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The Potential of Regional Centers in Turkey Related to Growth of the Core Regions

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**The Potential of Regional Centers in Turkey
Related to the Growth of Core Regions**

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ABSTRACT

Both developed and developing countries experienced a strong inflow of migrants to core regions during the 1960s. Developing countries have always more problems about these mobilities and regional disparities. According to Hansen (1995), "if certain core regions experience increasing returns on the basis of accumulated advantages, this would seem to imply increasing disparities between core and peripheral regions." On the other hand, low cost advantages and infrastructural development seem to have helped peripheral regions of European Union. Decline of the proportion of the urban population in the largest centers and grow of medium-size smaller centers become an evidence of this transition.

The aim of this paper is to examine if there is a transformation of regional disparities and regional performance in Turkey, considering with EU process. For this purpose, migration trends, mobility of capital and employment related to investments are the main determinants in order to evaluate the process. The framework of the study especially based on the functional regions of Turkey and their centers. It is required to put forward development possibilities of new regional centers as secondary (medium-size) cities for providing more balanced development. This suggestion is also related to the process and problems of core region or primate city.

1. Introduction

The aim of the regional policies in the EC given by the Treaty of Rome, require the member countries to ensure their development by reducing disparities between the existing regions. There are two main different views on interregional disparities in literature:

Firstly, interregional disparities are inevitable and if not regulated, will cause increasing between core and peripheral regions (Myrdal,1972; Friedmann,1973; Sant;1987; Hansen,1995), The economic polarization will inevitably lead to geographical polarization with the flow of resources to and the concentration of economic activities at a limited number of centers within a region (Glasson,1974).

During the colonialism, economic growth was concentrated on a relatively narrow range of products and was restricted to a small number of urban centers. These centers grow as ports or transport interchanges, and a pattern of spatial imbalance appears. So, urban primacy and regional concentration of population, economic activities resulted from international trade (Richardson&Townroe,1986). Ideas, technology, capital for economic development are all generated in the core.” The endogenous growth literature has also discovered the cumulative process that regional specialization or knowledge spillovers among industries are the main sources of growth (Hansen,1995). One of the spatial results of this process on EC, is the large urban concentrations and high per capita incomes within the “Golden Triangle: Paris, Hamburg, Milan” (Balchin&Bull,1987).

Secondly, there is a tendency towards reducing interregional disparities. Because there is a relationship between core and its hinterland and the development in a certain area also influences surrounding areas by spread effects (Richardson,1973). Recent developments on EU studies, put out some evidence about this assumption. “Low cost advantages due to production and labor and infrastructural development seem to have helped lagging regions of EU grow at rates that were closer to the Union’s average over the 1980s” (Suarez Villa &Cuadrado Roura,1993). By 1985, Southern Europe (Portugal, Spain, Italy, Greece) was growing faster than the North (Germany, France, Belgium, Holland). Measured by means of an index based on the 1990 EC average (100) of per capita GDP, indicate increasing of Southern Europe except Greece, while decreasing of North except Luxembourg (Suarez Villa&Cuadrado Roura,1993). Though after more than ten years of regional development programme, there were still disparities between the member states, both by unemployment rate and per capita income.

Depend on a number of studies, the market oriented form of integration between the regions of Europe has a distinctive center-periphery character and the city regions of Europe are divided into the three categories: central, semi-central and peripheral Europe (Wiberg,1993). The cities of Paris, London, Hamburg, München, Milan and Geneve form the key nodes with the best options. On the other hand, the rise of several regions outside the traditional heartland of the EU indicates that there is no rigid geographic determinism in the core-periphery pattern (Molle&Boeckhout,1995).

2. Regional Policies For More Equality in Europe

European Union has had to devote great effort to trying to moderate regional differences through new funds or other support in order to reach a comparable level of economic development in as many parts of EU as possible. ERDF (European Regional Development Fund) as the main agent of the EC’s regional policy, oriented funds in order to assist less-favoured regions especially on infrastructure and investment incentives (Nordstrom,1997; Alden,1997).

The European Commission also has a central part to play in shaping Europe of multiple cores, rather than a concentrated European triangle. In order to reinforce economic and social cohesion, the EC has defined priority areas by means of five development Objectives for the 1994-99 programming period (Pompili,1994; Alden,1997). According to Pompili (1994)s’ findings, the most Objective 1 regions failed to use the growth years since 1984 as an opportunity to reduce their gap with the core of the Community. Europe 2000+ (Cooperation for European Territorial Development) as EU’s recent

policy document on regional development, has stressed that restoring spatial balance requires the implementation in four particular areas. These cover: a) the development of cross-border cooperation; b) the reduced isolation of peripheral regions; c) ensuring the balanced development of the urban system; d) the preservation of rural areas (Alden, 1997).

