THE IMPACT OF THE APPLICATION OF THE EUROPEAN UNION LAWS AND REGULATIONS IN THE FIELD OF TRANSPORT IN ROMANIA AND THEIR CONSEQUENCES

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Abstract. *The impact of the Gross Domestic Product (GDP) has always been an important factor that influenced all the economical and non-economical areas in a country's wellbeing. In this research paper I choose to start a new inquiry upon the direct impact of the GDP on the transport and logistics networks in Romania. As an overall insight of this study, the transport and logistics networks represent one of the most important branches in the Romanian economy because of its strategic importance not only for the country itself but also for the whole European Union (E.U.). The main purpose of this paper is to reveal how the GDP of Romania has influenced the development of the infrastructure of logistics and transportation networks and how the development of the country itself has been influenced.*

Keywords: *transport, globalization, GDP, logistics, ITS.*

JEL Classification: L91, O18, M14, O31

1. Introduction

The overall objective of Romania's Government regarding its transport policy is to strike a balance between economic development on the one hand and the quality and safety requirements of society on the other hand in order to develop a modern, sustainable transport system.

In order for Romania to develop its main objectives, we have to analyze all the proposed measurements step by step for all the different means of transport such as:

- Road transport: Improving quality, more effective enforcement of existing regulations through more stringent controls and sanctions.

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- Air transport: Control of growth of air transport, maintenance of safety standards and environmental protection.
- Rail transport: Revitalizing railways by creating an integrated, efficient, competitive and secure railway area and setting up a network for goods transport services.
- Intermodal transport: Changing the weight of transport modes through a proactive policy to promote intermodal transport and rail, maritime and water transport.
- Maritime and inland waterway transport: Infrastructure development, simplification of the regulatory framework and integration of social legislation to create genuine "motorways of the sea".
- Trans-European networks and removing jams: Building the infrastructure objectives proposed in the Trans-European Networks Program by the European Council.
- Users: Positioning users at the heart of transport policies, namely reducing the number of accidents, harmonizing sanctions and developing safer and cleaner technologies.

The logistical processes translate the demand for goods and services into transport demand. By only understanding logistics processes and trends, the Romanian Government will be able to develop and implement transport policies to meet the current and future needs of European industry.

The correlation between the growth of road traffic and health risks is not impossible to change. However, the problem cannot be solved by a single measure or policy, but by an integrated approach which is needed to reduce the negative effects of both emissions and noise.

Transport policies that start from the premise of a minimal impact on the environment will not only improve the quality of life and the health of the population but also lead to a higher employment rate.

2. Trans-European transport networks

The Trans-European Network (TEN) concept was proposed in the late 1980's in the context of the single market proposal. It was illogical to discuss the idea of a single market, with freedom of movement for goods, persons and services, if the national regions and networks that make up the market were not linked to a modern and efficient infrastructure.

