



annual report 2006



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foreword

The status of „Eastern European Gateway“, imposed by the strategical and economical importance of Constantza Port, has a new meaning since Romania became part of the European Union on the 1st of January 2007. This status has transformed our port in „EU Eastern Gateway“, the Port of Constantza being integrated in new borders and, due to the new geopolitical structure, in the new transnational axes, which includes the Pan-European Corridor IV (road and railway), the Pan-European Corridor VII (Danube) and the Pan European Corridor IX (road). Being the meeting point of Central and Eastern European routes, Port of Constantza is the most important seaport of Romania and the fastest growing at the Black Sea.



Nowadays, the Port of Constantza can rightly claim to be the most important container hub in the Black Sea. In other words, the largest and deepest port in the Black Sea is also the number one container port, handling more than 1 million TEU/year. The upcoming development of the Constantza South Container Terminal will increase the handling capacity up to 2 million TEU/year, making the Port of Constantza a major competitor not only in the Black Sea region, but also in the world. We hope to proudly announce the same sparkling results for the barges terminal, planned to be finalized in the next months, that will be endeavour in attracting increasing flows of cargoes between Europe and Asia.

The Port of Constantza is connected to the Danube River which links two of the main trade poles of Europe: Rotterdam and Constantza, creating a navigable inland waterway from the North Sea to the Black Sea, offering a reliable transport alternative in the future, by becoming the most efficient and ecological route to the Central Europe and, at the same time, shortened with 4,000 km the sea trade routes that come from Far East and Australia through the Suez Canal.

The traffic of oil and oil products by the specialized terminal existing in the Port of Constantza represents another strength of our short term strategy, which enhances means of economical growth in this area. In this regard, the representatives of the Port of Constantza have already been meet European and Far East investors.

Constantza remains a transshipment port. Feeder out boxes, our port efficiently serves cargo flows to and from Central and Eastern European countries. Further development in this concern is focused on the enhancement of navigability and transport services on the Danube River. The membership of the European Union is growing the port's attractivity and its incentives are waiting to host all interested investors.

We are confident that Constantza – the largest and deepest port at the Black Sea – is a business opportunity you should not miss.

A handwritten signature in dark ink, appearing to read 'Matei', written over a light blue background.

Constantin MATEI,
General Manager,
NC Maritime Ports Administration SA Constanta

total traffic



(thousand tons)	2002	2003	2004	2005	2006
cereals	4658.9	3744.2	3883.8	6010	7171.6
fresh fruits & vegetables	111.5	130.9	156.5	169	180.6
livestock	17.4	72.4	34.8	20	40.8
foodstuff, drink & tobacco, fodder	740.6	714.3	887.7	551	537.6
seeds, vegetal oils, fats	219.4	421.4	446.1	454	877.1
wood, timber	992.3	995.4	1101.4	1012	906.4
natural & chemical fertilizers	1565.4	2065.2	1853.8	2311	2093.2
raw mineral products	2417.9	660.3	478.5	651	610.5
ferrous ore, scrap	7653.3	11941.6	12534.5	12626	8670.0
non-ferrous ore	1490.7	2144.2	3139.1	3442	3127.3
textiles, textile fibres, leather, furs	23.8	19.2	13.9	0	6.2
paper pulp & paper waste	1.7	0.1	0.0	5	9.2
coal, coke	629.1	1087.4	2424.3	3472	3413.8
crude oil	6125.0	5357.2	7185.1	8683	8567.5
oil products & natural gas	4707.3	4208.5	4558.3	5295	4978.3
coal & natural gas tars	0.8	0.7	211.8	253	410.2
chemical products	1202.5	1713.7	1748.1	1355	1039.7
cement, building materials	2296.3	1761.3	2262.7	2302	1605.6
glass, ceramic products	30.9	27.5	3.0	0	5.3
metals/metal manufactured goods	4223.8	3978.3	3212.5	4175	2813.6
machine tools, transport equip.	30.1	166.7	53.3	92	88.3
manufactured goods (furniture)	0.5	5.6	2.5	1	6.2
other	1357.7	2029.3	4241.6	7753	9979.0
total	40523.9	43245.4	50433.3	60623	57138





containers

(TEUs)	2002	2003	2004	2005	2006
unloaded	68354	102158	190007	385997	525211
full	56999	72138	144583	281406	372802
empty	11355	30020	45424	104591	152409
loaded	67918	104291	196275	390597	511857
full	53040	84325	162831	246878	316995
empty	14878	19966	33444	143719	194862
total	136272	206449	386282	776594	1037068
full	110039	156463	307414	528284	689797
empty	26233	49986	78868	248310	347271

