

TRANSPORT

Answering to the general objective of the European strategy for sustainable development: *ensuring that the transport systems will satisfy the economic, social and environmental needs of the society while reducing to minimum their undesirable impact on the economy, society and environment*, the strategy for sustainable development of the transport sector in Romania has a national objective: to promote a transport system in Romania in order to facilitate the safe, fast and efficient movement of the persons and goods nationally and internationally, according to the European standards. In terms of its geographical position at the eastern limit of the EU, Romania is interested in creating a more efficient and sustainable transport system at European level.

Policies and progresses regarding the access to transportation, including the rural population and the low income (poor) population

By the „settlement” in the market of the different transport modes produced in the reporting period 2008-2009 was registered an aggressive growth trend of road transport (freight and passengers) and air transport (passengers) and therefore an uneven evolution of the other transport modes, the objective of passing in a balanced manner to environmentally friendly transport modes being still far to reach.

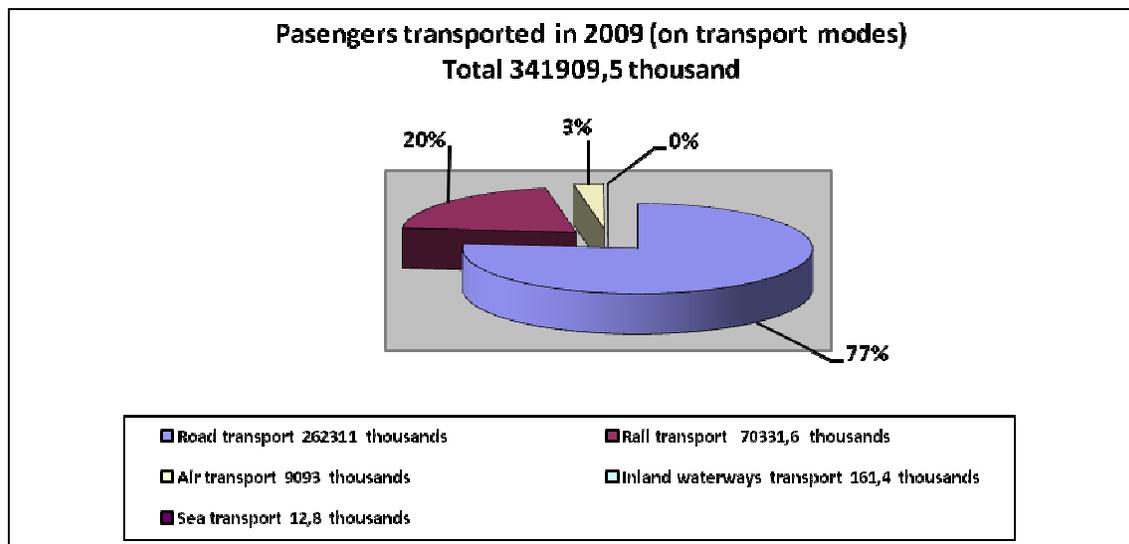
The share of road transport in the freight market structure is 80.1% at goods transported, 73.2 at freight transport performance in interurban and international traffic, 83.95% at goods transported and respectively 60.91% at freight transport performance in domestic traffic, comparable with the share registered in the EU 27 (76.5 %), but superior to that provided by the White Paper regarding the development of trans-European transport network compared with that of the EU 27.

The continuous and strong growth in the road sector can be considered alarming, especially because is expected a trend to aggravate the situation by increasing the share of road transport until 2013 with over 10%, in the absence of any re-orientation of goods flow towards other transport modes.

The market demand for freight transport has increased, generally 2-3% above the rate of growth of GDP, mainly due to mutations in the European economy and global production systems and due to the high share over the national economy of the low value density goods, which show no dissociation and orientation towards a sustainable transport.

As a result of the evolution of Romanian economy in the past two years, the evolution of passengers and freight transport volume initially registered a steady growth in the reporting period (2008), followed by a slight decrease. Thus, in 2009, compared with the previous year, except air passenger's transport, all other modes registered a negative trend in both the number of passengers as well as in passengers transport performance.

In 2009 were transported a total of 341.9 million passengers in the intercity and international transport, from which 3.3% were recorded in the international passengers transport; the road transport has the largest share, followed by the rail transport (20.6%)



Rail passenger transport recorded a negative evolution, both at the number of passengers and at the passengers transport performance comparing with the year 2008 (reduction by 10.1%, respectively by 11.9%).

