

RESULTS FACTSHEET

INDICATOR SET07: ACCESSIBILITY OF INDUSTRIAL AREAS

DEFINITION - OBJECTIVE

The indicator records data concerning the Industrial Areas (IA) and certain other productive infrastructures (programmed Industrial and Business Areas, Technology Parks etc) located in the impact zone of the motorway. The following are in particular recorded: (a) position, (b) dynamics (c) time distance from the closest intersection with the Egnatia Motorway. The purpose of this indicator is to examine the impacts of the Egnatia Motorway on the accessibility and dynamics of the productive infrastructures, a fact that affects an area's economic development as a whole. The optimum connection of the road network with the productive infrastructures is generally a basic development parameter of the productive activities.

RESULTS- ASSESSMENT

At this stage we have only estimated the number of Industrial Areas at the Regions of the Impact Zone IV of the Egnatia Motorway¹. The indicator will be assessed on the basis of the aforementioned definition and will be the object of a special study.

At Zone IV, there are 15 IA functioning: five in East Macedonia (one per Prefecture), three in Central Macedonia (Thessaloniki, Serres, Kilkis and three additional nominative or demarcated), two in West Macedonia (Florina and Kozani), two in Epirus (Preveza and Ioannina) and three in Thessaly (Magnissia, Larissa and Trikala-Karditsa).

¹ The 5 Regions crossed by the Egnatia Motorway are: Epirus, Thessaly, West Macedonia, Central Macedonia, East Macedonia & Thrace.

ACCESSIBLE IA AND OTHER PRODUCTIVE INFRASTRUCTURE	
Industrial Areas in the Prefectures of Impact Zone IV	
IA	Impact Zone
Evros	II
Rodopi	II
Kavala	II
Xanthi	II
Drama	III
Thessaloniki	II
Serres	II
Kilkis	III
Chalkidiki	III (statutory)
Pella - Imathia	II-III (defined)
Pieria	III (statutory)
Florina	III
Kozani	II
Preveza	III
Ioannina	II
Volos	III
Larissa	III
Karditsa - Trikala	III
Impact Zone IV	15 (in function)

The following are extracts of the Plan JMD of MINENV for the SPECIAL FRAMEWORK OF SPATIAL PLANNING AND SUSTAINABLE DEVELOPMENT OF THE INDUSTRIAL ECONOMY (May 2007), as regards the spatial planning standards per Region of the Egnatia Motorway Impact Zone IV.

1. East Macedonia Region

The most powerful element of the spatial organization of the industrial economy is the zone along the Egnatia Motorway, which involves the already existing industrial poles: Kavala- Xanthi- Drama (area of intensification) and Alexandroupoli- Komotini (area of extension with distinct intensification areas) but creates new opportunities as well. New important points (areas of extension) may be found at the northern front, by incorporating the free zones into important organized border receptors (3-4 at the level of the “spatial unity” Macedonia- Thrace. Such appropriate positions to be investigated in East Macedonia involve Ormenio of the Municipality of Trigono of the Region of Evros- Creation of a free Industrial area of International Business and Industrial Activity Zone of Economic Transactions and the ports of Alexandroupoli and Kavala, characterised as Zones of Free Commerce.

2. Central Macedonia Region

The main development zones of the business activity are the following: a) The major, of national and international importance zone of business activity development is the metropolitan area of Thessaloniki (MATH) and particularly its west and northern part, including the most important part of the adjacent Prefectures, (general area of quality restructuring). b) The zones of Naousa- Veria- Edessa- Giannitsa (area of intensification and support) and c) smaller poles of the Prefectures of Serres and Katerini. Towards the northern pole, organised border receptors/ free zones have to be created. Appropriate positions for the investigation of such receptors/ free zones (3-4 for the spatial unity level of Macedonia- Thrace) are the MATH, the axis Serres-Sidirokastro, Promahonas, the axis Polykastro- Stavrochori- Kilkis or alternatively the borderline area of the Prefecture of Kilkis and Thessaloniki, close to PATHE Motorway -OSE (Hellenic Railway Organization) axis at Aspro). It should be pointed out that the mining pole of Halkidiki could attract industrial plants, in order to vertically organise the production of mineral materials, a procedure that needs to be encouraged.

3. West Macedonia Region

The two existing industrial activity areas, the area of Kastoria (area of quality restructuring/ support) and the area Kozani- Ptolemaida (area of intensification) are the two basic industrial poles, to which other poles of less importance along the northern development axis (areas of extension) are going to be added.

4. Region of Epirus

The most important structural elements of the spatial organization will be the existing pole of Ioannina (area of intensification) and the west development axis at various positions of which, new industrial poles may be developed at a smaller scale. The most important potential pole of these is the area of Igoumenitsa. At the northern areas the handicrafts- family businesses have to be supported.

5. Region of Thessaly

From the spatial viewpoint, the main axis/ zone of development is the twin-pole area Larissa- Volos, which may be enforced through a certain geographical extension (areas of intensification involving at areas a certain quality restructuring. At the same time, there is an interim possibility of development for a new industrial area to the west (Karditsa- Trikala with extensions in the direction of the Egnatia Motorway) (area of extension), which may be strongly supported by a spatial policy. In the mountainous areas, the development of handicraft businesses, already showing signs of dynamic development, have to be supported.