(thousand tons)	2002	2003	2004	2005	2006
unloaded	700.1	882.6	2065.0	3628.5	5300.7
loaded	621.2	1016.9	1813.3	3301.6	4515.1
total	1321.3	1899.5	3878.3	6930.1	9815.8

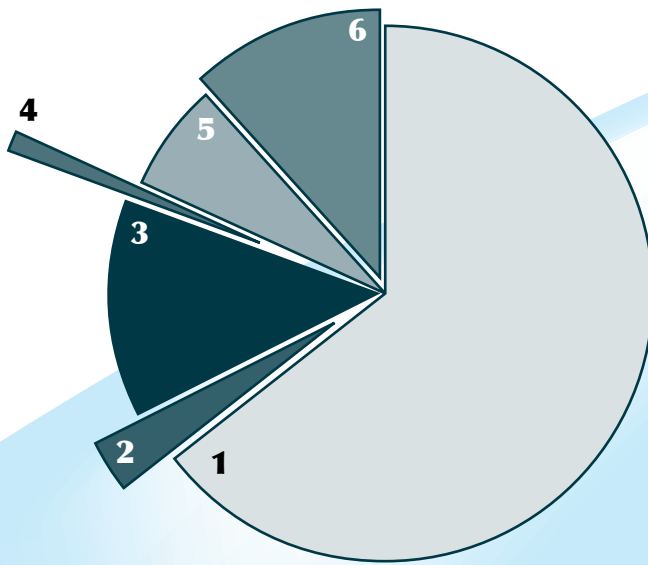


financial report

revenues

The total income of NC Maritime Ports Administration SA Constantza in 2006 was **209,503,680 lei** (59,442,099.6 EUR).

The income structure is presented in the chart below:



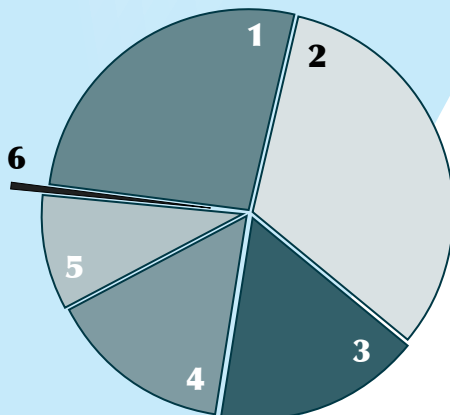
- 1 revenues from renting**
134,961,011 lei (38,292,243.2 Euro)
- 2 water supply**
6,599,912 lei (1,872,581 Euro)
- 3 power supply**
27,297,957 lei (7,745,199.9 Euro)
- 4 ship services**
2,536,258 lei (719,607.9 Euro)
- 5 financial services**
13,624,552 lei (3,865,669.5 Euro)
- 6 others**
24,483,990 lei (6,946,798.1 Euro)

Currency exchange rate (medium) used for 2006: 1 Euro = 3.5245 lei
(source: National Bank of Romania)

investments

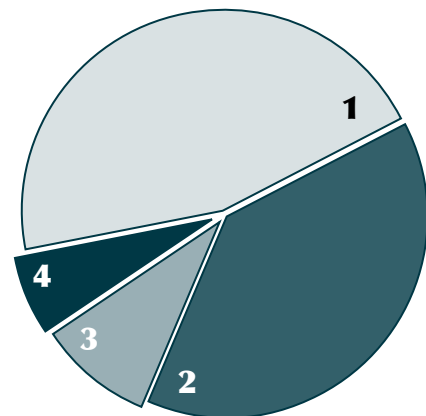
The total value of the investments made in 2006 was **50,096,184 lei** (14,213,699.5 Euro)

sources



- 1 own sources** (26.6 %)
- 2 budgetary allocations** (32.3 %)
- 3 other sources** (16.5 %)
- 4 external loans** (14.8 %)
- 5 internal loans** (9.3 %)
- 6 grants** (0.6 %)

structure



- 1 superstructure** (45.5 %)
- 2 infrastructure** (39.0 %)
- 3 equipment** (9.2 %)
- 4 other** (6.3 %)

