

Tourism, aviation and the climate

Jos Dings

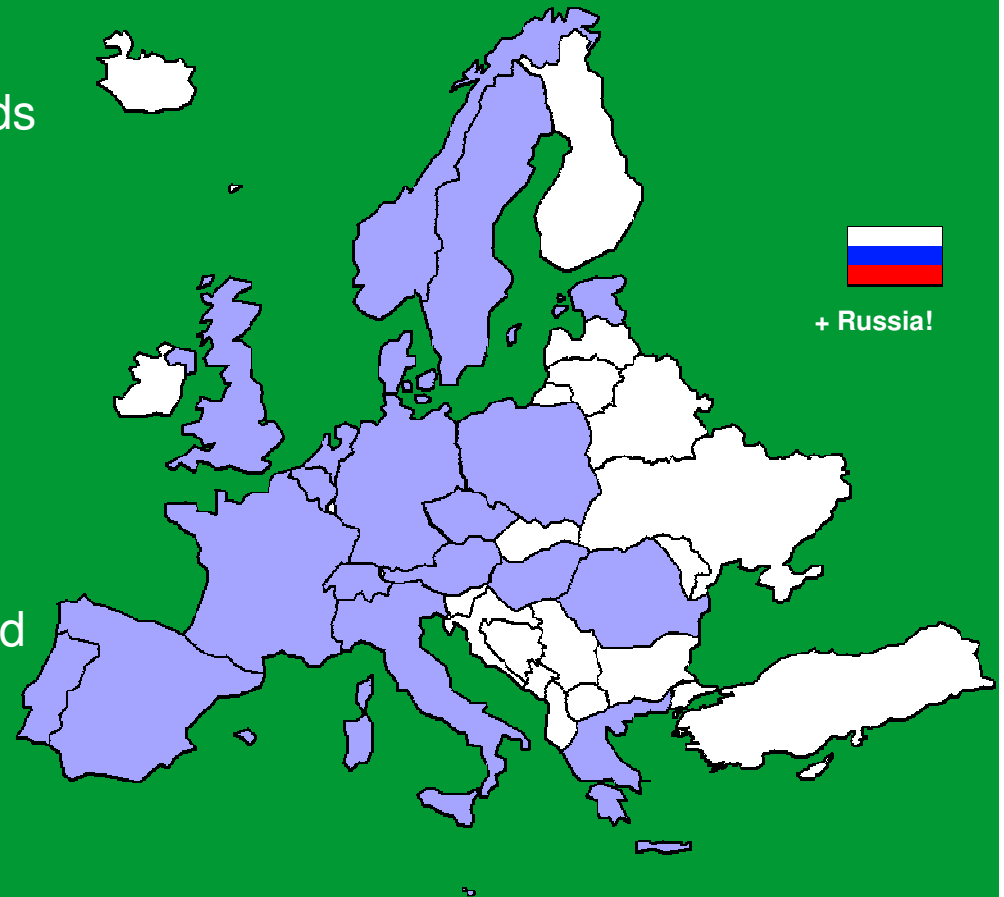
**EP Intergroup on environment and airlines
Brussels, 26 June 2007**



