

WINTER 2017  
PRICE: \$4.95



National Association  
of Federal Retirees  
Association nationale  
des retraités fédéraux

# SAGE

Travel and climate change  
PAGE 18

Touring the battlefields  
of Europe  
PAGE 22

**SAGE IS THE VOICE OF FEDERAL RETIREES**

## THE TRAVEL ISSUE

Holidays in an anxious age

Don't let the fear of terrorism  
stop you from seeing the world

PAGE 6

Short Cuts

Great destinations are  
just a daytrip away

PAGE 12





# SAGE

SAGE IS THE VOICE OF FEDERAL RETIREES

**PUBLISHER**

Andrew McGillivray,  
Director, Communications and Marketing

**EDITOR**

Doug Beazley

**CFO**

John Butterfield

**EDITORIAL COORDINATOR**

Karen Ruttan

**CREATIVE CONSULTANT**

Sally Douglas

**CONTRIBUTORS**

Elizabeth Thompson, Holly Lake, Sharon Kirkey,  
Kim Covert, Beatrice Britneff, Patrick Imbeau,  
Sayward Montague

**TRANSLATION SERVICES**

Annie Bourret, Claire Garvey, Sandra Pronovost

**GRAPHIC DESIGN**

The Blondes – Branding & Design

**PRINTING**

St. Joseph Print Group

Letters to the Editor or to contact the  
National Association of Federal Retirees:

613.745.2559 (toll-free 1.855.304.4700)  
865 Shefford Road, Ottawa, ON K1J 1H9  
sage@federalretirees.ca

Sage Magazine is produced under license.  
Publication # 40065047 ISSN 2292-7166

Return undeliverable copies to:  
Sage Magazine, 17 York Street, Suite 201  
Ottawa ON K1N 9J6

For information on advertising in Sage,  
please contact Yamina Tsalamal at 613.789.2772

To become a preferred partner of the  
National Association of Federal Retirees,  
contact Andrew McGillivray at 613.745.2559,  
or toll-free at 855.304.4700

Cover price \$4.95 per issue  
Member subscription is \$5.40 per year,  
included in Association membership  
Non-member subscription is \$14.80 per year  
Non-members contact National Association  
of Federal Retirees for subscriptions

## CONTENTS

- 3 PRESIDENT'S MESSAGE**
- 5 DEAR SAGE**
- 6 TRAVEL IN THE AGE OF ANXIETY**  
It's easy to get spooked by the threat of terrorism — but it doesn't have to stop you from seeing the world. **ELIZABETH THOMPSON**
- 12 SHORT CUTS — THE WINTER EDITION**  
**HOLLY LAKE**
- 18 STORM WARNINGS**  
Climate change is going to affect how — and where — we travel. **SHARON KIRKEY**
- 22 FIELDS OF MEMORY**  
A century on, the battlefields of Europe are still telling their stories to travellers. **KIM COVERT**
- 25 MAKING MAGIC IN GERMANY**
- 28 SURVEY SAYS!**
- 30 A WALK IN THE COUNTRY**  
Jean-Pierre de Beaumont is seeing the world at his own pace. **ELIZABETH THOMPSON**
- 32 HEALTH CHECK**  
Remembering Louise Bergeron. **BEATRICE BRITNEFF**
- 34 VETERANS' CORNER**  
Calling all veterans.
- 35 FROM THE PENSION DESK**  
CPP and the 'drop-out' provision. **PATRICK IMBEAU**
- 36 READY FOR ANYTHING: TRAVEL INSURANCE AND YOU**
- 37 ADVOCACY IN ACTION**  
Setting the record straight. **SAYWARD MONTAGUE**
- 38 ASSOCIATION NEWS**
- 40 BRANCH ANNOUNCEMENTS**
- 44 IN MEMORIAM**
- 45 BRANCH DIRECTORY**

**COVER PHOTO** The Château Frontenac by night. Source: Shutterstock





# STORM WARNINGS

Climate change is going to affect how — and where — we travel.