port tariffs

General Principles

1. Foreign-flagged vessels, which call at the ports administrated by NC-MPA-SA Constanta, have to be represented by a ship-agency company that has concluded a service contract with the Administration. In special circumstances a shipmaster may make payments, on own behalf, for services provided before the vessel departs from port.
2. The amounts payable for services provided by the Administration are on ship-owners' account and the payments are to be made through ship-agency companies or directly by the ship-owner (for Romanian-flagged vessels).
3. All tariff rates applied by the Administration are expressed in EURO.
4. Payments for services provided are made in hard currency for foreign-flagged vessels and in equivalent national currency (ROL) for Romanian-flagged vessels.
5. Conversion of tariff rates into other currencies (including the national currency) is made at the official rates of exchange notified by the National Bank of Romania (BNR) for the invoicing day of the service provided, in conformity with the legal regulations in force.
6. The tariffs are VTA free. VTA will be invoiced in accordance to the Romanian Tax Law.
7. The amounts resulting from the application of tariff rates are due before the vessel departs from port and the ship agent is to guarantee the payment thereof on departure of the vessel. On or after departure of the vessel from port, the ship-agent makes the due payments in conformity with the clauses provided by the contract concluded between the respective agent and the Administration.
8. Basic port tariffs are applied as follows:
 - port access tariff, basin tariff and quay tariff are applied to vessels moored pierside (including those moored in double berth and other off-pier mooring positions), in compliance with conditions provided in Chapter III - items 1, 2, and 3;
 - basin and quay tariffs, provided in Chapter III - items 2 and 3, are applied as per ship's LOA to vessels which moor stern-to or bows-to the quay; port access and basin tariffs are applied to vessels riding at anchor in port waters, inner roads inclusive, as well as to vessels moored alongside berths which do not belong to the Administration, in compliance with provisions of Chapter III - items 1 and 3;
 - port access tariff is applied to vessels which are transiting (without staying in port) to/from the Danube-Black Sea Canal, each time the vessel enters/departs from the port, in compliance with provisions of Chapter III - item 1;
 - port access tariff is applied only once to vessels that enter or depart from the shipyards in the ports of Constantza and Mangalia, vessels which leave the port for sea trials, as well as military vessels participating in exercises at sea;
 - no port access tariff is applied to foreign-flagged military vessels coming alongside or staying at military berths in the port of Constantza; since the respective berths belong to the General Staff of the Romanian Naval Forces, there is no justification for the basin or quay tariffs to be applied;
 - any type of a sea-going vessel may fall under only one of the tariff positions provided by Chapter III, items 1, 2 and respectively 3, in any of the mentioned situations that vessel might be;
9. Quay and basin tariffs are not applied to sea-going vessels on their arrival day in port (except the case in which the vessel makes a port call of less than 24 hours), as the such vessels do not use the port infrastructure for the entire arrival day and respectively departure day.
10. Any service or hire (use) of port equipment is provided on basis of an order, temporary agreement or contract except in case of force majeure. The applicant is obliged to specify in his order all the necessary data that ensure that the service is provided under the best conditions. Tariffs related to these services are to be negotiated with the relevant offices of the Administration, depending on the actual conditions under which the services requested by the clients will be provided.
11. Documents accepted as a basis for calculation of port tariffs for all vessels are the International Tonnage Certificate - 1969 (ITC) and Registry or Nationality Certificate.
12. Basic port tariffs provided in Chapter III are not applied to surveillance and control vessels of the public port service (belonging to the Romanian Naval Authority, Harbour Master, Coast Guard, Transports Police and other authorities of the Romanian state) and vessels belonging to the Administration, maritime rescue vessels, fire-fighting vessels, marine research vessels and military vessels belonging to the General Staff of the Romanian Naval Forces.

