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The Premier's Carbon Footprint from Air Travel
Gonnor Mycroft, Student Intern
Ryan Reddin, Clerk Assistant
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Research Question: Please provide the Premier's carbon footprint based on air travel compared to the carbon footprint of the average Islander.

Summary: The Premier's estimated carbon footprint due to air travel between April 2015 and April 2016 was **6.01** metric tons of CO₂e (greenhouse gas). Canada's per capita carbon footprint from air travel in 2014 (the most recent data available) was **0.48** metric tons of CO₂e. PEI's per capita carbon footprint from **all sources** in 2014 (the most recent data available) was **12.30** metric tons of CO₂e. **Equivalent data for Islanders' air travel emissions in isolation could not be found, and therefore their total carbon footprint was used.**

A variety of sources were used to compile this data. Firstly, information regarding the Premier's flights was gathered from the Public Disclosure Expense Reports, and represents all publicly disclosed claimed flights made by the Hon. Premier as of April 1, 2015 (the earliest disclosed information).

Calculations for the carbon emissions per flight were based on carbon emission figures present in Transport Canada's 2014 annual report on *Canada's Action Plan to Reduce Greenhouse Gas Emissions from Aviation* (their most recent report). In this report, Transport Canada calculated that the average carbon emission from air travel is 105.11g of CO₂e per passenger per kilometer. When calculating the Premier's carbon footprint per flight, it was assumed that his trips were round trips, except where noted. The report also explains that the total greenhouse gas emissions due to aviation in 2014 equaled 16.987 megatonnes of CO₂e, which was used to determine the total Canadian air travel emissions per capita.

It is important to note that these calculations do **not** include the radiative forcing multiplier. Radiative forcing is a term used to describe the non-carbon induced climate damage caused by high altitude flights, due to the release of water vapour, contrails, and mono-nitrogen oxides. Although there is much debate surrounding the exact magnitude of the multiplier, the United Kingdom's Department of Energy and Climate Change's *2014 Government GHG Conversion Factors for Company Reporting* report suggests a multiplier of 1.9.

Environment and Climate Change Canada's *Greenhouse Gas Emissions by Province and Territory* and Statistics Canada's *Population by year, by province and territory (Number)* were used to determine PEI's 2014 total carbon footprint per capita. Again, this is the carbon footprint from **all sources**, and not just air travel. **Unfortunately, a provincial breakdown of air travel**

August 30 – August 31, 2015	St. John's, NF	Conference of New England Governors and Eastern Canadian Premiers	0.17
October 14 – October 16, 2015	Toronto, ON	Sales Force Advisory Committee	0.28
November 22, November 24, 2015	Ottawa, ON	First Minister's Meeting	0.21
December 4 – December 9, 2015	Paris, France*	Climate Change Summit	0.50
December 10 – December 13, 2015	United Kingdom*	Business Export Sales Development	0.47
January 20 – January 21, 2016	Quebec City, QC	Fed-Prov-Territorial Meeting of Minister Responsible for Justice and Public Safety	0.13
January 29 – February 7, 2016	New Delhi, India	India Trade Mission	2.27
February 24 – February 25, 2016	Ottawa, ON	Meeting with Federal Officials	0.21
March 1 – March 4, 2016	Vancouver, BC	First Minister's Meeting	0.92
March 6 – March 8, 2016	Boston, USA	Boston Seafood Show	0.16
April 7 – April 8, 2016	Toronto, ON	Public Policy Forum Dinner	0.28
Premier's Total Carbon Footprint from Air Travel			6.01
Canada's Air Travel Carbon Footprint per Capita			0.48
PEI's 2014 Total Carbon Footprint per Capita			12.30

*Due to the time frame and proximity of these two events, it is assumed that the Premier flew to Paris for the Climate Change Summit and flew back from London after the Business Export Sales Development event.