

ANALITICAL SUMMARY

Ricardo J. SÁNCHEZ, Georgina CIPOLETTA and Daniel E. PERROTTI
“Economic Development and Logistics Performance. A Probabilistic Approach”.
Revista de Economía Mundial 38, 2014, pp. 27-48

There is not a consensus about a complete set of explanatory variables that could ultimately explain the linkages behind achieving economic development. In spite of this, determinants of economic development and especially the linkages between economic development and logistics performance are topics of growing interest within the recent literature, both in economic growth theory and maritime studies.

In this paper our attention is focused on the importance of logistics performance as one of the explanatory variables for economic development. To this end, we have estimated different econometric models in an attempt to explain the probability of a country being economically developed, based on a number of traditional explanatory variables (including natural endowments, economic openness, and institutional framework, among others) along with logistics performance as the major theoretical innovation. The applied methodology follows the binary choice framework described in probit models.

In the next step the research is concentrated on the determination of possible endogenous causalities of the economic development. In the last section we estimate the logistics gap, measured as a probability of reaching economic development that varies due to differences in the levels of logistics performance.

Our main finding shows that logistics performance is closely related to the probability of a country being developed. Specifically, the probability of being a developed country increases when logistics performance is improved.

Fernando GONZÁLEZ, Carlos PAIS and María J. FREIRE
“Foreland and Port Connectivity Analysis of Cartagena de Indias: Basis for Developments Derived from Panama Canal Widening”.
Revista de Economía Mundial 38, 2014, pp. 49-76

Last years have been of great and fast growth in port and maritime transport industries operations, and globalisation of interchanges and economic relations have brought an intense process of containerisation. These transformations meant a big challenge for measuring the constitution and consolidation of port global trade networks.

In this work, importance of Cartagena de Indias Port is highlighted in its maritime relations, and intensities and hierarchies of its world connections are measured, under the perspective of the Panama Canal widening, the new options that are open to maritime traffic with European ports, and the operated recomposition in transpacific traffic. Hence, ratios that allow to measure new port positioning are calculated and foreland impact are evaluated, determining new patterns in order to implement future logistic strategies.

Rosa PUERTA, M^a Luisa MARTÍ and Leandro GARCÍA
 “Logistics Performance Index: European Exports”.
Revista de Economía Mundial 38, 2014, pp. 77-100

Globalization has led to better logistics economies can grow faster, be more competitive and tend to increase their investment. This leads to consider the logistics performance as one of the key factors of international trade. The aim of the paper is to analyze the determinants of exports from the European Union(EU), where the importance of logistics is critical to his international development. It has been considered the Logistics Performance Index(LPI) published by the World Bank as a good proxy of trade facilitations, without covering the whole concept. Furthermore, a second objective is to identify whether changes in logistics performance between 2005 and 2010 influenced differently in 4 groups of products ranked by logistical complexity. The methodology use this the econometric approach of gravity models from the application of the Heckman two-step, which removes the bias of the sample produced by zero trade flows. The empirical work reveals the greater preponderance of export logistics, detecting certain slow down in the improvement of the same during the period analyzed, except for those products where the difficulty of transportation puts in a key position.

Pelayo ARBUÉS, José BAÑOS, Matías MAYOR and Patricia SUÁREZ
 “Econometric Modelling of Long-Distance Domestic Travel”.
Revista de Economía Mundial 38, 2014, pp. 101-126

The main goal of this study is to determine the effects of socio-economic, demographic and land-use factors on long-distance travel. Intercity trips are not very frequent activities, which caused a large share of the survey respondents to report zero kilometres travelled. The Double Hurdle Model, Infrequent Purchase Model and Heckman Selection Models are estimated.

Distance travelled in trips longer than 50 km. is a function of gender, age, income, size of municipality, region of residence, mode of transport and trip purpose. Results indicate that zeroes reported in the survey are caused by corner solutions, which allow us to make recommendations about designing long-distance surveys.

Xose L. FERNÁNDEZ, Pablo COTO, Pedro CASARES, Juan CASTANEDO and Miguel Á. PESQUERA

“Logistic Platforms and Efficiency of Road Haulage in Europe (2004-2012)”.

