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Chapter 1 : Holdings : A climate of injustice : | York University Libraries

7: Equity, Climate Proposals, and Two Roads to Justice after Kyoto Root of the problem is spill over of economic development issues into environmental diplomacy Climate change is fundamentally an issue of inequality.

The so-called Copenhagen Accord has not been adopted by the Conference, and seems unlikely to be, with several developing nations including Tuvalu, Bolivia, Venezuela and Sudan strongly opposed. They are opposed because the proposal aims for no more than 2degC warming, and this is too much for many poor countries. They are opposed because the proposal pushes offsetting and extension of market mechanisms especially in forestry. Other developing nations support the Accord, for two main reasons – first they have been told that without it the financial support offered by the EU, Japan and the US cannot be released. This may be true, but only because those rich countries deliberately tied the two issues together. Second they believe that any progress is better than none in the face of climate catastrophe. The proposal has raised emotions on both sides, and in the heat, the importance of other COP decisions on the continuation of negotiations – especially to avoid a gap in coverage of Kyoto targets – is largely being missed. And that might have really put the climate process back on track. Otherwise it would have revealed how much of the support is only a result of the potential access to finance that the Accord offers. But similarly if the Tuvaluse oppose agreement, and Australia support it, one would expect to oppose it. If the agreement of this document would stimulates the rich world to adopt tough binding targets and elevated finance, then it may yet prove to have value. Agreement would put the ball firmly in the court of the rich world. Developing nations would have made massive concessions to accommodate the US in this process, on top of the huge climate debts they already bear. Before the talks reconvene the developed countries would have to move decisively to repay those debts if the process were to bear fruit. Most importantly, regardless of what happens here, getting the KP track progressed urgently, is crucial. So they are pushing the whole thing on the back of the cash. Regulations are that decisions are by consensus. Asks UK to confirm proposal. Presidency must respect the agreements and nature of the document. Cannot agree with changing the agreement. This is outrageous – this is a consensus process. How can this be a feasible way forward. Still waiting for Chair to decide on how this session will make a resolution. Invited into accord group. Paper takes us forward. Reactions are as strong as if this was to be legally binding. Time to accept the situation, and find procedural ways forward. There are ways to reach solutions, openly and transparency. Concerns about poor process in the second week of the COP – lost time in the processes. Three issues were taken out of the working groups: Poor governance of finance. Way forward lies in extending mandate of working groups. Parties never gave Presidency a mandate to pursue that process, and not even for Friends of the Chair of the LCA track. Was a mandate for friends of the KP chair which delivered nothing. Formal groups did not agree on market mechanisms, but this group of 25 did. Group of 25 met at times that had been reserved for other working groups. The text has no figures that clearly determine what countries will do to cut emissions. Financial offer is dwarfed by the expenditure of the world on weapons and war. We are like children cramming overnight for an exam – we will make mistakes. Need to tackle our disagreements of principle. This discussion is sterile. We need to progress. Our principles do not have a price tag. Must be frank but respectful. Participated in Accord group in good faith. Now is time to act. Respect opinions of those who disagree, but this proposal demands action. Need concrete proposals of action. Wish to accept offer of quick-start fund. Concrete proposals on finance, technology are important. Support UK proposal to adopt as decision. Appreciate the value of document – but it has significant flaws that could affect the future of Tuvalu. Faced political constraints imposed by other countries coming into these talks. A well functioning multilateral process is our only protection. Wants to find a compromise. Should continue to have wide discussion. Want to resolve disagreement through compromise. Their fundamental right as a people to exist is at stake. Will leave Denmark with a sense of loss and sadness. MI one of biggest losers in this exercise. Nothing to show grandchildren for this absence from home. Object to lack of consultation and short

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period to assess Accord. Want the major parties to follow through with their commitments. Appeals to Sudan to reconsider. Calls on Sudan to withdraw offensive remarks. Accept this and start money flowing. Otherwise take the Sudanese choice of wrecking the conference. Need a COP decision to get money flowing. No surprise after their deal with France earlier in the week. Claims to be supporting Maldives. Asks for remarks on Holocaust to be withdrawn. Commends the Danish President. Fears the talks going the way of the WTO. Need action in the next seven years. Previous talks were not taking us to fruitful conclusion. Here the group of 26 countries has advanced. Big emitters are still blocking ambition of 1. Still this document is a step in the right direction – even if unsatisfactory. Allows for a legally binding agreement within 3 years. It condemns Africa to 3. I cannot ask Africa to sign a suicide pact. The other draft decisions have been tabled, and the session temporarily suspended. The reactions have been strong: Apparently however although this venue was organised by the UNFCCC, it will close at 3am, regardless of whether events in the Bella Centre have concluded. So the EU is keeping the same approach. So the US in particular must do more before. In the interim some of the less contentious COP decisions have been made in Plenary. Now at the alternative venue – apparently available to us until 3am. Apparently that is the last time a COP adopted a political declaration without unanimity amongst the Parties. The EU press conference is still awaited: This is no more than the scale of the loopholes in the current system. One reason for making these voluntary is that it disguises the scale of the failure of rich countries – including the EU – to step up to the plate. The door is also wide open for funding REDD via carbon markets. It firmly endorses the aim of holding temperature below 2degC – but even the weak reference to looking at 1. That means this is very bad news for Africa. The Plenary has yet to start. The text may be a draft COP decision based on the accord text circulated earlier. The plenary is due to start, and the EU is supposed to be holding a press conference. That would be worse than this being a political declaration.

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Chapter 2 : Bright lines | Series | Grist

A Climate of Injustice: Global Inequality, Equity, Climate Proposals, and Two Roads to Justice after Kyoto both in addressing questions of justice in the.

