



Port of **transit your BUSINESS!**
Constanța

Annual Report

2023

National Company
Maritime Ports Administration S.A.
Constanța

Address



Incinta Port Constanța,
Gara Maritimă
900900 Constanța
ROMANIA



+40 241 611 540
+40 241 619 512



apmc@constantza-port.ro
www.portofconstantza.com

www.facebook.com/constantaport
www.twitter.com/constantaport
www.linkedin.com/company/port-of-constantza
www.instagram.com/constantaport

Contents



01

About

the Port Administration	06
the Port of Constanța	08

03

The Port Map

Constanța North	12
Constanța South	14
Midia Zone	16
Mangalia Zone	18

05

Development Projects

Infrastructure projects	24
Large infrastructure projects	25
EU partnership projects	28

02

Port Connections

Road connection	10
Railway connection	10
Hinterland	11

04

2023

in Numbers	20
------------	----

06

Financial Report

Revenues	30
Investment	31





Welcome Note



MIHAI TEODORESCU
GENERAL MANAGER

The year 2023 confirmed the positive trend that has marked Constanța Port for the past five years, by handling the highest volumes of cargo ever operated in its history. The total cargo traffic registered last year was 92.7 million tons, influenced also by the new geopolitical context at the Black Sea.

For the last two years, Constanța Port has gained a new geopolitical and commercial importance determined by the change in the dynamics of the regional transport routes. The strategic role of Constanța Port is more evident than ever, becoming a vital maritime hub for the connection between Western and East-Central Europe with Central Asia, the Far East, and North Africa.

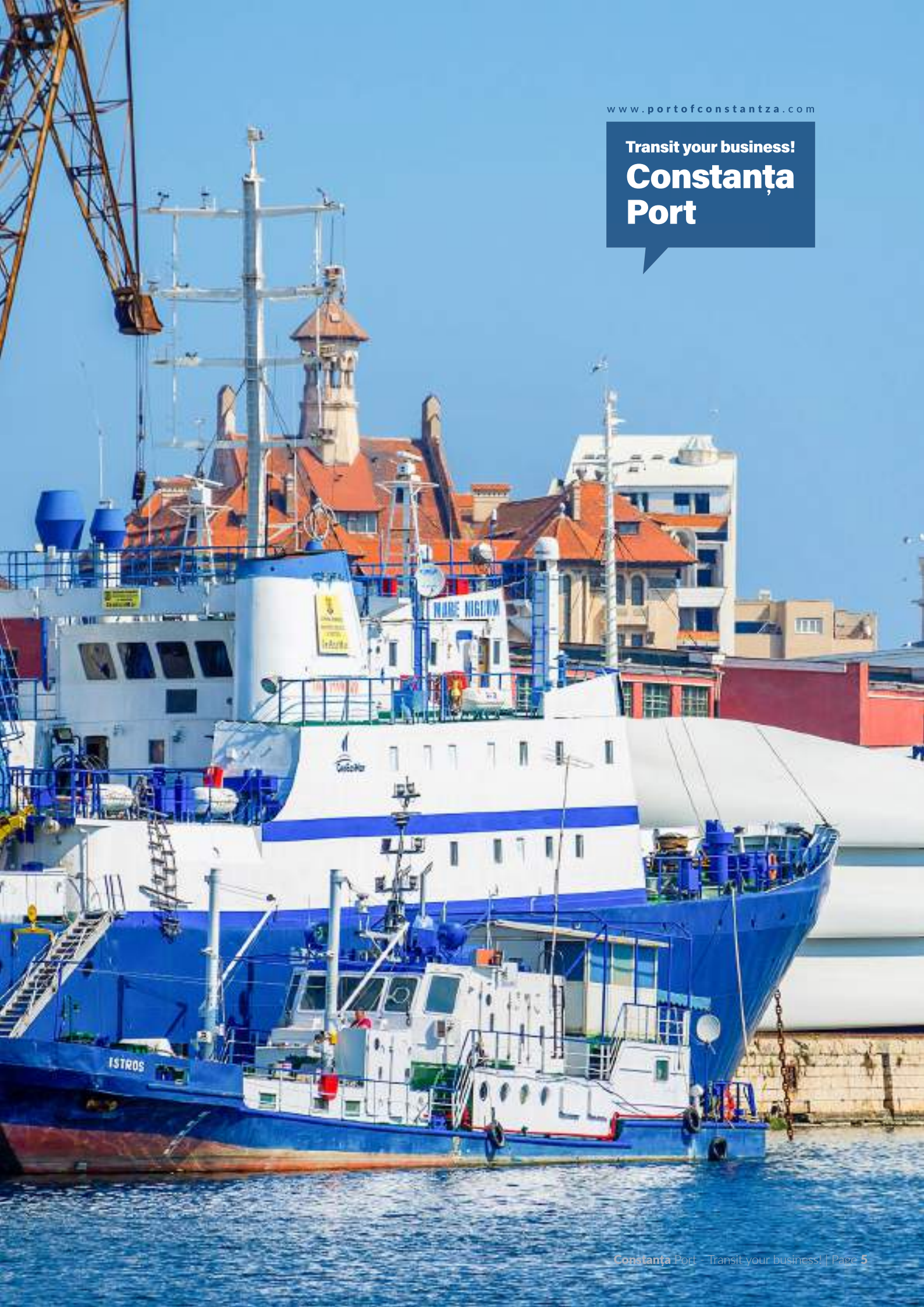
Thus, Constanța Port becomes the main gateway of the European Union for goods transited on the Middle Corridor coming from the Caspian Sea area and China and going inland in Europe, targeting not only the traditional hinterland but also the Baltic Sea especially with the reconfiguration of the logistic routes that started in 2022.

In this regard, I would like to reiterate the importance of the Rail2Sea project, within the 3 Seas Initiative, which aims to create a railway corridor that will provide regular transport services between Constanța and Gdansk. This role of transit hub between the Black Sea, the Baltic Sea and the Caspian Sea creates new opportunities for the development of trade relations for the countries in the hinterland of the Port of Constanța, new transport services offering access to the market of the Caspian Sea region, to raw materials, energy and containerized goods coming from China and those generated from the Central Asian markets.

This role cannot be accomplished without a strong cooperation within the port community and perseverance in continuing the improvement of the activity. It is imperative to maintain a continuous development with the support from the Ministry of Transport and Infrastructure, through projects that improve the connectivity and the capacities of the port, Constanța thus serving as maritime hub for its hinterland in the years to come and, at the same time, aiming for higher standards in its current services, becoming more viable, dependable, and sustainable for the national and European transport industry.

Transit your business!

