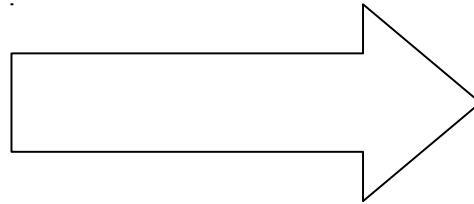
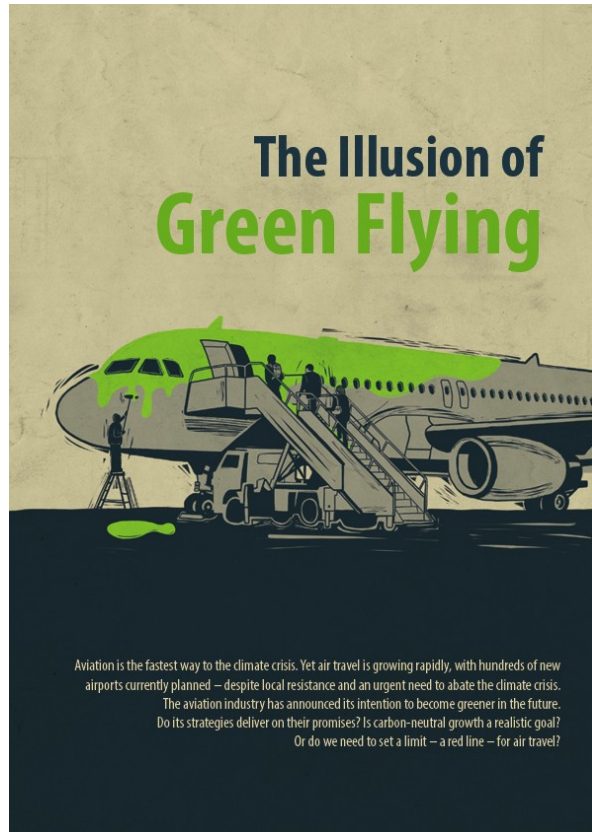


