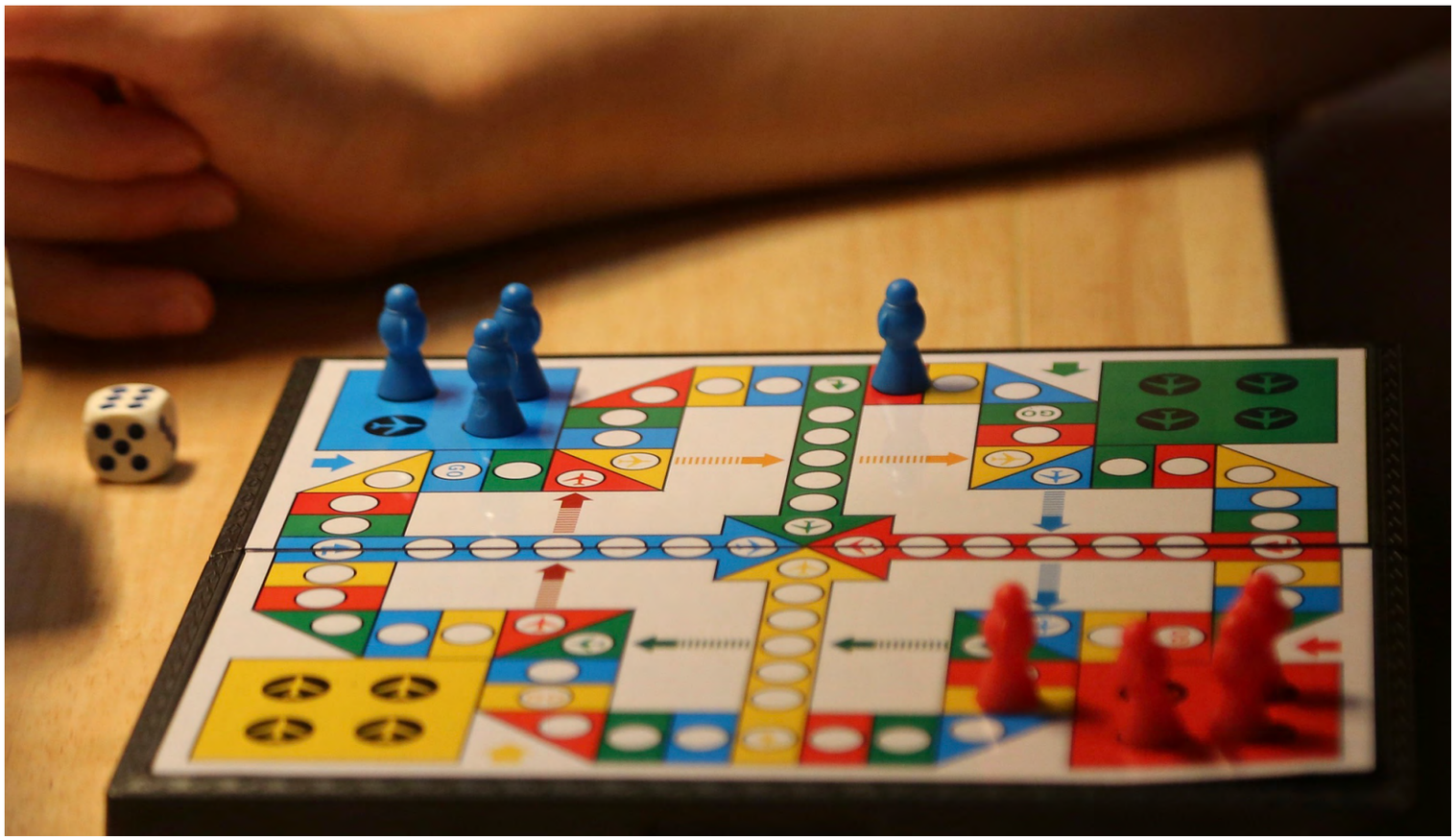
The aim of our project is not to discourage people from flying, but to raise public awareness of the harmful effects of aviation emissions, enhance environmental consciousness, and encourage more thoughtful consideration of travel choices, bringing low-carbon living awareness into everyday life.

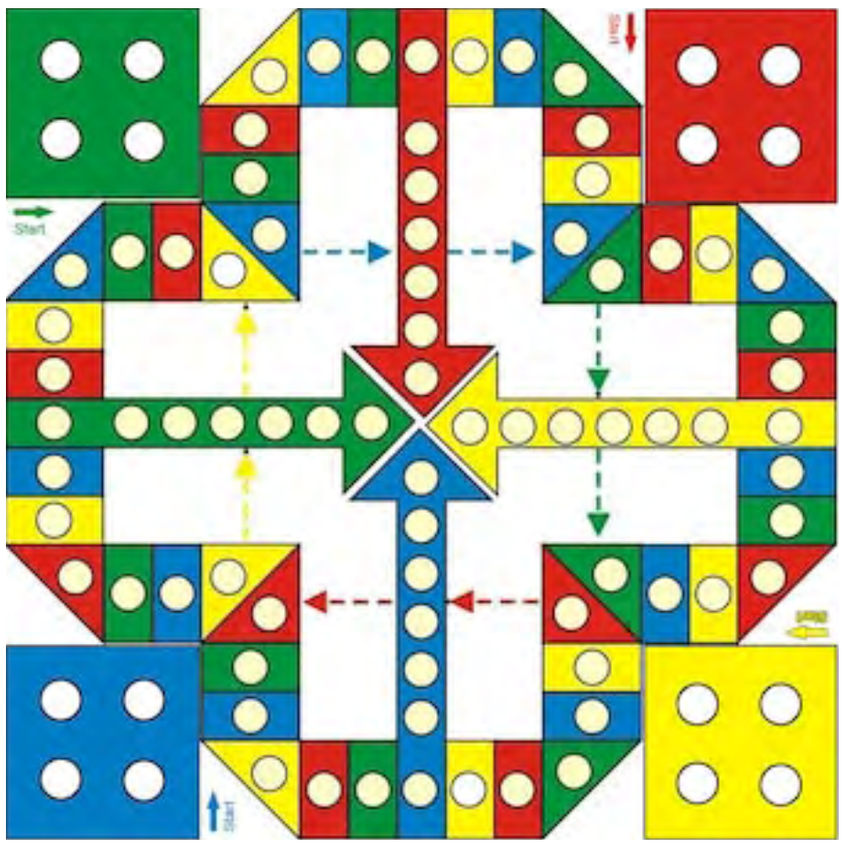
ITERATION (03)

INFO

This project reimagines the traditional table game Airplane Chess by introducing a carbon-emission card system. Players may accelerate their movement by drawing cards, but doing so increases their carbon footprint. The winner is determined by a combined score of total emissions and arrival order, encouraging players to balance speed against environmental responsibility.







Low Emission

- Walking or cycling
- Using public transportation (subway/bus)
- Cooking at home (using local ingredients)

Moderate-Low Emission

- Short-distance train travel
- Using air conditioning or heating
- Ordering takeout

Moderate-High Emission

- Long-distance driving
- Frequent use of taxi services
- Consuming large amounts of beef

High Emission

- Long-haul flights
- Traveling by private jet
- Large-scale industrial emissions

Experiment 1 — Geological Sediment

UAL Student Hometown Travel Data

Activity	Type	Unit	2015 - 2016	2016 - 2017	2017 - 2018	2018 - 2019	2019 - 2020	2020 - 2021	2021 - 2022	2022 - 2023
Car	Average car	km	0.18695	0.18242	0.18064	0.1771	0.1714	0.17148	0.17067	0.166639
Rail	National rail	passenger.km	0.04885	0.04678	0.04424	0.04115	0.03694	0.03549	0.03549	0.035463
Bus	Coach	passenger.km	0.02867	0.0278	0.02801	0.02779	0.02732	0.02684	0.02733	0.0271814
Bus	Average local bus	passenger.km	0.11986	0.12259	0.12007	0.12076	0.10312	0.11774	0.10778	0.1021504
Taxi	Regular Taxi	passenger.km	0.16286	0.15617	0.15344	0.15018	0.14549	0.14876	0.14876	0.1486149
Ferry	Average (all passenger)	passenger.km	0.116063	0.116112	0.112873	0.112863	0.112864	0.112862	0.11286	0.1126981
Flights	Domestic, to/from UK	passenger.km	0.278670	0.26744	0.29832	0.25493	0.2443	0.24587	0.24587	0.27257679
Flights	Short-haul, to/from UK	passenger.km	0.165080	0.15845	0.1597	0.15573	0.15298	0.15102	0.15102	0.18287
Flights	Long-haul, to/from UK	passenger.km	0.165080	0.15119	0.16279	0.14981	0.14615	0.14787	0.14787	0.20011

