

CONSTANTA PORT (a river – maritime port)

Location	Black Sea Port, connected to the Danube via the Danube Black Sea Canal
Authorities	<ul style="list-style-type: none">• National Company “Maritime Ports Administration” SA Constanta <p>General Manager: Andrei Aurelian POPA</p> <p>Address: Incinta Port, Gara Maritime</p> <p>Tel:+40.241.601123 Fax: +40.241.619512</p> <p>Email: apmc@constantza-port.ro</p> <p>Website: www.portofconstantza.com</p> <p>Constanta Harbor Master Address: Incinta Port Constanta no 1, Cladirea ANR, Cod 900900 Tel:+0241616124 Fax: +0241616229 Email:rna@rna.ro Website:www.rna.ro</p>
General info about the port	
Total surface	3920 ha
Port presentation	The Port of Constantza is located at the crossroads of the trade routes linking the markets of the landlocked countries from Central and Eastern Europe with the Transcaucasus, Central Asia and the Far East. It is the main Romanian port and it ranks among the first 10 European ports. The favourable geographical position and the importance of the Port of Constantza is emphasized by the connection with two Pan-European Transport Corridors: Corridor VII - Danube (inland waterway) and Corridor IV (rail-road). The two satellite ports Midia and Mangalia that are located not far from Constantza Port are part of the Romanian maritime port system under the

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Maritime Ports Administration SA Constantza coordination.

The Port of Constantza is one of the main distribution centers for the Central and Eastern Europe, offering many advantages, of which mention must be made of:

- Multi-purpose port with modern facilities and sufficient water depths in the port basins to accommodate the largest vessels passing through the Suez Canal;
- Direct access to the Central and Eastern European countries through the Pan-European Corridor VII - the Danube;
- A hub for the container traffic in the Black Sea;
- Good connections with all modes of transport: railway, road, river, airway and pipelines;
- Customs facilitations for commercial operations performed through the Port of Constantza;
- Modern facilities for passenger vessels;
- Land availability for future expansion;
- Since 1st January 2007, the Port of Constantza has become Free Zone.

Constantza Port is both a maritime and a river port. Daily, more than 200 river vessels are in the port for cargo loading or unloading or waiting to be operated. Facilities offered by the port allow accommodation of any type of river vessel.

The connection of the port with the Danube river is made through the Danube-Black Sea Canal, which represents one of the main strengths of Constantza Port. Due to low costs and important cargo volumes that can be carried, the Danube is one of the most advantageous modes of transport, an efficient alternative to the European rail and

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	<p>road congested transport.</p> <p>Important cargo quantities are carried by river, between Constantza and Central and Eastern European countries: Bulgaria, Serbia, Hungary, Austria, Slovakia and Germany. River traffic is very important for Constantza Port, having a share of 18% of the total traffic in 2009</p> <p>In order to cope with the future growth of river traffic, which is foreseen to register 17 million tons/year up to 2010, Maritime Ports Administration SA Constantza has achieved an investment for a Barge Terminal. Such an investment helps improving the sailing conditions and develop facilities for the accommodation of river vessels in the South part of the port.</p>
Number of port basins	3.926 ha (1.313 ha land and 2.613 ha water)
Quay length	29.83 km
Number of operational berths	156, out of which 140 are operational berths
Overall operation	General cargo, bulk cargo, liquid cargo, containers, Ro-Ro, oversized cargo Passengers
Winter condition	Winter harbour/operations
Connections	<p>Railway connection – each terminal is connected to the national/European railway network (Pan European Transport Corridor no. IV)</p> <p>Road connection- each terminal is connected to the national/European railway network (Pan European Transport Corridor no. IV)</p> <p>Inland connection – to the Danube iwt (Pan European Transport Corridor VII) – via the Danube Black Sea Canal</p> <p>Pipelines connection</p>
Handling facilities and equipment	<p>Port has the facilities and equipment to operate any kind of cargo</p> <p>The private operators inside the port cover a wide range of services for the handling of cargo</p> <p>Facilities for operating passenger vessels</p>

