**Executive summary**

The assessment of the implementation of Priority 3 highlights both the progress made and the challenges encountered.

The needs for sustainable urban mobility remain current, as electric transport infrastructure has not progressed significantly. Most of the public transport modernisation projects financed by the ROP 2014–2020 were completed late or are still being implemented, which explains the lack of visible changes at regional level. Currently, trams are used only in Braila and Galati, and trolleybuses exclusively in Galati, without the extension of electrified networks after 2021.

PR SE through Priority 3 is largely aligned with the Country Recommendations, contributing to their implementation through actions targeting sustainable transport as recommendations from 2019 and 2020 in the Country Reports. These actions support the development of sustainable urban mobility and the reduction of carbon emissions (OS 2.8), as recommended by the EC, underlining the need to maintain these types of investments.

The contribution of Priority 3 to the Integrated National Energy and Climate Change Plan and the European Pillar of Social Rights is potential due to the early implementation of projects, but actions supporting these objectives and principles are targeted. On NECPs, Priority 3 supports the environmental objective of energy efficiency through four policies and measures, with a total allocation of EUR 159.60 million, i.e. *Modernisation of urban public transport,* *Alternative mobility* and *Increasing the share of alternatively fuelled passenger cars and passenger cars.*

Interventions under Priority 3 indirectly contribute to achieving the objectives of the European Pillar of Social Rights (EPSR) by integrating the principles of equal opportunities, non-discrimination and accessibility for persons with disabilities as horizontal requirements in the project implementation process. Even if no specific financial allocations are foreseen for these issues, they are included in the form of selection and implementation criteria, ensuring that they are respected and promoted under Priority 3 interventions.

In the area of sustainable urban mobility, progress towards the milestones is significant thanks to phased contracts. Values range from 191% for infrastructure dedicated to the maintenance of environmentally friendly rolling stock in public transport, to 233% for cities and municipalities benefiting from digitised, new or upgraded urban transport systems. The level of achievement in relation to the final target also differs between 5% for the capacity of environmentally friendly rolling stock for collective public transport and 241% for the length of clean urban transport infrastructure.

The project portfolio is dominated by staged investments from 2014–2020, which ensure the continuity of important projects for the development of local communities started under the 2014-2020 ROP, but reduce the availability of funds for new initiatives. At the same time, the pace of implementation is uneven, some projects have made significant progress, while others face delays in procurement procedures and in the start of works.

The evaluation highlighted that the implementation of Priority 3 under the Danube Delta ITI is at an early stage with a low level of contracting. By the end of 2024, progress was limited due to delays in launching dedicated calls and difficulties in preparing eligible projects. Although ITI has a significant allocation – around 11% of the total Priority 3 budget – it is not yet used to its full capacity. The financial resources allocated to ITI focused in particular on the purchase of rolling stock for clean urban transport (47% of the total allocated in P3), reflecting a clear direction towards modernising public transport.

In order to improve the dynamics of programme implementation, it is recommended to:

* Accelerating the launch of calls for projects, especially for ITI Danube Delta, and the evaluation, selection and contracting process and meeting the deadlines of the launch schedule for 2025.
* Organizing information campaigns to promote green public transport;
* Providing tailor-made support to beneficiaries with reduced administrative capacity to prevent bottlenecks in implementation.
* Speeding up the implementation and execution of works by incentivising beneficiaries to introduce contractual clauses for penalties for exceeding the reimbursement schedules.