

sultative and executive royal council, consilium regis, into a representative and sanctioning body as well - the council of the realm, consilium regni.

SWEDEN - A COUNTRY IN TRANSFORMATION

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The most characteristic feature of Sweden to-day is change. Until now, the Swedish experience of the consequences of high development - the country entering the post-industrial stage - has been unique in Europe as an example of full urbanization in a thinly populated, vast territory.

During the post-war period, urbanization changed from a pattern of local concentration to one of nationwide migration, centred mainly on the Stockholm area, but also to some extent on Göteborg and Malmö. For a normal year, the net gain of the migration as regards Stockholm has been well over 20,000 people, and this caused radical changes in the population pattern. The fact that the movement has been selective as to age structure and level of education has caused far more social change than the numbers would indicate. On the one hand, vast areas of the country are being depopulated, left with an aged population with less than average

income, gradually losing their local infra-structure; on the other hand, there are coming into being large suburbs of artificial technical as well as demographic structure around the big cities, with a constant shortage of service facilities. The serious imbalance caused by the extreme rapidity of urbanization has been identified at last as the greatest political question of the 1970s. In 1972/73 a new programme of regional politics was decided upon by the parliament.

It is certainly important to understand the causes of this development which is parallel to a growth of economy and of standard of living, which few have as yet seriously questioned.

Four single factors may be pointed out which directly influence the pattern of population:

1. A change in employment between the sectors of economy which is characteristic for industrialisation (diminishing numbers of employed in agriculture, first rapidly growing numbers in manufacturing industry, in our days stagnation in industrial employment and rapid growth of the service sector) automatically causes relocation of the working force as the sectors of economy have characteristically different patterns of location. Also within the manufacturing industry there are great

changes in employment between its branches. Old branches decline, new ones expand. Generally, the declining branches were spread in a great number of places, the modern large expanding industries are typically big city-enterprises.

2. Scale economy is a fundamental factor of change in industrialising countries. The growth of capacity of the single producing unit causes more or less dramatic reduction in the number of units, reducing the number of places of location.

3. Technological change causes changes in location conditions of whole branches of production.

4. The grouping of companies in large ownership and managerial systems are followed by restructuring, mostly by creating big central offices, research laboratories, etc. in big cities.

For each of these factors very illustrative examples can be given from all sectors of economic life. Scale economy is a main factor of change in all sectors of social life, administration and organisation as well.

The sum of change shows two common trends dominating the scene: a move from north to south and a move from small places to big cities, both involving long distance moves of population.

The most obvious effects on daily life that

the changes in the service sector cause are mainly a result of scale economy. Distances to school, to medical care, to shops, to cultural events grow. The cost of public welfare is rising rapidly per head of population. The Swedish network of railways, roads and television stations may be taken as examples of the efforts made to overcome distance and to cover space. Life in the thinly populated areas in large parts of Sweden with an elderly population of some thousand people in territories of thousands of square kilometers, has to be heavily subsidized. Approximately half of the local expenditure has in many districts to be covered by tax transfers from other parts of the country.

The regional change is most radically influenced by the development of transport facilities. Evolution has meant ever better and more effective transport for the big centres and an increased relative remoteness of small places. There is a growing geographical inequality between places of different size, heavily affecting their attractiveness to economic activity. The network of railways and airlines in a thinly populated country like Sweden can give daily connections back and forth to all important points of the country, as well as good connections abroad to only one centre.

This makes Stockholm more and more the centre of meetings and decisions in all sections of political, social and economic life.

The growing concentration of places to live and work in few parts of the country is counter-acted by the growing mobility of population; space is part of the natural wealth of the country. The spread of cars, the growing leisure time and the higher income makes second homes generally available and opens up the whole of the country for recreational purposes. To make use of all areas possible, planning must secure a network of service centres all over the country providing the basic facilities.

One can claim that the full development of a mobile society will prove possible only in countries of vast areas and small populations.