YEAR	2025
Correspondent/Company Name	INTERSERVICES S.A.
PORT/COUNTRY	Bucharest,Constantza,Galatz/RO
Website	www.mancas.ro
Number of Claims Reported Last Year	24
Number of Loss Prevention Assignments Reported Last Year	1
Number of Claims Higher or Lower than Last Year	More
Number of Loss Prevention Assignments Reported Last Year	Less
Commodity 1 Involved in Claims or Loss Prevention	Steel coils
Commodity 2 Involved in Claims or Loss Prevention	Equipment
Commodity 3 Involved in Claims or Loss Prevention	Automotive parts
2.(a) Of the number of claims reported, how many resulted from theft and/or pilferage:	None
(b) Do you consider theft and pilferage in your port to be casual or organized:	Organized
(c) Did most of the theft and pilferage occur prior to or after arrival of the goods at your port:	Prior to Arrival at Port
(d) Did governmental or commercial authorities take any important steps during the last 12 months to combat	Remark at 2.(d) Preventing and combating organized crime offences by local authorities is an ongoing process.

the theft and pilferage situation: Explain: (up to 3 lines can be entered here)	
3.(a) What nature of loss do you experience most frequently in connection with Containerized Cargo:	Pre-existing discrepancies.
4.(a) Did any port congestion exist during this 12 month period:	No
(b) If yes, what was the cause of the congestion, and is it improving or worsening (up to 3 lines can be entered here):	Not applicable.
(c) Were there any unusual delays in Customs:	No delay attributable to customs.
(d) Estimate average number of days between date of arrival of a vessel and the date the cargo released:	15 days.
(e) Did consignees take prompt delivery or did they use port terminal facilities for storage purposes:	Generally yes, given the high level of expenses associated with storage in terminal facilities.
(f) What are the precautions currently in place to confirm that the correct carrier picked up the cargo from the port facility?	Gate in/out checking of conveyances, carriers/drivers and documents. Contracting process generally made through the local agents of shipping lines.
(g) the total number of claims how many resulted from non-delivery:	None.
(h) Is this number more or less than last year's figure:	Not applicable.
5. Did commercial organizations take any steps to protest laxity in port or terminal management, if such existed: Explain (up to 3 lines can be entered	Not applicable.

here).	
(a) Name of International Airport	Bucharest "Henri Coanda"
Distance from City Center	15 km
(b) Would it appear that adequate security measures (perimeter fencing, night lighting of cargo terminal area, patrols, gate guards, etc.) are in force:	Yes
(c) Was the air cargo terminal congested during the year:	No congestion reported.
(d) Is there an adequate amount of ground handling equipment:	Yes
(e) Did good housekeeping within the air cargo terminals exist during the year:	Yes
(f) Are valuables afforded adequate protection:	Yes
(g) Did any major cargo losses occur during the year:	No major cargo losses reported.
7. Additional Comments (Up to 3 lines can be entered here):	-
8. What issues do you foresee that could impact cargo movement by handling at your port in the coming year? (Up to 3 lines can be entered here)	Constantza -expansion of Constantza Port by integrating the territories of Midia Port in Constantza Port thus resulting in extension of free zone regime over an area of 7.7 million square meters -a modern multi-buoy mooring system commissioned in 2025 about 1 nm off quay allowing operation of vessels up to 70,000 DWT

	Galatz -dredging works in progress at Galatz New Basin Port as part of the extensive works for the future multimodal platform -modernization works of Galatz Ore Docks port enhanced and extended -techno-economic indicators of the project for designing and construction of RO-RO berths at Galatz New Basin Port approved by Romanian Government
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