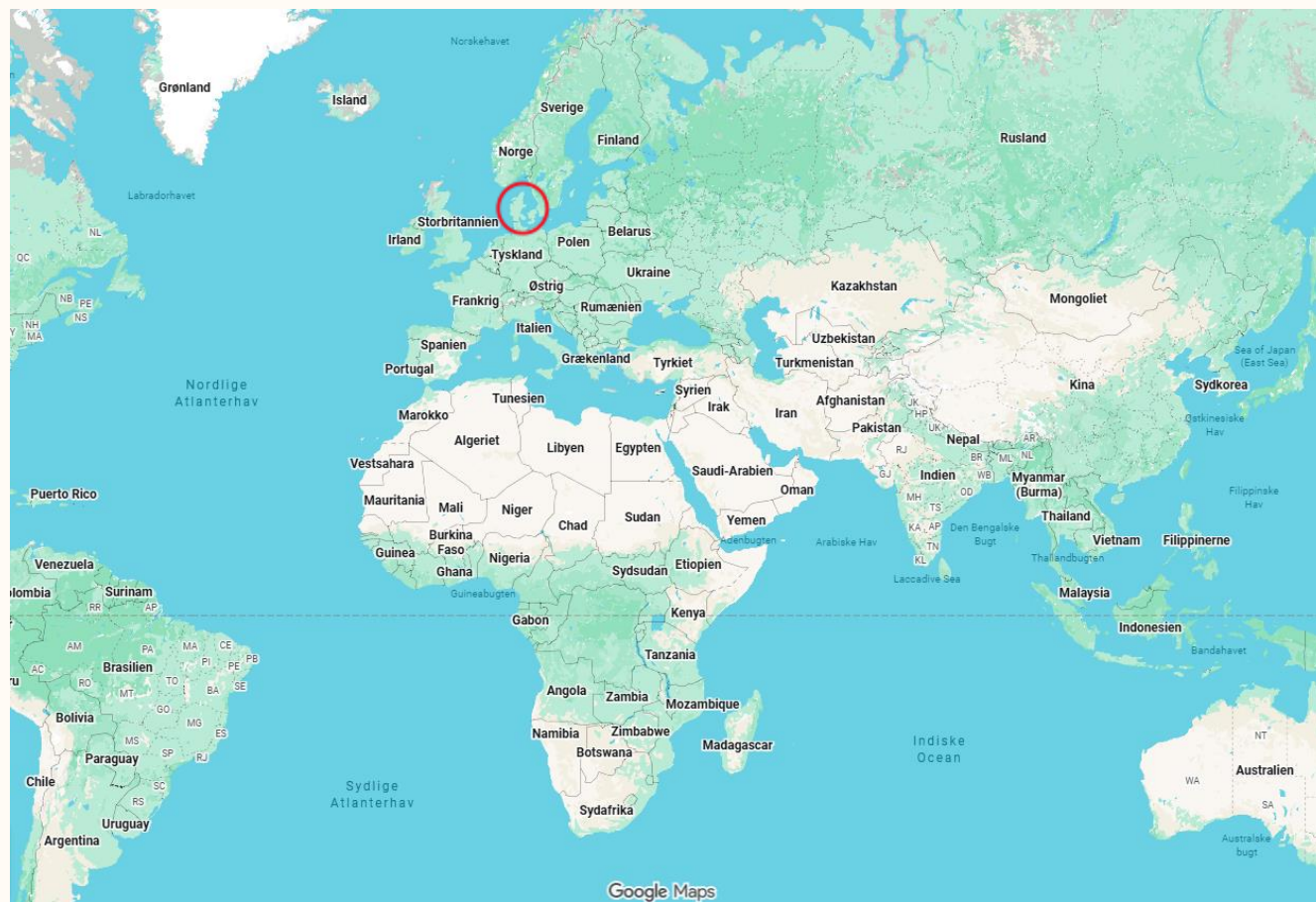