Yesterday, voters chose new leaders. They entrusted them with the responsibility to draft legislation; and soon, those officials will guide cities, counties, states, and the nation. But, in ballot measures in 37 states—and more on local polls—voters were also given the opportunity to shape policy themselves. Minimum wages will rise in Arkansas and Missouri. Louisiana reformed its criminal justice system. Portland will fund environmental equity. California will rebalance its budget with housing assistance in mind. Some Seattle public school students might soon secure free education. And, while reports of rampant voter disenfranchisement soured election results in states like Georgia, voters also approved new re-enfranchisement and gerrymandering reform measures. There have, of course, been some exceptions: Below, some of the most noteworthy wins and losses. Florida will restore voting rights to felons A full 9. After Florida voters passed Amendment 4 last night, that will change. Voting rights will be returned to all previously convicted felons in the state except for those who committed murder or sex offenses, a cohort of more than 1 million—none of whom could weigh in on the initiative that enfranchised them. Now, Kentucky and Iowa are the only two states that still ban even felons who have completed their sentences from voting. On the opposite side of the spectrum, Maine and Vermont are the only two states to let people vote regardless of their criminal history or current status. In another big win for criminal justice reform in Florida, voters also passed Amendment 11, which, among other things, allows the legislature to reduce criminal sentences retroactively. One notable thing about these gerrymandering bills was that there was no single model. Missouri passed redistricting reform as part of a greater reform package. Michigan opted to include very detailed language in its ballot measure; Colorado divided the gerrymandering measure into two separate questions. All of them passed. In Utah, the fourth state that weighed a gerrymandering bill, the question was still too close to call. Proposition 4 would create an independent seven-member board to draw state and congressional districts, which would boost representation of Democrats in Salt Lake City and other urban areas. At press time, the ballot was winning by a fraction of a percent, with fewer than 5, votes separating for and against. If an anti-gerrymandering bill can pass in a state like Utah, which is dominated by a single party, then there may not be many states where gerrymandering is safe. On Tuesday, 55 percent of voters said no on Proposition 6. With their roads in some of the worst shape in the country, many California commuters are breathing a sigh of relief. So are transportation advocates around the country who worried that a gas tax repeal in the vanguard state of progressive causes could spell doom for similar efforts in other parts of the U. Other places in Georgia that have attempted to form new cities also failed to survive ballot referendums, only to later regroup with new blueprints and plans for a new city that eventually passed. As of this year, 29 states and D. Yesterday, two of them decided to raise the floor a little higher: Arizona, Colorado, and Maine also voted to raise their minimums earlier this year. But in a sweep Tuesday night, California voters approved several propositions that would collect billions to try. Despite millions in opposition funding from Big Tech, Prop C was approved with 60 percent of the vote—but crucially, not the two-thirds needed to protect it from being challenged in court. Two other proposed reforms to the affordability problem, Proposition 10 and Proposition 5, were resoundingly rejected. The first would have lifted restrictions on expanding rent control policies across the state—advocates said it would stop rents from inflating and protect tenants, and the ultimately victorious opponents said it would deter sorely needed new construction. And the second would have lowered the barriers to moving for some older residents, potentially opening up more housing but slashing property taxes in the process. Before this, Louisiana was just one of two states the other is Oregon that could convict defendants in serious felony trials with less than complete agreement amongst their juries. In other words, a jury could convict someone of a death penalty-eligible crime even if there were one or two holdouts. Since going into effect in the late 19th century,

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the law has made it more difficult for black defendants on trial in Louisiana because racial minorities serving in minority capacities in the jury box have been overruled by white juror majorities. Norris Henderson, executive director of the organization VOTE who himself spent decades in jail because of a non-unanimous jury conviction, told Nola. It banned water privatization. Among the arguments in favor of the ban was that rate hikes often accompany privatization. And the Maryland city has a history of escalating water costs. But advocates maintain that keeping water public is best for users. The funds will go toward clean energy projects such as weatherizing homes, installing solar and other renewable energy projects, providing job and contractor training, expanding local food production, and building green infrastructure in Portland while focusing on communities of color and people with low incomes. But this education proposal turned out to be widely uncontroversial, passing with two thirds of the vote. One potential reason for its success: The policy had a controversial beginning, when in the U. The fluoride addition was an experiment, and the results were resounding: By , according to the CDC , about two thirds of the U. But the anti-fluoridation movement remains strong. And Springfield, Ohio, voted no on adding fluoride to their water supply. Some 74 other cities have banned water fluoridation, according to the American Dental Association.

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Chapter 3 : A new path forward for climate change campaigners | Grist

A Climate of Injustice: Global Inequality, North-South Politics, and Climate Policy / Edition 1 Equity, Climate Proposals, and Two Roads to Justice after Kyoto.

In lieu of an abstract, here is a brief excerpt of the content: The 18th and 19th Centuries I. General and Collected Works 1 Abelshauser, Werner, ed. *Geschichte und Gesellschaft, Sonderheft*; Collection of essays reviewed by Ulrich Wengenroth in *Technikgeschichte* 63, no. Technology and European Overseas Enterprise: Diffusion, Adaptation, and Adoption. Aldershot, England, and Brookfield, Vt.: The European Impact on World History, "7. Anthology of previously published excerpts from books and articles. Reviewed by Daniel B. Headrick in *Technology and Culture* 39 April Introduction by William J. Complete text of report on experiments carried out since the s, with new index and discussion notes. Geary; and Kris L. Science for the Twenty-First Century: The Bush Report Revisited. The Endless Frontier, first published in *Preserving Nature in the National Parks: From the founding of Yellowstone National Park in to the present. The Remarkable Story of Risk. History of the role of risk in decision-making and of risk management from the Middle Ages to the present. Introduction to a special theme issue of Technikgeschichte. Lesebuch zur Geschichte der Umwelt im* You are not currently authenticated. View freely available titles:

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Chapter 4 : Climate Justice

An examination of the role that inequality plays in shaping post-Kyoto prospects for a North-South global climate pact; with statistical and theoretical analysis and case studies of recent climate-related disasters.

