

THE ROLE OF GREAT CITIES IN ROMANIA FOR THE METOPOLITAN DEVELOPMENT

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Abstract

According to the legislation in force, in Romania there are 11 first rank cities that given their size, their importance, the level of services and the economic activity, represent attractions and are subjected to the development pressures. Still, according to the European tendencies, the urban agglomerations tend to approach this type of cooperation regardless the number of the inhabitants.

Currently in Romania there are 11 great cities that have developed processes of organizing the metropolitan areas corresponding to them. Among them, two have already created metropolitan areas: Oradea (2001) and Iași (2004), both with the assistance of programs financed by USAID.



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Introduction

The great cities can no longer physically cope with the pace of economic and demographic development, which took them to the only solution left: to expand. The governments of the core cities have already drawn up metropolitan areas, guided by the need for space and funds and they are ready to „swallow” towns and communes that they would assimilate in one administrative-territorial unit.

The new law of the local public administration (*Law no. 286/6.07.2006 for modifying and completing the Law of local public administration no. 215/2001*) introduced as novelty the legislation for the metropolitan areas. Thus, the state will support the initiatives of creating metropolitan areas by means of providing financial resources, consultancy and training courses. The basic idea of creating metropolises is to attract structural funds from the European Union in order for the poorer settlements to have a higher living standard and the city, a space for expanding.

The metropolitan area is:

- *The area created through the voluntary association by means of partnership among urban and rural settlements, among which were developed collaboration relations at several levels (Law no. 351/2001 concerning approving the Plan of arranging the national territory – IVth Section – the Network of settlements);*

- *The area located around the first ranking cities which comprises the towns at distances of up to 30 km and within which were created mutual relations of influencing in the area of communication paths, economic, social, cultural and city related infrastructure (Law concerning arranging the national territory and the urbanism no. 350/2001, IIInd Annex);*

- *An intercommunity development association created by means of partnership between Romania’s capital city or the first ranking cities and the administrative/territorial units located in the neighboring area (Law no. 286/6.07.2006 for modifying and completing the Law of local public administration no. 215/2001).* **The metropolitan area’s role** includes:

- The cooperation in the area of urban development;
- Drafting and implementation of some common projects (e.g. in the area of education and culture) that the villages or the small communes could not implement on their own;
- The possibility to access more easily the European funds.

As a conclusion, I might say that the **metropolitan area** is, in fact, an NGO: *an organization comprising the settlements near a great city that associate in order to fulfill together development projects and in order to attract non-reimbursable financing.*

According to the demographic traits (structure of the population by age and economic status), the density, the inhabiting type, the relations between the work places and the residential neighborhoods, the traffic and the environment costs, to the possibilities to create new residential areas and economic entities and to the environment aspects, the local councils can cooperated within the metropolitan area in the following **domains**:

- Land use development;
- Housing;

- Economic development;
- Development and maintenance of the infrastructure networks;
- Financing of public services;
- Growth management;
- Drafting energy related policies;
- Management of the environment;
- Institutional organization and the development of the human resources;
- Valuing the local characteristic elements.

1. Metropolitan Areas in Romania

According to the legislation in force, in Romania there are 11 first rank cities that given their size, their importance, the level of services and of the economic activity, represent attractions and undergo the development pressures. Still, according to the European tendencies, the urban agglomerations tend to approach this type of cooperation regardless the number of inhabitants. These areas are presented in diagram no. 1.

Currently in Romania there are 11 great cities that have developed processes of organizing the metropolitan areas corresponding to them. Among them, two have already created metropolitan areas: Oradea (2001) and Iași (2004), both with the assistance programs financed by USAID.

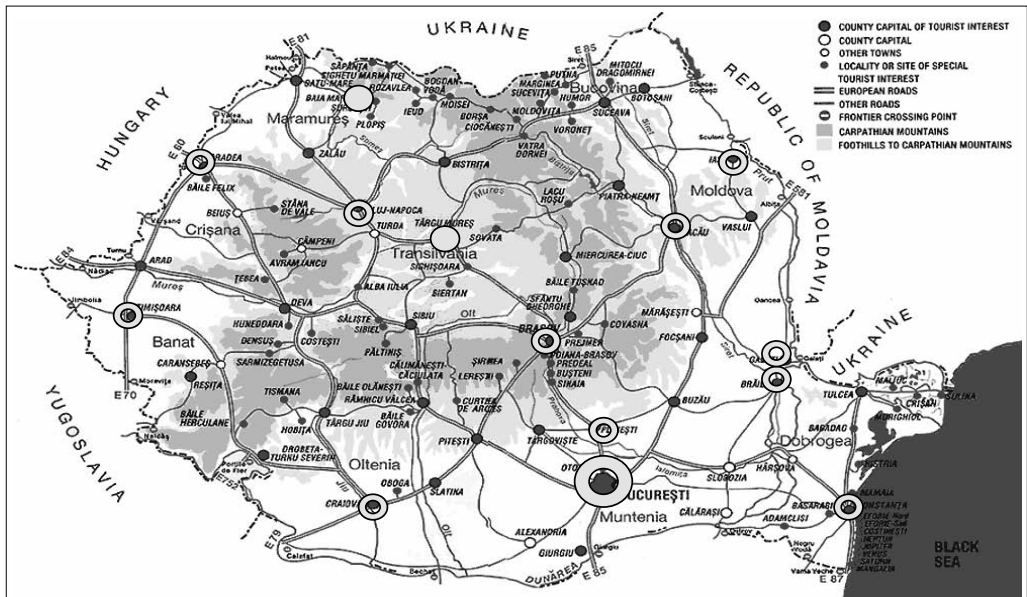


Diagram no. 1. – The metropolitan areas

1.1. The Oradea Metropolitan Area

Oradea is the seat of Bihor County and due to its geographical position it is also considered the „entrance gate city”, thus connecting: (a) the country’s West, Center, East and North and (b) the countries of the Western Europe, the countries of the Eastern Europe and even the countries of the Middle East

Romania’s economic opening, as well as its neighboring with the Romanian-Hungarian border led to the occurrence of many Romanian and foreign investments during 1990-2001 (USD 391,083,833 capital investments in Bihor County of which 70% in the metropolitan area – USD 273,758,683). These determined the occurrence of the city’s development tendencies to its administrative limits, as well as from the neighboring communes towards the city.

