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## **The public passenger transport. Role and evolution.**

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**Abstract:** *Achieving a comprehensive analysis on the evolution and role of public passenger transport, analysis of the level of structural and institutional development through the principles, functions and procedures of transport as a basis for national economic growth and development*

**Key words:** *public passenger transport, necessity, production factors, means of transport, economic development.*

**JEL Classification:** *R41, N73, N74*

### **I. Introduction**

In order to understand the evolution and the role of public passenger transport, I consider that a short incursion in the history of economy is necessary, this one signifying a particularly complex approach on human evolution. Scientists, historians and researchers assiduously seek and they don't know boundaries, scoring in the pages of books experiments, information and conclusions about the mysterious evolution of humanity and about how our planet prepared for man's appearance, as the top seed sprung from the earth grew our ancestors, moving from the Stone Age to the advent of the steam engine and about how human wisdom has later developed cities and civilizations. The need to carry different materials or food and to travel, prompted the man to use his intelligence that he was endowed to build different means of transport, from a stretcher carried by people, then tapping peak in the transport field on various destinations.

The evolution of civilization has changed transportation in a social-economic activity by which it is achieved the movement of material goods and people to another destination, using vehicles or special means, on certain routes of movement to meet the material and spiritual needs of society.

We can say that many of scientific and technical gains, helped the development and modernization of the technical and material basis of transport that was capable of providing a wide range of services to people in a time increasingly condensed. The need to trade on the exchange of different goods, the need to travel great distances for goods and people, have created the main factors of progressive development of transport. The upward development of inputs forced in some way the development of transport<sup>1</sup>.

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<sup>1</sup> [www.filedeistorie/evolutionofpublicpassengertransportanditseffectsonthequalityoflife](http://www.filedeistorie/evolutionofpublicpassengertransportanditseffectsonthequalityoflife)

## II. The history of passenger transport

Technical progress, particularly strong in the world economy, has turned transport in a distinct area. The invention of the steam engine had a decisive influence on the development of transport, which subsequently facilitated the movement of people and the transport of various goods by the appearance of railways, of navigation using maritime vessels, set in motion by the force of steam<sup>2</sup>.

Strengthening transport links has turned public passenger transport in an organized, relatively stable and regular traffic activity. Before the expansion of car, public passenger transport, with valence in the democratization of society, won the competition with individual transport<sup>3</sup>. Upgrading road networks in the city streets and developing the production of means of transport, have stimulated public passenger transport, have changed the lifestyle of the urban population, the shape and structure of cities. In the twentieth century, people from different places of the world have understood and even supported upgrade the roads to develop public passenger transport, as individual transport is unable to provide increased mobility needs of city dwellers. It has been strengthened the view that cities should be allowed to grow only to the extent to be served by high capacity infrastructure (surface or underground railways, tram infrastructure). Transport within towns is mainly done by buses and trams while between towns transport is performed using buses, planes and trains<sup>4</sup>.

In Romania the history of passenger transport starts from horse-drawn wagon. The specialized literature shows that the emergence and development of urban transport in our country had the cusp between November 1867, when at Timișoara, “a group of businessmen, meeting under the leadership of Carol Küttel, of those times, have created what remained in history as the first company operating trams in the present territory of Romania”<sup>5</sup>. In nineteenth century, Europe steam buses had a special importance, but in our country, they were underused. In Romania Fiat buses which began to be put into service in the summer of 1911, reached speeds of 40 km / h and had a capacity of 12 people including the related baggage. These buses were used only for interurban transport, continuing the rail route or covering short routes. The buses weren't used for public transport in Bucharest or in other cities before World War I, to this end using horse-drawn or electric trams<sup>6</sup>.

In 1920, the tram pulled by horses used in Lipova city located in Arad region, was replaced by “the locomotive of Mr. mechanic Götz”<sup>7</sup>. In the publication “C.F.R. stations Radna-Lipova “by RaduBellu, it appears that” at the beginning of 1860, in the current city Lipova (from 1950 to 1960, Lipova is part of the Arad region, in the years 1960 to 1968, the administration to which Lipova belongs to is the Banat region, and since 1968 the city belongs to Arad), was established a small tram, whose long trail of about 4 km linked “Turkish bazaar” in the center to bathrooms beginning to become a sought after tourist destination resort “<sup>8</sup>.

