



egnatia odos observatory  
monitoring of egnatia motorway's spatial impacts



EUROPEAN UNION (50%)  
Cohesion Fund  
European Regional Development Fund (ERDF)  
Trans-European Transport Networks



COMMUNITY  
SUPPORT  
FRAMEWORK  
2000-2006



- Socrates Seitaniadis

# TRANSPORT POLICY AND TERRITORIAL COHESION – THE CASE OF THE EGNATIA MOTORWAY IN NORTHERN GREECE

## *1. European transport policy and territorial cohesion*

### *1.1 What is territorial cohesion?*

Territorial cohesion is old as a concept, (traces back to the European model of Society) but is rather new as a term. (first used in 2001, in the Second Report of EC on Economic and Social Cohesion)

“...In policy terms, the objective is to help achieve a more balanced development by reducing existing disparities, avoiding territorial imbalances and by making both sectoral policies which have a spatial impact and regional policy more coherent. The concern is also to improve territorial integration and encourage cooperation between regions.”

Source: EC (2004): Third Report on Economic and Social Cohesion

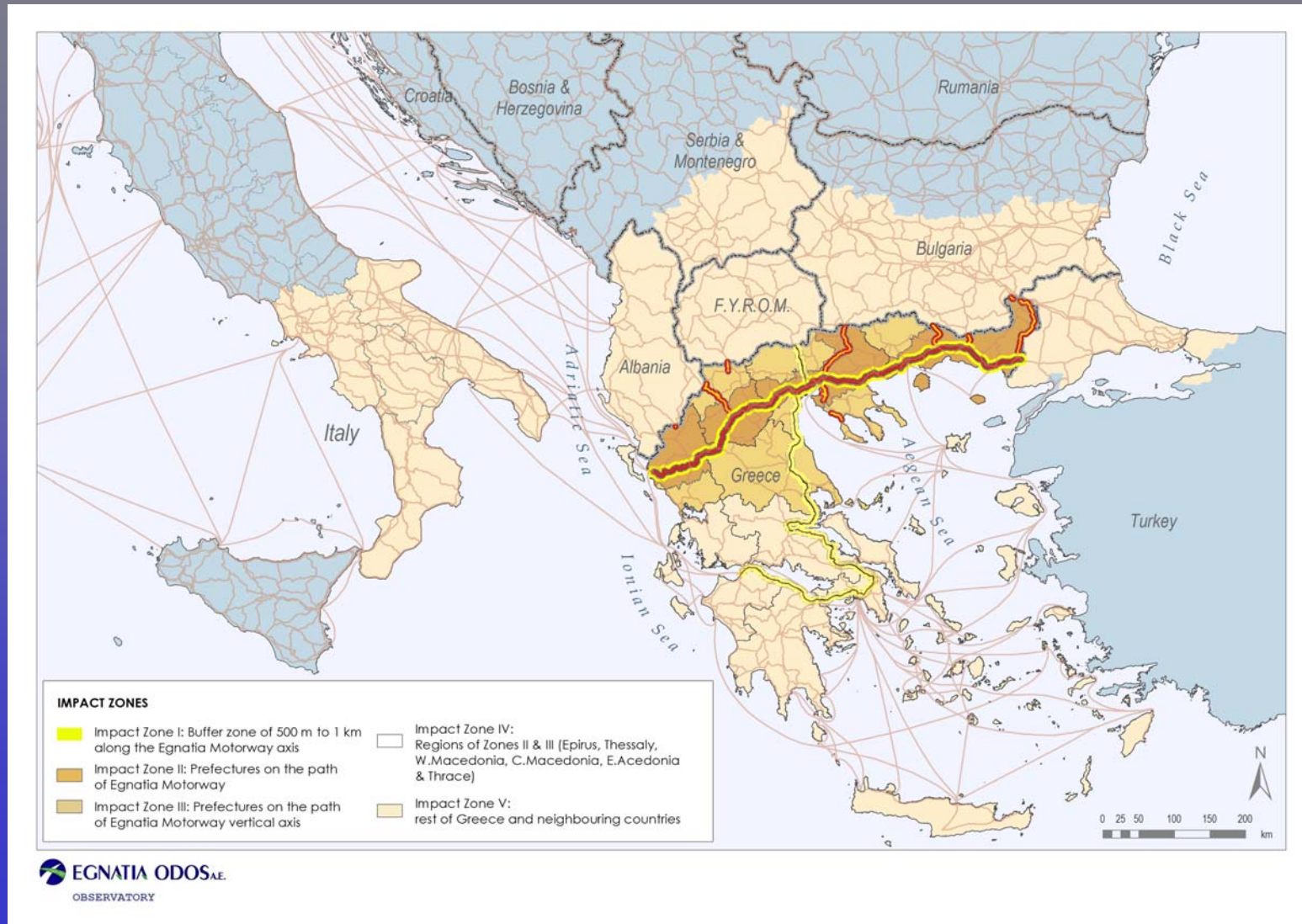
### *1.2 Transport policy and territorial cohesion*

- Proposed EU Constitution
- Need for close relationship between transport policy and regional policy
- Trans European Transport Network - Priority axis No7
- ESDP - Territorial Impact Assessment (TIA)

“...in order to promote its overall harmonious development, the Union shall develop and pursue its action leading to the strengthening of its economic, social and territorial cohesion.”