Extraordinary Futures Extraordinary Futures provides young people with dance classes and open practice sessions. Students will participate in monthly dance competitions as part of a Middle and High School Breakdance League and prepare for the culminating event, Massive Break Challenge. Pongo Publishing Pongo Publishing offers weekly writing sessions to incarcerated youth. Pongo will conduct a final poetry event inside the detention center and will share their poetry at the NW Folklife Festival. Seattle JazzED Seattle JazzED works with students at all levels of music ability to learn how to play their instrument, read music, and perform in an ensemble. Youth can participate in year round programming. Through workshops, small-group coaching, and a multi-round competition, students prepare a monologue and compete for a spot in the national competition on Broadway. The collaborative process culminates in an interactive community performance. Jack Straw Foundation Jack Straw Foundation provides blind and visually impaired youth the opportunity to work with a team of artists in their professional recording studios. Students will tell stories with sound, create music, and share their work with the public, via CD and streaming online. Rain City Rock Camp for Girls Rain City Rock Camp for Girls introduces Seattle girls to hands-on exploration of rock music through the support of powerful female mentors and role models to discover their own creativity, raise their voices, and join together for positive change. Girls will participate in Rock Camps and "Rockshop" deep dives into music related topics throughout the year. Youth collaborate to record an original album, film and release a music video, at a live concert. Youth will learn environmental lessons through the lenses of art, civic responsibility and sustainability. This pilot program will lay the groundwork for a long-term partnership between South Park Arts and other local artists, community groups and the businesses that will engage youth in future arts training and create additional public art in the neighborhood. Reel Grrls Reel Grrls offers young womxn and gender non-conforming youth a Media Club program at Denny International Middle School, teaching a foundation of basic production skills with a focus on emotional development and creative collaboration. Students will produce two to three completed video projects. Youth will explore their cultural identities using visual arts, film, and spoken word. Participants will present their final projects at four culminating community events. The program will culminate in a sharing for family and community. Andy Peterson Andy Peterson through Seattle Robotic Arts provides art and technology programs for young people who are encouraged to explore their presumptions and associations with technology while developing connections with visual art through learning opportunities and exploratory play. Students learn and rehearse traditional Eritrean dances, practice the Tigrinya language, study various aspects of Eritrean culture, and perform at variety of community events. Sondra Segundo Sondra Segundo through Haida Roots has implemented a preservation project that connects urban Seattle Haida youth to their critically endangered language through dance, writing, and art. The Filipino Community of Seattle The Filipino Community of Seattle in collaboration with Youth Theater Northwest offers theater sessions to local youth to build theater skills, learn Filipino culture through folktales and gain confidence and experience in the performing arts. Students learn basic techniques, ensemble skills, and music theory, culminating in community concerts. Through the creation of site specific murals youth will connect with community in a positive way. Circus skills are used as a transformational metaphor for personal and social development and students participate in a community sharing. El Centro de la Raza El Centro de la Raza educates Latino youth about Dia de los Muertos and create elements of a traditional ofrenda altar through mentorship of community artists. Student work is showcased at the Dia de los Muertos celebration and ofrenda exhibition at El Centro de la Raza. The culmination is a stage production for the community. Each session will build on the previous one, maintaining a positive and safe learning environment. Each class will present a life skill concept, discussion, and action plan. Screening of work at NW Film Forum. Participants

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collaborate with mentor artists, building skills in a variety of disciplines, and utilizing art to express their own ideas, visions and creativity to address issues that most impact them. Their work will be showcased at the Dia de los Muertos celebration and three-week ofrenda exhibit. Youth will learn basics in putting on a show from start to finish. Lessons will include history, dance, drama activities, scene building, and tech support. The program will culminate with a stage production for the community. Participants will learn and rehearse traditional Eritrean dances, practice the Tigrinya language, study various aspects of Eritrean culture, and perform at variety of community events. A community exhibit and screening closes the session. Peterson, Andy Seattle Robotic Arts! Youth are encouraged to explore their presumptions and associations with technology while developing connections with visual art through learning opportunities and exploratory play. This summer immersion program teaches photography alongside language and American culture to immigrant and refugee students at Seattle World School SWS. Emphasizing 21st century skills: Sessions will culminate in a school-community performance. Sumayya Diop Griot Gurlz! The Filipino Community of Seattle in collaboration with Youth Theater Northwest will offer three week theater workshops for middle and high school students. Youth will build acting skills, learn Filipino culture through folktales and gain confidence and experience in the performing arts. Through the creation of site specific murals youth will connect with their community in a positive way. YouthCAN works have also appeared in community venues.

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Chapter 5 : Resource Papers | International Perspectives on Road Pricing | The National Academies Press

An examination of the role that inequality plays in shaping post-Kyoto prospects for a North-South global climate pact; with statistical and theoretical analysis and case studies of recent.

