

Dear Mr. Chairman,

Dear Executive Secretaries and honorable representatives of UNECE

Distinguished Colleagues,

Ladies and Gentlemen,

First of all, I should like to begin by congratulating each and every country and also the UNECE and UNESCAP secretariats for the good work they have done in the last five years for developing the Euro-Asian Transport Links.

As a follow up of the joint activity of four Expert Group Meetings, as reflected in their reports and the in-house study, the Government of Romania acknowledges the necessity of upholding the project and its continuation in the new Phase II by endorsing the identified Euro-Asian links.

Best results can be achieved by sharing experience with other participating Member States, removal of non-physical barriers along the Euro-Asian transport routes crossing our countries and creation of a mechanism for the efficient coordination and monitoring of project related activities.

Thanks to its favorable geographical position, Romania is a pillar ensuring the connection between the European Union and the States Participating to the Transport Corridor Europe – Caucasus – Asia (TRACECA), as well as to the Pan- European Transport Corridors IV , IX and VII.

Now, please allow me to present you some examples concerning the efforts made by Romania in order to fully benefit from and further develop the potential of the existing transport links:

Ever since 1997, our country started projects for the rehabilitation and modernization of the **railway system integrated** in the **Pan - European Transport Corridor IV**. At present, these projects are under various stages of implementation and designing. We envisage the rehabilitation of 1360 km of railway, the total investment amounting to approximately 6 billion EUR. The efforts made up to now have resulted into finalizing the rehabilitation projects of the railway Bucharest – Braşov, Bucharest – Câmpina section.

Let me mention some of the projects which are under way: **Rehabilitation of the railway Bucharest – Constantza** and the railway sector **Câmpina – Predeal**, which will be finalized by 2010.

The most important future projects in the field of railway infrastructure are:

- The Rehabilitation of the railways Curtici – Predeal and Arad - Calafat.
- The construction of the access infrastructure to the new bridge cross the Danube Calafat – Vidin.

Concerning the **Pan - European Transport Corridor no IV – road component**, until 2012 the Government of Romania has in view the finalization of the works on this corridor by building 880 km of motorway. The total value of this investment is almost 5 billion euro and 60.5% of the works will be completed by the end of 2010.

The projects under way on the road component of this Corridor are:

- by-pass motorways for Arad, Bucharest North and Constantza,
- upgrading Arad – Timisoara sector to a motorway standard and
- Timisoara – Lugoj; Deva – Orăştie; Cernavoda – Constantza motorways.

Regarding the projects aiming at the rehabilitation of the **railway infrastructure** on the **Pan - European Transport Corridor no IX**, with a length of 618 km on the territory of Romania, the Government of Romania pays special attention to the start of these projects, with an estimated investment of 4.5 billion EURO.

The road component of the **Pan European Corridor no IX** has 433 km of motorways, out of which Giurgiu - Bucharest sector, classified as express road, has been achieved. Aiming to create the best conditions for promoting a sustainable transport and spatial cohesion until the year 2015, Romania intends to finalize the following sectors: Bucharest South by-pass, Bucharest – Ploiesti and Ploiesti – Focsani motorways.

Taking into account that 47% of the navigable sector of the Danube is on the territory of Romania, my country attaches a particular importance to the development of the **sector Pan-European Transport Corridor VII – the Danube**. In this respect, a series of projects are under development or are going to be implemented in order to promote the inland waterway transport of freight and passengers on the Danube and in the Port of Constantza.

Thus, there have been identified projects on the sector Calarasi – Braila and on the common Romanian-Bulgarian sector of Danube. Moreover, I would like to mention that Romania develops the joint project „*Bottlenecks in Romania and Bulgaria*” under the UE Decision no 884/2004¹. This project, with 2 components, is meant to improve the conditions of navigation on the Danube and will be

¹ Decision No 884/2004/EC of the European Parliament and of the Council of 29 April 2004 amending Decision No 1692/96/EC on Community guidelines for the development of the trans-European transport network

finalized in 2011. On several navigable sectors of the river, the recommendations of the Danube Commission aim at ensuring a minimum depth for navigation of 2.5 m and a width of the fairway at 180 m.

In order to increase the safety of the navigation on the Danube, Romania has already implemented the first phase of the River Information System aiming to implement the second phase during 2008 – 2009.

I would also like to make reference to the **Port of Constantza**, the main Romanian port and the largest port to the Black Sea whose importance is highlighted by its connection with the Pan-European Transport Corridors no VII (the Danube river) and IV (multimodal transport).

Among the advantages offered by the Port of Constantza I would like to mention:

- modern facilities and good connections with all transport modes: railways, road, river, air and pipes;
- a centre of distribution of containers towards the ports at the Black Sea, with an operating capacity of 1.000.000 TEU;
- Ro-Ro and ferry boat terminals which ensure a fast connection to the ports of the Black Sea and the Mediterranean Sea;
- land surfaces available for future developments.

The main development and modernization programmes implemented from 2000 onwards are the following:

- rehabilitation programme of the North breakwater;
- achievement of the first phase of the new container terminal (Mol IIS),

- implementation of the modern information system, the improvement of the high level management of the port and the achievement of the connection to the global port system;
- built a barge terminal meant to increase the safety in operation of the vessels.

We also have in view to increase the operation capacity of the container terminal (Mol IIS). In this respect, I mention that the works for phases II and III have already started.

In addition to the efforts made with a view to rehabilitating and modernizing the transport infrastructure and as a consequence of obtaining the statute of full rights member of the EU, Romania has set as a priority project **the accession to the Schengen Area** in 2011. The results of this accession shall become concrete by: the securization of the external border; the implementation of Schengen Information System that ensures direct links with the data bases of the European Union, the facilitation of the passenger and goods traffic flows and the increased safety in the field of transport.

In the end I would like to underline once again Romania's readiness to continue and further enhance its collaboration aimed at developing efficient, safer and more secure Euro-Asian inland transport routes.