
The enhanced of interoperability transport in Romania - The analysis of the measures for achieving intermodal transport nodes

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Abstract

The Transport development closely followed world economic development, which required continuous increase in the volume of goods transported. This has led to an increase in road freight vehicles, additional costs, pollution, accidents and adverse social effects.

The necessity of decoupling economic growth from growth in volume of transport in order to achieve further economic growth benefits but without side effects gets new values by promoting modes "environmentally friendly" and safe.

In the present paper I will make an analysis of the measures for achieving intermodal transport nodes in Romania.

Keywords: Intermodal transport, Romania

INTRODUCTION

One of the most important phenomena observed in the twenty-first century is that globalization entails expanding international integration of markets for goods and services, capital markets, free and unrestricted access, on a commercial basis, the raw materials and energy resources.

In the current context of increased fuel prices, many companies find it obvious necessity to shift production centers closer to end users to reduce costs and keep prices low.

Therefore, as a result of globalization, there is a significant increase in terms of finished products sold due to FDI in regions with a low cost of labor and access to trade routes, growth is projected to exacerbate in the next years.

Regarding transport, the main effect of globalization is the correlation between economic growth and increased transport of goods and people.

To cope with the pressures caused by globalization, the beneficiaries of the various modes of transport of goods requires now a system of transport services and a market for safe transport barriers modal systems and national transport does not limit choice the most appropriate routes / modes of transport of goods.

In addition, international competition and expansion of geographic market forces manufacturers and exporters to focus on production technologies and integrated transport logistics in order to reduce costs and at the same time to provide quality services.

Since the majority of finished products are transported in containers and they are the main way that facilitates inter-modality, it is estimated that in the XXI century intermodal transport, with technological improvements of systems handling equipment used becomes the cornerstone for international trade by far the most effective way of managing international transport activity "door to door".

This is because the intermodal possible to combine advantageously in a certain way, the specific advantages of each mode, such as the flexibility of road transport, the high capacity of the transport rail, the lower costs of shipping and the higher speed aviation.

The concept of intermodal transport national / international has developed since 1960, simultaneously with the emergence and development of large containers.

This has led to an exponential increase in containerized transport, facilitating significant development of international trade. in accordance with the definitions approved and adopted in Geneva in June 2010 by the Working Group on Transport Statistics of the Economic Commission for Europe of the United Nations (WP 6 UN - EEC), was reiterated and agreed definition that intermodal transport is a multimodal particular case of transport, carried out in one and the same intermodal transport units - UTI by successive modes of transport without cargo division to change modes.

If international multimodal transport, transport of goods takes place under a contract of multimodal transport and a single document accompanying the goods in the country of origin to the destination country, the responsibility of a multimodal transport operator (MTO).

Romania is located in southeastern Europe and borders Hungary and Serbia to the west, Ukraine and Moldova to the northeast and Bulgaria to the south.

In the east, Romania to the Black Sea over a length of 245 km between Chilia branch of the Danube - Musura Bay (border with Ukraine) and Vama Veche (border with Bulgaria). Landlocked facilitates links with the countries of the Black Sea and through it with the world.

In the south, Romania is crossed by the Danube, the second longest river in Europe, over a length of 1075 km. Among the countries of Central and Eastern Europe (Bulgaria, Croatia, Poland, Slovakia and Slovenia), Romania is the second country in terms of both population and land area. With an area of approximately 238,391 km² and an average population density of about 90.2 inhabitants per km², Romania ranks 6th among CEE countries in terms of average population density.

In 2007, Romania's GDP amounted to 124.5 billion euros at current prices, for 2007-2008, which was the beginning of the economic crisis, GDP to grow by 10.6% to around 139, 9 billion in 2008.

In 2009, GDP fell by about 16% over the previous year, reaching a value of 117.5 billion euros.

In 2009, GDP per capita was 5,474 euros, representing 24% of the average EU GDP worth about 22,600 euros. Romania is one of the most attractive countries for foreign direct investment in CEE. The major foreign investors in Romania in the last decade from the Netherlands, Italy, Germany and France, and major investments were made in the industrial sector. In 2009, total international trade of Romania 68.03 billion euros accounted for 60% of GDP, knowing a decrease of approximately 25.2% over the previous year.

As regards the transport sector, in 2008 the total volume of freight carried was 512.1 million tons, so it can be seen that the volumes transported in 2005-2008 increased on average by 4% per year. In 2009, the total volume of goods decreased by about 21% over the previous year, reaching 404.8 million tons.

In the structure of international trade, the share of road transport 70.5% of total exports, 71.2% of total imports, is significant in comparison with shipping weight of 19.5% and 15.4%. Currently Length of railway lines in operation is 10,784 km, of which 4002 km electrified lines. The volume

of containerized freight traffic combined railway network is on average 4% of the total volume of goods transported by rail in 2005-2009.

