

The Evolution of Romanian Transport within the East European Transport

Laura Olteanu¹, Krájnik Izabella²

¹*University of Babes-Bolyai, Cluj Napoca, Faculty of Economic Sciences and Business Administration*

²*University of Babes-Bolyai, Cluj Napoca, Faculty of Economic Sciences and Business Administration*

Abstract: Transport services can be considered as being an active part of economy in any country. If, until recently, they were considered to be non-productive activities, in the present services' activities contribute substantially to the actualization of GDP. In present we cannot talk about economic activities without taking in account transport activities, either we think about supply, or we have in sight the capitalization of producing material goods. Concomitantly it is necessary to have in view both, the transport of individuals and the transport of goods. Beside their economic role transports also have a social function due to the satisfaction of individuals' possibilities regarding their movement. The evolution of Romanian transport within the East European transport presents a desk research, and it offers an image about transport development in the East of Europe. Within the accomplished analysis there will be distinguished the following: rail transport of passengers, goods' transport by rail, goods' transport by road, sea transport of goods, air transport of passengers and the air transport of goods in different East European countries, emphasizing the evolution and development of transport in Romania compared to the evolution and development of transport from other countries.

The development of economic activities has also determined the development of services in general, therefore for transports also, as much as for the passenger transport, but most of all for goods' transports. The development of an economic activity requires a ceaseless amount of supply, but also a capitalization of production processes. In this sense the development of transport services was imposed as a necessity. In the present time we can talk about a variety of transport modalities, such as road transport, rail transport, sea transport and air transport. Beside their economic role, transports also have a social function courtesy of the satisfaction of the possibilities of movement for individuals. Each modality of transport represents a series of advantages and disadvantages.

Thus road transports present the advantage of the fact that they can reach areas where the rail system hasn't got any access to. Concomitantly their maintenance needs a reduced amount of investments compared to other types of transportation and they can be easier to direct. The disadvantages of them lie in the fact that they possess reduced capabilities and are efficient on short distances. Unlike road transports, rail transports insure transports for longer distances in shorter periods of time. However it cannot insure a direct link between the supplier and the customer forever. River and sea transports are much cheaper than other types of transportation. The disadvantages of these types of transport consist of the limitation of transport to certain areas where it is possible for it to be made. Air transports are expensive, but much faster. At present, air transports are much more appreciated for the transportation of individuals, as well as for the transportation of goods.

The development of the Romanian transport system within the East European transport offers an image of the development of transport in the eastern area of Europe. In this acceptance the

analysis was built upon transport services from different East European countries like: the Czech Republic, Hungary, Poland, Slovenia, Slovakia and of course Romania. The present analysis is based on a desk research accomplished with mathematical-statistical methods. The methods used for the presentation of the data collected, are modern methods with tables and charts being utilized. Within the above mentioned countries the evolutions of the following indicators were analyzed: rail transport of passengers, rail transport of goods, road transport of goods, sea transport of goods, air transport of passengers and goods.

Table no. 1. Rail transport of passengers - (million passenger-km)

	2004	2005	2006	2007
Bulgaria	:	:	2411	2404
Czech Republic	6580	6667	6922	6898
Hungary	10406	9714	9524	8752
Poland	18430	17882	18240	19524
Romania	8638	7985	8092	7476
Slovenia	695	716	724	740
Slovakia	2228	2182	2213	2165

Source: <http://epp.eurostat.ec.europa.eu>

Within the rail transport of passengers, the leader of the group is Poland, which can be differentiated plainly from the rest of the group, registering an increase of 5,93 % in 2007 compared to 2004, being followed by Hungary which registered a decrease of 15,89 % and by Romania which registered a decrease of 13,45 %. The smallest amount was registered by Slovenia in 2004 with a number of 695 million passengers, and 740 million in 2007, being outrun by Slovakia.

