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2010

Online at <https://mpra.ub.uni-muenchen.de/27048/>
MPRA Paper No. 27048, posted 30 Nov 2010 13:31 UTC

STRATEGIC VECTOR OF ROMANIAN ROAD TRANSPORT PROCESS

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Abstract

Romania's standing concerns to adapt its road transport system both in its new developments, and international requirements, have spurred construction of its specific market and, due to the provision of services and ensure freedom of establishment and has defined contributions to the establishment of a common transport policy in Europe. Despite economic constraints, technical and social changes that occurred in our country, the Romanian transport system, threatened new competitive factors, is also evolving its efforts to ensure continuity of service provision, has adapted structures according to its national peculiarities reported in European and international standards, gradually evolving towards a modern and sustainable transport system.

Keywords

- Carrier
- Quality Operator
- Occupation of operator
- The material in road
- Driver
- Human resources specialist
- Safety Advisor
- Instructor training
- Intermediaries in road transport

Introduction

The market and the opportunities it offers, is the starting point in the work of any carrier. Market-oriented thinking is valid for transporting goods and passengers, suggesting a flexible, attractive and profitable activities. Only a steady, stable dynamic between supply and demand carriers may provide a beneficial cooperative relations in the interest of both parties. Market Characteristic Romanian road transport system is that a customer must be properly served a long time to be stimulated constantly to seek and buy specific products. Crucial in obtaining an accurate image about the tri-faceted client-competition market is knowledge of the structure and size of road resources. Resources "production" vehicles do not operate in isolation from each other, but the interference constituted a resource of organic links between them and increase functionality and are subject to its modeling and remodeling.

In presenting transport problems quite often, for simplicity, are taken into account only certain parameters "defining" such as: transport capacity or quality benefits¹

Chapter I - Road base material

¹ Daniel Fistung, Transport, Economics, Ecology, Legislation, Publishing All Beck, Bucharest, 1999;

Analyzing the road in terms of its material dimension, that detach functionality depends decisively on the existence of appropriate means of transport freight and passengers, boarding and alighting stops for passengers, bus stations, transit stops in geographically dispersed, workshops maintenance and repair, infrastructure, administrative spaces, garages etc.

All these are public goods and may be owned by the state government, the administrative-territorial units, or in private. They constitute the material support of achieving the condition of carrier. Physical and moral, appropriate or required standards, increase or decrease the quality of the service operator.

But the *quality of material* is subject to the existence and condition of road vehicles. In relation to the criteria of approval or certification of road vehicles may be new, rebuilt or imported. Regardless of their place of origin rules for the movement (inside or outside the country) is subject to the following *requirements*: their technical and functional status to within the legal norms of pollution, safety and security to be approved or certified public roads to be carried out periodic technical inspections, to be subject to license the vehicle technical execution, the categories and types of transport to be equipped with cameras control or registration under the European Agreement concerning the Work of Crews of Vehicles engaged in international road transport (ERTA).

Crucial for road transport activity are the conditions to be fulfilled by means of road transport of passengers and those used in the transportation of goods. They are the user end of the road transport operator, whoever he is, and without acquiring accurate and effective enforcement of their means of transport belongs not allowed on the track, not to mention a compromised benefit of the operator.

These *conditions* are: a) to vehicles used for transport of persons: The periodical inspection shall be carried forward, to be disposed of, cleaned and disinfected, and have the heating system to be usable when needed, to be located in spare wheel a salon external support, be on board means PSI, in winter there is snow removal equipment in the media, especially designed for storing luggage, aesthetically appropriate, to be marked with the insignia of road transport operator, to be equipped with tachograph workable device, to be classified by stars or categories by the Romanian Auto Registry (RAR) b) the motor running the carriage of passengers on regular services in addition: display inside the seats of the fee-based air transport, per kilometer area for the road transport national job numbers for transport between cities, places reserved for disabled, elderly, people with children in arms; c) to vehicles used in road freight transport: structural characteristics and facilities conform to the rules in effect on the access road on the types of transport infrastructure, should be within the legal rules of road safety and security, to be approved, to be entered into service permanently or temporarily, to have a valid periodic technical inspection. *Additional requirements* of the transmission of perishable goods. The types of means for this kind of goods are insulated road transport, road transport refrigeration, refrigerated road transport, road transport radiators.

The regulations take into account the vehicles used for road transport of livestock, general cargo, dangerous products and radioactive materials and for the international carriage of goods. International carriage of goods shall be made only under specific performance licenses with respect to the specification for the license. Unlicensed vehicles can not pass valid execution of Romania's state border.

Chapter II - Human Resources of road transport

Carrier. The quality of the incumbent carrier responsibilities and obligations at the same time. Road transport operator must ensure roadworthiness of adequate transport means transport category requirements for obtaining a license, to train personnel and provide a uniform system of work for all of its organizational structures under the conditions required by law and specific regulations. The obligations and liabilities, summarized, are strict conditions for carriers. These are specified in the tender documents issued by order of the Ministry of Transport, Constructions and Tourism, for all their transport and related activities. An operator is acquired, while the quality of transmission quality during growth and reinforce its long-term maturation, the legislature amended the penalty sometimes, to signal the consumer (customer). We consider that the sustainability of road transport and behavior lies in the hands of the carrier. Rationality, efficiency and the image of road transport are closely related attributes to it.