The „Oradea Metropolitan Area” Project was the first project of this type in Romania developed with the support and financing of the Ministry of Public Works, Transports and Housing during 1999-2002.

The decision to create the Oradea Metropolitan Area was based on the founding members’ belief that the association of the communities and the local authorities is vital for issues such as the area’s economic and investment development, urban and rural, protecting the environment, improving and developing infrastructures, as well as the services offered to citizens in order to increase their wellbeing and the propriety of the administrative units members of the association¹.

The Oradea Metropolitan Area comprises ***Oradea City and the 7 neighboring communes*** (Biharia, Borș, Cetariu, Nojorid, Oșorhei, Sînmartin and Sîntandrei), having a total population of 240,800 inhabitants and an area of 57,445 ha.



Diagram no. 2 – The Oradea Metropolitan Area (Source: <http://www.zmo.ro>)

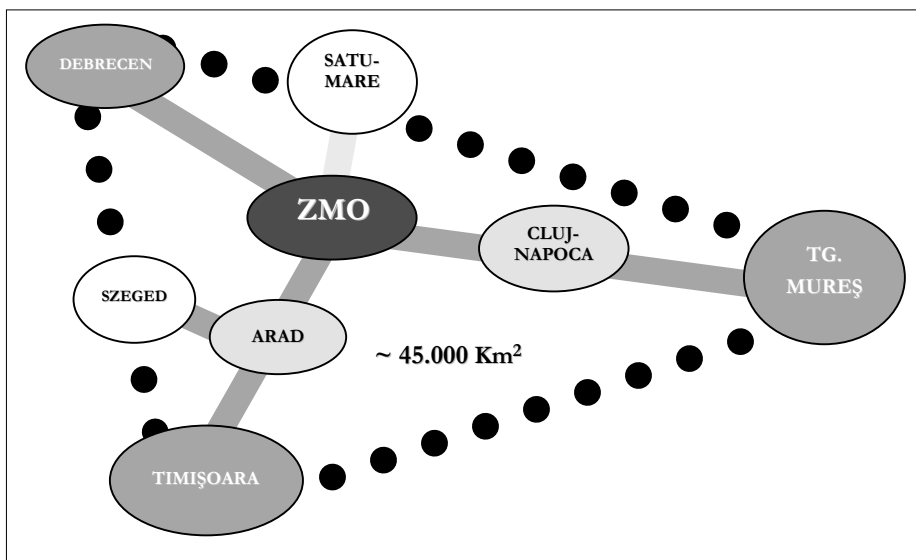


Diagram no. 3. –The Oradea Metropolitan Area in regional context
 (Source: <http://www.zmo.ro>)



Diagram no. 4. – The Oradea Metropolitan Area in Euro-regional contest
 (Source: <http://www.zmo.ro>)

On May 9, 2005 the Oradea Metropolitan Area Association was created as legal person of public concern, having a private character without patrimonial purpose. It is the first legal entity of this type outside the European Union's Border that, beginning with November 28, 2005 became an acknowledged member of METREX (European Network of Regions and Metropolitan Areas).

1.2. The Iași Metropolitan Area

On **April 8, 2004 the Country Council of Iași County, the Iași City and 12 surrounding rural settlements** (*Aroneanu, Barnova, Ciurea, Holboca, Lețcani, Miroslava, Popricani, Reditu, Schitu Duca, Tomești, Victoria, and Ungheni communes*) signed, according to the common development goals identified and for fulfilling some adequate partnerships in order to reach these goals, the incorporation document of the **Iași Metropolitan Area** and created the Iași Metropolitan Council.

This initiative was based on the phases already made for drafting the space development plans of Iași County, as well as for drafting the sectorial strategies and for the integrate management of the physical planning issues resulting from the policies that created the adequate framework for developing a metropolitan territorial system, but also the existence of similar experiences in Romania (Oradea, Timișoara, Bucharest, etc).

The project was developed through the GRASP (Public Administration Reform through Sustainable Partnerships) program financed by USAID and implemented by Development Alternatives Inc. and Academy for Educational Development. It was initiated in the fall of 2002 when experts from the GRASP program developed interviews for assessing the assistance needs with the representatives of the County Council and of the Iași City Hall. The result of the interviews was focused on a common interest area: approaching the integrate development of the city and the settlements in its influence area hereinafter named "Iași Urban Agglomeration", this meaning initiating the metropolitan development.

At the beginning of 2003 the Collaboration Agreement between the Iași County Council, Iași City Hall and the GRASP program was signed, representing the initiation of the metropolitan development project.

In the first phase a series of general principles and a long term plan (18 months) that assumed going through the following **main steps** was established:

- Performing the area audit and identifying the administrative-territorial units' potential partners for metropolitan development;
- Identifying the common goals for development and the available resources;
- Drafting a development strategy's layout at metropolitan scale;
- Adapting the space development plans with the strategy layout;
- Identifying the projects that might be implemented and promoting them in order to attract private partners and investments;
- Formulating a solution for institutionalizing the metropolitan development efforts that would be agreed by the partners involved;
- Identifying and ensuring the sustainability conditions for the metropolitan area.

The project's **main phases** (Vrabete et al, 2004, p. 34-35) were: •

- **The preparation phase** where: (a) the cooperation chances for the metropolitan development were analyzed; (b) the idea of „urban agglomeration” was replaced by the partners with the one of „metropolitan area”; (c) the integrated development plans, consolidated with the national and international development perspectives were drafted.

- **Initiating the institutionalization phase:** the partners drafted, taking into account the legislation in force, an institutional concept concerning the local and metropolitan conditions. Thus, the Iasi Metropolitan Area was created.

- **Initiating the implementation phase** was comprised of the Metropolitan Council's decisions of creating and co-financing the Iasi Metropolitan Development Agency and the Metropolitan INTRANET Network, of launching the web site and the plan for using lands on metropolitan scale and of using the Map Decision system.

The Iași Metropolitan Area has an area of 787.87 km² and a population of 397,800 inhabitants.

