

2 A fair effort for a fair population (complete article)

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I started my research to find out how my climate effort could reduce global warming if many would share the task. Which actions would be needed and how many should share them became questions to seek answers to?

The goal must be to get the global temperature down by 1 to 1,5 degrees. According to Oxfam 20 %¹ of the world's population emit 70 % of all CO₂ emissions. I think the 20% should fix it. The rest have nothing to cut. In this article I will suggest who and how many I think should do the job.

What do the minority that cause most CO₂ emissions have in common? Similarities in consumption could define them.

Car-owners could be relevant. However, voluntary climate suggestions addressing people owning cars must be reasonable. The use of private cars is scrutinized now and some solutions for fighting climate change involving cars can be harsh. However, I believe the total burden for car owners can be reduced while climate mitigation is made more effective. I will suggest how in the next articles. I want to emphasize that I like cars and hope to keep mine.

I have chosen car-owners because it simplifies the definition of a minimum level of a global income group. There are nearly 1,5 billion private cars² on the planet and the number of owners could be about the same. The car is often the biggest emitter of CO₂, that individuals have control over. Car owners are also wealthy enough to cause emissions from other sources like air-travel. The 1,5 billion equals 20% of the global population of 7,5 billion, the same as Oxfam claims emit 70% of CO₂, so they are a minority but many enough to have a major mitigation effect on global warming if they all participated.

Per capita CO₂-emissions vary between countries because figures include public and industrial, not only individual, parts. Type of industry and power generation affects greatly. Assume the wealthy would take care of *everybody's individual* parts and that would amount to half, or 20 Gt, of the total 40 Gt. Each one would then have to reduce the effect of 13 tons per year or just over 1 ton a month. The other half, that individuals can't influence, the *public* part, will hopefully be taken care of in time through industrial and public measures fulfilling the IPCC undertakings.

¹ Oxfam Media Briefing (2015) *Extreme Carbon Inequality* Accessed July 20, 2021 from https://www-cdn.oxfam.org/s3fs-public/file_attachments/mb-extreme-carbon-inequality-021215-en.pdf

² Chesterton A / CarsGuide (Aug 6 2018) *How many cars are there in the world?* Accessed February 9, 2021 from <https://www.carsguide.com.au/car-advice/how-many-cars-are-there-in-the-world-70629>

Comparisons between countries are inevitable when the cause of CO2 emissions is discussed. Often in a context where main responsibility is argued. China is the biggest present emitter. But Chinas population is twice that of EU and USA put together. The combined annual emission from EU and USA is two gigatons larger than Chinas. This makes Chinas emissions per capita emission half of the combined USA's and EU's. Comparisons are often also made between single countries in Europe on one side and USA or China on the other. I mean size of population always needs to be included in emission comparisons.

The number of cars in USA, EU and China are just about equal although the number of persons per car differ. The accumulated CO2 emissions³ from Asia, Europe, and North America, are about the same. The fact that the total amount of CO2 already in the air affects the climate, not the present emission, support a global responsibility with people from all countries contributing. Chinas, EU, and North Americas emissions adds together to roughly half, or 20 Gt, of the present annual emission. The present amount of CO2 in the atmosphere, caused by humans using fossil fuels, exceeds 2000 Gt. 20 Gt is only 1% of the total. Going forward with climate measures all countries need to cooperate.

I don't think *individuals* from countries with large populations should be more responsible and I don't think *individuals* from countries with small populations should be less responsible. On an individual level the responsibility should be the same.

A global shared responsibility among individuals with similar standard of living could also be internationally acceptable unlike the standing disagreement in UN where developed countries with smaller population claim that it doesn't matter what they do until the developing countries with large populations have done their larger share. Developing countries claim that they are just trying to catch up to the same standard of living as the developed countries and should have the right to do so. Individual responsibility between the wealthy on a global, not national, level could be more acceptable by all.

If 1,5 billion car owners would neutralize the effect of their own emissions from all their sources, they could also do it quite effortlessly. I will refer to the 1,5 billion as "the wealthy". In later articles I will also suggest how to reach them globally and get them interested.

Off course the fairness of my definition of who, how many and individual parts could be disputed. However, I believe my definition is good enough for my later examples.

In the articles I will suggest climate actions based on what I have found give best effects, timescales, and costs. Actions that can give sufficient results - and without the threat of the ownership of cars and a good life.

Please share this article if you sympathize with the thoughts. Also see www.climesave.com

3 Our World In Data (2019) *Who has contributed most to global CO2 emissions?* Accessed Mars 3, 2021 from <https://ourworldindata.org/contributed-most-global-co2>