



THE ROLE OF MARITIME TRANSPORT IN THE DEVELOPMENT OF WORLD ECONOMY

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Abstract *Fundamental objective is to ensure the normal shipping of goods nationally and internationally, according to international conventions and treaties, activity must be conducted safely, timely and economically efficient. Sea transport, national and international economic activity should be designed and organized, necessarily, both in relation to need and to ensure its profitability.*

Key words:

Navigation, maritime, chartering, shipping, line, tramp, vessels

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1. Introduction

Shipping is a branch of international transport developed with the global economy. This type of transport has developed knowledge of world trade both inclines and declines periods, gradually evolved into a global industry. Today, shipping is the international community well-crystallized using fleet performance, advanced communications class specialists represents one of the fundamental principles of free trade.

Since its inception until today, maritime transport has not only kept pace with the global economy also contributed fully and effectively to development. The crucial role played by transport by sea in the early stages of economic development has been recognized by the great economists of the world. In chapter 3 of his work "Wealth of Nations", Adam Smith, claiming the division of labor as a key to success in a capitalist society, highlighted the crucial role of maritime transport.

In the past, early economies generally favor a net advantage of efficient transport by sea to the land transport. Benefits to the economy shipping characteristic eighteenth - century and beyond, highlighted by the following example: " A large wagon, accompanied by two men, and drawn by eight horses, transport between London and Edinburgh in about six weeks almost 4 tons of cargo.

At about the same time, a ship accompanied by six or eight men, sailing between the ports of London and Leith, carrying 200 tons of general cargo." (Adam Smith, Wealth of Nations, Book 1, Chapter III, p. 27) as can be seen from the example given at the time and still current, labor productivity advantage obvious tip for sea transport.

Even today, using economies of scale and integrated transport systems, transportation continues to prove the example of Adam Smith in the second half of the eighteenth - century. A truck carrying a container could not compete with a container ship carrying a single charge even after 400 containers. Given the speed at which you can sail today, overcrowding road and rail infrastructure, and the need to minimize the degree of pollution in the seas and oceans of the world becomes globalized importance.

Basics of maritime transport as a means of transporting goods and people are ships , goods may be classified as an object of maritime transport, ports are another element that node know, transshipment and storage of goods and the economic and legal framework, and internationally, the smooth functioning of marine traficului.

The fundamental objective of transportation and maritime commerce is to ensure the normal national and international goods safely, timely and economically efficient conventions, laws and contractual terms in force.

The most important features and problems of the current freight shipping are great diversity of goods transported; variation of climatic conditions can affect the quality and integrity of goods, distance to go, facing high risk vessels.

Shipping problems are the factors of economic, technical, organizational and risk arising in individual transport, but they are contracatrate of nueroasele advantages of this type of transport, namely: is the most economical, has a wide range of vessels, allows the transport of goods in any part of the globe, allow concentration hubs, could be a means of improving the balance of payments.

2. International Conventions in the Field

Being transport routes that carry large vessels beyond the territorial limits of states frequently to penetrate the high seas. SHIPPING are subject to certain rules contained in international conventions. The most important agreements are the ones on the high seas and the territorial sea and agreements relating to merchant shipping.

The most important international conventions in the field:

- International Convention for the Unification of Certain Rules relating to mortgages and maritime privileges, Brussels, 1926;
- International Convention for the Unification of Certain Rules relating to the seizure of ships, Brussels, 1952;
- London Convention on Facilitation of International Maritime Traffic, 1965;
- United Nations Convention on the carriage of goods by sea, Hamburg, 1978;
- International Convention on Maritime Search and Rescue, Hamburg, 1979;
- Convention on the Law of the Sea, Montego Bay, 1982;
- International Convention on the Rescue, London, 1989.

Like any mode of transport, maritime transport has resulted in the effective movement of goods or persons from one point to another. The result of this activity is not a material, not a finished product, palpable, so transport is not a good service or a commodity. But that goods are suitable to be moved on the seas and oceans of the world are extremely diverse shipping gradually developed into a highly complex industry.

Shipping companies providing different transport in order to meet the different needs of beneficiaries, which gave rise to a strong segmentation of the industry.

Thus, depending on the characteristics of the goods transported, the shipping industry has three major segments:

- transportation of bulk cargo (bulk shipping);
- liner shipping (liner shipping);
- specialized transportation (specialized shipping).