Shawn Hill, the executive director of the Watershed Alliance, points out that the federal gutting of the Island office of the Department of Fisheries and Oceans leaves PEI unwatched and unprotected. I have highlighted some parts of the article: The biologists were responsible for the protection and conservation of fish habitat. Shawn Hill, executive director of the P. Watershed Alliance, said those concerns are at the forefront as heavy fall rains hit the Island. Silt and suspended sediment can reduce the amount of oxygen in the water, suffocating organisms. So who determines "when required"? Is it provincial officials who brush off these incidents with "red water goes into red water"? But, if our government was able to see past its nose, it might realize renewable energy is something this province could have in abundance. In the Danish island of Samsøe became per cent powered by renewable energy sources, so the concept is proven. Ontario was temporarily home to the largest solar farm in the world in October until surpassed by larger farms in China and India. Most already know the answer to that one. A responsible government would put a call out to vendors to build a solar energy plant here. What would happen to energy prices here on PEI if the two year old power cables we have were to fail? Islanders would lose their shirts and our only energy supplier would be all the richer. Glaring evidence of a flawed and outdated system. Why are we as taxpayers investing money in selling energy so we can buy it back at inflated prices? Sorry Maritime Electric, your reign of social and economic tyranny must come to an end. The people of this province need to stand up for themselves, run against the furrows and learn to create, harness and distribute their own power. Luke is one of the young people on this Island that should give us all hope for the future. Scientific Evidence Supports Ban on Cosmetic Pesticides Commentary by Roger Gordon, published in The Guardian, Friday, September 13, I would appreciate being given the opportunity to respond to a couple of points made by Lorne Hepworth "Pesticides can be used safely" - the Guardian Sep 6, , who took issue with my previous submission to the Guardian on the issue of using cosmetic pesticides "P. First, it is important to recognize that Mr. Hepworth, as president of Crop Life Canada, represents the interests of a global network of manufacturers and distributors of pesticides, including those commonly referred to as cosmetic or lawn ones. Hepworth contends that I "cherry-pick Information to support his i. Thus, it is unsurprising that every single study would not show a positive correlation. Yet, many well executed investigations of this type in which robust statistical analyses have been performed do show a worrisome trend. In , an international group of medical researchers extensively reviewed the literature connecting pesticides of various ilks with cancer in humans. Twelve of 14 case studies were positive, 8 reaching statistical significance. Dicamba, mecoprop and carbaryl all being sprayed on lawns in P. When one pieces together the evidence from these "field" studies with laboratory evidence of damage at the molecular level, it is small wonder that the Supreme Court of Canada in ruled that a per cent cast-iron cause and effect relationship was not required for a governing body to exercise the "precautionary principle" and ban these chemicals. It is also unsurprising that a growing list of respected bodies have advocated such a ban -the Medical Societies of P. I am afraid that this does not give me the same sense of comfort. In the first place, Health Canada only tests the active ingredients, whereas commercial formulations contain a variety of so-titled "inert" ingredients solvents, dispersants, etc that in many cases have undesired effects of their own. Also, there are several examples of pesticides that were once approved by regulatory bodies in existence at the time that have, in light of subsequent knowledge, been banned. Up until the s, farmers were allowed to spray apple orchards with lead arsenate. The only responsible course is to ban these chemicals that are being sprayed unnecessarily on lawns. During his career at several universities he conducted research and published extensively on controlling insect pests using biological, environmentally-sound strategies.

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Chapter 6 : Obituaries - , - Your Life Moments

A climate of injustice: Equity, climate proposals, and two roads to justice after Kyoto. Notes: From Kyoto to the town hall: making international and.

Topics or motions used in both the Mindanao and Manila debates were selected from a longer list of topics proposed by youth representatives, in itself a barometer of what urban issues resonated most with the generation that would pick up where we leave off in , the deadline for delivering the global framework for sustainable development. And the Mindanao Urban Peace Debates were an advocacy platform for dialogue on peace and development. Keeping it light after two days of intense urban peace issues It endeavoured to enable its participants to gain a stronger awareness of the normative discourse in rebuilding cities and towns damaged by violent conflicts, to have a nuanced appreciation of the complexities and sensitivities of rebuilding Marawi City in the canvass of larger regional conflicts, and to recognize the role of young people and the academia in shaping the community and national conversations on Marawi rehabilitation. About 50 youth participants, which included debaters, judges, adjudicators, and organizers from MSU-IIT, attended the two-day event, with majority of them coming in from different cities and provinces. Twelve teams from seven organisations debated on the following topics: To supplement this pulse read with substantive dialogue, an open forum took place after the elimination rounds with a panel that would offer insights on the first two topics debated: Are there other things that can be done? Do we have to be battering rams for people to understand our culture? You only know the clans to which they belong. And I think that has to be one of the mindsets perpetuated, the idea that the Marawi siege happened to everybody. Forty-eight participants from 24 teams and 27 adjudicators came together to discuss the following topics: As with the Mindanao debates, the Manila leg used the British Parliament format, and topics were only disclosed to debaters 15 minutes before each round. To shed professional insight on the points raised during the debates, an open forum was held on the first two topicsâ€”1. Arguments supporting the abolishment of gated communities common to all concurrent rounds hinged on the notions that gated communities perpetuated deeply entrenched inequalities through socio-economic segregation; that economic investment, both public and private, are inequitably targeted at areas with gated communities; and that when gated communities are abolished, the elite would have the incentive to invest in public security. Director Diaz initially stated that opening gated communities to allow public access would be an ideal scenario especially in easing traffic, but that it was a legal issue. Presidential Decree says that roads and open spaces can be donated to local government units. These arguments have been raised before. But once communities raise the issue on safety and security, you can search Supreme Court decisions on this, laging talo ang gobyerno government always loses. But as part of urban design and urban development, the HLURB and a lot of planners would like to see these private roads opened to the public. What do investors do to poor people occupying areas they want to develop? They ease them out. Because the location is good, they buy the property. Then they buy areas outside to which they can relocate the poor. Can you make do with living in smaller spaces? Smaller houses and lots? Investing in reforestation with the intent of creating carbon sinks, as a mitigation measure, for example, can lower temperatures in areas with micro climates, which then becomes an adaptation measure to increasing temperatures brought by climate change. It brought back the focus on mitigation as a shared global responsibility and the more productive course over country shaming and blaming. The Manila Urban Debates culminated with a championship round on the topic of whether or not to support a household-level carbon tax, with La Salle Debate Society and the UP Manila Debate Circle supporting household-level carbon tax and two teams from the Ateneo Debate Society opposing it. Shortly after, the participants were asked what new takeaways they gained from the event, especially the forum. It helped me realize who is involved in policy-making, what the different considerations in making proposals are, and how long it takes for these things to be a reality. It taught me that development is a long, collaborative, and complicated process that still aims to be sustainable and inclusive. My personal experiences

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helped me become cognisant of the different problems they pose to urban planning. I felt a little hypocritical initially, but ultimately I think I felt more self-aware. I think it is debate rounds like these that help me conduct a personal privilege check, and understand that my own personal concerns of safety and community may come at the cost of many people around me. Ultimately, I think this speaks to the power of debate, and its ability to take you out of personal context, but to also make what is personal also political. The Overall Verdict The debate tournaments in Mindanao and Manila, apart from being a discussion platform for various relevant urban issues, demonstrated how differing and even opposing views can come together in the spirit of tolerance and democracy.