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## 2. Examining territorial cohesion in Impact Zone IV



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## 2. Examining territorial cohesion in Impact Zone IV

### 2.1 Previous research findings

#### *Espon Projects and cohesion reports*

- *Convergence in EU level but not within the EU countries (4<sup>th</sup> Cohesion Report, EC, 2007)*
- *Basic question: Enlargement of the European Union?*

#### *Greek literature:*

- *“Convergence hypothesis” and not territorial cohesion*
- *Various results according to the methodology used (These are mainly  $\beta$  and  $\sigma$  convergence. In general terms, researches that use the method of  $\beta$ -convergence, show weak trend of convergence for the Prefectures of Greece.)*
- *Most researchers find weak trend for convergence [ i.e. Petrakos and Saratsis (2000), Konsolas et al. (2002), Liargovas.et. al. (2003), Christopoulos and Tsionas (2003)]*

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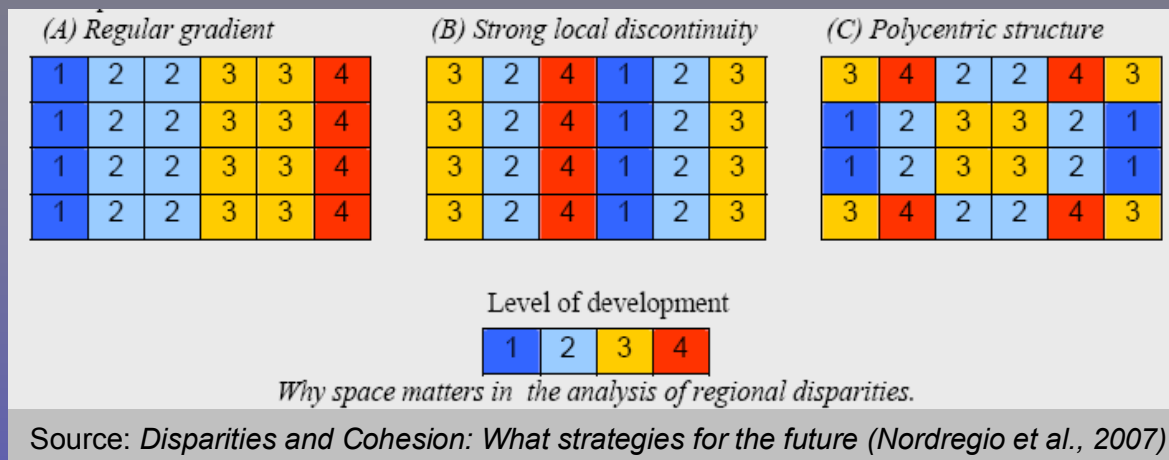
## 2. Examining territorial cohesion in Impact Zone IV

### 2.2 Methodology

- **System of indicators for assessing spatial impacts**

[http://observatory.egnatia.gr/indicators\\_en.htm](http://observatory.egnatia.gr/indicators_en.htm)

- **Previous research on “convergence hypothesis” in Greece**



Indicators and type of cohesion	
GDP per capita	(> cohesion)
Employment	(> economic/social cohesion)
Income	
Male/female employment	
Population change	
Educational level	
Specific relations/exchanges between territories, eg migration, commercial links,	(> territorial cohesion)
cultural relationships, institutional relations,	
<b>accessibility</b>	

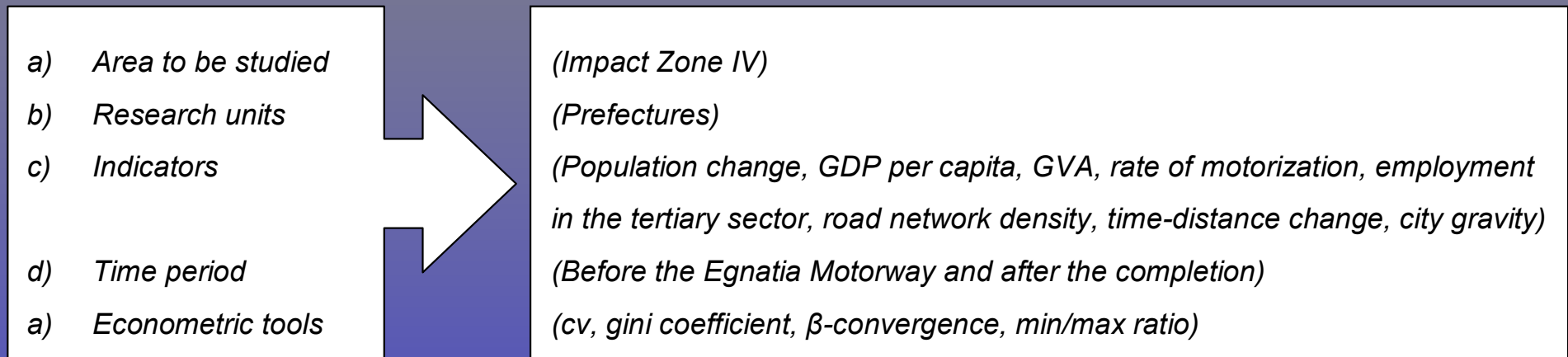
Source: ESPON and Austrian Institute for Regional Studies and Spatial Planning (OIR) (2004): Territorial Impact Assessment (TIA): A certain tool or a whole kind of tools?