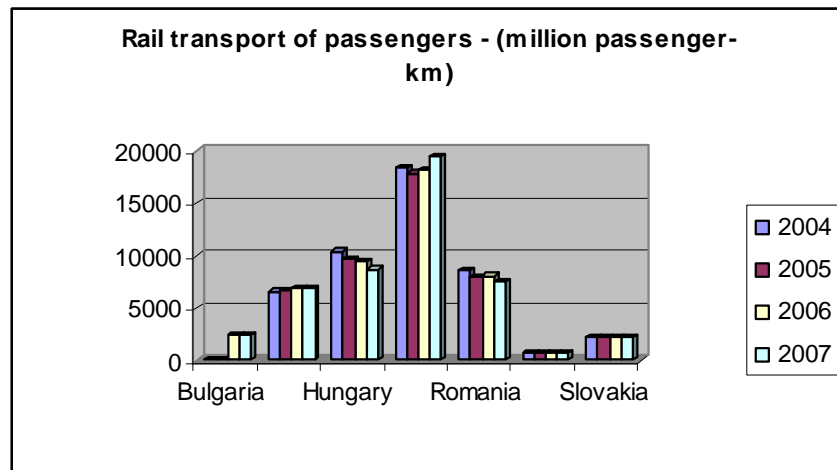


Chart no. 1.

Table no. 2. Goods transport by rail - (million tkm)

	2004	2005	2006	2007
Czech Republic	88843	85613	97491	99777
Hungary	45567	44167	46777	48788
Poland	163626	149924	156400	216364
Romania	68485	63471	64218	65294
Slovenia	16193	16344	17052	17575
Slovakia	49756	49310	52449	50633

Source: <http://epp.eurostat.ec.europa.eu>

Regarding the rail transport of goods all the countries analyzed within the group registered increases with the exception of Romania. The first place is occupied by Poland, being followed by the Czech Republic and Romania. The smallest values were registered by Slovenia. Regarding the increases registered the situation can be presented as it follows: Poland registering an increase of 32,23 % in 2007 compared to 2004, the Czech Republic with an increase of 12,30 %, Hungary an increase of 7,06 %, and Slovakia with an increase of 1,76 % for the analyzed period. Romania registered a decrease of 4,65 % for the analyzed period.

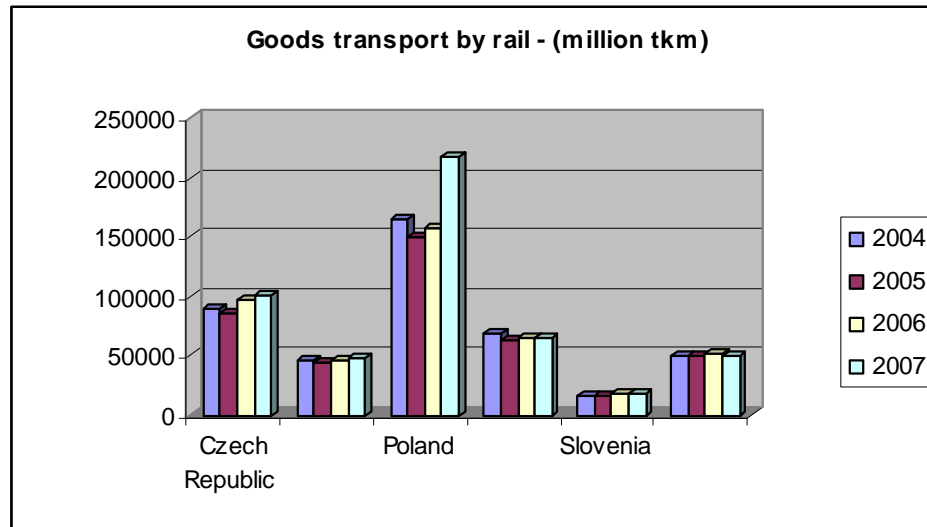


Chart no. 2.

The chart above permits an overall view about the differences between different countries regarding the rail transport of goods. It can also be observed the fact that the year 2005 in the majority of the countries decreases were registered, while year 2007 was favorable for Poland, which registered a meaningful increase.

