



tourism

infocus

winter 2006/7

the tour operators

Their story

flying and climate care

The issues

Zanzibar

A local update

Small boat sightseeing using local guides at Kicker Rock in the Galapagos for MV Discovery passengers.

Voyages of Discovery



The Galapagos Islands debate continues

I read with interest the Galapagos Conservation Trust letter (Autumn *In Focus*) questioning the sustainability of the cruise ship, MV Discovery. As an advocate for responsible tourism, we want to tell your readers our side of the story.

We are a destination intensive cruise line with a wealth of experience in operating in environmentally sensitive areas. We spent two years obtaining the licence to operate in the Galapagos and had to produce an environmental impact study.

Our objective is to provide passengers with an introduction to the Galapagos as part of a more extensive cruise. We are limited to carrying no more than 500 passengers, while the MV Discovery remains in San Cristobal, and visit once or twice a year. Excursions are carried out by local operators in small boats and local buses with licensed guides under the strict control of the Galapagos National Park authorities. We offer optional sightseeing to other islands, again with small local boats that are licensed to operate within the individual site limits.

The increase in tourism by 50,000 over the past five years has mainly benefited boat owners based on the mainland and the local population. Discovery's passengers represent just 1% of this.

Discovery can bring an income to the smaller less popular islands in a controlled manner, creating far more income for the inhabitants of San Cristobal than the 'small boats' referred to in the letter which are generally self-sufficient in operating their own landings and sightseeing. We buy local produce where we have permission to do so and encourage our passengers to visit the shops and restaurants in San Cristobal.

We operate there with the full support and involvement of the local community and local authorities and have provided a school with computer equipment.

Before arriving in Galapagos, the MV Discovery undergoes a rigorous inspection carried out by the Ecuadorian authorities. The inspectors remain with the ship throughout the stay as do personnel from the Galapagos National Park who instruct our passengers on appropriate visitor behaviour – in fact the behaviour of our passengers was praised after our visit in 2005. The National Parks and Ministry of Environment are hoping that these thorough inspections will become the 'benchmark' for local and unregulated operators in the future.

David Yellow,
Managing Director, Voyages of Discovery
www.voyagesofdiscovery.com

RESPONSE BY THE GALAPAGOS CONSERVATION TRUST

I am concerned that David Yellow's defence of the MV Discovery's visits to the Galapagos seems to minimise the uniqueness and fragility of the islands and their unsuitability in catering for large ships.

The statement that the MV Discovery should become a "benchmark" for operators implies that, despite Mr Yellow suggesting that the numbers brought by their cruise ship is small compared to overall visitors, he sees this type of operation as the norm for the future. We understand that MV Discovery plans to have one visit per month. Already another company is offering cruises to Galapagos in October 2007.

From 1990-2006, the number of visitors to Galapagos grew from 41,000 to 130,000; the arrival of the proposed twelve 500-passenger ships a year will result in an annual increase of 6%. If tourism growth was a panacea for conservation of the islands, the Galapagos would now be the best conserved place in the world.

Growth in tourism has been a double-edged sword in the Galapagos – it has increased local and national revenues but also brought a rapid increase in immigration. Because of the increase to the population and larger visitor flow, there is a heightened risk of the arrival of invasive species in the islands. Globally other island ecologies have been devastated by the rapid growth of tourism with comparatively weak benefit sharing and lack of access to the decision-making process. Galapagos appears to be headed in the same direction.

The Environmental Impact Study carried out by the MV Discovery was worked out on the basis of 500 passengers. In reality a further 150 passengers joined the ship in San Cristobal last year and the study didn't appear to include a crew of nearly 300. I hope that MV Discovery is aware of, and has analysed, the long term impacts of acting as a proponent for increased foreign-owned tourism in the Galapagos.

