

Departament d'Economia Aplicada

Sources of Competitiveness in Tourist
Local Systems

Rafael Boix / Francesco
Capone

**D
O
C
U
M
E
N
T

D
E
T
R
E
B
A
L
L**

04.08



Universitat Autònoma de Barcelona

Facultat de Ciències Econòmiques i Empresarials

Aquest document pertany al Departament d'Economia Aplicada.

Data de publicació : **Setembre 2004**

Departament d'Economia Aplicada
Edifici B
Campus de Bellaterra
08193 Bellaterra

Telèfon: (93) 581 1680
Fax:(93) 581 2292
E-mail: d.econ.aplicada@uab.es
<http://www.ecap.uab.es>

Sources of Competitiveness in Tourist Local Systems

(15/09/2004)

Francesco Capone

Department of Business Economics
University of Florence.
Via delle Pandette, 9. 50127 Florence. Italy
Tel. +39 055 4374698 Fax +39 055 4374911
francesco.capone@unifi.it

Rafael Boix

Departament d'Economia Aplicada
Universitat Autònoma de Barcelona.
Edifici B. 08193 Bellaterra, Barcelona. Spain
Tel. +34 93 581 1528 Fax +34 93 5812292
rafael.boix@uab.es

Abstract: At the end of the XIX Century, Marshall described the existence of some concentrations of small and medium enterprises specialised in a specific production activity in certain districts of some industrial English cities. Starting from his contribute, Italian scholars have paid particular attention to this local system of production coined by Marshall under the term "industrial district". In other countries, different but related territorial models have played a central role as the "milieu" or the "geographical industrial clusters". Recently, these models have been extended to non-industrial fields like culture, rural activities and tourism. In this text, we explore the extension of these territorial models to the study of tourist activities in Italy, using a framework that can be easily applied to other countries or regions. The paper is divided in five sections. In the first one, we propose a review of the territorial models applied to tourism industry. In the second part, we construct a tourist *filiere* and we apply a methodology for the identification of local systems through GIS tools. Thus, taxonomy of the Italian Tourist Local Systems is presented. In the third part, we discuss about the sources of competitiveness of these Tourist Local Systems. In the fourth section, we test a spatial econometrics model regarding different kinds of Italian Tourist Local Systems (rural systems, arts cities, tourist districts) in order to measure external economies and territorial networks. Finally, conclusions and policy implications are exposed.

Keywords: Tourism and travel industry, industrial districts theory, regional and local development, external economies, spatial econometrics.

JEL: L83, R11, R12, L1;

1. Introduction

From 1990, travel and tourism industry (TTI) has become one of the biggest industries of the world economy (World Tourism Organisation). According to the statistics from WTO, world tourist arrivals reached 700 millions in 2003 from 455 in 1990. Money expenditure increased from 2 billion dollars in 1950 to 480 billions in 2002. European Commission has emphasised the challenge to improve the quality of life in European regions and cities, to assure a high competitiveness and to promote the sustainable development. In this context, the study of the sources of local development has an important role, involving the available resources in the territory to be preserved and enhanced, in order to create sustainable and reproductive processes.

The theoretical bases for the study of local systems start at the end of the XIX Century, when Marshall described the existence of some concentrations of small and medium enterprises (SME) specialised in a specific production activity in certain districts of some industrial English cities (Marshall 1920). Starting from his contribute, Italian scholars have paid particular attention to this local system of production coined by Marshall under the term "industrial district" (Becattini 1979). In other countries, different but related territorial models have played a central role as the "milieu" (Aydalot 1986) or the "geographical industrial clusters" (Porter 1990). Recently, these models have been extended to non-industrial fields like culture, rural activities and tourism. The main interest of this research is to identify those local systems specialised in tourist activities and which are their bases for the generation of growth and development.

The paper is divided in five sections. In the first one, we propose a review of the territorial models applied to tourism industry: the tourist milieu, the tourist cluster and the tourist district. In the second part, we construct a tourist *filiere* and we apply a methodology of identification of local systems through GIS tools. Thus, a taxonomy of the Italian Tourist Local Systems is presented. In the forth section, we test a spatial regimes model regarding different kinds of Italian Tourist Local Systems in order to measure external economies and territorial networks. Finally, conclusions and policy implications are exposed.

2. Systemic approaches to Tourist Local Systems

In the last ten years, the international specialised literature has coined the concept of “*Tourist Destination*”. In this concept, the attention is focused on the strategies and marketing actions of a place considered as a system of actors that co-operates in order to supply an integrated tourist product. The European Commission (2000) defines a Tourist Destination as: “*as an area which is separately identified and promoted to tourists as a place to visit, and within which the tourist product is co-ordinated by one or more identifiable authorities or organisations*”¹. Since the tourism industry is considered a sector with a fragmented structure and characterised by the presence and collaboration of a wide number of actors of the *filiere* (tour operator, travel agents, passenger carriers, hotel and other service providers), competitive advantages are more and more related to a system of local actors supplying a complex final product: the travel experience (Asworth 1991). The opportunity of a systemic territorial approach emerges focusing on *places* in order to develop a process of local economic development. In fact, territorial models of industrial origins have been recently extended to Tourist and Travel Industry (TTI).

2.1. Tourist cluster

The renewed interest related to industrial cluster bases its origins on the studies of Porter². In “the competitive advantage of nations” (1998), Porter defines a geographic cluster as: “... *a geographic concentrations of interconnected companies and institutions in a particular field*”³. Porter’s analysis has focused mainly on traditional industries but there are also references to the tourist industry (Porter 1998)⁴. The contributions to the research about tourist clusters are still

¹ The concept of Destination Management has been developed by the original contribute of Laws, Pechlaner, Weissmaier, among others, that analyze tourist systems as a unique group of actors localized in a common place.

² Although we use Porter’s concept of industrial cluster, there are many approaches to the concept. For a review about the definition of cluster see Bergman and Fesser (1999) and European Commission (2003).

³ The concept is closed to an agglomeration of enterprises. The main difference from the industrial district is the thickening of social relations of the local community and the prevalence of SMEs.

⁴ “... *a host of linkages among cluster members result in a whole greater than the sum of its part. In a typical tourism cluster, for example, the quality of a visitor’s experience depends not only on the appeal of the primary attraction but also on the quality and efficiency of complementary businesses such as hotels, restaurants, shopping outlets and transportation facilities. Because members of the*

limited (Nedlac 1999; Van Den Berg et al. 2001). One of the most interesting works has been done by Nordin (2003), who applies the Porter's diamond to TTI and focuses on the role of a cluster of tourist enterprises and in the role of innovators. On the other hand, criticism against the Porterian cluster approach is often strict. Martin and Sunley (2003) stated that Porter's approach is far from being universally accepted in the areas of business economics, industrial organisation and management studies and that often lacks of specificity and measurability⁵.

2.2. *Milieu innovateur*

The concept of *milieu* comes from the French and Swiss literature. Original contributions were developed by Aydalot (1986) in the eighties and recently by the GREMI (Maillat, Crevoisier, Camagni, etc.). Some scholars of the GREMI (Groupe de Recherche Européen sur les Milieux Innovateurs) have extended this territorial model to other sectors like culture (Costa 2001) and tourism (Peyrache-Gadeau, 2003). In this last paper is explained how the presence of a spontaneous local milieu can be the "*quid*" of those successful local systems, as in industrial district approach.

