



# annual report 2010



Constantza Port, the hub  
for Europe & the Black Sea

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



## Foreword by General Manager



**Aurelian Andrei POPA**  
General Manager  
NC MPA SA Constantza



After the last two years of global recession, the year 2010 has brought real signs of recovery for the port of Constantza. With a traffic increase of 13.21% in 2010 as compared to the previous year and having infrastructure projects already started, we are confident and we are preparing the port of Constantza for the expected

growth. This is a period of significant changes, both within our port and in the national infrastructure network. At present, Romania is undergoing a process of modernization and is focusing on developing its transport infrastructure, making it more competitive and also more attractive to foreign investors.

The legislative framework for the port of Constantza has been changed in 2010, with the aim to increase efficiency and attract more business and logistic activities within the port. We have the ambitious goal of enhancing the role of Constantza port as Europe's Eastern Gateway and also of supporting our already established hub position in the Black Sea. One of our key objectives is focusing on our customers, as we work closely with all the important stakeholders in the maritime and port industry in order to ensure our core values: reliability, customer satisfaction and sustainability.

As we expect a quick recovery of Constantza port traffic in the next two years, we are prepared to face the challenges imposed by the transport market. Our strategic location, committed and experienced terminal operators, the full range of high-tech handling equipment, the infrastructure, everything is in place to attract more clients and consolidate the position of Constantza Port within the region.



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## ABOUT the Port Administration

### the Administration

The National Company "Maritime Ports Administration" SA Constantza ( NC MPA SA Constantza) is a joint stock company under the authority of the Romanian Ministry of Transport and Infrastructure, being assigned to develop activities of national public interest in its capacity of port administration. MPA SA Constantza - fulfills the function of port authority for Constantza, Midia, Mangalia maritime ports, the Basarabi platform and the Tomis marina.

In order to perform its port authority attributions and its capacity of port administrator, MPA Constantza mainly performs the following tasks:

- Providing the repair, maintenance, development and modernization of the infrastructure given under concession and administration;
- Making the proper port infrastructure available to users in a non-discriminatory manner, according to the regulations in force;
- Monitoring or providing, depending on the case, the safety services inside the port;
- Issuing licences for activities within the "Free Zone" of Constantza and Basarabi ports and operational permits for activities in the ports of Mangalia and Midia;
- 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 the port workers performing specific activities within the port;
- Fulfilling, under delegation from the Ministry of Transport and Infrastructure, the commitments the Romanian State assumed by international agreements and conventions Romania takes part in;
- Drawing up development plans for the maritime ports according to the policy and development programs elaborated by Ministry of Transport and Infrastructure and the port regulation;
- Implementing the development programs related to the maritime ports infrastructure.

Within the port of Constantza, the maritime and cargo related services are performed by licensed companies, in a competitive environment, applying the free market principles.

### the Managing Team

|                                        |                          |
|----------------------------------------|--------------------------|
| GENERAL MANAGER                        | Mr. Andrei Aurelian POPA |
| Deputy General Manager                 | Mr. Mihai GHEORGHIADÉ    |
| Commercial and Infrastructure Director | Mr. Vasile BLANARU       |
| Chief Financial Officer                | Mrs. Mihaela VASILE      |
| Port Operations Director               | Mr. Ambroziu DUMA        |

### Representative Offices

#### VIENNA: NAVROMSA AG

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#### BUDAPEST: E-2000-CONSULT KFT

Representative : Mr Laszlo Erdelyi  
HU-1157 Budapest,Zsokavar u.38. VII,Budapest/Hungary  
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#### BELGRADE: CHEMCO

Representative : Mr. Vladan Misic  
Ul.Kraljice Katerine 73/8 11030, Beograd,Serbia  
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### International associations

MPA SA Constantza is member in the following associations:

- ESPO**- European Sea Ports Organisation
- IAPH** – International Association of Ports and Harbors
- BASPA** – Black and Azov Seas Ports Association
- MedCruise** – The Association of Mediterranean Cruise Ports
- INE** – Inland Navigation Europe
- EIA** – European Intermodal Association



## ABOUT

### the port of Constantza, the Eastern Europe's logistic hub

The Port of Constantza is located at the crossroads of the trade routes linking the markets of the land-locked countries from Central and Eastern Europe with the Transcaucasus, Central Asia and the Far East. It is the main Romanian port and it ranks among the first 10 European ports. The favorable geographical position and the importance of the Port of Constantza is emphasized by the connection with two Pan-European Transport Corridors: Corridor VII - Danube (inland waterway) and Corridor IV (rail-road).

