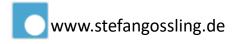
Tourism and climate change - challenges and opportunities

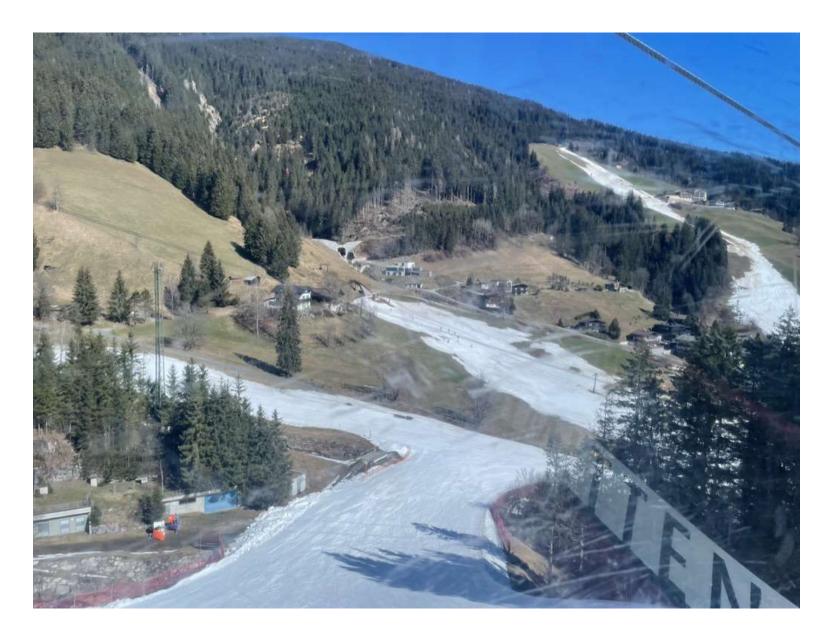
Stefan Gössling

School of Business and Economics, Linnaeus University, Sweden Western Norway Research Institute, Norway



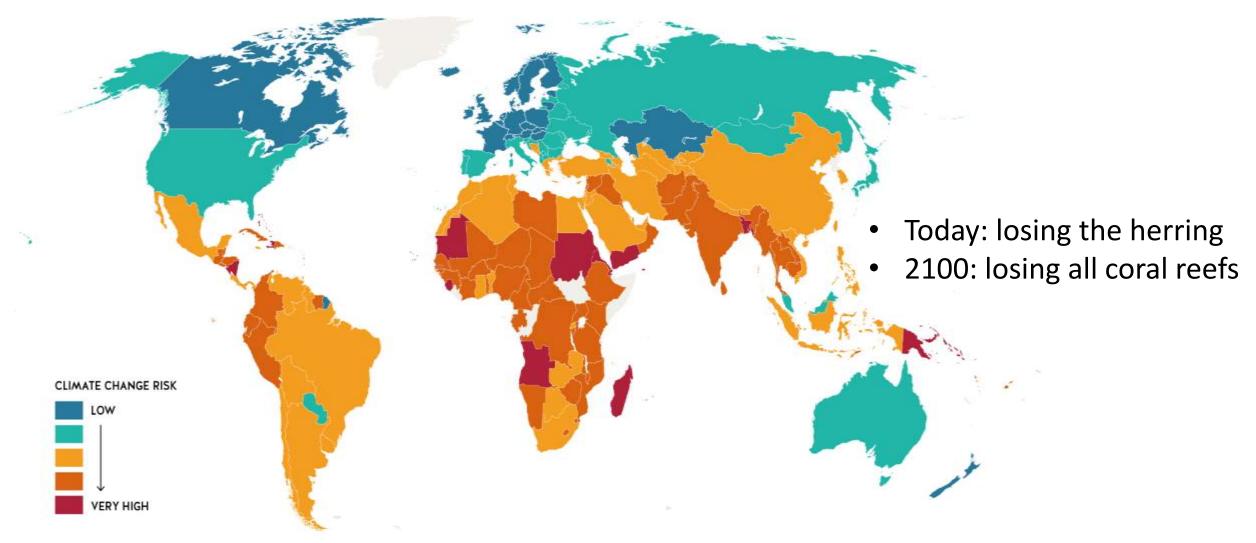


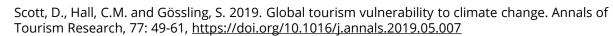
The future is here.



