

AIR TRANSPORT INFLUENCE OF TRAVEL AND TOURISM IN REMOTE REGIONS DEVELOPMENT

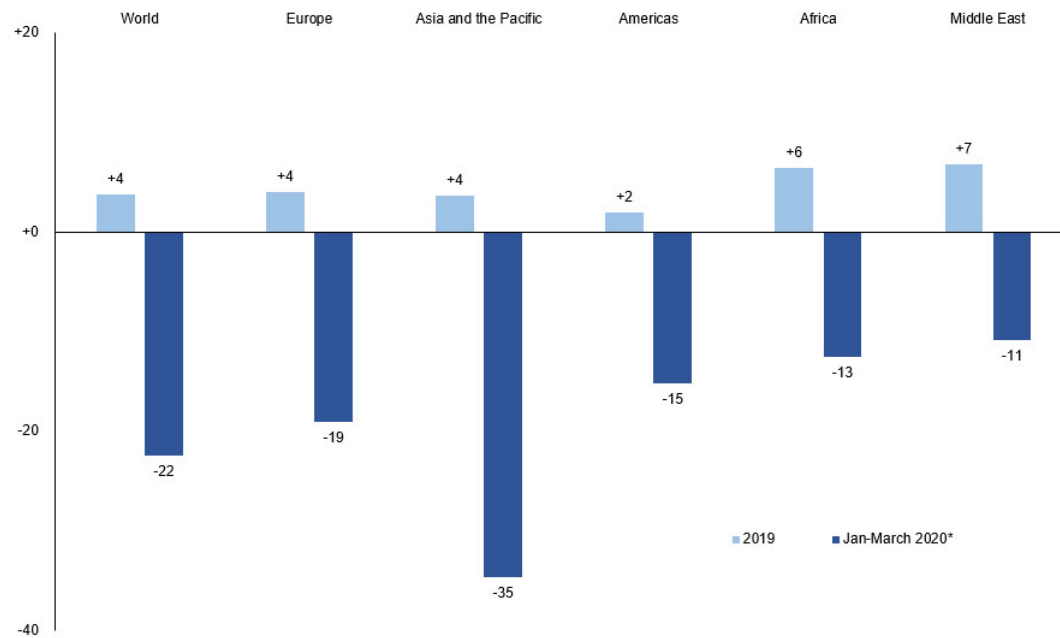
Prof. Giovanni Ruggieri

PROFESSOR ON TOURISM ECONOMICS
Department of Economics, Business and Statistics
University of Palermo – Faculty of Economics
Viale delle Scienze – 90128 – Palermo - Italy
Building 13 - Room 5.3

Email: giovanni.ruggieri@unipa.it

<http://portale.unipa.it/persona/docenti/r/giovanni.ruggieri>

THE GLOBAL IMPACT COVID 19 ON TOURISM TRANSPORT



THE DIMENSION OF THE CHANGE



STRUCTURAL CHANGE



TEMPORARY CHANGE

THE NEW VISION OF LOCAL AIRPORT IN REMOTE REGIONS

FROM

AIRPORT TO
ORGANIZE & MANAGE
PASSENGERS

TO

AIRPORT TO
DEVELOP
AND INCREASE THE LOCAL
ECONOMY

The importance of Worldwide Floating population for Regional Economies

Local development is always more often dependent from Tourism and Travel sector, especially in fragile contexts such as islands where tourism has become essential for local economy. As we know, tourism is often the principal source of employment and foreign exchange earnings for island states, as well the dominant economic sector. So, insular economies are almost totally based on tourism economics and on other connected activities and, since the geographical characteristics and condition, they represent a special cluster, such as an independent state from the membership countries.

The fragile and remote regions context

The difficulties that remote regions have could be solved considering external travel and tourism demand.