Constanța Port



About the Port Administration



*National Company
Maritime Ports Administration S.A.
Constanța
fulfills the function of port authority for
Constanța North, Constanța South, Midia and
Basarabi Zones, Mangalia maritime port
and the Tomis Marina.*

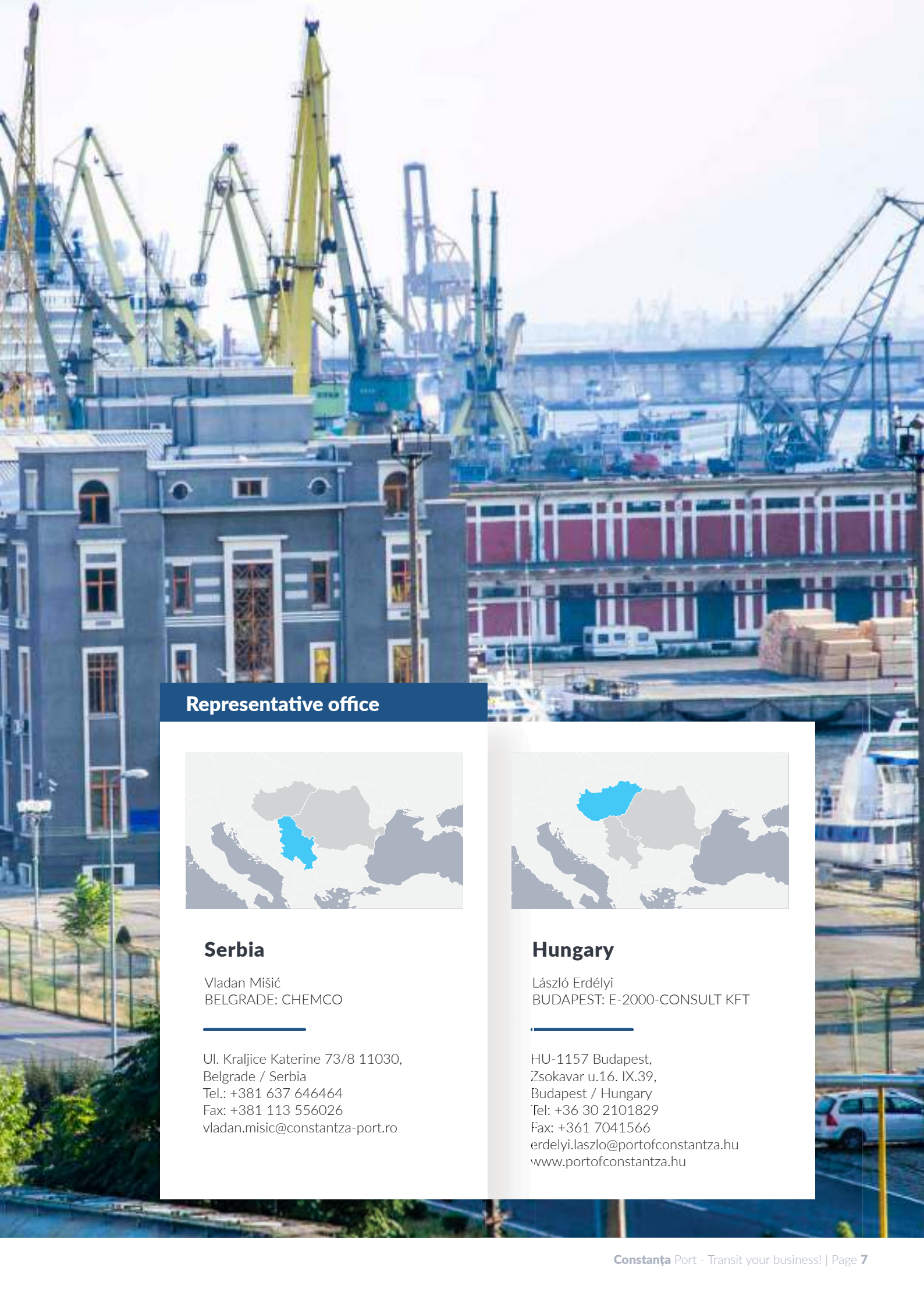


As port administration, our company ensures the proper conditions for quality services to be provided to the port customers. Maintaining the infrastructure and also constantly planning its development and modernization according to its customer's needs and making it available to users in a non-discriminatory manner is crucial to achieve our goal to make Port of Constanța one of the most important ports in the region and in the EU. Within the port of Constanța, the maritime and cargo related services are performed by licensed companies, in a competitive environment, applying the free market principles.

Monitoring or providing, depending on the case, the safety services inside the port; issuing licenses and operational permits for activities within the Port of Constanța (Constanța South, Constanța North, Midia and Basarabi Zones), Port of Mangalia and the Tomis Marina; permanently assuring the minimum water depths in the port basins and at the berths, assuring the signaling of the access fairways; keeping the register of port workers performing specific activities within the port, are just part of the tasks we perform, in order to ensure that the port activity and services of our customers are carried out in a proper environment.

Drawing up development plans for the maritime ports according to the policy and development programs elaborated by the Ministry of Transport and Infrastructure and implementing the development programs related to the maritime ports infrastructure is one of the most important missions we are assigned with by the Romanian Government, as Constanța plays an important role as economic vector for the entire Romanian transport industry.

Under delegation from the Ministry of Transport and Infrastructure, we also have the mission to fulfill the commitments that the Romanian State assumed within international agreements and conventions. Port of Constanța is not just a Romanian port, we have the role and responsibility to provide our services to the landlocked countries in the region, thus playing a vital role in the transport network of the European Union.



Representative office



Serbia

Vladan Mišić
BELGRADE: CHEMCO

Ul. Kraljice Katerine 73/8 11030,
Belgrade / Serbia
Tel.: +381 637 646464
Fax: +381 113 556026
vladan.misic@constantza-port.ro



Hungary

László Erdélyi
BUDAPEST: E-2000-CONSULT KFT

HU-1157 Budapest,
Zsokavar u.16. IX.39,
Budapest / Hungary
Tel: +36 30 2101829
Fax: +361 7041566
erdelyi.laszlo@portofconstantza.hu
www.portofconstantza.hu

About the Port of Constanța



The Port of Constanța 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 on the Black Sea, playing a highly important role as the transit node for the landlocked countries in the Central and South-East Europe.



Maritime port

- A hub for the container traffic in the Black Sea.
- A hub for cereals in Central and South-East Europe.
- Good connections with all means of transport: railway, road, river, airway and pipelines.
- Modern facilities for passenger vessels.
- Land availability for future expansion.
- Starting January 1st 2007, the Port of Constanța has become a Free Zone.
- These characteristics are comparable with those offered by the most important European and international ports, allowing the accommodation of tankers with capacity of 165,000 dwt and bulk-carriers of 220,000 dwt.



River port

The connection of the port with the Danube river is made through the Danube-Black Sea Canal, which represents one of the main key points of Constanța 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 road congested transport.

Transit your business!