T&E: Europe's umbrella NGO for sustainable transport

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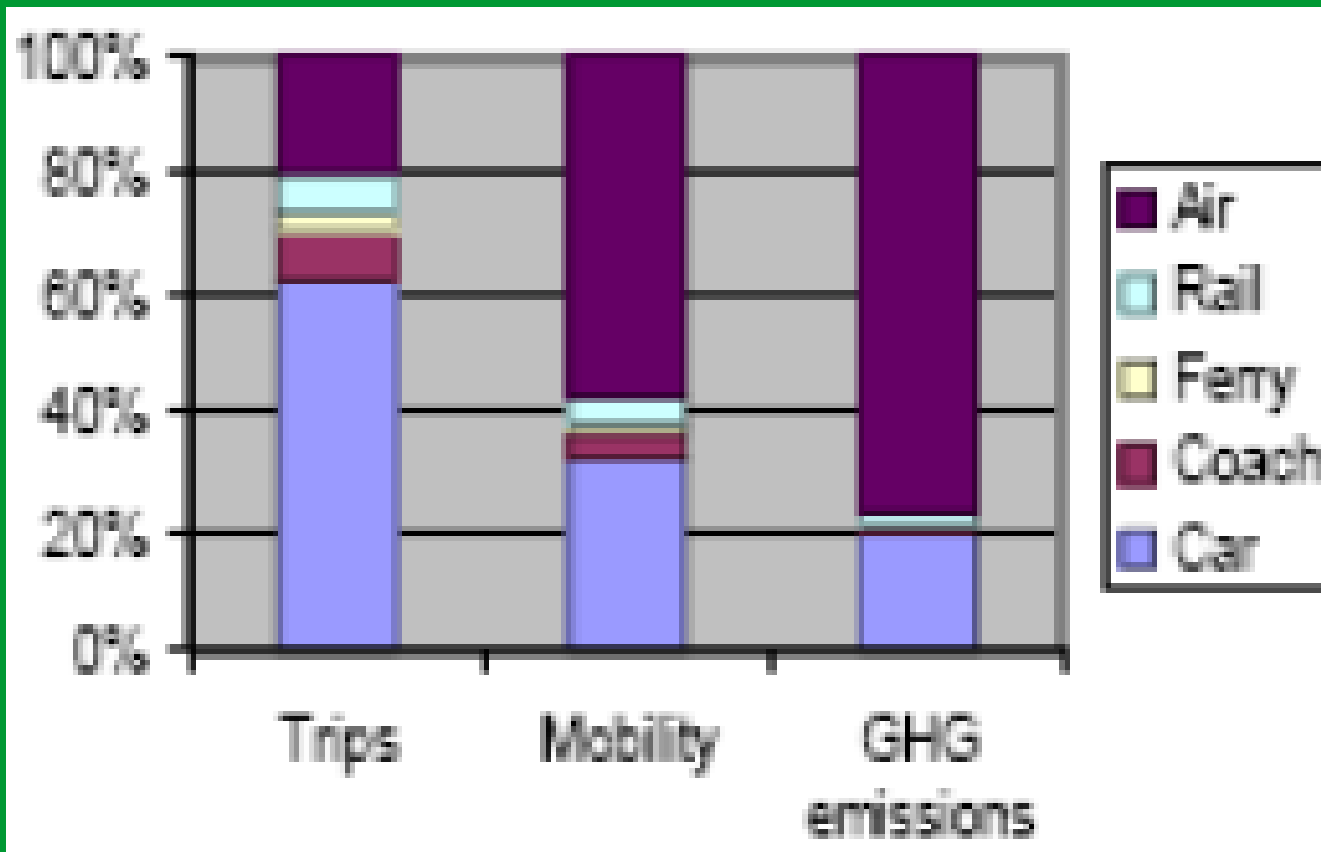


