

Bruno De Borger

List of Publications by Year in descending order

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Version: 2024-02-01

36
papers

1,146
citations

430874

18
h-index

395702

33
g-index

37
all docs

37
docs citations

37
times ranked

813
citing authors

#	ARTICLE	IF	CITATIONS
1	Cost efficiency of Belgian local governments: A comparative analysis of FDH, DEA, and econometric approaches. <i>Regional Science and Urban Economics</i> , 1996, 26, 145-170.	2.6	291
2	The trade-off between money and travel time: A test of the theory of reference-dependent preferences. <i>Journal of Urban Economics</i> , 2008, 64, 101-115.	4.4	126
3	Prices, capacities and service levels in a congestible Bertrand duopoly. <i>Journal of Urban Economics</i> , 2006, 60, 264-283.	4.4	100
4	A political economy model of road pricing. <i>Journal of Urban Economics</i> , 2012, 71, 79-92.	4.4	77
5	The determinants of fuel use in the trucking industry—volume, fleet characteristics and the rebound effect. <i>Transport Policy</i> , 2012, 24, 284-295.	6.6	43
6	Designing a new supply chain for competition against an existing supply chain. <i>Transportation Research, Part E: Logistics and Transportation Review</i> , 2014, 67, 124-140.	7.4	43
7	Optimal taxation of car ownership, car use and public transport: Insights derived from a discrete choice numerical optimization model. <i>European Economic Review</i> , 2007, 51, 1177-1204.	2.3	38
8	Discrete choice models and optimal two-part tariffs in the presence of externalities: optimal taxation of cars. <i>Regional Science and Urban Economics</i> , 2001, 31, 471-504.	2.6	34
9	Transport policy competition between governments: A selective survey of the literature. <i>Economics of Transportation</i> , 2012, 1, 35-48.	2.3	34
10	Traffic externalities in cities: The economics of speed bumps, low emission zones and city bypasses. <i>Journal of Urban Economics</i> , 2013, 76, 53-70.	4.4	34
11	Cost-benefit analysis of transport investments in distorted economies. <i>Transportation Research Part B: Methodological</i> , 2010, 44, 850-869.	5.9	33
12	The tax treatment of company cars, commuting and optimal congestion taxes. <i>Transportation Research Part B: Methodological</i> , 2011, 45, 1527-1544.	5.9	26
13	Information provision by regulated public transport companies. <i>Transportation Research Part B: Methodological</i> , 2012, 46, 492-510.	5.9	26
14	Transport tax reform, commuting, and endogenous values of time. <i>Journal of Urban Economics</i> , 2003, 53, 510-530.	4.4	24
15	EXTERNALITIES AND PARTIAL TAX REFORM: DOES IT MAKE SENSE TO TAX ROAD FREIGHT (BUT NOT T) Tj ETQq1 1 0.784314 rgBT /Overlo	3.3	23
16	Commuting, Transport Tax Reform and the Labour Market: Employer-paid Parking and the Relative Efficiency of Revenue Recycling Instruments. <i>Urban Studies</i> , 2009, 46, 213-233.	3.7	22
17	Commuting, congestion tolls and the structure of the labour market: Optimal congestion pricing in a wage bargaining model. <i>Regional Science and Urban Economics</i> , 2009, 39, 434-448.	2.6	22
18	The political economy of public transport pricing and supply decisions. <i>Economics of Transportation</i> , 2015, 4, 95-109.	2.3	22

#	ARTICLE	IF	CITATIONS
19	Transit costs and cost efficiency: Bootstrapping non-parametric frontiers. Research in Transportation Economics, 2008, 23, 53-64.	4.1	18
20	Estimating a multiple-output generalized Box-Cox cost function. European Economic Review, 1992, 36, 1379-1398.	2.3	16
21	Optimal pricing of transport externalities in an international environment: some empirical results based on a numerical optimization model. Regional Science and Urban Economics, 2004, 34, 163-201.	2.6	16
22	Hedonic versus homogeneous output specifications of railroad technology: Belgian railroads 1950-1986. Transportation Research Part A: Policy and Practice, 1991, 25, 227-238.	0.2	15
23	Static efficiency decompositions and capacity utilization: integrating economic and technical capacity notions. Applied Economics, 2012, 44, 4125-4141.	2.2	10
24	The structure of the labor market, telecommuting, and optimal peak period congestion tolls: A numerical optimization model. Regional Science and Urban Economics, 2011, 41, 426-438.	2.6	8
25	Alternative housing concepts and the benefits of public housing programs. Journal of Urban Economics, 1987, 22, 73-89.	4.4	7
26	Urban population density functions: Some Belgian evidence. Annals of Regional Science, 1979, 13, 15-24.	2.1	6
27	Capacity cost structure, welfare and cost recovery: Are transport infrastructures with high fixed costs a handicap?. Transportation Research Part B: Methodological, 2009, 43, 506-521.	5.9	6
28	The behavior of public enterprises offering a quasi-public good. European Journal of Political Economy, 1995, 11, 265-290.	1.8	5
29	Chapter 3 Public finance aspects of transport charging and investments. Research in Transportation Economics, 2007, 19, 59-80.	4.1	5
30	Composite commodities, housing characteristics and the Hicksian surplus measures of welfare change. Regional Science and Urban Economics, 1987, 17, 475-494.	2.6	4
31	Estimating the welfare implications of in-kind government programs. Journal of Public Economics, 1989, 38, 215-226.	4.3	4
32	The relation between alternative benefit measures for quantity constrained price subsidies. European Economic Review, 1986, 30, 893-907.	2.3	2
33	Estimating the direct costs of social conflicts: Road blockings in Bolivia. Journal of International Development, 2009, 21, 932-946.	1.8	2
34	Price competition between subsidized organizations. Journal of Economics/ Zeitschrift Fur Nationalokonomie, 2013, 109, 117-145.	0.7	2
35	Subsidiarity and Transport Policy in Europe: What EU-Subsidies Do We Need for the TEN?. , 2008, , 325-341.		2
36	Erratum to "Transit costs and cost efficiency: Bootstrapping non-parametric frontiers" [Research in Transport Economics 23 (2008) 53-64]. Research in Transportation Economics, 2009, 25, 67.	4.1	0