

Border effect and market potential in the European Union

María Henar Salas-Olmedo¹ Patricia García-Alonso ² Javier Gutiérrez¹

¹Complutense University of Madrid (Spain) ²CTL Cantabria (Spain)



Outline

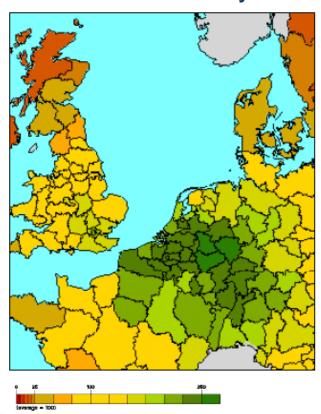
- Introduction: "accessibility" and "border effect"
- Our objective: improving accessibility measures
- Background: market potential and border effect
- Methodology: market potential with border effect
- Results: the effect of borders on market potential
- Conclusions: relevance for EU policies
- Further research: disaggregating the border effect



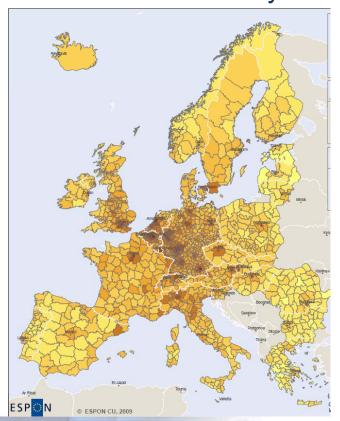


Introduction

Access to GDP by car



Potential accessibility to markets



ESPON, 2009

Schürmann & Talaat, 2002.





Introduction

Border effect

			Other things being equal
1995	McCallum	US-Canadian border	22 times
1996	Wei	Europe	1.7 times
2000	Nitsch	European countries	7 to 10 times
2004	Chen	EU countries	6 times on average





Our objective

 To improve current measures of accessibility to markets in an international framework

HOW?