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Storage facilities	www.portofconstantza.com																																																																																																
Port operators	http://www.portofconstantza.com/apmc/cc/firma/firma.do?method=refresh (list with all the port operators)																																																																																																
Shipyard	Santierul Naval Constanta Tel: +40.241.505500 Fax: +40.241.611651 Email: office@snc.ro www.snc.ro																																																																																																
Statistics	<p>Port statistics 2004 – 2010</p> <table border="1"> <thead> <tr> <th>Traffic figures</th> <th>2004</th> <th>2005</th> <th>2006</th> <th>2007</th> <th>2008</th> <th>2009</th> <th>2010</th> </tr> </thead> <tbody> <tr> <td>Total traffic (thousand tons)</td> <td>50.433</td> <td>60.632</td> <td>57.131</td> <td>57.784</td> <td>61.838</td> <td>42.014</td> <td>47.563</td> </tr> <tr> <td>Bulk Cargo (thousand tons)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Liquid bulk</td> <td>11.356</td> <td>31.144</td> <td>14.681</td> <td>14.010</td> <td>14.404</td> <td>11.749</td> <td>11.171</td> </tr> <tr> <td>Dry Bulk</td> <td>26.098</td> <td>15.484</td> <td>27.619</td> <td>24.736</td> <td>29.595</td> <td>20.692</td> <td>27.042</td> </tr> <tr> <td>General Cargo (thousand tons)</td> <td>12.979</td> <td>14.004</td> <td>5.290</td> <td>6.119</td> <td>4.809</td> <td>3.590</td> <td>3.304</td> </tr> <tr> <td>Containers</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Gross Weight (thousand tons)</td> <td>3.878</td> <td>7.404</td> <td>9.815</td> <td>12.643</td> <td>13.030</td> <td>5.898</td> <td>5.887.879</td> </tr> <tr> <td>Number</td> <td>249.090</td> <td>493.214</td> <td>672.443</td> <td>912.509</td> <td>894.876</td> <td>375.293</td> <td>353.711</td> </tr> <tr> <td>TEU</td> <td>386.282</td> <td>768.099</td> <td>1.037.077</td> <td>1.411.414</td> <td>1.380.935</td> <td>594.299</td> <td>556.694</td> </tr> <tr> <td>Sea-going vessels</td> <td>5.302</td> <td>5.510</td> <td>5.049</td> <td>5.663</td> <td>5.905</td> <td>4.961</td> <td>5.202</td> </tr> <tr> <td>River vessels</td> <td>7.593</td> <td>8.778</td> <td>8.115</td> <td>7.135</td> <td>8.018</td> <td>6.808</td> <td>7.942</td> </tr> </tbody> </table>	Traffic figures	2004	2005	2006	2007	2008	2009	2010	Total traffic (thousand tons)	50.433	60.632	57.131	57.784	61.838	42.014	47.563	Bulk Cargo (thousand tons)								Liquid bulk	11.356	31.144	14.681	14.010	14.404	11.749	11.171	Dry Bulk	26.098	15.484	27.619	24.736	29.595	20.692	27.042	General Cargo (thousand tons)	12.979	14.004	5.290	6.119	4.809	3.590	3.304	Containers								Gross Weight (thousand tons)	3.878	7.404	9.815	12.643	13.030	5.898	5.887.879	Number	249.090	493.214	672.443	912.509	894.876	375.293	353.711	TEU	386.282	768.099	1.037.077	1.411.414	1.380.935	594.299	556.694	Sea-going vessels	5.302	5.510	5.049	5.663	5.905	4.961	5.202	River vessels	7.593	8.778	8.115	7.135	8.018	6.808	7.942
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Statistics/Traffic by commodities 2004-2011

Cargo type	2004	2005	2006	2007	2008	2009	2010
	thousand tons	thousand tons	thousand tons	thousand tons	thousand tons	thousand tons	thousand tons
Cereals	3.884	6.010	7.171	4.258	6.670	10.418,67	12.061,97
Potatoes, other fresh or frozen fruits and vegetable	156	169	180	179	132	81,3	71,11
Livestock, sugar beet	35	20	40	75	20	10,9	35,1
Wood and cork	1.101	1.012	906,36	971	836	838,4	961,9
Textile products and fibres, other raw materials of animal and vegetal origin	14	0	6,19	8	14	18,7	-
Food stuff and animal feed	888	551	537,58	302	432	303	368,9
Oil seeds, oleaginous	446	454	877,07	896	1.131	1.567	1.759,9

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fruits and fats							
Coal, coke	2.424	3.472	3.413,82	4.798	7.109	2.732	2.988,6
Crude oil	7.185	8.683	8.567,46	8.543	8.814	6.919	5.501,1
Oil products	4.558	5.295	4.978,2	3.772	4.135	3.954	4.107,7
Iron ores, scrap	12.534	12.626	8.670	10.794	11.379	3.843	5.354,1
Non-ferrous ores and scrap	3.139	3.442	3.127,3	999	694	550	2.560,7
Metal products	2.352	4.163	2.804,7	3.694	2.133	1.525	1.471,6
Cement, lime, prefabricated materials for constructions	2.263	2.302	1.605,6	1.134	953	321	280,5
Raw or processed minerals	478	651	610,51	674	505	304	221,3
Natural and chemical fertilizers	1.854	2.311	2.093,17	1.864	1.896	1.344	1.766
Chemical products from coal and tar	212	253	410,14	372	367	244	1.543,5
Other chemical products	1.748	1.355	1.039	1.561	1.291	828	186,5
Cellulose and waste pape	0	5	9,2	4,8	0	0,5	4,1

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Machines, transport equipments	53	92	88,31	137	179	244	265,9
Metalware	861	12	9	6	6	0,5	20,1
Glassware and ceramic products	3	0	5,3	22	47	60	75,2
Leather, textiles, clothes and other manufactured products	3	1	6	8	14	19	73,5
Miscellaneous	4.242	7.753	9.979	12.723	13.086	5.904	5.884,9
Total	50.433	60.632	57.131	57.783	61.837	42.014	47

Development projects

Projects

a) The Completion of the Northern breakwater of Constantza Port - extension by 1,050m

Objective: improvement of the operation conditions by decreasing the waves agitation in the port aquatory, increasing the safety of vessels by ensuring a protection of the sailing lines and reducing the destructive effects of waves upon the port facilities

The estimated value of the project: Euro 121 million

b) The Road bridge at km 0+540 of the Danube-Black Sea Canal

The project started as a necessity of connecting the port with the Bucharest-Constantza highway through the ring of the Constantza city and creating an alternative by the execution of a connection ring with the existing national

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road and in the same time creating a direct link between the North and South areas of the Port of Constantza without transiting the town.

