Industrial development in small peripheral settlements
in a context of deregulation and globalisation

A spatial policy perspective

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REGIONAL PLANNING IN GREENLAND
23 –24 January 2008, Nuuk

The need for a special perspective on Northern, peripheral areas

- For Norden:
  - As part of EEA and EU Membership
    - →Develop a tolerance for public policies in the regulation to preserve "fair and unbiased competition"
    - →Encourage EU Structural Funds to focus on these areas' specific challenges
- More generally
  - The Northern periphery does not have a own spatial planning discourse: It needs to adapt the mainstream concepts and strategies.

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General issues

- How can Northern peripheral areas draw benefits from mainstream territorial policies and strategies?

- What is needed to justify specific types of state intervention in economic processes, to ensure socially and economically sustainable development?

Research questions

- Are the specificities of the Northern peripheries recognised in Europe?

- Can one build a coherent discourse on Northern Periphery specificities?

- How would this influence our perspective on local and industrial development?

The perception of peripherality

- Peripherality: the "common good sense" perspective

- A problem of quantification:
  - In relation to what
  - For what purpose?
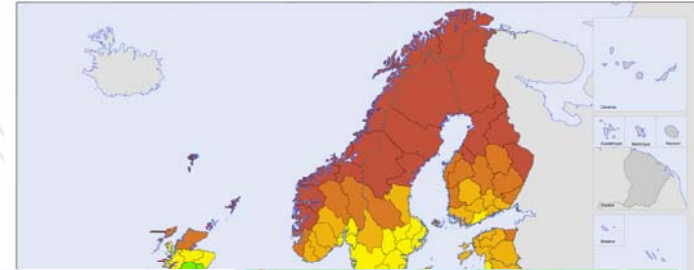
- The notion of "potential accessibility"

The perception of peripherality

Potential
accessibility
to population
by road:

What is the
relevant space?

Potential accessibility by road to destinations in EU 27, Norway and Switzerland

Geographic situation according to Mikkeli airport:
Saint-Petersburg is an "*important area to the trade
and industry*"

Potential accessibility by road to destinations in EU 27,
Norway and Switzerland (Mass variable = population;
EU 27 average = 100)

- 6 - 10
- 11 - 15
- 16 - 30
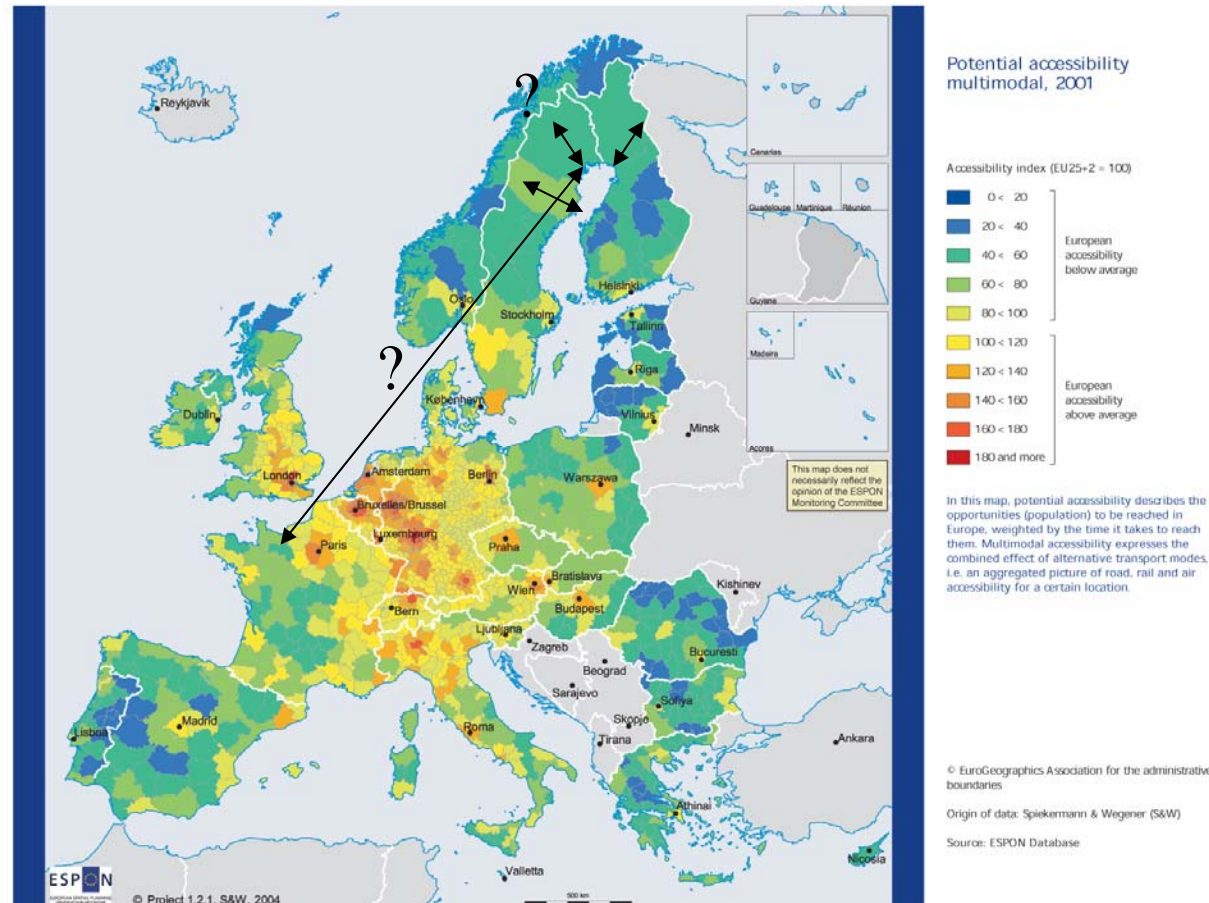- 31 - 70
- 71 - 110
- 111 - 150
- 151 - 190
- 191 - 216