Calculation of Emissions

Trips per year and the percent divide between trave

Country	Region	Carbon Emissions (kgCO2e)										Total Carbon Emissions (tCO2e)
		Car	Rail	Coach	Local Bus	Taxi	Ferry	Domestic flight	Short-haul flight	Long-haul flight	*Total emissions*	
Albania	Europe	14.76	38.02	0.81	0.00	0.00	0.00	0.00	1,378.10	0.00	*1,431.68*	**1.43**
Algeria	Africa	6.54	1.39	0.00	0.00	0.00	0.00	0.00	0.00	510.62	*518.55*	**0.52**
Andorra	Europe	14.76	21.24	0.42	0.00	0.00	0.00	0.00	704.54	0.00	*740.95*	**0.74**
Anguilla	North America	6.54	1.39	0.00	0.00	0.00	0.00	0.00	0.00	1,999.34	*2,007.27*	**2.01**
Argentina	South America	52.32	11.09	0.00	0.00	0.00	0.00	0.00	0.00	26,905.34	*26,968.75*	**26.97**
Australia	Oceania	477.41	101.22	0.00	0.00	0.00	0.00	0.00	0.00	377,237.63	*377,816.26*	**377.82**
Austria	Europe	280.35	501.30	10.25	0.00	0.00	0.00	0.00	17,311.59	0.00	*18,103.50*	**18.10**
Azerbaijan	Europe	103.29	536.49	11.94	0.00	0.00	0.00	0.00	20,496.58	0.00	*21,148.30*	**21.15**
Bahamas	North America	6.54	1.39	0.00	0.00	0.00	0.00	0.00	0.00	1,553.17	*1,561.09*	**1.56**
Bahrain	Asia	98.10	20.80	0.00	0.00	0.00	0.00	0.00	0.00	23,148.21	*23,267.10*	**23.27**
Bangladesh	Asia	19.62	4.16	0.00	0.00	0.00	0.00	0.00	0.00	7,307.26	*7,331.04*	**7.33**
Barbados	North America	13.08	2.77	0.00	0.00	0.00	0.00	0.00	0.00	4,125.61	*4,141.47*	**4.14**
Belarus	Europe	29.51	76.17	1.62	0.00	0.00	0.00	0.00	2,761.52	0.00	*2,868.82*	**2.87**
Belgium	Europe	575.46	367.97	5.71	0.00	0.00	0.00	0.00	9,005.57	0.00	*9,954.71*	**9.95**
Bermuda	North America	26.16	5.55	0.00	0.00	0.00	0.00	0.00	0.00	6,753.70	*6,785.40*	**6.79**
Bhutan	Asia	6.54	1.39	0.00	0.00	0.00	0.00	0.00	0.00	2,324.56	*2,332.49*	**2.33**
Botswana	Africa	13.08	2.77	0.00	0.00	0.00	0.00	0.00	0.00	5,381.93	*5,397.79*	**5.40**
Brazil	South America	372.77	79.03	0.00	0.00	0.00	0.00	0.00	0.00	150,661.52	*151,113.32*	**151.11**
Brunei	Asia	19.62	4.16	0.00	0.00	0.00	0.00	0.00	0.00	10,283.53	*10,307.31*	**10.31**
Bulgaria	Europe	221.33	610.70	13.08	0.00	0.00	0.00	0.00	22,292.72	0.00	*23,137.82*	**23.14**
Cambodia	Asia	52.32	11.09	0.00	0.00	0.00	0.00	0.00	0.00	24,371.83	*24,435.24*	**24.44**
Canada	North America	1,118.31	237.10	0.00	0.00	0.00	0.00	0.00	0.00	281,046.35	*282,401.77*	**282.40**
Cayman Islands	North	13.08	2.77	0.00	0.00	0.00	0.00	0.00	0.00	4,712.29	*4,728.15*	**4.73**

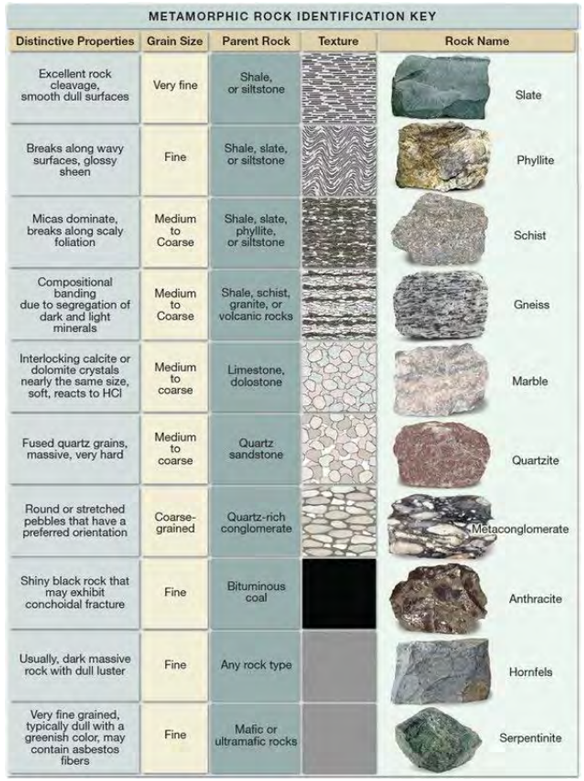
UAL Student Hometown Travel Data

- transport type, distance, region, CO2e
- multiple years of student travel

At first: behavioural data (students travelling) But actually: mobility required for education.

Research Question

Why is structural data read as individual behaviour?



METAMORPHIC ROCK IDENTIFICATION KEY

Distinctive Properties	Grain Size	Parent Rock	Texture	Rock Name
Excellent rock cleavage, smooth dull surfaces	Very fine	Shale, or siltstone		Slate
Breaks along wavy surfaces, glossy sheen	Fine	Shale, slate, or siltstone		Phyllite
Micas dominate, breaks along scaly foliation	Medium to Coarse	Shale, slate, phyllite, or siltstone		Schist
Compositional banding due to segregation of dark and light minerals	Medium to Coarse	Shale, schist, granite, or volcanic rocks		Gneiss
Interlocking calcite or dolomite crystals nearly the same size, soft, reacts to HCl	Medium to coarse	Limestone, dolostone		Marble
Fused quartz grains, massive, very hard	Medium to coarse	Quartz sandstone		Quartzite
Round or stretched pebbles that have a preferred orientation	Coarse-grained	Quartz-rich conglomerate		Metaconglomerate
Shiny black rock that may exhibit conchoidal fracture	Fine	Bituminous coal		Anthracite
Usually, dark massive rock with dull luster	Fine	Any rock type		Hornfels
Very fine grained, typically dull with a greenish color, may contain asbestos fibers	Fine	Mafic or ultramafic rocks		Serpentinite

Adapting Metamorphic Rock textures to my data set.

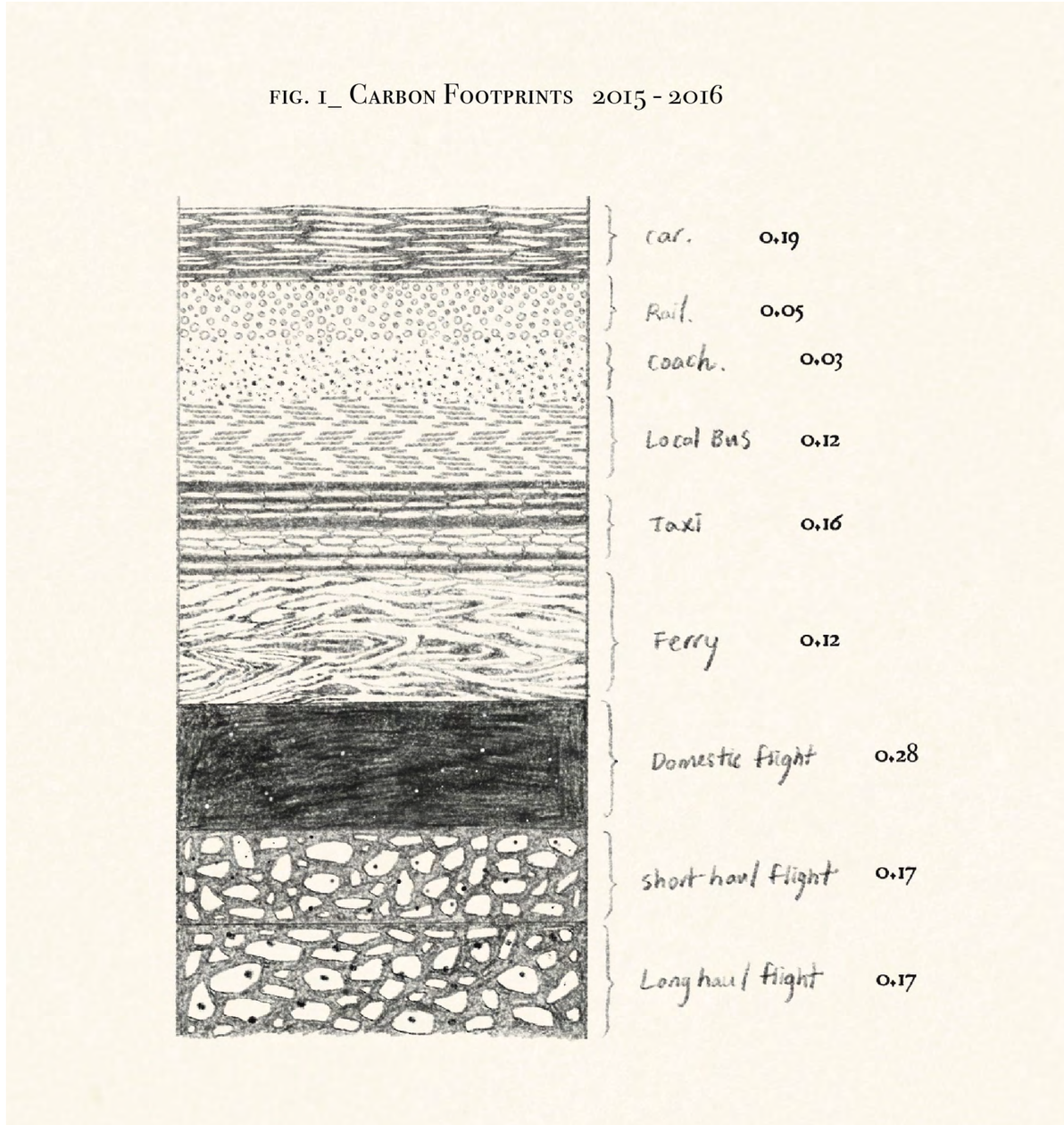
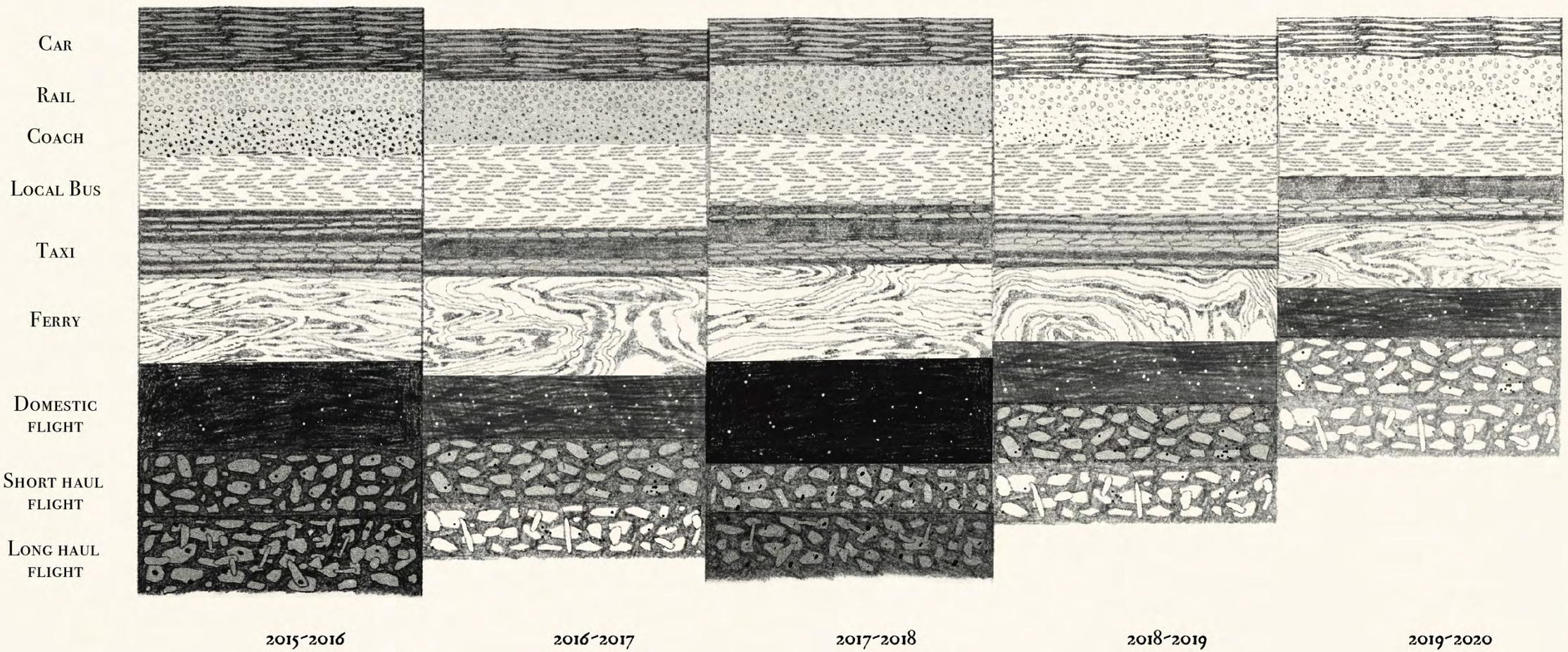


