

Geography of daily mobility in post-socialist European countries: evidence from Slovenia



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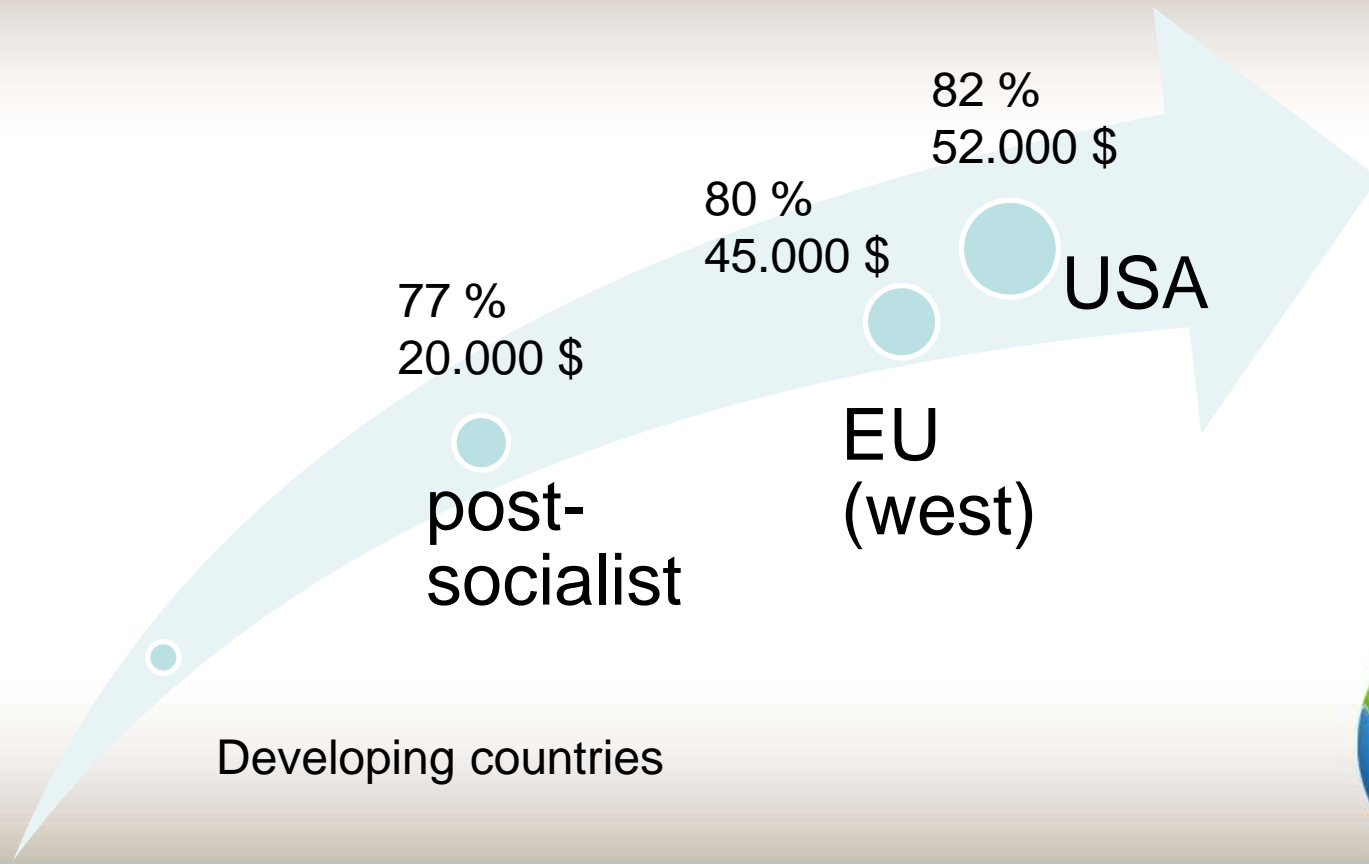
motivation

- extreme changes in mobility patterns in post-socialist countries
- ‚deterministic‘ research in transport geography:
 - „it is a natural evolution: GDP is getting higher, and motorization rates follow“*
 - „westernization of former socialist countries“*