DEGROWTH OF AVIATION

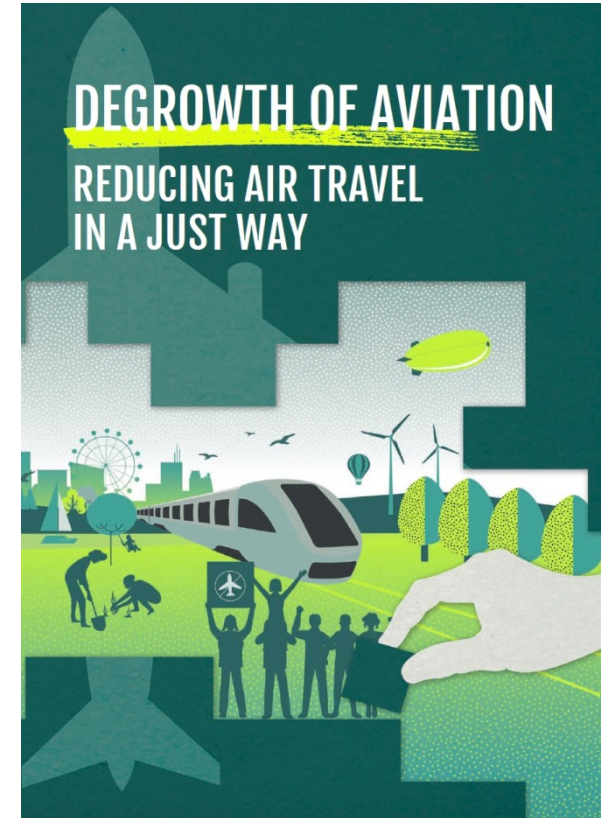


REDUCING AIR TRAVEL
IN A JUST WAY

Stay Grounded's new report

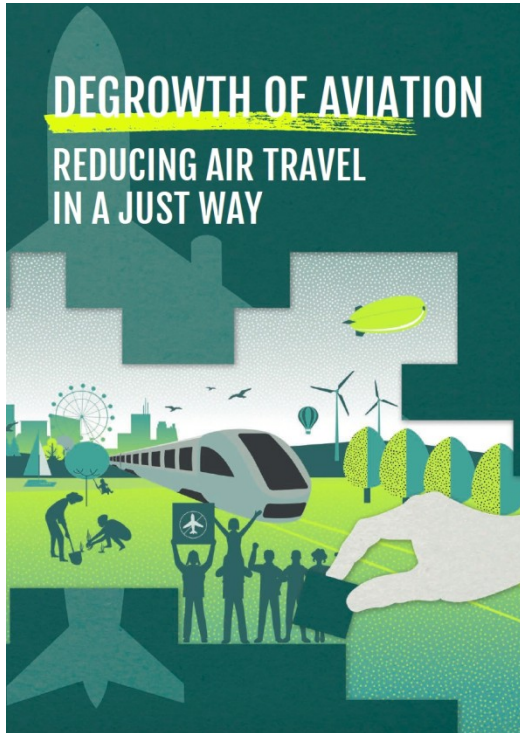


Stay Grounded





Webinar

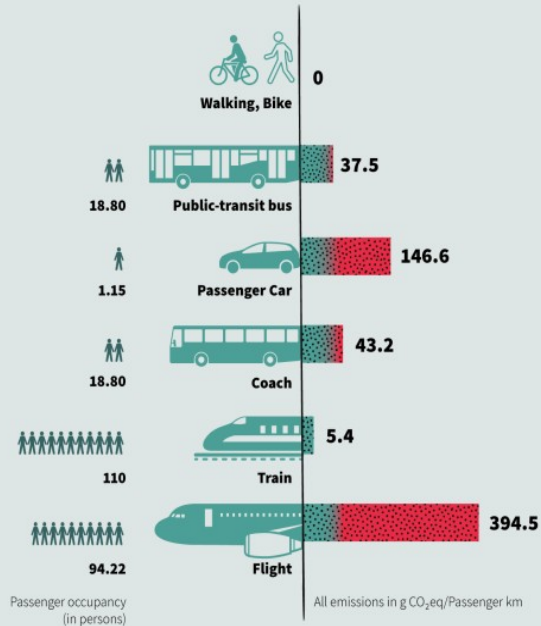


- Introduction
- Input by Tone Smith (editor) and Magdalena Heuwieser (co-author):
 - Why Degrowth?
 - A look into different measures to degrow aviation
 - Questions?
 - What are socially just measures? (break-out groups)
 - Summary & Lessons learned
- Discussion
- Closing remarks & feedback

The full climate impact of aviation

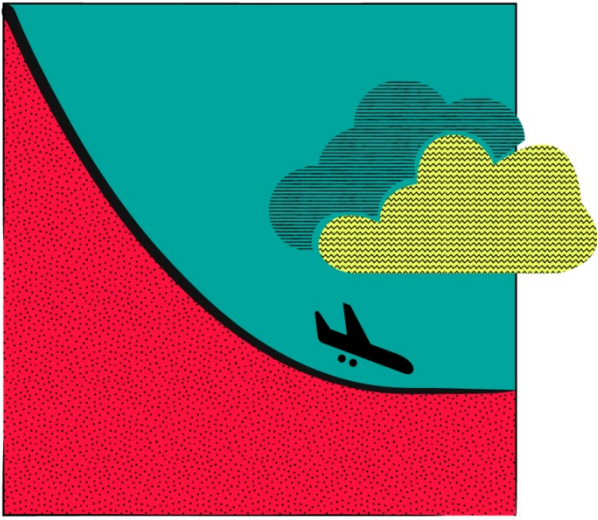
Climate Impact of Different Modes of Transport

Source: UBA Austria 2019



- Most climate unfriendly mode of transport
- “2% of world CO₂”
- But:
 - Non-CO₂ effects -> climate impact more than doubles
 - Only 10 % have ever used an airplane
 - Other environmental impacts
 - Civil aviation only, military not included

The need for Degrowth of Aviation



- Change in CO₂ emissions between 1990-2010:
 - Global: +25%
 - International aviation: +70%
- Expected to double between 2020-40 (aircrafts, passenger km)