Some facts and figures – aviation, climate, tourism & economy



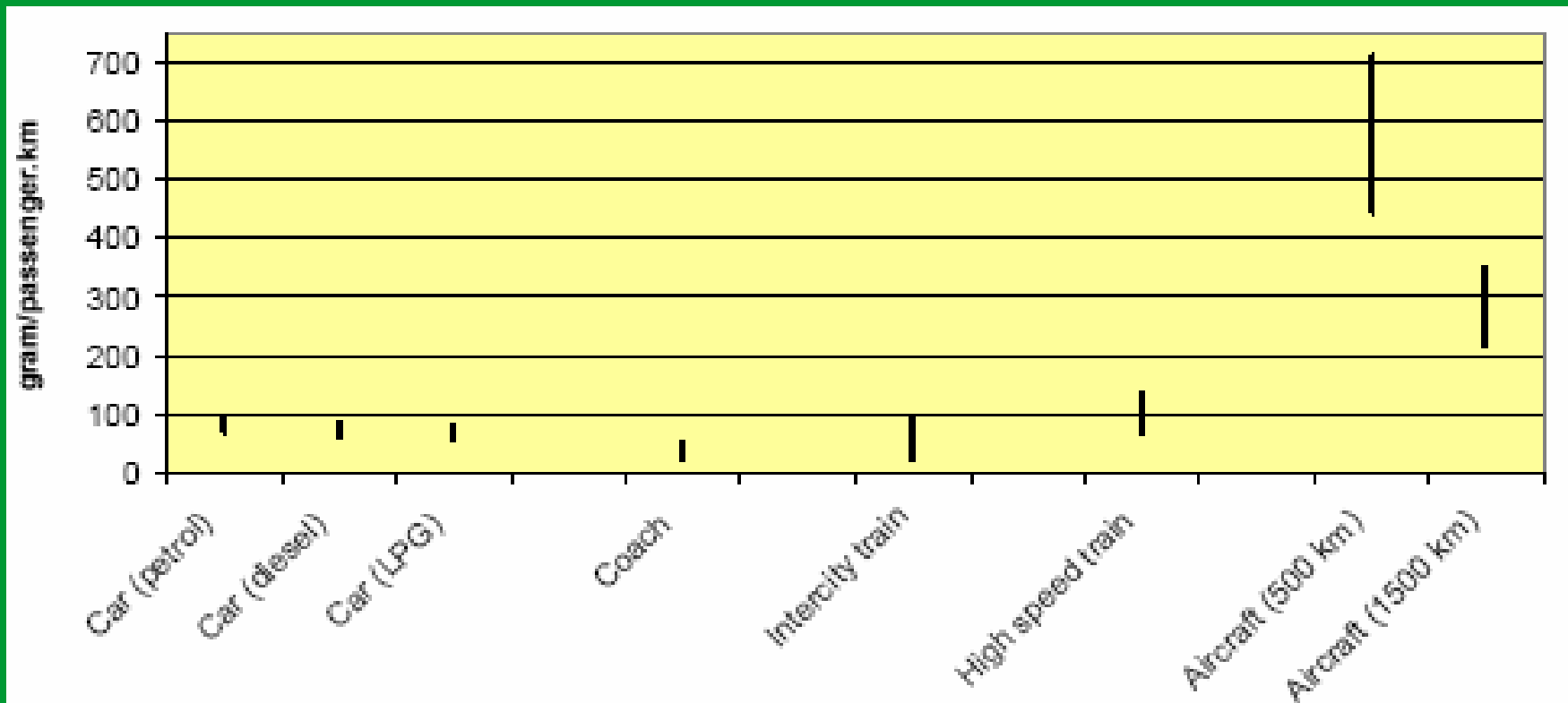
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EU 25 outbound tourism, modal split (2000)



