

Stage of Development of Transport Services in Romania Compared to European Union

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Abstract: Transportation represents an economic activity side of human society, organized to prevail distances. It is an integral part of the tertiary sector and is individualized, trade and tourism with significant percentages in achieving service indicators. Some specialists say that transportation is not an end in itself but only middle and a way to achieve a wide range of practical purposes. To highlight the role and importance of transport can be done by analysing their relationships with various economic, social and political needs of activity of society members. We have proposed in this paper to analyse economic relationships and to establish the level of development of transport services in Romania within the European Union. This paper intends, and in our opinion succeeds, to address the ample issue of transport services, level of development, providing a comprehensive picture, coherent, logically structured on elements that give it specific and individualized it as an economic sector.

Key-Words: - transportation, goods, passengers, Romania, comparison, European Union

1 Introduction

The role of the transportation services for intermediate or final consumption brings forward interdependencies with other services such industries and also society as they are involved in satisfying consumer needs of both enterprises and the population, especially material needs, if we mean the transport of goods from producer to consumer and also for the people, the spiritual and social needs, specifically the needs of knowledge, entertainment transposed in the transport of tourists.

Or, these highly diverse needs, in a continuous process of multiply, can not be satisfied at the current requirements only if there is a development of transport services that can cover it. Transportation services are well outlined in the national economy but also in the world. First, appears as a subdomain of tertiary sector highly individualized. On the other hand, because they satisfied the needs for both enterprises and people

to moving in space for various reasons and bringing the products in the most remote places, tourism, travel to work, etc.. The people's mobility of and the freight freedom are essential to modern society. By integrating the global market, with continued growth, transportation becomes a major economic sector characterized by both qualitative and quantitative growth. (Remes, 2011)

2 The Role of the Transport Services in Economy

Transport is a business side of human society organized to prevail distances. Some specialists say that transportation is not an end in itself. It is only a means and a way to achieve a wide range of practical purposes. To highlight the role and importance of transportation may be considered their relationships with various economic, social and political activities in society.

Transport, nowadays, is a compulsory element in life, as it offers society members options in conveyance, communication, perception and assimilation, of almost everything that civilization has to offer. Modern civilization, characterized by a fast rhythm of development in various areas, by a massive change in material and spiritual values, implies a continuous goods' shifting, a permanent movement of people from place to place. (Apopei, Colesca, 2010, p.105)

Developing the exchange of products and activities of national and international transport by direct contribution highlights the following important economic aspects: (Alexa, 1995 p. 3-6)

- opportunities for trade should be strictly limited at local markets if there is no transport services;

- through transportation can be achieved a better balance between supply and demand for various goods nationally and internationally;

- there is the possibility of moving goods from areas where they are in abundance in areas such goods deficit, there is a tendency equalize their prices;

- as the area offering similar products increased, the wide competition between sellers increased, too, and tends to keep prices at reasonable levels;

- the transport provides, too, largely, the mobility of intermediate and final processing capacities. Activity of many plants depends sometimes totally by natural resources located nearby;

- specialization in production and trade activities is facilitated and encouraged.

The exchange of goods domestically and internationally make necessary to move people in business, transport commercial documents exchange, organization of fairs and exhibitions, participation in various activities of international economic organizations.

2.1. Specificity of the freight transport and its evolution in the period 2006-2011

Freight transport is an extremely complex and interesting present in which we find basic services and transport forwarding the different modes of transport, services that directly contribute to the extension of the production process providing the link between producer and final consumer channels regardless of distribution.

The freight forwarding services and international transport services are part of the services based on

specific equipment - equipment for loading / unloading goods, transport, storage and a qualified staff. Forwarding companies and freight transport are equally concerned with maintaining an adequate facilities in terms of formation of very good specialists, good knowledge of means of transport characteristics of the port facilities, and so on, as well as international and national law.

Another feature of these services is that they process the goods subject to international transport, from the preparation, clearance, checking the health, ecological and so on, to customer's approval about status of goods, the location and estimated date of arrival.