Constanța Port

Characteristics



3.926 ha

2.613 ha water
1.313 ha land



38

Port operators

100 mil. tons

Annual handling capacity
(approximately)



100

Forwarding companies



19 m

Deepest operational natural
depths



700

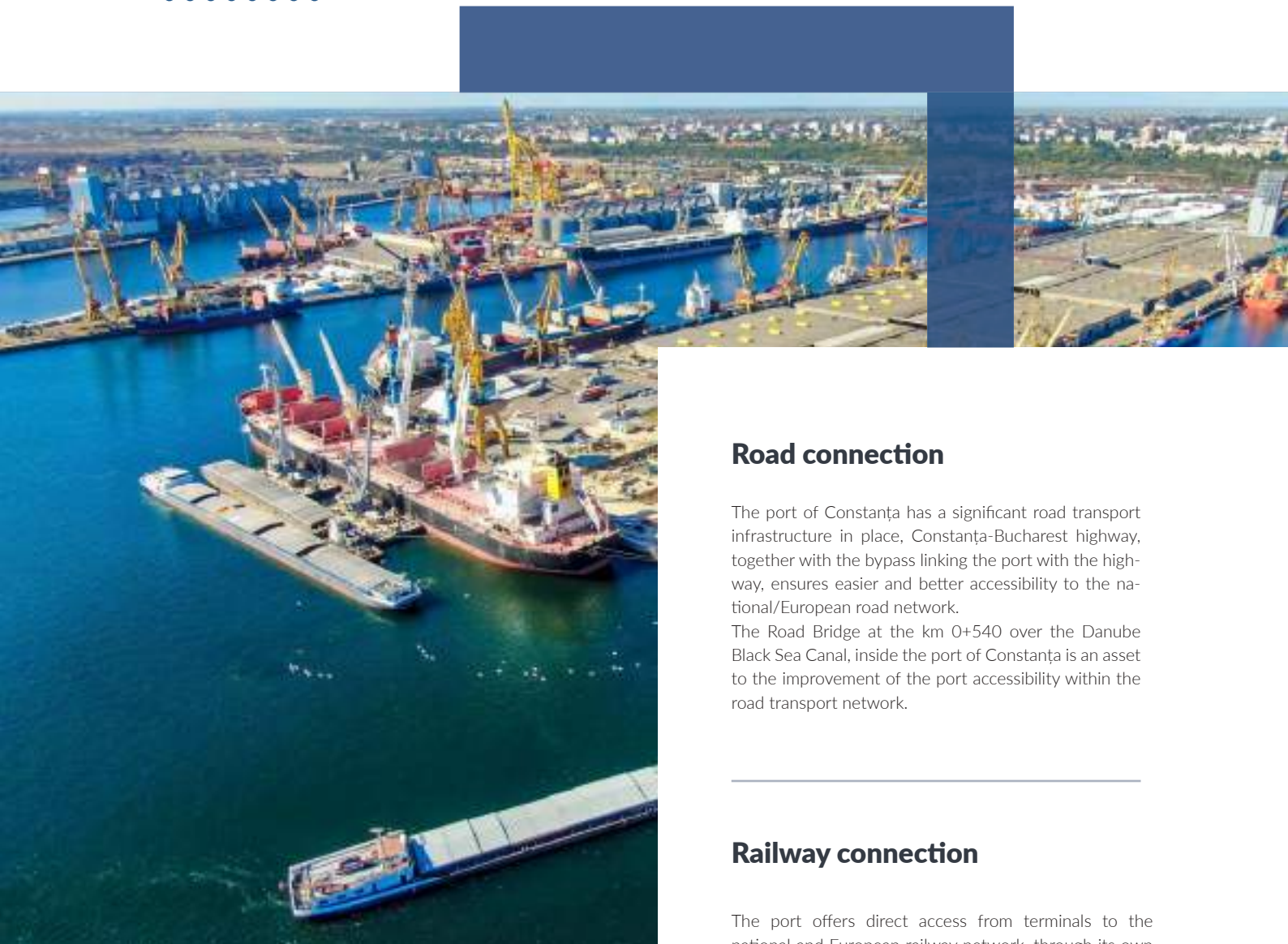
Entities performs activities
daily in Constanța Port

Port Connections



Rhine-Danube Core Network Corridor Section: Wien/Bra-tislava/Budapest/Arad/Brasov/Craiova/Bucharest/Constanța/Sulina

This corridor will provide the main east-west link between continental European countries, connecting France, Germany, Austria, the Czech Republic, Slovakia, Hungary, Romania and Bulgaria all along the Main and Danube rivers to the Black Sea by improving (high speed) rail and inland waterway interconnections.



Road connection

The port of Constanța has a significant road transport infrastructure in place, Constanța-Bucharest highway, together with the bypass linking the port with the highway, ensures easier and better accessibility to the national/European road network.

The Road Bridge at the km 0+540 over the Danube Black Sea Canal, inside the port of Constanța is an asset to the improvement of the port accessibility within the road transport network.

Railway connection

The port offers direct access from terminals to the national and European railway network, through its own 300 km long railway system.

Improvement works on the railway line between Constanța and Bucharest ensures competitive transit times, providing easier access to the Central European markets.



The initiative “Danube Strategy” was launched in 2008, at the joint proposal of Romania and Austria, supported by all the Danube riparian countries.

The “Danube Strategy” approaches the Danube region in an integrated manner, focusing on transport, economic, social and cultural aspects.

The main objectives:

- to improve navigability of the Danube, in particular for cargo;
- to protect environment and fight pollution;
- to promote economic development as well as cultural and touristic activities;
- to improve disaster management.

Target area: the Strategy targets member states such as Germany, Austria, Slovakia, Czech Republic, Serbia, Hungary, Romania and Bulgaria.

Policy priorities and policy development

The three main priorities at the core of the Danube Strategy are:

- 1) transport;
- 2) environment;
- 3) economic development.

Hinterland

The hinterland of Constanța Port supports the port regarding the produced, consumed and forwarded goods to/from the port. It includes a vast region in the Central and Eastern Europe. During the last decade, the Port of Constanța efficiently served the flows of goods that arrived or departed from/to the Central and Eastern Europe, including: Serbia, Hungary, Bulgaria, Moldavia, Croatia, Slovakia, Austria and South Germany. Although many political and economical changes have taken place in this area and have influenced its development significantly, the traditional transport routes using the Port of Constanța have remained unchanged, due to the competitive advantages of the port.

The economic growth recorded during the last years in the Central and Eastern Europe countries entitles Port of Constanța to act as the main depositing and distributing centre for this region. The Port of Constanța is a multimodal transport centre for any type of cargo and an important trade gateway for the Central/Eastern Europe and for the Black Sea Countries.



The integration within the national and European transport networks makes the Port of Constanța the perfect choice for the cargoes dedicated to the landlocked countries located at the heart of Europe.



