

CONSIDERATIONS ON THE EVOLUTION OF SHIPPING TRANSPORT AND INLAND WATERWAYS IN ROMANIA IN THE PERIOD 2000-2010

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Abstract: In the last two decades, the transport industry in Romania suffered a number of changes both in terms of volume, but also in terms of weight of the various forms of transport in total. So, the railway transport has experienced significant decline as passengers number and goods volume, while the road transportation evolved upward. Shipping has evolved somewhat differently. While the number of passengers on inland waterways has decreased a lot (about three times), freight transport has evolved almost constantly. The paper stops just on these issues. It performed a comparative analysis between dynamic transport of goods and passengers by inland waterway and maritime and other transportation. It also examines the evolution of the gross weight of goods handled at seaports Romanian and EU, countries are landlocked.

Key-words: types of transport, route of the goods, inland waterways transport, shipping

1. INTRODUCTION

The emergence and development of human society imposed undoubtedly the need for transport. Transport is today one side of the economic activity that affects all sides of social and economic life. Among transport industries, an important place is the shipping and inland waterways.

Shipping is the main mode of international transport, estimated at about 75-80% of the volume of international trade. This is facilitated by the principle of freedom of the seas, which allow ships of all nations to operate freely on international trade routes. Although it is the cheapest mode of transport, in our country, shipping is ranks third in terms of turnover of goods. The conduct of maritime transport is mainly governed by the Hague Convention, the Hague Convention-Visby and Hamburg Convention.

Fluvial transport is the main mode of transport in European transport. Its advantages are that it allows

transport all types of goods, shows greater safety and is ranks second after shipping, in terms of transport costs, is 2-3 times cheaper than rail and much cheaper than road or air. This mode of transport has also drawbacks, being slower than other modes of transport, its action areas is limited and can become impassable during periods of frost of rivers inland waterways or of decreased of rivers flow during periods of drought.

2. EVOLUTION AND PLACE SHIPPING AND INLAND WATERWAYS IN ROMANIA THE TOTAL VOLUME OF GOODS TRANSPORTED

Accordinging the volume of goods transported during 1998-2010, it is found decreased use of rail freight by 17% and increased the use of marine transportation, inland waterways and air by approximately 23%, 13% and, respectively, 38%. Developments in the use of road transport of goods followed a slightly downward trend during 1998-2002 and a strong downward trend in 2008-2010.

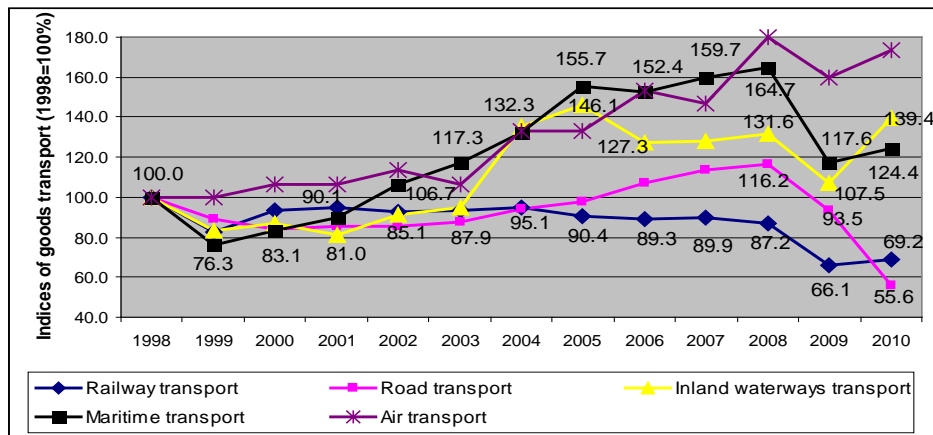


Figure 1 The volume index of freight transport by type of transport, during 1998-2010

In 1998, 71% of all goods are transported using road, rail 17%, 7% and 5% shipping inland.

In 2010 the share of freight transport by mode of transport was the following: 58% road, 18% rail, 13% and 11% on shipping inland and waterway transport.