- A hub for the container traffic in the Black Sea;
- Good connections with all means of transport: railway, road, river, airway and pipelines;
- Customs facilitations for commercial operations performed through the Port of Constantza;
- Modern facilities for passenger vessels;
- Land availability for future expansion;
- Starting January 1st 2007, the Port of Constantza has become Free Zone.

#### Port of Constantza

a maritime port  
a river port  
a cruise port

#### Maritime Port

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 Constantza 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.

|                                                | North part of Constantza | South part of Constantza | Mangalia | Midia |
|------------------------------------------------|--------------------------|--------------------------|----------|-------|
| Total area (ha)                                | 817                      | 3109                     | 189,6    | 836,4 |
| Of which                                       |                          |                          |          |       |
| Land (ha)                                      | 495                      | 818                      | 32,9     | 235,3 |
| Water (ha)                                     | 322                      | 2291                     | 156,7    | 601,1 |
| Breakwater length (km)                         | 3,5                      | 10,46                    | 2,9      | 6,8   |
| Quay length (km)                               | 15,5                     | 14,6                     | 0,5      | 2,2   |
| Number of berths                               | 82                       | 74                       | 2        | 13    |
| Max depths of basins (m)<br>- designed project | 14                       | 19                       | 10       | 10    |

#### Modern Facilities for Passenger Vessels

Located in the area of great touristic interest, Constantza and its satellite resorts offer all kinds of transport, accommodation and leisure facilities and services.

The Passenger Terminal can assure the transit for 100,000 passengers/year and it is the latest addition destined to enhance the attractiveness of the Romanian Black Sea Coast. The terminal has a berthing front of 293m and can accommodate vessels up to 11m draught. Its position (at the entrance of the port) assures direct and easy access for large passenger ships.



## Port connections

The port is situated on the Pan-European Transport Corridors IV (road and railway) and close to the corridor IX (North-South), passing through Bucharest. Also, it is located on the Pan European Transport Corridor VII (The Danube inland waterway) linking the South Eastern part of Europe with the inland transport network. The Port of Constantza is a node of the TRACECA corridor linking Asia, Caucasus and Europe. The routes linking the port to the Central Europe are part of the EU's priority projects for investment in the Trans European Transport Network (TEN-T), ensuring future development of its market position.

### The Danube

The port is 85nM from the Danube's mouth by the sea and is also linked to it by the Black Sea – Danube Canal, being a transshipment point for the cargo sent from or destined to the landlocked countries in Central and Eastern Europe. The Port of Constantza has a dedicated barge terminal in the Southern part, close to the connection with the Danube. Regular river container lines connect the port of Constantza to Giurgiu, Belgrade and Budapest.

### Danube River Strategy

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 both on transport and economy and 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 tourism activities;
- to improve disaster management (eg. flooding).

**Target area:** the Strategy would target member states such as Germany, Austria, Slovakia, Cehia, Hungary, Romania and Bulgaria.

### Policy priorities and policy development

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

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



## Road connection

The port of Constantza has a significant road transport infrastructure in place. The final works on the Constantza – Bucharest highway, together with the bypass linking the port with the highway, will assure 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 Constantza will also come as an asset to the improvement of the port accessibility within the road transport network.

## Railway connection

The port offers direct access from every terminal to the national and European railway network, through its own 300 km long railway system. The ongoing improvement works on the railway line between Constantza and Bucharest will assure competitive transit times, providing easier access to the Central European markets.

## Pipelines connection

The Port of Constantza is connected by pipelines to the major Romanian refineries and to the European network. The port offers proper conditions for serving the energy markets, providing energy supplies to the Central and Eastern European countries.

## Hinterland

The hinterland of Port of Constantza supports the port regarding the produced, consumed and forwarded goods to/from the port. It includes a vast region in the Central and East Europe. During the last decade, the Port of Constantza served efficiently the flow of goods that arrive or depart from/to the Central and East Europe, including: Austria, Bulgaria, Hungary, Moldova, Slovenia, Ukraine and Serb Republic.

Although many political and economical changes have taken place in this area and have influenced its evolvement significantly, the old transport routes using the Port of Constantza have remained unchanged, due to the competitive advantages of the port. The economic growth from the last years in the Central and East Europe countries entitle Port of Constantza to act as the main depositing and distributing centre for this region.

