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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Rumania
SUBJECT Organization of Sovromtransport

REPORT

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25 YEAR RE-REVIEW

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COUNTRY Rumania

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1. SOVROMTRANSPORT was one of a number of SOVROM companies founded in 1946 for the mutual exploitation of Rumanian natural resources and commerce by the USSR and Rumania. Capital investment in these companies amounted to 49% on the Rumanian side and 51% on the Soviet side. Share of profits was on the same basis, except that Rumania was responsible for all maintenance and administrative expenses, which reduced its share of the profits by a considerable percentage. Nominally the Rumanians had an equal share in the management of these companies, but actually the control was held by the USSR. All key positions in SOVROMTRANSPORT were held by Soviet citizens. Rumanians held secondary or subordinate positions. The General Directorate of SOVROM Companies (Directia Generala Sovromulilor) was located in a large building in Bucharest near Piata Romana.
2. In cooperation with the Office for Sea and River Transportation of the Central Committee of the CP (Comitetul Central - Transporturi Maritime si Fluviale), through which political directives were channeled, and the Ministry of Air and Sea Transportation (Ministerul Transporturilor Aeriene si Navale), which controlled the implementation of plans, the General Directorate of SOVROMTRANSPORT in

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Bucharest controlled all aspects of sea and river shipping in Rumania.

3. The General Director (Directorul General) of SOVROMTRANSPORT was (Alexander?) EVDOCHIMOV, a Soviet citizen. 1. His office had a staff of three persons.
4. Associate Director General (Directorul General Adjunct) was Xenofon CELENTE, a Rumanian citizen [redacted] His office also had a staff of three persons. 25X1
5. The Finance Directorate (Directia Financiara) of SOVROMTRANSPORT had a staff of about 25 persons (average salary 450 lei per month). The Director was one SISCHIN, a Soviet citizen [redacted] The Finance Directorate was divided into three services: 25X1
 - a. The Financial Service (Serviciul Financiar), under SISCHIN's direct supervision, handled all national and international financial transactions, working with the National Bank (Banca de Stat) and the SOVROM Bank (SOVROM Banca).
 - b. The Accounting Service (Serviciul Contabilitati) verified all the accounts of the Financial Service. Its chief was one IONESCU, a Rumanian Communist who was devoted to SISCHIN.
 - c. The Treasury (Cassa) took care of all the internal expenditures of SOVROMTRANSPORT, such as salaries, office expenses, etc. The chief was a Rumanian [redacted] 25X1
6. The Technical Directorate (Directia Tehnica) worked closely with the Finance Directorate. It had a staff of about 30 persons. Director was Ion SUFER (SCHUFER), a Rumanian citizen. This Directorate consisted of three services:
 - a. Service for Naval Construction (Serviciul Constructiilor Navale) was concerned with construction and repair of sea-going vessels and river boats. Chief of this service was EMILIAN, marine engineer, a Rumanian citizen.
 - b. Service for Materials (Serviciul Materiale) was responsible for procurement and distribution of materials needed by shipping. Its chief was Eng. Ion CONSTANTINESCU.
 - c. Service for Ports and Port Installations (Serviciul Porturi si Instalatie Portuare) was concerned with the maintenance of ports and port installations.
7. General Directorate for Cadre (Directia Generala Cadre) had a staff of about 15 persons headed by Gheorghie TIRON, a Rumanian citizen. This Directorate was concerned with political control of SOVROMTRANSPORT personnel and handled all personnel matters, such as promotions, records, etc. It had three offices:
 - a. Personnel Office (Biroul Personalului), of which Virgil RUSTEA, a Rumanian citizen, was chief.
 - b. Control Office (Biroul Control), whose chief was Inspector Ion MOROIANU. This office received all the information brought in by captains and crews and used it to exercise political control over the personnel.
 - c. Legal Office (Biroul Juridic), which took care of all legal matters of SOVROMTRANSPORT. Its chief was one PUDOFF, a Soviet citizen.