The Illusion of Green Flying



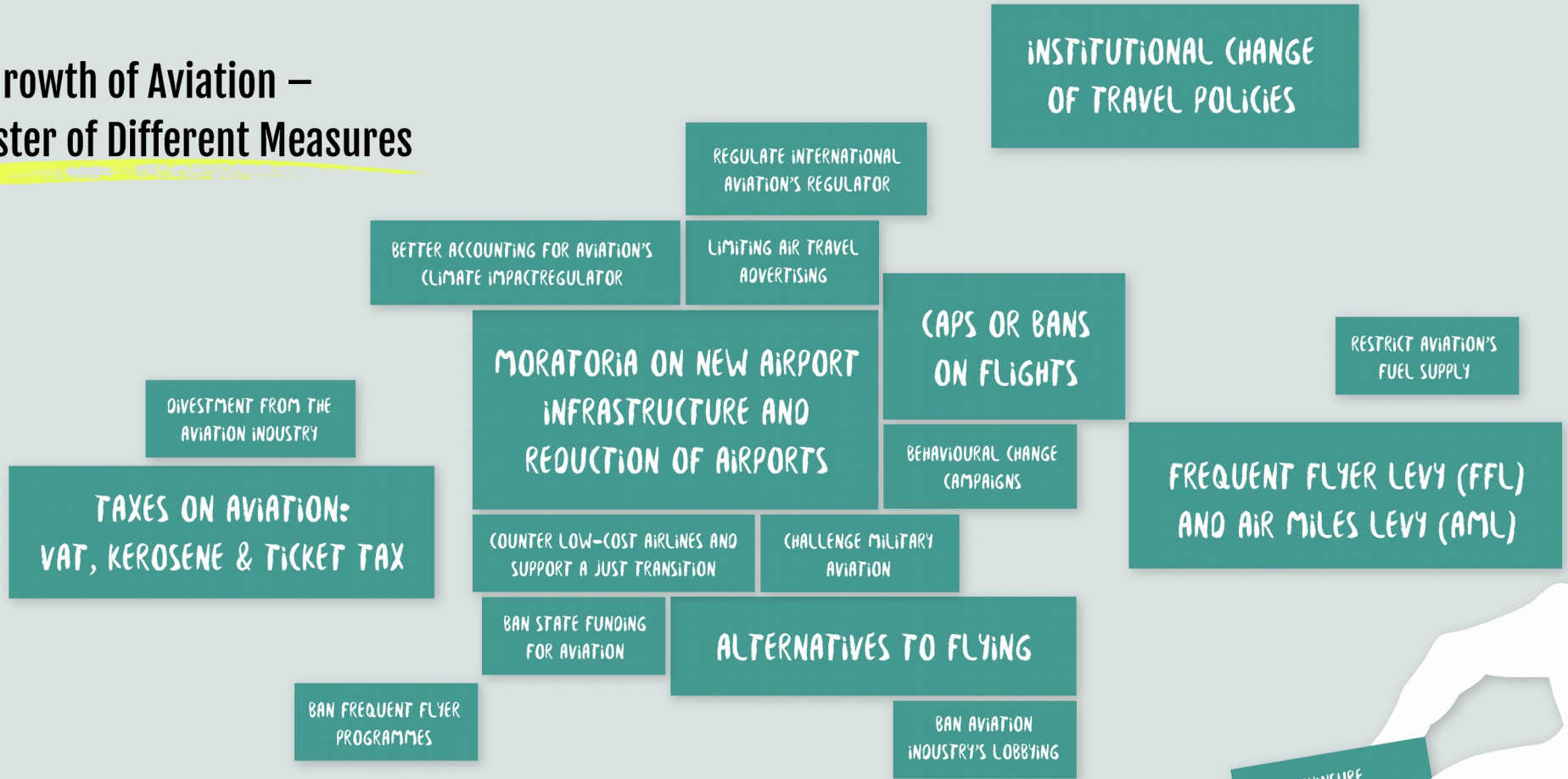
- “Carbon-neutral growth from 2020 onwards”
 - Technology
 - Offsetting
- False solutions!
- Green Growth is an illusion

Degrowth – not Green Growth



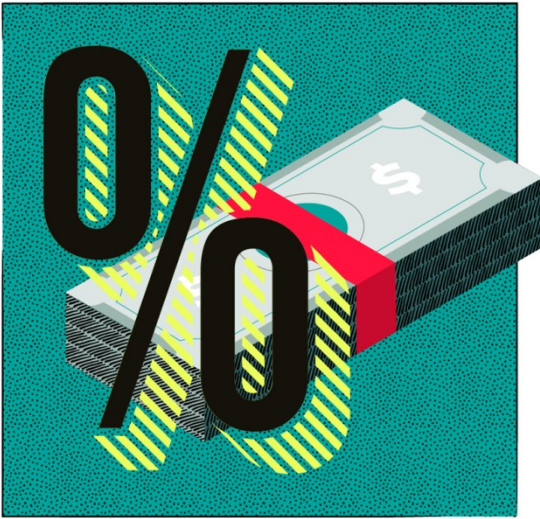
- Degrowth – more than just reducing aviation
- A project for a radical social-ecological transformation of the economy and society
- Sufficiency & System change