# TRANSPORT POLICY AND TERRITORIAL COHESION – THE CASE OF THE EGNATIA MOTORWAY IN NORTHERN GREECE

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### 2.2 Methodology

Definition of:



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## 2. Examining territorial cohesion in Impact Zone IV

### 2.3 Research on Impact Zone IV

**Convergence results using various econometric methods**

	Population 1995-2005 (Annual average population, Eurostat, November 2007)	GDP per capita 1995-2004 (Eurostat, November 2007)	GVA 1995-2003, (Eurostat, November 2007)	Rate of motorization 1995- 2004, (NSSG December 2006 and Eurostat, November 2007)	Employment (%) in the tertiary sector 2000- 2004, (Eurostat, November 2007)	Road network density	Time- distance change	City gravity
$\beta$ -convergence	-	+	-	+	+	+	+	+
$\sigma$ -convergence (cv)	-	+	-	+	+	+	+	+
gini coefficient	-	-	-	+	+	+	+	+
max/min	-	+	+	+	+	+	+	+

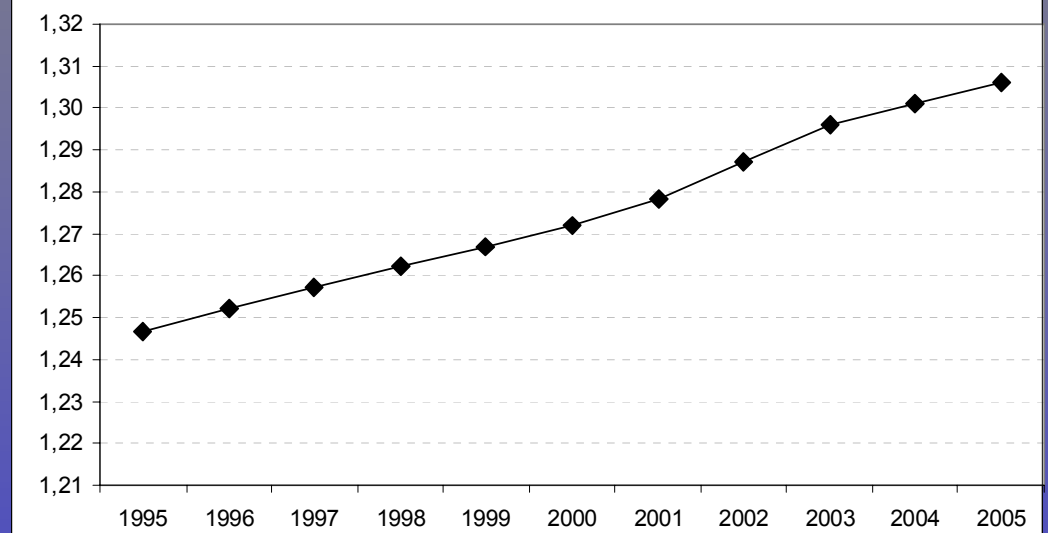
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## 2. Examining territorial cohesion in Impact Zone IV

### 2.3 Research on Impact Zone IV - Population change

ANNUAL AVERAGE POPULATION OF 1995 PER PREFECTURE OF IMPACT ZONE IV AS PERCENTAGE OF THE AVERAGE KAI AND CHANGE PERCENT 1995-2005			
NUTS	PREFECTURE	1995	Change (%) 1995-2005
gr111	Evros	93,7	1,6
gr112	Xanthi	63,2	6,3
gr113	Rodopi	69,1	2,7
gr114	Drama	63,3	1,5
gr115	Kavala	87,8	2,1
gr121	Imathia	89,9	1,9
gr122	Thessaloniki	660,3	8,2
gr123	Kilkis	52,9	4,5
gr124	Pella	89,9	3,0
gr125	Pieria	77,4	5,3
gr126	Serres	121,8	-0,3
gr127	Chalkidiki	59,6	6,8
gr131	Grevena	21,0	-3,3
gr132	Kastoria	34,2	0,2
gr133	Kozani	97,2	1,2
gr134	Florina	34,1	1,7
gr141	Karditsa	78,1	-4,2
gr142	Larisa	178,6	1,5
gr143	Magnesia	128,6	1,1
gr144	Trikala	86,9	-3,6
gr211	Arta	47,8	-4,4
gr212	Thesprotia	27,2	0,5
gr213	Ioannina	100,5	8,6
gr214	Preveza	36,8	-0,3

