



Welcome to

ANNUAL Report 2017

Port of Constanta

■ transit your business ■

Prepared by

National Company

Maritime Ports Administration S.A. Constanta

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Welcome to

Foreword

Nicolae Dan Tivilichi

Chief Executive Officer



The year 2017 meant the continuation of major investments in the Port of Constanta, a proof of business development and diversification in our port. Regarding the investments of private operators, the most important one was the development of a new grain terminal, which expanded the existent capacity with 200,000 tonnes.

Another important private investment was the acquisition of the biggest ship to shore container crane from the Black Sea region, an investment which greatly improved the efficiency of one of the most important terminal operators from our port.

Moreover, a notable achievement of our company was the maintenance dredging accomplished in the ports of Constanta and Midia. Also, among the projects with a big impact that were started are the modernisation of the port access through the gate no.1 and the Port of Constanta cadastre. The port's performance is traditionally measured in tonnes. From this point of view, the Port of Constanta registered 58.4 mil. tonnes in 2017 and a total number of 13,300 vessels.

Regarding the port community, 2017 marked a close collaboration with our main institutional partners from the port that concluded in a series of common projects and events. Together with a strong port community, we succeeded to create a start-up base for bringing new business in the port.

With important infrastructure development projects in place and underway, the Port of Constanta has become much better prepared to serve its hinterland in the years to come and to strive for higher standards in its current activity.

Also, its pro-active implication in the EU strategy for the Danube Region and its favourable location along the New Silk Road make Constanta Port more and more attractive.

By concluding new protocols of cooperation with the ports of Ningbo (China), Baku (Azerbaijan), Alexandria (Egypt) and Gdansk (Poland), the Port of Constanta has prepared itself to open new routes for the traffic of various cargoes to be transited from and towards Central and Western Europe.

Based on its reliable strengths, such as: its strategic location, the infrastructure with its current and future development, modern handling equipment as well as ambitious, highly committed and experienced terminal operators, we are confident that the Port of Constanta will continue to grow.

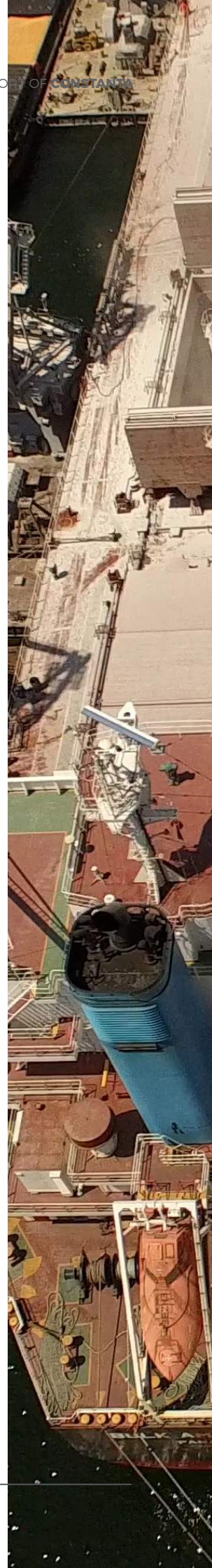


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About the port administration



National Company Maritime Ports Administration S.A. Constanta fulfills the function of port authority for Constanta, Midia, Mangalia maritime ports and the Tomis Marina.

In order to perform its port authority attributions and its capacity of port administrator, National Company Maritime Ports Administration S.A. Constanta 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 and operational permits for activities

within Constanta, Midia, Mangalia and Basarabi ports;

- 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;
- Fulfilling, under delegation from the Ministry of Transport, the commitments the Romanian State assumed by international agreements and conventions Romania is part of;
- Drawing up development plans for the maritime ports according to the policy and development programs elaborated by the Ministry of Transport;
- Implementing the development programs related to the maritime ports infrastructure. Within the port of Constanta, the maritime and cargo related services are performed by licensed companies, in a competitive environment, applying the free market principles.

The managing team



**MARIAN
TĂNASE**
Deputy CEO



**DANIELA
ȘERBAN**
Chief Financial
Officer



**ALEXANDRU
MĂDĂLIN
CRĂCIUN**
Commercial
Director



**ION
TOMESCU**
Technical
Director



**TEODOR
PATRICHI**
Port Operations
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**CIPRIAN
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Coordinator
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About the Port of Constanta

The Port of Constanta 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 Constanta 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 Constanta 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.



