

Deregulation and airline employment - myth versus fact

Centre for Transportation Studies - Transportation Deregulation and Privatisation in Canada: The Forces for Change

Description: -

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China -- Economic conditions -- 1976-

Investments, Foreign -- China.

United States -- Commerce.

New York (State) -- Commerce.

Merchants -- New York (State)

Protectionism.

Economic sanctions, American -- South Africa.

Apartheid -- South Africa.

Investments, American -- Law and legislation -- South Africa.

Foreign trade regulation -- United States.

Aeronautics, Commercial -- Canada -- Deregulation

Aeronautics, Commercial -- Deregulation -- United States

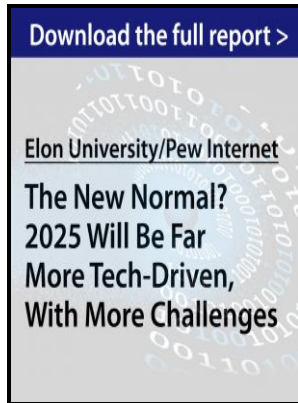
Airlines -- Employees -- Canada

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Partial productivity measures and total factor productivity in the air transport industry: Limitations and uses

Reviewing studies cited during regulatory debates. In a recent symposium on his hypothesis that properly designed environmental regulations can lead to innovation and lower costs in certain industries discussed earlier in this section, Michael Porter stated that its origins were his research for his book, *The Competitive Advantages of Nations*: And in the course of writing that book I had looked at hundreds of different industries across many, many different countries, and I kept noticing something.

ATA's Myths and Facts about Denham Amendment Busted

Second, they assert that firms could make better use of the resources required to comply with regulations.

Regulation, employment, and the economy: Fears of job loss are overblown

The oil spill occurred in a regulatory context that was lax to the extreme. Increasingly, airlines are also leasing equipment, including equipment they owned previously but sold to someone else and leased back.

The Myth of Banking Deregulation

Most equipment is financed through loans or the issuance of stock. Taken as a whole, however, the literature studying individual regulations and specific industries tends to show that the broad fear of substantial regulation-induced job loss at the industry level is unfounded. For example, a Congressional Budget Office review of three economy-wide models of the impact of carbon limits found that two of the three studies showed job gains in some industries that approximately offset job losses in others over time.

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