Coefficient of variation (CV) in population of Impact Zone IV Prefectures



- Important changes in Prefectures of Ioannina and Xanthi

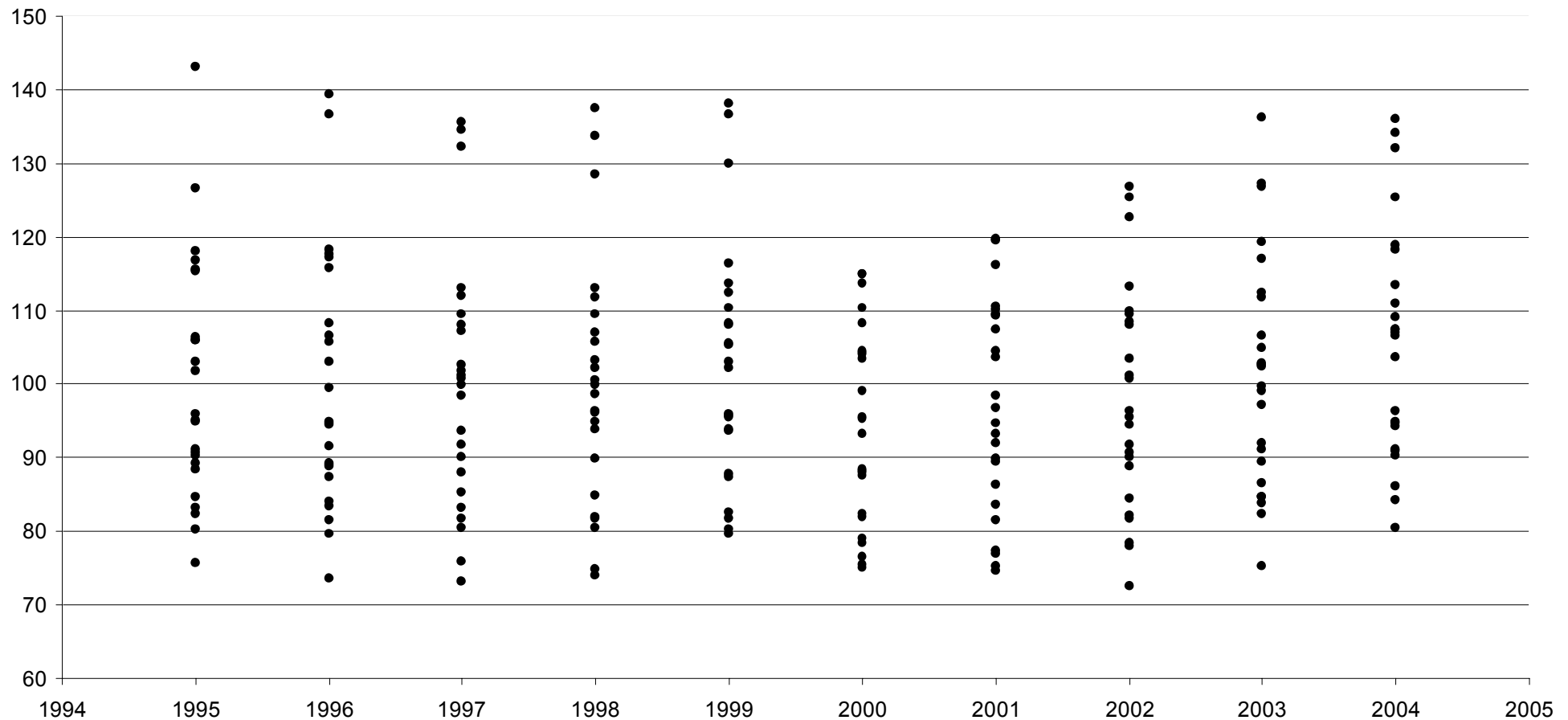


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## 2. Examining territorial cohesion in Impact Zone IV

