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ABSTRACT

This axis priority is to increase the main purpose of accessibility regions, the population mobility, goods and services to stimulate sustainable economic. Investment in transport infrastructure to facilitate mobility of people and goods, reducing the costs of transport of goods and passengers, improving access to the regional markets, increase the efficiency of economic activities, energy saving and time, creating conditions for expanding trade and implicitly productive investment.

Developing transport networks will facilitate the cooperation interregional and will contribute significantly to increase competitiveness of enterprises/firms and the labour mobility, and, therefore, a development faster to Romania on the whole, but also of each region. The development of urban transport network will take into account the existing structure of public transportation to ensure where possible, improve the infrastructure of roads, which will contribute to use in a more efficient way of public transportation.

Rehabilitation and upgrading urban streets, and construction, rehabilitation and upgrading of roads to his belt (the status of county Road) will contribute to urban improve traffic, cut on the time of transport, road and face elimination in their localities crossing safely.

Keywords: urban development, growth poles, regional disparities, Regional Operational Programme

JEL classification: R10,R11,R12

1. Introduction

Regional Operational Programme (ROP) implement important elements of the National Strategy for Regional Development to substantiate the National Development Plan (NDP), contributing, along with other Sectoral Operational Programmes (OP), to the achievement of the National Development Strategy and Regional Development Plan Framework national Strategic Reference Framework, namely the reduction of economic and social development disparities between Romania and EU member states[1].

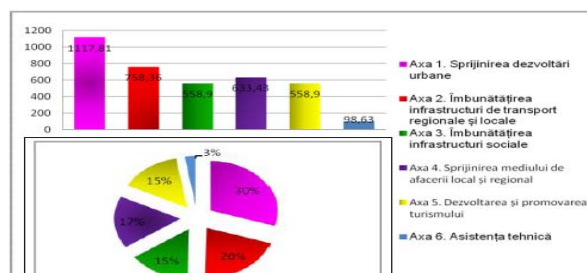
Regional Operational Programme 2007 - 2013 (ROP) includes all the 8 development regions of Romania, established by Law no. 151/1998 of Regional development, amended by Law no. 315/2004, in compliance with EC Regulation no. 1059/2003 concerning the establishment of a common statistical classification of territorial units. Since all NUTS II regions in Romania, including Bucharest - Ilfov, have a Gross Domestic Product (GDP) of less than 75% of EU average, they are eligible for Structural Funds under Objective "Convergence", as specified in Article . 5 of Council Regulation No. 1083 / 20061. [2]

Regional Operational Programme was approved and became operational on July 12, 2007. Regional Operational Programme (ROP) is funded by the European Regional Development Fund (ERDF), one of the EU Structural Funds.

ROP funds are allocated for priority axes of the development program, and indicative fore development regions.

The total budget allocated to ROP is around 4.4 billion, aut of which the EU funds is 85% of the total budget and of 15% national funds.

The main axes of the ROP and also the financial allocations in Romania between 2007 - 2013 are presented in chart nr.1



**Graph no.1
Distribution of
funds ROP
priority axes**

From chart nr.1 it can be seen that Priority Axis 1 - To support for urban development are allocated most funds, over 30%, but much less than the needs in this area. This allocation takes into account the implementation capacity, cofinancing and the experience of the local authorities to implement such projects of great complexity.

The main activities which can be funded are:

- Development of sustainable business
- urban infrastructure rehabilitation and improvement of the urban services, including urban transport activities;
- rehabilitation of social infrastructure, including social housing type and quality of social services.

2. Priority Axis 2 : Improving regional transport infrastructure and local.

Axis priority 2 - to improve transport infrastructure and regional and local elections will be allocated 20 percent of the funds (chart no.1). As regards improving transport infrastructure regional and local needs for rehabilitation of infrastructure public transport identified at regional level are large enough, and projects for rehabilitation, upgrading transport infrastructure regional and local levels are very expensive.

In the process of implementation priority ROP - Urban Development, Romania must find the best solution to achieve the two main objectives:

- ✓ objective one linked to the creation and development poles of growth, formed— in large urban centers and their areas of Metropolitan development (urban and rural localities), which act as engines of regional development;
- ✓ second objective is to support cities or municipalities with at least 10,000— people, with potential for economic and social development, which acts as poles for urban development.

