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GOVERNMENT OF ROMANIA



MINISTRY OF TRANSPORT

TRANSPORT SITUATION IN ROMANIA IN 2008

1. Traffic trends

At present Romania is situated in the position of a country with a permanent evolution of the traffic, with a linear variation during 2008, at a higher total volume than the one recorded at the last census made in 2007. This evolution is also resulting from the final accession on 1 January 2007 of Romania into the EU.

In this context, for the year 2009 and the coming years there are foreseen an intensification of goods and passenger traffic and a growth of transport safety by increasing the motorways network and modernizing the existing roads and bridges with all the modern adjacent facilities. Romania will increase considerably the motorways network, which it is under a critical condition in this moment, for intensifying the goods and passengers traffic and growing the traffic safety.

There will be also rehabilitated the airports of national and European interest, the harbors and the inland waterways, in order to provide the conditions imposed by the traffic growth and with a view to increase services quality and reduce the impact of projects and transport activities on the environment.

Nevertheless, due to the rehabilitation works on the rail infrastructure, the percentage of the passengers transported by railways will decrease in the year 2013 approximately with 2% per year. However, especially after the year 2015, when the majority of the sectors of the Northern part of Corridor IV would have been rehabilitated, it is likely that the traffic grows with 1% per year.

Transport, as a services activity with added value, should deal with the challenge arisen from the economic development as well as with the traffic growth without degrading transport services quality and taking into account the environment protection.

2. Obstacles to the development of transport

At present, even if the transport infrastructures have known a permanent modernization, it has not succeed to reach the expected competitiveness parameters, experiencing differences both towards the EU member states and towards the objectives established in the White Paper and European Strategy for Sustainable Development.

For objective reasons (finances' ensuring, drawing up technical documentations, contracting work, works execution), delays in the development of transport network modernization projects have increased the numbers of infrastructures which reached the technical and operational term, have grown the development/implementation costs volume for projects and have generated the risk of not realizing the White Paper's objectives on Trans-European transport network development, especially on the corridors connecting Romania – Corridor IV and Corridor IX.

The modernization and the reconfiguration process of the transport national infrastructure network and especially of the basic scheme for high traffic national roads network, with an accent on the connection on Black Sea zone (North/West-South/East and North/East-South/East direction), on Eastern zone (West-East direction towards Moldavia and Ukraine) and on Southern-Western zone (North/West-South/West direction towards Balkans) beginning with the TEN-T networks and in the context of White Paper (with further reviews), is a long process which started after 1989.

This process needs both Romania's active implication and a higher flexibility of EU member states for necessary resources identification and allocation. Romania, as a EU member state, will continue the harmonization process of general strategic framework with the main components of the strategic framework on sustainable transport politics.

In the field of railways transport

- The lack of concrete solutions ensured by the state for the development of inter-modal transport and encouraging the potential customers in using this mode of transport (for example fiscal facilities for the companies which are performing combined transport services, stimuli for the customers of inter-modal services, aids for the development of infrastructure elements, financial support from the state budget and local budgets of the combined transport and its logistics, etc.).
- The railway sector is not sufficiently financed and the incomes from the charges for the access to the infrastructure are not sufficient for covering the costs for an appropriate maintenance, this matter of facts leading to the reduction of the circulation speed.
- The railway transport is treated on a discriminatory basis in comparison with the road transport as far as the levying of infrastructure user charges is concerned (which is reflected in the higher prices levied in the railway transport), as well as the financing of the road transport by the payment of the excise for fuel tax in the railway transport.
- The lack of normative documents aiming at the restriction of heavy trucks traffic during the week-ends, the legal holidays and in the big cities, excepting those performing combined transport.
- The lack of a unique window (access point) and a unique pay desk for the administrative procedures within all the modes of transport. This measure will contribute to the reduction of the waiting times in view to accomplish the formalities required by the administrative bodies for the transported goods.

In the field of naval transport

- At present, the main problem in the development of naval transport is the fact that the minimum recommended depth of 2.5 m for navigation is not assured. This recommendation is made by the Danube Commission.

- On the Romanian Danube river sector between km 863 (Iron Gates II) – km 175 (Braila), due to the variable flow regimen, to the drift and accumulation of alluviums, and to the existence of a great number of secondary arms, in certain areas, during the low water periods, there occur navigation bottlenecks, due to the low depths of 1-1.5 m, much lower than the recommended minimal depths, of 2.5 m. Such phenomena occur in periods of 60 to 150 days/year. This situation will be remedied by the project “Technical Assistance for Improvement of Navigation Conditions on Danube between Calarasi – Braila” which is under progress.

In the field of air transport

- Air transport market in Romania was affected by the combination of economic downturn at the world level, international financial crisis, high ticket prices and continuing high fuel prices.

3. Best practices in transport and infrastructure regulation

In the field of railways transport

In the year 2008, the works for the rehabilitation of the railway sectors of Corridor IV were carried-on: Bucharest-Constanta (225 km) and Campina-Predeal (48 km), the introduction of electronic interlocking in the main railway stations, as well as the rehabilitation of some important railway stations in Romania.

It was also extended at the level of the railway network the implementation of the ORACLE FINANCIALS information system, with sensitive effects at the level of the financial and investment monitoring activities.

There is a new methodology for the calculus of the infrastructure user charges (GO 700/2007) based on the following tariff elements: the distance run by the train, the gross tonnage of the train, the type of the traffic – freight or passengers, the circulation course, the category of the circulation section and the endowment with electrification systems for ensuring the electricity on the train traction.

In the field of legislative and European institutional harmonization, Romania has wholly transposed the first railway packet in the period 2003-2004 and the second one in the period 2005-2006, covering the directives adopted by the European Union in 2001, respectively in 2004.

In the field of naval transport

Naval Transport – infrastructure developments on “E” networks:

- The implementation of the Vessel Traffic Management System on the Danube will increase a lot the safety of navigation and align the naval transport in Romania to the European trends and complying with the Directive 2005/44/EC.
- Improvement of Danube river navigation in the section from 863 (Iron Gate) – 375 km (Calarasi);
- Improvement of Navigation Conditions between Calarasi – Braila;
- Improvement of navigation conditions on the Maritime Danube;
- Bank Protection on Sulina Channel and Topografic and Hidrografic Survey and Signaling System on the Danube;
- Stabilization of high slopes along Danube – Black Sea Canals.

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