Leonor Stjepic
Executive Director
Galapagos Conservation Trust

Front cover pictures, clockwise: Despite huge poverty in the Maldives, education is one sector that has benefited from development, and basic literacy is around 100 per cent (photo: David Browne); tour operators have campaigned successfully against a huge tourism development in Zambia which they felt threatened wildlife and the environment (photo: Guy Marks, Tribes Travel); pro-poor tourism aims to 'unlock' opportunities for the poor whether for economic gain, other livelihood benefits, or participation in decision-making (photo: Jan Harmsgat Country House); First Choice states aviation accounts for between 3-4% of EU carbon emissions and 2% of carbon emissions worldwide. They say the figures are small compared with carbon emissions from road transport and houses (photo: First Choice).

editorial

WE HAVE A VERY DIFFERENT AND

interesting *InFocus* magazine for you this time. Just for this edition, we have changed our attention from Tourism Concern's work and campaigns and are looking outside our organisation to what the tour operators and travel industry are doing and their perceptions on some of the current major issues we work with.



We start off with the continuing environmental debate on the Galapagos Islands. In the last edition, the Galapagos Conservation Trust explained why they felt a new 500 passenger capacity cruise ship was an unsustainable way for tourists to visit these hugely biodiverse islands. On page 2 we have a response from Voyages of Discovery, the travel company which organises the cruise, telling us their side of the story. The environmental theme is continued on pages 4 and 5 where we have differing ideas from the major tour operator First Choice and a leading environmentalist, Sam Clarke, on how to tackle climate change and flying.

Although the magazine is usually focused on Tourism Concern's campaigns, we think it's important to see what campaigning and lobbying work is done within the industry itself. On page 6 there is an example of tour operators and the industry joining together to campaign successfully to stop a luxury tourism development in Zambia. A few years ago, Tourism Concern successfully stopped a development in Zanzibar off the East African coast which would have displaced many thousands of people, but on pages 8 and 9 local voices are starting to highlight the need for more campaigning work there as they illustrate how the islanders are again being exploited by new developments.

Tourism is a hugely complex industry with many players and cogs in the wheel. There is still a very real and desperate need for Tourism Concern to continue to campaign on behalf of the communities in these holiday destinations. There is no denying that many of the issues we raise are now being talked about and worked on within the tourism industry – something Tourism Concern feels it has had a big part in pushing for and will continue to do as we pile on the pressure for change. With this issue of *In Focus*, we are not trying to identify best practice within the tourism industry or to promote specific companies, but are aiming to highlight how companies and other players are dealing with the challenges, problems and dilemmas they face. We hope this will give you a new 'insider' perspective that will help you in your campaigning and in your understanding of the tourism industry.

Kelly Haynes
Editor

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The Flying Debate...



You would have to have been living under a rock to miss the fact that climate change is the greatest challenge we currently face as humankind. Scientists are now in broad agreement that man-made emissions are a significant contributor to the problem. But what role can the tour operators play in facing this dilemma?

Dermot Blastland of First Choice and Sam Clarke of Stop Climate Chaos have their say...

THE TOUR OPERATOR'S SAY...

Aviation, friend or foe?

As with all carbon-intensive industries, it is right that aviation and the travel industry accept responsibility for their environmental impacts. One particular irony is that developing countries dependent on tourism are likely to be worst affected by climate change – and yet the transportation of tourists is contributing to this problem. The solutions are certainly not straightforward.

Operating efficiently...

At First Choice, making changes to day-to-day operations has had a real impact. We have switched the majority of our office and retail premises to 'green' energy; our thirty-three aircraft have improved fuel efficiency by 1% and we fly the most direct routes at slightly lower speeds and minimise on-board weight.

Investing in a brighter future

While technological alternatives to aviation fuel elude the industry for the moment, there have been significant breakthroughs. In 2009, First Choice will be the first UK carrier to fly the Boeing 787, an aircraft that will use 20% less fuel than current jets. Beyond this, offering a well-run and sustainably managed carbon offset scheme to our customers is the best option available to us. From March, First Choice will match each customer's £1 donation to the scheme. We have also recently announced plans to be a launch partner of Cool Earth (www.coolearth.org), which will invest in the preservation of rainforests, in partnership with South American governments, that would otherwise be destroyed by illegal logging and monoculture. Cool Earth is committed to consultation with and support of local communities to ensure they share the benefits.

The tour operator's role

Tour operators can make a difference through influencing their suppliers to reduce their carbon emissions. We are actively encouraging our top hotel suppliers to improve their practices, as well as engaging destination governments on issues such as climate change.