Definitions

1. A vessel is considered to navigate in liner service if:
 - The vessel navigates on a liner time-schedule between the ports administrated by NC-MPA-SA and, at least, one fixed destination to a foreign port. The schedule will be notified by 30 days in advance for a new line and at least by 3 days in advance before the end of the current month for the next month, in case of ships being already in the liner time-schedule. This schedule has to contain the following data: name of vessel and port of registry, ship-owner's/charterer's name and head office, shipping route and ports of call, arrival at and departure times from the ports administrated by NC-MPA-SA, running numbers of voyages.
 - A ship-owner/charterer has to ensure that at least one monthly call is made at ports of Constantza / Midia /Mangalia.
 - A ship-owner/charterer has to comply with the time schedule that has notified in advance with the following exceptions:
 - a) 5 days earlier or later for passages to/from Black Sea and Near East ports;
 - b) 8 days earlier or later for passages to/from other ports.
 - A ship-owner/charterer may substitute the vessels nominated in the schedule with other vessels, informing the Administration to this effect. Notification in regard to substitution of a vessel is done by at least 5 days in advance for liner passages to/from Black Sea and Near East ports, respectively by 8 days for passages to/from other ports.
 - The vessel loads/discharges general cargo (including containerised) and Ro-Ro. The vessels that do not comply with any of the stipulations mentioned above, beginning with the next call, but no sooner than 15 days, will not benefit from the tariff system related to the liner vessels.
- 1.2. Liner Service (LINER SHIPPING) has the following characteristics:
 - Sailings are based on a regular schedule made public in advance;
 - The service is available on a regular basis, advised in advance, even if not used;
 - The service is carried out between 2 or more ports, the Line's freights being made public;
 - The loading/discharge of specific cargo is carried out on LILO terms (Liner In/Liner Out).

- The ships performing the Liner Service can be owned by the shipowner or hired but have to be run by a single management company/operator (named Liner Company) having the following obligations:
 - to guarantee towards the stevedoring companies the payment of the services rendered;
 - to guarantee the arrival/departure of the ships according to the pre-announced programme, which is made public, with the exception of the force majeure events and / or special events, irrespective of the ship being;
 - to guarantee the loading, on his account, all the cargo being up to vessel's full capacity;
 - to guarantee the delivery of the cargo at destination, irrespective of the cargo being transhipped and taken over by other intermediary liner shipping companies;
- Running a Liner Service is not subject to a Charter Party, Booking Note, aso. The transport contract is represented by the Bill of Lading itself;
- The Liner Company has to have a firm contract with a stevedoring company (in case operating containers - with a container terminal);
- A Liner Shipping Company is obliged to advise in advance the sailing schedule of its service, being allowed to substitute the vessels at any time, subject to due notification given to customers, without being compelled to advise the reason, allowing the number of ships to be increased or decreased depending on the quantity of cargo available.

When the number of the ships which serving a liner shipping is smaller then the number established in the current month, beginning with the next month will be applied proper tariff with the number of the ships which effectively arrived in the port.

2. Duration of the port call for river-going vessels is counted as the period between their arrival and departure through Port of Midia to/from KM 0 of Danube - Black Sea Chanel of Agigea.

3. The type of vessel as used in this document is defined as follows:

- Bulk-carrier: a vessel that carries solid cargoes in bulk;
- Tanker: a vessel that carries liquid cargoes, including oil and chemical products;
- LPG carrier: a vessel build and used for any liquid gases transportation (including liquid petroleum gases);
- Cargo-vessel : a vessel that carries general cargoes (including containers);
- Container-carrier : a vessel the construction of which is entirely or partially cellular or a vessel that can be alternatively used as a container carrier or that loads exclusively containerised cargo;
- RORO/Ferryboat: a vessel that carries wheeled transport means (motor vehicles - drivers inclusive, railway carriages - attendants inclusive);
- Passenger vessel: a vessel registered for the exclusive carriage of passengers and their belongings (luggage, privately owned cars and coaches);
- Inland passenger - vessel: a vessel that has a registered river-class for exclusive transportation of passengers and their luggage on inland navigation channels;
- Military vessel: a vessel constructed and equipped to perform military assignments;
- Fishing vessel: a fishing ship used for catching fish or other marine living beings;
- Inland navigation vessel is a vessel that carries goods along inland navigable waterways (barge, lighter and other assimilated thereto)
- Technical vessel is a vessel that provides harbour services in the ports of Constantza / Midia and Mangalia: floating crane, bunkering tank, dredger, lighter, scow, floating elevator, drilling platform, rock-breaker, pontoon, floating bridge, supply vessel, diver's vessel, antipollution vessel, floating dock, pilot boat, launch, open lighter, tug, pusher.

Maritime vessels that do not fall under the types defined above (live stock carriers, reefers, multi-purpose vessels etc.) are assimilated to cargo-vessels, except for the OBO carriers that shall be charged depending on the cargoes carries, respectively as bulk carriers or tankers.