The process of integration is mostly considered a tool of regional policy to solve the problem of peripherality. But on the other hand, there was a risk that Single European Market would be of most benefit to those regions best placed to attract capital and human resources (Alden, 1997; Dinç&Haynes, 1998).

In order to increase equality, there is a need to decentralize high-wage, high productivity jobs (Perrons, 1992). The inversion dynamic may result in some labor migration from the core to the peripheral regions. For example, Southern Europe have attracted some skilled labor migration from the older industrial areas (Suarez Villa&Cuadrado Roura, 1993). The extent of peripherality can also be altered through the exploitation of new resources. Innovative milieux exist in lagging regions, but they are both rare and not fully developed, due to the specifics of the general economic environment. Whenever innovative milieux are found in lagging regions, they are located in regions that generally displayed a good relative performance in recent years (Camagni, 1995). Meanwhile, many peripheral areas have demonstrated considerable economic dynamism.

The new European regional dynamic presents differences in performance and a new map of regional growth. The new growth areas are found in Southern Germany linking up with the Northern Italian regions, and with dynamic areas in Southern France and Mediterranean Spain. The inequalities that characterize the geography of contemporary Europe are reflections not just of the development of regional economics but also the dynamics of systems of cities and metropolises and in powerful processes of metropolitan polarization. Large cities are major concentrations of highly qualified people, large-scale manufacturing plants losing their primary role as agents of economic development. Polarization of high-level activities in well-resourced nodes with high levels of connectivity, have caused the certain centers in the spatial and economic system of the world to be stronger (Murray, 1992; Dunford & Kafkalas, 1992).

Policies designed to improve regional 'balance' would serve an efficiency goal in seeking to redistribute urban growth. Governments, usually have tried to slowdown the growth of large cities, to decentralize growth, to promote the growth of secondary (medium-size) cities (Richardson & Townroe, 1986). The most effective strategy for slowing the growth of a metropolitan core area in an economy is often the promotion of major secondary cities in the core region.

3.Regional Disparities Related to Regional Centers and Urbanization Process in Turkey

Regional planning and development in Turkey was a new field at the beginning of 1960s when the First National Development Plan was issued and based mainly on sector studies without spatial development methods. During the planning period in Turkey, two major goals are 'maximizing national income' on the one hand, and 'reducing interregional

imbalance' on the other. But no more progress has been made other than the affirmation of the existence of interregional disparities in Development Plan made up to the present.

The main regional development problems of Turkey can be classified under two main headings:

1. Agglomeration issues in metropolitan areas
2. Regional disparities

For the initial period, the problems were considered from a number of points view (Atalýk,1990):

- (1) Regions of potential development ,
- (2) Backward regions,
- (3) Metropolitan areas.

The backward regions have a high priority in order to promote equality of benefit from the distribution of public services. There are a number of classifications for the regions in Turkey as follows:

- (1) Programming Regions (8 regions)
- (2) Geographical Regions (7 regions)
- (3) Functional Regions (16 regions)

Programming regions were defined in terms of certain criteria with respect to homogeneity and simple agrarian economy for development planning purpose in 1960s. A simple geographical regions are reflection of geographical conditions and this distinction is used getting aggregated data by State Statistical Institute. In 1982, State Planning Organization made an investigation named as "The Hierarchy of Urban Settlements in Turkey" for defining 'functional regions'. 16 regions have been derived from a comprehensive analysis in terms of central place theory and the interactions of the centers. This definition of the 'nodal regions' depends on the idea of 'growth center' as well.

At the beginning of planning period, most of the public investments was located outside Marmara region and priority was given to less developed eastern regions. In the Second Development Plan (1968-72), it is assumed that urbanization can be used to stimulate industrialization and development. In the Third Development Plan (1973-77), definition of "Priority Provinces for Development" has taken place and it is necessary to give precedence these provinces with directing industrial investments towards them in order to avoid interregional disparities in the long term.