2.3. *Tourist district*

Since the seminal work of Marshall (1920), industrial districts have been described as agglomerations of small and medium enterprises specialised in a given production activity. The concept of Marshallian industrial district was recovered in the 1970's by Becattini (1979) and the Florentine school has played a major role in the study and diffusion of this concept (Becattini 2000)⁶. Recently, some scholars have paid a particular attention to some local development models of non-industrial origin (Bellandi and Sforzi 2003) for clarifying the interconnection between industrial districts and the complex paths of the local development. In order to decompose a complex entity like a tourist destination, the industrial district

cluster are mutually dependent, good performance by one can boost the success of the others". Porter (1998, p.77).

⁵ A guide for the identification and analysis of industrial clusters is provided by Bergman and Fesser (1999).

⁶ Becattini (1990, p.58) defined the industrial district as a: "*socio-territorial entity which is characterised by the active presence of both a community of people and a population of firms in one naturally and historically bounded area. In the district, unlike in other environments, such as the manufacturing towns, community and firms tend to merge*".

theory can be helpful and provide a suitable interpretation key. First of all, TTI are typically based on medium and small enterprises. Secondly, these *places* are characterised by strong ties among the industrial players and the local communities. The opportunity of a territorial approach emerges. The tourist district could therefore assume all these characteristics like an interpreting model and ideal type of local development of an embedded system of enterprises in tourist activities that can generate wealth and occupation, and enhance the local resources granting the two advantages of the territorial models proposed: the network of actors from the Porter's cluster and the social environment from the milieu approach.

In the last years, an important debate has emerged on the extension of industrial territorial models to other fields of analysis as the *cultural industries* (Lazzeretti 2003, 2004; Santagata 2000). District may be an interpreting key of a local system as a SME cluster embedded on the social community in a territory. Following the approach of Lazzeretti (2003), the tourist district represents a system characterised by the presence, in its territory, of a large endowment of artistic, natural and cultural resources (Cultural, Artistic and Natural Heritage), and a network of economic, non economic and institutional actors who are specialised in tourism activities. First of all, this heritage is the basis of a competitive tourist attraction and if enhanced and preserved, it is able to create a competitive sustainable advantage and it may be a *flywheel* of development for the local community. Secondly, regarding the networks of actors, in the Industrial districts literature, there are two main pillars at the base of an ID: productive organisation (a system of localised and specialised enterprises that work with a flexible division of labour), and the social and institutional local environment. Therefore, a first approximation to a tourist district is a group of SMEs as a strong concentration of enterprises of small and medium dimension that creates wealth and employment through the connection with the Cultural, Artistic and Natural Heritage. The cluster of enterprises will be composed by hotel, travel agency, catering firms and other firms related to the tourist business in a wide sense⁷.

⁷ Following Lazzeretti (2003) three conditions has to be tested: a) verify the presence of a consistent number of enterprises enhances the cultural, artistic and natural heritage in a tourist destination (tourism related activity); b) verify the set of enterprises composes a cluster of SMEs localized in the tourist destination; c) verify the presence of a set of economic and social relationships between the social local community (citizens) and the productive community (enterprises). In this paper we will verify the first two conditions.

3. Sources of competitiveness: agglomeration economies and network economies

3.1. Natural resources, agglomeration and network economies: theoretical framework

Which are the sources of the competitiveness of the TLS? Returning again to Marshall, we can differentiate between two basic sources of increasing returns in the production: internal and external economies⁸. Internal economies are produced and appropriated inside the firm. External economies describe a situation where the firms have advantages coming from outside the firm. The existence of external economies allows increasing returns in an industry (sector) although their firms have perfect competition curves.

Departing from a Weberian framework, regional and urban economics uses the concept of “agglomeration economies” to describe the advantages on the costs or the quality generated from the concentration in a point of the space of inputs, population, firms and collective agents. Although there are several taxonomies of the agglomeration economies, the most popular is the Ohlin-Hovers’ one. Following this classification, we can differentiate between internal economies, localisation economies and urbanisation economies. Like Marshall, internal economies are generated inside the firm and come from the size, scope, transactional advantages and internal knowledge. Localisation economies are external to the firm and often referred as external to the industry. The original Marshallian concept of external economies refers to the localisation economies formed by a skilled labour pool, specialised suppliers and knowledge spillovers. Complementing the industry-based concept of Marshall, Ellison and Glaeser (1997) turn again to the Weberian concept of natural resources as a source of localisation advantages. On the other hand, urbanisation refers to the advantages generated by the urban environment as whole and they include three main families: urban size (Ohlin 1933; Hoover 1937), diversity (Chinitz 1961; Jacobs 1969) and infrastructures (Camagni 1992).

Following Hoover (1937), agglomeration economies show two characteristics: they are *temporally* and *spatially static*. The former is studied by

⁸ We use the approach based on the costs for simplicity. The same terms can be applied to the quality or the innovation.

Glaeser et al. (1992) introducing the distinction between static and dynamic external economies⁹. The latter (spatial dynamics) are present when we approach the city as a node in a system of cities, and not as an isolated entity. The generation of external economies related to the interaction between cities, and therefore spatially dynamic, is studied by the theories of the *network of cities* (Pred 1977; Dematteis 1989; Camagni and Salone 1993) and the theories of *spatial spillovers* (Anselin, Varga and Acs 1997 and 2000; Paci and Usai 1999).

3.2. Agglomeration and network economies: theoretical framework: a knowledge-based model

De Lucio et al. (2002) introduce a firm Cobb-Douglas function and endogenously derive the index to measure the knowledge externalities: $Y_{ijt} = A_{ijt} L_{ijt}^{\alpha} K_{ijt}^{\beta}$ [1], where Y is the production, L is the labour, K the capital, A the technology, i is the industry, j is the territory, t represents the time and α, β are the labour and capital coefficients, assumed to be constant¹⁰.

After the maximisation and linearization we obtain: $\ln(Y_{ijt}) = \ln(A_{ijt}) + \alpha \ln(L_{ijt}) + \beta[\ln(w_{ijt}) + \ln(L_{ijt}) + \ln(\beta) - \ln(\alpha) - \ln(r_t)]$ [2]. In this model, factor prices are endogenous. The model is expressed in growth rates. Like Glaeser et al. (1992), the growth rate of the technology is assumed to depend on a local and a global component. The global component A_{global} captures exogenous changes in the technology. The local component A_{local} is endogeneized, and like Grossman and Helpman (1991) and Martin and Ottaviano (1996), the model considers that the distribution of new innovations is a linear and increasing function proportional to the past number of local innovations in the industry. The local component of labour productivity growth depends on the generation and diffusion of innovations: $dA_{ijt}/dt = A_{ijt}^*(g_0)$ [3], where g is a vector of explanatory variables including external economies. Resolving the differential equation:

$A_{ijt}^{local} = A_{ijt-1}^{local} e^{g(\cdot)t}$ [4], and integrating all terms we obtain:

⁹ Theories of (temporally) dynamic externalities explain simultaneously how the cities are born and grow. Theories of (temporally) static externalities, represented by the traditional conception of localization and urbanization economies, explain the formation of cities and their specialization but not their growth. From this approach we can differentiate between localization *economies* (temporally static) and *MAR externalities* (temporally dynamic), and between *urbanization economies* (temporally static) and *Jacobs economies* (temporally dynamic) (Glaeser et al. 1992, p.1128).

$$\ln(Y_{ijt}/Y_{ij0}) = \beta_0 + \beta_1 \ln(L_{ijt}/L_{ij0}) + \beta_2 \ln(W_{ijt}/W_{ij0}) + \beta_3 \ln(\phi_{ijt}/\phi_{ij0}) + g(\cdot) \quad [5]$$

, where ϕ is the productivity. If not enough information is available, we can assume a functional form with only an input (labour) $\Phi = A_{ijt} L_{ijt}^{1-\alpha}$ [6], and the model will be similar to Glaeser et al. (1992) and Henderson et al. (1995). This equation can be estimated in the usual form: $y = X\beta + u$ [7].