FIG. 1_ CARBON FOOTPRINTS 2015 - 2016

FIG. 2_ CARBON FOOTPRINTS 2015 - 2020



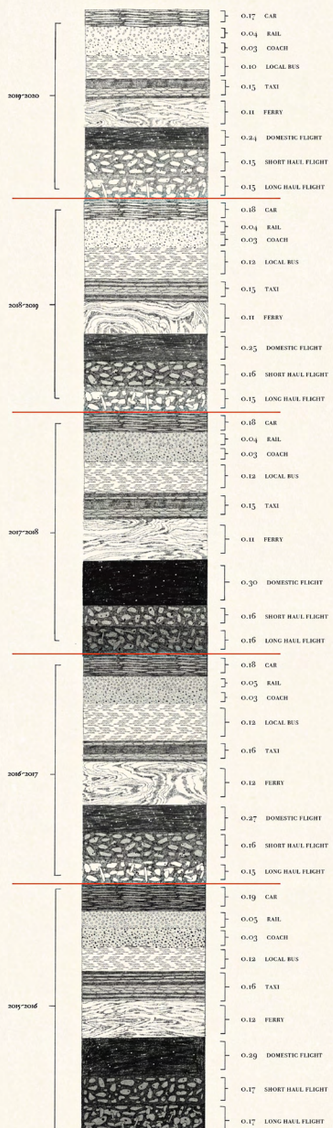
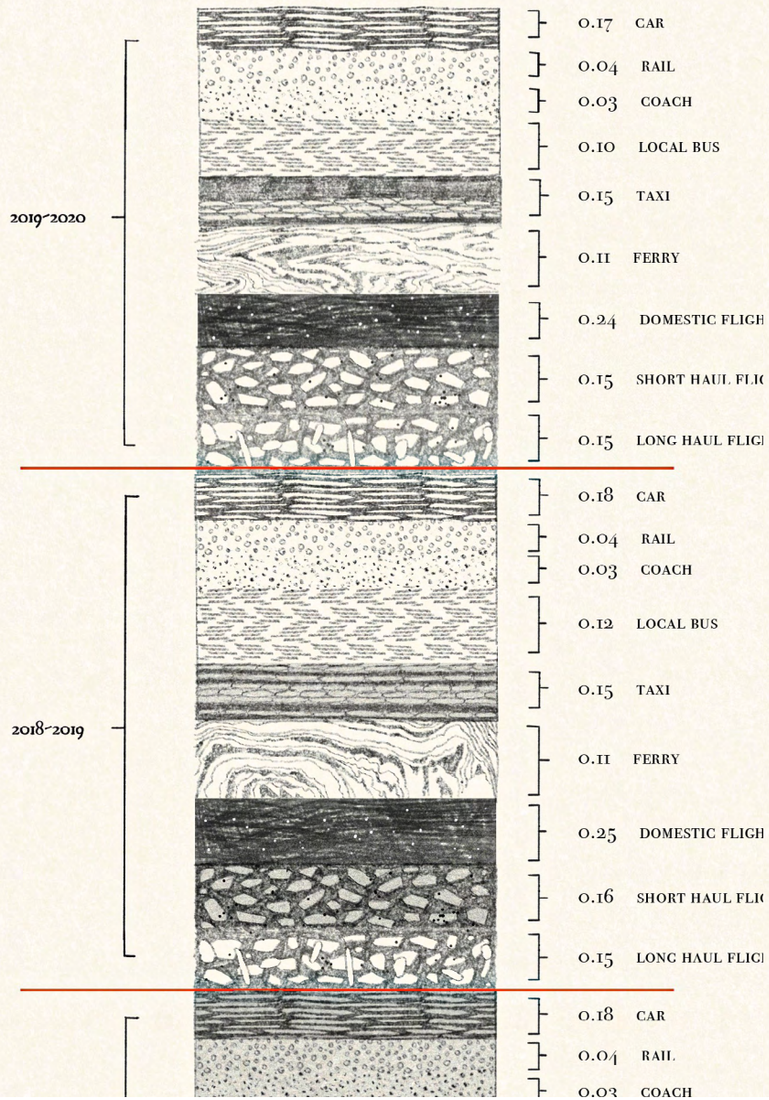
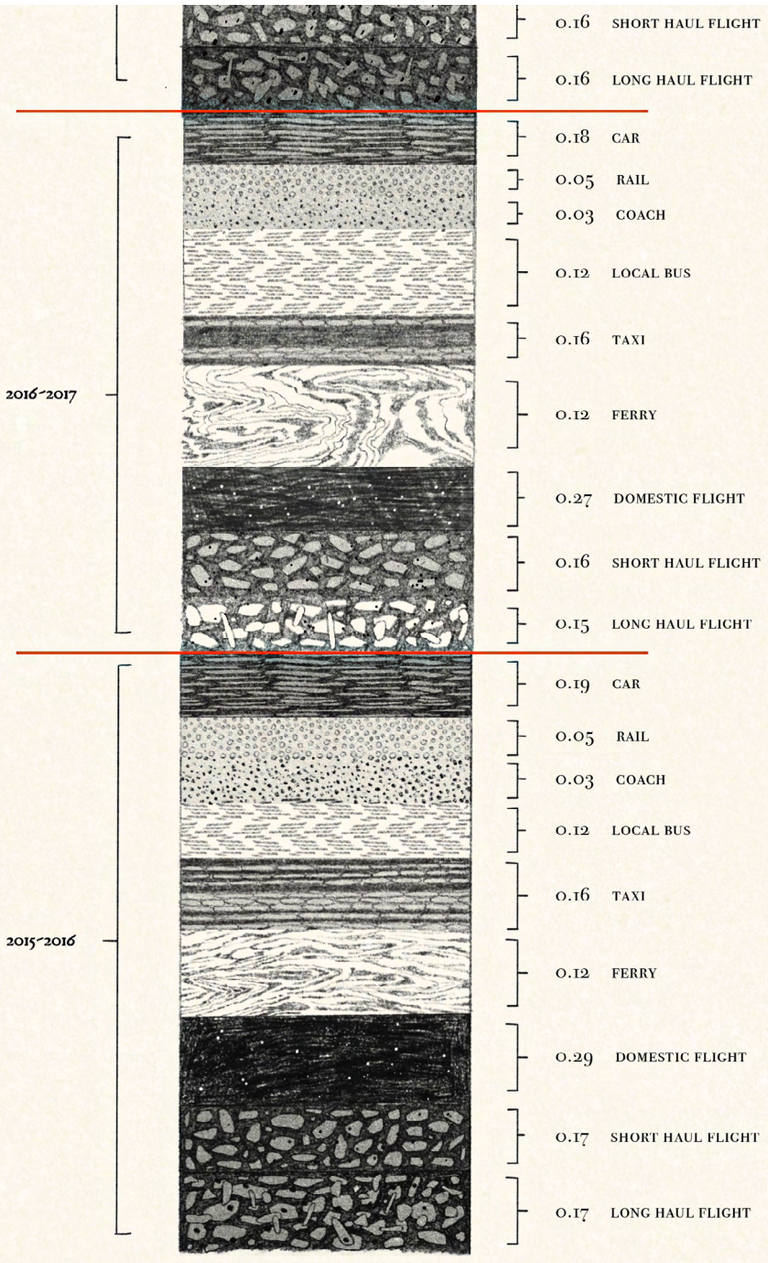


FIG. 3_ CARBON FOOTPRINTED GEOLOGICAL SEDIMENTS





Experiment 2 — Energy, Not Material

Calculation of Emissions

Trips per year and the percent divide between trave

Country	Region	Carbon Emissions (kgCO2e)									
		Car	Rail	Coach	Local Bus	Taxi	Ferry	Domestic flight	Short-haul flight	Long-haul flight	*Total emissions*
Albania	Europe	14.76	38.02	0.81	0.00	0.00	0.00	0.00	1,378.10	0.00	*1,431.68*
Algeria	Africa	6.54	1.39	0.00	0.00	0.00	0.00	0.00	0.00	510.62	*518.55*
Andorra	Europe	14.76	21.24	0.42	0.00	0.00	0.00	0.00	704.54	0.00	*740.95*
Anguilla	North America	6.54	1.39	0.00	0.00	0.00	0.00	0.00	0.00	1,999.34	*2,007.27*
Argentina	South America	52.32	11.09	0.00	0.00	0.00	0.00	0.00	0.00	26,905.34	*26,968.75*
Australia	Oceania	477.41	101.22	0.00	0.00	0.00	0.00	0.00	0.00	377,237.63	*377,816.26*
Austria	Europe	280.35	501.30	10.25	0.00	0.00	0.00	0.00	17,311.59	0.00	*18,103.50*
Azerbaijan	Europe	103.29	536.49	11.94	0.00	0.00	0.00	0.00	20,496.58	0.00	*21,148.30*
Bahamas	North America	6.54	1.39	0.00	0.00	0.00	0.00	0.00	0.00	1,553.17	*1,561.09*
Bahrain	Asia	98.10	20.80	0.00	0.00	0.00	0.00	0.00	0.00	23,148.21	*23,267.10*
Bangladesh	Asia	19.62	4.16	0.00	0.00	0.00	0.00	0.00	0.00	7,307.26	*7,331.04*
Barbados	North America	13.08	2.77	0.00	0.00	0.00	0.00	0.00	0.00	4,125.61	*4,141.47*
Belarus	Europe	29.51	76.17	1.62	0.00	0.00	0.00	0.00	2,761.52	0.00	*2,868.82*
Belgium	Europe	575.46	367.97	5.71	0.00	0.00	0.00	0.00	9,005.57	0.00	*9,954.71*
Bermuda	North America	26.16	5.55	0.00	0.00	0.00	0.00	0.00	0.00	6,753.70	*6,785.40*
Bhutan	Asia	6.54	1.39	0.00	0.00	0.00	0.00	0.00	0.00	2,324.56	*2,332.49*
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Brazil	South America	372.77	79.03	0.00	0.00	0.00	0.00	0.00	0.00	150,661.52	*151,113.32*
Brunei	Asia	19.62	4.16	0.00	0.00	0.00	0.00	0.00	0.00	10,283.53	*10,307.31*
Bulgaria	Europe	221.33	610.70	13.08	0.00	0.00	0.00	0.00	22,292.72	0.00	*23,137.82*
Cambodia	Asia	52.32	11.09	0.00	0.00	0.00	0.00	0.00	0.00	24,371.83	*24,435.24*
Canada	North America	1,118.31	237.10	0.00	0.00	0.00	0.00	0.00	0.00	281,046.35	*282,401.77*
Cayman Islands	North	13.08	2.77	0.00	0.00	0.00	0.00	0.00	0.00	4,712.29	*4,728.15*

