

Transport situation in Romania and emerging development trends in 2004

1. Traffic trends

In the last two years, the volume of goods and passengers traffic registered a positive evolution (see tables 1-4) due to the increase of the economic activity at the national level, as well as to the large amount of investments achieved in the field of transport infrastructure.

1. Goods transported (mill. tons)

Mode of transport	2003*	2004**	% 2004/2003	2005**	% 2005/2003
- railways	71,4	72,5	101,5	75,2	105,3
- roads	275,6	284,3	103,2	295,7	107,2
- inland waterways	12,8	13	101,6	13,4	107,6
- maritime	0,2	0,2	100,0	0,2	100,0

2. Distance covered by goods (mill. tons – km)

Mode of transport	2003*	2004**	% 2004/2003	2005**	% 2005/2003
- railways	15039,2	15225,0	101,4	15834,0	105,3
- roads	30853,5	31845,0	103,2	33118,0	107,3
- inland waterways	3521,0	3562,0	101,6	3669,0	104,2
- maritime	611,0	529,0	86,6	529,0	86,6

3. Passengers transported (million passengers – km)

Mode of transport	2003*	2004**	% 2004/2003	2005**	% 2005/2003
- railways	94,8	95,0	100,2	98,0	103,4
- roads	216,2	219,4	101,5	228,0	105,5
- inland waterways	0,2	0,3	150,0	0,36	180,0
- air	1,2	1,3	108,3	1,45	120,8

4. Travels performed by passengers (million passengers - km)

Mode of transport	2003*	2004**	% 2004/2003	2005**	% 2005/2003
- railways	8529,0	8550,0	100,3	8764,0	102,7
- roads	9443,0	9650,0	101,2	10063,0	106,5
- inland waterways	16,0	28,0	175,0	33,0	206,2
- air	1760,1	1950,0	110,0	2179,0	123,8

* data from the National Institute for Statistics

** data from the National Commission for Forecast

In this context, in the coming years we have to intensify the traffic of goods and passengers and to increase its safety, by developing the motorway network, by modernizing the existing roads and bridges, with all the modern adjacent facilities. Also, for the increase of the railways, air and

naval traffic of goods and passengers, we have to rehabilitate important railways sectors and the main airports and ports will be modernized.

The following strategic directions will be taken into consideration: the modernization of transport infrastructure, the modernization of the operation technologies in transports, the increase of road safety, the protection of environment in transports.

2. Obstacles to the development of transport

In the field of road transport

- The necessity of a new appraisal of the legislation in view to setting up a more flexible form, by the simplification of the already existing provisions, considering the provisions of the European legislation;
- The failure of the observance of the legislation referring to the fines collecting system applied to the foreign citizens in the territory of Romania, which is generating the perpetuation of a non-competition medium between the Romanian and the foreign carriers;
- The efforts are made by the competent authorities in the field, to render safer the borders;
- The big number of accidents and their gravity, because to the inadequate infrastructure, the old vehicle fleet and the insufficient professional training;
- The continuation of the works of construction and the rehabilitation of the road network are necessary.

In the field of railways transport

- Due to the restructuring of the economy and the industry, freight transport declined overall and mobility of people was reduced. Rail has therefore maintained relatively high market shares: 40 percent for freight and 54-55 percent for passenger transport measured as share of ton - km and passenger - km. One explanation to this is also that average distances for rail transport and travelling are relatively long.

In the field of air transport

Traffic values on most of the airports are very low, meaning also low incomes. Therefore, most airports rely on budget sources for the projects of modernization and development, which are also not always sufficient and are concentrated on the main objectives. The generally low income of the population still makes air transport an expensive way of travelling.

In the field of naval transport

- The necessity to modernize the port infrastructure, to create new facilities and to diversify the port services requiring important financial resources from the budget of State and also the identification of external financial resources.
- The necessity to create the capacity to handle the containerized cargo, the multi modal transport facilities which are not sufficiently developed at the level of the Romanian river ports.

3. Best practices in transport and infrastructure regulation

In the field of road transport

- In 2004, the process of the Community legislation transposing was continued, as concerns the approval of the road vehicles in view to their admittance on the public roads in Romania and in

the field of technical inspection of the vehicles, creating thus the conditions necessary to renew the vehicle fleet and to come into disuse those vehicles that correspond no more to the technical conditions of approval.

- an important achievement in transport infrastructure in 2004 was the completion of 3 sectors from Bucuresti – Constanta motorway (98 km).
- Other important achievements are represented by the beginning of the works on Transylvania Motorway, Cluj Napoca – Zalau – Bors sector (Hungarian border), the negotiations with 3 companies regarding the construction of Bucuresti – Brasov motorway under PPP advanced to the final stage. The Arad – Timisoara motorway sector (57 km) is located on the Pan-European corridor number IV. All motorway sectors presented above are included in TEN.

In the field of railways transport

Romania had transposed the relevant European legislation into its national framework and restructured the rail sector to meet European requirements.

Major developments concerning “E” railway network:

- On December 2003, the rehabilitation of Bucharest-Campina line was finalized (91km, max. speed: 160 km/h for passenger, 120 km/h for freight), situated on “E 54”
- In 2004 had continued the implementation of the projects regarding the rehabilitation of line Bucharest – Constanta, located on “E 562” and Arad – Deva, situated on “E 54”.

In the field of air transport

For the main airports of the country, development programs have been approved by the Government, in order to ensure the necessary capacity for a safe and secure air transport. The Government also approved the mandate of our Ministry in order to start the privatization of the main airport, Henri Coanda Bucharest International Airport. In 2004 the Restructuring Program of TAROM Company was finalized.

In the field of naval transport

- As concerns the modernization of port infrastructure and superstructure:
 - in the port of Calafat were finalized works of extension and rehabilitation of the accosting ramp for RO-RO vessels, the rehabilitation of access roads, the extension of parking platforms and booths for processing of border control with the necessary equipment;
 - in the port of Giurgiu will be achieved works for the improvement of the access infrastructure to the border;
 - the works of rehabilitation at berths were completed for the improvement of the accosting conditions of vessels in the ports of Cernavoda, Oltenita and Moldova Veche.
- For the pollution fighting on the Danube were created specialized berths in the ports of Giurgiu and Drobeta Turnu-Severin and the depolluting boats “ECOSTAR 1” and “ECOSTAR 2” were purchased.
- At present, the implementation of an integrated information system for port management of the Romanian river ports is under process, aiming at the monitoring and reporting of the goods traffic.