[illegible]



The Port Map Constanța South



BLACK sea



D125

D124

Silotrans D114

CS-SG3
green light pillar

D CL

CS-SR3
red light pillar

D91

D92

D93

D94

D95

D96

D97

D98

D99

D100

D101

Convex

JT Oil
Terminal

CS-R8
Worldwide
Development

Navitech
Black Sea

CS-R6

Transport Trade
Services

Green Port
Operator

Transcanal

Mooring quay
for tugs and
push-boats

European Metal
Services

Petrol Port
Energy

N.C. M.P.A. S.A.

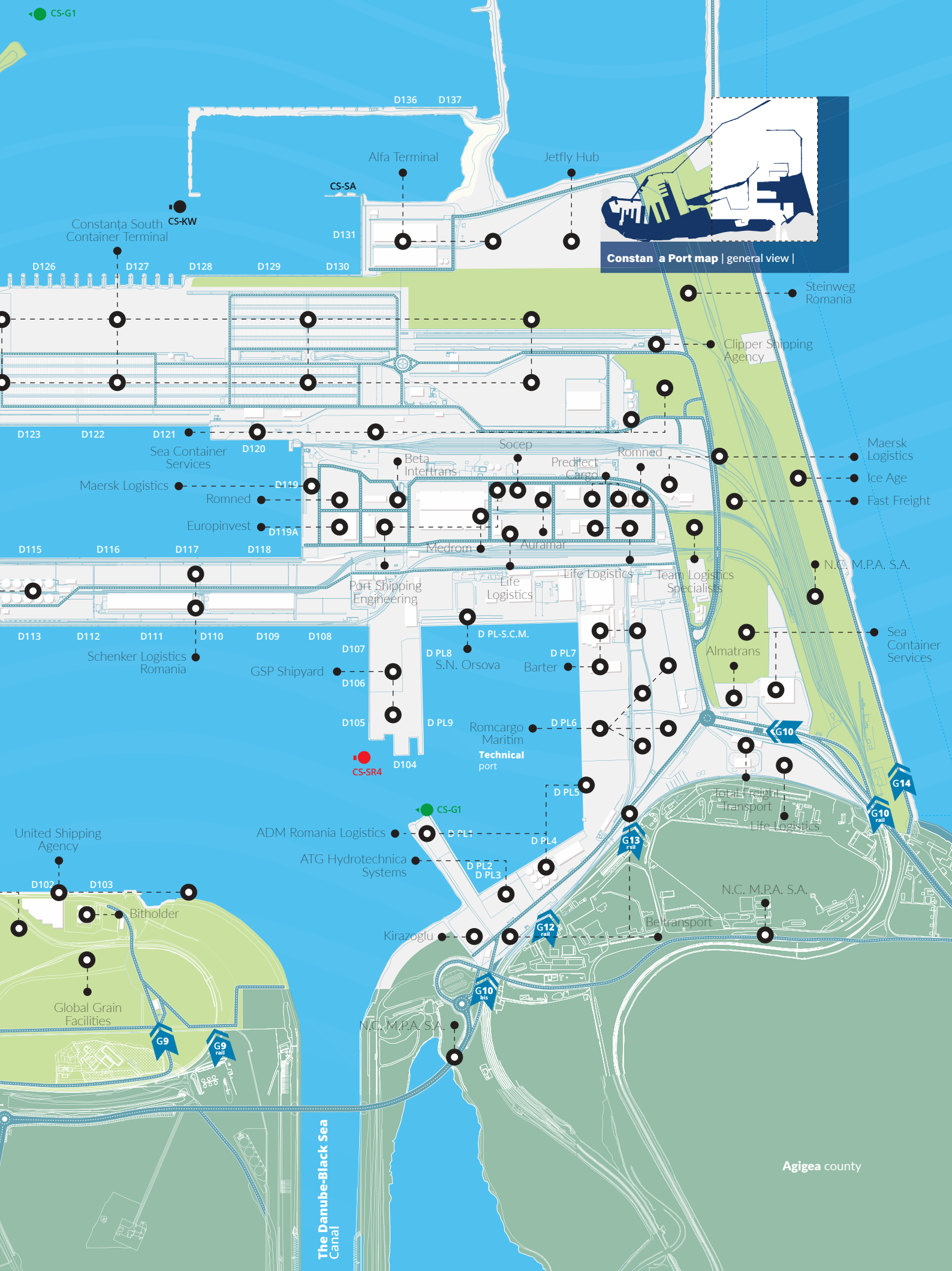
Damila

N.C. M.P.A. S.A.

G7

G8

Agigea county





Midia Zone

MIDIA ZONE is located on the Black Sea coastline, approx 13.5nm N of Constanța. It is one of the zones of Constanța port and was designed and built to serve the adjacent industrial and petrochemical facilities. The N and S breakwaters have a total length of 6,97 km. Midia zone covers 834 ha, of which 234 ha is land and 600 ha is water. There are 14 berths (11 operational berths, 3 berths belong to Constanța Shipyard) with a total length of 2,24 km.

Further to dredging operations performed, the depths are increased to 9 m at crude oil discharging berths 1-4, allowing access to tankers having a 8 m maximum draught and 20.000 dwt.

Main cargoes operated: crude oil and derivatives, agribulk, GPL and metallic products.

Connections: road, railway, inland (via Poarta Alba - Midia Navodari Canal)

Communications: Radio Constanța, callsign "YQI", working frequency: 500kHz; 461kHz; 2,748kHz.

VHF: Harbour Master, Midia, Ch 67.

Health regulations: Sanitary Inspection: Immediately after berthing, the Sanitary Commission checks the condition of health of all the personnel on board, the nature of cargo, specifications regarding possible diseases, vaccinations, etc. If there is no contamination danger, free pratique is granted to the vessel.

NAVIGATION

Limits: Midia zone is limited by the S and E breakwaters.

Sea buoys, fairways and channels: Midia zone is accessed through an approach channel with a width of 80 m and a depth of 5.6 m.

Pilot: Compulsory for all vessels, except Navy vessels, vessels used for a public service such as maintenance, control and surveillance of navigation, salvage vessels, training, hospital and leisure vessels. Pilotage is compulsory for entering, leaving the port and for the manoeuvring of the vessels inside the port, throughout 24 hours. The vessel's Master has to notify pilots, at least 12 hours prior to arrival. The vessel's Master will contact Constanța Port State Control at the entrance into the zone of 12nm from the N jetty, calling on VHF Ch 14.

The compulsory zone to embark/disembark the pilot is as follows:

Fair weather (wind force 4), near the point of co-ordinates: 44°05'.1N 028°43'.1E.

Bad weather (wind over force 4), near the point of co-ordinates: 44°06'.2N 028°42'.3E.

The pilot boat is white, with "pilot" on the side.

