



PORT OF CONSTANTZA

AND ITS ROLE IN THE NEW CONTEXT
AT THE BLACK SEA

CASPIAN AND BLACK SEA PORTS AND SHIPPING
4-6 JULY 2023

ABOUT THE PORT



Connects Central and Eastern Europe with the Caspian region, Central Asia, Mediterranean Sea Middle East and the Far East

It is the main EU port on the Black Sea.

Transit node for the landlocked countries in the Central and South-East Europe.

PORT MAP



PORT FACTS



100

MIL. TONS/YEAR

PROJECTED
OPERATIONAL
CAPACITY

19

METERS

OPERATIONAL
NATURAL DEPTHS

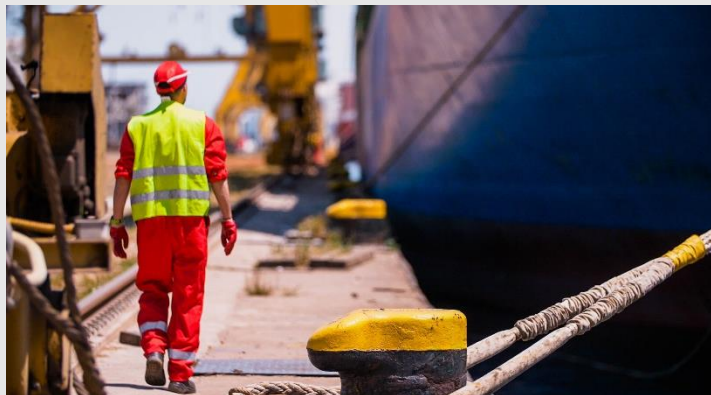
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PORT OPERATORS

100

FORWARDING
COMPANIES

PORT FACTS



APPROX. **700**

ENTITIES

are performing
their activities
every day

GRAINS

HUB

for Romanian,
Serbia and
Hungarian crops

10

AGRI-BULK
TERMINALS

PORT CONNECTIONS



Constanța Port has connections with all the modes of transport:



ROAD

**Direct connection
with A2 Highway
to Bucharest**



RAIL

**Direct connection
with the national
rail network**



PIPELINE

**Direct connection
with pipeline
network**



**INLAND
WATERWAYS**

**Direct connection
with River Danube
through the
Danube-Black Sea
Canal**



**Constanța Port is
part of the Rhein-
Main-Danube
TEN-T Corridor**

RIVER PORT



- ✓ Romanian Danube section is **1,050 km** long
- ✓ 4 double locks on Romanian section
- ✓ Connection to Danube through the Danube-Black Sea Canal
- ✓ Canal is **64.4 km** long and **90 m** wide
- ✓ Water depth of **7 m** and **17.5 m** air-draft
- ✓ Efficient alternative to the European rail and road congested transport.

TRANSIT YOUR BUSINESS!



280-330 TRUCKS

1 CONVOY OF 4-6 BARGES

177-200 RAILCARS

TRANSPORTATION DISTANCE WITH THE SAME AMOUNT OF FUEL

TRANSIT YOUR BUSINESS!