The Port of Constantza 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 network makes the ports of Constantza the perfect choice for the cargoes dedicated to the landlocked countries located in the heart of Europe.

## port

### connections

- road connection
- railway connection
- pipelines
- hinterland
- pipelines connection



## Protocols of Cooperation signed by NC MPA SA Constantza

Taking into account the importance of increasing cooperation in the maritime and intermodal transport services, in order to encourage the development of commercial exchanges by attracting the traffic of goods between the ports, MPA Constantza has agreed upon the establishing and developing cooperation with important ports.

In this respect, MPA has initiated and signed Protocols of Cooperation with the following port representatives:

1. Valencia Port Authority (Spain) - June 12, 2003;
2. Port of Aktau (Kazakhstan Republic) - November 22, 2007;
3. Port of Koper (Slovenia) - May 6, 2008;
4. Venice Port Authority (Italy) - November 28, 2008;
5. Association of Logistic Centers from Hungary - February 24, 2010;
6. Mierka Donauhafen Krems (Austria) - April 14, 2010;
7. Port of Lattakia (Syria) - May 20, 2010;
8. Durres Port Authority (Albania) - June 8, 2010;
9. U.N. Ro-Ro Pendik Port (Turkey) - February 17, 2011;
10. Port of Rotterdam Authority (The Netherlands) - April 21, 2011;
11. State Service of Maritime and River Transportation of Turkmenistan - May 12, 2011;
12. Port of Jebel Ali, United Arab Emirates - June 21, 2011.



Taking into account the extension of the port infrastructure and the improvement of the existing one, the port of Constantza is becoming more and more an important trade hub for the Central and Eastern Europe and the Black Sea.

Based on the forecasted trade and traffic evolutions, the development of Constantza Port infrastructure is a priority for Constantza Port administration.

In 2010 we have started the works for the "Road Bridge at km 0+450 over the Danube and the works related to the road and access infrastructure in Constantza port", a project having a value of 30.15 mil euro, financed under SOPT - EU structural funds. The project has started up as a necessity to connect the port with the Bucharest-Constantza highway. This will be achieved by linking the road bridge with the ring of Constantza city, thus creating a direct road access of the port with Constantza – Bucharest highway. The road bridge will also create a direct link, inside the port, between the Northern and Southern part of the port. The works are in progress, being estimated to be ready in 2012.

## Undergoing development projects

In the second semester of 2011, the project related to the "Development of the railway capacity in the river maritime area of Constantza port" will start. This investment objective will be carried out under the Sectorial Operational Programme Transport - SOPT, and the estimated value is 17.6 mil Euro.

The works for the "Completion of the Northern breakwater –extension by 1050 m" - another project developed under the same programme - are expected to begin after tender attribution. The estimated value of the project is 121 mil. Euro.

## Future projects

NC Maritime Ports Administration SA Constantza intends to launch significant projects, in order to implement its development strategy. The following projects will be submitted for financing under the Sectorial Operational Programme Transport SOP-T or other type of financing:

### 1. Road bridge across the link canal in the river maritime area and connection to the internal and external road network

*Objectives of the project:*

- to provide direct access to the artificial Island of Constantza Port, from the external road through Gate no. 8 and direct links to the territory located west of the river-maritime basin;
- to ensure the direct link, without exiting the Port, between the Island and Constantza Port.

The project will be developed in two stages, during 4 years. The first stage comprises the necessary works for providing access to the Island: execution of the metallic road bridge and the cor-

## Sustainable development

responding access ramps, construction of the temporary road (equipped only during works performance), and of the road at alongside level of the exterior ore storage area.

The second stage includes the necessary works for supporting operators' activities on the Island: passage over the access road on the railroad crossing, port access control building (Gate no. 8), link road between Gate no. 7 and Gate no. 9 and their roundabouts.

The Feasibility Study for this project was financed under South East Europe Transnational Cooperation Programme (Watermode Project).

*Estimated value – 38.4 mil. Euro*

### 2. Achievement of infrastructure on Pier III and Pier IV South for specialized terminal

*Objectives of the project:*

The Southern area of Constantza Port provides larger development possibilities than the Northern area in terms of infrastructure and superstructure works. The main advantage of this area is the great depths, which allow the accommodation of big capacity vessels.

The project study was executed by the Dutch Government under the European Gateways Platform Project.

