



The Potential of Intermodal Transport Projects in Romania

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About us

The Freight Forwarders Association of Romania (USER) was founded in 1993, as a professional organization that brings together companies with activities covering all modes of transport and related services: freight forwarding companies, logistics operators, port operators, intermodal operators and customs brokers.



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Partnerships

USER is an active member and partner in elite international and national organizations such as:



In recent years, **USER** has become more and more involved in **intermodal transport**, since, especially in the current context, it is becoming a **cornerstone for international trade**, being considered the most efficient way of managing international transport activity "from door to door" and a solution to decarbonise transport operations and to decongest the roads.



The demand for intermodal transport is growing rapidly in Romania, as customers' perception has changed - they have seen the need to have **alternatives** and to diversify the services available on the market, they understood the **advantages** offered:

01

The availability of **stable transport capacity**

02

Less fluctuating costs compared to road transport

03

Increased **loading capacity**

04

Reduced **impact on the environment**

05

By using intermodal transport the East with the West of Romania can be connected, and further, with the main ports in the rest of Europe, but also with Central Asia through the **Middle Corridor**.

Considering the increased demand for intermodal transport, freight forwarding and logistics companies **diversify their offer** year by year by:

01

Investing in the **construction and management of intermodal terminals**

02

Investing in **intermodal transport units**

03

Investing in **technological and operational innovations**

04

Concluding **long-term partnerships** with the **private operators of terminals, locomotives and wagons**

Although **private companies** play an important role in stimulating the growth of intermodal transport in Romania, their collaboration with the **state authorities** is very important, for:

01

Defining common **development strategies**

02

Subsidizing **private investments**

03

Improving **railway infrastructure**

04

Fluidizing **cross-border traffic**

05

Supporting **favorable policies**

06

Implementing **projects of intermodal transport infrastructure**

The **potential** of Romania to **develop** the intermodal transport system is increased by the following factors:

- The presence of Constanta Port, being the largest port at the Black Sea and accommodating the largest container terminal
- The presence of the Danube River
- Geographical position advantage
- Integration into the Rail Freight Corridor at EU level
- Qualified companies acting in the rail and logistics sectors
- European funds for railway network modernization and upgrading to EU standards, for investments in storage and handling facilities in Romanian ports, for road infrastructure
- Presence of private terminals to be promoted as successful stories (e.g AFLUENT ARAD SOUTH TERMINAL, E-P RAIL, GRAMPET GROUP, GP INTERMODAL, ILR LOGISTICA ROMANIA, ROUTIER EUROPEAN TRANSPORT, SLS CARGO, UNICOM TRANZIT, YUSEN LOGISTICS etc)

Intermodal terminals in **Romania** – 2024

The state operator **CFR Marfa (Romanian Railways Freight)** owns 26 multimodal terminals, but of which only 4 can be used on demand at this time, the rest requiring a varied period of time and investment to be used.

There are also **over 20 privately operated multimodal terminals** in the following towns: Arad, Aiud, Bacău, Bucharest, Curtici, Constanța, Dornești, Drobeta Turnu-Severin, Galați, Giurgiu, Halmeu, Leordeni, Oradea, Ploiești, Suceava, Turda, Zalău.



Afluent Arad South Terminal

It is a project started by a family of entrepreneurs from the west of the country that has developed one of the most successful businesses in the field of agriculture.

So, the Afluent Arad South Terminal was originally designed to facilitate the transportation of grain, as well as to add value to the agricultural business. It later captured the attention of players from various industries, due to the strategic advantages it offers. The terminal was also transformed and adapted for industrial goods, being located near two important industrial areas – Arad and Timișoara, thus creating numerous development opportunities in the field of logistics and transport.

The terminal is equipped with 4 loading lines, container storage space and parking for semi-trailers, offering the following services: cargo and intermodal unit handling, grain logistics, bringing in and out of the intermodal terminal of freight trains loaded with intermodal units.