370 KM/10,000 T



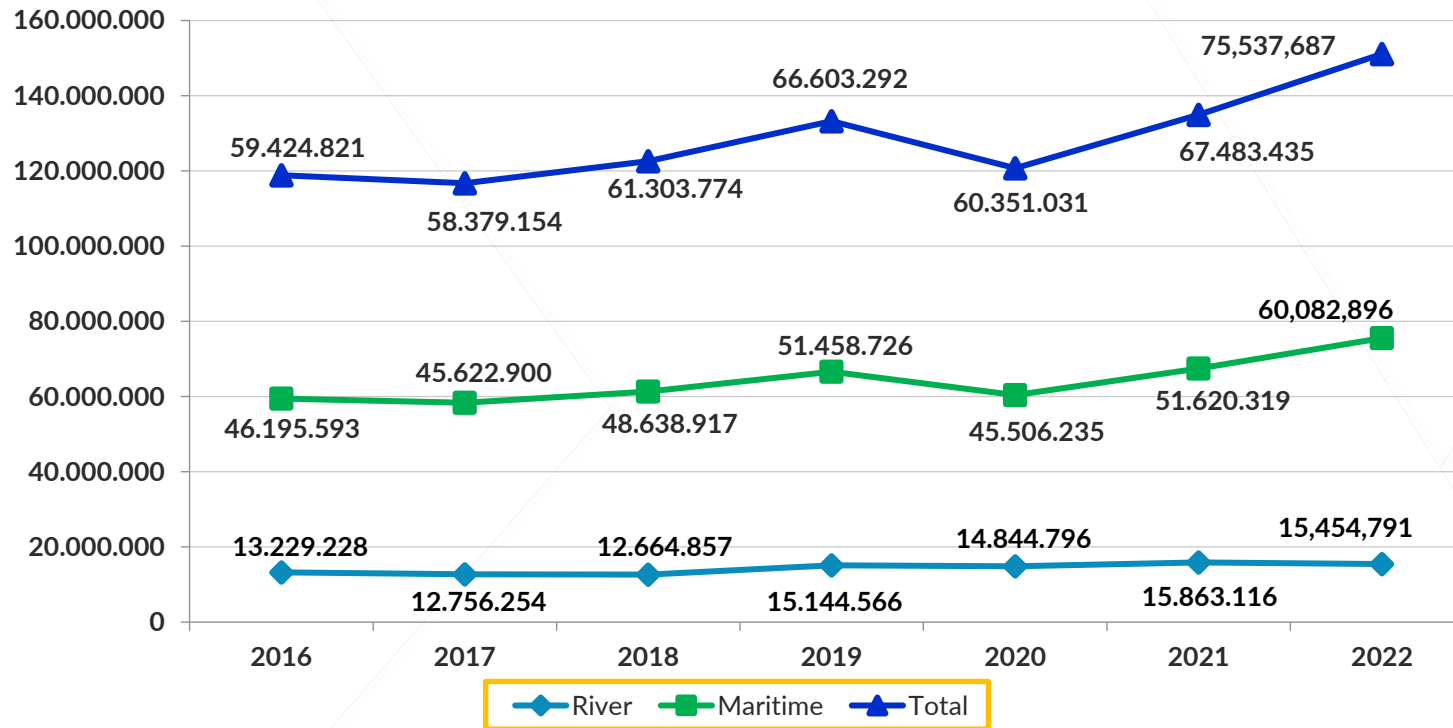
300 KM/1,500 T



100 KM/20 T



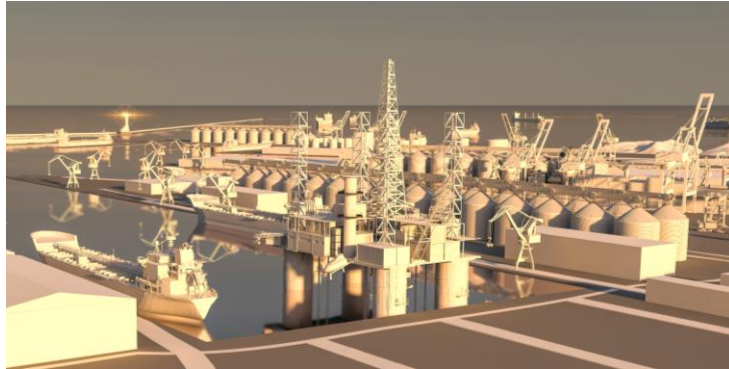
CONSTANTA PORT STATISTICS 2016-2022



- ✓ 2022 - 75,5 mil. tons highest volumes operated in Constanța Port
- ✓ 80 % - maritime traffic and 20 % - river traffic