In our country have been appointed 7 growth poles and 13 growth poles for urban development. Financial allocation guideline available for the period 2007-2013 presented the following Tables 1 and 2:

Table no 1

Financial allocation indicative poles corresponding growth in the period 2007-2013

Region	Total	North-East (Iasi)	South-East (Constanța)	South (Ploiești)	South-West (Craiova)	West (Timișoara)	North West (Cluj Napoca)	Center (Brașov)
Financial allocation (million Euro)	621,27	111,25	90,32	97	95,00	70,49	82,41	74,30
%	100	17,91	14,54	15,61	15,37	11,35	13,26	11,96
The ERDF (million Euro)	509,38	91,22	74,05	79,53	78,30	57,79	67,57	60,92
% The financial allocation	81,99	81,99	81,99	81,99	81,99	81,99	81,99	81,99

Source:***press release, www.inforegio.ro, 12-8-2008

After analyzing data presented can be observed that the financial allocation guideline available for poles of growth for the period 2007-2013 is the rate of 621.27 million euros. The European Development Fund regional covers about 82 percent, the difference of 18 percent consisting of the cofinancing of the state budget. Most of the funds is allocated region north-east (17.91 percent), south Muntenia (15.61 percent) and i.e South West Oltenia region (15.37 percent), the pole opposed belonging to the region West with only 70.49 million euros. Financial allocation indicative corresponding poles for urban development period 2007-2013 is present in the table number 2.

Financial allocation indicative poles corresponding urban development in the period 2007-2013

Region	Total	North-East (Iasi)	South-East (Constanța)	South (Ploiești)	South-West (Craiova)	West (Timișoara)	North West (Cluj Napoca)	Center (Brașov)
Financial allocation (million Euro)	248,48	44,49	36,12	38,80	38,20	28,19	32,96	29,72
%	100	17,91	14,54	15,61	15,37	11,35	13,26	11,96
Of which:		Bacău 22,24	Brăila: 18,06	Pitești: 38,80	Râmnicu-Vâlcea 38,20	Arad: 14,09	Baia Mare: 10,98	Sibiu: 14,86
		Suceava: 22,24	Galați: 18,06			Deva: 14,09	Oradea: 10,98	Târgu-Mureș 14,86
							Satu Mare: 10,98	

Source:***press release, www.inforegio.ro, 12-8-2008

The analysis of data is noted that, and in the financial allocation guide poles corresponding increase in case of poles urban development most regions of the funds is allocated less developed: North East, south Muntenia and i.e South West Oltenia, financial allocation being available to 248.48 million euros.

As regards implementation stage ROP-Axis 2 improving regional transport infrastructure and the date of 28.02.2011 local-situation projects submitted, but rejected as well as contracted projects and the values contacted shall be in the (graph 2, 3):

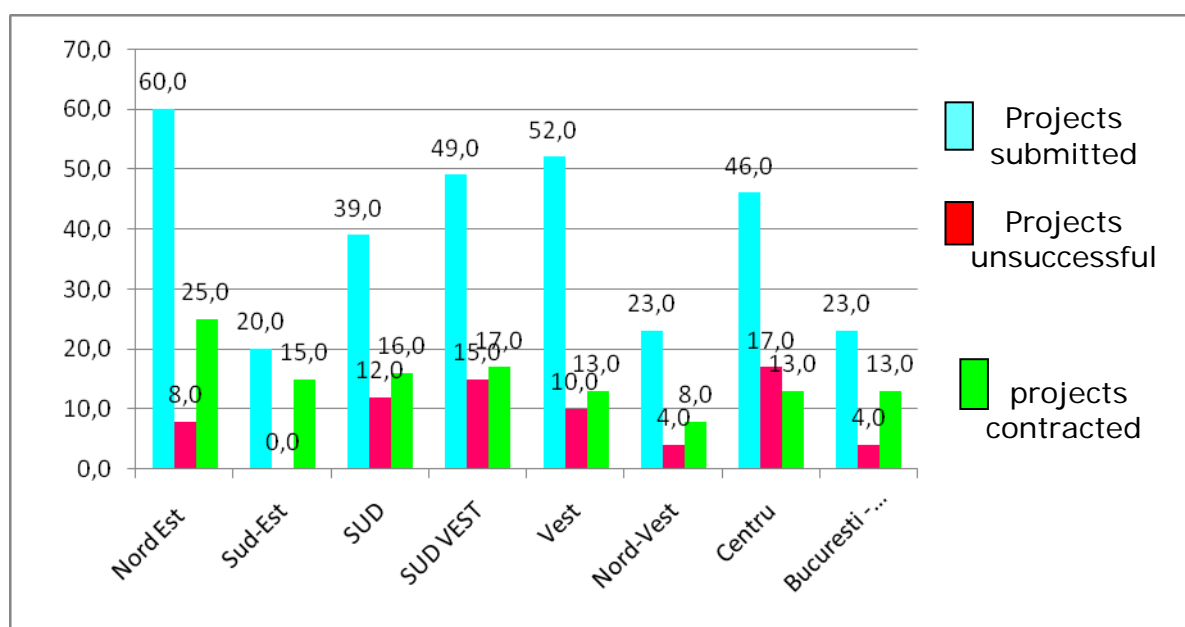


CHART 2. The number of projects submitted, rejected contracted through ROP - AXIS 2