Other areas
Value not calculated

Geographical Base: Eurostat GISCO

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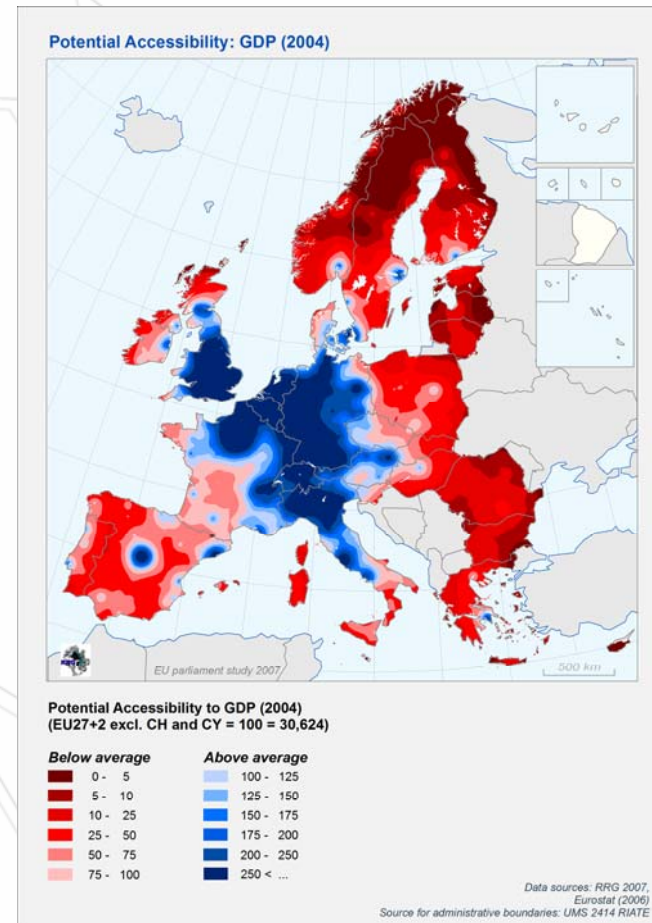Nordic Centre for Spatial Development

The perception of peripherality

Potential
multimodal
accessibility
to population

The perception of peripherality
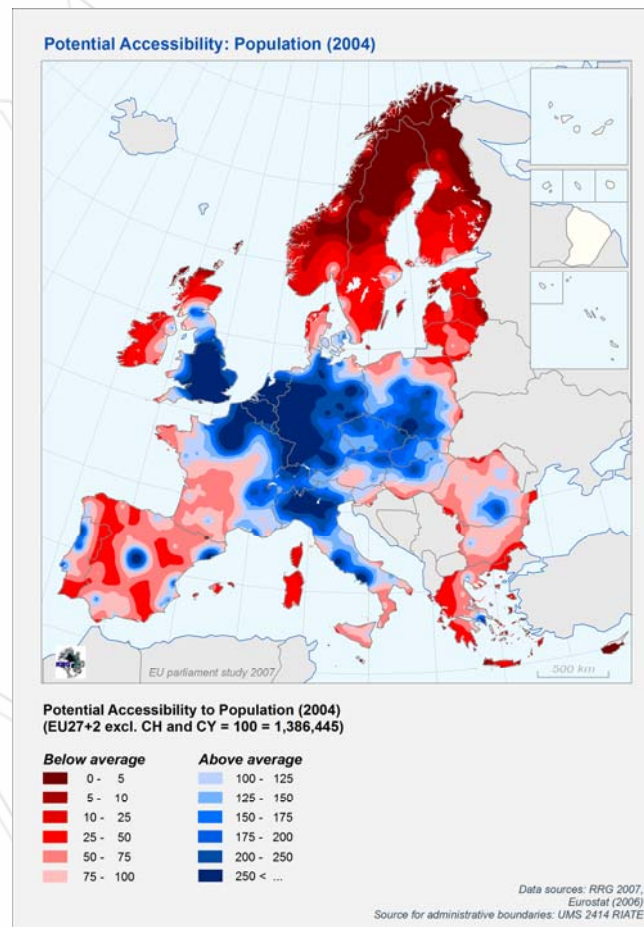
Potential accessibility to GDP by road

Source : Nordregio et al (2007)

The perception of peripherality

Potential accessibility to population by road:

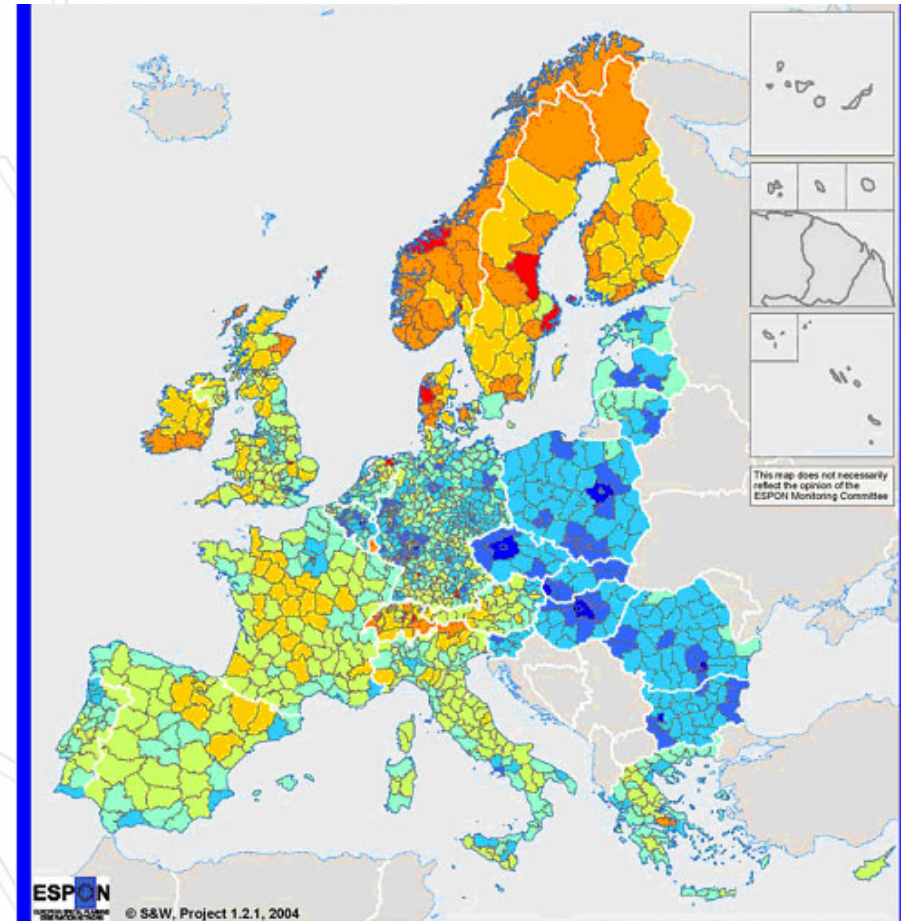Higher relative peripherality of northern Nordic countries

