

# Diffusion or Draining Process in European Metropolitan Macroregions: trends, drivers, interventions



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## **ISSUE:** Growing disparities in level of development between metropolis (MA) and its hinterland (RH)

### **Key determinants of intraregional differences in level of development:**

- a) economic structure dissimilarity (MA services vs. RH agriculture and industry),
- b) labour market dissimilarity (concentration of workplaces in MA and low labour activity ratio in RH),
- c) productivity in manufacturing (capital and research intensive industries concentrated in MA).

### **Key determinants of metropolitan macroregions divergence process:**

- a) economic structure dissimilarity,
- b) change of labour market situation both in metropolitan area and regional hinterland (increasing of labour force in MA and decreasing activity rate in RH),
- c) out-migration from regional hinterland (brain drain process).

**CONCLUSION:** poor use of development opportunities created by metropolis in the regional hinterland (more “draining” than „diffusion” processes).

**SOLUTIONS:** direct related to specific regional context  
and/or indirect related to general factors of territorial  
cohesion

**Factors fostering linkages between metropolis and hinterland:**

- **similarity between socio-economic structures** (including human capital, innovativeness level) as complementarity of economic structures is not a sufficient factor of territorial cohesion (strong ties between MA and RH);
- **high quality of life** in the regional hinterland crucial for maintaining or attracting human capital;
- **transport accessibility** important for internal integration (especially important in range 80-160 km from the city centre; 90 minutes threshold),
- **polycentric structure of the metropolitan area** (better accessibility of metropolitan labour market; firms co-operation);

## EXAMPLES of public interventions based on five case studies:

- development of **transport infrastructure** (usually connected with the development of supra-regional transport links; however, low accessibility in some peripheral parts of macroregions),
- **human capital investments** (different levels – beginning from pre-school to higher education),
- development of **technology clusters** to enrich growth potential of regional hinterland,
- development of **polycentric structure of metropolitan areas** (usually spontaneous process, but some role of regional airports location, industrial and technology parks).

*Thank you for your attention!*

More details in the book (open access):

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