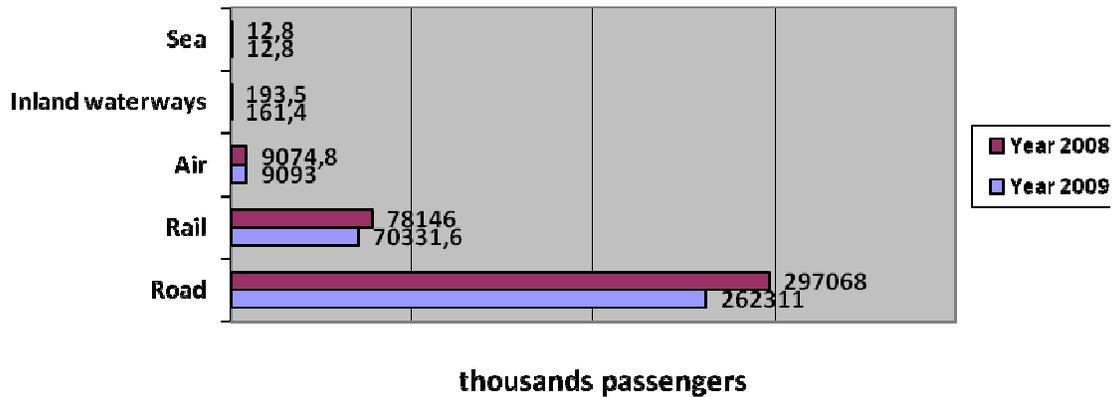
Road transport decreased at the indicators number of passengers and their transport performance from the previous year, so the number of passengers reduced by 11.7%, and the passengers transport performance by 15.3%.

In sea transport were recorded 12.8 thousands passengers in international flow.

In inland waterways transport negative evolutions were recorded at the number of passengers and their transport performance, from the year 2008 (reduction with 16.6%, respectively with 4.3%).

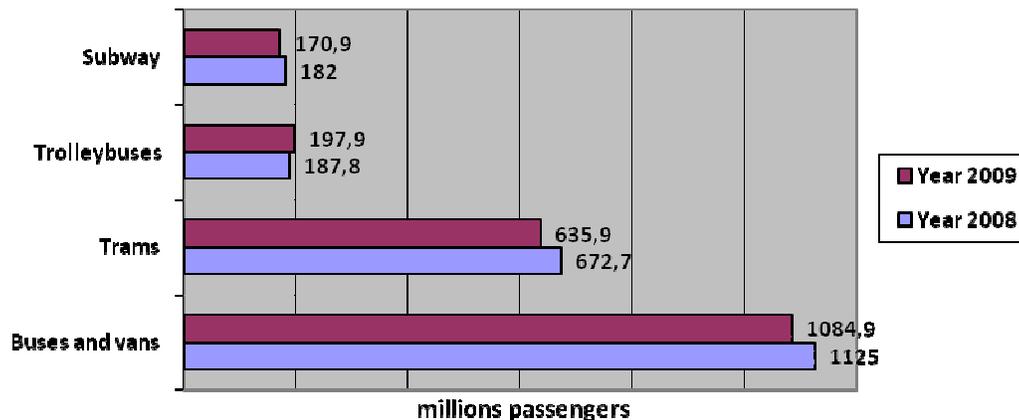
Air transport recorded a number of 9.1 million passengers, from which 7.85 million passengers were transported on international flights. The average transport distance for one passenger was higher compared with 2008 in inland waterways, up with 14.8%, but declined by 4.1% in road transport and by 2% in rail transport.

Number of passengers transported (on transport modes) in 2008-2009



Local public passengers transport recorded for the indicators number of passengers and their transport performance decreases comparing with the year 2008, so the number of passengers reduced by 3.6%, and the passengers transport performance by 6.6%.

Passengers transported in public local transport in 2008-2009

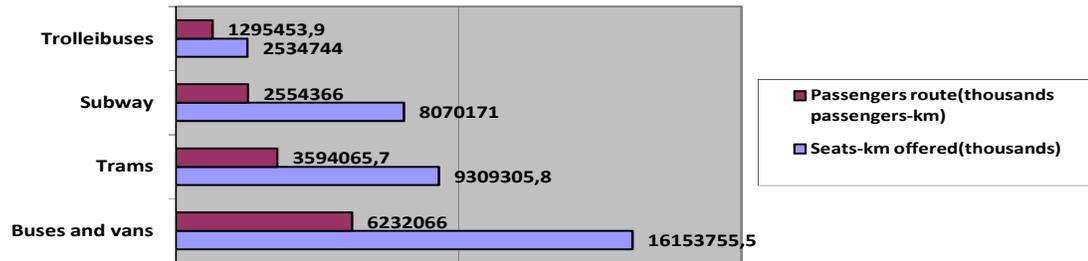


From a total of 2089.6 million passengers recorded in local public transport, 1084.9 million passengers (51.9%) travelled by buses and vans. Passengers transport performance was 13676 million passengers-km, from which 6232.1 million passengers-km (45.6%) recorded in buses and vans transport.