*Estimated value – 185 mil. Euro*

### 3. Extension to four lanes of the road between Gate no 7 and the junction between the Road Bridge at km 0+450 with the link road between Gate no 9 and Gate no 8, towards the Northern part of Constantza Port

*Objectives of the project:*

In the future, the access in the North part of the South Constantza port will be made through Gate no. 8 and the heavy traffic going to Constantza North port will be made through Gate no. 7. Consequently, the actual road will be extended to 4 lanes, between the belt road and Gate no. 7.

The Feasibility Study for this project was financed under South East Europe Transnational Cooperation Programme (Watermode project).

*Estimated value – 24 mil. Euro*

#### 4. Systematization of the artificial island

##### Objectives of the project:

In the context of many requests received from the Romanian and foreign companies intending to invest in the river-maritime area for developing economic activities, it is necessary to build new port platforms. The Artificial Island located inside the port of Constantza is a solution with great potential.

The Island (the platform of the artificial island) has a surface of 22.1 ha and it is a territory created with fillings from the excavations carried out from Danube-Black Sea Canal and it has no arrangements or utilities.

The total surface of the new port territories which will be created is estimated to 150 ha.

*Estimated value: 300 mil. euro (VAT included)*

#### 5. Dredging works within the port of Constantza

##### Objectives of the project:

Even though the terminal in the "Working port" area is well suited and have intermodal connections on land, the small depths do not allow the accommodation of vessels bigger than 4.800 dwt. The depths in this area are expected to be increased from 7 meters to 9 meters.

*Estimated value: 17,522,630 Euro*

#### 6. Flyover the marshal yard in the Southern part of Constantza Port

##### Objectives of the project:

Considering the traffic increase, especially in terms of containers, as well as the potential development of the Piers III S and IV S, the Road traffic study in Port of Constantza drawn up by S.C. IPTANA S.A. (2008) has recommended an additional two lanes flyover, nearby the existing one, which will support the forecast traffic of the container terminal and other terminals in the area.

*Estimated value: 23,000,000 Euro*

#### 7. South extension of the Barge Berth in Constantza Port

##### Objectives of the project:

The NC MPA SA Constantza decided to use the barge berth for port operations.

At present, the existing grain terminal on the Northern breakwater cannot be operated at full capacity, due to the short quay length which does not allow the simultaneous mooring of two vessels. The extension will lead to a traffic increase in the terminal.

*Estimated value: 24,2 mil. Euro*

#### 8. Mooring constructions. Barge Terminal – Stage II

##### Objectives of the project:

The forecast on medium and long terms regarding the cargo traffic by barges indicates the necessity to extend, in the second stage, the existing Barge Terminal within the river-maritime area of Constantza South Port. The purpose of the project is to increase the cargo traffic capacity by barges and a better organization of activities and traffic in the river – maritime area.

*Estimated value: 38,400,000 Euro*

#### 9. Industrial railways track in the area of Gate no. 10, Constantza South Port

##### Objectives of the project:

Due to the increased volume of the operated cargo in the South

part of the port, it becomes necessary to achieve a junction and an industrial railways track within the Incinta 2A of Constantza Port – Ferry Boat Terminal.

*Estimated value: 1,34 mil. Euro*

#### 10. Completion of the Constantza Port designed basins depth – dredging works investments, rock blasting areas

##### Objectives of the project:

The infrastructure development of Constantza Port must be correlated with the ship construction tendencies, so that the berths need to be able to accommodate the biggest ships in international maritime transport. For this purpose it is necessary to ensure the designed basin depths, not only at the berth, but also in the adjacent basin and in the access canal.

*Estimated value: 32 mil. Euro*

#### 11. Shore protection, soil consolidation and arrangement of Constantza Port adjacent areas, which are administrated by NC MPA SA Constantza

##### Objectives of the project:

At present, the port surveillance system works are executed on the areas not affected by the landslides. Two km of the port surveillance road cannot be used, being affected by landslides. In order to remediate all these problems, shore protection, soil consolidation and arrangement works are necessary.

*Estimated value: 16 mil. Euro*

#### 12. Upgrade of the light level and reduction of power supply for the road lighting system of Constantza port

##### Objectives of the project:

The development of Constantza Port also implies the achievement of outside lighting installations able to ensure a visual comfort so that the activities of the port operators to be performed in the best conditions. The actual old lighting installation has an advanced rate of wear, low power efficiency and short liability.