### 2.3 Research on Impact Zone IV - GDP per capita

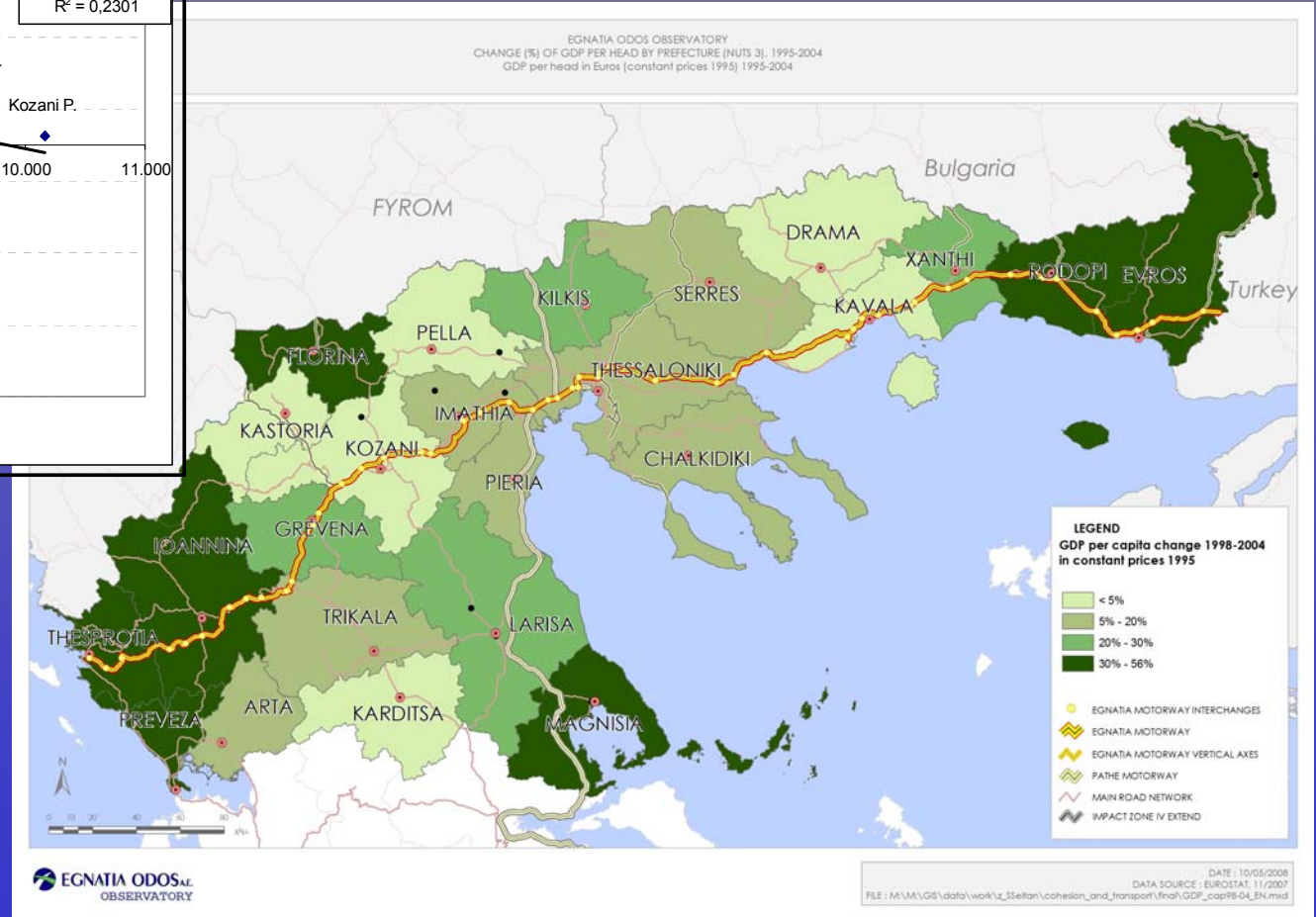
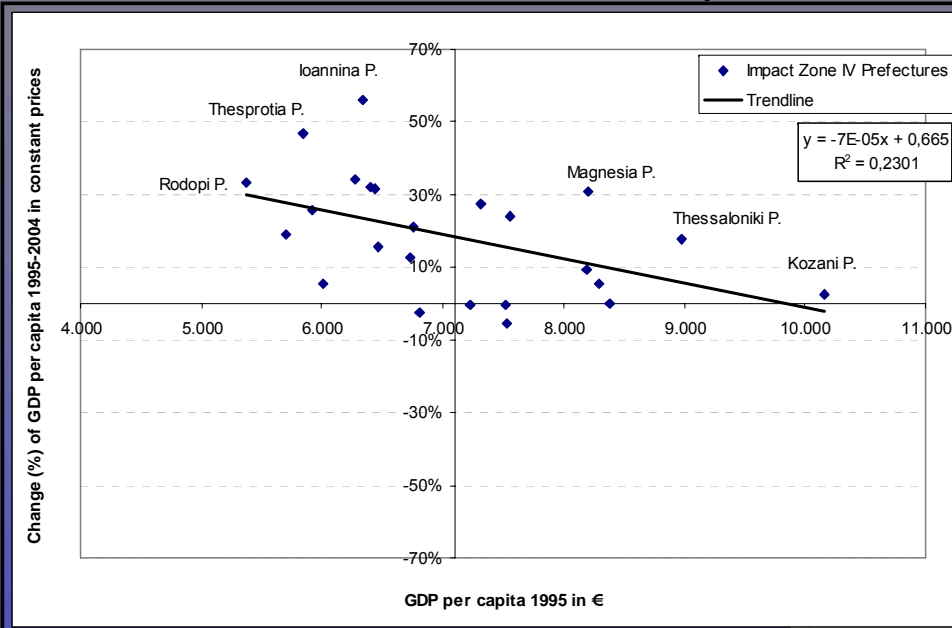
GDP per capita in Prefectures of Impact Zone IV, as a percentage of the Zone's average (constant prices, 1995-2004)



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### 2.3 Research on Impact Zone IV - GDP per capita

