

# VU Research Portal

## Labour markets, commuting and company cars

Gutierrez Puigarnau, E.

2011

### **document version**

Publisher's PDF, also known as Version of record

[Link to publication in VU Research Portal](#)

### **citation for published version (APA)**

Gutierrez Puigarnau, E. (2011). *Labour markets, commuting and company cars*. TI / Thela Thesis.

### **General rights**

Copyright and moral rights for the publications made accessible in the public portal are retained by the authors and/or other copyright owners and it is a condition of accessing publications that users recognise and abide by the legal requirements associated with these rights.

- Users may download and print one copy of any publication from the public portal for the purpose of private study or research.
- You may not further distribute the material or use it for any profit-making activity or commercial gain
- You may freely distribute the URL identifying the publication in the public portal ?

### **Take down policy**

If you believe that this document breaches copyright please contact us providing details, and we will remove access to the work immediately and investigate your claim.

### **E-mail address:**

[vuresearchportal.ub@vu.nl](mailto:vuresearchportal.ub@vu.nl)



tinbergen *institute*

*Labour markets,  
commuting and company cars*

Eva Gutiérrez Puigarnau

Commuting is one of the main contributors to road congestion. Does congestion affect the decision of individuals with regard to how much labour they supply? Work absenteeism for sickness reasons is another aspect of labour supply. In a world where shirking (voluntary absenteeism) is a substitute for leisure time and firms cannot fully observe commutes, are workers with long commutes more absent, resulting in lost productivity for firms too? This dissertation studies the effects of commuting distance on both labour supply and absenteeism. In addition, we study the effect of workers' morning start times on their wages, as work start times are closely related to morning peak congestion. Finally, we study the welfare loss resulting from favourable tax treatment of company cars for employees. This is an important topic, because in Europe many employees receive company cars as fringe benefits induced by taxation.

**Eva Gutiérrez Puigarnau** received her M.Sc. from the Vrije Universiteit in Amsterdam and her B.Sc. from the Universitat Pompeu Fabra in Barcelona, both in Economics. She wrote this dissertation at the department of Spatial Economics of the Vrije Universiteit.