ECONOMIC COMMISSION FOR EUROPE
INLAND TRANSPORT COMMITTEE
Working Party on Combined Transport
(Fortieth session, 29 September-1 October 2003,
agenda item 8 (a))

ACTIVITIES AND DEVELOPMENTS IN COMBINED TRANSPORT
OF INTEREST TO THE WORKING PARTY

New developments in the field of combined transport in UNECE member countries

Transmitted by the Government of Romania

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1. Legal frame

The combined transport activity of Romania is regulated on the base of Government Ordinance no. 88/1999 regarding combined transport, approved by Low no. 401/2002, and Government Decisions no 193/2000 regarding approval the norms of application. This regulations stipulates:

- the definitions of the terms which are use in the field of combined transport, in accordance with EU directives and UN/ECE regulations;
- combined transport are performed on the basis of a contract;
- free access of licensed operators on the market of combined transport;
- the documents of transport;
- low no. 401/2002 stipulates a new tax scheme that exempt operators of combined transport from fax on reinvested profit.

2. Main international links in 2002-2003

a) rail-road
- transit: Sopron (Hungary) – Halkali (Turkey)
- Ro-La: Glogovăț – Wels (Austria)
- Oradea Vest – Verona Puorta Nuova (Italy)
- Romanian terminals (e.g. Bucharest, Bradu de Sus) – Sopron (Hungary)
- Bucharest – Prague Ziskov (Czech Republic)

b) sea-rail/road
- Constanța – Derince (Turkey)
- Constanța – Batumi (Georgia).

3. Internal links
- main train connections Black Sea port (Constanța) – inland terminals
- others connections between inland terminals.

4. Terminals of combined transport
- 28 terminals in operation – CFR Marfa
- other terminals of private operators.
5. Actions envisaged from 2003-2004
- to purchase 100 wagons for Ro-La traffic
- to increase the wagon fleet up to 150 Sgs wagons and 100 Lgns wagons
- to open a new Ro-La route: Glogovăț (Romania) – Ljubljana (Slovenia)
- to increase the Ro-La traffic between Glogovăț and Wels (Austria)
- to open a new Ro-La terminal located in Alba or Sibiu
- to reduce the time duration of Constanța-Derince voyage from 5.5 days to 4 days.

THE COMBINED TRANSPORT IN ROMANIA 2002-2003

<table>
<thead>
<tr>
<th>Kinds of Traffic/Relations</th>
<th>Year 2002</th>
<th>Half-year 2003</th>
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<tbody>
<tr>
<td>Ro –La</td>
<td></td>
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<tr>
<td>Glogovăț – Wels (Austria)</td>
<td>2 573 (only 4 months)</td>
<td>4 747</td>
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<tr>
<td>Huckepack</td>
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<tr>
<td>Bucharest – Prague (Czech Republic)</td>
<td>1 572 (only 5 months)</td>
<td>407</td>
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<tr>
<td>Oradea – Verona (Italy)</td>
<td>346</td>
<td>782</td>
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<tr>
<td>Bradu de Sus – Sopron (Hungary)</td>
<td>144</td>
<td>77</td>
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<tr>
<td>Ferry-boat</td>
<td></td>
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<tr>
<td>Constanța – Derince (Turkey)</td>
<td>121 658</td>
<td>62 301</td>
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<tr>
<td>Constanța – Batumi (Georgia)</td>
<td>1 869</td>
<td>1 547</td>
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