SHARON KIRKEY

This satellite image taken Thursday, Sep. 7, 2017, shows the eye of Hurricane Irma, centre, just north of the island of Hispaniola, with Hurricane Katia, left, in the Gulf of Mexico, and Hurricane Jose, right, in the Atlantic Ocean. NOAA via AP

One recent report on the coming impact of climate change could cause a lot more jittery flyers to take a deep breath before the boarding call.

According to a new report from the University of Reading, some of the busiest flight paths in the world — in North America, the North Pacific and Europe — will see instances of ‘severe turbulence’ more than double in coming decades. That’s turbulence strong enough to toss unbuckled and unsecured people and objects around an aircraft cabin like basketballs bouncing off a rooftop.

The problem is clear-air turbulence — high-altitude ‘bumpiness’ that occurs in

clear skies, with no clouds or thunderstorms to warn pilots. “It’s invisible to the naked eye and undetectable by onboard sensors,” the U of Reading team wrote in a report published in October in *Geophysical Research Letters*.

Clear-air turbulence typically is caused by strong vertical wind shear, which is what you get when winds at two distinct levels in the atmosphere are travelling at different speeds or in contrary directions. Global temperature changes are generating stronger wind shears within the jet stream.

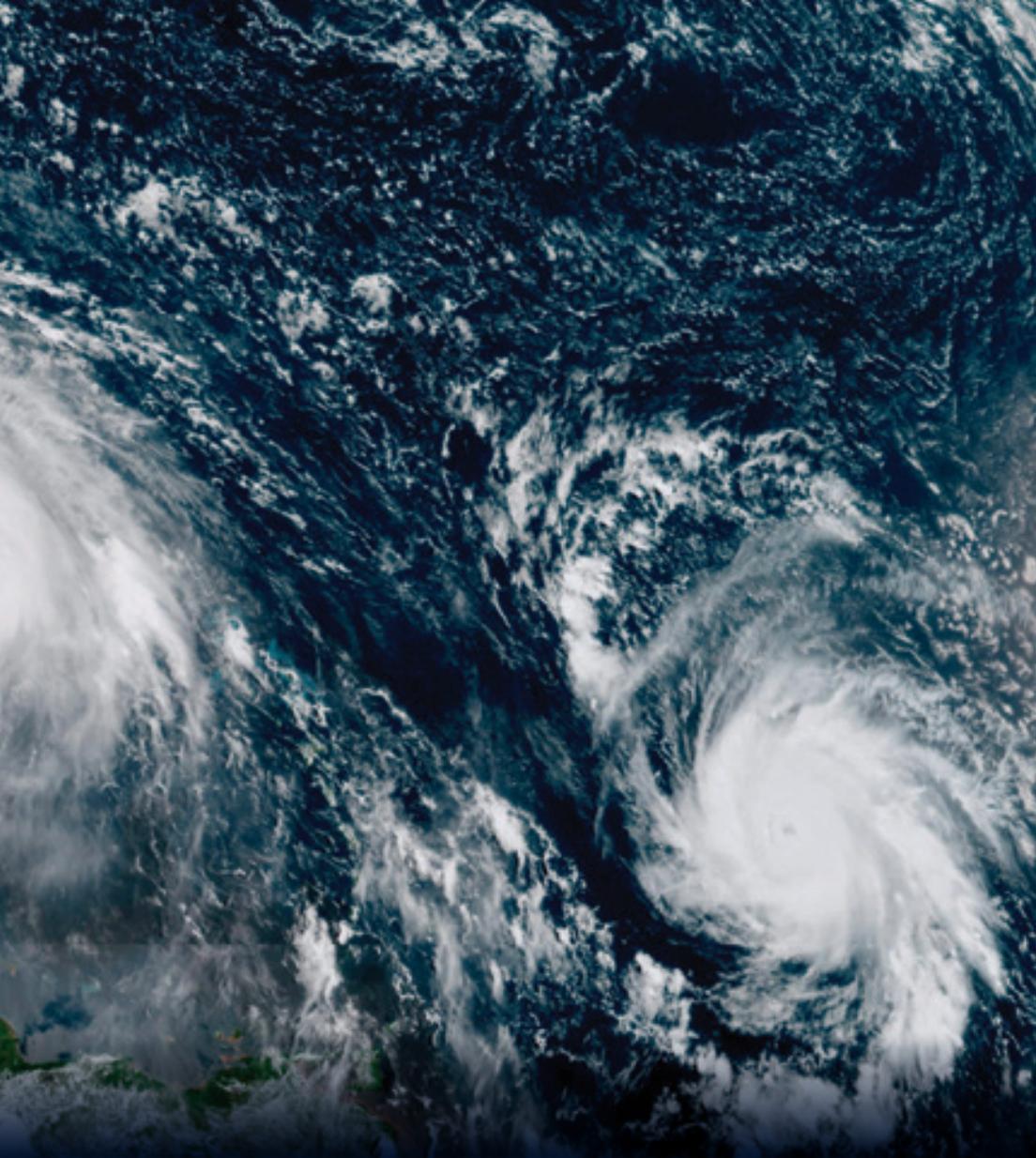
More frequent turbulence doesn’t simply mean rougher flights. It means more convoluted flight paths as pilots divert around turbulence — increasing flying time, fuel consumption and operating costs that,

