

**LUCIAN BLAGA UNIVERSITY OF SIBIU  
FACULTY OF ECONOMICAL SCIENCES  
ECONOMICS DOCTORAL SCHOOL**

**DOCTORAL THESIS**

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**THE SOCIAL IMPACT OF THE  
EUROPEAN TRANSPORT POLICY**

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**Keywords:** transport, modes of transport, transeuropean networks, social impact, social indicators, transport policy

### **Thesis Summary:**

The thesis contains five chapters, an introduction and conclusions, 12 annexes, a list of figures, a list of tables, a list of abbreviations, and last but not the least, a bibliographical list.

In the first chapter there is a brief overall description of the transport system and afterwards, there is a short presentation of the main transport modes (road transport, railway transport, airway transport and maritime transport). Moreover, the concept of intermodal transport is defined and described as a solution to improve the performance of the transport system within the global context. The purpose of this chapter is to familiarize the reader with the transport system, its defining elements, and the importance it has in the society development. We introduce up-to-date relevant statistics about the transport system and its main types, in order to better notice the way in which they have evolved, the current situation of the transport system and the most important trends in transportation. The information is presented at global and regional level, always underlining the position occupied by the European region.

Throughout the second chapter the transport system is presented with regard to the overall context of sustainable development. After a short theoretical overview of the concept of sustainable development and of its fundamentals that are based on the economic theories, there is a presentation of the social dimension of the transport sector (which is one of the main components of sustainable development, next to the economic and environmental dimensions). Everything is explained with the aid of the sustainable development indicators that are used throughout Europe and Romania. For Romania, the relevant indicators for the social impact of transports provided by the National Institute for Statistics (INS) are presented. These indicators can be found in the set of indicators called “Indicators for Sustainable Development in Romania” (IDDR) and the set entitled “Indicators for Territorial Sustainable Development in Romania” (IDDT). At the end of this chapter, in Section 2.4., there is an analysis of the central aspects regarding the energy consumption within the transport sector.

The third chapter deals with the most important developments regarding the transport policy within the EU. The decisive historical steps are noted and the document called “Whitepaper - Road Map to a Single European Transport Area - Towards a Competitive and Resource

Efficient Transport System” is discussed. This policy document contains the strategy for the transport field until 2050. Within it, there are descriptions of the TEN-T transport network and of the new infrastructure policy of the EU, based on the Tallinn corridors. The policy takes into account both the strategic approach of the EU cooperation with neighbouring areas in the field of transports, and the situation of transports in countries that can participate to a future enlargement of the EU.

For the completeness of this framework, the main institutional actors of the transport policy in Europe and in Romania are discussed. A special attention is warranted to the aspects regarding the integration of Romania in the European transport policy. The need for development and the strategies forwarded through the “General Master Plan for the Transport of Romania” (MPGT) and the Major Operational Infrastructure Program (POIM) are stated.

At the end of the chapter a qualitative approach is tackled, which has as a starting point the SWOT analysis of the transport sector in Romania, done from the perspective of intermodal transport development. This analysis is presented in the document named “Intermodal Transport Strategy in Romania - 2020” issued by the Ministry for Transports and Infrastructure in May 2011. For this purpose, quantitative data from the author and four specialists in the field of logistics, was used so as to formulate some conclusions regarding a possible future strategic approach.

The fourth chapter is dedicated to the aspects which pertain to the modelling of the social impact of the European transport policy. The concept of social impact of transports is defined and afterwards, the most studied forms of the social impact of transport, presented in the scientific literature, are succinctly listed. Furthermore, three of the most used and thus, most widely known models that estimate the social impact of transport at European level, such as REMOVE, PRIMES-REMOVE, and TRANSTOOLS are described. In the second part of the chapter, the ASTRA-EC model, which is a result of the ASSIST project, is described in detail. The ASSIST project had, as a main goal, to fill in the gaps that were noticed with the publication of the Whitepaper on Transports in 2011, with regard to the impact analysis of the various European transport policy measures for the social dimension.

The fifth chapter describes the simulation done with the aid of the ASTRA-EC model, starting from various scenarios. Through the comparison of the simulated scenarios with the reference

scenario, analyses and conclusions are drawn upon the impact that the various transport policy measures have on social indicators.

In the last part of the paper, the final conclusions are put forward, the novel contributions of this research are underlined, and the limitations and future research directions are stated.