



OVERVIEW PORT OF CONSTANTA 2015





General Info



- Largest port on the Black Sea – 3,926 ha
- Natural water depths up to 19 m
- Operational capacity - over 100 mil. tons
- Main cereal hub and container distribution center on the Black Sea
- Multipurpose port
- 156 berth → 140 operational berths
- Quay length - 32 km
- Land availability for future expansion (up to 1,000ha)
- Starting January 2007, the Port of Constantza has become a port with Customs facilitations



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THE DANUBE RIVER

Rhine-Danube Core Network Corridor

- Connection through the Danube - Black Sea Canal
- The Canal is 64.4 km long and 90 m wide and has a water depth of 7 m and 17.5 m clearance under the bridges



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Pan-European Corridor no. IV (road and railway)

- Connection through the A2 Highway București-Constanța
- Direct port connection with the A2 Highway close to the northern side of the Danube-Black Sea Canal



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Pan-European Corridor no. IX (railway)

- Corridor links: Helsinki – Vyborg – St. Petersburg – Pskov – Moscow – Kaliningrad – Kiev – Ljubashevka/Rozdilna – Chisinau – Bucharest – Giurgiu – Dimitrovgrad
- Connection is made through the national railway network



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HINTERLAND

Constantza Port Hinterland is represented by the countries from Central and Eastern Europe: Germany, Austria, Czech Republic, Slovakia, Hungary, Slovenia, Croatia, Serbia, Bulgaria and Moldavia.



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- For goods in transit from the Far East to destinations in Central Europe the connection Danube River – Constanța Port offers a maritime transport alternative which is by 4,165 km shorter than the traditional routes to the Western Europe ports through the Mediterranean Sea

- Largest port in Black Sea, with natural depths that can accommodate the largest ships (300 meters) passing through the Bosphorus Strait.



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THROUGHPUT 2014

Mil. tons	2014
Total traffic	55.6
Maritime traffic	43
River traffic	12.6
Main categories	
Liquid bulk	12.5
Solid bulk	32.7
General Cargo	3.7
Containers	6.8
Ship calls	
Maritime calls	4,771
River calls	10,053
TOTAL	14,824

