

## The Economist: Carbon emissions from tourism are rising disproportionately fast

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Tourists have been getting a lot of flak recently. Venice has started charging EUR 5 (\$5.30) for day-trippers and limits the size of **tour groups**. Rome is considering a EUR 2 fee to see the Trevi fountain. New Zealand has upped fees for visitors.

旅游业最近受到了诸多指责。威尼斯已开始对一日游者收取5欧元（5.30美元）的费用，并限制旅行团的规模。罗马正在考虑对参观特雷维喷泉的游客收费2欧元。新西兰则上调了游客的收费标准。

A new study, published this week in Nature Communications, **is not going to help the tourists' cause**. Researchers, led by Ya-Yen Sun at the University of Queensland, in Australia, found that between 2009 and the start of the covid-19 pandemic in 2020, global emissions from tourism grew by an average of 3.5% a year, double the rate of emissions in general.

本周发表在《自然通讯》上的一项新研究，**对游客群体来说可不是什么好消息**。澳大利亚昆士兰大学孙亚燕（音）领导的研究团队发现，自2009年至2020年新冠疫情爆发初期，全球旅游业碳排放的年均增长率高达3.5%，是总体排放增长的两倍。

In 2019 tourism led to 5.2 gigatonnes of carbon dioxide—almost 9% of the world's total. Of that, aviation accounted for **the bulk** (52%) **of** direct emissions. Utilities, such as the electricity used in accommodation, were the main driver (34%) of the indirect carbon emissions.

2019年，旅游业产生了52亿吨二氧化碳排放，这一数字几乎占到了全球排放总量的9%。其中，航空业占了直接排放量的最大份额（52%）。公用事业，例如住宿用电，是间接碳排放的主要驱动因素（34%）。

In the decade studied, demand for tourism rose at a steady 3.8% per year. Many other industries have managed to decouple their growth from their emissions but tourism's "carbon intensity"—the amount of emissions produced for every dollar spent—in 2019 was 30% higher than the global economy's average, and four times greater than for the services sector as a whole. And that is despite international attempts to reduce tourism's environmental harm. "There are so many initiatives, investments, declarations," says Dr Sun. "But there's no sign of a slowdown in terms of emissions growth."

在研究的十年间，旅游需求稳定持续增长，年均增幅为3.8%。尽管许多其他行业已经成功实现了增长与排放的脱钩，但旅游业在2019年的“碳强度”（即每花费一美元所产生的排放量）比全球经济的平均水平高出30%，是整个服务业的四倍。尽管国际社会一直在努力减少旅游业对环境造成的危害，但情况仍然严峻。孙博士说：“有很多倡议、投资和宣言，但在排放增长方面，并没有放缓的迹象。”

That failure, in part, seems to stem from lobbying by airlines. Schemes meant to make them greener tend to be toothless: carriers can sometimes sidestep them entirely by using small amounts of sustainable fuel. Moreover, tourists typically behave in a more emissions-intensive way than at home, eating out, shopping and living the high life. Because their emissions come from so many sources, it is hard for countries to know how to account for it all.

这种失败在一定程度上似乎源于航空公司的游说。一些方案旨在推动航空公司绿色发展，但往往形同虚设：航空公司有时只需使用少量可持续燃料，就可以完全避开这些方案。此外，游客在外通常会比在家时产生更多的碳排放，他们会外出就餐、购物，过着奢侈的生活。由于游客的碳排放来自众多源头，各国很难准确统计出全部排放量。

Dr Sun also found that tourism, and its emissions, are not distributed evenly. The 20 countries with the most tourism emissions per person were responsible for three-quarters of the global footprint, with rich countries unsurprisingly having far greater per-head emissions from outbound tourism than poorer ones. The absolute rise in emissions was driven predominantly by domestic travel within just three countries: America, China and India.

孙博士还发现，旅游业及其排放量的分布并不均匀。全球人均旅游业排放量最高的20个国家，它们的排放量占全球总量的四分之三。毫不奇怪，富裕国家的人均出境旅游排放量远高于贫穷国家。排放量的绝对增长主要源自三个国家的国内旅行：美国、中国和印度。

All this leads the researchers to argue that—as well as tightening regulation for aviation—governments must do a better job of adding up the emissions that tourists generate, and setting limits for the numbers they allow in. That could be unpopular with places that are keen to attract travellers who want to spend money (though the recent moves by destinations such as Venice suggest otherwise).

鉴于此，研究人员认为，政府不仅要加强对航空业的监管，还必须更有效地统计游客产生的排放量，并为允许入境的游客数量设定上限。这可能会让那些渴望吸引游客消费的地方感到不快（尽管威尼斯等旅游目的地最近的举措表明，情况并非如此）。

But policymakers can help in other ways, too: the best way to shrink tourism's footprint is to speed up the transition to renewable-energy sources, so those activities lead to as few emissions as possible.

但政策制定者也可以通过其他方式提供帮助：要减少旅游业的碳足迹，最佳途径是加速向可再生能源转型，从而使旅游活动产生的排放量降到最低。



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