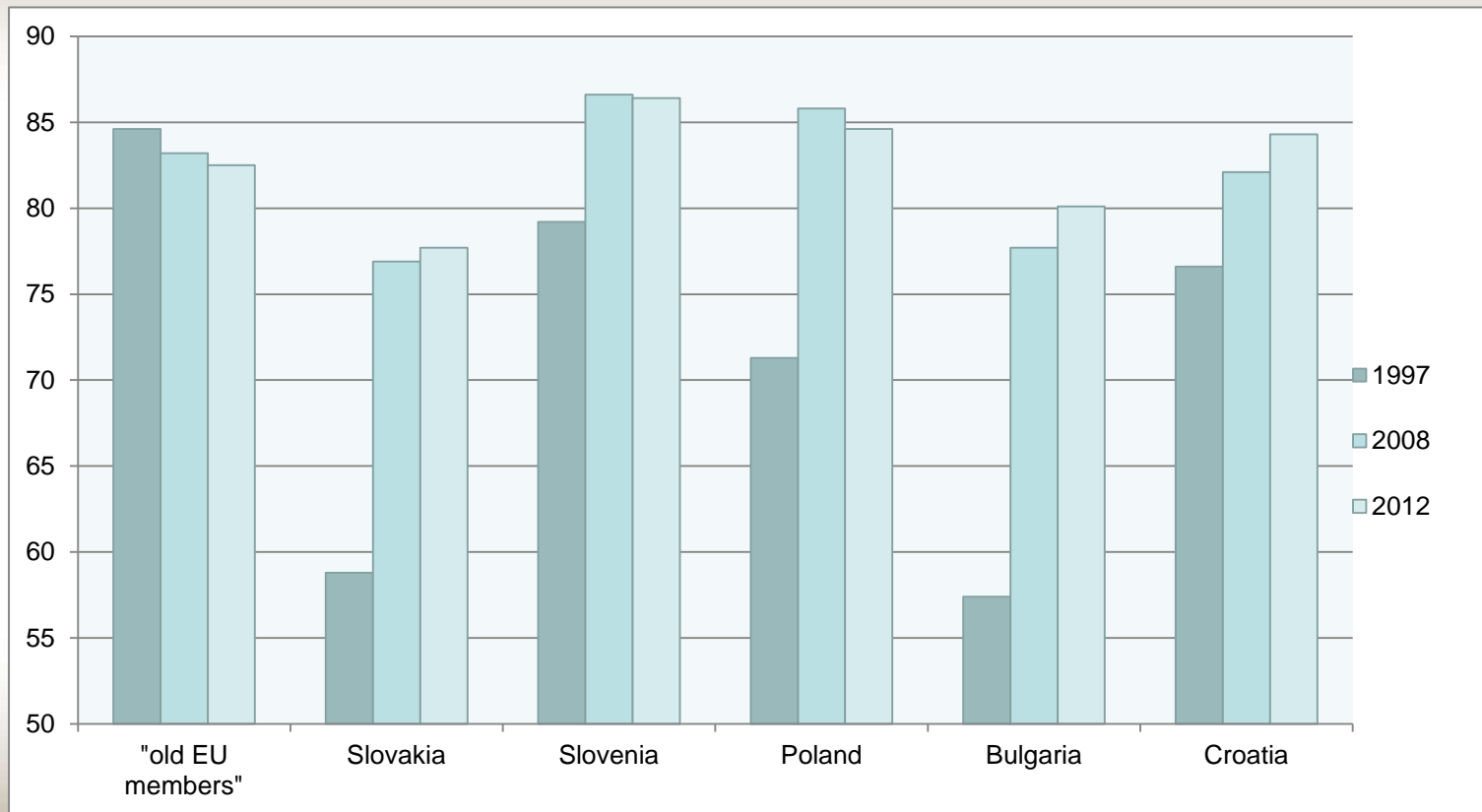
motivation

evolution of motorization rates:



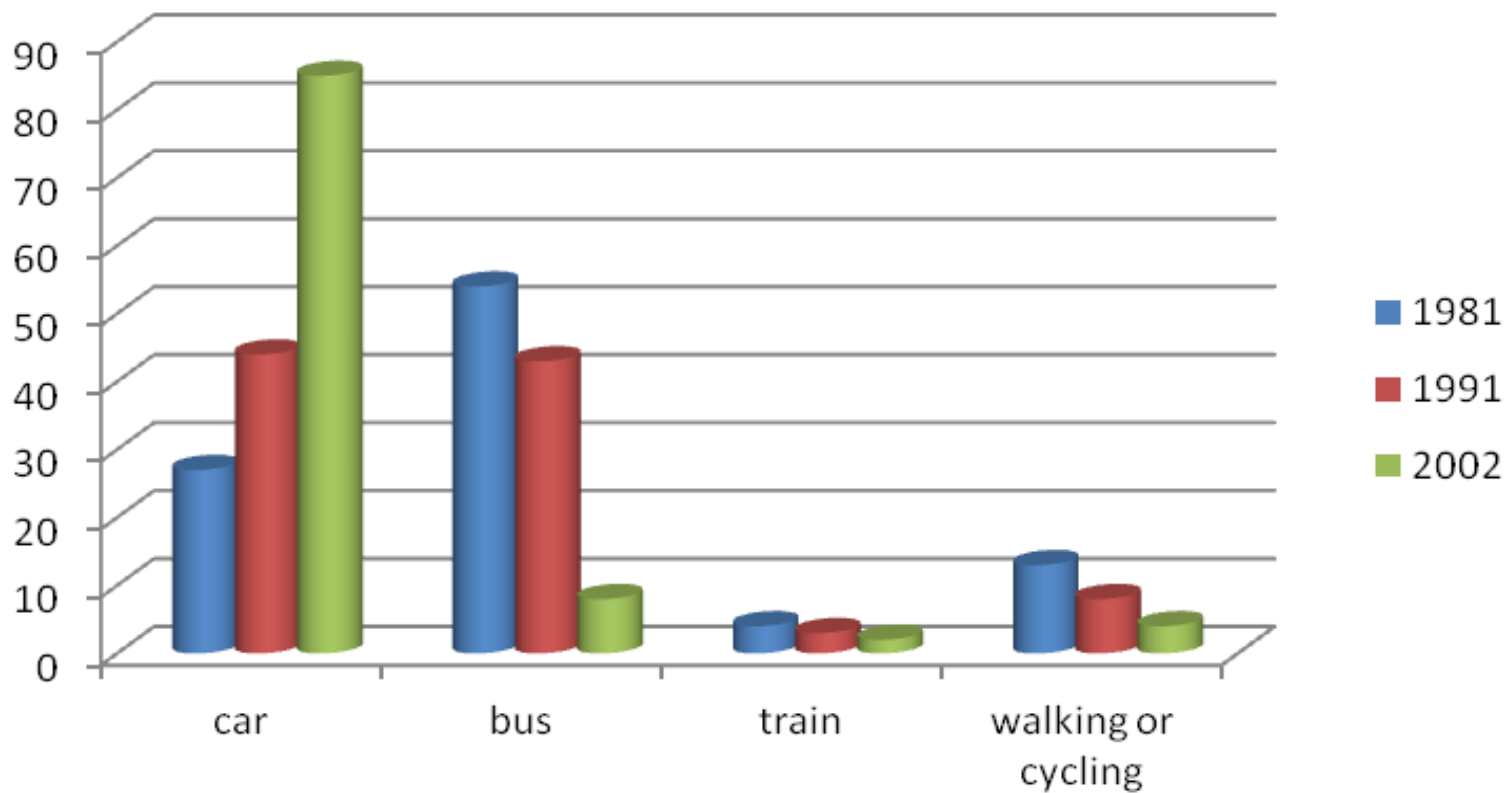
specific dynamics (state-of-the-art)

Modal split of passenger cars (Eurostat)



specific dynamics (state-of-the-art)

Modal split in Slovenia



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- Land use c
- Suburb
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SOCIALIST = c

T = individually based

causes:

1) economy

- increase in purchasing power → increased (car) consumption → increased motorization
- transport geography: “income influences personal vehicle use” Elasticity = approx.. from 0.30 to 0.50
- historical roots:
 - car was not a commodity;
 - socialist automotive industry: export orientated
- motorization rates:
 - 1995/2012 (,old EU‘: +12 %; ,new EU‘: +64 %)
- income increase alone does not explain extreme high motorisation rates in post-socialist countries



causes:

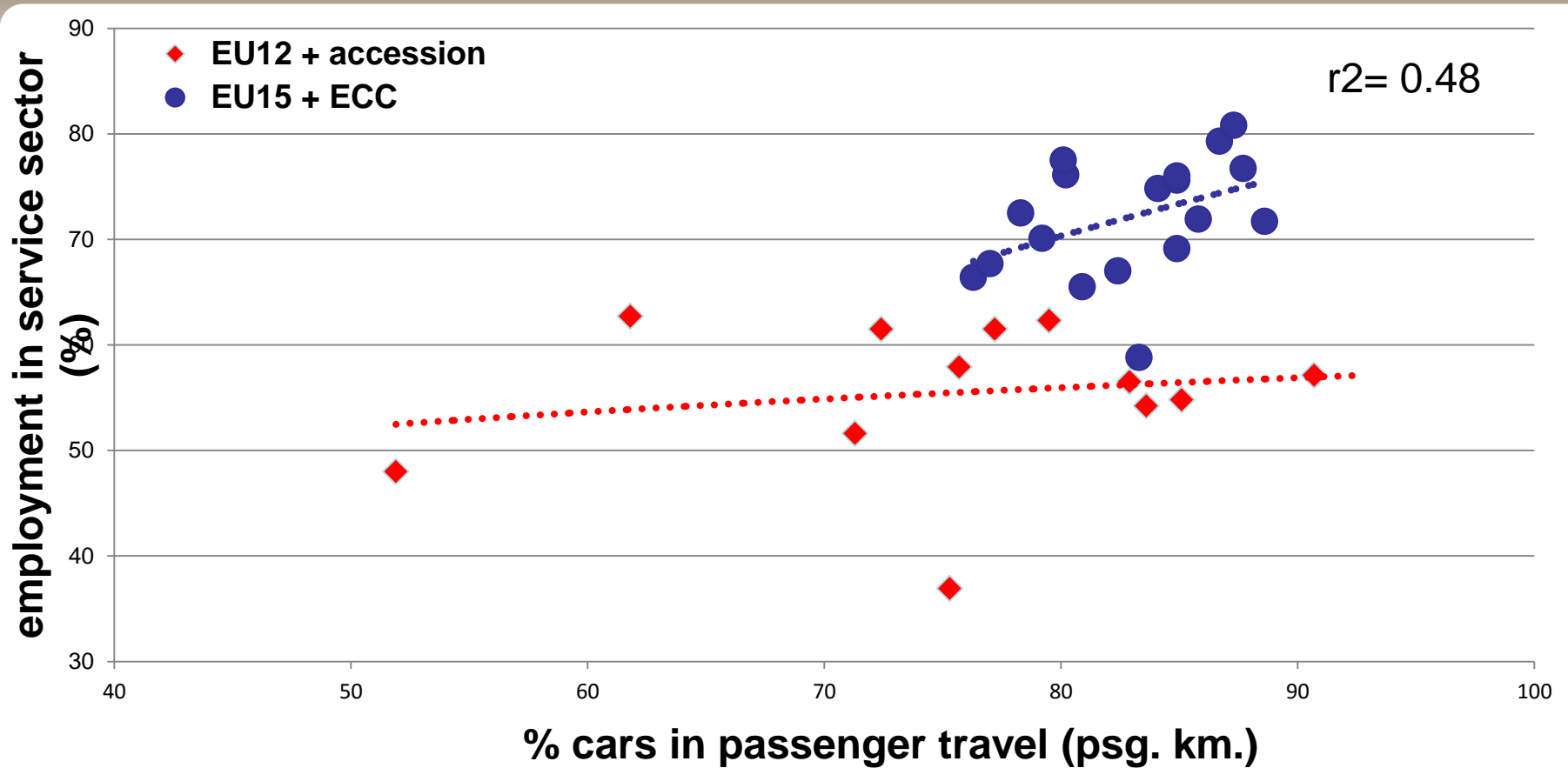
2) lifestyle and work habits

- travel chains and life values: catching up with the west
- public transport did not adapt to new life style
- ,suburban‘ lifestyle
- car semiotics: symbol of freedom, choice, “western” lifestyle, democracy
- BUS, rail: symbol of collectivity, repression, socialism
- survey on living conditions in SLO (2009):
 - 32% can’t afford holidays, 8% can’t afford a healthy meal but only 2% can’t afford a car