Port connections

RHINE-DANUBE CORE NETWORK CORRIDOR

Section: Wien/Bratislava–Budapest–Arad–Braşov/Craiova–Bucureşti–Constanţa–Sulina

This corridor will provide the main east–west link between continental European countries, connecting France and 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.



Maritime port

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 bound to the landlocked countries in Central and Eastern Europe. The Port of Constanta has a dedicated barge terminal in the Southern part, close to the connection with the Danube.



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



The European Union strategy for the Danube region

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.



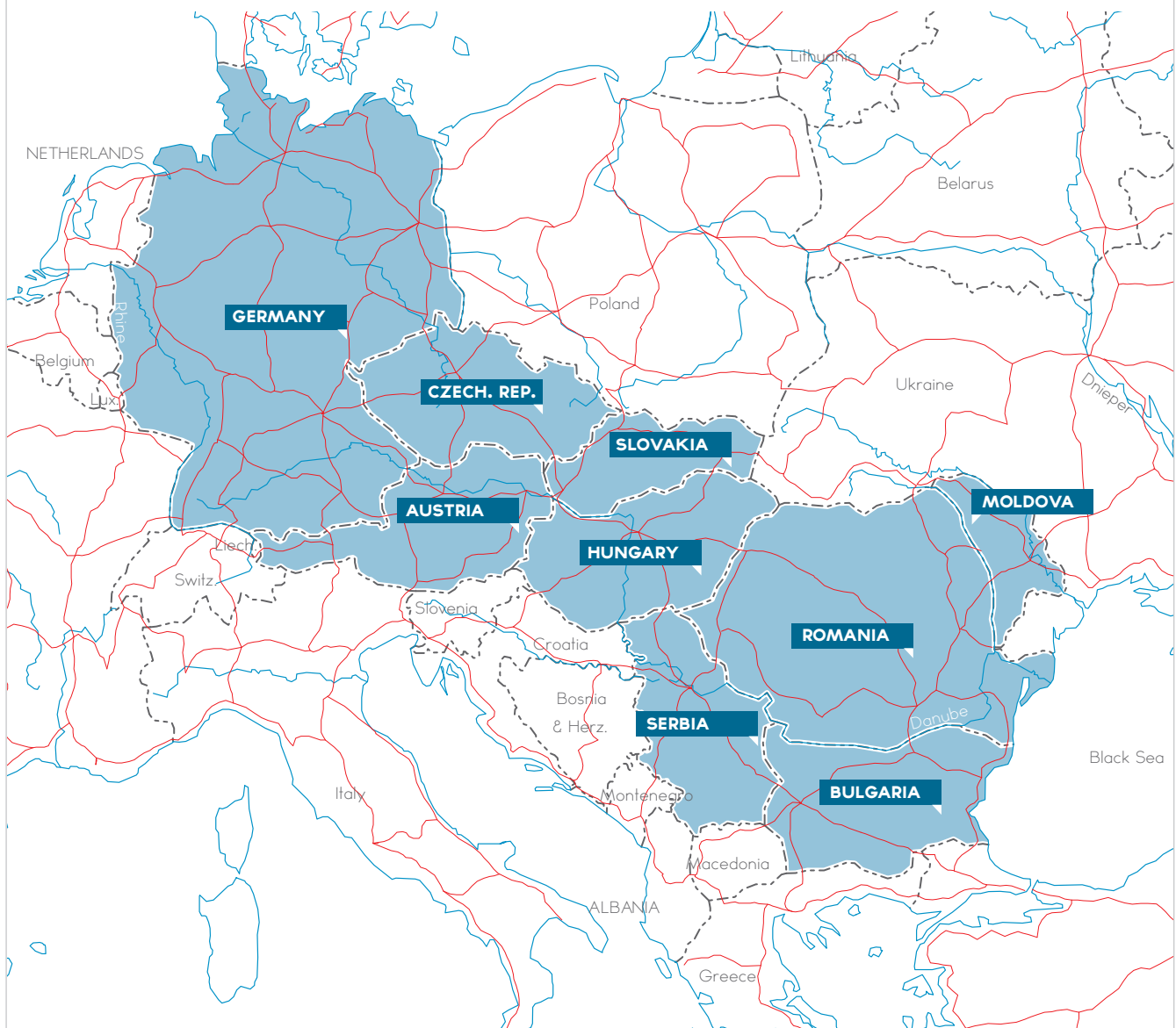


Hinterland

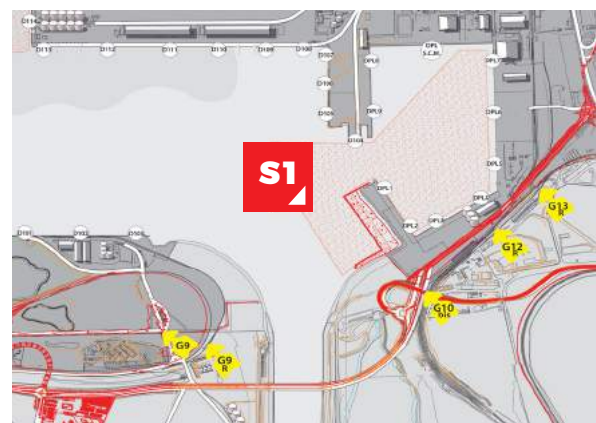
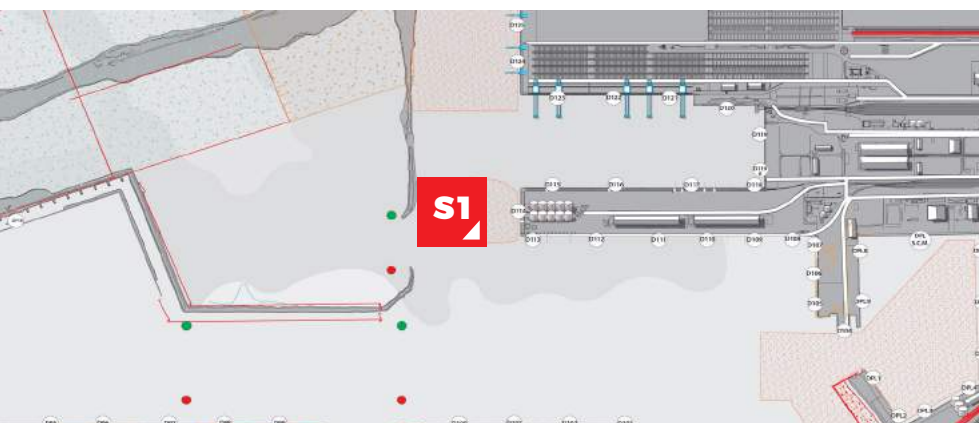
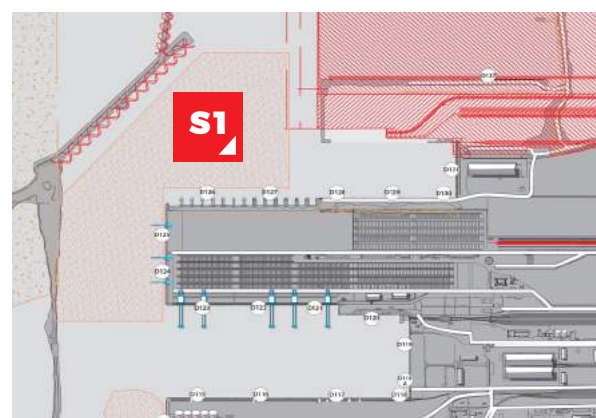
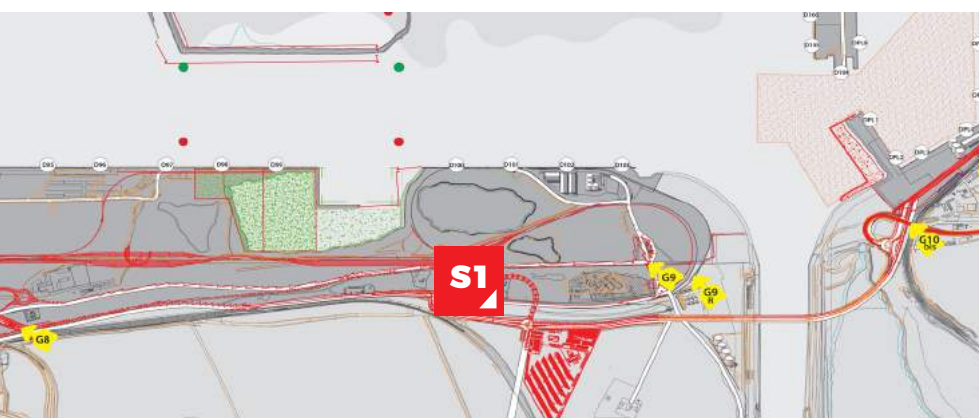
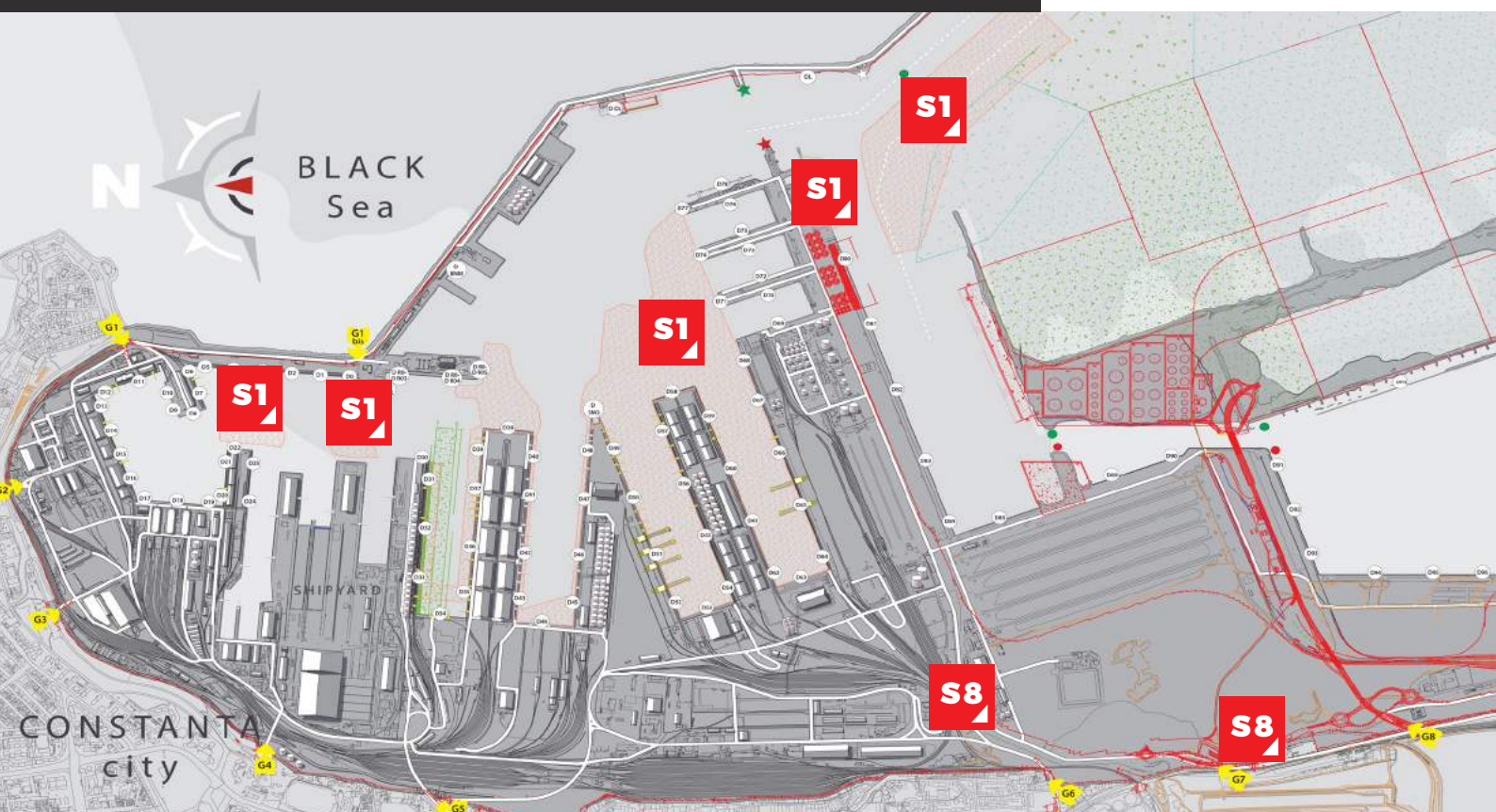
The hinterland of Constanta Port supports the port regarding the produced, consumed and forwarded goods to/from the port. It includes a vast region in the Central and Eastern Europe. During the last decade, the Port of Constanta efficiently served the flows of goods that arrive or depart from/to the Central and Eastern Europe, including: Austria, Czech Republic, Slovakia, Hungary, Serbia, Bulgaria, Moldova and Ukraine. Although many political and economical changes have taken place in this area and have influenced its evolvement significantly, the traditional transport routes using the Port of Constanta 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 Constanta to act as the main depositing and distributing centre for this region. The Port of Constanta 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 Constanta the perfect choice for the cargoes dedicated to the landlocked countries located at the heart of Europe.



