

Abstracts of the articles included in this number

The economic impact of public investment in Catalonia: a disaggregation approach

This study analyses the impact of public investment on Gross Domestic Product (GDP) in the different Catalan provinces. The results show that, as predicted by exogenous growth models, public investment has a permanent effect on GDP levels. Nevertheless, in contrast to what exogenous growth models predict, they have no permanent consequences for GDP growth. By province, notable differences can be seen in the effects of public investment, with Girona and Barcelona leading the way in maximising such investment, returning results much higher than the Spanish average. According to this analysis, the historic accumulation of public investment deficit (which we have calculated approximately by province according to proportion of GDP) has been prejudicial to Catalonia, particularly Girona and Barcelona provinces.

Quantifying need for expenditure on transport infrastructure in Catalonia

The principal objective of this study is to quantify need for expenditure on transport infrastructure in Catalonia. That is to say, it seeks to identify the objective variables that should determine the distribution of public investment in transport infrastructure in Catalonia. To build up a needs index, coefficients are estimated by regression techniques, which enable the variation in public investment due to objective need factors to be distinguished from that due to other causes (political factors, for instance). Needs indices are presented taking into account a criterion of strict efficiency and for different combinations of the efficiency and equity criteria. The results show that the infrastructure needs index depends to a large extent on the weight apportioned to efficiency and equity criteria in designing the allocation rule. Moreover, the inclusion of variables on additional needs to the population or GDP (for example, share of transport in production, degree of infrastructure

use, geographic variables...) has considerable impact on the final results.

State investment in infrastructure, by autonomous community

This article shows the territorial distribution of investment made by the State in productive infrastructure over the 1991-2004 period, based on processing data obtained from the Ministry of Development's Statistical Yearbook. This type of infrastructure is strategically important for economic development. In order to establish the pattern of territorial distribution formed by State investment, it was decided to relate the investment volume in each autonomous community to the economic importance and population of each territory, in the understanding that these are basic indicators of infrastructure needs, though other factors also need to be taken into account, such as number of potential users and the physical characteristics of the region, amongst others. It is observed that the State's investment policy as applied over the aforementioned period has been, basically, centralist (radial network) and aimed at correcting territorial imbalances (which consists of assigning more resources to less developed autonomous communities).

In Catalonia, accumulated State investment in infrastructure between 1991 and 2004 represented 0.7% of Catalan GDP over the same period, and works out at 2,057 euros per inhabitant. These indicators are 37% and 23% lower, respectively, than percentage of GDP for all autonomous communities (1.1% of GDP) and average per capita investment (2,676 euros), a logical result given the State's aim of redressing territorial imbalances. However, Catalonia is the only autonomous community under the so-called "common regime" where, despite the increase in investment in recent years, thanks, principally, to the high-speed railway development, the State never, at any point in the period consid-

ered, invested the percentage that would have been due by consideration of GDP or population, whilst investment did exceed these percentages in some years in all the other communities with high income levels.

How improvements to road networks influence business location decisions

This work sets out to analyse to what extent municipal improvements to high capacity road networks have had positive effects on the establishment of industrial enterprises. Specific attention is paid to location decisions made by industrial enterprises at local level for 19 manufacturing sectors with a 2-digit disaggregation. As well as using spatial analysis techniques, the study also includes such important variables as average accessibility measured in travel time and the effects of investment in roads. Data on the establishment of industrial enterprises was obtained from REIC, the Register of Industrial Establishments in Catalonia. The results show that improvements in road networks have a positive incidence on company location decisions.

Socio-economic effects of the TAV high speed railway on medium-sized cities. The specific case of first-line TAV cities in Spain

After various high speed railway lines have been operating in Europe for several years now, it is clear that the introduction of this new means of transport has generated new dynamics in territorial relations and has had different effects on socio-economic dynamics in the cities it serves. This study analyses the socio-economic effects of the high speed train on two medium-sized cities. Starting from a general reflection on the principal effects that the introduction of the high speed train may have, an analysis is made of the experience after ten years of two medium-sized Spanish cities situated along the high

speed railway line, Ciudad Real and Puertollano Europa. This analysis serves as the basis for making a series of recommendations aimed at socio-economic players seeking to maximise the potential offered by the high speed railway.

Airport management in Catalonia

This study analyses the exceptional nature of centralised, public airport management in Spain and the implications this has for airports located in Catalonia. With this aim in mind, firstly, an exhaustive review is made of airport management practices in OECD countries, as regards ownership, financing and relations with airlines. Secondly, the present situation of airports in Catalonia is studied based on a classification of these airports in the Spanish context. More specifically, the evolution of volume and type of traffic is analysed, as are the resources that the centralised system generates for financing investment and the type of airlines that operate from these airports. Finally, a discussion is made of the advantages and disadvantages of the different alternatives for reforming the Spanish airport system, describing possible future scenarios for Catalan airports according to whether the present system is maintained or whether a process of reform, in one direction or another, should begin.

An analysis of the Catalan economy's external competitiveness

Whilst the process of internationalising the Catalan economy continues at a good rhythm, the contribution of the external sector to economic growth has lost force, the consequence both of persisting goods trade deficit and the less favourable balance as regards exchanges of services. This article seeks to identify the main causes that prevent booming exports of goods and services from being accompanied by a more favourable balance as regards

foreign trade relations. The study is divided into two parts. In the first, goods trade is analysed, with emphasis on factors that can explain the existing deficit, whilst the second part is devoted to exchanges of services, reviewing the development and most significant characteristics of this sphere of activity. The ability to offer products and services with greater value added and to successfully convert new knowledge into the main determinant of competitiveness are crucial to develop new, less vulnerable and more competitive models. The bases that, in the past, supported the Catalan economy as its degree of openness to the exterior increased are no longer sufficient to take on future challenges with confidence. The study concludes that the transformation of the model is a priority.

The role of multinationals in Catalonia: present and future

The strategies multinationals use to attract customers and secure their loyalty have become one of the most significant aspects in regional industrial policy. These strategies must necessarily be based on business studies and, particularly, on knowledge of the strategic role that subsidiary companies play in our country. The evidence suggests that the possibility of dislocation decreases when such companies are assigned a global strategic role. In this sense, the data indicates that such cases are by no means abundant in Catalonia. Identifying factors of attraction and analysing and improving the company's position in our country are crucial for developing a successful attraction policy.

Indicators of Catalonia's competitiveness in the tourism industry

The aim of this article is to reflect on the *statistics of tourism competitiveness* that should be incorporated into the Catalan statistical system. There is, therefore

re, no attempt to make an exhaustive analysis of competitiveness in the tourism industry, nor to enter into the debate between tourism of “quantity” (more tourists) and of quality (tourists with greater purchasing power). The need to obtain a quantified measure of the competitiveness of the industry that is standard and can be calculated from pre-existing

statistical information and regularly updated is, clearly, the *raison d'être* of this note. It is understood, in any case, that having a consolidated statistics on the position as regards competitiveness can, in the future, provide a good basis for more exhaustive qualitative analyses of the competitiveness of our tourism industry.