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REGULATION was first published in July 1977 "because the extension of regulation is piecemeal, the sources and targets diverse, the language complex and often opaque, and the volume overwhelming."

REGULATION is devoted to analyzing the implications of government regulatory policy and the effects on our public and private endeavors.

For the Record

ZEV's Folly and Failure

Susan Dudley is right in suggesting that organized environmental groups' support for technology-forcing regulations has more to do with getting Americans out of vehicles these organizations dislike than with protecting public health. (See "A Fuel and Your Money: EPA's New Tier 2 Standards," Regulation, Vol. 23, No. 3.)

Unfortunately, state officials are also embracing technology-forcing regulations, with consumers set to be squeezed badly. In 1990, the California Air Resources Board (CARB) adopted a regulation requiring 10 percent of all new cars and light trucks produced for sale in the state to have zero emissions beginning in 2003. CARB's zero emissions vehicle (ZEV) mandate was predicated on two assumptions: (1) dramatic strides in battery technology would make electric cars commercially viable, and (2) the ZEV requirement would reduce ozone-forming emissions by 14 million tons daily by 2010.

Yet, there have been no breakthroughs in battery technology that CARB anticipated, and CARB members now acknowledge that its ZEV mandate will cut ozone-forming emissions by just one-to-two tons by 2010. Meanwhile, according to CARB's own figures, cars and light trucks will produce only 10 percent of ozone-forming emissions by 2020, with or without the ZEV mandate.

This technology-forcing exercise involves creating a product for which there may be no market. Freeway-capable ZEVs are expected to cost \$20,000

more than their gasoline-powered counterparts and will have to be recharged every 80-100 miles, an ordeal that takes three to five hours. The only way to make the ZEV price-competitive is to impose a tax on conventional vehicles or have California's taxpayers foot the bill for a ZEV subsidy.

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Revisiting "The Way of Warming"

The previous issue of Regulation (Vol. 23, No. 3) included the article "The Way of Warming," in which authors Patrick J. Michaels, Paul C. Knappenberger, and Robert E. Davis reference a substantial amount of data in their argument that global warming is a largely overstated issue. Due to limitations in our printing capability, two important graphics showing the distribution of winter and summer temperature changes did not replicate the color detail shown in the original maps provided by the authors. In particular, areas of large warming, which were colored red in the originals and identified as such in the article text, appeared in the magazine in shades of gray.

These two graphics are central to the authors' argument. For readers who want to revisit "The Way of Warming" and view the original maps, they can now be found on the Regulation page of the Cato Institute web site, at www.cato.org.

THOMAS A. FIREY
Managing Editor, Regulation

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