

# TourismWatch

Informationsdienst Tourismus und Entwicklung

<b>ITB 2014</b>		Climate Negotiations - From Warsaw to Paris	16
International Tourism Exchange (ITB)	4	“Lower Aguan River Valley, the Clamor for Land“: Film on Displacement and Repressions in Honduras	17
<b>Biofuels in Aviation</b>		Global Climate Risk Index 2014	17
Biofuels for the Aviation Sector - Solution or Perpetual Challenge	6	“Atmosfair“ Airline Index 2013	18
Large Carbon Footprint and Various Side Effects - Agrofuels in Aviation Remain Problematic	7	<b>Books Reviews / Resources</b>	
The Failure of Jatropha - Interview with Souparna Lahiri	9	Long-Haul Tourism in 2050 - “2050 Scenarios for Long-Haul Tourism in the Evolving Global Climate Change Regime	18
<b>Disaster Resilience in Tourism</b>		Emission Reductions as Matter of Fairness - “Addressing emissions while respecting equity issues“	19
Less “Fun“, More Challenges - Tourism in the Philippines after Super Typhoon Haiyan	11	The Possible Impact of Air Transport Restrictions - “Tourism’s climate mitigation dilemma: Flying between rich and poor countries“	20
The “Saharisation“ of the Mediterranean - For a Shared Agenda on Climate Justice	12	Palm Oil and Land Grabbing in West Africa - “Large Scale Land Acquisitions in Liberia“	20
<b>In Brief</b>		<b>Tribute to Ron O’Grady</b>	21
Unused Potential for Climate-Related Transparency in the German Tourism Industry	16		



# Editorial

Ladies and Gentlemen,  
Dear friends,

What is it that fuels tourism? Is it curiosity, wanting to experience other cultures and unspoilt nature, getting away from daily routines, or is it just the bad weather back home? Everyone will have his or her own answers. But frankly, isn't it also modern and affordable transport that has made travelling so attractive? We want to take a closer look at what fuels aircraft and especially what should fuel them in the future.

3.1 billion air passengers were counted in 2012 - more than 20 percent more than three years ago. This growth trend is one of the reasons why the aviation industry is addressing the question of where to source their fuel on a reliable basis in the future. Hope now lies in renewable resources - so-called bio-fuels. These fuels are not really „bio“ if understood with a positive connotation. As some of our articles in this special English TourismWatch edition show, the production of biofuels may entail human rights violations and social risks.

Many questions still remain unanswered. The „food or fuel dilemma“ continues to dominate debates on agrofuels - rightfully so. Where people continue to suffer from hunger, agricultural land must not be converted into monocultures for the production of agrofuels. In addition, we will increasingly have to ask for what purpose energy from renewable resources is to be used for. Many developing countries and emerging economies have huge energy deficits. While the demand for „clean“ energy is increasing, they invest in renewable energy for their own development. The dream of international airlines that hope to use huge areas in developing countries to source agrofuels for aviation may not materialise, or it may come at high costs.

In this scenario, the tourism industry is well-advised to work on becoming more independent from aviation - the most unsustainable of all modes of transport. Short-haul and medium-haul flights can often be avoided. There are alternatives which can be made more attractive for tourists by including interesting stops along the route. (Flying) less is often more!

At the upcoming International Tourism Exchange (ITB) in Berlin, we will take a closer look at the tourism industry's visions to design its own future. We are looking forward to many interesting discussions between 5th and 9th March, 2014, at our booth 217 in hall 4.1 or at one of our events to which you are cordially invited.

If you are not at ITB, you may wish to check out the video streams of some of the events which will be made available online by the ITB Berlin Convention.

Yours faithfully,  
Antje Monshausen & Christina Kamp

*This special issue of the German quarterly TourismWatch, published by Bread for the World, the development service of the Protestant Churches in Germany, is intended as a contribution to the discussion on climate justice in tourism. It is published on the occasion of ITB 2014 and carries a selection of articles published in 2013/2014.*

*You will also find all these articles and more in our website [www.tourism-watch.de](http://www.tourism-watch.de), which also has an English section. It regularly brings you abstracts and articles from the German TourismWatch, which is published four times a year. To receive e-mail notifications of new TourismWatch issues, you are welcome to join our mailing list. Please contact us at [tourism-watch@brot-fuer-die-welt.de](mailto:tourism-watch@brot-fuer-die-welt.de)*

# International Tourism Exchange (ITB) Berlin 2014

ITB Berlin 2014 will take place from 5th to 9th March. From Wednesday to Friday, the trade fair will only be open to trade visitors, on Saturday and Sunday also to the general public. Opening hours: daily from 10 am to 6 pm. Info: [www.itb-berlin.de/en](http://www.itb-berlin.de/en)

## Events organised by or in cooperation with Bread for the World - Tourism Watch

You will find us at booth 217 in hall 4.1 (in between TourCert and ECPAT).

On Wednesday, 5th March 2014 at 4 pm on the main stage in hall 4.1, we will examine the possibilities, limitations and side effects of agro-fuels as an alternative to kerosene, under the title **“Agrofuels in Aviation - flying high or crash landing? Challenges for the aviation sector of the future”**. Panelists: Carolin Callenius (advisor on the right to food, Bread for the World), Prof. Gernot Klepper (advisory board member of aireg - Aviation Initiative for Renewable Energy in Germany e.V.), Dr. Felix Creutzig (leader of the working group on land use, infrastructure and transport at the Mercator Research Institute on Global Commons and Climate Change), Paul Peeters (University of Applied Sciences NHTV Breda). Moderated by: Michaele Hustedt (CPC Berlin).

The panel discussion is followed by an event on **“TourCert - 5 Years of CSR in Tourism”** where TourCert will award the labels „CSR Tourism Certified“ to tourism enterprises. Afterwards, you are invited to a networking cocktail and snacks. 6 pm, hall 4.1, around the main stage.

Friday, 7th March 2014, 12:45 - 1:45 pm in hall 7.1c, Auditorium Paris, **“Human Rights Due Diligence: Challenges And Opportunities For Companies”**. Companies have a responsibility to respect human rights. What can tourism associations, tour operators and their overseas partner agencies do to foster respect for human rights? What risks can be minimised and does ensuring human rights also bring positive economic effects for companies? Panelists: Vasantha Leelananda (Leisure Inbound Walkers Tours), Matthias Leisinger (Kuoni), Antje Monshau-

sen (Bread for the World - Tourism Watch), Wolfgang Weinz (ILO), Nicole White (ABTA The Travel Association). Moderated by: Matthias Beyer (mascontour).

## ECPAT Germany/TheCode.org (hall 4.1, booth 218)

Wednesday, 5th March 2014, 4:30 - 5:30 pm, hall 4.1, room Regensburg, panel **“Is there a Place for Child Protection in Tourism?”** What part does child protection have to play in the world of tourism? Is it the responsibility, possibly even the pre-rogative, of tourism companies to take a stand? Organised by The Code.