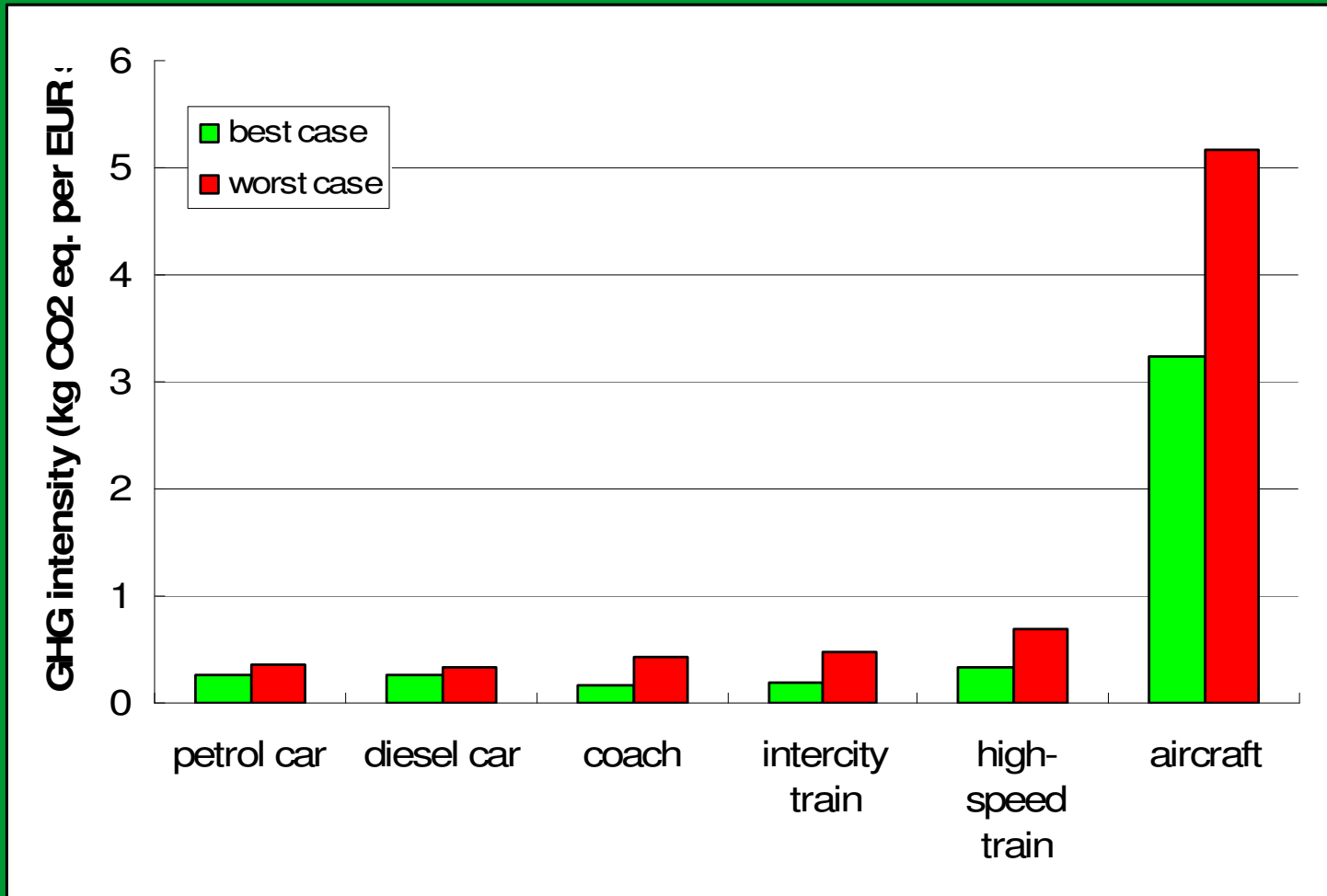
**Aviation has 20% of trips,
but almost 80% of climate impact**

... as it is the dirtiest mode per passenger km ...



