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SCANIANS, SCANIA AND SCANIALAND - ETHNIC PROBLEMS AND REGIONALISATION IN NORTHERN EUROPE

SUMMARY

Scania and Scania land have been subject to diverse fates. From being the original home of the Lombards (Langobards) via the core of the Danish realm to a province in the periphery of Sweden from 1658. During the eighteenth century Scania was Swedenized, which however did not entirely result in its being incorporated in the new state. Although the masters have changed, the region has kept its identity especially in the case of language and culture. Sweden's membership in the European Union during the 1990s has brought new possibilities for the old contested region. Scania is from the 1st of January 1997 once again one single administrative province and a part of the Oeresund Region (Denmark - Sweden) and of the region Pomerani (with territories in northern Germany and Poland). Fixed links to Denmark increase the growth potential. The fixed link between Copenhagen (Denmark) and Malmö (Sweden), to be completed in the year 2000, and possibly a railway tunnel under the Sound between Helsingborg and Helsingør in the beginning of the 21st century bring added prospects for Scania/Scania land. It will be part of a region, which can measure up to the foremost in Europe, the United States and Japan.

KEY WORDS: Scania, Scania land, ethnicity, regionalisation, Sweden, Denmark

1. Introduction

It seems reasonable to start with a few facts concerning Scania (Skåne)/Scania land (Skåneland).¹ The territory is 19,725 square km and the main regional city is Malmö. The population is almost 1,5 million inhabitants. The

Swedish language is spoken and the Scanian language (skånska)/dialect is not much in use.

About 40% of the agricultural produce of Sweden comes from Scania which makes it one of the most important crop producing areas in Scandinavia. Thus open cultivated plains in the south dominate but wooded hills exist along the northern borders.

The RTD index (Research, Technology and Development index) illustrates the need for additional activity in the RTD field in Scania. While the RTD index for Stockholm is 418 and the index for the region surrounding Stockholm is 182, the RTD index for Scania is only 80.

Scanian history, language and culture do not enjoy official recognition. As a result, Sweden does not consider itself obliged to provide protection for the Scanian culture. It should be noted here that Sweden has neither ratified the UN/ILO Convention No. 169² nor signed the Council of Europe's Charter on National and Regional Languages of 1992.³

The Scanian people name appears in an old handwritten Scanian law book in a marginal comment as Skanunga. For more on the origin of the names Scania and Scandinavia see section 2.

After the Iron Age the meaning of "land" (as in Scania) developed into "landskap" (which derives from the English "landscape" and basically means something entirely different). Lands (or "länder") existed in other parts of Scandinavia: Jutland (Jylland), Zealand (Själland), Småland (north of Scania), West Gothialand (Västergötland) among others.

The remnant original meaning of the word "land" still prevails in the official name of a number of Swedish regions, for example Land of the Svear (Svealand), Land of the Götar (Götaland), the Land of Gutar (the Baltic Sea island Gotland), Jämtland (in northern Sweden). But the designation Sca-

1 Scania is a Swedish province (Skåne) and an administrative division. ScaniaLand comprises all former Danish territory on the Scandinavian peninsula (Scania, Halland and Blekinge, now Swedish administrative divisions) and the island of Bornholm, which is still Danish territory.

2 The UN/ILO (International Labour Organization) Convention No. 169, Indigenous and Tribal Peoples Convention, of 1989 has not been ratified by Sweden.

3 Charter on National and Regional Languages of the European Council of 1992 has not been ratified by Sweden. To add to confusion there is also a Council of Europe Framework Convention for the Protection of National Minorities of 1994.

nialand has not been permitted by the Stockholm government. It is officially referred to as Southern land of the Götar ("Södra Götaland") or Scania.

2. Scanian Langobards?

The Langobards/Lombards,⁴ who for several centuries ruled large parts of Italy, enter history around 5 A.D. when they are encountered by the Roman emperor Tiberius on one of his expeditions on the river Elbe in Germany not far from the present day city of Lueneburg south of Hamburg. But the original home of the Langobards/Lombards, according to their own historians, was in Scandinavia.

The oldest source of the migration is the Frankish s.c. *Fredegar Chronicle*, written around 640 A.D. Here is claimed that before the Langobards crossed the Danube they had once migrated from Scathanavia between the Danube and the Ocean Sea.

