

The supermultiplier as a Vertically Hyperintegrated Sector

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A big issue of Keynesian Macroeconomics

- Keynes' principle of effective demand. Does it apply to the long run so that we can speak about **demand-led growth**?
- Harrod's warranted rate and the instability of the m-a model (The knife edge)
$$Y=C+I = cY+kgY \rightarrow \mathbf{g^*=(1-c)/k = s/k}$$
- What happens if $g(d) > g^*$?
 - Cambridge solution: changes in distribution: $\nabla w \rightarrow \nabla c$
 - Neokaleckian solution: changes in the actual rate of capacity utilization (inverse of actual k): $\Delta u \rightarrow \nabla k'$
 - NC don't see the problem. In any case changes in technology: ∇k

A Sraffian solution

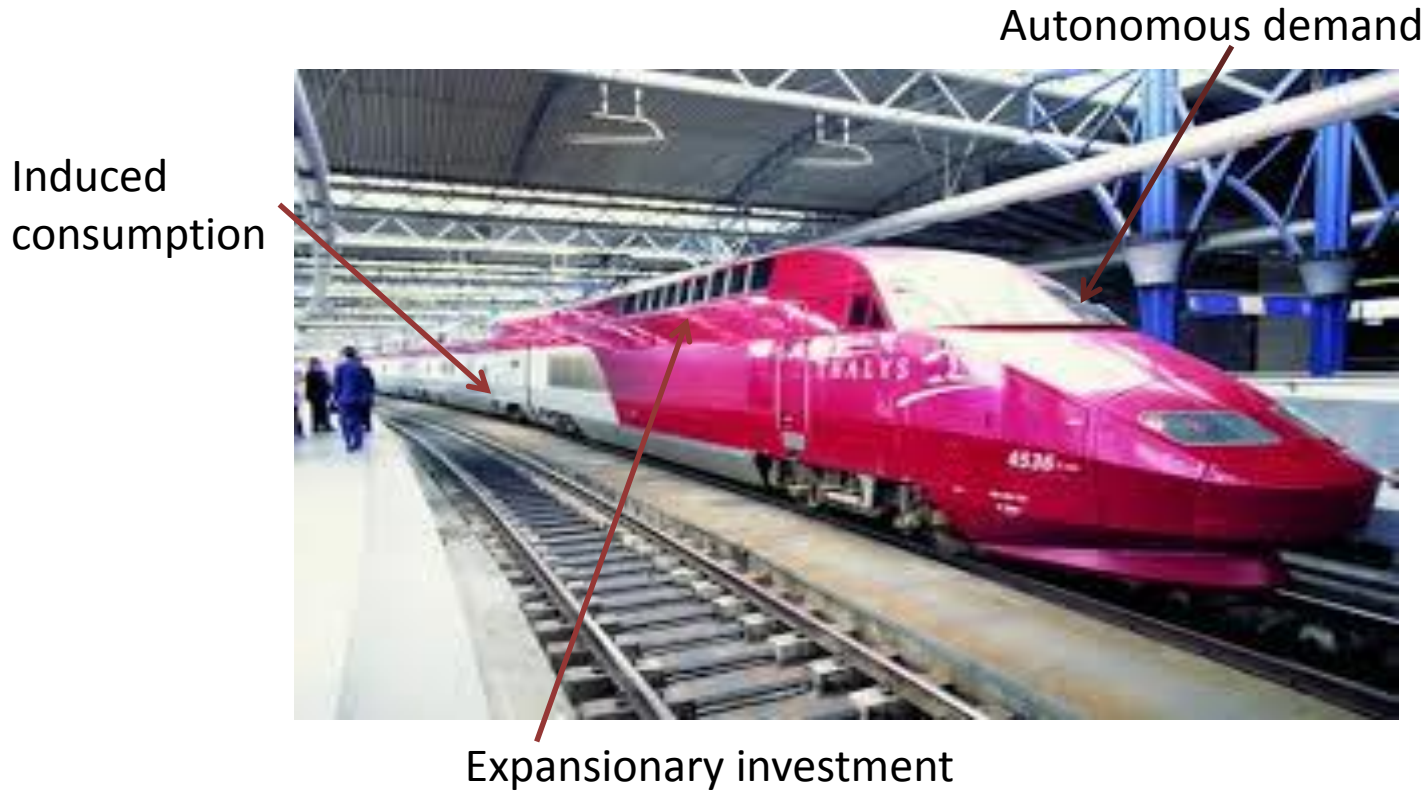
- Serrano (1995), Bortis (1997), Dejuán (2005)
- $Y = C+I+Z = cY+kgY+Z \rightarrow g^* = (1-c-z) / k = i/k$
- Changes in the structure of the economy: $\Delta i, \nabla z$. The warranted rate adapts to the autonomous trend
 - $\Delta g(z) \rightarrow \Delta g(d) \rightarrow \Delta g^*$
 - sr: Δu
 - lr: $\Delta i (I/Y)$