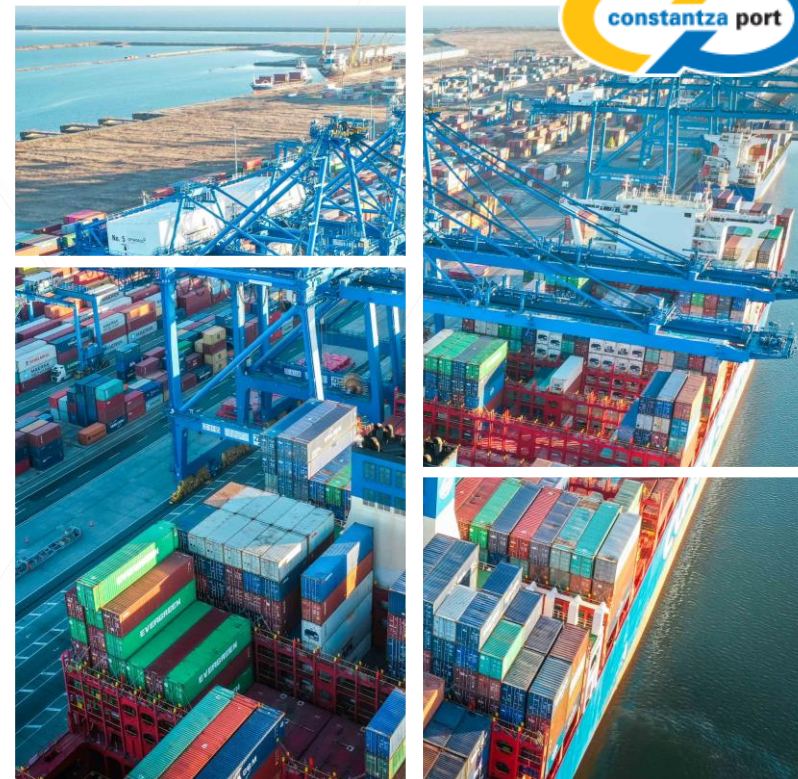


MAIN TYPES OF CARGO HANDLED 2016-2022

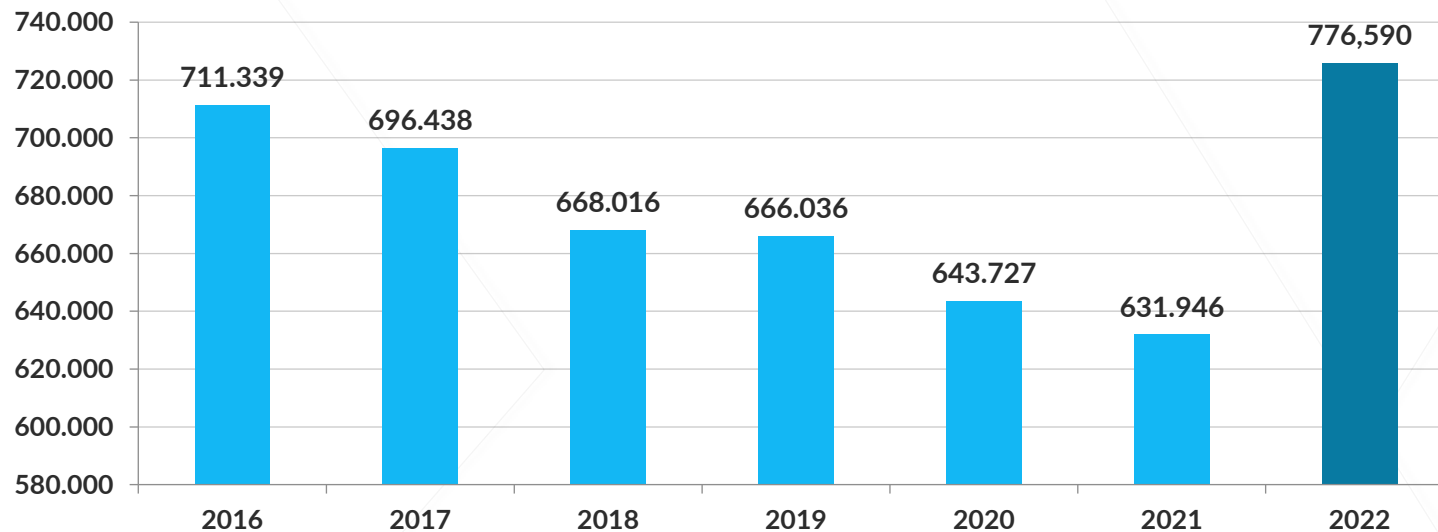


Year	2016	2017	2018	2019	2020	2021	2022
Grains	20,393,803	17,891,285	17,963,535	21,329,156	21,893,550	25,174,619	24,010,975
Crude oil	7,487,357	7,352,164	7,475,408	8,027,409	6,638,429	6,715,111	9,512,520
Oil products	5,653,512	5,473,279	5,897,915	6,296,060	5,042,322	5,438,743	7,202,140
Natural and chemical fertilizers	2,927,072	3,094,332	3,007,574	4,024,682	4,420,218	4,103,372	4,507,272
Iron ore, scrap	2,594,201	3,924,125	4,521,893	5,189,807	3,868,790	4,766,262	7,002,094
Solid mineral fuels	2,226,771	2,830,470	3,770,447	3,834,946	2,850,701	3,438,621	3,481,817

CONTAINER STATISTICS 2016-2022



Total (TEU`s)



Year	2016	2017	2018	2019	2020	2021	2022
Empty containers	355,021	345,648	330,277	336,524	159,539	138,471	167,611
Full containers	356,318	350,790	337,739	329,512	484,188	493,475	608,979
Total (TEU)	711,339	696,438	668,016	666,036	643,727	631,946	776,590

H1	2022	2023
Cargo type	Qty (t)	Qty (t)
Grains	12.256.159	14.949.739
Potatoes, other fresh or frozen fruits and vegetable		3.012
Live animals, sugar beet	49.472	51.014
Wood and cork	226.458	100.776
Food products, animal feed	164.181	287.078
Oil seeds, oily fruits and fats	806.675	2.461.483
