

# TIME

## CHARM OFFENSIVE

SHOULD THE WORLD BUY WHAT THE CROWN PRINCE IS SELLING?

by KARL VICK

PAKISTAN ₨ 480.000  
INDONESIA Rp 48.000.000  
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U.S. PERIODIC RATE \$5.00  
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U.S. PER DAY \$0.25  
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**Corina Barranco walks home from high school in Lorain, Ohio, on Feb. 22**

*Photograph by Maddie McGarvey for TIME*

**ON THE COVER:**  
*Photograph by Martin Schoeller for TIME*

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**IMMIGRATION COMPLICITY**

**RE "BYE DAD, I LOVE YOU"** [March 19]: Please continue to educate Americans about our woefully inadequate laws related to unauthorized residents so we can have an informed discussion of the changes necessary to update our immigration policy. This should include an analysis of how Americans encourage the presence of unauthorized residents because we benefit from low-cost labor in critical sectors of our economy, and how we have destabilized several Latin American countries with military, political and economic intrusions, which drives people to seek safety here. We need to understand our role in this complex history before we seek solutions.

*Alyson Howe Ball,*  
CHARLOTTESVILLE, VA.

YOU CONTINUE TO RIP THIS country apart by the depiction of illegal immigrants as victims, rather than reminding your readers that those adults violated the law when entering our country illegally. For those of us whose parents, grandparents and great-grandparents entered the country legally, you deem us racists for seeing the problem differently than you do. Our desire is to have the immigration laws obeyed, and that does not make us racists.

*Barry and Pat Rosenfeld,*  
BAKERSFIELD, CALIF.

**ROHINGYA, BUT MORE**

**RE "THE WEST'S ROLE IN Fixing the Rohingya Crisis"** [March 19]: If a Burmese person cannot be a Rohingya, where, then, can the Rohingya live? This question encapsulates the present outrage in Myanmar. Without there being afforded to the Rohingya a multilayered identity (e.g., in the U.K. you might be British-Welsh-black) and the possibility of representation at every level of Burmese society, no level of sanctions or hopeful repatriation will provide a solution. Aung San Suu Kyi's need to place nationalism before democracy has made her a redundant force in any peaceful resolution.

*Peter Keohane,*  
MERTHYR TYDFIL, WALES

**OVERESTIMATING OVERWORK**

**RE "7 QUESTIONS"** [March 19]: I found it interesting that Jordan Peterson says the reason more women don't occupy C-suites or boards is because they are not willing "to be obsessive about their careers and work 80 hours a week nonstop and hyperefficiently," while men are. I've worked for 13 years in a male-dominated, 80-hour-a-week company, and I can tell you that of those 80 hours, a person produces hyperefficiently for only about 30. If it is true that women say no to being "obsessively

devoted to your career at the expense of everything else," it means that women preserve the sense of the limit of the human body and the centrality of values different from career devotion.

*Maria Luz Parolin,*  
BASSANO DEL GRAPPA,  
ITALY

**LOOKING BACK AT TARIFFS**

**RE "INSIDE DONALD Trump's Trade War ... With Himself"** [March 19]: This article sheds some light on the idea that nothing is as constant as change. It reminds me of those discussions we had when I studied in the U.S. in the 1970s. Back then the topic was not whether protective tariffs for the U.S. steel industry would make America stronger, but quite the opposite: it was whether the industry should seek the end of the remaining tariff barriers, as they had made American

steel no longer competitive on international markets.

*Wolfgang Degenhard,*  
SIEK, GERMANY

**SHOULD'VE SEEN IT COMING**

**RE "LIFE AFTER WARTIME"** [March 19]: Your article refers to the consequences of the Iraq war as "unforeseen" and "unintended." Really? For anyone halfway knowledgeable about the political realities in the Middle East, the chaos following the occupation was quite foreseeable. The fallout from this intervention is obvious: destabilization of the region and ripple effects in Europe caused by uncontrollable migration.