Anchorage: Anchorage is available at the following co-ordinates:

Latitude	Longitude
44°22'.0N	028°45'.5E
44°22'.0N	028°48'.5E
44°19'.5N	028°45'.5E
44°19'.5N	028°48'.6E



The depth in the anchorage area is 20 m.

Tidal range and flow: Tides in the Black Sea are negligible. Variations of water level may be caused by persistent winds and can reach 0.5m under extreme conditions.

Dock density: 1014

Weather: Prevailing winds: Winter, N-NE; Spring, NE-E and NE-S; Summer, NW-NE; Autumn, N-NE.
Strong winds occur at the end of autumn (Oct) and in winter (Jan) with storms up to Beaufort force 9 to 10 (20kn to 30kn).
Main navigational aids: Along the Romanian coast, from Midia to Mangalia there are modern navigational aids with solar cells, remote control and radar reflectors.

Location	Characteristics	Range (nm)	Structure/Height(m)
Midia Main Light: 44°20'.9N 028°41'.1E	Fl W 5s	17	White cupola on a metal framework tower with red and white bands (22)
Entrance Light (offshore breakwater head) 43°47'.9N 028°36'.1'E	Fl W 4s	10	Metal structure on white concrete (18)

Charts: Admiralty Pilot NP24.

(6,600 hp) and "Viteazul" (2,400 hp). The salvage group is able to act as coastguard along the Romanian Coast and in international waters.

Tugs: There is a tug of 600 hp available (owned by Black Sea Shipping).

Mooring information: There are no unusual berthing manoeuvres.

Coast guard: There is a salvage group, with 2 tugs: "Hercules"

Midia zone has the following berths:

Berth	Length (m)	Max depth (m)	Cargo
1-4	532	9.0	Crude oil
5-8	637.6	9.0	Live stock
9	204	9.0	Petroleum products
10-11	191.3	9.0	General cargo
3 berths belong to Constanța Shipyard	Ship maintenance and repair		

Facilities: Quay cranes 2 x 6.5 t (1x 10t - Global Op.).

Barges: There is a river-maritime access in Midia zone via Danube-Black Sea Canal (Poarta Alba - Navodari branch).

Storage: Warehouses = 3 x 720 = 2.160 sq.m. and platform = 10.780 sq.m.



Mangalia Zone

MANGALIA ZONE is situated on the Black Sea, close to the Southern border with Bulgaria, and over 260 km N of Istanbul. It has an area of 142.19 ha, of which 27.47 ha is land and 114.72 ha is water.

The N and S breakwaters have a total length of 2.74 km. There are 4 berths (2 operational berths) with a total length of 540 m. The max. depth is 9 m.

Main cargoes: chemicals, fertilizers, bitumen, general cargo.

Communications: VHF: Ch 16 and 14

General notices & regulations: Vessels carrying toxic materials, explosives and inflammable materials are prohibited from entering the roadstead and port.

Foreign vessels are prohibited from entering the N basin, Mangalia Lake and the channel connecting the basin to the lake.

NAVIGATION

Sea buoys, fairways and channels: From the vicinity of position 43°48'N 028°50'E the recommended approach route leads due W for 9nm to the harbour entrance, passing S of the harbour entrance lightbuoy (starboard hand) (0.25nm SE of NE breakwater head), then S of NE breakwater, the SE extremity of which is marked by a lighthouse (cupola on grey metal framework tower, 21m in height) and into Mangalia zone, the entrance of which is marked by lights (cupola on grey stone and concrete dwelling, 13m in height).

Caution: Attention is drawn to a rock, with a depth of 0.4m over it, that lies 0.2nm S of the SE breakwater head.

Pilot: Compulsory. Vessels should send request for pilot at least 2 hours before:

1. Arrival in the roads
2. Moving within the port
3. Leaving the port

Anchorage: Anchorage is available in the roads 1.5 nm NE of the harbour entrance. The anchorage area has depths of 17-22 m.

Tidal range and flow: Range 0.3 m. Current: In normal weather the current sets S off the harbour entrance at a rate of 0.5 km.

The current extends for approx 3 nm offshore where its outer limit can be distinguished, as the water forming the current is darker in colour.

Dock density: 1025

Weather: Prevailing winds: Variable.

Principal lights:

Location	Characteristics	Range (nm)	Structure/Height(m)
Mangalia Main Light: 43°48'.7N 028°33'.6E	Fl (2) W5 5s	22	White pyramidal stone tower (42)
Entrance Light NE Break- water Head 43°47'.9N 028°36'.1'E	Fl W 4s	10	Cupola on grey framework tower (21)

Facilities: Quay cranes available: 1 x 120t, 3 x 50t, 1 x 15t, 4 x 6.3t.

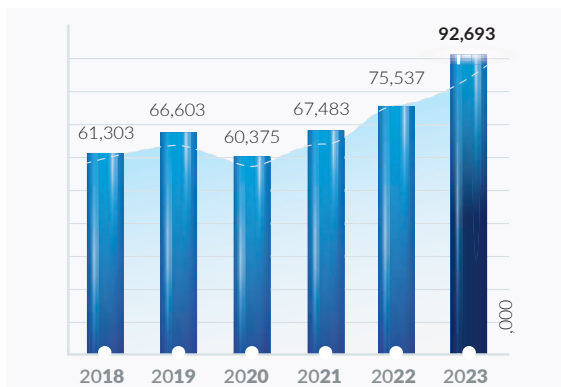
Storage: Open storage of 20,000 sq.m and covered storage of 4,300 sq.m available.



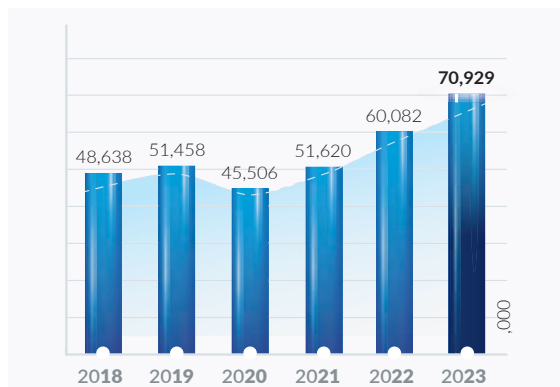
2023 in Numbers



TOTAL TRAFFIC (tonnes)



MARITIME TRAFFIC (tonnes)



RIVER TRAFFIC (tonnes)