Source : Nordregio et al (2007)
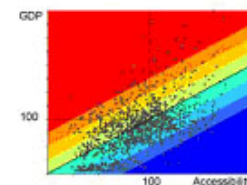
The meaning of peripherality

Correlation
between
accessibility
and economic
performance:

Positive

deviations in the
North of Europe

Relation of economic performance to location

- Strong underperformance
- Clear underperformance
- Underperformance
- Little underperformance
- Little overperformance
- Overperformance
- Clear overperformance
- Strong overperformance

© S&W, Project 1.2.1, 2004

© EuroGeographics Association for the administrative boundaries

Origin of data: Spiekermann & Wegener (S&W)

This map does not necessarily reflect the opinion of the ESPON Monitoring Committee

The meaning of peripherality

- Difficult notion with regard to meaning and measure

- Strikingly, European policy measures dealing with peripherality systematically refer to population densities

- Linking peripherality and sparsity is a way of characterising the North as non-European space
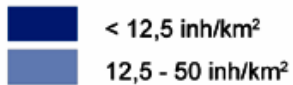
The perception of sparsity

- Population density in a region

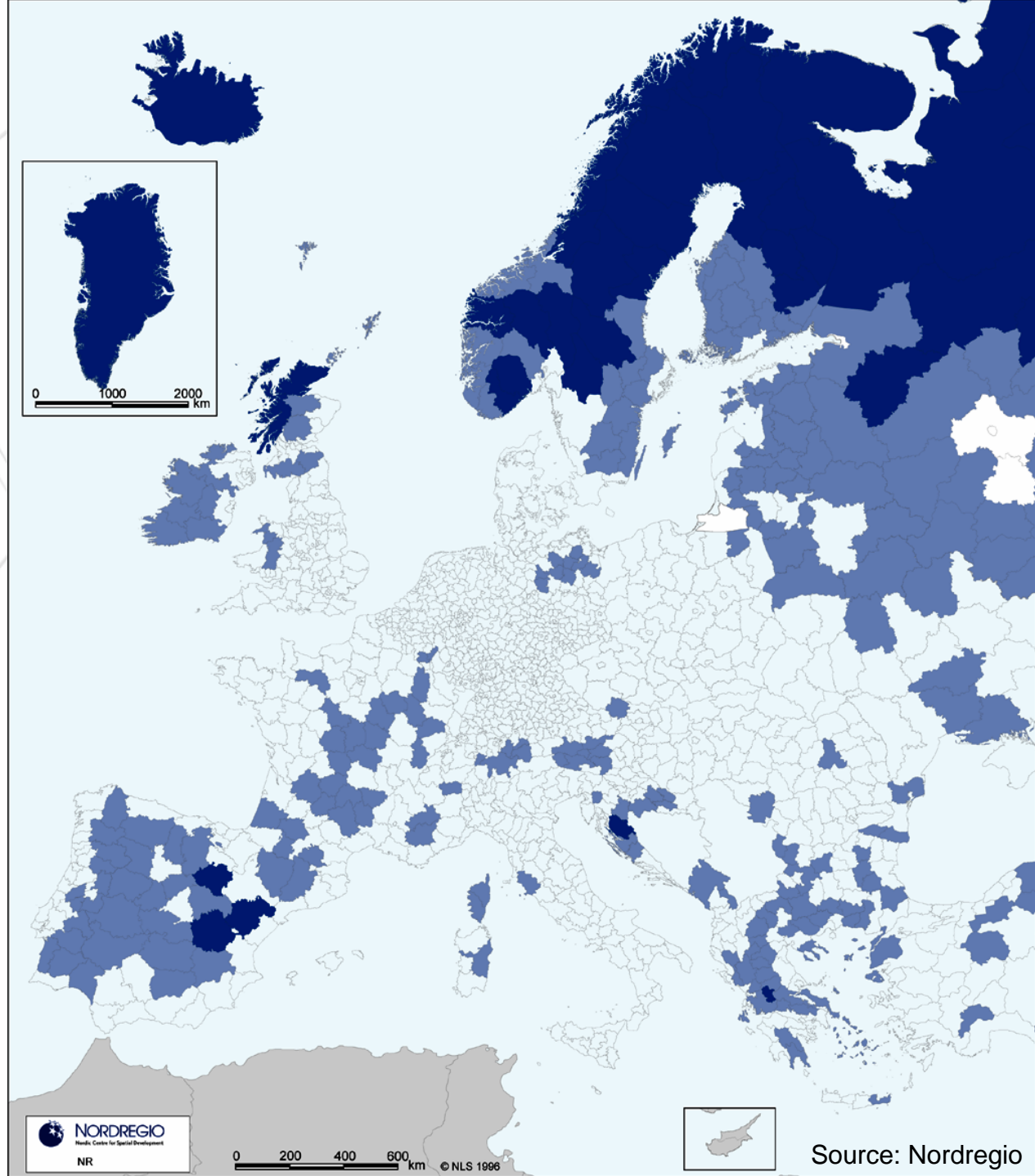- Where do regions start, where do they end?

