

ANZRSAI Newsletter

AUSTRALIA AND NEW ZEALAND REGIONAL SCIENCE ASSOCIATION INTERNATIONAL

An interdisciplinary international organisation focusing on understanding the growth and development of urban, regional and international systems

September 2008



photo courtesy Simone Alexander DPCD Victoria

What region is this?

For those of us dealing with high petrol prices, it is a timely reminder that many regional areas have been paying a high price for the product over many years, especially those in remote locations such as at Uluru (above, taken in July '08).

Increasing petrol prices, concerns around carbon emissions and debates on peak oil are becoming important considerations for those involved in regional development. Examples of useful information resources can be found at the following websites:

Petrol prices across Australia

www.aaa.asn.au/issues/petrol.htm

Peak oil

www.bitre.gov.au/info.aspx?ResourceId=96&NodeId=59

Carbon trading

www.climatechange.gov.au/greenpaper/factsheets/index.html

Do you have a photo of a favorite location that you could share with readers? If so, send it to the editor:

fiona.mckenzie@dpvd.vic.gov.au

Australian Journal of Regional Studies (AJRS)

Contributions

Would you like to see your own article published in this journal?

Why not start by making a presentation at our Annual Conference in December. All refereed articles are considered for publication in a Special Edition of the journal, with the best papers at the conference being included.

Call for Papers is now open and closes on October 17th so there is still time to participate.

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photo courtesy Simone Alexander DPCD Victoria

ANZRSAI membership

If you know of people who would like to join ANZRSAI, please download a membership form from the website:

www.anzrsai.org

Membership fees 2005-06 (GST Inclusive)

Standard	AUD \$ 160.00
Student	AUD \$ 87.50
Emeritus	AUD \$ 108.50
Institution	AUD \$ 337.50

New report from BITRE

Report 115 - Air transport services in regional Australia: trends and access

A comprehensive statistical report on air transport in regional Australia was released recently by the Bureau of Infrastructure, Transport and Regional Economics (BITRE).



For the first time, the BITRE report, *Air transport services in regional Australia: trends and access*, puts 22 years of regional aviation data into a time series database using a geographical approach.

The report presents analyses on numerous aspects of the regional aviation industry over time. The evidence-based approach provides a reference source for policy development and a benchmark for assessing future trends.

More importantly, with the development of a consistent historical database, this study establishes a platform for long term trends research in regional aviation.

Key trends and issues identified in this report are:

Revenue passengers carried on regional air routes rose from 6.5 million in 1984 to 16 million in 2005, an average annual growth rate of 4.4 per cent.

Between 1984 and 2005, the average annual growth rate in revenue passengers has varied across different segments of the regional aviation market:

High density regional routes: 7.9 per cent

These routes are primarily between major cities and major tourist destinations and are often operated by major airlines using high capacity aircraft;

Other regional routes: 2.5 per cent

major cities to regional areas: 4.2 per cent (excluding high density regional routes);

regional areas to regional areas: a negative growth rate of 1.5 per cent.

Projections of possible future trends between 2005 and 2016 for passenger movements on regional air routes show that contrasting trends between major cities-regional and regional-regional routes are likely to continue.

The level of market concentration in the industry has increased over time. Fewer airlines account for a growing industry output. There has also been a high attrition rate of airlines and regional air routes (with only a few airlines serving regional airports in 1984 still operating 21 years later). Many regional air routes, particularly between regional areas (mostly low volume and

short routes) were rationalised over the years.

In 2005, a high proportion of Australia's population (98 per cent) lived in Urban Centres/Localities located within a reasonable access distance to some form of regular scheduled air services. Those Urban Centres/Localities with no close access to air services were mostly found among the small communities.

The publication was prepared by the Bureau of Infrastructure Transport and Regional Economics (BITRE). The report 115 is available in hard copy, as well as on the BITRE website at:

<http://www.bitre.gov.au/info.aspx?ResourceId=641>

Other publications by BITRE

How do fuel use and emissions respond to price changes?

The first in a new series of BITRE publications, this briefing reviews the responses that have been seen in Australian transport to recent fuel price rises (vehicle sales moving to smaller, more fuel efficient cars, more urban public transport, etc). The responsiveness of the various transport sectors is reviewed, as is the responsiveness of Australia relative to the United States.

