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CENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT

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(Rumanian Ministry of Transport)

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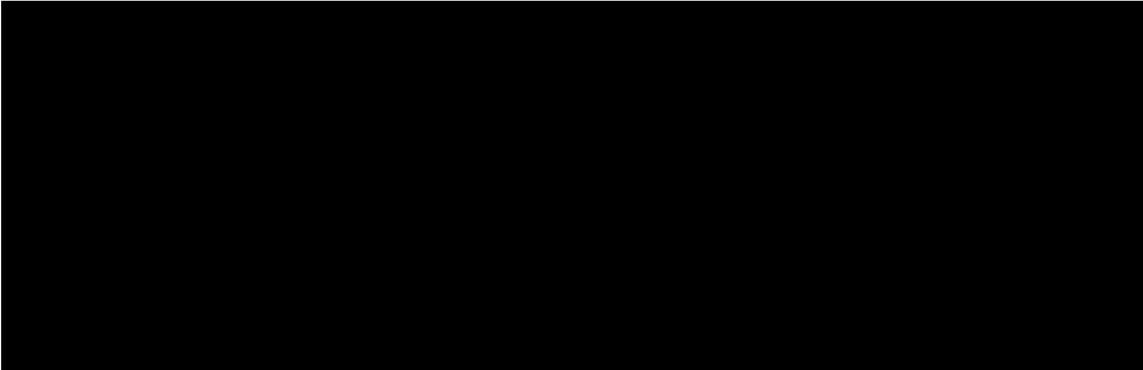
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I. General

1. The PCA (Ports and Waterways organization) of Rumania was dissolved 4 April 1951, and its place was taken by the River and Marine Transport Division of the Rumanian Ministry of Transport. Three other Rumanian State organizations suffered the same fate at the time: they were CFR (Cale Ferate Romane - Rumanian Railroads), RATA (Administratia Transporturilor cu Autovehicule - Freight and passenger road transport organization), and Civil Aviation. In addition, the Ministry of Communications, under which these organizations had operated, was renamed the Ministry of Transport.
2. The new Ministry took on the duties of the four organizations that were dissolved. Source did not know precisely in what way CFR, RATA and Civil Aviation were incorporated into the new Ministry. He knows only that the entire work of the former PCA is now done by a Directorate General under the new Ministry, called River and Marine Transport Division. Some of the PCA personnel was taken over into the new organization which replaced it.
3. The general scope of the River and Marine Transport Division is that of the former PCA. It cannot be properly understood without reference to the position of Sovromtransport, now the most important transport organization in Rumania. From a study of Sovromtransport privileges it immediately also becomes evident what the Division is and is not in a position to do.

a. Position of Sovromtransport

This company received a 30 year concession for all forms of transport (including coastal shipping), on 1 January 1951. The concession includes the right to make use of practically all port installations such as quays, warehouses, stores and silos. Further, the company owns almost all the shipping plying both on the Danube and the Black Sea. (The small number of vessels that have remained the property of the River and Marine

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Transport Division are used for the direct needs of the Division and for port work. Some of these are rented to Sovromtransport from time to time.)

The company also owns most of the shipyards on the Danube and Black Sea coast, to an extent that even repairs needed by vessels owned by the Transport Division have to be carried out in Sovromtransport's shipyards.

b. Prerogatives of the River and Marine Transport Division

Administration of the ports. Surveillance of navigation conditions in the Danube, including the control of the silting up of water ways, checking of navigation charts, maintenance and repair of port installations.

Organization of work at the ports, including mechanical installations and port labor. (See under II and III).

Administrative work in connection with the Sovromtransport concession and the hiring out of the remaining vessels and port warehouses. Administration and exploitation of gravel and sand deposits. (See below).

It emerges clearly from these facts that the River and Marine Transport Division is in effect a Port administration authority and has little to do with transport, despite its name.

II. Organization and Operation of the River and Marine Transport Division:  
 The organization is built up as follows:

1. Management: A General Manager who coordinates the work of the Division, four assistant general managers - each responsible for one or more branches of the work.

2. Departments:

a. Services Department: Divided into the following sections:

Mechanical - Use and repair of mechanical installations in the ports.

Commercial - On a site at kilometer 373 of the Danube, gravel and sand are obtained from the river bed. This is an important enterprise as these materials serve for the manufacture of a specially resistant concrete used for fortifications and landing grounds for airplanes. (See miscellaneous information below.) The work is carried out by means of dredgers and about 40 to 50 barges for transport. The Commercial Department is chiefly occupied with this work, but also prepares the agreements for the hiring out of sites, warehouses, port installations and vessels. The department also deals with the Sovromtransport concession, which pays 50 percent of its profits as the purchase price of the concession.

