

Buhociu, Florin Marian; Buhociu, Dragos Horia

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STRUCTURES FOR REGIONAL DEVELOPMENT TO SUPPORT RURAL DEVELOPMENT

BUHOCIU FLORIN MARIAN¹, BUHOCIU DRAGOS HORIA²

Abstract.

The purpose of this paper is to identify and evaluate directions, methods and specific instruments of territorial development having a major positive impact both economically and socially, on rural development. This is based on information obtained in the county of Galati, in close correlation with those similar in neighboring counties of Braila and Tulcea, all three counties being structures located in the Development Region 2 South- East. At Galati county level analysis and studies were carried out on the opportunity and economic efficiency of the establishment of a Metropolitan Area enabling economic and social development of Galati Municipality as well as of an adjacent rural areas, to include cities from neighboring counties Braila and Tulcea. The principle behind the research was the Galați Metropolitan Area shall include the polarizing city and rural settlements with direct, permanent and varied interrelationship, forming together a functional area system. The methodology used followed the interrelations, primarily the economic ones, between the settlements, depending on the values of territorial development indicators such as the number and specificity of economic entities in villages, the level and the skill of the existing labor force, the economic attraction exerted by the Municipality of Galati as well as by certain villages more economically developed from its area of influence. The results consist in finding bi-univocal economic flows between the Municipality of Galati and villages in rural areas within a radius of 30 km. from it and that can cause significant economic development of the entities concerned. The conclusions of our study substantiate the opportunity of such a Metropolitan Area to support faster development of administrative territorial units of its component.

Key words: regional development, rural development, Metropolitan Area,, pole of urban development, zone of economic influence.

INTRODUCTION

Sustainable economic development is a highly specific socio-economic evolution in our century, a process and a target that each human settlement wants to achieve in a short time interval. One of the important directions in which action can be effective is the implementation of the concept of *urban-rural partnership*. The notion of partnership requires cooperation and coordination, involves initiatives to formulate, adapt and implement integrated policies in the regions economically interdependent.

Urban-rural partnerships tend to play an increasingly important role in balancing economic processes of the administrative territorial structures, both economically and socio-demographic. Our study aimed to present the advantages that can be provided by a structure of territorial development such as the Metropolitan Area for its component localities, both rural and urban areas. We considered that during the current period, such structures of territorial development can become vectors for rural and urban development too. Moreover, support for development can be enhanced by different types of joint cooperation in sectors of primary economic importance for the respective communities.

The objective of our study was to substantiate the possibility of reaching a Galati Metropolitan Area, with connections in neighboring counties Braila and Tulcea, and even with openings to the Republic of Moldova. To achieve this we studied the experience of development of metropolitan areas in Europe and the predilection in our country. The need for such a study left from the reality under which access to European funds is easier within a region (area) of economic development than at a level of a locality, either rural or urban. Bibliographical research for issues of our study included field research studies [1] and related professional conferences, statistical information, the laws of Romania (harmonized with the European one). Following this goal,

¹ Prof.univ.dr.ec. „Dunarea de Jos” University, Galati, Romania, e-mail: florin.buhociu@ugal.ro

² Univ. Assistant, Dr. Arch., "Ion Mincu" University of Architecture and Urbanism, Bucharest, Romania,, e-mail: dragos_buhociu@yahoo.com

economic and demographic flows have been identified in the suburban areas of Municipiul Galati [2], in rural areas, which can lead to an important development of settlements in the area.

MATERIAL AND METHOD

In Romania, in consonance with the program documents at community level, it has been developed the Concept of Romanian Territorial Development Strategy 2030 (CSDTR, 2007-2030), in order to substantiate the correlation between a strategy of territorial development and implementation of the process of absorption of European funds by 9 guidelines:

1. Recovery of periferality by assuming the identity of the connector and relay at the continental and intercontinental level
2. Joining the European network of territorial development poles and corridors
3. Structure and balanced development of the network of urban settlements
4. Affirmation of solidarity urban-rural
5. Proper development of different types of territories
6. Rural Development
7. Strengthening and developing inter-regional linkages in support of regional development
8. Increasing regional competitiveness
9. Protection, development and capitalization of natural and cultural heritage.