Thursday, 6th March 2014, 10 - 11 am, hall 4.1b, Pow Wow stage, **“Child Protection in Tourism: Stakeholder Talk and Signing Ceremony of the Child Protection Code”**. Followed by a get-together at booths 218/219.

## Institute for Tourism and Development (hall 4.1, booth 231)

Wednesday, 5th March 2014, 2:30 - 4 pm, hall 4.1, main stage **TO DO! Awards Socially Responsible Tourism**, this time with winners from Cambodia, Iran, and Mexico.

Friday, 7th March 2014, 11:55 am - 1 pm, hall 7.1a, room New York 1, **“Interjections: Tourism and Poverty Reduction - Expectations and Reality”**.

## Other Events

Wednesday, 5th March 2014, 11 am - 12 pm, hall 4.1, main stage, **“Arab Spring and Tourism - Travel to the new Tunisia”**. Moderated by: Wolfgang Strasdas (HNE Eberswalde).

Thursday, 6th March 2014, 12:15 - 13 pm, hall 7.1a,

Auditorium New York 1, **“Sustainable Tourism in the Arab World - The Example of Tunisia”**. Moderated by: Wolfgang Strasdas (HNE Eberswalde).

Friday, 7th March 2014, 12 - 12:45 pm, Hall 7.1c, Auditorium Paris, **“Human Rights In Destinations: Problems, Causes, Recommendations”**. What can hotels and destinations do so that human rights are respected? What do good governance processes look like? Can tourism serve as a trigger for the respect of human rights? Panelists: Christian Baumgartner (NFI), Hiran Cooray (PATA), Tom Koenigs (MdB). Moderated by: Klaus Lengefeld (GIZ).

Friday, 7th March, 2-3 pm, hall 7.1c, Auditorium Paris, **“Studiosus Debate: Is Project Funding In Tourism Just Greenwashing?”**, Panelists: Ines Carstensen (Futouris e.V.), Barbara Glanz (Intrepid Group), Peter-Mario Kubsch (Studiosus Reisen), Nicole Maldonado-Pyschny (BMZ), Christine Plüss (akte). Moderated by: Daniela Wiesner-Schnalke (Deutsche Welle).

## ITB Berlin Convention 2014

From 5th to 7th March, the ITB Berlin Convention will take place simultaneously to ITB in hall 7. For six years, the ITB Convention has had a CSR Day. This year, it will be on Friday 7th March 2014 from 10:40 am to 5:30 pm in hall 7.1c, Auditorium Paris. Representatives from the tourism industry and government will discuss concepts, best practice and the potential profitability of sustainable tourism. The latest empirical studies and best practice guides provide decision-making support in handling human rights in the context of tourism.

**The detailed programme is available at**  
[www.itb-kongress.de/en](http://www.itb-kongress.de/en)

-cr/ck-

\*(TW 74, March 2014)

# Biofuels for the Aviation Sector

## Solution or Perpetual Challenge?

By Paul Peeters and Eke Eijelaar

Carbon dioxide emissions of aviation are increasing at two to three percent per year, contrasting international sustainability goals to reduce global emissions by 80 percent during the 21st century. The Air Transport Action Group (ATAG) proposes “climate neutral growth” through energy efficiency improvements, carbon trading, and large scale shifts to biofuels.\*

In 2050, ATAG envisages 60 to 70 percent of emission reductions to be delivered by biofuels, assuming an 80 percent lower carbon footprint of biofuels compared to fossil oil-based jet fuel.

Biofuels are all fuels made from geologically recent carbon fixation (as opposed to fossil fuels) in all sorts of biomass. Such biomass, or feedstock, may be agricultural products like grains or palm oil seeds, or biological waste (like waste fats, waste from the food industry or forestry by-products). The term ‘agrofuels’ is also used frequently. These are biofuels made from crop or tree feedstocks (as product or by-product). Most biofuels are thus also agrofuels.

But can they be produced sustainably at such a large scale? First generation feedstocks, like sugar or oil seeds, have low spatial efficiency and would require large amounts of agricultural lands, thus competing with food production and creating all the environmental problems that agriculture also causes, including pesticide runoff, water and air pollution, deforestation, and soil degradation. Biofuels are vulnerable to hypes. For instance *Jatropha*, a ‘wonder bean’ advocated in the 2000s, did not live up to expectations at all. The life-cycle carbon reduction was only 50 to 55 percent, as calculated by Robert Bailis in 2010. Socially, N. Wadhams found in 2009 that *Jatropha* has caused very negative effects, for example in India and Kenya, depriving local populations of lands for their own food production and not delivering any economic benefits. A 2010 study by P. Ariza-Montobbio even showed *Jatropha* causing poverty. The failure of *Jatropha* was already predicted by K. Sanderson in 2009, while the industry kept trumpeting its opportunities in 2011 and still continues to do so in their websites (e.g. [www.atag.org/facts-and-figures.html](http://www.atag.org/facts-and-figures.html)).

### Algae as a new hype

The current ‘hype’ is algae, with high yield claims and the ability to be grown on wastelands in water tanks, thus not competing with food production or natural ecosystems. A European study by J. Skarka published in 2012 showed algae potential in the EU to be limited, because most wastelands are located on too steep terrain. The potential could be 1,000 petajoule of energy, which might cover about 50 percent of current EU aviation energy use, disrespecting the needs of other sectors. Research by L.G. Coplin published in 2012 shows major concerns with algae production, like high water use, low life-cycle emissions efficiency, high nutrients requirements, land use and a range of environmental problems including ecosystem disturbance, air pollution, and toxic substances releases.

No biofuel feedstock has shown competing cost with oil based jet fuel so far. Even the industry, for example the International Air Transport Association (IATA), expects aviation biofuels to become price competitive only in the medium term. Until this moment, aviation emissions growth can only be slowed to a marginal extent, by means of additional efficiency gains (above the normal commercially driven efficiency improvements) and operational measures. Thus, the built-up of total aviation emissions heading towards 2050 is immense.

### Waste as an option?

A recent Qantas Airlines report concludes that natural fats and oils waste as feedstock has sustainability problems, while general (agricultural) waste still has major technological problems.

Overall, we conclude that the prospects for large scale biofuel use in aviation to sustainably redu-

ce aviation's carbon emissions by up to 80 percent around 2050 are very low. Biofuels will certainly not allow for combined emission reductions and unrestrained air transport growth. The latter is the crux of the future sustainability of aviation: unlimited air transport growth is beyond sustainable development.

*\*The right flightpath to reduce aviation emissions. A position paper presented by the global aviation industry, ATAG, November 2010. [http://www.enviro.aero/Content/Upload/File/AviationPositionPaper\\_COP16\\_normalprinter.pdf](http://www.enviro.aero/Content/Upload/File/AviationPositionPaper_COP16_normalprinter.pdf)*

*Paul Peeters is an associate professor at the Centre for Sustainable Tourism & Transport, NHTV Breda University of Applied Sciences, Netherlands, specialising in tourism transport and its impacts on climate change and other environmental issues. Eke Eijgelaar is a principal researcher there, searching for both the impacts of tourism on climate change and ways to mitigate and manage these impacts.*

(TW 74, March 2014)

## Large Carbon Footprint and Various Side Effects

### Agrofuels in Aviation Remain Problematic

By Annegret Zimmermann

Carbon dioxide emissions of aviation are increasing at two to three percent. The climate mitigation targets for the aviation sector defined by the International Civil Aviation Organisation (ICAO) and the International Air Transport Association (IATA) are: CO<sub>2</sub>-neutral growth of aviation by 2020 and a 50 percent reduction of net CO<sub>2</sub> emissions by 2050 (as compared to the base year 2005). In order to achieve this, the aviation sector also hopes for the development of alternative fuels for aircraft.

