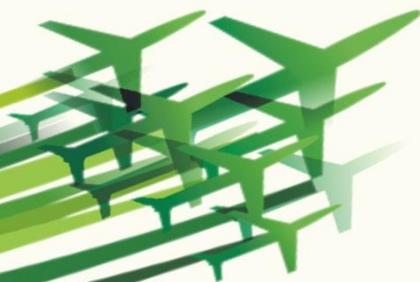




**Destination Green**



ICAO Symposium on Aviation and Climate Change, "Destination Green", 14 – 16 May 2013

# **Tourism, Air Transport and Climate Change**

## **A Collaborative Approach for a Green Future**

**Chris Lyle**

**Representative of the World Tourism Organization to ICAO**

**Montréal, 15 May 2013**



# Why tourism?



- Employs 1 in 12 people worldwide
- Represents **directly** 5% of global GDP
- Multiplier effect > impact in many other sectors
- Contributes 30% of worldwide service exports
- Diversification of economy / tax revenues
- Development/regeneration of regions





# Tourism and development



## International tourism:

- Redistribution of wealth between and within countries
- Earning foreign currency / improving balance of payments
- Often the only practical resource for many least developed, landlocked and small island developing countries
- Effective means of alleviating poverty and empowering local communities

One billion international tourists in 2012,  
spending 1.3 trillion dollars!