In Romania, until now, use predominantly system combined transport containers by creating a supply chain which is headed haulers who take intermodal transport units from shippers and transports them to the intermodal terminal, safe optimal.

The main relationship intermodal transport Constanta-Bucharest remains, given that over about 150,000 TEU annually are unloaded in the port of Constanta, designed the city of Bucharest.

The absence of financial support company SNTFM "CFR Marfa" SA, owner of the superstructure and facilities of the terminals own hinder rehabilitation of these terminals (upgrading buildings, storage platforms UTI, taxiways cranes, access roads in terminal networks of water and electricity, etc.), equipment terminals with machinery and equipment handling payload of 40 tf and UTI, wheel loaders equipped with spreader telescopic hydraulic system piggy-back IT systems (computers, internet, etc.) and, consequently, re-launch modal transport.

Since 1995, they were put into operation more shipping routes via ferry Mangalia and Eforie and Constanta - Poti / Batumi (Georgia) / 48 hours, Constanta - Derince (Turkey) / 23 hours, Constanta - Samsun (Turkey) / 40 hours, Constance - Izmir - Mersin (Turkey) / 100 hours, with the embodiments loading:

- 40 wagons and 40 trucks,
- 80 trucks,
- 85 wagons with containers loaded wagons,
- The combinations of the number of railway wagons and lorries.

Currently, the two ferry, although functional technically are passed in conservation because, on the one hand, transport demand is low and does not cover the costs of travel, on the other hand, in order to maintain law navigation (continuing validity of class certificates and registry) is required docking ships.

At the same time, the amount required docking cannot be covered by the company TMC "Ferry Boat CFR" SA, for financial reasons.

Currently the length of the public road network, including motorways, European national primary and secondary roads, is 16499.935 kilometers.

To avoid damage to national roads, due to budgetary constraints do not allow rehabilitation / modernization regular full length thereof, have adopted legislation approving lists containing public roads with load limits and maximum permissible dimensions for vehicles freight transport. Next, the road network will be rehabilitated periodically or as the works of rehabilitation by the Minister of Transport, according to Government Ordinance no. 21/2005 regarding the roads approved by Law no. 98/200518.

Consequently, an important part of this network opened road freight traffic. Elements of intermodal transport are highlighted in the most eloquent port activity as the ports is the most complex activity of transit goods area of maximum interference transport and handling, which has the main role in the conduct of trafficking goods (transport chain) from suppliers to beneficiaries. The ships can be operated in Romania in seaports Constanta, Mangalia, Midia and ships with a capacity of 12,500 dwt can be operated in ports and shipping Braila, Galati, Tulcea and Sulina, located at the Danube.

All sea ports have connections to the national road and rail, intermodal centers that function is provided entirely by these ports. Galati port is the only port that also has broad-gauge railways and transposition possibilities / transshipment of wagons, which gives it an advantage for the development of intermodal transport business.

Currently, the European Union, the volumes transported on inland waterways is relatively low, accounting for only 7% of the total volume of goods transported in Europe compared with road and rail freight accounts for 78% and 15% of total transport freight.

While road and rail networks and links covering all countries and regions in Europe, the inland waterway network is less dense and has a length of about 28,000 km.

There is no connection between the waterways on a length of about 5% of their total length and 16% of the total length of inland waterways have a very limited infrastructure.

The European inland waterway network is provided in the European Agreement on Main Inland Waterways of International Importance (AGN), adopted in Geneva on January 19, 1996, ratified by Romania by GD no. 68/1998. Freight transport on inland waterways takes place in Romania on the Danube and the Danube - Black Sea / Gate Alba - Midia Năvodari or ports located on them. There are 28 functional river ports located on the inland waterways, including seaports Galati, Braila, Tulcea whose infrastructure shipping access ships with a maximum capacity of 12,500 dwt. The ports that were recorded the largest amounts of goods were stable with a share of 37.1% and 23.0% Galati. International trend is the development of multimodal transport of goods by air / road modes using a single document for both air transports.

Therefore, development of cargo terminals has become an important objective in all strategies airports classified as European or international connection points. Currently, in Romania there are terminal and cargo processing facilities Henri Coanda - Bucharest, Cluj, Sibiu, Timisoara, Arad and Constanta.

The competitive intermodal transport system in Romania depends on short-term, mainly by upgrading and / or construction of efficient terminals in key locations in Romania corresponding poles of economic and freight traffic.

