

# **Shifting links between air transport connectivity and urban/regional development**

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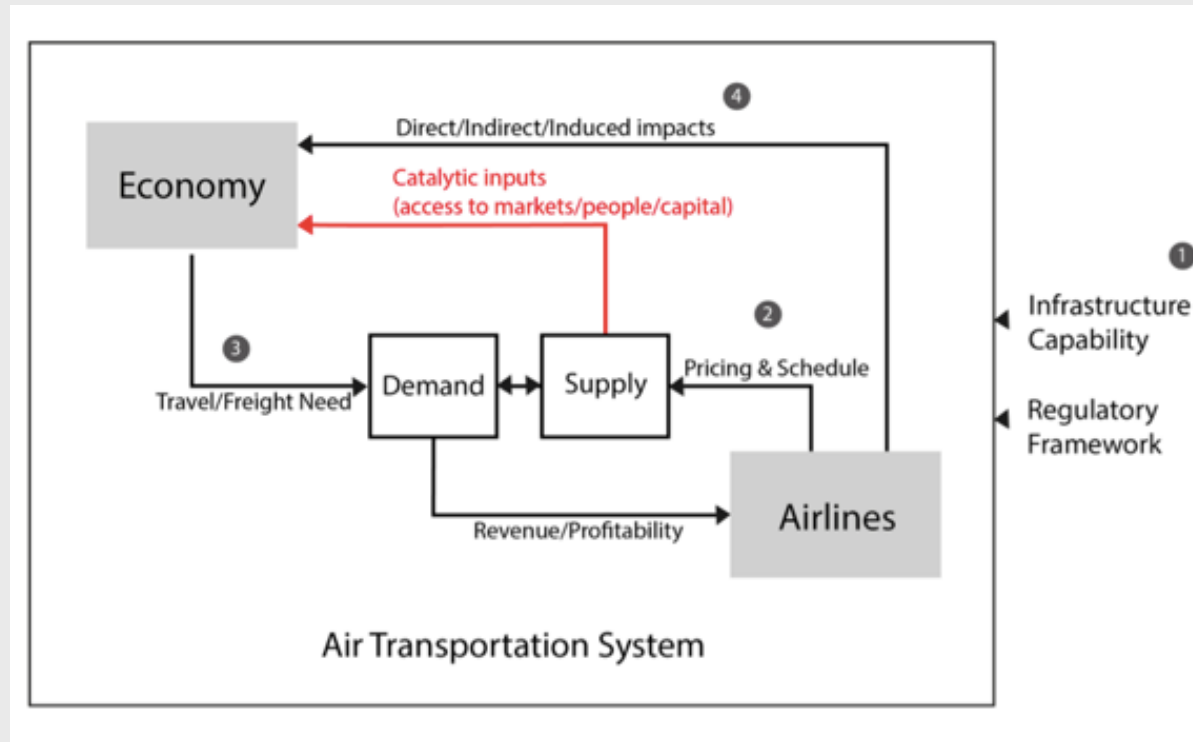
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## Air transport connectivity and urban/regional development: Why is this link so difficult to grasp?

- Causality?
- How far does the impact reach in spatial terms?
- Is all 'air transport connectivity' equally 'beneficial'?



## So how do we need think about this causality?



## Example of catalytic effects: air transport and firm location

- Increase of 10% in the availability of intercontinental flights leads to 4% increase in HQs of firms
- Of all possible correlates of air transport connectivity, none does better than the presence of producer services firms (better than GDP, population, etc)
- The importance of 'getting there': face-to-face contact keeps firms going:
  - Across markets (transaction costs)
  - But also within firms: communication, project work, corporate ecologies (management costs)
- Obviously above all pertinent viz. emerging markets and key decision centers

<b>Alpha ++</b>	London New York
<b>Alpha +</b>	Hong Kong Beijing Singapore Shanghai Sydney Paris Dubai Tokyo

<b>Alpha</b>	Milan Chicago Moscow Toronto Sao Paulo Frankfurt Los Angeles Madrid Mexico City Kuala Lumpur Seoul Jakarta Mumbai Miami Brussels Taipei Guangzhou Buenos Aires Zurich Warsaw Istanbul Bangkok Melbourne
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<b>Alpha -</b>	Amsterdam Stockholm San Francisco New Delhi Santiago Johannesburg Dublin Vienna/Wien Montreal Lisbon Barcelona Luxembourg Bogota Manila Washington (DC) Prague Munich/München Rome Riyadh Budapest Houston Shenzhen
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## The UK's 'connectivity problem'

- Problem statement: British cities/regions 'outside' London have been losing connectivity to a capacity-constrained London in general, and Heathrow in particular
    - Airlines use slots for 'more profitable destinations'
    - And even there, choices need to be made (UK under-connected to China)
    - Problems for London, but is above all the rest of the UK that is suffering: connectivity to London can be replaced, but fast access to onwards connections cannot be so easily replaced
    - Role partially taking over by Amsterdam, Istanbul, Dubai, but... (1) none is as consistently connected to 'world cities' as LHR/London is, (2) capacity problems emerging elsewhere, and (3) dependency
- => Options for air transport connectivity development elsewhere!