Sparsity

- Regional (NUTS 3) scale

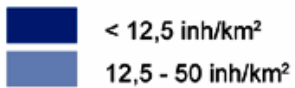Average population density at NUTS 3 level in 2005*

- ■ < 12,5 inh/km²
- ■ 12,5 - 50 inh/km²

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Source: Nordregio

Sparsity

- Municipal scale

Average population density
at municipal level in 2001
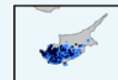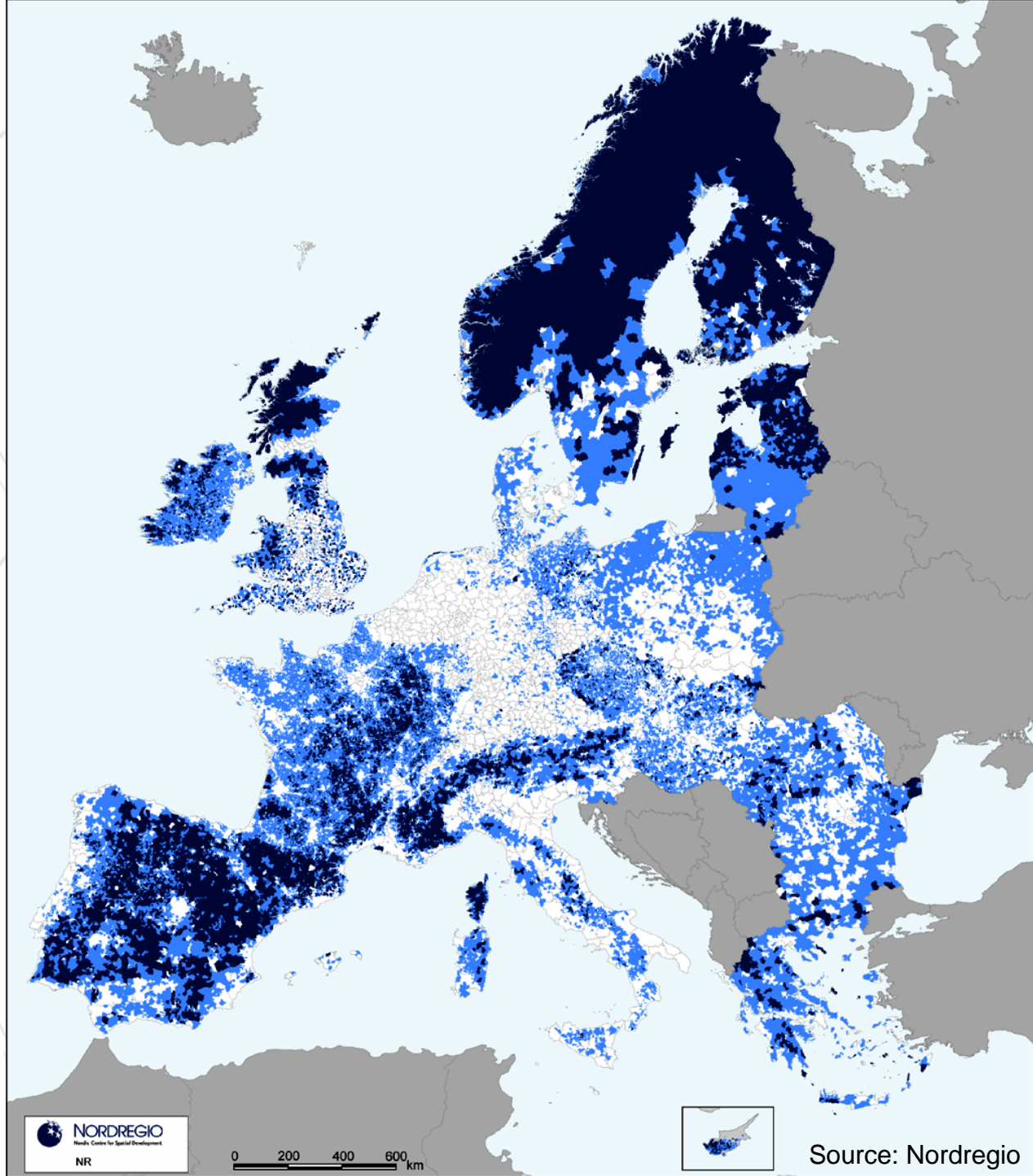
- < 12,5 inh/km²
- 12,5 - 50 inh/km²