Australian Transport Statistics 2008 - pocket booklet

Australian Transport Statistics provides a short summary of a diverse range of transport statistics. Topics include employment, GDP, passenger and freight movements, trade, funding, motor vehicles, fatalities and estimated greenhouse gas emissions attributed to the transport industry. Information is provided for road, rail, maritime and aviation sectors. Data is collected from various sources both within the Bureau of Infrastructure, Transport and Regional Economics (BITRE) and external organisations.

About Australia's Regions 2008

This booklet provides an accessible introduction to social, economic and environmental statistics for Australia's regions. Information is presented under the following broad themes: population; society; regional economies; housing; transport and communications; education and health; and environmental issues.



Australian Government

**Department of Infrastructure, Transport,
Regional Development and Local Government**

Bureau of Infrastructure, Transport and Regional Economics

Copy me!

Feel free to make copies of the ANZRSI Newsletter for your office colleagues or others who may be interested in learning more about regional issues or about the ANZRSI.

Regional Collaboration



<http://www.lincolnst.edu/subcenters/regional-collaboration/>

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Many of today's most compelling land use, natural resource, and environmental issues - such as climate change, land use, water allocation, and landscape conservation - require people and institutions to work across jurisdictional lines and other boundaries. Trans-boundary issues occur at many spatial scales.

There is no single model for regional collaboration, no universal approach that works in all situations. But the principles and tools on this web site can help guide your work across boundaries. The best efforts are homegrown, tailoring the principles and tools to suit the issue at hand and the unique needs and interests of each region.

This web site serves as the clearinghouse of principles, tools, and resources for working across boundaries to achieve regional stewardship.

During the past few years, people from many walks of life have experimented with a variety of regional approaches to land-use, natural resource, and environmental issues. Although there is no single model or approach to regional collaboration, nine overarching principles have emerged to help people think and act regionally. These principles should be adapted to the unique circumstances of each place or region.

These principles suggest that most regional efforts move through four common stages (see chart below).

During the diagnostic stage, the goal is to determine the need for regional collaboration. This step is critical but often overlooked. Regional collaboration is not a panacea—it is not appropriate in all situations. The best way to ensure that regional collaboration is appropriately and effectively used is to take time to consider whether and how to apply it to a particular situation.

In the design stage, the intent is to match the process to the situation, once again reminding us that there is no single model of regional collaboration.

During the take action stage, the goal is to formulate and implement actions.

Finally, in the evaluate stage, the idea is to learn from the actions taken, and to adapt the regional vision and strategy based on new ideas, information, and people.

The principles of regional collaboration can be applied with the assistance of various tools and techniques. Further details of the following tools are available from the Lincoln Institute website:

- Assessing Regional Readiness
- Defining the Region
- Getting Started
- Setting and Achieving Goals
- Moving from Vision to Action
- Monitoring Outcomes
- Sustaining Regional Action

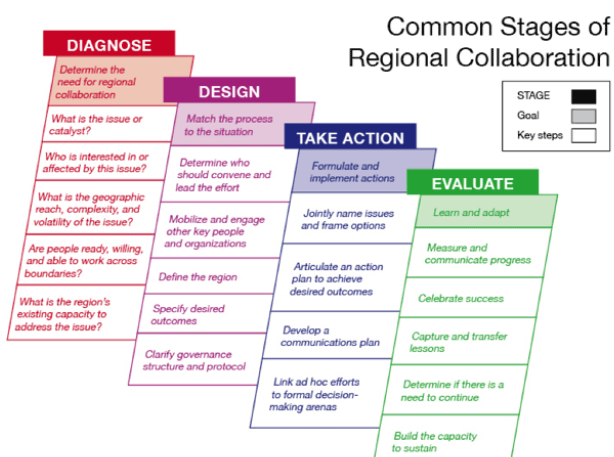
About the Lincoln Institute of Land Policy

A leading resource for policy makers and practitioners, the Lincoln Institute of Land Policy addresses issues involving the use, regulation and taxation of land.

The Institute improves the dialogue about urban development, the built environment, and tax policy in the United States and abroad. Through research, training, conferences, demonstration projects, publications, and multi-media, the Lincoln Institute provides the highest quality, non-partisan analysis and evaluation for today's regulatory, planning, and policy decisions.

