

DURABLE DEVELOPMENT AND SPATIAL DIMENSION OF THE ECONOMIC ACTIVITY

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Abstract:

The durable development represents a new way of development that sustains the human progress, not only in a few places and for a few years, but for the population of the entire planet and in a long-standing future. The concept of durable development is set up on the idea that any process of development must have human finality and allow the extension of the choice range that each individual can make in order to satisfy its necessities.

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The durable development of the human locations shows that the durable development in space refers to an economic and social development comparable to the ecological criteria of a spatial system, taking into consideration the specific objectives of the component areas. The concentration point and the size of the efforts of durableness depend on the local conditions, including on the resources, individual and political actions and on the remarkable features of the community. The durable economic development represents the form or the type of development which harmoniously and regularly combines the economic rehabilitation growth, the protection of the environment, the social justice and democracy.

The economic growth at the local, regional and national level cannot be conceived without taking into account the experiences of the durable development. The durable development incorporates the reasons of the natural and demographic environment with the strategies of the development., these following to assure a relative and dynamic equilibrium between the economic growth, cultural development technical and scientific progress and the protection of the environment and the satisfaction of the demands of the social development in present and perspective.

The economic growth represents one of the most important objectives of economic politics that a government can propose, regardless of the development level of the country. The economic growth systematically expresses the quantitative, qualitative and structural dimension of the economic activities carried on in a country and it is reflected over the analyzed economic position in the globalized picture of the world economy representing the only solid base for the positive changes in citizens' life standards.

The durable development presupposes a positive process of changing the economic in which the use of material and human resources of education and culture, the development of techniques and the orientation of the investments must increase the present and future potential to satisfy the human necessities and aspirations. The objective of human development exceeds the defining of the development in an economic strict sense by underlying the necessities that people have to situate their needs, aspirations and capacities in the center of each effort of development.

The human development takes into account the fact that the development process must be done through people, people must participate and involve in a responsible way in taking decisions that their future depend on.

Although the concerns related to the aspects of economic development remain a condition for the politics of human development, the people's aspirations have the same importance in the process of formulation of human development politics which constitute both a process and a aim itself.

The human development, in the conditions of a durable sustainable development, must lead to an improvement of live standards reflected through the people's life quality growth.

Romania needs to maintain on a longer period of economic, balanced and durable growth, of strong and efficient institutions, of a coherent legislative system, of a fiscal predictable system, It must fulfill at term the obligations that it has assumed through the Adhesion treaty and to contribute to the fulfillment of United Europe's objectives, This includes the modernization of the physical infrastructure, the adaptation of the educational system to the European demands, the enlivening of scientific research and innovation, the conversion of agriculture and stimulating the rural development, the consolidation of the administrative capacity. Romania must take action for a durable development and for the protection of the environment, for the flexibility of the labor market and the insurance of the conditions for the development of an optimal competitive climax.

The spatial dimension of durable development represents a complementary and contradictory universe in different forms. The approach with discernment of the spatial dimension of a durable development creates the premises For a performance governmental management, compulsory condition in order to cope with the pressures that manifest in the future about the institutions of European Union.

In the orientation towards the economic performance structures regarded through the point of view of the relation with the environment, a decisive contribution must have the mechanism of prices, the price establishment of primary energy and of the raw materials extracted from nature and covering the expenses necessary to maintain unmingled the quality of the environment.

The changes obtained through the microeconomic polities do not produce significant positive results if they are not conferred a stable and favorable macroeconomic environment in order to reduce the internal and external imbalance, associated to the structural transformations. The macroeconomie stabilization is just a premise of the economic growth that cannot be sustained without the changes at the microeconomic level The macroeconomic stabilization has gained a statute of global problem and is followed through some macroeconomic parameters that are considered reference information over the state of a national economy.

In global sense, the change of (he economic agents' behavior in the exchange of the new structures and mechanisms must lead to a belter allocation of the resources between different sectors and enterprises, to the acceleration of the process of industrial reconversion and taking again the economic growth on a drained base.