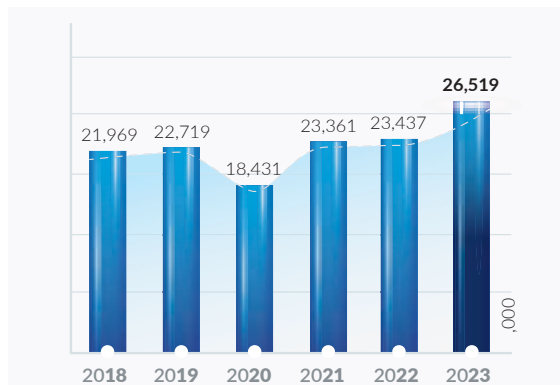


CABOTAGE TRAFFIC

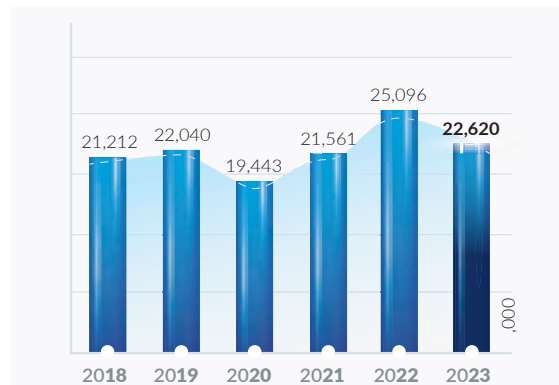


2023

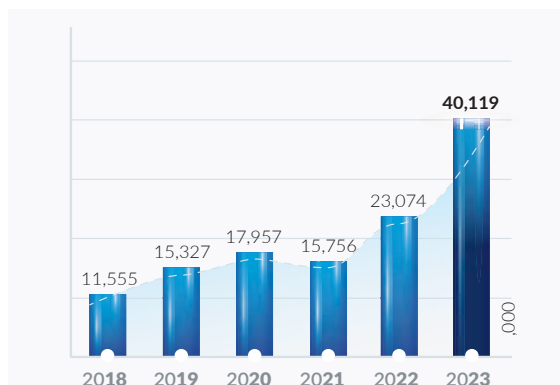
EXPORTS



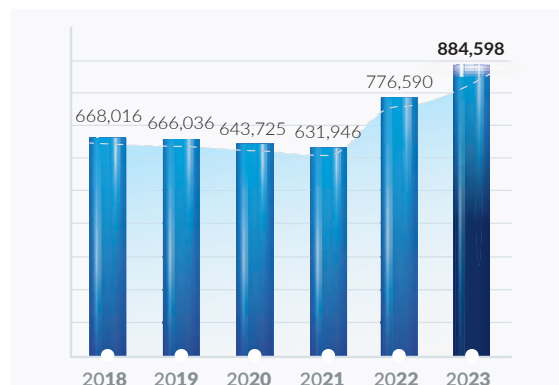
IMPORTS



TRANSIT



CONTAINERS (TEUs)





CONTAINERS (tonnes)

YEAR	2018	2019	2020	2021	2022	2023
Unloaded	3,148,954	3,247,847	3,163,334	3,195,595	4,090,390	5,136,826
Loaded	3,414,704	3,304,586	3,182,358	2,988,318	3,831,362	4,961,520
Total	6,563,658	6,552,433	6,345,692	6,183,913	7,921,752	10,098,346

CONTAINERS

YEAR	2018	2019	2020	2021	2022	2023
Units	400,832	400,945	389,061	379,139	460,506	548,121

TOTAL TRAFFIC BY CATEGORY (TONS)

	2023
Liquid bulk	18,801,715
Dry bulk	59,512,521
Containers	10,098,346
General cargo	4,281,333
Total	92,693,915



SHIP CALLS

YEAR	2018	2019	2020	2021	2022	2023
Maritime calls	4,139	4,176	4,031	3,985	4,498	4,705
River calls	9,487	10,395	10,344	10,619	10,890	14,614
Total	13,626	14,571	14,375	14,604	15,388	19,319

2023

CARGO TYPE (TONNES)						
YEAR	2018	2019	2020	2021	2022	2023
Cereals	17,963,535	21,329,156	21,893,550	25,174,619	24,010,975	36,227,058
Cellulose and waste paper	28,274	48,801	73,340	58,992	30,490	72,539
Cement, building materials	205,712	363,850	703,119	814,793	620,894	570,647
Chemical products from coal/tar	167,805	102,722	110,015	90,339	124,405	119,028
Solid mineral fuels	3,770,447	3,834,946	2,850,701	3,438,621	3,481,817	3,109,573
Crude oil	7,475,408	8,027,409	6,638,429	6,715,111	9,512,520	7,698,319
Food stuff and animal feed	167,256	349,544	286,356	321,015	308,465	344,420
Glassware and ceramic products	27,056	11,755	5,089	2,930	0	0
Iron ores, scrap	4,521,893	5,189,807	3,868,790	4,766,262	7,002,094	7,752,287
Leather textile/other products	3,344	1,608	0	0	24,118	0
Livestock, sugar beet	70,934	96,399	100,433	113,527	93,085	84,106
Machines, transport equipments	535,331	376,115	441,600	433,666	464,448	423,345
Metal products	2,287,151	2,529,108	1,953,551	2,502,520	3,225,583	2,816,107
Metalware	8,019	10,900	1,898	8,916	7,624	6,775
Miscellaneous	6,567,347	6,561,433	6,348,655	6,197,408	7,940,143	10,112,932
Natural and chemical fertilizers	3,007,574	4,024,682	4,420,218	4,103,372	4,507,272	4,978,016
Non-ferrous ores and scrap	3,976,068	3,861,530	2,276,486	3,150,187	953,943	426,153
Oil products	5,897,915	6,296,060	5,042,322	5,438,743	7,202,140	7,529,705
Oil seed, oleaginous fruits/fats	3,262,034	2,141,252	1,826,407	2,204,820	3,740,834	9,275,148
Other chemical products	590,365	537,533	713,346	642,977	676,993	409,041
Potatoes, other fresh vegetable	7,289	3,227	0	0	0	3,024
Raw or processed minerals	448,322	615,906	594,396	892,854	1,223,515	564,545
Wood and cork	314,695	289,549	227,098	411,763	386,329	171,147
Total	61,303,774	66,603,292	60,375,799	67,483,435	75,537,687	92,693,915

CALLS OF SEA-GOING VESSELS BY TYPE OF SHIP						
YEAR	2018	2019	2020	2021	2022	2023
Cargo	1,785	1,807	1,927	1,751	1,969	1,883
Passenger	11	17	0	3	16	32
Portcontainer	524	510	475	494	435	477
Tank	670	687	581	587	798	750
Bulk carrier	628	622	558	645	741	1,000
Others	521	533	490	505	539	563
Total	4,139	4,176	4,031	3,985	4,498	4,705

Development Projects



INFRASTRUCTURE PROJECTS

Ongoing projects 2022



POIM 2014 - 2020 (TERM 2020+3) - LARGE INFRASTRUCTURE OPERATIONAL PROGRAMME

1. Extension to four lanes of the existing road between Gate 10 Bis and Gate 10

12.69 mil. Euro

2. Modernization of the electricity distribution infrastructure in Constanța Port

23.04 mil. Euro

3. Extension of the quays of berths 10 and 12 in the Midia Zone, including reinforcements behind the quays

16.93 mil. Euro

4. Road and parking in the Port Constanța river-maritime area

3.26 mil. Euro



CEF TRANSPORT 2015

PROTECT - Modernization of infrastructure and environmental protection in Constanța port

