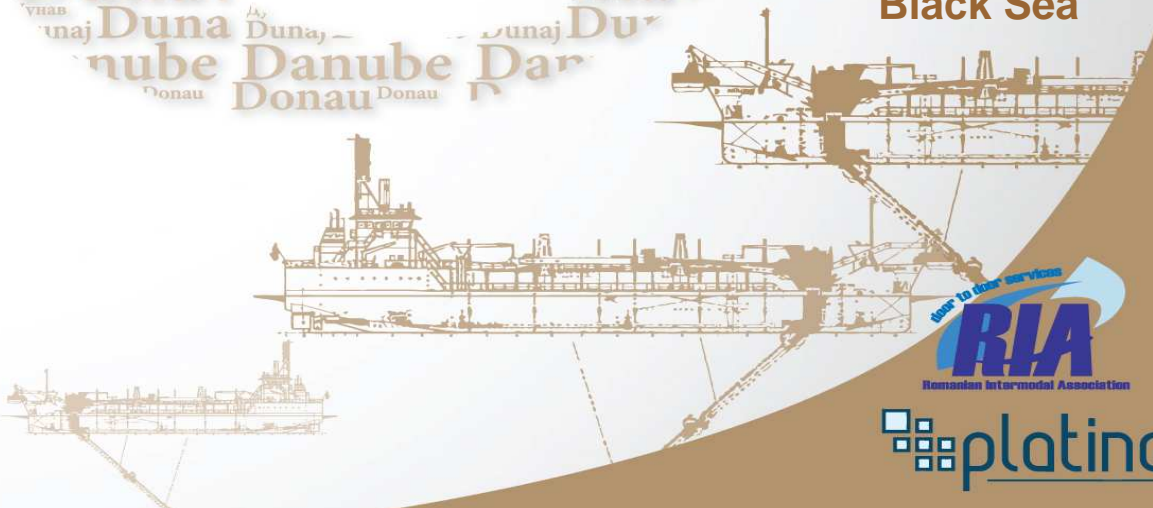


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DANUBE guide

ROMANIA

Connection to the
Black Sea



THE DANUBE in connection to the Black Sea

The Romanian territory is crossed by the longest European river, the Danube and has access to the Black Sea, the Romanian ports representing key components in the European river-maritime network.

The port of Constanta and the ports along the Romanian sector of the Danube ensure a proper transit point for the cargoes coming/going from/to the Central and Eastern European countries and headed towards destinations worldwide. The strategic position of Romanian river-maritime ports grant Romania the opportunity to become the main gateway for the traffic flows coming/going from Far East and dedicated to Europe.



The connection of the Port of Constantza with the Danube, through the Danube-Black Sea Canal creates a 4500 km shorter transport alternative for the goods coming from Far East countries and having the Central Europe as a destination, than the routes using the northern ports. Through this navigable corridor, the Port of Constantza provides to the landlocked Central European states the access to the raw materials markets in Asia, Australia and America, developing from a national point of distribution of goods in a transit center for Europe and other countries in the Black Sea area. Not only that it is a 4500 km shorter route to bring the cargoes via Constantza and the Danube

towards the heart of Europe-translated into shorter time of transport and cost savings, but it also saves the CO2 emissions from a length of 4500 km.

The Danube Black Sea Canal

General technical characteristics:

Length - 64,4 km

Breadth of the waterway - 90 m

Canal water depth - 7,0 m

Maximum draft - 5,5 m

Bridge clearance - 16,5 m

Locks on the canal

Cernavodă - km 60 + 300

Agigea - km 1 + 900

Ports on the canal

Medgidia - km 37 + 500

Basarabi - km 25

More details on www.acn.ro

This guide is provided by RIA, member of the PLATINA project.



About PLATINA

The NAIADES action plan is a Commission initiative to enhance the use of inland navigation as part of intermodal freight solutions, in order to create a sustainable, competitive and environmentally friendly European wide transport network.

This objective was embraced by the inland navigation sector, who, together with the Commission have created PLATINA, an FP7 project consisting of 23 partners from nine different countries, in order to accelerate the achievement of the NAIADES aims. This multi-disciplinary knowledge network will allow PLATINA to create the momentum necessary to achieve the NAIADES objectives. - For more info – www.naiades.info/platina

Disclaimer

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