Freight transport in Romania has the next evolution and structure of transport types:

Transported goods, by mode of transport

Table no.1, (thou tonnes)

	2006	2007	2008	2009	2010	2011
Railway transport	68313	68772	66711	50596	52932	60723
Road transport	335327	356669	364605	293409	174551	183629
Inland waterways transport	29304	29425	30295	24743	32088	29396
Maritime transport	46709	48928	50449	36021	38118	38883
Air transport	23	22	27	24	26	27
Transport via petroleum pipelines	12702	12310	12390	8520	6551	6020

Source: www.insse.ro Statistical Yearbook of Romania, 2012

From previous data it is found that transport contributed to the movement of goods in Romania in different sizes depending on the method of transport.

The most requested, the road transport services, seems to have recorded the largest decline in the analyzed period. Thus, if in 2006 were transported on roadway 335,327,000 tons of goods in 2010.

The cargo volume was, in this year 2 times lower, but in next year was registered a slight recovery for freight by road. Also, rail transport takes a significant amount of goods, being the second path after the road transport volume catalog. We found in this case, an evolution with smaller oscillations from year to year, with declines in crisis years with a slight recovery in 2011. Smaller quantities of goods are transported by sea and inland waterway and are almost insignificant quantities of goods taken from aircraft, but increasing lately.

Comparing the main EU countries in terms of freight transport index in GDP, with year 2000 benchmark, the situation is as in Table 2. This indicator is defined as the ratio between tonne-kilometres (inland modes) and GDP (chain-linked volumes, at 2000 exchange rates). It includes transport by road, rail and inland waterways. Rail

and inland waterways transport are based on movements on national territory, regardless of the nationality of the vehicle or vessel. Road transport is based on all movements of vehicles registered in the reporting country.

Volume of freight transport relative to GDP

Table no. 2

Index (2000 = 100)	2006	2007	2008	2009	2010
EU (27)	105.1	105.6	103.5	95.8	98.6
Belgium	82.5	80	73.5	67	66.5
Bulgaria	117	115.1	118.9	144.6	156.2
Germany	109.1	110.2	108.7	100.9	102.4
Greece	131.9	105.8	109.7	111.4	120.6
Spain	129.3	133.2	124.2	111.7	111.5
France	87.8	88.9	84	72.7	73.9
Italy	94.8	90.4	91.3	87.6	90.3
Hungary	118.9	134.1	132.4	133.1	131.6
Austria	101.6	97	91.3	79.1	80.5
Poland	116.2	122.6	123.4	125.4	139.7
Portugal	154	155.3	132.6	124.5	121.8
Romania	171.4	165.6	148.5	113	105.8
Slovenia	132.3	138.6	152.7	147.5	160.2
Slovakia	87	92.2	91.5	86.2	85.8
United Kingdom	86.2	85.5	81.6	74.6	76.1

Source: <http://epp.eurostat.ec.europa.eu/tgm/table.do?tab=table&init=1&plugin=1&language=en&pcode=tsdtr230>

We note on table no. 2 that at EU level registered an increase in the volume of goods transported of 3.5% in 2008 and 5.6% in 2007 compared to 2000 and declines of 4.2% in 2009 and 1, 4% in 2010. There are countries in UE that had registered decreases throughout the period under review compared to 2000 as Belgium which recorded decrease up to 43.5% in 2010 compared to 2000, France with maximum decrease of 27.3% in 2009 and minimum of 11.1% in 2007, or Italy, Slovakia and the UK. Over the level of year 2000, throughout all the period is Bulgaria, with a progressive increase from 17% in 2006 to 56% in 2010, Hungary, Poland, Slovenia and even Romania which in 2006 recorded an increase of 71.7% compared to 2000, and more timid growth in 2009 (13%) and 2010 (5.8%) compared to 2000.

2.2 The Evolution of Passenger Transport in the Period 2006-2011

Passenger transport shows particular features given that it done rapprochement between people, helping to satisfy their interests. A special place in the transport of persons it has touristic transport. Its objective is to transport tourists to the place of destination for sejour tourism, or for all the duration of the journey, in the case of the itinerant tourism. Analyzing, even if only from this perspective, the transport service has a complex content, focusing on the voyage, on all the operations, conditions and facilities of organizing

travel physical movement of tourists, of baggage and cargo intended for their consumption.

As shown in other studies, passenger transportation is due of practical issues, ontological, leisure or necessity (MacKenzie et al., 2012). Thus, people go from home to jobs, to recreational areas or simply to carry various objects to different destinations.