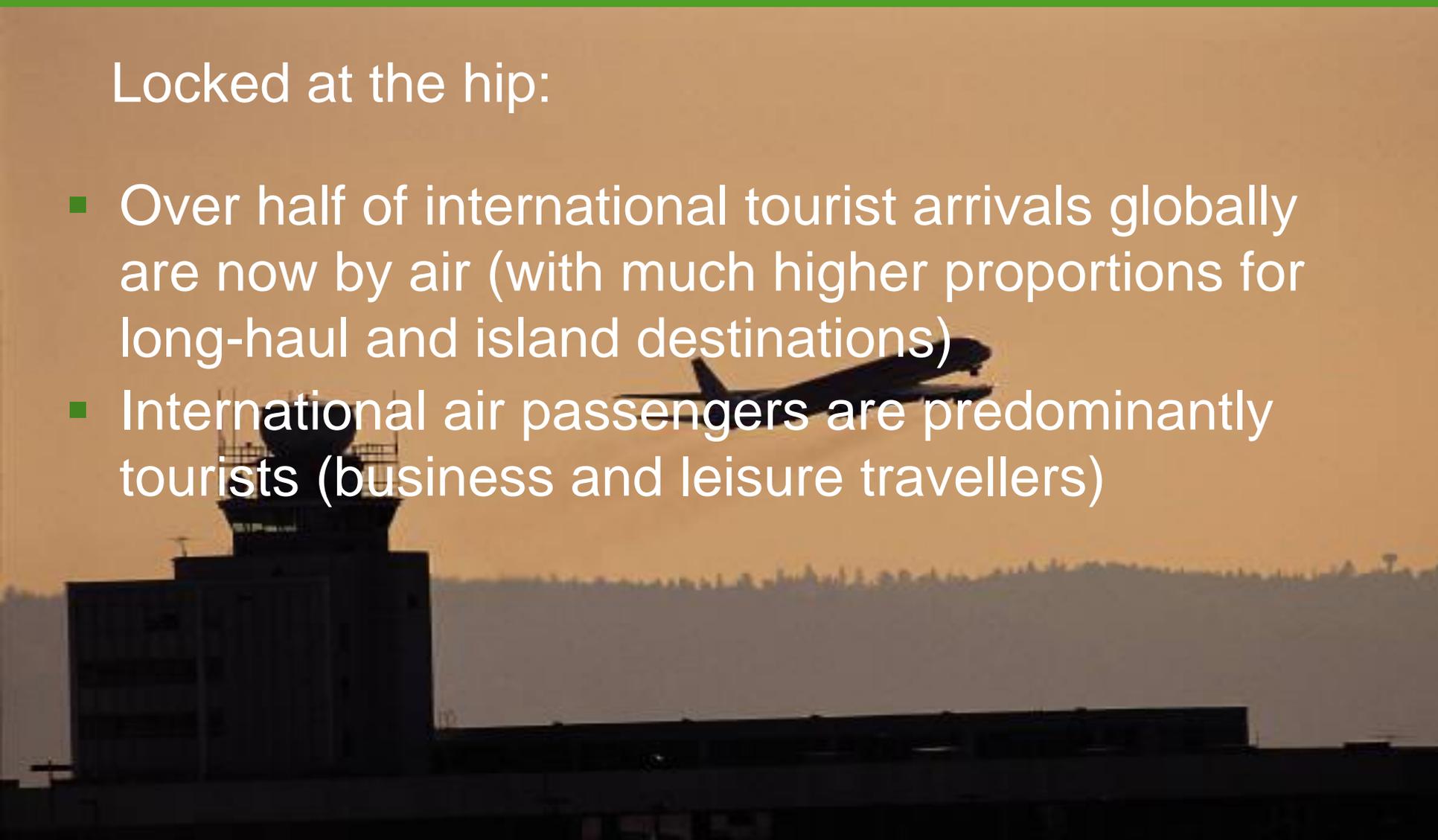


# International tourism and air passenger transport



Locked at the hip:

- Over half of international tourist arrivals globally are now by air (with much higher proportions for long-haul and island destinations)
- International air passengers are predominantly tourists (business and leisure travellers)



