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Territorial impact of transport policy – chances and risks for mountain regions based on ESPON results

MONTESPON
Lucerne, Switzerland, 5 September 2006

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Structure of the Presentation

• ESPON projects

• Accessibility

• Accessibility and Regional Economic Performance

• Territorial impacts of transport policies

• Conclusions
ESPON projects
ESPON Projects

- 1.1.1 “Polycentric Development“
- 1.2.1 “Transport Services and Networks“
- 2.1.1 “Territorial Impacts of Transport Policies“
- 1.1.3 “Territorial Effects of EU Enlargement“
What is Accessibility?

- main "product" of the transport system
- determines the locational advantage of an area relative to all areas including itself
- measures the benefits households and firms enjoy from the existence and use of transport infrastructure
- areas with better access to the locations of input materials and markets will, ceteris paribus, be more productive, more competitive and more successful than remote areas

- “Good accessibility of European regions improve their competitive position but also the competitiveness of Europe as a whole” (ESDP, 1999)
Main indicator concepts of accessibility

• **Simple** accessibility indicators ("Endowment")
  -> take only transport infrastructure in the area itself into account
  -> e.g. length of road, number of railway stations or port or airport existing

• More **complex** accessibility indicators
  -> take account of the connectivity of transport networks
  -> distinguish between network itself and the opportunities that can be reached
  -> e.g. travel time to cities, daily accessibility, potential accessibility
Air
Multimodal
Multimodal FUAs
Accessibility and Regional Economic Performance
Territorial Impacts
**SASI Model**

The SASI model is a *simulation* model of the *socio-economic* development of the regions in Europe subject to *transport infrastructure and other transport policies*.

The model forecasts for each *region*
- *accessibility*
- *GDP per capita*

and for each *country*
- *territorial cohesion*
- *polycentricity*
ESPON 1.1.3 Prospective Scenarios 2006 - 2031

000    Reference scenario

A1     Enlargement

B1     A1 + all TEN-T priority projects
B2     A1 + B1 + TEN/TINA projects in NMAC
B3     A1 + all TEN/TINA projects
B4     A1 + B3 + additional TINA projects
B5     A1 + B3 + maximum TINA projects
Relative Change of Accessibility

Scenarios
A1: Enlargement
B1: A1 + Priority Projects
B5: A1 + TEN/TINA + more
Relative Change of GDP

Scenarios
A1: Enlargement
B1: A1 + Priority Projects
B5: A1 + TEN/TINA + more
Absolute Change of GDP (€/capita)

Scenarios

A1: Enlargement
B1: A1 + Priority Projects
B5: A1 + TEN/TINA + more
Absolute Change of GDP (€/capita)

Scenario
B5: A1 + TEN/TINA + more
Conclusions
Conclusions (1):
Accessibility

Europe is characterised by huge disparities in accessibility and several overlaying core-periphery pattern:

- between central and remote regions
- between western and eastern Europe
- between agglomerations and hinterland
  -> more complex than the picture of the Pentagon and the rest of Europe

Mountain region do not show specific characteristics
  -> the European pattern is somehow repeated
Conclusions (2):

Accessibility and regional development

Good accessibility does not guarantee regional economic success.

Poor accessibility does not necessarily mean poor economic performance.

Mountain regions perform often better than their location would suggest

-> are other factors more important than accessibility?
Conclusions (3):
Territorial impacts of transport policies: Magnitude

Large increases in accessibility translate into only small changes in economic activity.

The infrastructure projects examined contribute to this effect and, not surprisingly, the more infrastructure projects are implemented the better.

In mountain regions, here in the Alpine regions, the large scale infrastructure projects will bring similar positive economic effects as projects in other European regions.
Conclusions (4):
Territorial impacts of transport policies: Cohesion

All policy scenarios examined, including the enlargement scenario, reduce disparities in accessibility and GDP per capita between the old and new member states in *relative terms*.

However, in *absolute terms*, they widen the gap in accessibility and GDP per capita between the old and new member states.

-> However, the mountain regions, here the Alpine regions, seem to benefit most