*Estimated value: 5.3 mil. Euro*

#### 13. Achievement of the basin project level depth in front of berths 31-33 and its fairway access within port of Constantza

##### Objectives of the project:

The grain terminal on berths 31-33 of Constantza Port, represents one of the most efficient grain terminal in Europe. The biggest disadvantage of this terminal is represented by the basin depth of only 11.5 meters and mooring quays, which can afford the accommodation of vessels up to 36.000 dwt capacity.

The correlation of technical and operational performance of the terminal with the possibility to accommodate PANAMAX vessels is a major requirement leading to the increasing traffic of cereals and soya grit.

*Estimated value: 10.3 mil. Euro*

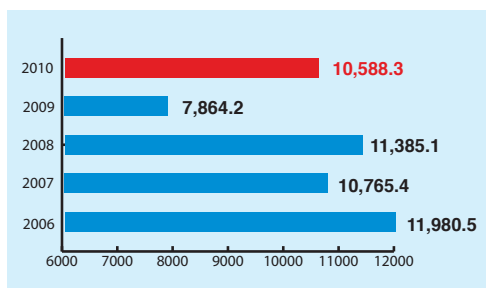
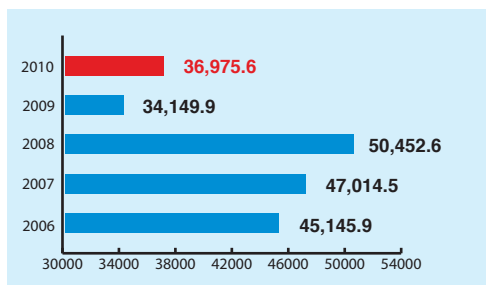
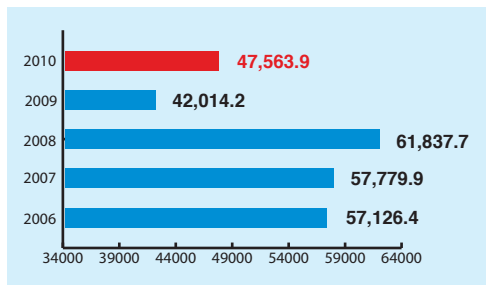
#### 14. Increasing of the port operation safety rate within the basins and fairways of Constantza and Midia Ports

##### Objectives of the project:

Constantza Port Administration is responsible for the vessels' safe navigation in the maritime ports Constantza, Midia and Mangalia. In order to achieve this purpose, special works are necessary to be carried out: dredging in the basins and access fairways, assurance of a proper buoyage and maintenance of the berths depth including stability of the mooring constructions.