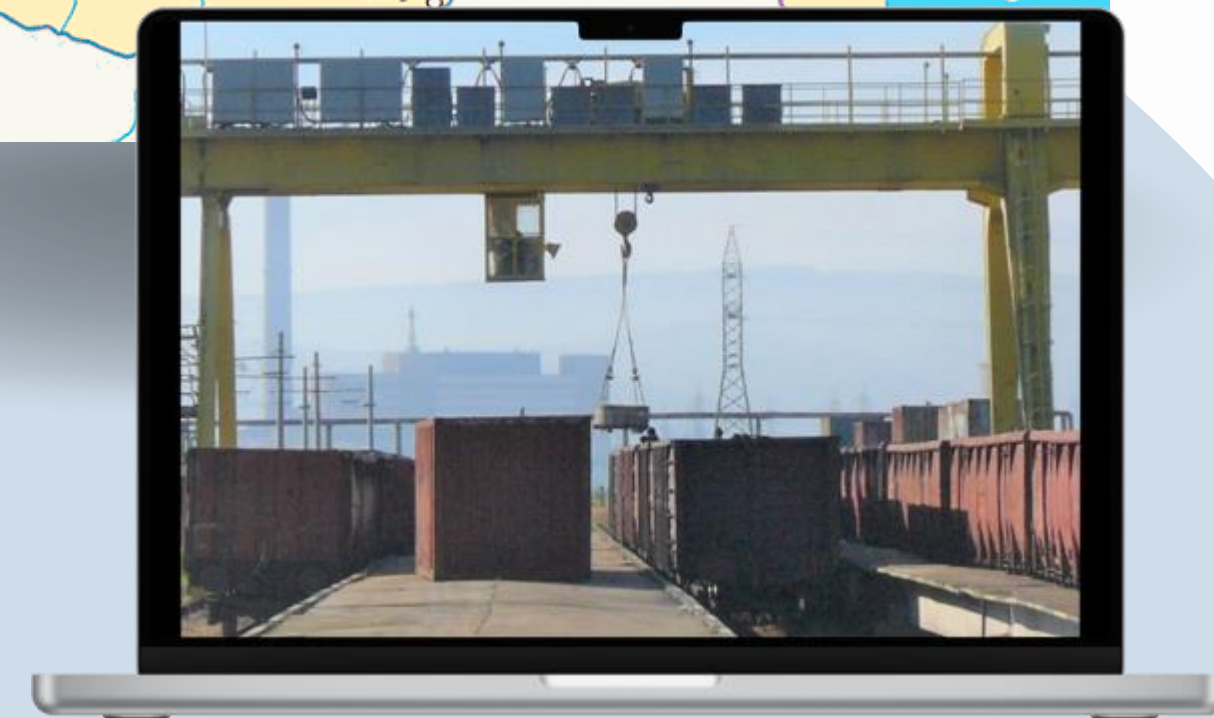
GP Intermodal

It is a Romanian company with fully private capital whose main object of activity is the handling of goods (loading-unloading, transshipment) from and in means of road and rail transport, also being able to offer services of storage and management of goods, as well as services for intermediation of transports, including for dangerous goods.

GP Intermodal is part of the Grampet Group, which also includes companies such as GRUP FERVIAR ROMAN, ELECTROPUTERE etc.

In June 2022, Grampet Group organised the first Middle Corridor train which crossed the China – Romania – Hungary route, with its operators covering the last section, between Constanța and Budapest.

GP Intermodal operates in 5 terminals, located in: Chitila (Bucharest), Cristesti Jijia (Iași), Dornești, Halmeu, Galați.



Routier European Transport

A company with full private capital, has been present on the Romanian and European road transport and logistics market since 2006.

- the largest fleet of semi-trailers in Romania (1000)
- over 400 modern tarpaulin trucks
- 3 logistics hubs in Romania and 3 outside the country (Holland, Germany and Italy)
- the first company in Europe which does 100% electric door-to-door transport (road - rail) over long distances
- intermodal terminal Oradea (new 2024)



SLS Cargo

SLS CARGO, the logistics and transport operator owned by FAN Courier, operates exclusively the modern intermodal terminal located in the industrial park P3 Bucharest A1.

Monthly, the terminal is transited by 15 trains that run round-trip on the Constanța Port – SLS Bucharest Intermodal Terminal route.