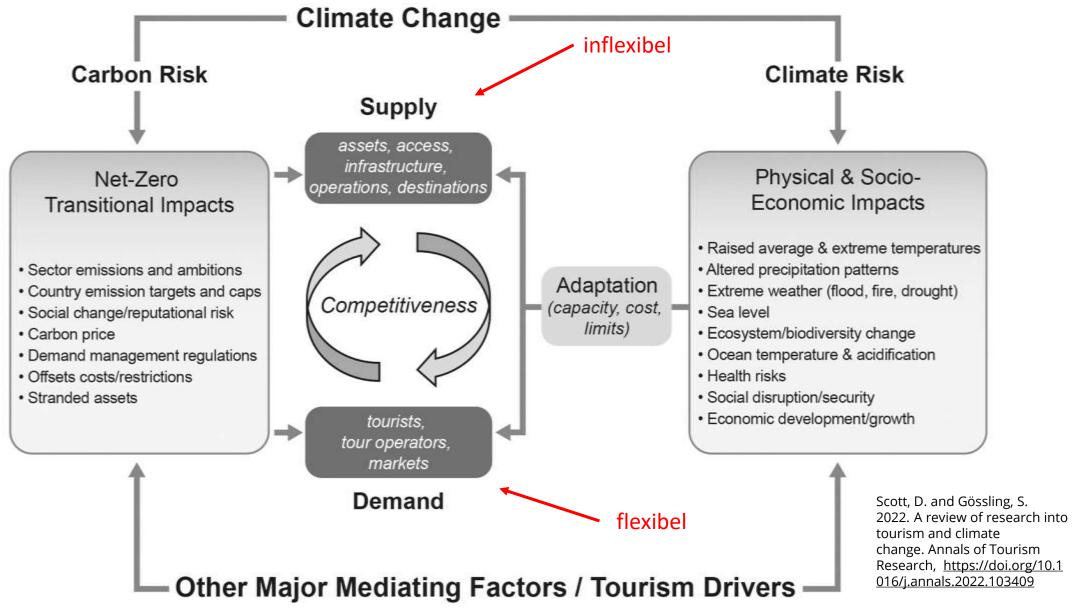
- Destination Squeeze (in time and space)
- Consumer demand responses: so far, booked is paid!

Climate change risks for tourism











Tourism-related global warming

Exhibit 3: Split of tourism-related GHG emissions by industry (pre-pandemic)²¹

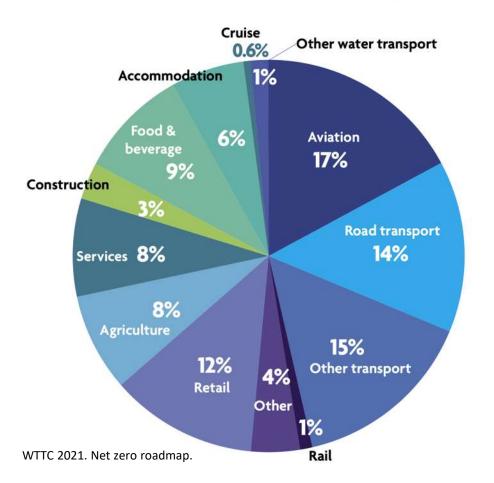


Exhibit 4: 2019 carbon emissions estimates per industry 22

Industry	Carbon Emissions (million tCO2e)
Accommodation	324
Tour Operators	N/A
Aviation	915
Cruises	27
OTAs	<1
Travel Agencies	N/A

Note: Estimates exclude Scope 3 emissions. Aviation emissions reported in tCO2.

- According to WTTC: 5.3 GtCO₂ in 2019
- Aviation: + 2 GtCO₂e
- \Rightarrow 7 GtCO₂e in 2019
- ⇒ sector will emit equivalent of 200 Gt CO₂e to 2050 (steady state scenario)
- ⇒ main issue is air transport

Gössling, S., Balas, M., Mayer, M. and Sun, Y.-Y. 2023. A review of tourism and climate change mitigation: The scales, scopes, stakeholders and strategies of carbon management. Tourism Management 95, https://doi.org/10.1016/j.tourman.2022.104681





