

Geographical Economics

Course 2: Core and Periphery

Rosella Nicolini

UAB

October 2014

What did we learn

1. Empirical evidence emphasizes the unequal distribution of resources across space.

What did we learn

1. Empirical evidence emphasizes the unequal distribution of resources across space.
2. The existence of EofS claims for imperfect competition.

What will we be working on ?

- ▶ We develop a theoretical framework suitable to admit the EofS in firm location decisions.

What will we be working on ?

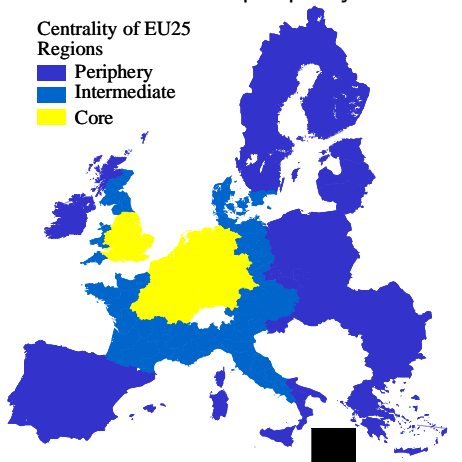
- ▶ We develop a theoretical framework suitable to admit the EofS in firm location decisions.
- ▶ This theoretical setting will allow to underpin the interpretation of the formation of a core-periphery structure.

Core-Periphery structure: an example

The European Union is a classical example to figure out the existence of a core-periphery structure

Centrality of EU25
Regions

- Periphery
- Intermediate
- Core



Our question

We deal with a firm location decision problem in case of

- Two regions (N; S)
- Two activities (Agriculture and Manufacturing). Manufacturing is mobile
- Two types of workers/consumers: Farmers (f)(immobile); Manufacturing workers (mw) (mobile; they follow firm location).

Our question: numerical example

Let us consider that the demand for a variety of manufacturing is 10 (4 for mw and 6 for f)

1. Case A: All firms in North; $2f$ (South) + $4f$ (North). Then,

Our question: numerical example

Let us consider that the demand for a variety of manufacturing is 10 (4 for mw and 6 for f)

1. Case A: All firms in North; $2f$ (South) + $4f$ (North). Then,
2. Sales in North: $4(mw) + 4(f) = 8$

Our question: numerical example

Let us consider that the demand for a variety of manufacturing is 10 (4 for mw and 6 for f)

1. Case A: All firms in North; $2f$ (South) + $4f$ (North). Then,
2. Sales in North: $4(mw) + 4(f) = 8$
3. Sales in South: $0(mw) + 2(f) = 2$

Our question: numerical example

Let us consider that the demand for a variety of manufacturing is 10 (4 for mw and 6 for f)

1. Case A: All firms in North; $2f$ (South) + $4f$ (North). Then,
2. Sales in North: $4(mw) + 4(f) = 8$
3. Sales in South: $0(mw) + 2(f) = 2$
4. Conclusion: North is definitely a better location

Our question: numerical example

Let us consider that the demand for a variety of manufacturing is 10 (4 for mw and 6 for f)

1. Case B: 25% firms in North ($1mw$ (North)); 75% firms in South ($3mw$ (South)); $2f$ (South) + $4f$ (North). Then,

Our question: numerical example

Let us consider that the demand for a variety of manufacturing is 10 (4 for mw and 6 for f)

1. Case B: 25% firms in North ($1mw$ (North)); 75% firms in South ($3mw$ (South)); $2f$ (South) + $4f$ (North). Then,
2. Sales in North: $1(mw) + 4(f) = 5$

Our question: numerical example

Let us consider that the demand for a variety of manufacturing is 10 (4 for mw and 6 for f)

1. Case B: 25% firms in North ($1mw$ (North)); 75% firms in South ($3mw$ (South)); $2f$ (South) + $4f$ (North). Then,
2. Sales in North: $1(mw) + 4(f) = 5$
3. Sales in South: $3(mw) + 2(f) = 5$

Our question: numerical example

Let us consider that the demand for a variety of manufacturing is 10 (4 for mw and 6 for f)

1. Case B: 25% firms in North ($1mw$ (North)); 75% firms in South ($3mw$ (South)); $2f$ (South) + $4f$ (North). Then,
2. Sales in North: $1(mw) + 4(f) = 5$
3. Sales in South: $3(mw) + 2(f) = 5$
4. Conclusion: Location is indifferent

Our question: numerical example

What happens to the previous cases if we add transport costs (let us say 1€ for each unit delivered to the other region) ??