Plane emission re-ordering

1. ~~(Asia) **China:** Long-haul flight / 15,670.66~~
2. ~~(Asia) **South Korea:** Long-haul flight / 1326.29~~
3. (Asia) **India:** Long-haul flight / 1324.27
4. (Asia) **Hong Kong:** Long-haul flight / 1177.86
5. (North America) **USA:** Long-haul flight / 962.14

1. ~~(Asia) **Taiwan:** Long-haul flight / 623.53~~
2. ~~(Asia) **Japan:** Long-haul flight / 493.54~~
3. (Asia) **Thailand:** Long-haul flight / 469.30
4. (Oceania) **Australia:** Long-haul flight / 377.82 / (Asia) **Singapore:** Long-haul flight / 376.74
5. (Asia) **Indonesia:** Long-haul flight / 312.86
6. (North America) **Canada:** Long-haul flight / 281.05
7. (Europe) **Russia:** Short-haul flight / 192.73
8. (Asia) **United Arab Emirates:** Long-haul flight / 190.24
9. (Europe) **Italy:** Short-haul flight / 163.00
10. (Asia) **Malaysia:** Long-haul flight / 154.05
11. ~~(Asia) **Turkey:** Long-haul flight / 152.91 / (South America) **Brazil:** Long-haul flight / 151.70~~
12. (Oceania) **New Zealand:** Long-haul flight / 143.15
13. (Europe) **Spain:** Short-haul flight / 129.00
14. (North America) **Mexico:** Long-haul flight / 114.46 / (Europe) **Ukraine:** Short-haul flight / 113.14
15. (Asia) **Vietnam:** Long-haul flight / 103.97

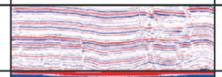
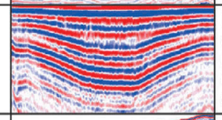
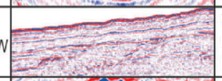
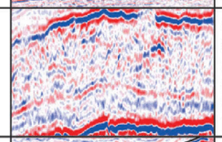
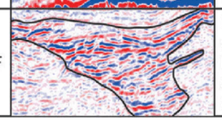
1. ~~(South America) **Colombia:** Long-haul flight / 85.46~~
2. (Europe) **Greece:** Short-haul flight / 82.95
3. ~~(Europe) **Cyprus:** Short-haul flight / 71.20 / (Asia) **Macao:** Long-haul flight / 70.10~~
4. (Asia) **Saudi Arabia:** Long-haul flight / 68.00
5. (Europe) **Germany:** Short-haul flight / 66.70
6. (Europe) **Switzerland:** Short-haul flight / 56.14
7. ~~(Asia) **Philippines:** Long-haul flight / 52.54 / (Europe) **Poland:** Short-haul flight / 51.35~~
8. (Asia) **Kazakhstan:** Long-haul flight / 50.74
9. (UK) **United Kingdom Unspecified:** Domestic flight / 44.91 / (Europe) **Romania:** Short-haul flight / 44.65 / (Europe) **Portugal:** Short-haul flight / 44.17
10. (South America) **Chile:** Long-haul flight / 42.62
11. (Asia) **Pakistan:** Long-haul flight / 42.42
12. (Africa) **South Africa:** Long-haul flight / 40.73 / (South America) **Peru:** Long-haul flight / 40.20
13. (Europe) **France:** Short-haul flight / 39.70 / (Europe) **Sweden:** Short-haul flight / 39.12
14. (Africa) **Egypt:** Long-haul flight / 32.05
15. (Europe) **Georgia:** Short-haul flight / 28.72
16. (South America) **Argentina:** Long-haul flight / 26.91
17. (Asia) **Iran:** Long-haul flight / 25.57
18. (Asia) **Cambodia:** Long-haul flight / 24.37 / (Europe) **Ireland:** Short-haul flight / 24.15
19. (Europe) **Bulgaria:** Short-haul flight / 22.30
20. (Europe) **Lithuania:** Short-haul flight / 21.61 / (Europe) **Azerbaijan:** Short-haul flight / 21.50
21. (Asia) **Lebanon:** Long-haul flight / 18.93 / (Asia) **Israel:** Long-haul flight / 18.67 / (Asia) **Sri Lanka:** Long-haul flight / 18.65
22. (Europe) **Austria:** Short-haul flight / 17.31
23. (Africa) **Nigeria:** Long-haul flight / 16.77 / (Asia) **Myanmar/Burma:** Long-haul flight / 16.48
24. (Africa) **Kenya:** Long-haul flight / 14.53 / (Asia) **Kuwait:** Long-haul flight / 14.13
25. (Europe) **Hungary:** Short-haul flight / 13.90
26. (Europe) **Finland:** Short-haul flight / 12.13
27. (Europe) **Czech Republic:** Short-haul flight / 11.43 / (Europe) **Slovakia:** short-haul flight / 11.23 / (Asia) **Uzbekistan:** Long-haul flight / 11.18
28. (Asia) **Qatar:** Long-haul flight / 10.95 / (Asia) **Brunei:** Long-haul flight / 10.30

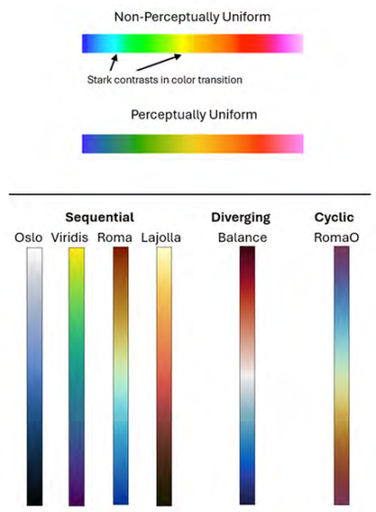
1. ~~(North America) **Jamaica:** Long-haul flight / 9.17~~
2. ~~(Europe) **Norway:** Short-haul flight / 9.04 / (Europe) **Belgium:** Short-haul flight / 9.01~~
3. (Europe) **Serbia:** Short-haul flight / 8.79
4. (North America) **Panama:** Long-haul flight / 7.76
5. ~~(Europe) **Latvia:** Short-haul flight / 7.42 / (Europe) **Netherlands:** Short-haul flight / 7.27~~

Experiment 2 — Energy, Not Material

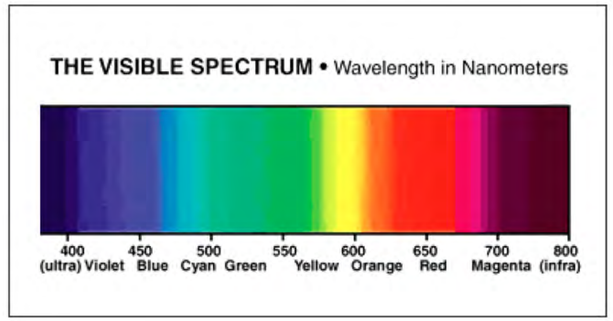
Colour encodes energy intensity:

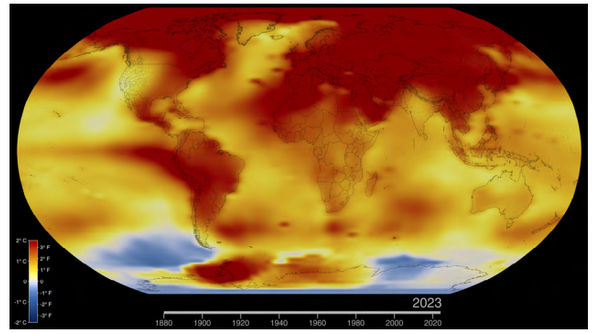
low → pale yellow
medium → orange/red
high → purple

Facies	Example	Seismic character
SF-P		Parallel to subparallel reflectors, low or high amplitude, moderate to high continuity
SF-D		Divergent reflectors, mostly high amplitude, moderate to high continuity, mounded or filling depressions; small-scale concave-upward high-amplitude reflectors sometimes occur in the large-scale facies
SF-MW		Wavy, regularly spaced reflectors, moderate to high amplitude, high continuity, asymmetrical in cross section
SF-C		Some reflectors chaotic, low amplitude; some reflectors more or less layered, contorted, variable amplitude, usually bounded by sharp erosional base characterized by negative reflection
SF-CF		Narrow concave-upward boundary, some reflectors chaotic, low amplitude, low continuity; some reflectors layered, high amplitude, moderate continuity

