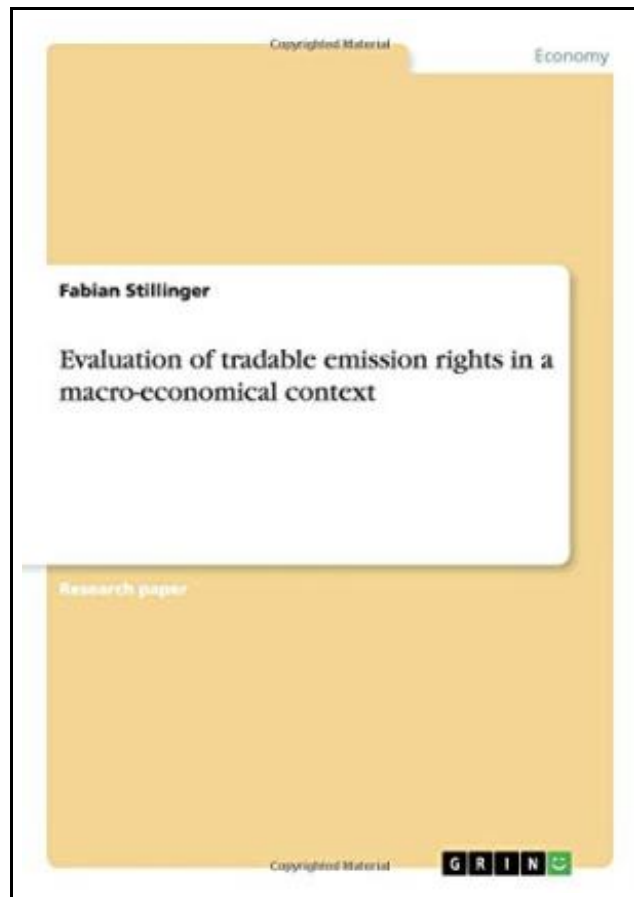


Evaluation of Tradable Emission Rights in a Macro-Economical Context



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Reviews

Merely no terms to spell out. We have read through and i also am confident that i will gonna read yet again again in the future. You will not sense monotony at anytime of your own time (that's what catalogs are for about should you question me).

(Pasquale Larkin I)

EVALUATION OF TRADABLE EMISSION RIGHTS IN A MACRO-ECONOMICAL CONTEXT



GRIN Verlag. Paperback. Book Condition: New. Paperback. 20 pages. Dimensions: 10.0in. x 7.0in. x 0.1in. Scholarly Research Paper from the year 2012 in the subject Economy - Environment economics, grade: 1, 7, University of Applied Sciences Deggendorf, language: English, abstract: China will not cooperate with the European Union on the ETS, so Chinese airlines will not impose surcharges on customers relating to the emissions tax, Cai Haibo, deputy secretary-general of the China Air Transport Association (CATA), told Reuters news agency (Suharto and Alison, 2012). Europes cap-and-trade plan, the Emission Trading Scheme (ETS), was launched in 2005 as one of the main pillars of the EUs efforts to battle climate change. It was expanded on January 1, 2012, and includes all airlines using EU airports; one month after the EUs main court rejected a legal challenge brought by US- American carriers (Suharto and Alison, 2012). Being the worlds first international scheme for the trading of greenhouse gas emission allowances, the EU ETS covers some 11, 000 power stations and industrial plants. It includes CO₂ emissions from installations and factories in 30 countries, and is therefore the worlds biggest trading scheme in this field. The installations currently account for almost half of the EUs CO₂ emissions and 40 of its total greenhouse gas emissions, as Nitrous oxides are also covered by the ETS (The European Commission, 2010). Now, the topic of greenhouse gas emission allowances is more up-to-date than ever, as also non-European firms are held liable by the ETS. Global airlines and air transport organizations criticize the approach of the EU, as they still suffer from the global economic downturn and increasing oil prices (Milmo, 2011); European leaders in contrary see this action as one possibility to tackle the aviation industrys contribution to climate change in absence of a global agreement (Illmer,...



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