We note that *rural development* occurs explicitly in two guidelines, and *territorial* and *regional development* also in two. We can make a direct link between rural development and structures of territorial/ regional development, such as a Metropolitan Area with its capital city of Galati. Currently in Romania there are metropolitan areas that have the capital cities of Iasi, Oradea, Baia-Mare, Bacau, Brasov [3], Cluj-Napoca, Targu-Mures, Craiova, Ploiesti, Timisoara, Constanta, being in the process of achievement Bucharest and Suceava

According to the Urban Law no. 350/2001, the metropolitan territory may fall within a surface located around the cities of rank I, such as Galati, including remote villages up to 30 km, within which it can be created relationships of mutual influence in several areas, among which the economic and social (demographic). Also of great importance is the development of Inter Development Associations (IDA) between localities in the respective area, a locality being in a more advantageous position as part of several A.D.I

Methods and indicators for determining the formation of Metropolitan Areas

Metropolitan Areas, as detailed above, are systems consisting of a polarizing city (or more if they are united in space) and settlements in its surrounding territory, strongly linked to it. Must be brought before the delimitation of peri-urban areas (outside city) which do not include the element of social and economic concentration, that is just core, polarizing the city [4].

Determination of settlements that can be part of a Metropolitan Area is a complex process, which was addressed by various methods by specialists (geographers, economists, statisticians, sociologists, planners), starting from the simplest, establishing the maximum distance from central city and to the most elaborate, considering interrelations between central city and its outer area (with different names: the suburban areas, the preurban area, extra area, the shuttle, the pre-municipal area, premetropolitana area, etc.). International and Romanian experience can result, so, by considering several indicators further examples:

- maximum distance from the city (often estimated as the traveling time calculated in time, with the means of transportation most widely used by the population of the surrounding cities)
- share of local people who come daily to work in the metropolis
- share of population in these localities occupied in non-agricultural activities related to the city (at least 75% of the employed population working in non-agricultural activities)
- share of population employed in production activities designed for the city ,
- share of thoes residing in the city
- touristic potential of the city, capitalized by the townspeople

- share of commuting, calculated as follows:

$$I_i = \frac{C_{ij}}{REA_i}$$

where: I_i = measure of commuting in area i ; C_{ij} = level of commuting i between areas i and j ; REA_i = active economic residents (occupied population) in area i .

This indicator was proposed by the European Coordination and Research Centre in social sciences in Vienna, which has developed in 1972-1973, the model for determining the Functional Urban Region (The Functional Urban Region) as the SMLA (Standard Metropolitan Labor Area) and MELA (Metropolitan Economic Labor Area), where SMLA comprises the area in which over 15% of economically active residents moves daily in the metropolis and MELA comprises the area in which the population go daily to work in the central city.

- A different model was used by Reilly (1931), which elaborating the Law of retail gravity, bearing his name spelled out: commercial appeal of two centers on the intermediate space is directly proportional to their size and inversely proportional to the square center distance between them.

The formula of calculating the point of interest zero is as follows:

$$Db = \frac{Dab}{1 + \sqrt{\frac{Pa}{Pb}}}$$

where :

Db – point of interest zero;

Dab – distance (or time) between cities A and B;

Pa – population of larger city;

Pb – population of smaller city.

In **formulating hypotheses for demarcating metropolitan area of Galati**, the authors had considered two options

- According to the influence zone of 30 km
- According to the enlarged area of influence of 50 km

