

MOTION ENERGY, CLIMATE CHANGE, ENVIRONMENTAL JUSTICE & RIVE

According to a study by Transport & Environment, while the aviation sector is already considered to be one of the world's top greenhouse gas (GHG) emitters, accounting for about three to four percent of total U.S. GHGs, private jets are estimated to cause five to fourteen times as much pollution as commercial planes per passenger, and 50 times as much as trains.

The 2022 United Nations Climate Change Conference of the Parties (COP 27) has ended without any binding global agreement to reduce greenhouse emissions and end the use of fossil fuels.

Cities, particularly Los Angeles, must continue to lead on emissions reductions if there is any possibility to keep global warming beneath the already-dangerous 1.5 degrees Celsius ceiling.

Hoping to influence the climate accords, NASA Jet Propulsion Laboratory climate scientist Peter Kalmus and 81 other scientists at 13 other airports in 12 different countries chained themselves to the doors of airports servicing private jets to highlight how the "jet-setting lifestyles of multi-millionaires and billionaires" are aiding the destruction of the planet while governments are subsidizing the use of private jets by not requiring any taxation.

The protestors called the private jet sector "the pinnacle of climate injustice and emissions inequality."

Locally, private jets fly out of the Van Nuys Airport, LAX, Hollywood Burbank Airport, Santa Monica Municipal Airport and Long Beach Airport private plane flight is convenient, growing and subsidized through local governance, land-use policies and infrastructure investments.

The City's focus on climate justice demands a response. It is prudent and fair for wealthy polluters to pay a climate tax to help provide climate resilience assistance to the most vulnerable communities. A tax on private jet use to mitigate climate pollution also can incent cleaner technology that is in development.

I THEREFORE MOVE that the City Council direct that the City Administrative Officer (CAO), in consultation with the City Attorney, the Climate Emergency Mobilization Office (CEMO), and Los Angeles World Airports, report back on the creation of a "greenhouse gas pollution fee" for private jets flying into and out of Los Angeles airports, with the goal of funding climate mitigation for the Indigenous, frontline, low income, and labor communities represented by CEMO. The report should also consider the use of a surcharge on jet fuel used for private jet travel to encourage fuel efficiency and clean fuels and to invest in infrastructure that supports zero emission transportation alternatives.

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