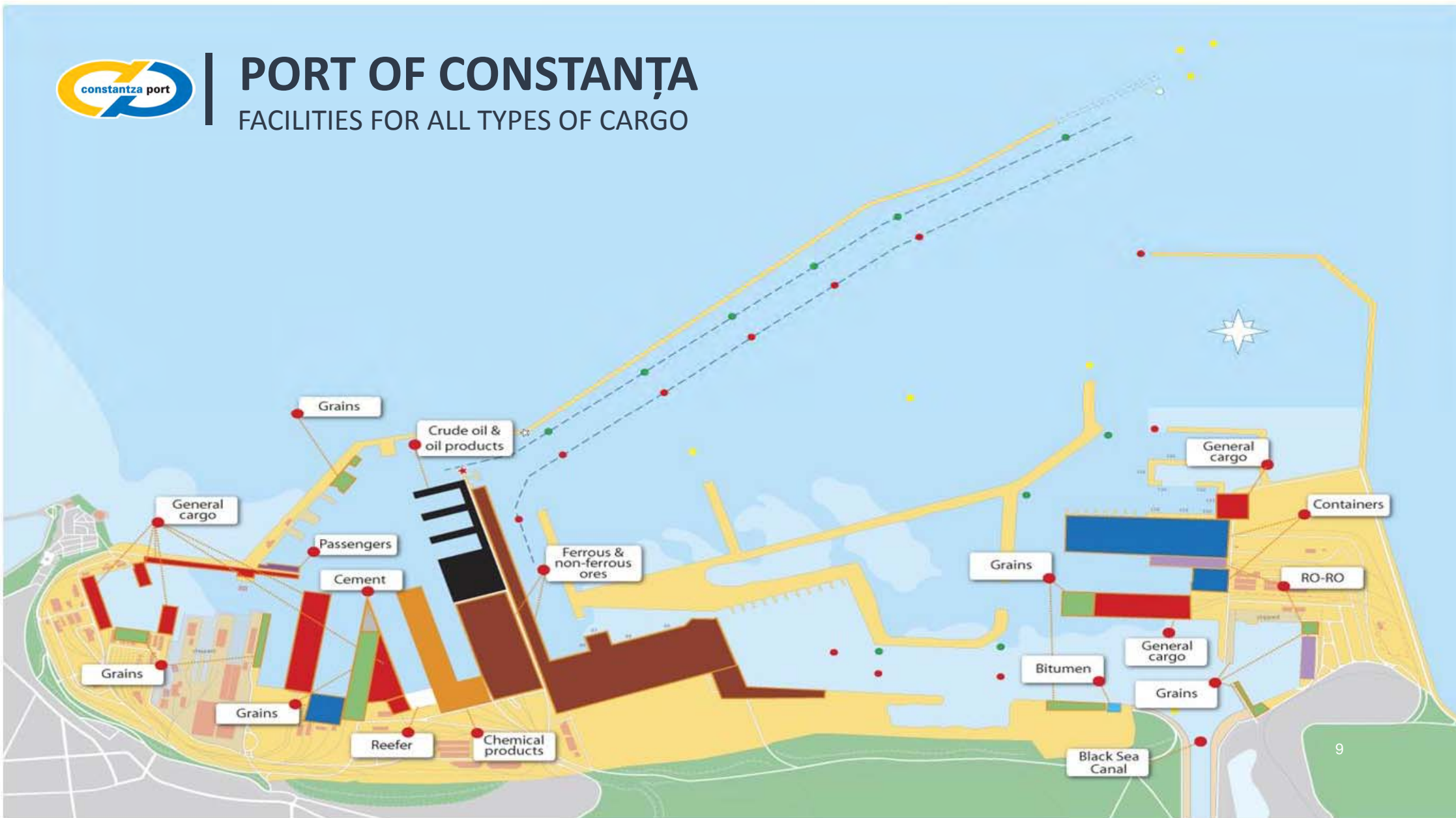


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FACILITIES FOR ALL TYPES OF CARGO

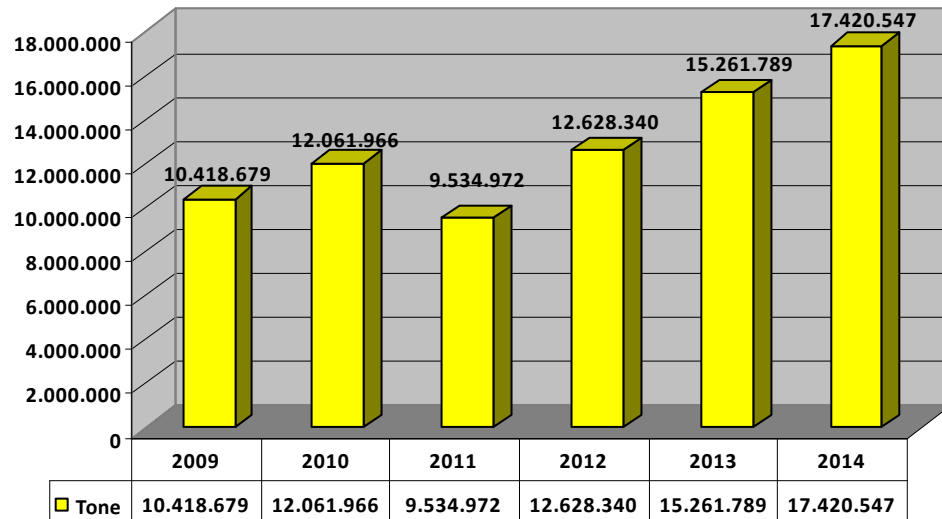




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CEREAL HUB FOR CENTRAL AND EASTERN EUROPE

Trafic cereale 2009 - 2014



- Port of Constanța, a cereal hub on the Black Sea.
- Large storage capacity – over 850,000 tons.
- Transshipment for river, rail, road traffic.
- Modern equipment and facilities for loading and unloading river and maritime ships.