More detailed is *Origo gentis Langobardorum*, an appendix to the Lombardic Laws (Edictum Rotharis) from 670 A.D.: "Est insula qui dicitur Scadanan, quod interpretetur excidia, in partibus aquilonis, ubi multae gentes habitant."⁵

The Lombardic historian Paulus Diaconus in his *Historia langobardorum* from 780 A.D. wrote that the Lombards came from the island of Scadinavia. About this island he wrote among other things: "Haec igitur insula, sicut retulerunt nobis qui eam lustraverunt, non tam in mari est posita, quam marinis fluctibus propter planitiam marginum terras ambientibus circumfusa."⁶

Overpopulation seems to have caused the Langobards to migrate from Scadinavia. One third was chosen by casting lots. The migrators according to Paulus Diaconus were led by Ibor and Aio.

4 One trace of the Lombards in Italy remains in the name of the region Lombardy in the northern part of the country although recent regional movements of Northern Italy are basing their claims on the Celtic heritage in the area, not the Lombard heritage of Germanic origin.

5 *Monumenta Germaniae historica: Scriptores rerum Langobardicarum et Italicarum saec. VI-IX*, Hannover 1878, p. 2 f.

6 *Monumenta*, p. 48 and following.

The sources mentioned here all refer to Scandinavia as the original home of the Lombards. That it is regarded as an island was quite common at the time. During the Iron Age no outsiders had explored the Scandinavian peninsula. Paulus wrote that the coasts of Scandinavia were low. That fits well with Scania, Scadanan, and Scadinavia.

Old Swedish *scadhi* (New Swedish 'skada') meant injury. Scadinavia would then mean 'the island of injuries, of dangers'. The originally known part of the Scandinavian peninsula was the southwestern part of Scania. Here existed (and still exist) dangerous sandbanks (compare the name of the Scanian town of Skanoer, in which "-oer" means just 'sandbank'). Bit by bit, according to this theory, the name was extended to mean the whole Scandinavian peninsula.

3. Scania - The Pearl of "East Denmark"

The most southern provinces of Sweden - Scania, Halland, Blekinge and the island of Bornholm in the Baltic Sea close to Scania - were a part of Denmark since the beginning of the 9th century. The flat coastal land separated Scania from the forested highlands of Småland and Sweden.

The term *Terra Scania* - ScaniaLand - can probably be traced back to the 4th century as the Hellenic name for the region. The Scanian Law ("den Skaanske Lov") is the oldest in Scandinavia and was valid for all of ScaniaLand - and originally also for Zealand. There were three separate provincial laws in Denmark: Jutland, Zealand and ScaniaLand.

In church matters the Nordic Church in the year 1103 was organised as an independent Diocese in which the Bishopric of Lund played an important part. The Bishop of Lund later became leader (Primas) of the whole of the Nordic Church. At the same time ScaniaLand in its entirety became its own Diocese.

Almost all of the old maps of the Danish Kingdom described ScaniaLand as an entity with its own unique colourings and border markings. The old Danish Kingdom was also organised in three independent parts - Jutland, Zealand and the Lands of Scania ("Skaanelandene"). Every Land had its own legislative assembly (Ting) - in Viborg, Ringsted and Lund respectively.

The Scanian Legislative Assembly ("Skaanetinget") operated according to the Scanian Law and assembled of old near the City of Lund (Sanctus Libers Høj) and included all of ScaniaLand.

In 1068 the Scanian lands were described as the richest province of Denmark and its most densely populated part. It was also the cultural centre of the Kingdom with 300 churches, as many as in the rest of the Nordic countries combined.

The expression "Skaanelandene" (the Scanian Lands) were used by Danish regents to describe ScaniaLand. When Danish kings were referring to "my Scanian men" all inhabitants in ScaniaLand were included.

The modern term ScaniaLand was created by Professor Lauritz Weibull in the 1870s from the name Terra Scania - the name both referred to Scania, Halland, Blekinge and Bornholm. It is interesting to note that during the transition period to Swedish rule in ScaniaLand, the region was described by Stockholm as "a domestic but foreign land" or "the new from the Kingdom external provinces."

In a Swedish school book from 1698 the Kingdom of Sweden is described as a state consisting of several different nations. These nations are grouped around what is called Svecia Propria (Actual Sweden - i.e. the province of Svealand). Scania is described as a nation in Sweden.

3.1. The Language

Before the present Scandinavian countries were established, the Nordic region around the year 1000 - consisted of a number of smaller nations or peoples. The languages spoken by the inhabitants of these nations derived from a common Nordic language stock.

