

## **The management of metropolitan space: TRANSFORMACIONES SOCIO TERRITORIALES EN EL EJE Gran RESISTENCIA- Gran CORRIENTES.**

### **Background-introduction.**

As is known, urban processes take on a dimension and scale that are beyond the structures and forms of traditional city and municipal administrative boundaries, to encompass through different forms of spatial articulation, settler population and territories increasingly broad.

In its early cities were characterized by a focused center where the main economic activities also called Central Business District. At present, approaches to urban growth emphasize the territorial new form, characterized by widely dispersed and the incorporation of small urban subcenters. Specialists agree that has evolved from a monocentric to a polycentric city. In this transition metropolitan areas at present play an important role and pose a great challenge because cities are shaped by cities, this implies that what happens in one has implications for others. When it can not be separated metropolitan city in their region of influence.

The cities, and mostly metropolitan areas, have become complex operating units and management. The process of industrialization and urbanization has been developed in parallel and we can say that the consolidation of cities is one of the phenomena themselves of those processes.

What characterizes the way metropolitan argues P. PIREZ, "is the overall heterogeneity and homogeneity. Heterogeneity by the diversity of activities and social groups that are contained in this Agreement and homogeneity by locating these activities and population in territories distinct units made up of relatively homogeneous".

Since the mid-twentieth century our country, like the rest of the countries of Latin America, albeit temporary variations, is experiencing rapid urbanization processes from industrialization and internal migration to produce a spatial concentration of economic activity and population around certain central cities and other settlements nearby. Several cities have overcome traditional municipal boundaries, as Buenos Aires, Rosario, Cordoba, Mendoza, among others, include several municipalities with different administrations and resources and, hence, with different needs and goals.

It is in this perspective that seeks to conduct a review of the metropolitan phenomenon as a feature of global urbanization, discussing in general terms about some experiences and performances metropolitan boundaries, to explore further the different models of metropolitan governance and coordination, may be helpful for the analysis of the study area.

When considering land-use planning in the metropolitan area's Grand Resistencia- Grand Corrientes aims to advance the characterization of the major transformations socio-territorial area and propose alternatives to urban planning appropriate reference, given to them within a large region Urban, formed by continuous process of expansion and belonging to developing regions. It seeks to respond to intervention destabilising factors that influence the functional behavior of the urban system, integrated in this case, two cities in Corrientes and Resistencia.

The objective of this research is to raise standards of spatial planning of the RMGR and Grand Corrientes from the perspective of sustainability, because the development process that has been materializing entered the two biggest conglomerates in the region of Northeast Argentino (NEA), has made both the RMGR as the city of Corrientes have undergone major

transformations in its territory, where the pace of population growth has caused the cities expand physically. Taking into account trends and experiences in other cities, we believe that this growth will consolidate and intensify in the coming years.

### **Geographical areas where they are performed.**

In the current context of globalization and regional integration and economic transformation and institutional living Argentina, imposing new challenges for the public sector. The three levels of government: municipalities, provinces and nation, must redefine their roles in a participatory manner to meet the growing demands of social and economic sectors. The reformed Constitution incorporated effective and operational tools for advancing the consolidation of the federal system and strengthen local governments.

To define the urban system under study, has worked with the metropolitan areas of Grand Resistencia (AMGR, hereinafter), its immediate catchment area and the Grand Corrientes, as it is considered essential to know the development process that has been materializing between the two largest conglomerates in the region of Northeast (NEA), considering the functional relationship between the two, since growth, the interrelationship, complementarity and integration are in full swing. It is also a fact that there is an important mobility between municipalities and these AMGR with the city of Corrientes.

While it is true, and as outlined in the Diagnosis of Urban AMGR expeditious, "the development process that has been materializing among the first five municipalities (Resistencia, Barranqueras, Puerto Tirol, Puerto Vilelas and Fontana) is quite different from the last two (Margarita Belén and Colonia Benitez), one can not consider that any serious strategy to be implemented in a medium and long term, must include at least seven settlements and mentioned the urgent consideration of linkages with Corrientes that help to optimize the competitiveness of a conglomerate of over 1,000,000 people in less than a decade. "

As we saw earlier, the metropolitan area is composed of the municipalities of Resistencia, Barranqueras, Puerto Vilelas and Fontana, but in the following work the study area will comprise the territory belonging to the Metropolitan microregión more municipalities of Puerto Tirol, Colonia Benitez and Margarita Belen belonging to the micro Oriental Chaqueña region. Thus, for the practical purposes and considering that municipalities are considered full denominaremos Metropolitan Region of the Grand Resistencia (RMGR, hereinafter) in the seven municipalities comprising the area under study.

