

Nicolas Gendron-Carrier

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Citizenship	Canadian
Languages	English (fluent), French (native), Spanish (beginner)
Research Interests	Labour Economics Urban Economics Entrepreneurship
Teaching Interests	Quantitative Methods Labour Economics Urban Economics
Education	
2012-Present	Ph.D., Economics, University of Toronto (expected June, 2018) Dissertation: “Essays in Labour and Urban Economics” Committee: Nathaniel Baum-Snow (co-supervisor), Daniel Trefler (co-supervisor), Marco Gonzalez-Navarro, Matthew A. Turner
2011-2012	M.Sc., Economics, Université de Montréal
2008-2011	B.Sc., Mathematics and Economics, Université de Montréal

Awards

Doctoral Completion Award, University of Toronto, 2017-2018
Ontario Graduate Scholarship, Province of Ontario, 2017-2018
Lawrence and Tracey Smith Bursary in Economics, University of Toronto, 2016-2017
Ontario Graduate Scholarship, Province of Ontario, 2016-2017
Ontario Graduate Scholarship, Province of Ontario, 2015-2016
University of Toronto Fellowship, University of Toronto, 2012-2017
Highest Graduating GPA in Mathematics and Economics, Université de Montréal, 2012

Working Papers

“Understanding the Careers of Young Entrepreneurs” (**Job Market Paper**)

“Subways and Urban Air Pollution” (with Marco Gonzalez-Navarro, Stefano Polloni, and Matthew A. Turner)

“The Local Impact of Containerization” (with Leah Brooks and Gisela Rua)

Work in Progress

“Local Productivity Spillovers” (with Nathaniel Baum-Snow and Ronni Pavan)

Professional Experience

2012-Present: Teaching Assistant, University of Toronto
- Introductory Economics (Undergraduate)
- Intermediate Macroeconomics (Undergraduate)
- Labour Economics (Undergraduate)
- Urban Economics (Undergraduate)

2014-2016: Research Assistant, University of Toronto
- Professor Daniel Trefler
- Professor Matthew A. Turner

Presentations

2017: University of Toronto
2016: Canadian Economics Association (University of Ottawa); IV Workshop on Urban Economics (Barcelona Institute of Economics)
2015: University of Toronto; International Trade Conference (Federal Reserve Board of Governors)

Refereeing Experience

Journal of Urban Economics

References

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Dissertation Abstract

Essays in Labour and Urban Economics

Understanding the Careers of Young Entrepreneurs (Job Market Paper)

This paper investigates the mechanisms that drive sorting into entrepreneurship and entrepreneurial success among young individuals. I develop a dynamic Roy model of career choice that flexibly incorporates human capital accumulation, non-pecuniary benefits, mobility frictions, aggregate fluctuations, and unobserved ability differences across individuals. I use a new administrative Canadian matched owner-employer-employee dataset to estimate the model. I find that 15% of the population has a comparative advantage in entrepreneurship at labour force entry, of which about half are relatively low ability "subsistence" individuals and the other half are high ability "transformational" individuals. Despite large earnings premiums in entrepreneurship, only 4% of transformational individuals become entrepreneurs between age 25 and 35. Parameter estimates indicate that the main deterrents for them are (a) large non-pecuniary costs associated with being an entrepreneur and (b) low returns to work experience in entrepreneurship. Policies that incentivize individuals to become entrepreneurs early in the life cycle are found to be effective in inducing transformational individuals to sort into entrepreneurship. However, unless targeted appropriately, such policies are costly to implement because they also induce a large fraction of individuals with relatively low entrepreneurial skills to become entrepreneurs for non-pecuniary motives.

Subways and Urban Air Pollution (with Marco Gonzalez-Navarro, Stefano Polloni, and Matthew A. Turner)

We investigate the relationship between the opening of a city's subway network and its air quality. We find that particulate concentrations drop by about 4% in a 10km radius disk surrounding a city center during the year following a subway system opening. This reduction in particulates is larger nearer the city center, but extends over the whole metropolitan area. It persists over the longest time horizon that we can measure with our data, about eight years, although these estimates are less reliable further from the subway opening date. Our results also point to decreasing returns to subway expansions, both in terms of particulate reduction and ridership. Using estimates from the literature on the relationship between particulates and infant mortality suggests that each subway system provides an external mortality benefit of about \$21m per year. This external benefit is about \$594m per system per year if we consider mortality reduction effects for all city residents rather than just infants. Although available subway capital costs are crude, the estimated external mortality effects represent a significant fraction of construction costs.

The Local Impact of Containerization (with Leah Brooks and Gisela Rua)

This paper exploits the advent of containerization, a technological shock that dramatically reduced international shipping costs, to examine how access to international markets affects local economic growth. We contend with the non-random adoption of containerization by employing a novel instrument: being near a very deep port in 1953, before containerization. Because container ships are much larger and displace more water than their predecessors, they require substantially deeper ports. Despite their value in the post-container era, very deep ports had no particular competitive advantage before the advent of containerization. Analogous to a cost shifter, port depth should affect the supply of ports, but have no effect on the demand for ports. To estimate the impact of containerization on local economic activity, we construct a county level panel dataset describing the evolution of population, employment, port facilities, and other variables in the United States from 1950 to 2010. Consistent with the predictions of a standard new economic geography model, we find substantial increases in population, employment, and wages in U.S. counties near containerized ports.