Controversies

- Rejection of this solution by core Sraffians (Garegani) and posKeynesians (Lavoie)
- Something is changing: Cesaratto (2012), Allain-Lavoie (2013-14)
- Convenience to use I-O analysis.
 - It shows the structural change that is going on and the stability of such dynamics
 - It allows a proper use of multiplier and the m-a

Platform of the Mod

A railway illustration



Original IOT

CC				C	I	Z
W						
P						

Platform of the Model

SAM after endogeneizing a part of C and I

CC				C	I	Z
W'						
P'						
O						

$$C = c \cdot W (1 - t)$$

$$I = \sigma \cdot R(1 - t) = K_{(t+1)} - KI_{(t)} = k \cdot g_{d(t)} \cdot D_t + KT_{(t)}$$

KT = Shortages of capacity related to overutilization of capacity in the past ($u > 1$)

And now let us put the system into motion



cc				C	I	Z
W'						
P'						
O						

A close-up photograph of the wheels and axle of a steam locomotive. The wheels are large and have a distinctive spoke pattern. The axle is a thick metal rod connecting the wheels. The locomotive is on a set of tracks.

Main features of the dynamic model

- Autonomous demand drives the system, locomotive
- Induced demand follows. Endogeneization of a part of induced consumption (the multiplier, μ) and expansionary investment (the accelerator). They may be combined in the supermultiplier ($\mu^*=f(g)$)
- **Main system.** VHS corresponding to $Z = \text{Supermultiplier}$. It causes a balanced growth at $g=g^*=g(z)$. When the autonomous trend rises it is required a process of adjustment (traverse) that can be visualized adding a complementary system operating in idle hours
- **Complementary system.**
 - Extratime during the night to attend the extra demand after an acceleration of growth. If $u>1$ endures for a time, firms expand capacity. If $u>1$ continues despite such investment, firms will revise upwards their growth expectations.
 - Extratime during the weekends. It attends transient demand. It stops after producing the goods required to restructure capital among sectors. No acceleration effects on investment since this is a transient demand.
- Be careful with the treatment of capacity utilization and its impact on Investment
 - $u>1$ if expected $g(d)$ (embedded in the SM) is lower than $g(z)$. Expectations adapt
 - $u>1$ does not impact on expected g . It simply requires higher I than the level suggested by the pure accelerator process. No more investment than the required to fill the shortages of capacity.
 - The higher Δu occurs in the capital sector (investment) so it expands faster. When i reaches its equilibrium level the economy resumes a new fully adjusted path at $g(y) = g(d) = g(z) = g^*$.

Fully adjusted path of growth

We take as data the level of composition of Z at time (0) and its expected rate of growth $g(z) = g^*$

- $\mathbf{q}_{(1)} = [\boldsymbol{\mu}^*] \cdot \mathbf{Z}_{(0)} (1 + g^*)$
- $\mathbf{q}_{(2)} = [\boldsymbol{\mu}^*] \cdot \mathbf{Z}_{(0)} (1 + g^*)^2$
- ...
- $\mathbf{q}_{(t)} = [\boldsymbol{\mu}^*] \cdot \mathbf{Z}_{(0)} (1 + g^*)^t$

The traverse (after a rise in the autonomous trend)

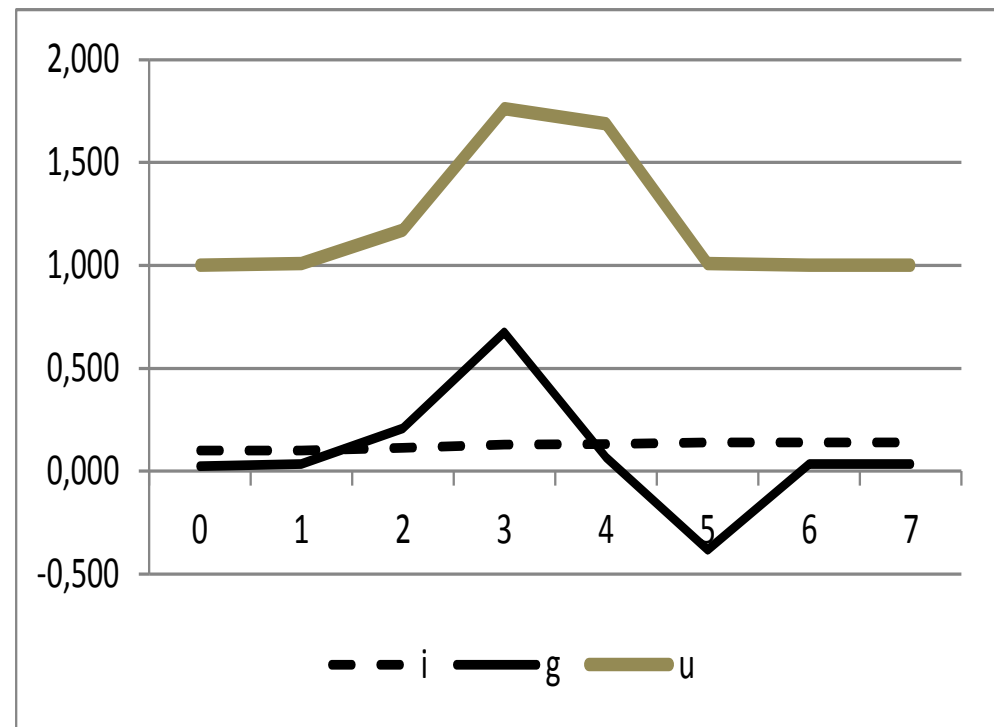
Different versions according to whether there is perfect foresight or not. Here we suppose that in year 1 changes the autonomous trend but firms do not foresee it. This causes shortages of capacity (KT) that are supposed to be filled up in period 2. Then the new g' is incorporated into the supermultiplier