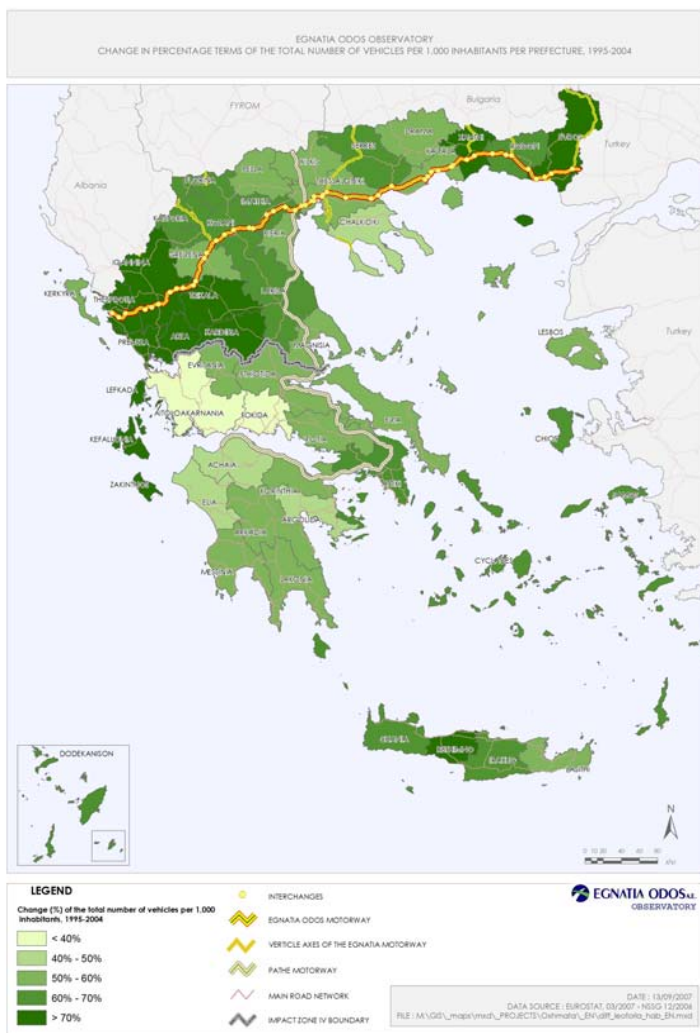


- *Weak convergence*
- *Highest increase of GDP per capita in Prefectures of Ioannina, Thesprotia and Rodopi.*

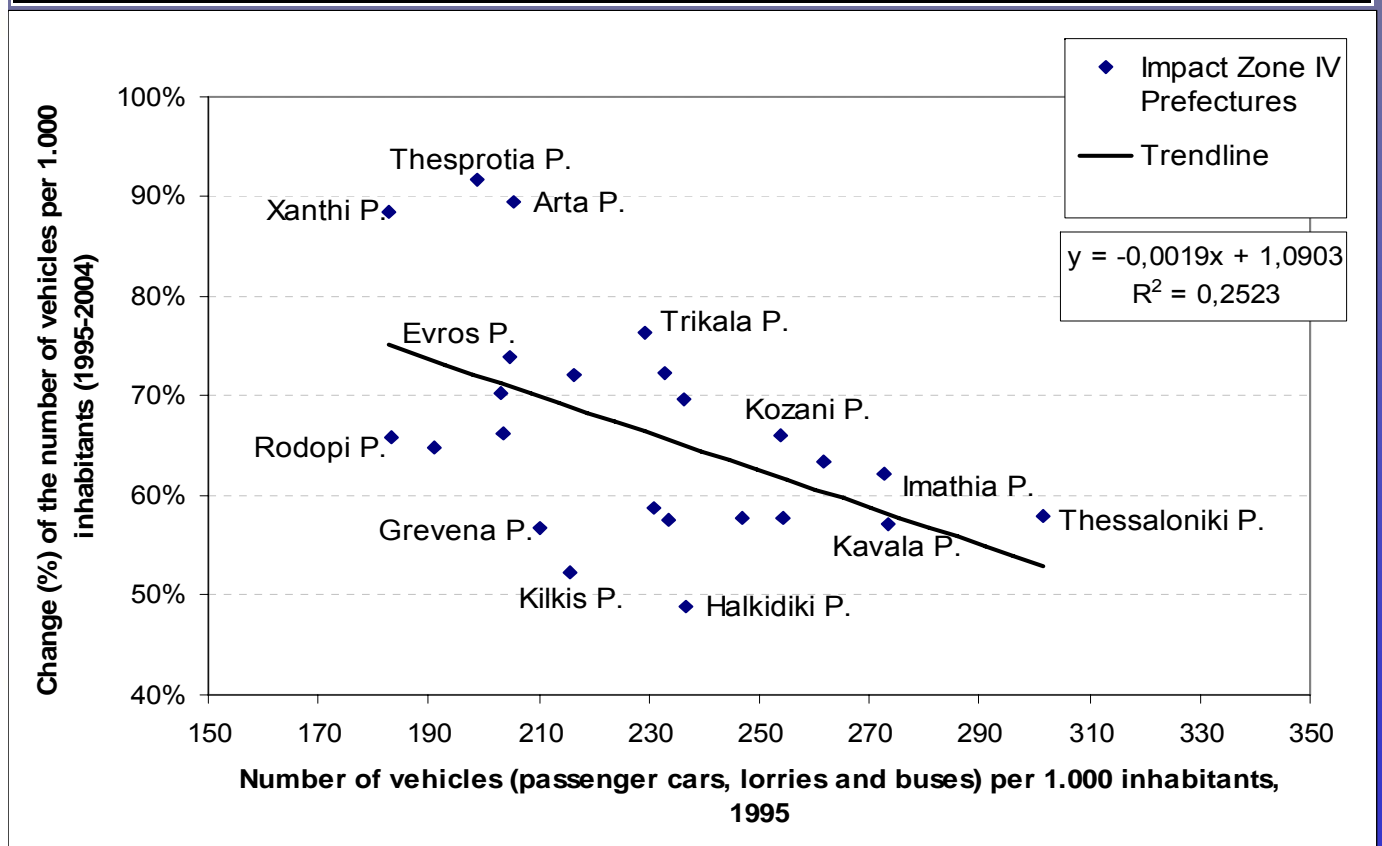
# TRANSPORT POLICY AND TERRITORIAL COHESION – THE CASE OF THE EGNATIA MOTORWAY IN NORTHERN GREECE