The contribution of agrofuels to climate mitigation and the expected benefits have been and remain highly contested. In addition, there are currently unresolved technological challenges as well as problematic consequences in terms of ecological and development impacts. In many cases, the yields are still rather poor.

The major part of the alternative fuels currently used is from crop plants. In aviation, mainly oil plants, especially oil palms, jatropha, and camellina (a rapeseed variety) are of importance. Another alternative is agrofuels from residual materials such as straw, wood, or effluent sludge. Crop biomass, including different types of grass or fast-growing varieties of trees, can also be used to produce fuels. Recently, the aviation sector has also built up hopes for the production of kerosene from micro algae.

### Climate impact and ecological footprint

In the combustion of agrokerosene, the same amount of CO<sub>2</sub> is being emitted as from fossil kerosene. The decisive difference is that energy plants absorb CO<sub>2</sub> from the atmosphere while they grow. However, the CO<sub>2</sub> balance is not at all neutral. Throughout the life cycle, CO<sub>2</sub> is being emitted, for example in production, processing, and transport.

Indirect land use changes (ILUC) also cause considerable negative impacts, for example, when primeval forest and other ecosystems worth protecting are converted into agricultural areas, while former agricultural land is now used for the production of energy plants.

### Human rights and social impact

Various case studies from Asia, Africa, and Latin America prove that in the production of agrofuel crops, land-use conflicts frequently occur, even leading to the displacement of local people, water shortages, water pollution, loss of biodiversity, and competition with food production.

Other negative impacts include the displacement of local and indigenous people from their land and the consequences, such as hunger and poverty, which are not acceptable both in terms of human rights and social impacts. Unclear land ownership, poor governance in many agrofuels producing countries, but also the promotion policies for agrodiesel by the European Union fuel these conflicts.

Another important aspect is the working conditions of local people which are partly neither in accordance with international standards nor subject to national legislation. Various reports by people affected indicate, for example, adverse effects on health from pesticides and fertiliser. Due to the increase in agrofuels production, food prices have risen in many regions, which is not acceptable given the fact that 842 million people worldwide suffer from hunger. Small bottlenecks in food supply due to rising prices may have enormous impacts on people in regions with a tight food situation. Demand forecasts indicate a drastic increase in future land requirements, stirring conflicts over fertile land.

### Agrofuels and European legislation

The European Union wants to achieve its mitigation target most importantly by increasing bioenergy production. The Renewables Directive (RED) obliges states to ensure a share of at least ten percent by 2020 for all modes of transport. The EU furthermore stipulates that the CO<sub>2</sub> emissions caused by agrodiesel must be 35 percent below those of fossil fuels, and from 2017 onwards 50 percent below.

The RED formulates sustainability standards for agrofuels which will be credited towards the EU targets. It differentiates between binding requirements (for example, greenhouse gas footprint) and those which only require reporting. More demanding criteria and standards would have to take into account human rights, socio-economic and additional ecological aspects and be embedded in laws and processes. According to RED, however, this is not yet a binding requirement and only covered by reporting requirements. Only a legally binding requirement could ensure that feedstock for alternative fuels can be made available in a conflict-free manner.

Aviation has so far remained exempt from the implementation of the quota targets mentioned above. But it may be credited towards the RED targets, provided that the binding sustainability criteria are fulfilled and proven by certification.

### Suggestions for improvement of the Renewables Directive

The fields of conflict described prove that many of the negative impacts cannot be captured by sustainability certification. In response to the objections by various environment and development organisations, the European Commission presented a draft amendment for the RED which is meant to limit the share of fuels that use food crops as feedstock to five percent of the overall target. The EU also agreed to include a compulsory ILUC factor into the greenhouse gas footprint from 2020. A ten percent blend of alternative aviation fuels by 2025, as it is demanded, for example, by the “Aviation Initiative for Renewable Energy in Germany“ (aireg), is ecologically and socially highly questionable.

*Annegret Zimmermann works with Bread for the World as a consultant on sustainable tourism.*

**Download:** [http://tourism-watch.de/files/bfdw\\_aktuell\\_aviation\\_in\\_times\\_of\\_climate\\_change.pdf](http://tourism-watch.de/files/bfdw_aktuell_aviation_in_times_of_climate_change.pdf)

(TW 74, March 2014)

# The Failure of Jatropha

## Interview with Souparna Lahiri

By Christina Kamp

The aviation sector has been experimenting with jatropha as one of the agrofuel solutions of the future and still goes on to promote it. Experiences in India, however, have shown that jatropha has had serious side effects and has not fulfilled expectations. To find out what went wrong, we interviewed Souparna Lahiri, an independent researcher based in Delhi, who had conducted a study on jatropha in 2009, published by Friends of the Earth Europe. Souparna Lahiri also works on issues like forests, climate change, international financial institutions, and labour standards.

### **TW: To what extent have agrofuels - and in particular jatropha - become a reality in India?**

**Souparna Lahiri:** Biofuels got their first impetus in India in 2003, when the Planning Commission propagated their advantages, such as “technical feasibility of blending in any ratio with petroleum diesel fuel”, “energy security to remote and rural areas”, along with “the capacity of jatropha curcas to rehabilitate degraded or dry lands”, “crop diversification” and “employment opportunities on a large scale”. Following the National Mission on Bio-Diesel, by February 2009, the forest department of the central Indian state of Chhattisgarh had planted about 100 million jatropha saplings on about 40,000 hectares and spent 740 million Indian rupees (11.4 million euros as of February 2009) on these plantations. However, the forest minister admitted that there had been no yield so far and there was no guarantee for any sizable yield in the near future.

Though other Indian states had joined the bandwagon, we do not have any updated reports from these state governments describing the plantation details of jatropha. In a recent case study in South India on the “Performance of jatropha biodiesel production and its environmental and socio-economic impacts”, Swedish and Indian researchers found that 85 percent of the farmers interviewed had discontinued cultivation, eight percent continued with maintenance and seven percent continued without maintenance.

The National Mission on Bio-Diesel“ meanwhile appears to have been given a quiet burial, with a

group of ministers (GoM) shelving the programme even before it took off.

### **TW: What impact did Jatropha have on rural communities?**

**Souparna Lahiri:** In 2006, the former President, Abdul Kalam, planted jatropha saplings in Chhattisgarh and claimed the state “would be in the forefront of bio-diesel production from jatropha“. The state government welcomed him “to the Land of Jatropha.” People’s organizations, however, responded very strongly. Quoting the annual rice production of about six million tonnes in an open letter to the President, they stated that any reference made to Chhattisgarh as the “Land of Jatropha“ was undermining the significance of rice as the foundation of people’s economy, cultural identity and dignity.

