



9th European Aviation Conference

01-02 December, 2021

Getting real about climate change & aviation: Economics & policy for this decade



European Aviation Conference (EAC)

Since 2012, the European Aviation Conference (EAC) has offered a unique meeting place for industry stakeholders, researchers and government officials from across Europe and around the world to discuss timely, policy-relevant issues in aviation with the goal of seeking insights from best practices and practical solutions to challenges facing the aviation industry. The conference takes place in a different European city each year. Recent meetings have taken place in Berlin, St. Gallen, Amsterdam, Cranfield, Dublin and Athens. The 2019 European Aviation Conference was held on 7th/8th November in Vienna. In 2020, the conference was held online due to the COVID-19 pandemic. In 2021, the organizers have decided to organize the conference as online event again hosted by Dublin City University, Ireland. In 2022, the conference will return to a face-to-face format at the University of Applied Sciences Heilbronn, Germany.

Each conference addresses a different aviation theme, such as the aviation value chain, airport infrastructure capacity, aviation liberalisation, business models and airport ownership/control. This year's topic is 'Getting real about climate change and aviation: Economics & Policy for this decade'.

The environmental impact of aviation provokes passionate responses, ranging from 'flight shaming' and calls for drastic unilateral reductions in air travel to beliefs that 'technological innovations will save the day' and calls for recognition that aviation is a necessary condition for a healthy economy. Amid such debates, there is a need for frank, non-partisan analysis and discussion of whether air transport can continue to provide economic benefits while accepting responsibility for its environment impacts.

This year, the European Aviation Conference is hosted by Dublin City University Business School and is offered in four sessions on December 1st and 2nd 2021. The focus is on investigating the actions over the next decade that provide a credible path towards a sustainable aviation sector, while preserving the benefits of aviation and ensuring fair access to air transportation across the globe.

Key questions to be scrutinized and debated at the conference are:

- What policy Instruments to combat climate change in aviation are available to governments and regulators and how might these be implemented during the current decade?
- What measures can we expect the aviation industry to implement over the next ten years and who will pay?
- What are the real economic costs and benefits of environmental policy alternatives?
- Can we envisage a realistic and impactful roadmap for mitigating the harmful bi-products of air transportation that does not destroy the industry?

Sponsors and supporters



Media Parters



Day 1: 1st December 2021 8:30 to 16:30 CET

8:30 Welcome/Introduction

Daire Keogh, President Dublin City University, Ireland

Marina Efthymiou, Dublin City University Business School, Ireland

Hans-Martin Niemeier, Bremen City University of Applied Sciences

9:00 - 9.45 Policy Chat

Hendrik Hololei, Director-General for Mobility and Transport, European Commission Andrew

Charlton, Aviation Advocacy & Executive Director ATM Policy Institute

9:45 - 10.00 Problem definitions

Peter Forsyth, Monash University, Melbourne, Australia

10:00 - 11:00 Keynote address "Net zero, climate change and aviation"

by Sir Dieter Helm, Oxford University, UK

11:15 - 12:45 Panel 1: What should the regulators do? Market Based Instruments

Airlines will not reduce emissions and use the new technologies unless they are given an incentive to do so. The incentive could be a negative incentive (a tax) or a positive incentive (a subsidy) to use Sustainable Aviation Fuels (SAFs). The Emissions Trading System (ETS) is an established framework in Europe. But is it working for aviation? What are the relative merits of ticket taxes, which are used in many countries, and fuel taxes, which are ubiquitous in the US but still absent in Europe. What are the pros and cons of taxes versus an ETS? And the downsides of taxes (jobs?). What about earmarking tax revenues for R&D? What's the best and most effective way to reduce emissions in the short and long run?

