

# COMPARISON OF DEVELOPMENT OF CITIES IN THE BALTIC SEA REGION

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## Baltic Sea Region - Territorial Monitoring

### 7 Indicators

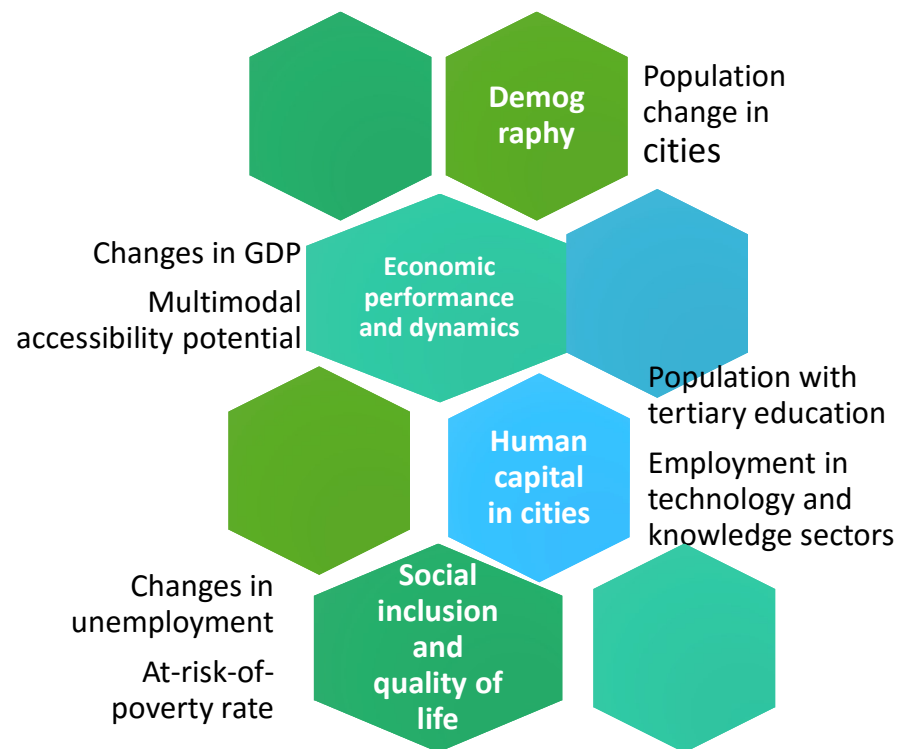
- Based on BSR TeMo

### 127 largest cities

- Population over 100,000 including suburbs (urbanised areas).
- For countries with lower population densities (NO, SE, FI, EE, LV, LT ) cities with a population > 50,000

Data for 2005-2015

# STUDY FRAMEWORK



# CITIES IN BSR

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## Global metropolises

- Saint Petersburg, Berlin

## European metropolises (1,9-2,8m)

- Warsaw, Hamburg, Katowice, Minsk, Stockholm and Copenhagen

## Regional metropolises (0,7-1,3m)

- Helsinki, Oslo, Krakow, Gdansk, Bremen, Lodz, Gothenburg, Riga, Poznan and Wroclaw

## National and regional centres of development

## Significant growth, active suburbanisation

Bergen, Stavanger, Oslo, Stockholm, Malmö

Cities in Poland, population around Riga, Vilnius, Tallinn and Tartu.