The record of the language of the Scanians can be traced back to the earliest part of history. The texts of the Scanian runes from the 10th and 11th century evidences the existence of a specific community language which, even at these early ages, differs from its linguistic neighbours both in regard to grammatical forms and vocabulary. The Scanian language greatly contributed to the development of the Danish language since Scania, and its metropolis

Lund, was the cultural centre of the Danish state until the turn of the 16th century and up to the time of the Swedish takeover in 1658.

The language used by the legal profession is often considered to be the first civil language (normative language). Scanian Law, in the 12th century transferred from runes, is the oldest of the provincial laws in the Danish realm.

The Danish Government, situated in Copenhagen and Roskilde, developed some kind of national Danish language but parallel to this the Scanian language continued to persist and develop in its specific characteristics. Danish language purists actually warned against the influence of the Scanian language on exemplary Danish as late as in the 17th century.

The Scanian Law continued, as a consequence of the various peace treaties, to be in force after the Swedish invasion. After the peace treaty in Roskilde in 1658, Sweden agreed to allow the Scanians to continue to follow its ancient laws and privileges but the Swedish government did not adhere to the treaty and forbade the use of the Scanian language. The Swedish language was thus introduced as part of the Swedenisation project.

Nowadays the Scanian language has been influenced and diluted by Swedish. Many Scanian idioms and intonations are used, with a number of different local dialects. Although dialectal variations exist, the common Scanian language melody is unique and contains a number of phonetic characteristics. This makes the Scanian language markedly different from the languages of the inhabitants of both Sweden and Denmark.

The absence of an established written Scanian language, i.e. Standard Scanian, has contributed to the fact that the Scanian language of today consists of many local dialects. As a proof to the continuing life of the Scanian language a

7 The Scanian Academy has commissioned a project group to assemble a Scanian-Swedish-Danish dictionary, i.e. a dictionary of common Scanian words and their correlatives in Swedish and Danish. The dictionary is being assembled by Assistant Professor Helmer Laang (who is also the project leader), Ph.D. Sten Bertil Vide (who has written his doctoral thesis on the names of flowers in Scanian). Professor Birger Bergh has been the general linguistics consultant and two researchers in Danish dialects, Professor Inger Elkjaer and Dr. Inge Lise Pedersen, have assisted the project by determining Danish equivalents and related words in various Danish dialects. The project started in 1983 and the dictionary, which presently has the form of a preliminary catalogue, shows very clearly that there still exist a great number of common words and grammatical forms that are typically Scanian and that the vocabulary is distinguishable from both Swedish and Danish. Scanian could thus be defined as a language in its own right.

Several contemporary young Scanian writers have followed their predecessors from the end of the 19th century, and are again writing in the Scanian language.

number of journals and books are published every year containing Scanian dialectal prose and poetry.⁷

4. Wars, Conquest and Swedenisation

As a border region between Denmark and Sweden Scania/ScaniaLand suffered heavily from the 13th century until modern times. For geopolitical reasons it was important for Sweden to control Scania, Halland, and Blekinge on the southernmost end of the Scandinavian peninsula. These provinces could be used by Denmark as a bridgehead to assemble troops and resources for Danish attacks against southern Sweden. During the period 1276 to 1658 Sweden launched, often preemptive, strikes against the ScaniaLand provinces.

Swedish King Magnus Ladulås had parts of Halland and the north-western part of Scania ravaged in 1307-1308. In 1318 followed a new incursion. In the 15th century a Swedish invasion army headed by Karl Knutson again invaded. Several cities including Helsingborg and Lund were burnt. Also Blekinge was the target of attack several times between 1400 and 1600. In 1563 Swedish King Erik XIV invaded southern Halland and the provincial capital of Halmstad was burned. Two years later Swedish General Horn had the town of Laholm in southern Halland burnt down in a Swedish attack.

The years 1657-1658 were crucial in Scanian history. Sweden for the first time conquered ScaniaLand (Bornholm only for a short time). A guerrilla war was waged against the occupying Swedish troops in 1658-1660. Brutal methods were used on both sides.

When Danish troops invaded in 1675 to retake the lost provinces, a new fierce guerrilla war started. Special partisan companies (s.c. "snäpphanar") were supported by the Danes and guerrilla resistance to Swedish occupation continued until 1679. Sporadic armed resistance continued until the start of the Great Northern War in 1700, when Denmark, Russia and Poland/Saxony joined in a secret alliance to crush the Swedish empire.