Chair:

Cathal Guiomard, Dublin City University Business School, Ireland

Panelists:

Susanne Becken, Griffith University, Australia

Jasper Faber, CE Delft, Delft, The Netherlands

Lunch break



13:30 – 15:00 Panel 2: What should the regulators do? Command & Control

Rather than rely on the market, governments can legislate to compel industry to act. Several options are being tried and more suggested. One of these is mandating the use of Sustainable Aviation Fuels (SAFs), which have started in Norway. What are their pros and cons, and how do they compare to fuel taxes? The implementation of CORSIA has been stopped by the COVID-19 crisis, but what are the chances of it being an effective means of reducing emissions? What are the advantages and disadvantages of limits to airport development, and bans on some short haul flights, as being implemented in France? **Chair:**

Thomas Immelmann, University of Applied Sciences Bremen, Germany

Panelists:

Martin Cames, Öko-Institut Berlin, Germany

Silke Mooldijk, NewClimate Institute Berlin, Germany

Geoffrey Lipman, SUNx Malta, Malta

15:00 – 16:30 Panel 3: Technological Options for Now and the Future

Panel 3 discusses how new technologies can help to address the environmental challenges facing aviation over the coming decade. An important technology will be SAFs which are now being used in a limited way. How expensive will SAFs be over the coming decade to produce and implement? Will aircraft design improvements make much of a contribution? Can electric and hydrogen aircraft make any impact this decade? The Panel will also identify and contrast operational measures which can be taken by aircraft and airport operators to lessen carbon emissions as well as non-CO₂ impacts such as contrails and cruise NO_x.

Chair:

Steven Barrett MIT, Boston

Panelists:

Jim Hileman, Chief Advisor for Environment at Federal Aviation Administration Washington, USA

Peter Malanik, Austrian Aviation Association, Vienna, Austria

Mirko Hornung Bauhaus Luftfahrt, Munich, Germany

Virtual meetup



Day 2: 2nd December 2021 9:00 to 16:45 CET

9:00 - 9:15 Welcome/Review of Day 1

Mike Tretheway, InterVISTAS, Vancouver, Canada

Hans-Martin Niemeier, Bremen City University of Applied Sciences

9:15 - 10:45 Panel 4 Aviation Non-CO2 Climate Impacts

This session will briefly review the latest assessments of non-CO2 impacts – at least double those of CO2 emitted daily - from European climate scientists, and then consider ways to mitigate contrail formation, cruise NOx, soot - black carbon - as well as related air quality impacts including sulphur. The panel will also discuss the most appropriate policy responses at the EU level including those put forward in the 2020 EASA study.

Chair:

Florian Allroggen, MIT, Boston

Panelists:

Sebastian Eastham, MIT, Boston

Ian Poll, Cranfield University, UK

Volker Grewe, German Aerospace Center, Oberpfaffenhofen, Germany

Ulrich Schumann, German Aerospace Center, Germany

Bill Hemmings, Rosetta Advisory, formerly T&E, Brussels

11:00 – 12:15 Panel 5 The Role of Research and Development (R&D) Economics

Many of the technologies which are expected to make a major contribution to reducing pollution in aviation do not yet exist, or are in their infancy. The development of new technologies requires sustained investments in R&D. How far along will we be in introducing new technologies by 2030? How large will industry-funded R&D be, and what are the incentives for industry to invest? What level of government funding will be needed? Who will provide the funds (tax revenues, government budgets), and do revenues from taxes on aviation earmarked for aviation R&D make sense? Will governments free ride (US relying on European R&D, Europe relying on the US R&D)?

Chair:

William Morrison, Wilfrid Laurier University, Canada

Panelists:

Stef Proost, KU Leuven, Belgium

Andreas Schäfer, University College London

Damien Meadows, DG CLIMA, Brussels, Belgium

Lunch break

12:45 – 14:15 Panel 6: Policy Instruments: Industry

The aviation industry must play a critical role in designing and implementing environmental policies. However, will they act only if someone else pays? Are they realistic about the scale of the problem, or are they understating it? Does the Destination 2050 report, sponsored by Europe's airlines and airports, constitute a contribution or a dead end? Is industry's opposition to tax measures justified?