In Chhattisgarh, the forest development corporation (FDC) and the forest department (FD) indiscriminately planted jatropha saplings on any land, forest or non-forest, that they could lay their hands on, often forcibly, leading to major rights violations of the vulnerable forest communities, dalits and tribals, severely curtailing their rights to livelihood. Hundreds of tribal families, living for generations in the forests of Chhattisgarh, were displaced from their cultivable land.

Jatropha was also planted in states with dry, semi-arid, irrigated and drought prone areas, and with a large population, including people dependent on forests, people who subsist on agriculture, on resources extracted from common property re-

sources and on livestock rearing. Taking away their cultivable land, common property resources, and grazing lands means denying them access to food and allied livelihood resources, pushing them into extreme poverty. Often, the policy of jatropha plantation has been used by non tribals and upper castes to grab lands of the tribals and dalits.

### **TW: Why did Jatropha fail in India?**

**Souparna Lahiri:** The National Biofuel Mission was discontinued mid-way as there was apprehension over the large acquisition of land by big energy majors. The national biofuel policy mooted that jatropha be grown on a big scale to produce green-fuel that would be enough to replace as much as 20 per cent of petrol and diesel consumption in India by 2017. This would require bio-energy plantations to cover between 30 million and 40 million hectares of land — an area larger than that under wheat today. That such goals are unattainable is obvious, as is the fact that so much waste land is unlikely to be available. Arable agricultural land ought not to be diverted from food crops; nor is it expected to be diverted, unless the economic feasibility of bio-fuel production is established.

Claims that jatropha can be cultivated anywhere, needs little or no water, checks soil erosion, etc. are being promoted over and over again, but are not backed by any worthwhile research. Initial information coming out of various pilot projects indicated the need for controlled and cultured cultivation of jatropha for biofuel production. In Chhattisgarh, jatropha saplings and seeds were planted often without any follow up care and left to perish, only to be replenished in the next year with a fresh batch of saplings. The plants are trampled upon by cattle, are neither watered nor protected against pest attacks.

A study by H. R. Meena and F. L. Sharma of the Maharana Pratap University of Agriculture & Technology, Rajasthan, concluded that the farmers lacked technical knowledge and training facilities for acquiring skills for jatropha cultivation. Non-availability of irrigation facilities, fertilisers and plant protection chemicals for nursery raising were also found. Meena and Sharma pointed out a high mortality in the first year, a lack of marketing facilities, the absence of any procurement policy by the government, and a low price of Jatropha produce in the market.

Local communities have often protested against the forcible plantation of jatropha and uprooted the saplings and plantations from their land. The resistance by civil society groups against its cultivation and their campaign for food security also resulted in going slow on the policy of jatropha by many state governments.

### **Further information:**

Losing the plot. The threats to community land and the rural poor through the spread of the bio-fuel jatropha in India. Research by Souparna Lahiri. Friends of the Earth Europe. 2009. [www.foei.org/en/resources/publications/pdfs/2010/losing-the-plot-jatropha-in-india/view](http://www.foei.org/en/resources/publications/pdfs/2010/losing-the-plot-jatropha-in-india/view)

Performance of Jatropha biodiesel production and its environmental and socio-economic impacts - A case study in Southern India. By Lisa Axelson, Maria Franzén, Madelene Ostwald, Göran Berndes, N.H. Ravindranath. World Renewable Energy Congress, Linköping, Sweden, 2011. [www.ep.liu.se/ecp/057/vol10/025/ecp57vol10\\_025.pdf](http://www.ep.liu.se/ecp/057/vol10/025/ecp57vol10_025.pdf)

(TW 74, March 2014)

# Less “Fun“, More Challenges

## Tourism in the Philippines after Super Typhoon Haiyan

Von Jack Catarata

Tourism is a booming industry in the Philippines. This trend has been running for a couple of years now, making this Southeast Asian republic one of the rising stars in the global tourism industry. In 2012 alone, the number of visitors increased to 4.3 million from 3.9 million the previous year, contributing around 5.9 per cent of the country's 195 billion euro economy. With its promotional slogan, “It's more fun in the Philippines“, the government in Manila has embarked on an ambitious target to increase tourist arrivals in the next three years to ten million. But then came super typhoon Haiyan.

On 8th November last year, the tropical storm ravaged the central Philippine islands. It is considered to be the strongest storm ever recorded to hit landfall and brought destruction to an area as large as Portugal. More than a million homes were destroyed, about 6,000 people were killed, and hundreds are still missing.

With all its beautiful beaches, enchanting places, and friendly people, the country unfortunately lies in the so called Pacific “Ring of Fire“, where natural catastrophes like typhoons, earthquakes, and tsunamis frequently occur. In fact, just a month before Haiyan struck, the island of Bohol - a popular travel destination - was hit by a powerful earthquake bringing major damage to its historic churches and even natural landmarks like the Chocolate Hills, a major tourist attraction. And then barely weeks after Haiyan struck, a tropical depression brought floods to Davao City and nearby provinces, a region which also has a big tourism industry.

### Vulnerability of the tourism industry

Climate experts predict that because of global warming, the country will likely experience more severe natural catastrophes, like flooding and storm surges similar to the one brought by Haiyan, as the Pacific Ocean warms up. This warning brings additional instability and vulnerability to the industry.

Aside from footages of destroyed houses and dead bodies brought by Haiyan, the media also showed stranded tourists either anxiously waiting

to go home or making themselves useful by helping the emergency and relief efforts of the locals.

Understandably, images like these broadcasted to the whole world resulted in prompt cancellation of tourist bookings immediately after the typhoon struck. People don't want to go to destinations where their hosts are living in misery, where infrastructures are either under reconstruction or not working at all. But even in areas not affected by Haiyan - like Boracay, Bohol, Cebu and Palawan - resorts and tour operators there are feeling the pinch, with cancellation rates reportedly as high as 30 to 40 per cent.

Clearly, the country badly needs revenues from its tourism industry now more than ever. The government estimates the rebuilding costs to reach a staggering 2.1 billion euros, an amount which the highly-indebted Philippines do not have. In the aftermath of typhoon Haiyan, the country's Department of Tourism issued an appeal to foreign tourists to continue visiting the country in the hope that their visit will speed up reconstruction efforts.

But three months after Haiyan, many affected are as still do not have power lines, people are still living in tents, and many resorts in small islands which are heavily dependent on tourism are still to begin reconstruction.

Another challenge is how to market tourism again, after a 7.2-magnitude earthquake and a category 5 typhoon hit it one after the other in a span of just

one month. Filipino tourism officials understood that to promote the country as a “fun” travel destination after these two major natural disasters is anachronistic, if not insensitive.

### **Making tourism fit for the future**

But beneath the change of marketing slogan, the Philippines has to answer fundamental questions as to which way their tourism industry should go, what kind of tourism they really need, and who their target markets are.