A challenge for government

There is a limit, however, to what a tour operator can do. Governments need to establish national and international frameworks for managing society's emissions so that business and individuals are incentivised to reduce their carbon footprints, manage the steep growth in demand for aviation, and meet greenhouse gas stabilization targets. The proposed 2011 EU Emissions Trading Scheme could be a



First Choice

There are many differing opinions on what should be done regarding climate change but most agree that it is now the biggest threat that the world has to face.

good way to achieve these goals.

What we don't need is blunt taxation, such as the new increase in Air Passenger Duty, which carries no commitment from government to invest the £2bn the tax will raise in environmental protection projects. We challenge the Government to address this!

You can see how First Choice is operating responsibly at: www.fcenvironmentandpeople.com

Dermot Blastland is Managing Director of First Choice Holidays plc – Mainstream Sector. He is also a trustee of The Travel Foundation.

THE ENVIRONMENTALIST'S SAY...

THE NEW CHALLENGE TO ETHICAL TOURISTS

For those of us who read the Supplements and dream of visiting far away places, climate change offers perhaps the biggest ethical challenge we face. The UK will have to reduce its emissions by 2050 to around 65 Million tons of Carbon (Mtc), or just over a ton per person annually. According to the latest study by Oxford University the emissions of UK air travellers are expected to range from 29-44 MtC.

This means that at best air travel (of which approximately 65% is leisure related) will account for nearly 45% of all allowable emissions. How can society allow one sector to expand its footprint, while for example the health service, education, public transport, households all have to reduce theirs dramatically?

Like every other part of the economy, there are two ways in which this problem can be addressed: either we get more efficient in our use of air travel, or we use it less. The prospects of becoming more carbon efficient have been reviewed extensively. Over the last 40 years air travel has become much more efficient but emissions are still growing by 5% annually. There is little technology in the offing which will make any impact on this. So this leaves the concerned traveller with little else but reduction of the demand for air travel.

Here is my list of personal dos and don'ts:

- Do limit your air travel aiming to bring

down your air miles year on year.

- Do plan holidays using trains and shared cars in preference to planes.

- Don't imagine that what you do in your resort makes up for an air flight there (studies have shown that between 65 and 98% of holiday emissions are due to air flights to destinations).

- Call on the government to bring UK emissions down by 3% each year.

In future we will each have some sort of carbon quota. By 2050 we will need to be using around 1 tonne of carbon each. It will be our choice how we use it. But if we choose to fly to Sydney and use the whole quota, the ethical challenge is: who will use less so that we can use more?

Environmentalists enjoy having holidays as much anyone else and well understand the capacity for human development that well planned tourism can bring.

The challenge to those who are concerned with Ethical Tourism must now focus on how to meet the need for tourism to be sensitive to what is undoubtedly the most pressing issue the world has to face.

Sam Clarke is currently chair of the Stop Climate Chaos coalition of charities and ex-chair of FoE. He is chair of the Ethical Property Company. His main area of interest is climate change.

campaigns

UK tour operators campaign against tourism development

A group of seven tour operators have successfully boycotted a south African hotel chain because of plans for a huge luxury development near the famous Victoria Falls in Zambia. The operators, along with opposition within Southern Africa, have become campaigners themselves to stop the building of the resort which they felt was environmentally disastrous. **Amanda Marks**, Director of Tribes Travel and one of the operators involved, tells us more...

TRIBES TRAVEL OFFERS TAILORMADE HOLIDAYS TO AFRICA (INCLUDING ZAMBIA AND SOUTH Africa). As we regularly take tourists to Zambia, we became extremely concerned about a new development planned by the Legacy Hotels Group in the World Heritage Site of Mosi-oa Tunya National Park. This is one of Zambia's greatest natural assets and includes Victoria Falls – one of the seven natural wonders of the world. There are about 400 bird species in the National Park and 30 species of large mammal. It is environmentally and scientifically extremely important.

The plans for the tourism development included two 5-star hotels, 500 chalets, a country club, conference centre and massive 18-hole golf estate. Tribes Travel along with six other operators campaigned against using the Legacy Hotels Group of South Africa due to their plans for the Mosi-oa Tunya National Park which would add to their existing portfolio of luxury hotels, resorts and bush lodges in South Africa, Namibia, and Tanzania. They themselves apparently admitted that the development would have caused “irreversible ecological damage”. Whilst the Zambian government gave Legacy Hotels a tourism concession for the site, UNESCO has told the hotel group that their planned development would be “irresponsible” and that they would mount a worldwide campaign to discourage tourists from visiting the area.