Accounting for borders as trade barriers

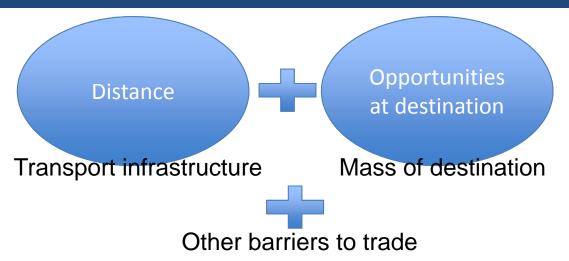




Background

Defining accessibility

The potential for interaction





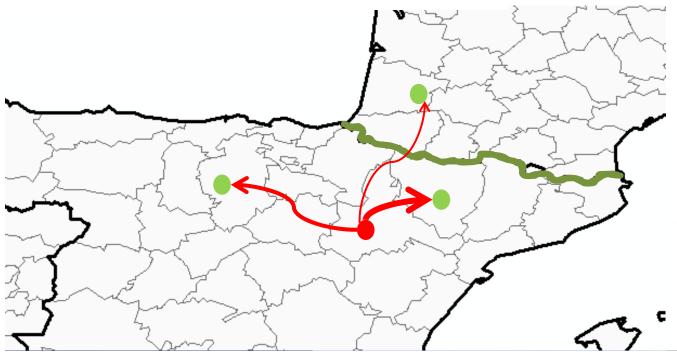


Background

Defining other barriers to trade

The border effect

Trade decreases with **distance**

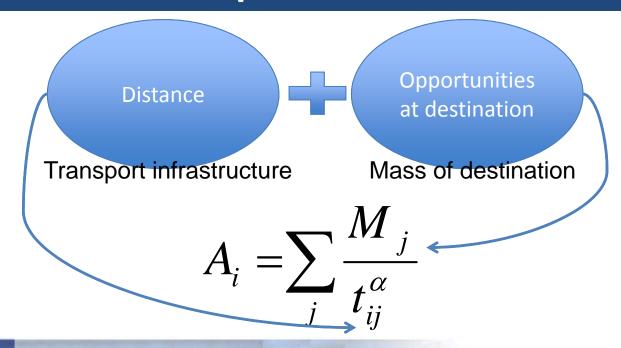


Borders

exaggerate this trend

Measuring accessibility

The market potential indicator

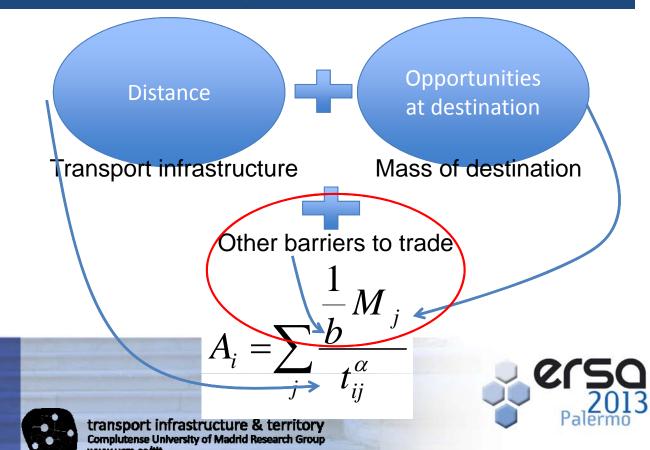






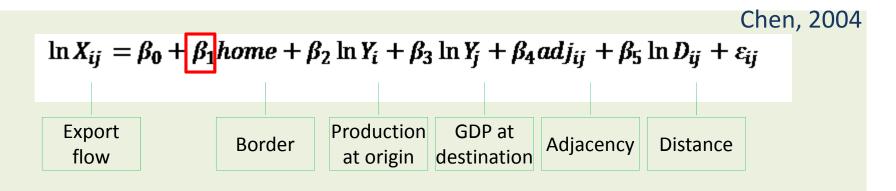
Measuring accessibility with border effect

The market potential indicator



Measuring the border effect

Our choice of a gravity model



- Mass at origin (National production)
- Mass at destination (GDP)
- Distance (Euclidean, Network, Travel time, Cost)
- Existence (or not) of an international border: home
- Adjacency (or not) between countries

Estimating the border effect

Data sources - Country

- Export flows: Manufactured goods, 2009 (COMEXT, EUROSTAT)
- Mass at origin: National production, 2009 (SBS & COMEXT, EUROSTAT)
- Mass at destination: GDP, 2009 (RGA, EUROSTAT)
- Distance (Ferry and road network, travel time and GTC, TRANSTOOLS)

Estimating the market potential

Data sources – NUTs 2 & 3

- Mass at destination: GDP, 2010 (EUROSTAT)
- Distance and travel time (Ferry and road network, ETISPlus)

Results

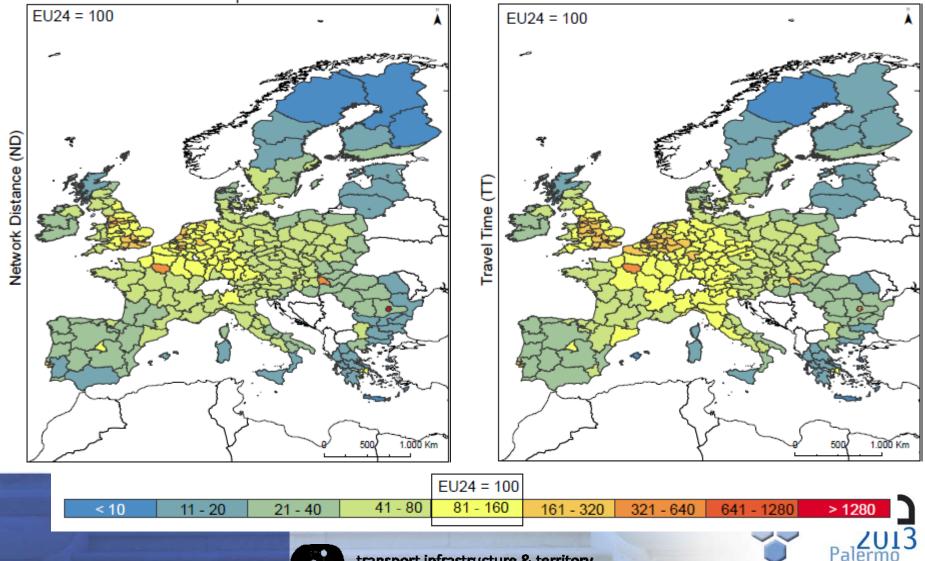
Border effect

	EU24 (exc. CY LU MT)					
	Euclidean	Network	Travel time	GTC		
Home	0.795*	1.238*	1.746*	1.484*		
Ln Distance ij	-1.520*	-1.567*	-1.325*	-1.650*		
Ln Production i	0.860*	0.855*	0.818*	0.879*		
Ln GDP j	0.792*	0.790*	0.753*	0.814*		
Adj ij	0.214**	0.199	0.419**	0.310**		
Observation	24 x 24	24 x 24	24 x 24	24 x 24		
S.E.R.	0.726	0.717	0.796	0.722		
R ²	0.893	0.896	0.872	0.895		
Adjusted R ²	0.892	0.895	0.871	0.894		
Border effect [exp.home]	2.215	3.450	5.729	4.411		

^{*, **} denote significance value of t-statistics at 0.01 and 0.05, respectively.