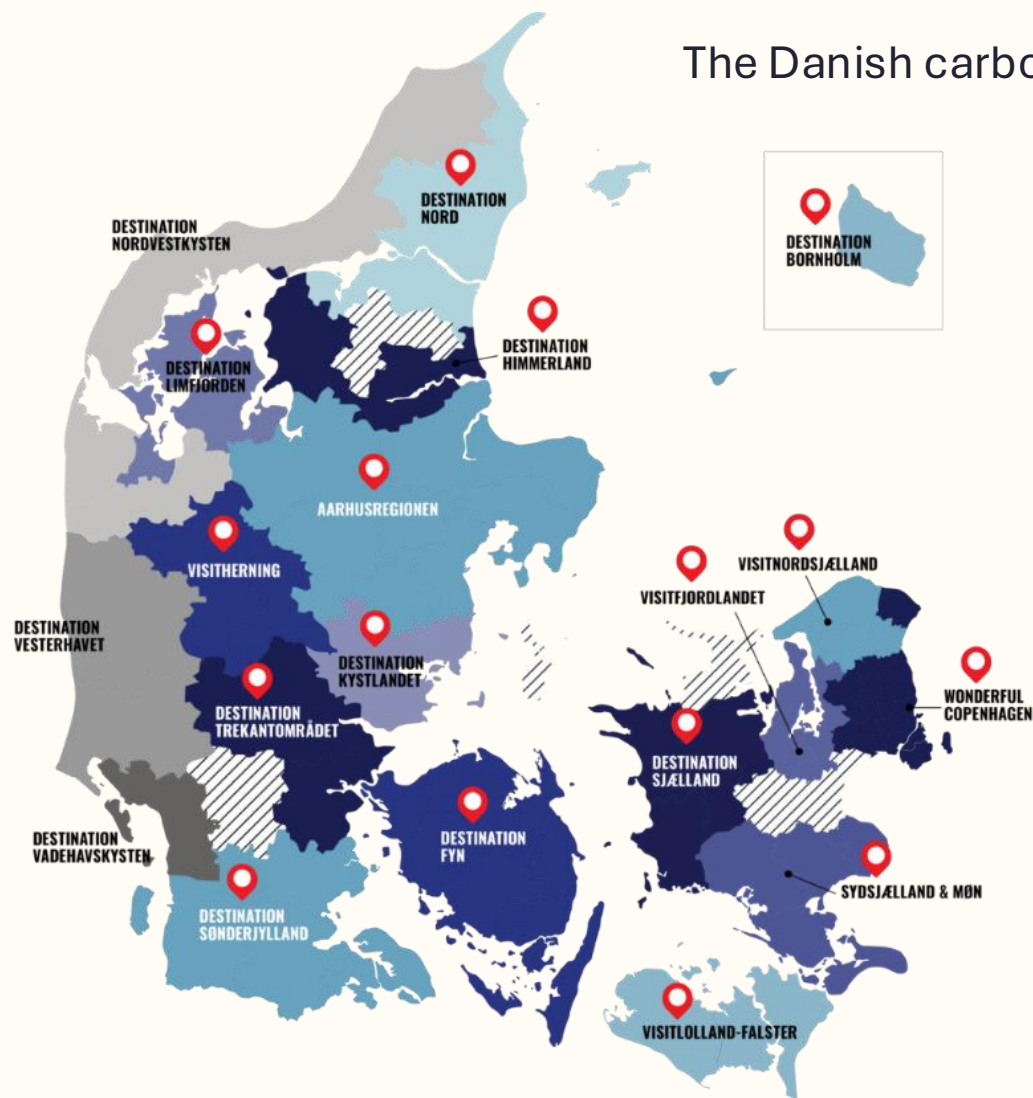