The Institute was founded in 1974 by John C. Lincoln, whose became interested in land policy through the ideas expressed by Henry George, author of *Progress and Poverty* (1879). Today, the Institute has become a leading international research organization— facilitating analysis and discussion of land use and taxation issues. The Institute brings together scholars, practitioners, public officials, policy advisers, journalists, and involved citizens to share information and improve the quality of public debate.

- Our work is organized into four areas of study:
- Economic and Community Development
- Planning and Urban Form
- Valuation and Taxation
- International Studies



Australian Journal of Regional Studies

The latest issue of *Australasian Journal of Regional Studies* is now available on the ANZRSI website.

ABSTRACTS - AJRS Vol 14 Number 2

Resolving The Infrastructure Funding Crisis In Australian Local Government: A Bond Market Issue Approach Based On Local Council Income

by Joel Byrnes, Brian Dollery, Lin Crase and Phil Simmons

Numerous state-based and national public inquiries across Australia have demonstrated conclusively that local councils face almost insurmountable problems in coping with the problem of financing a massive backlog in local infrastructure maintenance and renewal. Various solutions have been advanced to tackle the problem, including the establishment of a federal government local infrastructure fund. In this paper we develop an alternative funding approach based on the issue of asset-backed securities by local councils in the capital markets. Using the case of water and wastewater operations by local councils in New South Wales, we show that local government has access to a relatively attractive asset in the form of municipal income that can form an income stream payable on a fixed-income security issued by the Australian local government sector.

Indicators Of Risk Of Social Exclusion For Children In Australian Households: An Analysis By State And Age Group

by Anne Daly, Justine McNamara, Robert Tanton, Ann Harding and Mandy Yap

The concept of social exclusion, encompassing a wider view of disadvantage than that of income poverty, is now used extensively in European debates about social disadvantage. While international evidence shows children experience a higher rate of income poverty than other groups in society, the research on social exclusion for children has been limited, especially in Australia. The purpose of this paper is to begin to fill this gap by presenting some results for the spatial distribution of children at risk of social exclusion in Australia. The child social exclusion (CSE) index, calculated for each Statistical Local Area (SLA) in Australia for which data were available from the 2001 Census, incorporates a range of factors that might put a child at risk of social exclusion. The results show that the addition of extra elements in defining social exclusion adds to our knowledge of those areas where children are more likely to be at risk of social disadvantage compared to a reliance on an income measure of disadvantage alone.

The Victorian Economy In The 1989/90-1992/93 Recession

by Robert Dixon and Muhammad Mahmood

The last major contraction experienced by the Australian economy took place over the period 1989/90 - 1992/93. In that recession aggregate employment fell by 7.5 percent in Victoria but only by 2.9 percent in New South Wales. This paper aims to do two things. First, to explain why there was such a large difference in the employment experience of the two states during the recession. Second, to demonstrate that more than one shift-share decomposition may be used in an attempt to isolate the contribution of industry-mix c.f. differential growth to the difference in the reduction in employment between the two states.

Australian Local Government Amalgamation: A Conceptual Analysis Population Size And Scale Economies In Municipal Service Provision

by Brian Dollery, Joel Byrnes and Lin Crase

A common argument advanced by proponents of Australian local council amalgamation proposals is that 'bigger is cheaper' due inter alia to the existence of substantial economies of scale in local council service provision. This argument typically asserts that local councils with larger populations can provide municipal services at lower costs per unit of output than local authorities with smaller population bases, thereby conflating population size with the theoretically distinct concept of scale economies. This short paper examines this argument in the light of standard economic theory. We conclude that it is fallacious to use population size as a proxy for scale economies in Australian local government.

Solving Regional Infrastructure Bottlenecks: Rail Allocation Policies For A Coal Terminal

by Andreas Ernst, Mohan Krishnamoorthy, David Sier, Leorey Marquez

The Dalrymple Bay Coal Terminal (DBCT) in Queensland, Australia is experiencing continuing pressure to increase its throughput as a result of strong demands for coal in the world market. Australia's Commonwealth Scientific and Industrial Research Organisation (CSIRO) has investigated alternative rail allocation policies and evaluated their likely impact on the terminal's throughput and stockpile levels. This paper presents a study using simulation techniques to model the DBCT coal allocation system and the Goonyella rail network. The results show that two of the rail allocation policies can provide significant reduction in stockpile levels, without significantly changing the variability in rail supply.