## 2. Examining territorial cohesion in Impact Zone IV

### 2.3 Research on Impact Zone IV - Vehicle occupation



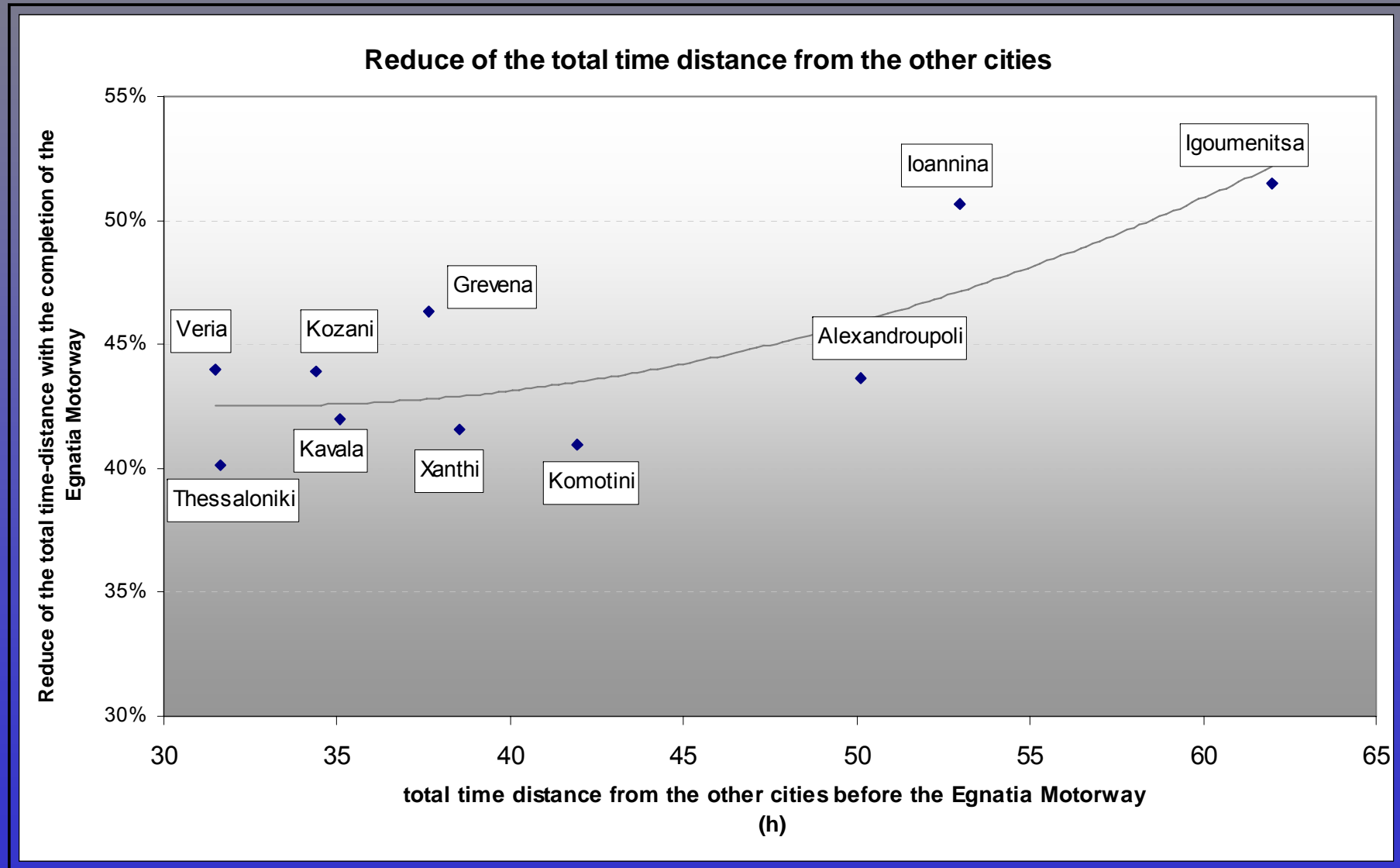
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Average	228,3	239,3	253,9	269,1	289,2	310,4	328,9	345,8	360,6	378,6
CV	0,13	0,14	0,13	0,13	0,12	0,12	0,12	0,11	0,11	0,11
Max/min ratio	1,65	1,72	1,68	1,65	1,64	1,61	1,58	1,57	1,56	1,57