Classification of ships is done by several criteria

Navigation by destination:

- passenger ships (ocean liners);
- vessels for the transport of goods (cargo);
- Mixed ships;
- Special Purpose Ships.

Navigation by area:

- ships picker (overseas);
- cabotage vessels (for coastal navigation);
- ship port.

Navigation by following flag:

- a country's flag ship owner;
- a vessel under the flag of.

After their operation:

- a ship of the line;
- a tramp.

To transport goods one must pay a price called freight. Freight (freight) is the price the owner charterer pays for moving goods from one port to another on the nearest route. Freight value must cover the expenses incurred by the shipowner and stay and profit.

Factors influencing freight:

To calculate freight, the shipowner must calculate their expenses they will transport and add an amount for profit separately.

To this end he will take into account several factors:

- Expenditure on vessel and maintaining it in an airworthy condition.
- Expenses directly related to the operation of the ship which is reflected in the daily operating costs, both during the march, and in the stationary.
- Expenses related to the operation of the ship which include indirect taxes you have to pay the owner and not; related to the organization and operation of the ship but states where registered and whose flag the ship is flying.
- The company's general expenses, which are expenses the parent company and freight agents.
- The premiums are in relation to the ship, cargo and areas to be covered.
- Delivery term that refers to the costs of lashing and stowage.

3. Technique of chartering

Chartering activity materializes time and place where the interests of shipowners (maritime carriers) meet the interests of owners of goods (brokers/beneficiaries of shipping). From this interaction will result in an agreement of the two parties, whereby the first (owners) undertakes to carry a specific cargo on a particular relative and the terms agreed and the other is obliged to pay a certain sum of money (freight) value representing service.

This agreement will be materialized in the charter called "Charter Party"

Theoretically it at the start of operation of charter broker is receiving the "heavy demand".

Heavy demand is a typed document that is available to the undertakings given by the company to hire ships in Muelle in their account, similar to a charter contract term.

In hiring a ship must take into account the following elements:

- Goods
- Quality (weight and cubage)
- Port of loading
- Charge time
- Condition and time of discharge

- The rate of demurrage
- Date of availability of goods
- Letter of credit expiration date
- Who do insurance
- Information on transshipment operations, partial load, loads on deck etc.

Basically, the broker can perform market research in order to obtain offers of employment their ship and eventually onwards to receive heavy demand.

Transport ships of the line are identified by the following coordinates:

- Scheduled and transport made permanent, existing routes predetermined time zones made available to prospective customers, dispatch and destination ports.
- Ships have used an advanced technique for loading, storage and unloading services.
- Goods transported are general goods that can be packed/packetized.
- Ships of the line has a number of advantages in terms of port formalities that must be met.
- The forms for companies that carry out this activity. Carries different names consortium sailing line, cartel etc.

Tramp shipping is as identifiers:

- The geographical areas in which acts are predetermined, there is port forwarding and destination and no predefined intervals.
- Vessels used are loaded to full capacity, transporting general cargo.
- As there racing predetermined and are offered in all ports to all destinations, accepting them the best.
- The advantage of not involving great expense, but the disadvantage of not benefit from port facilities.

Commercial transactions between participants of the shipping attend a number of businesses named in the literature and stakeholders. According to the literature these are:

- Contracting Parties: charterers and shipowners;
- complementarte services: brokers, insurers, financiers, referees shipbuilders, naval records.

Among these actors, there are various forms of transactions. Charterers have a quantity of goods they want to transport goods from one locin another, they may even ship companies who seek a transport ship.

The owners were available and capable of loading vessels, their purpose is to transport goods and from this perspective they seek contracts on different terms.

The broker is an intermediary authorized by the charterers and brokers working for them, it is intended to identify the goods and ships available, he negotiates for business customers in competition with other brokers.

To achieve this purpose they may use different types of transactions.

The modern international transport include: roads, railways, inland waterways, maritime and air transport services, each using different means of transport. In practice, this system covers three different areas:

- inter-regional transportation, served by shipping and air transport;
- coastal transport for the transport of goods short distances, often distributing goods brought by sea;
- land transport including road, rail and inland waterways.

3.1. Shipping interregional

For heavy goods to be transported between different regions of the world, shipping is the only option that provides such travel in space.