At Tribes we wanted to stop this development BEFORE it got underway, and before the prime elephant habitat on the banks of the Zambezi is bulldozed for such a travesty. Certainly it would be good



Guy Marks, Tribes Travel

The Victoria Falls located on the Zambezi river where the huge luxury tourism resort was to be sited before campaigners boycotted the hotel chain to get the plans downscaled.

for Zambia to have the income and jobs which such a development would bring, but our question was: does it really need to be IN Mosi-oa-Tunya National Park?

It seems for now that this huge development has been stopped by the Environment Council of Zambia's ruling against it. The Legacy Hotels Group tried unsuccessfully to overturn this decision but for now it has thankfully been upheld. Legacy is still allowed to build two hotels in a less environmentally sensitive region of the park and whilst it's not a complete triumph, it is a substantial and significant campaign result.

Other travel companies in the UK who backed the boycott of Legacy Hotels are: Expert Africa; Rainbow Tours; Dragoman; Okavango Tours & Safaris; Aardvark Safaris; Wildlife Worldwide.

Visiting the Maldives? Spare a thought for the locals

THE MALDIVES ARE WELL KNOWN AS A LUXURY HOLIDAY PARADISE. Small islands on top of coral reefs have been developed into four and five star resorts with top class accommodation, spas and diving facilities.

But if you're planning to go there, spare a thought for the 260,000 people who make up the population of this extraordinary country.

The tsunami of December 2004 had a major impact on local communities. The resorts recovered very quickly but two years on problems remain for the Maldivians who live on the remote islands, whose homes and livelihoods were wrecked by the flooding. The government acknowledges that much work still needs to be done to restore housing and adequate fresh water services. The islanders depend on collecting and storing rain water, as wells have been contaminated with sea water and little investment has been put into providing desalination plants, unlike the services provided by investors in the resort islands.

The government blames a shortfall in aid from donor countries that pledged money for tsunami relief. However that's not the whole story. There's clearly lots of money around but not enough of the tourism revenue filters down to give ordinary people a better life.

The resorts are built on previously uninhabited islands. So it's possible to have a luxurious holiday without coming into contact with many local people except those who work as waiters and "room boys" and, even then, many of these are actually from Sri Lanka and Bangladesh.

It's a young population: 44 per cent are under 14. Many school leavers are unemployed partly because of a shortage of secondary schooling and partly because of the limited job opportunities available from tourism and fishing.

The islanders need tourism to boost their economic prospects. But much of the profit from the resorts goes to shareholders, many

Tourism Concern fights exploitation. This is because we recognise that our holidays are other people's homes. Our holidays should be as good for the people in the destinations we are visiting as they are for ourselves.

We frequently get harassed by locals without realising that it's often because they're not getting any real benefits from our holidays. On the contrary, those living in popular tourist destinations often suffer when precious resources, such as water, are diverted from agriculture into hotel swimming pools. People even get thrown out of their homes for new developments.

Tourism generates huge wealth and can be a force for good for millions living at destinations, but they receive little, with most of our money never reaching them.

Please join us to fight exploitation.

Your actions make changes happen!

of them in Europe and Singapore. So do take day trips and excursions to the nearby islands to meet local communities. Look beyond the souvenir shops and see how people live. Spend some money in the shops and cafés. These local businesses are a lifeline for the locals who don't get to share the sumptuous lifestyle of the resort islands. Take time out from the beach and the spa treatments and the coral reef diving. Make your own contribution to the growth in trade which is crucial for the future of families who live in the Maldives and can barely afford to travel between the islands, let alone go abroad for a holiday.

David Browne is a freelance tourism and development journalist. He is a regular contributor to the Maldives independent news outlet, Minivan.com and the global travel trade news service, eTurboNews.

The Fish Market in Malé, the capital of the Maldives. Many tourists make day trips from the resorts to the capital and get a glimpse of real life for many Maldivians: overcrowding and poverty.



Trouble on the road to Zanzibar

Zanzibar, the common name for the islands off the coast of Tanzania, is known as a popular tourism destination. But is there a more sinister side to tourism in this idyllic island resort? Local people are again beginning to voice their concerns. Tourism Concern reports....