METADATA

Sources

- Regional Framework of Spatial Planning of East Macedonia and Thrace (OGG 1471B' /9-10-2003), Central Macedonia (218 B' /6-2-2004), West Macedonia (OGG 1472B' /9-10-2003), Epirus (OGG 1451B' /6-10-2003) and Thessaly (OGG 1484 B' /10-10-2003) and Hellenic Industrial Development Bank (ETVA).

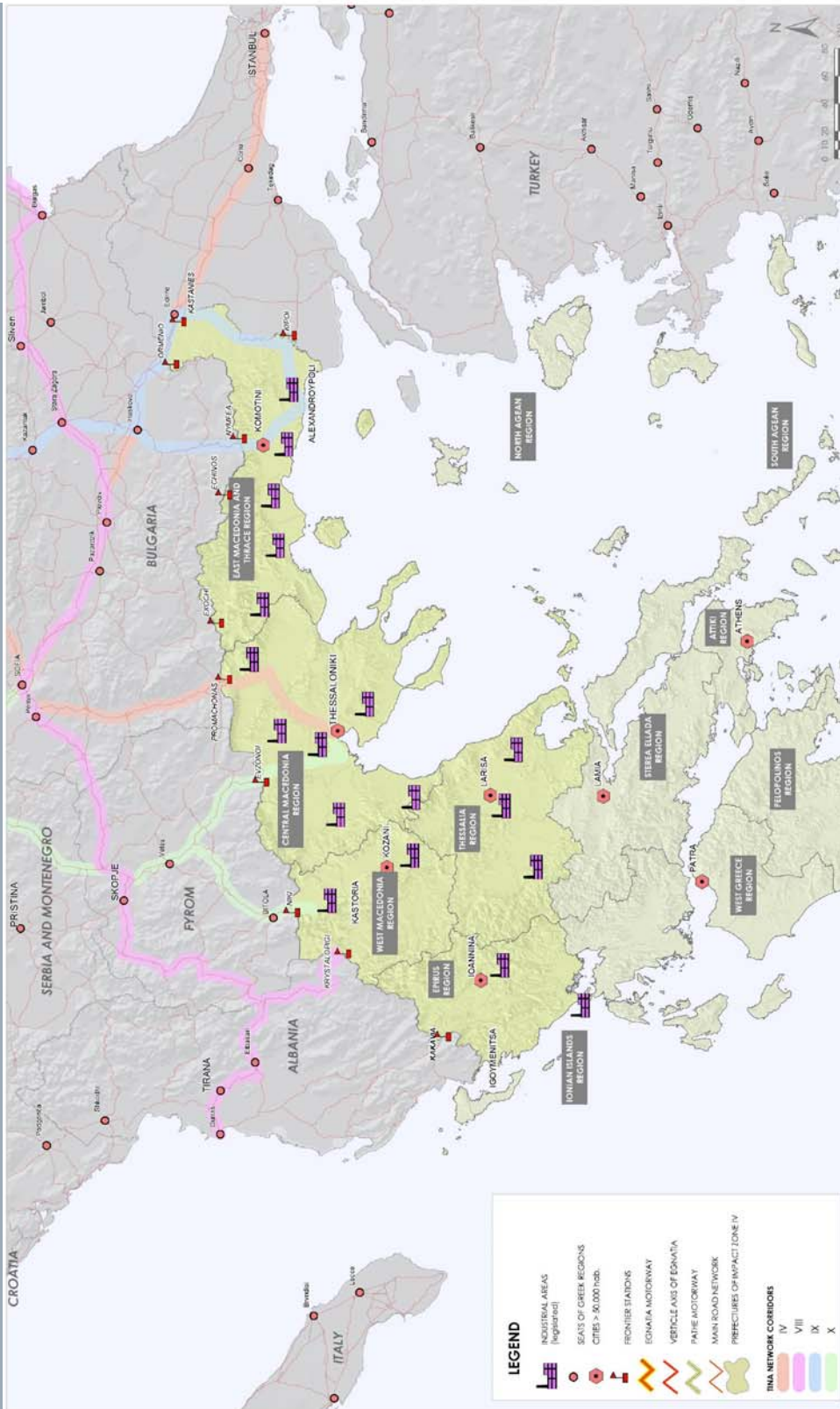
- MINENV: SPECIAL SPATIAL PLANNING AND INDUSTRIAL SUSTAINABLE DEVELOPMENT FRAMEWORK JMD plan May,2007.