15.03 mil. Euro



CEF TRANSPORT 2021

E-COLD - Ensuring the electrical conditions for connecting ships to the quay in the Port of Constanța (Cold Ironing regime)

18.8 mil. Euro

Infrastructure projects under preparation for Transport Programme (PT 2021-2027)



PROJECTS WITH TECHNICAL-ECONOMIC INDICATORS APPROVED AT THE GOVERNMENT DECISION LEVEL

1. The extension to four lanes of the road between Gate 7 and the junction of the objective "Road bridge at km 0 + 540 of the Danube Canal - Black Sea" with the road that connects Gate 9 and Gate 8 to the northern part of Constanța Port

50 mil. Euro

2. Rehabilitation, modernization and extension of road infrastructure (roads& passages) and access to the Port of Constanța and the Midia area

122.6 mil. Euro

3. Dredging works in Constanța Port (Constanța, Midia and Mangalia zones)

180.5 mil. Euro

4. Modernization of the electricity distribution infrastructure in the Port of Constanța - Stage II

95 mil. Euro

5. Modernization of water and sewerage infrastructure - Stage 1

28 mil. Euro



PROJECTS IN PREPARATION TO BE FINANCED UNDER PT 2021-2027

6. Development of railway capacity in the River - Maritime Sector of the Port of Constanța - Stage II

20 mil. Euro

7. Construction of quays in the Port of Constanța - Midia area, including fillings behind the mooring constructions and systematization of the territory (Stage 1)

162 mil. Euro

8. Construction of a photovoltaic park

11.3 mil. Euro

9. Secure parking with parking facilities, near the access from the A4

18 mil. Euro

10. New Quay between Berth 8 and the mooring station related to the Octagon terminal and systematizing the related territory

6.7 mil. Euro

LARGE INFRASTRUCTURE PROJECTS



DEVELOPMENT OF PIER IIIS-IVS IN CONSTANȚA PORT SOUTH

1.1 bn. Euro



DEVELOPMENT OF THE ARTIFICIAL ISLAND (FEASIBILITY STUDY)

10 mil. Euro

Projects description

EXTENSION TO FOUR LANES OF THE EXISTING ROAD BETWEEN GATE 10 BIS AND GATE 10

Project objectives

The main objective of the project is to ensure a continuous traffic flow of the four lanes road inside Constanța South Port after the access of the trucks through the new access Gate no. 10bis to the junction with the actual access point from the Gate no. 10. Considering the fact that after the completion of the projects "Bypass of the Constanța City" and "Road Bridge on Km 0+540 of Danube Black Sea Canal", each of them having four road lanes up to the access point from Gate no. 10bis and starting from this point, the actual connection road to the Gate 10 has only 2 (two) lanes.

*Value of the project: **12.69 mil. Euro***

*Project completed: **August 2023***

MODERNIZATION OF THE ELECTRICITY DISTRIBUTION INFRASTRUCTURE IN CONSTANȚA PORT

Project objectives

Electrical network - main equipment

- Renewal of 80% of the entire electrical network;
- Construction of a new transformer station of 110/20/6 kV 2x40 MVA;
- Installation of a SCADA system for electricity supply management, related to the North Port, the Fluvial Port and the South Port;

Voltage increase in the distribution network from 6 kV to 20 kV;

Medium voltage (MV) electrical network

- Replacement of 75% of MV cables;

Low voltage (LV) electrical network

Replacement of 75% of LV cables;

Exterior lighting

- Replacement of 70% of lighting network.

Project will be phased to Transport Programme 2021-2027.

*Value of the project: **23.04 mil. Euro***

*Project completion (phased project): **2024***

EXTENSION OF THE QUAY BERTHS 10 AND 12 IN THE MIDIA ZONE, INCLUDING REINFORCEMENTS BEHIND THE QUAY

Project objectives

By extending the berth no. 12 and the consolidation of the land behind it will expand the activity of the berth and will highlight the area of port territory that currently cannot be used due to the lack of possibility to operate ships.

In addition, by arranging the quay in the extension of the berth, dredging will be carried out in front of it, which will facilitate the access and maneuvers of the ships at berth.

Closing of berth no. 10 will lead to the acquisition of port territory behind it, giving the possibility to develop the activity from this berth. Making fillings behind the quay will also lead to its consolidation, increasing its stability.

*Value of the project: **16.93 mil. Euro***

*Project completion (phased project): **2024***

ROAD AND PARKING IN THE PORT CONSTANȚA RIVER-MARITIME AREA

Project objectives

The project is proposed in the context of the military conflict in Ukraine and its impact on that country's grain exports. Increasing the capacity of the road infrastructure in the port will lead to the reduction of congestion on the road network within the port and on the access roads to the port, facilitating access to the quay or to the loading/unloading and temporary storage areas of goods.

- Development of a road with a length of 2,237 ml, with one lane in each direction;
- Setting up a parking lot for goods vehicles with an area of 14,000 square meters (approximately 75 places).

*Value of the project: **3.26 mil. Euro***

*Project completion (phased project): **2024***

PROTECT (CEF TRANSPORT 2015)

Project objectives

- Upgrade of the port infrastructure by extending the existing mooring quay, corresponding to DA2 berth, with an additional 130 linear meters and creating a 4,370 sqm platform behind the new front mooring, for equipping with various utilities necessary for the technological processes specific to the technical vessels - completed;
- Placing equipment and utilities on the newly created platform, including a new treatment plant for wastewater collected from ships, for the purpose of separation and treatment of wastewater – to be completed;
- Improving the port access by renewing and upgrading the signaling system in the port basins and on the fairway - completed;
- Upgrading the technical fleet of Constanța Port by purchasing 1 new 500DWT multipurpose tanker to collect waste and bilge water from ships - completed.

Value of the project: **15.03 mil. Euro**

Project completed: **May 2023**

E-COLD (CEF TRANSPORT 2021)

Project objectives

The project includes the implementation of the works for the installation of cold-ironing technology for 10 berths in the Port of Constanța, in order to ensure the conditions for the energy supply of all types of ships ashore (cruise, RO-RO, ferry, multifunctional ships, bulk cargo ships, ships - tank, etc.), regardless of size, supply voltage, frequency and power gain required. The project implementation period is 36 months.

By carrying out this investment, the existing installations will be brought to a state of efficient operation, compliance with the standards and specific technical norms related to operational safety, under conditions of increased energy efficiency.