While traffic between major industrial centers of the world is very busy waterways are very numerous, covering thousands of ports around the world and offering extremely varied, ranging from cheap bulk shipments by sea lanes regular services. In air transport, until the 60s it began to be viable in transport between different regions of the world and especially in the case of high value goods

This mode of transport is in direct competition with shipping line for expensive goods (electronic goods, finished textile products, fruits and vegetables, automotive spare parts etc.). Air traffic has increased since the early 60's by about 6% per year, reaching 111 billion tons/mile in 2005. Meanwhile, maritime traffic grew more slowly on average by 4.2% per year over the same period but the volumes transported were much higher, reaching about 28.9 trillion tonnes/200,527 miles. Transported by ship most goods between different regions of the world, air travel represent an alternative only to quickly transport high-value goods.

4. Coastal Shipping

Coastal shipping in the same region provides delivery of goods acquired through shipping to the major seaports of the world; it generally runs along a coastline. Coastal Transport provides transport from one port to another, often in direct competition with land transport modes, such as rail or road.

4.1. Land transport and integration of transport modes

Land transport includes an extensive network of roads, waterways and railroads, and uses a variety of means of transport such as trains, trucks or barges. The interaction between road and sea and coastal water transport is the specialized terminals, namely the ports where loading or unloading occurs transported. Shipping companies operate such business in a global market, governed by the rules of competition and cooperation simultaneously.

Ports of the first generation are specific port types 60 years and only provide the interface between the ground segment and the segment of the maritime transport of goods. In the port area not imagined than loading and unloading activities and their storage and possibly some support services navigation. Investments in infrastructure focuses only land-sea boundary (berths, piers, dams etc.) Without identifying the needs of ships and goods beyond the piers.

Seaports are the main functions: transit, industrial and commercial function function.

They fall in different types of port: port with multiple functions, simple functions or specialized ports, ports warehousing, ports, transit, ports of call.

Key elements main ports consist of: hinterland area; acvatoriu, outer roads, inner roads, fronts mooring, docks, banks, specialized berths and piers.

In some cases, competition between modes is obvious: rail compete with road transport, coastal compete with rail and road and air transportation to compete with goods that are not bulky but high value. However, if the cost of transport has a significant share in the total cost of the goods transported, including competition can occur between modes specific to different areas. For example, in the case of bulk materials are usually transported by sea, sometimes there may be competition from rail transport. Often, industries that use such materials (plants, steel plants etc.) have a choice, based on cost or import version (which usually goods are transported by sea) or the use of internal resources (which usually goods are transported by rail). In the case of perishable goods, competition is directly between air transport, characterized by a high travel speed, and the sea, which repositions this market through continuous improvement of speed of travel and the introduction of refrigerated containers.

Although some modes are in intense competition, development and technical progress depend exclusively on close cooperation between these modes. The aim of this cooperation is to provide the final recipient a fast, secure and quality. For example, this cooperation may materialize in the development of port terminals allowing quick transfer of cargo from a ship to a barge, train or truck freight. Examples of such cooperation are quite numerous.

Both grain and iron ore, which are transported usually on large high-capacity vessels are transferred through the seaports specialized equipment for loading and unloading ships either coast or in barges and freight trains to finally reach the recipient. Containerization is an example of coperării between different modes of transport. The use of international standards facilitated transport of containerized both by sea and by rail or road.

International regime channels:

- Kiel Canal: 98 km, Germany, connects the North Sea and the Baltic Sea;
- Panama Canal: 81 km , Panama, linking the Atlantic and Pacific;
- Suez: 162.5 km, Egypt, linking the Mediterranean and Red Sea.

4.2. Marketing in the business of chartering

Global maritime market

A. Contracts - new construction

- shipbuilding market;
- when signing the contract, the ship does not exist, it must be built - consequences:
 - buyer must provide all the ship's yard;
 - implementation of the contract is a complex activity;
 - ships will not be available for another six months - two years;
 - manufacturer site selection will be through marketing research or international tender, which can take between 1 month and 1 year;
 - negotiation focuses on the following elements:
 - price of the vessel;
 - specific vessel;
 - contractual terms and conditions;
 - funding scheme offered by the site.
 - market sales market ship "second hand":
 - the sale of vessels is by MOA (Memorandum of Agreement) - sales contract and brokers.
 - ship sales market as scrap;
 - comparable rate market - supply and demand for tonnage is influenced by the factors mentioned in paragraph b.

