

7 Recommendations

Planning of transport infrastructure and transport planning

The SOPT concentrates on priorities and EU policies, such as development of TEN-T, mode balancing and improvement of traffic safety in the absence of a General Transport Master Plan (GTMP). There is still no overall transport policy and consequently no systematic prioritisation of transport infrastructure projects. This is also caused by lack of a systematic analysis of transport trends in Romania. Presently, the General Transport Master Plan is under preparation.

The experiences in the development of this Master Plan should be used to install a sound transport planning system in Romania and the elaboration of a good transport database to justify interventions in investments in transport infrastructure. The implementation of the SOPT would benefit from these experiences in such a way and adjustments would than easily be justified.

Setting-up a system of data collection and data processing

As said before, there is still no reliable base of transport data. The collection of reliable transport data is an important tool for adjusting transport policy and focusing and directing investments in transport infrastructure.

Mechanisms should be developed to collect relevant data from transport operators, by surveys and by studies. Capacity should be developed to process these data for use by policy makers. The implementation of the SOPT would highly benefit from this.

Towards integration of transport planning systems

Integration of transport planning systems should be strived for. In particular, the infrastructural linkages between European/national and regional/county/communal need serious consideration. Presently there is no co-ordination and synergy between the three entities responsible for the Romanian road network (SOPT, ROP, EAFRD).

Formal and informal mechanisms should be established to co-ordinate planning of investments in road infrastructure between the three entities responsible for it.

Financing of maintenance of transport infrastructure

Investments in new transport infrastructure implies that budgets should be guaranteed for proper maintenance of this infrastructure.

Therefore, yearly budget allocations for maintenance and rehabilitation purposes should be made. The financing of maintenance operations should preferably come from the users of transport infrastructure. Smart ways have to be further developed to collect these funds in a proper way. This contributes to the sustainability of the investments.

Development of institutional capacity

Institutional capacity is a serious concern for the successful implementation of the SOPT. The SOPT programme is ambitious and intends to spend a considerable amount of money in a short period of time putting a lot of pressure on the programme implementation unit. Development of institutional capacity is, therefore, a very urgent and serious issue.

At the short term, a more detailed study should be carried out by the Romanian authorities to identify what capacity they need for the successful implementation of the SOPT and to quantify the needs for staffing dealing with the programme implementation.

Also, a training plan should be designed for staff involved in the management and implementation of the SOPT.

Making use of public consultation

Public consultation in all stages of programme preparation, implementation, monitoring and evaluation is very important and will definitely contribute to a more successful programme.

Public consultation should be further institutionalized in the Romanian transport planning process.

Use the experience of the SOPT to strengthen institutional structures

The process of development and later implementation of the SOPT should be used to strengthen the structural planning process of the Managing Authority and the Implementing Agencies.