

The 80<sup>th</sup> session of the Inland Transport Committee  
United Nations Economic Commission for Europe (UNECE)

*Session I: Intermodality leads to sustainability*

*Statement delivered by*

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Ladies and gentlemen,  
Dear Colleagues,

It is a pleasure to be with you today, speaking about the importance of transport infrastructure sector in general and intermodality in particular.

The development of transport infrastructure is one of the key aspects of the economy, at the European or even global level, which contributes daily to the increasing competitiveness and allows the trade growth.

The main objective is to support the development of an efficient, sustainable, flexible and safe transportation system that will contribute to European economic progress. For the development of an efficient transportation, particular accent must be put on intermodality, through the connection of all modes of transport.

Associated to the work of this Committee is an Implementation Strategy that defines projects prioritization, project scheduling programs, implementation periods and, last but not least, the source of funding.

At EU level, in the field of transport, the smooth functioning of the EU internal market means a strong and extensive trans-European transport network, connected and efficient, which will strengthen territorial cohesion, accessibility and connectivity of all regions of the Union, including neighbouring regions, stimulate investment for growth and jobs in the EU, will ensure the transition to low-emission mobility and the fulfilment of new EU international climate change commitments.

It is our responsibility, the representatives of all the UNECE Member States, to ensure good connectivity and mobility, to support a balanced development in transport infrastructure, for different transport modes, in terms of digitalisation of the transport system and innovation.

In this respect, Romania, as the state that will have the presidency of the Council of the EU in the first semester of 2019, would like to propose solutions to reduce the existing development gap between EU regions, including the allocation of sufficient investments at European and regional level, and a better dissemination of good practices and promotion of joint projects for integrated and innovative transport solutions. In this way, effective mobility from East to West can be ensured, as well as transport routes can be extended to all the countries from

the Eastern neighbourhood of the EU, in order to ensure economic growth and competitiveness of both this parts.

At the same time, in the new era of mobility and digitalisation, where the EU has the ambition to become a world leader in digitalisation, this implies a synergy between the objectives of the transport, energy and telecom policies.

Thus, the development of transport infrastructure, including at national level, should take into account all standards and trends in the development of transport infrastructure and services in terms of multimodality, digitalisation and innovation.

In this context, in order to ensure mobility and quality of transport, strategic priorities in the field of transport infrastructure are to increase the connectivity and to implement a modern, economically efficient, flexible, sustainable, secure and environmentally friendly transport system, to connect the population and the business environment in Romania and other countries by developing and upgrading all transport infrastructure, also through the use of new technologies.

UNECE ITC must support the European Commission in its efforts to anticipate and successfully manage the new digital revolution in transport, in order to eliminate existing differences in the development of the transport sector, which allows for the uptake of innovations in the transport system and the adaptation to the technological progress.

*Ladies and gentlemen,*

Given transport's international dimension, by nature, we must address the challenges of transport development beyond the borders.

As far as the international dimension is concerned, cooperation between the many initiatives on the development of international transport corridors, pan-European and Euro-Asian multimodal transport corridors and the connection between these corridors, as transport operators need transport services which are not limited by barriers related to modal and national systems, is a mandatory element.

In this respect, I would like to bring into discussion the great importance of the cooperation format known as the "16+1" co-operation format, which comprises countries of Eastern and Central Europe, both EU and non-EU States.

Therefore, the development of the transport sector must take into account the necessary connections to the EU but also other regions, including towards Asia.

Being a gateway to Eastern Europe, Romania can be involved in the development of international transport routes/corridors for redirecting and attracting goods from Asia to Europe.

The Europe-Asia connection is a matter of major importance, which concerns both the European Union, on one hand, with its Member States, as well as the countries of Central Europe and Eastern Europe, which are not EU members, and, farther, Eastern partner states.

In addition, developing and providing road and rail connections between North and West areas is important for a fast and attractive commercial transport.

This will allow for an efficient link with the transport network in Central Europe and later with the northern European countries - Baltic countries, Poland - giving them a shorter route compared to the alternative ports West and North - East Europe.

All of these investments supposed to have the necessary funding available and therefore public procurement may be launched for technical and economic documentation or even for technical works.

We must consider the implementation of measures and facilities for carriers and operators, in order to encourage and stimulate general freight traffic. I refer to tax incentives, reducing bureaucracy in terms of documents and formalities, and reducing waiting times, which ultimately translate into increased profit for both carriers and operators.

The Government of Romania pays special attention to the development of regional cooperation in the field of freight transport and the Ministry of Transport will act to implement the initiative on the Black Sea - Caspian Sea freight corridor project.

Our goal is to implement a large number of projects, which promote a much safer, more secure and sustainable transport in air, land and maritime transport, back to back with an important policy, which reinforces the human resource from transport sectors.

Regarding the multimodal chains, we would like to underline again the importance of extending the capacity of all inland Ports, to increase the container terminal capacity and the number of railway lines.

The development of competitive international transport corridors can contribute both to intermodality and to the implementation of a digital logistics system, an efficient and sustainable logistics.

Intermodality and interoperability provide the guarantee of an efficient transport with benefits for the whole economy.

Developing intermodal connections between different geographic areas clearly will support the proposal to strengthen cooperation between the numerous initiatives on the development of Euro-Asian multimodal transport corridors where transport operators want transport services that are not limited by barriers to modal and national systems.

*Ladies and gentlemen,*

To conclude, the great potential of development of the transport corridors connecting Europe, Caucasus and Asia and their cooperation are based on an undeniable common denominator - the existence of the institutionalized dialogue between all involved states, in various formats.

Only in this way, we can move from a political vision to a transnational corridor with concrete operations and actions.

All these efforts combined with the actions of all states, the EU and international organizations, such as UNECE, will hopefully lead to a sustainable transport of freight and passengers for the wider region, by improving traffic safety, transport security, efficient services in the transport sector and, last but not least, by developing the transport infrastructure.

Therefore, it depends on all of us to cooperate in order to extend the activities in the field of transport and develop the main common projects.

*Thank you for your kind attention!*