



# PORT OF CONSTANȚA EU Black Sea Gateway

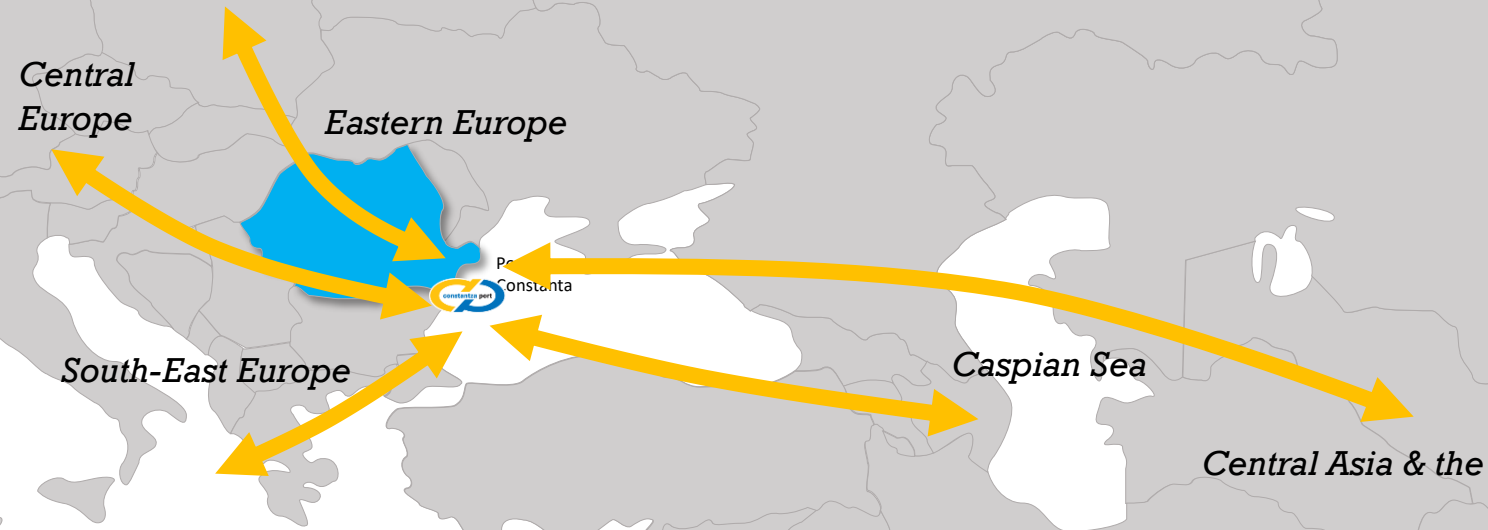
Baltic and Black Sea Ports and Shipping  
Palanga - 29 September 2022

[www.portofconstantza.com](http://www.portofconstantza.com)



# ABOUT THE PORT

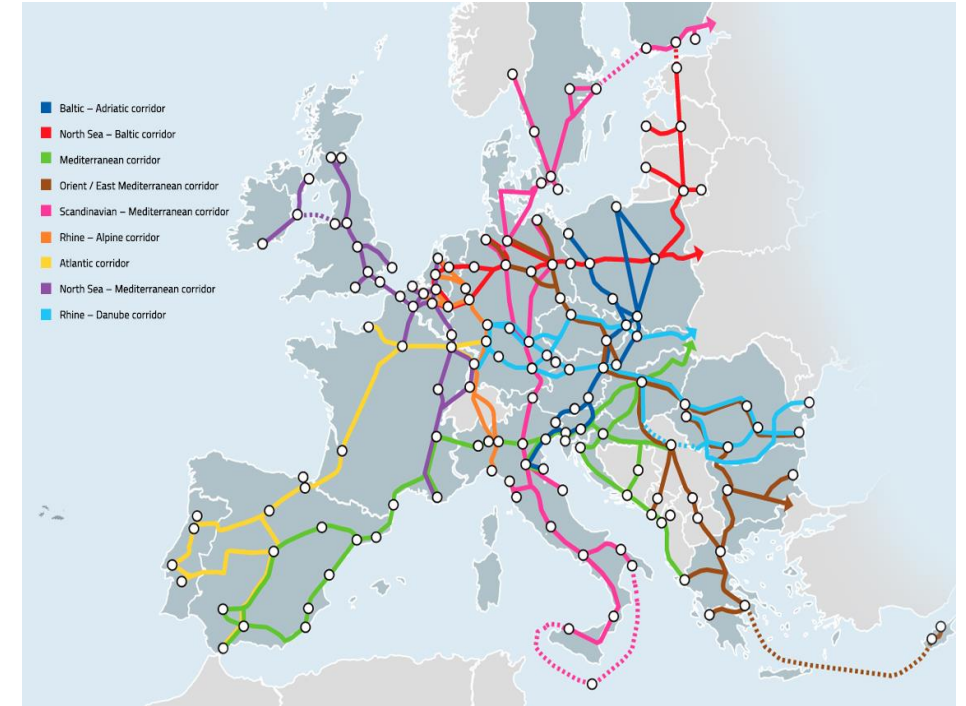
- Connects Central and Eastern Europe with the Caspian region, Central Asia and the Far East.
- It is the main Romanian port on the Black Sea
- Transit node for the landlocked countries in the Central and South-East Europe.