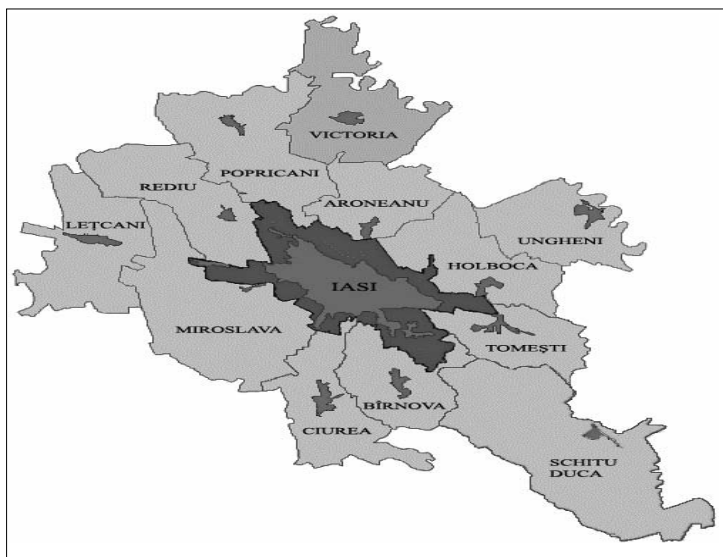


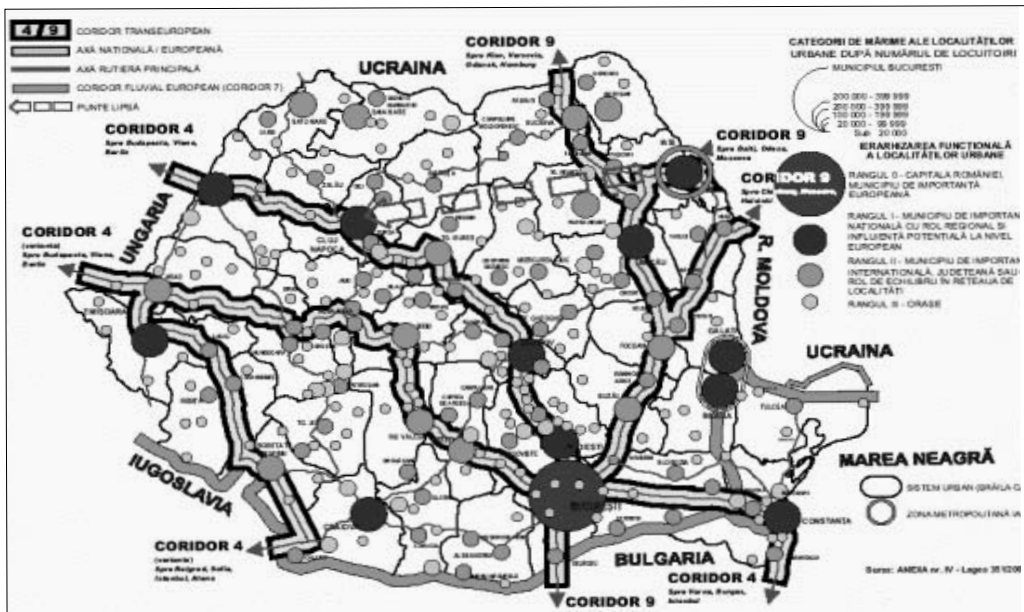
Diagram no. 5. – The Iași Metropolitan Area (Source: <http://www.zmi.ro>)

Competitive values and advantages (<http://www.zmo.ro>) of the Iași Metropolitan Area include:

- Position towards the Eastern border, the present external border of the European Union, strengthens its metropolitan area at the border with the Moldavian Republic. This advantage relies on the development plans of the infrastructure and on the cooperation initiated at technical level between the North-East Development region, the Metropolitan Area and the partner district over the Prut River;

- The metropolitan area, given its multiple resources and potential, holds the strongest position in this region (North-East Region), but also in Moldova;

- The historical plans that have in view the East-West cooperation and Moldavia's relation with Transylvania are resumed by the metropolitan partners and they are supported by the decision-makers at all territorial levels;
- The quality of services and academic endowments, of research and development, the cultural and artistic values, the tradition in the academic education place the metropolitan area first in these domains in Moldova;
- The young labor force is highly and diversely qualified;
- The local communities are open and well educated, keeping their values and their traditions;
- The telecommunication infrastructures, as well as the technological endowments provide the adequate environment for developing the local companies and for attracting new business;
- The area's physical accessibility is of high quality and in continuous development (the expanding airport);
- The cooperation on multiple territorial levels and in several domains, as well as the accessibility for development ensures the adequate conditions for the development of the markets;
- The metropolitan area has a series of cultural, artistic, scientific, patrimony and tourist values that offer it a unique attractiveness in Moldavia and in Romania;
- The historical past (former capital city), the institutional, cultural, academic and representation structures, the international relations, the cosmopolite character, the values and the traditions offer image and prestige to the Iași Metropolitan Area.



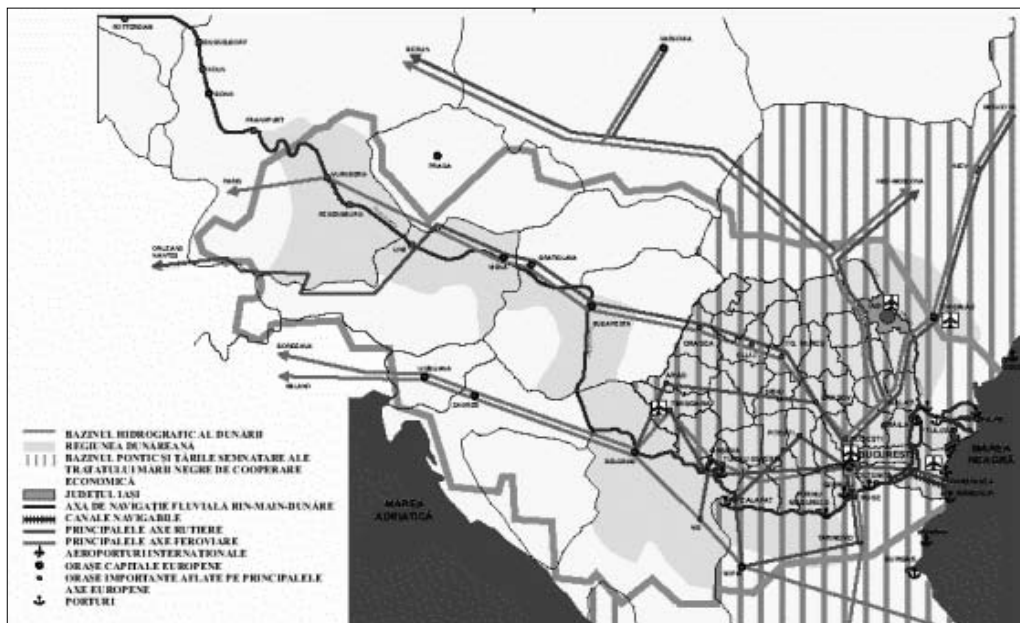


Diagram no. 7 – The Iași Metropolitan Area in European context

(Source: <http://www.zmi.ro>)