Revista de Economía Mundial 38, 2014, pp. 127-144

This paper analyses the technical efficiency of European road freight transport companies over the period 2004-2012. The results show that road freight companies that use logistic platforms appropriately are more efficient. Other interesting results were also obtained showing that the liberalisation of transport sectors, inventory management and the use of Information and Communications Technology all lead to improvements in companies' technical efficiency.

M^a Angustias DÁVILA, Encarnación MORAL and Marta MUÑOZ

“The Export of Knowledge-Intensive Services in the OECD Countries. An Empirical Analysis”.

Revista de Economía Mundial 38, 2014, pp. 147-174

The purpose of this research is to analyse the evolution and competitive position of the OECD economies as suppliers of knowledge intensive services (KIS) in the global market. Starting from different theoretical arguments and estimating a panel data model with country and year fixed effects, it is shown that the imports of such services and the size of the national production system have a significant influence on the competitive position that exports of KIS hold.

Inmaculada BUENDÍA and Inmaculada CARRASCO

“Impact of Institutional Factors in the Entrepreneurship: An Analysis of the European Cooperative Sector”.

Revista de Economía Mundial 38, 2014, pp. 175-200

The economic literature has given little attention to cooperatives. The research on them has focused on differential microeconomic behavior being macroeconomic viewpoint less frequent. Since this macroeconomic perspective, the Institutional Economics gives an interesting framework for studying cooperatives, because literature has demonstrated that the institutional dimension can improve or difficult entrepreneurship. Therefore this paper addresses the impact

of some determinants of the institutional environment in the European cooperative sector using a structural equation methodology. The results reveal the importance that informal factors have a greater impact on the cooperative size.

Isidro FRÍAS PINEDO, María del Rosario DÍAZ VÁZQUEZ y Ana IGLESIAS CASAL
 “The Sustainability of Current Account Imbalances in the Euro Area”.
Revista de Economía Mundial 38, 2014, pp. 201-226

In this paper we study the factors that determine the sustainability of current account deficits in the euro area (EMU-12) and its relationship to the crisis. First, we estimate the foreign trade equations, corroborating the determinant role of the income-elasticity. After, we estimate economic growth restricted by the balance of payments (Thirlwall) and we compare it with the effective growth in each country. Only Spain, Greece and Portugal maintained, between 2000 and 2007, a growth higher than that consistent with the foreign restriction. Although non-sustainable, their deficits are different: with structural roots in Greece and Portugal.

Elena CASADO, Ana FERNÁNDEZ-ARDAVÍN and María A. RODRÍGUEZ
 “The Economic Crisis and the Challenge of Trade Liberalization”.
Revista de Economía Mundial 38, 2014, pp. 227-252

The economic outlook that the global crisis has generated makes us go back in time. Protectionist temptations make us look back to a past in which countries closed their borders in an attempt to protect their economies. But this time travel only serves to implement and advance warnings to stay away from that scenario.

This article analyzes how trade flows have evolved since the outbreak of the crisis in 2007 and examines countries' protectionist movements under the World Trade Organization with a glance toward the possibility of concluding the Doha Round.

Gemma CAIRÓ I CÉSPEDES
 “The Meaning of Semiperiphery for Global Capitalism: Factor Analysis Testing”
Revista de Economía Mundial 38, 2014, pp. 253-272

In this paper we focused on the conceptualization of Semiperiphery, as a part of capitalist system which is differentiated from the Core, by considering the relevance of productivist dimension rather than commercialist in its definition criteria. We use the method of factor analysis in order to assess it empirically.

Eduardo BIDAURRATZAGA AURRE, Artur COLOM JAÉN and Elena MARTÍNEZ TOLA

“Are EU’s Economic Partnership Agreements Developmental? An Assessment of the Southern African Region”

Revista de Economía Mundial 38, 2014, pp. 273-298

This article aims to show the changes and potential consequences in the economic relations between the EU and Southern Africa, that the Economic Partnership Agreements (EPAs) scheme is promoting. The main arguments for changing the previous model, and for the deployment of a new discourse and practice by the EU, clash with the approaches and proposals of some governments in Southern Africa, and also with the views of many scholars. Therefore, it is pertinent to ask to what extent can EPAs be really developmental in Southern Africa and coherent with the rhetoric of partnership and promotion of development by the EU in this region and the whole continent