Although this model is time-dynamic, it neglects the mechanisms of generation, transmission, adoption and feedback of externalities and knowledge through the urban system. In order to include the space in the model, we can consider that the technology depends of three components: local, network and national/international: $A = A_{local} \cdot A_{network} \cdot A_{national/international}$ [8]. Network component includes knowledge and other externalities generated in the other cities of the network or transmitted through the urban system. Local and network components are considered to be endogenous to the model¹¹. Spatial econometrics (Anselin 1988) provides an easy way to deal with the specification of this spatial model using a matrix of spatial contacts W . Following the previous models, network externalities should arise from the initial conditions located in the other nodes of the network. Thus, it will take the form of a *cross regressive spatial model*: $y = X\beta + WX\gamma + u$ [9]. Three additional options can be taken account. First, knowledge externalities can arise from the simultaneous growth of the sector in the other cities of the network (*spatial lag model*): $y = \rho Wy + X\beta + u$ [10]. Second, these two specifications can be combined in a *regressive-regressive spatial model*, including network lags of the dependent and explanatory variables: $y = \rho Wy + X\beta + WX\gamma + u$ [11]. Finally, we can consider that knowledge externalities are transmitted through stochastic shocks along the network of cities or simply that there are errors of measurement related to the space (*spatial error model*):

$$\begin{aligned} y &= X\beta + u \\ u &= \lambda Wu + \varepsilon \\ \varepsilon &\sim N(0, \sigma^2 I) \end{aligned} \quad [12]$$

All these models can be combined to produce a family of spatial models (Anselin 1988) or extended to more complex specifications. These models allow to

¹⁰ $K_{ijt} r_t / L_{ijt} w_{ijt} = \beta / \alpha$.

¹¹ In the one-input model, Glaeser et al. (1992) and Henderson et al. (1995) arrive to the same functional form starting from the hypothesis that local components are exogenous.

simultaneously estimating concentration (agglomeration) and network externalities. Otherwise, it is possible to obtain that spatial effects are not significant.

4. Identification of TLS in Italy

In order to identify industrial districts, the national territory was subdivided in Local Labour Markets Areas (LLMAs) which interprets the daily commuting flows due to work reasons. LLMAs were defined in Italy by the ISTAT on the 1991 Census¹². We use LLMAs for three reasons (Menghinello 2002): first, LLMAs permit to go beyond the administrative definitions and refer more to the effective industrial organisation of the territory; second, LLMAs are territorial units more suitable to socio-economic analysis and referred to intensity among residents and labour force of a place; third, they respect a rigorous methodology of identification as described in the volume of ISTAT of 1997. This geographical methodology is also suitable for local systems characterised by the presence of a cluster of SMEs working on tourist activities. In fact, the final object of our analysis, the Tourist Local System, is a place where persons share experiences of life and job with a sure stability in time: a local system.

After deciding the territorial unit of analysis, we must define what belong to the tourism field of activity and what is not. We can use a broad or a narrow definition of tourism definition. In previous studies (Lazzeretti, Capone 2004; Capone 2004) a narrow definition through the *HoReCa sector* (Hotel, Restaurants and Cafes) was adopted. In this paper, we propose a new analysis through a *filiere* as shown in table 1 of three digits ATECO 2002-NACE 1.1 definitions¹³.

¹² With such methodology, the national territory was subdivided through criteria inspired by the district theory. ISTAT (1997) identified 784 LLMAs in the Italian territory. They were the result from the aggregation of the daily commuting flows of the 8,100 Italian municipalities of the 1991 Census. Although the LLMAs have been defined ten years ago, we think that the undeniable evolution of a local system is pretty durable and we can use the LLMAs of 1991 census in order to underline a concentration of TLS on 2001 census. Moreover, we think social life and socio-economic relations are pretty steady in the time. Finally, The new LLMAs based on the 2001 Census will be identified at the end of 2004. Territorial boundaries refer therefore to the municipalities of 1991.

Table 1. Broad tourism filiere

<p>Agriculture</p> <ul style="list-style-type: none"> • 01.13 Growing of fruit, nuts, beverage and apiculture; <p>Artistic artisans</p> <ul style="list-style-type: none"> • 26.1 Manufacture of glass and glass products (Artisans); • 26.2 Manufacture of ceramic household and ornamental articles (Artisans); <p>Hotels and restaurants (HoReCa)</p> <ul style="list-style-type: none"> • 55.1 Hotels; • 55.2 Camping sites and other provision of short-stay accommodation; • 55.3 Restaurants; 55.4 Bars; <p>Real state, renting</p> <ul style="list-style-type: none"> • 70.2 Letting of own property; 71.1 Renting of automobiles; 	<p>Recreational, cultural and sporting activities</p> <ul style="list-style-type: none"> • 92.3 Other entertainment activities; • 92.5 Library, archives, museums and other cultural activities; • 92.6 Sporting activities; • 92.7 Other recreational activities; <p>Transport</p> <ul style="list-style-type: none"> • 60.1 Transport via railways; • 60.2 Other land transport; • 61.1 Sea and coastal water transport; • 61.2 Inland water transport; • 62.1 Scheduled air transport; <p>Travel agencies</p> <ul style="list-style-type: none"> • 63.3 Activities of travel agencies and tour operators; tourist assistance activities n.e.c.;
---	---

Source: Our elaboration from Ateco 2002 (Nace 1.1);

It is expected for this simplification to be suitable and to be capable for individuating tourist local systems specialised in a broader tourist activities definition. In other words, we expect a stronger specialisation in these activities in tourist local systems. Thus, in order to identify Tourist Local Systems, we apply to the LLMA a concentration index for each macro definition of ATECO 2002:

$$LQ_{is} = \frac{E_{is}}{E_s} \bigg/ \frac{E_i}{E} \quad [13], \text{ , where } E_{is} \text{ is the number of employees in local units in the}$$

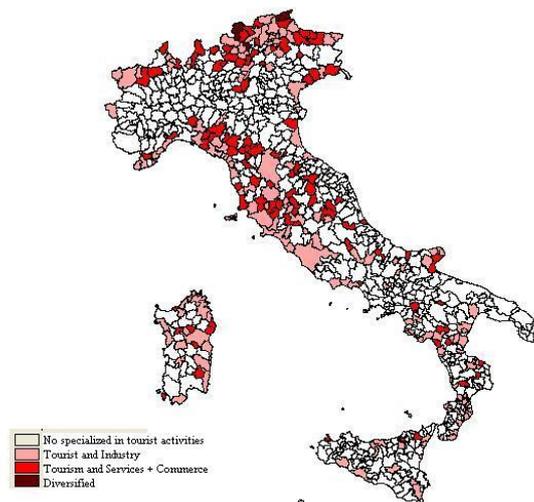
local system s specialised in the sector i ; E_s is the number of employees in local units in the local system s ; E_i is the number of employees in Italy specialised in the industry i ; and E is the total employment in Italy. A LQ above 1 indicates that a LLMA has a specialisation (concentration) in the industry i above the national average. Regarding the representation of the LQ we adopt a fix scheme with defined classes, in order to easier interpret the results: [0-1], [1-1.25], [1.25-2] and [> 2]. Following the approach of Sforzi (1997a) we analyse the 784 LLMA selecting firstly those local systems specialised in: (1) industry (2) services, then specialised in (3) services to enterprises, (4) services to consumers and finally in (5) the tourist *filiere* as defined. Data have been collected from Italian *Industry and Trade Census 2001* for every municipality.