Solid mineral fuels	1.992.589	1.712.243
Crude oil	4.740.906	3.899.795
Oil products	3.365.960	3.442.394
Iron ores, iron and steel waste, furnace slag	3.645.742	3.119.431
Non-ferrous ores and waste	811.158	177.652
Metal products	1.705.914	1.508.198
Cement, quick lime, prefabricated materials for construction	390.750	301.227
Raw or processed minerals	554.223	305.299
Fertilizers (natural and chemical)	2.443.500	2.441.047
Chemical products derived from coal and tar	49.895	55.061
Other chemical Products	345.391	255.263
Cellulose and paper waste	9.950	33.926
Equipment, machines	311.508	196.982
Metalware	83	
Miscellaneous	3.745.646	4.650.618
TOTAL	37.616.160	39.952.238

Containers - H1	2022	2023
TEUs	374.684	393.536
Tons	3.738.078	4.638.253

CONSTANȚA PORT STATISTICS 2023

- Increase with 11% of total traffic 2022 compared to 2021
- Increase with 23% for containers 2022 compared to 2021
- Increase with 6,2% of total traffic compared to H1 2022
- Increase with 5% for containers compared to H1 2022



PORT HINTERLAND

- Hinterland represented by Danube countries: Bulgaria, Serbia, Hungary, Slovakia, Croatia, Austria, Czech Republic, Germany and Moldavia.
- Starting with 2022, Constanta became the maritime port for Ukrainian cargoes
- For H1 2023 the traffic for Ukraine is 9,9 mil. tons of which 6,2 mil. are grains