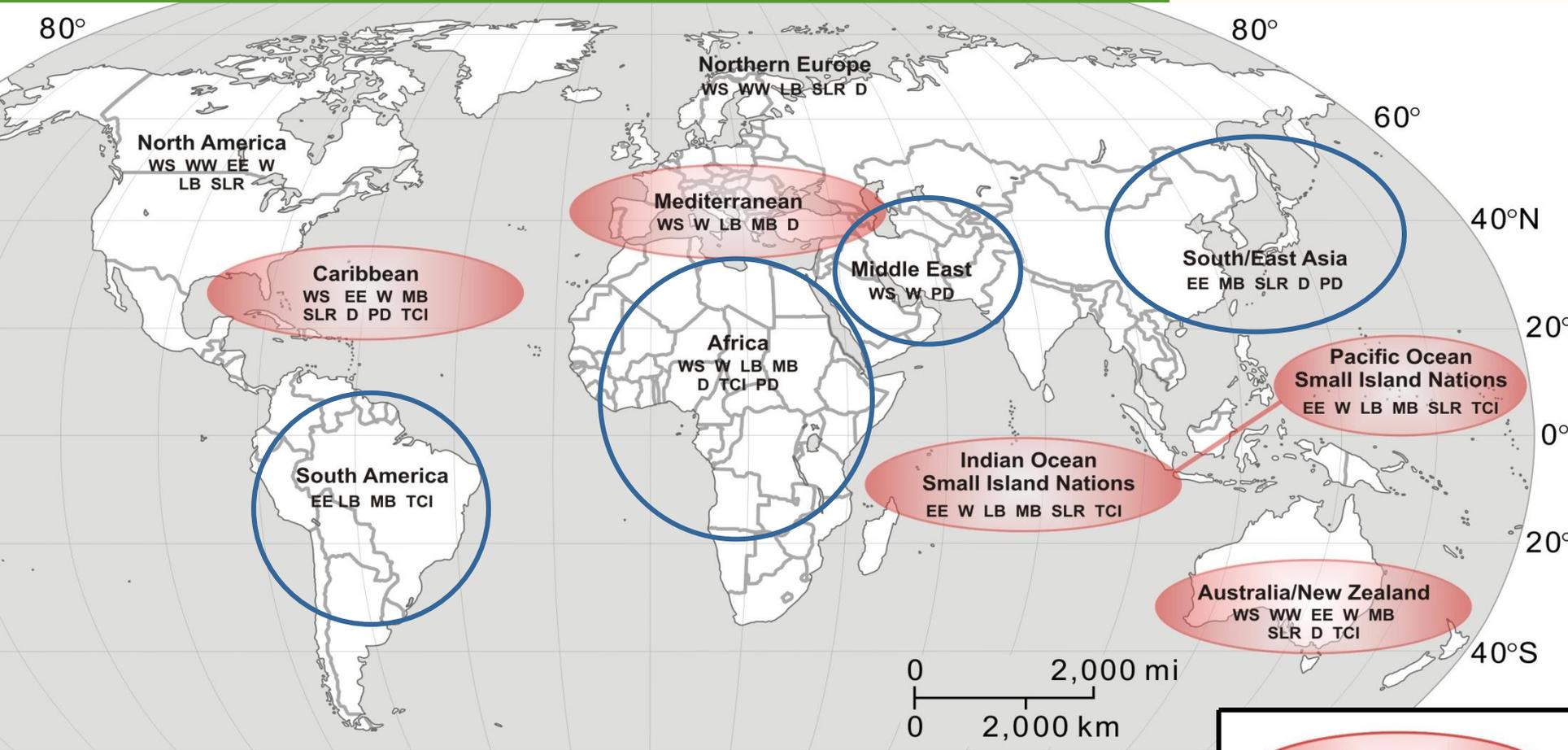


# Tourism ↔ Climate change



- Tourism a **highly climate-sensitive** sector
- Climate change **not a remote future event** for tourism, varied impacts becoming evident at destinations
- Impacts of climate change on the tourism sector are expected steadily to **intensify**
- Changing climate patterns might **alter major tourism flows**
- **Least developed countries** and **small island developing states** might be particularly affected
- At the same time, the tourism sector is a **contributor** to climate change.

# Tourism vulnerability 'Hotspots' (IPCC/eCLAT)



WS = warmer summers

WW = warmer winters

EE = increase in extreme events

SLR = sea level rise

LB = land biodiversity loss

MB = marine biodiversity loss

W = water scarcity