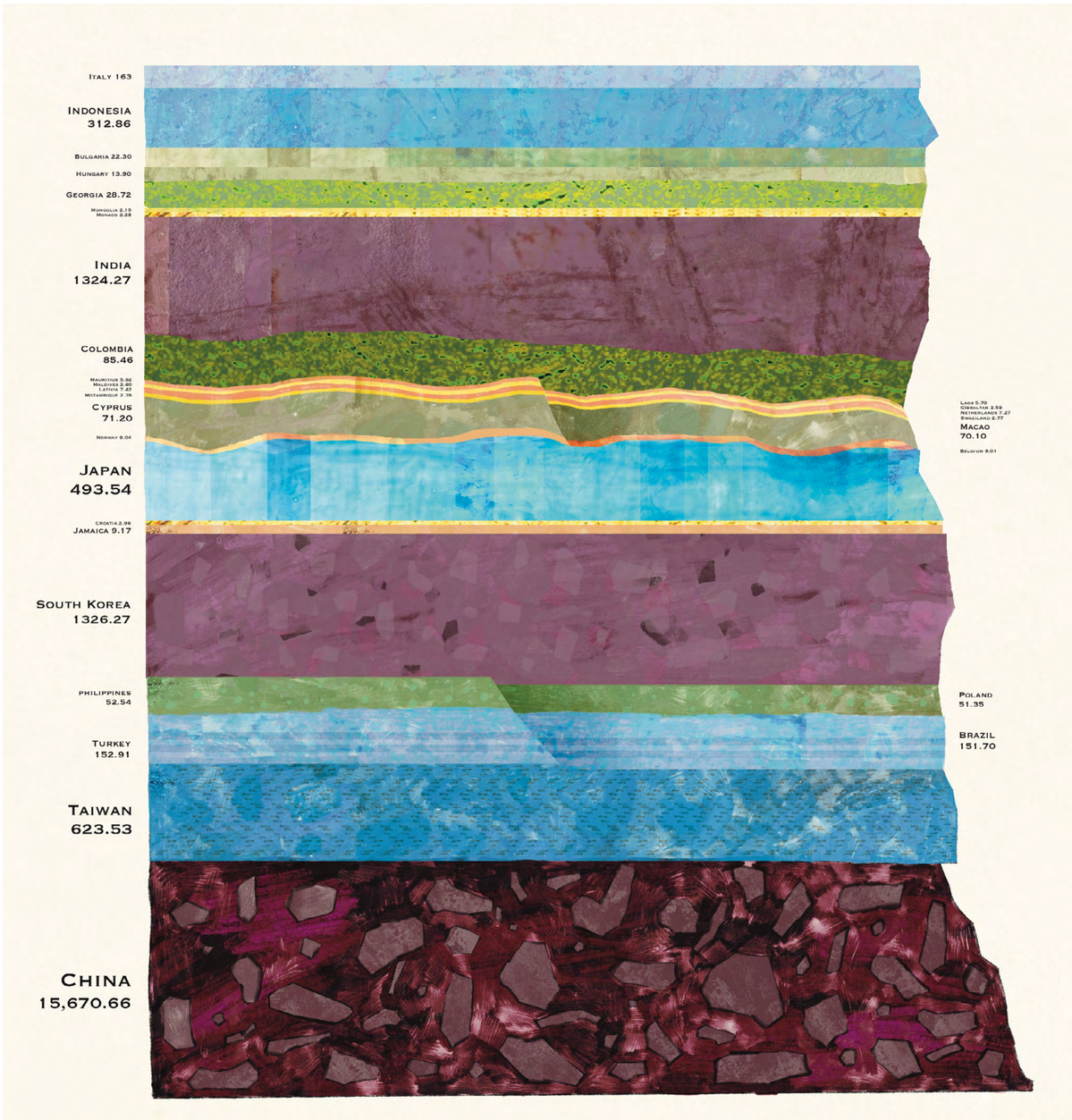


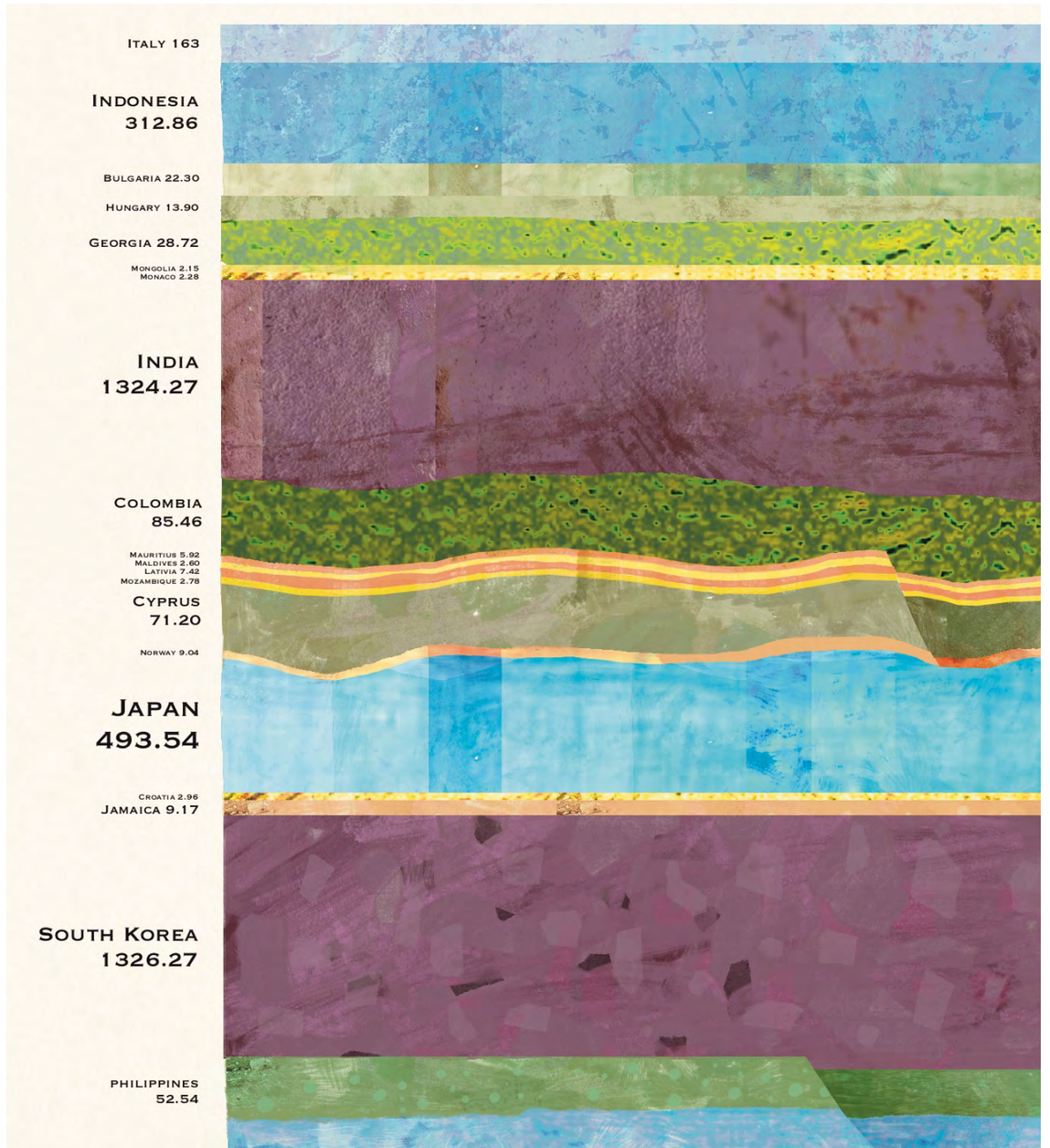
Seismic Mappinng colour scheme showing energy intensity.





Thermal imaging colour scheme showing energy intensity.


Italy 163
Indonesia 312.86
Bulgaria 22.30
Hungary 13.90
Georgia 28.72
Mongolia 2.15
Monaco 2.28
India 1324.27
Colombia 85.46
Mauritius 5.92
Maldives 2.60
Latvia 7.42
Mozambique 2.78
Cyprus 71.20
Norway 9.04
Japan 493.54
Croatia 2.96
Jamaica 9.17
South Korea 1326.27
Philippines 52.54
Turkey 152.91
Taiwan 623.53
China 15,670.66
Laos 5.70
Gibraltar 2.59
Netherlands 7.27
Swaziland 2.77
Macao 70.10
Belgium 8.01
Poland 51.35
Brazil 151.70


Italy 163
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Cyprus 71.20
Norway 9.04
Japan 493.54
Croatia 2.96
Jamaica 9.17
South Korea 1326.27
Philippines 52.54

Who is Responsible?

Students travelling abroad are not simply making lifestyle choices. International education requires mobility.

This is not personal behaviour data.
It is institutional dependency data.

Where does responsibility sit, **individual** or **system**?

Experiment 3 — The Ticket (Assignment of Responsibility)