<<http://www.minenv.gr/download/2007-05-21.synentey3i.gia.xorota3iko.plaisio.biomixanias.doc>>

Methodology

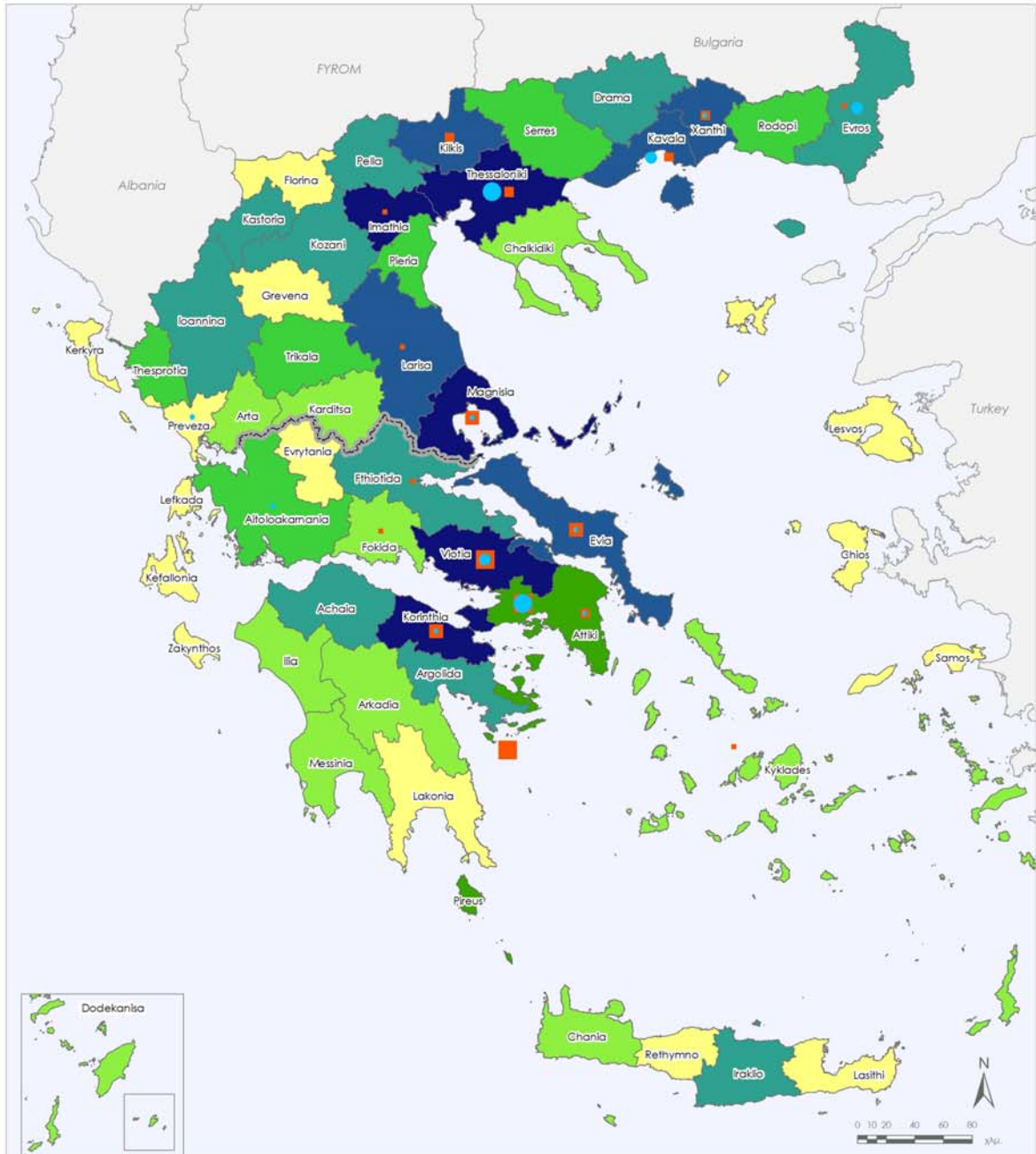
At this stage, the position of Industrial Areas is presented indicatively on the basis of the Observatory's Geographical Information System processing.

Map 1: Accessible Industrial Areas in Impact Zone IV



SCALE: 1:2.500.000 - DATE: 14/4/2008
DATA SOURCE: REGIONAL FRAMEWORKS OF SPATIAL PLANNING AND MINISTRY OF DEVELOPMENT
FILE: M:\GIS\Indicators\SET07\2008\maps\map1\mxd\SET07_jan06_en.mxd

Map 2: Directions for industrial spatial policy in a prefectural level, according to the SPECIAL SPATIAL PLANNING AND INDUSTRIAL SUSTAINABLE DEVELOPMENT FRAMEWORK JMD plan, Ministry of the environment, planning and physical works, May 2007 (Diagram 3)



LEGEND

General priority of manufactory of Prefectures

- Very Low
- Low
- Medium to low
- Medium
- High
- Very High

Presence of SEVESO II units

- 2-3
- 4-7
- >20

Presence of nuisance units

- Rather low
- Medium
- Rather important
- Important

IMPACT ZONE IV LIMIT

EGNATIA ODOS A.E. OBSERVATORY

DATE: 11/02/2008
 DATA SOURCE: MINISTRY OF THE ENVIRONMENT, PHYSICAL PLANNING AND PUBLIC WORKS., 05/2007
 FILE: M:\GIS\Indicators\SET\SET07\2008\maps\mxd\SET07_PREF_feb08.mxd