Source: CE Delft, *To shift or not to shift*, 2003

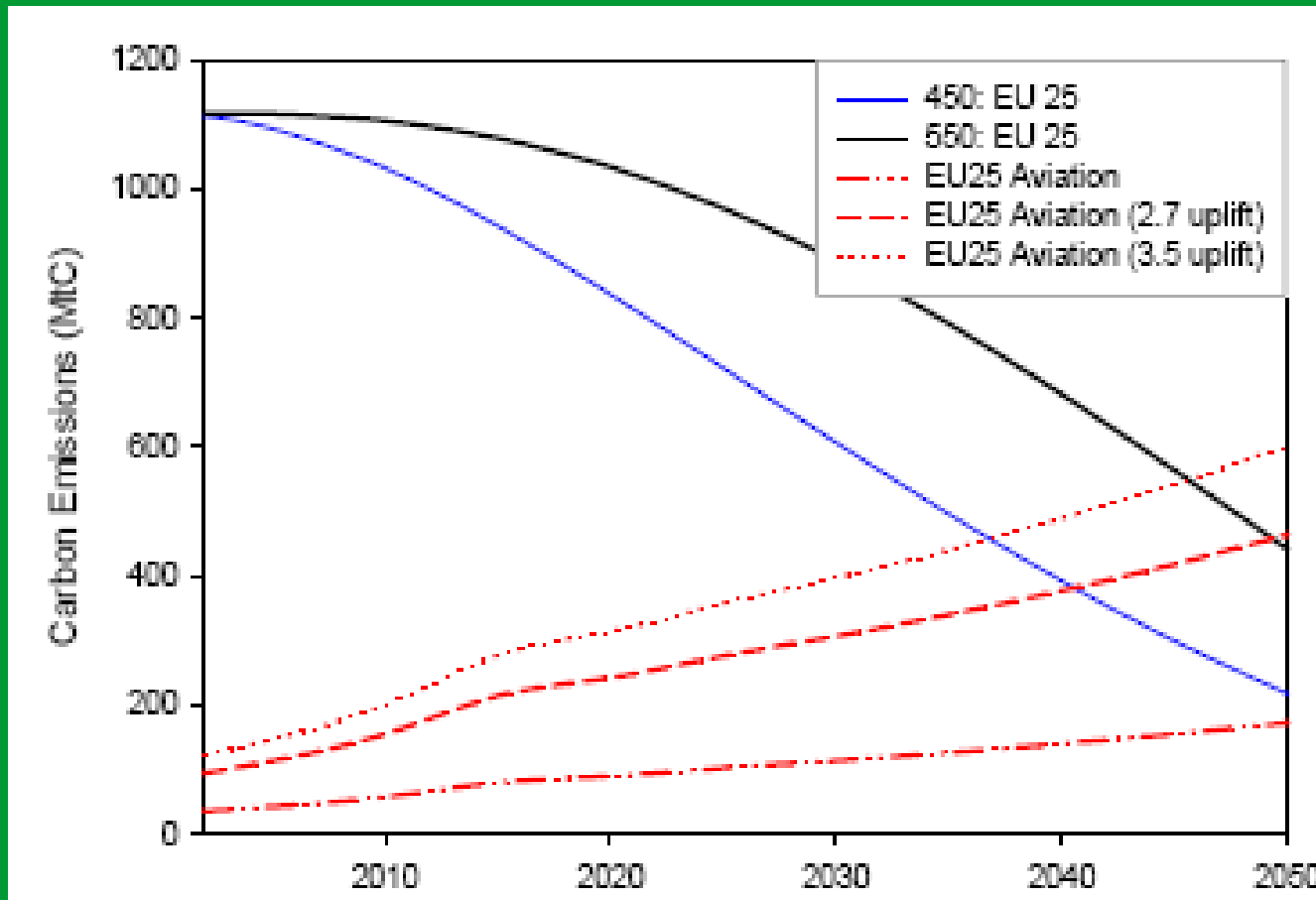
... and also per euro spent ...



Structure

- **Some facts & figures**
- **Inclusion of aviation in the EU ETS**
- **Additional policy instruments**

If unchecked aviation will eat full 'climate cake'



Source: Tyndall, *Growth scenarios for EU and UK aviation*, 2005

The economics

- **Global contributions of aviation sector**
 - To GDP: 1.3%
 - To employment: 0.2%
 - To climate change: 4-9%
 - To noise nuisance: 15-20% ...
- **Aviation not subject to any climate regulation...**
- **Not to mention all the direct and fiscal subsidies ...**

