

Hybrid Workshop on Aviation and the Environment

8th June 2022, 15.00 to 19.00

City University of Applied Sciences, Bremen

Press Notice

“Non-Carbon Emissions, Taxes and Carbon leakage, ICAO-noise and emission standards. These are the top three topics on which economists should do more research” says Bill Hemmings. Of course, Bill’s list is much longer and covers sustainable aviation fuel and other topics discussed at the GARS workshop. Bill argued that on many policy issues consultant studies of stake holders are dominating the policy advice. There is nothing wrong with this, but independent academic research should play a more prominent role. On Bill’s longer list are also topics other speakers raised at the GARS workshop. Yari Baars (Dutch Ministry for Infrastructure und Water Management) urged us to look more carefully on the distributional effects of a passenger tax and suggests a levy for frequent flyer. Gerben de Jong (Free University Amsterdam) showed that the ETS has led to positive effects on the fleet of airlines, but as the ETS is limited to Europe carbon leakage might neutralize the positive effects. Gunnar Quante (Aireg) and Wolfgang Grimme (DLR) discussed how to bring Sustainable Aviation Fuels to the market facing the hurdle that even in the long run these fuels will be at least double as expensive as carbon-based fuel.

Marina Efthymiou (Dublin City University) and Hans-Martin Niemeier (Hochschule Bremen) spoke about the aviation infrastructure. Based on her empirical research Marina questioned whether air traffic control has genuine interest to save emissions. Hans-Martin argued that noise is the main factor constraining airport capacity. Airport have neither managed noise nor capacity efficiently. Although the infrastructure emissions are a small part of total aviation emissions they might have lower abatement costs. Research should analyze how to reap these low hanging fruits.