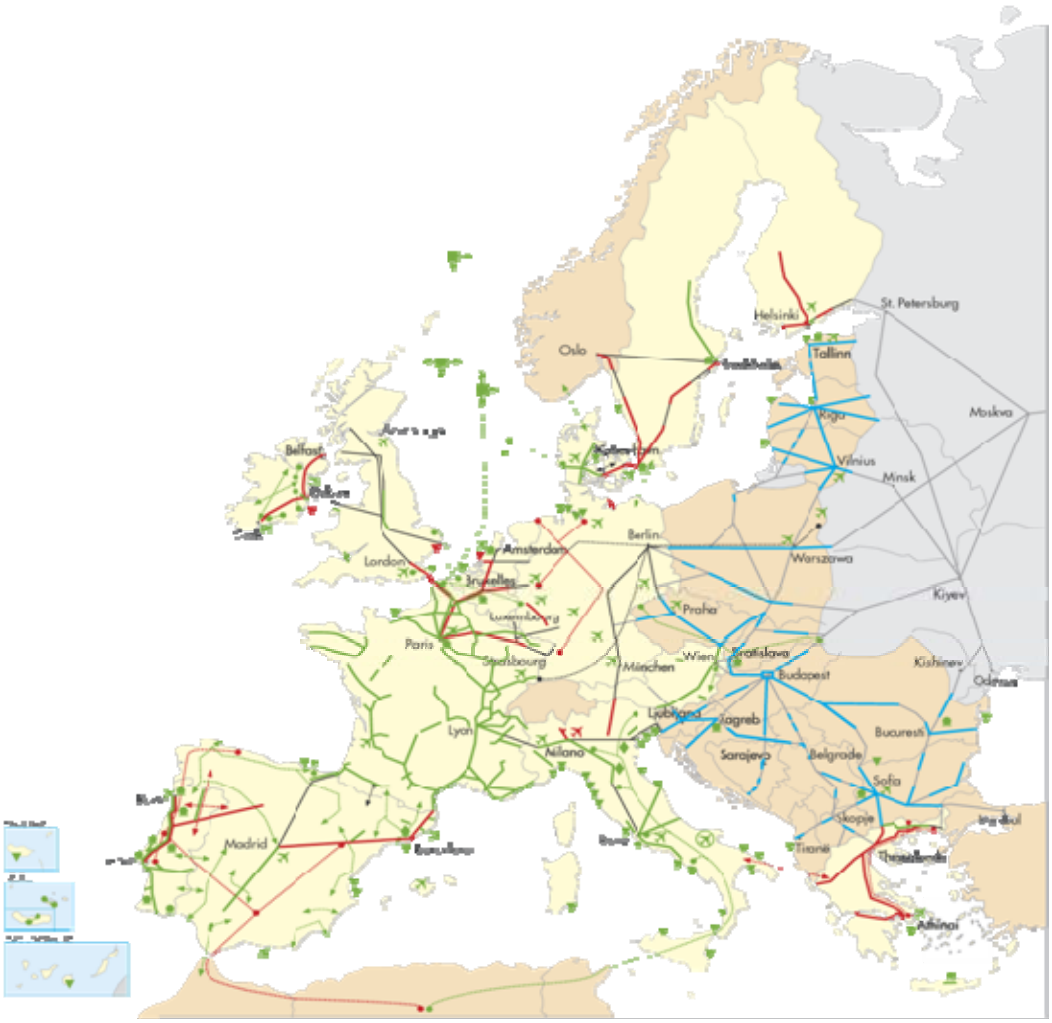

Figure 1. Trans-European networks and European transport corridors.

Source: https://goo.gl/images/1B7qju

The Treaty establishing the European Union provides the legal basis for the TEN's. According to Chapter XV of the Treaty, the European Union must also aim at promoting Trans-European Networks as a key element in creating the internal market and strengthening economic and social cohesion. This includes the interconnection and interoperability of national networks as well as access to such networks. In line with these objectives, the Community should develop guidelines for the objectives, priorities and identification of projects of common interest, as well as general guidelines on measures for the three sectors concerned (transport, energy and telecommunications). The European Parliament and the Council endorsed these guidelines after

consulting the Economic and Social Committee and the Committee of the Regions.

Figure 2. Trans-European networks and European transport corridors by 2030.

Source: http://bankwatch.org/publications/bankwatch-mail-49

A large number of projects of community interest benefited from the financial support of the Community budget through the TEN budget line as well as through the Structural and Cohesion Funds. The European Investment

Bank has contributed to a large extent to the financing of these projects through loans.

A new revision of the TEN-T guidelines, which addresses neighboring countries to the European Union, is currently being prepared.

3. Transport and the environment

At the present time, almost 90% of the transport vehicles are mostly fuelled with petroleum products. This situation has implications for energy policies, but it is also of great environmental importance, especially with regard to climate change. Actions have been taken to promote alternative fuels in general and biofuels in particular. A long-term vision on the use of hydrogen as a source of energy was developed as a result of the work of a high-level group that analyzed the use of hydrogen and fuel cells.

From an environmental perspective, it is important to keep in mind that it is not enough to look for "alternative" fuel sources – if we are moving towards a sustainable transport system, these fuels, must come from renewable sources. The potential for the production of such fuels within the E.U. at the present time are implicating higher costs than the "traditional" fuels and the environmental impact is considerable.

Fuel processed from organic materials – biofuels – offers several advantages to the transport sector. They can help reduce the increase in carbon dioxide emissions from transport networks. By reducing the dependence on oil products in transport and logistical networks, biofuels can also help diversify and improve the security of fuel supply. Moreover, biofuels can provide alternative sources of income in rural areas of the EU.

To give an indication of the size of biofuels used right now; biofuels accounted for around 0.45% of EU energy consumption in road transport in 2002. Even if the degree of use is relatively low, biofuel production is rising rapidly.

Opening borders and acceptable transport prices offer Europeans unprecedented levels of mobility. Goods are quickly shipped from factory to consumer, often in other countries. The E.U. contributed by opening up national markets to increasing competitiveness and removing physical and technical barriers. However, current transport patterns and growth rates are not sustainable. People's and goods mobility are now efficient and cheap and this is a central doctrine of the E.U. in achieving a dynamic economy and strengthening social cohesion. The transport sector generates 10% of E.U. revenue measured in gross domestic product, and offers over 10 million jobs. Removing barriers to trade and cross-border travel has increased the volume of

passenger and goods transport over long distances. The current transport system of the European Union is not sustainable and in many concerns it is further away from sustainability. The European Environment Agency mainly highlights the increase in CO^2 emissions in the sector, which threatens to achieve the EU's target.

4. Discussions and Conclusions

The primary objective of Romania's Government policies on infrastructure is that for each mode of transport, charges and taxes must be variable to reflect the costs of different levels of pollution, transport times and infrastructure development costs. It is important to apply the polluter pays principle and to provide clear incentives to help achieve the objectives of traffic jams, reducing pollution, balancing the weight of different modes of transport and removing the link between transport growth and economic growth.

Further research on the topic of sustainable development of I.T.S. (Intelligent Transportation Systems) that are influencing the actual economic environment will require, undoubtedly, a complex team of specialists and scientific researchers in the field of complex studies, economics, logistics, environmental issues, transport, electronics and computer science.

Acknowledgement: This work was financially supported through the project "Routes of academic excellence in doctoral and post-doctoral research – READ" co-financed through the European Social Fund, by Sectorial Operational Programme Human Resources Development 2007-2013, contract no. POSDRU/159/1.5/S/137926.

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