So the RMGR with Grand Corrientes, make up the regional centre of higher profile in the region NEA, being considered at the continental level as a strategic point of interconnection of the countries of the MERCOSUR which is located in the Zone integration of the Central West of South americas (ZICOSUR), the "Corredor Bioceanico" and the Paraguay-Parana waterway, composing also a regional hub multimodal transport, economic and cultural center, among other things. This crossing corridors (Corrientes-Resistencia) allows the combination of goods, persons and services to and from the four cardinal points.

This situation makes it an area of great commercial benefits flow primarily to the capitals of both provinces, creating a pole of development very strong in relation to other cities and towns in the interior.

The ejido municipal city Resistencia covers an area of 2.020 km<sup>2</sup> and a population of 275.962 according to the latest national census conducted in 2001. According to the Strategic Development Plan for the city of Resistencia, the catchment area of the municipality is 142.097 hectares reaching Basail, is also the provincial capital of the state, and in its territory settle the various agencies of the executive, legislative and court.

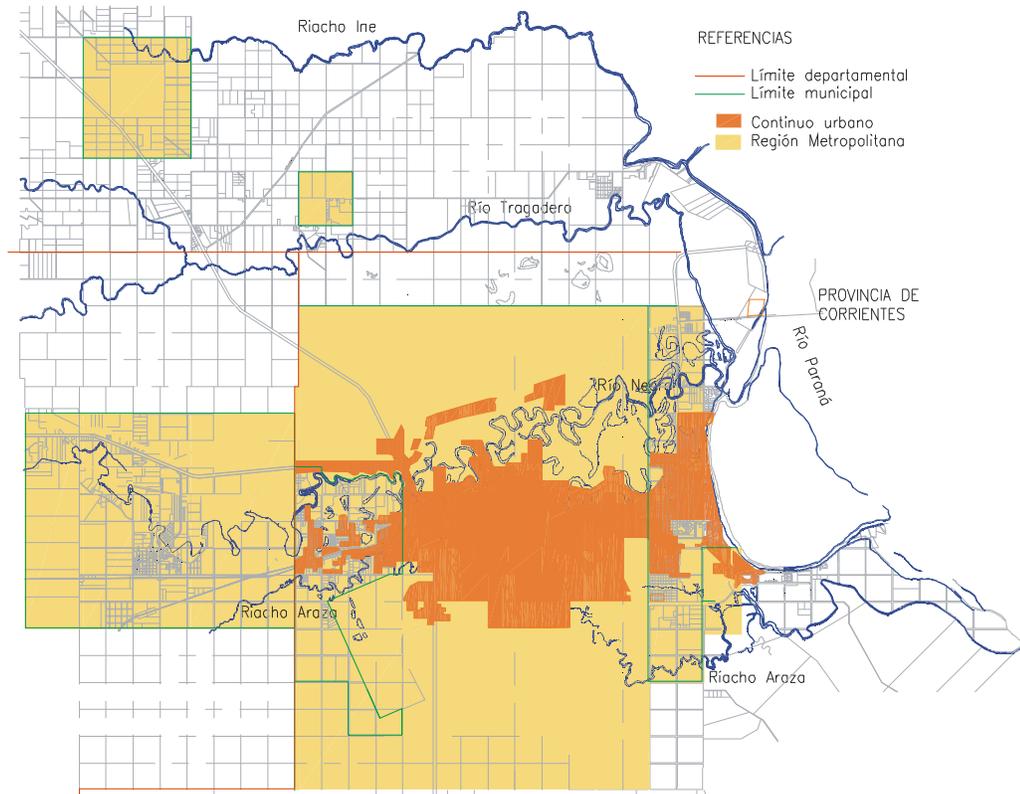
It is part, functionally a large area that exceeds the administrative boundaries of the municipality. Thus we speak of AMGR, comprising the municipalities of Resistencia, Barranqueras and Puerto Vilela, emerged as ports in the late XIX century, and Fontana (north-east, developed as a village around a factory tannin created in 1915), those with relatively homogeneous characteristics with respect to cultural identity, socio-economics and the legal framework-law, belonging to the metropolitan area of the province.