## Moderate growth

Warsaw, Berlin, Hamburg, Rostock, Kaliningrad

## Decline

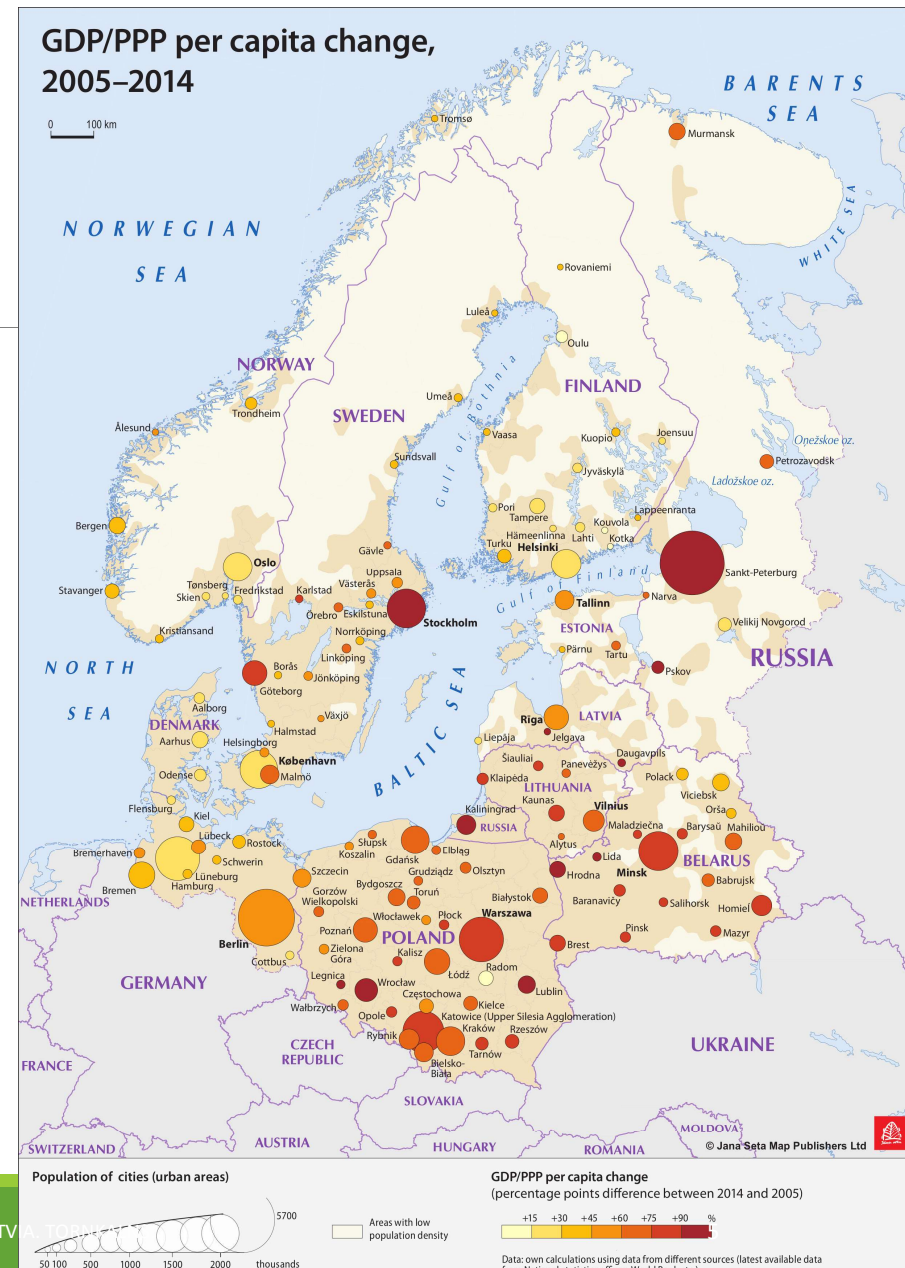
Cities in Eastern Germany, Poland's former industrial centers



# Economic Performance and Dynamics

Eastern economies are less developed, but their development is more rapid

Moderate economic development in the Western region, high income levels



# Multimodal Accessibility Potential

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- 1) availability of a railway (access to the European high-speed [more than 180 km/h] railway network, access to the standard European gauge railway network, access to local high-speed railway systems, intensity of passenger traffic);
- 2) availability of motorways (access to the European motorway network, access to local motorway networks, intensity of passenger traffic);
- 3) availability of air traffic (access to airports, taking into account passenger traffic at the airports);
- 4) availability of sea transport (access to large seaports [with cargo turnover of 4 million tons per year), taking into account their cargo turnovers);
- 5) travel time to other cities in the region and the number of cities reachable within two hours;
- 6) participation in the Schengen Area.



# Multimodal Accessibility Potential

Western region + Poland?

A challenge for the Baltic States

Unrealised potential of Saint Petersburg and Belarus

Development continues across the Southern-Northern dimension

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75TH ANNUAL RESEARCH CONFERENCE OF THE UNIVERSITY OF LATVIA.