B. Mechanism offer - demand in maritime market.

- Application shipping services:
 - world economy;
 - sea trade flows;
 - average distance transport;
 - transport costs;
 - political events;
- offer shipping services:
 - world fleet;
 - Commercial Fleet renewal rate;
 - disposal and total losses at sea;
 - operational performance;
 - operational framework.

Negotiation of a charter

- prospect period:
 - charterer or broker directly drawn heavy demand:
 - a charterer name and country of residence;
 - a freight amount and description of the goods;
 - a loading and unloading ports;
 - a period in which the vessel must report to the port of loading;

a charge-discharge rates;
a type of ship required;
a type of charter party;
a commission;

A proposed freight.

- during the negotiation of the contract:
- owner may submit a counter-offer

Brokers can sign contracts with the words "as agents only" - for and on behalf of the shipowner or charterer, the company "X" only as agent.

5. Four Markets - One Shipping Industry

The global shipping industry has four major markets complementary. Within these different actors (shipping companies, cargo owners, shipyards etc.) traded services and shipping vessels. The four markets are:

- The market for maritime transport services (in which shipping services are traded between shipping companies and cargo owners);
- The market for second-hand vessels (in which shipping companies traded second-hand vessels);
- shipbuilding market (in which shipping companies order new ships shipyards);
- The market for scrap ships (in which shipping companies' specialized sites selling old ships dismembered as scrap).

The four markets are interconnected by the same operators acting several times in several markets, if not all of them simultaneously. Existing interconnection between the four major markets can be observed when there are sudden fluctuations in one of them. For example, when the market for shipping charges/comparable rate increased sharply, a sign of the existence of a strong demand in the market, shipping companies are becoming increasingly active in the second-hand ships and shipbuilding market, investing in increasingly more fleets. Conversely, when demand falls, prices/comparable rate becoming increasingly smaller shipping companies are turning their interest from the market for shipping to market sales of second-hand ships or vessels for scrap market.

5.1. Factors influencing demand for shipping

The complexity is due to the global maritime industry, among others, the decisive factors influencing supply and demand in the market for shipping. The application is significantly influenced by a number of factors, such as:

- world economy;
- specific use;
- average distance;
- contingencies;
- cost of shipping;
- speed of delivery and transport safety.

a) The global economy has the greatest influence on the demand for shipping, generating most of the goods covered by sea transport, be it raw materials or semi-finished or finished products. Shipping industry is particularly vulnerable to global economic crises. Increases or decreases the global economy have translated into significant increases or decreases in the shipping world.

b) Characteristics of consumption are the second variable affecting the demand for shipping. An important cause of short-term volatility seasonality. Maritime trade in agricultural products is subject to significant seasonal variations due to harvesting periods, particularly for cereals, sugar, citrus.

Fluctuations are recorded and if shipping demand for oil and petroleum products due to seasonality observed in the energy consumption.

(e.g. Power consumption high in the northern hemisphere will result in higher shipping demand in autumn and winter than in spring and summer). Seasonality can be observed in the liner shipping, liner traffic is usually more intense around the major holidays (e.g. Christmas, Chinese New Year).

c) Average distance significantly influence demand for shipping. To take into account the average distance, the demand for shipping is expressed in tons/mile, a unit that is transported tonnage multiplied by the average distance at which the goods are shipped. For example, the closure of the Suez Canal has caused a greater average distance transport from the Arabian Gulf to Central Europe, this distance increased from 6000 miles to 11,000 miles. Increasing the average distance driven increased demand for shipping which in turn caused an increase in tariffs/comparable rate.

d) Unexpected events (events economic, political, climatic schimări, prices collapse etc.) have always had a significant influence on the demand for shipping. Economic shocks are the most important influence on demand. For example economic shocks caused by the two oil crises in the years '73 and '79 had dramatic effects on the demand for shipping. Had the same effect and collapsing stock markets in 2000, and the current global financial crisis. Political shocks are also very strong even though their impact is rather indirect.

e) The cost has always been an important element, attention to the buyer of the goods this item intensified with the increase in the share of total cost of goods purchased. The materials will be transported on the seas and oceans of the world, over long distances, if the final cost of shipping will be an acceptable percentage of the total cost of goods.