2. Cities in Romania with metropolitan development potential and ambitions

In *Bucharest, Timișoara, Cluj-Napoca, Constanța, Giurgiu-Brăila, Bacău, Ploiești, Brașov* and *Craiova Cities* there have been initiated some projects for creating metropolitan areas. They will be presented in this section.

2.1. The Bucharest Metropolitan Area

In 2003 the City Hall of 1st District initiated a project **concerning building the Bucharest Metropolitan Area** (*Survey concerning the Bucharest Metropolitan Area*, CURS, 2003, www.zmb.ro) based on a detailed survey² that fulfilled:

- An analysis concerning the opportunity, the organizing, the advantages and disadvantages of having a metropolitan area, as can be seen from the experience of the European Union's countries, of the candidate countries and of Romania;
- A determination of the Bucharest Metropolitan Area's borders and an assessment of the impact of this project on the population in this zone, as can be seen from the land research on 98 settlements (communes and towns) in the area surrounding Bucharest, located at a distance of up to 40 km of the city.

In parallel there appeared a series of **projects** (legislative or not only) *that proposed a certain structure of the Bucharest Metropolitan Area, a geographical delimitation and an administration model of this one:*

1. In *august 2005* the **General Council of Bucharest City** approved a decision (Decision of the General Council of Bucharest City no. 176/4.08.2005) **proposing a "Development model of the Bucharest Metropolitan Area"**, drafted within the

“PATZ – Urban agglomeration area and metropolitan area of Bucharest City, bringing to date and analyzing the existent situation, diagnosis, regulations, land digital model, action plan, priority programs” documentation, phases 2003-2004.

The CGMB decision relied on a survey coordinated by the Bucharest Urban and Metropolitan Planning Center and it took into account the statistical data and long term researches. It proposed for:

- The Bucharest Metropolitan Area *to be created from **Bucharest City and 94 administrative - territorial units of 5 counties*** (Călărași, Giurgiu, Dâmbovița, Ialomița and Ilfov);

- **Strategic principles:**

- Balances development of the metropolitan area through stopping the uncontrolled urbanization;
- Balances the need for economic and social development with the one of maintaining and improving the quality of the environment through a sustainable development;
- Fulfills a better relation between the urban and the rural area through developing some major technical infrastructure networks, diversified and well connected to the national and international networks;
- Improves the quality of life in the area;

Specific tools: the green-yellow ring and the regional parks;

Alternative cooperation types: associative organization and the economic agency organization

2. On October 12, 2005 has been registered at the Chamber of Deputies (Parliament of Romania) the **legislative proposition concerning the “Bucharest-Ilfov Metropolitan Area”** (Law project no. 473/21.10.2005 (www.cdep.ro). The document proposed a territorial and administrative structure of the metropolitan area and a series of competence domains of the metropolitan public administration:

- BIMA is comprised of **Bucharest City** (named the Bucharest Metropolitan Center) and of **Ilfov Pre-metropolitan Area** (the communes and countries in this country);

- **The institutions that govern BIMA are:** the General Council of the Bucharest-Ilfov Metropolitan Area (comprised of 61 counselors), the General Mayor and the two vice-mayors (corresponding to the Metropolitan Center, respectively the Premetropolitan Area) and the prefer together with two sub-prefects;

- **The public services of metropolitan interest** are: the land and underground public transportation means, the city’s main issues (the main street network, the water, sewerage and the district heating), the theaters, the libraries and other culture instructions, the cemeteries, the Zoo and the Botanical Garden, the services for administering parks, public gardens and the verdure spots.

3. On October 24, 2005 it has been registered at the Chamber of Deputies (Parliament of Romania) the **legislative proposition named “Law of Bucharest Metropolitan Area”** (Law project no. 483/24.10.2005 (www.cdep.ro). Just like the previous project, the document proposed a very detailed form of the administrative structure that would follow to be comprised in the metropolitan area, presenting

broadly the local public administration institutions of the metropolis and their attributions:

- BMA is an ***administrative - territorial unit with county classification and it is comprised of the Bucharest Metropolitan Center*** (the districts are considered towns) ***and the Bucharest Pre-metropolitan Area;***

- BMA comprises ***62 settlements plus the Bucharest City;***

- ***The public authorities*** within BMA are:

- *The Governor* (function similar to the prefect) and *2 vice-governors* appointed by the Government of Romania;
- *The BMA Council* which is comprised of 75 counselors and which coordinates the activity of the local councils, of the districts, towns and communes in order to achieve the public services of metropolitan interest;
- The General Mayor and four vice-mayors;
- *The General Assembly of Local Elected Persons of BMA*, comprised of the President of the Metropolitan Area's Council, the general mayor, the general counselors, and mayors and the local counselors;
- At BMA level operates a *permanent delegation* having a consultative role, comprised of the general mayor and the mayors of the districts comprising the Bucharest Metropolitan Area. The Governor is a lawful member of the permanent delegation and it has a consultative vote.

- ***The public services of metropolitan concern*** are: the land and underground public transportation means, the city's main issues (the main street network, the water, sewerage and the district heating), the theaters, the libraries and other culture instructions, the cemeteries, the Zoo and the Botanical Garden, the services for administering parks, public gardens and the green verdures.