RESULTS AND DISCUSSIONS

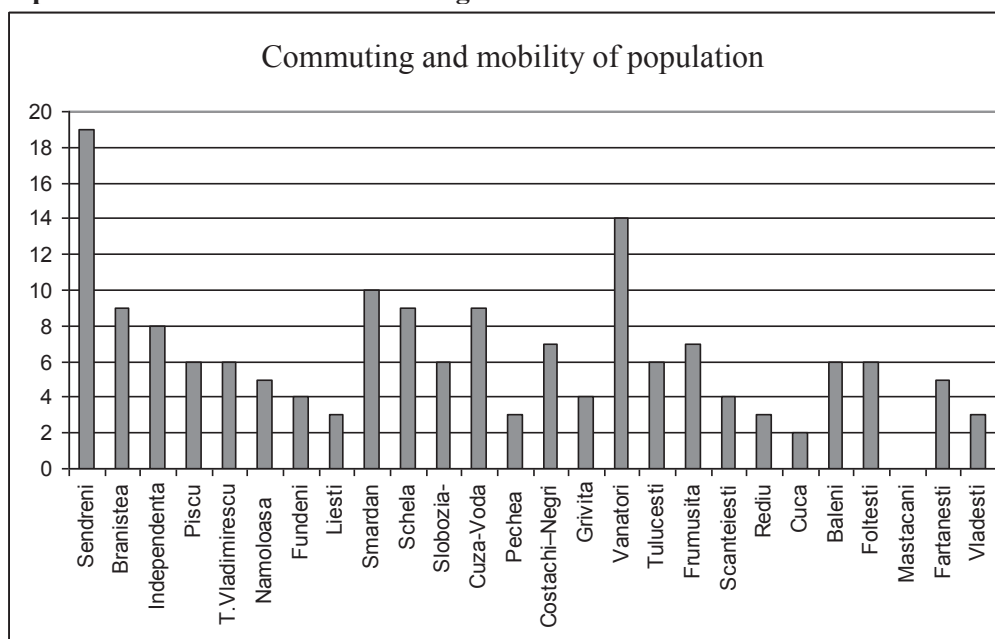
I. Measurement commuting

The first indicator that we took in the analysis was commuting, a socio-professional phenomenon difficult to calculate because the data are difficult to obtain (the County Statistics do not calculate this indicator anymore). To obtain the necessary data we have made our own questionnaires which were completed by the major companies operating with passengers in Galati county, the results being presented in tables and graphs below

1. Commuting and mobility of population (people who moved into town)

$$\text{Commuting and mobility of population} = \frac{\text{new homes (completed in 2010)}}{\text{total homes}} \times 100$$

Graph nr. 1: Arrivals in % in the village



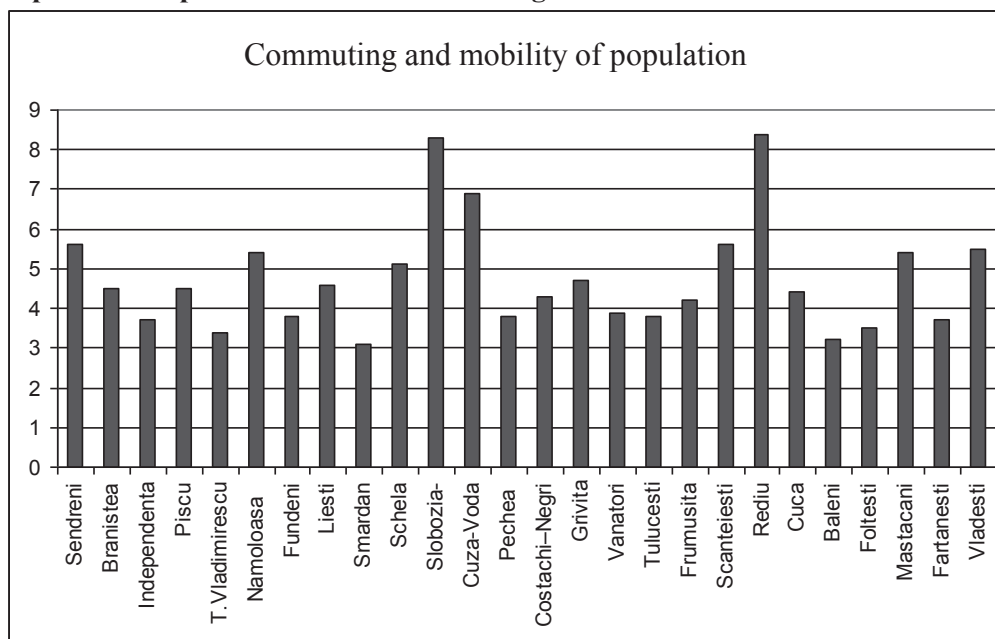
Source: D.J.S. GALATI, C.J. GALATI 2011

It can be noticed that the most people moved in the villages Sendreni, Tulucesti, Smardan, Vanatori, Frumusita, Branistea, Foltesti.