Metropolitan areas have occurred three centers in Turkey, while there is only one in many nations. Not only metropolitan areas have occurred in west part of the country but also most of the regional centers in the west. In the 4th Development Plan (1979-83), it is assumed that development in lagging regions will initiate in a certain number of cities with major projects. This goal is expressed in the 3th Development Plan by proposing that cities with a population of 100.000- 500.000 act as alternative metropolises, to promote development in their respective regions and in the 5th Development Plan, by suggesting that industrial investments in cities with populations of 50.000-500.000 should be promoted. In 1970-75, spread effects of metropolitan cities have occurred and environs of these centers have met immigration. After that in 1980s, Turkey has met

new economic policies as liberalization and it is emphasized that large cities and metropolitan areas will maintenance their effects on national development.

All changes in the world are reflecting to Turkey as well. In economic terms, the EC has already emerged as a center of gravity for Turkey. There is an evident that the EC routinely absorbs around 50 % of Turkish exports, well ahead of any other groups of countries (Forum Europe,1993). These changes in the world are also reflected to the Seventh Five Year Development Plan (1996-2000) of Turkey. Firstly, 'Integration with the world' is a major title of the plan. Related with European integration policies, the main titles are 'the development of human resources', 'structural change projects in infrastructure services', 'establishing regional balance' and 'preservation and improvement of the environment' (SPO,1997).

Although there is a sectoral transformation particularly in 1980s, agriculture is still the dominant, but its weight decreases steadily. The growth in the share of industry was larger than that of the services before 1950, but lower after 1950 (ILO &SSI,1995). Sectoral distributions of GNP in 1995 and 1996 show that, agriculture and services are increasing while growth rate of industry is declining. Particularly, trade and transportation&telecommunication sub-sectors have the highest growth rate in 1996. According to the comparative advantages and the sectoral structure, Turkey can be included in the Southern European country groups and has comparative advantages in the labor intensive sectors. Thus, employment is one of the main indicators of development.

After 1980, especially development in centers which have intensive foreign trade relations, show that the cities achieve new functions as international connection points. The centers which connect to the world system and develop on international tourism sector, are the most attractive areas. The role of metropolitan cities (especially Ýstanbul), have increased to constitute and control total capital with respect to increasing international relations and receipts of foreign trade, as the world examples. But there is a dilemma and discussion that new economic process doesn't provide the reasonable conditions for the regions which have restrictly economic activities. Thus, disparities between core and periphery still exist in Turkey.

4. Centers of Functional Regions and Their Performance in Turkey Related to the Concept of Core-Periphery

4.1. The Framework and the Method of the Research

The aim of this research is to examine if there is a transformation on core-periphery relations, functions of primate city and performance of regional centers in Turkey, especially since 1980s. The framework of the research especially based on the 16 functional regions and their centers, and the study of development level of provinces which is concluded by State Planning Organization (1996). Thus, 25 provinces of 75 are examined.

Urbanization rate, population increase, migration rate, sectoral employment, public and private investments are the main determinants in order to evaluate performance of regional centers and developed provinces in 1980s and 1990s. It is seeked if new

regional centers are occurred as secondary cities in core regions or relatively peripheral regions. This question may be responded to provide more balanced development on urban hierarchy and spatial organization all over the country.

Firstly, location quotient is used in order to define specialization of provinces and centers. Secondly, structural profiles of clusters (Pompili,1994) as centers of functional regions, provinces of first development level and provinces of second development level are constituted in order to compare their performances.

4.2. Disparities Among the Geographical Regions

58 different variables were used in the context of the research by State Planning Organization on socio-economic development. In this paper, we use only 7 of them for making comparison among the geographical regions. Almost for all variables, there is an obvious disparity between the western and eastern regions. Especially Black Sea and Eastern Anatolia take place below the average value. Immigration rates show the flow from the east to the west. In addition to this, urban growth rate is also higher than national average, in Marmara and Central Anatolia Regions (Table 1). On the other hand, Marmara is obviously the focus of an economic dynamism in the country, according to the share of GDP.

Table 1. Indicators of Socio-Economic Development With Respect to Geographical Regions in Turkey.

Regions	Population (%)	The Rate of Urbaniz.	The Growth of Population	Density	Immigration	Share of GDP	GDP Per capita
Marmara	24.76	76.25	23.60	183	28.83	36.01	49117600
Aegean	13.55	57.00	21.10	84	13.03	15.31	37720451
Mediterr.	12.70	57.46	24.99	79	9.64	12.17	32100018
C. Anatolia	17.18	64.53	9.92	53	-31.82	17.15	33044157
Black Sea	13.35	40.20	0.19	70	-64.34	9.75	23859744
E. Anatolia	8.92	42.57	4.58	37	-90.92	4.19	15394170
S.E.Anatolia	9.54	55.65	32.62	68	-38.37	5.40	19072303
Turkey	100.00	59.01	21.71	73	0.00	100.00	33313730

Source: DPT (SPO), 1996

Sectoral distribution of employment, particularly in industry and trade concentrate on Marmara Region. Although a main objective is “reducing interregional disparities” in 7.Five Year Development Plan, Marmara Region as the most developed region takes largest proportion (40-49 %) of investment incentives in1995-1996, while four regions in the eastern part just take totally 17.6 % of incentives (ITO,1997).