Significant increases in year 2009 comparing with 2008 were recorded at the number of passengers and at the passengers transport performance in trolleybuses transport (by 5.3%

and respectively 1.3%), but were recorded also reductions of these indicators in the subway transport (by 6.1% and respectively by 11%).

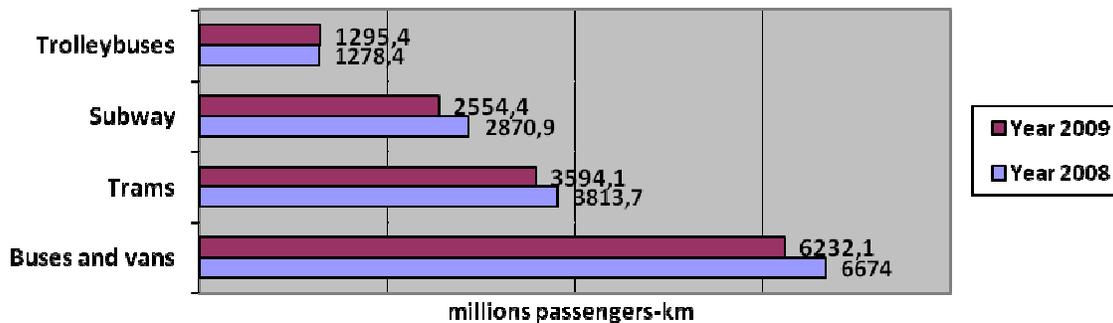
Seats offered/ passengers route in public local passengers transport in 2009



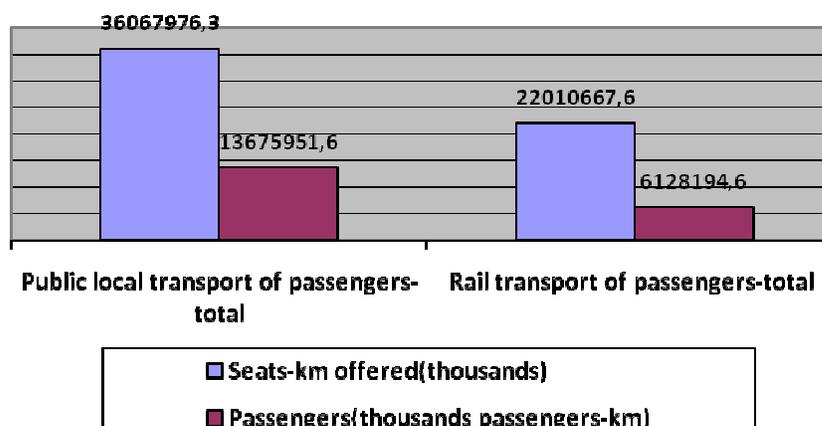
Carrying capacity of vehicles for the local public transport of passengers was 36068 million seats-km offered, recording an increase by 4.4% over previous year, due to significant growth of the transport capacity for passengers by trams (by 13%).

The index of using the seats-km offered was 37.9% for the local public transport of passengers (lower by 4.5% comparing with levels recorded in 2008).

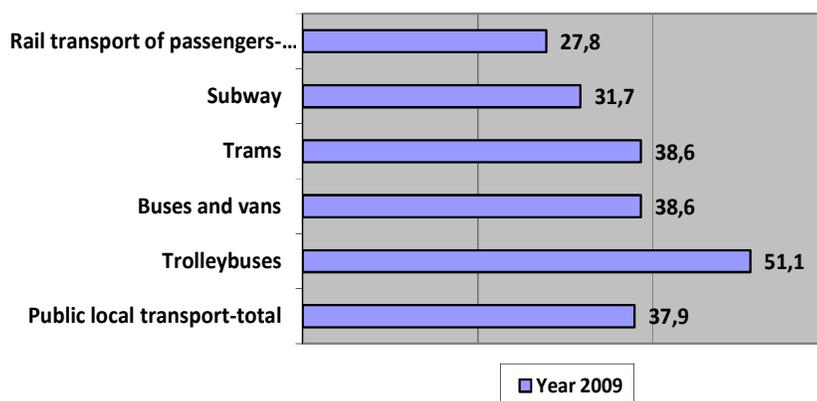
Passengers route in public local transport in 2008-2009