Provision should be made besides the functional relationship, productive and service that has with other nearby towns such as Puerto Tirol, Margarita Belen and Colonia Benitez. The micro regional situation is completed with the necessary incorporation of relations with the city of Corrientes, which has more than 300.000 people, united by the General Belgrano Bridge, less than 30 minutes between the two cities, and with similar socio-economic indicators.

The municipalities of Barranqueras, Puerto Vilelas, Fontana and Puerto Tirol have a combined length of 1.059 Km<sup>2</sup> y a population of 95.790. Along with the municipalities of Margarita Belen and Colonia Benitez with an area of 240 km<sup>2</sup> and 40 km<sup>2</sup> respectively and a population of 9.131 as a whole.

So the RMGR has a total population of 380.883 in an area of 3.489 km<sup>2</sup>, representing only 3.26% of the surface of the Chaco Province (99.633 km<sup>2</sup>) and 0.98% of total regional NEA (with an area of 340.000 km<sup>2</sup>). But in terms of its population of nearly 400.000 inhabitants spend represent 27.9% of the province and 10.16% of the region. The municipalities of Resistencia, Barranqueras, Puerto Vilelas and Fontana belong to the Department San Fernando, taking the municipality as a city header Resistencia. Puerto Tirol corresponds to the Department Libertad and the municipalities of Margarita Belen and Colonia Benitez to the Department 1 Mayo, the latter being his header city.

Conforms an urban system consists of continuous urban areas and rural areas. Located on the floodplain of watercourses of different magnitude, as the Parana River, the Black River and stream Arazá, which has placed the area at the mercy of major floods and subject to ongoing difficulties, caused by rains of greater intensity and the lack of an adequate runoff.



**Metropolitan areas: Limits departmental and municipal.**

**Source: own adaptation of the cadastral map of "Diagnostico Expositivo del AMGR". General Report. Ministry of Interior, Chaco Province.**

Moreover the city of Corrientes near the town of Riachuelo, belongs to the Department Capital of the province of Corrientes, where flows the city header. It has an area of 522 km<sup>2</sup> (Corrientes covers approximately 80% of the surface extension of the Department Capital, with the remaining 20% of the ejido municipal Riachuelo), representing only 0.58% of total provincial (88.886 km<sup>2</sup>) and a population of 325.570 inhabitants, constituting 25.39% of the province of Corrientes and 8.6% in the region of the NEA.

So overall the study area includes approximately 3.880 km<sup>2</sup>, 706.453 people (representing 17% of the total regional population) and about nine municipalities, each with elected governments autonomous, seven of which belong to the province of Chaco and two (Corrientes and Riachuelo) to the province of Corrientes, thus generating the largest urban concentration in the region.



**VISTA AEREA RMGR- CORRIENTES**

**Fuente: Instituto Geográfico Militar (IGM). República Argentina.**

### **TERRITORIAL SYSTEMS: RMGR- GREAT CORRIENTES.**

The process of changes in major cities over the past century has been characterized by the transition from planned city to city without limits. The traditional plans have not been able to give adequate responses in many cases to the processes of increasing urbanization. It is therefore important to make efforts to strengthen the integrated management of land and urban systems, in order to achieve an efficient occupation of the same, and encourage a suitable location for urban centres and their economic activities resulting economic, social and environmentally sustainable.

In that sense, spatial planning plays an important role in defining the parameters of transformation of the territory, its applicability, use and maintenance of the scale of growth. According to the analysis one can say that an urban metropolitan between RMGR-Great Corrientes and its area of influence that is expanding, but with the absence of a planned development territorially and in consequence of the policies that drive.

Both the city of Resistencia as the city of Corrientes have developed a rapid population growth, which resulted in a rapid urban expansion, moving this growth in recent years in outlying municipalities, which leads to a growing territorial little integrated progresses with decreasing density and constraints in supply infrastructure and services, putting at risk the possibility of moving towards sustainable development, both in terms of environmental, social, and severely limits the possibility of increasing productivity and competitiveness of the same.

