



On the Road to Sustainability - The Case of the Romanian Transport Sector

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ROMANIA

- Located in the South- East of Europe
- Country area: 238.392 km²
- Population: 21.46 millions (January 2010)
- Total length of public roads: 81.713 km
- Total length of railroads: 20.520 km
- The Danube river: 1.075 km
- Black-Sea coast: 245 km

Highlights of Romanian contemporaneous history

- Since 21th of December 1989: change of regime: from communism to capitalism
- Since 29th of March 2004: NATO member
- Since 1st of January 2007: EU member

Romania's transport system major problems

- Poor quality of infrastructures
- Aging transport fleets (especially naval and rail)
- Much faster growth of road transportation, in the last two decades, detrimental of other modes (rail, for example)
- Rising the negative effects on environment and human health due to transportation activities
- Lack of finance resources for infrastructure development and modernization
- Wrong orientation of transport policies – support for pollutant modes (especially road)

Tendencies of European Transport Policy

- limiting the negative effects of transportation
- encouraging a shift from road transport to lower environmental impact modes
- improving the urban environment and land-use management
- decoupling economic growth and the demand for transport with the aim of reducing environmental impacts

Most important rules of European authorities in order to promote sustainable transportation

- **Revitalizing the railways**
- **Improving quality in the road transportation sector**
- **Promoting transportation by sea and inland waterways**
- **Striking a balance between growth in the air transport and the environment**
- **Turning inter-modality into reality**

Most important rules of European authorities in order to promote sustainable transportation

- **Building the trans-European transport network**
- **Improving road safety**
- **Adopting a policy on effective charging for transport**
- **Recognizing the rights and obligations of users**
- **Developing high-quality urban transport**

Most important rules of European authorities in order to promote sustainable transportation

- **Putting research and technology at the service of clean, efficient transport**
- **Developing medium- and long-term environmental objectives for a sustainable transportation system**

ROMANIA

HARTA RUTIERA



Current trends of Romania's transportation system

- Presently, 80% of the energy consumed in Romania in the transportation sector was by road
- Lack of investment during 1990-2004 combined with a poor service quality has led to a fall in the public transportation use
- An important increase in the number of road vehicles, particularly passenger cars, from 1.29mln in 1990 to 5.3mln in 2009, or from 55.7 passenger cars per 1,000 inhabitants in 1990 to 247.7 passenger cars per 1,000 inhabitants in 2009
- The increase in road traffic resulted in congestion not only in the cities but in the narrow rural and international roads

Current trends of Romania's transportation system

- The poor condition of the rail infrastructure has triggered a reduction of the operational speed while the level of comfort was affected by the ageing passenger fleet
- Water transportation infrastructure condition is further deteriorating and in many cases the equipment is operating 20 years beyond its economic life

TENDENCIES OF ROMANIAN TRANSPORTATION SYSTEM

- Energy consumption by transportation sector will continue to grow if no investments will be made in the public transportation sector which showed already a drifting decline during the last two decades
- Road transportation will continue to be the largest energy consumer
- Romania will continue to stand aside from developments of bio-fuel and bio-fuel market in terms of production and use if no support is given to renewable energy sources
- The poor condition of the rail infrastructure will still trig a reduction of the operational speed while the level of comfort will be affected by the ageing passenger fleet

TENDENCIES OF ROMANIAN TRANSPORTATION SYSTEM

- Rail still be unattractive for passengers because of the extensive use of large train units at low frequencies so the train timetable does not appear to be suited for the current needs
- It is very possible that a rapid growth in car ownership will be experienced over the next 10 years, also
- The usage of public transportation will continue to drop
- Water transportation infrastructure condition will further continue to deteriorate
- The airport network will continue to be under dimensioned and poorly modernized becoming attractiveness for important air transport companies, all over the world
- The sustainable transportation remain out of sustainable development processes if no proper measures and policies will be adopted

CONCLUSION

Romania's transport system case is idiosyncratic, because:

- the transport sector of the economy inherited an outdated system in terms of both infrastructure and road vehicles
- the old system have had some good elements built-in that have not been exploited and/or developed, in the past decade or so, to its full potential

Recommendations

- the development of a long-term strategy that would support the development of a sustainable transportation
- the definition of some specific qualitative objectives based on the environment and public health protection's criteria and standards which shall implicitly respect the principles of sustainable development
- the evaluation of possible socio-economic implications of the new strategies based on the principles of sustainable development

Recommendations

- the implementation of proper measures for monitoring the implementation of proposed sustainable strategies
- internalizing the negative externalities due to transportation (especially cars)
- real encouraging the most environmentally friendly modes

Thanks for Your kind attention

