### Jian Wang

# Economic Analysis of Industrial Agglomeration





#### **Preface**

This book investigates the industrial agglomeration and dispersion within a country under trade liberalization and interregional integration by considering both economic forces and geographical elements. First, it provides a detailed explanation of Krugman's new economic geography (NEG) model and reviews the subsequent refinements of the original model from mainly geographical viewpoints. It points out that many existing models are isomorphic and their two-region assumptions seem unrealistic. Second, this book extends Krugman's original model to a two-country and three-region case where the domestic regions are fully asymmetrical in terms of their sizes and accessibilities to global markets. The simulation results show that when international trade liberalization continues but domestic regions remain poorly integrated, the gate region experiences a change from partial to full agglomeration. When the home country is closed to international trade, the decrease in domestic transport costs makes the hinterland more attractive for manufacturing. However, when it is open to global markets, more manufacturing is undertaken in the gate region during the regional integration. Third, to better explain the reality of developing countries, this book presents an analytical model which assumes that unskilled workers are employed in both traditional and manufacturing sectors. The analytical results show that when the international trade cost is very high, the space economy of home country has full agglomeration in its hinterland and then experiences a process of dispersion until an even industrial distribution exists between the gate and hinterland regions. When the home country is open enough to world markets, firms will first concentrate in the hinterland and then gradually move to the gate region until full agglomeration occurs during regional integration. With further regional economic integration, half of the firms will relocate to the hinterland again, with the other half remaining in the gate region.

Furthermore, the regional economy is assumed to have one manufacturing sector and each manufacturing firm has a unit fixed requirement of capital and a marginal input of labor. Even with constant elasticity substitution (CES) utility function, it can be demonstrated that spatial disparity in terms of wage presents an inverted U-shape respect to regional integration. Accordingly, this book empirically

vi Preface

investigates the home market effect (HME) in terms of wages in the case of China by using panel data for the period 1980–2012. It is found that the wages in coastal regions are higher than those in the interior, due to the size differences between regions. Additionally, regional inequality in wages between the coastal and interior regions evolves in an inverted U-shaped curve during periods of regional integration. The evolution of the space economy in China during the past three decades supports the inverted U-shaped pattern predicted by the theoretical models of spatial economics.

By incorporating the geographical elements into the original NEG model, this book explains the increasing industrial agglomeration in countries in the process of international trade liberalization and regional integration. Additionally, the analytical model provides a reasonable explanation for industrial dispersion. Furthermore, it is also successful in explaining that where the agglomeration arises, in addition to providing the rationales for the occurrence of industrial agglomeration. Based on these results, this book suggests that NEG models should incorporate the geographical elements to better explain the reality of developing countries. Moreover, the conclusion about industrial redispersion implies that further improvements of infrastructure between domestic regions represent a feasible way to alleviate the increasing trend of excessive industrial agglomeration.

Shanghai, China Jian Wang

#### Acknowledgements

This book contains the results of research undertaken at Ritsumeikan University and Shanghai University. The main work is established on the basis of my four published papers over the period from October 2010 to December 2015 (Wang and Zheng, 2012; Wang and Zheng, 2013a; Wang and Zheng, 2013b; Wang and Xu, 2015). I have incurred many intellectual debts during creation of this book. Foremost, I would like to express my sincere gratitude to my supervisor Prof. Xiao-Ping Zheng for the continuous support of my Ph.D. study and research at Ritsumeikan University. He gave me so much inspiration and encouragement during the book writing and the whole doctoral study. I am grateful to my supervisor for his patience and teaching me the importance of every detail. I am also indebted to my subsupervisors, Profs. Masayuki Okawa and Ryoji Hiraguchi of Ritsumeikan University for their valuable comments on my doctoral dissertation. Thanks also go to Prof. Dao-Zhi Zeng from Tohoku University who offered me tremendous help on NEG models.

In addition to those who contributed their ideas to this book, there was also a broad support network. The financial supports I have from the China Scholarship Council (CSC) and KOKUSAITEKI Research Fund of Ritsumeikan University for their support of the international research activities during my doctoral study in Japan are greatly appreciated. I am grateful for these funding sources that allowed me to pursue my doctoral studies. Thanks also extend to the Natural Science Foundation of China (No.71503161) which gives me financial support when I initiate my research at Shanghai University. Moreover, I would like to acknowledge the SHU-UTS SILC Business School at Shanghai University. My research experience has benefitted greatly from the courses that I took, and international atmosphere the school created. Herein, I am most grateful to my coauthor, Prof. Yiwen Bian and Prof. Kangjuan Lv. They give me great help to launch my research work at Shanghai University.

While pursuing research work is a lonely endeavor, it is also not possible without support and love from many. I owe appreciation to my family. They were always supporting me and encouraging me with their best wishes. These years have

viii Acknowledgements

been a challenging trip. Since I abruptly transform my academic field from geography to economics, the analytical framework of economics is a totally new concept to me but the charm of economics spurs me forward. Regional and urban economics is an old but active field. It is the one I am willing to spend all my time enriching. Last, this book can also be regarded as a brief summary of my early work and I would like to give it to my newborn son as a gift.