\* In most of the railway line sections speed limit is not lower than 180 km/h

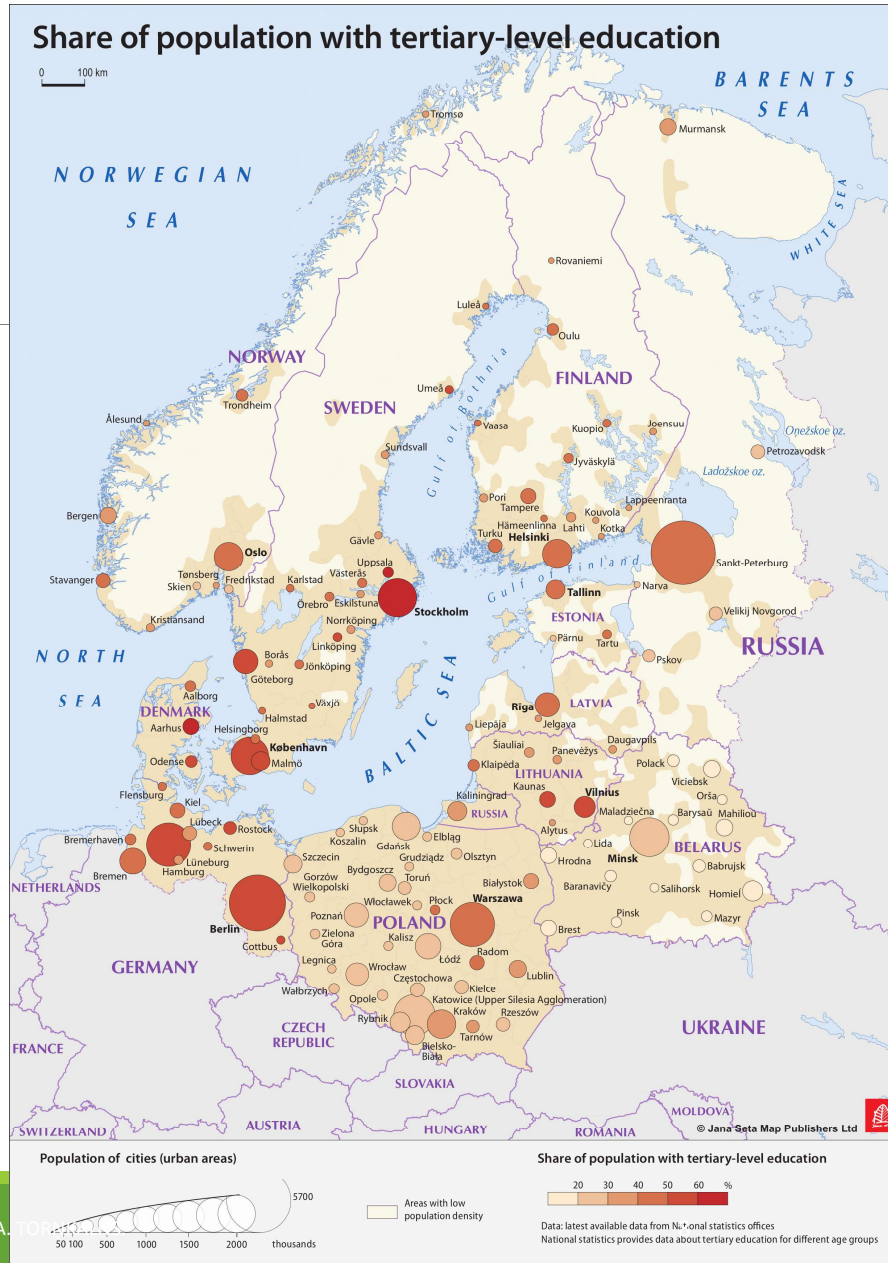
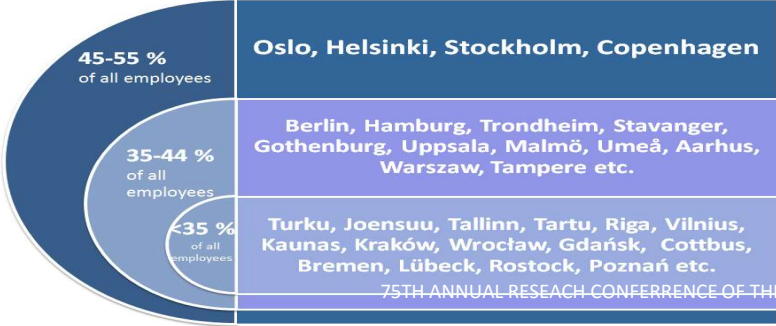
\*\* Calculation of value includes all ports and airports in each functional urban area

# Human Capital

## Population with tertiary education



## Employment in technology and knowledge sectors





# The Innovation Cities™ Index

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162 indicators which are grouped into 31 segments

In year 2015 are included 19 cities from BSR region according category *Europe and Russia* classified by the Global Innovation Agency

All cities are classified in five classes:

**NEXUS:** Critical nexus for multiple economic and social innovation segments

**HUB:** Dominance or influence on key economic and social innovation segments, based on global trends

**NODE:** Broad performance across many innovation segments, with key imbalances

**INFLUENCER:** Competitive in some segments, potential or imbalanced

**UPSTART:** Potential steps towards relative future performance in a few innovation segments.

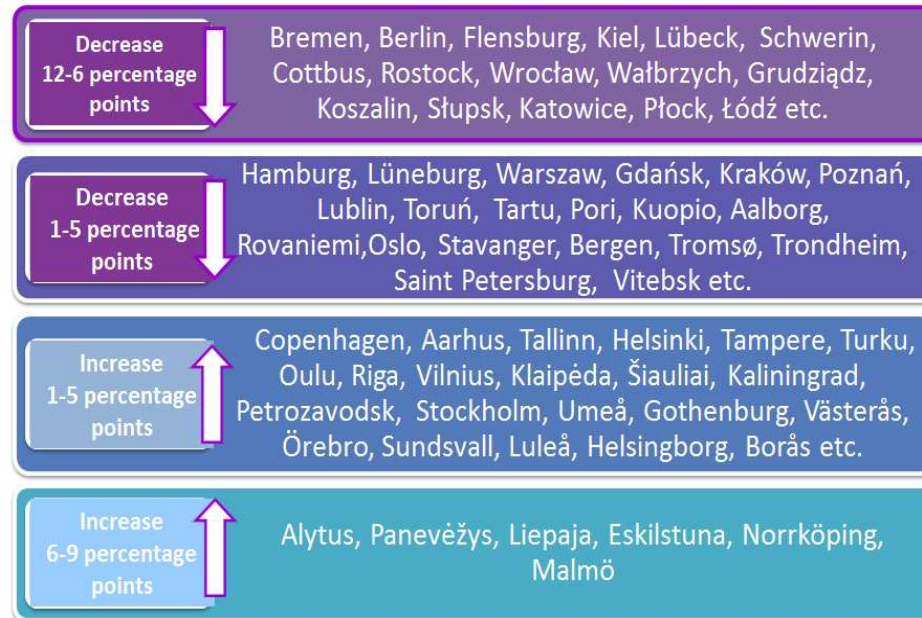
# The Innovation Cities™ Index

City	Global rank	Classification	Index score
Berlin	14	NEXUS	54
Copenhagen	15	NEXUS	54
Stockholm	17	NEXUS	53
Helsinki	25	NEXUS	52
Oslo	28	NEXUS	52
Hamburg	31	NEXUS	52
Saint Petersburg	48	HUB	49
Warsaw	86	HUB	47
Bremen	157	NODE	44
Odense	161	NODE	44
Kiel	162	NODE	44
Malmö	183	NODE	44
Gothenburg	232	NODE	42
Gdansk	242	NODE	42
Tallinn	252	NODE	41
Riga	295	NODE	40
Vilnius	325	INFLUENCER	39
Krakov	332	INFLUENCER	39
Katowice	336	INFLUENCER	39

# Social Inclusion and Quality of Life

## Unemployment

Unemployment dynamics are strongly influenced by the specific economic processes in each country.





# hespi Social Inclusion and Quality of Life

## Poverty

### Mixed results

The highest poverty risk in the cities of three Baltic States, Finland and certain cities in Poland and Germany (*Bremerhaven, Bremen, Berlin*), and lower in Norway, Sweden, Belarus and North western Russia.

At-risk-of-poverty level has increased between 2005 and 2013 for 54% the 127 surveyed city regions. The greatest increase: Bialystok, Bremerhaven, Malmö, Poznan, Gorzow Wielkopolski, Zielona Gora and Kalisz.

The at-risk-of-poverty level declined most significantly in Veliky Novgorod and several cities of Belarus.

The situation regarding poverty has also improved in cities with previously high poverty rates, such as Murmansk, Kaliningrad and Daugavpils.



# CONCLUSIONS

Although the territories of BSR represent large **internal heterogeneity in terms of population** settlement and **economic development** patterns

**The economic growth** of cities has been a common theme during 2005-15 especially in **larger cities and cities of Eastern Europe**.

All capital cities but especially **global level metropolises and European level metropolises** have significantly **increased their integration into global economy**.

Although all metropolitan regions examined in the report **have grown their economies 2005-14** in terms of **GDP/capita**.

It is quite obvious that the development of the cities, including the survival of economic recession is highly embedded in **contexts of national and regional policies**.

For large cities there is more room for manoeuvre because **of better connectivity, larger presence of knowledge intensive economy sectors and easier access to investments**.



# CONCLUSIONS

**Cities are also serving points** to surrounding areas.

**Higher education is key driver for stimulating developments in R&D, knowledge intensive and creative industries.** Therefore, national education and economic policies should be aimed to ensure that regional innovation systems translate the knowledge into important role in economic growth.

**Developing efficient and affordable public transport systems** can give residents in deprived areas opportunities for better mobility and accessibility, that can reduce the risks of poverty.

**The future research** is advisable to investigate reasons for development of BSR cities, including analysis of city location, for example coastal areas, inland, border areas etc.

Request for full research report: [agita.livina@va.lv](mailto:agita.livina@va.lv)