1. Case A: 25% firms in North; 75% firms in South

Our question: numerical example

What happens to the previous cases if we add transport costs (let us say 1€ for each unit delivered to the other region) ??

1. Case A: 25% firms in North; 75% firms in South
2. If a firm locate in North: $3(\text{sending to } mw \text{ in South}) + 2(\text{sending to } f \text{ in South}) = 5,$

Our question: numerical example

What happens to the previous cases if we add transport costs (let us say 1€ for each unit delivered to the other region) ??

1. Case A: 25% firms in North; 75% firms in South
2. If a firm locate in North: $3(\text{sending to } mw \text{ in South}) + 2(\text{selling to } f \text{ in South}) = 5$,
3. If a firm locate in South: $1(\text{sending to } mw \text{ in North}) + 4(\text{selling to } f \text{ in North}) = 5$

Our question: numerical example

What happens to the previous cases if we add transport costs (let us say 1€ for each unit delivered to the other region) ??

1. Case A: 25% firms in North; 75% firms in South
2. If a firm locate in North: $3(\text{sending to } mw \text{ in South}) + 2(\text{selling to } f \text{ in South}) = 5$,
3. If a firm locate in South: $1(\text{sending to } mw \text{ in North}) + 4(\text{selling to } f \text{ in North}) = 5$
4. **Conclusion: location is indifferent.**

Our question: numerical example

What happens to the previous cases if we add transport costs (let us say 1€ for each unit delivered to the other region) ??

1. Case A: All firms in North

Our question: numerical example

What happens to the previous cases if we add transport costs (let us say 1€ for each unit delivered to the other region) ??

1. Case A: All firms in North
2. If a firm locate in North: $0+2(\text{sending to } f \text{ in South})= 2,$

Our question: numerical example

What happens to the previous cases if we add transport costs (let us say 1€ for each unit delivered to the other region) ??

1. Case A: All firms in North
2. If a firm locate in North: $0+2(\text{sending to } f \text{ in South})= 2$,
3. If a firm locate in South: $4(\text{sending to } mw \text{ in North})+4(\text{selling to } f \text{ in North})= 8$

Our question: numerical example

What happens to the previous cases if we add transport costs (let us say 1€ for each unit delivered to the other region) ??

1. Case A: All firms in North
2. If a firm locate in North: $0+2(\text{sending to } f \text{ in South})= 2$,
3. If a firm locate in South: $4(\text{sending to } mw \text{ in North})+4(\text{selling to } f \text{ in North})= 8$
4. Conclusion: for any (positive) level of transport cost ($t > 0$), if all existing firms are located in North, the new firm should locate in North as well to minimize its transport costs.

Setting: monopolistic competition

- ▶ From J. Tirole (1988):

Monopolistic competition was introduced by Chamberlin (1933) to formalize the following industry configuration:

- 1. A quite large number N of firms,*
- 2. Each firm faces a downward-sloping demand*
- 3. A price charged by a firm has only a negligible effect on the demand addressed to other firms (namely: absence of cross-effects).*

Definition of the problem

In the standard framework there has been a conventional wisdom according to which monopolistic competition yields too many firms (from a social viewpoint) or the existing firms produce too little to exploit the economies of scale.

Novelty

Dixit-Stiglitz (AER, 1977) shows that this statement is not true:

- ▶ When we consider the surplus of the consumer associated with the introduction of the good, we cannot pretend that firms may capture the whole surplus.

Novelty

Dixit-Stiglitz (AER, 1977) shows that this statement is not true:

- ▶ When we consider the surplus of the consumer associated with the introduction of the good, we cannot pretend that firms may capture the whole surplus.
- ▶ In equilibrium, we experience a situation in which we tend to include too few products.

Novelty

Dixit-Stiglitz (AER, 1977) shows that this statement is not true:

- ▶ When we consider the surplus of the consumer associated with the introduction of the good, we cannot pretend that firms may capture the whole surplus.
- ▶ In equilibrium, we experience a situation in which we tend to include too few products.
- ▶ **Business stealing: by introducing a new product, a firm steals consumers from other firms. Then, firms that have positive profits lose income from these diverted consumers. Therefore, firms may tend to produce (and introduce) too many products.**

Consequences

This contribution had an extremely huge impact on the economic scenario because:

- ▶ It impulsed the new trade theory
- ▶ It has been the principal theoretical foundation of the modern economic geography
- ▶ It has been the foundation of all macro models that not follow the perfect competitive setting (namely, when one needs to model the love for variety).