Degrowth of Aviation – Cluster of Different Measures



Stay Grounded

Ending Unfair Subsidies and Tax Exemptions

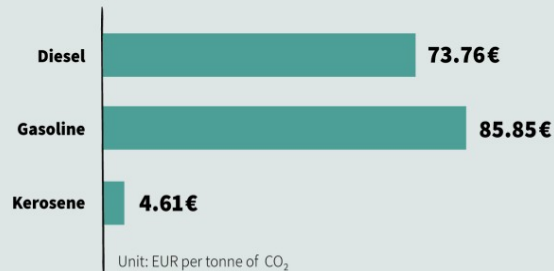


- Massive indirect subsidies - must end!
- In EU alone:
 - 30-40 billion euro/year
- Feasibility: good
- Ending special treatment of the aviation sector = boost other means of transport

Taxes (cont.)

Average Fuel Excise / Carbon Tax

Source: OECD (2019)



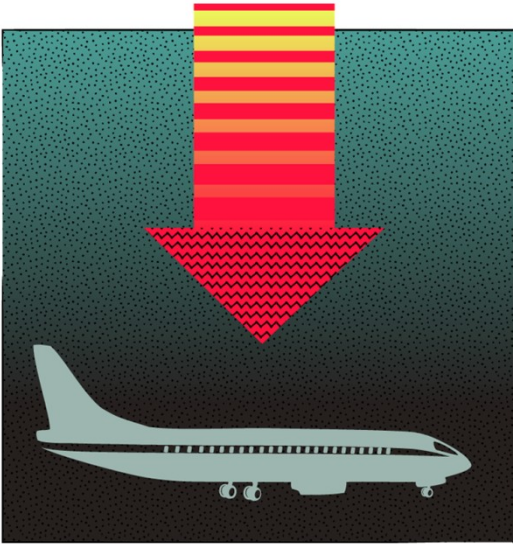
- Kerosene tax: can be implemented in spite of Chicago Convention!
- Must include non-CO₂ impacts
- Carbon tax: could incl. biofuels/synthetic fuels
- VAT: can be on fuel or tickets
- Ticket tax: easier nationally

Frequent Flyer or Air Miles Levy



- Social justice: make those who fly most pay more
 - Most often (FFL) (2nd time e.g. 150€)
 - The furthest (AML)
- In UK, 10% most frequent flyers took more than half of the flights abroad
- Revenues can be used for alternative modes of transport, also in the Global South, or a Just Transition Fund

Limiting Flights



- The most effective measure
- The fairest measure
- Feasibility: Limits on short-haul flights starting to gain support