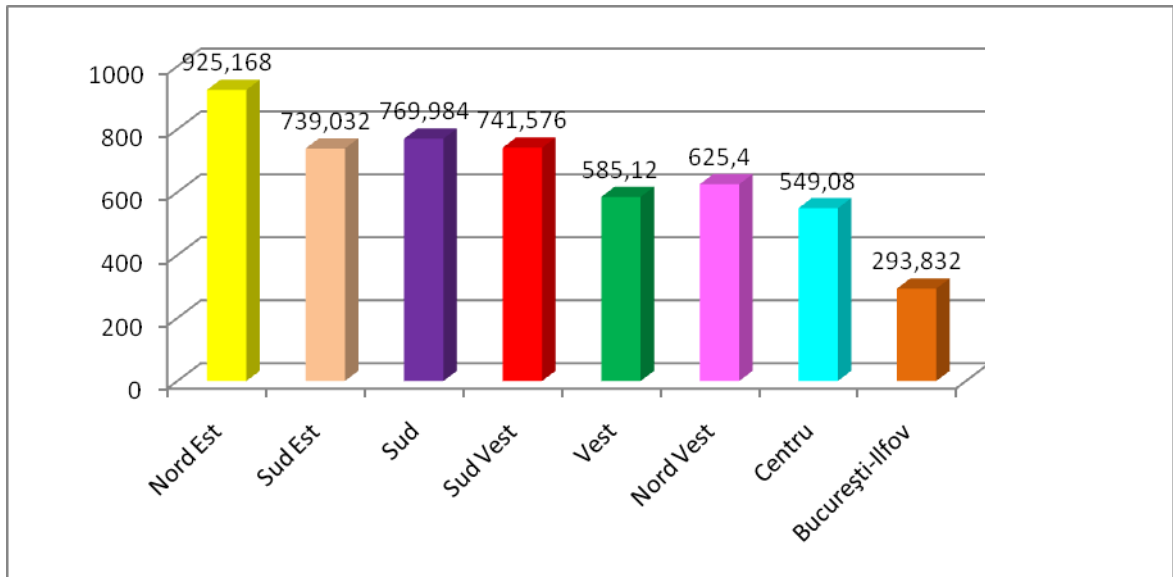


CHART no 3. The project contracted on areas of development through POR AXIS 2-improving transport infrastructure and regional and local - million Ron

By the end of 2010 is his more than 114 percent of funds allocated at improving regional infrastructure and transport for local, because of the 120 signed contracts for financing, totalling 1,233.5 million euros (5230.04 million RON), of which 864.4 million euros (3665.05 million RON) represented non-reimbursable funds.

It is observed and of those graphs that the region leading hierarchy projects submitted but also those contracted the region north-east Moldova with a value of projects contracted in the amount of 925.16 million Ron, the latest regions in the hierarchy are regions București-Ilfov, Centre and West, they which lie in these positions because they are regions to the degree of development at higher and thus need resources to develop and rehabilitate infrastructure public transport is lower.

3. Conclusion

The conclusion that the ROP, researched in 2006, has estimated that they will achieve 1,506 km of road modernized/rehabilitated/built (of which 832 km road district, 411 km urban streets and 219 km road belt), at the end of 2010 can face the end of the period-2007-2013, carrying a total of about 2,500 km, of which over 2,100 km road district, over 200 km urban streets and over 50 km road belt.

The date of 12-31-2010 a number of 16 projects, which consist in rehabilitation, modernization and construction (only for road belt) to over 300 km, have been completed in full view of the execution works:

1. Rehabilitation street Decebal- Dacia Craiova
2. Modernization str.Basarabiei-Galati
3. Rehabilitation and modernisation streets – Orsova
4. Upgrading transport infrastructure by tourist area necessity – lake Razim (jud.Tulcea)
5. Rehabilitation and upgrading DJ 652-Dolj
6. Modernization DJ 651B – Arad
7. Rehabilitation and upgrading DJ 606-Dolj
8. Rehabilitation and upgrading DJ 604-Olt
9. Rehabilitation and upgrading DJ 205R-Vrancea
10. Rehabilitation and upgrading DJ 648-Olt
11. Modernization DJ 209D – Suceava
12. Modernization DJ 174 – Suceava
13. Modernization of the tourist access to areas – Buzau
14. Modernization DJ 730 – Arges

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