# Externalities (Partial Equilibrium) I

#### **Introduction**

- What is the cost of driving down to workplace from your home?
- Economist Herbert Mohring (1999) studies the "cost" of **congestion**
- Costs internal; external
- Internal: fuel, wear and tear on your car, and any tolls, as well as the cost of your time spent driving (you could have spent that time doing something productive)
- External: there are other costs that you are much less likely to consider because you do not bear them yourself
  - "In deciding how and when to travel, most travelers take into account the congestion they expect to experience; few consider the costs their trips impose on others by adding to congestion"

#### **Introduction**

- Mohring found that "the average peak-hour trip imposes costs on other travelers equal to roughly half of the cost directly experienced by those taking the average trip."
- In UK this cost can vary from £2bn (cost of delays) to £28bn (if we include noise, pollution etc.)
- Markets with *externalities* and markets with *public goods* are two kinds of markets that are unlikely to *allocate resources efficiently*.

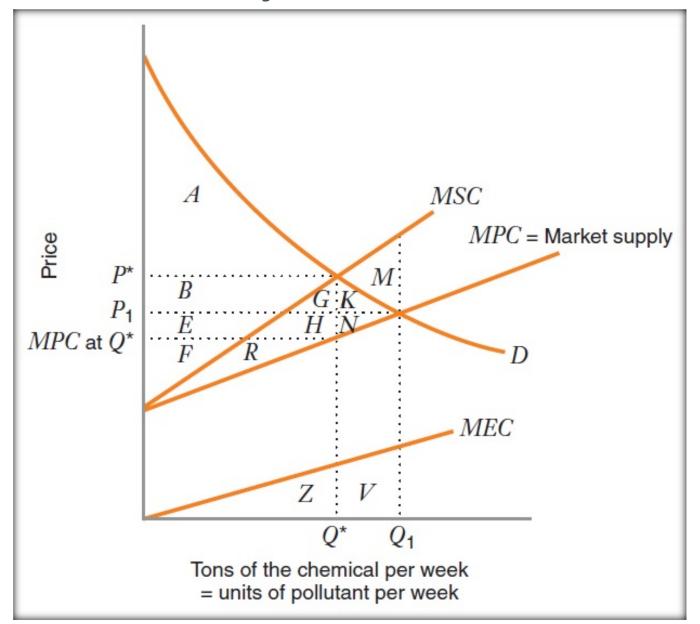
### Externality

- **Definition**: The effect that an action of any decision maker has on the well-being of other consumers or producers, beyond the effects transmitted by changes in prices.
- Externalities arise due to the actions of one consumer or producer affect other consumers' or producers' costs or benefits in a way not fully reflected by market prices
- *Perfect Competition*: CS+PS is maximized. Since there are no externalities or public goods in a perfectly competitive market, the private costs and benefits that decision makers face are the same as the social costs and benefits.
- Social and private values of a good differ leading to "market failure" –
   equilibrium may not be economically efficient

#### Externality

- Types of externalities
  - Positive Production (Laser)
  - Negative Production (Fly-ash)
  - Positive Consumption (Vaccine)
  - Negative Consumption (Automobile)
- Cost of negative environmental externalities to the US economy for 6 major pollutants was \$184bn (15% of US GDP) in 2002
- The social costs of air pollution from these compounds—what Muller, Mendelsohn, and Nordhaus call *gross external damages* (GED)—include negative effects on human health, social costs of reduced visibility, reductions in agricultural and timber yields, and degradation of recreational areas.

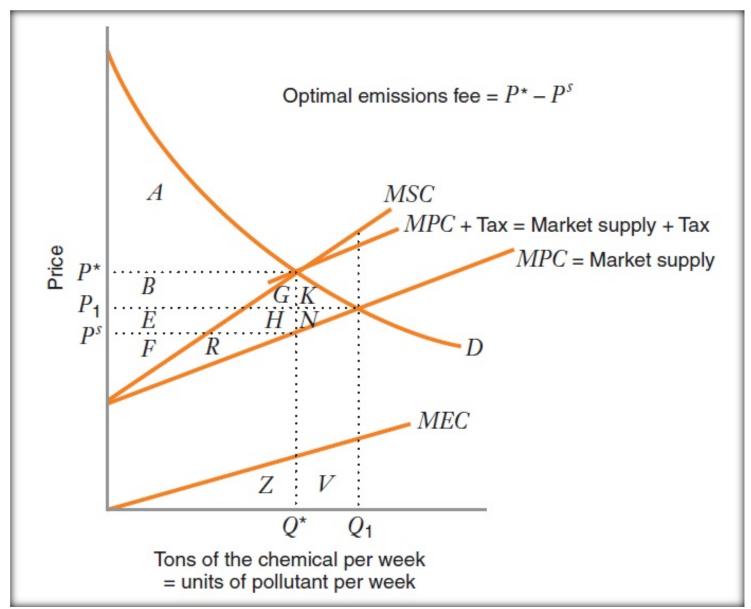
#### Negative Externality & Economic Efficiency



