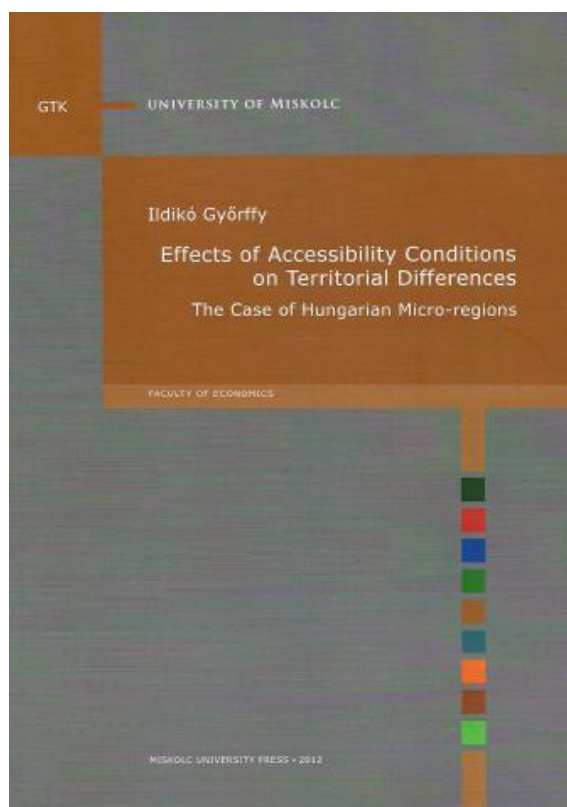


GYÖRFFY, ILDIKÓ - EFFECTS OF ACCESSIBILITY CONDITIONS ON TERRITORIAL DIFFERENCES. THE CASE OF HUNGARIAN MICRO-REGIONS, Miskolc University Press, Miskolc, 2012, 91 p. ISBN: 978-615-5216-12-1



The book covers an interesting topic, the impact of accessibility on territorial differences, and is well written and well organised. Györffy starts with a nice introduction to the role of the transport infrastructure and of accessibility in generating and reproducing core-periphery structures and relations. The author provides plenty of figures that are excellent for helping the reader understand the material.

The book is organised into four basic topic areas. The first is an introductory section which presents the relations of Northern Hungary to the transport development directions. The next section discusses the regional disparities of

transport infrastructure in Hungary and the characteristics of motorisation. The calculations are based on ten indicators combined in the Bennett method at NUTS 3 level.

The third section of the book discusses accessibility by using an adapted gravity model. A locality index is developed in order to express a weighted accessibility using total population as weighting factor. A centrality index is determined as well for the purpose of determining the central-periphery structures, using population and income data. The results are showing that the shortening of the accessibility times does not imply automatically the growing of the amount of accessible population mass. Due to the infrastructural expansion the force-fields of micro-regions have changed during the last ten years. When using the personal income data as the mass of centrality index, there is not a high degree of agglomeration in Budapest as in the case of population potential. Other major finding of this section is that, as a result of infrastructure investments, the regional disparities of population potential and income potential decreased during the period 2000-2009. But in the same time some peripheral regions were falling well behind.

The last portion of the book is devoted to the analysis of the distribution of such factors like population, registered unemployed, enterprises, passenger cars and taxable personal income as a function of accessibility. The data is evaluated at county level (NUTS III units) using five territorial categories: central, transitional, moderately peripheral, strongly peripheral and extremely peripheral. The author outlines the strong spatial polarisation and the high population share of unemployed people (58%), the low number of enterprises and the low level of income in peripheral regions. Therefore, the territorial distribution of economic and social development indicators shows a close relationship to the accessibility. But, the path model demonstrates that the development of infrastructure does not generate a regional development effect by alone.

In summary, the book represents a very interesting topic.

Reviewed by **JÓZSEF BENEDEK**¹

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