inevitably, will be passed on to passengers, says Luke Storer, a PhD researcher who worked on the study.

“The climate is changing — not just where we live at ground level, but also where we fly at 30,000 to 40,000 feet,” Reading University meteorologist Paul Williams wrote in May in the journal *Advances in Atmospheric Sciences*.

Climate change is affecting some of the world’s prime tourist destinations as well.

Harvey, Irma, Maria — the devastating hurricanes that roiled the Atlantic this year — “will be the new normal of a warming world,” United Nations Secretary General Antonio Guterres said in early October before heading to storm-ravaged Antigua, Barbuda and Dominica. The islands were hit by ferocious back-to-back Category 5



hurricanes this season — monster storms some climate scientists predict will worsen as sea temperatures rise.

“Warm ocean waters are hurricane food, the source of their power,” says Daniel Scott, executive director of the Interdisciplinary Centre on Climate Change at the University of Waterloo. Hurricanes are born of heat energy. The energy enters the air from warm water. “The warmer the water, the more of it, the more depth there is, the more potential for creating more of these stronger four and five (category) hurricanes,” Scott explains.

And it’s not just hurricanes threatening coastal holiday spots. ‘Lucifer’ heat waves in the Mediterranean. Shrinking snow cover in the Alps and other ski tourism regions. Mass coral bleaching threatening

the survival of marine life in the Great Barrier Reef. Rising sea levels at coastal resorts around the world. Jellyfish infestations caused by warmer-than-normal ocean temperatures. Climate change is putting many popular holiday destinations at risk, Scott and others warn.

“The long-term prognosis for some destinations is some fairly major impacts,” says Scott, Canada Research Chair in climate change and tourism. “We’re at the early part of the wave, if you will.”

Tourism itself is contributing to the problem. Climate change is caused by greenhouse gases released into the atmosphere, mostly through the burning of fossil fuels. Carbon dioxide (CO<sub>2</sub>) accounts for more than 60 per cent of all greenhouse gas emissions.

And tourism accounts for roughly five per cent of global carbon dioxide emissions. The largest chunk of that emissions footprint comes from aviation. Globally, airplanes emitted about 700 million metric tonnes of carbon dioxide in 2013, according to the International Council on Clean Transportation.

Aviation accounts for 52 per cent of tourism’s CO<sub>2</sub> footprint, followed by hotels and lodgings (27 per cent) automobiles (19 per cent) and rail, buses and boats (two per cent).

And planes also emit other greenhouse gases, like nitrous oxide and water vapour, which can, for instance, create high-altitude cirrus clouds of ice crystals that slow the process of heat escaping the atmosphere into space. These high-altitude emissions have a stronger warming potential than things we release down at ground level, because they stay up in the air longer.

Last year, 1.2 billion travellers crossed international borders. That number will grow to 1.8 billion arrivals by 2030, according to the World Tourism Organization. The world’s airline traffic is expected to grow at an annual rate of five per cent over the next two decades.

“Ground transportation and accommodations, you can green those fairly easily, and we’re doing that,” Scott says. “As we green the grid, as we shift to electric vehicles of various types, we can de-carbonize those parts of tourism.” The hotel sector, for example, is seeing a slow but steady rise in ‘eco-friendly’ facilities with low-flow faucets and showerheads, motion sensor lights, low-wattage bulbs and other green technologies.

