




European Cooperation and Learning to Implement Transport Solutions to combat Exclusion


Romania
National review and perspectives



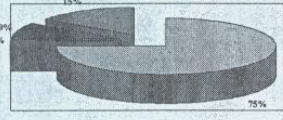
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In 2005 Romania population was of about 21 800 000 inhabitants of which

- 46% lived in rural areas
- 54% lived in urban areas of which 75% are active




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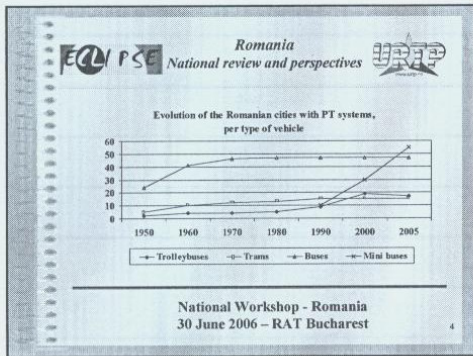
PT SYSTEM SPREAD

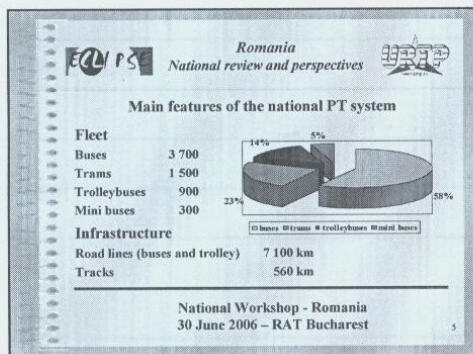
- Bus networks in all the 43 municipalities
- Tram networks in 15 cities
- Trolleybus networks in 18 cities
- Mini bus networks in 15 cities

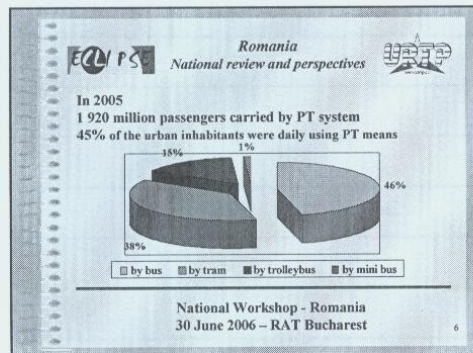


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How far and how much PT policy and systems
can improve social inclusion

<i>Legislative</i>	national strategy and local specific decisions
<i>Administrative</i>	specific assistance to adapt PT service of general interest to social inclusion needs
<i>Technical</i>	technologies already proved to be efficient
<i>Financial</i>	local & central resources are not enough PP partnerships and others

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Legislative framework

GO no. 102/1999 - approved as Law 519/2002 and amended in 2004
the first law granting disabled people free of charge use for all PT means
Law no. 51/03.2006 and GD no. 246/02.2006

Recent Romanian legislations whose provisions are defining a new
institutional framework, settling competencies, objectives, attributions and
specific tools on how local authorities should manage, operate and
monitor public services of general interest, including PT, corresponding to
the real needs of all categories of citizens and to the European standards
LCDs - specific facilities according to the local authorities policy and
budget on this topic, also determined by local priorities, in a specific
economic and financial context

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Administrative measures

for a more efficient dialogue among all stakeholders

Since 1990

Associations for Disabled Persons needs – in most Romanian
Municipalities

Since 2000

Public Service for Special Assistance – department within the
structure of the local authority for a direct communication with
this category of citizens, intending both to better know their
needs and how to solve them

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Administrative measures
 May 2005

- ▶ GD no. 488 - the national system of indicators on social inclusion
- ▶ Joint Memorandum, preceding the NAP, concerning social inclusion in Romania, mentioning however almost nothing about the role of PT system in getting more social inclusion

Sustainable Urban Transport Plans SUTP
 A low costs solutions where all citizens groups should be involved in the process of building up a SUTP

pilot

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Trends of investments in technical measures for improving social inclusion by promoting PT services
 Preliminary results of a survey among PT operators - June 2006

INFRASTRUCTURE investments

Category	2006 (%)	2010 (%)	2020 (%)
platforms	20	40	70
passenger information	10	45	80
traffic lights	10	30	60
corridors	10	45	80

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FLEET investments
 Priority to the lower costs investments

Category	2006 (%)	2010 (%)	2020 (%)
low floor	20	40	80
passenger information	10	45	80
platforms	10	30	60

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Other Facilities for Passengers' direct use, including those with reduced mobility

- ▶ **Electronic Ticketing systems**
- ▶ **ICT and services** – ASK-IT project, of considerable interest also for the member states [Bucharest among the larger European pilot cities for demonstrations]

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Financial and fiscal measures



Fiscal rates granting free of charge transportation of the following categories:

- 3 to 10% for disabled people
- 2 to 4% for retired people over 70 years
- 2 to 10% for war veterans
- 1 to 6% for the political prisoners and deported
- less than 2% for the martyrs/victims of December 1989 events

These are average values, at national level in 2005, applied to PT operators' incomes and supported from the local budgets.

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Financial and fiscal measures

Financial support
 The Romanian PT system is financially supported by local budgets with subsidies up to 60%

Different financial sources for investments such as

- national and local budget,
- PT operators budget,
- Banks (EBI, WB, EBRD)
- private companies concerned with PT
- structural funds and other EU funds

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