2. Commuting and mobility of population (people who left the town)

$$\text{Commuting and mobility of population} = \frac{\text{people who moved from the village}}{\text{total households in the village}} \times 100\%$$

Graph nr. 2: Departures in % from the village



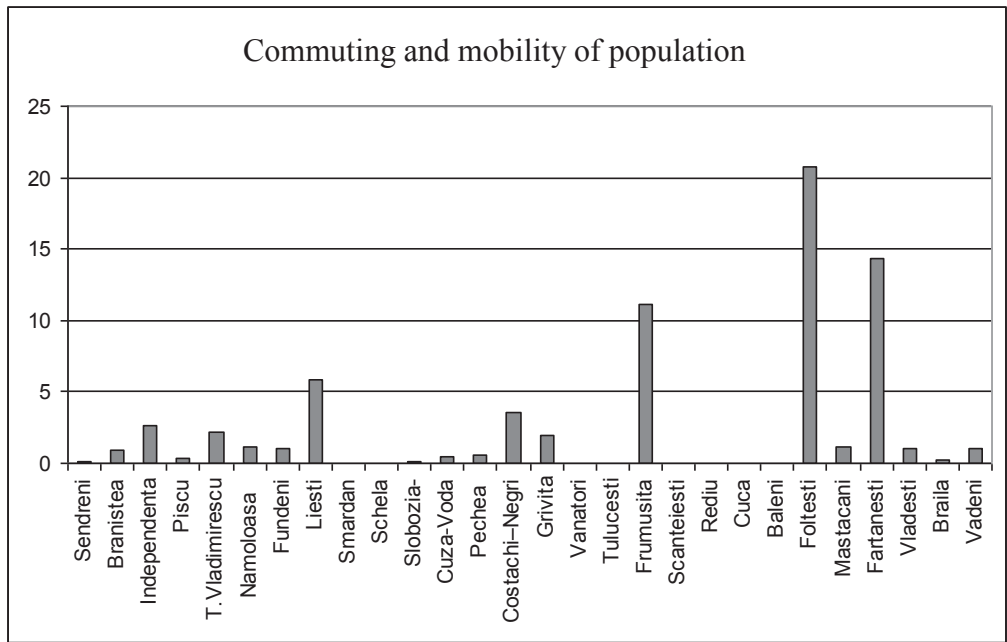
Source: D.J.S. GALATI, C.J. GALATI 2010

It can be noticed that the most people left from the villages Rediu, Slobozia-Conachi, Cuza-Voda, Vladesti, Namoloasa.

3. Commuting and mobility of population (commuters towards the area of influence, Municipality of Galati)

$$\text{Commuting} = \frac{\text{new homes (completed in 2010)}}{\text{total homes}} \times 100$$

Graph nr. 3: People in % commuting daily to the Municipality of Galati



Source: D.J.S Galati and C.J. Galti 2010

The highest rates are met in Slobozia Conachi, Rediu, Cuza Voda, Namoloasa and Scanteiesti, villages with a lower level of economic development, the main town commuting towards being the city of Galati.

The results show an increased commuting from the villages Foltesti, Fartanesti, Frumusita, Liesti, Independenta, Tudor Vladimirescu and Grivita to Galati.

II. The commercial attraction of two settlements over the territory between them (Reilly's model of calculation).

It confirms that the radius of 50 km proposed is correct, the resulting calculations having the following values:

- in interrelation with the town of Tecuci (78 km far from Galati), the area of influence of Galati is at 56 km, i.e. 22 km from Tecuci
- in interrelation with the town of Tg. Bujor (54 km far from Galati), the area of influence of Galati is at 46 km, i.e. 8 km from Tg. Bujor
- in interrelation with the city of Braila (25 km far from Galati), the area of influence of Galati is at 14 km, i.e. 11 km from Braila