The Danes used the Swedish defeat at Poltava in Ukraine 1709, when the main part of the Swedish officers and soldiers were killed or taken prisoners by the Russians, to try to retake ScaniaLand. A hastily assembled Swedish army

managed to stop the Danish invasion army in the battle at Helsingborg in 1710, the bloodiest battle on Scandinavia's territory.

Sporadic resistance followed until 1811 but the Danish invasion in 1710 had shown that the often brutal Swedenisation had succeeded. No longer were the Scanians willing to rise up in arms against their Swedish masters when a Danish army invaded.

Scanian soldiers had formed their own regiments in Swedish service during the 1700-1721 war and these units had fought on all battlefields of the Swedish army on the continent during these years. The remaking of Scanians into Swedes had succeeded but, as often is the case with newly conquered peoples, the new "southern Swedes" did not forget their heritage. To this day the three Swedish ScaniaLand provinces remain apart from the rest of Sweden, especially Scania.

5. A Regional Movement?

The Scanian version of regionalism is similar to that of other Western European regional movements. All of the ingredients are there: the feeling of living in an economic and administrative periphery, the central power's disregard for the regional language, the cultural traditions and disregard for the special and unique regional history of Scania.

One of the reasons that the Swedish government in Stockholm hesitated so long in deciding to build a bridge across Öresund could well be that Stockholm was not interested in connecting Scania with the Capital of Denmark after 300 years of attempts to sever that connection.

Up until recently the region of Scania did not enjoy any legal status within the framework of the State of Sweden. It was generally referred to as Södra Götaland and to a great extent the cultural, historical and ethnic characteristics were denied. This has probably to do with similarities between French and Swedish in the view on regionalism. Brittany and the island of Corsica have a status in France that to some extent compares to Scania.

One difference, of course, is that Scanians are peaceful and do not use violence to promote the regional status. Are the Scanians a national minority to

be compared to the German speakers in Italian Tyrol? Is there a wish to "return" to Denmark? Or is Scania or ScaniaLand a "micro-nation" like Corsica and Catalunya, an area which ought to become its own state? Or should the whole problem be solved within the framework of a wide regionalising process of Europe, with linguistic and cultural autonomy for the local populations? This author believes in the third possibility and will attempt to demonstrate how this regionalisation process has already started in different ways.

The Island of Bornholm (with the provinces of Halland and Blekinge) belongs to the region of the s.c. ScaniaLand and this region, in fact, became a member of UNPO, the stateless peoples' UN, in February of 1993 where it is accompanied by nations such as Tibet (more on the UNPO membership underneath).

In earlier sections I have attempted to describe the historical experience of the Scanians in a hotly contested region between Denmark and Sweden. Examples of sufferings of the Scanians, about Swedish king Gustav II Adolf's massacre in 24 villages in 1612, about the slaughter in Klågerup in 1811 and about the resistance fighters who were put on the stake along the Scanian roads during the 1660s have been given. It is the sad experience of inhabitants in many border regions when European nations fought for distinct borders. The nation-state's attempt to create homogenous populations has led to a number of problems in Western Europe. In Central Europe the problems caused by the dissolution of the Habsburg empire, for example, are still felt.

Scania can certainly benefit from a new culturally regionalised Europe. The bridge over Öesund (The Sound) will, in the opinion of this author, contribute (as described underneath) to a solving of the many centuries old "Scanian problem".

6. The Solution - Regionalisation Within the Swedish and EU Framework

The Swedish membership in EU has influenced the Swedish government to accept a more flexible stand concerning administrative organization of Sweden. This has been of benefit to Scania. The County of Scania was thus established on 1 January 1997 when the two counties of

Kristianstad and Malmöhus were merged to form a single administrative unit - the County of Scania. Thus the old county boundary between the two counties dividing Scania since 1719 was abolished.

6.1. The Scania Region

The formation of a unified regional administration for the County of Scania and the transfer of responsibility from the central government county to regional bodies is the basis for the new development. Some changes came into effect at the beginning of 1997, while others will be introduced gradually over the coming years.

The formation of the new county council will be completed after the 1998 elections ("the Scanian parliament"). Changes resulting from a new division of regional responsibilities. For a trial period a Regional Federation Council, with municipalities and county councils as members, will assume responsibility for certain tasks. Its duties will in turn be transferred to a directly elected Regional Council (the County Council of Scania) in 1999. Kristianstad will be the seat of the Regional Federation Council and later the Regional Council. Scania both needs a common strategy, good relations with the government and parliament in Stockholm and other surrounding regions, both in Sweden and around the Baltic Sea.