4.3. Ranked Categories of Provinces in Respect of Development Level

At province level, with respect to the research by State Planning Organization, there are 5 categories showing differences of development levels (Table 2). The first five provinces can be called as development centers of the country. But there is a number of differences also in the same group due to the index value. The contribution of Istanbul mostly affects these high values in the group (Gezici&Atalýk,1997). Ankara is also the capital of Turkey and Ýzmir is on the third rank of socio-economic development value. In 1990, 38 % of urban population in Turkey has lived in Istanbul, Ýzmir ve Ankara metropolitan

areas. The other two provinces are also affected from Istanbul Metropolitan Area for their development as industrial centers.

Table 2. Ranked Categories of Provinces in Respect of Development Level

1.Category	2.Category	3.Category	4.Category	5.Category
Ýstanbul	Eskişehir	Bilecik	Kastamonu	Tunceli
Ankara	Antalya	Edirne	Çorum	Adýyaman
Ýzmir	Tekirdağ	Zonguldak	Giresun	Kars
Kocaeli	Adana	Çanakkale	Artvin	Gümüşhane
Bursa	Ýçel	Isparta	Erzincan	Bayburt
	Muğla	Manisa	Sývas	Batman
	Aydın	Uşak	Aksaray	Mardin
	Balıkesir	Konya	K.maraş	Van
	Kırklareli	Gaziantep	Bartın	Siirt
	Kayseri	Hatay	Tokat	Iğdır
	Denizli	Sakarya	Çankırı	Hakkari
		Bolu	Sinop	Bitlis
		Burdur	Ordu	Ardahan
		Kırıkkale	Erzurum	Bingöl
		Kütahya	Diyarbakır	Ağrı
		Nevşehir	Yozgat	Pınar
		Elazığ	Van	Muş
		Trabzon		
		Samsun		
		Kırşehir		
		Rize		
		Malatya		
		Amasya		
		Karaman		
		Afyon		
		Niğde		

Source: DPT (SPO),1996

In 1970s, industrial investments began to expand outside of the metropolitan centers increasingly. The location of the industrial establishments results from difficulties to establish industrial activities in metropolitan areas due to the problems of extending on limited and expensive lands, and taking away of the incentives on industry in these central areas. During this process, outside the metropolitan cities, but medium-size cities in environs have a chance to progress. Thus, the provinces which have high increase in industrial employment, are located in Thrace sub-region and Central Anatolia. Bursa has also its own high dynamics for development. At the beginning of 1970s, Kocaeli developed as an expanding towards east of Istanbul Metropolitan Area. After that, the west direction of Istanbul became more attractive for the industry and supporting new industrial areas stimulated development towards the provinces of Thrace which are included in second development level.

The research of ITU (Erkut, et.al.1995) is concluded that most of textile industries which are located in CBD of Istanbul have a transformation from production to management functions, and establish their production units from Istanbul towards especially adjacent provinces where they could find mainly expanding possibilities and cheaper lands. Though, especially Istanbul has a dominant role on service sector and international trade in Turkey, most of the big industrial establishments are the members of Istanbul Chamber of Industry and they are located in expanding hinterland of Istanbul.

4.4. Development Level of Provinces Related to Geographical Regions

It is interesting that the provinces of the second group are mainly located in Aegean and Mediterranean coast, while 17 provinces of the fifth group are all in the Eastern and Southeast Anatolia. Although the main economic activities are agriculture and particularly animal husbandry, there is a low productivity in this sector and a major hidden unemployment. For these conditions, eastern part of the country has still periphery characteristics.

4.5. Centers of Functional Regions Related to Geographical Regions

Evaluation of the centers of functional regions related to their geographical position and their hinterland, puts forward different size of hinterland, but relatively more balanced distribution all over the country. It is obvious that Marmara and Aegean regions have the least regional centers. Because, Istanbul and Ýzmir metropolitan centers have the largest hinterland including 10 cities each.