Innovation And Community Strength In Provincial Victoria

by Andrew Wear

This paper investigates the emerging theoretical proposition that innovation is a 'place-based' activity supported by networks and governance mechanisms. It does so by analysing the relationship between innovation and community strength in provincial Victoria, Australia. Regression analysis is used to model innovation using patent registrations as a proxy measure. Various social and economic data sets are analysed, including the 'Indicators of Community Strength' collected by the Victorian government. The quantitative analysis in this paper shows that among non-metropolitan Local Government Areas in Victoria, community strength contributes significantly to an explanation of the variance in the rate of patent registrations. With the other variables held constant, the modelling also shows a significant relationship between patent registrations and several of the indicators of community strength. These findings lend weight to the proposition that networks and community strength underpin innovative activity.

UK Regional Studies Journal

The Journal

Regional Studies is a leading international journal in theoretical development, empirical analysis and policy debate in the multi- and inter-disciplinary field of regional studies. Regions are a central focus for agenda-setting work that interprets economic, environmental, political and social change and innovation. Regional Studies is a central forum in shaping and reflecting the development of advances in studying regions.

High-Quality Research

The main section publishes landmark research contributing original theoretical development and empirical analyses of regional issues.

Critical Surveys

Critical Surveys is a periodic section that comprises agenda-setting critical work, timely literature reviews and grouped conceptual contributions around important and emergent themes in regional studies. Some of these papers are specially commissioned.

Policy Debates

Policy Debates provides analysis and debate about important policy issues of international relevance in urban and regional development. Some of these papers are specially commissioned.

Special Thematic Issues

Special Issues draw together contributions around key themes in regional studies from established and emergent researchers in the field.

Book Reviews

The book reviews section provides analysis and comment on key recent publications in regional studies. The journal also publishes a list of books and publications received.

Peer Review Statement

All research articles in this journal have undergone rigorous peer review, based on initial editor screening and anonymized refereeing by at least two referees.

Contents of Regional Studies, Volume 42 Issue 8 2008

Polycentric Puzzles - Emerging Mega-City Regions Seen through the Lens of Advanced Producer Services

Michael Hoyler; Robert C. Kloosterman; Martin Sokol

Informational Quantity Versus Informational Quality: The Perils of Navigating the Space of Flows

Kathy Pain; Peter Hall

Application of the Interlocking Network Model to Mega-City-Regions: Measuring Polycentricity Within and Beyond City-Regions

P. J. Taylor; D. M. Evans; K. Pain

Connecting Rhine-Main: The Production of Multi-Scalar Polycentricities through Knowledge-Intensive Business Services

Michael Hoyler; Tim Freytag; Christoph Mager



Changing Value Chain of the Swiss Knowledge Economy: Spatial Impact of Intra-firm and Inter-firm Networks within the Emerging Mega-City Region of Northern Switzerland

Alain Thierstein; Stefan Lthi; Christian Kruse; Simone Gabi; Lars Glanzmann

Revisiting the 'Informational City': Space of Flows, Polycentricity and the Geography of Knowledge-Intensive Business Services in the Emerging Global City-Region of Dublin

Martin Sokol; Chris Van Egeraat; Brendan Williams

Examining the Mega-City-Region Hypothesis: Evidence from the Paris City-Region/Bassin parisien

Ludovic Halbert

Examining 'Core-Periphery' Relationships in a Global City-Region: The Case of London and South East England

Kathy Pain

Geographies of Knowledge Formation in Mega-City Regions: Some Evidence from the Dutch Randstad

Bart Lambregts

Discourse on 'Metropolitan Driving Forces' and 'Uneven Development': Germany and the RhineRuhr Conurbation

Wolfgang Knapp; Peter Schmitt

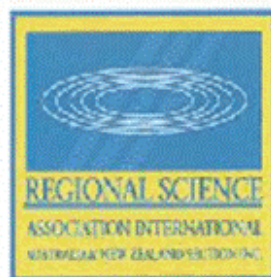
European Planning and the Polycentric Consensus: Wishful Thinking?