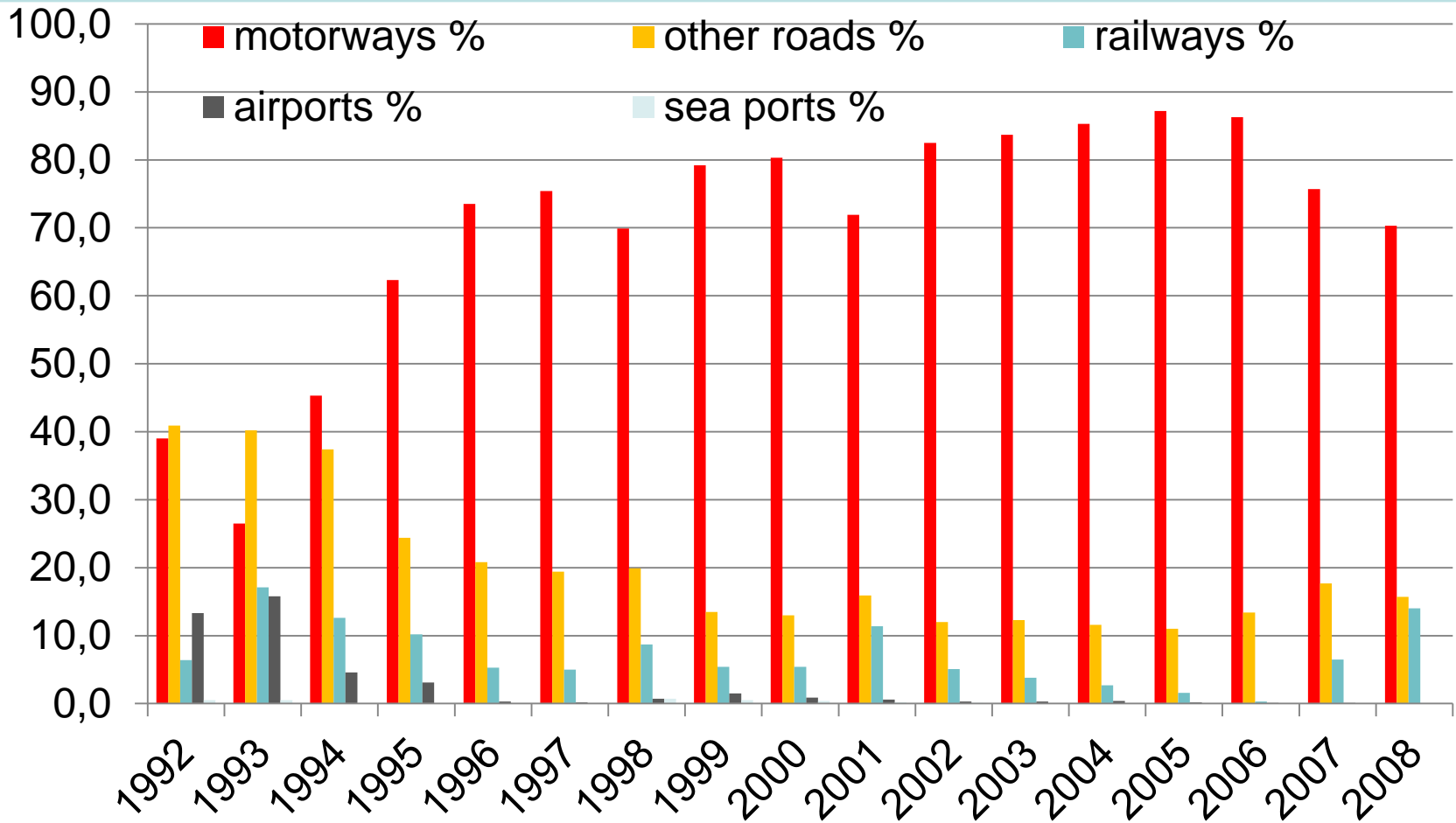


causes:

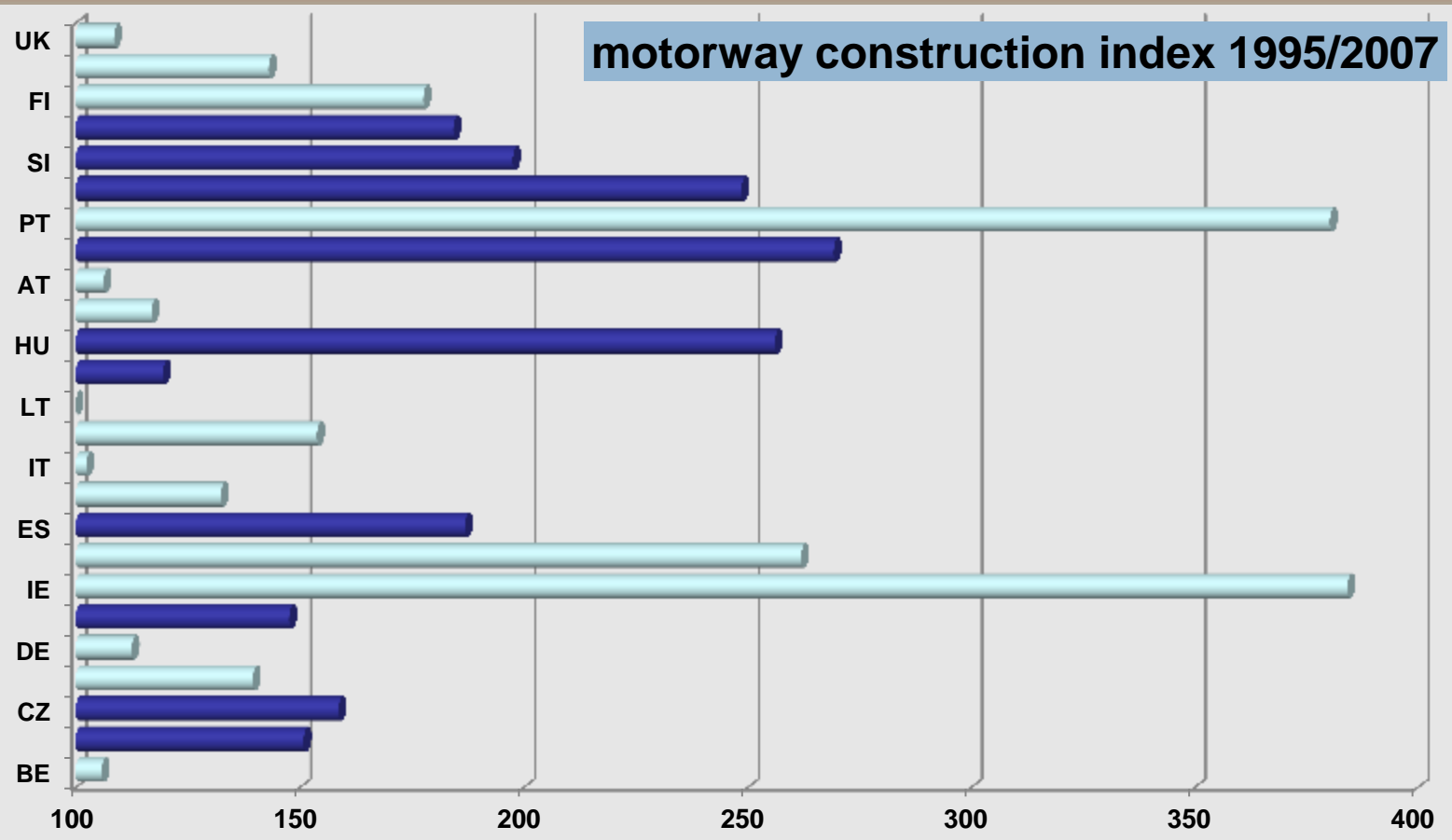
2) lifestyle and work habits



causes: 3) policy



causes: 3) policy



spatial
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causes:

3) policy

- the construction of “car” infrastructure and spatial development
- transport infrastructure and ,artificial‘ economic growth
- spatial planning policy: dispersed settlement system further encouraged by ,car‘ infrastructure
- peculiarities: obligatory reimbursement of commuting costs
- chaos in public transportation sector



answers

specific dynamics:

- car dependency,
- spatial concentration/deconcentration
- post-socialist countries and path-dependency

specific causes:

- specific type of mobility (*mix of collective past and capitalist present*)
- economic growth only part of the story



conclusion

main message:

- more ,place specific‘ research, especially in sustainable mobility planning
- focus on cultural aspects of mobility/commuting
- better understanding of individual choices regarding commuting, work & residence
- focus on socioeconomic changes and impacts on mobility (post-industrial society)



Thank you for your attention.

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the book:
(Palgrave Macmillan pub. 2014)

