

## TRANSPORT SITUATION IN ROMANIA IN 2005

### Traffic trends

Progress in transport activities (as services suppliers) generally reflects the level of transport needs generated by the economy in the context of the general and sectoral policy during 2004-2005 (tables 1-4).

### STRUCTURE OF THE VOLUME OF THE GOODS TRANSPORTED

Mode of transport	Goods transported in 2004 mill tons	Goods transported in 2005 mill tons	% 2005/2004
- railways	72.7	69.2	95.1
- roads	294.2	307.0	104.3
- inland waterways	14.6	16.5	113.0
- maritime	0.2	0.1	50.0

Mode of transport	Distance covered by goods in 2004 mill. ton – km	Distance covered by goods in 2005 mill. ton – km	% 2005/2004
- railways	17022	16582	97.4
- roads	37220	51531	138.4
- inland waterways	4291	51146	119.9
- maritime	412	140	34.0

### NUMBER OF PASSENGERS TRANSPORTED

Mode of transport	Passengers transported in 2004 mill. pass.–km	Passengers transported in 2005 mill. pass. km	% 2005/2004
- railways	99.5	92.4	92.9
- roads	216.5	238.1	110.0
- inland waterways	0.2	0.2	100
- air	1.3	1.7	130.8

Mode of transport	Travels performed by passengers in 2003 mill. pass. km	Travels performed by passengers in 2005 mill. pass. km	% 2005/2004
- railways	8638	7985	92.4
- roads	9438	11812	125.1
- inland waterways	19	23.7	124.7
- air	1613	2092.8	129.7

In this context, in 2006 and in the coming years the intensification of goods and passenger traffic and the increase of traffic safety are foreseen, through the extension of the motorway network, the modernisation of the existing roads, bridges, with all the modern adjacent facilities, as well as the rehabilitation of the railway sector, especially of those on the trans-European transport network, of the airports of national and European interest, of the ports and the inland waterways, with a view to ensure the conditions imposed by the traffic increase and in order to increase the quality of services and to reduce the effect of the transport projects and activities upon the environment.

The following action directions shall be taken into consideration:

- the modernization/development of the transport network of national and European interest (TEN – interoperability, homogeneity, stability);
- the balanced development of conventional infrastructures all over the country;
- the increase of transport companies competitiveness (liberalization of the sector);
- the support and the stimulation of the co-operation between transport operators;
- the strict fulfillment of international obligations;
- the technological improvements of the vehicles;
- the internationalization of costs on long term;
- the co-ordination of transport sector with territorial and urban planning.

## **Obstacles to the development of transport**

### **In road transport**

- There is a large number of roads with a very high traffic (AADT over 20.000 vehicles/ 24 hrs) and whose traffic capacity has been exceeded. On these roads, bottlenecks and obstructions often occur, especially at rush hours;
- The continuation of the works of construction and the rehabilitation of the road network are necessary, especially the construction of new motorways;
- in the border crossing points, the situation improved considerably lately;
- although the traffic management is up-to-date, on some important national roads there are some shortcomings from the traffic participants' point of view.

### **In railway transport**

For the purpose of increasing the railway infrastructure parameters, in 2005 Romania continued to develop rail projects for modernisation of railway infrastructure on Corridor no IV, which includes AGC and AGTC rail section.

In order to improve the border crossing railway traffic, on 20 October 2005 was signed in Bucharest the Common Declaration of the Government of Romania and the Government of Republic of Hungary regarding the facilitation of border crossing procedures on passenger railway traffic, with the introduction of control procedures on custom and police during the run of the trains.

### **In air transport**

Having in view the traffic trends, some airports need expansion works of the existing capacity, in order to avoid future congestion problems. At present, only one airport (Henri Coanda International Airport) can support these development projects from its own financial resources. Due to the level of traffic (very low) the most part of airports need subsidies from the State's or local budget.

### **In inland navigation and maritime transport**

Problems in development of maritime transport are:

- Reduced funds for inland ports infrastructure maintenance and development, due to the reduced traffic in the period 1992 – 2005 because of the problems occurred in the former Yugoslavia;
- Lack of night signalisation for navigation on the maritime sector of the Danube. The sea going vessels could not sail during the night in this sector;
- An adequate system for waste collection.