Instead of going into mass markets like everyone else in the region, the Philippines has a better edge by focussing on alternative, small-scale, but high-quality tourism. Aside from alternative foreign tourists, there are about ten million Filipinos in Diaspora who not only regularly send money which keeps the country’s economy floating, but also go home regularly for family visits. If the Philippine tourism industry can offer them holiday packages suited to their needs, they will certainly be more enticed to spend part of their vacation away from the homes of their families and friends.

In fact, the Filipinos in Diaspora are not only a huge potential tourist market, they are also potential investors in reconstruction, in rebuilding the country’s tourism industry, and in making tourism in the Philippines more resilient to disasters. Unlike foreign tourists who might travel to the country just for “fun”, Filipinos living and working abroad will patronise the industry not only for leisure but as gesture of solidarity to their country of origin as well. After all, they are not called the country’s modern-day heroes for nothing.

*Jack Catarata studied Political Science and Social Research in the Philippines. He is the Chair of the Philippine Diaspora Network (PhilNetz e.V.) based in Bonn. With help from the German Gesellschaft für Internationale Zusammenarbeit - Center for International Migration and Development (GIZ-CIM), PhilNetz e.V. is promoting investments of Diaspora Filipinos in Germany in so-called “Green Economic Development” projects in the Philippines, among them in the tourism industry.*

(TW 74, March 2014)

## **The „Saharisation“ of the Mediterranean**

### **For a Shared Agenda on Climate Justice**

By Joan Buades

According to all reliable scientific scenarios, the Mediterranean is one of the world’s regions where the effects of climate change will be most pronounced, together with Central America, the Caribbean and large areas of the Indian and Pacific Oceans. Temperatures have already started to increase, and will rise even more steeply from the second half of the century onwards, especially in the Eastern Mediterranean.

Overall, the dynamic picture drawn by current scientific research regarding the future of the Mediterranean in the short term depicts a Basin which is much hotter than the global average, presenting a degree of change equivalent to that of the last million years, with no major differences in degree between the North, South and East but with a strong seasonal imbalance and the gradual advance of desertification towards the Northern Mediterranean.

“Business as usual” would result in an average maximum increase of +3.4°C for the planet as a whole. However, in the case of the Mediterranean, this could reach two degrees more, up to 5.4°C. At best (according to the “intermediate” scenario that assumes the development of clean energies and improved technologies), it is well above, more than double, the maximum temperature increase ceiling of +2°C which the large industrial nations agreed on in the Copenhagen Accord as a basis for stabilising the climate between now and the 22nd

century.

Rainfall, on the other hand, will become increasingly scarce, especially in the Southern Mediterranean, giving rise to severe problems regarding water, forest fires and the fertility of agricultural soil. In 2000, more than one third of the Mediterranean population (35.2 percent) already suffered water stress, i.e., had less than 1,000 m<sup>3</sup> per person per year. The process of desertification will continue to progress steadily in North Africa and the Levant, regions which are already strongly affected today.

The continental climate will disappear almost completely from North Africa and the Levant (for example, in Kabylia and in much of the Moroccan Atlas region, as well as in Lebanon). All this will lead to an extremely high risk of water shortages for agriculture, human consumption, and for the natural ecosystems themselves.

Sea levels will continue to rise, and at ever-increasing rates as the century progresses, depending on what happens to the Arctic ice cap. However small the rise in sea level about which much still remains uncertain, it will nevertheless decisively affect the tourist economy on the coast and could cause large-scale human displacement in highly populated areas near the deltas of important rivers. Finally, the threat arising from the combined effects of climate change and natural disasters due to external causes, such as earthquakes, tsunamis and hurricanes, should be mentioned.

Regional responsibility for the climate corresponds roughly to demographic weight: about 7.4 percent of greenhouse gas (GHG) emissions originated in the Mediterranean in 2007, for a population representing 6.7 percent of our species. However, the differences between the South and East of the Basin compared to the North are as marked as they are for the planet as a whole. Paradoxically, the most vulnerable areas (the Levant and especially North Africa) are those which have contributed least to GHG emissions in the Basin.

### **Demographic and social changes**

One third of the population in Mediterranean states lives in coastal areas. A first indicator of the extreme vulnerability of societies in the Basin is what is called the „low elevation coastal zone“ (LE CZ), i.e., coastal terrain lying less than ten metres above sea level. Globally, this zone occupies only two percent of the Earth's land sur-

face but holds ten percent of the total world population (or 13 percent of the urban population). In total, about 60 million people may be living in coastal areas in the Southern Mediterranean and Levant, and this number could rise to 100 million by 2030. Unfortunately, this region would be the second most vulnerable on the entire planet in terms of natural disasters associated with climate change.

The population is growing and regenerating at a dizzying pace in the South and the Levant, whereas in the North it is stagnant and aging. Far and wide, coastal areas are being engulfed by urbanisation and human occupation. Despite the existence of important mineral resources (mainly oil and natural gas) in the South, the income gap, and above all the social inequalities between rich and poor in Mediterranean societies are increasing within and between the North and South.

The impact of climate change will also depend to a large extent on the capacity for social cohesion and the welfare of different societies. In any emergency, the rich and those social classes with access to a public safety net will be better positioned to face the situation. The poor and those with least access to public health and social protection mechanisms will suffer more and will become innate candidates for a migratory exodus in the most precarious of conditions.

As climate change brings about the desertification of Sub-Saharan Africa, there is an unseen but enormous influx of environmental refugees at the gates of North Africa who are intent, at whatever cost, on reaching the Eden of Europe. The International Organisation for Migration (IOM) warned that by the middle of the 21st century there could be approximately one billion climate refugees around the Earth. In other words, this means one in every nine humans. In 2006, the African continent was home to 924 million people, and it is expected that by the middle of the 21st century this population may have more than doubled, reaching almost two billion inhabitants.

Among the eight states whose populations will triple, four (Niger, Mali, Chad, and Guinea Bissau) form part of Sub-Saharan Africa, which is the most vulnerable region on the continent in terms of climate and natural resources such as water and agricultural land. Without a technological, economic, and social revolution in the near future, many of these new Africans will have no choice but to mig-

rate north across the Maghreb and the Mediterranean, significantly increasing the risk of military involvement in maintaining security in the Basin. In terms of geostrategic security, the Mediterranean is not a minor peripheral region. On the contrary, it represents one of the most extensive and dangerous security borders between North and South.

### What will happen to tourism?

Economically, tourism has become the dominant economic activity throughout virtually the entire region which receives 32 percent of all international tourist traffic. The Mediterranean received around 300 million tourists in 2008, with 100 million more predicted for 2025. 80 percent of this tourism is based on sun, sand and beach resorts, and the trend is stable. In fact, the Mediterranean is the great swimming pool of the world, and has ranked as the first international tourist destination for decades. However, with rising temperatures the states sending the largest numbers of tourists to the region, the Central and Northern EU countries, which supply 90 percent of visitors to the Basin's beaches, will witness a marked reduction in the desire to travel due to global warming, as they will enjoy neo-Mediterranean temperatures at home. The days of coastal tourism reliant on low-cost airlines may be numbered.