PD = political destabilization

D = increase in disease outbreaks

TCI = travel cost increase from mitigation policy

**Hotspot**

**Regional Knowledge Gaps**



# Tourism and climate change

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❖ Climate-related risks require **adaptation**

❖ Climate change causes require **mitigation**





# Tourism and climate change adaptation



Partially operating ski area near Salzburg, Austria: Mid-January 2007 (Photo credit: Beatrice Stadel)



# Tourism and climate change mitigation



## Global travel and tourism emissions (including domestic):

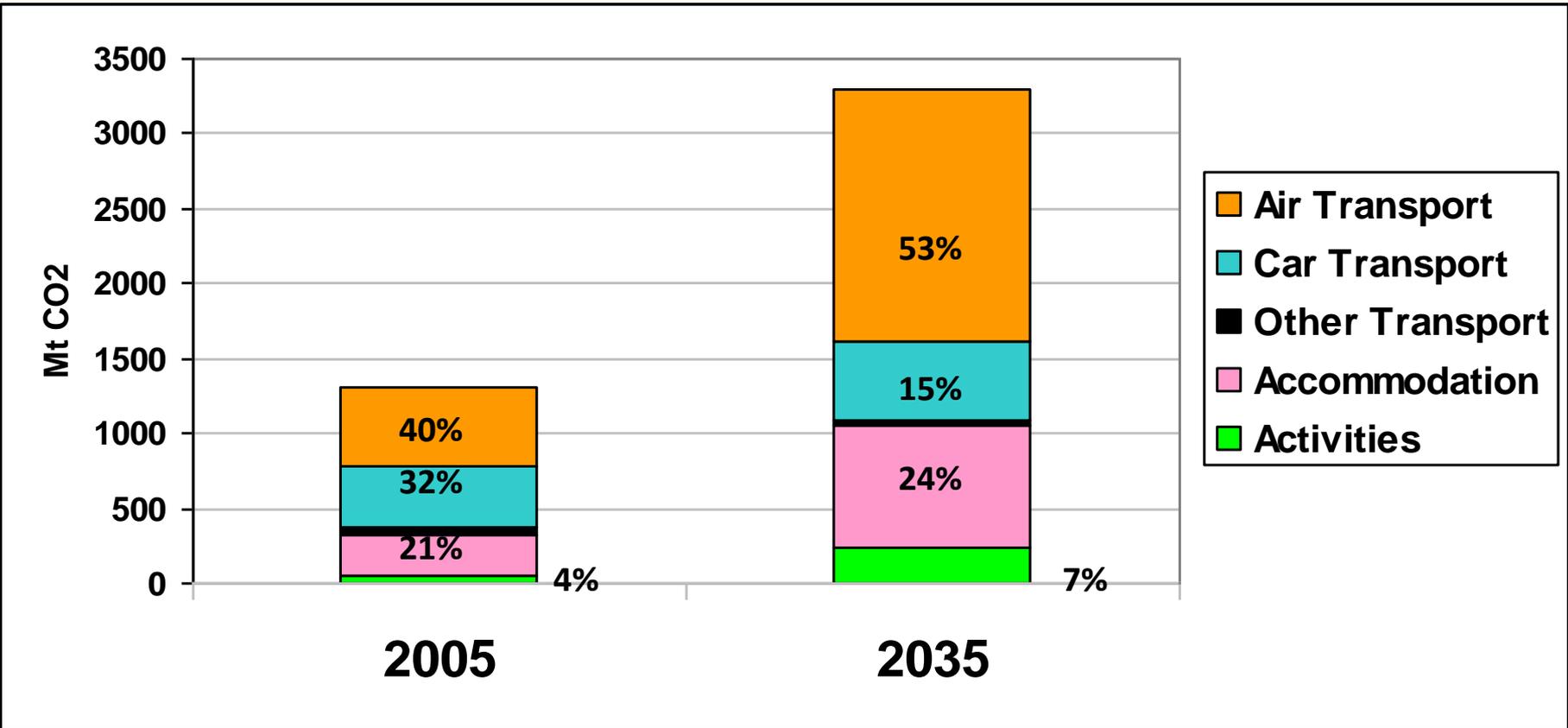
Sub-sectors	
Air transport	40%
Car transport	32%
Other transport	3%
Accommodation	21%
Activities	4%
Total travel and tourism	100%
Travel and tourism contribution to world emissions	5%