### **Best practices in transport and infrastructure regulation**

Romania made some studies to underline the differences between the social and economic slow down development in the Eastern part of the country and the linear development from the rest part of the country.

### **In road transport**

In the road sector, a solution offered by Romania was the construction of the Budapest- Odessa Corridor (Budapesta-Nyiregyhaza-Csengersima/ Petea-Baia Mare-Borsa-Suceava-Iasi-Sculeni-Chisinau-Perfomaise/Kucurham-Odesa), having 1065 km. Both Hungarian and Romanian Parties had expressed the support for the motorway project. This solution will bring an economic evolution, being a certain connection between the following countries: Austria, Hungary, Romania, Moldavia, Ukraine.

The motorway Vaja - Baia Mare (approximately 145 km, 65 km in the Hungarian territory and 80 km the Romanian one) realizes a connection of the Northern part of Romania (and on long term the Eastern part, too), to the M3 motorway from Hungary, situated on the Pan-European corridor no V. This motorway will represent the third high-speed connection between Romania and Hungary, the first two connections being already planned to be realized on the routes Szeged- Nagylak/Nadlac –Arad and the axe Debrecen - Biharkesztes/Bors - Cluj-Napoca.

During the year of 2005, ISPA supervised the rehabilitation of National Road DN6 (Drobeta Turnu Severin - Lugoj), with the road sections:

- Bahna – Mehadia (31, 95 km);
- Mehadia – Domasnea (21,1 km);
- Domasnea – Caransebes (43,475 km);
- Caransebes – Lugoj (46,625 km).

The purpose of the works has as a target to realize a better connection of the National Roads with the European Roads.

### **In railway transport**

Romania has transposed the relevant European legislation into its national framework and restructured the rail sector to meet the European requirements. The Romanian rail market seemed to be in steady progress with new railway undertakings emerging on the scene. In 2005 Romania started the transposition of second railway EU package. In this respect, Romania is well advanced compared with many EU Member States.

Major developments concerning "E" railway network:

- In 2005 had continued the implementation of the projects regarding the rehabilitation of line Bucharest – Constanta, located on "E 562", Curtici – Arad – Deva, and Campina – Brasov situated on "E 54".

### **In air transport**

Infrastructure investments in 4 airports under the authority of the Ministry of Transport (Henri Coandă Bucharest, Bucharest Băneasa, Timișoara and Constanța) are based on the Development Programmes which, for each of these airports, are approved by Governmental Decisions or by Law.

Romania has implemented in the national legislation both the Council Directive 96/67/EC on access to the ground handling market at Community airports and the Council Regulation 95/93 on common rules for the slot allocation of slots at Community airports, amended by Regulation 793/2004, in order to ensure an efficient use of the existing airport capacity. Also, for Henri Coanda International Airport, capacity studies have been elaborated, both for the airside and landside, in order to avoid future congestion problems.

At present, Romania has reduced the number of ACC locations and a new ATM system came into operation on 19th November 2003.

Also, in the perspective of Romania's accession to the European Union, the Air Code of Romania has been recently revised to incorporate the Single European Sky provisions. Romania is supporting the definition and implementation of SESAR, the European air traffic control infrastructure modernization program, that will combine technological, economic and regulatory aspects and will use the Single Sky legislation to define a common goal and vision for the development of the European air traffic control infrastructure.

### **In the field of inland navigation and maritime transport**

Regarding the infrastructure developments on "E" networks, we can mention, as follows:

- the implementation of the Vessel Traffic Management System on the Danube will increase the safety of navigation and bring the naval transport in Romania to the European trends and in compliance with the Directive 2005/44/EC.
- a new passenger terminal was built in Constanta Port
- a new barge terminal in Constanta Port will be developed starting with next year. This will help the traffic congestions.
- feasibility studies for improving the conditions for navigation on the Danube.
- development of new capacities for containers, cereals in the Romanian ports.
- new passenger terminals in Tulcea, Orsova, Moldova Veche ports.

In Romanian inland navigation transport an example of “best practices” is the system of certification and training for the people working on the board of the inland vessels.