## Negative Externality & Economic Efficiency

	Equilibrium (price = $P_1$ )	Social Optimum (price = $P^*$ )	Difference between Social Optimum and Equilibrium
Consumer surplus	A+B+G+K	Α	-B-G-K
Private producer surplus	E+F+R+H+N	B + E + F + R + H + G	B+G-N
—Cost of externality	-R - H - N - G - K - M	−R − H − G	M + N + K (external cost savings)
Net social benefits (consumer surplus + private producer surplus — cost of externality)	A+B+E+F-M	A+B+E+F	M (increase in net benefits at social optimum)
Deadweight loss	М	Zero	М

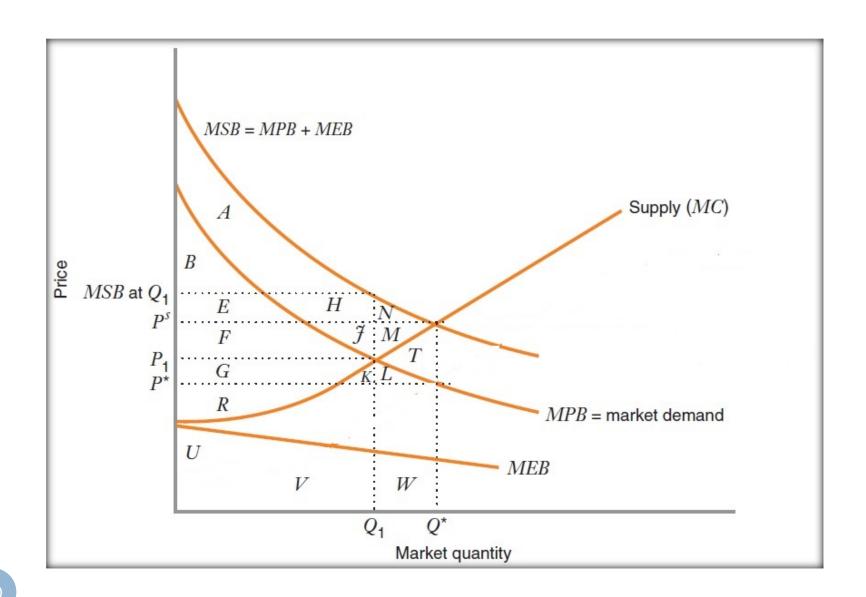
#### Negative Externality & Tax



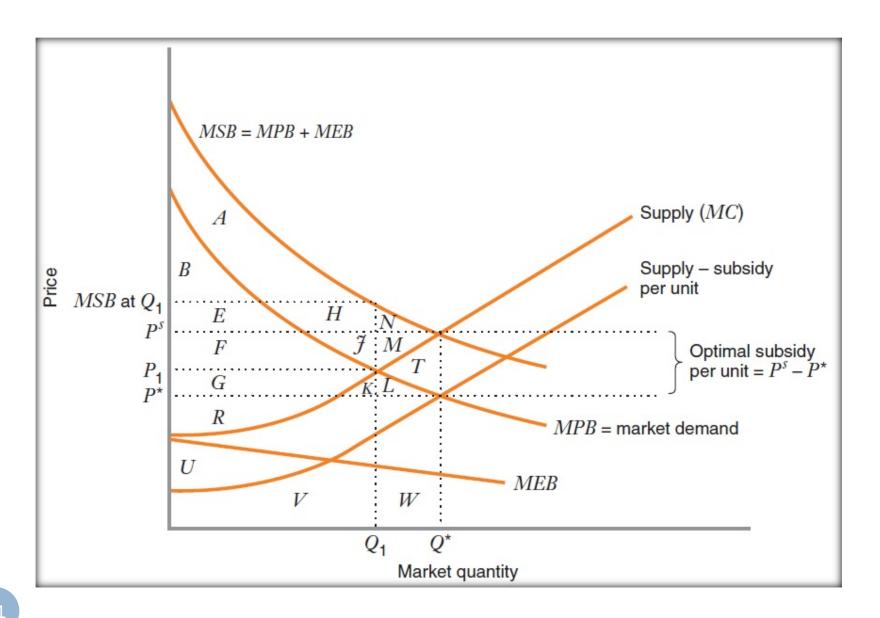
## Negative Externality & Tax

	Equilibrium (with tax)
Consumer surplus	A
Private producer surplus	F + R
-Cost of externality	-R - H - G
Government receipts from emissions tax	B+G+E+H
Net social benefits (consumer surplus + private producer surplus + Government receipts – cost of externality)	A+B+E+F

#### Positive Externality & Economic Efficiency



#### Positive Externality & Economic Efficiency



#### Positive Externality & Economic Efficiency

	Equilibrium (no subsidy)	Social Optimum (equilibrium with subsidy)	Difference in Benefits between Social Optimum and Equilibrium with No Subsidy
Private consumer surplus	B+E+F	B+E+F+G+K+L	G+K+L
Producer surplus	G + R	F+G+R+J+M	$F + \mathcal{J} + M$
Benefit from externality	$A+H+\mathcal{J}$	A+H+J+M+N+T	M + N + T
—Government cost from subsidy	zero	–F − G − ƒ − K − L − M − T	–F − G − J − K − L − M − T
Net social benefits (private consumer surplus + producer surplus + benefit from externality — government cost)	A + B + E + F + G + H + J + R	A + B + E + F + G + H + J + M + N + R	M + N

#### Reference

 David Besanko & Ronald Braeutigam; Microeconomics; 5<sup>th</sup> Edition; Wiley (Chapter 17)