The centers which have value over the national average on all variables, are respectively Istanbul, Ýzmir, Bursa, Ankara, Adana, Eskişehir and Gaziantep which is only one located in Southeast Anatolia (Table 3).

4.6. Centers of Functional Regions Related to Development Level

When we compare these groups with 16 functional regions, the centers of the regions are included in different groups:

- (1) Four centers are in the group of first development level and all in the west.
- (2) Three centers are in the group of second development level.
- (3) Six centers are in the group of third level.
- (4) Three centers are in the group of fourth level.

According to this comparison, though there are no centers in the fifth level, half of the centers have still the characteristics of lagging regions (Gezici&Atalýk,1997). However depending on the functional regions, it is emphasized that sub-regions and regional centers will be defined especially in an area with its center as Istanbul and Ýzmir, in order to prevent over-urbanization of the population in developed regions. It suggests to be reducing agglomeration issues in metropolitan areas by way of directing the investments to the medium-size cities (50.000-500.000 population).

Though there is a discussion on migration to the metropolitan cities turns towards medium size cities, Istanbul, Ankara and Ýzmir are still on top of the list of urbanization rate in 1990 (Table 3). Most of the provinces which have urbanization rate over 0.50, are industrial centers, and only four centers of functional regions are below this rate.

4.7. Location of Manufacturing Activities as Locomotive Sectors and Structural Performance of Clusters

Seven sectors which are seen in Table 4 considered as the main locomotive and high growth potential sectors of Turkey with respect to competitiveness, are tested in order to achieve location quotient of centers and their specialization. The provinces which have the value of location quotient over 1.00 in more than four sectors are only Tekirdağ and Istanbul. Tekirdağ has 4.74 value in food products, 4.39 in textile, 3.35 in glass and cement, 3.01 in chemical products, 1.83 in wearing apparel, 1.45 in motor vehicles, 1.21 in leather products, while Istanbul has values between 1.02 and 1.67 of location quotient in different sectors. The other dominant points for the main sectors are as follows (location quotient over 1.50):

- Manufacture of textile: Denizli 4.39, Bursa 2.91, Gaziantep 2.36. Except of Denizli two provinces are centers of functional regions as well.
- Manufacture of motor vehicles: Konya 2.4, Malatya 2.4, Bursa 2.28, İzmir 1.55. All provinces are centers of functional regions.
- Manufacture of chemical products: Aydın 2.08, Gaziantep 1.68, Kocaeli 1.53. Gaziantep is the only center of functional regions.
- Manufacture of glass-cement: Çel 1.83
- Manufacture of leather products: Konya 1.85, İzmir 1.81, Gaziantep 1.54, Trabzon 1.51. All provinces are centers of functional regions.

When we compare the structural profiles of clusters as centers of functional regions, provinces of first development level and second development level, we obtain the findings as follows (Figure 1):

- Centers of functional regions: low population increase, low share of industry, high share of private investments in total in investments and medium level of the other indicators.
- Provinces of first development level: high urbanization and migration rate, high share of private investments in total in investments, low share of agriculture, medium level of the other indicators.
- Provinces of second development level: low population increase, low share of industry, highest share of private investments in total in investments and medium level of the other indicators.

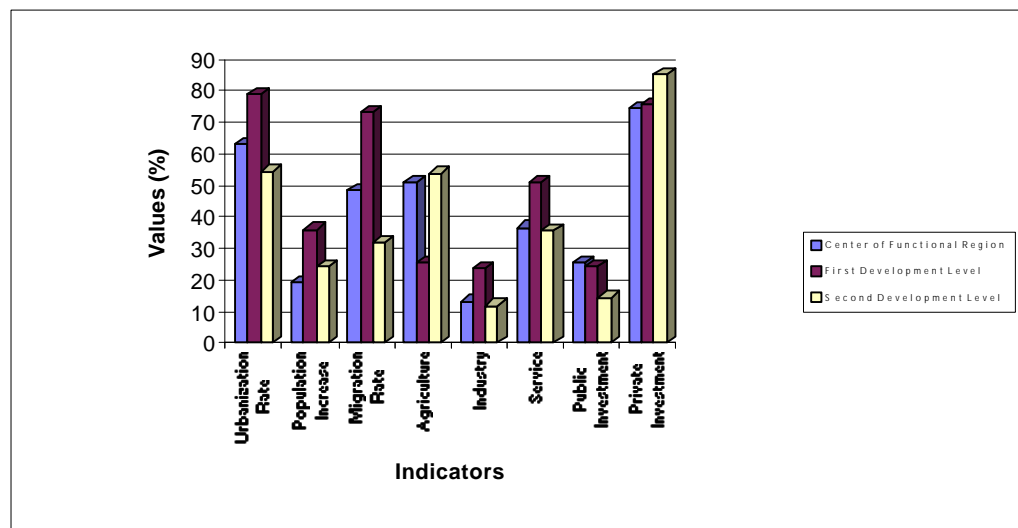


Figure 1- Structural Profiles of Clusters (1990)