In the conversion domain of industry, the most developed problem is represented by the re-technology of the branches. Some economical imbalances have been identified and an option has been made for the modern base on which the re-technology must support, and measures with general character to accomplish the conversions.

The concepts specific to spatial composition of durable development, among which, the special externalities, the weak/ strong durable development, the inferior/ exterior durable spatial development are frequently used in the last decades. The

concept of durable development has constantly drawn the specialists' attention, being developed and integrated in the economic and social development strategies.

If at the beginning there was a global and abstract concept, step by step it was translated through a variety of dimensions, oriented on the problem of the interest and competence of politics at the mezzo-economic level, those that aim at the durable development of the agriculture, of tourism, of transports, of urban and rural locations. All these components try to offer an equilibrium way (that permits an correlated approach of the problems of the economic and social development, of the demands regarding the equity in using the non-regenerated resources on long term and the restrictions imposed by the necessity to protect the environment.

Durable development in spaces refers to an economic and social development, compatible with the ecologic criteria of a spatial system, taking into consideration the specific objectives of the component areas. This concept is related to the concept of spatial externality. An externality is the positive or negative result of an economic option which is reflected in the prices of the market. The construction of a new transport infrastructure creates positive externalities for the area population in the case, by increasing the movement possibilities of these, but also negative externalities by creating pollution, noise, deterioration of the natural landscape, traffic congestion, and accidents. In the case of spatial externalities of traffic congestion, accidents, the environment externalities are concretely tied to the use of lands with a spatial territorial development.

In this way, a distinction is made between the strong durable development and the weak durable development.

The strong durable development implies the improvement of all components of the well-being function without permitting the decline of any of them.

The weak durable development can lead to a growth of the well-being in general, admits some compensations in terms of the positive and negative changes in the components of this function.

This distinction has an obvious interpretation in the spatial systems where the substitutions, the compensation phenomena between the component areas are easily remarked.

Another distinction refers to the interior and exterior spatial durable development. The interior one regards the durable development in some given areas, while the exterior one takes into consideration the durable development in the adjacent areas. This distinction is based on the open character of the spatial systems, the realization of an ecological durable development in the social, economic and spatial plan, it denounces that the spatial mobility in a modern economy whose functioning is organic, related to the infrastructure network should not damage the quality of life, but confer a corresponding access in all necessary services.

The projection and implementation of some efficient politics of spatial durable development proposes a process of complex evaluation characterized through a high grade of uncertainty regarding the behavior, the future evolutions. It is justified the use of scenarios which allow the testing and evaluation of some options and alternative politics. The projection of these scenarios must be based on a systematic treaty of the significant coordinates for the spatial durable development. We can show the fundamental criteria for the approach based on scenarios of spatial durable development.

1) the exterior circumstances

a) the demographic evolutions influence the changes in the occupational level, in the rate of participation

b) the macroeconomic growth and the international evolutions, including the dynamic of blocks, the power of alliances

2) the spatial distributions

- a) the changes in the concentration grade, the spatial diversification of the economic activities
- b) the modifications in the complex models of the urban, suburban or outlying forms

3) the mobility models

- a) the changes in the behavior regarding the commute, recreation, frequent movements
- b) the qualitative modifications in goods delivery

4) the technological transformations

- a) the developments in manufacturing technology of vehicles
- b) the improvements of infrastructure networks

5) the scale of the transport systems

- a) the national and local interest areas
- b) the trans-European networks

6) the politics of intervention in matters of transport

- a) prices and fiscal settlements
- b) organizational and institutional rules for the transport systems.

All these criteria offer a new perspective over the complexity of the factors that take action in tight relation with the explicit criteria of protecting the environment in a strategy of spatial durable development, capable to offer viable solutions to the contradictions that may appear between the economic and social development, the use of lands and the ecological protection.

In the case when it is aimed the establishment of a clear competence system on administrative and institutional plan, when it takes into account the disintegration in economic national programs, in the program at regional level, a very important criterion is that of neighborhood which presumes that the regions of the national system cover the entire surface of the country without existing superpositions.