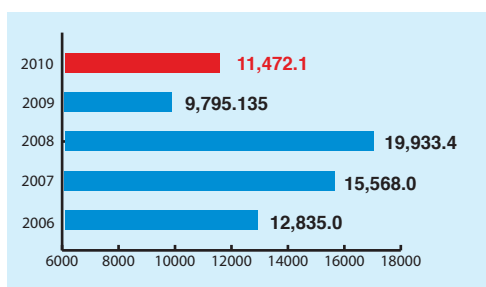
## Port statistics





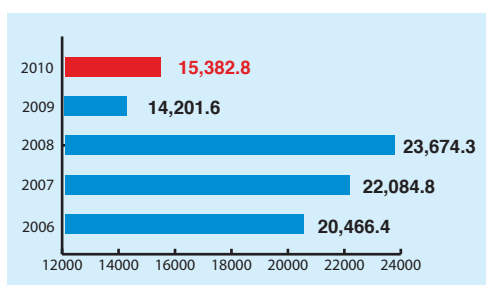
## Traffic

- total
  - maritime
  - river
- thousand tons



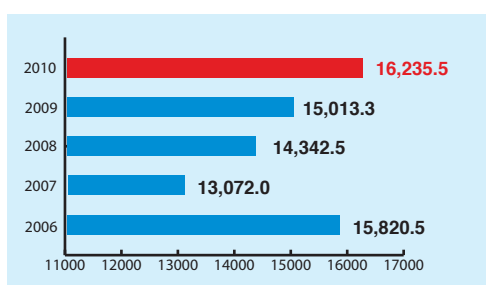
## Maritime transit

thousand tons



## Imports

thousand tons



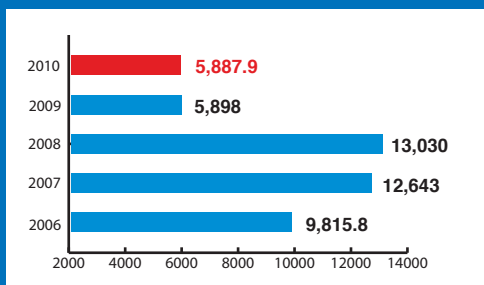
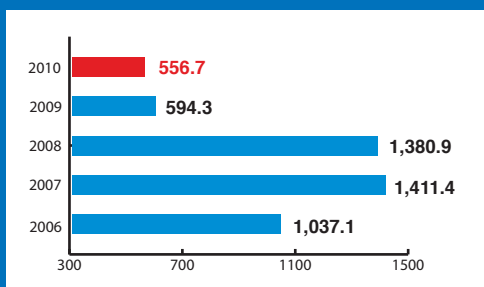
## Exports

thousand tons



| TEUs         | 2005           | 2006             | 2007             | 2008             | 2009           | 2010           |
|--------------|----------------|------------------|------------------|------------------|----------------|----------------|
| unloaded     | 391,075        | 525,209          | 708,906          | 696,634          | 288,717        | 279,782        |
| loaded       | 380,051        | 511,857          | 702,481          | 684,301          | 305,586        | 276,912        |
| <b>total</b> | <b>771,126</b> | <b>1,037,066</b> | <b>1,411,387</b> | <b>1,380,935</b> | <b>594,303</b> | <b>556,694</b> |

| tons         | 2005             | 2006             | 2007              | 2008              | 2009             | 2010             |
|--------------|------------------|------------------|-------------------|-------------------|------------------|------------------|
| unloaded     | 4,010,784        | 5,300,719        | 6,855,903         | 7,180,498         | 2,931,091        | 2,829,020        |
| loaded       | 3,432,995        | 4,515,039        | 5,787,100         | 5,849,484         | 2,966,919        | 3,058,859        |
| <b>total</b> | <b>7,443,779</b> | <b>9,815,758</b> | <b>12,643,003</b> | <b>13,029,982</b> | <b>5,898,010</b> | <b>5,887,879</b> |



Containers  
- thousand TEUs  
- thousand tons

| units             | 2005           | 2006           | 2007           | 2008           | 2009           | 2010           |
|-------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>containers</b> | <b>439,214</b> | <b>672,443</b> | <b>912,509</b> | <b>894,876</b> | <b>375,293</b> | <b>353,711</b> |

Total  
traffic  
- by category

| tonnes                 | Unloaded          | Loaded            | Total             |
|------------------------|-------------------|-------------------|-------------------|
| liquid bulk            | 7,883,075         | 3,327,865         | 11,210,940        |
| dry bulk               | 11,621,887        | 15,535,504        | 27,157,391        |
| containers             | 2,771,023         | 2,980,506         | 5,751,529         |
| containers (IMO cargo) | 57,997            | 78,353            | 136,350           |
| Ro-Ro (self propelled) | 4,033             | 151,500           | 155,533           |
| Ro-Ro (non propelled)  | 233               | 675               | 908               |
| General cargo          | 1,034,751         | 2,116,334         | 3,151,085         |
| general cargo (IMO)    | 120               | 23                | 143               |
| <b>total</b>           | <b>23,373,119</b> | <b>24,190,760</b> | <b>47,563,879</b> |

| year         | 2005          | 2006          | 2007          | 2008          | 2009          | 2010          |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|
| maritime     | 5,510         | 5,771         | 5,760         | 5,950         | 5,023         | 5,202         |
| river        | 8,778         | 8,181         | 7,235         | 8,033         | 6,808         | 7,943         |
| <b>total</b> | <b>14,288</b> | <b>13,952</b> | <b>12,995</b> | <b>13,983</b> | <b>11,831</b> | <b>13,145</b> |