# 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 *Rheine-Maine-Danube* TEN-T Corridor



# MARITIME PORT

- Surface: 3,926 ha - 1,313 ha land and 2,613 ha water
- Handling capacity >100 mil. t/year
- 140 operational berths
- Quay length - 32 km
- Water depths - between 8 and 19 meters
- Conditions to accommodate: tankers - 165,000 dwt, bulk-carriers - 220,000 dwt, port-containers - 10.000 TEU`s



# PORT FACTS

- 38 port operators
- 100 forwarding companies
- > 700 entities are performing their activities every day
- 10 agri-bulk operators
- Grains hub for Romanian, Serbian and Hungarian crops
- Largest ship that entered in Black Sea - "Hebbei Succes" 322 m length, 58m height and 233,592dwt was loaded in Constanta Port



# RIVER PORT

- Romanian Danube section is 1,050 km long
- 4 double locks on Romanian section
- Connection 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.





**280-330 TRUCKS**

**CONVOY OF 4-6 BARGES**

**175-200 RAILCARS**

# TRANSPORTATION DISTANCE WITH **THE** **SAME AMOUNT OF FUEL**



370 Km/10,000 t



300 Km/1,500 t



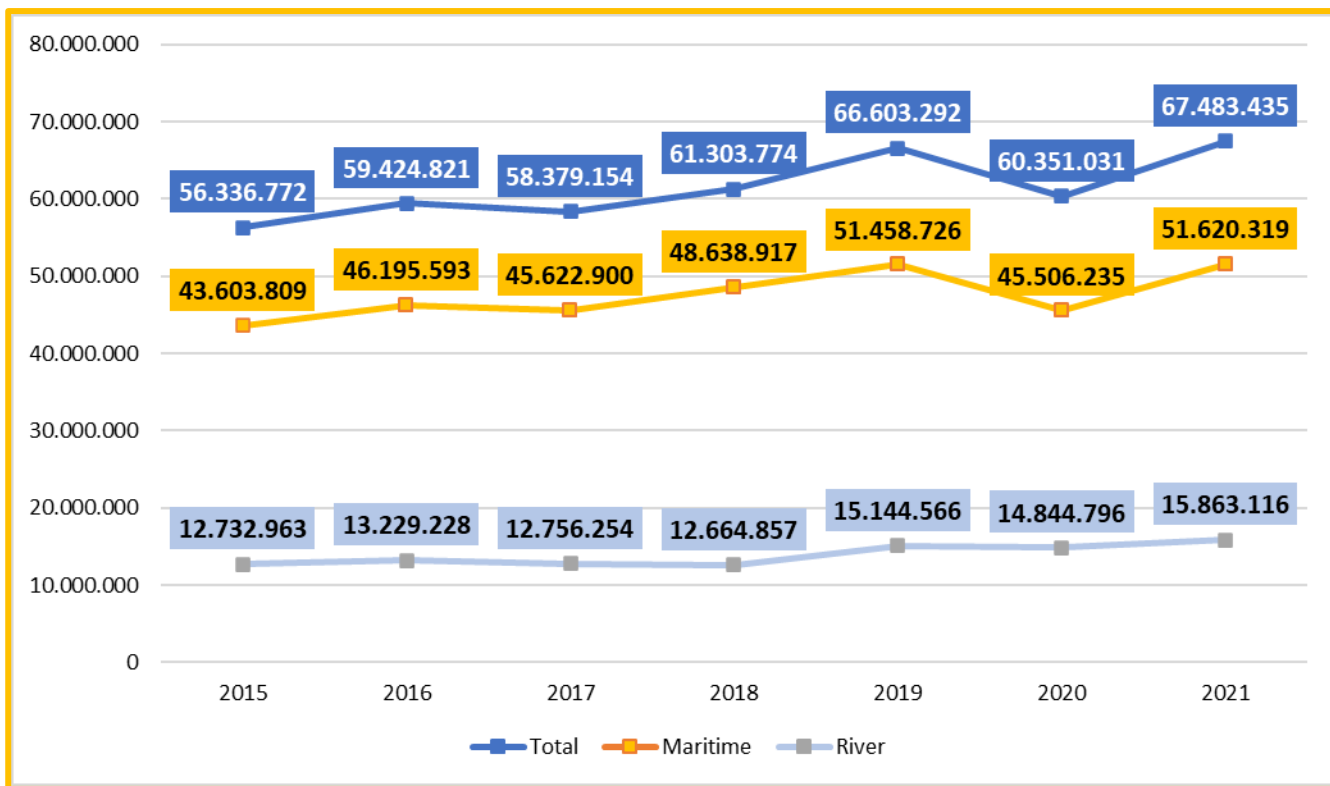
100 Km/20 t



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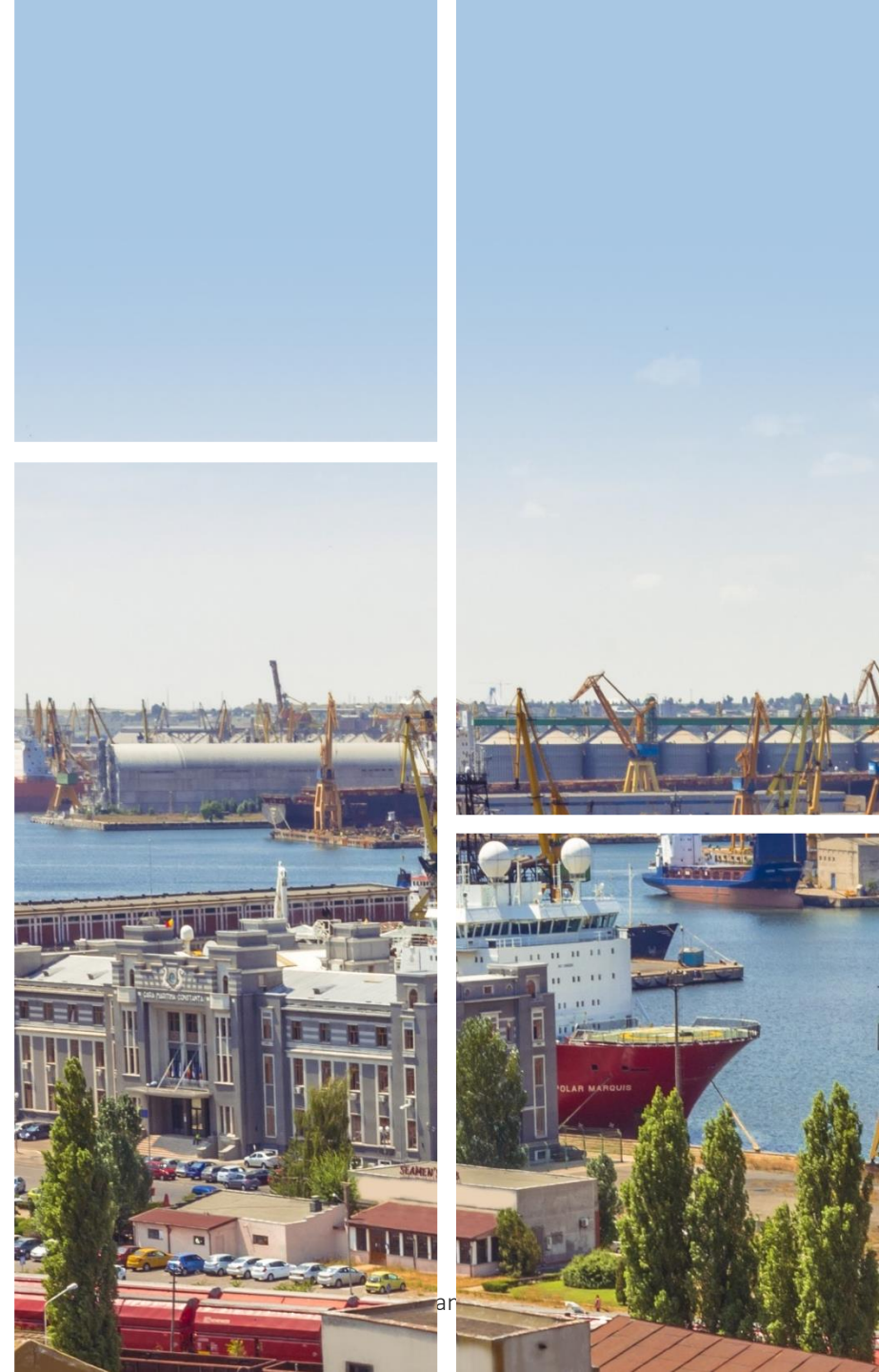