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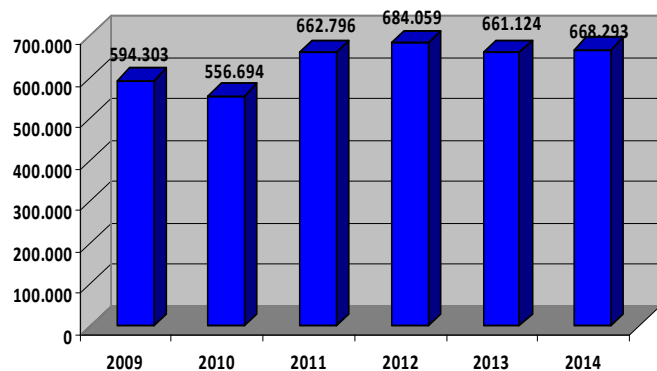




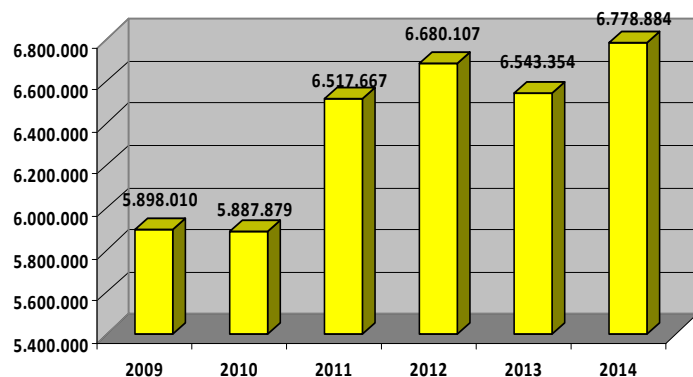
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CONTAINER THROUGHPUT 2009-2014

