

**International Centre for Responsible Tourism**

**Thinking Outside the Box:**

**Borderless Strategies to Combat Climate Change**

**Tourism & Aviation**

**FlySmart**

**Harold Goodwin**



# Beyond national accounts

- **Danger of scapegoating aviation**
- **National GHG accounts enable us to off-shore the polluting consequences of our consumption**
- **Aircraft pollution is not unique in this**
- **CO<sub>2</sub> Pollution is an international “tragedy of the commons”**
- **Individual and national action is NOT enough**
- **Requires international action**

# Obama and EPA

- CO<sub>2</sub> and five other GHGs “endanger health and well-being”
- Endangerment finding
  - Increased risk of droughts & floods
  - Sea level rise
  - More intense storms and heat waves
  - Harm to water supplies, agriculture and wildlife
- National security challenges for the US

# Taking Responsibility

- Industry
- Consumers
- Governments
- International Governmental Organisations: United Nations
- Polluter pays – the rich pay for damage to the poor

# Industry

- Increased fuel efficiency in flight
  - Engines & airframes
- Improved operations
  - Flying more direct international routes
  - Taxiing, towing, auxiliary power units
  - Reducing weight
- Insufficient incentive
  - Fuel not expensive enough
  - 15-20 year product development life cycle

# Consumers

- Air Passenger Duty
- Carbon Offsetting
  - Of uncertain quality
  - Multiple sales
  - Transaction costs and profit
  - Sustainability
  - Do little to address poverty
- Get-out clause – medieval pardon



- **FlySmart**
  1. Fly less
  2. Fly direct
  3. Fly Smart
- [www.flysmart.org](http://www.flysmart.org)
- Carbon Philanthropy
  - Gift Aid
  - AdMit IIED a targetted compensation payment: coping and curbing



# Governments

- Scapegoating air travel
- Air Passenger Duty
  - useless unless hypothecated, negates the polluter pays principle
  - creates no incentive for improved airline performance
- Undermine cap-and-trade
- Air Traffic Management

# A bit of History

- Bretton Woods 1944
- International Civil Aviation Conference 1944
  - Chicago Convention
  - ICAO 1945
  - ICAO specialised agency of UN (ECOSOC) [2006 9<sup>th</sup> Edition]

## Myths about impossibility of change

- 6 states (including the US) already tax domestic aircraft fuel [& NO<sub>x</sub>]
- Art 24 Chicago Convention – accompanying policy guidance  
**reciprocal exemption for aviation fuel from tax.**

# Time for change

- ICAO “for any given reduction target, emissions-related charges (or taxes) have a greater impact on airline operating costs and demand for air travel” than ETS
- Aviation emissions are global – generated funds should be deployed globally to finance adaptation in the developing world

# United Nations environment and development

- Introduce an international levy on aircraft fuel consumption to ensure that the polluter pays
  - Create a powerful incentive to reduce fuel consumption and GHG emissions
    - mitigation
  - Create funding for adaptation and sustainable development