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离岸岛屿目的地旅游交通能耗与 CO_2 排放测算——以海口市为例

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Energy Consumption and CO_2 Emissions from Tourism Transport in Offshore Island Destinations: Taking Haikou Municipality as a Case

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摘要

离岸岛屿目的地旅游交通能耗与排放的测算能更加清晰地反映旅游交通、乘飞机旅行造成的环境影响。国内现有的旅游业能耗与排放的测算几乎都使用的是国外5年甚至10年前的经验参数。文章采用自下而上法，最大限度地使用符合我国实际的各种交通方式能耗及排放强度的关键参数，并通过大量的实地调研，细化旅游交通组织，较为准确地测算了我国第二大岛海南岛首府海口市2011年旅游交通的能源消耗与CO_2排放量。结果表明，2011年海口市旅游交通能耗为27.40PJ（皮焦，1皮焦等于1015焦），占当年全市总能耗的22.10%；旅游交通 CO_2 排放总量为2.06Mt（兆吨，1兆吨等于106吨）。对于离岸岛屿旅游目的地而言，无烟产业的定论被打破，旅游业正在或已经成为海口市重点用能产业。离岸岛屿目的地旅游业为应对气候变化和节能减排，应设法延长游客的停留天数、减少进出往返的飞行次数；并在充分研究论证的基础上，适时考虑开征设立航空排放税、旅游环境税或生态补偿基金等。鉴于旅游交通等旅游能耗统计基础薄弱，建议组建专业化的旅游能源统计机构，切实加强旅游能耗统计管理。

关键词 ： 离岸岛屿目的地，旅游交通，能源消耗，CO_2 排放测算

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吴普

Abstract :

In general, estimations on energy and CO_2 emissions have divided the tourism industry into three sections, namely transport, accommodation and activities. Many works have indicated that transport accounts for the greatest proportion of the energy consumption and CO_2 emissions in all three sections. Air transport accounts on average for 60%-70% of the total energy consumption and CO_2 emissions in the tourism industry according to UNWTO (United Nations World Tourism Organization). For offshore island destinations, the service industry takes the largest part of the industrial structure, and always relies on airplanes to carry tourists. Calculating the energy consumption and carbon dioxide emissions from tourism transport in offshore island destinations will demonstrate the environmental impact of tourism transportation and airline impacts more clearly. Haikou municipality is the capital of Hainan Province, which is the second large island in China. Hainan island is isolated from the land and surrounded by the sea such that travel access by air is the main transport mode for tourists ging to Hainan. A survey conducted by Hainan Normal University suggested that more than 80% of the tourists traveling to Hainan go by air. Thus, it is meaningful and appropriate to calculate the energy use and CO_2 emission by tourism transport to Haikou. In 2011, almost 8.45 million international and domestic tourist arrivals were counted in Haikou. A bottom-up approach was applied to determine the amount of energy consumed and CO_2 emissions from domestic and inbound tourism transport of Haikou municipality in 2011. The previous domestic estimations on energy and CO_2 emissions in the tourism industry always used empirical parameters from studies aboard in the last few years. However, the key parameters like energy-use and CO_2 emission intensity used in this article were consistent with the reality of China. So that, the author and his group carried out a large number of investigations on transport modes, distance and average load factors as well. According to the calculation made here, tourism transportation may have consumed approximately 27.40PJ of energy in 2011 which corresponds to about 22.10% of total energy consumption in Haikou. It is estimated that CO_2 emission from tourism transportation amounted to 2.06Mt. The results show that the theory of tourism being a "smokeless" industry will be broken, especially for offshore island destinations. Tourism is or has become an important energy-use industry in Haikou. In order to adapt to climate change and energy-use saving and CO_2 emission reductions, offshore island governments should propose effective strategies to let tourists stay longer and reduce the frequency that tourists transfer between places and the island. In addition, the aviation emission carbon tax, environment tax and ecological compensation foundation should be considered based on adequate scientific research and augmentation. In view of the weakness of energy consumption statistics in tourism, the author recommends that a professional organization should be established by the tourism administration department to strengthen statistical monitoring and management of tourism energy consumption.

Key words : offshore island destinations tourism transport energy consumption calculation of CO_2 emissions

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