Figure 2a shows those LLMA with a LQ for the tourist *filiere* above the national average, subdivided by specialisation in other activities for the year

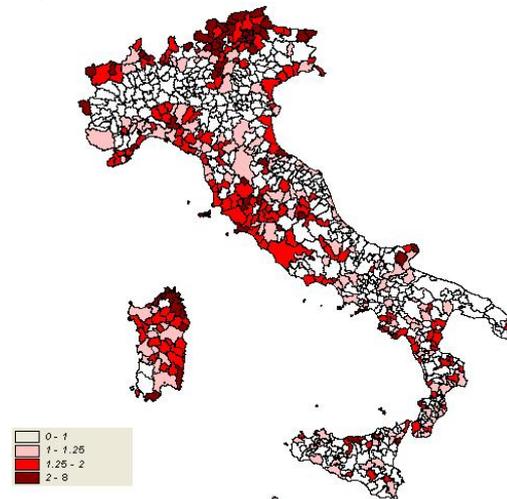
¹³ OECD (1999) mostly refers to these sectors in analyzing the territorial employment in European Community, as it is directly connected to tourism. Obviously, the growth of the employment in HoReCa industries can not be only attributed to tourism.

2001¹⁴. Figure 2b presents TLSs with a LQ for the tourist *filiera* above 1. It indicates around 300 TLSs with a LQ until 8. The highest values are concentrated in the North (Trentino and Alto Adige) and centre of Italy (Liguria, Toscana e Lazio). The map shows also *Arts Cities* like Florence, Rome and Venice¹⁵, localities specialised in the three S (Sun, Sand and Sea), sky destination (Alps, in particular Trentino Alto Adige), and lakes localities (as around Garda Lake). Figure 2c shows LQs for the HoReCa sector (Hotel and restaurants)¹⁶. Figure 2d indicates foreigners' expenditure on national average and confirms the TLSs in previous maps.

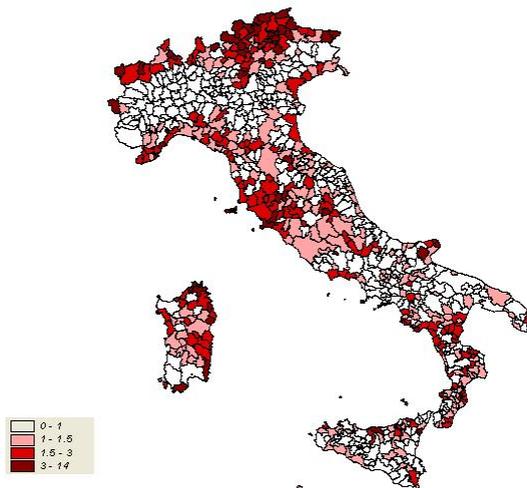
Figure 2. Tourist Local Systems in Italy
a) TLSs and specialisation activity 2001



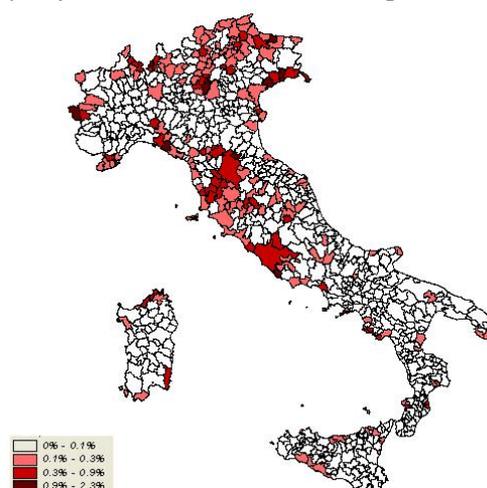
b) LQ Tourism filiere 2001



c) HoReCa sector 2001



d) Expenditure on national average 2001



Source: Our elaboration from Census (ISTAT 2001).

¹⁴ 1) No specialised in tourist activities, 2) specialised in tourism and industry, 3) specialised in tourist, service and commerce and 4) diversified as in Sforzi (1997b).

¹⁵ The LQ recognizes a strong specialization only in one activity. In the big cities, it is used to have a diversification of industries so that the TTI weight less than in an "tourist place".

¹⁶ Results for 1996 and 2001 are very similar.

In order to reveal the different typologies of TLS, we apply a *K-Means Cluster Analysis* (Dillon and Goldstein 1984). This procedure attempts to identify groups of cases based on selected characteristics, using an algorithm that can handle large number of cases¹⁹.

We use for the cluster a matrix of the *filiere* structure, where each row represent one of the 269 LLMAAs previously identified (individuals), while each column represent the percentage of employment in the municipality of that activity of the tourism *filiere* on the total *filiere* employment (variables). Moreover we add as first column the value of the LQ-*filiere* (figure 2b). The K-means Cluster procedure forms 5 homogenous cluster of TLS²⁰. The Cluster #2, composed by 157 LLMAAs is the biggest one. It is pretty diversified and it is the most specialised in train, air transport and other infrastructures. It has the lowest LQ but it has a strong diversification along the *filiere*. It is composed by *cities of arts* like Rome, Florence and Venice, Siena and Pisa but also cities like Orvieto, Spoleto and Assisi. The Cluster #4 is the second more numerous cluster and it is more specialised in the tourist *filiere* than the previous group. It has not a good level of infrastructure and it is specialised only in some parts of the *filiere* like accommodation facilities and recreational activities. In this group we find medium-small cities where tourism is one of the main activities (Rimini, Orbetello, Cattolica, Riva del Garda) and small rural LLMAAs (Gaiole in Chianti, Manciano, San Quirico D'orcia). The other three clusters account together to 100 LLMAAs (cluster #5 has only four LLMAAs). This group is the most specialised TLSs with highest LQ. These

¹⁹ The “k-means” is a cluster methodology that carries out a single partition of the individuals (municipalities) in *k* groups. It uses an algorithm that allows forming relatively homogeneous conglomerates from the characteristics of the individuals. The “k-means” is based on the distance to the nearest centroid. It assigns every individual into a group with regard to minimize its distance to the centre of the conglomerate Dillon and Goldstein 1984 p.186-187).

²⁰ The number of clusters should be determined a priori, although a clear approach doesn't exist to determine it. The number of departure groups, as well as the industry division (number of variables) may influence the results. We carry out an analysis of sensibility changing the number of groups and results tend to be were robust. We also tried a hierarchical cluster procedure without predetermine the number of groups. The dendrogram also shows that 5 cluster can be appropriate for the group analysed.

TLSs can be considered as the more probable tourist district, even if we do not investigate the social environment. These TLSs can be divided in two sub-groups. The first one is characterised by the initial part of the *filiere*: transport and accommodation facilities. The second one is based on the second part of the *filiere*: food and recreational facilities.

5. Econometric analysis of the sources of competitiveness in the TLS

5.1. Data and variables

As firms data or municipal added value and capital are not available for the *filiere*, we use the one-input specification, as in the equation n°6: $\Phi = A_{ij} L_{ij}^{1-\alpha}$. This model fits a labour demand equation like Glaeser et al. (1992), Henderson et al. (1995) and De Lucio et al. (1996). For the estimation, we use data from the Italian Censuses of 1991 and 2001 (ISTAT): employment by industry, number of firms by industry and population.

