

MARTA SANTAMARIA

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Academic Positions:

Assistant Professor in Economics, University of Warwick from 2019 -

Graduate Studies:

PhD in Economics, **Universitat Pompeu Fabra**, 2014-2019

PhD visiting student, **London School of Economics**, 2016-2017

Master of Research in Economics, **Universitat Pompeu Fabra**, Barcelona, 2014

Master of Science in Economics and Finance, **Barcelona Graduate School of Economics**, 2013

Undergraduate Studies:

Bachelor in Law, *with Honors*, **Carlos III University, Madrid**, 2012

Bachelor in Economics, *with Honors*, **Carlos III University, Madrid** 2012

Teaching and Research Fields:

International Trade, Urban Economics (primary), Development Economics (secondary)

Teaching:

2019-2020	Topics in Development Economics, University of Warwick (Graduate)
2019-2020 (Undergraduate)	Development Economics: Macroeconomics, University of Warwick
2016-2018	Advisor to Master thesis in the International Trade, Finance and Development Master, Barcelona Graduate School of Economics, Teaching Fellow (Graduate)

Research Experience and Other Employment:

2017-present	Research Assistant to Prof. Jaume Ventura, CREi and Universitat Pompeu Fabra
Summer, 2014	Intern at Innovations for Poverty Action (IPA) in Uganda
Summer, 2013	Research Assistant to Prof. Marta Reynal-Querol, Universitat Pompeu Fabra

Honors, Scholarships, and Fellowships:

August 2019	Young Economist Award, European Economic Association.
May 2019	Best student paper prize, 9 th European meeting, Urban Economics Association
Sept 2017	Best graduate paper prize, Sardinia Empirical Trade Conference, FREIT
2017	EBES Conference travelling Grant
2015-2017	“FI Grant”, Pre-doctoral 3 year grant for doctoral studies, Barcelona, Spain
2012-2013	La Caixa Master Scholarship

Presentations in Conferences and Seminars:

2019: University of Nottingham, University of Bristol, University of Surrey, University of Warwick, Ecole Polytechnique, Tuck School of Business, World Bank, Universite Catholique de Louvain (UCL), LMU Munich, University of Mannheim, UEA European Meeting (Amsterdam), Warwick Applied Workshop, Trade and Geography workshop at Barcelona Summer Forum, RIEF Doctoral meetings (Marseille), EEA meetings (Manchester), ETSG (Bern), Conference on Urban and Regional Economics (CURE, CEPR), UEA North American meeting (Philadelphia), OWL Workshop in Economic History (scheduled), SMU Conference on Urban and Regional Economics (scheduled), Oxford trade seminar (scheduled).

2018: London School of Economics; European Urban Association Meeting, Dusseldorf; IEB Urban Economics Workshop, Barcelona; Macroeconomics Dynamics Workshop, Vigo; EDP Jamboree, EUI, Econometric Society European Winter Meeting, Spanish Economic Association Meeting, RES meetings.

2017: London School of Economics; GEP-CEPR Graduate Conference, Nottingham; Sardinia Empirical Trade Conference (FREIT), Cagliari; Econometric Society European Winter Meeting, Spanish Economic Association Meeting.

Conference co-organization: Barcelona Graduate School of Economics PhD Jamboree, 2016

Research Papers:

“The Gains from Reshaping Infrastructure: Evidence from the Division of Germany” (Job Market Paper)

Awarded the Best Student Paper Award at the 9th European meeting of the Urban Economics Association 2019, Best Paper Award at the 17th Annual Globalisation and Economic Policy-CEPR Postgraduate Conference and the FREIT-SETC Best Graduate Paper Prize, 2017

This paper quantifies the gains from infrastructure investments and shows that reshaping the highway network after a large economic shock, the Division of Germany, had positive welfare and output effects. To address the endogeneity between infrastructure and economic outcomes, I develop a multi-region quantitative trade model where infrastructure is chosen by the government to maximise welfare. I calibrate the model to the prewar German economy and estimate the key structural parameter of the model using the prewar Highway Plan. I exploit the Division of Germany, a large-scale exogenous shock to economic fundamentals, to show that the model can predict changes in highway construction after the Division. Using newly collected data, I document that half of the new highway investments deviated from the prewar Highway Plan. I find that the reallocation of these investments (one-third of the network) increased real income by 0.6% to 2% each year, compared to the level under the original prewar Highway Plan. Finally, I find a large cost of path-dependence: the ability to reshape the full network after the Division would have increased real income by an additional 1.5%.

“Texting Complaints to Politicians: Name Personalization and Politicians’ Encouragement in Citizen Mobilization” with Grossman, G. and Michelitch, K. (2017), *Comparative Political Studies*, 50(10): 1325-1357

Poor public service provision and government accountability is commonplace in low-income countries. Although mobile phone-based platforms have emerged to allow constituents to report service deficiencies to government officials, they have been plagued by low citizen participation. We question whether low participation may root in low political efficacy to politically participate. In the context of a text-message reporting platform in Uganda, we investigate the impact of adding efficacy-boosting language to mobilization texts - (a) citizen name personalization and (b) politician encouragement - on citizens' willingness to report service deficiencies to politicians via text messages. Both treatments, designed to increase internal and external efficacy, respectively, have a large, positive effect on participation. The results are driven by traditionally less internally efficacious constituents (females and less externally efficacious constituents (those represented by opposition party members), respectively.

“Borders within Europe” with Jaume Ventura and Ugur Yesilbayraktar

Are national borders still an impediment to trade between European countries? We exploit a rich micro-dataset of shipments of goods by road across 269 European regions to construct a matrix of inter-regional trade flows. Our data covers 9 manufacturing industries from 2011 to 2017. We use this data to estimate the causal effect of borders by focusing on trade flows across contiguous regions, comparing flows that cross a border with domestic flows. The existence of a national border between two regions is an impediment to trade similar in magnitude to a 20% to 23% bilateral tariff, on average. Finally, we use historical changes in borders to show that the estimated border effect seems to come from current borders rather than from the persistence of past borders.

Refereeing Activity:

Review of International Economics, Journal of Urban Economics

Updated: 10/2019