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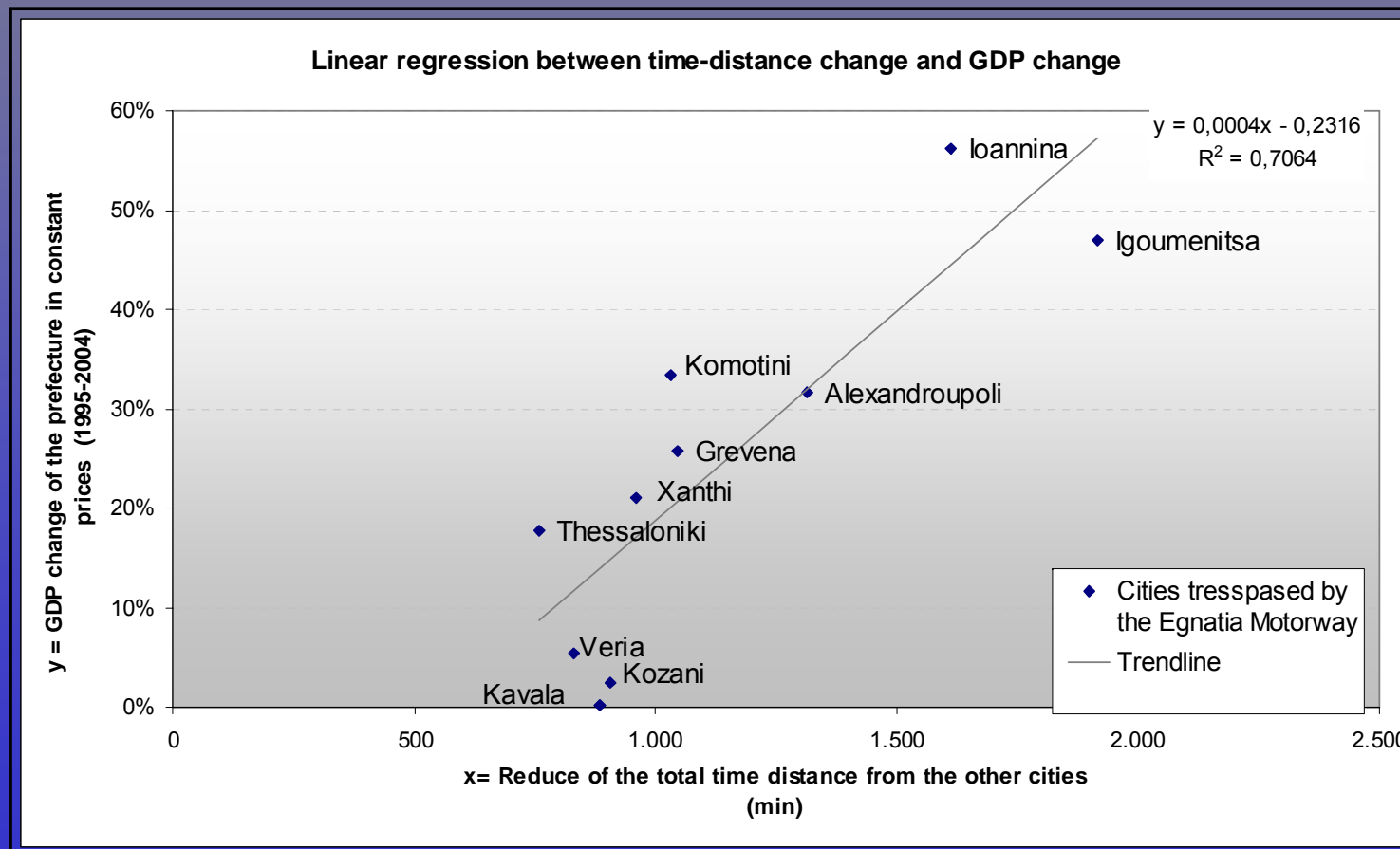
### 2.3 Research on Impact Zone IV - Time-distance



# TRANSPORT POLICY AND TERRITORIAL COHESION – THE CASE OF THE EGNATIA MOTORWAY IN NORTHERN GREECE

## 3. Conclusions

- *Policy goals change: From convergence to social and economic cohesion and to territorial cohesion.*
- *Increasing mobility and accessibility in Impact Zone IV differentiates the old “single-pole” pattern.*
- *Weak trend to convergence but stronger to territorial cohesion*



# Thank you for your attention!

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