Seats-km/Passengers route in public local transport of passengers - total 2009



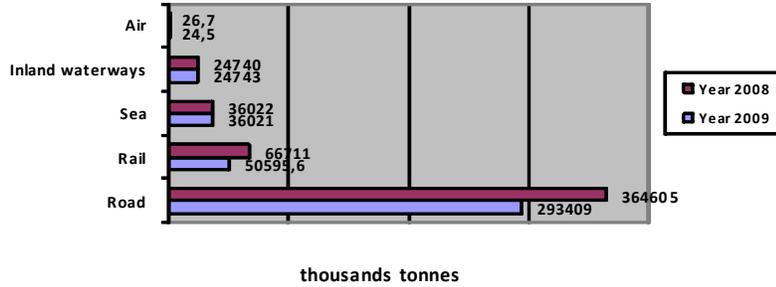
Index of using the seats-km offered(%)



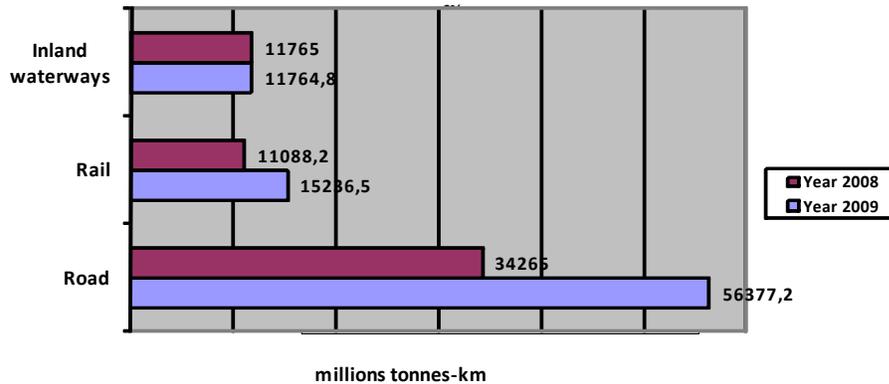
Regarding the transport of goods, in year 2009 was registered a decrease in the total volume of goods transported by transport operators comparing to the previous year, for all the transport modes, but predominantly for road and rail transport.

Thus, the road transport of goods carried by the licensed transport operators dropped by 19.5% in terms of volume of goods transported. From a total of 293409 thousand tonnes goods transported, 283272 thousand tonnes were operated in national transport. The volume of goods transported in national transport decreased by 18.4% comparing to the year 2008. Overall road transport, the goods transport performance decreased by 39.2% comparing to the year 2008.

Goods transported on transport modes in 2008-2009



Goods transported in year 2009
Goods route on transport modes in 2008-2009



In national transport, the goods transport performance decreased by 9.9% comparing with previous year.

In rail transport, transported goods volume recorded a decrease by 24.2% comparing with the year 2008. A total of 50595.6 thousands freight tonnes were transported, from which 45465 thousand tonnes in national flow. The goods transport performance registered a decrease by 27.2%.

In inland waterways transport, the freight volume totalized 24743 thousand tonnes, from which 9843 thousand tonnes were transported in national flow. For this transport mode, the goods transport performance represented 11764.8 million tonnes-km.

In sea transport have taken place transport operations of 36021 thousand tonnes regarding the volume of goods transported, and in air transport the freight volume transported recorded a total of 24.5 thousand tonnes.

In year 2009, in road transport in national flow, 42.2% of freight volume was transported on short distances, between 1 - 49 km, while 33.4% were transported on distances between 50 - 149 km. On distances over 150 km were transported 24.4% of the total goods volume operated by transporters.

In national transport on inland waterways, 52.2% from the goods volume were transported on distances between 150 - 229 km.

Regarding the values recorded on economic and technical indicators for using the railway vehicles for 2009, a negative evolution can be noted for most of these indicators, as a result of declines recorded in rail transport of goods and passengers.

Thus, the main technical economic indicators for using the fleet in rail transport, indicators which recorded a positive dynamic comparing with 2008 are:

- average commercial speed of passenger trains (km/h) increasing by 1.8%;
- average statistical load of freight wagons – (tonnes/axle) increasing by 1.3%.

Negative evolutions comparing 2008 were recorded for the indicators:

- number of wagons loaded foreign entry (thousands wagons) decreasing by 71.1%;
- average daily goods transport performance of the freight wagons (km/day) decreasing by 27.6%
- number of wagons loaded on CFR network (thousands wagons) decreasing by 22.1%;
- average daily transport performance of the passengers wagons (km/day) decreasing by 13.8%;
- transport performance of the locomotives used for freight and passengers transport (thousands km) decreasing by 6.1%;
- average gross weight of freight wagons (tonnes/train) decreasing by 4.7%;
- average commercial speed of freight trains (km/h) decreased by 4.6%;
- transport performance of the trains used for freight and passengers transport (thousands train/km) decreased by 4.2%;

- average daily transport performance of the locomotives used for freight transport (km/day) decreased by 1.9%;
- transport performance of the railcars (thousands km) decreased by 1.1%.

