

## *Abstracts*

M.-F. CALMETTE and I. PECHOUX: "Regional Agglomeration of Major Risky Activities and Environmental Policies". Major industrial accidents have occurred and do continue to occur world-wide. They show the importance of good management of industrial/environmental risks which are likely to be amplified by a concentration of risky activities. Can public environmental policy avoid such a concentration? This is the question addressed in this article. Using a two-region equilibrium model in a monopolistic competition framework, the most striking result obtained is that the common form of environmental regulations that impact on marginal costs exacerbate the concentration of such activities. It is then demonstrated that a regionally differentiated regulation, according to firms' location, is necessary in order to limit risky activities' agglomeration.

D. DOLOREUX and R. SHEARMUR: "Regional Development in Sparsely Populated Areas: The Case of Quebec's Missing Maritime Cluster". The cluster concept has become very popular as a guiding principle for regional development policies. The objective of these policies is usually to support the local job market, and the way this is accomplished is by promoting industrial competitiveness and innovation in local firms. It is believed that policies based on the promotion of industrial clusters will achieve this. However, the formation of clusters requires certain conditions – not least of which are proximity between actors and a certain critical mass – that cannot be met in all regions. In some cases there is a cluster rhetoric that is not reflected in reality. In this article, we set out to examine how the cluster concept has been applied by regional policy makers in Quebec's coastal region. We examine whether certain basic preconditions of cluster formation are met, and whether any particular regional dynamism can be identified for the sectors targeted by this policy. We conclude that there may exist a maritime cluster in and around Rimouski (a regional hub) but that there is no evidence of cluster dynamics leading to regional growth throughout the area covered by the cluster policy.

M. DIMOU: "The Formation of Urban Hierarchies in Remote Peripheral Regions: The Case of La Réunion". [« La formation des hiérarchies urbaines dans les régions ultra-périphériques : Le cas de La Réunion ».] Over the last few years, the

increasing dissociation between work places, residential areas and leisure areas has modified contemporary urban spaces. The growing number of commuting trips between these places appear as important elements that should be taken into account within a prospective analysis on regional and transport planning. Hence, this is the reason why many researchers focus on the relation between these daily movements and a particular region's transport infrastructure, its different services of proximity or even the growing diversification of its urban and environmental amenities.

Today, these analyses have been primarily restricted to the study of the major European and North-Americans urban centres where commuting trips represent an important movement. Through the study of La Réunion, this article aims to deal with insular spaces. These are spaces characterized by a geographical specificity, i.e. a land-sea discontinuity which results in relative isolation. The effects of this isolation on economic and urban development as well as on regional planning are quite important.

The purpose of this article is to understand whether insularity, taken as a specific type of macroeconomic environment, influences the appearance of a regional urban hierarchy and, through this, the volume and the spatial geometry of the commuting trips that develop between the different urban centres of an island. In the case of La Réunion, such an analysis has the potential to have an important impact on institutional decisions concerning transport planning. Since the beginning of the 1990s, La Réunion has experienced very important traffic bottlenecks which appear to be a real constraint for long-term economic development.

This article studies the rank-size distribution of the La Réunion's urban centres using a Lotka power-law model. This allows one to consider the long-term demographic trends which have led to the appearance of a polycentric region, where medium size towns have grown rapidly. However, this type of diffuse urban growth has not gone hand in hand with diffuse economic growth or attractiveness. On the contrary, economic growth is highly concentrated in two separate poles, Saint Denis and the Port. This is a direct consequence of insularity and leads to an important increase of commuting trips and traffic congestion. The asymmetric geometry of this urban migration is analyzed through a gravity model.

N. MARSHALL, B. DOLLERY and T. SORESENSEN: "Voluntary Regional Cooperation in Australia". Provincial and state governments in Canada and Australia have encouraged the development of regional cooperation as an alternative to local government consolidation. In Canada, this process has usually been a 'top-down' affair with provincial authorities using legislative and financial measures to encourage collaboration. In Australia, on the other hand, cooperation has usually been a voluntary, 'bottom-up' exercise. The most common form of this activity has been the regional organization of councils (ROC). ROCs consist of groupings of neighbouring local governments which combine their resources to pursue mutually beneficial economic, social and political objectives. This article explores the growth of ROCs over the last two decades and suggests that several of these entities have evolved into de facto forms of regional governance. Three brief case

studies are provided. The analysis draws upon theories of social capital and organizational networks to explain how and why some ROCs achieve success. The article also explores how the achievements of ROCs have helped to erode state governments' long standing commitment to amalgamation as the most cost-effective policy option. The discussion includes a number of comparative references to the Canadian environment.

M, SIMARD: "Governance and Regional Planning and Development in Quebec. Recent Trends and Challenges". [« La réforme de la gouvernance territoriale québécoise à l'épreuve des problèmes d'aménagement et de développement ».]

