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EURO-ASIAN TRANSPORT LINKS

Organization of demonstration trains

Transmitted by the Government of Romania

The National Freight Railway Company “CFR Marfa” S.A. owns a solid transport base, formed of a wide range of wagons and 2 identically built high capacity ferryboats, “Eforie” and “Mangalia”.

As Romania is located at the crossing of the roads coming from the East, West, North and South of the Eurasian continent, the most feasible transport infrastructures converge through the Port of Constanta to Central and North-Western Europe.

Three Pan-European Transport Corridors (Corridor IV, Corridor VII and Corridor IX) are crossing Romania.

The Port of Constanta offers, from a commercial point of view, a free zone to all the European countries, as well as the Middle East countries. The most demanding clients’ requirements could be met, for the performance of a rapid and advantageous exchange of goods.

Using ferryboats, transport distances are reduced as compared to classic routes, thus achieving a reliable and competitive channel of communication in the economic exchanges between countries.

ADVANTAGES OF THE INTERMODAL TRANSPORT

Railway – Ferryboat:

- reduces the distance, as it is the shortest link between Europe and Asia, and the Caucasus countries, respectively;
- reduces the transport time;
- reduces the number of crossed frontiers, as it has a direct frontier with Turkey and Georgia, respectively;
- competitive price;
- safe transport;
- ensures the continuity of the transport without repeated handling of the goods;
- waiting time in the ferryboat terminal of the Port of Constanta is free of charge for the wagons waiting for the departure of ferryboats;
- potential to expedite a flow of TIR trucks, in particular from Iran and Turkey through the Port of Constanta;
- a 50% discount is granted to the transit transport on the CFR network in the TIET (Import-Export-Transit Tariff), for the transport that uses the ferryboat line Constanta – Batumi.

Trucks – Ferryboat

- low impact on the environment
- eliminates the bottlenecks on the roads
- safety in transport
- reduces the wear and tear of the truck
- reduces the transport time
- reduces the costs
- provides free of charge transit permits through Romania for the trucks that use the ferryboats
- provides good standards for accommodation, meal and rest for truck drivers, both on the ferryboat and at the Mini-Hotel located in the ferryboat Terminal of Constanta.

LOADING CAPACITY OF A FERRYBOAT

- 85–100 four axle wagons or
- containers loaded on wagons or
- 80 trucks
- 40 wagons and 40 trucks or
- other combinations of wagons, trucks and containers

| Ferryboat routes | Time (hours) |
|------------------------------|---------------------|
| Constanta – Batumi (Georgia) | 58 |
| Constanta – Derince (Turkey) | 23 |

TRANSPORT ROUTES AND TIMES

Comparison between the transport by ferryboat and the road transport (conventional routes)

| Route | Ferryboat line | Distance reduction, in case of using the ferry-boat (km) |
|-------------------|--------------------------|---|
| Romania – Turkey | Constanta F.B. – Derince | 340 |
| Romania - Georgia | Constata F.B. - Batumi | 1,075 |

TECHNICAL SPECIFICATIONS

The Ferryboat Terminal of Constanta provides the railway connection between the railway tracks on the ferryboat vessels and the railway main lines in Romania and the rest of Europe.

Characteristics of the Ferryboat Terminal of Constanta:

- a group of 3 tracks, 750 metres of railway track in length each, for the acceptance and the consignment of wagons;
- a wagon preparation group formed of 10 tracks, with a length of 450-500 metres of track each, for the embarkation – landing of the railway wagons on and off the ship;
- office buildings for the performance of the railway, customs, frontier police, phytosanitary formalities etc.;
- Mini-Hotel for the truck drivers that use ferryboats;
- parking lot.

Specifications of the ferryboats “Eforie” and “Mangalia”, respectively:

- 3 decks fitted with normal gauge railway lines (1,435 mm), 1,680 metres of railway in total;
- 1 elevator that provides the connection between the three decks;
- 1 overhead crane with five railway lines, that performs the junction with the land facility of railway lines;
- 1 mobile platform for the shunting of the wagons from one line to another, on the deck of the vessel;
- 1 switch shunter for the shunting of the wagons on the ship.

The National Freight Railway Company “CFR Marfa” S.A. is interested in promoting intermodal transport. In this regard, it undertook the following measures:

- it opened the agency of CFR Marfa in Baku (Azerbaijan Republic) for the specialized assistance in intermodal traffic using the ferryboat line Constanta – Batumi, and Frankfurt (Germany);
- it proposed the amendment of the legal framework in view of developing the intermodal transport, with the utilization of the ferryboat vessels;
- it performs a market research, in the area of Central Asia / Caucasus – Western Europe, in order to determine whether there is a potential market, what rate of growth it has, which are the trends of the market, where is the competition, and what is the quality of its services, in order to enter in this market and redirect flows of goods to the intermodal transport by using the ferryboats belonging to CFR Marfa SA.;
- it established the Romanian-Georgian Joint Company EURASIA whose objective is to facilitate transport between Europe, transit through Romania and the Caspian / Caucasus area, via the Constanta/Batumi ferryboat. This company has been incorporated in September 2001, on the occasion of the official visit of the Georgian President in Romania.

In order to improve transport technology and facilitate continual transport up to the final destination, the following works are required to be carried out in the port of Batumi:

- construction of an 1,435 mm European gauge terminal;
- building of a transposing and transshipment station;
- modification of the mobile bridge for the embarkation/landing of the European gauge wagons.

The ferryboat transport system, as well as the personnel specialized for that activity, is renewing once again the ancient “Silk Road” and its real economic importance, by using the current technique and technology for transport of a multitude of goods: oil, cotton, food products, industrial products etc.

Evolution of the freight volume transported with ferryboat ships belonging to “CFR Marfă S.A.”

| Years | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 |
|--|-------|--------|--------|--------|--------|--------|--------|---------|
| Tons transported with ferryboat ships to “CFR Marfa” | 6,561 | 12,092 | 15,890 | 29,545 | 40,442 | 66,931 | 50,595 | 121,362 |