Regarding the combined transport, RO-LA type, in July 2009 CFR Marfă started the first shipment of this type of transport via Bucharest – Roşiori – Craiova – Filiaşi - Târgu Jiu – Simeria -Glogovăţ (Arad), this service being one experimental for the moment. This type of combined transport represents a transport alternative proposed to operate under condition of obtaining a governmental subvention up to 45% from the functioning costs.

Fuel prices and tax reform

Regarding the taxation of the transport (the euro vignette project), both in terms of its geographical position, but especially from the point of view of significant share of the road transport in its commercial exchanges with the other Member States, Romania reasserts its concern considering the opportunity and justification for introducing a „congestion charge” for trucks. Far away from contest the negative effect in terms of air and noise pollution produced by road transport, our country reiterates its belief that further initiate and sustain such measures can affect the cost and competitiveness of the road transport, considering that at this moment there are currently no viable alternatives.

Integration of the transport system at regional and global level by encouraging the effective transport modes

A report of the European Environment Agency shows that the main challenge in this direction for the new Member States and acceding countries is to maintain the advantage they have on some aspects of transport and environment in comparison with the EU and also to satisfy the needs of growing the living standards and mobility.

With a higher rate of railways use, lower energy consumption in transportation and lower level of emissions *per capita* and also less fragmentation of the territory, the new Member States and acceding countries still face lower transport pressures on the environment than in EU.

But current trends are worrisome in these countries, the emphasis is on road transport sector, energy consumption is increasing, as the emissions of greenhouse gases and transportation safety requires improvements.

These trends indicate that new member states and acceding countries are at risk to reach the same unsustainable patterns of transport development like the EU.

The policies of these countries are presently focused on alignment of standards for infrastructure, vehicles and fuels to EU standards.

Therefore, the infrastructure development and especially the connection to the (TEN) Trans-European Network represents a priority and a pillar of the transport policies, that must be realized considering the relationship between the economic, social and environment aspects of the development of the transport infrastructures.

Planning and urban transport policy

The concept of sustainable transport rests on three pillars - economic, social and environmental goals. A sustainable development strategy must necessarily consider decoupling transport growth from economic growth and focusing on development of the rail, water and public transport with less emphasis on road transport.

Our national priority is focused on the development of the rail, water and public transport, and less on the development of road transport.

Therefore, policies planning on urban transport is attempted to be made in accordance with the objectives and principles of sustainable development. Also, transportation is a major factor in the social and economic development, but if is not developed in a sustainable manner requires significant costs to society in terms of environmental impact and health impact.

Sustainable transport systems have obviously the following advantages: they increase the social cohesion, reducing environmental problems and also they help in create a better economy and a better quality of life.

An important part in achieving a sustainable development in transport is the Romania's contribution to developing an *EU Strategy for the Danube Region*, initiated by Romania and Austria in the context of the under-use of the waterways at this time. Thus, through a closer cooperation between the Danube riparian states, the Danube can play a major role in achieving goals of sustainable and 'green' transport at the Community level, acquiring an increasing importance in terms of connection with the maritime highways from the Black Sea.

Concomitantly, of great importance in providing a real value added for the Member States' approaches to achieving the objectives set by the European Strategy for Sustainable Development may be the future Polish EU presidency, which is sees as working more actively for developing the cooperation relationships in all areas with the countries from eastern neighbourhood, and in particular with Member States, including Romania.

Objectives of urban mobility in terms of environmental protection

1. Reducing air pollution
2. Reducing noise pollution
3. Climate protection

4. Increasing the quality of public space

- Developing local public transport systems through investments from tax collection;
- Creating a more efficient traffic management (including traffic decongestion).

At present, Romania does not have the necessary infrastructure to set up a mechanism for charging in urban areas, as proposed by the European Commission.

Romania will send an application for the European Commission asking for support envisaging to realize an impact assessment at national level, aiming the social and financial implications of implementing the road charging systems in cities and elaborating a public policy on urban mobility, for the purpose of implementing such systems.

Actions planned for the future:

1. Directive for Intelligent Transport Systems (ITS)

Ministry of Environment and Forests (MEF) was involved in preparing the Memorandum on "Romania's position on the proposal for a Directive of the European Parliament and Council establishing a framework for implementation of Intelligent Transport Systems for road transport and interfaces with other modes of transport"

MEF is involved in all stages in preparing the final version of the Proposal of directive, which will be adopted in 2010 and subsequently to adoption, will participate in the transposition into national legislation and its implementation.

2. The next White Paper for Transport

Participation at the Joint Expert Group Transport and Environment meeting in Brussels on 23.04.2010, in the context of preparation of the next White Paper for Transport, action in coordination with the Ministry of Transports and Infrastructure.