Regional planning and development has been affected by many changes in Quebec during the last decade. Numerous pieces of legislation and policies were adopted during that period by the *Parti Québécois* government, and especially those relating to municipal reform and rural development. The aim of these reforms was mainly to resolve planning and development problems such as urban sprawl in metropolitan areas and youth out-migration in peripheral administrative regions. Some issues are still unanswered in relation to these public policies: Do they provide better tools to address development problems? Do they create a coherent and comprehensive system of governance? These questions are addressed through a discussion using some historical and institutional data and through a literature review.

Based on this, it emerges that recent territorial policies in Quebec are not revolutionary but they contribute toward a reinforcement of local and regional institutions. The *rescaling* process associated with the creation of metropolitan communities and the amalgamation of large and mid-sized cities could allow improvements in the fields of town planning, economic development or policing while decreasing intra-metropolitan competition. In addition, the reinforcement of the role of the MRC (Regional Municipal Counties) in rural areas and the possibility now offered of electing *regional mayors* are other significant changes. Lastly, the clarification of the mandates of the structures of economic development with the arrival of the CLD (Local Development Centres) could make it possible to develop local potential more effectively. However, the new system of governance is very complex compared to the former which was standardized throughout Quebec. We now have seven types of local government institutions in the province.

L. TERRAL and M. POLÈSE: "In Search of Regularities in the Location of Economic Activity: A North America-wide Analysis of the Spatial Distribution of High-Order Services and Manufacturing". [« À la recherche de grandes régularités dans la localisation de l'activité économique. Analyse du tertiaire supérieur et de l'industrie manufacturière pour l'espace nord-américain ».]. This article looks at the distribution of high-order services and manufacturing in North America – the United States and Canada – using a centre-periphery framework. The U.S. and Canada now use a common industrial classification system (NAICS), one of the results of NAFTA, making it possible to study industry location patterns at the continental level. Using a common data set integrated into a GIS system covering

all North American space, spatial units are grouped according to urban size (MSAs and CMAs in the U.S. and CMAs in Canada) and according to distance from metropolitan areas. A common geography was created below the metropolitan level for all remaining units, whether urban or rural. The spatial distribution of employment in high-order services and manufacturing is then examined, using location quotients (LQ), applied to various urban-size thresholds. The results are also disaggregated by region (5 regions in all), with an analysis of variance to test for the sensibility of results – variations in LQ values between observations – to size and distance differences and to regional distinctions.

The results show the following: *High-order services* show a predictable hierarchical distribution declining with size; the distribution generally holds for all service classes considered and is largely unaffected by regional differences. However, professional, scientific, and technical services vary the most systematically with size, with the highest relative concentrations in the very largest urban areas: populations over 4.5 million, which includes only one Canadian observation (Toronto). *Manufacturing* activity tends to cluster in small and mid-sized cities near large metropolitan areas, i.e. falling within a 90 minute travel-time threshold. The relevant population threshold (after which manufacturing is 'crowded out' to smaller towns) is in the order of 500,000.

However, unlike high-order services, manufacturing distributions are very sensitive to regional distinctions. The introduction of a regional dimension considerably improves the percentage of variance explained, a sign that manufacturing does not necessarily follow the same pattern everywhere. The decentralization of manufacturing to small cities – lying beyond the 90 minute travel-time threshold – is, for example, much more prevalent in the north-eastern U.S. than in Canada or the American West. The spatial structures of local urban systems as well as their density are crucial factors. Many parts of the American West as well as Canada are sparsely settled with few mid-sized cities outside the major centres, and also far from major (dense) trade corridors. Being "far" or "small" does not result in the same outcomes everywhere. Being "peripheral" in much of Canada does not have the same meaning as being "peripheral" in the north-eastern U.S., which in the end leads us to reflect on the significance of the centre-periphery dichotomy and on the implications of our results for public policy.

L. XU and K.-L. LIAW: "Initial Destination Choices of Skilled-Worker Immigrants from South Asia to Canada: Assessment of the Relative Importance of Explanatory Factors". Using a multinomial logit model, this article explains the initial destination choices of skilled-worker immigrants from four South Asian countries (India, Pakistan, Bangladesh, and Sri Lanka) who landed in Canada in 1992-2001, based on the micro data of Citizenship and Immigration Canada. We found that their choice pattern, which is characterized by extremely strong concentration in Ontario, was strongly affected by the attractions of (1) co-ethnic communities and (2) long-term income opportunities represented by earned income per capita. The temporal pattern of their choices was subject to the lagged effects of the fluctuations in the spatial pattern of employment opportunities in an economically

sensible but relatively mild way. The enhancement of Quebec's attraction by the Canada/Quebec agreement on immigration dissipated within only a few years.

M. BRADFIELD: "Foreign Investment and Growth vs. Development - A Comparative Study of Ireland and Wales". The rapid growth and high levels of foreign investment in the Irish economy during the 1990s are often cited as a model for Canadian development policy. It is claimed that we should adopt low corporate profit taxes in "enterprise" zones to stimulate the growth of lagging Canadian regions. In this article compares the growth experience of Ireland and Wales. Wales attracts little attention, yet it too experienced high levels of foreign investment. This article shows that foreign investment is not a sufficient condition, and perhaps not even a necessary condition, for strong growth in disposable incomes. Thus, Ireland may be less informative than Wales for developing regional policies.