<sup>2</sup> Eckermann, Erik (2001), ["World History of the Automobile"](#)

<sup>3</sup> *Business Magazine in public transport / in contemporary Bucharest / Professor PhD. Eng. ȘerbanRaicu*

<sup>4</sup> *Business Magazine in public transport/ Professor PhD. Eng. ȘerbanRaicu*

<sup>5</sup> [http://www.historia.ro/exclusiv\\_web/general/articol/nt-iul-tramvai-rom-nia-nu-timi-oara-n-lipova](http://www.historia.ro/exclusiv_web/general/articol/nt-iul-tramvai-rom-nia-nu-timi-oara-n-lipova)

<sup>6</sup> [http://www.ingineria-automobilului.ro/reviste/Surse din revista “ingineriaautomobilului”](http://www.ingineria-automobilului.ro/reviste/Surse%20din%20revista%20)

<sup>7</sup> [http://www.historia.ro/exclusiv\\_web/general/articol/nt-iul-tramvai-rom-nia-nu-timi-oara-n-lipova](http://www.historia.ro/exclusiv_web/general/articol/nt-iul-tramvai-rom-nia-nu-timi-oara-n-lipova)

<sup>8</sup> *C.F.R.stationsRadna-Lipova /RaduBellu*

In 1951, in Bucharest, Tudor Vladimirescu plants were established, then BUS, then ROCAR being the only supplier in Romania for passenger vehicles and light freight vehicles. Since 1957, starts manufacturing trolleybuses TV and during the 70s diversifying pretty much its range, TV12, TV14C, TV15C, TV14, TV35, TV41, many of these being exported in countries of the socialist bloc (Czechoslovakia, German Democratic Republic, Hungary, Poland) and South America<sup>9</sup>. These means of transport were the main urban public transport network in Romania in the 80s and early 90s. Since urban public transport entities had no permission to import vehicles. ROCAR started exporting buses and trolleys in Eastern Europe, Africa, South America and the Middle East since 1968<sup>10</sup>. In 1965, a team of experts from the Central Workshops of Bucharest Transport Undertaking (ITB) developed the first Romanian bus.<sup>11</sup>

In the early nineteenth century in Bucharest were used private horse-drawn carriages by landowners only. By 1823 the bourgeoisie and the common people had no right to hold such a mean of travel<sup>12</sup>. In 1871 “Romanian Anonymous Society of Trams” with English and Belgian capital, has obtained the authorization to install on some streets, iron lines, on which to circulate the first horse-drawn trams, and a year later, the company introduced the first three horse tram lines in the capital. Horse-drawn trams were yellow, drivers used to have red uniforms and caps they stood on the platform in front and urged horses with lashes<sup>13</sup>.

Currently, transportation is an indispensable element of global life because it gives the members of society, opportunities for continued mobility of goods and people from one place to another. The production process in transport consists in moving goods and people to different destinations on various distances, generally, using several means of transport (land, underground, naval or air), in terms of safety, comfort, convenience<sup>14</sup>.

### **III. The role of passenger transport**

Public passenger transport, according to researchers in the field of transport is a public transport service in large numbers, available to all, distinct from taxi system, rental of buses and coaches by people who do not know each other and have not concluded a service contract with a transportation company. Public passenger transport includes transport using high capacity transport such as: bus, trolleybus, tram, train, subway, ferry links, etc. Transport within towns is mainly done by buses and trams while transport between locations is performed using buses, planes and trains.

Under Regulation (EC) no. 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road and repealing Regulation (EEC) No. 1191/69 and the Council’s 1107/70, public passenger transport represent passenger transport services, which are of general economic interest and which are without discrimination and continuously provided to the public.