In 2001 the population of the area under review amounted to 706.453 inhabitants, had an absolute growth of 146.197 over the past ten years and on 26%, similar in population size of the period from 1980 to 1991 (growth Absolute 146.095 inhabitants) while in relative terms decreased percentage of a decade with respect to the other (in the period 1980 - 1991 was the relative growth of 35.3%), as discussed in the period 1991 - 2001 growth rate was 2.23%, lower than the period 1980 - 1991 from 2.90%), however, smaller municipalities grow at a faster rate.

MUNICIPIOS	Population dynamics				
	1980	1991	2001	TCA (%)	
				1980-1991	1991-2001
RESISTENCIA	177.908	229.212	275.962	2.43	1.78
BARRANQUERAS	34.693	42.572	50.823	1.96	1.70
FONTANA	8.215	14.436	26.745	5.48	6.04
PUERTO VILELAS	4.865	6.372	8.455	2.59	2.73
PUERTO TIROL	4.987	6.067	9.767	1.87	4.63
MARGARITA BELEN	1.952	2.388	5.547	1.93	8.35
COLONIA BENITEZ	672	719	3584	0.64	16.51
<b>TOTAL RMGR</b>	<b>233.292</b>	<b>301.766</b>	<b>380.883</b>	<b>2.47</b>	<b>2.24</b>
CORRIENTES	180.612	258.103	321.902	3.44	2.12
RIACHUELO	257	387	3.668	3.95	23.86
<b>TOTAL study area</b>	<b>414.161</b>	<b>560.256</b>	<b>706.453</b>	<b>2.90</b>	<b>2.23</b>

**Source: Compiled from data from INDEC.**

The current organization of the RMGR has many shortcomings which should be remedied. Firstly the metropolitan organization would be on the integration of the territory, responding adequately to the present realities and their territorial foreseeable developments, and secondly the new organization would need to consider integration with the Grand Corrientes, as the association of cities coming as a strategy for urban development can effectively complement individual policies.

Regarding the legal framework, in terms of urban and environmental legislation is scattered, overlapping municipal and provincial laws, with differences in the time of adoption, and in many cases without coordination. Not up a stable and effective structure to support sustainable development. Therefore we can say that the area operates in an urban-territorial

status of enormous complexity, which does not contribute to efficient management of the territory.

According to the analysis we can say is needed to make some changes and updates the rules are in force today, so that there is an integration and coordination between different laws, there is consistency in their application and fit the new environmental phenomena, territorial, social and economics.

Perhaps, as poses A. Precedo Ledo "has insisted too much on the competitive nature of relations urban" and, conversely, if we adopt a broader perspective, we can think of strategic models (models of integration of urban networks regional) association making up the horizontal relationships and vertical. The network model is a very useful complementary strategy for the cities that through the process of partnership and complementarity, could compete with major urban centres, which would otherwise be difficult to achieve. This idea assumes that the neighbouring cities should at least work together, including sharing benefits and equipment, which is not always easy to achieve in reality.

One of the main strengths of the area is its strategic geographical location, and the presence of roads that allow effective passage of people and goods. In the first instance, beyond the laws and regulations, the backbone Corrientes-Resistencia, and functions as a de facto metropolitan area.

On the other hand, its location is strategic because it is the area of overlap of the three transport systems on the one hand domestic routes N° 11 and 16. These form an international interconnection, north-south and east-west respectively. Besides the possibility of a rail network capable of uniting with the same width trail from Porto Alegre (Brazil) to Antofagasta (Chile) via Bolivia and Paraguay and in doing precisely centroid Corrientes-Resistencia.

If in addition to the foregoing will join the city's Resistencia International Airport has a great benefit, because the ends of defining what is the strategic location of the metropolitan area to which it refers. Since the ports and airports operating at present as logistics platforms that articulate and organize the flow of transportation of passengers and cargo spaces regionally and globally. The proper functioning of such platforms as a condition of greater importance in the competitive development of various productive activities and services located in the region.

The port of Barranqueras, one of the nodes in the area of contact with the outside world, occupies a privileged location, strategically at the intersection of two key corridors for MERCOSUR, may become a major cargo terminal and a major complex transfers. But without proper planning and policies of social and economic planning of the RMGR-Great Corrientes, will not be sustainable development and economic growth will be achieved only for certain sectors.