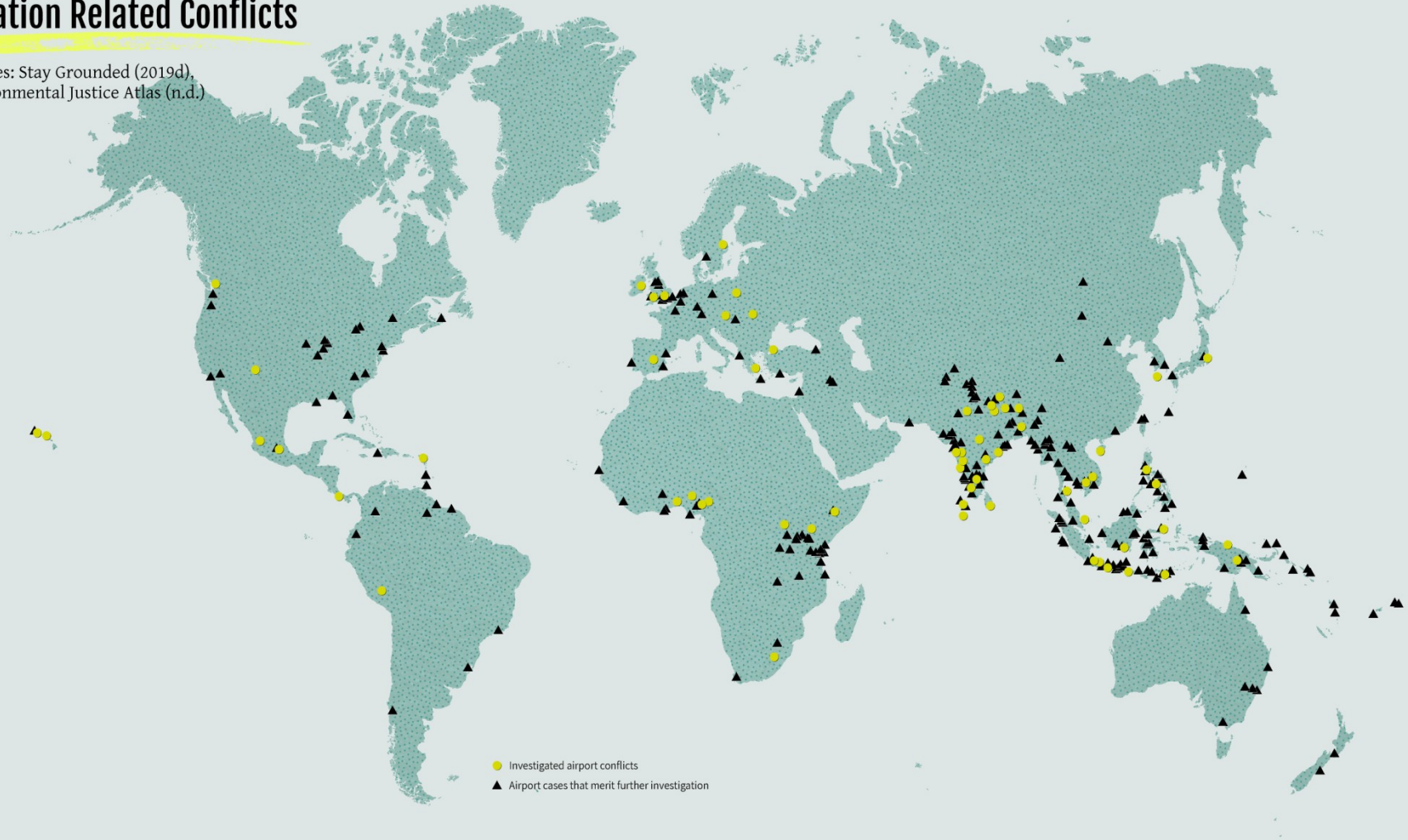
Red line for airports



- In total >1200 infrastructure projects worldwide
- Conflicts related to airports

Aviation Related Conflicts

Sources: Stay Grounded (2019d),
Environmental Justice Atlas (n.d.)



Red line for airports



- Moratoria on new airport infrastructure → some successes
 - e.g. Munich (2018): 5 year
- Scaling down of regional airports

Fostering alternatives



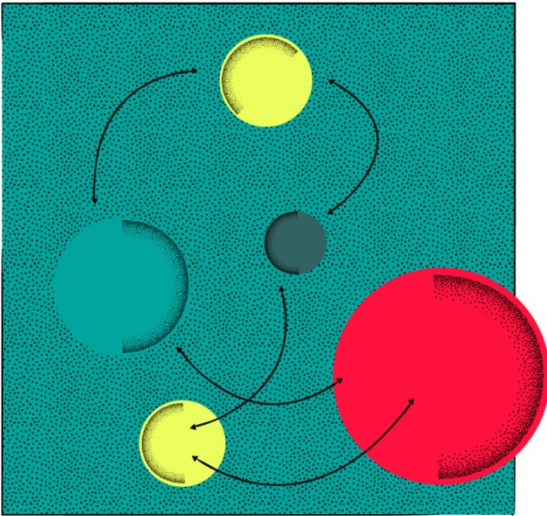
- Good and affordable alternatives:
 - (Night)trains, (night)buses, ferries
 - Connections, booking systems
 - Video conferencing
- New visions for travelling
- Also need to reduce transportation
 - Work travel, tourism & cargo

Change of travel policies



- Bottom-up measure
- Voluntary implementation of travel policies by organisations
- Progressive policies would include:
 - Ban short-haul flights
 - Awareness of the climate impacts of flying
 - Video conference equipment and training
 - Challenge other organisations to do the same

Other means



- Accounting for emissions
- Banning advertisement
- Just transition
- Behavioural change
- ...