# CONSTANȚA PORT STATISTICS 2015-2021



✓ 2021 - 67,9 mil. tons highest volumes operated in Constantza Port

✓ 76 % - maritime traffic and 24 % - river traffic



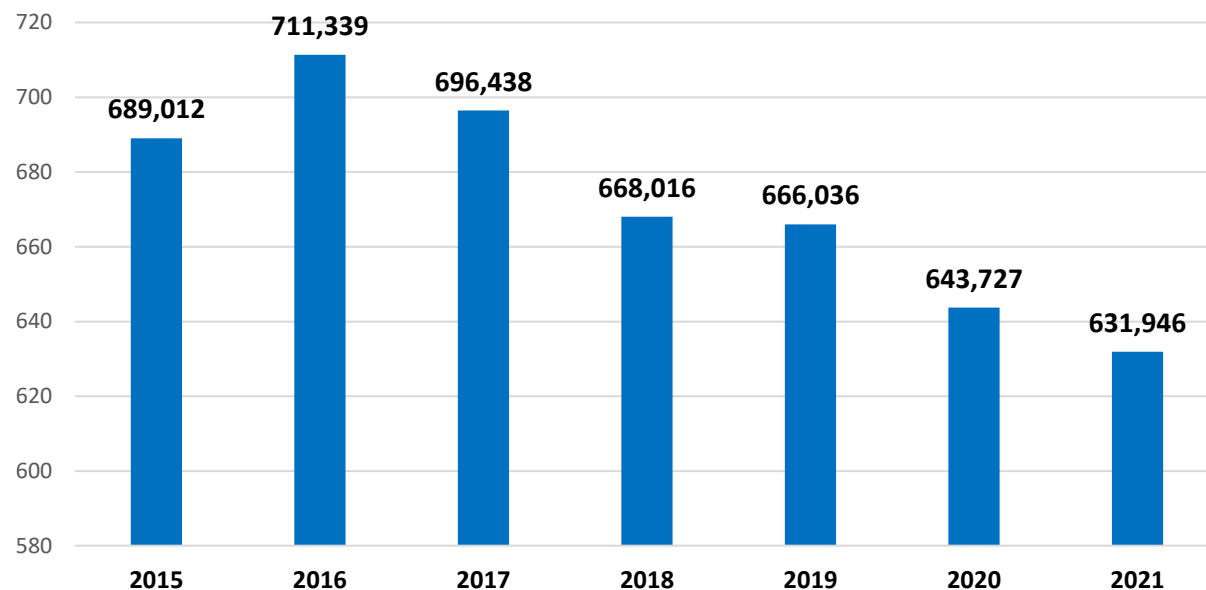


# MAIN TYPES OF CARGO HANDLED 2015-2021

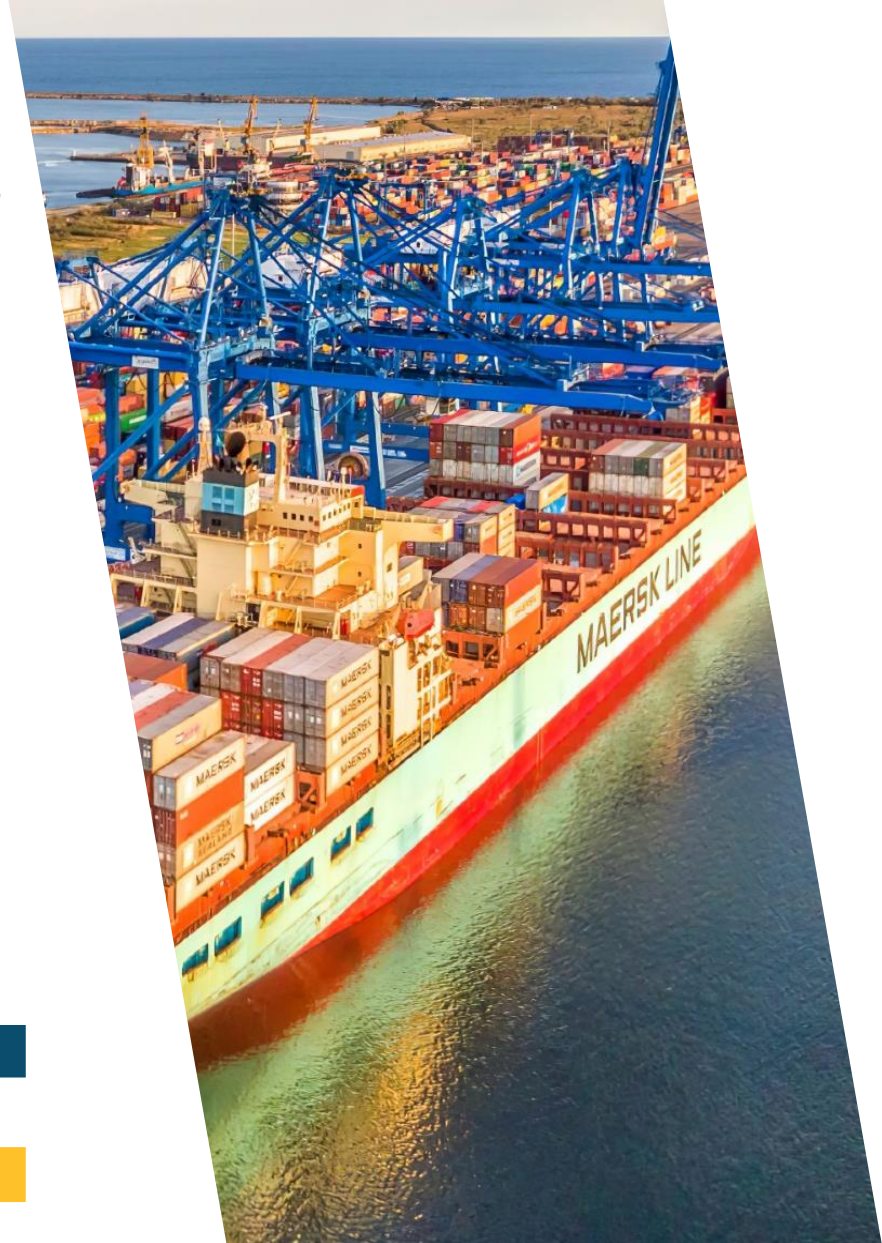
	2015	2016	2017	2018	2019	2020	2021
Grains	19,616,118	20,393,803	17,891,285	17,963,535	21,329,156	21,893,550	25.174.619
Crude oil	6,593,434	7,487,357	7,352,164	7,475,408	8,027,409	6,638,429	6.715.111
Oil products	5,165,550	5,653,512	5,473,279	5,897,915	6,296,060	5,042,322	5.438.743
Natural and chemical fertilizers	1,842,646	2,927,072	3,094,332	3,007,574	4,024,682	4,420,218	4.103.372
Iron ore, scrap	2,750,024	2,594,201	3,924,125	4,521,893	5,189,807	3,868,790	4.766.262
Solid mineral fuels	3,207,635	2,226,771	2,830,470	3,770,447	3,834,946	2,850,701	3.438.621
Non-ferrous ores	3,109,993	3,158,060	3,111,182	3,976,068	3,861,530	2,276,486	3.150.187

# CONTAINERS STATISTICS 2015-2021

Total traffic 2015-2021 (TEU`s)