The trial period for changing responsibilities will in Scania last from 1997-2002. After the September 1998 general elections, the operations of the Regional Federation Council will be transferred to the new, directly elected body, the Scania County Council, which will thereafter assume the title of Regional Council. It will be responsible for both regional development and health, medical and dental care. The project will continue on a trial basis during the mandate period 1999-2002 and will subsequently be evaluated. Pending this evaluation the Government will decide on the future structure of county administration in the entire country.

Sweden has been divided into counties [län; similar to the British county but different from the American] since the Middle Ages and the existing county structure dates from the 1634 Instrument of Government. The counties (currently 23) form the basis of the regional local government authorities as well as the central government's regional administration. Municipalities

[kommuner]⁸ and county councils [landsting]⁹ are entitled to levy taxes and decision-making powers are exercised by elected representatives. Central government administration is also conducted at a regional level through county administrative boards, executive boards and other regional bodies and subordinate units. The County Administrative Board [länsstyrelsen] represents the central government.¹⁰

Its duties include planning and general administration and the administration of justice. The county administrative board is responsible for the maintenance of public order and security in its county, where it constitutes the supreme police authority. The county administrative board's duties have also come to focus on the coordination of regional policies as well as physical and national sectorial planning. Its other tasks are of a supervisory nature.

The process of regionalisation in Scania is of course a reflection of its history presented above. It is being transformed into a single unit, a region both in Sweden and Europe.

In the Swedish Tourist Association's Year Book for 1996, Sven Tägil, Professor of History, held forward Scania as a region that already in early medieval times distinguished itself as a historical province, developing organically over a long period of time with villages and towns, churches and monasteries. Sweden with a history of continuity. Scania thus assumed in the minds of its inhabitants a legitimacy which is deeply entrenched and widespread. The old counties in Scania - Malmöhus and Kristianstad - were administrative products of the early 18th century and have never been able to compete with the province/region of Scania/Scania Land when it comes to inspiring a feeling of identity. It can even be claimed that these counties were never popular. Just after the creation in 1719 of the two counties, many members of the 1719 parliament regretted the decision to divide Scania. The

8 The Municipalities are responsible for most of the functions that directly concern the individual, for example social welfare (child-care facilities, care for the elderly), schools, housing, environment protection, building and planning, sports and cultural activities.

9 The activities of the County Councils are primarily concerned with the regional provision of health and medical services - district health care centres, dental care and hospitals. They are also involved in communications, culture, and questions of regional development.

10 The County Administrative Boards are the main representatives of the central government at county level, and duties include planning and general administration and the administration of justice. The boards are responsible for the maintenance of public order and security in their counties, where they constitute the supreme police authority. The County Administrative Board's duties have also come to focus on the coordination of regional policies as well as physical and national sectorial planning. Its other tasks are of a supervisory nature.

history of Scania is distinct from that of mainstream Sweden, according to Professor Sven Tägil of the University of Lund.

The formation of a unified regional administration for the County of Scania and the transfer of responsibility from the central government county to regional bodies is the basis for the new development.

6.2. The Fixed Links

After more than a century of preparation and research the contract for building a 16 km long coast-coast link between Denmark and Sweden was signed in 1995. In the year 2000 the combined bridge and tunnel will be completed both for road and railway traffic. An agreement between the Danish and Swedish governments to build the bridge was signed in 1991.

The Fixed Link consists of a combined twin track railway and a four-lane motorway and its financial structure has been constructed for the road users to carry the major share of the costs of the rail link.

As imports and exports between the two countries account for more than ten percent of the foreign trade of respective countries, the importance of the fixed link in economic terms will be significant. Of the combined GNP of Sweden and Denmark of a total 2,400 billion Danish kroner the future Öresund region accounts for a GNP of 500 billion Danish kroner. Measured by GNP the Öresund Region is the eighth largest in Europe, in research and education the fifth largest.

The key elements of the Fixed Link are:

- an artificial peninsula on the Danish coast
- an immersed tunnel under the Drogden navigational channel
- an artificial island south of the island of Saltholm
- a western approach bridge between the island and the high bridge
- a cable-stayed high bridge of around one km across the Flinte navigation channel
- an eastern approach bridge to the Swedish coast
- a terminal area with toll station on the Swedish coast

On March 26, 1998, a preliminary study concerning a tunnel between Helsingborg and Elsinore was presented, partly financed by the EU. The

proposed tunnel for passenger trains only would be 4.5 kilometers long, have one or two tracks and opening could, if built, be 2010. It would allow passage of 40-50 regional trains and 20-24 long distance trains during a 24 hour period. Costs are in the study estimated at between 3.6 and 5.3 billion Danish kroner.

