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## Transport in support of the process of socio-economic development of Romania, after 1990

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### Abstract

The working paper aims to highlighting the major evolutionary milestones, for each transport mode, and also the imposed obstacles and the advantages offered by the national economy, in the development transportation in Romania, starting with 1990 year until now. Each mode of transportation cyclic evolution presents expansions and recessions phases. However, each new evolution cycle, of a transport mode, does not start from “zero”, but from the accumulated information (inherited) from previous cycle that will developed, refined and diversify in the future expansion phases. Given the interdependence with the other branches of the national economy and, by its very character, in the public interest, in the last two decades, the transports supported and, also, influenced the evolutions and improvements of the Romanian economy and also, of the entire Romanian society. In addition, the development of different modes of transport has been uneven in recent decades, without taking into consideration the consequences of these evolutions on collateral fields. Some important connections between transportation and economic branches or between transport infrastructures and the regional development represent, also, important aspects presented in this working paper.

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## 1. Introduction

After the liberalization of transport activities, in Romania, outside of some modes that the State considered of strategic interest such as railways, the rest were reformed, primarily from the perspective of property. Obviously, the State policies could not influence anymore the distribution of some goods types and passengers by certain transport modes with priority. Thus, in the absence of the introduction of efficient economic instruments, the activity of the different subsystems was unbalanced and ineffective developed. The best example, in this respect, is that of growth the rampant road traffic intensities. Thus, in fewer ten years, the Romanian motorization rate almost tripled, especially due to the private cars acquisitions. That evolution is worrisome, taking into consideration the major negative effects caused by the vehicle pollutant emissions on environment and the human health. Therefore, in a city as Bucharest, the pollutant levels due to the car traffic, such as carbon monoxide or lead, diminish from two to five years the inhabitants' life expectancy, compared to the national average, much lower in turn toward the European Union

### 1.1. Interdependencies between Romanian economic development and the transport evolution

Given the interdependence with the other branches of the national economy and having a public utility, in the last two decades, transports have supported and influenced the impact of changes and developments in the Romanian economy and society.

The contribution of transport activities at value added was in the range of 5.4% (1990) - 11.5% (in 2005), with a value of 8.2% in 2010. At the same time, the sector's effort at the gross domestic product (GDP) was at 4.9% in 1990 to 10.2% in 2005 and 7.3% in 2011, which denotes a lopsided development for this period. At the same time, throughout the transport sector, the decrease in the volume of work has been done permanently. This is not in line with the trend GDP/capita, nor with the inflation rate (Figure 1).

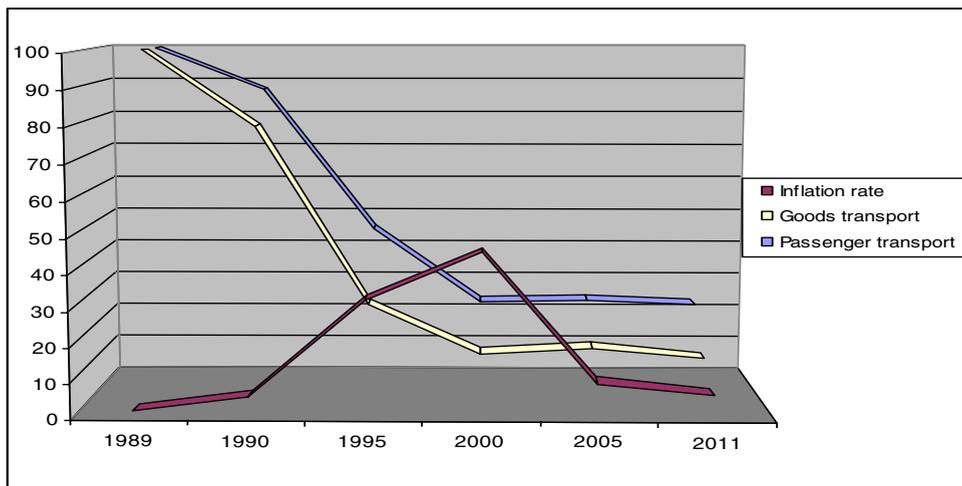


Fig. 1.-/Comparisons of inflation trends and volumes of transportation (goods and passengers) in Romania for the period 1989-2011

It demonstrates thus the opportunity for “separate” the economic growth analysis by the transport demand evolution, persistently asked in recent years by the EU policymakers. It is clear that both developments, strong and continuous upward the value of GDP in Romania for the period under review, and the fluctuation of inflation rate, in the same period, have not influenced the trend of transportation activities, both for goods and for passengers. Moreover, it can be seen that up to 2000, if it can be said that a permanent increase in inflation has led to a dramatic

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