Farley Baricanto

The quickest route from La Gemma Dell' Est to Nungwi town is through the hotel beach front.

Zanzibar is known as the East African 'spice islands' and an increasingly popular holiday destination. A few years ago, Tourism Concern was alerted to the plight of 20,000 Zanzibaris due to the plans for a £2.8 billion tourist enclave on the Nungwi peninsula of Zanzibar. The development was to be the biggest in East Africa, with luxury hotels, golf courses and an airport. Shockingly, the plan failed to mention the peninsula's residents and the resulting land evictions. Tourism Concern's campaigning efforts resulted in successfully stopping this development. However, developers appear to be acquiring land for hotels yet again throughout Zanzibar and local people are once more beginning to voice their concerns about their future.

Gemma Dell' Est

La Gemma Dell' Est is a 5-star hotel resort boasting over 100 rooms situated on the north-west coast of Zanzibar island overlooking Nungwi beach. It has recently become clear that Gemma Dell' Est is just the tip of an iceberg.

Water resources for the community and the hotels are scarce and create a major problem. La Gemma Dell' Est resort which boasts swimming pools and luscious green lawns did put in place a 500,000 litre tank for the nearby community of Kendwa but locals say this has failed to deliver any water. RENCO, the developers, as well as the hotel itself, made good marketing use out of this well whilst it stood dry. The problem was that although the tank was put in place, it was not linked up to a water source. Members of the community stated that pipes that were intended for the link-up were brought to the village, but before they were put in place they were stolen for use by other hotels in the area. The village has always had a well, but this involves the women manually collecting the water for 3-4 hours each morning to obtain enough water for their daily needs. Excess water that the local women collect is sometimes bought by the other local hotels for 20p per 20 litres highlighting how scarce water resources are. Only recently has the La Gemma Dell' Est resort agreed to fill the water tank for the community and to connect it to the village.

local actions



Innovation has become a necessity as dependency on cash has grown.

The land developed for La Gemma Dell' Est was formerly used for community subsistence agriculture and now many of the community have become entirely dependent on fishing for their food and livelihoods so locals are even going hungry. Some of the community were compensated for the loss of land but only with token gestures of pence rather than pounds. They were given only 2,000-2,500 Tanzanian Shillings (£1-£1.25).

The resort restaurant which is on stilts in the sea is located where most of the local communities' fishing used to take place and where the stocks have since diminished. The fishermen are also not allowed to use this bay to shelter their boats from the wind. With the loss of agricultural land and declining fish stocks many of the community of Kendwa have, for the first time, become completely dependent on cash. Whilst once largely a subsistence community, now more money is needed in order to buy food and goods that were once supplied from within the community.

Other income for the villagers is generated from local shops built on village-owned land on the beach for which they have agreed to pay rent. But the La Gemma Dell' Est resort has control over what the stalls sell. Some locals state that the

resort keeps a monopoly ensuring that the hotel shops are allowed to sell the quality souvenirs and that the local shops can only sell the lower quality and lower priced souvenirs. Only one member of the community is employed within the hotel as a gardener. The staff mainly come from mainland Tanzania, Kenya, and a few from Stone Town, the capital of Zanzibar. Some members of Kendwa have said they have felt threatened in the past by armed guards on the beach from La Gemma Dell' Est who try to stop the local women offering massages and henna tattoos to tourists.

Despite the developers of La Gemma Dell' Est recently offering to build a police station for the village, there is a desperate need for medical care as there is no doctor in the village and the nearest health centres are 4 miles away in the villages of Kidoti and Nungwi. It is not uncommon for women in labour to give birth whilst waiting for a lift to the hospital in Kivunge village 10 miles away.

If you have any comments on this article, on what you have seen and heard when visiting Zanzibar, or on any of the other articles or issues in this edition of *In Focus*, please let us know at: campaigns@tourismconcern.org.uk



Local women selling their produce to Umngazi River Bungalows, a tourist resort on the Southern Cape of South Africa. photo: Umngazi River Bungalows

What is Pro-Poor Tourism?