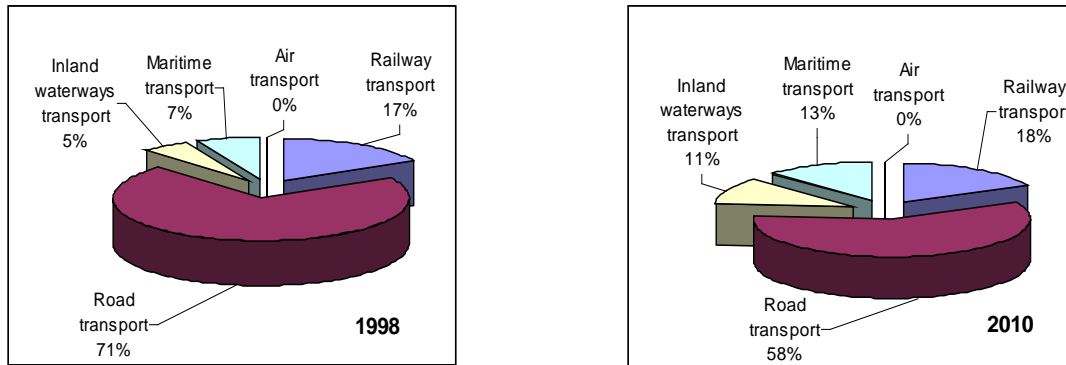


Figure 2 Share modes of goods transport in 1998 and 2010

The performance of the freight transport activities in Romania, measured in tons / km, increased in 2004-2008 with an average annual rate of 4.7%, the upward trend was given by road and sea transport.

Evolution of the performance of the freight transport activities had a decreasing trend in the period 2008-2010, trend given by rail and road transport.

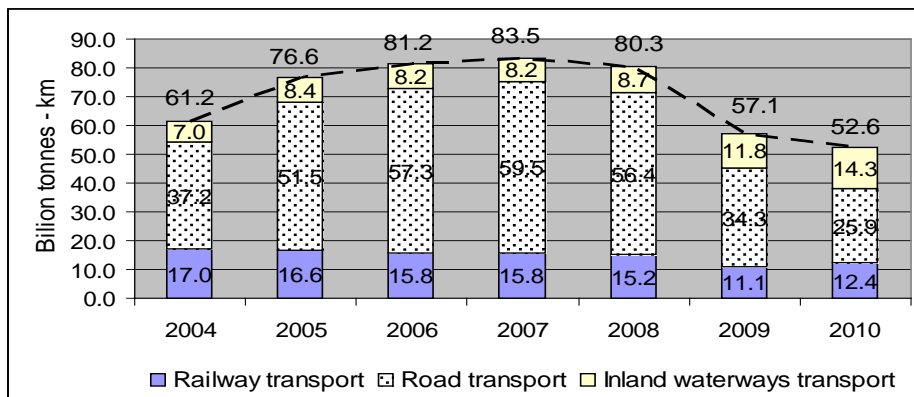


Figure 3 Goods transport performance

3. PASSENGER TRANSPORT

Road passenger had an upward trend, taking into account the volume of passenger transport in the period 1998 - 2012, volume increased by 32,4% in 2008 compared to 1998 and by 9,2% in 2010 compared to 1998.

Is observed reduction of share of using rail transport and waterway transport of passengers by 60% and, respectively, 95% in 2012 compared to 1998 and the growth of road transport, from 68.8% to 77%, situation shown in Figure 4.