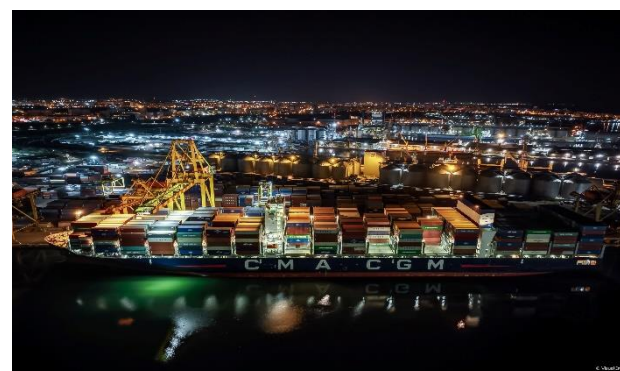
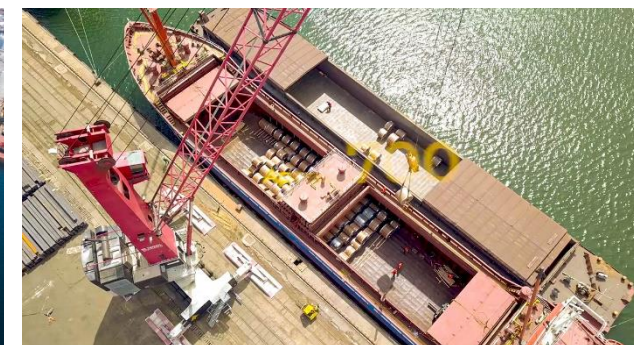
	2015	2016	2017	2018	2019	2020	2021
Empty containers	342,405	355,021	345,648	330,277	336,524	159,539	138,471
Full containers	346,607	356,318	350,790	337,739	329,512	484,188	493,475
Total (TEU)	689,012	711,339	696,438	668,016	666,036	643,727	631,946



# CONSTANȚA PORT STATISTICS 2022 – 6 months

First 6 months of 2022 (t)	
Grains	12.254.646
Livestock, sugar beet	49.472
Wood and cork	226.206
Food stuff and animal feed	164.181
Oil seeds, oleaginous fruits and fats	804.619
Solid mineral fuels	1.990.413
Crude oil	4.740.906
Oil products	3.363.488
Iron ores, scrap	3.641.609
Non-ferrous ores and scrap	812.430
Metal products	1.700.973
Cement, lime, prefabricated materials for constructions	390.750
Raw or processed minerals	552.951
Natural and chemical fertilizers	2.447.654
Chemical products from coal and tar	49.895
Other chemical products	342.149
Cellulose and waste paper	9.950
Machines, transport equipment	312.030
Metalware	83
Miscellaneous	3.745.626
<b>TOTAL</b>	<b>37.600.031</b>

- Increase of 17% compared with the first 6 months of 2021
- Increase of 20% for containers compared with 2021, from 312.169 TEU to 374.683 TEU in 2022 for the first 6 months



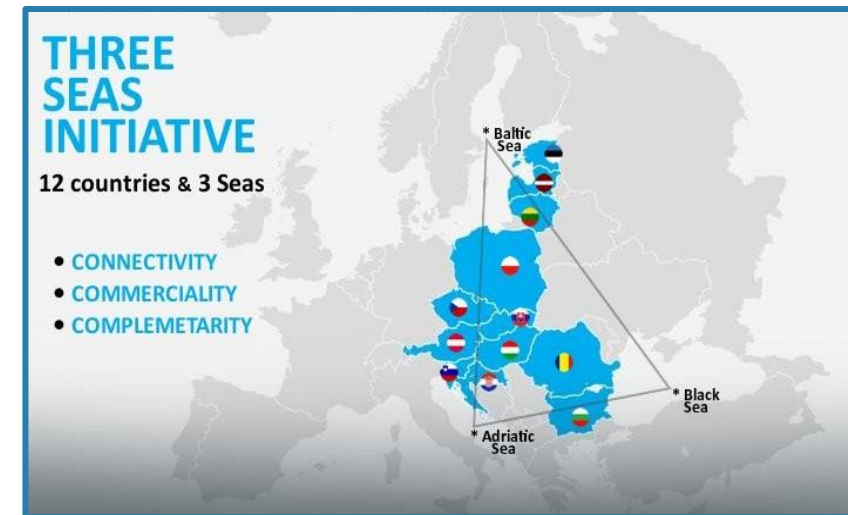
# PORT FORELAND

- ✓ Foreland of Constanta Port is represented by Black Sea region, North Africa, Trans Caucasus and Caspian Sea countries: Georgia, Azerbaidjan, Kazakhstan, Turkmenistan
- ✓ The perfect gateway for intermodal corridors linking these areas to Central and Eastern Europe



# THREE SEAS INITIATIVE

- **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.