Complementary issues

- ▶ The original version of the model was formalized for a continuous setting. This is the proper setting to consider the negligible effect issues....Finally the ultimate version was settled in the discrete setting.
- ▶ The authors introduced the device of *the extreme large number of firms* N to meet those requirements.
- ▶ However, the continuous version has been retrieved in more recent times.
- ▶ For sake of simplicity, we will work on the original discrete version published in the AER.

Building blocks

- ▶ Referring to the economic setting introduced by Dixit-Stiglitz (AER, 1977)

Building blocks

- ▶ Referring to the economic setting introduced by Dixit-Stiglitz (AER, 1977)
- ▶ Two-step procedure

Building blocks

- ▶ Referring to the economic setting introduced by Dixit-Stiglitz (AER, 1977)
- ▶ Two-step procedure
- ▶ Setting: there is a fixed number of workers/consumers (L). Workers supply their unit of time to work in one of accessible activities.

Building blocks

- ▶ Upper-level step

Building blocks

- ▶ Upper-level step
- ▶ Consumers' problem is to split their income between agriculture and manufactures in aggregate to max their utility; namely

$$\begin{aligned} \max U &= M^\mu A^{1-\mu} \\ \text{s.t. } PM + p^a A &= Y. \end{aligned}$$

Building blocks

- ▶ Upper-level step
- ▶ Consumers' problem is to split their income between agriculture and manufactures in aggregate to max their utility; namely

$$\begin{aligned} \max U &= M^\mu A^{1-\mu} \\ \text{s.t. } PM + p^a A &= Y. \end{aligned}$$

- ▶ We usually take $p^a = 1$. Numeraire good.

Building blocks

Looking at the composite good:

$$M = \left[\sum_{i=0}^N m_i^\rho \right]^{\frac{1}{\rho}}, 0 < \rho < 1.$$

- ▶ number of goods (N); monopolistic competition

Building blocks

Looking at the composite good:

$$M = \left[\sum_{i=0}^N m_i^\rho \right]^{\frac{1}{\rho}}, 0 < \rho < 1.$$

- ▶ number of goods (N); monopolistic competition
- ▶ ρ elasticity of substitution

Building blocks

Results of the maximization process: optimal consumption of the numeral good

$$A = (1 - \mu)Y$$

- ▶ and concerning the composite good:

$$\begin{aligned} \max & \left[\sum_{i=0}^N m_i^\rho \right]^{\frac{1}{\rho}} \\ \text{st} & : \mu Y - \sum_{i=0}^N p_i m_i = 0 \end{aligned}$$

Building blocks

$$\frac{m_i^{\rho-1}}{m_j^{\rho-1}} = \frac{p_i}{p_j}$$

$$m_i = \frac{p_j^{\frac{1}{1-\rho}}}{\sum_{i=0}^N p_i^{\frac{\rho}{\rho-1}}} \mu Y$$

This last result is obtained by replacing the first result into the budget constraint knowing that the spending devoted to the manufacturing good is μY .

Supply side

Production function:

$$l_i = f + cq_i$$

Profit function:

$$\pi_i = p_i q_i - w_i l_i$$

Plugging in and solving ($\pi_i = 0$):

$$p_i \rho = cw_i \implies p_i = \frac{cw_i}{\rho}$$

Prices are a mark-up over marginal costs and this mark-up is constant; it relates on the degree of substitutability of manufacturing goods.

Supply side

It is common to introduce the following change:

$$\rho = \frac{\sigma - 1}{\sigma}$$

and the previous condition turns out to be:

$$p_i = \left(\frac{\sigma}{\sigma - 1} \right) cw_i$$

and, finally, plugging in the price equation into the profit one, and imposing the zero profit condition, we get:

$$q_i = \frac{f\rho}{(1-\rho)c} \text{ or } q^* = \frac{f(\sigma-1)}{c}$$

The quantity produced by each firm (at equilibrium) is constant !!

Other results

- ▶ At the equilibrium, the constant-quantity per variety implies that wages in manufacturing are identical across varieties in each country.
- ▶ The number of workers hired in each firm turns to be constant:

$$l^* = f + cq^* = f\sigma$$

- ▶ Assuming that $L = L_A + L_M$, the optimal number of varieties (firms) is

$$L_M = l^* N \implies N^* = \frac{L_M}{f\sigma}$$

Opening to trade

Now, we are referring to the seminal paper by Krugman (JPE, 1991).