6.3. Öresund (Sound) Region

The Öresund Committee is part of the regionalisation effort in the Sound region and was formed to strengthen and make visible the role of the region, nationally as well as internationally. The Committee wants to prepare a joint strategy that aims to promote a common development of the region. It does on a daily basis evaluate and as a result offers development proposals. It has 22 Danish and Swedish politicians, and 22 deputies. Furthermore the respective governments choose one governmental representative each. The Committee in turn has established an Oeresund Commission with Danish and Swedish members. The two governments appoint two representatives each to the commission.

The Commission prepares and manages the preparation of a working programme and a budget proposal for the Committee. The Commission also has a secretariat. The purpose is bridgebuilding between Scania and Zealand to bring people closer together and connect industry, research and education in the region.

The Oeresund Region is one of Europe's most exciting regions, full of development potential. With 2.9 million people and 110,000 students this area adds rich cultural heritage, educational and development potential from two central provinces of Denmark and Sweden.

The strong commitment to the European Union is shown by the involvement in different EU projects. Interreg II, a program operative from 1994 to 1999, is working to promote co-operation in the various border regions. In this connection, the Sound Region's potential for becoming one integrated region, consisting of areas of Denmark and Sweden bordering on the Sound, is especially interesting. The EU is investing around 80 million US dollars in this integration project. The money is being administered by the Oeresund Committee.

Around the year 2000, the permanent link across the Sound between Denmark and Sweden will be open. Inhabitants will be able to move almost anywhere in the region by train, bus, boat or car. It will be natural to live on one side of the Sound and work on the other - and to enjoy the nature, the cultural life and the increasingly integrated social services on both sides of the Sound.

The Sound Region is a relevant choice for a model project as this region crosses two national borders (two EU member states) and involving resourceful parts of Denmark and Sweden.

The Öresund Committee was established in 1993. In a "Letter of intent" signed by the two Prime Ministers, Mr. Poul Nyrup Rasmussen of Denmark and Mr. Goeran Persson of Sweden, together with the chairman of the Öresund Committee, Mr. Ilmar Reepalu, Lord Major of the city of Malmoe and the vice-chairman Mr. Jens Kramer Mikkelsen, Lord Major of the city of Copenhagen, was advocated that the Sound Region region should become a Model region in the EU.

The population of the region is 2.9 million inhabitants. It has big urban concentrations, but also smaller cities and villages. A total employment figure is 1.4 million persons. Approximately 10 billion ECU is being invested in infrastructure in the Sound Region. Physical investment in transnational infrastructure is fundamental for the integration of the two parts of the region. But as important as the new bridge crossing the Oeresund is that the borders are bridged, *inter alia* legal and administrative systems, and replaced by new systems that facilitate the free movement of workforce, as well as free movement of goods, services and capital. There is a strong need to harmonise legislation and public administration procedures in the two regions in order to maximize the benefits of the new opportunities.

6.4. The Pomerania Region

The Euroregion Pomerania is a cross-border body for cooperation between Sweden, Germany and Poland. Members are some Local Authorities in northern Germany and Poland and all Local Authorities in Scania. The number of inhabitants is around 3 million, approximately one million in each of the three regional parts. The purpose is to bring the peoples closer to each other and create an equable sustainable development in the Euroregion.

During the 1990s twin city agreements were signed between Local Authorities in Scania and Szczecin and Kozalin in Poland and Local Authorities in Mecklenburg-Vorpommern in Germany. Cooperation between the University of Lund in Scania and the University of Greifswald in Mecklenburg-Vorpommern was initiated.

The Four Corner project is based on South East Scania, Swinojskie in Poland, and the Danish island of Bornholm and the German island of Rügen promotes tourism. The Agora Project includes the City of Malmö in Scania, the City of Szczecin in Poland and Berlin-Koepenick and Berlin-Kreuzberg in Brandenburg develops strategies for local economic growth in the participating cities.

Already in 1980 the first convention of transregional cooperation was signed by 20 states in Europe. In the case of Pomerania there are historic cooperational roots. For centuries after the Peace of Westphalia (in 1648; the 350th anniversary is celebrated in 1998) Pomerania was a Swedish province.