*Gunther Becker,*  
COLOGNE, GERMANY

**SETTING THE RECORD**

**STRAIGHT** ▶ In For the Record (April 2), we misstated the estimated value of the gold bars that fell out of a Russian plane. It was \$156 million.



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**'Knock yourselves out ... We didn't do anything wrong.'**

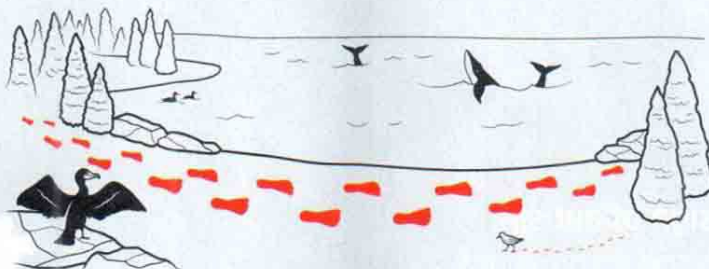
**CHARLES KUSHNER**, real estate mogul, maintaining that his company and his son Jared Kushner, a White House adviser, haven't broken any laws; the Kushner family faces multiple investigations into possible conflicts of interest

**'WE'RE GOING TO BE GUARDING OUR BORDER WITH THE MILITARY.'**

**DONALD TRUMP**, U.S. President, stating during a meeting with Defense Secretary James Mattis at the White House that he plans to order the military to protect the U.S.-Mexico border until a wall can be built

**29**

Number of human footprints discovered near the shores of Calvert Island in British Columbia; the footprints, estimated to have been created 13,000 years ago, may be North America's oldest



**'IT IS STILL LIKE A DREAM FOR ME. AM I AMONG YOU?'**

**MALALA YOUSAFZAI**, Nobel Prize winner, visiting her hometown of Mingora in Pakistan's Swat Valley for the first time since the Taliban tried to kill her there in 2012

**'A bully is a bully.'**

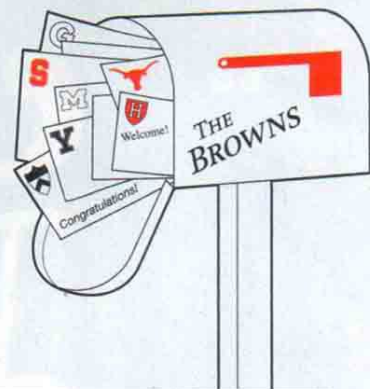
**DAVID HOGG**, Parkland shooting survivor and March for Our Lives organizer, rejecting radio host Laura Ingraham's apology for having made fun of him on Twitter

**'It takes a statue like this to make forgetting less easy.'**

**HENRIK HOLM**, senior research curator at the National Gallery of Denmark, on the unveiling of the country's first public statue of a black woman; the 23-ft.-tall work depicts Mary Thomas, who helped lead one of the largest labor revolts in Danish colonial history

**20**

Number of colleges and universities—including every Ivy—that offered admission and a full ride to 17-year-old Micheal Brown; the Houston teen, who credited college-guidance programs with helping him, hopes to become a lawyer



**Musk**  
Elon Musk's Tesla misses Model 3 production target



**Tusk**  
U.K. announces a strict ban on ivory sales, to protect elephants

**\$8.5 million**

List price for the childhood home of Confederate General Robert E. Lee in Alexandria, Va.; it is now for sale



## ENVIRONMENT

# The EPA's climate of controversy

By Justin Worland

**T**HE BIG THREE U.S. AUTOMAKERS HIT THE road early to ask the Trump Administration to hit the brakes on regulation. Not long after last year's presidential Inauguration, the CEOs of GM, Ford and Fiat Chrysler traveled to Washington, D.C., and made an in-person pitch to soften vehicle-emissions rules enacted under President Obama. A few weeks later, during a visit to Detroit, President Trump promised to take care of the auto industry.

Now that Environmental Protection Agency head Scott Pruitt has delivered, however, carmakers are concerned that the rollback will bring a whole new set of challenges.