Table no. 3. Goods transport by road - (million tkm)

	2004	2005	2006	2007
Czech Republic	466030	461162	444644	453533
Hungary	213153	228891	250989	243299
Poland	732049	863395	897414	984237
Romania	:	:	335578	356971
Slovenia	73577	82750	86896	89036
Slovakia	178130	195488	181521	179409

Source: <http://epp.eurostat.ec.europa.eu>

Within the road transport of goods, Poland retains the first place for the period in question for both, regarding the price for the transported goods, as well as the rhythm of growth. It is being followed by the Czech Republic and Romania. Also it can be observed that in comparison with the rail transport of goods for the year 2005, the road transport of goods registered increases in countries such as Hungary, Poland, Slovenia and Slovakia.

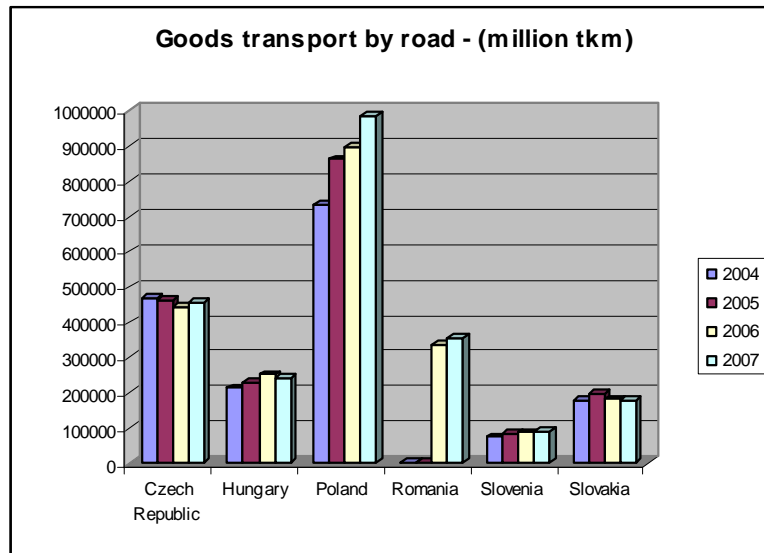


Chart no. 3.

For the period of 2004-2007, for the road transport of goods, the biggest development was registered by Poland with an increase of 34,44 %. Other countries such as Slovenia with 21,01 %, Hungary with 14,14 %, Slovakia with 0,71%, registered increases, meanwhile the Czech Republic registered a slight decrease in the road transport of goods for the analyzed period, - 2,68%. Romania registered an increase in the past two years of the analyzed period.

Table no. 4. Sea transport of goods - 1000 tons

	2004	2005	2006	2007
Bulgaria	23125	24841	27513	24900
Poland	52272	54769	53131	52433
Romania	40594	47864	46709	48928
Slovenia	12063	12625	15483	15853

Source: <http://epp.eurostat.ec.europa.eu>

Concerning the sea transport of goods I took in consideration the following countries: Bulgaria, Poland, Romania and Slovenia. The displayed data in the table above shows us that for the analyzed period all the countries registered increases for the sea transport of goods. On the first place stands Poland, being followed by Romania, Bulgaria and Slovenia. It can be found that Poland and Romania are keeping their distance from other countries within the group, which underlines the importance of the sea transport of goods in both countries.