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Chapter 7 : On Ballot Measures, a Progressive Sweep

Radiative forcing of climate change: expanding the concept and addressing uncertainties / Committee on Radiative Forcing Effects on Climate, Climate Research Committee, Board on Atmospheric Sciences and Climate, Division on Earth and Life Studies, National Research Council of the National Academies.

We have less than a decade to do it. Tectonic social change on such a scale is rapid, haphazard, and non-linear. It cannot be achieved in the time left to us by incremental, measured steps. No matter how committed its leaders, BP cannot go against its nature and swim away from the other fish of its kind. BP must aggressively expand its oil and gas exploration and extractions, even as it rolls out ad campaigns on carbon footprints and stands with U. Likewise, no matter how enlightened its bureaucrats, China cannot, on its own initiative, stop building coal-fired generators. If there remains a small window of opportunity, it will be in that moment when things are thrown off kilter "when climate change impacts have started to wreck, rather than merely damage, the structures of civilization. It is not difficult to imagine how abruptly U. When the prospect that nation states may be shaken loose from their moorings becomes real, then the world will turn in earnest to a crash program of response. What form that last effort takes, and whether it will come too late, depends largely on what role the U. It may not now be possible to move the U. If we start thinking in such terms, we see that the present U. Its central assumptions have been orthodoxy for so long that we forget what a radical departure they are: Solving climate change is not incompatible with expanding fossil fuel use. The objective of U. Building momentum in measurable steps is more important than defining the precautionary standard of global action and driving toward it. Reasonable people will eventually take reasonable and responsible action; pessimistic and alarmist pronouncements are unhelpful in bringing them along, and conflict must be avoided at all costs. Climate change is larger but not fundamentally different than other environmental issues and does not require structural, strategic, or narrative changes to address. Our values are flexible, but there is an irreducible core that is contradicted by these assumptions: Environmentalist definitions of problem and solution are based on the precautionary principle, but our agenda ignores the climate science standard of global action. Climate change is global, but our solutions are national, state, and local. Environmentalism is results-oriented, reflecting its scientific basis and the fact that it deals in fundamental questions of existence an endangered species is either saved or not , but our climate programs are small measures developed in the abstract, without relationship to any meaningful objective. Environmental solutions encompass whole systems, but our agenda is conceived as discrete, mostly technical policy. Abrupt climate change and the host of other eco-catastrophes waiting in the wings will only be addressed when environmental values are adapted in a new definition of global citizenship, entailing conflict with current systems of belief and practice; but the only people paying attention to defining environmental values our adversaries corporate sponsors of Earth Day , and the terms of conflict are being set by our enemies Michael Crichton. The discord between our assumptions and our principles was easily overlooked while we were engaged in brutal political trench warfare over the reality of climate change. But conditions have changed, and the disconnect between what we are doing day to day and what we know in our bones we ought to be doing will increasingly come into sharp relief. Two seismic shifts in the last year started the process. An objective standard ppm limit on concentration of atmospheric carbon must be met on a clear timeline less than a decade for global action to prevent global temperature from increasing more than 1. Past this point, abrupt climate change is unstoppable and the tale from there on is familiar: Warmer air and oceans cause Antarctic and Greenland ice shelves to disintegrate, sea levels rise faster and higher than anything we can possibly handle, continuity of civilization is placed in jeopardy, and the mass extinction event already underway accelerates. Second, the readiness of a Democratic-controlled Congress to address climate change in a comprehensive way regardless of its limited ability to do so means that U. Were it adopted in its entirety, the impact on global emissions and temperature trajectories would be minimal. In offering a constricted view of climate action, it does not open the way for

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effective, U. Get Grist in your inbox Always free, always fresh. See our privacy policy The great danger is that we will win it under a new president and Congress in , satisfying the political demand for climate action and delaying a full reckoning and true national debate until it is too late. If we accept the bright line nine-year timeframe, there is no room to spend two or three years fighting for limited domestic emissions reductions which will, if won, become the acceptable international standard of action. The choice before us is to take the risk of cataclysm seriously and act appropriately, or to gloss over it. Taking it seriously is a personal challenge for U. None of these difficulties are external. We have the people, money, brains, reputation, office space, direct action skills, and so on to reshape the direction of U. The effort must extend well beyond environmentalists, but as participants at the Yale Conference on Climate Change noted “one could see global warming as the animating issue behind a potential new environmentalism: Redefining the issue in this way requires stepping back and forging a new vision. So far this has not occurred in the organized environmental community. That we are operating in changed circumstances has not been fully absorbed, but the brutal climate change realities are beginning to seep into environmentalist culture and thinking. This is not only good and right, it is the only basis on which U. Such crystallizing of two irreconcilable visions across a great national divide is comparable in our history only to the Revolution and Abolition. Our role, therefore, may be compared to the Sons of Liberty and the Abolitionists, and our purpose defined as winning the sea change in American political and social view necessary to move the U. A plan of action toward this end will be presented in Gristmill in a series of posts. The intent is to move quickly beyond criticism and put forward concrete proposals for model campaigns and programs. The Bright Lines agenda is offered as an open-source strategic plan, engaging others, it is hoped, who are working out practical solutions to the same problems and would benefit from a more clearly defined strategic plan” and are interested in helping to construct one. A number of people have taken part in what is best described as a sprawling two-year-long conversation, in which the Bright Lines ideas germinated.