Value of the project: **18.8 mil. Euro**

Completion of project: **2026**

EU PARTNERSHIP PROJECTS

EALING - EUROPEAN FLAGSHIP ACTION FOR COLD IRONING IN PORTS

Maritime Ports Administration Constanța is partner in the European project EALING, a project based on the possibility for ships to supply electricity from shore while stationed in ports and to not consume fuel for its production, significantly reducing the gas emissions into the atmosphere.

The EALING project is based on the need to implement OPS (Onshore Power Supply) solutions in TEN-T seaports, in particular to meet the requirements of the European Green-Deal as well as other EU directives concerning the creation and use of alternative fuel infrastructure, the establishment of a framework to facilitate sustainable investment in this area.

The EALING project has a budget of 6,960,240 Euro and is funded by the Connecting Europe Facility 2019 programme. The project development period is 01.06.2020 – 31.12.2023. The budget for Maritime Ports Administration is 101,194 Euro, of which CEF funding 50,597 Euro and own sources 50,597 Euro.

The coordinator of the project is the Valenciaport Foundation, the 16 partners involved being ports, professional associations, authorities from Spain, Italy, Germany, Greece, Bulgaria, Romania, Slovenia and Portugal.

The EALING project has the following objectives:

- Assessing operational and environmental performances of the ports participating in the EALING consortium in charging different ships (Ro-Ro, Ro-Pax, Containerships, Passenger Ships);
- Contributing to the further development of a common EU harmonized and interoperable framework for deployment of OPS infrastructure and equipment in the ports, in line with the EU technical, legal and regulatory framework and with close cooperation between all the stakeholders of the maritime sector;
- Leading all the necessary technical, environmental, socio-economic and financial studies in order to accelerate the preparation and launch of the works phase on OPS infrastructure;
- Implementing OPS infrastructure and equipment in at least 16 EU ports belonging to different EU sea basins.

Visit us: www.ealingproject.eu

PIONEERS - PORTABLE INNOVATION OPEN NETWORK FOR EFFICIENCY AND EMISSION REDUCTION SOLUTIONS

PIONEERS is an ambitious project in the field of production and supply of clean energy and optimization of flows and digital transformation, innovation, part of the Green Deal (European Ecological Pact).

The Port of Constanța is part of an international consortium of 46 partners that will carry out this project, approved by the European Horizon 2020 program.

It aims to rethink aspects related to port operations, from terminal operations, to mobility, connectivity, fuels to models of cooperation and production, storage and use of energy.

The consortium is led by the Port of Antwerp and includes ports, terminal and transport operators, shippers, technology developers, research institutes, innovators and public entities that will present concrete solutions to reduce greenhouse gas (GHG) emissions.

If the Port of Antwerp is a leader in this project, the Ports of Constanța, Barcelona (Spain) and Venlo (Netherlands), as partner ports (called "fellow ports") play an active role in maximizing the transferability of solutions and will be involved in applying the best practices resulting from this project, important steps towards the transformation into "green ports".

Actions include the generation of renewable energy and the use of electric vehicles with hydrogen and methanol; modernization of buildings and heating networks for energy efficiency; automation, development of digital platforms to promote intermodal transport and to ensure optimized movement of vehicles, ships and containers.

The PIONEERS project includes 19 demonstrations in the field of clean energy production and supply, sustainable port design, intermodalism, flow optimization, and digital transformation.

In 2023 PIONEERS launched the Demonstrator's Showcase - the interactive map featuring the 19 technological solutions aimed at transforming the port industry towards sustainability. This interactive map

serves to demonstrate the applicability and feasibility of green innovative solutions for ports while acting as a lighthouse for EU ports.

In the same time every port within the PIONEERS project completed the initial phase of developing its own Green Port Master Plan.

The Green Port Master Plan (GPMP) is a dynamic roadmap that aims to guide ports towards carbon neutrality and sustainable development, working as a catalyst for positive change across the EU, setting new environmental standards and influencing EU policies. Within PIONEERS, the GPMP will be built on the individual master plans developed by the ports of Antwerp-Bruges, Barcelona, Constanța and Venlo. The process is collaborative and iterative, ensuring a comprehensive and inclusive approach.

Shanghai Maritime University, the universities of Genoa and Maastricht, are also included in this project, along with other partners from Belgium, Germany, Great Britain, Spain, the Netherlands, Italy, Romania, Greece, France, Portugal.

The budget of the PIONEERS project is 25 million euros and has an implementation duration until 2026. The budget of N.C. M.P.A. S.A. within the PIONEERS project is an important one, respectively 851,093 euros, of which 595,765 euros European financing. The financing contract was signed, on September 13, 2021, by the general director of N.C. M.P.A. S.A. Constanța.

Visit us: www.pioneers-ports.eu



Financial Report



REVENUES

The total income of N.C. Maritime Ports Administration S.A. Constanța in 2023 was 616,838,404 RON (124,701,992 Euro). The income structure is presented in the chart below:

SHIP SERVICES INCOME (40.20%)

247,961,791 RON
50,128,736 Euro

RENTING REVENUES (20.63%)

145,751,828 RON
29,465,648 Euro

ELECTRIC-POWER SUPPLY (12.69%)

78,257,289 RON
15,820,740 Euro

WATER SUPPLY (1.26%)

7,746,819 RON
1,566,121 Euro

FINANCIAL REVENUES (7.74%)

47,740,327 RON
9,651,335 Euro

OTHERS (14.49%)

89,380,350 RON
18,069,413 Euro



INVESTMENT

The total value of the investments made in 2023 was 272,317,000 RON (55,052,461 Euro).

RESOURCES



- OWN SOURCES (34.70%)
94,504,000 RON / 19,105,226 Euro
- EUROPEAN REGIONAL DEVELOPMENT FUND, LARGE INFRASTRUCTURE OPERATIONAL PROGRAMME, CONNECTING EUROPE FACILITY (65.30%)
177,813,000 RON / 35,947,235 Euro

STRUCTURE



- INFRASTRUCTURE (50.13%)
136,507,000 RON / 27,596,685 Euro
- SUPERSTRUCTURE (41.67%)
113,483,000 RON / 22,942,080 Euro
- EQUIPMENTS (1.81%)
4,938,000 RON / 998,282 Euro
- OTHER (6.39%)
17,389,000 RON / 3,515,415 Euro

*Currency exchange rate (average) used for 2023: 1 EUR = 4.9465 RON



Port of Constantza
transit your BUSINESS!

Annual Report

2023

National Company
Maritime Ports Administration S.A.
Constanța

Address



Incinta Port Constanța,
Gara Maritima
900900 Constanța
ROMANIA



+40 241 611 540
+40 241 619 512



apmc@constantza-port.ro
www.portofconstantza.com

www.facebook.com/constantaport
www.twitter.com/constantaport
www.linkedin.com/company/port-of-constantza
www.instagram.com/constantaport