- i. small size;
- ii. Remoteness, far from international markets;
- iii. environmental vulnerability;
- iv. socio-economic factors

Small size Regions and remoteness often means dependence on the central government for the satisfaction of the local demand, limited natural resources, high propensity to import goods and services, particularly capital goods, limited possibilities for imports



Impact of air transport on tourism inbound in the south Mediterranean Regions and Islands

With our literature analysis we tried to address three main paradigms related to the relationship tourism demand-air transport activity.

The paradigm are:

- 1.The infrastructures could imitate the tourism expansions ?
2. The number on air connections could increase the attractiveness of the Region ?
3. A good level in number of hotels and tourism services could increase the attractiveness of the Region and increase the interest of air companies ?

Scheme 1 – Data used to analyze the “tourism demand” and “air transport activity”



Variables considered in Mediterranean Regions

Variables name	Acronym	Group/kind	Description	Expected effect
Tourist Arrivals	Tura riv	Dependent variable	Tourist arrivals in the examined Region	-
Aircraft	Aircraft	Transportation variable	Total number of aircraft landed and taken off in the selected airports	+
Runways Per Surface	Runxsurf	Transportation variable	Region Surface/Airport Runways	+
Beds per establishment	Bedsxest	Territorial variables	Number of beds/Number of establishments	+
Number of establishment per population	Bedsxsur	Territorial variables	Number of establishment/Island population	+
Number of UNESCO site	Unesco	Territorial variables	Number of UNESCO sites in each Region	+
Population Density	Density	Economic variables	Number of people living in the Region /Region surface	-
Per Capita GDP	Percgdp	Economic variables	Gross Domestic Products/ Number of people living in the Region	+

Main results

Covariates	5 FE within	6 FE within	7 Dum 2008-2014	8 AR Dinamic
Lturarriv Dep. Vriab.				.6535 (0.000)
laircraft	.1027 (0.003)	.1063 (0.002)	.0826 (0.014)	.0831 (0.018)
lrunxsurf	.1644 (0.007)	.2216 (0.002)	.1969 (0.004)	-.0287 (0.693)
lbedsxest	1.4665 (0.000)	1.5111 (0.000)	1.4278 (0.000)	.2282 (0.541)
lestxpop	.2041 (0.000)	.1915 (0.000)	.2260 (0.000)	.1313 (0.001)
nunesco		.0366 (0.105)	.0317 (0.145)	-.0024 (0.918)
ldensity	1.1176 (0.000)	1.0501 (0.000)	1.4042 (0.000)	.5874 (0.005)
lpercapinc	.1649 (0.036)	.1610 (0.039)	.1962 (0.010)	.1223 (0.045)
dumcris			-.0784 (0.000)	-.0518 (0.000)
cons	4.2135 (0.000)	4.1068 (0.000)	-2.4011 (0.024)	-.1453 (0.900)
Test	F(6, 215) =84.99(0.000) F(12, 215) =91.25(0.000) Obs. 234 Groups 13 Years 18		F(8,213) = 71.90 (0.000) F(12, 213) = 100.98 (0.000) Obs. 234 Groups 13 Years 18	

Significance level in bracket

5 and 6 - FE within regression; 7 - Fixed-effects (within) with dummy on year of crisis 2008 to 2014; 8 - Arellano-Bond dynamic panel-data 1lag.

Tab. 5 – Results of FE models and Dinamic Arellano-Bond estimation

Conclusions and implications

With this work we have investigate on three main paradigms, if the air transport activity is a limitative factor for tourism demand, if the free market ensures the efficiency in resource allocation and if tourism in the Region is dependent by the air transport supply.

Findings

The main findings were first that on the contrary respect to the general opinion the air transports infrastructures are not very determinant for the tourism development on the islands.

Our analysis shows that the availability of high number of flights is a promoting factor for tourism and Travel demand but it is not the determinant factor for it.

The other control variable shows that the territorial factors are most important for tourism attraction and mainly the touristic infrastructures as bad availability and a good level of social life.

THE IMPACT OF CHANGING TOURISM MODELS

<https://www.youtube.com/watch?v=ie31sYhwIx4>

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