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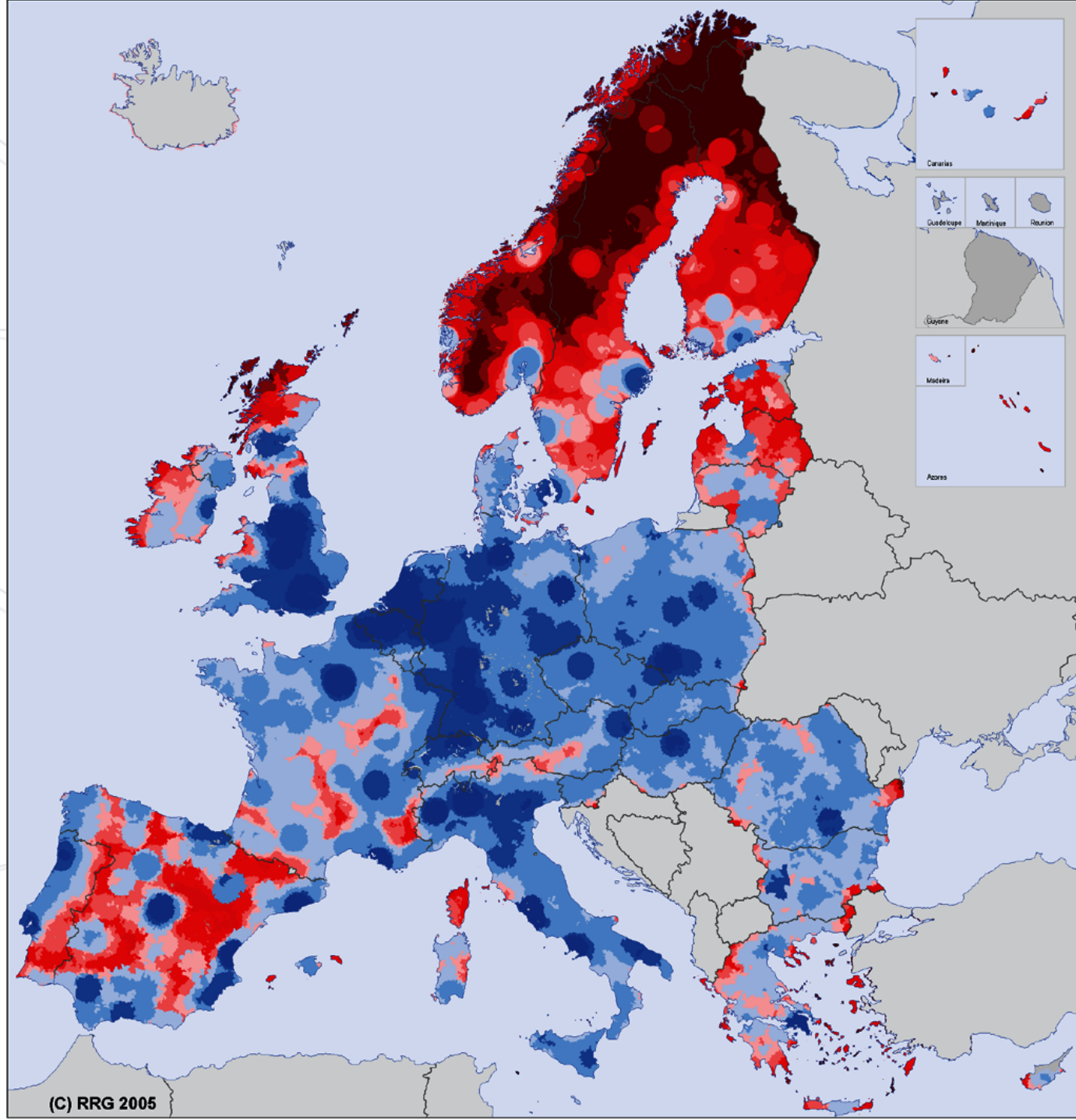Source: Nordregio

The perception of sparsity

- Population density in a region

- Where do regions start, where do they end?

- No measure seems possible: is sparsity a meaningless notion?

Sparsity

- Population within 50 km radius:

  (=potential commuting distance)

Standardised population potential:

0 - 5	
5 - 10	
10 - 25	
25 - 50	
50 - 75	
75 - 100	
100 - 200	
200 - 500	
500 - 1000	
1000 < ...	

EU countries
Other countries

(C) RRG 2005

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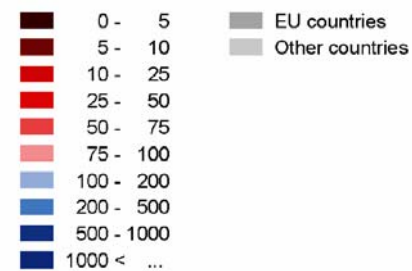
Sparsity in Greenland

- "Commuting radius" has no meaning

Standardised population potential:
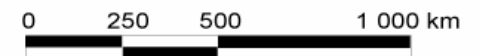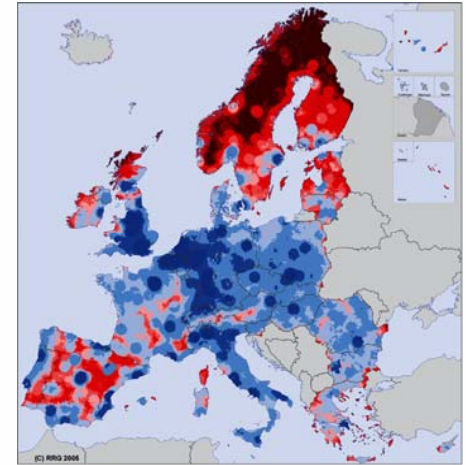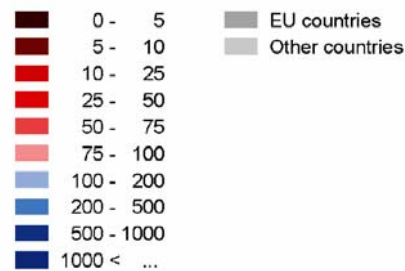
0 - 5	EU countries
5 - 10	Other countries
10 - 25	
25 - 50	
50 - 75	
75 - 100	
100 - 200	
200 - 500	
500 - 1000	
1000 < ...	

0   250   500   1 000 km

Sparsity in Greenland

- "Commuting radius" has no meaning

- Municipalities (old or new) are of little social and economic relevance

0   250   500   1 000 km

Sparsity in Greenland

- "Commuting radius" has no meaning

- Municipalities (old or new) are of little social and economic relevance

Age structure -
25 - 64 years
Population aged 25-64 years
as a share (%) of total
population 2007

