

Cars, Air Pollution and Low Emission Zones in Germany

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Summary

- Evaluate the effectiveness of Low Emission Zones (LEZs) in reducing PM10 emissions.
 - Estimate the average effect of adopting this policy by comparing readings on pollution monitors in the affected city to a control group.
 - They also evaluate clean vehicle shares as a function of distance to LEZ to understand policy response.
- They find very interesting results on the spatial response of PM10 emissions.
- They also find a correlation between cleanliness and distance to LEZ.

General Questions

- Once you start complying when are you free of possible sanction or not required to have LEZ?
 - Are future planned LEZ's not necessarily going to occur?
- What other ways can one ensure that you do not go out of compliance or get back into compliance?
 - Could there be an action plan to prevent the most egregious monitor being a problem for the limit of days?
 - Does this impact your choice of control cities?
- Is a background monitor outside the LEZ city or just in a residential or industrial area within the same city.

More Questions

- Is the 40 Euro and 1 point penalty an average penalty across the 32 LEZs?
- For estimating the effect of non-attainment status should one estimate the average treatment effect?
 - An alternative would be to estimate the effect only on the monitor with the maximum reading.
- Do you expect to do another regression on the vehicle shares relative to distance from LEZ?
 - An alternative would be to put in other covariates like income into the regression.