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8. General Directorate for Labor and Wages (Directia Generala Munca si Salarii) had a staff of about six persons. Its director was one GAVALICOV, a Rumanian from Bessarabia. This directorate worked closely with the General Directorate for Cadre, handling wage planning, personnel planning, etc.
9. The Special Directorate (Directia Speciala) had a staff of about 10 persons. Its chief was one VATAFU, a Rumanian citizen. This was a secret office and its staff wore the uniform of the Security forces. It worked closely with the General Directorate for Cadre and the General Directorate for Labor and Wages and was concerned with intelligence (possibly espionage), collection of character information on the staff, crews, etc. SOVROMTRANSPORT personnel lived in fear of this Directorate.
10. The Maritime Directorate (Directia Maritima), located in Constanta, Gara Maritima, was administered by the above five directorates of SOVROMTRANSPORT. It managed the entire Rumanian merchant marine. The Director was one MORUZOV, a Soviet citizen. The Director's office had a staff of three persons. This Directorate had five services:
 - a. Exploitation Service (Serviciul Exploatare), concerned with all commercial aspects of maritime shipping, had a staff of five persons. Chief of the Service was Alfred TEODORESCU, a Rumanian citizen.
 - b. Accounting and Treasury Service (Serviciul Contabilitate si Cassa) was concerned with accounting and payroll. It had a staff of 10 persons. Its chief was Ioan NICULESCU, a Rumanian citizen.
 - c. Technical Service (Serviciul Tehnic), concerned with repairs and materials, had a staff of five persons. Its chief was one KOVALIOV, a Soviet citizen.
 - d. Radio Station (Statia Radio), also located at Gara Maritima, was concerned with radio communication with ships, and with various ports and places, such as Moscow, Bucharest, etc. It had a staff of four persons. Its chief was Ion NEGOITA, a Rumanian citizen.
 - e. Storage of Materials (Magazia Materiale) took care of the storage of shipping materials in large, prewar warehouses in Constanta. This service had a staff of 10 persons. 25X1
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11. The River Navigation Directorate (Directia Fluviala) in Bucharest was also administered by the five Directorates of SOVROMTRANSPORT, like the Maritime Directorate above. Director was Gheorghie POPOFF, a Soviet citizen, who had a staff of four persons. This Directorate was concerned with all river traffic and shipping in Rumania. The Directorate had three services:
 - a. Traffic Service (Serviciul Miscari), which controlled the traffic of all vessels and barges. Ion ATANASIU, a Rumanian citizen, was chief, with a staff of seven persons.
 - b. Statistics and Graphics Service (Serviciul Statistic si Grafic) kept records of all traffic and maintained charts of Danubian and other river traffic. It had a staff of five persons. Its chief was Ion CARIANOPOL.

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c. Accounting Service (Serviciul Contabilitatei). with a staff of five persons. [redacted]

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12. Under the control of the River Navigation Directorate were five agencies of SOVROMTRANSPORT which controlled traffic and all matters pertaining to river shipping in their respective districts. These agencies were:

- a. River Agency SRT (SOVROMTRANSPORT) Galati (Agentia Fluviala SRT Galati)
- b. River Agency SRT Braila (Agentia Fluviala SRT Braila)
- c. River Agency SRT Turnu-Severin (Agentia Fluviala SRT Turnu-Severin)
- d. River Agency SRT Bratislava (Agentia Fluviala SRT Bratislava Czechoslovakia)
- e. River Agency SRT Giurgiu (Agentia Fluviala SRT Giurgiu)

13. [redacted] these agencies [redacted] were organized on the same pattern. For instance, the Galati Agency had a director and the following offices:

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- a. Traffic Office (Biroul Miscare)
- b. Cadre Office (Biroul Cadre)
- c. Accounting and Treasury Office (Biroul Contabilitate si Casa)
- d. Technical Office (Biroul Tehnic)
- e. Materials Storage (Magazia Materiale)

14. The General Directorate of SOVROMTRANSPORT issued a plan every three months which was forwarded to the Maritime Directorate and the River Navigation Directorate for execution. The respective offices of these Directorates were responsible for the fulfillment and execution of the plan and reported the results to the General Directorate. The commercial part of the plan originated in INFLOT (Inostrannyi Flot) in Moscow for both sea and river commerce. It fixed the quota of goods and transport on the basis of international trade agreements, the majority of which were nothing but Soviet obligations toward various countries with which the USSR had trade agreements. For example: A [redacted] trade agreement on a clearing basis dealt with the exchange of cereals for iron ore. Rumania had to fulfill the agreement. Rumania supplied cereals, transported them [redacted] and brought back iron ore to Constanta, whence it further transported them to the Soviet Union either in crude state or processed in Rumanian factories such as "23 August Works" (formerly MALAXA).

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Annex A: Organizational Chart of SOVROMTRANSPORT
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