

# Marion Leroutier

## Contact Information:

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## Job Market Placement Officer

Prof. Angelo Secchi  
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## Placement Assistant

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## RESEARCH INTERESTS

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- **Primary:** Applied Microeconomics, Environmental Economics
- **Secondary:** Public Economics, Health Economics, Urban Economics

## CURRENT POSITION

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**Post-doctoral researcher**, Stockholm School of Economics since 2021  
*Affiliated to the Mistra Center for Sustainable Markets (Misum) and the Department of Economics*

## DOCTORAL STUDIES

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**Ph.D. in Economics**, Paris School of Economics and Cired 2018–2021

Title: *Three essays on climate and air pollution mitigation policies*

- Advisors: Katheline Schubert (Paris 1, PSE) and Philippe Quirion (CNRS, CIRED)
- Examiners: Olivier Chanel (Aix-Marseille School of Economics), Laure de Preux (Imperial College London), Mouez Fodha (Paris 1, PSE), Ulrich Wagner (University of Mannheim)

*Best Doctoral Dissertation Award from the European Association of Environmental and Resource Economists (EAERE); 1st PhD Prize in Economics from the Alliance of Paris Universities (Chancellerie des Universités de Paris)*

## JOB MARKET PAPER

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**The Cost of Air Pollution for Workers and Firms**, co-authored with H el ene Ollivier (PSE, CNRS)

**Abstract:** Poor air quality negatively affects workers' health and cognitive functions, but we know little about the countrywide consequences for firms. In this paper, we estimate the causal effects of fine particulate matter (PM<sub>2.5</sub>) exposure on workers' absenteeism and firms' monthly sales using unique employer-employee data and granular measures of air pollution in France from 2009 to 2015. We exploit variation in air pollution induced by changes in monthly wind directions at the postcode level. We find that a 10% increase in monthly PM<sub>2.5</sub> exposure increases worker absenteeism in the same month by 1% and reduces sales in manufacturing, construction, and professional services, with different lags. Sales losses are several orders of magnitude larger than what we would expect if workers' absenteeism was the only factor affecting firms' performance. This suggests a potentially large effect of pollution on the productivity of non-absent workers. We estimate that reducing air pollution in France in line with the World Health Organization's guidelines would have saved at least 0.3% of GDP annually in terms of avoided sales losses.

## PUBLICATIONS

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- **Carbon Pricing and Power Sector Decarbonisation: Evidence from the UK.** *Journal of Environmental Economics and Management*, Volume 111, January 2022, 102580

**Abstract:** Decreasing greenhouse gas emissions from electricity generation is crucial to tackle climate change. Empirically, however, little is known about the effectiveness of existing economic instruments in the power sector. This paper examines the impact of the UK Carbon Price Support (CPS), a carbon tax implemented in the UK power sector in 2013. Relative to a synthetic control unit built from other European countries, I find that emissions from the UK power sector declined by 20 to 26 percent per year on average between 2013 and 2017. The tax operated via three mechanisms: a decrease in emissions at the intensive margin; the closure of some high-emission plants at the extensive margin; and a higher probability of closure for plants already at risk due to European air quality regulations.

*2019 Best Paper Award from the French Association of Environmental and Resource Economists*

- **Air Pollution and CO<sub>2</sub> from Daily Mobility: Who Emits and Why? Evidence from Paris**, with Philippe Quirion (CIRED, CNRS), *Energy Economics*, Volume 109, May 2022

**Abstract:** Urban road transport is an important source of local pollution and carbon emissions. Designing effective and fair policies tackling these externalities requires understanding who contributes to emissions today. We estimate individual transport-induced pollution footprints combining a travel demand survey from the Paris area with NO<sub>x</sub>, PM<sub>2.5</sub> and CO<sub>2</sub> emission factors. We find that the top 20% emitters contribute 75-85% of emissions on a representative weekday. They combine longer distances travelled, a high car modal share and, especially for local pollutants, a higher emission intensity of car trips. Living in the suburbs, being a man and being employed are the most important characteristics associated with top emissions. Among the employed, those commuting from suburbs to suburbs, working at a factory, with atypical working hours or with a manual, shopkeeping or top executive occupation are more likely to be top emitters. Finally, policies targeting local pollution may be more regressive than those targeting CO<sub>2</sub> emissions, due to the different correlation between income and the local pollutant vs. CO<sub>2</sub> emission intensity of car trips.

## WORKING PAPERS

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- **Tackling transport emissions in urban areas: Shift, Avoid, Improve**, with Philippe Quirion (CIRED, CNRS) (*submitted*)

**Abstract:** The environmental externalities associated with car use represent a significant cost to society. Using a representative transport survey from the Paris area, we investigate to what extent car use could be i) shifted to low-emission modes, ii) avoided via teleworking, or iii) improved via a transition to electric vehicles. According to our scenario analysis based on counterfactual travel time data for 45,000 observed car trips, 40% of car users could realistically shift to e-bike - mostly - or public transit - in a few cases - with an increase in travel time of one minute per day on average. Such modal shift would reduce CO<sub>2</sub> and local pollutant emissions from daily mobility by around 15%, generating climate and health benefits worth around €140 million per year. Inability to undertake a modal shift is associated with living in the outer suburbs, being retired, being a man and having a high income. Another 5% of total emissions could be avoided if all the “car-dependent” individuals able to work from home did so for two days a week. Holding demand for mobility and public transport infrastructure fixed, achieving greater emission reductions would require improving car use via a transition to electric vehicles.