Carriers ideas on specific combination of productive resources and unlimited in relation to the production possibilities frontier, but are not subject to the same restrictions as their physical assets. Moreover, the resources of "production" vehicles do not operate in isolation from each other, but the interference constituted a resource of organic links between them and increase functionality and are subject to its modeling and remodeling.² Important to note is that the ideas of carrier, in a strategic approach, not invalidate the chances of others to use them concurrently. The role of accelerator in the process of road operator is assigned with certainty, as Romanian or foreign legal entity that holds property or any title, road and road transport carrying internal and / or international, and their related activities. *road transport operators* are divided into several categories, namely: a) Romanian road transport operators - are established, domiciled or resident in Romania and foreign citizens employed in those activities to work in Romania, and b) foreign road transport operators - are established or domiciled abroad, and is licensed to perform international road transport. *the occupation of road transport* means: free and discrimination in road transport activities conducted on public roads enrollment road transport operators (road transport operators are part of authorized and licensed by law). *criteria of competence of the profession of road transport operator* is the operator corollary profession. They are: repute, professional competence and financial capacity. The quality of road transport operator, however, lies in the special duties and responsibilities for road passenger transport.

Driver. This is the direct factor in transportation-client relationship system. The driver must meet the *following* criteria: be fit medically and psychologically, to have practice and experience in driving (driving at least five years appropriate and practical for the transport of dangerous goods) without a history of serious traffic on public roads in the last 36 months, work capacity test before starting work, working conditions and meet specific rest of his profession. The driver engaged in transport of dangerous goods to be classified, you must have a certificate of professional issued by competent authority. Road transport system requires the engagement of his, along with drivers, and other *specialized human resources*, with well-defined role in terms of functional responsibilities of the system. Of these persons occupy a key position, designated, trained and certified professional, permanent and effective leading road transport activities, safety advisers and accredited training instructors.

Persons who permanently and effectively road transport activity. These are *individuals* designated by the transmission of their employees, continuously and effectively lead this activity, hold a training certificate issued by the Ministry of Transport by MRA-based exams except for those records under ARR practical experience of at least five years, supervises and controls the transport operations under national or international force in conditions of safety and environmental protection, are high school graduates and of a specialized course organized by the Ministry of Transport, or are graduates of technical higher education institutions in the specialty of road transport.

² **David Banister**, Transport planning, second edition, Spon Press, Taylor & Francis Group, London and New York, 2002

Safety adviser for the transport of dangerous goods. The *person designated* by a Romanian natural or legal person (engaged in road transport, rail or inland waterway or loading operations and / or unloading of dangerous goods) with the following *tasks*: check that all shipments must be accompanied by documents prescribed by the regulations in effect, supervise operations concerning the transport of dangerous goods, prepare the annual report. Also, the advisor looks at how to identify dangerous goods transported, check the means of transport and equipment, instructs employees engaged in transport operations, loading and unloading, implement appropriate emergency procedures for potential accidents by applying the appropriate measures, provision of appropriate equipment safety of vehicles and staff, the rules of loading and unloading. For legal entities, the councilor of safety can be ensured by the driver or an employee or outside their designated legal person. For individuals, the councilor can be supplied by the individual concerned or another person designated by it.

Certified training instructors. They are *graduates of higher technical education* or specialty chemical transport, which meet the following *conditions*: practical experience of at least five years of activity in that area, have attended a training course for instructors of drivers carrying dangerous goods, have promoted examination held at the end of the course.

Road transport intermediaries. Intermediation in road transport is the operation by an operator, the order and on behalf of a principal (client, customer) is to transport, ie to organize a shipment of goods or persons, without the carrier itself. This is done *by running the license* for this activity. In carrying out brokerage activity, the operator may contract their own transport or on behalf of the client, but always at the expense of the latter. Transport can be achieved by one or more road operators, or by association with other intermediaries or other modes of transport operators.

The transport or collection activities, shipping and distribution, is based and conditions of the contract between the client / beneficiary and facilitator, as well as the intermediary between the carrier. Contract law and order is deemed accepted. The order must contain the elements necessary for the organization and the transportation. Customer is required to transmit the command specific instructions if conditions require special storage, transport or delivery of goods. Performance license for brokerage activity / organization to obtain transportation to the existence of adequate space for operation, the possibility of preservation under the law, with special prints. Collection, shipment and distribution of goods in this sense requires specific conditions, namely: the existence of deposit / deposits to collect goods for up to 100 square meters and parking spaces for motor vehicles during the loading / unloading.

Conclusions

Given the above, we can *conclude* that: Currently, Romania has a relatively developed road system, especially in terms of quantity, and diversified, as demonstrated by the public road network, changes in key indicators characterizing the volume of goods and persons transported and over, the share of road transport in total transport of goods and people, the car park vehicles of different types and capacities, the last time, Romania has made progress on the road and in qualitative - we consider the structure of extension and improvement of public roads in favor of the higher categories (motorways and national roads), improved car park structure in favor of the functional and technical capabilities and superior service, road transport activity has a pronounced economic , whether the transport of cargo or passengers, and takes place largely on a commercial basis, components and material basis of road transport are compatible in various aspects, the European requirements, which made this field a major point in the process of accession and European integration. All these lead us to declare that road transport is an extremely important structural element of the national economy, which plays a leading role in future economic growth of Romania in the concert of European nations, to reduce and eliminate the gaps with developed countries.

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