Shipping cost significantly influence demand, especially in the long term rather than short term. In general, the demand for shipping services is relatively inelastic, a sharp drop in tariffs for the carriage of a barrel of oil for

example remain without impact or having little impact on the volume of oil transported on the seas and oceans of the world, at least, the short term.

f) Speed of delivery and transport safety. Particular attention is given to the speed with which the shipping, especially if you have a high value goods. In their case, the beneficiaries prefer a quick delivery to exempt them from possible devaluation of goods purchased or unpleasant situation, until the arrival of the goods, assembly lines, for example, would be to suspend the activity causing significant losses. In such instances, shipping raced strong air transport, which has the merit of being much faster, but at the same time more expensive.

Factors that influence the supply of shipping:

The offer is also influenced by a number of important factors including: world fleet; productivity; shipbuilding; scrapping of old vessels; revenues.

a) Fleet World: Long-term, construction of new vessels and recovery of waste scrap ships are the most important factors that influence the supply of shipping. Since the average lifespan of a ship is 25 years, only a small part of the world fleet is valued scrap each year. Consequently, supply responses to variations in demand come with a lag, a delay of several years. The difficulty with that offer meets demand is one of the important features of this market.

In practice, although the transport industry is highly specialized, there is some possibility of transforming a type of vessel into another vessel, so migrating from one market segment to another depending on the positioning request. This substitutability exists between certain vessels is known as side substitutability. In a volatile market, flexibility is absolutely necessary, some vessels such as bulk carriers being built just mixed in order to offer companies the flexibility. Perhaps the most important feature of the world's merchant fleet is rapidly increasing tonnages of ships, especially ships for the carriage of solid bulk cargoes. For ships carrying bulk liquid, average tonnage of the world fleet of tankers has increased steadily.

Larger and more efficient vessels made their place in the market gradually, causing a decrease in tariffs/comparable rate charged by lower tonnage ships. Meanwhile, there was also a specialization of ships for the carriage of certain categories of goods (e.g. Automotive, chemicals etc.), specialty playing a major role in the development of the world fleet.

b) Productivity: although the fleet is determined as the number of vessels, the productivity with which these vessels are operated on the seas and oceans introduce an element of flexibility in the supply of shipping.

Fleet productivity measured in tonnes miles/DWT depends on four factors: the speed of the ship, the time

spent in port tonnage and use time effectively transporting cargo ship.

Speed determines the time for the ship to make a voyage. The speeds at which changes can be made while the vessels. Modern ships exiting shipyard gates are designed to sail at speeds increasingly higher. On the other hand, with the advance of age, the speed with which a ship can sail decreases gradually.

Time spent in ports play an important role in the efficiency with which the vessel is operated. For example, the introduction of containerization reduced the times spent in loading and unloading the ships of the line.

Use tonnage: dead weight tonnage is the carrying capacity of a ship. Dead weight tonnage may be net or gross. Unlike gross tonnage, net tonnage not consider carrying capacity occupied by fuel, crew, supplies and equipment and so on, but only the capacity that can be occupied by the goods to be transported. This capacity is usually 95% to 96% in bulk carriers and tankers.

The time was transported goods: the life of a ship is divided between time spent at sea carrying goods and time the ship went empty (ballast) and was under repair. Vessels designed to meet demand for flexibility can eliminate unproductive times are by moving them from one market segment to another segment, thus eliminating the times spent in ballast.

Fleet productivity depends heavily on market conditions. When the market drops, usually reduce their fleet operating time. To reduce the cost of fuel shipping companies reduce speed. Also ships become too costly to operate are pulled ashore.

Tanks are used to store goods such periods liquid and bulk carriers are used to store iron ore or coal, for a specified period after returning shipping activities.

c) Construction of new vessels. Shipyards play an active role in adjusting the global fleet demand shipping needs. In principle, the output changes depending on the level of demand for shipping. However, shipyards delivered in 1974 about 12% of the world fleet, while in 1996, new ships delivered from shipyards accounted for only 4.7% of the world fleet. In 2007, however, new ships delivered represented 9% of the total merchant fleet.

These adjustments to the supply do not occur easily or quickly. Shipbuilding process is not only expensive, but also difficult, time delay delivery of a new vessel is 1-4 years, depending on shipyard capacity to meet orders received.

Because of this gap, orders are placed anticipating market demand at the time of its delivery. Often, these demand estimates proved to be wrong (e.g., mid-70s, deliveries of heavy bulk carriers continued several years, although demand for such vessels shipping collapsed dramatically).

d) Disposal of obsolete ships. World fleet growth rate depends on the balance between the supply of new ships and scrapping of old vessels or loss during operation.