Pro-poor tourism has been developed by UK research and development organisations not as specific product or niche sector, but as an approach to tourism development and management. It aims to ensure that tourism contributes to poverty reduction and poor people are able to participate in its development. The development of the work has been funded by the Economic and Social Research Unit (ESCOR) of the UK Department for International Development (DFID). Links with many different types of ‘the poor’ need to be considered: staff, neighbouring communities, land-holders, producers of food, operators of micro-tourism businesses, craft-makers and others. There are many types of pro-poor tourism strategies, ranging from increasing local employment to enabling consultation on tourism within the local communities. Any type of company can be involved in pro-poor tourism – a small lodge, an urban hotel, a tour operator or an infrastructure developer. The critical factor is that an increase in the benefits for poor people can be demonstrated.

Information from the pro-poor tourism partnership: www.propoortourism.org.uk

How can the World Bank support tourism development that is pro-poor?

The World Bank recognizes that a stronger case needs to be made to demonstrate the positive links between tourism development and poverty reduction. It is carrying out research with the Overseas Development Institute to answer several questions: How do tourist expenditures reach the poor? Do different kinds of tourism produce better pro-poor impacts? How can these impacts be measured consistently across countries and how can that information be used to inform viable investment strategies for more equitable and shared economic growth, both nationally and locally?

Shaun Mann is a tourism development specialist in the Africa Region of the World Bank. He works with governments and the private sector to ensure the benefits of tourism contribute to shared economic growth as he explains here...

In framing a brief discussion around how the World Bank can support the kind of tourism development that succeeds in positively affecting the livelihoods of the poor, it is important to understand our limitations.

Firstly, with the exception of the International Finance Corporation (IFC), the World Bank lends and provides advice to governments. A lot therefore depends on the extent to which governments are interested and have the capacity to absorb and channel advice and lending for the benefit of the poor.

Secondly, the envelope of money available every few years from the World Bank for governments to borrow is limited and there is strong competition for those resources. This places an emphasis on getting the best value for money and the jury is still out as to whether tourism is as effective a means of poverty reduction as say modernized agriculture, education or even infrastructure. These are hard choices for governments to make.

The third factor is the World Bank’s own institutional legacy with tourism. The World Bank first financed tourism development through loan agreements for private tourism projects. Most of these loans were targeted to meet the foreign exchange requirements (import substitution) of the construction of hotels. The rapid growth of tourism as a productive economic sector in the 1970s led to a decision in 1979 that tourism projects were not a good fit with development policies driving lending at that time and that the tourism department should be closed. Financial capital markets and the private sector were considered the most appropriate growth engines for tourism. It was not until the 1990s and the sustainable development movement that tourism started to appear in projects again, this time to provide the economic justification for investments in nationally owned natural and cultural resources but there was still nothing specific about benefits flowing to the poor.

Today many governments in developing countries (at least 70% of them) are making explicit policy statements asserting a role for tourism in strategies for the reduction of poverty and this is providing a feasible entry point for a dialogue with the World Bank. It is clear to us that governments are key to unlocking the potential for significant pro-poor impacts from tourism. That means building a convincing argument that tourism does indeed provide these benefits given the right policy incentives. Perhaps most importantly, it means convincing the ministries of finance of the benefits of shared growth from tourism and encouraging them to loosen purse strings and increase financial support to traditionally under-funded public resources such as national parks, cultural resources and infrastructure that underpin tourism demand and create opportunities for local economic development.

The findings, interpretations and conclusions expressed in this paper are entirely those of the author. They do not necessarily represent the view of the World Bank, its Executive Directors, or the countries they represent.

How about starting a local group?

When we were gathered together with members at our Annual General Meeting in October, we got the message loud and clear that some of you would like to be much more active on behalf of Tourism Concern. This was fantastic to hear. Now we have to do something about it!

For more than five years now, we have managed an Outreach Programme and trained more than 70 members all around the country to talk on our behalf to different audiences from school children to Amnesty International groups.

But it's not necessary to train to be a public speaker to contribute to the growth and sustainability of Tourism Concern. Why not simply meet up with other Tourism Concern supporters in your area and enjoy discussing what you have in common (otherwise you wouldn't be members of TC!), and see if you can find ways not only to debate the tricky issues that we raise, but also to raise money for the organisation? We know that there is a tremendous amount of creative energy amongst our membership and know that you'll find a multitude of clever ways to get people to join or donate.