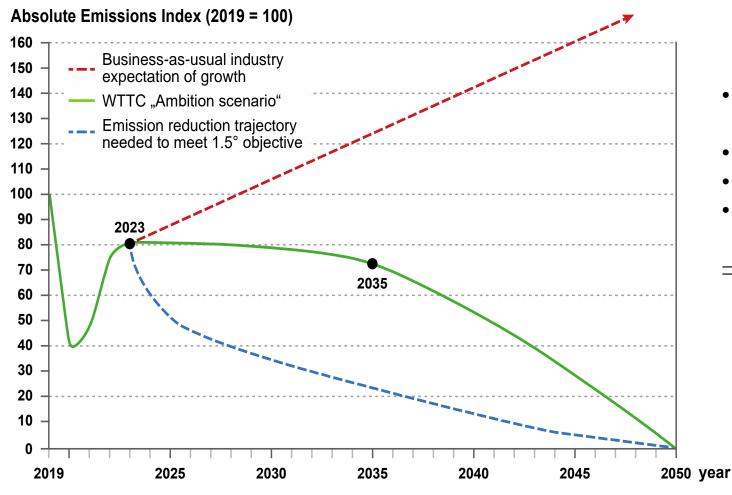
1 hour of flight

9 hours of flight

*Global fuel use in commercial aviation divided by global RPK, 2018. This corresponds to 0.034 kg of fuel/pkm or 34.4 l per hour at a speed of 800 km/h. Buckets have a volume of 10 l.



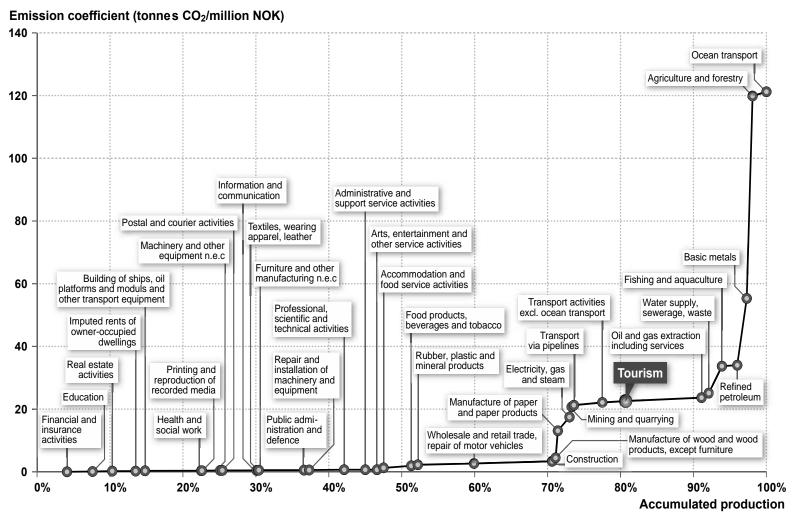
Are we on track to net-zero?



- All economic seectors have to be net-zero by 2050;
- Carbon Budgets:
- Remaining to 1.5°C (>50%): 510 GtCO₂.
- Remaining to 2.0°C (>67%): 890 GtCO₂.
- \Rightarrow If tourism emits 200 GtCO₂e to 2050, this corresponds to 22% 40% of global budget.



The importance of tourism: Example Norway



- Tourism contributed **3.6% of GDP and 8.8% of emissions** related to

 Norwegian economic activity in 2019
- Norwegian GDP-related emissions declined by 0.2% per year between 2007-2019
- Direct tourism emissions increased
 by 3.2% per year between 2007-2019
- Aviation generation 17% of national revenue, and 75% of direct tourism emissions
- Aviation is responsible for 80% of the net emission increase in tourism
- Norway will have to decarbonize 30 times faster to be net-zero by 2050

Sun, Y.-Y., Gössling, S., Hem, L.E., Iversen, N.M., Walnum, H.J., Scott, D. and Oklevik, O. 2022. Can Norway become a net-zero economy under scenarios of tourism growth? Journal of Cleaner Production, https://doi.org/10.1016/j.jclepro.2022.132414

Key insights mitigation

- We need to rethink tourism in radical ways
- Without massive change in air transport, no net-zero
- Transport is everybody's responsibility

For example:

- NTOs: stop long-haul marketing
- Destinations: replace volume growth with optimization models
- Hotel chains: stop pushing capacity into the market
- All accommodations: make offers related to sustainable transport
- All: push back at AirBnB



NTOs & DMOs: Meaningful marketing strategies?





Deutsche Zentrale für Tourismus (2020). Jahresbericht 2020.

Long-haul marketing does not make sense for European NTOs!