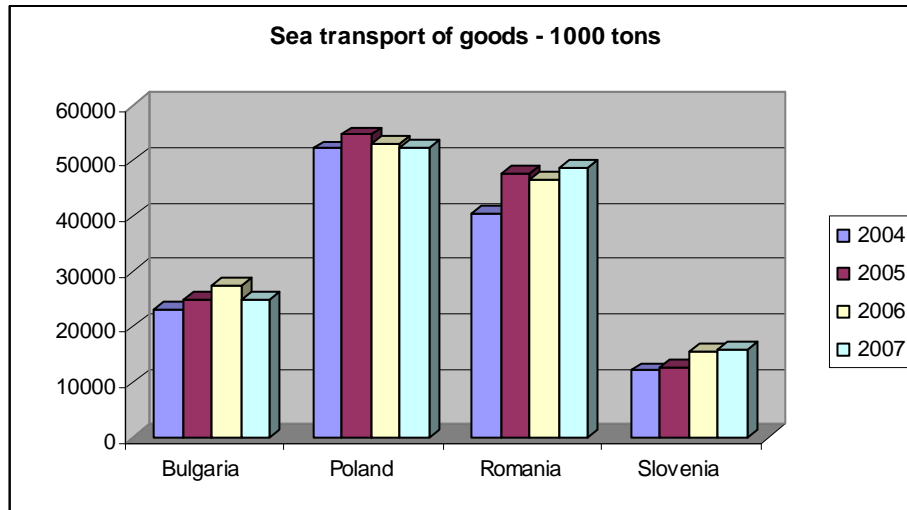


Chart no. 4

The sea transport of goods of Bulgaria can be situated halfway from the quantity of transported goods in Poland. This way if the sea transport of goods of Poland registered an amount of 52.433 tons in 2007, Bulgaria registered an amount of only 24.900 tons, in the meantime Romania registered an amount of 48.928 tons, meaningfully surpassing Bulgaria. At this indicator Romania registered a decrease in 2006, but didn't descend under the level from the year in reference – 2004. The most favorable year within the period for the sea transport of goods was the year 2005, a year in which the rhythm of increase against the previous year was meaningful for all countries, mostly for Romania with 17,90 %. Regarding the increases on the level of the period analyzed they can be presented as it follows: Slovenia 31,41 %, Romania 20,53 %, Bulgaria 7,67 %, Poland 0,30%. So it can be found that though Slovenia has the smallest percentage regarding the sea transport of goods for the total of analyzed countries, the rhythm of increases was accentuated the most for the analyzed period. Romania is situated on second place as the percentage in the total of countries analyzed, and also as the rhythm of the increases for the analyzed period.

Table no. 5. Air transport of passengers - Passengers

	2004	2005	2006	2007
Czech Republic	9950314	11265764	12171235	13098141
Hungary	6380372	7918083	8245920	8580261
Poland	6091886	7080325	13737539	17120015
Romania	3192620	3493783	4900134	6908599
Slovenia	1046162	1217167	1327333	1504446
Slovakia	1080945	1519452	2124447	2232411

Source: <http://epp.eurostat.ec.europa.eu>

Within the air transport of passengers a tremendous increase can be found in all the countries analyzed. A particular phenomenon can be seen in Poland, which in the first part of the analyzed period was situated below the Czech Republic and Hungary, while in the second part of the analyzed period it had plainly outran the other two countries, registering a rhythm in increase of 182 %, for the analyzed period.

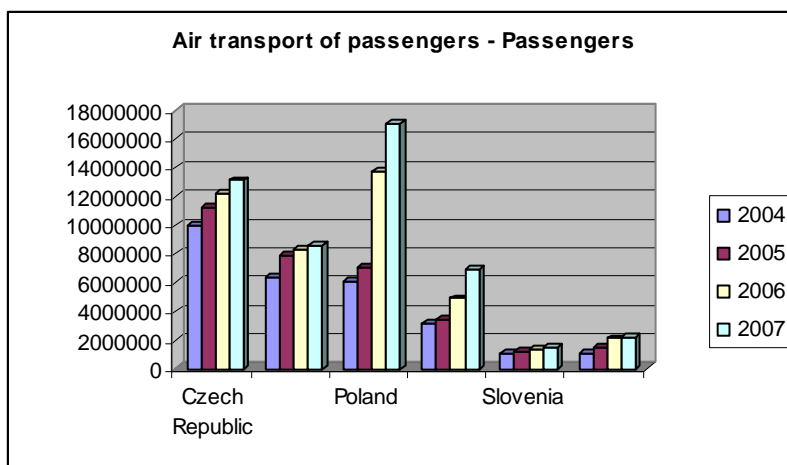


Chart no. 5

The other countries had also registered increases, thus Romania registered an increase of 116,39 % in 2007 compared to 2004, for the air transport of passengers, Slovakia an increase of 106,52 %, Slovenia an increase of 43,80 %, Hungary 34,47 %, the Czech Republic 31,63 %. From the chart above it can be observed that Slovenia and Slovakia in comparison with the Czech Republic have smaller percentages in the total of air transport of individuals among the countries analyzed.

