**DRAFT 1**

**For discussion by the Treaty Circle on**

# Treaty on Global Aviation

**By**

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RETHINKING THE ROLE OF THE GLOBAL AVIATION INDUSTRY:

From dominance to cooperation

A contribution to the UN Commission for Sustainable Development’s Compilation Document serving as the basis for preparing the zero draft of the outcome document of Rio+20

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INTRODUCTION

 In the literature of CSD transportation discussions and policies and also in national or regional transportation policies a definite lack of attention exists in systematically considering the *interconnection of air and surface modes of transportation*. One of the reasons, at least in the case of the USA, is the separate funding streams of both types of transportation.

Given this lack of attention and absence of integrated planning, probably supported by the aviation industry, and for other reasons, the industry, flying under the radar of public scrutiny, has been able to build up an *infrastructure of dominance in the industrial world’s transportation systems.* This system of dominance is exported to developing countries which are assisted in expanding the aviation sector beyond the level of local sufficiency.

Given the fact that the aviation industry contributes 4.9% of global emissions of which the CO2 contributions is some 3% and given that the industry’s emissions increase is the highest among all industries in changing the Earth’s climate, it is necessary for the Rio 2012 Earth Summit to *rethink the role of the industry* and devise ways to change its mode of dominance to one of cooperative integration with the surface modes of transportation.

RECOMMENDATIONS

1. Base the revamping of global aviation on the principles of justice, sustainability and accountability, so that the industry becomes equitable, sustainable and accountable
2. Stop the expansion syndrome of the industry and have its operations be based upon the management of aviation demand in light of the requirements of a nation’s or region’s overall transportation system and of the reduction in global heating emissions
3. Have surface transportation planners think beyond surface transportation and aviation planners think beyond air transportation
4. Have the aviation industry internalize both the social and ecological costs of its operations and eliminate subsidies of all kinds
5. Have aviation follow the laws of thermodynamics by having its premium mode of transportation be matched with premium demands such as long distance and intercontinental travel and freight, thus reducing its climate impact
6. Empower the International Civil Aviation Organization by reducing the industry’s influence and by giving citizens sustainable aviation movement greater access.

**Preamble**