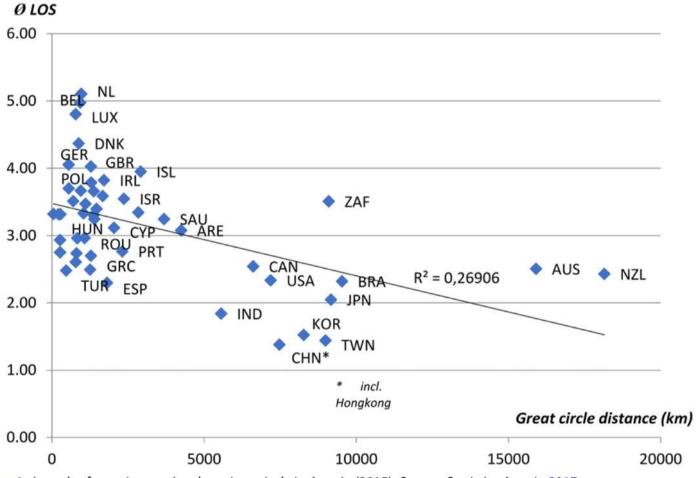


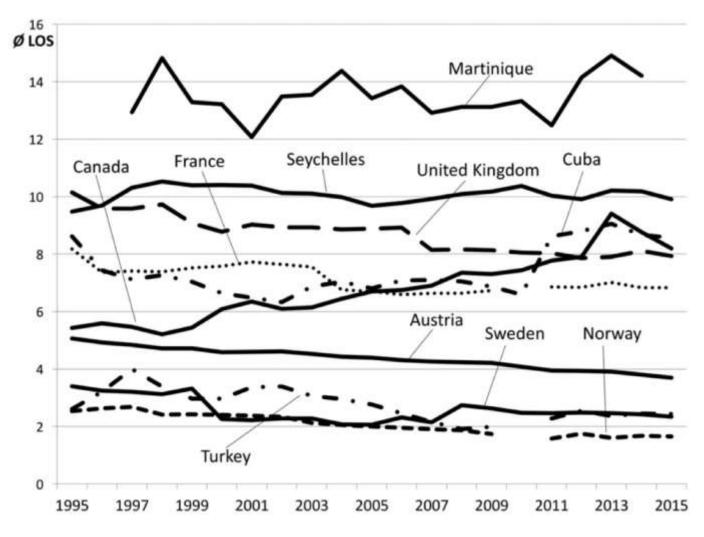
Figure 4. Length of stay, international tourist arrivals in Austria (2015). Source: Statistics Austria 2017. Gössling, S., Scott, D., & Hall, C. M. (2018). Global trends in length of stay: implications for destination management and climate change. *Journal of Sustainable Tourism*, *26*(12), 2087-2101.



Average length of stay

- Declined by 14% over period 1995-2015
- Does however not decline in all destinations

Example Austria: To generate 100 m bed nights, 19.6 m arrivals necessary in 1995, and 27 m in 2015.



Gössling, S., Scott, D., & Hall, C. M. (2018). Global trends in length of stay: implications for destination management and climate change. *Journal of Sustainable Tourism*, 26(12), 2087-2101.



Public transport: few leaders...







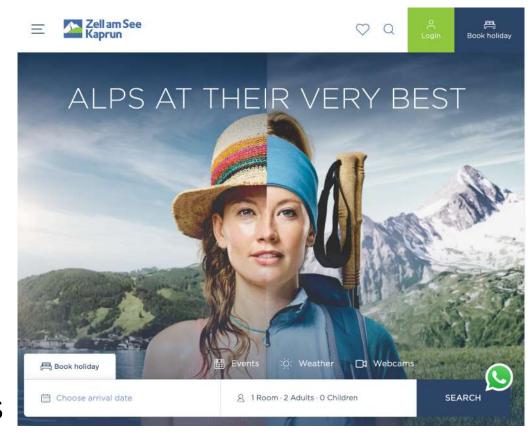
Recommendations: National Tourism Organizations

- Seize activities in long-haul markets
- Optimize market mix
- Introduce departure taxes based on distance bands
- Adopt greenhouse gas inventory on an EEIO basis, monitor with annual updates
- Roll out national certification scheme (example Turkey: nationwide!)
- Develop national reservation platforms
- Provide guidelines and support to SMEs
- Finance sustainability managers for DMOs
- Build capacity



Destination Marketing Organizations (DMOs)

- Prioritize close markets
- Encourage arrival by public transport
- Optimize length-of-stay, leakage, sales
- Build local value chains
- Vegan & vegetarian food service offers
- Marketing & communication campaigns
- Destination carbon inventory
- Novel and innovative destination projects