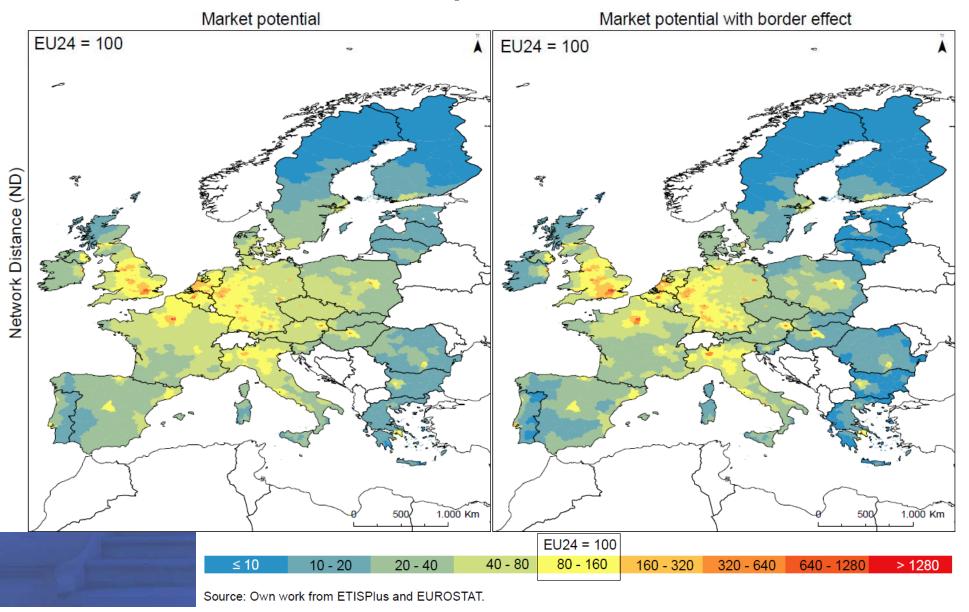


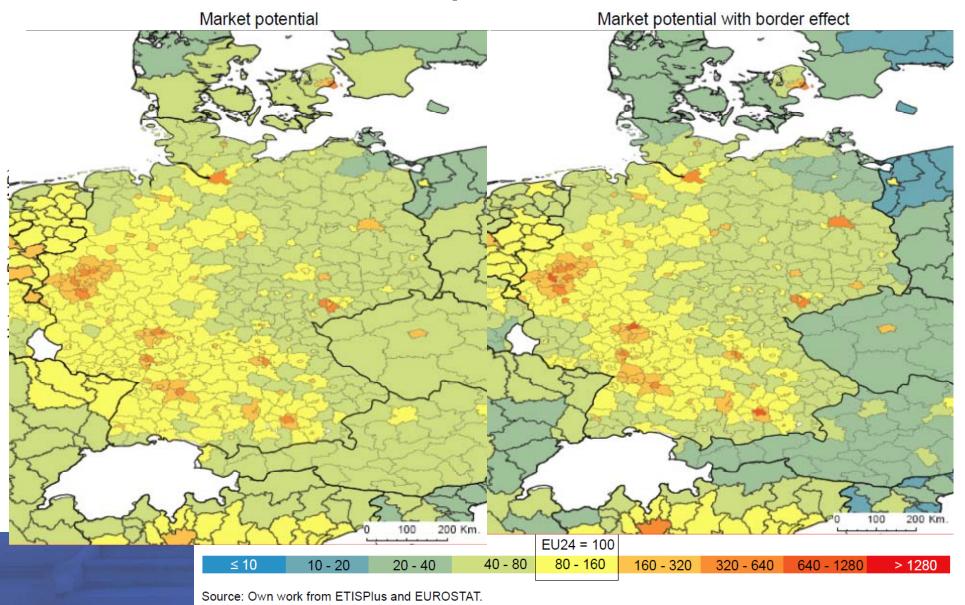


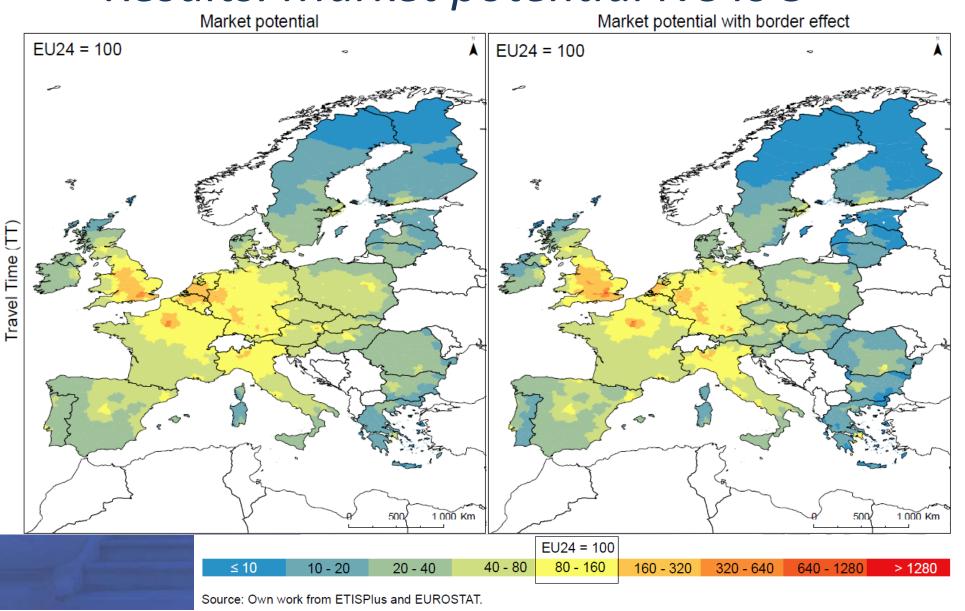




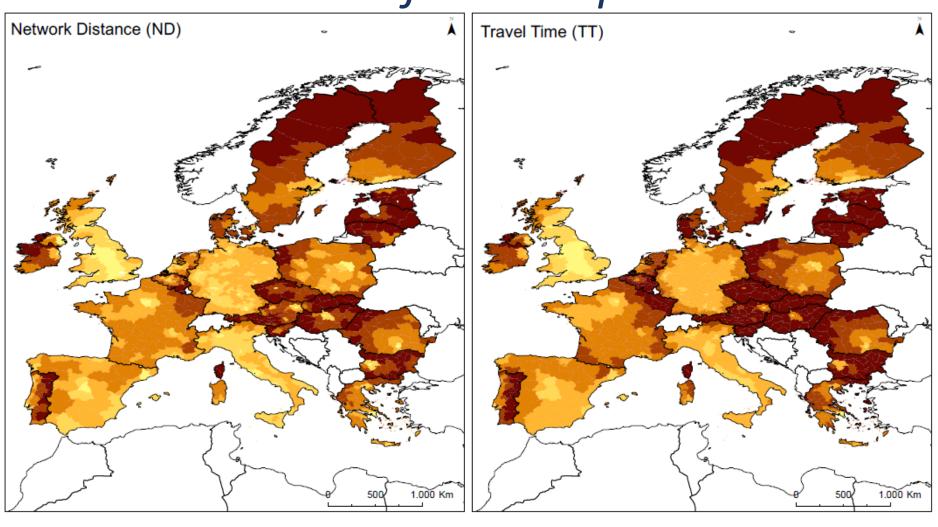








Results. Loss of market potential





< 10	11 - 20	21 - 30	31 - 40	41 - 50	> 50

Conclusions

- International borders still affect intra-European trade
- International accessibility needs to be calibrated with border effect estimations to avoid overestimation
- The border effect also needs to be integrated in distance decay estimations





Conclusions

- Some regions and countries are more influenced by the border effect than others:
 - Low internal potential
 - Small size
 - Close to large economies





Further research

- What is the role of the MAUP in estimating the border effect and the market potential?
- Estimating and integrating per country and bilateral country-to-country border effect





Questions?

Thank you for your attention

María Henar Salas-Olmedo Patricia García-Alonso Javier Gutiérrez mariahenar.salas@pdi.ucm.es patricia_garciaalonso@yahoo.es javiergutierrez@ghis.ucm.es

www.ucm.es/tit