The estimated value of the project: Euro 30.14 million

The physical stage:

Contract for execution of works signed between NC MPA SA Constantza and SC APOLODOR COMIMPEX SRL on 17.06.2010.

Value of the contract: 81.618.171,58 lei equivalent of 19.444.472,09 Eur

Contract for consultancy for supervision signed between NC MPA SA Constantza and S.C. Consilier Construct (POYRY) on 27.05.2010

Value of the contract: 3.493.527,60 lei equivalent of 832.307,52 euro

Period of the contract: 29 months

Start of works: 27.05.2010

c) The Development of the railway capacity in the river-maritime area of Constantza Port

The project consists of completing a systematized rail complex in the river-maritime sector of the Constantza Port that will assure the optimal and unitary serving of the existing and future port operators.

In the first stage, that is the object of this project, only the railways serving the existing operators will be executed, having as the base the traffic forecasts until 2020.

The estimated value of the project: Euro 17.6 million

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Projects without insured financing:

d) Constantza South Port. Bridge across the link canal in the river maritime area and the connections with the inside and outside road network

The bridge over the link canal is part of the investment objective: „Constantza South Port. The access area of vessels across Danube Black Sea Canal" approved by DCS 289/1987. The building works for the bridge started in 1989 but they were interrupted after 1990. The project for the afferent works of the bridge and the completion of connection roads is a priority for the development of the Island and the area located on the Western part of the river-maritime basin of Constantza Port. The development of the artificial Island, which has a commercial and operative potential the same as Constantza North, depends on the completion of this investment.

The estimated value of the works is Euro 36.2 million, and the completion period is 36 months. The feasibility study was finalized and the Urbanism Certificate no. 3848/26.09.2007 was obtained.

The bridge has a length of 119 m and the accessing/descending ramps have a length of 300 m. The accessing legs and the connection roads have a length of about 3.5 km.

e) The completion of Constantza Port basins depths at the standard quota - investment dredging, maintenance dredging

Constantza Port development was correlated with vessels construction trends, thus in Constantza Port were provided berths in which vessels up to 165,000 TDW can be accommodated. The berths were constructed, but the depths in order to accommodate big capacity vessels have not been provided yet. Currently the completion of depths provided by the designer is required in berths as well as in adjacent basins and the access sailing line.

Based on hydrographic measurements the real level of the basins bottom was identified in areas in which the dredging has not been completed yet. In order to assure the designed depths, investment dredging is required, respectively maintenance dredging of approximate 1,115,000 m³.

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The estimated value of the works is of Euro 40 million.

f) Pier III South

In order to complete on the Pier III South a specialized terminal, the completion of infrastructure works consists in the accomplishment of lands through the execution of fillings with material resulted from the Danube Black Sea Canal excavation, material stored on the Danube Black Sea shore. Also, the accomplishment of some infrastructure works such as roads, railroad connection and utilities networks is required.

The completion of Pier III South quays determines the accomplishment of six new berths where big capacity vessels can be operated. The completion of lands behind those berths could determin the completion of another terrain surface of about 23 ha which could be rented in order to execute a specialized terminal (ex. Container Terminal).

At this surface, another one of about 14 ha can be added, located at Pier III South basement, if the fillings to the Southern Breakwater are carried out. From this surface, about 11 ha could be rented with another 23 ha, and the rest of 3 ha adjacent to the Southern Breakwater will be used in order to develop the railway system.

The estimated value of the works is 80 MEUR and the completion period is 4 years.

The Feasibility Study is completed. In 2008 the Study to establish the works concession decision was approved. In December 2008 a tender procedure was organized in order to assign the construction contract through works concession. The tender was canceled because no offer was registered.

III. Project in the framework of the SEE programme, financed by ERDF

Watermode Project

The project was approved in the framework of the SEE programme and is part of the Priority Axis 3 SEE: Improvement of the accessibility, having as final objective the improvement of the conditions for the multimodal

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platforms.

The partners of the project are private and public companies from the following countries: Austria (1 partner), Bulgaria (1), Greece (2), Hungary (2), Italy (5), Slovenia (1), Albania (1), Muntenegro (1), Serbia (4), Romania (1). The Lead Partner is Port Authority Venice. .

Total budget of the project: euro 3.193.500 out of which ERDF financing euro 2.461.600

For more details about the project please access <http://www.watermode.eu>