By type  
of ship

| year          | 2005         | 2006         | 2007         | 2008         | 2009         | 2010         |
|---------------|--------------|--------------|--------------|--------------|--------------|--------------|
| bulk carrier  | 511          | 477          | 361          | 419          | 395          | 423          |
| ferryboat     | 25           | 20           | 11           | 14           | 2            | 0            |
| general cargo | 2,657        | 2,730        | 2,852        | 2,777        | 2,735        | 3,143        |
| heavy lift    | 5            | 13           | 12           | 9            | 1            | 0            |
| livestock     | 30           | 46           | 56           | 23           | 33           | 87           |
| LPG           | 53           | 60           | 65           | 100          | 101          | 84           |
| OBO           | 7            | 3            | 1            | 4            | 1            | 3            |
| passenger     | 85           | 75           | 75           | 81           | 51           | 57           |
| portcontainer | 909          | 966          | 1,137        | 1,298        | 697          | 523          |
| reefer        | 105          | 113          | 105          | 84           | 60           | 40           |
| ro-ro         | 35           | 49           | 55           | 62           | 53           | 75           |
| tank          | 994          | 1,128        | 962          | 962          | 725          | 648          |
| yacht         | 0            | 2            | 3            | 4            | 7            | 4            |
| other         | 94           | 89           | 65           | 113          | 93           | 115          |
| <b>total</b>  | <b>5,510</b> | <b>5,771</b> | <b>5,760</b> | <b>5,950</b> | <b>5,023</b> | <b>5,202</b> |

Maritime  
ships



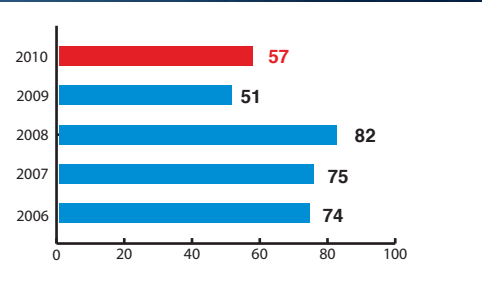
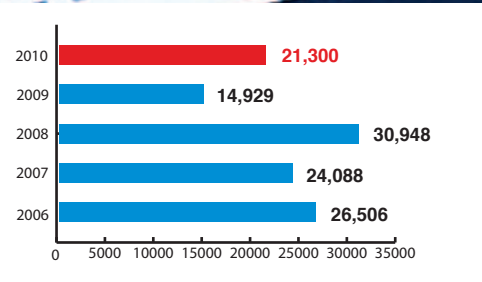
| year                            | 2005            | 2006            | 2007            | 2008            | 2009            | 2010            |
|---------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| cereals                         | 6,009.9         | 7,168.5         | 4,257.9         | 6,670.4         | 10,418.7        | 12,062          |
| fresh fruits & vegetables       | 169.2           | 181.6           | 1879.7          | 132.7           | 81.4            | 71.1            |
| livestock                       | 19.9            | 40.8            | 75.6            | 20.2            | 10.9            | 35.1            |
| foodstuff, drink & tobacco      | 551.2           | 537.6           | 302.8           | 432.9           | 303             | 368.9           |
| seeds, vegetal oils, fats       | 453.7           | 877.1           | 895.6           | 1,131.5         | 1,567.1         | 1,759.9         |
| wood, cork, timber              | 1,012           | 906.4           | 9714            | 836.1           | 838.4           | 961.9           |
| natural & chemical fertilizers  | 2,310.4         | 2,093.2         | 1,863.5         | 1,896.2         | 1,344.5         | 1,765.9         |
| raw mineral products            | 651.2           | 610.5           | 671.6           | 505.5           | 304.4           | 221.3           |
| ferrous ore, scrap              | 12,626.1        | 8,670           | 10,794          | 11,379.6        | 3,843.1         | 5,354.1         |
| nonferrous ore                  | 3,441.6         | 3,127.3         | 999             | 693.8           | 550.2           | 2,560.7         |
| textiles, fibers, leather, furs | 1.1             | 6.2             | 0.8             | 14.3            | 18.7            | 73.5            |
| paper pulp & paper waste        | 5.4             | 9.2             | 4.8             | 0               | 0.5             | 4.1             |
| coal, coke                      | 3,472.3         | 3,411.6         | 4,798.2         | 7,109.4         | 2,731.7         | 2,988.6         |
| crude oil                       | 8,682.9         | 8,567.4         | 8,543.1         | 8,814.9         | 6,919.6         | 5,501.1         |
| oil products & natural gas      | 5,295.2         | 4,978.3         | 3,772.3         | 4,135.2         | 3,954.1         | 4,107.7         |
| coal & natural gas tars         | 252.6           | 410.1           | 371.9           | 367.6           | 244.0           | 186.5           |
| chemical products               | 1,354.4         | 1,039.7         | 1,561.5         | 1,291.1         | 828.4           | 1,543.5         |
| cement, building materials      | 2,302.1         | 1,605.6         | 1,133.7         | 953.5           | 321.1           | 280.5           |
| glass, ceramic products         | 0               | 5.4             | 21.9            | 47.8            | 60.6            | 75.2            |
| metals, metal made products     | 3,453.9         | 3,136.2         | 1,005.1         | 700.4           | 550.8           | 2,580.8         |
| machine tools, transport equip. | 92.4            | 88.3            | 137.0           | 178.7           | 243.7           | 265.9           |
| general cargo / other goods     | 7,752.6         | 9,979           | 12,723.6        | 13,086.8        | 5,904.5         | 5,884.9         |
| <b>total</b>                    | <b>60,631.7</b> | <b>57,126.4</b> | <b>57,779.9</b> | <b>61,837.7</b> | <b>42,014.2</b> | <b>47,563.9</b> |