ual: university of the arts london



NAME INTERNATIONAL STUDENT

FLIGHT ICN TO LDN

BOARDING NOW

CLOSING 04Y 09M 28D

DISTANCE CO_2e 1326.29

GATE TIPPING POINT

BOARDING PASS

NAME INTERNATIONAL STUDENT

FROM SEOUL/INCHEON

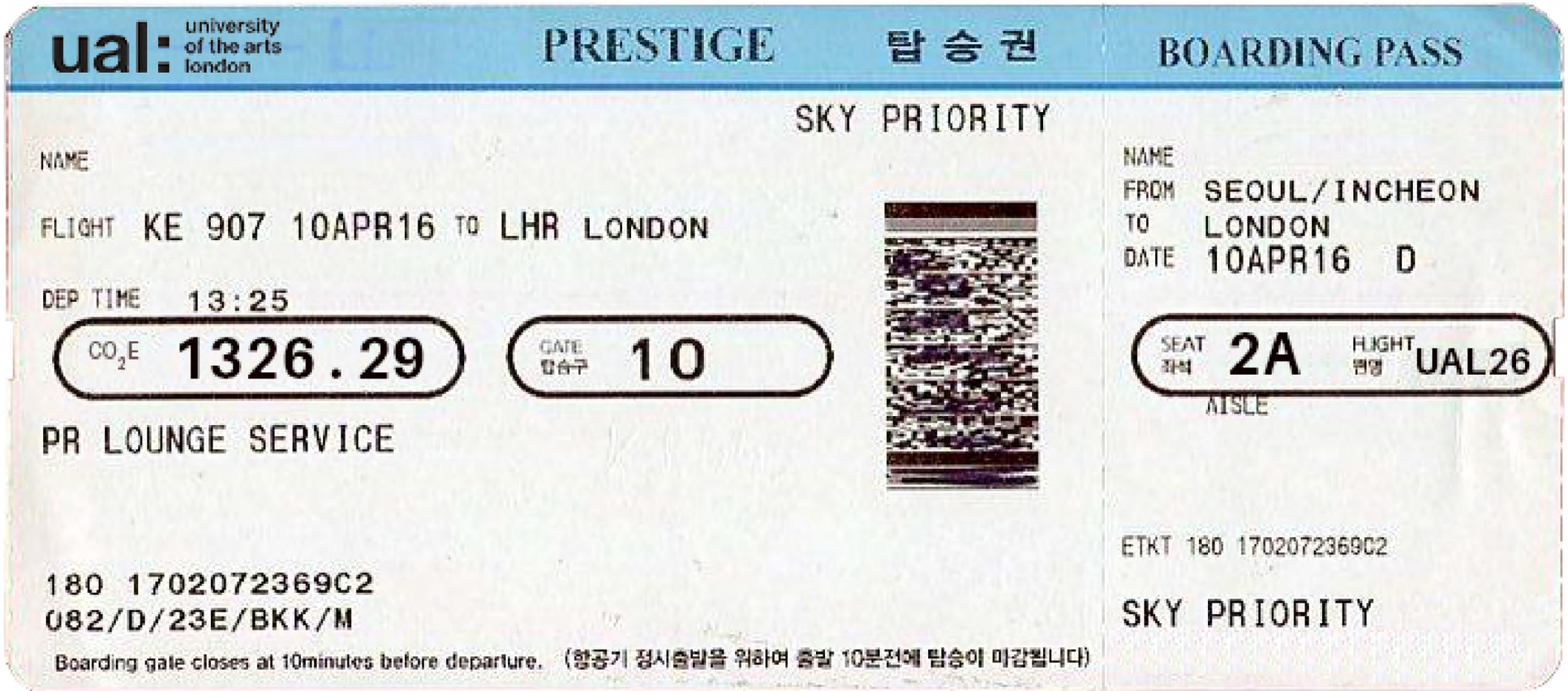
TO LONDON

SEAT 2A

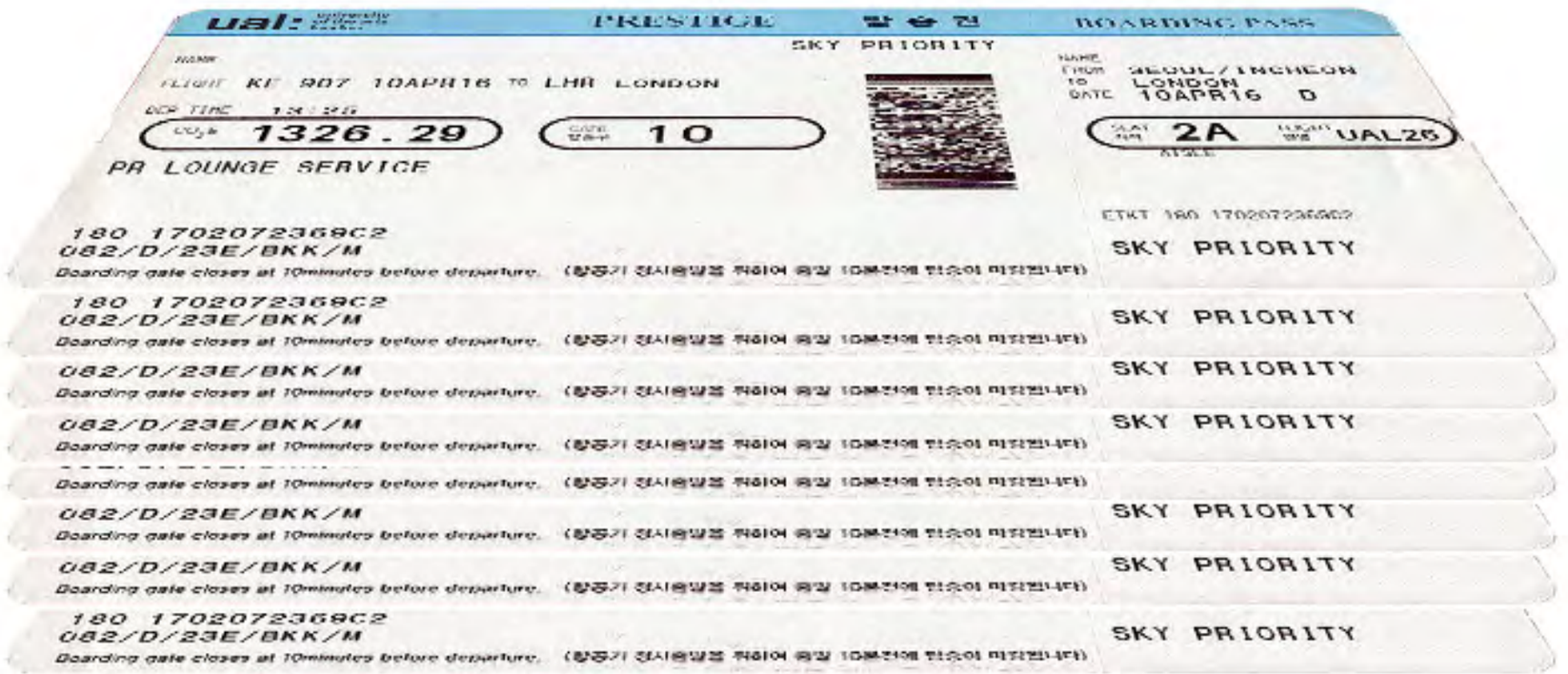
LIABILITY NOTICE

The carbon emissions associated with this pass are underwritten by the university's global expansion strategy. By boarding, the passenger acknowledges that within the current structural conditions of global education, no viable alternative for physical mobility exists. Individual guilt is superseded by institutional dependency.

Experiment 3 — The Ticket (Assignment of Responsibility)



Experiment 3 — Stack reads as a system



ITERATION (01)

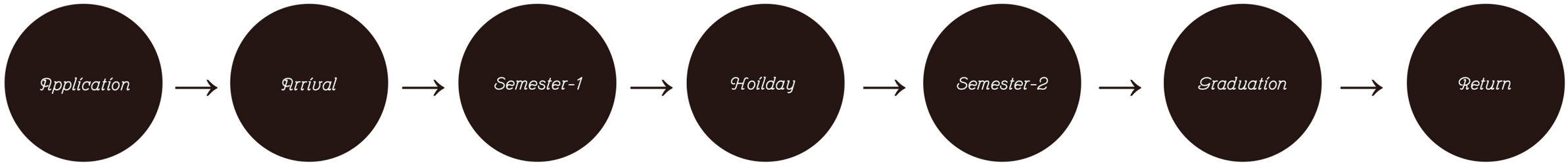
Rules for System Simulation Board Game

INFO

When universities publish aviation carbon data, why does responsibility so often feel individual rather than structural?
Student mobility is not simply a personal moral decision — it is a requirement embedded within global education systems.

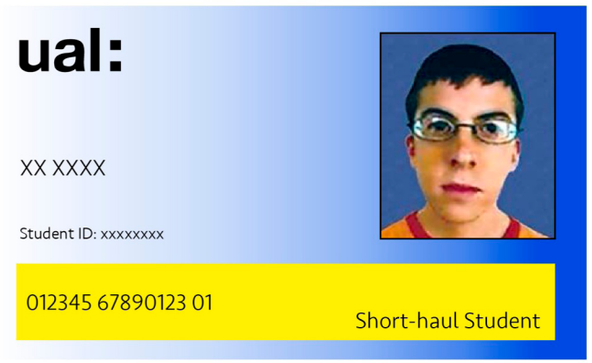
Process

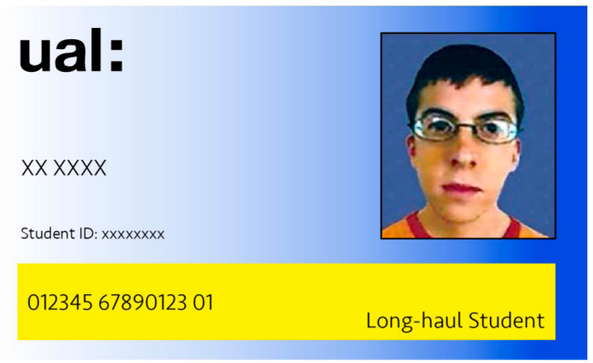
Education Timeline



Ticket Cards

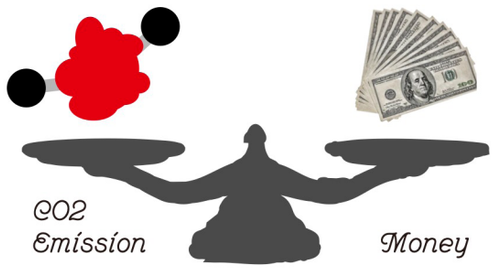






Each player draws one “Student Relocation Ticket”.

Players cannot choose their student status.



Domestic Student:
+1 Carbon Unit per trip. Holiday travel is optional.

European Student:
+3 Carbon Units per flight. Train is an option, but time consumption increases.

Long-haul International Student:
+5 Carbon Units per flight. Must return home (family/visa) during all breaks.

Dice mechanics (system rhythm)

Retain the dice-rolling mechanic from Ludo, but change its meaning.

Each turn:
Dice roll determines:
Number of spaces moved (time advance)
Or trigger a system card