Groups of members work on campaign strategy at our AGM in 2006. Regional groups would really ensure that our members are integral to all our work.

Action We'd love to hear from you if you're interested in running or being part of a local group. Please get in touch at: tricia@tourismconcern.org.uk, 020 7133 3330

Member spreads the word

I am one of your members and was listening to a piece on ethical travel on Radio 2 on 2nd January. They had a spokesperson from *The Observer* newspaper talking about green travel and how to tackle carbon emissions from flying.

I felt they were missing many of the wider issues to do with ethical and sustainable travel which you focus on so I contacted the

show to tell them about your work and about the *Ethical Travel Guide* which aims to ensure communities benefit from tourism.

At the end of the discussion they said they were going to put some general information about Ethical Travel on the Radio 2 website and I have asked them to include a link to your really informative website.

Natalie Prensa Villegas

Action We need our members to spread the word!! If you want to act on opportunities such as radio shows/phone-ins and local newspapers to promote Tourism Concern's work and ethical travel, we will be happy to support you. Please contact: simon@tourismconcern.org.uk for more information.

Tankas from a Tsunami

Cecil Rajendra
Bogle-L'Ouverture
Press 2006 pp 80
£7.95
ISBN 904-521-672-8



How easy it is to forget those problems caused by the 2004 Boxing Day tsunami that are yet to be resolved, with many lives still affected on a day-to-day basis.

Tankas from a Tsunami is a 73-page poem, with Tankas being the name of the dominant verse form in Japan, relating to the unacceptable and avoidable human cost of the tsunami. Only touching on the subject of those who were killed or lost loved ones from the wave, this poem tells us more of the ongoing struggle for compensation, land rights and corruption, all problems that arose after the tsunami struck. Some of us will already know about these problems but many of us may not have realised that these problems existed in the first place. This poem will ensure that as time passes, the issues are still present in our minds.

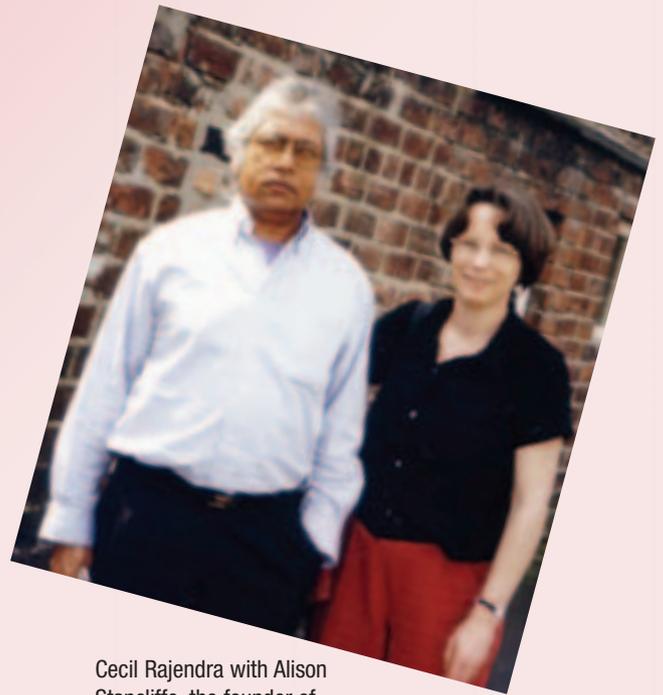
To be frank, *Tankas from a Tsunami* will leave you feeling uncomfortable. Uncomfortable with the stifling levels of corruption that have ruined so many lives, uncomfortable with humanity's inability to survive together, and uncomfortable that we as donors have let all this happen. However, more than anything it is a beautiful and imaginative piece of writing that will keep you gripped to the very end.

Simon Forster

Extract from *Tankas from a Tsunami* by Cecil Rajendra

*The bottom line is:
Every survivor wishes
To return to his
Normal life & land of his
Ancestors pre-tsunami.....*

*So, pray why are they
still corralled in refugee
camps & longhouses
with spools of red-tape
blueprint maps & white paper?*



Cecil Rajendra with Alison Stancliffe, the founder of Tourism Concern

Bogle-L'Ouverture Press 2006 pp 80 ISBN 904-521-672-8 £7.95

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