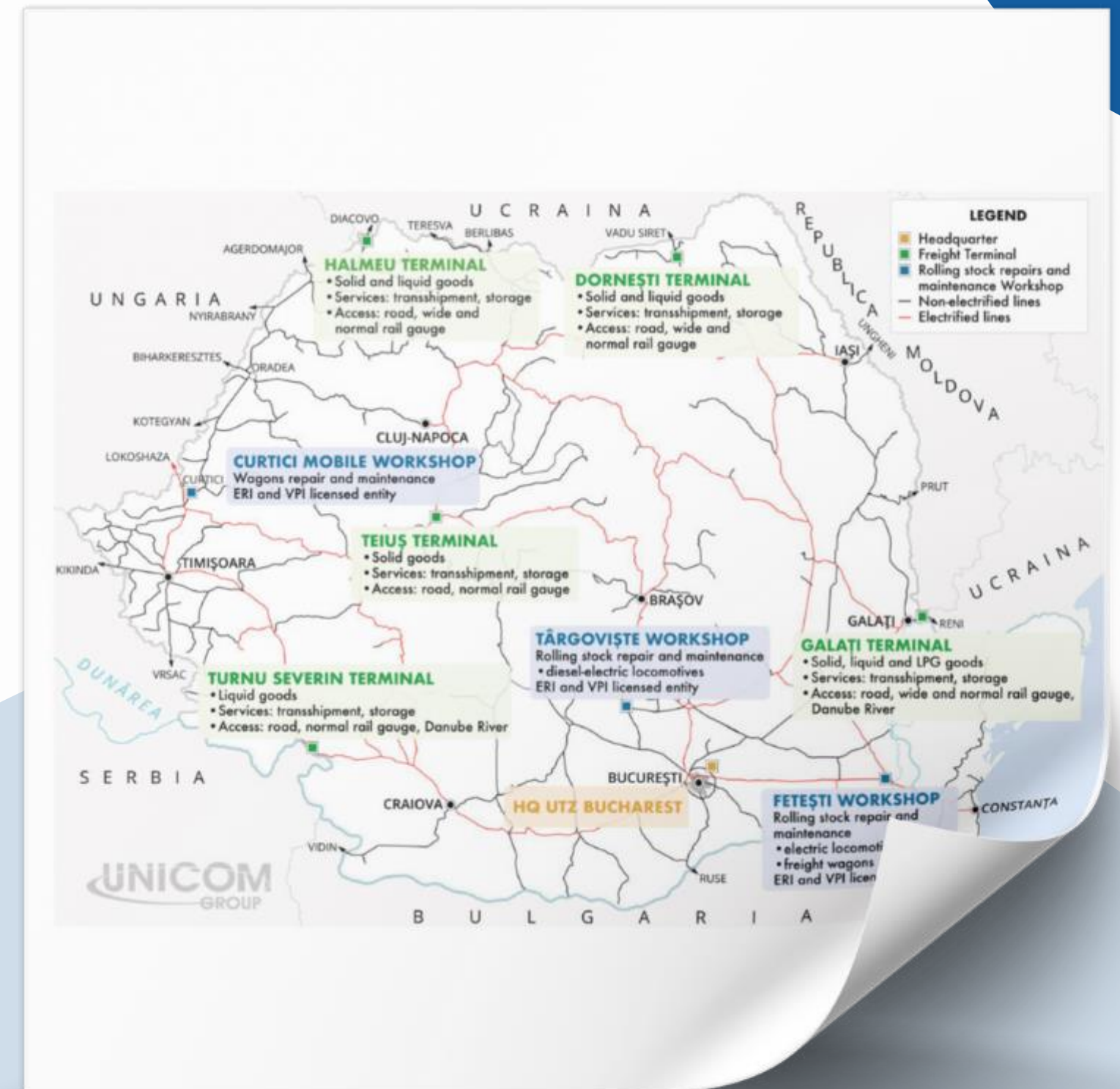
SLS Bucharest Intermodal Terminal has KALMAR equipment for handling containers, a fleet of platforms specialized in containerized road transport, an operating system – TOS (terminal operating system) that will offer: integration and automation of operational processes between internal departments, integration with partners associated with the business (customers, carriers, shipping lines), internal and external predictability of terminal events.