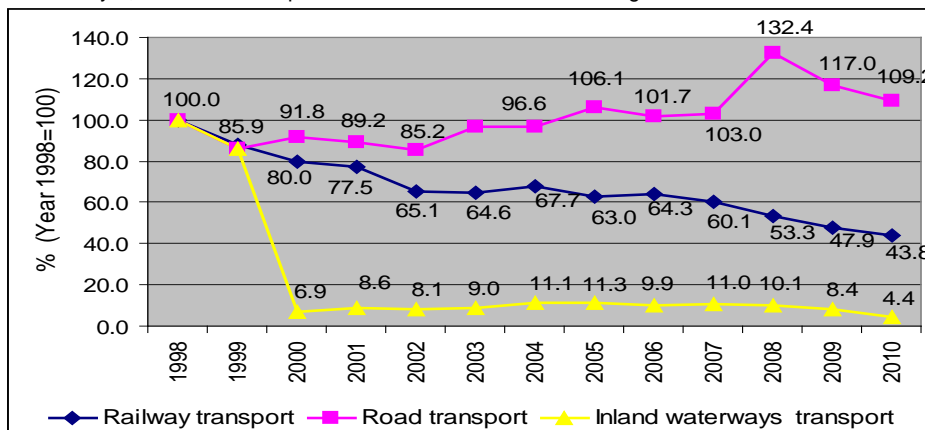


Figure 4 The volume index of passenger transport by type of transport, during 1998-2010

In 1998, the total of 377.008 million passengers, 59% used road transport mode, while 39% used rail transport mode. For 2012, it is found that the number of

passengers that use of the road transport go up to 77%, while the number of passengers who have used rail dropped to 20%.

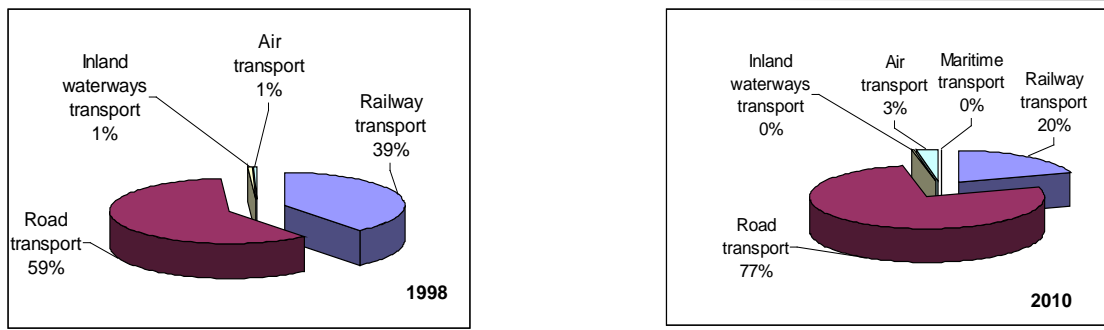


Figure 5 The share of modes of passenger transport in 1998 and 2010

The performance of passenger activities in Romania, measured in number of passengers / km decreased in the period 1998-2002 with an average annual rate of 1.7% and increased in the period 2002-2010 with

an average annual rate of 0, 7% upward trend due to road transport. The performance of activities passenger rail declined in the period 1998-2010 with an average annual rate of 0.7%.

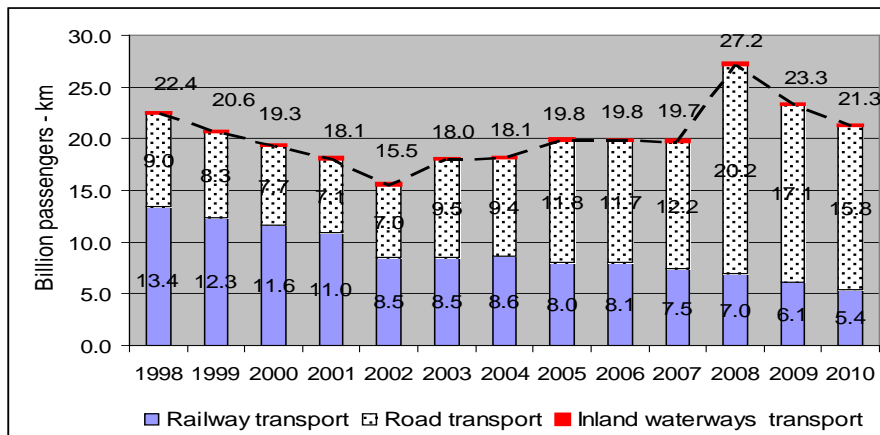


Figure 6 Passenger transport performance

4. SEA TRANSPORT OF GOODS

Analyzing the share of the gross weight of goods handled at seaports in the European Union in the period

2002-2010, it appears that the ports in Latvia, Poland and Romania recorded the largest increases in the share of the total gross weight of goods handled at EU level.

