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## ROMANIA

## URTP – Romanian Association of Public Transport

## Background/context

URTP is a non-governmental organisation bringing together Romanian public transport operators and companies of different structures and sizes involved in the provision of public transport. URTP was founded in 1990 to provide a more adequate representation of its members, promote public transport in Romania, and enable members to carry out projects and activities in such a way that they conform to European standards of public transport operation.

## Case description

## URTP – ORGANISATIONAL STRUCTURE

URTP has members in more or less all large and most medium-sized cities in Romania. The members work independently under the URTP roof in order to have flexibility in the realisation of their daily activities. The leading bodies of the Romanian Association of Public Transport are:

- the URTP's Annual General Assembly; and
- the URTP's Executive Bureau, comprised of 13 general managers of URTP full-fledged members, elected each second year. This body holds its meetings monthly.

The statutes of URTP have been set up by its members and all members are strongly encouraged to follow them.

The organisation itself is subdivided into six departments:

- Trams – public transport
- Trolley-buses – public transport
- Buses – public transport
- Public transport training and selection of personnel
- Public transport legislation and standards
- Economic/financial issues concerning public transport

URTP represents 52 members, 36 of whom are the most important public transport operators. The biggest is RATB (Regia Autonomă de Transport București) in the capital city Bucharest which at the end of 2007 operated 2,098 vehicles (trams, trolleybuses and buses).

The organisation itself is a member of several national and international transport-related associations, among them UITP (International Union of Public Transport).

As the only representative of Romanian public transport operators, the support and strengthening of its members

towards the public is vital. The underlying purpose of the organisation is to improve public transport services in accordance with passenger needs, as well as to create an appropriate image of public transport among their customers.

## Results

### URTP – ACTIVITIES

According to its goals, the members are supported in providing and achieving efficient and high-quality transport. As a coordinator it makes internal and external expert knowledge available to every member and thus enables them to take advantage of experience gained in various transport-related fields. All activities and outcomes are regularly documented in the *TRANSURB* magazine, published twice a year, and the *Informative Bulletin*, published monthly. Both publications are distributed at no charge to all URTP members.

A statistical yearbook is also issued which helps members progress and keeps them on track with URTP's objectives. In this regard the monitoring and guidance at the implementation of projects ensures the meeting of standards set by URTP. Moreover the organisation improves their cooperation with governmental institutions to assist in setting up long term strategies and facilitate the build-up of infrastructural requirements in a sector of growing importance like public transport. Additionally, it promotes its work towards other groups of strategic interest and continuously works on affiliating with transport related associations and institutions. As the leading organisation of Romanian public transport operators, it is involved in several projects at a European level, and takes part in international working groups and meetings.

### Problems

An overall problem of public transport is its decreasing modal share. The number of passengers in Romania using public transport has decreased by 25% since 1990. On the other hand, in the early 2000s maxi taxis (private, owner-operated minibuses) have increased their share by more than 200%. Lately, following changes in the law, operators are no longer allowed to use such vehicles, except in a few particular cases. Instead they are obliged to offer buses instead of maxi taxis. However, these figures emphasise a massive rise of private-vehicle use.

Another problem is the rising use of the private car. The economic growth has enabled more households to buy a car. This coincided with infrastructural investments by the EU while Romania was a candidate state. URTP is concentrating much of its efforts to avoid further erosion of modal share of public transport.

With more passengers than any other Romanian city, Bucharest provides an extensive public transport system. Therefore two public transport suppliers exist: RATB, which carries almost half of the total number of Romania's public transport passengers annually, and Metrorex. RATB manages the surface transport system while Metrorex is responsible for the underground system. However, Metrorex is not a member of URTP, which means that the underground as a mode of transport is not represented within the organisation.



### Transferability and success factors

The organisational approach is fully transferable to other countries. A major success factor is the strong commitment of its small and medium-sized members and their active participation in the work of URTP.

### Lessons learnt

With its lobbying work and the provision of knowledge and information, URTP has significantly helped with the development of public transport in Romania.

### Conclusions

URTP is an established public transport organisation in Europe coordinating a large share of Romania's public transport operators. URTP's representation in numerous European projects and conferences enables members to gain up-to-date professional knowledge and to progress continuously while its structure allows them to pass on their expertise in a flexible manner.

### References and contacts

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