There must be mentioned that:

(1) As regards the characteristics of the European metropolises, Romania's capital city has the following situation:

- It is located in the third category of metropolises as size (1 - 3 million inhabitants), but it has a negative dynamics due to the negative population growth rate from 1990-2000. Remedying this situation, with visible effects over two decades, can be made according to some coherent demographic and social – economical policies;

- It is not a metropolis from the standpoint of (a) metropolitan like functions and (b) international influence due to the fact it doesn't not have international institutions, decision makers, but just company branches, bank branches, etc;

- The city could be considered (with reservations) in the category of periphery regional metropolises, with limited international influence, having a few tertiary serviced of metropolitan level and poorly developed international functions (in this category are also inscribed: Athens, Lisbon), but with the possibility of preparing the passing to a higher category, that of regional metropolis having a strong international influence, a diversified structure of metropolitan activities and some specialized international functions (such as Rome, Madrid or Berne). This situation might be consolidated through:

a) Increasing its role at regional and European level, especially through replacing the situation of periphery capital of the South-Eastern European area with the one of „**relay**” ***between the North-South relations [Baltic Sea Region – CADSES (The Central Adriatic Danube and South-Eastern European Space)] and East-West relations***, but also of „**passing way**” ***between Europe, the Middle East and Asia*** – thus, trough attracting some international and regional – European functions;

b) Developing metropolitan services.

(2) As regards the logics for specially creating the metropolitan regions / areas of the European capital cities, the Bucharest City has a specially unfavorable situation that will require:

(a) Either creating some institutionalized forms of inter-regional cooperation for correlating the development strategies and policies;

(b) Either reviewing the configuration of Regions no.3 and no.8. Region no. 8 Bucharest – Ilfov is located in an enclave within Region no. 3 Muntenia and it is undersized, the Metropolitan Area, but also the Urban Agglomeration identified surpasses the limits of the regions, especially towards South (diagram no. 8).

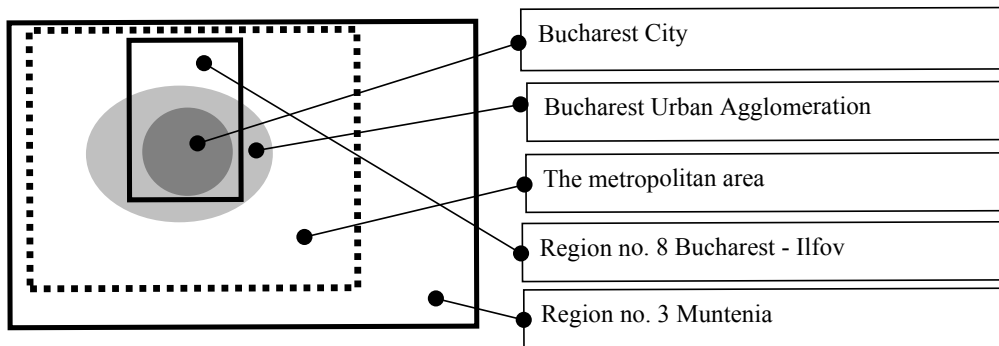


Diagram no. 8 – The Bucharest Metropolitan Area

(3) As regards the size classification of the metropolitan and urban agglomeration regions of some capital cities in the Central and East-European countries that sketched the territorial structures in accordance with the European Union’s tendencies and that were subject matter of the Assessment Report for the Conference of European Metropolitan Regions³, we can notice:

- ***A clear under-sizing of the Bucharest – Ilfov Region*** (1,821 km²) as against the Budapest Metropolitan Region (8,930 km²) or the Prague Metropolitan Area (3,913 km²), being classified in fact, as size, between the Budapest (2,536 km²) and Prague (1,667 km²) urban agglomerations;
- ***An obvious under-sizing of the Bucharest City territory***, with a density of the inhabitants at least double as against other capital cities (Bucharest 8,893 inhabitants /km² as against Prague, Warsaw and Budapest with 2,418, 3,284 and respectively 3,554 inhabitants /km²), which explains the expansion of some functions on the territory of neighboring communes and the need for the development to take place, in the future, in a manner correlated with the surrounding settlements.

According to the surveys made, the Bucharest Metropolitan Area should be comprised of ***Bucharest City and other 62 settlements (4 towns and 58 communes)***.

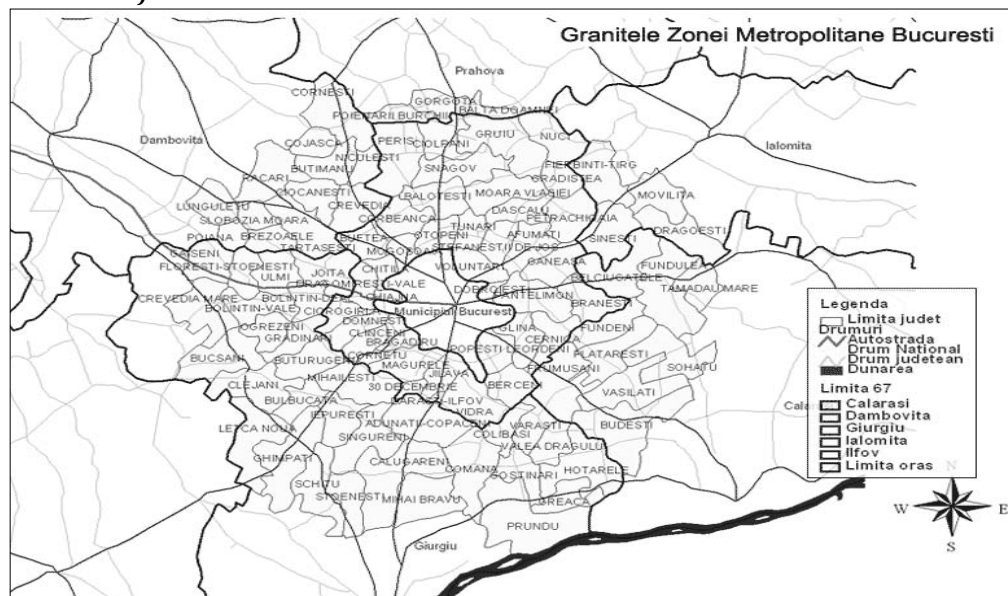


Diagram no. 9. – Borders of the Bucharest Metropolitan Area
(Source: <http://www.zmb.ro>)

Through the General Urbanism Plan can be anticipated the evolution of Bucharest City:

	BUCHAREST 2000	BUCHAREST 2025
Character	Periphery regional metropolis with limited international influence.	Regional metropolis with strong international connections.
Functional profile	Capital city – City with little metropolitan activities and poorly developed international functions	Capital city –Metropolitan Area with a diversified structure of metropolitan activities and with some specialized international functions.
Size and dynamics	<p>Bucharest City (1998):</p> <ul style="list-style-type: none"> - 2,009,000 inhabitants; - 866,000 jobs of which 794,000 for the Capital city's population and 72,000 for the one in the settlements included in the metropolitan area. <p>The towns and communes potentially comprising the BMA, excluding the City:</p> <ul style="list-style-type: none"> - 298,000 inhabitants <p>BMA Total:</p> <ul style="list-style-type: none"> - 2,307,000 inhabitants - 1,729 km² 	<p>Bucharest City (2025):</p> <ul style="list-style-type: none"> - 2,165,000 inhabitants (+ 7.8%); - 1,000,000 jobs (+15.1%) of which 915,000 for the Capital city's population (+ 15.2%) and 85,000 jobs for the population in BMA's settlements (+ 18.0%). <p>The remaining of settlements comprising the BMA, excluding the city:</p> <ul style="list-style-type: none"> - 335,000 inhabitants (+ 21.4%) <p>Total ZMB:</p> <ul style="list-style-type: none"> - 2,500,000 inhabitants (+ 8.4%) - 1,729 km²

<i>The land within city limits /the administrative territory of the city</i>	19,800 ha/ 228 km ²	21,600 ha (+ 9%) / 228 km ²
<i>Territory of the Metropolitan Area</i>	Territory of Bucharest City + 4 towns + 58 communes proposed to comprise the future BMA = 1,729 km ²	MBA territory = 1,729 km ²
<i>Territory of the Metropolitan Region</i>	Development Region no. 8 Bucharest – Ilfov – 1,821 km ²	It is necessary to reconsider the Region no. 8 Bucharest – Ilfov which assumes adopting one of the following alternatives: (1) creating a metropolitan area made through inter-regional cooperation between Region no. 8 Bucharest - Ilfov and Region no. 3 Muntenia – system that introduced a supplemental level in the structure of territorial organization, involving supplemental costs, the persistence of some dysfunctional aspects and difficulties in the decision making process; (2) Reconfiguring Regions no. 8 Bucharest – Ilfov and no. 3 Muntenia, taking into account the parameters in which the regionalization in the EU countries took place for situating at an advantageous competitiveness level.

As a conclusion, creating the Bucharest Metropolitan Area represents the most adequate institutional solution for leading and organizing the complex inherent functions to the economic activity, to the public services, to the social and cultural relations of Bucharest City and of its satellites.

As a result, Bucharest will have to „manufacture” its own brand in order to reach and to consolidate the competitive advantages in the European territorial conglomerate in order to (Țarălungă and Racoviceanu, 2006, p. 3):

- Improve the quality of life and to remove the territorial disparities existing among Bucharest City and the administrative - territorial units comprising the BMA and among the districts of Bucharest City;

- Create an economic concentration and support pole for attracting new companies and new investments (in economic companies and in the local infrastructure) that will determine (a) the occurrence of a higher number of jobs and (b) stopping the population's exodus from the rural periurban areas;

- Promote the cultural values in the European multicultural vastness through different manners of expression: music, language, architecture, picture, archeology, etc.

2.2. Timișoara Metropolitan Area

Timișoara is located near the borders with Yugoslavia and Hungary, in the contact area with EU, at a 700 km distance of 13 European capital cities. It is located on the Corridor no. 4 of pan European circulation, having the access possibility to Corridor no. 7 (through Bega Channel).

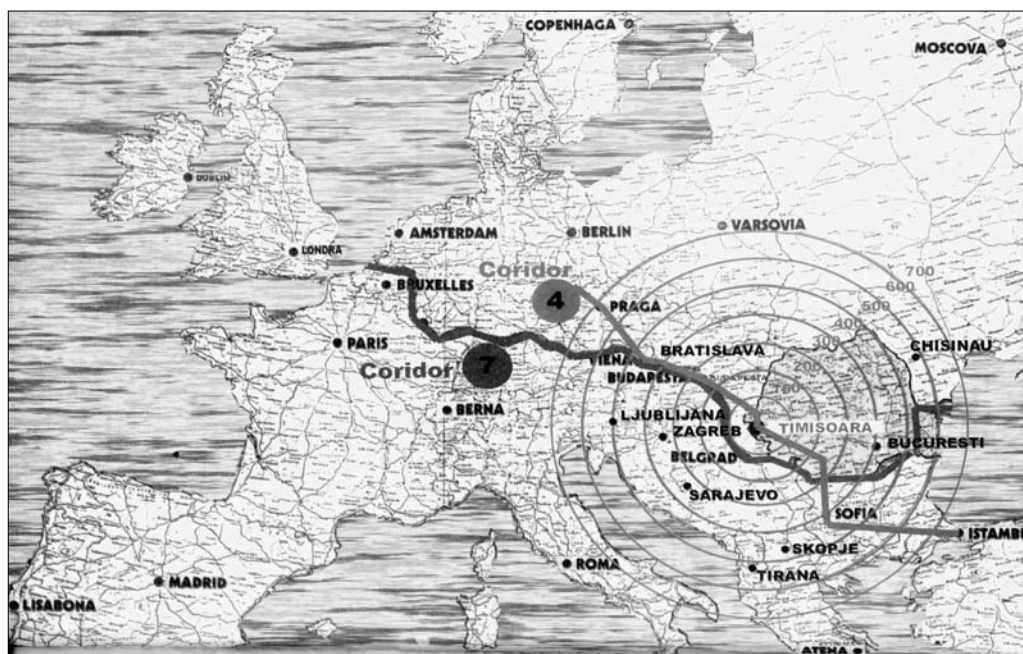


Diagram no. 10. –Timișoara Area in European context

(Source: <http://www.primariatm.ro>)

Timișoara is a powerful economic center, holding more than 95% of the area's economy, over 60% of the county's economy, over 30% region no. 5 West's economy and over 30% of Romania's economy.

