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Paper Summary

• Compares the distributional consequences of a fuel tax with those of a tax on low fuel economy cars.

• Employs BLP structural model using data from Massachusetts Vehicle Census (MAVC). Income at zip code level from ACS.

• Conclusion: Fuel taxes are less regressive than fuel economy taxation.
Points to Consider

• Paper is very dense, especially for non-specialists.

• Can you provide more intuition for your results?
  • Example: Introduction has 1 paragraph explaining work in paper in the middle of 10 paragraphs of literature review.

• Paper suggests fuel tax is less regressive. But aren’t the broader welfare effects from a fuel tax much larger than those from a high emissions vehicles tax?
  • Particularly relevant when focusing on cumulative surplus.
Points to Consider

• More figures and tables would help.