Measuring Tourism's Environmental Impact in Denmark

21st meeting of the Committee on Statistics, Riyadh, Saudi Arabia

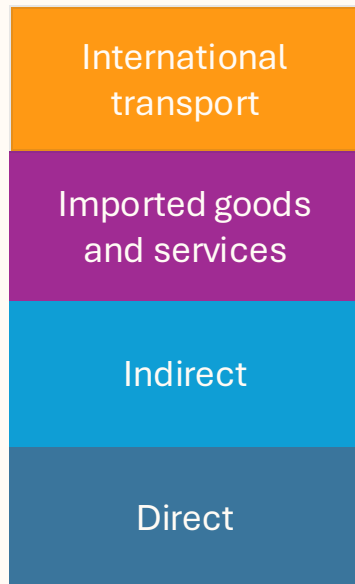
The SF-MST in Denmark: Implementation of the carbon footprint of tourism

The Danish carbon footprint is calculated for 20 destination areas in Denmark.



The SF-MST in Denmark: Implementation of the carbon footprint of tourism

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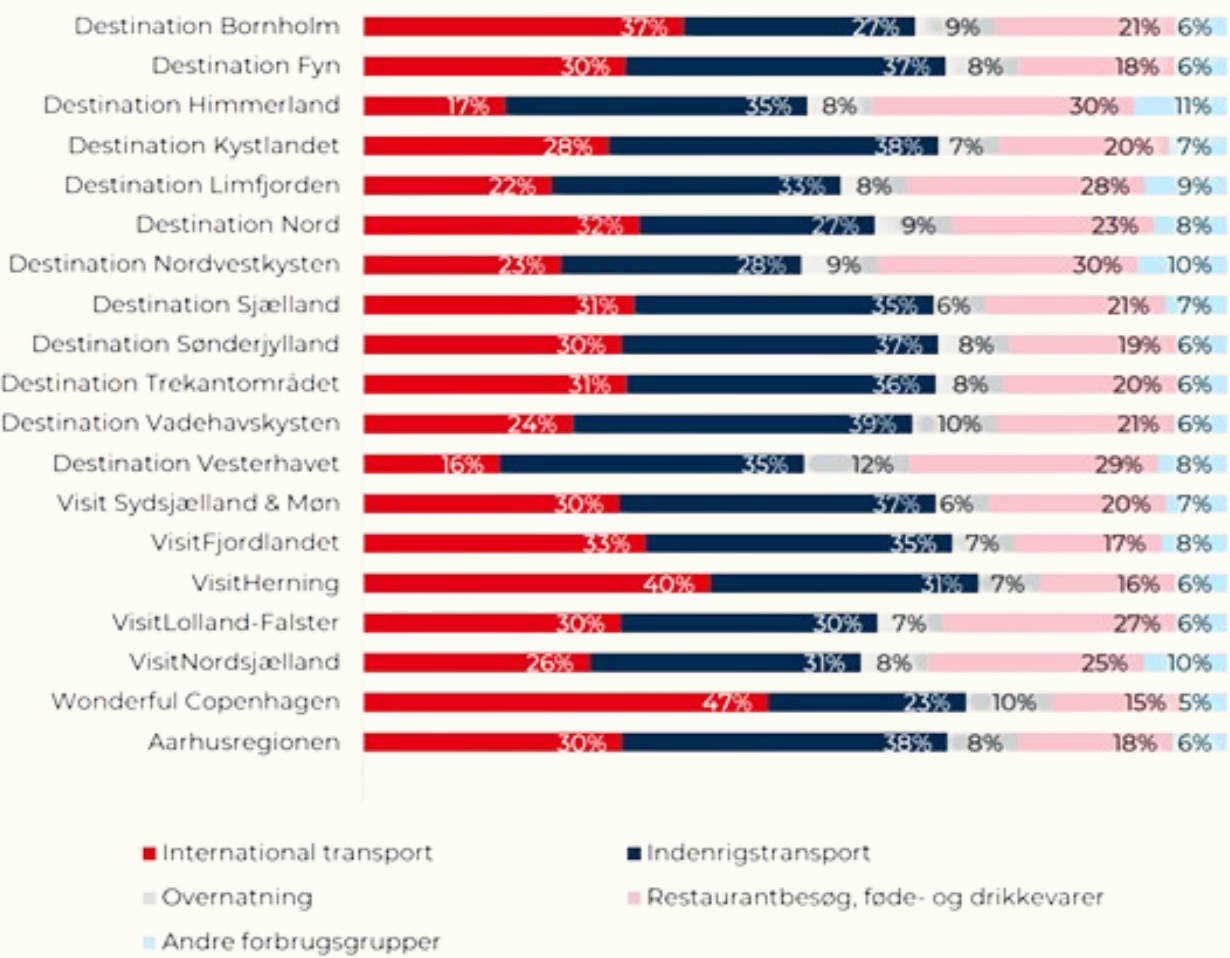


- **Tourism consumption:** Based on a regional tourism satellite account (RTSA) for Denmark.
- **Direct and indirect:** Calculated by combining the RTSA with an interregional input-output model (LINE) and the SEEA for Denmark.
- **Imported goods and services:** Calculated using LINE and EXIOBASE, applying simplified SNAC (Single-country National Accounts Consistent footprint) approach. EXIOBASE is used to calculate emission from imports only.
- **International transport:** Based on traveller numbers by transport mode, routes and corresponding emission factors. Includes indirect emissions from electricity production for electrified transport. Other indirect emissions are not included.