Climate Justice



- How can measures to reduce aviation be socially just?
- Flying is at the core on an „imperial mode of living“
- Climate Justice includes:
 - Redistribution of wealth
 - Financial payments for liability and redress
 - Struggle against all forms of discrimination
 - Measures should be just

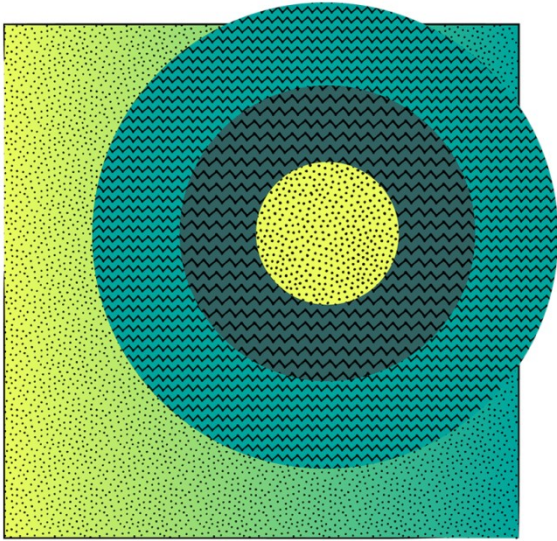
Break-out groups



How do you evaluate the presented measures
from a social justice perspective?

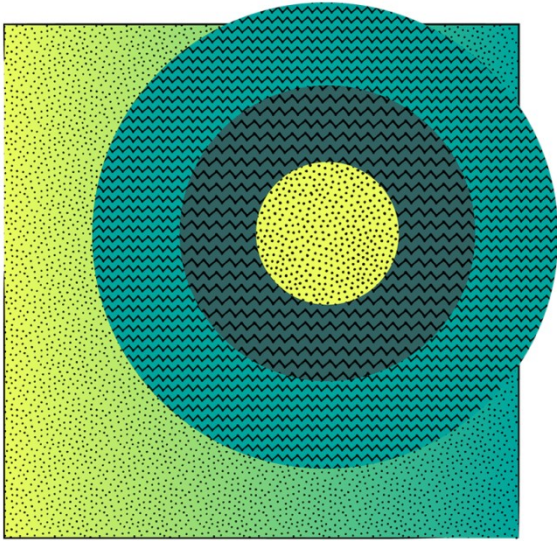
When are measures to degrow aviation socially
just?

Summary I: Socially Just measures



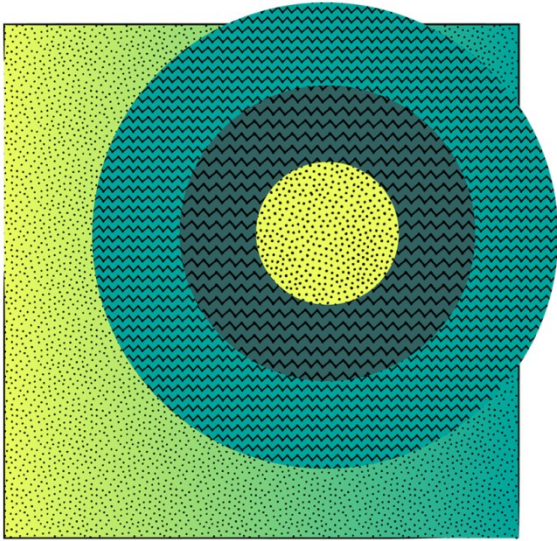
- Don't harm or burden vulnerable groups (unfair taxation, destructive projects like biofuels, some offsets)
- Reduce traffic, but enable mobility and cultural exchange
- Target the wealthy frequent flyers more
- Provide a just transition for workers in the aviation or tourist sector
- Differentiate between “bullshit flights” and “necessary flights”?

Summary II



- Measures to degrow aviation won't alone tackle the justice issue
- A combination of measures best
 - Fiscal + regulation (limits) + alternatives
 - Top-down & bottom-up
 - System change & behaviour change
- New narratives for (f)light travelling

Summary III



- Recommendations to civil society
 - Call for “reduction” of aviation, not “green/decarbonised” aviation
 - Checking social justice implications
 - Focus on one campaign demand
 - Respect other strategies/tactics
 - Build alliances