Disposal and sending ships to scrap aging affects demand as strong as deliveries of new vessels. Anticipating the age at which a ship is to be sold for scrap is a highly complex operation, generating great difficulties in managing the transmission capacity of a shipping company. This is because the sale of the vessel for scrap depends on the assembly of several factors, such as age, obsolescence, price ships sold for scrap, current revenues brought by ship and market expectations.

Age: is the main factor that causes the old ships to be recovered from scrap. Ships deteriorates as they age, increasing costs of repairs and maintenance. So old ship owners face in the current high cost of maintenance of ships and higher time spent by vessels in port for maintenance and repairs.

e) Income generated by ships. Offer shipping is ultimately influenced by the comparable rate/tariff. This factor influencing the decision of shipping companies to adjust short-term carrying capacity and to find ways to reduce costs and improve long-term service.

The shipping market there are two important regimes: irregularly shipping market (tramp) and regular shipping market (line). Moves liner shipping sea cargo partizi arranged small, many customers being essentially a retail market, a highly competitive market in which prices are officially announced liner companies. In contrast liner, covers shipping irregularly arranged partizi bulk big from a small number of customers and prices, known as comparable rate are negotiated individually.

f) Economic cycles are due to imbalances between supply and demand in the market that meet shipping services.

Within this market, prices adjust consistently and frequently in response to changes that occur in demand and/or supply. Traits shipping supply and demand are responsible for the instability of the market, whose development includes extensive economic cycles characterized by upper limits (peaks) and lower limits (bottoms) delivered.

Therefore, demand is extremely volatile and unpredictable while demand is rigid and easy to predict.

6. Technical and Material Transport International Fluvial Transport

River transport is, after shipping, the cheapest mode of transport.

The volume of goods transported by river depends, apart from price and the degree of development of material and technical base, ie the number and capacity

of vessels, the degree and airworthiness rivers and ports facilities handling equipment and vertical horizontal, and the existence of the connection between the deposits inland waterways and other modes of transport.

In most cases the entry into large river ports are sea where ships can operate both river and sea. Moreover, there were modern ships "river - sea" that can sustain without transshipment cargo transport, so the same ship as the river section and the maritime section and vice versa.

The longest inland waterway networks are in China, U.S. Russia, Ukraine, the Netherlands, Belgium, France and Germany.

Inland navigation is used for the transport of raw materials and containers.

In some countries in Europe, river traffic even exceeds one third of the total volume of traffic due especially relatively lower price than other modes of transport. Vessels, most of them are 50-3000 dwt capacity. Sure, there are river 10-15000 dwt ships sailing on the lower sections of the rivers Volga, Danube, Rhine or even 25,000 dwt in the Great Lakes. In most rivers is achieved domestic transport. In Europe, the most important international navigation rivers are the Danube, the Rhine and the Elbe.

7. Conclusions

Maritime transport is one of the foundations of complex and dynamic economic activity that is developed with the global economy, is directly influenced by the evolution of world trade. Meanwhile, shipping contributed significantly to the development of the world economy, one of the main factors that help global economic cperare.

The main role of maritime transport is a liaison between production and consumption, particularly to ensure a permanent flow of raw materials to industrial production and timely move finished products to markets and thus to consumers.

At intra -EU maritime transport are of particular importance, being the main mode of transport by which the EU imports and exports About 40% of the EU's internal trade and 70% of external trade is transported by sea. Statistically, every year, over 400 million registered passenger terminals at the ports specialized Member States, all these ports are loaded and unloaded about 3.5 billion tons of cargo.

The importance of maritime transport is recognized at Community level and through the vast supply of jobs created both directly and indirectly through their influence within related sectors , but also because significant revenues to the national budget to the sector Member States. Given the important role, U.E. encourages the development of maritime transport by

actions modernizing infrastructures shipping harmonize specific laws and procedures in the field. Exploiting the potential of maritime transport is the factor that may determine the future at the community level, a better fluidity and movement of freight traffic, especially road and rail infrastructure.

Transport is an active factor in the social division of labor and also coming all over the country or world, valuing superior and efficient human and material potential. Transport activity is a continuation of the economic activity in the sphere of circulation of goods, the production process further by transporting goods and people, unlike the other branches of economic processes of production materials, production shipments of general value coincides with its consumption;

International transport is customary in the case of foreign trade, import and export of goods not being able to exist without it.

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