



Special Session (SS02) on:

Transport Infrastructure and Urban Spatial Structure: Economic, Social and Environmental Effects¹

Organizers:

Patrícia C. Melo, ISEG/Universidade de Lisboa, pmelo@iseg.ulisboa.pt

João de Abreu e Silva, IST/Universidade de Lisboa, jabreu@tecnico.ulisboa.pt

Bruno T. Rocha (Chair), ISEG/Universidade de Lisboa, brunorocha@iseg.ulisboa.pt

Description of aims and scope:

Background: Investment in transport networks and the resulting reduction in transport costs is often seen as a driver of both economic growth and regional development, in particular in lagging regions, which are expected to benefit from being connected to larger markets. Portugal, like other southern European countries, allocated a large share of EU's regional development funding to motorways² with the aim of promoting economic growth, economic integration, and regional cohesion. According to Eurostat, in 2017 Portugal had the third highest endowment of motorways relative to GDP and the fifth relative to population in the EU.

Aim: Discuss recent research on the effect of motorways, railways and other forms of transport on the location and spatial distribution of economic activity.

Scope: Effects of transport investment and transport networks on location patterns of population, jobs, and firms between and within regions in Europe, namely Portugal and Spain.

Keywords: transport accessibility, motorways, growth versus reorganization, suburbanisation, regional inequalities.

JEL codes: O18, R11, R49, R58.

SUBMIT ABSTRACT

¹ This special session presents work carried out under the project PTDC/EGEECO/28805/2017 - Transport Infrastructure and Urban Spatial Structure: Economic, Social and Environmental Effects (TiTuSS), funded by the Portuguese Research Council FCT.

² As shown by Pereira and Pereira (2016), road investment in the EU's financial frameworks QCA I (89-93), QCA II (94-99), QCA III (00-06) and QREN (07-13) amounted to 28%, 31%, 32% and 26% of total investment, respectively. If we consider only motorways, the shares of investment in each of those periods were 5%, 7%, 14% and 5% for total investment and 19%, 24%, 44% and 21% for road investment. Source: <https://www.ffms.pt/publicacoes/detalhe/1488/investimento-eminfraestruturas-em-portugal>