Pruitt announced on April 2 that he would undo a regulation that would have required automakers to reach an average fuel economy of 54.5 m.p.g. by 2025, thereby preventing 6 billion metric tons of global-warming-causing greenhouse-gas emissions and saving 12 billion barrels of oil. The decision represents one of the Trump Administration's most aggressively regressive moves yet on climate change. In making the announcement, Pruitt criticized his predecessors for unrealistic goals and promised to "get this right going forward."

But the rollout fell flat. The EPA failed to find an auto dealer to play host, so Pruitt delivered brief remarks at the agency's headquarters, with limited press access. Trump didn't show up. Nor did he tweet about it, as he has for past environmental rollbacks. And while auto-industry trade groups attended and praised the move, individual car companies stayed largely silent, distancing themselves from the decision.

In a blog post, Ford executive chairman Bill Ford and CEO Jim Hackett said they "support increasing clean-car standards through 2025" and added, "At Ford, we believe we must deliver on CO<sub>2</sub> reductions consistent with the Paris Climate Accord."

Indeed, those standards were one of two key policies underpinning an Obama Administration promise to the world that the U.S. would address global warming, and environmental scientists expected the rule to become increasingly important for reducing the nation's carbon footprint. Without the rules, says Ann Carlson, a professor of environmental law at the UCLA School of Law, "we're going to see a different kind of auto market."

But Pruitt's rollback isn't controversial for climate reasons alone. Though automakers

had requested the revision, saying compliance with Obama's rules would be costly, they are now worried that the Administration may go too far. Most significantly, California could set its own emissions standards in response, leading to a protracted court battle that would force carmakers to operate without clear or uniform rules. "Maintaining a single national program is critical to ensuring that cars remain affordable," the Auto Alliance trade group said in a largely supportive statement.

## ROLLBACK AGENDA

The EPA chief intends to undo a slew of Obama-era environmental policies. Here are a few.

### Emissions standards

The agency plans to ease rules requiring passenger cars to average 54.5 m.p.g. by 2025.

### The Clean Power Plan

The EPA is nixing a rule that limits power-plant emissions.

### Waters of the U.S. rule

The EPA has started a process to scale back this rule to reduce pollution in small streams.

### Insecticide ban

Pruitt rejected a proposed ban on chlorpyrifos, a potentially harmful pesticide.

**THIS HESITANT REACTION** to Pruitt's rollback underscores the strange position in which the EPA administrator finds himself. He is extraordinarily effective at fulfilling Trump's promise to nix regulations—he's made more than 20 big deregulatory moves by his own count—and also at attracting controversy that riles opponents and has led to questions about how long he can survive in a White House prone to turnover.

The ethics scandals he faces are striking: he lived for six months in a condo co-owned by a lobbyist, paying \$50 a night; he spent more than \$100,000 of taxpayer money on first- and business-class travel everywhere from Italy to New York City, a move he defended as a security measure; he went around the White House to give favored aides raises upwards of 30%. And that's just news from the past few months.

His wonkier policy moves have been equally controversial. Most recently, in March, he told the conservative Daily Caller that he would stop the agency from using any studies that aren't based entirely on data accessible to the public. This means, for example, excluding research that relies on private health information. Pruitt says it's about transparency, but scientists say that ignoring essential public-health research endangers lives.

"This leaves me and many of my colleagues puzzled about what to do," says Jonathan Levy, a professor of environmental health at Boston University. "How can you genuinely affect public health and decisionmaking if the decisionmakers do not wish to use science?"

Now Pruitt has hinted that the fight over vehicle-emissions standards will remain bitter if blue states don't fall into line. "Cooperative federalism doesn't mean that one state can dictate standards for the rest of the country," he said.

So far, Trump has stood by his EPA chief. Still, the relationship appeared strained as the latest round of revelations hit. The White House confirmed that the two men spoke by phone in the midst of the latest controversy but declined to give any more details. Asked about Pruitt at a public appearance on April 3, Trump had a brief response. "I hope," the President said, "he's going to be great."