It’s not so easy to green jets. “It takes a lot of energy to physically lift an aircraft and move it over great distances,” says Stefan Gossling, a professor at Lund/Linnaeus University in Sweden who has written widely on sustainable tourism and transport.

While the industry is testing low or no-emission biofuels to replace jet kerosene — alternative fuels made of everything from palm oil to household trash — they are nowhere near being commercially scalable.



Andy Newman/Florida Keys News Bureau via AP

Workers use front-end loaders to restore Sombbrero Beach, Sunday, Oct. 1, 2017, in Marathon, Florida, in the wake of Hurricane Irma.



AP Photo/Marta Lavandier

Yanina Fernandez, left, and her sister Liz wait for an available flight to Argentina after their flight was cancelled at Miami International Airport, Thursday, Sept. 7, 2017, due to Hurricane Irma's approach.

What's more, "no aircraft will ever be able to leave the runway on pure palm oil alone," Gossling and his co-authors wrote last year.

Because flying is such a carbon-intensive activity, "if you fly transcontinental you will emit a fair share of what an average human being would emit over a whole year," Gossling says. A single international flight can contribute between one-and-a-half and two tonnes of carbon dioxide per passenger. The average human generates on the order of 4.5 tonnes of carbon per year.

Although airplanes have gotten a lot more fuel-efficient since the 1960s, and airlines are promising further emission efficiencies, "everybody behind the scenes will tell you the price of fossil fuel is just too low for anybody to seriously consider biofuels because they're so much more expensive," Gossling says. "The price of fossil fuels has to go up." The higher the price for fossil fuels rises, the more feasible it becomes to actually focus on renewable energy, he argues.

Right now, travellers looking to decrease their carbon footprint can follow a simple rule of thumb: The longer you travel by air, the more carbon you emit. But the worst travel combination in terms of its climate impact, Scott says, is the typical ocean cruise holiday: flying to a seaport, spending a week or two on a luxury cruise ship and then jetting home.

"You've got a moving city which is entirely diesel-powered," he says. In a bizarre paradox, "last-chance" cruises to see melting polar ice contribute up to *eight times* the average greenhouse gas emissions per person per day of a typical international tourism trip, according to 2010 paper published in the *Journal of Sustainable Tourism*.

(When it comes to land travel, rail is the most energy-efficient mode of transport. That's fine if you live in Europe, where high-speed rail connects most major centres. But Canadians can't get between Vancouver and Toronto by train very easily, "and certainly not on the timescale most tourists want," Scott says.)

The aviation industry is responding. Last year, the Montreal-based UN International Civil Aviation Organization released its Carbon Offsetting and Reduction Scheme for International Aviation, or CORSIA.

The accord — agreed to by 65 countries, including Canada — pledges to cap emissions at 2020 levels and, by 2050, to reduce them to half of 2005 levels. For every tonne of carbon emissions above the agreed limit, airlines will buy UN-approved carbon offsets — for instance, supporting projects to protect threatened forests, which trap and store tonnes of carbon dioxide. When the accord was crafted, ICAO president Olumuyiwa Benard Aliu boasted that aviation "can now claim its 'Paris' moment." (The Paris climate accord doesn't cover international aviation.)

Gossling, the scientist, is more skeptical. Under the scheme, airlines essentially get a carbon credit for maintaining a carbon pool, he argues. "That means that the carbon pool is stable, and you emit on top of that still. So, it's not a net gain, it's not neutral."

The cost of carbon credits is unlikely to add significantly to airline ticket prices — or to deter travel. Scott predicts that any surcharge would amount to less than what it costs now to check an extra bag. In the U.K., an air passenger duty tax introduced 20 years ago that increased the cost of a long-haul flight (3,200 km or more) by the equivalent of about \$125 Canadian per ticket made no discernible impact on where Brits flew, Scott's group discovered.