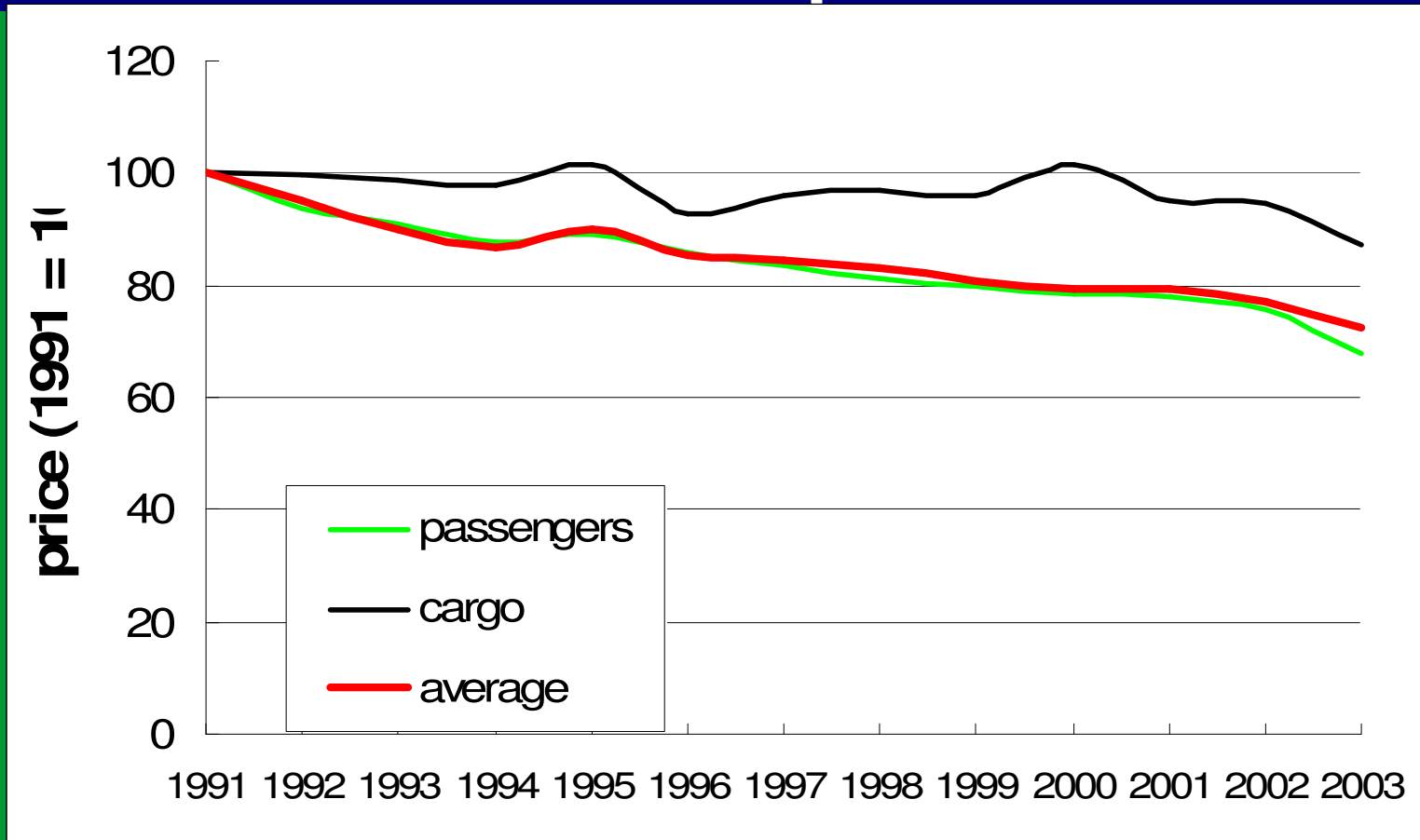
The tourism deficit: €31 bn for EU25

<i>Annual impact, 2003</i>	Exports	Imports	Net impact	
			(€ bn)	(% of GDP)
Net tourism effects	€76 bn	€ 107 bn	-€31 bn	-0.3

Aviation enables European tourists to spend more (€31bn) outside the EU than foreign tourists spend in the EU

