

EDITOR

Peter VanDoren

MANAGING EDITOR

Thomas A. Firey

DESIGN AND LAYOUT

David Herbick Design

CIRCULATION MANAGER

Alan Peterson

EDITORIAL ADVISORY BOARD

CHAIRMAN

William A. Niskanen, *Chairman of the Cato Institute*

David Bradford, *Professor of Economics and Public Affairs, Woodrow Wilson School, Princeton University*

James S. Bus, *Science Policy Leader, Dow Chemical Company*

Daniel M. Byrd III, *President, Consultants in Toxicology, Risk Assessment, and Product Safety*

Philip Cole, *Professor of Epidemiology, University of Alabama*

William A. Fischel, *Professor of Economics, Dartmouth College*

H.E. Frech III, *Professor of Economics, University of California - Santa Barbara*

Scott E. Harrington, *Professor of Insurance and Finance, University of South Carolina*

James J. Heckman, *Henry Schultz Distinguished Service Professor of Economics, University of Chicago*

Joseph P. Kalt, *Ford Foundation Professor of International Political Economy, John F. Kennedy School of Government, Harvard University*

John R. Lott Jr., *Research Affiliate, Yale Law School*

Michael C. Munger, *Professor of Political Science, Duke University*

Robert H. Nelson, *Professor of Public Affairs, University of Maryland*

Sam Peltzman, *Sears, Roebuck Professor of Economics and Financial Services, University of Chicago*

George L. Priest, *John M. Olin Professor of Law and Economics, Yale Law School*

Paul H. Rubin, *Professor of Economics and Law, Emory University*

Jane S. Shaw, *Senior Associate, Political Economy Research Center*

S. Fred Singer, *President, Science and Environmental Policy Project*

Fred Smith Jr., *President, Competitive Enterprise Institute*

V. Kerry Smith, *University Distinguished Professor, North Carolina State University*

Pablo T. Spiller, *Joe Shoong Professor of International Business, University of California - Berkeley*

Richard L. Stroup, *Senior Associate, Political Economy Research Center, and Professor of Economics, Montana State University*

W. Kip Viscusi, *Cogan Professor of Law and Economics, Harvard Law School*

Richard Wilson, *Mallinckrodt Professor of Physics, Harvard University*

Clifford Winston, *Senior Fellow in Economic Studies, The Brookings Institution*

Benjamin Zycher, *Senior Economist, RAND*

PUBLISHER

Edward H. Crane

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.

BONNER R. COHEN
Lexington Institute
Arlington, Va.

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*

We welcome notes about current regulatory topics, letters that challenge or expand upon material we have published, and replies from authors. The writer's name, affiliation, address, and telephone number should be included. We cannot publish all the letters we receive, and we may reject any letter at our discretion. We may edit letters for length, clarity, and conformity to our editorial style.