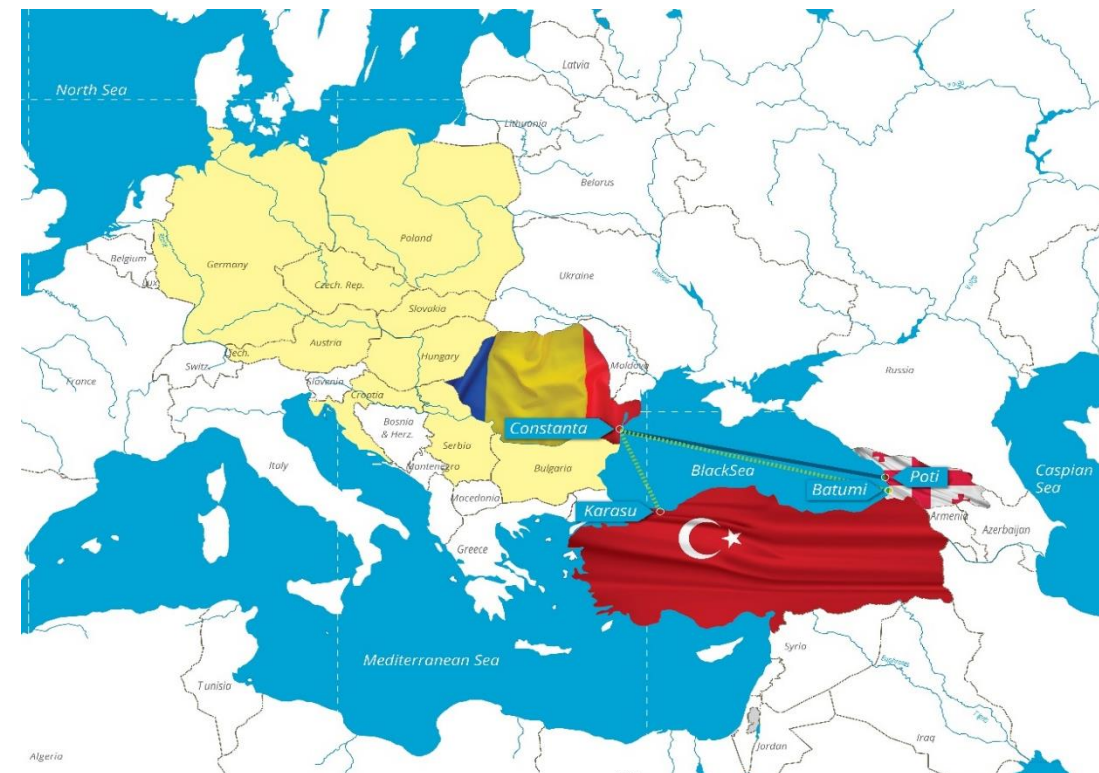


# BLACK SEA NEW SERVICES

## CONTAINER LINE

### POTI – CONSTANTA

- Started in May 2022
- 3 calls per months at Constanta South Container Terminal
- Vessel name is Rasul Rza – LOA = 108.3 m and draft of 4,8 m
- Owner of the service is ADY Container CJSC and the agent of the line is STEINWEG Romania
- the line is a strong 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, Azerbaidjan and Georgia in improving the capacity of theirs ports