At the same time, merchandise logistics in large port areas throughout the region and export agriculture in the South and the Levant constitute the other two major strategic alternatives for the present regional economy. Climate change, however, increasingly threatens the future of these three economic activities.

This direct threat to the region's stake in tourism should clearly be placed in the context of the tourism sector's own responsibility for the climate. Traditionally, it has been estimated that the tourism industry (not only hotels, but also transport, food, materials, and destination services) generates between four and ten percent of total GHG emissions. Much of tourism's climate footprint is related to air transport, which generates up to 75 percent of the sector's emissions. The United Nations, in a sector-specific study, concluded that tourism held up to 14 percent of global responsibility. According to the United Nations, in an unsustainable climate scenario (a rise of between +3°C and +5°C in temperature), the tourism sector's share of responsibility would be between ten percent and 20 percent by 2050. If rapid progress was

made to ensure a minimum climate scenario (limiting the increase in global temperatures over the same period to +2°C), the impact of tourism would be more than 50 percent.

### For a shared Mediterranean agenda on climate justice

On the eve of the final term of the Kyoto Treaty, Mediterranean societies are facing an uncertain and dangerous future with neither institutions nor collaborative tools that would help to promote a social and climatic transition aimed at ensuring humane, democratic and healthy living conditions for coastal societies. Neither a purely nominal Mediterranean Union nor the United Nations' historic and well-meaning, but solely mechanical Blue Plan will be sufficient, and the lack of full cooperation between Northern non-governmental organisations and North African communities represents a further stumbling block.

Without forgetting that it is urgent that we devote every effort to devising and carrying out mitigation proposals (for example for a significant reduction of greenhouse gas emissions in aviation and tourism) and adaptation plans (to protect the most fragile and vulnerable Mediterranean communities, especially along the coastal strip of North Africa and Egypt), the vital question should not be "What can we do to stop climate change?" in the region, but rather: "How do we want to live here?"

The sense of a shared sea was lost during the second half of the 20th century, and it has become imperative to restore the idea of the Mediterranean as a shared living space. In this unique context, which demands new forms of resistance and resolution, the priority of social and environmental activists should be democratic empowerment of Mediterranean societies in terms of:

- Understanding in detail and in relation to the region as a whole, the nature of the climate scenarios that will have a direct effect, in what might be called a campaign for citizen "climate literacy."
- Strengthening protective measures for the most vulnerable local communities in the most sensitive areas.
- Creating mutual support networks for social and institutional initiatives in the North and South of the Basin capable of putting projects and emission reduction targets in place and greening consump-

tion, in order to ensure rapid and free technology transfer of clean technologies from the North to the South of the Basin.

- Practising Mediterranean citizenship based on the idea of a new global citizenship, which would enable our presence to be felt through a unified voice at global forums where the future climate of the planet is decided.

*Joan Buades is a critical researcher in tourism, environment and globalisation and member of the ALBA SUD research team. He also works with the Research*

*Group on Sustainability and Territory (GIST) at the University of the Balearic Islands (UIB) and with other social organisations.*

*Adapted from “The Mediterranean: Caught in the Carbon Microwave: Severe Climate Threat, More Inequality and the end of Coastal Tourism. An overview of global risks in the Mediterranean in the 21st century. By Joan Buades. AlbaSud, January 2012.*

**English translation:** Centro Superior de Idiomas de la Universidad de Alicante, S.A.U.

(TW 70, March 2013)

## Unused Potential for Climate-Related Transparency in the German Tourism Industry

Tour operators have an influence on their customers' behaviour and environmental impact in many ways: by designing their products in a suitable manner, by reducing avoidable flights, by providing information on the impact of tourism on the climate, and by offering good and easily accessible offsetting options.

However, so far they hardly make use of the possibilities they have, says Teresa Bauriedel. In a study for Tourism Watch, she examined the information given by companies on climate change, the options offered to customers with regard to the compensation of aircraft emissions, the possible length of stay, and whether feeder flights are avoided. The results are rather disappointing. Only 17 out of the 45 companies from the tourism and aviation industry which were part of the research provide customers with the opportunity to offset

emissions, and not all of these offers follow quality standards as applied by "Atmosfair" or "Klima-Kollekte". Based on the findings of Teresa's research, Tourism Watch calls upon tour operators to make better use of their potential to improve the ecological footprint of their travel products and to increase climate-related transparency.

Political decision makers are called upon to phase out subsidies that have adverse impacts on the climate and to make more environmentally friendly modes of transport competitive. Tourists should avoid flights, increase their length of stay, and compensate the emissions of flights that they consider unavoidable.

-ck-

(TW 74, March 2014)

## Climate Negotiations - From Warsaw to Paris

The climate summit which took place in Warsaw in mid-November 2013 was meant to pave the way for a new climate agreement to be finalised in Paris in 2015. The outcome, however, was modest, as Annegret Zimmermann reported in TW 73 (December 2013). The main success was that further negotiations are still possible. Little has happened on climate financing.

A modest success for developing countries was a mechanism agreed upon to help people cope with climate-related loss and damage. Typhoon Haiyan, which coincidentally caused major destruction in the Philippines, played a significant role in pushing the issue of loss and damage higher up on the agenda. Bunker emissions were still not an issue at the summit. The International Civil Aviati-

on Organisation (ICAO) and the International Maritime Organisation (IMO) are to develop a global market based system to reduce aviation emissions by 2016, and to implement it by 2020. However, there are concerns that a mere compensation system might be developed, allowing airlines to buy cheap carbon credits from developing countries instead of reducing their own emissions. According to Annegret Zimmermann, the EU with its airspace model will have to prove its credibility and include aviation emission in its Emission Trading System with effect from 2014.

-ck-

(TW 73, December 2013)

## „Lower Aguan River Valley, the Clamor for Land“: Film on Displacement and Repressions in Honduras

In his film “Bajo Aguán: Cry for Land”, journalist Giorgio Trucchi shows the dangers to which small-scale farmers in the fertile region of Bajo Aguán in the North of Honduras are exposed. Large parts of the area that were supposed to be distributed to small-scale farmers and their families under the agrarian reform got into the hands of the owners of large estates. The film shows that oil palms are now cultivated as monocultures to produce agrofuels. It also shows what kind of repressions small-scale farmers who lay claims on the land are subjected to, including illegal arrests, abduction and even murder, the militarisation of the region and criminalisation of resistance, but also food insecurity, labour conditions close to slavery kind of exploitation, the prohibition of unionisation, or sexual assaults against women. The people affected complain that the perpetrators of human rights violations are not being prosecuted.

“The film is just one example of what happens when in Central America sugar cane, eucalyptus or oil palms are cultivated on a large scale. All these monocultures require a lot of land which is

under the control of the owners of large estates”, says Trucchi. The consequence is increasing poverty. The oil from the oil palms and the sugar cane mainly serve to produce agrofuels. Major development banks fund such projects. With the abolition of customs on agrofuels and the European Union’s decision to increase the percentage of biofuels, there is reason for concern that the pressure on small scale farmers and the displacement of the local population will continue to increase.