To increase the efficiency of logistics is to consider establishing an intermodal terminal location so as to be located adjacent to an industrial park. This is a measure that requires urgent investigation in the near future because the concept proves to have significant beneficial effects in Western Europe.

In this regard, implementation of road transport in the EU countries to the European concept of intelligent transport system (ITS), especially along the borders between Member States and its interconnections with other modes of transport, in accordance with the specifications adopted by the Commission European, is one of the most efficient traffic management and freight, for achieving interoperability of intermodal management of freight transport on the pan-European transport, location and tracking of goods in transit and from a way transport.

The level playing field include tariff regulation of access to infrastructure for intermodal solutions in terms of overall cost structure of the road. It should be considered, on the one hand, policy incentives to leverage the rail and transport capacity on inland waterways, thereby creating cost relatively little per unit of transport and, on the other hand, ongoing review charges for infrastructure or development, as far as possible solutions to improve the level playing field.

CONCLUSION

The modes of Romania remained in the same position relative separation modes distinct in competition, leading to a system of transport segmented and non-integrated, each transport mode seeking to exploit its advantages in terms of cost, service reliability and safety.

The competition is distorted and lack of transparency regarding costs on society caused by each mode of transport in terms of pollution, noise, traffic congestion, casualties in accidents. As long as external costs are not taken into account and not reflected in their internalization of road transport will be favored.

Regarding intermodal transport, freight market is reluctant to this segment of transport considered too risky, which makes the cargo in UTI take place mainly on the road, being less expensive. Because, on the one hand, maintaining railway infrastructure is mainly based access charges levied railway operators, on the other hand the low level of toll road (for certificates) represents only part of the costs of maintenance of the road infrastructure was created premise discriminatory tariffs between these two modes.

Accordingly, combined rail / road transport, total transport cost of road trains Road (TIR) on rail routes in the system type EN-LA (Rollende Landstrassen / rolling road) - including charge infrastructure costs towing and other costs, especially maintenance of specialized wagons RO-LA - exceeding the total costs of their transport on public roads.

Although it created the legal framework for measures to encourage combined transport (tariff reduction infrastructure for trains in transit exemption from tax on profits reinvested in transport terminals combined) not applying this legislation prevented attracting road transport operators freight by rail.

Coordination by the State, the intermodal transport sector should consider free market principles and the current distribution of existing competitive activity in the transport of goods, coordination between infrastructure managers, transport operators and local authorities.

Making an intermodal transport system in Romania is reaching the overall target for 2020 of a quota system transport representing at least 40% of goods transported in intermodal transport units (ICU) in Romania.

Based on market research and forecasts for intermodal transport to / by Romania and the "package assembly" or the "package CEE" total potential goods (using the share of 40% of the division into modes of transport) for intermodal transport 2020 will be approximately 1.4 million UTI intermodal units (or 2.4 million TEU).

Consequently, by 2020, achieving an efficient and effective intermodal transport in Romania will create more jobs in Romania - over 140,000 jobs, the contribution to GDP of over 10 billion euros the realization of revenue of some 1.6 billion euros obtained from taxes and an increase in export activity that will contribute to a positive trade balance.

Currently, in Romania, there is an administrative structure in MT or subordination / coordination / MT under the authority involved in organizing, coordinating and monitoring of intermodal transport.

The transport activity is organized and monitored separately by specialized departments (coordination aviation, marine, road and rail).

For this reason it is necessary to establish a Management Unit for intermodal Project bringing together specialists from different fields of transport and specialists in logistics and intermodal

transport in the ministry to allow resolution of problems related to intermodal transport (procedures intermodal technical, operational and organizational), real-time monitoring and carrying out multimodal strategy implementation, without which effective connection of the different transport modes is not possible.

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Biography of Authors (10pt)

	<p>The Dragos Ionut Onescu is General Manager at ODAS GLOBAL CONSULTING and President at ODAS Association. He helped the company to grow from humble beginnings into a solid, durable enterprise.</p> <p>Mr. Onescu is consultant of different international and European institutions, an expert to assist in evaluating EU projects and member in several international and professional associations.</p> <p>He works with executives, helping them to develop organizational culture, inspired by some of the best success stories of all time.</p> <p>Mr. Onescu graduated with a Bachelor of Science degree in International Affairs and three Masters Programs in Economic Governance & Public Sector of Michigan University and Babes-Bolyai University and European Affairs & Project Management at Babes-Bolyai University.</p> <p>His interest in the field of diplomacy drew to realize a double PhD between the University of Strasbourg, France and Babes-Bolyai University from Cluj-Napoca, Romania.</p> <p>His inspirational quote is from Lao Tzu: "A leader is best when people barely know he exists, when his work is done, his aim fulfilled, they will say: we did it ourselves".</p>