Passengers transport, by mode of transport

Table no. 3- thou passengers

	2006	2007	2008	2009	2010	2011
Railway transport	94441	88264	78252	70332	64272	61001
Road transport	228009	231077	296953	262311	244944	242516
Inland waterways transport	190	211	194	161	84	125
Air transport	5497	7831	9077	9093	10128	10783
Maritime transport	-	12	38	13	23	27

Source: www.insse.ro Statistical Yearbook of Romania, 2012

What we see is that, as in the case of goods, the largest share holds the passenger transport by road, but less swings from year to year compared to the transport of goods, followed by rail where the decrease is greater (with 33,440,000 people less in 2011 compared to 2006). In case of passengers transport is also significantly the air transportation. It experienced a progressive increase, given, on first, the infrastructure improvements materialized in opening several airports in major cities of Romania.

Thus, if in 2006 only 5,497,000 passengers traveled by air, in 2011 their number has almost doubled to 10.783 million people.

Volume of passenger transport relative to GDP

Table no. 4

Index (2000 = 100)	2006	2007	2008	2009	2010
EU (27 countries)	94.7	93.4	93.6	97.7	94.6
Belgium	97.3	97.8	96.7	98.8	96.2
Bulgaria	82.8	82.2	81.4	87.1	84.6
Germany	96.7	93.9	93.5	99.8	96.8
Greece	102	103.7	108	111.6	107.9
Spain	90.8	90.3	90.1	94.4	91
France	94.1	92.9	92.8	96.5	95
Italy	96.2	97.2	94.9	96.8	94.3
Hungary	77.3	69.9	72.7	72.6	71.3
Austria	93.9	92.6	93.5	96.1	93.8
Poland	104.5	105.4	112.2	113	111.9
Portugal	109.4	107.9	108.7	110.3	108
Romania	82.6	80.7	78.8	87.2	86.7
Slovenia	86.4	85.5	83.8	94.2	92.3
Slovakia	72.8	63.9	60.3	60.2	58.4
United Kingdom	89.5	87.3	88	92.1	87.4

Source: <http://epp.eurostat.ec.europa.eu/tgm/table.do?tab=table&init=1&plugin=1&language=en&pcode=tsdtr240>

For a comparative analysis of the level of passenger transportation in Romania, the EU and Its main countries, we present date regarding the volume of passenger transport relative to GDP.

This indicator is defined as the ratio between the volume of inland passenger transport measured in passenger-kilometres and GDP (chain-linked volumes, at 2000 exchange rates). It includes transport on national territory by passenger car, bus and coach, and train.

Relating to 2000, the share of the passengers in the European Union GDP declined throughout the period of analyzing. Romania aligns this trend as many other countries such as Bulgaria, Belgium, France, Italy, UK and others. Increases were recorded Greece, Poland and Portugal. The number of passengers has declined because the analyzed period coincides with the economic crisis, which was also reflected in decreased of tourist activity but also on the reduced purchasing power which was reflected in lowering transport service requests.

3 International trades of transport services in the EU

Evolution of international trade in transport services in the European Union in the period 2007-2011 is as follows.

International trades of transport services in the EU (27 countries)

Table no. 5

US dollar at current prices (Millions)

Flow	Partner	2007	2008	2009	2010	2011
Exports	EU(27)	185685	209995	163941	172794	187385
	Extra-trade	169139	199125	149828	169564	185148
	World	354824	409115	313771	342357	372533
Imports	EU(27)	184777	202514	154926	165817	182218
	Extra-trade	140546	164374	122492	143155	156091
	World	325324	366888	277421	308971	338309

Source: <http://stat.wto.org/StatisticalProgram/WSDBViewData.aspx?Language=E>

On structure by types of commercial services, the related transport registred a fall, ie 23% in 2009, being the sector that suffered the worst impact of the global crisis and the fall of world exports of goods. Note that after 2009, international trade in transport services began to return to an upward trend both for exports or imports ahead felt on all levels. Pentru o imagine detaliata si pentru o analiza comparativa a comertului international cu servicii de transport prezentam datele din tabelul 5.