Handling of freight - One of the main tasks of the former PCA was to reorganize port labor in such a way that it could be rapidly directed to any point at which it was required. Work is normally planned ahead in accordance with the instructions given by the Movement of Shipping branch. The organization has been brought to such a pitch that it is now enough to make a telephone call for several hundred stevedores to be sent from Galati to Giurgiu, for instance, should the need suddenly arise. It is obviously difficult for a port administration authority such as the "Transport Division" to continue carrying out their function, which belongs more properly to a genuine transport organization. Sovromtransport insists that the handling of freight should be channelled through its organization.

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Movement of Shipping - This branch directs the movements of shipping in accordance with space available in the ports, the water level in the river. Appearance of shoals, et cetera, maintains the hydrographic charts indicating the depth of the water in different sections of the river and supervises navigation signals.

b. Technical Department: Divided into the following sections:

Ship building - Source had no information concerning the scope of this section.

Ship maintenance - Source had no information concerning the scope of this section.

Purchases - Prepares projects for the mechanization of the ports. Has worked out a scheme according to which 12 mechanical cranes are to be imported from Switzerland and the USSR during the next two years.

c. Planning Department

Plans the extraction of gravel and sand from the Danube, port facilities in connection with the movement of shipping, purchases and repairs and the handling of freight. The plans are then usually sent to the CSP (State Planning Commission) for approval. Source stated that in 1950 the CSP chucked two similar plans presented by the PCA and by Sovromtransport respectively. Being charged with all transport arrangements Sovromtransport must necessarily also occupy itself with the services listed above. Source was not familiar with the number or names of any such departments within Sovromtransport itself.

d. Financial Department: Source had no details.

e. Supply Department: Source had no details. (Source stated, incidentally, that a Ministry of Supply had been created in Rumania.)

3. Regional Executives

While the PCA still operated there were five regional subdivisions under its control. In fact the PCA (like the Transport Division now) was really the central policy making organization for the regional executive organs. Source is of the opinion that the regional executives will remain as they will have to continue to carry on the same function under the Transport Division as under the PCA. The regional executives were, both in principle and in practice, autonomous units with their own budgets. These budgets are derived from the income of the ports situated in the executives' area, including the payments made by Sovromtransport on account of its concession. In this way the practical administration was actually carried out by these executives of course under the general direction of the central office in Bucharest, which does not actually deal with anything but general problems. There are the following regions: Constanta, Sulina, Galati (with a subdivision for Braila), Giurgiu and Orsova. The Sulina region is, or was, also known as the Danube Maritime Region.

III. Vessels and Freight

1. General Observations: Source was not familiar with any technical details concerning the vessels plying on the Danube or the Black Sea. He was acquainted in a general way with the loading and unloading, on the Danube, of vessels; with the number of vessels involved and their tonnages; and the port labor capacities.
2. Ownership and freight carried by vessels plying on the Danube: There are five categories of vessels on the Danube:

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a. Vessels belonging to the PCA:

There are 40 to 50 barges, including some open ones, used for the transport of gravel and sand from the site at Kilometer 373 on the Danube. Ten barges are rented to Sovromtransport. Twenty open barges rented to Sovromtransport.

b. Vessels belonging to Sovromtransport:

There are 350 barges of both types with a total tonnage of about 300,000. (Source stated that the Planning Department orders for the year 1951 were that the Sovromtransport must carry a total of 150,000,000 kilometer-tons and the PCA vessels a total of 31,500,000 kilometer-tons.) As Sovromtransport has a concession for all river and sea transport, it is the carrier for all Rumanian state enterprises and institutions, including

Iron ore from the USSR, coming from Galati, and carried to Resita via Orsova,  
Building and other timber,  
Cereals,  
Oil,  
Industrial equipment.

Twenty-five tugs varying from 200 to 1,200 horsepower. (There are only two or three with a horsepower of 1,000 to 1,200.) There is also one 1,800 horsepower tug; repairs on which should be completed shortly. Source could recall the names of only two of the tugs: ALEXANDRU CEL BUN and ARHANGELSK.

c. Vessels belonging to the SDQP:

There is the USSR commercial fleet of river tugs, and is under the authority of the Port Administration as far as its regulations are concerned. The following facts may be noted concerning the freight carried by these vessels:

The Russian vessels normally carry iron ore when they leave Galati, which has been brought there by rail from Russia. The ore is shipped on large 80-ton trucks known as "Pulmans". Where a consignment of ore is intended for Rumania it is loaded on Sovromtransport vessels, but if it is to continue to one of the other satellite countries it is carried on Russian vessels. Russian vessels carrying mineral ores go to Csepel (Hungary), Comarno and Bratislava (Czechoslovakia).

Russian vessels also frequently carry cereals from Rumania to Vienna, and firewood to Budapest. On their return journey from Hungary, Czechoslovakia or Austria via Galati the Russian boats usually carry bauxite, machinery and occasionally trucks.