Traffic  
by type  
of goods  
thousand tons



Passengers

|                   | 2005   | 2006   | 2007   | 2008   | 2009   | 2010   |
|-------------------|--------|--------|--------|--------|--------|--------|
| passengers        | 24,511 | 26,506 | 24,088 | 30,948 | 14,929 | 21,300 |
| passenger vessels | 85     | 74     | 75     | 82     | 51     | 57     |



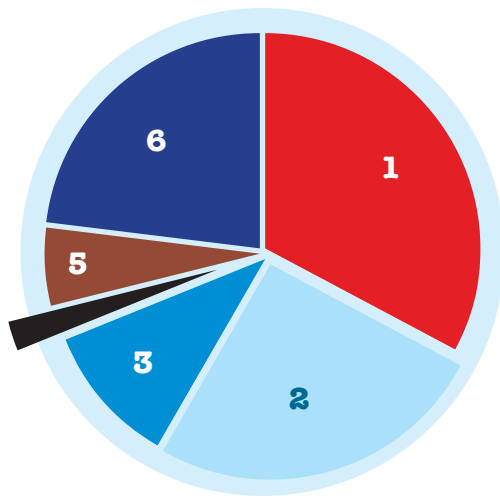
Passenger  
traffic

# Financial report

## Revenues

The total income of NC Maritime Ports Administration SA Constantza in 2010 was **275,274,927 lei** (65,387,522 Euro)

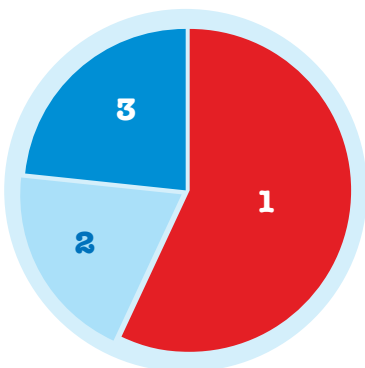
The income structure is presented in the chart below:



- 1. Ship services (32.87%)**  
90,458,217 lei (21,487,023 Euro)
- 2. Revenues from renting (25.52%)**  
70,245,512 lei (16,685,791 Euro)
- 3. Power supply (10.53%)**  
29,012,525 lei (6,891,500 Euro)
- 4. Water supply (2.38)**  
6,551,145 lei (1,556,128 Euro)
- 5. Financial services (5.72%)**  
15,730,481 lei (3,736,545 Euro)
- 6. Others (22.98%)**  
63,277,047 lei (15,030,534 Euro)

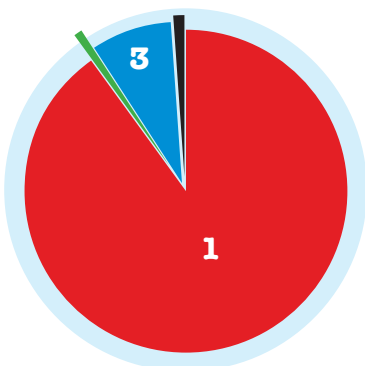
## Investments

The total value of the investments made in 2010 was **39,045,168 lei** (9,274,607 Euro)



## Resources

- 1. own sources (57.15%)**  
22,315,801 lei / 5,300,791 Euro
- 2. budgetary allocations (19.6%)**  
7,650,892 lei / 1,817,357 Euro
- 3. European fund for Regional Development (23.25%)**  
9,078,475 lei / 2,156,459 Euro



## Structure

- 1. infrastructure (90.11%)**  
35,185,115 lei / 8,357,708 Euro
- 2. superstructure (0.75%)**  
289,419 lei / 68,747 Euro
- 3. equipment (8.11%)**  
3,167,690 lei / 752,438 Euro
- 4. other (1.03%)**  
402,944 lei / 95,713 Euro



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**Constantza**

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