Christian Vandermotten; Ludovic Halbert; Marcel Roelands; Pierre Cornut

A Nationally Significant Joint Venture

A joint conference sponsored and organised by:
Australia and New Zealand Regional Science Association International and
ARC Research Network in Spatially Integrated Social Science

**32nd Annual ANZRSAI Conference
National Conference
30 November - 3 December 2008
National Wine Centre
Adelaide, SA**



**Australia and New Zealand Section of the
Regional Science Association International**



*People, Place and Space
Rethinking Regional Policy Agendas*

Publications of interest

Strong communities invest in cultural capital in *Australian Local Government Association News* 26 Sept 2008

"The 'We all Play a Part' campaign is preparing a submission calling on the Federal Government to renew Australia's cultural capital, by investing in local theatres and arts centres across the towns and suburbs of the country. Theatres and arts centres are the cultural hub of towns and suburbs, playing a vital role in building stronger communities across the country. The Australian Performing Arts Centres Association will ask Infrastructure Australia to allocate investment in physical infrastructure, such as local theatres and performing arts centres, drawing from the overwhelming evidence of the fundamental role performing arts play in building stronger communities throughout Australia. ALGA President Cr Paul Bell backed the campaign. "Local Government invests close to \$1 billion a year in the arts, but the ever increasing load of maintaining and expanding venues and arts centres to meet community demand has become a real challenge," he said. "Local Government, particularly in regional and outer suburban areas has a considerable backlog of renewal expenditure required to ensure community infrastructure can keep its doors open." The Federal Minister for Infrastructure, Transport, Regional Development and Local Government, Anthony Albanese has called for submissions by 15 October. A key consideration of Infrastructure Australia, the body charged with administering the \$20 billion fund will be to 'Improve the functioning of and quality of life within our major cities and major regional centres.' We All Play a Part argues that cultural infrastructure needs investment, just as roads and bridges do for im-

provements to quality of life. ALGA is lobbying the government to set up a fund specifically for community infrastructure. www.weallplayapart.com.au

Creating the Future in 'Transition Towns'

in *UK Guardian*, 10 September 2008

"The "Transition Towns" movement - a grassroots initiative to develop local energy and economic self-reliance - is gathering momentum, especially in the UK. The movement has grown from a classroom idea to a sprawling international network, which many think holds some of the answers to our environmental problems. The idea behind transition towns is simple: if you have no faith that governments will take meaningful action on climate change and 'peak oil', then you can come together as a community to do something about it. Communities commit to break free from oil addiction and move, over of 10- 20 years, from a high-carbon economy to a low one. Transition Network, the coordinating body, cheerfully states that it has no idea if it will work. 'It is a social experiment on a massive scale,' says its website. But it presents communities with a 12-step guide to a low-carbon economy. Step one is to set up a steering committee to take the project forward. Steps two to 11 are about raising awareness, setting up working groups to discuss topics such as food and fuel, and liaising with local government. Step 12 sees the creation of a unique energy action plan.

www.guardian.co.uk/society/2008/sep/10/ethicalliving.transitiontowns?gusrc=rss&feed=environment

Conference announcements



Beyond 2020 - Joining the Dots ***Addressing regional skills shortages***

REGISTER now!

http://www.blueprintshoalhaven.com.au/key_initiatives.htm

National Conference on Regional Growth

16 - 17 October 2008 , Shoalhaven Entertainment Centre

A conference with some answers

"The figures show the breadth of the skills crisis runs across the economy, as industries ranging from the healthcare sector to communications, mining and manufacturing import skills workers to fill vacancies." The Australian 15.3.08

"In May 2007 there were 526,000 15 to 24 year olds not in full-

time learning or full-time work. Of these approximately 306,000 were unemployed, underemployed or were not in the labour force but wanting to work. Each year approximately 45,000 to 50,000 early school leavers are not going into full-time work or learning or a combination of these."

"It's Crunch Time" AIG and Dusseldorp Skills Forum

Day One: Overcoming Regional Skills Shortages! Future Employment - Gen Y & Gen Z

How do you engage young people?

Day Two: Industry Growth in Regional Australia - Industry & Education. Find Out How!

You should register now!

www.blueprintshoalhaven.com.au/key_initiatives.htm