Transportation of Tourists = 75% of Sector Emissions

“Climate Change and Tourism: Responding to Global Challenges”  
eCLAT, September 2007



# 'Business as Usual' projection of future CO<sub>2</sub> emissions from travel and tourism\*



\* Excluding same-day visitors



# Tourism and climate change mitigation



- GHG emissions from travel and tourism are estimated to contribute about 5% in terms of global CO<sub>2</sub> emissions
- Air transport accounts for an estimated 40% of the travel and tourism contribution of CO<sub>2</sub>
- Air transport accounts for an estimated 60% of the **international** travel and tourism contribution of CO<sub>2</sub>, and is overwhelmingly dominant at medium- and long-haul



# Tourism and climate change mitigation



“While there are many options to reduce emissions [in the tourism sector], by far the greatest potential is related to air travel”

“Climate Change and Tourism: Responding to Global Challenges”, eCLAT,  
September 2007

While every effort continues to be taken by UNWTO, tourism administrations and industry in local transport, accommodation, activities, etc , mitigation of air transport emissions is critical

# The Davos Declaration on Climate Change and Tourism

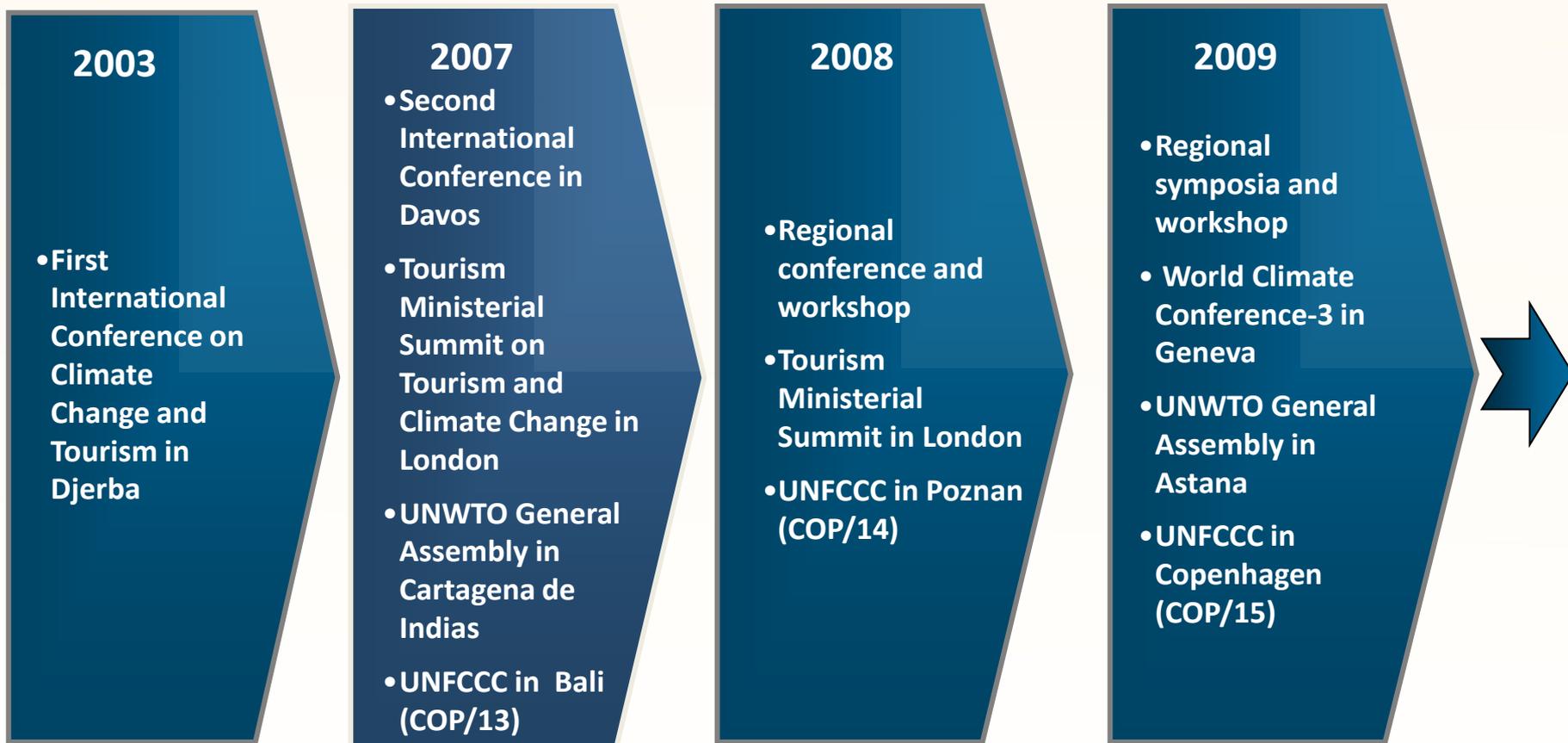
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Conclusion of Second International Conference on Climate Change and Tourism convened in 2007 in Davos by UNWTO, UNEP and WMO, with support of WEF and input on aviation from ICAO, essentially:

- Climate is a key tourism resource but tourism is also a contributor to climate change
- Tourism is a vital economic factor and contributor to the MDGs
- Adopt urgent policies to encourage sustainable development: economic, social, environmental and climate change responsiveness
- How to do it?
  - Mitigate emissions in transport, **in co-operation with ICAO and other aviation organizations**, and accommodation)
  - Adapt businesses and destinations to changing climate conditions
  - New technology
  - Help poorer regions adapting