See [documentation for details](#).

Note: Denmark's RTSA does not include any consumption related to international transport, or pre- or post-trip consumption by outbound visitors.

The SF-MST in Denmark: Implementation of the carbon footprint of tourism



Destinations can see the footprint of tourism consumption within their area

8.7

million-ton CO₂e in 2022.

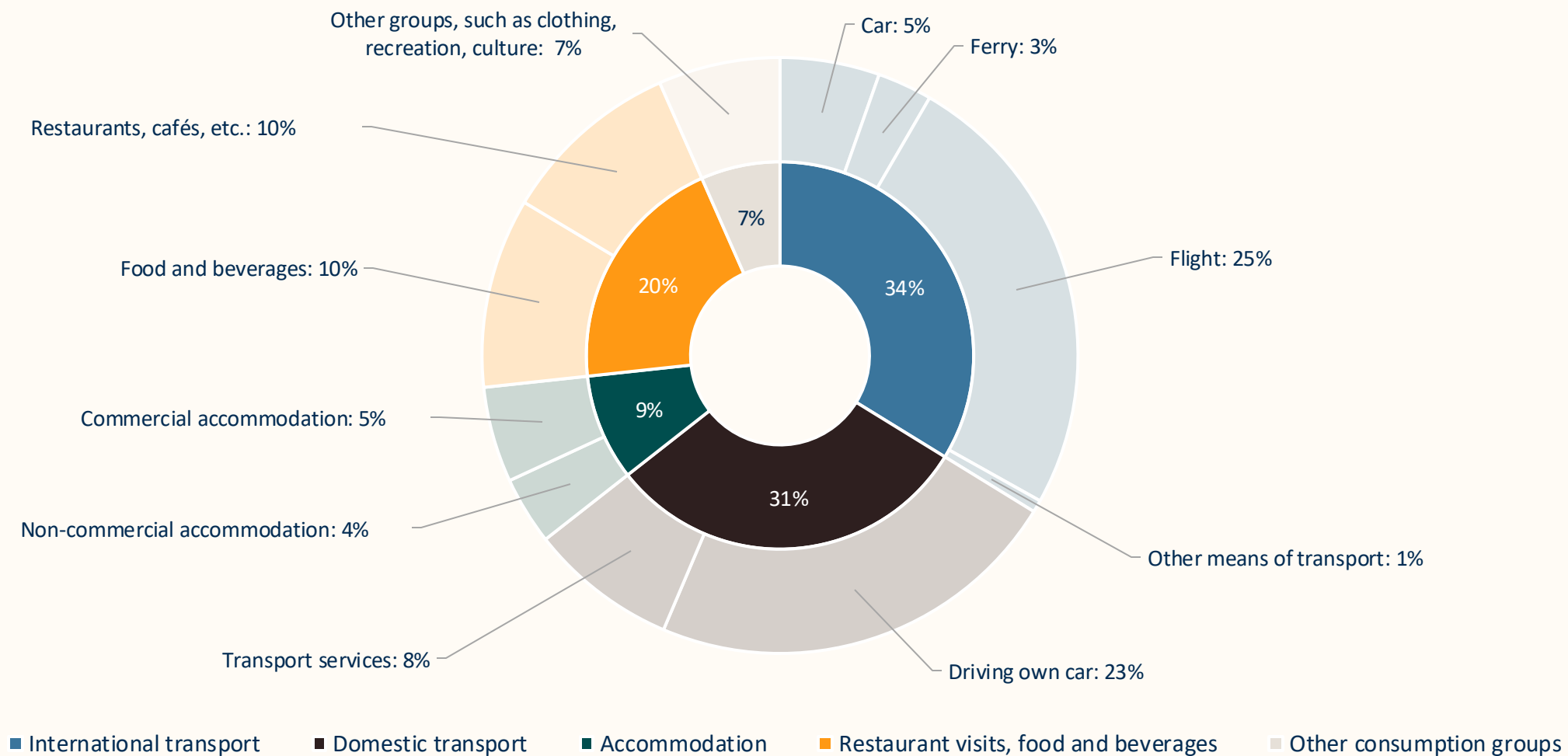
2.6

million-ton CO₂e within Danish territory

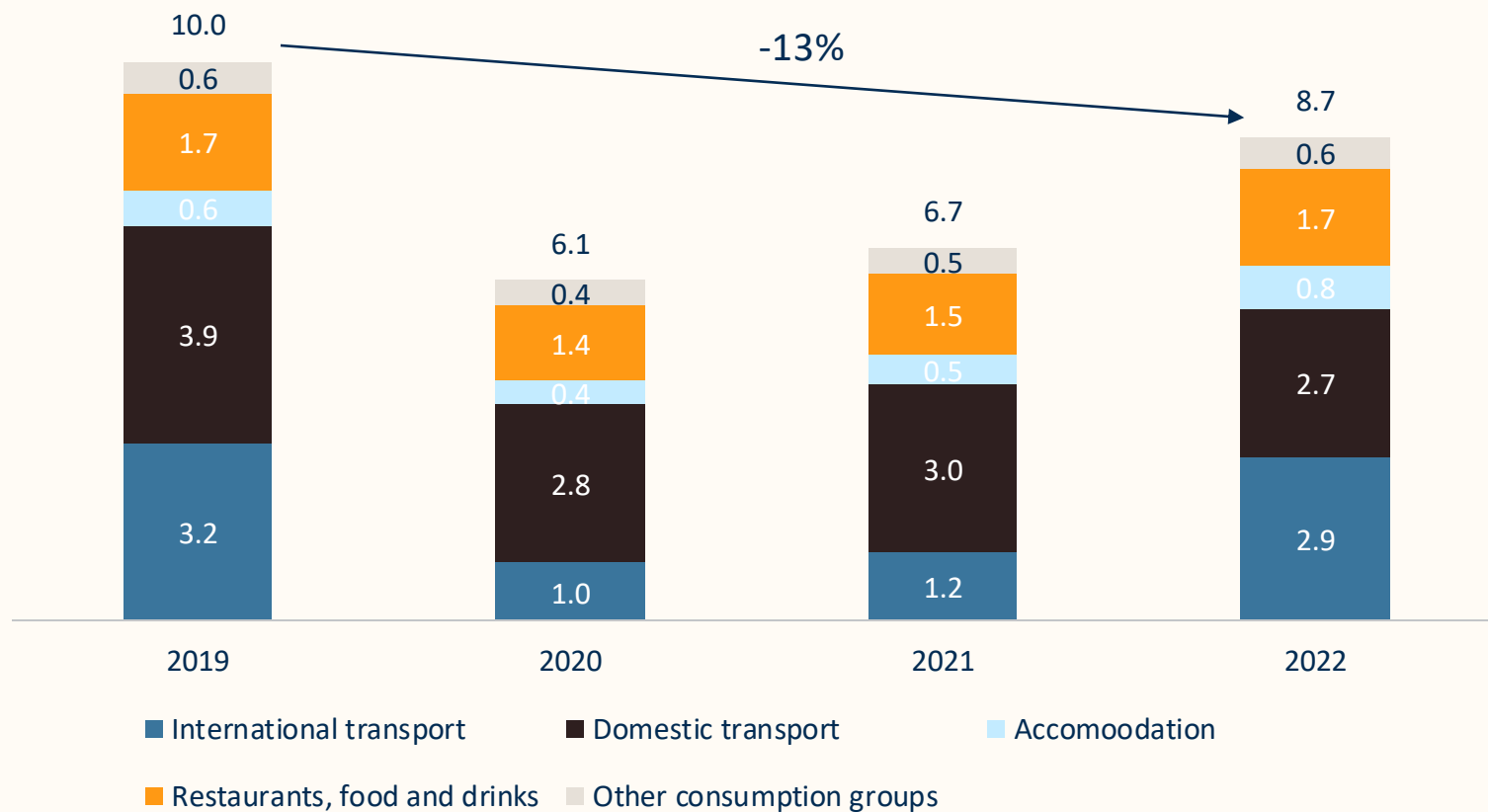
65

percent of the carbon footprint is related to transport

Carbon footprint of tourism consumption in Denmark; distribution 2022

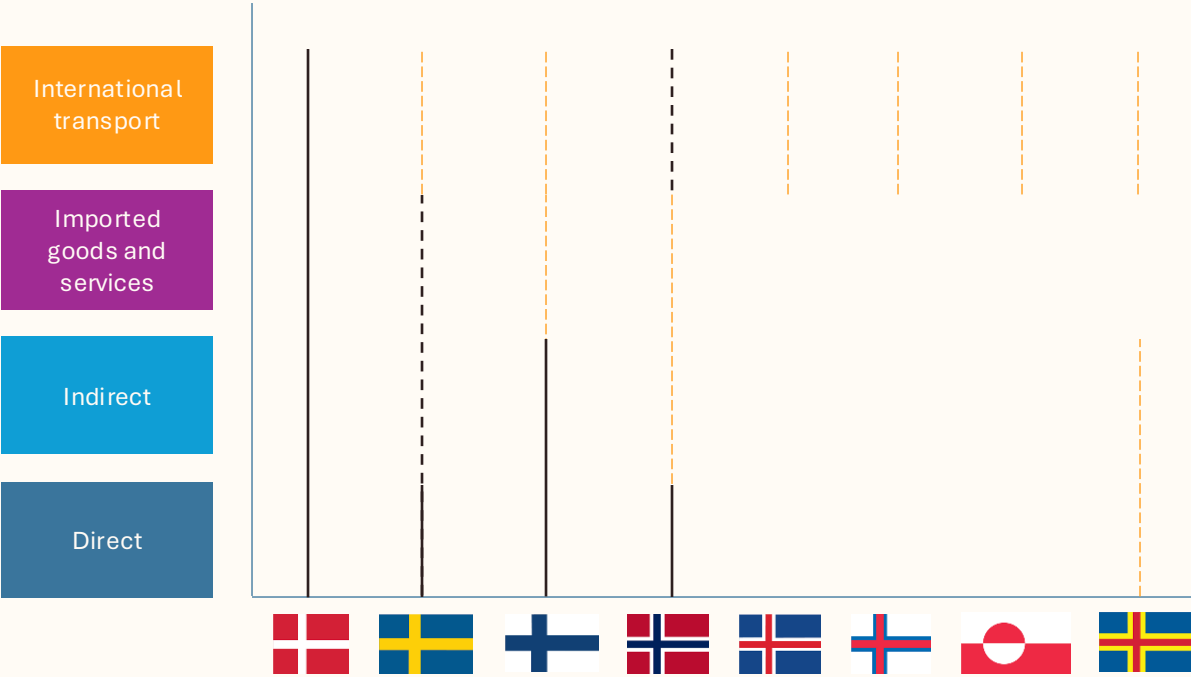


Carbon footprint of tourism consumption in Denmark; 2019-2022 (mt. CO₂e)



Implementation in the Nordics