7. Conclusions

Scania/Scania is an example of a fast growing trend in the European reality: the transnational region. But regional self-consciousness in Europe is not new. As early as 1958 the first European region, Euregio, was formed on the border between Germany and the Netherlands between the rivers Rhine, Ems and IJssel. Another initial region was Regio Basiliensis with areas from Germany, Switzerland and France.

During the 1990s after the collapse of the Soviet Union, the trend toward regions has grown in strength. One French author, Alain Minc (1993) has even claimed that this development resembles the Middle Ages.

In a recently published work, Swedish Professor Gunnar Törnqvist (1998) points out that during the 1990s two Council of Europe organs were formed to protect the interests of the regions: the Congress of Local and Regional Authorities (CLRAE; Council of Europe) and Committee of the Regions (1993; EU). Along these two organs there are the Council of European Municipalities and Regions (CEMR) and the Assembly of European Regions (AER). The European Union has also been divided into territorial

units for statistical purposes (NUTS; Nomenclature of Territorial Units for Statistics).

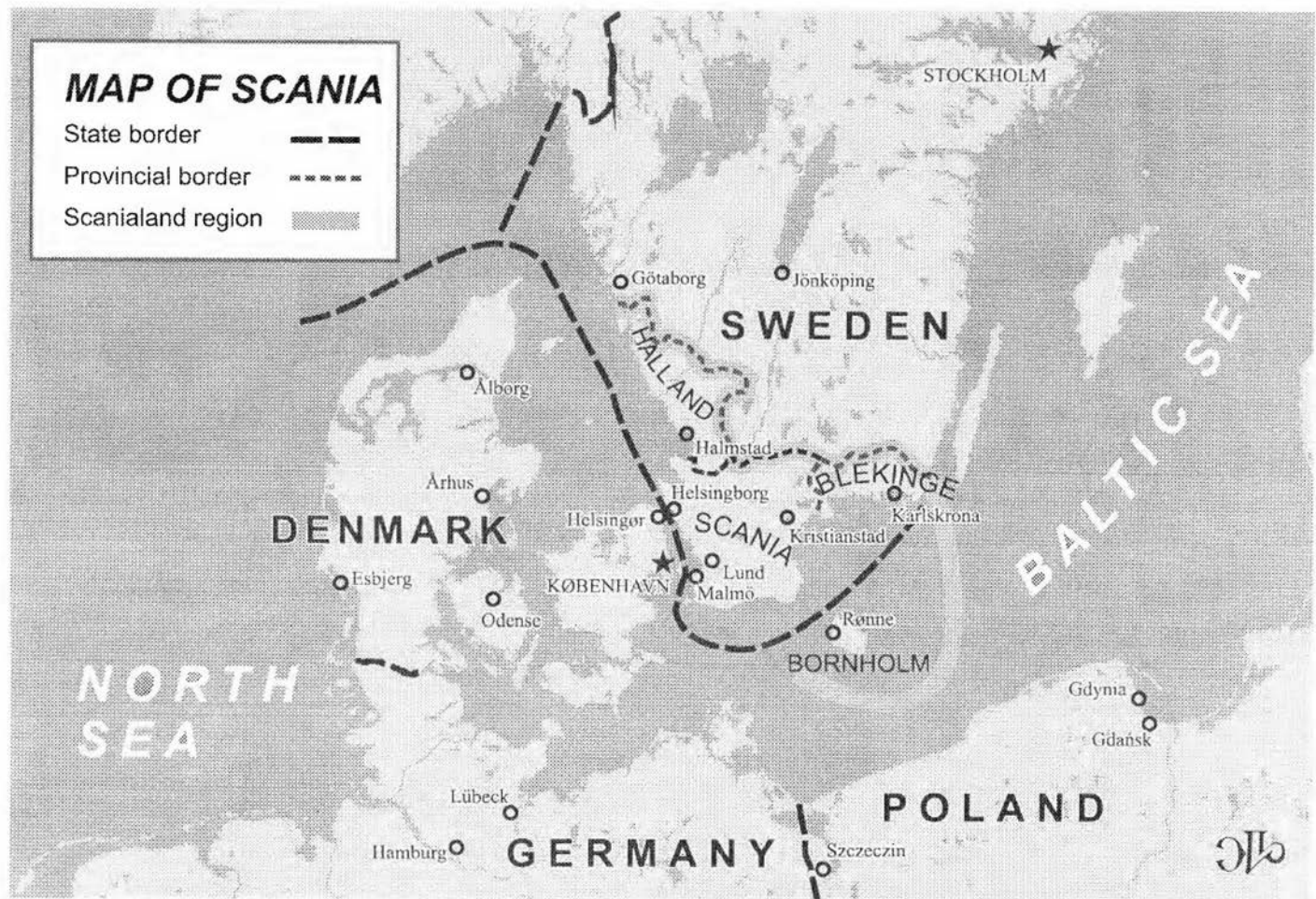
What is emerging and what the Öresund Region and Scania wants to be a part of is an archipelago of regions in the new Europe, which is bound together by networks. Or as expressed by Manuel Castells (1996): "Regions and localities do not disappear, but become integrated in international networks that link up their most dynamic sectors."

