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HARVARD UNIVERSITY

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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 2021

References:

Professor Ariel Pakes

Harvard University

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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

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
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-pull tools like consumer incentives? We study an important 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 the interaction between imperfect competition and endogenous product entry. After showing that firms internalized much of the social benefit of entry under the mandate, we evaluate a counterfactual policy that replaces the mandate with a demand-pull subsidy and tax regime. Holding fixed the regulator's stated target, electric vehicle sales in regulated states, the demand-pull policy creates a weaker incentive for socially beneficial product entry and generates lower consumer and producer surplus. When fewer products are introduced, producers avoid entry costs, but forego long run benefits of entry.

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