

FELIX HOLUB

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Undergraduate and Masters Education:

M.Phil., Economics and Finance, CEMFI Madrid, 2015

B.Sc., Economics, Maastricht University, 2013

Visiting Student, Hong Kong University of Science and Technology, 2011

Graduate Studies:

University of Mannheim, 2015 to present

Ph.D. Candidate in Economics

Expected Completion: Summer 2021

References

Ulrich J. Wagner

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Andreas Gerster

Acting Professor of Economics

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Fields:

Primary: Applied Microeconomics

Secondary: Labor Economics, Environmental Economics, Health Economics

Teaching Experience:

Fall, 2018 – 2020 Applied Econometrics, Master in Management

Teaching Assistant for Sebastian Findeisen and Dominik Schober

Fall, 2016 – 2017 Principles of Economics, Undergraduate

Teaching Assistant for Steffen Habermalz and Martin Peitz

Research Experience and Other Employment:

Winter 2017 Research Assistant for Saverio Simonelli

Professional Activities:

Committee Work 2017 – 2019: Speaker of the Doctoral Convent, Department of Economics at the University of Mannheim

2017 – 2019: Ph.D. student representative in the Council of the Department of Economics, University of Mannheim

<u>Presentations</u>	2020: Annual Conference of the European Association Environmental and Resource Economists; AURÖ Environmental Economics Young Researcher Workshop; briq (Applied Micro Coffee); CRC TR 224 Conference; EALE-SOLE-AASLE World Conference, University of Stockholm (ENTER) 2019: CRC TR 224 Young Researcher Workshop 2018: Bonn/Mannheim PhD Workshop 2017: European Meeting of the Econometric Society; EALE Conference
<u>Referee</u>	<i>Economics and Human Biology, Journal of Regulatory Economics, Nature Communications</i>

Honors, Scholarships, and Fellowships:

2015 – 2017	CDSE Scholarship, German Research Foundation (DFG)
2013 – 2015	CEMFI Scholarship
2012 – 2015	Fellow of the German National Academic Foundation

Job Market Paper:**“Gender Gaps and the Role of Bosses”**

(with Moritz Drechsel-Grau)

Abstract: This paper investigates the contribution of managers to gender gaps and analyzes whether the over-representation of men in management positions puts women at a disadvantage. Relying on personnel data from one of the largest European manufacturing firms, we separate out the factors explaining gender gaps. Adjusted pay gaps are positive, which means that men earn more than observationally equivalent women. A significant share of pay gaps can be explained by the sorting of men and women to different managers. More importantly, gender gaps in bonus payments causally depend on the manager's gender. Accounting for worker and manager heterogeneity, bonus gaps are larger when the manager is male. This is driven by the fact that performance ratings are more favorable to men if handed out by a male manager. We present suggestive evidence that the relevance of manager gender for pay gaps is driven by discrimination rather than same-gender complementarities in productivity. However, independent of the root cause of these differences in evaluations by manager gender, the findings imply that a lower number of female managers increases gender gaps and thus constitutes a structural disadvantage for women.

Publication:**“The Effect of Clean Air on Pharmaceutical Expenditures”**(with Alexander Rohlf, Nicolas Koch, and Nolan Ritter), *Economics Letters*, July 2020, 10922.

Abstract: Airborne emissions are detrimental to health. Low emission zones (LEZs) that restrict pollution-intensive vehicles from entering are popular measures to curb local emissions such as particulate matter. We evaluate how LEZs impact defensive pharmaceutical expenditures. To this end, we use the complete medical histories of 2.7M individuals insured with Germany's largest public health insurer AOK. We identify causal effects exploiting the quasi-experimental, staggered introduction of LEZs in 49 cities. We find that LEZs reduce annual pharmaceutical expenditures for heart and respiratory diseases by 15.8M€, representing a significant fraction of policy costs.

Additional Research Papers:**“Urban Air Pollution and Sick Leaves: Evidence from Social Security Data”**

(with Laura Hospido and Ulrich Wagner)

Abstract: We estimate the causal impact of air pollution on the incidence of sick leaves in a representative panel of employees affiliated to the Spanish social security system. Using over 100 million worker-by-week observations from the period 2005-2014, we estimate the relationship between the share of days an individual is on sick leave in a given week and exposure to particulate matter (PM₁₀) at the place of residence, controlling for weather, individual effects, and a wide range of time-by-location controls. We exploit quasi-experimental variation in PM₁₀ that is due to Sahara dust advection in order to instrument for local PM₁₀ concentrations. We find that particulate matter increases sick leaves in a statistically and economically significant fashion. The effect of pollution on sick leaves varies with respect to various worker and job characteristics. It is stronger for workers with pre-existing medical conditions, and weaker for workers with low job security.

“The Benefits and Costs of Driving Restriction Policies: The Impact on Congestion, Pollution and Consumer Spending”

(with Jose Enrique Galdon-Sanchez, Ricard Gil, and Guillermo Uriz-Uharte)

Abstract: Driving restrictions in cities aim to reduce congestion and pollution, but they may also unintentionally distort consumer spending decisions. By increasing transportation costs to ban-affected areas, driving restrictions could discourage consumption in stores of those areas. This paper empirically evaluates the effects of a driving restriction regulation in Madrid, Spain, known as Madrid Central. First, using a difference-in-differences identification strategy, we find a decrease of 15% in both congestion and pollution. Second, we rely on a unique dataset on credit card transactions detailing spending for each pair of buyer-seller locations zip codes to analyze how the driving ban changed consumption behavior. Although we find no significant effect on overall consumption spending, our findings show a reduction in brick-and-mortar sales, and a substitution towards online shopping in businesses of the ban-affected area. This implies e-commerce may allow affected establishments to, at least partially, compensate for the reduction in brick-and-mortar sales.

“What driving bans tell us about the lasting health legacy of diesel pollution”

(with Hannah Klauber, Nicolas Koch, Nico Pestel, Alexander Rohlf, and Nolan Ritter)

Abstract: This paper examines the impact of early-life exposure to air pollution from diesel vehicles on children’s health from their in utero phase to school enrollment. We exploit air quality improvements caused by diesel bans in 49 German cities to provide evidence that individuals born just before and just after the bans exhibit persistent differences in medication usage up to five years after treatment. Based on patient-level public health insurance records, we document that a slight improvement in air quality in a single year reduces spending for respiratory medication in children born between 2008 and 2017 by about 26.5 million Euros over their pre-school years. The initially latent health response materializes only gradually in lower medication usage, leaving important but subtle health benefits undetected in studies of contemporaneous health.

Research in Progress:

“The Impact of Air Quality on the Productivity of High-Skilled Workers”

(with Beathe Thies)

Summary: In this project we examine how high-skilled workers react to air pollution. We link geocoded data on the global activity of programmers on a large collaborative online platform with gridded data on air quality and meteorological conditions. Preliminary results suggest that programmers produce less code when air quality is poor.

Languages:

English (fluent), German (native), Spanish (advanced)