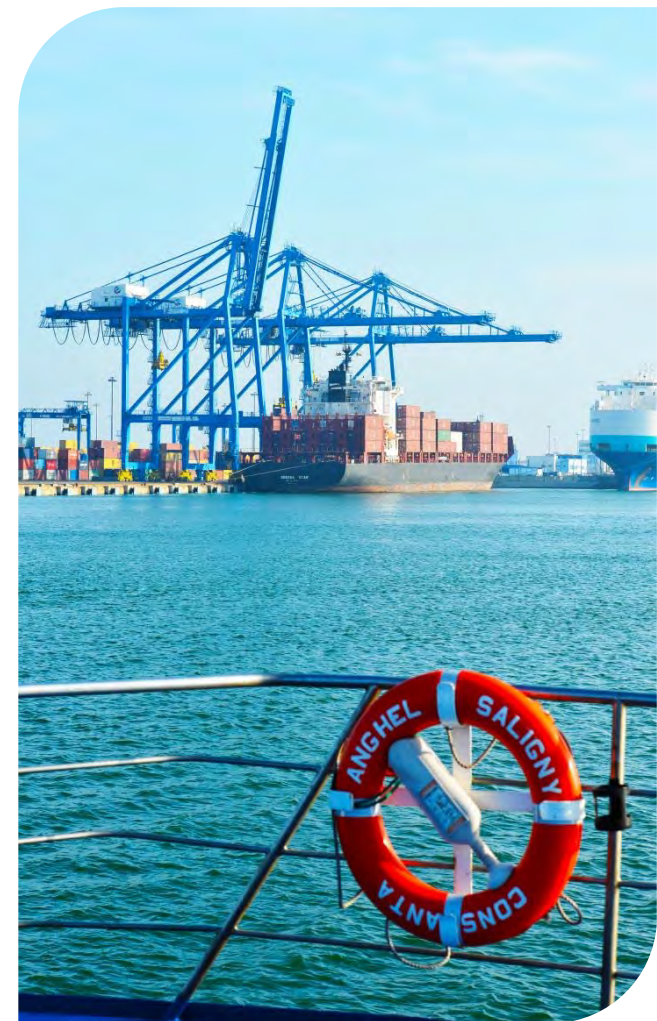
TEU 2009 - 2014



Quantity (t) 2009 - 2014



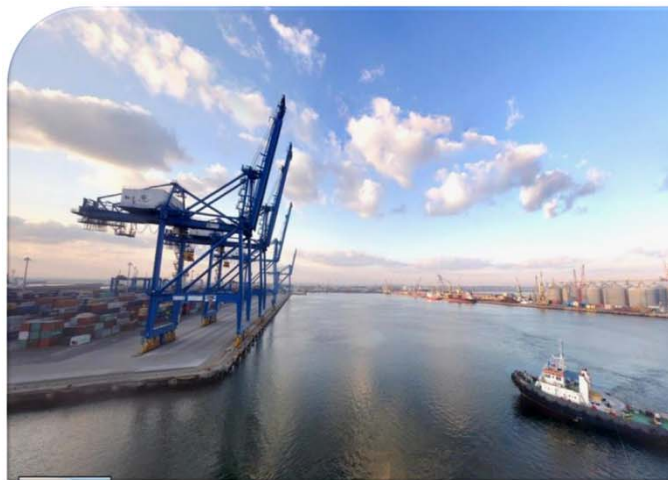
	2009	2010	2011	2012	2013	2014
Qty	5,898,010	5,887,879	6,517,667	6,680,107	6,543,354	6,778,884
TEU	594,303	556,694	662,796	684,059	661,124	668,293





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CONSTANȚA SOUTH CONTAINER TERMINAL – DP WORLD



- Total area 76 ha (52 ha operational)
- Storage 32,340 TEU
- Operational capacity approx. 1.2 mil TEU
- Excellent deep draught of minimum 14.5 m
- Main berth of 636 m length and a feeder berth of 411 m, a total quay length of 1047 m
- DP World Constanța offers a 5,000 sqm covered storage and inspection facility for Customs, Government Authorities, brokers, and forwarders



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CONTAINER DISTRIBUTION CENTER FOR BLACK SEA REGION

Starting with 3rd of April 2012 China Shipping (Romania) Agency Co. Ltd. has upgraded its ABX line :

Vessels: CSCL- 4x5668 TEU's; YML- 1x5551 TEU's; Kline-1x5576 TEU's; WHL-1x6039 TEU's; PIL-1x5668 TEU's

Service speed: 17.52 knots

Service distance: 16829 Nm

Duration: 56 days

Weekly service

In April 2012, G6(MOL, APL, Hapag Lloyd, NKZ, HMM, OOCL) has launched a new line service Asia-Black Sea Express, served by 9 container carriers with a capacity of 6,200 TEU's each.

The service line covers the following route: Ningbo – Yangshan – Shekou – Hong Kong – Singapore – Suez – Port Said East – Ashdod – Istanbul – Constantza – Odessa – Istanbul - Ashdod – Port Said East – Suez – Singapore – Ningbo



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ONGOING PROJECTS

New Master Plan for Port of Constanța

GENERAL OBJECTIVE:

Ensuring conditions for a growing efficient maritime transport system through:

- enhancement of the port infrastructure and efficiency of port operations leading to an increase in attractiveness for port users and a greater number of vessels calling at Romania Maritime and Danube Ports;
- preparing the future project portfolio.

SPECIFIC OBJECTIVE:

Setting up the necessary framework to promote the development of Constantza maritime port for the period 2014-2030, through optimal planning of investments in transport infrastructure.

EXPECTED RESULTS:

- Diagnostic analysis of existing situation;
- Variants of strategies;
- Master Plan on short, medium and long term;
- Development Strategy for Constanța Port.