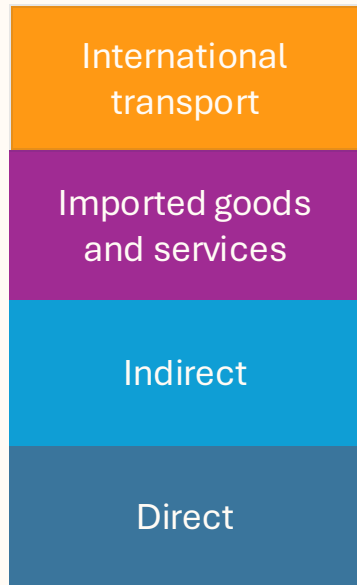
Nordic harmonization is funded by the Nordic Council of Ministers



Note: Sweden has previously produced figures for the direct and indirect (SCB, 2018) and has experimented with figures for imports (UN Tourism, 2020), but these figures are not publicly available. CRT has produced figures for Finland on the direct and indirect, but these figures have not yet been published. Norway has previously made an assessment of international transport (Grythe & Lopez-Aparicio, 2020).



Dissemination is key. And keeping the momentum



- **The continued dissemination** in Denmark
 - Production cycle
- **International collaboration**
 - Data gaps
 - Double counting
 - Improving by practicing
 - Joint dissemination
- Learning and advancing by **implementing together**

An aerial photograph showing a dense forest of green and yellow trees on the left, a narrow strip of land with a rocky shoreline in the middle, and a body of water on the right. The text is overlaid on the right side of the image.

Time is of the essence

Internationally comparable statistics is indispensable for our global intervention on the climate matter and tourism.

As more countries get together in our international statistical collaboration to harmonize assessments according to the SF-MST, we can advance in data quality and methodological approaches and tourism strategies that go beyond GDP.

We need you. We need each other.



100000
MILION OF A YEAR

Thank you for your time

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