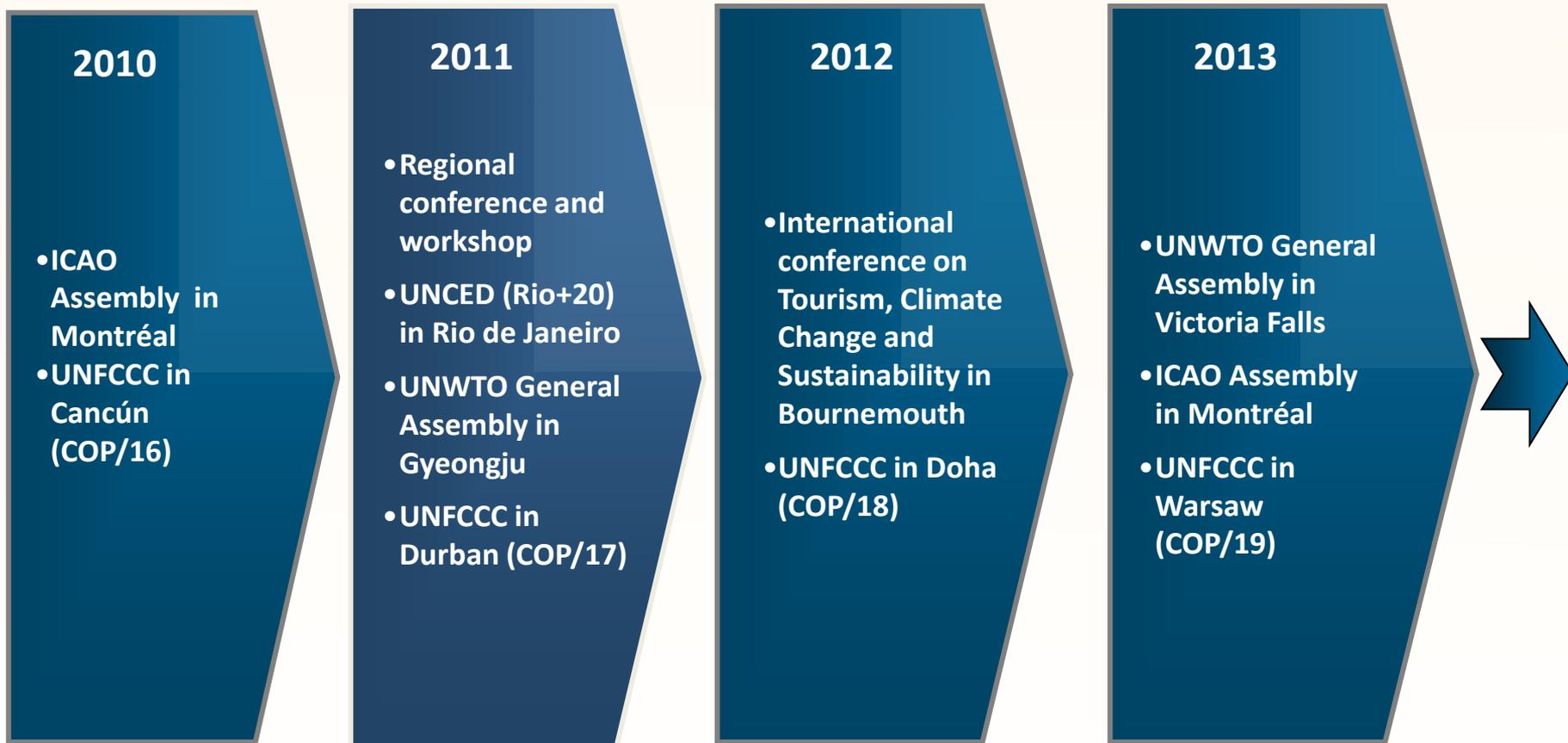


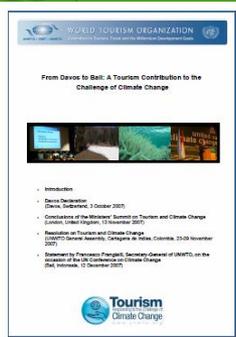
# The Davos process



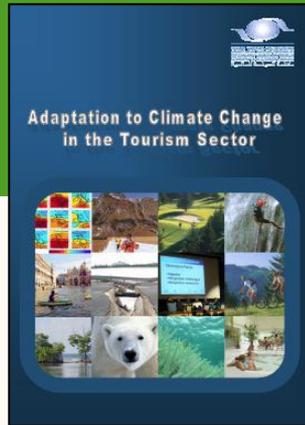


# The Davos process

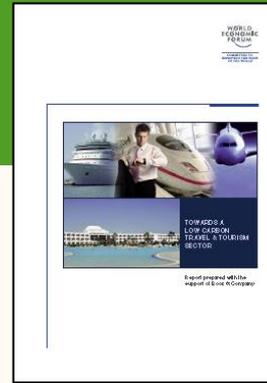




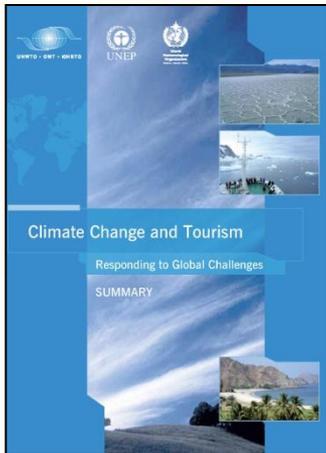
From Davos to Bali



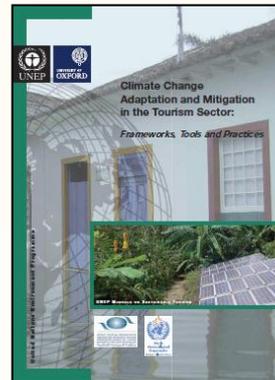
Adaptation and Mitigation in the Tourism sector