The port of Constanta is so stacked with building timber intended for Russia that there is no room to unload additional consignments. Apart from timber, large consignments of sugar have been loaded on Russian vessels at Constanta for an unknown destination.

d. Vessels belonging to CSDP (Czech-owned barges)

These vessels arrive empty to load cereals which Czechoslovakia buys in Rumania. Fifty percent of these purchases are carried in Czech bottoms, although Sovromtransport objected to this arrangement.

e. Vessels belonging to Meshart (The Hungarian Sovromtransport)

The Hungarian barges arrive carrying cement, cereals and animal fodder to Braila, where Hungary maintains three sea-going vessels of 400 to 500 tons capacity each. The freight brought by the

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barge is transhipped to these vessels and carried via the Upper Danube and the Black Sea to unknown destinations. The barges take on building timber and return to Hungary from Braila.

3. Ownership and freight of vessels on the Black Sea: No details are known to source.

#### IV. Handling of Freight in the Ports

##### 1. Mechanized work:

The PCA had only 25 cranes in all of Rumania's ports. Source does not know how many cranes Sovromtransport owns. He does know, however, that mechanization has not advanced far yet, and that it will still take considerable time. The purchasing department of the former PCA had intended to buy 12 additional cranes over a period of two years, but none of these arrived. The heavy labor is still done by hand. This is one reason why the enterprises had to be nationalized, as it is now easier to estimate ahead the amount of labor available.

##### 2. Labor:

Labor capacity at the various ports is estimated as follows:

Constanta	4,000 tons a day
Galati	2,000 tons a day
Braila	2,000 tons a day
Giurgiu	400 tons a day
Corabia	500 tons a day
Turnu-Severin	200 to 300 tons a day
Orsova	1,000 tons a day

The port of Corabia is intended to replace Orsova, which the Rumanian tugs can only reach by maneuvering through the perilous Carpathian gorges. This is especially difficult for tugs engaged in towing barges heavily loaded with iron ore. Corabia is situated in the plains and is particularly useful for the unloading of minerals. It is intended to increase its labor capacity until 1,000 tons of goods a day can be handled there.

#### V. Miscellaneous Information

1. In the middle of the Danube, opposite the port of Giurgiu, there is an island occupied by the army where building has been continuously in progress. Foundations are being laid for a bridge on the shore opposite the island, and neither bridge nor island may be approached by the public under any circumstances. Source obtained these facts from a PCA engineer.
2. Near Midia, where the Danube-Black Sea Canal opens into the sea, a covered harbor for submarines is being built. Source learned this from the PCA engineer referred to above, but had direct knowledge of a possibly related event: the hiring of PCA dredges by army officers for work near Midia.
3. Two-day military maneuvers were held on the Danube in September 1950. All traffic between Cernavoda and Braila was stopped during this period, and the PCA was required to make all its vessels available for the maneuvers. There have been no similar maneuvers since.
4. The earlier plan to widen the river Siret into a canal that would permit barges to go as far as Bacau has been set aside, probably because the Russians have decided to establish a central observatory in that area. Source thinks that this will take at least ten years to build.

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APPENDIX

<u>Name</u>	<u>Office</u>	<u>Description</u>
Gheorghe Bera, Engineer	Chief of the Purchase Branch of the River and Marine Transport Division	50 years old, tall, thin greying hair, and a Communist.
Curocikin	Manager of River Depart- ment of Sovromtransport	45 years old, tall and heavy, dark. Russian. Disagreeable and boorish. Was formerly a submarine commander.
Evdochimov	General Manager of Sovromtransport	60 years old, white haired. Russian. Very capable and intelligent. Well mannered and affable.
Gutchin	Manager of the Marine Department of Sovrom- transport.	55 years old, tall and heavy; Russian. Disagreeable and curt.
Gheorghede, Engineer	Head of the Planning Department of the Trans- port Division.	60 years old, medium height, gray. Formerly a manager of the SRD (Societe Roumaine Danubienne). Not a Communist.
Gheorghe Mihail, Engineer	Assistant General Manager of Transport Division.	40 to 42 years old, tall and thin, dark. Very intelligent and capable.
Nicolae Mihail	Head of Technical De- partment of Transport Division	50 years old, big and strong, dark. Jew. Was the General Manager of the former PCA.
Constantin Marin	Head of a section of the Planning Department of the Transport Division.	50 years old, small and thin, dark. Was a member of Stock Exchange, formerly a Party member. Headed Planning De- partment in PCA.
Predinger, Engineer	General Manager of the Transport Division.	45 years old, medium height, brown haired, wears glasses. Communist.
Stere, Assistant Engineer	Head of the Mechanization Section of the Transport Division	44 years old, tall and heavy, dark. Specialist.
Brener Wolff, Engineer	Chief engineer of Sovrom- prectaria.	44 years old, tall greying. Highly qualified. Has 150 engineers working under him.

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