- ▶ **Opening to trade implies thinking of mobility of workers and firms;** consumers can buy varieties also from abroad or from the other region.

$$P_h = \left[n_h p_h^{1-\sigma} + n_f \left(\frac{p_f}{\tau} \right)^{1-\sigma} \right]^{\frac{1}{1-\sigma}};$$

$$P_f = \left[n_h \left(\frac{p_n}{\tau} \right)^{1-\sigma} + n_f p_f^{1-\sigma} \right]^{\frac{1}{1-\sigma}}$$

Opening to trade

Now, we are referring to the seminal paper by Krugman (JPE, 1991).

- ▶ **Opening to trade implies thinking of mobility of workers and firms**; consumers can buy varieties also from abroad or from the other region.
- ▶ ICEBERG Transport costs

$$p_f = \frac{p_h}{\tau} \text{ with } \tau < 1.$$

$$P_h = \left[n_h p_h^{1-\sigma} + n_f \left(\frac{p_f}{\tau} \right)^{1-\sigma} \right]^{\frac{1}{1-\sigma}};$$

$$P_f = \left[n_h \left(\frac{p_h}{\tau} \right)^{1-\sigma} + n_f p_f^{1-\sigma} \right]^{\frac{1}{1-\sigma}}$$

Opening to trade

Now, we are referring to the seminal paper by Krugman (JPE, 1991).

- ▶ **Opening to trade implies thinking of mobility of workers and firms**; consumers can buy varieties also from abroad or from the other region.
- ▶ ICEBERG Transport costs

$$p_f = \frac{p_h}{\tau} \text{ with } \tau < 1.$$

- ▶ Index of prices

$$P_h = \left[n_h p_h^{1-\sigma} + n_f \left(\frac{p_f}{\tau} \right)^{1-\sigma} \right]^{\frac{1}{1-\sigma}};$$

$$P_f = \left[n_h \left(\frac{p_h}{\tau} \right)^{1-\sigma} + n_f p_f^{1-\sigma} \right]^{\frac{1}{1-\sigma}}$$

Opening to trade

- ▶ Real wages:

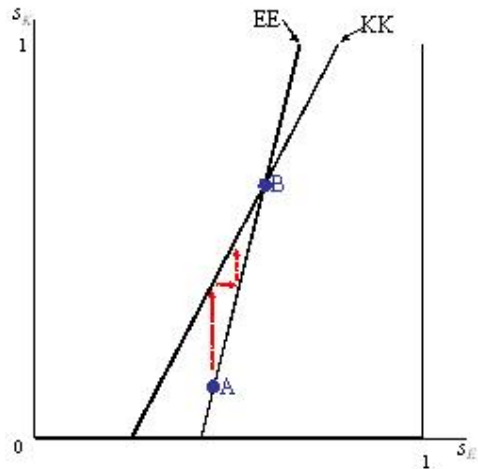
$$\omega = w_h P_h^{-\mu}; \omega^* = w_f P_f^{-\mu}$$

Definition

Differences in real wages are the source of workers' mobility and determine the creation of a CORE-PERIPHERY patterns.

Core-Periphery structure

Let us consider the EE-KK framework as described in Baldwin et al. (2003)



Core-Periphery structure: brainstorming corner

What happens with the Core-Periphery structure when:

1. Transport costs increases/decreases,

Core-Periphery structure: brainstorming corner

What happens with the Core-Periphery structure when:

1. Transport costs increases/decreases,
2. The periphery experiences an important increase in the population size.

Core-Periphery structure: brainstorming corner

What happens with the Core-Periphery structure when:

1. Transport costs increases/decreases,
2. The periphery experiences an important increase in the population size.
3. Under the hp at point 2: where would a firm locate, now ???

Core-Periphery structure: other results

- ▶ The rise and fall of local agglomerations (Puga, EER, 1999).
Worker mobility; farmer immobility and firms immobility allows for creating agglomerations in pre-selected areas.
Transport costs control for the intensity of the process.

Core-Periphery structure: other results

- ▶ The rise and fall of local agglomerations (Puga, EER, 1999).
Worker mobility; farmer immobility and firms immobility allows for creating agglomerations in pre-selected areas.
Transport costs control for the intensity of the process.
- ▶ However: agglomerations entails higher wages (also productivity) and if other centripetal forces appears, agglomerations can disappear

Core-Periphery structure: other results

- ▶ The rise and fall of local agglomerations (Puga, EER, 1999). Worker mobility; farmer immobility and firms immobility allows for creating agglomerations in pre-selected areas. Transport costs control for the intensity of the process.
- ▶ However: agglomerations entails higher wages (also productivity) and if other centripetal forces appears, agglomerations can disappear
- ▶ The importance of agglomerations: under competitive conditions, agglomerations imply higher wages and higher productivity. Puga, Mayer, Combes, Duranton and co-autors (in several contributions from 2007 onward) study the creation, intensity and consequences of this economic phenomenon,