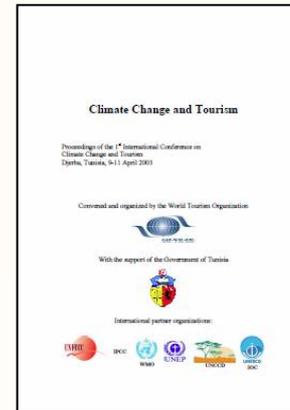
Low carbon travel



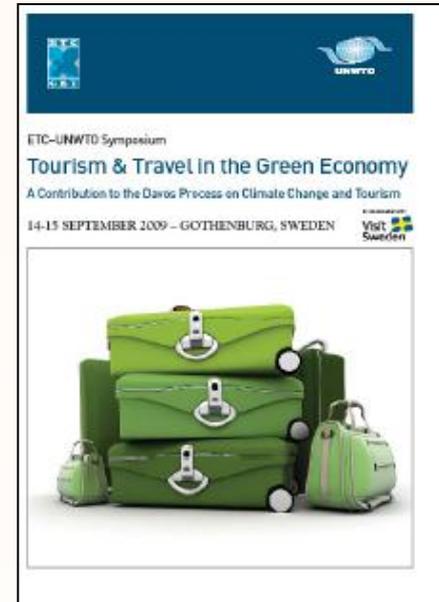
CC and Tourism: Responding to Global Challenges



CC Adaptation & Mitigation



CC & Tourism. Djerba



T&T in the Green Economy



# UNWTO's message at UNFCCC on mitigation

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- Tourism community will participate in common UN effort
- Tourism is ready to take up its share of the mitigation burden
- However, do not target tourism unfairly - tourism generates wealth, creates jobs and contributes to the alleviation of poverty
- Poor countries will be doubly affected if we deprive them of the economic and social contribution of tourism



# Travel and tourism industry contribution to mitigation



- ❖ Aspiration to reduce total (including air transport) CO<sub>2</sub> emissions by 2035 by no less than 50% from 2005 levels
- ❖ Interim target of reducing CO<sub>2</sub> emissions by 25% by 2020 (30% if early international - UNFCCC plus ICAO - agreement in place)

Source: WTTC, representing major travel and tourism companies, “Leading the Challenge on Climate Change” and engaging wider industry (including SMEs, estimated to represent 80% of travel and tourism activity worldwide)



# The air transport contribution to mitigation



- ❖ Air transport global ratio CO<sub>2</sub> percent/direct GDP percent 2:1
- ❖ Growth in air transport is likely to outpace technical and operational improvements for the foreseeable future (by reduced margin if biofuels fulfil their promise)



# The air transport contribution in context

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- 
- ❖ Aviation's value is in delivering social and economic goods and services
  - ❖ Travel and tourism (including air transport) global ratio CO<sub>2</sub> percent/direct GDP percent 1:1 (cf air transport 2:1)

Think in a larger box - engage collectively and collegially within UN framework and with industry and NGO's (IATA, WTTC, WEF, etc)



# ICAO/UNWTO co-operation



- 1978: Working Arrangement on “co-operation in fields of common interest”
- 2003: UNWTO becomes a Specialized Agency of the UN (cf ICAO)
- 2007: ICAO contributes to Davos conference
- 2010: MoC specifically includes “Sustainable development, including environmental protection, mitigation of, and adaptation to, climate change”
- 2013: Joint Statement includes reference to working together for “Contributing to the reduction of greenhouse gas emissions from aviation and tourism”



## ICAO/UNWTO co-operation



- Ongoing: Reciprocal participation in UNFCCC side events and presentations of papers, cross-publication of articles in house media
- 2008: UNWTO access to GIACC website and written submission to GIACC
- 2010: UNWTO participation in ICAO Colloquium on Aviation and Climate Change
- 2010: UNWTO presentation to ICAO Assembly of ***"Statement regarding mitigation of Greenhouse Gas emissions from air passenger transport"*** (A37-WP/174, EX/31)



## ICAO/UNWTO co-operation



***UNWTO Statement is still valid and the Organization remains fully committed to providing a tourism perspective to ICAO's on-going policy analysis and debate, notably as regards market-based GreenHouse Gas mitigation measures (specifically on alleviation of negative impacts on critical tourism destinations and earmarking/recycling of revenues to mutual tourism/aviation benefit).***