- > 54.0
- 52.0 - 54.0
- 50.0 - 52.0
- 48.0 - 50.0
- < 48.0

Data source: NSI

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Sparsity in Greenland

- "Commuting radius" has no meaning

- Municipalities (old or new) are of little social and economic relevance

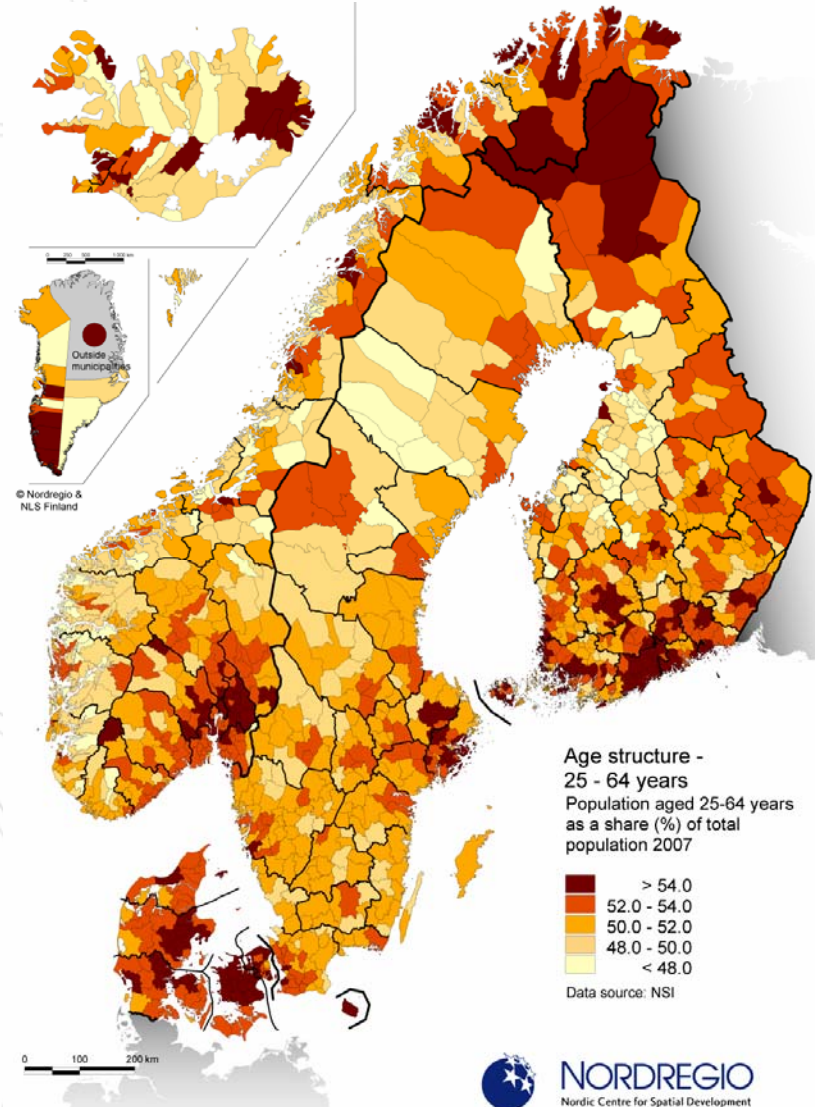- Does Greenland have regions?

| 0 | 250 | 500 | 1 000 km |

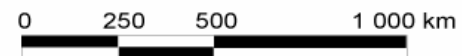# Sparsity in Greenland

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- Does Greenland have regions?
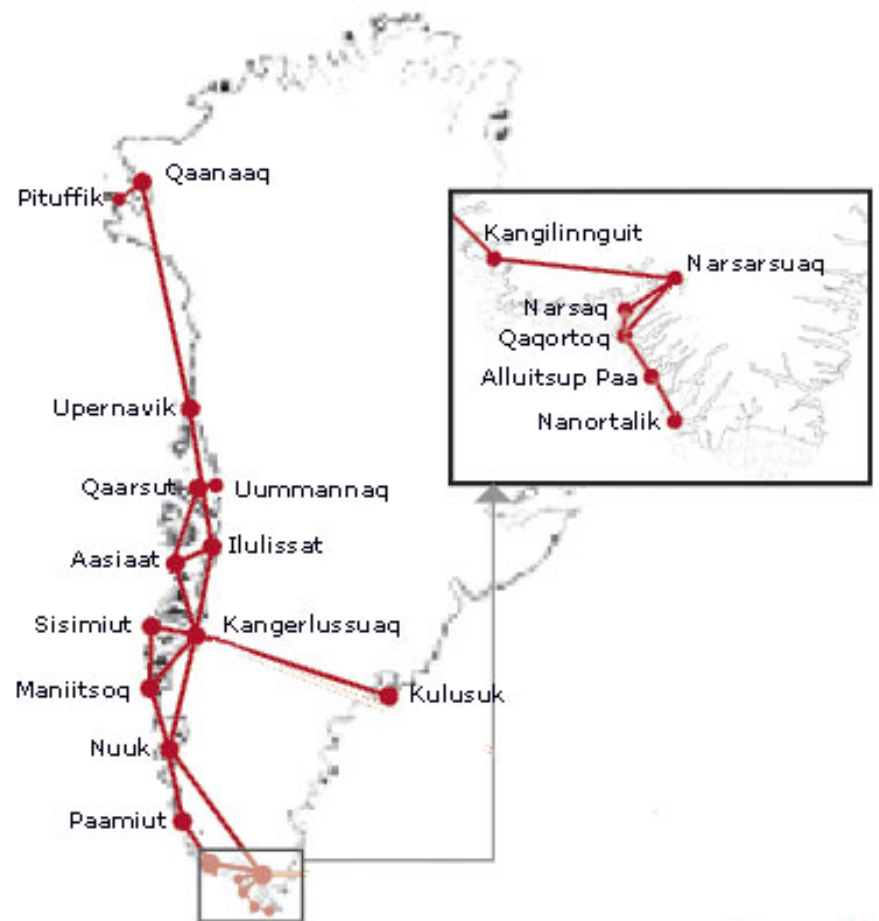
air greenland

The perception of sparsity

- Sparsity brings us back to a notion of accessibility – within a commuting area / daily mobility area

- Greenland is in the specific situation of not having daily mobility areas that extend beyond the settlements.

- What does this imply in terms of local development strategies?

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The debates over polycentricity and territorial cohesion

- From a notion of convergence between regions

- to an idea of fairness ("same opportunities where ever people happen to live")

- and of "making better use of available resources in European regions".