4. Ship's characteristics used in the present document are defined as follows:

- Lmax (LOA): maximum length measured horizontally on the fore-and-aft plane in metres, between the outer ends of the ship (m);
- TB: gross tonnage shown in documents mentioned in Chapter I - item 10;
- TBR: reduced gross tonnage, as shown in documents mentioned in Chapter I, item 10, to which basic port tariff rates are applied to tankers, which certify by documents that they have separate tanks for ballast and they possess the Tonnage Certificate in which it is expressly mentioned the reduced gross tonnage regardless the cargo shipped, the mode of loading and the aim of the vessel's entry to the Romanian port.
- UTB: gross tonnage unit
- TC: maximum loading capacity of cargo inland vessels, expressed in tons (t);
- TD (displacement tons) : total weight of a laden vessel expressed in tons;
- CP: horse power

For vessels the TB (gross tonnage) of which is not shown in the documents, the gross tonnage will be replaced by using the calculation formula established in conformity with "Rule 3 - gross tonnage, of the International Convention for Tonnage Measurement of Vessels TONNAGE - 69", adopted by Romania through Decree No.23/1976, as follows:

$$TB = (0.2 + 0.02 \log 10 V) \times V \text{ where } V = L \times B \times D \times 0.9$$

V = volume of ship's hull (cu.m.)

L = length (m.)

B = beam (m.)

D = draft (m)

Chapter III – BASIC PORT TARIFFS

1.Port access tariff - is applied per TB of vessel as shown in ship's papers for each entry in port depending on the type of vessel and differently for the gross tonnage (TB) groups, as follows:

	MU	0-5000	5001-10,000	10,001-20,000	20,001-45,000	45,001-70,000	>70,000
Vessel*	Euro/UTB	0.145	0.145	0.145	0.145	0.145	0.145

*vessel type - bulk-carrier, tanker/LPG, cargo vessel, container-carrier, ro-ro/ferry, passenger ship, military vessel

1.1. For the liner vessels (which meet the requirements provided in Chapter II, item 1.1) and for the ships employed in liner services (which meet the requirements provided in Chapter II, item 1.2 and belonging to some owners/charterers which serving this service with minimum 4 ships - calls by month) the port access tariff is applied according to items 3,4,5 and 6, as follows:

	MU	0-5000	5001-10,000	10,001-20,000	20,001-45,000	45,001-70,000	>70,000
Vessel*	Euro/UTB	0.073	0.073	0.073	0.073	0.073	0.073

*vessel type - bulk-carrier, tanker/LPG, cargo vessel, container-carrier, ro-ro/ferry, passenger ship, military vessel. The same tariffs from the upper table the port access tariff are applied for the vessels calling only for bunkering, change of crew, disembarkation of sick persons.

1.2. For the ships employed in liner service (as per the requirements provided in Chapter II, item 1,2 and belonging to some owners/ charterers serving this service with minimum 2-3 ships - calls by the month) the port access tariff is applied as follows:

	MU	0-5000	5001-10,000	10,001-20,000	20,001-45,000	45,001-70,000	>70,000
Vessel*	Euro/UTB	0.102	0.102	0.102	0.102	0.102	0.102

*vessel type - cargo ship, container-carrier, ro-ro/ferry, passenger ship.

1.3. For the ships employed in liner service (as per the requirements provided in Chapter II, item 1,2 and belonging to some owners/ charterers asper serving this service with only one ship - calls on the month) the port access tariff is applied as follows:

	MU	0-5000	5001-10,000	10,001-20,000	20,001-45,000	45,001-70,000	>70,000
Vessel*	Euro/UTB	0.116	0.116	0.116	0.116	0.116	0.116

*vessel type - cargo ship, container-carrier, ro-ro/ferry, passenger ship.

1.4. Port access tariff is applied to vessels that make a second port call within 30 days from the previous port call (taking the departure time as reference point) and to vessels which leave port for the roads and return to port to continue the operations (loading, discharging, repairs, etc.) as follows:

	MU	0-5000	5001-10,000	10,001-20,000	20,001-45,000	45,001-70,000	>70,000
Vessel*	Euro/UTB	0.123	0.123	0.123	0.123	0.123	0.123

*vessel type - bulk-carrier, tanker/LPG, cargo vessel, container-carrier, ro-ro/ferry, passenger ship, military vessel.