Vehicle Efficiency and emissions policy

Currently, the traffic congestion which causes environmental problems and increases the road accidents in urban areas is a challenge for Romania. In recent years, these negative trends have increased, "Romania is the only EU state which does not progress at all from 2001 in road safety sector (evolution of road accidents statistics show an increase - from 13% (2006-2007) to 18% in 2008).

A first reason in this regard is the increasing number of vehicles registered. Thus, in late 2008, in Romania were registered in circulation a number of 5.1 million road vehicles, which is an increase with approximately 11.5% over the previous year. The largest share was represented by vehicles which were represented by 87.4% from total cars number, their number increasing by about 21% compared to year 2005 (Statistics of the Directorate for Driving and motor vehicle registration on the car park in Romania (www.drpciv.ro)). Romania's current infrastructure architecture was not designed to handle

a demand for traffic of such a magnitude, parking area is insufficient on land and ground, as the bunk parking is almost nonexistent. In addition, the discipline of road users, drivers, motorcyclists/bicyclists and pedestrians is poor.

In addition to the need for adoption of measures for road traffic, we particularly consider important and necessary the adoption of measures in order to reduce greenhouse gases emissions, in terms in which approximately 40% of CO₂ and other emissions and 70% of other pollutants emissions are generated by the road transport sector.

The pollutant emissions from the transport sector (circa 70% of carbon monoxide and carbon dioxide emissions - CO + CO₂ - 65% and nitrogen oxides emissions - NO_x) increased largely due to the road transport, which contributes with about 80% to emissions from this sector.

The urban clusters produced at the entrances to major cities and in some towns located along the national road network generated, in certain periods, emissions that exceeded air quality limits set by European standards in terms of PM₁₀ (particulate matter), NO₂ or ozone.

Traffic noise increased in recent years, estimating that 10 - 15% of the population is exposed to high noise levels (between 65 - 75 dB (A)).

The renewal policy and the changing of the structure of vehicle fleet (developed by private operators) are creating the premises for a significant reduction of pollutant emissions (especially NO_x), comparable with the limits established by the Directive 2001/81/EC on the national emission ceilings.

Introduction of the EURO 2 (1998), EURO 3 (2002) and EURO 4 (2008) standards and of the unleaded gasoline has led to a decrease of emissions from vehicles (especially SO₂ - sulphur dioxide, VOCs - volatile organic compounds, benzene, lead, CO - carbon monoxide), but continuous increase of the vehicle fleet has reduced the expected effect of introducing these rules. It is estimated that introducing soon the EURO 5 and EURO 6 standards will take effect more visible, at least on medium and long term.

The use of **bio-fuels** at larger scale for transport is only a part from the package of measures needed to achieve the commitments set out within the Kyoto Protocol of the United Nations Framework Convention on Climate Change, and also from legislative package on energy and climate change. Promotion of the production and use of bio-fuels contributes to the reduction of greenhouse gases emissions. It is envisaging replacing, in a certain measure, the use of petrol fuel and diesel fuel, by bio-fuels aiming to achieve the following objectives: fulfilling the commitments regarding the reduction of greenhouse gas emissions, ensuring security of energy supply while paying attention to environment issues, increasing energy independence and promoting the use of renewable energy sources.

Promotion of bio-fuels could also create new opportunities for a sustainable development of the rural areas with the possibility of opening new markets for agricultural products.

It has been adopted the necessary legislative framework:

- The Governmental Decision no. 1844/2005 on promoting the use of bio-fuels and other renewable fuels for transport, transposing the provisions of Directive 2003/30/EC.
- The Governmental Decision no.456/2007 amending the Governmental Decision no.1844/2005, setting the provisions regarding the gradual stages of a minimum bio-fuels percentage introduction in the content of conventional fuels (from 1 July 2008 every litter of diesel has to contain 4% bio-fuels; from 1 July 2009 every litter of petrol has to contain 4% bio-fuels.)
- introduction of the excise duty exemption for bio-fuels and other renewable fuels in the provisions of article 201, let. 1) Law no. 571/2003 regarding the Fiscal Code, amended by Law no.343/2006.

The research and technology development in terms of transportation (public or private sector)

Achieving a national and European sustainable transport requires a series of steps in order to reduce disparities and support the infrastructure deficit in the new Member States, further liberalization of the market (which will stimulate the competition in transport); better integration of transport modes simultaneously with implementing new technologies and intelligent transport systems, in terms of enhancing the safety in transportation - in parallel with increases in their efficiency.

The actions specified are intended to implement in practice the fundamental principles of the sustainable transport, against which there is general consensus at the national and at the EU level, namely: the principle of internalization of externalities, the 'user pays' principle of fair competition between different modes of transport.