The debates over polycentricity and territorial cohesion

- Polycentricity is not a model

- but a framework for reflection over territorial balance, seeking to answer the question:

  "What types of urban networks would be most beneficial?"
  – *both economically and socially*
  – *for the core areas and the peripheries*

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The debates over polycentricity and territorial cohesion

- This question contains some hypotheses as to what the answer would be:
  - *All regions need to have a minimal urban infrastructure, functioning as an "economic motor",*
  - *Multiple centres, with diverse development strategies, help improving the long term sustainability of a country or region,*
  - *To achieve this, some degree of co-operation or co-ordination between towns and cities is needed.*

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The debates over polycentricity and territorial cohesion

- There is also a laissez-faire dimension to polycentricity:

    - *Towns and cities that show their capacity to function as economic motors, should be encouraged;*

    - *These are the places that become centres, i.e.*
        - *Places where things happen*
   - *Places where decisions are taken*

Polycentricity in Greenland

- The laissez-faire attitude to polycentricity is inadequate:

  → *The very existence of a debate over aluminium smelter localisation*

  = political decision as to where the economic motor shall be

- Rather an issue of
  - *Balance between centres*
 - *Long term sustainability*

Polycentricity in Greenland

- Understanding the labour markets as *transitional* systems:
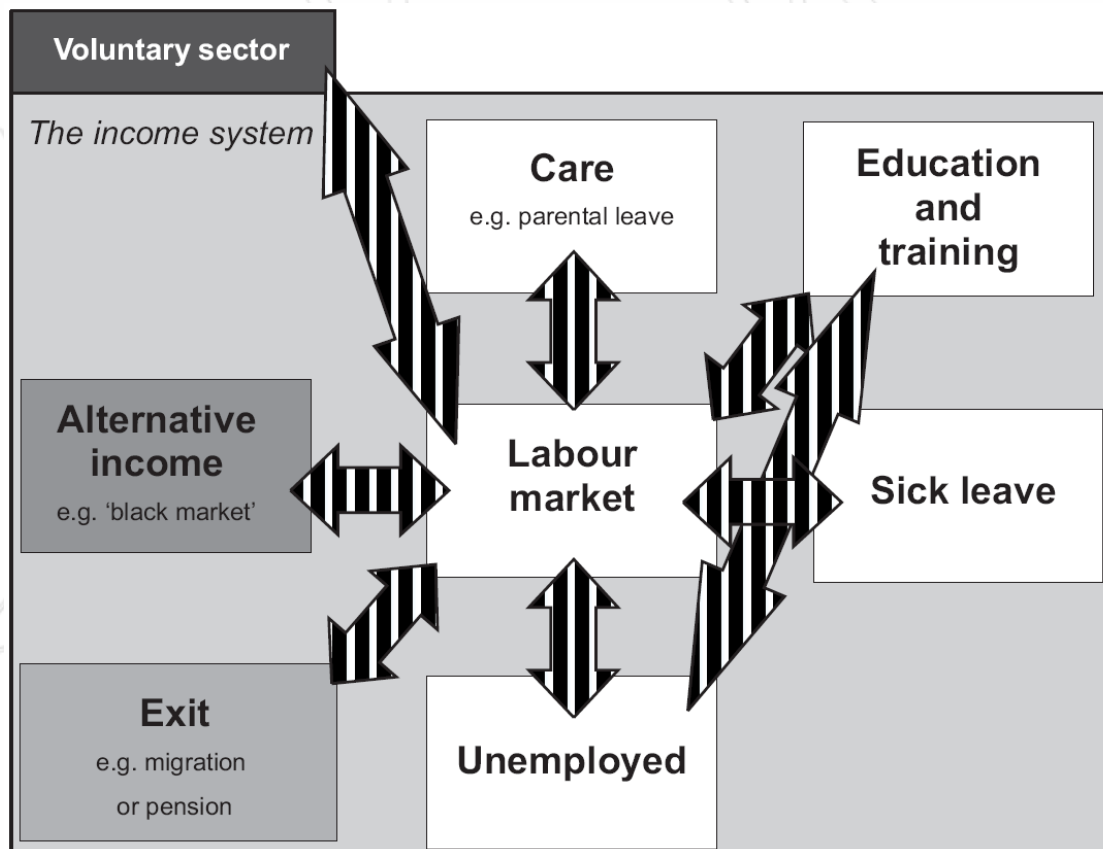
Polycentricity in Greenland

- ## Understanding the labour markets as *transitional* systems:

1. Need to manage the mobility between different states

2. Identify the ***actual*** and ***desired*** paths of individuals

3. How does this fit with organisation of settlements?

4. How does it fit with family structures?

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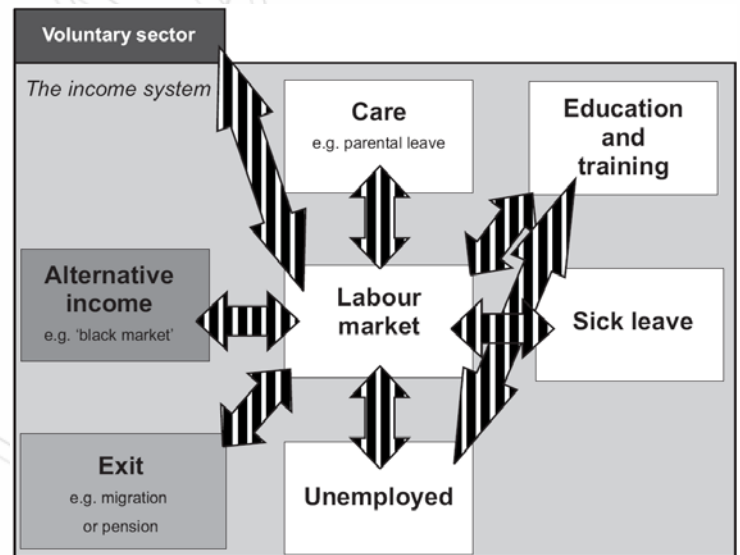
Polycentricity in Greenland

- Specificity of 'single industry towns'

    - Not a functioning labour market

    - Low degree of entrepreneurship,
      few spin-offs

   - Often a strong gender-bias in the job
      opportunities

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Social and Economic implications of Aluminium smelters

- Specificity of 'single industry towns'

  – Generally low capacity to make strategic decisions

  – Vulnerable to fluctuations on the world market, and to technological change

  → **Can it qualify as a 'centre', as a place where "things happen" and "decisions are taken"?**

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Social and Economic implications of Aluminium smelters