From the epigraphs 2 and 3, a strong relationship between tourism labour growth and localisation advantages is expected. Localisation advantages can be focused from a natural or a systemic approach. We approach the natural resources using dummies for the different types of tourist patterns. For the second one, we consider important the existence of entrepreneurships, social atmosphere, skilled labour force, specialisation, specialised suppliers and knowledge spillovers. In order to approach these features, we use the inverse of the firm dimension (small firms) (which captures the existence of entrepreneurships and knowledge spillovers among them) the initial amount of labour and the location coefficient (It captures the existence of knowledge spillovers and the skilled labour); and the inverse of a Hirschmann-Herfindahl index inside the *filiere* (specialised suppliers).

The existence of medium and big cities as the *Arts Cities*, suggest that urbanisation economies can play an important role for some types of tourism. We include the total population of the municipality in order to approach the Hoover's dimension effect; and the inverse of a Hirschmann-Herfindahl index for all the industries in order to approach the Chinitz and Jacobs' diversity effects. We have no enough data for capturing the effect of infrastructures, and it is assumed as included in the population. We also test the existence of input-output effects outside the *filiere*, using the initial percentage of the aggregated sectors on the

total employment. An additional variable (growth of the employment in the other sectors) is included in the model in order to include common omitted elements that are reflected in the growth of other sectors.

We test the existence of spatial spillovers or spatial autocorrelation using three types of spatial models: the spatial lag with exogenous variables (cross regressive model), the spatial lag model and the spatial error model. Although we performed an important part of the analysis on the LLMAS, we will use the municipality as unit of analysis in order to test inter-municipality spillovers inside the LLMAS. We use other municipalities in the LLMAS to construct the matrix of spatial contacts. This matrix was row normalised in order to weight the relative influence of neighbourhoods. Finally, we use a spatial regimes specification in order to isolate the performance of the econometric model in the different types of tourist patterns. All explanatory variables (except the *Growth of the other sectors*) are expressed in the initial year (1991) in order to reinforce the causality.

Table 2. Explanatory variables

Small firm	$1/(E_i^{1991}/F_i^{1991})$	Agriculture	$E_{i,AGR}^{1991}/E^{1991}$
Employment	E_i^{1991}	Manufactures	$E_{i,MAN}^{1991}/E^{1991}$
<i>Filiere</i>	$1/\sum_j \left[\frac{E_{is}^{1991}}{E_s^{1991}} \right]^2$	Construction	$E_{i,CONS}^{1991}/E^{1991}$
LQF	$\frac{F_{ij}^{1991}/F_i^{1991}}{F_j^{1991}/F}$	Retail	$E_{i,RET}^{1991}/E^{1991}$
Population	$Population_i^{1991}$	Services	$E_{i,SERV}^{1991}/E^{1991}$
Diversity	$1/\sum_j \left[\frac{E_{ij}^{1991}}{E_j^{1991}} \right]^2$	Growth of the other sectors	$\sum_{j \neq s} E_{ij}^{2001} / \sum_{j \neq s} E_{ij}^{1991}$

E = Employment; F = Firms;

5.2. Non spatial models

We start the analysis estimating three separate regressions for localisation, urbanisation and input-output effects. Localisation effects explain over 50% of the variance while urbanisation and input-output effects explain around 10% (table 3). Then, a overparameterized model is estimated, including localisation, urbanisation, and input-output variables. It also includes dummies for the different patterns of tourism. We exclude the LQF, Education, Agriculture, Building, Retail,

Service and the dummy variables because they are not statistically significant and produce strong collinearity. Table 3 shows the results of the parsimonious estimation. The Koenker-Bassett test suggests heteroskedasticity. It is related to the different patterns of tourism obtained from the cluster analysis. We present the results of the OLS White Robust estimation (generic heteroskedasticity) and a FGLS estimation using the five clusters in order to model the variance. Results are very similar and suggest little effect of heteroskedasticity on tests. Since in the theoretical model the dependent and explanatory variables are expressed in logarithms (ln), we can interpret the results as direct elasticities.

Regarding localisation variables, the largest coefficient is in the *Filiere* variable (inverse of the Hirschmann-Herfindahl index inside the tourist industry) that measures the local presence of all the parts of the tourist *filiere*. It shows a coefficient $\beta=0.90$. In fact, this variable can explain near the 50% of the variance. The Small firm variable is positive and statistically significant with a coefficient $\beta=0.08$. It indicates that the existence of a small firm dimension is related to a better performance in the employment growth. The initial level of employment is negative with $\beta=-0.11$. It is usual in this kind of models and indicates that places with a large amount of employment in the industry tend to growth below the mean²¹.

Regarding urbanisation variables, population is statistically significant with a coefficient $\beta=0.094$, and diversity (inverse of the HHI using all two digits industries) is negative with $\beta=-0.22$. It can be interpreted as a positive relationship with the urban dimension (e.g. infrastructures and other amenities) but it grows slower in cities with a wide diversified economic structure. The existence of a relative initial specialisation in industry is positive and statistically significant, but the coefficient is very small ($\beta=0,02$).

5.3. Spatial models

The spatial tests (LM Lag and LM error) suggest the existence of some kind of spatial autocorrelation. Since the coefficient of the error test is larger than the

²¹ This coefficient is related to the Location Coefficient (LQ), but shows better performance on the model. We calculated the LQ using firms and not sectors in order to avoid the effect of large firms. We used other specialization coefficients (e.g. Fingleton et al. 2004) but they were not statistically significant.

lag one, the error model may perform better than the lag model²². However, the spatial error test could be related to other kind of misspecification (McMillen 2003). Thus, we start estimating a model that includes the spatial lags of the exogenous variables (cross regressive spatial model). Since all the variables are in logarithms and the matrix of spatial contacts is row normalised, the spatial coefficients can be interpreted like direct elasticities. However, any exogenous spatial coefficient is statistically significant (table 4, column 4) and the spatial autocorrelation continues to remain in the LM tests²³. The spatial lag and spatial error models are estimated (ML estimation with groupwise heteroskedasticity) and the spatial parameter are statistically significant with $\rho=8$ and $\lambda=0.10$ ²⁴. The comparison of the Akaike and Schwartz criteria confirms that the spatial error model performs better than non spatial and spatial models. However, effects on non spatial coefficients are very small. It also suggests two hypotheses: the transmission of stochastic shocks through the space or that the Local Labour Market Areas are the correct unit of analysis and not the municipality. The latter one would agree with the hypothesis of Sforzi (1997a) and Menghinello (2002), and suggest the use of the LLMAs as unit of analysis.

5.4. Spatial regimes

Finally, we test the performance of the model on the diverse typologies of tourist systems using a spatial regimes model. This model was described in Anselin (1988 and 1992). This process uses an indicator variable in order to separate the slopes of the different intercepts and coefficients:

$$\begin{bmatrix} y_1 \\ y_2 \\ y_3 \\ y_4 \\ y_5 \end{bmatrix} = \begin{bmatrix} X_1 & 0 & 0 & 0 & 0 \\ 0 & X_2 & 0 & 0 & 0 \\ 0 & 0 & X_3 & 0 & 0 \\ 0 & 0 & 0 & X_4 & 0 \\ 0 & 0 & 0 & 0 & X_5 \end{bmatrix} \begin{bmatrix} \beta_1 \\ \beta_2 \\ \beta_3 \\ \beta_4 \\ \beta_5 \end{bmatrix} + \begin{bmatrix} u_1 \\ u_2 \\ u_3 \\ u_4 \\ u_5 \end{bmatrix} \quad [14]$$

Using this structure we can estimate the OLS and spatial error models in the usual way: $y^* = X^* \beta^* + u^*$ [15]²⁵. The results (table 5) show an interesting feature: the

²² We also inspected the other tests provided by the SpaceStat 1.91 (Moran's I, KR, Robus LM error and Lag, and SARMA).