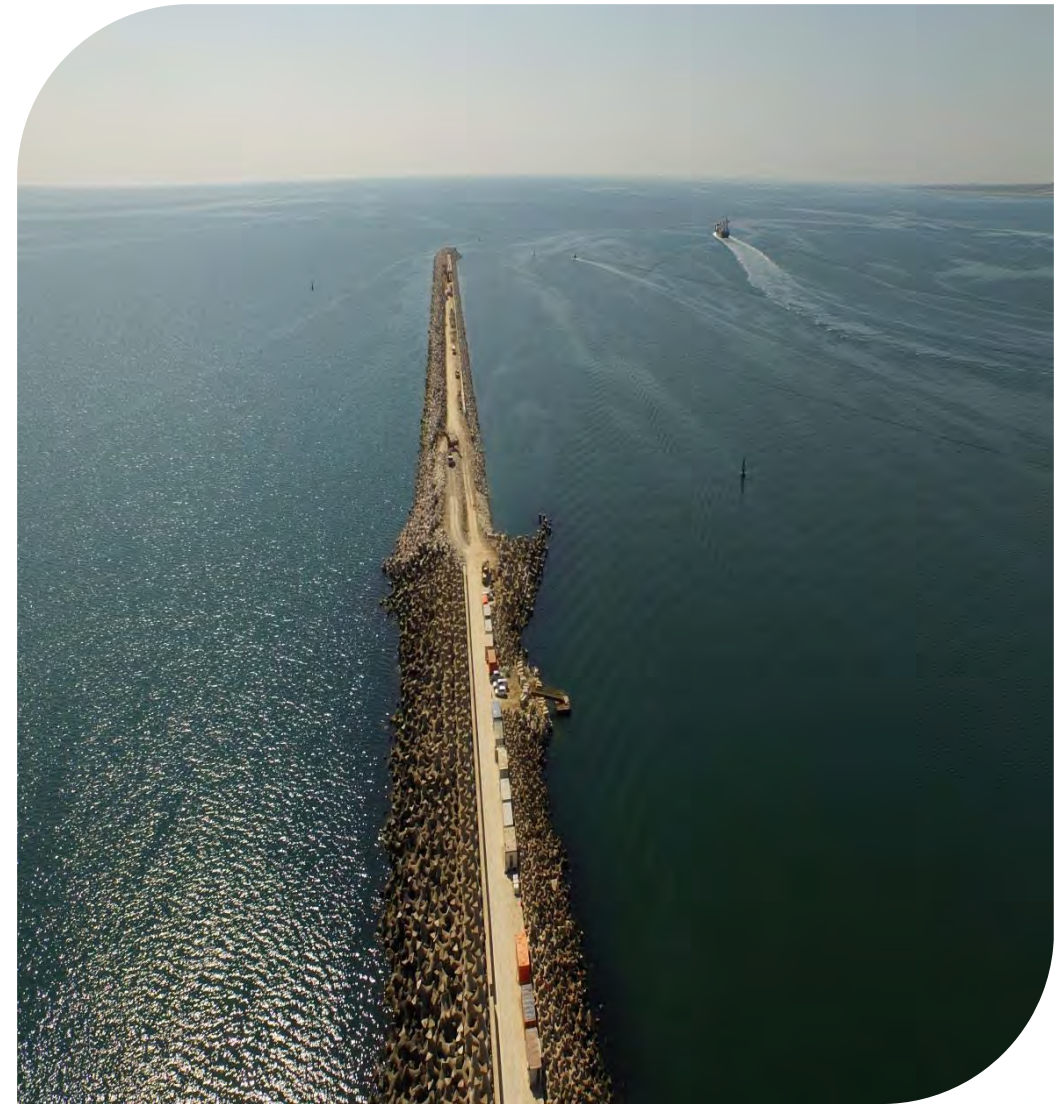


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ONGOING PROJECTS

Extension by 1,050 m of North Breakwater

- Estimated Value: about 144 mil. Euro
- Financing sources: SOP-T 2007-2013/EU structural funds (85 %) and state budget (15%)
- Works in progress by Van Oord BV – Deadline end of 2015
- The purpose of the project is to improve the operations conditions inside port, by decreasing wave stirring in the south port basins, improving navigation safety.





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ONGOING PROJECTS

Road bridge across the Danube-Black Sea Canal 0+540

- Estimated value of the project: about 43 million Euro.
- Financing sources: SOP-T 2007-2013/EU structural funds (85%) and state budget (15%).
- The project creates a direct connection to the Bucharest-Constanța highway through the ring-road of Constanța City and at the same time sets up a link between the North and South areas of the port.
- Deadline - summer of 2015.



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ONGOING PROJECTS

Development of the railway capacity in the river-maritime area of Constanța Port

- Estimated value: about 22 million Euro
- Structural funds (85%) and state budget (15%).
- The project consists of completing a systematized rail complex in the river-maritime sector of Constanța Port, that will assure efficient railway services for existing and new port operators.
- Deadline – 2015.



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FUTURE PROJECTS



Bridge over the connection canal in the river-maritime area

- Estimated value: about 36 mil. Euro
- Status: Feasibility Study designed by SC IPTANA SA .
- Financing sources: state budget/other eligible sources.