Chair:

Andrew Charlton, Aviation Advocacy & Executive Director ATM Policy Institute

Panelists:

Pieter Cornelisse, KLM Amsterdam, The Netherlands

Marylin Bastin, Eurocontrol Brussels, Belgium

Alain Bourgin, Head of Environmental Affairs, DGAC/DSNA, Paris, France

Marina Bylinsky ACI EUROPE, Brussels, Belgium

Jonathon Counsell, IAG's Head of Sustainability

14:15 - 14:30 Award Ceremony: European Prize Aviation Economics and Management

Sven Maertens, German Aerospace Center Cologne, Germany

Achim Czerny, The Hong Kong Polytechnic University

14:30 - 15:15 Martin Kunz Lecture: Decarbonizing air transport in practice: would putting a price on aviation GHGs work?

Chair: Anne Graham, Westminster University, UK

Lecturer: Brian Pearce, Visiting Professor, Cranfield University, Former Chief Economist International Air Transport Association

15:15 – 16:30 Panel 7 Roadmap to Decarbonizing Air Transport

This session will cover the available measures that can accelerate aviation's decarbonization. More specifically, it will elaborate on their potential, implementation, plan and progress monitoring, as well as barriers to these measures. The session will focus on the full spectrum of aviation stakeholders and their actions, commitments and plans. What is ideal, versus what is second best but achievable (ticket taxes which are ubiquitous to capture the recalcitrant for example?). It's easy to identify problems with existing policies, but can they be improved sufficiently? ETS - would abolition of free permits make a difference, or is this a red herring? Can CORSIA be resurrected? Can ticket taxes be reformed so they are more effective? Will there be sufficient political will to resolve aviation's credibility crisis on climate change. What more can be done to encourage governments to act?

Chair: Jagoda Egeland, ITF/OECD, France

Stefan Goessling, Linnaeus University, Kalmar, Sweden

Bill Hemmings, Rosetta Advisory, formerly T&E, Brussels

Chris Lyle, Air Transport Economics, Canada

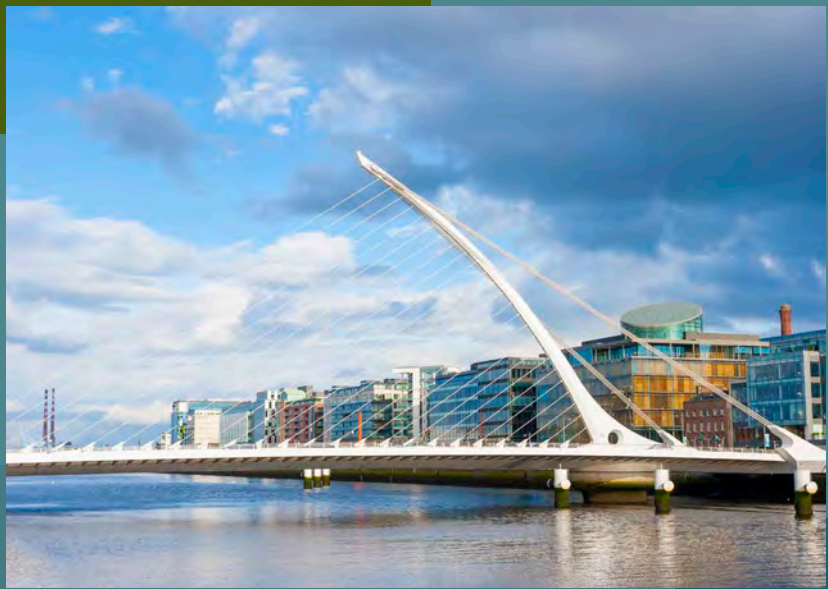
Dan Elliott, Frontier Economics, London

Jody Kositsky, InterVISTAS, Vancouver, Canada

16:30 – 16:45 Closing Ceremony / Presentation of EAC 2022 Host University of Applied Sciences Heilbronn

Chair: Hans-Martin Niemeier, Bremen City University of Applied Sciences

EAC 2022 Host: Jens Hujer, University of Applied Sciences, Heilbronn



Registration Fees

EAC –1st/2nd December 2021

159 € Regular Price

79 € Discount (GARS, ATARD Members)

39 € Students

Aviation Management and Economics Conference - 29th/30th November 2021

Program see www.eac-conference.com/amec

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