

# TRANSPORTATION AND GROWTH IN E.U

Curso 2016/2017

(Código: 26600078)

## 1.PRESENTACIÓN

### PRESENTATION:

With their poor transportation facilities, many developing nations are not capable of participating in world markets because they cannot get to market those goods with which they might have a competitive advantage. Modern transportation facilities allow regions in a country to specialize in doing what they are good at, that is, trading easily with one another to the benefit of the nation as a whole. While the importance of transport in economic growth and development has never seriously been questioned, its exact role and influence have been subjected to periodic reappraisals. The work on development economics and the role that transport can play in the economic development process is extensive. We consider in this course the problems of formulating a common transport policy to foster the economic growth of the member states of the European Union and also questions concerning the ways in which transport provision can stimulate economic growth within certain parts of a country or for a given urban area. This course is optional. Students who pass this course will acquire 5 ECTS. The subject is taught in English for four months, from February 15 to June 15.

## 2.CONTEXTUALIZACIÓN

### COURSE CONTEXT:

Transportation investments lower the costs of moving people and goods. This increases economic productivity, which roughly can be measured as the output of goods and services per dollar of private and public investment. And improved productivity leads to a higher standard of living. Because productivity is a central component of economic growth, it should be of major concern when assessing the value of transportation expenditures. It is important to focus on improving productivity even when policymakers strive to serve other important long-term transportation objectives, such as improving safety, energy independence, and environmental sustainability. High-productivity transportation investments increase connectivity and reduce congestion; by doing so they improve economic well-being. Short-term job creation, while vitally important to economic recovery, should not cause us to ignore the longer-term view. The course covers the European Union Transport Policy objectives at short and long term.

## 3.REQUISITOS PREVIOS RECOMENDABLES

### PREREQUISITES:

- 1) Knowledge of the English language with at least B1 + level in the system of the Common European Framework of Reference for Languages.
- 2) Some elementary knowledge of economics at undergraduate level subject.

## 4.RESULTADOS DE APRENDIZAJE

### LEARNING OUTCOMES:

- 1) Students must communicate their conclusions, knowledge and rationale underpinning these, to specialist and non-specialist audiences clearly and unambiguously.
- 2) Can analyze the relationship between location, transportation and growth in the EU.
- 3) Evaluate critically the practical and theoretical advances in research in transport economics.
- 4) Apply the acquired knowledge and ability to solve problems in new or unfamiliar environments within broader (or



multidisciplinary) contexts related to their field of study.

5) Understand the works published in the scientific journals of this field.

6) Develop proposals for reports and opinions on the own materials of the integrated system of the European Union and their Member States.

## 5.CONTENIDOS DE LA ASIGNATURA

### PROGRAM:

#### 1. Transport, Location and Economics

1.1. The emergence of modern transport economics (Button 1.2 pp 3-6)

1.2. The economic characteristics of transport (Button 1.4 pp 13-15)

1.3. The global picture (Button 2.2 pp 20-29)

1.4. Transport and industrial location (Button 3.3 pp 53-60)

#### 2. The Transport Market

2.1. Output, market area and transport costs (Button 3.5 pp 64-68)

2.2. Urban transport and land values (Button 3.6 pp 68-73)

2.3. Factors that influence travel demand (Button 4.2 pp 80-96)

2.4. The supply of transport (Button 5.1 pp 116-117)

#### 3. The External Costs of Transport

3.1. Transport and the environmental (Button 6.3 pp 164-167)

3.2. The magnitude of the environmental externality problem (Button 6.4 pp 173-186)

3.3. Energy use (Button 6.5 pp 187-191)

3.4. Introduction to traffic congestion (Button 6.7 pp 191-197)

3.5. The economic costs of congestion (Button 6.8 pp 197-199)

3.6. Transport costs, warehousing and inventory holdings (Button 10.3 pp 331-335)

#### 4. Transport and Growth

4.1. The importance of infrastructure (Button 11.1 pp 356-358)

4.2. Transport and economic development (Button 13.1 pp 419-420)

4.3. Economic growth theory and transport (Button 13.2 pp 420-426)

4.3. Transport infrastructure investment and economic productivity (Button 13.3 pp 426-429)

#### 5. Transport Policy

5.1. Transport Policy of the European Union (Button 13.6 pp 441-452)

5.2. Theories of regulation (Button 14.2 pp 463-468)

5.3. Priorities in transport policy (Button 14.4 pp 473-483)

5.4. Studying regulatory reforms (Button 14.6 pp 488-493)

## 6.EQUIPO DOCENTE

- [FERNANDO BARREIRO PEREIRA](#)