Shanghai, China September 2017 Jian Wang

# **Contents**

1	Intr	oduction	1
	1.1	Background of the Book	1
	1.2	Purposes of the Book	3
	1.3	Organization of the Book	4
2	Rev	ew of New Economic Geography	7
	2.1	Introduction	7
	2.2	The Framework of New Economic Geography	10
		1 2	10
		2.2.2 The Refinements of the CP Model	15
	2.3	From Symmetry to Asymmetry	18
		2.3.1 The Symmetrical Models	18
		2.3.2 The Asymmetrical Models	20
	2.4	Toward Full Asymmetry	22
	2.5	Concluding Remarks	24
3	Indu	strial Agglomeration: A Simulation Model	25
3	<b>Indu</b> 3.1		25 25
3		Introduction	
3	3.1	Introduction	25
3	3.1 3.2	Introduction	25 27
3	3.1 3.2	Introduction	25 27 28
3	3.1 3.2	Introduction	25 27 28 29
3	3.1 3.2	Introduction	25 27 28 29 30
3	3.1 3.2	Introduction	25 27 28 29 30 31
3	3.1 3.2 3.3	Introduction	25 27 28 29 30 31 32
3	3.1 3.2 3.3	Introduction Related Literature The Model 3.3.1 Consumer Behavior 3.3.2 Trade and Transportation Costs 3.3.3 Producer Behavior 3.3.4 Short-Run Equilibrium Industrial Spatial Configuration 3.4.1 Long-Run Equilibrium	25 27 28 29 30 31 32 32
3	3.1 3.2 3.3	Introduction Related Literature The Model 3.3.1 Consumer Behavior 3.3.2 Trade and Transportation Costs 3.3.3 Producer Behavior 3.3.4 Short-Run Equilibrium Industrial Spatial Configuration 3.4.1 Long-Run Equilibrium 3.4.2 Simulation Results	25 27 28 29 30 31 32 32 33
3	3.1 3.2 3.3	Introduction Related Literature The Model 3.3.1 Consumer Behavior 3.3.2 Trade and Transportation Costs 3.3.3 Producer Behavior 3.3.4 Short-Run Equilibrium Industrial Spatial Configuration 3.4.1 Long-Run Equilibrium 3.4.2 Simulation Results 3.4.3 Interpretations and Discussions	25 27 28 29 30 31 32 32 33

x Contents

4	Indu	strial Dispersion: An Analytical Model	43
	4.1	Introduction	43
	4.2	The Model	46
		4.2.1 Consumers	47
		4.2.2 Productions	48
		4.2.3 Market Equilibrium	49
	4.3	Spatial Equilibrium	51
	4.4	The Effects of Trade Liberalization and Regional Integration	56
		4.4.1 Regional Integration When a Country Is Closed	
		to Global Markets	57
		4.4.2 Regional Integration When a Country Is Open	
		to Global Markets	58
		4.4.3 Interpretation and Discussion	59
	4.5	Concluding Remarks	61
	App	endix 1: Discussion of Other Two Cases	61
		endix 2: Proof	62
5	Emi	nirical Investigation of Home Market Effect: New Evidence	
5		pirical Investigation of Home Market Effect: New Evidence	65
5	fron	1 China	65
5	<b>fron</b> 5.1	1 China	65
5	<b>fron</b> 5.1 5.2	Introduction	65 68
5	5.1 5.2 5.3	Theoretical Framework Primary Magnification Effect of HME	65 68 73
5	<b>fron</b> 5.1 5.2	Introduction  Theoretical Framework  Primary Magnification Effect of HME  SME and the Inverted U-Shaped Curve	65 68 73 75
5	5.1 5.2 5.3	Introduction Theoretical Framework Primary Magnification Effect of HME SME and the Inverted U-Shaped Curve 5.4.1 Empirical Specification	65 68 73 75 75
5	5.1 5.2 5.3	Introduction Theoretical Framework Primary Magnification Effect of HME SME and the Inverted U-Shaped Curve 5.4.1 Empirical Specification 5.4.2 Data and Measurements	65 68 73 75 75
5	5.1 5.2 5.3 5.4	Introduction Theoretical Framework Primary Magnification Effect of HME SME and the Inverted U-Shaped Curve 5.4.1 Empirical Specification 5.4.2 Data and Measurements 5.4.3 Empirical Results	65 68 73 75 75 75 77
	5.1 5.2 5.3 5.4	Introduction Theoretical Framework Primary Magnification Effect of HME SME and the Inverted U-Shaped Curve 5.4.1 Empirical Specification 5.4.2 Data and Measurements 5.4.3 Empirical Results Conclusion	65 68 73 75 75 75 77 83
<b>5</b>	5.1 5.2 5.3 5.4 5.5 Con	Introduction Theoretical Framework Primary Magnification Effect of HME SME and the Inverted U-Shaped Curve 5.4.1 Empirical Specification 5.4.2 Data and Measurements 5.4.3 Empirical Results Conclusion	65 68 73 75 75 75 77 83
	5.1 5.2 5.3 5.4 5.5 Con 6.1	Introduction Theoretical Framework Primary Magnification Effect of HME SME and the Inverted U-Shaped Curve 5.4.1 Empirical Specification 5.4.2 Data and Measurements 5.4.3 Empirical Results Conclusion  clusions Summary of the Book	65 68 73 75 75 77 83 85 86
	5.1 5.2 5.3 5.4 5.5 Con 6.1 6.2	Introduction Theoretical Framework Primary Magnification Effect of HME SME and the Inverted U-Shaped Curve 5.4.1 Empirical Specification 5.4.2 Data and Measurements 5.4.3 Empirical Results Conclusion  clusions Summary of the Book Implications of the Book	65 68 73 75 75 75 77 83 85 86 87
	5.1 5.2 5.3 5.4 5.5 Con 6.1	Introduction Theoretical Framework Primary Magnification Effect of HME SME and the Inverted U-Shaped Curve 5.4.1 Empirical Specification 5.4.2 Data and Measurements 5.4.3 Empirical Results Conclusion  clusions Summary of the Book	65 68 73 75 75 77 83 85 86