Agriculture is still the main economic activity in the average of the clusters, though there is a real transformation and increase in industry but especially service sectors. The provinces of first development level have a considerable share of service sector. There is another considerable finding that centers of functional regions and the provinces of second development level put forward similar characteristics and performance.

4.8. The Main Findings of Research Related to the Main Indicators

The provinces which have net immigration ratio, are mostly located in coastal areas. We can mention about three kinds of group:

1. Environs of Istanbul and attractive areas for industrial expanding,
2. Mediterranean coast and attractive areas for tourism activities,
3. Certain provinces of Southeast Anatolia.

Large cities which have high population growth are Antalya, Ýçel, Gaziantep and Diyarbakýr. Aspects of Southeast Anatolian Project cause increase of population growth especially in three cities of the region, while Antalya has developed on tourism and Ýçel has developed on trade, since 1980s (Eraydýn,1992; Gezici&Atalýk,1997). Kayseri, Antalya, Muðla, Ýçel, Ankara, Ýzmir have the highest increase in service sector from 1980 to 1990 (Table 3). The reason of this process is mainly depend on development of metropolitan functions and tourism activities.

On the other hand, Erzurum, Elazýð, Malatya, Samsun, Sivas and Trabzon which are located Eastern Anatolia and Black Sea as centers of their functional regions have the values below the national average on all variables (Table 3). Although development plans imply investments priority in the medium-size cities which are located in less developed regions, the recent findings show that these policies are not strictly applied, and centers of regions could not be used as a tool in order to direct investments.

The provinces which are not centers of functional regions like Kocaeli, Tekirdað, Denizli and Ýçel have higher values than the lagging centers of functional regions, by their industrial performance and dominance (Table 3). On the other hand, similar findings can be seen in Antalya, Muðla and Aydýn which are located in coastal areas as tourism centers. It is noticed that these provinces are all located west of Turkey. Depending on the functional regions, it is emphasized that sub-regions and regional centers will be defined especially in developed regions like Istanbul in order to prevent over-urbanization of the metropolitan cities.

As a result of this study, the metropolitan cities which the population and economic activities are concentrated in, play a stimulus role for the regional development. In respect of the all indicators Istanbul keeps on its dominant function in the national urban system. Istanbul which is home to the new developments, particularly service sector, big companies and multinational establishments, does still enjoy a tremendous advantage regionally. The attraction of Istanbul as a business center is re-enforced by its level of infrastructural development. On the other hand, Istanbul has cause the development of adjacent provinces such as Kocaeli, Bursa and Tekirdað, especially by the policies on decentralization of industry as a meaning of spread effects (Gezci&Atalýk,1997). Thus, it

is appeared sub-centers in region of Istanbul (core region) as a success of policy which is mentioned above. Though the centers which are located in Southeast Anatolia fill with hope, while the others in eastern part of country do not have sufficient performance in order to stimulate development in their regions.

5. Concluding Remarks:

In European Union, a system of redistribution is also required to divide benefits in a manner acceptable to different parts of Union. In many countries, interregional differences in the rate of expansion of the cities have emerged. This has led to concern with the dominance or primacy of one or a few major cities. In addition to, new ideas, technology, capital, skilled labor for economic development are all generated in the core or larger cities. The European Commission also has a central part to play in shaping Europe of multiple cores, rather than a concentrated European triangle. The rise of several regions outside the traditional heartland of the EU indicates that there is no rigid geographic determinism in the core-periphery pattern.

In Turkey, though development plans imply investments priority in the medium-size cities which are located in less developed regions, the recent findings show that these policies are not strictly applied, and centers of regions could not be used effectively as a tool in order to direct investments. The most important result of this analysis is disparities between the eastern/lagging and western/developed regions of Turkey are still exist. Marmara Region is obviously the focus of an economic dynamism in the country. Half of the provinces which are considered as stimulus growth centers in their functional regions, have still the characteristics of lagging regions.