CONCLUSIONS

The versions proposed to form the Galati Metropolitan Area

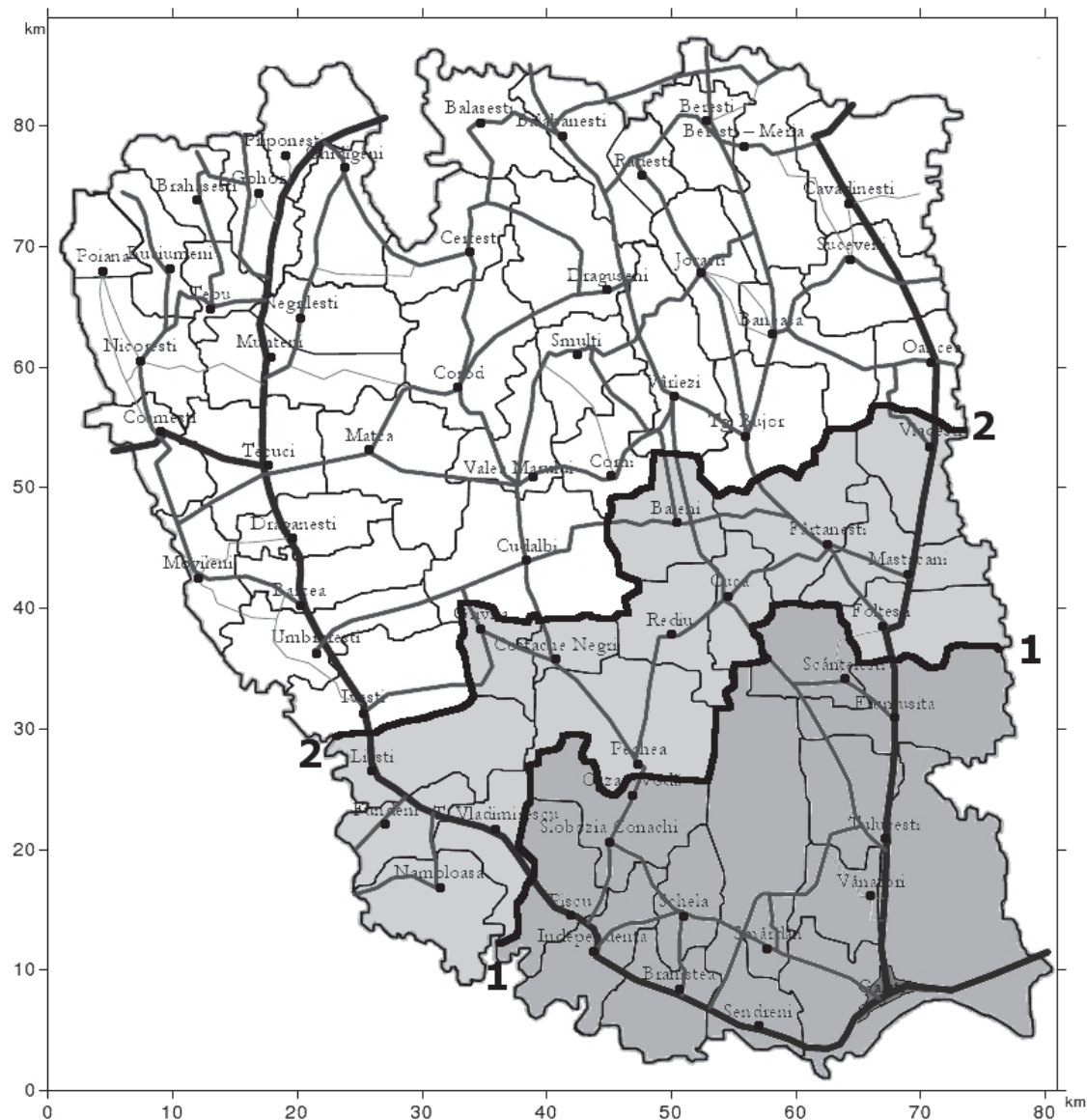
The conclusions drawn are largely partial and preliminary, but with great opportunities to identify some zonal elements of potential and conditioning

The conclusion that emerges following the analyzes is that two options have been

identified for setting up Galati Metropolitan Area:

- first option includes localities situated at a distance up to 30 km far from the Municipality of Galati;
- second option includes localities situated at a distance up to 50 km far from the Municipality of Galati.

The future Metropolitan Area can support on a strong urban core, with an area of influence of upward growth, which finally, as a metropolitan area, shall form a strategic goal with exemplary interrelating opportunities both within the country and outside it.



Option 1 - Metropolitan Area with localities situated up to 30 km far from Mun.of Galati

Option 2 - Metropolitan Area with localities situated up to 50 km far from Mun.of Galati

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