**Documentary “Bajo Aguán: Grito por la tierra“ (with English subtitles: “Lower Aguan river valley, the clamor for land“), by Giorgio Trucchi, Rel-UITA. Director: Ernest Cañada, Alba Sud, Managua 2012. [www.albasud.org/noticia/es/396/nuevas-versiones-en-distintos-idiommas-del-documental-bajo-agu-n-grito-por-la-tierra](http://www.albasud.org/noticia/es/396/nuevas-versiones-en-distintos-idiommas-del-documental-bajo-agu-n-grito-por-la-tierra)**

-ck-

(TW 74, March 2014)

## Global Climate Risk Index 2014

Poor developing countries are particularly vulnerable to global climate risks, despite the fact that in monetary terms the damage caused by extreme weather events is significantly higher in rich countries. The Global Climate Risk Index 2014 published by Germanwatch shows to what extent countries have been affected by weather-related events such as flooding, storms, heat waves, etc. Both the impact on the people (the number of people who died) and the direct economic losses were examined.

According to the recent climate risk index 2014, Honduras, Myanmar, and Haiti were from 1993 to 2012 most strongly affected by extreme weather events, followed by Nicaragua, Bangladesh, and Vietnam. The countries affected most in 2012 were

Haiti, the Philippines, and Pakistan.

While according to Germanwatch the damages and casualties don’t allow for conclusions on the degree to which climate change influenced these events, they still give an idea of the vulnerability of states. They may serve as a warning to better prepare for possibly more severe and more numerous extreme events by improving disaster preparedness and adaptation.

### Further information:

<http://germanwatch.org/de/download/8551.pdf>

-ck-

(TW 74, March 2014)

## “Atmosfair“ Airline Index 2013

Despite efficiency improvements, CO<sub>2</sub> emissions in the aviation industry have increased, due to the growing number of passengers. The new airline index published by the German offsetting agency “Atmosfair“ shows that with an above average growth in CO<sub>2</sub> emissions of about five percent, the aviation industry is not on a path that would help to keep global warming below two degrees Celsius.

According to the new figures, 14 out of 180 airlines tested fly in efficiency class B. These are two companies more than in the previous year. There is still no airline that makes it to the highest efficiency class A. Among German airlines, TuiFly and Condor reach class B at ranks 2 and 6. At rank 12 we find AirBerlin as the best German scheduled airline (class C). In the overall ranking, Lufthansa reaches rank 67 (efficiency class D). On long-haul routes, Lufthansa has been using more efficient aircraft, Atmosfair explains. At the same time, as

compared to the previous year, the rate of capacity utilisation as fallen for both passengers and cargo.

For the first time, Atmosfair also compares the airlines in group ratings of the different continents and shows that it is of hardly any consequence whether airlines are from developing or developed countries. Atmosfair concludes that less ambitious mitigation targets for airlines from most of the developing countries, as enforced in October 2013 under the International Civil Aviation Organisation (ICAO) with reference to development gaps, are not justified.

**Further information:** [www.atmosfair.de/airlineindex](http://www.atmosfair.de/airlineindex)

-ck-

(TW 73, December 2013)

## Long-Haul Tourism in 2050

### “2050 Scenarios for Long-Haul Tourism in the Evolving Global Climate Change Regime“

An unrestricted increase in aviation emissions is not compatible with international climate stabilisation targets. Shaun Vorster, Marius Ungerer and Jako Volschenk illustrate in four different scenarios what the future of long-haul tourism in 2050 might look like, depending on the political course of action or inaction taken today. These scenarios might help to better understand the status quo and estimate the risks of a ‘business as usual’ approach.

The development of long-haul tourism in the next four decades significantly depends on future climate-related policies and on the way in which aviation is addressed under the new global climate regime. Emissions-related restrictions (emission caps and/or emission permits that need to be paid for) will have impacts on long-haul tourism. But without such restrictions, long term sustainability - not only in tourism - is at stake.

It is not clear yet what kind of new global framework the UN climate negotiations will bring. It is

also still open whether there is political will for a global sector agreement to control international aircraft emissions under the International Civil Aviation Organization (ICAO). The authors describe four scenarios, among which only the “green lantern” scenario is desirable. In this scenario, the growth in aviation is successfully delinked from the growth in emissions. For this scenario to be realised and for dangerous global warming not to exceed two degrees Celsius, all countries and all economic sectors must jointly make major proactive efforts.

The scenario of the “fallen angel”, characterised by market and political failure shows the consequences of a lost decade. In this scenario, the tourism industry takes a reactive role, the aviation industry an observant role. In this scenario as well as in the “grim reaper” scenario, global warming will in this century increase to more than 3,5 °C. Due to climate change, ecological tipping points will be exceeded, with disastrous social and economic im-

pacts also in many tourist destinations. The failure of international politics is described with a certain degree of sarcasm: “ICAO had much more important challenges to deal with, including managing the security (e.g. cyber-terrorism) and navigation aspects associated with the rapid growth in air traffic worldwide.”

The fourth one, the “Florence Nightingale” scenario, is hardly plausible. It envisions a change of course in tourism (and more so in tourism than in other sectors), but this does not come about due to successful international policies; it happens under the pressure of high oil prices.

For the desirable “green lantern” scenario to be-

come reality, there is a need for leadership in government and industry, and behavioural change on the part of tourists. At the same time, tourist destinations should heed the early warning signals and take effective precautions.

**2050 Scenarios for Long-Haul Tourism in the Evolving Global Climate Change Regime. By Shaun Vorster, Marius Ungerer and Jako Vol-schenk, University of Stellenbosch Business School/South Africa, 2012, In: Sustainability 2013, 5, 1-51. ISSN 2071-1050. Download: [www.mdpi.com/2071-1050/5/1/1](http://www.mdpi.com/2071-1050/5/1/1)**

-ck-

(TW 70, March 2013)

## Emissions Reductions as a Matter of Fairness

### “Addressing emissions while respecting equity issues“

Scientists estimate that five percent of global CO<sub>2</sub> emissions can be attributed to air traffic. Considering all the impacts on the climate caused by other greenhouse gas emissions, pollutants and cirrus clouds, it might even be up to 14 percent. With regard to the responsibility to be assumed, the international climate negotiations address questions of fairness between industrialised nations and countries of the South.

The position paper “International Aviation - Addressing emissions while respecting equity issues“, published by Bread for the World in cooperation with Carbon Market Watch, looks at different compensation methods and financing mechanisms, such as including aviation emissions in international emissions trading systems, taxing kerosene, and an air passenger duty. Bunker emissions, i.e. emissions from aviation and shipping, are currently not included in international climate mitigation regulations. The efforts to date have not gone beyond a couple of insufficient measures, such as increasing fuel efficiency, the contentious use of agrofuels, or voluntary offsetting measures. The International Civil Aviation Organisation (ICAO) is currently negotiating options for a global market based mechanism (MBM) to reduce emissions.