Systematization of the artificial island

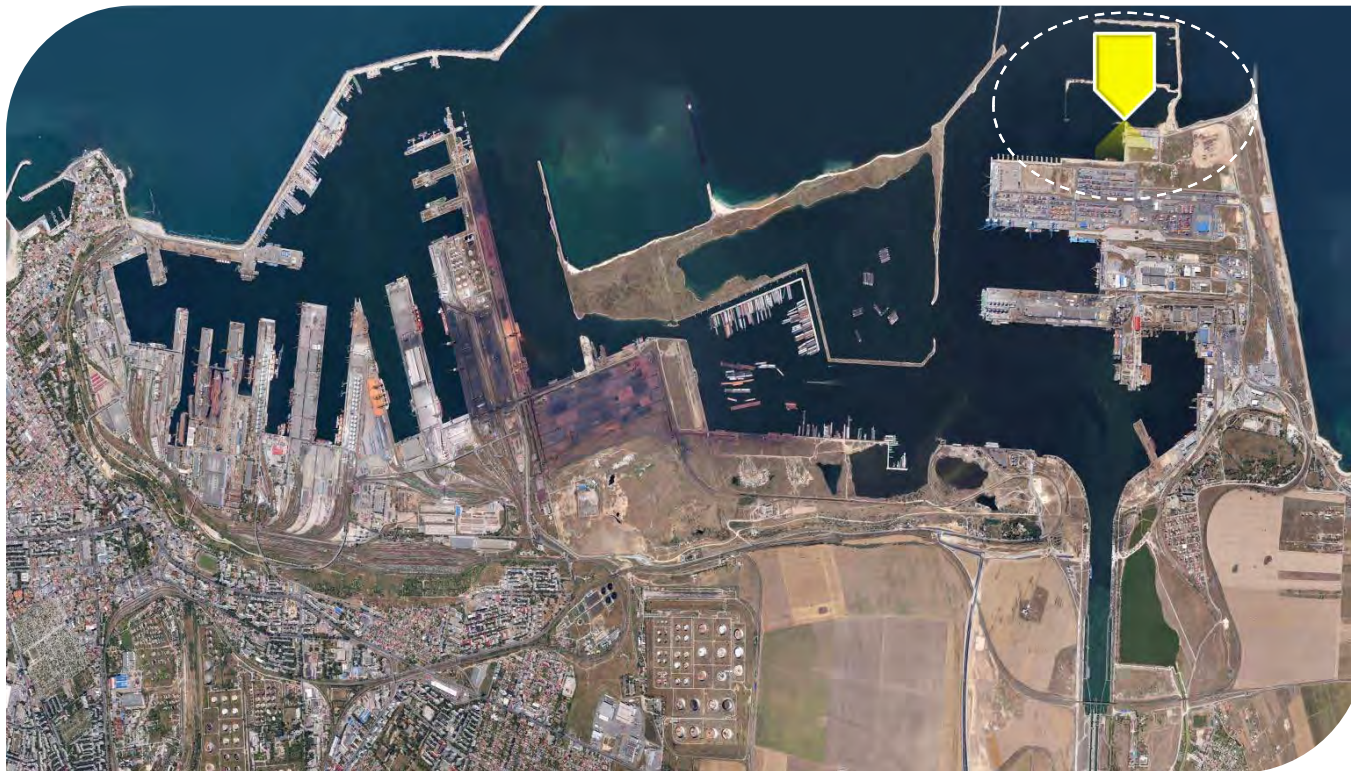
- Estimated value: about 300 mil. Euro.
- Status: Feasibility Study designed by SC IPTANA SA.
- Financing sources: state budget or other eligible sources.





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FUTURE PROJECTS



Construction of Pier III S and Pier IV S infrastructure

- The study project is executed by the Dutch Government through the European Gateways Project.
- New terminals in the Port of Constanța will be developed for the handling and storage of cargoes in the south area of the port adjacent to the existing DPW container terminal on the locations, known as Pier 3S and Pier 4S.
- Design concepts will be developed for the new specialized terminals and logistics park, in accordance with the new Master Plan.
- Possible financing sources: concession of works, PPP, or other eligible sources.





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business friendly
environment!

CONSTANTA 2016

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