The Strategic Economic and Social Development Concept of Timișoara Area (*Timișoara City, Dumbrăvița, Ghiroda, Moșnița Nouă, Giroc, Sânmihaiu Roman, and Sacalaz communes*) has been drafted during June 1999 - May 2000 within the "Institutional and civil society partnership for planning the economic and social development of Timișoara area" project, financed by the City Hall of Timișoara City and the Foundation for an Open Society Timișoara.

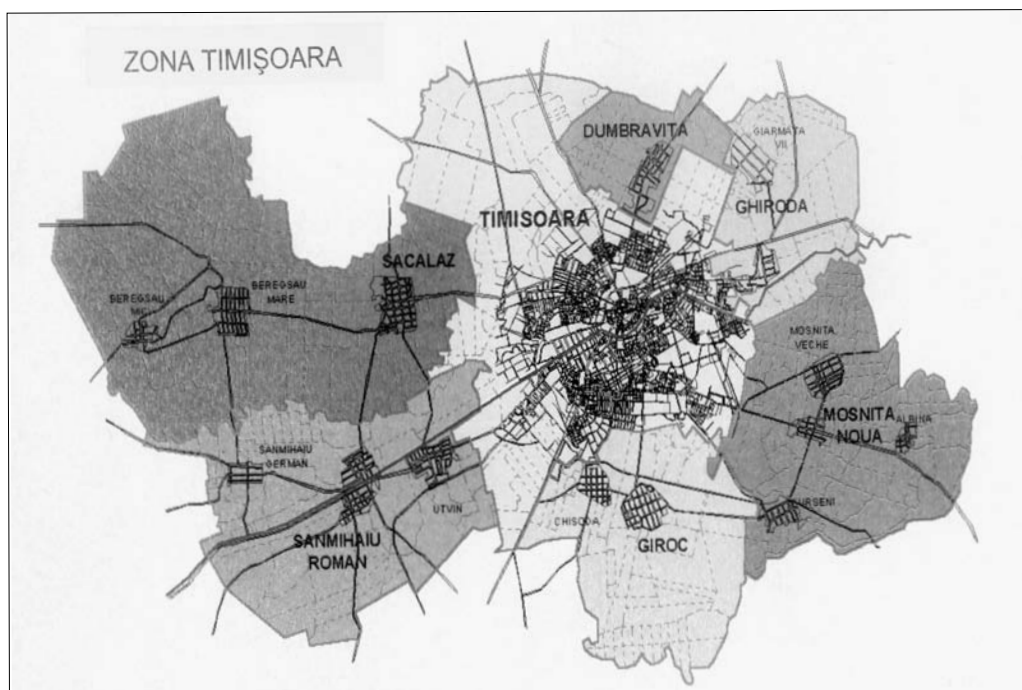


Diagram no. 11. – The Timișoara Area

The process of drafting this concept had an open and democratic character, thus allowing the broad participation of local experts and of civil society representatives in Timisoarea area.

Ist Phase (June - December 1999). During this phase was initiated the local partnership, launching the work methodology, setting and analyzing the reference area's development potential. Also, there were created work committees on activity domains of the economic and social life within which were gathered data and information relevant for analyzing the specific internal and external environments.

Within the first common workshop was completed the diagnosis analysis that was presented and validated at the first "Timișoara Partnership" Conference (January 2000).

IInd Phase (January - March 2000). The diagnosis analysis allowed the identification of the general goals for developing the area (the mission) and the strategic development directions taking into account the following 7-10 years. There were defined, analyzed and set out the area's development strategic goals and scenarios. There were formulated the approaches that will allow reaching these goals and scenarios, respectively the general purpose.

Within the second collective workshop have been analyzed broadly the identified development measures, fact which allowed selecting the optimal strategic alternative, thus resulting in the Catalogue of goals and development measures.

Thus the **general goal** had in view “Sustainable development of the Timișoara area for affirming it as a competitive strategic pole at European level in order to provide prosperity and to improve the life quality of its inhabitants”.

In order to achieve the items on the concept’s mission there have been accepted **four strategic development directions**:

1. Creating an attractive and moral business environment;
2. Developing the Timișoara area as economic and regional competitive pole, promoter of the national integration in the European Union;
3. Developing a stable social and cultural environment and that is favorable to progress;
4. Fulfilling a friendly ecologic habitat for the inhabitants.

The selected strategic directions allowed grouping the **goals** (19 of them), according to their contents, and within them, of **67 sub-goals**. They must have been achieved through implementing **448 approaches**.

The chosen strategic alternative, with its goals and measures, has been amended, completed, and validated during the second “Timișoara Partnership” Conference from April 2000.

IIIrd Phase (Aril - May 2000). During the third phase has been developed a strategic alternative and there have been set out the assessment indicators, the envisaged final results, the responsibilities and the requirements within the implementation process.

The final strategic concept has been made available to the experts, to the entire civil society for consultation and public debate purposes. The completing and amendments resulted have been researched and debated by the local partnership, being performed the necessary modifying.

The Strategic Development Concept of Timisoara Area has been approved by the Local Council of Timișoara City, and the local political forces signed the declaration for supporting its implementation.

2.3. The Cluj Metropolitan Area

The Cluj Metropolitan Area⁴ will be comprised, in one phase, of **Cluj-Napoca City** and **7 communes** (*Chinteni, Apahida, Florești, Baci, Feleacu, Ciurilă and Gilău*).



Diagram no. 12. –The Cluj Metropolitan Area
 (Source: <http://www.cjcluj.ro/zona-metropolitana-urbana/>)

The advantages associated with the creation of this metropolitan area take into account:

- The integrated development of Cluj-Napoca City and of these communes, as well as clearly identifying the areas with different characteristics (tourism and entertainment areas, industrial areas, residential areas etc);
- The possibility to efficiently manage the public services at city level, but also at the level of the 7 communes;
- The possibility to achieve great investments for the advantages of both administrative structures⁵ (periphery areas of Cluj do not have the financial force to support the present day development pace);
- The possibility to attract European development funds with special destination for the metropolitan areas;
- Possibilities to develop the business environment through increasing investments;
- Increasing the living standard of the area population through improving the quality of services for the Cluj-Napoca City inhabitants, but also for those of the 7 neighboring communes.