Last year, the EU temporarily halted the inclusion of flights to non-European destinations into its own Emission Trading System in order to give the ICAO the possibility to negotiate and suggest an international regime. In order to achieve the target of keeping global warming below two degrees Celsius, the aviation sector will have to reduce its emissions significantly. According to the position paper, global market based mechanisms for emissions reduction must fulfil high environmental and social standards and guarantee actual emissions reductions. Funds generated by these mechanisms should be made available to developing countries for climate mitigation and adaptation activities.

**International Aviation - Addressing emissions while respecting equity issues. Bread for the World, Berlin, 2013, 8 pages.**

**Download of the position paper:**

[www.brot-fuer-die-welt.de/fileadmin/mediapool/2\\_Downloads/Fachinformationen/Aktuell/Facts\\_36\\_international\\_aviation.pdf](http://www.brot-fuer-die-welt.de/fileadmin/mediapool/2_Downloads/Fachinformationen/Aktuell/Facts_36_international_aviation.pdf)

-az/ck-

(TW 72, September 2013)

## The Possible Impact of Air Transport Restrictions

“Tourism’s climate mitigation dilemma: Flying between rich and poor countries“

Stronger demand for medium- and long-haul air transport leads to a further increase in greenhouse gas emissions. Neither efficiency improvements nor the use of biofuels will keep pace with the projected growth in aviation. Therefore, curbing the growing demand for air transport has been suggested as another option for a more sustainable development of tourism. However, the political and industry discourse concerning restrictions of air transport is marked by resistance. It is argued that restrictions would impair the development that tourism brings to poor countries. The actual possible impacts of such restrictions of air transport were examined by Paul Peeters and Eke Eijgelaar for the least developed countries (LDCs) as well as non-LDCs. The authors took both international and domestic tourism into consideration and found that the impact on LDCs is ‘neutral’ on

average. As far as tourist arrivals are concerned, there are winners as well as losers. “The extent of any losses does not appear to be beyond the scope of possible economic compensation“, the authors conclude.

**Tourism’s climate mitigation dilemma: Flying between rich and poor countries. By Paul M. Peeters und Eke Eijgelaar. In: Tourism Management 40 (2014). [www.cstt.nl/publications/Tourism%27s-climate-mitigation-dilemma-flying-between-rich-and-poor-countries/124](http://www.cstt.nl/publications/Tourism%27s-climate-mitigation-dilemma-flying-between-rich-and-poor-countries/124)**

-ck-

(TW 74, March 2014)

## Palm Oil and Land Grabbing in West Africa

“Large-Scale Land Acquisitions in Liberia“

More and more African governments increasingly allocate common land to international investors in a non-transparent manner. They take advantage of the unclear legal situation under which most of their populations make use of the national land resources for their subsistence. This happens especially in countries with weak institutions and dubious governance. The case study “Large-Scale Land Acquisitions in Liberia“ by Rudolf Buntzel and Wollor E. Topor, published by Bread for the World, describes the problem of land grabbing related to the palm oil sector in which agrofuels play an increasing role. According to the authors, the outbreak of land conflicts over new land concessions will most likely endanger the fragile internal peace. They recommend that in cases of legal uncertainty, the customary land use rights of

the local population need to be given priority.

**Large-Scale Land Acquisitions in Liberia. Case studies and some legal aspects on the palm oil sector. Analyse 39. By Rudolf Buntzel and Wollor E. Topor, published by Bread for the World, Berlin, June 2013.**

**Download:** [www.brot-fuer-die-welt.de/fileadmin/mediapool/2\\_Downloads/Fachinformationen/Analyse/Analyse\\_39\\_large\\_scale\\_land\\_acquisitions.pdf](http://www.brot-fuer-die-welt.de/fileadmin/mediapool/2_Downloads/Fachinformationen/Analyse/Analyse_39_large_scale_land_acquisitions.pdf)

-ck-

(TW 74, March 2014)

## Tribute to Ron O'Grady

Ron O'Grady passed away on 25th February, 2014, at the age of 83. As a New Zealander, he worked in various positions in the Christian churches of Asia and the ecumenical movement. Unlike hardly anyone else, he spoke and wrote about travel and encounters as an opportunity for intercultural learning and understanding and at the same time criticised the commodification of tourism as a new form of colonialism and injustice. His book "Third World Stopover" was made available in Germany by Georg Pfäfflin in the early 1980s as "Zwischenlandung Dritte Welt".

It was followed by a series of books on the commercial sexual exploitation of children, published in the 1990s in German by ZEB-Fachstelle Fern-tourismus under Martin Stähler. Ron has influenced the commitment of the churches to a fair and responsible tourism in a decisive manner. The Campaign "End Child Prostitution in Asian Tourism" and the child rights organisation ECPAT are intrinsically tied to his name. We cherish him as one of the long-term companions in the history of Tourism Watch. All those who had the privilege to know him will remember and appreciate him for this philanthropy, his openness, and his perseverant commitment to the cause.

We mourn the loss of a friend and a voice of wisdom in the global ecumenical movement.

Rest in peace, Ron.

Heinz Fuchs, Christina Kamp, Frans de Man, Mechtild Maurer, Theo Noten, Georg Pfäfflin, Christine Plüss, Dorothy Rozga, Armin Vielhaber and others.

*I believe in good  
even in a world that rewards evil*

*I believe in love  
though people rape & destroy*

*I believe in truth  
even as I listen to public lies*

*I believe in tomorrow  
even when today is bleak & empty*

*I believe in beauty  
even when it is hidden beneath ugliness*

*I believe in Jesus  
even when he was being crucified*

*(Ron O'Grady)*

The TourismWatch Information Service is published in German four times a year. Abstracts of the articles are available on our homepage. Please sign up for free at [www.tourism-watch.de](http://www.tourism-watch.de).

**Published by**

Bread for the World – Evangelischer  
Entwicklungsdienst,  
Evangelisches Werk für Diakonie und  
Entwicklung e.V.  
Caroline-Michaelis-Straße 1  
D-10115 Berlin  
Phone +49 30 65211 0  
Fax +49 30 65211 3333  
Email [info@brot-fuer-die-welt.de](mailto:info@brot-fuer-die-welt.de)  
[tourism-watch@brot-fuer-die-welt.de](mailto:tourism-watch@brot-fuer-die-welt.de)  
[www.brot-fuer-die-welt.de](http://www.brot-fuer-die-welt.de)  
[www.tourism-watch.de](http://www.tourism-watch.de)

---

**Editing** Christina Kamp, Antje Monshausen  
**Responsible** Thomas Sandner  
**Layout** Jörg Jenrich, Corinna Rach

---

Berlin, March 2014

---

**Reprinting of the articles, references included, is requested. Please send us two deposit copies.**

---

**Donations**

Brot für die Welt  
Konto 500 500 500  
Bank für Kirche und Diakonie  
BLZ 1006 1006  
IBAN DE10100610060500500500  
BIC GENODED1KDB