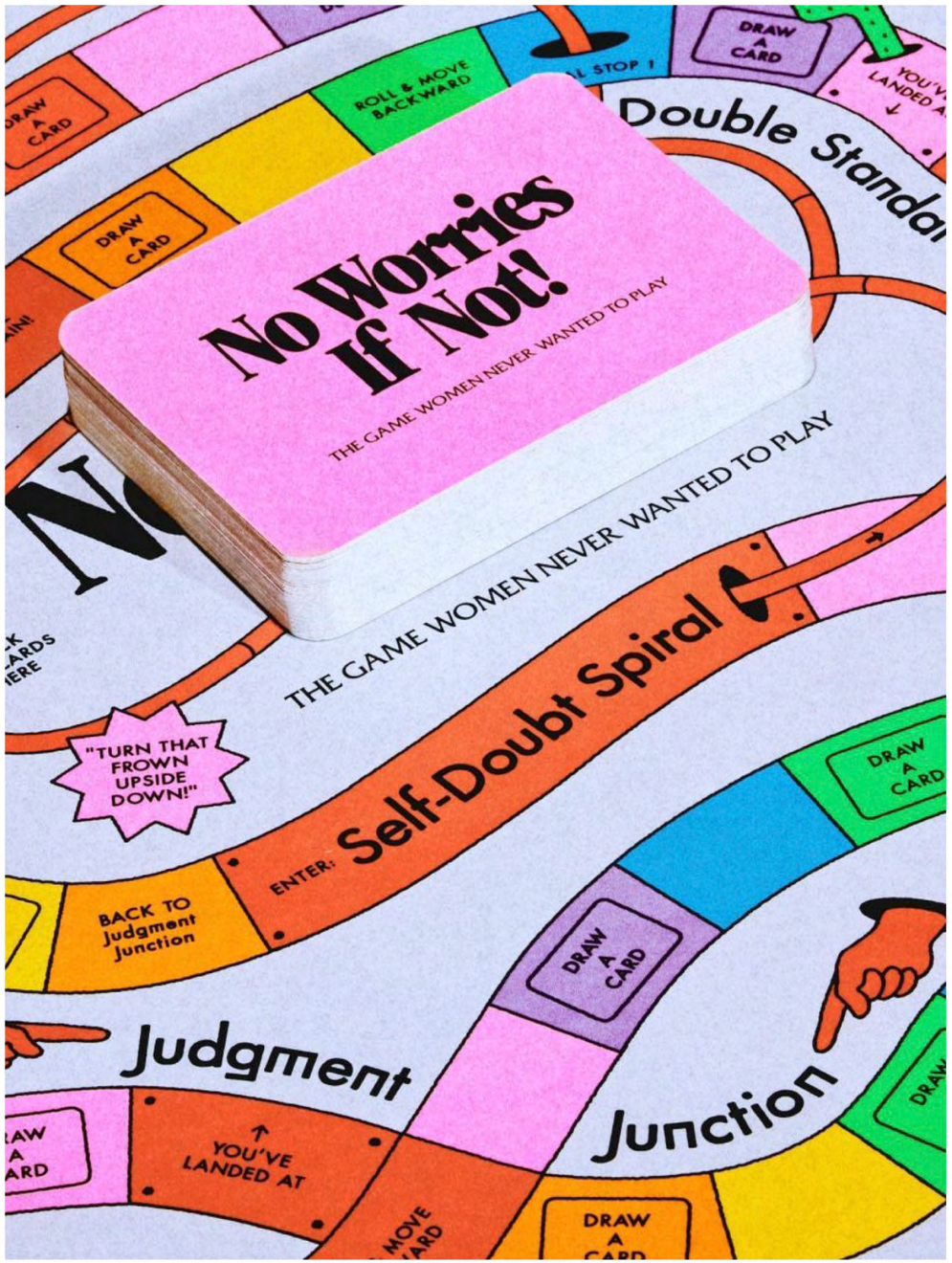
System Cards

For example:

“Visa renewal required – Fly now.”
“Family emergency – Travel triggered.”
“Tuition payment issue – Return home.”
“Pandemic restriction – Delay travel.”

Players cannot refuse.

Symbol:
Agency is limited.



Carbon Emission Mechanism

Each travel:
Players place carbon tokens into the central sedimentation zone.

The central zone is:
“Carbon Sediment Zone”
Each additional token adds to the zone.

As the game progresses:
The central zone becomes increasingly full.
Visually, it forms “strata”.

End

Game End Condition: All players complete Graduation → Return.

Statistics: Total system carbon emissions.

Not an individual comparison.

Question:
Did the system allow you to avoid emissions?

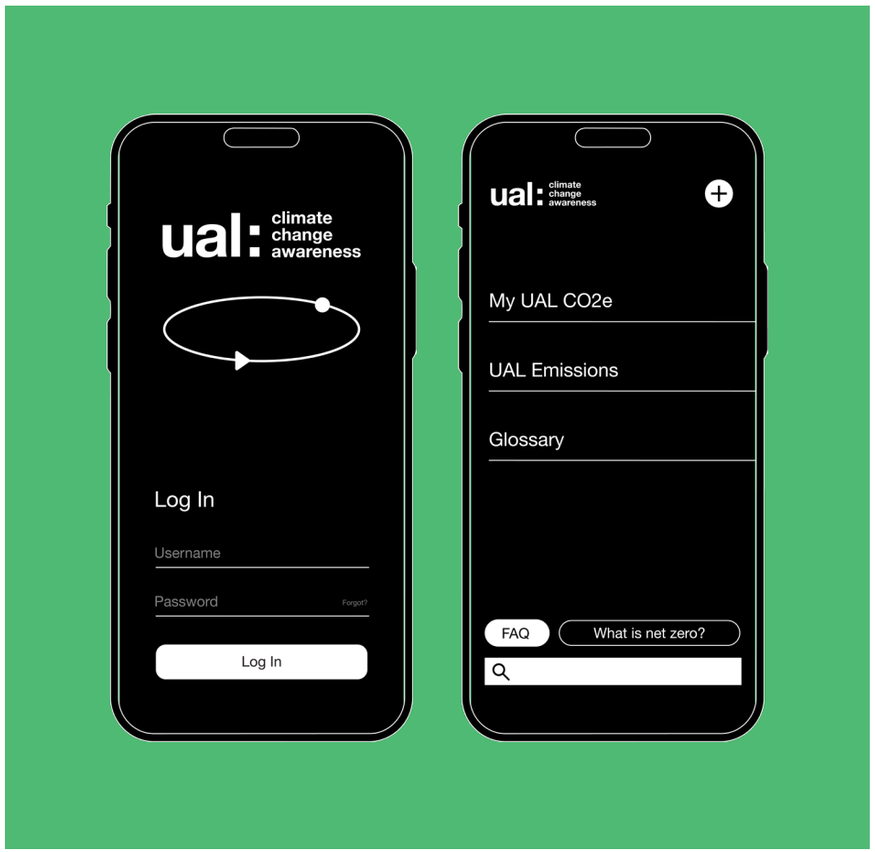
Ultimately, we want players to say:
“It seems like that’s how the whole system is.”

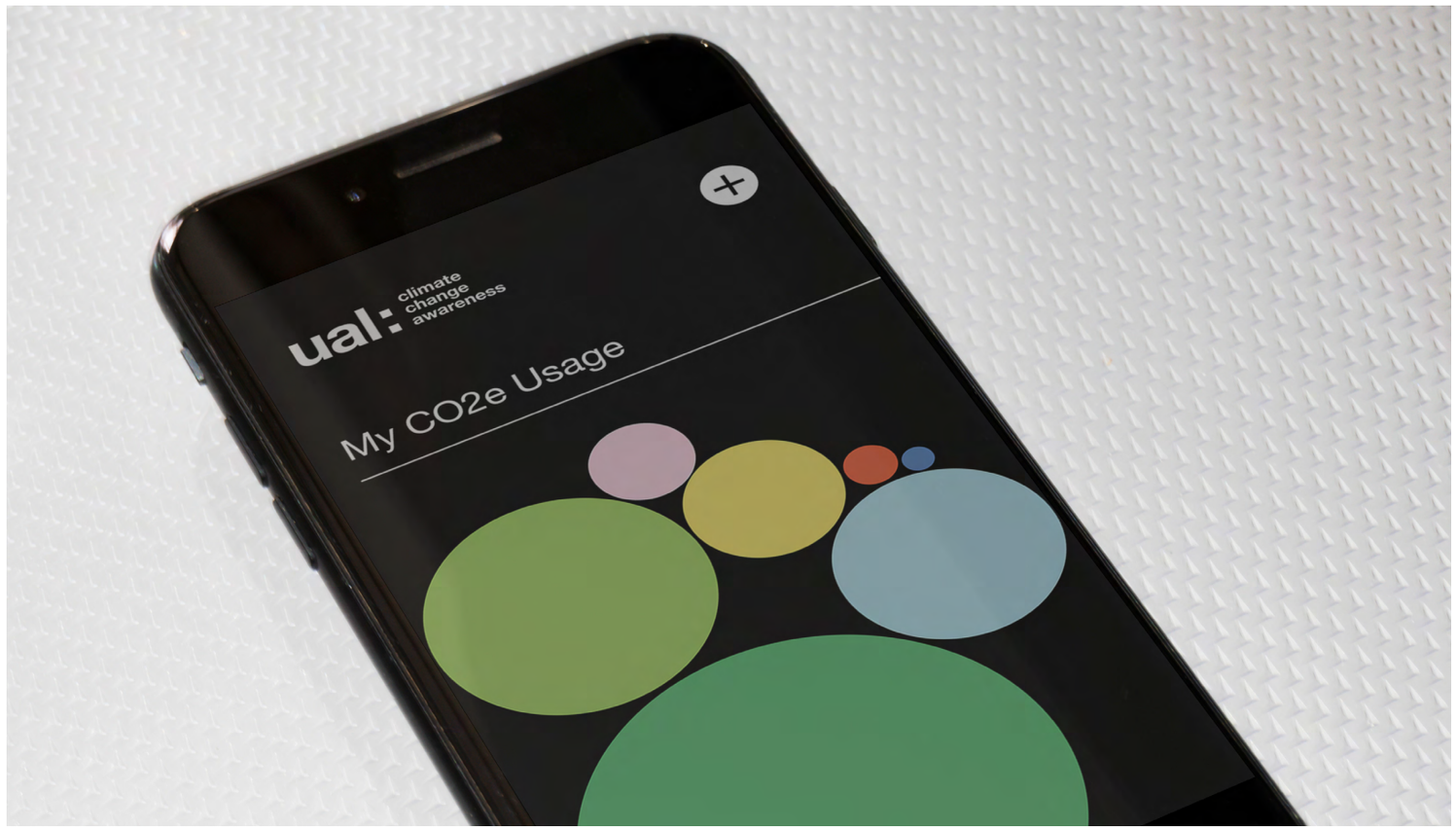
ITERATION (04)

INFO

While exploring the direction for my approach, I wanted to consider a method that could simultaneously function as an educational resource and a tool to improve the accuracy of the data being illustrated. The aim of this application is to encourage engagement with climage change awareness across the UAL student body in a comprehensive and playful way.

The app consists of three separate categories: *My UAL Emissions Log*, *UAL Emissions* and a *Glossary* of climage change related terminology.