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Chapter 8 : July-August-September - Stop Plan B TCH Bonshaw, PEI

Justice and equity should play a major role in favouring collective action against climate change, because the more the various dimensions of such action are just, the more any international.

A new path forward for climate change campaigners By Ken Ward on Feb 8, Get your daily dose of good news from Grist Subscribe to The Beacon Our climate agenda is inadequate and may even be detrimental to the sort of effort U. We have less than a decade to do it. Tectonic social change on such a scale is rapid, haphazard, and non-linear. It cannot be achieved in the time left to us by incremental, measured steps. No matter how committed its leaders, BP cannot go against its nature and swim away from the other fish of its kind. BP must aggressively expand its oil and gas exploration and extractions, even as it rolls out ad campaigns on carbon footprints and stands with U. Likewise, no matter how enlightened its bureaucrats, China cannot, on its own initiative, stop building coal-fired generators. If there remains a small window of opportunity, it will be in that moment when things are thrown off kilter " when climate change impacts have started to wreck, rather than merely damage, the structures of civilization. It is not difficult to imagine how abruptly U. When the prospect that nation states may be shaken loose from their moorings becomes real, then the world will turn in earnest to a crash program of response. What form that last effort takes, and whether it will come too late, depends largely on what role the U. It may not now be possible to move the U. If we start thinking in such terms, we see that the present U. Its central assumptions have been orthodoxy for so long that we forget what a radical departure they are: Solving climate change is not incompatible with expanding fossil fuel use. The objective of U. Building momentum in measurable steps is more important than defining the precautionary standard of global action and driving toward it. Reasonable people will eventually take reasonable and responsible action; pessimistic and alarmist pronouncements are unhelpful in bringing them along, and conflict must be avoided at all costs. Climate change is larger but not fundamentally different than other environmental issues and does not require structural, strategic, or narrative changes to address. Our values are flexible, but there is an irreducible core that is contradicted by these assumptions: Environmentalist definitions of problem and solution are based on the precautionary principle, but our agenda ignores the climate science standard of global action. Climate change is global, but our solutions are national, state, and local. Environmentalism is results-oriented, reflecting its scientific basis and the fact that it deals in fundamental questions of existence an endangered species is either saved or not , but our climate programs are small measures developed in the abstract, without relationship to any meaningful objective. Environmental solutions encompass whole systems, but our agenda is conceived as discrete, mostly technical policy. Abrupt climate change and the host of other eco-catastrophes waiting in the wings will only be addressed when environmental values are adapted in a new definition of global citizenship, entailing conflict with current systems of belief and practice; but the only people paying attention to defining environmental values our adversaries corporate sponsors of Earth Day , and the terms of conflict are being set by our enemies Michael Crichton. The discord between our assumptions and our principles was easily overlooked while we were engaged in brutal political trench warfare over the reality of climate change. But conditions have changed, and the disconnect between what we are doing day to day and what we know in our bones we ought to be doing will increasingly come into sharp relief. Two seismic shifts in the last year started the process. An objective standard ppm limit on concentration of atmospheric carbon must be met on a clear timeline less than a decade for global action to prevent global temperature from increasing more than 1. Past this point, abrupt climate change is unstoppable and the tale from there on is familiar: Warmer air and oceans cause Antarctic and Greenland ice shelves to disintegrate, sea levels rise faster and higher than anything we can possibly handle, continuity of civilization is placed in jeopardy, and the mass extinction event already underway accelerates. Second, the readiness of a Democratic-controlled Congress to address climate change in a comprehensive way regardless of its limited ability to do so means that U. Were it adopted in its entirety, the impact on global

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emissions and temperature trajectories would be minimal. In offering a constricted view of climate action, it does not open the way for effective, U. The great danger is that we will win it under a new president and Congress in , satisfying the political demand for climate action and delaying a full reckoning and true national debate until it is too late. If we accept the bright line nine-year timeframe, there is no room to spend two or three years fighting for limited domestic emissions reductions which will, if won, become the acceptable international standard of action. The choice before us is to take the risk of cataclysm seriously and act appropriately, or to gloss over it. Taking it seriously is a personal challenge for U. None of these difficulties are external. We have the people, money, brains, reputation, office space, direct action skills, and so on to reshape the direction of U. The effort must extend well beyond environmentalists, but as participants at the Yale Conference on Climate Change noted “one could see global warming as the animating issue behind a potential new environmentalism: Redefining the issue in this way requires stepping back and forging a new vision. So far this has not occurred in the organized environmental community. That we are operating in changed circumstances has not been fully absorbed, but the brutal climate change realities are beginning to seep into environmentalist culture and thinking. This is not only good and right, it is the only basis on which U. Such crystallizing of two irreconcilable visions across a great national divide is comparable in our history only to the Revolution and Abolition. Our role, therefore, may be compared to the Sons of Liberty and the Abolitionists, and our purpose defined as winning the sea change in American political and social view necessary to move the U. A plan of action toward this end will be presented in Gristmill in a series of posts. The intent is to move quickly beyond criticism and put forward concrete proposals for model campaigns and programs. The Bright Lines agenda is offered as an open-source strategic plan, engaging others, it is hoped, who are working out practical solutions to the same problems and would benefit from a more clearly defined strategic plan” and are interested in helping to construct one. A number of people have taken part in what is best described as a sprawling two-year-long conversation, in which the Bright Lines ideas germinated.