²³ Since this model was very collinear (condition number = 71.64) we estimated the model including only a variable at the same time. However, no spatial exogenous lag was statistically significant.

²⁴ We confirm the results estimating the models using IV (lag, error) and GMM (error).

²⁵ All computations are carried out using Spacestat 1.91.

model has a good performance on the clusters 2 (art cities) and 4 (specialisation in a part of the *filiera*). However, any coefficient in the other three clusters was statistically significant (tourist districts). The Chow-Wald test (χ^2) confirms that there is structural instability in the model as whole, mainly associated to the *filiera* suppliers variable²⁶.

Table 3. Separate regressions for localisation, urbanisation and input-output variables

LOCALISATION		URBANISATION		INPUT-OUTPUT	
Constant	-0.6288 (0.0000) [0.0000]	Constant	-2.4093 (0.0000) [0.0000]	Constant	1.0010 (0.0000) [0.0000]
Ln Small firm	0.0783 (0.0004) [0.0173]	Ln Population	0.2215 (0.0000) [0.0000]	Agriculture	0.0125 (0.1092) [0.1412]
Employment	-0.0672 (0.0000) [0.0000]	Ln Diversity	0.2986 (0.0000) [0.0051]	Manufactures	0.1619 (0.0000) [0.0000]
LQF	-0.0287 (0.0082) [0.0520]	Ln Education	-0.0522 (0.0799) [0.1104]	Building	0.1079 (0.0000) [0.0374]
<i>Filiera</i>	0.8610 (0.0000) [0.0000]			Retail	0.1667 (0.0000) [0.0468]
				Services	0.0982 (0.0000) [0.1049]
R2	0.5302	R2	0.1037	R2	0.1131
R2-adj	0.5294	R2-adj	0.1026	R2-adj	0.1112
AIC	5010.17	AIC	6526.32	AIC	6505.69
SC	5038.98	SC	6549.37	SC	6540.26
SIG-SQ	0.4926	SIG-SQ	0.9395	SIG-SQ	0.9305
SIG-SQ(ML)	0.4916	SIG-SQ(ML)	0.9379	SIG-SQ(ML)	0.9281
CN	8.4291	CN	41.1571	CN	10.5413
Jarque-Bera	192875.52*	Jarque-Bera	267879.16*	Jarque-Bera	248698.85*
Koenker-Bassett	32.7940*	Koenker-Bassett	86.5923*	Koenker-Bassett	184.5587*
LM error	14.2627*	LM error	16.2420*	LM error	19.5149*
LM lag	10.1982*	LM lag	11.9422*	LM lag	18.7740*
OBS	2350	OBS	2350	OBS	2350

Values in parenthesis are the OLS p-values. Values in brackets are the OLS White Robust p-values.

* Significant at 5%

²⁶ Since strong collinearity appears in the regimes model, results should be taken carefully.

Table 4. Estimations results (I)

Dependent variable: Ln (Labour ₂₀₀₁ / Labour ₁₉₉₁)						
	OLS	OLS White	FGLS GHET	FGLS GHET	ML LAG GHET	ML ERROR GHET
Constant	-0.8463 (0.0000)	-0.8463 (0.0000)	-0.8475 (0.0000)	-0.6817 (0.0001)	-0.8104 (0.0000)	-0.8548 (0.0000)
Ln Small firm ₁₉₉₁	0.0815 (0.0001)	0.0815 (0.0055)	0.0760 (0.0004)	0.0790 (0.0003)	0.0730 (0.0007)	0.0768 (0.0004)
Ln Employment ₁₉₉₁	-0.1164 (0.0000)	-0.1164 (0.0000)	-0.1113 (0.0000)	-0.1121 (0.0000)	-0.1114 (0.0000)	-0.1094 (0.0000)
Ln <i>Filiere</i> ₁₉₉₁	0.9078 (0.0000)	0.9078 (0.0000)	0.8952 (0.0000)	0.8962 (0.0000)	0.8915 (0.0000)	0.8921 (0.0000)
Ln Population ₁₉₉₁	0.0944 (0.0000)	0.0944 (0.0000)	0.0934 (0.0000)	0.0963 (0.0000)	0.0890 (0.0000)	0.0933 (0.0000)
Ln Diversity ₁₉₉₁	-0.2212 (0.0000)	-0.2212 (0.0059)	-0.2279 (0.0000)	-0.2200 (0.0000)	-0.2252 (0.0000)	-0.2262 (0.0000)
Ln Manufactures ₁₉₉₁	0.0304 (0.0037)	0.0304 (0.0697)	0.0241 (0.0167)	0.0201 (0.0564)	0.0234 (0.0199)	0.0225 (0.0266)
Ln Growth other sectors	0.1645 (0.0000)	0.1645 (0.0000)	0.1501 (0.0000)	0.1495 (0.0000)	0.1483 (0.0000)	0.1484 (0.0000)
W * Ln Small firm ₁₉₉₁				-0.0393 (0.4674)		
W * Ln Labour ₁₉₉₁				-0.0187 (0.5410)		
W * Ln <i>Filiere</i> ₁₉₉₁				0.0465 (0.4848)		
W * Ln Population ₁₉₉₁				-0.0097 (0.7578)		
W * Ln Diversity ₁₉₉₁				-0.0484 (0.5455)		
W * Ln Manufactures ₁₉₉₁				0.0309 (0.1861)		
W * Ln Growth other sectors				0.0405 (0.5966)		
ρ					0.0815 (0.0045)	
λ						0.1098 (0.0017)
R2	0.5471	0.5471	0.5312	0.5325	0.5307	0.5293
R2-adj	0.5457	0.5457				
SQ Corr			0.5469	0.5476	0.5486	0.5469
AIC	4930.38	4930.38			4881.65	4873.3
SC	4976.48	4976.48			4933.51	4919.4
CN	29.27			71.64		
Jarque-Bera	204183*					
Koenker-Bassett	34.52*					
WALD HET			76.80*	73.7603*		
LR HET					44.5435*	48.0926*
LM error	8.9121*		8.7649*	8.7923*		
LM lag	5.9290*		6.7948*	8.4803*		
OBS	2350	2350	2350	2350	2350	2350