Building standards for the roads, railways and maritime systems and the changes in foreseeing the impact of climate change (increase of sea levels and the frequency and severity of weather events)

The greenhouse gas emissions from transport have registered a severe increase over the years about 23% of carbon dioxide (CO₂) emissions resulted from burning fossil fuels worldwide. In this context, it is observed the increasing need to shift to sustainable transport patterns for taking into consideration a wide-scale use of alternative energy sources (e.g. bio-fuels, biogas) and also, the investments in environmental technologies research and development etc.

Romania has a national transport system situated on average level in terms of conventional standards of Europe's transport system. It was noted that the infrastructure

of roads, railways, maritime and air transport is vulnerable in terms of extreme weather conditions.

Regarding the water transport, the direct impact on climate change is felt through the fluctuations in rates and flows of rivers, streams, etc. Considering the indirect effects of climate change, they are manifested by deteriorating road and rail infrastructure.

The adaptation of the Romanian transport sector to climate change impacts should take into account the use of technologies by focusing on increased safety standards, and ensuring continuity of services. In order to implement these measures it is increased the need to invest into designing vehicles that can withstand the adverse effects of climate change. The new transport infrastructure and means of transport should be designed, beginning with the design phase, in order to be resilient to the effects of the climate change.

- During the reporting period (2008-2009) within the transportation area in Romania were taken several actions in order to fulfil the objectives of the chapter Sustainable Transport from the National Strategy for Sustainable Development, as follows:

- *A long-term plan for the railway sector* was developed and launched in order to establish the financial balance of the infrastructure manager and the modernization and renewal of infrastructure. Through Government Decision have been set clear provisions regarding the working contract of the National Railway Company “CFR” SA and the public service contracts for the passenger transport of the National Rail Society "CFR" SA during the period 2008 – 2011. The implementation of the *Programme of rehabilitation of railway infrastructure* was intensified (with direct impact on the disposal of dangerous points and speed restrictions on the public railway infrastructure, technical and market growth rate and operating at optimum level from the point of view of the traffic safety) and *Programmes for modernizing railway stations and rail facilities* (impact on passengers service quality).

- Within the framework of *the Programme of railway infrastructure modernization* were launched and are in progress working on 273 km, respectively on the sections Campina-Predeal and Bucharest-Constanta (ended 92 km railway line) and were completed the technical documentation for assuring the financing and the projects documentation in order to finalizing other sections (contained mainly on Corridor IV) in length of 600 km (Curtici Brasov, Craiova-Calafat Valcele-Ramnicu Vâlcea). Modernization of five railway stations were performed (Cluj and Iasi completed) and the rehabilitation of 16 railway stations (Tulcea, Focsani Alba Iulia Burdujeni Suceava, Galati, Arad, Sighisoara, Brasov, Oradea, Bacau, South Ploiesti, Sibiu- completed). 76 automate frames, 263 passenger wagons and 50 freight wagons were purchased. 595 locomotives, 135 passenger wagons and 266 freight wagons were modernized. 167 locomotives and 6544 freight wagons were repaired.

- In the subway urban transport area the *Strategy of development and modernization of Bucharest metro* was elaborated and were enhanced the equipment and safety works on sections Nicolae Grigorescu- belt line, 1 Mai, Laromet. The modernization works for fixed installations on Lines 1, 2 and 3 and for matching these installations on Lines 1, 2, 3 and TL were continued. 26 new subway trains were purchased and another 26 trains will be purchased to replace the trains type IVA.
- Works continued within the framework of the *Programme of national roads modernization* (with direct impact on increasing the capacity of movement, the safety and comfort of the user), was accelerated the implementation of the *Highways construction Programme* (with direct impact on increasing the degree of interconnection with the European network of roads) and has started the *bypasses construction programme* at highway and national road profile (with impact on cities decongestion).
- Within the framework of the *Programme of national roads modernization*, in 2005-2006 over 1438.8 km of national roads were under modernization, from which 172.2 km of roads modernized were finalized, in 2007 were completed 188.93 kilometres of roads upgraded (DN3 Fetesti - Constanta - Cernavoda DN22C Basarabi Bistrita Tureac DN17, DN59 Voiteg - Moravia, DN3 Calarasi – Silistra - Calarasi Drajna DN21, DN5 Adunații Copăceni - Giurgiu); in 2008 technical and tendering documentation were elaborate for the rehabilitation of approx. 1950 km, were carried out works of rehabilitation/ upgrading on approx. 1133 km, in various physical stages and were in developing feasibility studies for upgrading of approx. 1.500 km.
- In the framework of the *Highway Construction Programme*, in 2005-2006 were finalized the activities already contracted in 2006, the modernization activities on Fetesti - Cernavoda section on a length of 17.6 km on the highway A2 and A1 Bucharest-Pitesti with 36 km length. In 2007, starts the work on Drajna - Fetesti highway, on a length of 36.6 km on the A2 highway. Currently, there are ongoing execution works on approx. 180 km (on Bucharest-Ploiesti and Brasov - Bors highways). Preparatory actions were finalized to completion of documentation in order to ensure financing and start execution on approx. 1412.82 km (Nadlac – Deva – Sibiu – Pitesti – Bucharest - Constanta, Bucharest – Brasov -Targu Mures – Cluj – Oradea - Bors, Bucharest - Sculeni).
- Within the framework of the *bypasses construction programme*, several feasibility studies have been completed for a total number of 25 bypasses and currently are in preparation or in approval process all the necessary documentation for another three roads. The construction work began in 2006. In 2007, the bypasses Craiova (14.1 km) and Pitesti (15.15 km) were finalized at highway profile (including the underpass opened to traffic in Bascov-22/10/2008). Currently, there are in execution seven bypasses (Cluj Est, Ploiești Vest, Timișoara, Adunații Copăceni, Lugoj, Caracal, Alexandria).