- **Estimating the Local Air Pollution Impacts of Maritime Traffic: A Principled Approach for Observational Data**, with Léo Zabrocki (EIEE) and Marie-Abèle Bind (Harvard Medical School) (*submitted*)

**Abstract:** We propose a new approach to estimate the causal effects of maritime traffic on air pollution when natural or policy experiments are not available. We apply this method to the case of Marseille, a large Mediterranean port city, where air pollution emitted by cruise vessels is a growing concern. Using a recent matching algorithm designed for time series data, we create hypothetical randomized experiments to estimate the change in local air pollution caused by a short-term increase in cruise traffic. We then rely on randomization inference to compute nonparametric 95% uncertainty intervals. We find that cruise vessels’ arrivals have large impacts on city-level hourly concentrations of nitrogen dioxide, particulate matter, and sulfur dioxide. At the daily level, road traffic seems however to have a much larger impact than cruise traffic. Our procedure also helps assess in a transparent manner the identification challenges specific to this type of high-frequency time series data.

## WORK IN PROGRESS

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- **The Long-term and Cumulative Effects of Air Pollution**, with Julia Mink (University of Bonn), H el ene Ollivier (PSE, CNRS) and Aur elien Saussay (LSE)
- **Gender, Carbon Footprint and Environmental Attitudes**, with Julius Andersson (SSE), Maria Berlin (SSE), Pamela Campa (SSE) and Caroline Coly (Bocconi, PSE)
- **Peer Effects in Pro-Environmental Behaviours**, with Vincent Bagilet (Columbia) and Th eo Konc (TU Berlin)
- **Cycling Infrastructures and Voting**, with L ea Bou-Sleiman (CREST)
- **The Health and Economic Benefits from Cycling**, with Emilie Schwarz (CNAM), Kevin Jean (CNAM), Philippe Quirion (CNRS, CIRED) and Audrey de Nazelle (Imperial College London)

## TEACHING

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- **Undergraduate tutorials in Econometrics**, Stockholm School of Economics 2022-2023
- **MSc thesis supervision**, Stockholm School of Economics 2021-2022
- **Graduate tutorials in Resources and Climate Change**, University Paris 1 2019-2021

## AWARDS AND GRANTS

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- Best Doctoral Dissertation Award from the European Association of Environmental and Resource Economists 2022
- Best Doctoral Dissertation Award from the Alliance of Paris Universities (*Chancellerie des Universit es de Paris*) 2022
- LSE's Research and Impact Support Fund grant 2022
- Travel grant, Stifelsen Siamon 2022
- Postdoctoral fellowship, Mistra Center for Sustainable Markets 2021-2023
- Research grant, PSE-EUR 2020
- Young economist best paper award from the French Association of Environmental and Resource Economists 2019
- 3-year doctoral fellowship, University Paris 1 Pantheon-Sorbonne 2018-2020
- Mobility grant, French-German university 2011-2012

## PROFESSIONAL ACTIVITIES

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- **Refereeing** : *Journal of the Association of Environmental and Resource Economists*, *Journal of Environmental Economics and Management*, *Energy Economics*, *The Energy Journal*, *Environmental and Resource Economics*, *Climate Policy*, *Environment and Development Economics*, *Economie et Statistiques*
- **Elected representative** for PhD students and postdocs at CIRED 2019-2021

## POLICY WRITING

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- **The Energy and Climate Crisis Facing Europe: How to Strike the Right Balance**, with Julius Andersson, 2022, *FREE Policy Brief*
- **Conna tre et r eduire les  missions polluantes dues au transport routier en Ile-de-France**, with Philippe Quirion, 2021, *Dossiers Mobilit es D ecarbon es: Enjeux et Solutions*, Cerema & Construction 21

## PRIOR EDUCATION

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- **Master in Economics**, Paris School of Economics 2012-2015
- **Master in Public Policy and Management**, Free University of Berlin 2011-2013
- **Master in Management and Public Affairs**, HEC Paris 2009-2013
- **Bachelor in History**, University Paris IV-Sorbonne 2009-2010
- **Preparatory Class**, Lyc ee Louis-Le-Grand (*program in Maths and Humanities*) 2007-2009

## WORK EXPERIENCE

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- **Kimso, Paris:** Senior consultant in social impact evaluation 2017-2018
- **Frontier Economics, London:** Analyst, economic consulting 2015-2017
- **Grade, Lima, and IRD-DIAL, Paris:** Research Assistant 2013-2014
- **Ministry of Economy and Finance, Paris:** Junior Analyst 2013
- **French Embassy in Vienna:** Intern Summer 2010

## INVITED TALKS

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**2022:** Online Agricultural and Resource Economics Seminar, Nantes University, Berlin Research Seminar on Environmental, Resource and Climate Economics, Montpellier University, Helsinki GSE, Grenoble University

**2021:** AgroParisTech Public economics seminar, SSE, Misum Forum

**2019:** Mercator Institute on Global Commons and Climate Change (MCC), Potsdam Institute for Climate Impact research (PIK)

## CONFERENCES AND SEMINAR PRESENTATIONS

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**2022:** Copenhagen Business School Workshop on Health and Inequality, LAGV, 9th IZA Workshop on Environment, Health and Labor Markets, 13th TSE Conference on The Economics of Energy and Climate, EAERE, SSE

**2021:** Ninth Mannheim Energy conference, EAERE annual conference, AFSE annual conference, LAGV

**2020:** ICTA-UAB International Conference on Low-Carbon Lifestyle Changes, EAERE annual conference, FAERE annual conference, AFSE-DG Tresor conference on public policy evaluation, PSE, CIRED

**2019:** EAERE annual conference, LSE Policy Design and Evaluation seminar, Eighth Mannheim Energy Conference, FAERE annual conference, PSE

## LANGUAGES

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French: native; English: fluent; German: advanced (C1); Spanish: advanced (C1); Swedish: beginner (A1)

## REFERENCES

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### **Prof. Katheline Schubert**

*PhD Advisor*

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### **Prof. Hélène Ollivier**

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