<sup>9</sup><http://www.automobileromanesti.ro/Rocar/>

<sup>10</sup>[http://www.ingineria-automobilului.ro/reviste/Surse din revista “ingineriaautomobilului”](http://www.ingineria-automobilului.ro/reviste/Surse%20din%20revista%20%22ingineriaautomobilului%22)

<sup>11</sup>[http://www.ingineria-automobilului.ro/reviste/Surse din revista “ingineriaautomobilului”](http://www.ingineria-automobilului.ro/reviste/Surse%20din%20revista%20%22ingineriaautomobilului%22)

<sup>12</sup><http://www.b365.ro/istoria-transportului-in-comun-in-bucuresti-de-la-tramvaiul-tras-de-cai>

<sup>13</sup><http://www.hetel.ro/index.php/category/istorie-universala>

<sup>14</sup>[http://www.creeaza.com/afaceri/transporturi/Evolutia transportuluiurban](http://www.creeaza.com/afaceri/transporturi/Evolutia%20transportuluiurban)

Economic development of any country considerably develops the volume of created goods and accentuates the mobility of the population within urban settlements. Also, the transport means, the extension of production processes in the field of movement. Public passenger transport, is one of the most important sectors of activity within a city, since through it, the unity and coherence of all its activities are ensured<sup>15</sup>.

Authors of the book “Transport Systems”, Șerban Raicu, Vasile Dragu, Mihaela Herman, said that “transport is an aspect of human activities where, with special means, the scale modifies and organizes geographical coordinates of goods and people to meet the material and spiritual needs of society. Transport is the sector in which individual and society will continue to coexist seeking permanent otherwise and mutual balances depending on places, times and circumstances. Passenger transport is characterized by the go-return of passengers flows, meaning that these are generally balanced activities ensuring a fully enclosed route of means of transport”<sup>16</sup>.

In Romania public passenger transport is carried out according to Law. no. 92 from 10th of April, 2007 Law on local public transport services, issued by the Parliament of Romania, published in the Official Gazette no. 262 of 19th of April, 2007

In art. 1, line 4, it is stated that local public transport service for passengers and goods is organized by local government authorities, within the administrative-territorial area, based on principles regarding:

- a) Promoting competition among carriers;
- b) Ensuring equal and non-discriminatory access of carriers;
- c) Ensuring the rights and interests of users of the local public transport service;
- d) Efficient use of public funds within management activity or enforcement of local public transport;
- e) Ensure enforcement of a local public transport bearable regarding transportation tariff;
- f) full recovery of operating costs, rehabilitation and development through charges / fees to be borne by the direct beneficiaries of transport, hereinafter users, and funding from local budgets, ensuring a reasonable profit for authorized carriers
- g) supporting economic development of communities by creating a modern transport infrastructure;
- h) tariff integration using a single type of travel ticket for all means of public passenger transport by using schedules;
- i) dispatching local public passenger transport achieved through permanent programs<sup>17</sup>.

Shipments are among the first areas of common policy of the European Union today and are essential to achieving the common market freedoms provided by the Treaty of Rome in 1957: the free movement of persons, services and goods<sup>18</sup>

<sup>15</sup> <http://www.encyclopedie-zimitot/istoria-transporturilor>

<sup>16</sup> Transport systems/ Ș. Raicu, V. Dragu, M. Herman,

<sup>17</sup> Law. no. 92 from 10th of April, 2007 Law on local public transport services

<sup>18</sup> [http://europa.eu/pol/pdf/flipbook/ro/transport\\_ro.pdf-revista.transporturi](http://europa.eu/pol/pdf/flipbook/ro/transport_ro.pdf-revista.transporturi)

#### **IV. Conclusions**

Public passenger transport is a public service under the authority of local government, for a large number of passengers, available for the entire population. Urban transport activity is conducted with high capacity means of transport such as buses, trolleybuses, trams, trains, subway, ferry, airplanes etc.

Currently, the main focus of public entities in Romania in the public passenger transport field is increasing the quality of public passenger transport and aligning to that existing in other European capitals in order to ensure, primarily safety, comfort, specialized staff, affordable quality service, protection of the environment. In our country, however, it must be noted that, because of lack of funds, local governments face difficulties in finding an appropriate service for the EU requirements.

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