- In the water transport sector, a new strategy was developed and works related to the modernization programme of the Constanta and Danube ports were executed, and also to the banks defence programmes of the Danube - Black Sea and Poarta Albă – Navodari waterways. The infrastructure works for barge terminals, container and grain in Constanta Harbor and container terminal in Galati Harbor were finalized.

- As an active member of the European Union from 2007, Romania intensified the actions in order to harmonize the transport sector policy with European policies as is defined by the transport White Paper, with related updates. It was elaborate the *Sustainable Transport Strategy for the period 2013, 2020 and 2030*, as a policy document and as an instrument for ensuring the implementation of the resources, the *Strategic Plan for Transport - part of the budgetary programming*. It was also finalized the *General Master Plan for Transport in Romania*, developed with external technical assistance. On 11.02.2008 were open calls for projects launched for the Transport Sector Operational Programme (POS-T) 2007-2013, on nine major areas of intervention from priority axes 1, 2, 3 and 4. Indicative financial allocation for (POS-T) is EUR 5.7 billion, of which EUR 4.57 billion EU contribution (FERD and CF) and EUR 1.13 billion national contribution (state budget). Were submitted to the Transport Managing Authority (POS-T) seven applications for funding, of which three were approved and submitted to the EC, totalling some EUR 775 million.

Building capacities for the transport activities and analysis assessment for integrated planning (urban transit, decongestion, non-motorized transit, vehicle efficiency development programs, evaluation of tax incentives, and management of inter-modal freight transport systems).

Achieving sustainable transport requires an integrated approach to policies and measures in this area, but also takes into account the particular socio-economic and environmental aspects of various sub-regions. The transport sector analysis of the various sub-regions should take into account several factors such as human migration pattern and consumption level, organizing the production activities and available capacity of infrastructure.

Romania is facing challenges regarding the achievement of sustainable transport. In this context, we mention the need to modernize urban transport infrastructure by developing a national impact study that takes into account social and financial implications of implementing such a system.

From the specific measures designed to ensure a sustainable transport we mention: suitable management of urban mobility, a multimodal approach to transport operations, improving traffic management and public awareness, etc.

For Romania, the development of efficient transport systems in urban areas has become a complex task, due to specific problems such as cities traffic congestion and accelerated

urban expansion. Public authorities have a key role in planning, providing funding and creating a coherent regulatory framework for achieving key aspects of an efficient transport: the effective integration, interoperability and interconnection between different transport networks.

Romania, by its specific administrative-territorial system organization, envisages active cooperation between different levels of decision-making in order to facilitate that the local decisions are not taken on sectors, but within the framework of the national, regional policy and European legislation.

In Romania, local authorities will take into consideration the institutional capacity building and new ways of financial resources funding necessary to carry out different impact studies regarding the opportunity of large investments in the development of transport infrastructure and sustainable urban mobility plan with creation of vehicle fees for transiting certain urban areas aimed to reduce pollution and congestion traffic.

Started after 1989, the process of modernization and reconfiguration of the national transport infrastructure network and in particular the fundamental scheme of the national road network with traffic to access the link with the Black Sea (north/west-south/east and north/south east/ east), on the eastern side (west-east direction to Moldova and Ukraine) and South-west side (north/west-south/west to the Balkans) starting from TEN-T and in the context of White Paper (with subsequent revisions), is a long term process. This process requires both an active involvement from Romania's part, as well as a greater flexibility from the part of the EU Member States in identifying and allocating the necessary resources. As an EU country, Romania will continue to harmonize its overall strategic framework with the main components of the strategically framework of sustainable transportation policies.