2.4. Other cities with metropolitan development potential

A. Constanța Metropolitan Area will comprise **14 settlements: a city** (*Constanța*), **5 towns** (*Ovidiu, Năvodari, Eforie, Techirghiol, Basarabi*) and **8 communes** (*Lumina, Mihail Kogălniceanu, Valu lui Traian, Poarta Albă, Corbu, Cumpăna, Agigea and Tuzla*). It will have 550,000 inhabitants and will be spread on a huge area, especially on the North-South axis along the Seaside, from Danube's Delta to the Tuzla Lighthouse near Costinești. In other words, the metropolis will comprise 70% of the county's population and 33% of its surface.

In the future structure named "association for inter-community development", the metropolitan area will be managed, on a turn, by the 14 mayors. It will attract numerous European funds and each settlement will be focused on a certain activity domain⁶. Thus, the 14 settlements will cover the entire economic spectrum and the investors will be directed to the settlements in charge with their concern area.

B. Craiova Metropolitan Area will be spread towards all exits of Craiova City with approximately 15 kilometers. Thus, in the metropolis's borders will comprise **10 settlements** (*Podari, Ișalnița, Șimnicu de Sus, Ghercești, Pielești, Breasta, Malu Mare, Bucovăț, Mischii and Cârcea*).

Following the drafting of a metropolitan Craiova the new resulting area will have 17,135 ha of which the city will have 7,655 ha administrative territory and 4,759 ha land within city limits.

C. Galați – Brăila Metropolitan Area, which will be named **Cantemir** (according to the name of the residential neighborhood built on an area of 1,000 ha and that unite the two cities) will have approximately 600,000 inhabitants and it will be the second as size after Bucharest.

D. Brașov Metropolitan Area will be comprised of **Brașov City** and other **6 neighboring settlements** of which **2 cities** (*Săcele and Codlea*), **a town** (*Ghimbav*) and **4 communes** (*Cristian, Sânpetru, Târlungeni and Hărman*), totalizing a population of approximately 350,000 inhabitants.

Conclusions

Each European state has its own history and geography, its cultural and linguistic characteristics, its own tensions and tendencies, all these generating and explaining the differences existing in their territorial organization. These disparities explain at the same time why it is very difficult to find a pattern that would comprise the metropolitan regional/area or to formulate an exact and not very general definition.

The territorial organization form will determine also the characteristics of the local government systems, including granting resources and functions and the type of connections between the local and the central administration.

In order to estimate the local administrations' capacity to control urbanization within the metropolitan areas, there can be taken into account some valid supra-local interventions. The first examples, the ones in Northern Europe, are considered as having traditional administrative structures at national levels and the intermediary ones, which ensure the presence of the state on a vertical up to the highest level: this

explains why the policies are achieved and are efficient, why the urban government's infrastructure is specialized and it directs the competencies exactly where decisions have to be made. Combined with local initiatives, this administrative infrastructure exercises the greatest influence on the metropolitan government's performances. Thus, the North European Model is based on decentralization through the red tape national system, but also on high quality civil public services. The economy of urban regions, the public-private partnerships and the strong legal regulations concerning the property are just a few of the arguments explaining a good local government in the metropolitan areas in Northern Europe.

In Southern Europe the most encountered model is the prefecture one, the territorial dignitaries being the ones managing a centralized policy of the state. At the same time, the weak political parties, the weak civil society and a less strong red tape than in the Northern Europe diminish the efficiently potential of the control structures.

As regards the metropolitan areas in Romania, the experts drafted analyses and researches in this area but, unfortunately, they are not used due to the fact that the central administration is not sufficiently involved in this large development project.

In order to identify and to harmonize the relations between the metropolis, the urban agglomeration or the nucleus (central city) and the metropolitan area, it is necessary to adopt a coherent strategy that would comprise policies with direct effects. In order to apply this idea envisaged must be acted in the following directions:

- Efficiently valuing the legislative framework existing for promoting some partnership relations between the central city and its influence area. In these circumstances, the Law of regional development should be improved in the sense that it provisioned as institutional framework for applying the regional development; the region – which, in the case of the metropolis, develops spatially the applying framework.
- Improving the legislative framework for promoting and supporting some laws that would facilitate the direct access to advantageous credits for developing small and medium-sized companies for projects that have in view the revitalization of the agriculture and the development of the tertiary sector.
- The active involvement of citizens though consulting them (meetings, hearings and public debates) as regards different projects concerning the process of expanding the central city to peri-urban areas and to transform it into a metropolitan area.
- Creating local leaders. Creating the Citizen Consultative Committees (CCC) is the manner used by the local administration through which the citizens are committed in the governing process and through which they are permanently informed on the evolution of public needs. The CCC's are not specially stated by law. The members of the community are involved in a CCC due to the interest in solving some local aspects and issues as private persons or members of some interest groups, due to their civic responsibility, of the desire to obtain reputation and acknowledged, from technical experience for the local problems.
- Identifying the institutional solutions and defining the structures corresponding to each city having “metropolitan area ambitions” according to its specific characteristics in order to create adequate administrative bodies.

- Proposing some pertinent and viable solutions as regards solving some urgent matters such as sewerage, public lighting, road network, public transportation, improving the disfavored areas in the periphery neighborhoods, re-arraigning and managing the green areas and the list can go on.

Notes:

- ¹ Right now, the Oradea Metropolitan Area has 13 projects for developing infrastructures (of which one has a value of EUR 27 million for a road between Cluj-Napoca and Oradea), 3 projects concerning the urban development, 14 projects for institutional development, 7 for modernizing administrations and 10 concerning the development of human resources.
- ² The survey was performed in collaboration with the Urban and regional Sociology Centre CURS-SA.
- ³ Strategies for Sustainable Development of European Metropolitan Regions, European Regional Conference “European Metropolitan Regions”, Essen, September 15 - 17 1999.
- ⁴ The project of building the Cluj Metropolitan Area was launched in 2004.
- ⁵ Here it is taken into account the detour routes for Cluj-Napoca City and the access roads to the future Braşov-Borş highways, creating a rapid train / land subway lines from Cluj-Napoca to Gilău and Apahida (that will be completed until 2013), creating a new passengers terminal, a merchandise terminal and extending the runway of the Cluj-Napoca International Airport, creating an area system for processing residues.
- ⁶ E.g., town “x” will be dedicated to IT industry, commune “y” will obtain funds for developing the food industry, town “z” will become specialized in clothing, etc.

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