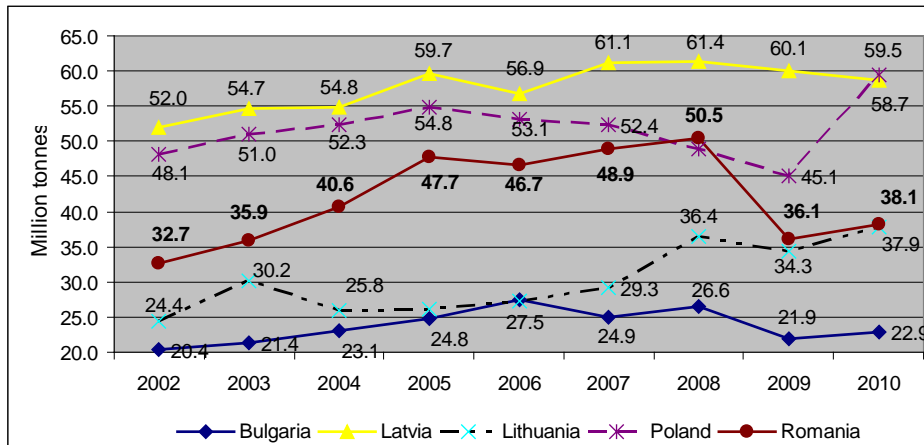


Figure 7 The evolution of the share of weight gross goods handled in EU seaports.

Analyzing the goods transported indicator in the seaports in the European Union, expressed by weight in tonnes, it appears that in the period 2002-2010, it grew an

average annual rate of 10,7%. The highest average annual growth rate recorded a Slovenia, Romania and Lithuania: 49.5%, 31.7% and 26,7%. (figure 8)

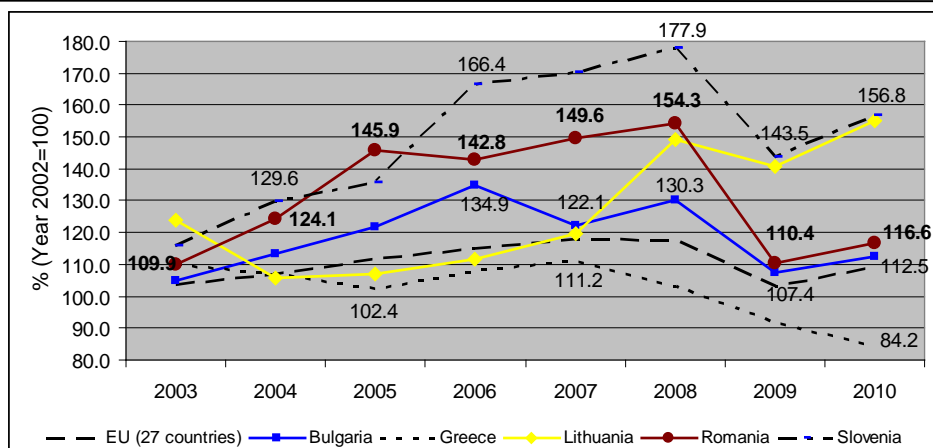


Figure 8 The indexes gross weight of goods handled at the seaports

The analysis performed shows that in 2009 the global economic crisis has hit and freight traffic handled in European Union ports, as evidenced by the transported goods indicator which fell by 14,2% in 2009 compared to 2008.

5. CONCLUSIONS

Transport is one of the economic activities that bring significant changes in social and economic life of any country. The need Growing to movement the individuals and the goods have increased their role in the economy, favoring, on the one hand promoting trade expansion both domestically and internationally, and on the other hand favored tourism development.

Shipping and inland waterways in the analysed period, have evolved different. If freight significantly increased compared to 1998 (139,4% in 2010 for inland waterway transport, respectively 124,4% for shipping), passenger transport dropped dramatically.

It also displays the gross weight of goods handled in Romanian shipping ports (goods unloaded from vessels plus goods loaded on ships) showed a significant increase by 53% during 2003-2008 exceeding the European average by about 35 percentage points.

The economic crisis that started in 2008 has strongly influenced the transport activities such as maritime and inland waterways. Note, however, that in these circumstances clues gross weight of goods handled Romanian maritime ports remained above the EU average.

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