# **List of Figures**

Fig. 2.1	The wiggle diagram and local stability	
	(Baldwin et al. 2003, p. 26)	15
Fig. 2.2	The tomahawk diagram for core-periphery model	15
Fig. 2.3	The CP model. <i>Note</i> $\tau$ is the transport cost	19
Fig. 2.4	A model of two countries and three regions. <i>Notes t</i> is the	
	transport cost, $T$ is the trade cost	19
Fig. 2.5	A model of two countries and four regions. <i>Notes t</i> is the	
	transport cost, $T$ is the trade cost	20
Fig. 2.6	The asymmetrical model of three regions. <i>Notes t</i> is the	
	transport cost, $T$ is the trade cost	21
Fig. 2.7	The asymmetrical model of two countries and four regions (1).	
	<i>Notes t</i> is the transport cost, $T$ is the trade cost	21
Fig. 2.8	The asymmetrical model of two countries and four regions (2).	
	<i>Notes t</i> is the transport cost, $T$ is the trade cost	22
Fig. 2.9	A model of full asymmetrical regions. <i>Notes t</i> is the transport	
	cost, T is the trade cost	23
Fig. 3.1	A model of two countries and three regions. <i>Notes t</i> is	
	the interregional transport cost, and $T$ is the international	
	trade cost	28
Fig. 3.2	The gate region's share of manufacturing firms $(\lambda_G)$	
Fi	when $t$ is high	36
Fig. 3.3	The gate region's share of manufacturing firms $(\lambda_G)$	
F: 0.4	when $t$ is low	36
Fig. 3.4	The gate region's share of manufacturing firms $(\lambda_G)$	2.7
F: 2.5	when $T$ is high	37
Fig. 3.5	The gate region's share of manufacturing firms $(\lambda_G)$	27
E: 2.6	when T is low	37
Fig. 3.6	Real wage differential of stable equilibrium (SE)	40
Fig. 3.7	Real wage differential of multiple equilibrium (ME)	40
Fig. 3.8	Real wage differential of Core-periphery equilibrium (C-PE)	41
Fig. 3.9	Real wage differential of stable equilibrium (SE)	41

xii List of Figures

Fig. 3.10	Real wage differential of multiple equilibrium (ME)	41
Fig. 3.11	Real wage differential of Core-periphery equilibrium	
	(C-PE)	42
Fig. 4.1	A model of two countries and three regions. Notes: <i>t</i> is the	
	interregional transport cost, and $T$ is the international	
	trade cost	46
Fig. 4.2	The relationship between $t_F$ and $t_G$	56
Fig. 4.3	Industry location when T is very high	57
Fig. 4.4	Industrial location when T is very low	58
Fig. 4.5	Industry location and interregional transport costs	62
Fig. 4.6	Industry location and interregional transport costs	63
Fig. 5.1	Inverted U-shape between $w^*$ and $T(\theta = 0.7 \text{ and } \sigma = 3)$ Source	
	Plotted byauthor on the basis of Eq. (5.12)	72
Fig. 5.2	Spatial wages disparity in China 1980–2012	74

# **List of Tables**

Table 3.1	Equilibrium configuration types of manufacturing	
	distributions	35
Table 5.1	Definitions and statistics of variables	78
Table 5.2	Preliminary Results:1980–2012	79
Table 5.3	Full Sample Tests in the coastal and interior regions:	
	1980–2012	81
Table 5.4	Robustness Tests in the 'Coast-Central'	
	and 'Coast–West' groups:1980–2012	82