The international dimension of contemporary development, characterized through the globalization and integration tendencies, has imposed the necessity to find some modalities, relatively homogenous, of structuring the regions from different national spaces.

Typological groupings have also materialized among the groupings based on the administrative and territorial structure, to reduce on the base of some characteristics of economic and social development to large categories the mosaic of regions that compose the national territory. Their utility is made obvious by the role they have in the substantiation of the regional politics adequate to these representative categories on regions.

The industry has dominated the national economies during the last century and the industrialization had ordered the evolutionary percentage of the contemporary society. The industry is more than a source of products, being a development engine.

The industrial revolution has initiated a transformational process of the natural resources, of concentrating the population in the big urban areas, modifying man's relations with nature.

The evolution of industry has led to processes like globalization of economies, mutations in the population's structure and mobility and had led to a new spatial organization.

After the industrial revolution, the industry has become a fundamental element of economy. The spatial distribution of industry continues to raise problems, because they have to be studied in correlation with the spatial distribution of some elements.

We destroy industrialized spaces marked by the industrialization either we talk about a country, a region or industrial space. Between the two notions there is a

complementarity in the industrialized space, representing a concentration of industrial production units, means of transport, depositing spaces, spaces for administration and their serving, being a space affected by industry from the point of view of its characteristics, and especially from the functional point of view, integrating in the urban and rural space.

The proper industrial space has appeared together with the beginning of industrialization, presupposing a part of the geographical space in which the raw materials are transformed with mechanical means in finished products, and this transformation is the one that determines the complexity of the problems related to the industrialized space.

The components of the industrialized space, although related through functional interdependence relations, do not need a territorial approach, the separation being remarked in the last decades. In order to measure the importance of an industrial space, all the quantifications resort to a measurement space, frequently expressed in relative values.

If we take into consideration the reflection in territory, a first approached problem is related to the surface occupied by industry and the first type of quantification is represented by the measurement of the surfaces occupied by each building. This appreciation of the occupied surface is useful for the localization of industry and for the division of an arranged industrialized area. This calculus permits the knowledge of the space occupied by industry, but it does not permit understanding the economical and social importance of the industrial fact.

The occupied population in industry is an appreciation instrument which establishes the social effects of industrialization, being able to suffer deformations due to a higher mobility of the population that has determined the accentuation of the commute movement,

In order to function well, industry has spatial preferences, being guided by the own imperatives which investigate an optimal localization which allows getting a production cost as low as possible. The industry influences the general organization of the space, producing effects in the area, the concentration of the workforce which generates the optimal localization of some industries, the effects that should not be compatible with a good general organization of the space. It is created the necessity of choice between two alternatives, the favoring of a good functioning and the profitability of the industrial activities or inserting this industrial activity in the general spatial context and taking into account the consequences of its installation.

If initially the localization of industry is related to the ulterior physical factors, the social and economic ones have been adopted. This passing has been made step by step as a consequence of the progresses registered by the individual processes, the formal modification of the organization of the industrial mass, the bigger mobility of industry and its detachment of physical space as a consequence of the modernization of transports.

The raw materials have constituted the main element of localization which has contributed to the appearance and development of the first nucleuses of the industrial space. An industry can spatially detach from the raw materials source if other compensatory elements exist in the new localization space.

The water resources have constituted an extremely important localization factor, being used as a source of energy, as a means of transport and as a component in the industrial technological processes.

The workforce has constituted a localization factor of the industrial activities, but from the first phases of development of these, remaining equally important. If initially was sufficient the concentration of the workforce, counting more their quality.

The transports through their dynamic and modernization have imposed new relations between the industry and the geographical space. Lately, the industrial enterprises are more and more related through a network of road ways.

The economic medium, the local, national or regional one can be an important element in determining the localization of a unit. At the local level, the selection of an enterprise can be influenced by the existence of some enterprises for the establishment of reciprocal relations. Contrary to the primary activities related to a certain territory that the industrial activity productively uses, it has the possibility to find the optimal support space, susceptible from the influence of the production cost.

In relation with the traditional localization factors, the modern industry is considered more mobile, being influenced in choosing the site of new localization factors, modern factors.

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