The territorial cooperation and complementarity between the different cities serve as a tool for better exploitation of the potential of endogenous development, and integration of different urban structures through the articulation of regional systems, especially through transport and communications, and plans and strategic development. Likewise relevant proposals to implement the strategic RMGR-Great Corrientes flows should include this reality in a territory larger and larger scale, allowing overcomes the constraints and limitations of their current situation.

The metropolitan environments are currently nodes that articulate political and economic relations on a global scale. This role they have acquired such spaces make the government and management of metropolitan areas an extremely strategic to the extent that the economic and social development depends on the degree of governance that have, as well as the effectiveness with which they are addressed the threats and seize the opportunities facing these briquettes.

The RMGR and Great Corrientes lack, except limited experience, management frameworks coordinated the problems and challenges they face. This fact is compounded by political fragmentation (and management) that coexist in several municipalities, and in which both the national government and provincial jurisdictions have different themes, making it difficult to develop a decision-making process with a comprehensive perspective of the problems. That is why the absence of mechanisms and instruments of coordination and joint management at the urban / metropolitan constitutes a major weakness in the extent to which severely limits the possibility of formulating and implementing policies for medium and long term issues that are critical for the operation and aspirations of the region.

## **Conclusions**

For some problems of urban design, suitable unit of study and planning is not the city, which has broken the traditional boundaries of the town, but a system of cities, where they are interrelated and have become an element within of a broader package.

Thus a set of closely interrelated cities constitute a system of cities, which organizes a territory. So should consider not only each city individually, but each system of cities in relation to the region which organises functional, bearing in mind that each city plays a specific role at the regional level.

The theory of systems and the definition of the city as a system enabling urban-metropolitan area playing with a wide range of calculations multivariable's in finding the most important relationships between different objects. This may achieve a more balanced economic development pretending that this in turn is disseminated throughout the region and thus curb the emigration of the poorest areas, creating decent living conditions for all people, protecting the natural environment, transforming cities into places where people want to live, work and visit.

Having a perspective on this is not easy, either on the fact metropolitan or rural, and less take on the future, a future changing, constantly changing and full of uncertainties by increasing unsustainability and contradictions of the system.

In principle we are in a world of cities and things change but every time the population will be concentrated in large cities and the hinterland. Population projections predict that by 2050, three quarters of the world's population will live in cities or metropolitan areas macro, which will grow in urbanized area and density.

It is therefore necessary to point out that the territorial and urban processes are meaningless but fall within a broad territory that would include at least the space where they develop more intense relations daily, beyond the simple administrative boundaries of the municipality. It is therefore necessary to incorporate analysis system territorial scope of a metropolitan. While the emphasis is on the two main cities of the area (Resistencia and Corrientes), it should be noted that consideration of the towns that make up the metropolitan environment is a necessary condition for strategic analysis, because much of the problems and the challenges facing both cities have their origin outside its jurisdiction.

As Jordi Borja raised: "town today needs a larger territory that the strictly municipal wherever possible economic development, promoting the city from the viewpoint of culture and tourism, attractiveness and competitiveness in the world". That is why it is important that cities establish and prioritize the relationship of complementarity with other cities (in place of rivalry) for the joint promotion, taking advantage of their opportunities and their economic potential.

It can be said that metropolitan areas are territorial units are concentrated where the main economic activities, political, social and cultural rights and its degree of complexity increases with economic development processes. The future trends point towards consolidation in all

countries; remain important territorial spaces and coexistence that require innovative ways or at least special management or government, because the problems metropolitan acquire special dimensions.

The fact that the city is fragmented in different jurisdictions multifunctional, by various public authorities and governments for various purposes, hindering the management of cities, why should analyse the territory giving a solution to this problem, taking into account the context general and political and cultural inheritance or process of each urban unit. Clearly, it is not possible to eliminate local identities, in contrast with these problems should be resolved independently of specialization of each municipality, so that gradually blended into the new can-city metropolis, integrated into a single functional body, understood in a context of territorial restructuring.

Finally we must bear in mind that there is a general model of metropolitan governance in each country should consider the special characteristics of each area or metropolitan area, and its relationship with the country's political and administrative bodies in which they find themselves, and bear in mind that not all problems that arise in these areas have that character.

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