2. Quay tariff - is applied per vessel's maximum length (LOA) and number of days in port depending on the type of vessel and the gross tonnage (TB) heading under which the vessel falls, as follows:

Vessel type	MU	0-5000	5001-10,000	10,001-20,000	20,001-45,000	45,001-70,000	>70,000
2.1 Tanker	Euro/m/day	7.586	14.588	16.688	23.924	31.042	32.910
2.2 RoRo / Ferryboat	Euro/m/day	5.485	6.769	7.235	7.936	8.170	8.753
2.3 Passenger vessel*	Euro/m/day	9.920	9.920	9.920	9.920	9.920	9.920
2.4 Military vessel	Euro/m/day	11.087	11.087	11.087	11.087	11.087	11.087

* for the river passenger vessels (with a river class), as well as for the vessels transporting passengers in a regular line regime, in 2005, it is to be applied a quay tariff rate of 5.950 EURO/m/day.

** for the maritime passenger vessels for which the port call does not exceed 12 hours, a quay tariff rate of 4.960 EURO/m is to be applied.

2.1 Bulk-carriers shall be charged with the following tariff:

- when operating the following bulk cargoes: coal and derivatives, phosphates, apatite, iron ore, bauxite, the quay tariff rates to be applied are as follows:

Vessel type	MU	0-5000	5001-10,000	10,001-20,000	20,001-45,000	45,001-70,000	>70,000
Bulk-carrier	Euro/m/day	3.500	5.485	9.335	10.500	17.500	24.500

- when operating cargoes other than those stated in the previous paragraph, the quay tariff rates to be applied are as follows:

Vessel type	MU	0-5000	5001-10,000	10,001-20,000	20,001-45,000	45,001-70,000	>70,000
Bulk-carrier	Euro/m/day	1.750	2.743	4.668	5.250	8.750	12.250

2.2 Cargo-vessels shall be charged with the following tariff:

- when operating the following bulk cargoes: coal and derivatives, phosphates, apatite, iron ore, bauxite, the quay tariff rates to be applied are as follows:

Vessel type	MU	0-5000	5001-10,000	10,001-20,000	20,001-45,000	45,001-70,000	>70,000
Cargo-vessel	Euro/m/day	3.675	4.380	6.480	6.645	6.825	7.050

- when operating any other cargoes (except those stated in the previous paragraph), the quay tariff rates to be applied are as follows:

Vessel type	MU	0-5000	5001-10,000	10,001-20,000	20,001-45,000	45,001-70,000	>70,000
Cargo-vessel	Euro/m/day	2.450	2.920	4.320	4.430	4.550	4.700

A vessel of any type which, during loading and unloading operations, operates more kinds of cargoes is charged with the tariff rates corresponding to the type of vessel and kind of cargo which makes up the greatest weight in the loading /unloading operations.. For vessels falling under one of the following situations:

- vessels which make port calls only for repair works (inclusively compulsory operations preceding the repair works) to be carried out alongside the quay (outside the shipyard), but only when are not doing loading/discharging operations.
- vessels during one call, performing both commercial operations and repair works, maritime vessels that are moored side by side (no commercial operations performed) in the second and next positions, the quay tariff is applied as follows:

Vessel type	MU	0-5000	5001-10,000	10,001-20,000	20,001-45,000	45,001-70,000	>70,000
1 Bulk carrier	Euro/m/day	1.750	2.743	4.668	5.250	8.750	12.250
2 Tanker	Euro/m/day	3.793	7.249	8.344	14.962	15.521	16455
3 Cargo-vessel	Euro/m/day	1.255	1.460	2.160	2.215	2.275	2.350
4 Container-carrier	Euro/m/day	3.500	3.970	4.100	4.200	4.450	4.700
5 Ro-Ro	Euro/m/day	2.743	3.385	3.618	3.968	4.085	4.377
6 Passenger vessel	Euro/m/day	4.960	4.960	4.960	4.960	4.960	4.960
7 Military vessel	Euro/m/day	5.544	5.544	5.544	5.544	5.544	5.544

3. Basin tariff – tariff rates for port basin is applied per vessel's maximum length (LOA) and number of days in port depending on the type of vessel and gross tonnage (TB) heading under which the vessel falls as follow:

Vessel type	MU	0-5,000	5,001-10,000	10,001-20,000	20,001-45,000	45,001-70,000	>70,000
1 Bulk carrier	Euro/m/day	0.610	0.540	0.500	0.470	0.450	0.420
2 Tanker	Euro/m/day	0.740	0.700	0.640	0.610	0.600	0.580
3 Cargo-vessel	Euro/m/day	0.430	0.300	0.250	0.210	0.200	0.190
4 Container-carrier	Euro/m/day	0.400	0.290	0.240	0.210	0.200	0.190
5 RoRo	Euro/m/day	0.350	0.290	0.210	0.190	0.170	0.160
6 Passenger vessel*	Euro/m/day	0.500	0.500	0.500	0.500	0.500	0.500
7 Military vessel	Euro/m/day	0.500	0.500	0.500	0.500	0.500	0.500

* for maritime passenger vessels for which the port call does not exceed 12 hours , a basin tariff rate of 0.25 Euro/m is applied.

Chapter IV – Unique tariff rates for the utilisation of port infrastructure by certain types of vessels

1. Tariff rates for technical vessels, of which:

- Tariff rates for tugs –are applied per total power of the main engine or engines of the vessel expressed in HP and the number of stay days in port, irrespective of the location of the vessel in the port basin as follows:
 - EURO 0.020/HP/day - for tugs which make temporary use of the port infrastructure;
 - EURO 0.010/HP/day - for tugs which make frequently use of the port infrastructure, at least 60 days in a calendar year (*);
- Tariff rates for pushers - are applied per total power of the main engine or engines of the vessel expressed in HP and the number of stay days in port, irrespective of the location of the vessel in the port basin as follows.
 - a) EURO 1.00/100 /HP/day - for pushers which make temporary use of the port infrastructure;
 - b) for pushers which make frequently use of the port infrastructure, at least 60 days in a calendar year (*):
 - EURO 0.168/100/HP/day-for operations performed between 01.12.2004 and 31.12.2005;
 - EURO 0.500/100/HP/day-for operations performed between 01.01.2006 and 31.12.2006.
- Tariff rate for floating docks
 - EURO 0.060/m/day is applied per LOA of the floating dock and number of stay days in the port
- Tariff rates for other technical vessels - are applied per gross tonnage (TB) of the vessel and number of days in port, irrespective of location of the vessel in the port basin as follows:
 - EURO 0.100/UTB/day - for technical vessels which make temporary use of the port infrastructure
 - EURO 0.050/UTB/day - for technical vessels which make frequent use of the port infrastructure, for at least 60 days in a calendar year (*)

2. Tariff rates for inland navigation vessels - is applied per TC of the vessel and number of stay days in port, irrespective of the location of the vessel in the port basin as follows:

- a) river cargo vessels which make temporary use of the port infrastructure;
 - EURO 1.000/100TC/day - for non-propelled inland navigation vessels
 - EURO 4.000/100TC/day - for self-propelled inland navigation vessels
- b) for vessels which make frequently use of the port infrastructure, at least 60 days in a calendar year (*);
 - b1) tariff rates for non-propelled inland navigation vessels - EURO 0.500/100/TC/day
 - b2) tariff rates for self-propelled inland navigation vessels - EURO 2.000/100/TC/day

3. Tariff rate for fishing vessels - EURO 1.000 /m/month - is applied per vessel's LOA and duration of port call/stay in berth.

4. Tariff rate for vessels in conservation/abandoned - EURO 1.000/m/month - is applied per vessel's LOA and duration of port stay in berth.

5. Tariff rate for riding at mooring buoy in Midia port - EURO 38.000/vessel/month - is applied to each vessel that rides at mooring buoy in the Port of Midia.

6. Tariff rate for the LPG vessels which perform operations in the MARI-GAZ terminal of the Midia port and make use of the port basin - EURO 1.284/m/day - is applied per LOA of the vessel and number of stay days in the port, to which port access tariff is also applied.

7. Tariff rates for vessels under repair by the dock - are applied in addition to port access tariff, for the period when the respective vessels stay moored at the Administration berth as follows:

- EURO 0.140 /m/day - for the first 30 days
- EURO 0.094 /m/day - for the following 30 days
- EURO 0.070 /m/day - for the period in excess of 60 days

(*) is applied to technical and river vessels moored in port berths for at least 60 running days or employed in trade and provide a berth occupancy of at least 60 days in one calendar year, beginning with the 61st day until the end of the respective year. Vessels which were granted this facilitation during one calendar year until the 31st of December, will continue to benefit from it as from the first day of the following calendar year on condition that they provide a berth occupancy of at least 60 days during the coming year.