Values in parenthesis are p-values. * Significant at 5%

Table 5. Estimations results (II): Structural regimes model

	OLS					ML ERROR				
	C1	C2	C3	C4	C5	C1	C2	C3	C4	C5
Constant	-0.7383 (0.1307)	-0.8762 (0.0000)	-0.3603 (0.6652)	-1.1228 (0.0036)	-3.3009 (0.5073)	-0.6785 (0.1753)	-0.8747 (0.0000)	-0.4695 (0.5865)	-1.2254 (0.0018)	-3.3009 (0.5012)
Ln Small firm ₁₉₉₁	-0.1202 (0.4069)	0.1094 (0.0000)	-0.0462 (0.7590)	-0.0137 (0.8030)	1.0647 (0.6401)	-0.1115 (0.4427)	0.1102 (0.0000)	-0.0592 (0.6985)	-0.0159 (0.7708)	1.0647 (0.6347)
Ln Employment ₁₉₉₁	-0.1075 (0.1022)	-0.1262 (0.0000)	-0.1190 (0.1482)	-0.1840 (0.0001)	1.2933 (0.4734)	-0.0947 (0.1601)	-0.1225 (0.0000)	-0.1384 (0.1039)	-0.1955 (0.0000)	1.2933 (0.4730)
Ln <i>Filiere</i> ₁₉₉₁	0.0653 (0.7207)	0.9237 (0.0000)	-0.0334 (0.9099)	0.9701 (0.0000)	-0.2625 (0.9071)	0.0514 (0.7750)	0.9223 (0.0000)	-0.0503 (0.8653)	0.9718 (0.0000)	-0.2625 (0.8971)
Ln Population ₁₉₉₁	0.1261 (0.0973)	0.0998 (0.0000)	0.1501 (0.2151)	0.1605 (0.0049)	-0.5484 (0.6722)	0.1187 (0.1357)	0.0967 (0.0000)	0.1741 (0.1658)	0.1720 (0.0031)	-0.5484 (0.6900)
Ln Diversity ₁₉₉₁	0.0501 (0.7977)	-0.2052 (0.0000)	-0.1569 (0.6374)	-0.2091 (0.1690)	1.9407 (0.5882)	0.0242 (0.9028)	-0.1980 (0.0000)	-0.1503 (0.6507)	-0.1801 (0.2377)	1.9407 (0.5965)
Ln Manufactures ₁₉₉₁	0.0000 (0.9992)	0.0338 (0.0051)	-0.0003 (0.9956)	0.0933 (0.0052)	0.2524 (0.6213)	0.0009 (0.9788)	0.0334 (0.0054)	-0.0068 (0.9079)	0.0852 (0.0121)	0.2524 (0.6428)
Ln Growth other sectors	0.0017 (0.9859)	0.1963 (0.0000)	-0.1276 (0.5115)	0.1630 (0.0422)	0.9506 (0.8196)	0.0096 (0.9194)	0.1927 (0.0000)	-0.1401 (0.4696)	0.1584 (0.0463)	0.9506 (0.8201)
λ							0.1124 (0.0013)			
R2	0.5616					0.5613				
R2-adj	0.5542									
SQ Corr						0.5614				
AIC	4917.99					4909.60				
SC	5148.48					5140.08				
SIG-SQ	0.466737					0.4563				
SIG-SQ(ML)	0.458793									
CN	171.87									
Jarque-Bera	225560*									
Chow - Wald	2.3851*					77.0352*				
Koenker-Bassett	2.6279									
Breusch-Pagan						65.3377*				
Spatial BP						65.3528*				
LM ERROR	7.7258*									
LM LAG	5.2390*									
OBS	193	1708	86	355	8	193	1708	86	355	8

Values in parenthesis are p-values.

* Significant at 5%

6. Conclusions

The objective of this paper was twofold: the first was to identify tourist local systems in Italy, the second was to measure their sources of competitiveness. Regarding this last topic, the main hypothesis was to differentiate between two basic sources of increasing returns in the production process: internal and external economies.

We developed a methodology in two stages: firstly, we constructed a tourist *filiere* and we apply LQs for the identification of local systems through GIS tools, secondly, we tested a spatial econometrics model regarding different kinds of Italian Tourist Local Systems as individuated in the previous step.

The results of the first analysis point out that this methodology is applicable to travel and tourism industry. The TLSs recorded are heterogeneous and strongly specialised in tourism industry as their core industry. They represent tourist destinations as “sea, sand and sun”, “snow and sky” and “lakes” and confirm the Italian tourist destinations landscape. Thus, a taxonomy of TLSs is presented and the different groups of TLSs are tested with spatial econometric models. The spatial tests (LM Lag and LM error) suggest the existence of some kind of spatial autocorrelation. The spatial parameters are statistically significant with $\rho=0.08$ and $\lambda=0.10$ and therefore presume an network inside the LLMAAs. In fact, Local Labour Market Areas seems to be the correct unit of analysis as in the hypothesis of Sforzi (1997a) and Menghinello (2002) and not the municipality.

The spatial regimens model has a good performance on “Art cities” and in the “specialised TLSs” (in only a part of the *filiere*). On the contrary, coefficients of the presumed “tourist district” are not statistically significant. As the estimated model comes from studies mainly on urban economics it is fully satisfactory for large and medium cities but it does not explain performances and growth for tourist districts and small cities.

In summary, higher growth rates are associated to a local presence of all the phases of the tourist *filiere* in the local network. In fact, this variable explains near 50% of the variance and confirms that the proposed *filiere* appears to be suitable. Moreover, the existence of a small firm dimension is related to a better performance in the employment growth. Important implications for policy design arise from these results, as suggest the more appropriate ambits and factors to

foster each phase of tourist and travel industry, as well as where and why to locate a particular firm in function of its phase belonging.

Regarding further developments of the research, the next step should be to perform the analysis for LLMA and for networks of LLMA as LLMA results as the correct unit of analysis. Secondly, the Marshallian concept of external economies has to be deepening, in order to construct a model that captures the effects of marshallian localisation economies formed by a skilled labour pool, specialised suppliers and knowledge spillovers. Last issue is related to the “industrial atmosphere” in an industrial district, as it is very difficult to capture with quantitative analysis. Some authors (Becattini, Bellandi, Dei Ottati, Sforzi 2001; Lazzeretti 2003) explain it through qualitative analysis. A further step could be to perform qualitative analysis on particular cases in order to focus and capture specific district’s sources of competitive advantages.

References

1. Anselin L. (1988): “*Spatial Econometrics: Methods and models*”, Kluwer Academic Publishers. The Neederlands.
2. Anselin, L. (1992): “*SpaceStat tutorial: a workbook for using SpaceStat in the analysis of Spatial Data*”, University of Illinois, Urbana Champaign.
3. Aydalot, Ph., (1986), (éd.): “Milieux Innovateurs en Europe”, Paris, GREMI.
4. Becattini G., (1979): “Dal “settore industriale” al “distretto industriale”. Alcune considerazioni sull’unità d’indagine dell’economia industriale”, *L’industria*, n. 1
5. Becattini G. (1990): “The Marshallian industrial district as a socioeconomic notion” in Pyke F., Becattini G., and Sengenberger W., (eds.) “Industrial Districts and Inter-firm co-operation, in Italy”, ILO Geneva.
6. Becattini G., (2000): “Il distretto Industriale “Rosemberg & Sellier, Torino.
7. Becattini G., Bellandi M., Dei Ottati G. e Sforzi F. (a cura di), (2001): “Il caleidoscopio dello sviluppo locale”, Rosenberg & Sellier, Torino.
8. Bellandi M. and Sforzi F., (2003): “The multiple paths of local development” in Becattini G., Bellandi M., Dei Ottati G. and Sforzi F (2003) “From industrial districts to local development. An itinerary of research”, Cheltenham (U.K.), Edward Elgar.
9. Bergman, E.M. and E.J. Fesser (1999): “Industrial and regional clusters: concepts and comparative applications”, The web book of regional science, Regional Research Institute, West Virginia University. (Available at: <http://www.rri.wvu.edu/WebBook/>).
10. Boix, Rafael (2004): “Redes de ciudades y externalidades”, *Investigaciones Regionales*, n° 4, p.5-27.
11. Camagni, R. (1992): “*Economia urbana. Principi e modelli teorici*”, La Nuova Italia Scientifica. Roma.
12. Capone F. (2004): “Regional competitiveness in tourist local systems”, paper accepted to the European Regional Science Association (ERSA) 2004 Congress, University of Porto, Porto, Portugal, 25-29 August 2004.
13. Chinitz B. (1961): “Contrast in agglomeration: New York and Pittsburgh”, *The American Economic Review*, vol.51, Issue 2.
14. Costa, P., (2002): “Milieux effects and sustainable developments in a cultural quarter: the ‘Barrio alto-Chiado’ area in Lisbon” in “New economy and regional development” proceedings of IXth Meeting APDR, 27th – 29th June, 2002, Lisbon, Portugal.
15. De Lucio J.J., Herce J.A. and A. Goicolea (2002): “The effects of externalities on productivity growth in Spanish industry”, *Regional Science and Urban Economics*, n° 32, p.241-258.