## 7.METODOLOGÍA

### METHODOLOGY:

This subject will be taught according to the non-contact methodology that characterizes the UNED, in which raw self-study student but assisted by the teacher and articulated through various systems of communication between teacher and student. Within these systems, it is noteworthy that the Master in European Union which is part of this English itinerary is taught with support in an interactive virtual platform where students find additional materials and information and it is also able to carry out evaluations by means of tasks and PECs.



## 8.BIBLIOGRAFÍA BÁSICA

Comentarios y anexos:

TEXTBOOK:

BUTTON, KENNETH (2014): TRANSPORT ECONOMICS, 3rd Edition. Edward Elgar Publishing, Cheltenham, UK. ISBN: 978-1-84064-191-2.

## 9.BIBLIOGRAFÍA COMPLEMENTARIA

Comentarios y anexos:

FURTHER LITERATURE:

a) Elementary

BOYER, KENNETH D. (1998): PRINCIPLES OF TRANSPORTATION ECONOMICS. Addison Wesley Longman, Inc. Reading, MA, USA. ISBN: 0-32101-103-1.

b) Advanced

JONES, CHARLES I. (1998): INTRODUCTION TO ECONOMIC GROWTH. W.W. Norton & Company, Inc. New York, USA. ISBN: 0-393-97174-0.

JARA-DIAZ, SERGIO (2007): TRANSPORT ECONOMIC THEORY. Elsevier Ltd., Oxford UK. ISBN: 978-0-08-045028-5.

McCARTHY, PATRICK S. (2001): TRANSPORTATION ECONOMICS. Blackwell Publishers Inc., Malden, MA, USA. ISBN: 978-0-631-22180-7.

## 10.RECURSOS DE APOYO AL ESTUDIO

SUPPORTING RESOURCES:

Complementary information and documents on the ALF platform and web pages.

## 11.TUTORIZACIÓN Y SEGUIMIENTO

TUTORING:

Through the ALF platform or phone and in person on Tuesdays schooldays from 16 to 20 hours in the room 2.1.2 of the Faculty of Economics (second floor) at UNED University, 11 Paseo Senda del Rey, 28040 Madrid, Spain. Phone 913 987 809

## 12.EVALUACIÓN DE LOS APRENDIZAJES

EVALUATION OF RESULTS:

The evaluation of the course will consist of two parts: 1) course work related to the topics of the subject and 2) an online question also related to the topics of the course. As an example, the course work could be on the following generic topics:

- 1) Urban Growth and Accessibility.
- 2) Economic Growth.
- 3) High-speed railways.
- 4) Transport policy in the European Union.
- 5) Low Cost Airlines.
- 6) Short Sea Shipping and Sea Motorways



- 7) Freight Transportation
- 8) High-speed rail infrastructure
- 9) Roads and highways
- 10) Ports
- 11) Airports
- 12) Rail freight
- 13) Suburban railways, trams, subways and light rail
- 14) Passenger railways
- 15) Inland waterways.

The course work will be delivered along with the question answered in the same file, exactly on 15 June. The course work will be proposed by the student to the teacher before March 15. Professor judge whether it is appropriate or not, by March 15. The question will be formulated to students at the end of May by means of the Alf platform. Both, question and work, must be delivered in the same file on June 15 at the following address: [fbarreiro@cee.uned.es](mailto:fbarreiro@cee.uned.es)

It is very important not to mistake this e-mail address. The maximum score is: a) Question: 3 points; b) Coursework: 7 points. Total 10 points. The question score will be saved for the September proof, whose only the course work will be delivered, by September 15. The subject is passed with 5 points. The maximum length of the work + question should be 18 pages written, all included.

### 13.COLABORADORES DOCENTES

Véase equipo docente.