(**) is applied to inland navigation vessels moored in port berths for at least 60 running days or employed in trade and provide a berth occupancy of at least 60 days in one calendar year, beginning with the 61st day until the end of the respective year. The same tariff is also applied to inland cargo-vessels, in compliance with provisions of Chapter II, item 1.

Chapter V – Special Tariffs

1. **Tariff for supervision and control performed for loading/discharging operations of maritime and river vessels** - applied to each vessel performing loading/discharging operations in port, including those operations in the shipyards and Ferry Boat berth, respectively for supervision, security and control for passenger vessels, as follows:

- EURO 0.080/UTB - (but not less than EURO 150/vessel) - for maritime vessels
- EURO 0.160/UTB - for passenger vessels
- EURO 0.710/100/TC - for river vessels

2. **Tariff rates for operation at TTS sea-buoys** - are applied for vessels that operate at TTS sea-buoys terminal, except the access and basin tariff rates, as follows:

	Vessel type	MU	0-5000	5001-10,000	10,001-20,000	20,001-45,000	45,001-70,000	>70,000
1	Bulk carrier	Euro/m/day	1.050	1.650	2.800	3.150	5.250	7.350
2	Cargo-vessel	Euro/m/day	0.735	0.876	1.296	1.329	1.365	1.410

3. Tariff rate for utilization the Passengers Terminal by the passengers from the vessels - will be calculated depending on the number of passengers which transit the Terminal (including the relevant berth), on the basis of passengers list transmitted by the security officer (hired with NC MPA SA Constantza), confirmed by the master, as follows:

- EURO 5.000/passenger - for the passengers from maritime vessels;
- EURO 2.500/passenger - for the passengers from the inland cargo vessels.

The tariff is applied only to the passengers which get off from the board of the vessel, respectively get on board of the vessel, only once time for the same passengers (even if they get off/on board multiple times during same call of the vessel. This tariff is not applied for the passengers which stay on board of the vessels.

4. Containers X-ray scan inspection tariff rates - EURO 2/container - is applied for containers which are object of import/export operations through Constantza port (excepting transit containers), on the basis of Cargo Declaration - FAL, worked out by Agent. The payment for the service performance will be factured separately for the transported containers by each vessel and for each liner agent, in equivalent national currency (RON), at the official rates of exchange. For the containers which are object of import operations, VAT will be added.

Chapter VI – Tariffs for Specific Port Utilities and Services

1. **Tariff for water supply** – EURO 4.51/t – is applied differently for water supply directly from the quay or from water lighter (barge). Water supply service is charged in compliance with the voucher confirmed by the vessel / agent when water is supplied from water lighter or barge (in the roads or port basin) the minimum supplied quantity being 30 tons, a tariff of EURO 148/hour (negotiable) for the barge service is also to be applied.

2. **Tariff for power supply** – EURO 0.30/Kwh – is applied per quantity of electric power consumed (expressed in kwh) on basis of power consumption voucher / minutes confirmed by the vessel or agent.

3. Vessels identified to have polluted the port basin with petroleum residues/wastes shall pay for the de-pollution service on basis of a cost estimate worked out by the Administration and approved by Harbour Master.

4. During the port call of vessels, the Administration provides collection of residues (petroleum residues, bilge and used water) free of charge by means of specialized vessels, with the exceptions provided in Chapter III, Article 25, paragraph 2 from the Operational Rules for the Romanian Maritime Ports, which tariff rate is of EURO 7/ton.

In order to have the residues taken under right conditions, the vessels should comply with the following requirements:

- the maximum quantity of residues free of charge is 15t;
- delivery minimum rate is 5t/hour;
- the residues are accepted in compliance with international standard;
- the residues must be delivered at environment temperature;
- unfounded solicitations are charged with the vessel's tariff/hour that is taking over the residues.

(*) The operations of waste collection from ships and use of anti-pollution floating barrier are performed by S.C. CONSAL TRADE S.R.L. Constantza.

(**) For any other operations requested by the ship / ship owner, the Agent will address to the Administration.



National Company Maritime Ports Administration SA Constantza
Incinta Port, Gara Maritima, 900900 Constantza, Romania
Tel.: +40.241.611540; Fax: +40.241.619512
e-mail: apmc@constantza-port.ro
www.portofconstantza.com

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