Unicom Tranzit

One of the main railway companies with Romanian capital, is present on the entire railway network in the country, covering most of the urban and economic centers.

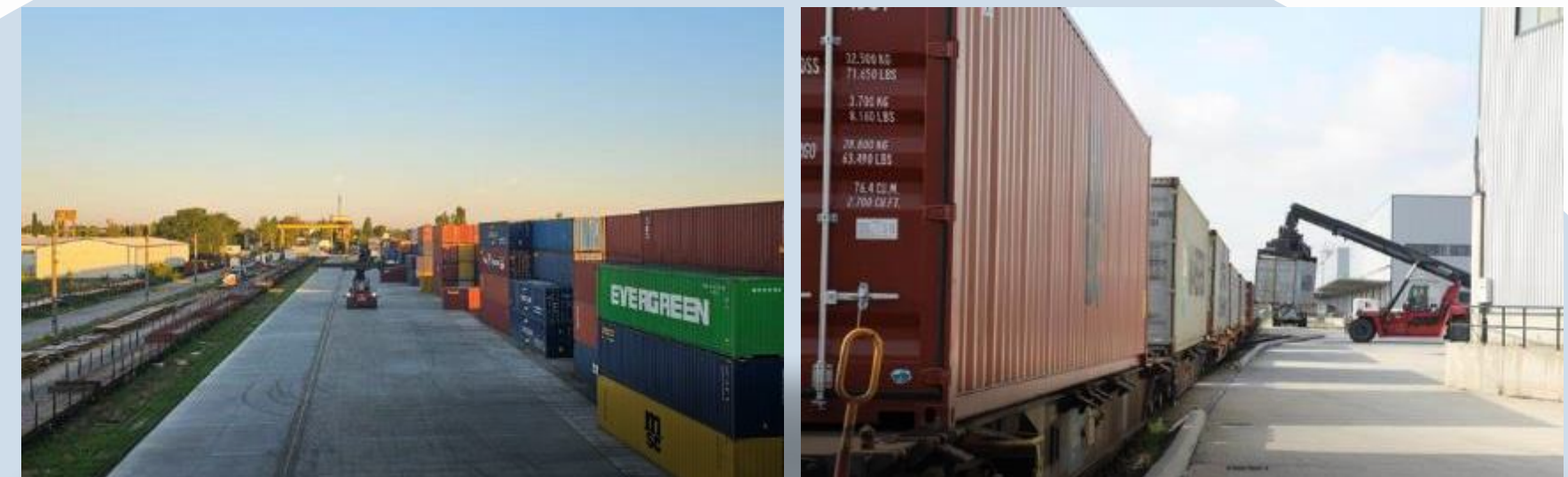
The 5 existing terminals owned by Unicom Group are located in Halmeu, Dornești, Aiud (Teiuș), Galați and Drobeta Turnu-Severin. All terminals are equipped with tanks for liquid and petroleum products, car ramps, warehouses, indoor/outdoor storage areas, specialized equipment with skilled personnel for the necessary procedures, as well as cranes and conveyor belts for goods.



Yusen Logistics Romania

Offering complete supply chain solutions to a portfolio of top international clients in the retail, automotive, industrial and FMCG sectors, the company operates from 17 locations in Romania.

The company also operates an intermodal terminal (BIRFT – Bucharest International Rail Freight Terminal) in Bucharest, and offers transport services with full trains between Port Constanța and Bucharest, as well as to other destinations in Europe.



Conclusion

To conclude, **Romania** needs the intermodal transport network to allow the modal shift required by Europe in the context of **globalization** and **climate change** and it has a good starting premises to support the **development** of intermodal transport projects.

To ensure the **success** of intermodal transport, public authorities should develop a **national strategy for its development**, must encourage the involvement of the **private sector** and attract the expertise of this sector in promoting, developing and managing the investments in intermodal terminals, handling equipment, transport units, technology and digitalisation.



THANK YOU!



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