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Chapter 9 : Urban Debate Opens: Hearing the Future of Cities Speak " UN-Habitat

The website www.nxgvision.com describes climate justice as: "[W]orking at the intersections of environmental degradation and the racial, social, and economic inequities it perpetuates." Peaceful Uprising is a nonprofit collective committed to action to combat the climate crisis and build a just, healthy world.

Page 99 Share Suggested Citation: International Perspectives on Road Pricing. The National Academies Press. References to the concept have appeared in the scholarly literature for at least 83 years. But, like many good ideas in the realm of public policy, it has taken quite a while to catch on. The views of scholars do sometimes influence public policy, but only after being shaped by policy makers and opinion leaders do they ultimately make their influence felt. The question we are here to explore is whether road pricing has finally entered or is about to enter the mainstream of transportation policy. We will do this at an international conference because the history of transport policy, the nature of road pricing, and the response to experiments with congestion pricing are sensitive to the contexts in which they have been discussed and attempted, so there is much to learn through comparison. Over the coming few days we will hopefully learn from and teach one another by analyzing how history and current experiments in many places interact with and depend on their physical, social, economic, and political environments. I believe our deliberations and case studies will convince us that road pricing is not quite yet within the mainstream of transportation policy options but that more progress has been made in that direction in the last decade than had been made in the preceding 70 years. Road pricing is at a critical juncture in North America today. It remains fragile, yet it is poised to be adopted on a much broader scale than would have seemed feasible only a decade ago. There is still a great deal of skepticism and some overt opposition on the part of policy makers and elected officials, but the concept has survived and has been tested in a number of applications despite widespread doubts. A decade ago I thought the odds were against achieving road pricing on a large scale, but today I am far more optimistic, and the reasons are the organizing theme for my presentation. His words are reproduced in the accompanying Box 1. The language used by these two distinguished economists is not terribly different from that used in later years by such well-known advocates for congestion pricing as Nobel laureate William Vickrey in the 1950s and 1960s. It would be a mistake to interpret these early suggestions as a quaint historical footnote that was of limited relevance to the political debates about transportation that were current when they were written. In the early 1900s, in both the United States and Europe, automobile ownership and the use of motor trucks were growing at more rapid rates than at any time before or since. In Europe, responsibility for building new main roads most often fell to national governments, while in the United States responsibility for providing mile after mile of new highways fell primarily to the states. Many states found themselves spending a major proportion of their general tax revenues on road building, yet congestion was worsening because of rapid growth in travel rather than being eliminated by these projects. At exactly the time that Pigou and Knight were writing, Oregon had set the tone before by adopting a motor fuel tax that was hypothecated or earmarked to be spent only on road construction and maintenance. Dozens of states adopted such taxes in the 1920s. Interestingly, texts of the debates held by state legislatures at that time indicate that most of them consciously adopted the fuel tax as a second-best approach. They believed that tolls were inherently the most appropriate way to raise money for roads, since the beneficiaries would pay at the time and place of use, but tolls were expensive and awkward to collect. In addition to absorbing a fifth to a quarter of their proceeds in costs of administration, tollbooths themselves created travel delays and traffic safety hazards. Hypothecated motor fuel taxes were popular among truckers, automobile clubs, newspapers, and politicians, and they played a central role in providing the basic road infrastructure that was at that time so desperately needed. Over many decades we became so accustomed to paying earmarked fuel taxes, including those levied since by the federal government, that we gradually forgot there had ever been discussions of tolls as a superior means of financing transport systems. As road capacity expanded, we also failed to note that discussion of congestion tolls was highly

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relevant to public debates about how to manage congestion on roads and simultaneously to raise revenue needed to build roads as part of that management program. But, in some circumstances, it would be possible, by shifting a few carts from route B to route C, greatly to lessen the trouble of driving those still left on B, while only slightly increasing the trouble of driving along C. But the measure of differentiation must be rightly chosen. Pigou see especially p. If a large number of trucks operate between the two termini and are free to choose either of the two routes, they will tend to distribute themselves between the roads in such proportions that the cost per unit of transportation, or effective result per unit of investment, will be the same for every truck on both routes. As more trucks use the narrower and better road, congestion develops, until at a certain point it becomes equally profitable to use the broader but poorer highway. The congestion and interference resulting from the addition of any particular truck to the stream of traffic on the narrow but good road affect in the same way the cost and output of all the trucks using that road. It is evident that if, after equilibrium is established, a few trucks should be arbitrarily transferred to the broad road, the reduction in cost, or increase in output, to those remaining on the narrow road would be a clear gain to the traffic as a whole. The trucks so transferred would incur no loss, for any one of them on the narrow road is a marginal truck, subject to the same relation between cost and output as any truck using the broad road. Yet, whenever there is a difference in the cost, to an additional truck, of using the two roads, the driver of any truck has an incentive to use the narrow road, until the advantage is reduced to zero for all the trucks. Hypothecation was much more rarely adopted in Europe than in the United States. In most instances fuel taxes were merged with government revenues from other sources while appropriations for roads were made from general government funds. Nevertheless, fuel taxes emerged as sources of revenue for governments that, in Europe as in North America, were building thousands of miles of new roads in response to the growth of automobile travel at the time. Over many decades growth in travel continued to create congestion, but through motor fuel taxes and tolls levied on some major long-distance highways and many bridges, growth in travel also produced growth in revenue that was used to build and maintain the transport system. It was not until the 1950s that this method of infrastructure finance and management began to show signs of deterioration. Population and economic growth after World War II led to urban congestion. In response, urban and suburban highways and freeways were constructed to alleviate overcrowded city centers. Gradually, the earlier solutions came to be seen as inadequate. The costs of new roads grew as higher design standards were used; more property was taken; and communities demanded mitigation measures to address increasingly controversial losses of homes, businesses, and recreational facilities. Gradually, too, citizens and politicians became increasingly reluctant to raise the rate of motor fuel taxation, and highway budgets became more limited as inflation reduced the real value of tax collections Taylor In addition, many jurisdictions believed that it was appropriate to spend highway user fees for nonhighway purposes. In some places, it was seen as reasonable and proper to use motor fuel tax revenues to support public expenditures on maintaining and upgrading public transit systems as they gradually were transferred from private to public ownership. In other jurisdictions, motor fuel tax revenues were used for non-transportation purposes. In Texas, for example, one-fourth of the proceeds of motor fuel taxes are earmarked for expenditures on public education. And, whether or not fuel taxes rightfully should be reserved for highway programs, highway spending in real dollars has declined in relation to growth in population and travel for several decades. The effects of these trends on highway programs have been exacerbated by the gradual increase in fleet-average fuel economy. While new cars typically traveled about 12 miles to the gallon in 1950, today average new car fuel efficiency is well over 20 miles per gallon, and even sport-utility vehicles today are more economical of fuel than were standard sedans three decades earlier Wachs In the United States the federal gasoline tax now stands at 18.4¢ per gallon. If the fuel tax had risen sufficiently since to keep pace with the Consumer Price Index, the average tax per gallon among the 50 states would today be 9¢. If measured in revenue per vehicle mile of driving, the effects of improved fuel economy make this comparison even more dramatic. In Virginia, for example, the combination of state and federal fuel taxation today produces revenue that is 1.5¢ per gallon. On the one hand, the method of raising revenue for transportation projects does not meet rising costs, and so the