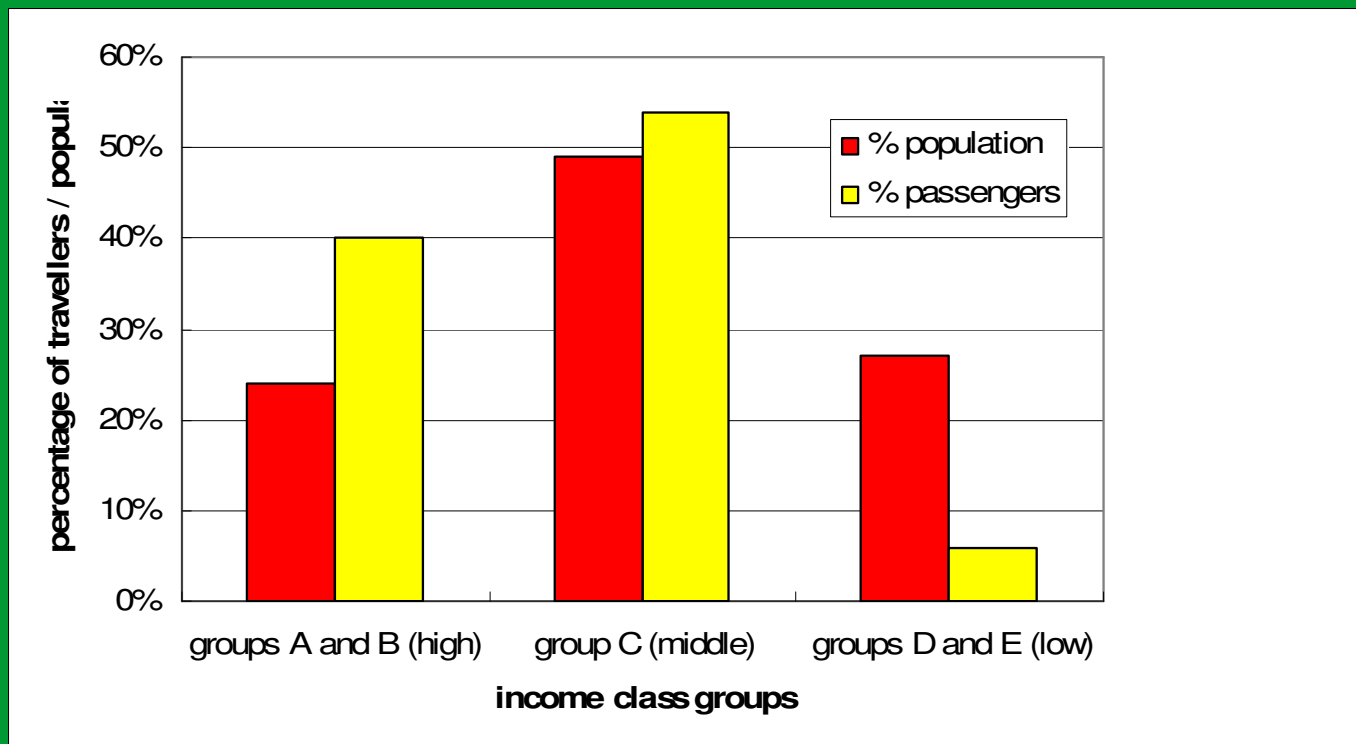
Source: Oxford Economic Forecasting, 2005

Tickets are one third cheaper than in 1991 ...



Source: AEA statistics (figures exclude new carriers)

..primarily to benefit the well-off



Source: UK CAA, 2003 air passenger survey

What can emissions trading do ?

Impact Assessments

- According to the Commission's Impact Assessment, the inclusion will slow emissions growth till 2020 from 83% to 78% (at €15/tonne CO₂)
- Industry assessment (Ernst & Young): 86 instead of 83% traffic growth
- The inclusion won't even offset one year of emissions GROWTH
- Reason: €20 per tonne is only 5 cents per litre kerosene

Solutions are possible:

- **Additional measures: fuel tax, ticket tax for VAT, ...**
- **separate scheme for aviation (EP position!)**
- **Open scheme, but buying from other sectors only possible after reductions in aviation**
- **For example: first sector's own target of 50% efficiency improvement by 2020 has to be met**

Other critical issues

- **Non-CO2 impacts need to be accounted for NOW – precautionary principle**
- **Cap at Kyoto-level: (50% of 2004-6)**
- **100% auctioning**

Summary

- Aviation dominates climate impact of tourism
- Negative tourism 'trade balance'
- Strong action IN THE SECTOR urgently necessary
- EP should stick to its position of July 2006

Thank you for your attention

For more information

www.transportenvironment.org



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ICAO Views

- **Hostile towards**
 - kerosene taxation... (1996)
 - Emission standards (2001)
 - Closed trading scheme (2001)
 - Emission charges (2004)

- **‘endorses the further development of an open emissions trading system’ ... (2004)**

- **but setting up a system itself ‘seemed sufficiently unattractive that it should not be pursued further’ (2004)**

- **So if next Assembly (Oct 2007) kills EU initiative, ICAO has not just failed to introduce any policy, but also prevented everyone from doing so**