- $\mathbf{q}_{(1)} = [\boldsymbol{\mu}^*] \cdot \mathbf{Z}_{(0)} (1 + g')$
- $\mathbf{q}_{(2)} = [\boldsymbol{\mu}^{*'}] \cdot \mathbf{Z}_{(0)} (1 + g')^2 + [\boldsymbol{\mu}] \cdot (b \cdot \mathbf{KT}_{(1)})$

Illustration

$$g(z) = 0,025 \rightarrow g'(z) = 0,035$$

	z	q	i	u	g(y)
0	30,0	100,0	0,10	1,00	0,025
1	31,1	103,5	0,10	1,01	0,035
2	32,1	125,0	0,11	1,17	0,207
3	33,3	209,4	0,13	1,76	0,676
4	34,4	223,5	0,13	1,69	0,067
5	35,6	138,1	0,14	1,01	-0,382
6	36,9	143,0	0,14	1,00	0,035
7	38,2	148,0	0,14	1,00	0,035

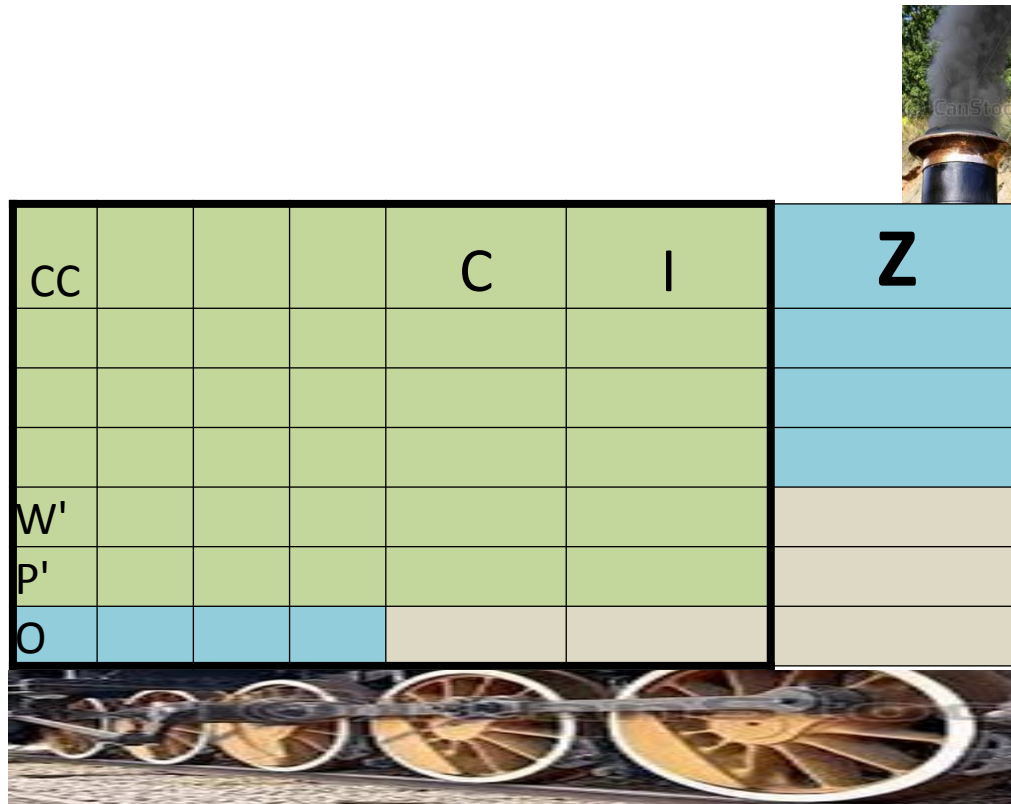


Conclusions

- Demand led growth. It reinforces Keynes principle of effective demand extrapolating it to the lr
- Autonomous trend: the engine of the system; it “rules the roost”

$$g(z) \begin{array}{l} \rightarrow g(d) \rightarrow g(y) \\ \searrow g^* \end{array}$$

- Stable dynamics provided ... The instability of capitalism is not due to $m-a$ but to $g(z)$
- Convenience of disaggregated studies (IO), even for theoretical economics.



Thank's for your attention
and have a good journey in the IO railway!