The type of transnational region existing around Öresund exists along most borders of territorial states in Europe. Many develop around cities like Geneva, Basel, Lugano and Nice. Others are based on a geopolitical pattern established during the period of the Habsburg Empire: the northern Italy links to the Alps region. The Savoy Region is also a significant one comprising areas in the Alps down to the Mediterranean, from Nice in the west to Turin in the east.

In the north the Öresund Region has similar regional clusters like the Barents Euro-Arctic Region (BEAR) with areas in Norway, Sweden, Finland and Russia. In 1992 a Council of Baltic Sea States was formed. The Öresund Region comprises areas in Denmark, Sweden, Germany and Poland. In 1971 the Association for European Border Regions (AEBR) was formed which 1995 had 50 paying members.

In the long run regionalisation could mean decentralisation. Power and decisions that formerly belonged to the central national level are moved down to regional level.

The informal networks built around Scania-Zeland could mean a lot for Scandinavia. The Öresund Committee (see above) and the Öresund University with 17,000 employees, 7,000 teachers and researchers and 120,000 students are of importance. The network organisation Medicon Valley Academy is growing in the Öresund Region, which has 60 percent of the pharmaceutical production in Scandinavia. In the agricultural field the Foodfarm Valley network is beginning to take shape. In a broader perspective it raises hopes that the Öresund Region can place itself in the major international group of regional clusters: the Kasai Region in Japan, the San Francisco Bay-area and the Boston Region in the United States, the corridors of the US San Diego-Orange County, Cambridge-London-Reading in the United Kingdom and Stockholm-Uppsala in Sweden. The first decades of the 21st century will



hopefully see a large societal experiment in the Southern Baltic Sea area of which Scania will be a part.

Once again Scania might play a central role in northern Europe. Formerly it was the heartland of the original Scandinavian kingdom, Denmark. From the 17th century it declined to a peripheral region in the Swedish national state but is once more in the centre of development. If it had not been for the Öresund Region the Scandinavian countries could well have been at risk of becoming an isolated periphery of Europe.

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SKANIJCI, SKANIJA I SKANIJSKA ZEMLJA - ETNIČKI PROBLEMI I REGIONALIZACIJA U SJEVERNOJ EUROPI

SAŽETAK

Skanija i skanijska zemlja su imale različite sudbine, počevši od toga da su bile prvobitni dom Lombardima (Langobardima), zatim jezgra danskog područja te naposljetku, od 1658. godine, provincija na periferiji Švedske. Tijekom 18. stoljeća Skanija je pošvedena, ali posljedica toga ipak nije bilo njeno potpuno inkorporiranje u novu državu. Premda su se gospodari promijenili, regija je zadržala svoj identitet, posebice što se tiče jezika i kulture. Članstvo Švedske u Europskoj uniji tijekom 1990-tih pružilo je nove mogućnosti za staru osporavanu regiju. Od 1. siječnja 1997. Skanija je iznova postala posebnom administrativnom provincijom i dijelom regije Oeresund (Danska - Švedska) i regije Pomerani (s teritorijima u sjevernoj Njemačkoj i Poljskoj). Čvrste veze s Danskom uvećavaju mogućnosti razvoja. Stalna veza između Kopenhagena (Danska) i Malmöa (Švedska) koja treba biti završena godine 2000. i možda željeznički tunel ispod Sounda između Helsingborga i Helsingoera početkom 21. stoljeća donose dodatne mogućnosti prosperiteta za Skaniju/skanijsku zemlju. Ona će postati dijelom regije koja će se moći mjeriti s najnaprednijima u Europi, SAD-u i Japanu.

KLJUČNE RIJEČI: Skanijci, Skanija, skanijska zemlja, etničnost, regionalizacija, Švedska, Danska