Table no. 6. Air transport of goods - (1 000 t)

	2004	2005	2006	2007
Czech Republic	57512	56259	59523	59911
Hungary	60414	55473	64882	67591
Poland	31423	31130	39610	44730
Romania	19339	17980	20738	19229
Slovenia	4983	4549	6593	12515
Slovakia	8197	4058	5376	2282

Source: <http://epp.eurostat.ec.europa.eu>

Within the air transport of goods Hungary stands the best, by registering more increased values compared to the countries exposed for the analysis, it being followed by the Czech Republic and Poland. Romania is situated on the IV. place. As for the rhythm of increases for the time period analyzed there can be distinguished: Slovenia with 151,15 %, Poland with 42,34 % and Hungary with 11,87 %. Decreases were registered by Slovakia – 72,16 % - and Romania – 0,56 %. It has to be said that Romania registered an increase of 7,23 % in air transport of goods in 2006 compared to the year 2004.

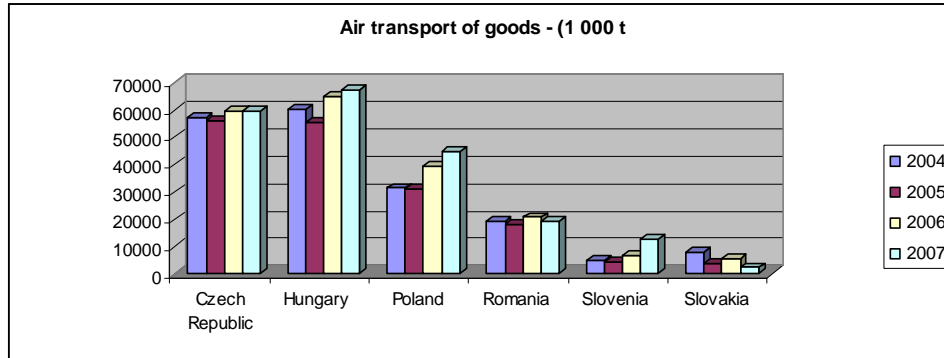


Chart no. 6

The accomplished analysis underlines a series of aspects regarding the evolution of transport on East European level. Regarding Romania, due to its natural potential it has both the river transport and the sea transport. Beside these modalities of transport the road transport, the rail transport and air transport can also be found in Romania. Taking on the whole, in the domain of transport on East European level, it can be found that the leaders of the group are Poland and the Czech Republic. Regarding the rail transport of passengers, Romania registered a decrease of 13,45 %. The smallest of values being registered by Slovenia and Slovakia, while the biggest values were registered by Poland.

Within the rail transport of goods all of the countries analyzed within the group registered increases, except for Romania. On the first place is situated Poland, being followed by the Czech Republic and Romania. Romania registered a decrease of 4,65 % for the period analyzed.

For the period of 2004-2007, for the road transport of goods, the most significant increase was registered by Poland. Romania registered an increase in the past two years for the analyzed period.

Regarding the sea transport of goods all the countries registered increases. On first place stands Poland, being followed by Romania, Bulgaria and Slovenia. It can be found that Poland and Romania keep their distance plainly from the other countries in the group, which underlines the importance of sea transport of goods in both countries.

Within the air transport of passengers there can be found a significant increase in all the countries involved in the analysis. For the air transport of passengers Romania registered an increase of 116,39 % in 2007 compared to 2004.

Within the air transport of goods Hungary stands the best, by registering more increased values compared to the countries exposed for the analysis, it being followed by the Czech Republic and Poland. Romania is situated on the IVth place with an increase of 7.23 % in 2006 compared to 2004. Therefore it can be concluded for Romania that the rail transport of passengers and also that of the goods registered a decrease for the analyzed period, while for the road transport, sea transport and air transport it registered increases for the same period.

Bibliography

Plumb, I., Androniceanu, A., Abăliță O. (2003). *Managementul serviciilor publice*, București: Editura ASE.
 Vorzsak, Almos, Plăiaș, Ioan, Pop, Marius (1999). *Marketing*, Partea I, Cercetări de marketing, Cluj Napoca: Risoprint.
 ***<http://epp.eurostat.ec.europa.eu>