Depending on the functional regions, it is emphasized that sub-regions and regional centers will be defined especially in developed regions like Istanbul with respect to all indicators. As a conclusion, we can mention about three kinds of population dynamic areas in Turkey, except metropolitan areas: Environs of Istanbul and attractive areas for industrial expanding, Mediterranean coast and attractive areas for tourism activities and certain provinces of Southeast Anatolia.

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Table 3. Main Indicators Used For Structural Profiles of Provinces and Clusters

PROVINCE	A	B (1980)	B(1990)	C (1980)	C (1990)	D (1990)	E(1985)%	E(1990)%	F(1985)%	F(1990)%	G(1985)%	G(1990)%	H(1991)%	H(1997)%	I (1991) %	I (1997) %
ADANA	2	56.73	69.79	36.08	22.86	16	52.9	49.3	14.2	14.7	32.8	36	0.602	2.246	4.236	4.95
ANKARA	1	78.43	87.64	19.82	21.28	25	26.4	18.1	13.1	14.2	60.5	67.7	6.339	10.391	9.775	5.48
ANTALYA	2	37.51	53.19	22.41	47.88	90	69.7	56.9	5.3	6.3	25	36.8	0.496	1.906	1.336	3.135
AYDIN	2	37.6	46.64	13.51	20.78	27	66.9	62.6	8.2	7.8	24.9	29.6	0.099	0.357	0.418	1.016
BALIKESIR	2	40.36	48.16	15.58	13.39	5	65.8	61.1	8.2	9.1	26	29.8	0.351	0.607	0.433	1.094
BURSA	1	55.46	72.22	35.51	38.26	62	47.9	40	21.6	25.5	30.5	34.5	1.041	2.844	4.528	10.83
DENIZLI	2	34.13	44.99	14.58	23.55	15	61.8	58.4	12.8	14.2	25.4	27.4	0.152	0.343	0.461	1.714
DIYARBAKIR	4	48.1	54.85	35.61	31.7	-35	71.3	68.9	2.8	3.4	25.9	27.7	0.533	1.179	5.548	1.154
ELAZIG	3	42.43	54.75	10.66	5.91	-46	67.4	63.4	6.07	6.8	26.53	29.8	0.262	0.192	0.582	0.301
ERZURUM	4	35.57	47.2	14.25	-1.87	-113	72.3	69.9	3.4	4.1	24.3	26	0.186	0.668	0.262	0.38
ESKISEHIR	2	63.24	74.48	18.77	14.11	11	48	42.7	17.04	17.7	34.96	39.6	0.505	0.805	0.755	1.062
G.ANTEP	3	63.4	71.99	24.37	33.13	0	52.9	50.1	13.87	16.1	33.23	33.8	0.276	0.989	1.257	2.782
IÇEL	2	50.31	62.14	33.21	40.63	68	61.5	55	8.79	8.8	29.71	36.2	0.619	1	2.272	1.198
ISTANBUL	1	61.36	92.4	38.86	44.78	108	5.2	5.1	34.8	34	59.9	60.9	9.278	10.498	16.897	18.941
IZMIR	1	53.58	79.22	33.25	30.14	64	35.5	32.2	19.78	20.2	44.72	47.6	4.097	5.606	7.693	7.423
KAYSERİ	2	48.86	64.03	27.97	17.59	-19	53.8	45.2	14.48	18.6	31.72	54.8	0.243	0.577	0.917	1.945
KIRKLARELİ	2	41.94	48.31	10.88	8.19	-21	56.8	53.5	7.36	10	35.84	36.5	0.063	0.108	0.141	1.6
KOCAELİ	1	53.28	62.23	44.54	46.42	108	34.5	32.6	24.16	23.8	41.34	43.6	0.634	1.113	3.432	2.072
KONYA	3	43.06	55.03	18.73	22.97	-17	68.8	63.2	8.52	10.1	22.68	26.7	0.66	0.788	1.96	1.719
MALATYA	3	39.8	54.01	10.98	10.6	-54	69.6	63.9	5.81	7	24.59	29.1	0.581	0.323	2.196	0.688
MUGLA	2	22.9	33.12	17.82	29.23	33	69.2	60.6	7.32	7.7	23.48	31.7	1.337	1.431	0.541	2.125
SAMSUN	3	34.24	45.35	21.28	8.77	-29	72.7	70.2	6.49	6.8	20.81	23	0.351	0.668	0.214	0.286
SIVAS	4	36.42	49.77	2.26	-1.23	-106	74.3	69.1	4.81	6	20.89	24.9	0.456	1.465	0.292	1.133
TEKIRDAG	2	46.37	55.23	23.98	30.4	47	53.6	47.3	12.36	16.8	34.04	35.9	0.975	0.408	2.316	5.792
TRABZON	3	25.52	38.15	3.32	2.44	-68	70.7	68.8	6.36	6.4	22.94	24.8	0.256	0.44	0.207	0.235

