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HARVARD UNIVERSITY

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Office Contact Information

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Undergraduate Studies:

BA, Economics, University of Chicago, 2014
BS, Mathematics with Specialization in Economics, University of Chicago, 2014

Graduate Studies:

Harvard University, 2016 to present
Ph.D. Candidate in Business Economics
Thesis Title: “Essays in Industrial Organization”
Expected Completion Date: May 2022

References:

Professor Ariel Pakes
Harvard University
apakes@fas.harvard.edu

Professor Robin Lee
Harvard University
robinlee@fas.harvard.edu

Professor Dennis Yao
Harvard Business School
dyao@hbs.edu

Fields:

Primary field: Industrial Organization

Secondary field: Environmental Economics

Teaching Experience:

Fall 2019	Principles of Econometrics (Graduate), Harvard University, Teaching Fellow for Professor Elie Tamer
Fall 2019	Math Camp (Graduate), Harvard University, Instructor (Econometrics, Programming)

Research Experience and Other Employment:

2018–2019	Research Assistant to Professors Kate Ho, Ariel Pakes, and Mark Shepard
2014–2016	Research Analyst at The Brattle Group (San Francisco, California)

Professional Activities

2021	Presentation, Asia-Pacific Industrial Organization Conference (Job Candidate Session)
2019	Berkeley/Sloan Summer School in Environmental Economics
2019	Chicago Price Theory Summer Camp
2018	Jerusalem Summer School in Economics (Industrial Organization)

Honors, Scholarships, and Fellowships:

2019–present	Harvard Environmental Economics Program, Pre-Doctoral Fellow
2019	Lab for Economic Applications and Policy Research Grant (with Sarah Armitage)
2016	Honorable Mention, NSF Graduate Research Fellowships Program

Job Market Paper:

“Regulatory Mandates and Electric Vehicle Product Variety” (with Sarah Armitage)

Abstract: When should policies to encourage new types of products use supply-side tools, like regulations and mandates, and when should they use demand-side tools like consumer incentives? When prices are set nationally but policy varies by state, supply-side and demand-side tools are no longer equivalent. We study an important state-level supply-side policy in the early electric vehicle industry: the zero-emission vehicle mandate in California and nine other states. Focusing on the 2009–17 period, we examine two channels for policy effects: imperfect competition and endogenous product entry. Using a structural model of new vehicle pricing, demand, and product entry, we compare the mandate to a counterfactual demand-side policy that instead uses a consumer subsidy and tax. Holding fixed the regulator's stated target, electric vehicle sales in regulated states, the demand-side policy creates a weaker incentive for socially beneficial product entry and generates lower consumer and total surplus. When fewer products are introduced, producers avoid entry costs, but forego long-run benefits of entry.

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