We note that the EU trade balance of trade in transport services is positive, supported by strong top countries such as Denmark, the Netherlands, Greece, and Bulgaria, Poland, Portugal and others, even in a smaller percentage. Even if contribute with a large percentage to the achievement of EU

exports and imports, countries like Germany, France, Italy and the UK had a poor trade balance. Romania has also poor trade balance, which represents 0.7% of exports in 2007 and 0.85% in 2011. Regarding imports, Romania holds 1.01% in 2007 and 2011. We can say that surpassed countries such as Bulgaria, Cyprus, Estonia, Lithuania, Slovenia Maltasi.

4 Conclusions

We note from this analysis that the Romanian transport system has various problems due to the globalization process, which involves the need to link effective global and European transport system. In this respect we must have in mind the current state of inadequate road network, railway infrastructure, and lower level of mechanization of the loading - unloading, and reduced use of modern technologies of transport. The data presented brings into focus the difficult situation of transport services installed in 2008 and 2009, after which a slight comeback. Transport services contributed to the movement of goods in Romania in different sizes depending on the method of transport. The most requested is road way, which seems to have recorded the largest decline in the analyzed period. In the case of passenger transport, the largest share is held by road transport, but with smaller oscillations from year to year than the transport of goods, followed by rail where the decrease is more pronounced. Air transport is significant and has increased progressively, first time on infrastructure improvements which materialized in opening several airports in major cities of Romania. Transport services are essential to the society in which we live and to the state of the economy, are vital to economic growth of any nation.

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International trade of transport services in major EU countries in the period 2007-2011

Table no. 6

US dollar at current prices (Millions)

	2007		2008		2009		2010		2011	
	Exp	Imp	Exp	Imp	Exp	Imp	Exp	Imp	Exp	Imp
European Union (27)	354824	325324	409115	366888	313771	277421	342357	308971	372533	338309
Austria	12050	12104	14979	13652	11958	10641	12881	12154	14477	14481
Belgium	23303	19176	27649	22410	21683	16805	25389	19625	25128	19620
Bulgaria	1513	1162	1771	1444	1401	1114	1306	925	1520	1269
Cyprus	2110	1206	2662	1630	2140	1245	1916	1362	2101	1438
Czech Republic	4459	3404	5350	4156	4656	3327	5085	4123	5458	4760
Denmark	39915	28965	46703	33709	31415	25362	36639	26297	39877	29730
Estonia	1840	1276	2006	1245	1623	816	1782	969	2166	1337
Finland	3253	5734	3631	7590	2812	4819	3229	5636	3374	6247
France	37710	38063	40514	42143	31829	32839	35938	35865	38697	40852
Germany	54162	60937	64137	70490	52003	52318	57554	62851	60307	67162
Greece	23184	10636	28109	13645	18827	9826	20421	10801	19597	10055
Hungary	3314	3040	3946	3573	3412	2821	3777	3175	4538	3609
Ireland	3980	2829	4409	2795	4230	2237	4775	2136	5683	2285
Italy	17787	27539	18018	29648	12773	22506	14555	25647	15202	26742
Latvia	1867	786	2290	815	1940	574	1815	658	2247	811
Lithuania	2339	1561	2875	1873	2089	1106	2420	1420	3089	2127
Luxembourg	3462	1755	4173	2022	3131	1553	3386	1657	3748	1935
Malta	425	307	511	302	450	286	391	362	413	434
Netherlands	27428	20779	30880	22531	24578	17893	25573	18831	30035	21095
Poland	9221	5650	10874	7111	8629	5194	8794	6153	10599	6689
Portugal	5868	4534	6935	5176	5750	4216	6194	4259	7209	4658
Romania	2482	3274	3921	3930	2887	2781	2556	2789	3173	3412
Slovak Republic	2240	1828	2907	2453	1868	1736	1785	1878	2091	2040
Slovenia	1723	1004	2103	1281	1507	901	1597	940	1825	1009
Spain	20957	22328	24561	26387	19232	18912	20804	20955	23450	22836
Sweden	11079	7694	12689	9098	9949	7331	10269	8495	11129	8571
United Kingdom	35688	37623	39429	35342	30825	28086	31412	28910	35276	33003

Source: <http://stat.wto.org/StatisticalProgram/WSDBViewData.aspx?Language=E>