16. Dillon, W. D. and M. Goldstein (1984): *Multivariate Analysis*. John Wiley & Sons.
17. Ellison, G. and E.L. Glaeser (1997): "Geographic concentration in U.S. manufacturing industries: a dartboard approach", *Journal of Political Economy*, vol. 107, n° 5.
18. European Network for SME Research (ENSR), (2003): "Regional Cluster in Europe", Luxembourg Office for Official Publications of the EC.
19. Fingleton, B. (2004): "Employment Growth of Small High-technology Firms and the Role of Horizontal Clustering: Evidence from Computing Services and R&D in Great Britain, 1991–2000", *Urban Studies* vol.41 n° 4, p.773-779.
20. Glaeser E., Kallal H., Scheikman J. and A. Shleifer (1992): "Growth in Cities", *Journal of Political Economy*, n° 100, p.1126-1152.
21. Henderson V., Kunkoro and M. Turner (1995): "Industrial development in cities", *The Journal of Political Economy*, vol.103:5, p.1067-1090.
22. Hoover E. M. (1937): "*Location theory and the shoe and leather industries*", Harvard University Press.
23. Jacobs J. (1969): "*The economy of cities*", Jonhatan Cape. London.
24. ISTAT (1991): "ATECO 91 - Classificazione delle attività economiche", ISTAT, Roma.
25. Lazzeretti, L. (2003): "City of art as a HCLocal System and cultural districtualisation processes. The Cluster of art-restoration in Florence", in *International Journal of Urban and Regional Research*, vol. 27.3, September: 635-48.
26. Lazzeretti, L. (2004), (eds.): "Art cities, Cultural Districts and Museums", Florence University Press, Florence.
27. Lazzeretti L., Capone F. (2004): "Networking in Tourist Local Systems", forthcoming on proceedings of the ATLAS International Conference 2004, "Networking and partnerships in destination development and management", Naples, Italy, 4-6 April.
28. Marshall, A., (1966): "Priciples of Economics", London, Macmillan.
29. Martin, R.L., Sunley, P., (2003): "Deconstructing Clusters: Chaotic Concept or Policy Panacea?", *Journal of Economic Geography*, 3, 1, 5-35.
30. McMillen, D. (2003): "Spatial autocorrelation or model missespecification?", *Internacional Regional Science Review*, 26,2, 208-217.
31. Menghinello (eds.) (2002): "Le esportazioni dai sistemi locali del lavoro. Dimensione locale e competitività dell'Italia sui mercati internazionali", Roma, ISTAT, 2002.
32. Nordin, S., (2003): "Tourism clustering and innovations", no. 2003:14, ETOUR, Ostersund, Sweden.
33. OECD, (1999): "Territorial Indicators of Emplymet", OECD, Geneva.
34. Ohlin B. (1933): "*Interregional and International Trade*", Cambridge. Massachusetts.
35. Peyrache-Gadeau V., (2003): "Le developpement durable des territoires de montagne: un objet de concertation sur le devenir des stations touristiques ?", paper presented at Meeting Concentration et Segregation dynamiques et inscriptions territoriales, Lyon, 1, 2 e 3 Settembre 2003.
36. Porter, M.E. (1990): "The Competitive advantage of nations", London, Mac Millan.
37. Porter, M.E. (1998): "On competition", Boston, Harvard business school press.
38. Santagata, W., (2000): "Distretti culturali, diritti di proprietà e crescita economica sostenibile", *Rassegna economica*, n. 1, pp. 31-61.
39. Sforzi F. (a cura di), (1997a) : "I sistemi locali in italia", ISTAT.
40. Sforzi F., (1997b): "Il cambiamento economico nel sistema urbano italiano" in Dematteis G. and Bonaverò P. (eds.) "Il Sistema urbano italiano nello spazio unificato europeo", Il Mulino, Bologna.
41. Van Den Berg L., Braum, E. e Van Winden W., (2001), "Growth cluster in European Metropolitan cities", Aldershot, Burlington, AshGate.
42. Weber A. (1929): "*Theory of the location of industries*", University of Chicago Press. Chicago (ed.orig.ted.1909).
43. World Tourism Organization (2004): Barometer. (http://www.world-tourism.org/market_research/facts/barometer/WTOBarom04_1_en.pdf)

Últims documents de treball publicats

NUM	TÍTOL	AUTOR	DATA
04.07	"WHO PARTICIPATES IN R&D SUBSIDY PROGRAMS?. The case of Spanish Manufacturing Firms"	J. Vicente BLANES / Isabel BUSOM	Agost 2004
04.06	Una aproximación sectorial a la localización industrial en Cataluña	Anna Matas Prat José Luis Roig Sabaté	Juny 2004
04.05	Firm Strategies in R&D: Cooperation and Participation in R&D Programs	Isabel Busom, Andrea Fernández-Ribas	Abril 2004
04.04	Unemployment, growth and fiscal policy: new insights on the hysteresis hypothesis	Xavier Raurich, Hector Sala, Valeri Sorolla	Abril 2004
04.03	Polarització comarcal de rendes a Catalunya	Juan Antonio Duro	Març 2004
04.02	Análisis de agrupaciones provinciales a partir del enfoque de desigualdad y polarización: una nota	Juan Antonio Duro	Març 2004
04.01	Producción, empleo y eficiencia productiva de la empresa española	Oriol Roca Segalés Hector Sala Lorda.	Gener 2004
03.10	Subjective Income Expectations, Canonical Models and Income Risk	Xavier Ramos, Christian Schluter.	Desembre 2003
03.09	Es Barcelona una ciudad policéntrica ?	Ivan Muñiz, Anna Galindo, Miguel Angel Garcia.	Desembre 2003
03.08	Does persistence of social exclusion exist in Spain?	Ambra Poggi.	Octubre 2003
03.07	Relating Severe Poverty and Chronic Poverty	Shahin Yaqub	Juny 2003
03.06	Regional decomposition of CO2 emissions in the world: a cluster analysis	Vicent Alcántara, Rosa Duarte, Teresa Obis	Abril 2003
03.05	On the regional impact of public capital formation in Spain	Alfredo Marvao Pereira i Oriol roca Sagalés	Abril 2003
03.04	Demand and revenue implications of an integrated public transport policy. The case of Madrid	Anna Matas	Març 2003
03.01	Eficacia y eficiencia de los subsidios asistenciales en la lucha contra la pobreza en España: Una valoración a partir de EspaSim	Horacio Levy, Magda Mercader	Març 2003