2022 Ukraine	Q(t)
Grains	6,908,585
Oil seeds, oily fruits and fats	1,799,650
Solid mineral fuels	118,584
Oil products	467,125
Iron ore, iron scrap	1,840,016
Metal products	349,213
Raw and processed minerals	96,039
Natural and chemical fertilizers	125,881
Chemical products derived from coal and tar	11,355
Other chemical products	14,980
Equipment, machines	60,505
Miscellaneous	95,206
TOTAL	11,905,064



PORT FORELAND

- ✓ Foreland of Constanta Port is represented by Turkey, North Africa, West Europe - France, Spain.
- ✓ The perfect gateway for intermodal corridors linking these areas to Central and Eastern Europe.
- ✓ Port of Constanta is the perfect link to EU for Middle Corridor up to the Baltic Sea



THREE SEAS INITIATIVE-I3S



- ✓ **Via Carpatia** - transport corridor from the Northern part of Europe to the South through the Republic of Lithuania, Republic of Poland, Slovak Republic, Hungary, Romania, Republic of Bulgaria, and Hellenic Republic (Greece).
- ✓ **FAIRway Danube** - Elaboration of coordinated actions at national level for the implementation of the Master Plan for the Rehabilitation and Maintenance of the Danube Channel.
- ✓ **Rail-2-Sea:** "Modernization and development of railway line Gdansk (PL) - Constanța (RO)," Railway corridor between port of Gdansk and port of Constanta.



I3S - RAIL2SEA



- ✓ Construction of a railway line between port of Gdansk and port of Constanta crosses four countries: Republic of Poland, Slovak Republic, Hungary and Romania.
- ✓ The railway route has a great commercial potential because it unites the most important industrial centers (Timișoara, Craiova, Bucharest) from Romania with Constanta Port.
- ✓ The northern branch and the southern branch of the Project Rail2Sea has indirect railway connections with the Republic of Serbia (on the route Timisoara-Stamora Moravita), with Bulgaria (on the routes Craiova-Calafat and Bucuresti-Giurgiu) and Hungary (on the route Coslariu-Cluj-Napoca-Oradea-Episcopia Bihor).



BLACK SEA NEW SERVICES



CONTAINER LINE

POTI – CONSTANTA

- ✓ **Started in May 2022**
- ✓ **the line is a connection with Europe within Middle Corridor**

Potential to grow due to the traffic flows coming from Caspian sea and late investments in maritime infrastructure in Kazakhstan, Azerbaijan and Georgia in improving the capacity of theirs ports.

RORO LINE

POTI – CONSTANTA

- **Started in June 2023**
- **This initiative adds a new maritime connection with Georgia, especially in this new geo-political context;**
- **Reconfiguration of the corridors coming from Central Europe transformed Georgia into an essential transit node;**
- **This initiative could be followed by a Ferry regular line.**



BLACK SEA NEW SERVICES



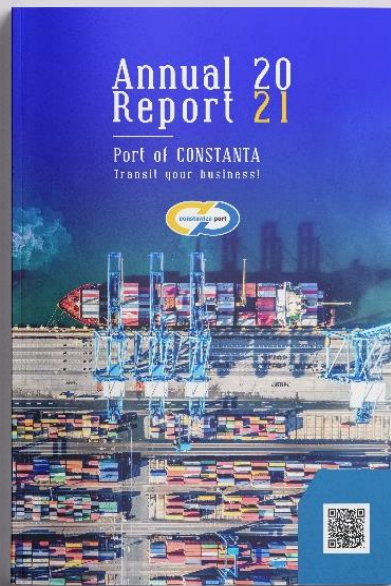
KARASU – CONSTANTA

- ***Planned to start in August 2023***
- ***Karasu and Constanta terminals are strategically located near important highways and industrial centers;***
- ***Their locations also provide a close and quick connection to the main industrial zones (Bursa and Ankara);***

This regular line avoids the passing through Bosphorus Trait compared with the previous initiative with Pendik port.



ANNUAL REPORT 2021



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