- **Timeline: a few examples of Northern aluminium smelters**
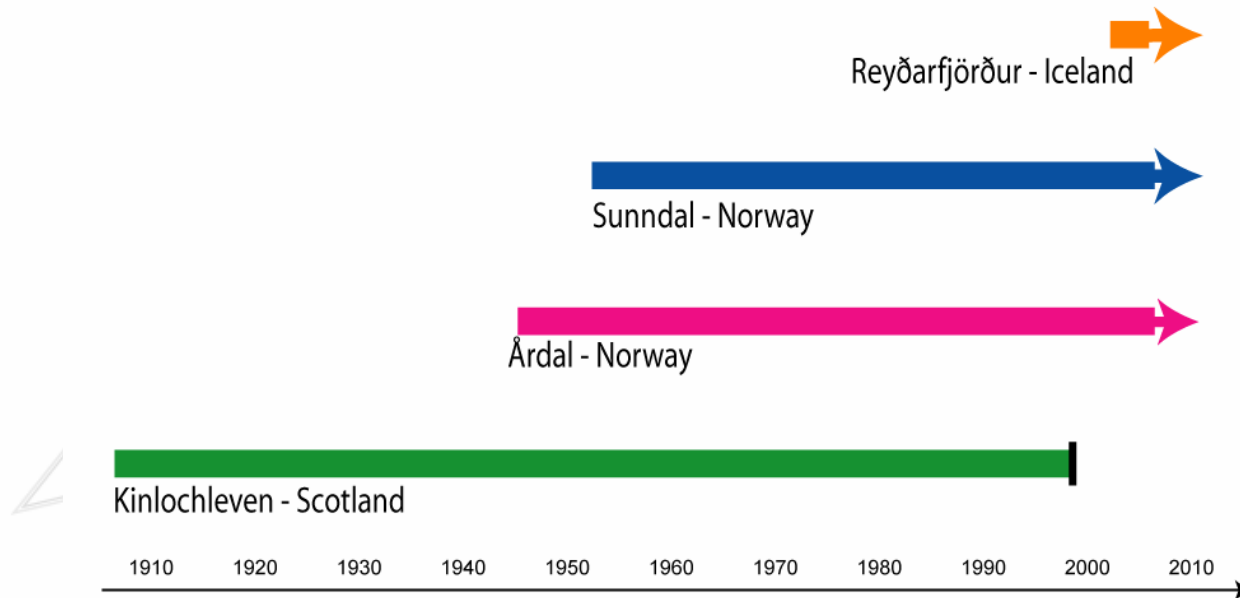
Social and Economic implications of Aluminium smelters

- Kinlochleven: closed 1994-2000
- Handled "in a model fashion" by partnership of
  - the local enterprise company (a government agency);
  - Highland Council;
  - Alcan Aluminium UK (now Rio Tinto Alcan);
 - Kinlochleven Land Development Trust

Social and Economic implications of Aluminium smelters

- A range of actions taken:
  - Decontamination
  - Restoration
  - Environmental improvements
  - Facilities for tourists and local community

- Initial budget: £7,825,000

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Social and Economic implications of Aluminium smelters

- Sunndal and Aurdal: managing demographic growth and decline

Sunndal - Norway

Årdal - Norway
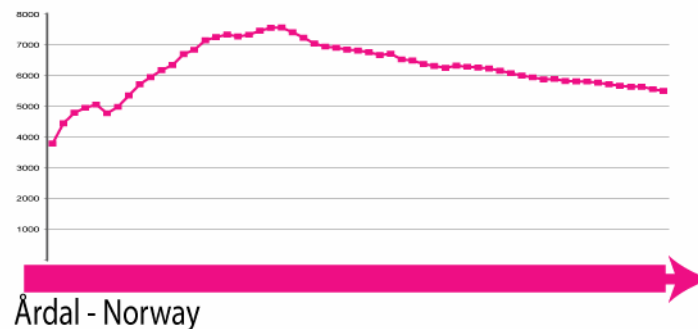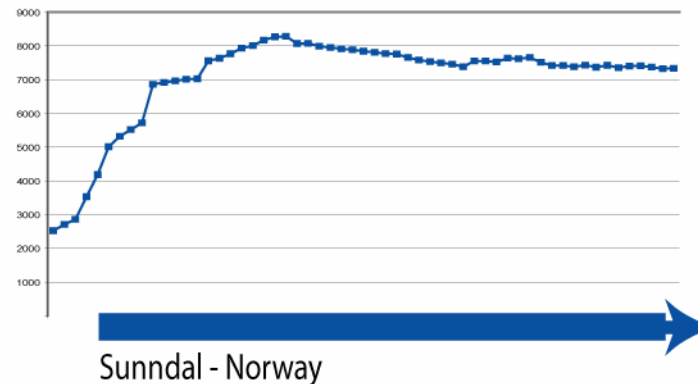
1910   1920   1930   1940   1950   1960   1970   1980   1990   2000   2010

Social and Economic implications of Aluminium smelters

- The Årdal and Sunndal Smelter company (ÅSV) went technically bankrupt in 1982

→ 432 million NOK in new capital provided by the Norwegian state

- Aluminium sector is expanding – the communities are trying to diversify

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Social and Economic implications of Aluminium smelters

love:the:valley

Søker DEG for uforpliktende kontakt!

Du: Mellom 19 og 39 år, og potensiell sunndaling. Allerede sunndaling - eller forelsket i en sunndaling? Lur partneren med til Sunndal og lev lykkelig alle dine dager. Student eller arbeidende, etablert eller enslig. Barn ingen hindring, de er bare sjarmerende!

Vi: Har spennende jobber, barnepass, og tomter for dere som vil bygge og bo. Vi byr på fantastisk natur, hyggelige naboer og kolleger, rødvin, peiskos og gode kulturopplevelser.

Send oss en e-post, da vel, alle får svar! Og tips gjerne en venn eller fire – desto flere, desto mer moro!

Bill.mrk. Love the Valley

Påmelding
Ledige stillinger

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Conclusion

- Building the aluminium smelter is an opportunity, but also a risk for a community

- A polycentric perspective implies that it needs to be accompanied by other initiatives

- Inspiration must be drawn from centres at different stages of development

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