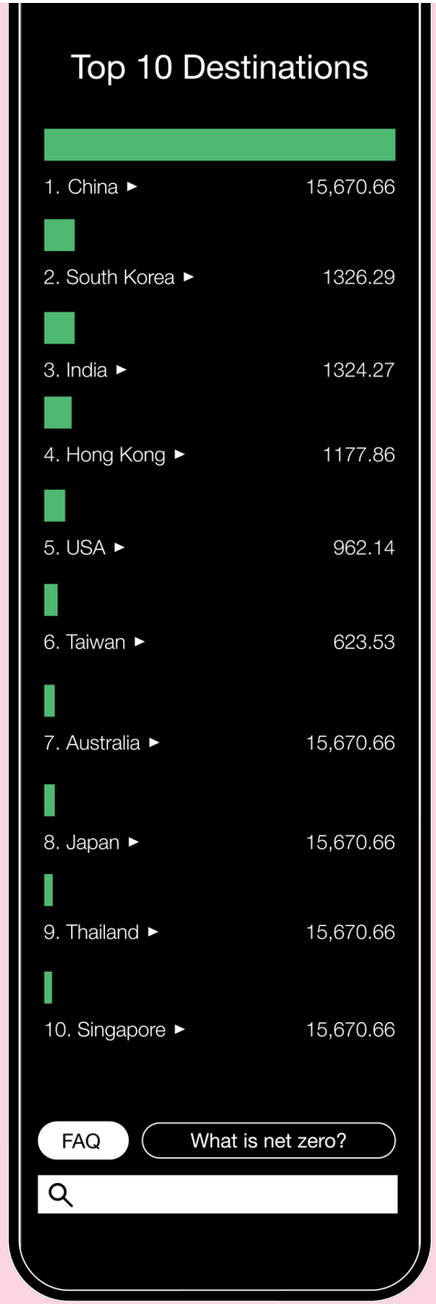
My UAL CO2e
(Qualitative Data Collection)

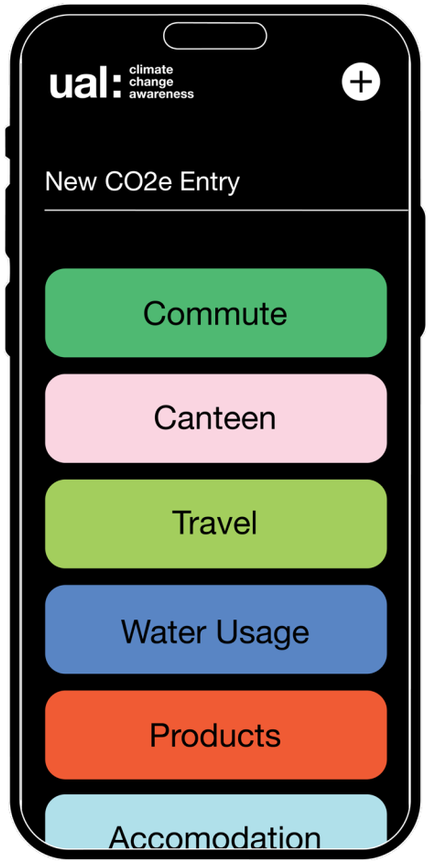


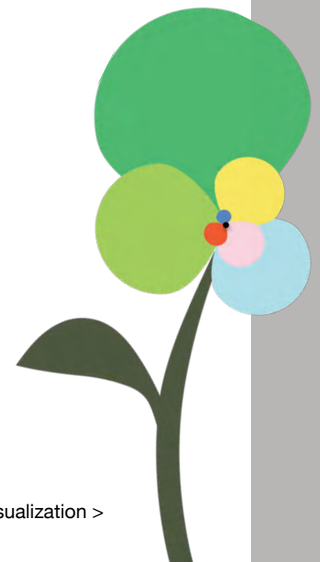


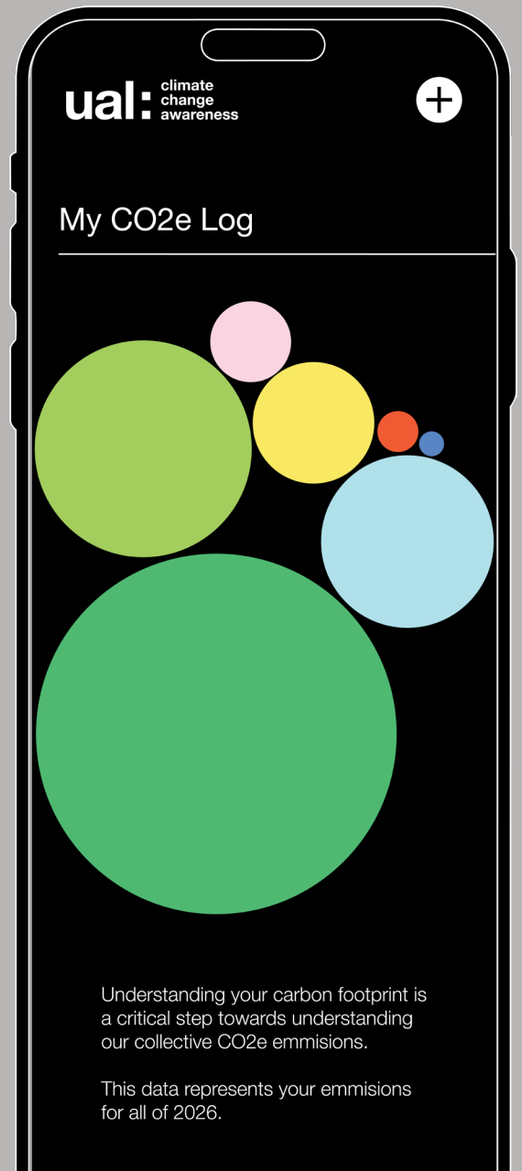
UAL Emmissions
(Educational Resource)

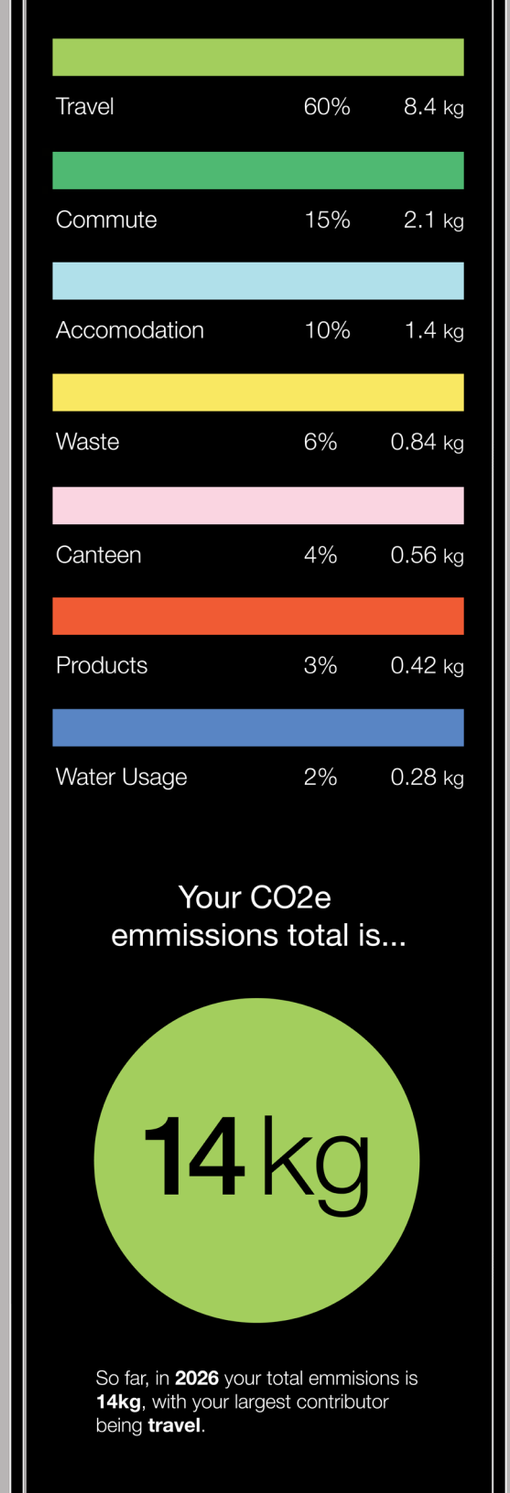












My UAL CO2e
(Qualitative Data Collection)

Alternative option for data visualization >

THE WEEK AHEAD

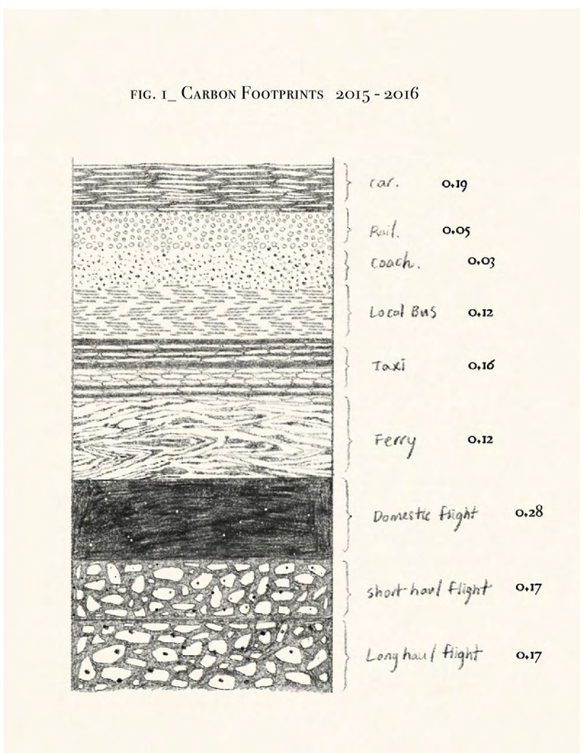
OUR ITERATIONS, UNIFIED

As we consider our direction for the week ahead, our main objective is to unify the most successful iterations that we've developed and further explore the through lines connecting our individual explorations.

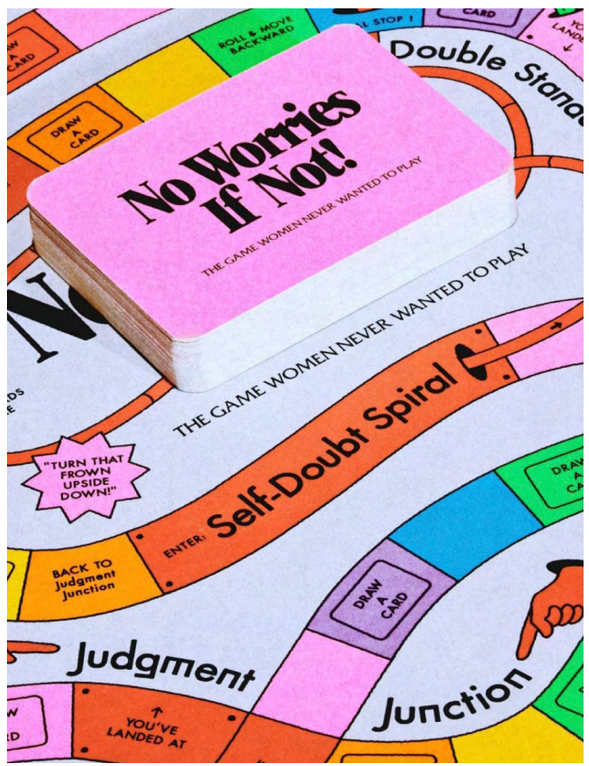
(01)



(02)



(03)



(04)