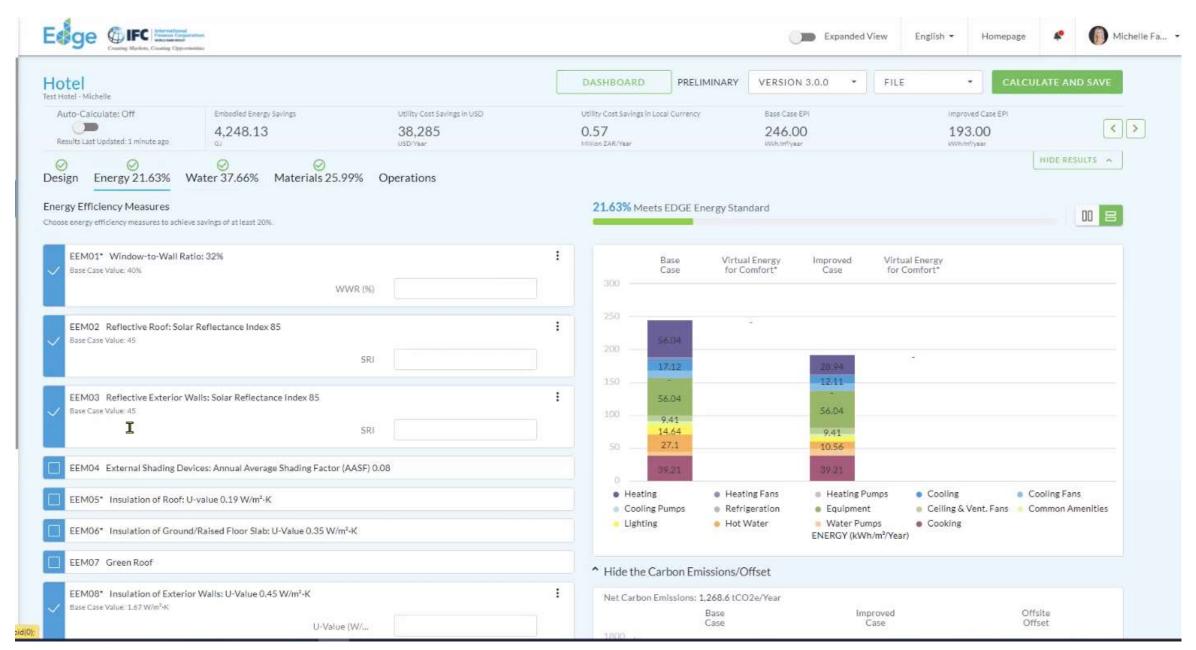


Accommodation

- Adopt net-zero commitments
- Get eco-certified
- Switch to renewable power
- Install solar panels
- Incentivize longer stays
- Involve staff
- Reduce food waste
- Phase out aluminium and giant prawns
- Communicate pro-environmental action
- Encourage direct bookings

• ...

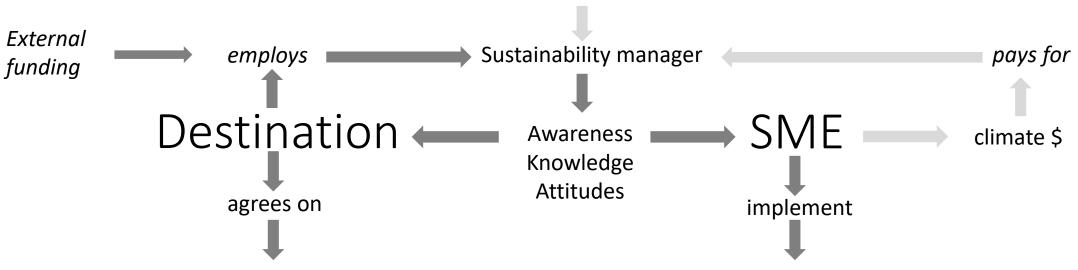




https://app.edgebuildings.com/dashboard/developer

Policies for push & pull

- Communication strategies
- Legislation and regulation
- Tools for SMEs, funding



Recommendations for action

- Prioritize close markets
- Encourage arrival by public transport
- Optimize length-of-stay, leakage, sales
- Build local value chains
- Vegan & vegetarian food service offers
- Marketing & communication campaigns
- Destination carbon inventory
- Novel and innovative destination projects

Commitments and actions

- Certification (GSTC or higher)
- Staff involvement
- Green power sourcing
- Solar power
- Local purchases
- Food improvements
- Communication with guests
- Guest WTP (e.g. climate \$ per guest night)