Core-Periphery structure: other results

- ▶ The rise and fall of local agglomerations (Puga, EER, 1999). Worker mobility; farmer immobility and firms immobility allows for creating agglomerations in pre-selected areas. Transport costs control for the intensity of the process.
- ▶ However: agglomerations entails higher wages (also productivity) and if other centripetal forces appears, agglomerations can disappear
- ▶ The importance of agglomerations: under competitive conditions, agglomerations imply higher wages and higher productivity. Puga, Mayer, Combes, Duranton and co-autors (in several contributions from 2007 onward) study the creation, intensity and consequences of this economic phenomenon,
- ▶ Agglomerations still very attractive because consumers are there....there is the market !!

Core-Periphery structure: home market effects

- ▶ Empirical evidence endorses this type of framework and, at the same time, enlightens new insights

Core-Periphery structure: home market effects

- ▶ Empirical evidence endorses this type of framework and, at the same time, enlightens new insights
- ▶ The **HOME MARKET EFFECT**

Core-Periphery structure: home market effects

- ▶ Empirical evidence endorses this type of framework and, at the same time, enlightens new insights
- ▶ The **HOME MARKET EFFECT**
- ▶ The large region ends up with large market for manufacturing goods (as a combination of transport costs and economies of scale) that can be sold (in the "large" market of the region) without incurring in transport costs. Then, *this region becomes exporter of the goods for which it has a large local market.*

Core-Periphery structure: other developments

- ▶ The basic framework à la Krugman has some important drawbacks: it is not a pure general equilibrium model and it does not allow for closed form solutions. Critiques from regional and urban economists.

Core-Periphery structure: other developments

- ▶ The basic framework à la Krugman has some important drawbacks: it is not a pure general equilibrium model and it does not allow for closed form solutions. Critiques from regional and urban economists.
- ▶ J.F Thisse, M. Fujita and co-authors proposed a new version of this framework by replacing the CES function with a semi-quadratic utility functions. Similar results; closed form solutions and more complicated algebra.

Core-Periphery structure: other developments

- ▶ The basic framework à la Krugman has some important drawbacks: it is not a pure general equilibrium model and it does not allow for closed form solutions. Critiques from regional and urban economists.
- ▶ J.F Thisse, M. Fujita and co-authors proposed a new version of this framework by replacing the CES function with a semi-quadratic utility functions. Similar results; closed form solutions and more complicated algebra.
- ▶ Extending the setting to more than 2 places: it implies to introduce more than one type of transport costs (regional and international, for instance). However, the effect of the size of the international transport costs matter more than the regional one in creating agglomerations (Monfort & Nicolini, (JUE, 2000); Paluzie (PRS, 2001).

Main references

- ▶ A. K. Dixit and J. E. Stiglitz (1977) “Monopolistic Competition and Optimum Product Diversity” *American Economic Review*, Vol. 67, No. 3, pp. 297-308.

Main references

- ▶ A. K. Dixit and J. E. Stiglitz (1977) "Monopolistic Competition and Optimum Product Diversity" *American Economic Review*, Vol. 67, No. 3, pp. 297-308.
- ▶ Baldwin, R., R. Forslid, Ph. Martin, G. Ottaviano, and F. Robert-Nicoud (2003): " *Economic Geography and Public Policy*" Princeton University Press

Main references

- ▶ A. K. Dixit and J. E. Stiglitz (1977) "Monopolistic Competition and Optimum Product Diversity" *American Economic Review*, Vol. 67, No. 3, pp. 297-308.
- ▶ Baldwin, R., R. Forslid, Ph. Martin, G. Ottaviano, and F. Robert-Nicoud (2003): " *Economic Geography and Public Policy*" Princeton University Press
- ▶ M. Fujita and J.F. Thisse (2013): " *The Economics of Agglomeration*", Cambridge University Press (2nd edition)

Main references

- ▶ A. K. Dixit and J. E. Stiglitz (1977) "Monopolistic Competition and Optimum Product Diversity" *American Economic Review*, Vol. 67, No. 3, pp. 297-308.
- ▶ Baldwin, R., R. Forslid, Ph. Martin, G. Ottaviano, and F. Robert-Nicoud (2003): " *Economic Geography and Public Policy*" Princeton University Press
- ▶ M. Fujita and J.F. Thisse (2013): " *The Economics of Agglomeration*", Cambridge University Press (2nd edition)
- ▶ P. Krugman (1991): "Increasing Returns and Economic Geography" *Journal of Political Economy*, Vol. 99(3), pp. 483-499."