A: Level of Development, B: Urbanization Rate, C: Population Increase, D:Migration Rate, E: Agriculture Employment, F: Industrial Employment
G: Service Employment, H:Public Investment, I: Private Investment

Table 4- Location Quotients of Manufacturing Activities as Locomotive Sectors with respect to Provinces

NAME OF PROVINCE	A	15#	15(Q)	17#	17(Q)	18#	18(Q)	19#	19(Q)	24#	24(Q)	26#	26(Q)	34#	34(Q)
ADANA	2	2809	1.24	646	0.43	1963	0.85	640	0.73	151	0.85	858	1.27	555	1.41
ANKARA	1	3465	0.62	987	0.26	3130	0.55	951	0.44	403	0.09	1450	0.87	704	0.76
ANTALYA	2	1126	1.16	294	0.45	676	0.69	16	0.04	21	0.27	395	1.37	50	0.31
AYDIN	2	1186	1.17	325	0.48	794	0.77	146	0.37	71	2.08	409	1.35	91	0.54
BALIKESIR	2	1850	0.28	267	0.06	735	0.11	285	0.11	117	0.23	403	0.21	79	0.07
BURSA	1	2771	0.65	8263	2.91	1825	0.42	1132	0.69	196	0.58	854	0.67	1618	2.28
DENIZLI	2	1338	0.86	4551	4.39	778	0.49	701	1.17	65	0.53	224	0.48	167	0.64
DIYARBAKIR	4	1362	2.77	73	0.22	647	1.29	41	0.21	11	0.28	115	0.78	16	0.19
ELAZIG	3	663	2.25	32	0.16	210	0.7	6	0.05	13	0.56	88	1	63	1.28
ERZURUM	4	838	2.33	17	0.07	296	0.81	23	0.16	29	1.03	28	0.26	22	0.36
ESKISEHIR	2	716	0.94	136	0.26	459	0.59	61	0.2	64	1.07	232	1.02	114	0.9
G.ANTEP	3	4148	1.69	3868	2.36	1347	0.54	1455	1.54	324	1.68	528	0.72	220	0.53
IÇEL	2	2211	1.43	258	0.25	1163	0.74	42	0.07	45	0.37	846	1.83	109	0.42
ISTANBUL	1	10783	0.47	18328	1.22	38120	1.67	11751	1.35	2396	1.35	6207	0.92	3837	1.02
IZMIR	1	4827	0.81	1473	0.37	6633	1.09	4116	1.81	639	1.37	1704	0.96	1539	1.55
KAYSERİ	2	829	0.77	464	0.65	548	0.5	123	0.3	71	0.84	318	0.99	143	0.8
KIRKLARELİ	2	432	2.17	18	0.13	144	0.71	9	0.11	1	0.06	53	0.89	19	0.57
KOCAELİ	1	1454	0.14	308	0.47	537	0.53	54	0.14	118	1.53	402	1.37	133	0.8
KONYA	3	1888	0.87	592	0.41	1247	0.57	1513	1.85	166	0.98	423	0.65	863	2.4
MALATYA	3	919	2.02	117	0.38	408	0.88	231	1.32	37	1.03	60	0.65	28	2.4
MUGLA	2	526	1.35	82	0.03	267	0.67	23	0.15	2	0.06	166	1.42	21	0.32
SAMSUN	3	1810	1.51	458	0.57	904	0.74	151	0.32	128	1.36	273	0.76	256	1.28
SIVAS	4	537	2.01	16	0.09	222	0.82	10	0.09	16	0.76	71	0.89	12	0.27
TEKIRDAG	2	765	4.74	54	0.5	300	1.83	75	1.21	38	3.01	161	3.35	39	1.45
TRABZON	3	889	1.34	267	0.6	559	0.83	387	1.51	38	0.73	264	1.33	75	0.67

Province: F.R.C; 15: Manufacture of food products&beverages; 17: Manufacture of textiles; 18: Manufacture of wearing apparel; 19: Tanning&Dressing of Leather; 24: Manufacture of Chemical&Chemical Products; 26: Manufacture of Glass&Cement; 34: Manufacture of Motor Vehicles