So, what *would* it take to de-carbonize tourism? The cost of a burger and soda, roughly. In a 2015 study published in the *Journal of Sustainable Tourism*, Scott and colleagues calculated the effects of CO<sub>2</sub> emissions from the average trip could be limited if travellers paid an extra US\$11 per trip — spread equally over domestic and international travel — to fund carbon offsets.

In the meantime, tourists concerned about their carbon footprints could consider taking the following steps:

- Shorter trips generate lower emissions (obviously). Try to avoid long hauls.
- Plan on a longer stay. Spread out your net carbon over a longer period.
- When you can, choose high-speed rail over aircraft. Trains are among the lowest-emission options, especially on shorter trips (less than 800 km), according to *Getting There Greener*, a 2008 report produced by the Union of Concerned Scientists, a science-based nonprofit.

- If you drive, rent fuel-efficient cars (think hybrids). Group charter bus tours are among the most climate-friendly forms of tourism.
- Flying pollutes; flying first class pollutes even more. A first-class seat takes up twice as much space as an economy seat. "The more expansive the layout," the report notes, "the fewer passengers who can fit on the plane, translating into more emissions per seat." Those recliner seats that convert into beds are opulent, but they're bad for the planet.
- If you must fly, choose economy and select an efficient airline. You can find a handy 2014 ranking of transatlantic airline fuel efficiency by the International Council on Clean Air Transportation here: [www.theicct.org/transatlantic-airline-efficiency-2014](http://www.theicct.org/transatlantic-airline-efficiency-2014). It ranked Air Canada eighth out of 19 carriers for kilograms of carbon dioxide per round-trip.
- And if you do fly, consider purchasing carbon offsets to support projects that reduce greenhouse gas emissions, such as wind farms.

.....

"The climate is changing — not just where we live at ground level, but also where we fly at 30,000 to 40,000 feet."

.....

Climate change projections are uncertain; it's not clear how much a warming globe will affect tourist traffic to, for example, popular sun-and-sand destinations. Scott says surveys suggest that, under the warmest climate scenario for the end of the century, much of the Mediterranean might be too hot for most North American travellers to tolerate.

Scorching temperatures could even make it tougher in future to get off the ground. This summer, more than 50 flights out of Phoenix were grounded when temperatures

flirted with 50C. A similar heat wave in Britain in 2013 left some passengers at London City Airport unceremoniously bumped from their flights to lighten the load.

Hot air is less dense. Aircraft fly in thin air at high altitudes all the time, of course — but that's after they've already reached cruising speed. For aircraft travelling at the lower speed required for takeoff, hot air can make it much harder to generate sufficient lift.

For planes that do get airborne, the Reading team is calling for better turbulence forecasting systems. Boeing recently announced it was preparing to test new laser technology to measure winds up to 17.5 km ahead of moving aircraft to forewarn pilots — although, as one British journalist noted, that would give the pilot of a jet travelling at cruising speed "about 60 seconds' notice."

Something to keep in mind the next time the pilot switches off the seatbelt sign. ■



# JOIN THE HEARINGLIFE ADVANTAGE

As a Federal Retiree member you'll receive the following special offers. Please show your membership identification when visiting a participating clinic:

**10%**

Additional 10% off the regular price or limited time promotional price of select hearing aids.

**50 FREE**

50 AIR MILES® Reward Miles (compared with 25 Miles for non-members) for completing a FREE hearing test.\*



Up to 2,000 AIR MILES® Reward Miles (compared with up to 1,000 Miles for non-members) with the purchase of select hearing aids.

**3 YEAR**

Our exclusive Don't Worry, Be Happy Guarantee™ – 3 year product warranty and 3 years of complimentary products and services.

Hearing tests are provided free of charge for adults ages 18 and older. Reward mile offer is limited to first-time hearing tests of adults ages 50 and over and is non-transferable. Please allow up to 45 days for the reward Miles to appear in your collector account. Reward Miles are not available at all clinics. ®/™ Trademark of AIR MILES® International Trading B.V. Used under license by LoyaltyOne Inc. and HearingLife Canada Ltd.



To book an appointment call **1-866-454-1905** and register at [www.HearingLifeAdvantage.com/FEDR](http://www.HearingLifeAdvantage.com/FEDR)

Promo Code: **MAG-BNFT-SAGE**