# BLACK SEA NEW SERVICES

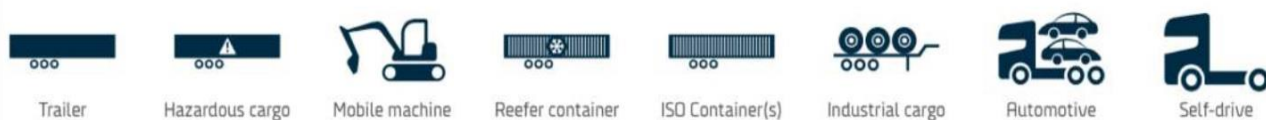
## RORO REGULAR LINES

### KARASU – CONSTANTA

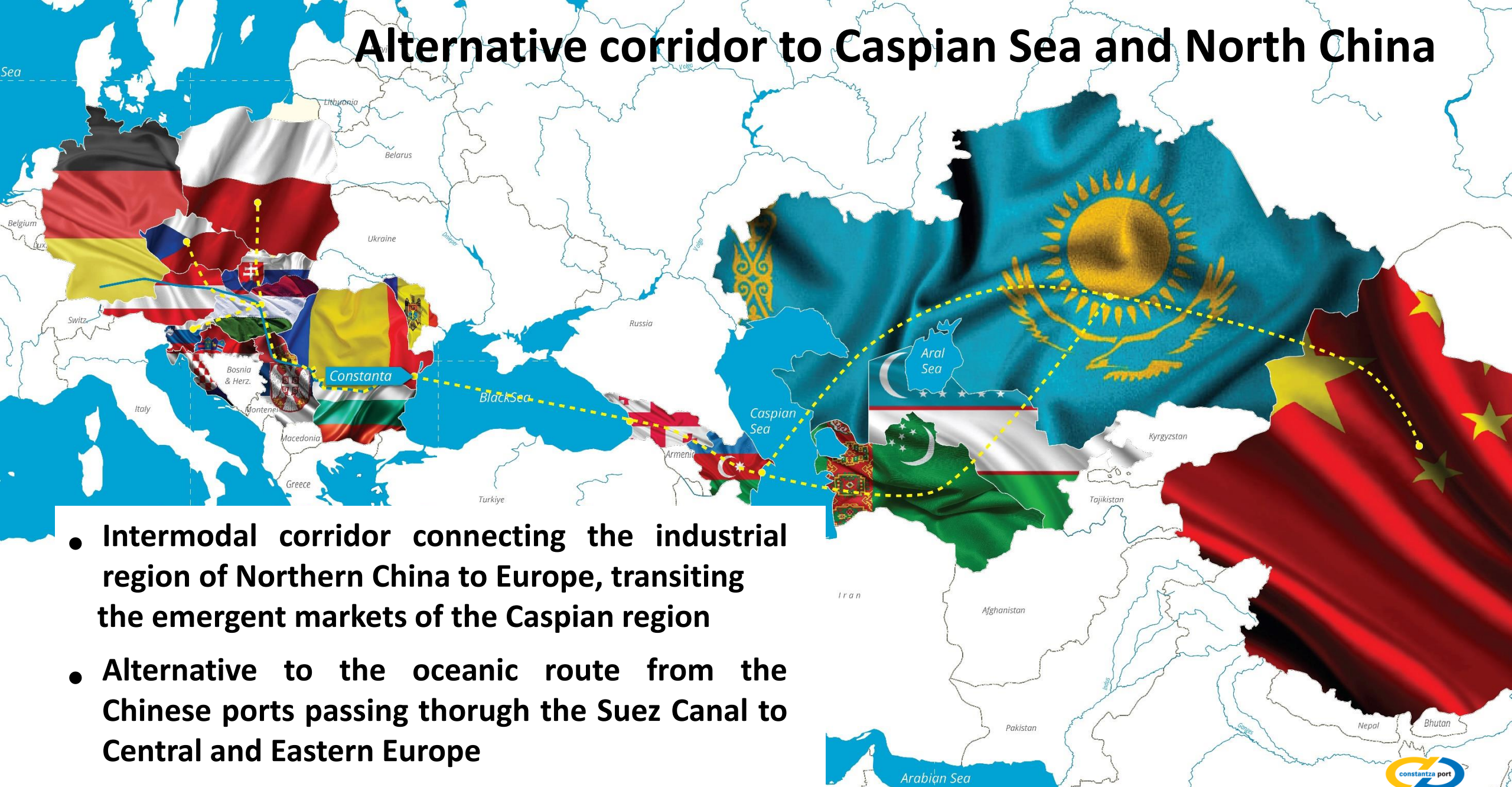
- Karasu and Constanta terminals are strategically located near important highways and industrial centers
- Their locations also provide a close and quick connection to the main industrial zones (Bursa and Ankara)
- This regular line avoids the passing through Bosphorus Trait compared with the previous initiative with Pendik port

### BATUMI – CONSTANTA

- 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



# Alternative corridor to Caspian Sea and North China



- Intermodal corridor connecting the industrial region of Northern China to Europe, transiting the emergent markets of the Caspian region
- Alternative to the oceanic route from the Chinese ports passing through the Suez Canal to Central and Eastern Europe

# ANNUAL REPORT 2021



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# Your PORT ! Your PARTNER !

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