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condition of the system deteriorates and the capacity of the system expands much more slowly than travel volumes. For example, between and vehicle miles of travel on U. S roadways grew by 76 percent, while lane miles increased by only 3 percent Wachs On the other hand, the method of collecting revenue does not itself induce more efficient use of the system, as many believe congestion pricing would do. It was there- fore quite logical that as the fuel tax gradually produced less revenue in relation to travel, many started to renew the call for congestion pricing. Proponents like William Vickrey took cognizance of its complementary proper- ties. It produces needed revenue while encouraging more efficient use of existing road capacity by inducing some to shift their travel to off-peak times, to other modes, and to less crowded roads. These properties are noted so persuasively by Vickrey in his own writings that I have reproduced some of his statements here rather than paraphrasing them see Box 2. It was not at all coincidental that calls for increased application of congestion pricing arose in the s and s and accelerated in the s and s as high- way programs were affected simultaneously by conges- tion resulting from growth in economic activity and declining revenue from the motor fuel taxes in relation to travel. While Singapore had adopted congestion pric- ing with some success, it remained largely untested in the United States and Europe, a reflection of political realities that always make it difficult to shift direction in more than incremental ways in democratic societies. Despite growing attention to road pricing by scholars and sophisticated policy wonks, it was difficult to find many practical politicians who advocated pricing. Alt- shuler had noted several decades ago that poli- cies are adopted when they spread benefits broadly and concentrate costs narrowly, while those that spread costs more widely, like road pricing, are far more diffi- 6 5THEN AND NOW cult to enact. In addition, in the American political sys- tem, proposals must survive many rounds of review and discussion by diverse interest groups before numerous legislative committees and often at many levels of gov- ernment. To be enacted, a proposal must be supported in most of these settings. Those that are hailed by some and condemned by others most often fade away in our consensus-directed democracy Wachs While congestion pricing had its outspoken advocates, I wrote in the early s that it also had many detractors, and the latter were often more influential. The advocates were professors and environmentalists with limited political influence, while the detractors were more numerous and more potent political adversaries, includ- ing automobile clubs, trucking associations, and cham- bers of commerce. Under such circumstances, it was difficult to anticipate, only one decade ago, the adop- tion of road pricing in the near future in democracies such as the United States. Transportation Research Board and Commission on Behavioral and Social Sciences and Education , v A committee of 15 experts assisted by capable NRC staff members and eight nonvoting liaison representa- tives from interested government agencies and industry associations met and deliberated over a period of nearly 3 years. The report of this committee consists of two volumes, one in which its findings and recommenda- tions are summarized and a second containing the papers that were commissioned and presented at the national symposium. The report provides a good sum- mary of the state of congestion pricing a decade ago, and thus it is an important baseline that we may use at this symposium to measure accomplishments and changes in attitudes and expectations over the past decade. The findings and recommendations contained in Curbing Gridlock are summarized in Boxes 3 and 4, respectively. I would characterize the outcomes of Curbing Grid- lock as guardedly optimistic with respect to the poten- tial of congestion pricing to become a substantial element of the transport policy agenda in the United States. Like many commissions and committees created in the public policy arena, and consistent with the man- dates of the National Academies, this study committee avoided enthusiastic advocacy. This is equally true in the short run, in terms of making the best use of the facilities we have and, in the longer run, in terms of the appropriateness of the facilities for current and projected traffic needs. This relative inefficiency can be attributed in large measure to the fact that the individual user, faced with alternative ways of achieving his objectives, does not, under existing conditions, receive any obvious indica- tion of the costs which his choice will impose on oth- ers, whether by impairment of the quality of service or by the cost of expanding the facilities to the point where this impairment is prevented. To begin with it is perhaps worth observing that some- times a facility becomes worthless precisely because it is free. For

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example, where a high-speed or short-cut facility of limited capacity has as an alternative a more circuitous or slower route with ample capacity, free operation may mean that a queue builds up during heavy demand periods at the access to the faster facility until the time required for queuing and transit is equal to the transit time by the circuitous route; under these circumstances no-one is able to make the trip any faster than if the faster route did not exist. Enlargement of the faster route may be a complete waste of money unless the route is enlarged sufficiently to take care of all traffic that might offer.