Infrastructure development





THE MODERNIZATION OF PORT INFRASTRUCTURE THROUGH ASSURING DEPTHS IN FAIRWAYS AND BASINS, AND NAVIGATION SAFETY IN THE PORT OF CONSTANTA

- Increasing the operations safety inside the Port of Constanta
- The conditions of safe handling and operation in Constanta Port are improved;
- Development of ship transport infrastructure and port facilities for operation;
- Establishing the basis for increase of traffic and strengthening Constanta's position as a nodal point in the European export system;
- Reduction of freight transport costs by ensuring the access and operation of ships of superior capacity;
- Encourage the use of maritime transport as a more economic and environmentally friendly mode (in relation to road transport);
- Improving the Constanta Port image and increasing its attractiveness.



EXTENSION TO 4 LANES OF THE ROAD BETWEEN GATE 7 AND JUNCTION WITH THE OBJECTIVE "ROAD BRIDGE TO KM 0 + 540 OF THE DANUBE - BLACK SEA CANAL" WITH THE ROAD WHICH DOES THE BINDING BETWEEN GATE 9 AND GATE 8 TO THE NORTH OF CONSTANTA PORT

Project objectives

The main objective of the project is to extend the 4-lane road between the terminus point of the Constanta

Municipality Road Diversion and the Gate 7 in Constanta Port, in order to streamline traffic to the North area of Constanta Port.

MODERNIZATION OF ENERGETIC SYSTEM IN THE PORT OF CONSTANTA

Project objectives

Constanta Port Administration has to provide electricity and thermal energy to all harbor consumers in terms of

reliable quality and competitive price.

As consequence, the current energetic system needs to be improved.

MODERNIZATION OF WATER AND SEWAGE SYSTEM IN THE PORT OF CONSTANTA

Project objectives

Water and sewage infrastructure development represents an essential condition for the sustainable development of Constanta Port. Providing water and

sewage competitive services for the port customers and the improvement of environmental conditions are requirements to be fulfilled by Constanta Port Administration.



IMPLEMENTATION OF A SPECIALIZED BERTH IN AN AREA WITH LARGE DEPTHS (BERTH 80)

Project objectives

- Increase port competitiveness and increase the handling capacity of bulk dry goods (cereals);
- Creating a basis for increasing the flow of goods and strengthening the current position of Constanta Port as a nodal point in the export of grain;
- Make the most of the existing port infrastructure;
- Avoiding the under-use of the coal and ore terminal as a

result of the future increase in unused capacities for this commodity;

- Transforming a solid bulk storage site near the railroad into a silo park (Terminal operator responsibility);
- Connection to the silo park by means of conveyor belts (terminal operator responsibility);
- Installing new equipment in berths.



LNG BUNKERING STATION AT BERTH NO. 99

Project objectives

The objective of this project is to cover the potential demand of the LNG as a clean and economical fuel for shipping, to boost LNG as transport fuel, especially for IWT, by means of providing the Port with modern bunker facilities close to the Black Sea – Danube Canal.

Also for the Constanta Port is necessary to fulfil the clean fuel strategy of the EU Commission which requires the installation of LNG refuelling stations (fixed or mobile) in all 139 maritime and inland ports at the Trans European Core Network by 2020-2025.



BARGE TERMINAL - SECOND STAGE

Project objectives

The purpose of the investment is creating new mooring areas for barges, tugs and pushers. The project consists of completing the mooring quay used for pushers and

tugs on the West side of river-sea channel by building a quay at the Northern end of the existing quay on berth no. 100 and also arrangement of the quay used for waiting barges.



THE DEVELOPMENT OF THE ISLAND IN THE CONSTANTA PORT - BERTHING QUAY ON THE NORTH SIDE OF THE ARTIFICIAL ISLAND, INCLUDING THE DEVELOPMENT OF THE SHORE - ISLAND AREA, FOR THE ASSISTANCE OF THE FUTURE INDUSTRIAL PLATFORM

Project objectives

- There will be a mooring quay on the north side of the artificial island, including a platform linking the quay and the future industrial platform and setting up a link between the island and the shoreline in the southern zone of the connecting canal;
- The mooring quay will be used for unloading / loading

operations of general and liquid cargo and will have a total length of 1,020.0 m at the northern extremity of the island, of which:

- the western berth with a length of 320 m will be allocated for oil tankers of maximum 65,000 DWT;
- the 700-meter-long eastern berth is set up for oil tankers up to 150,000 DWT.

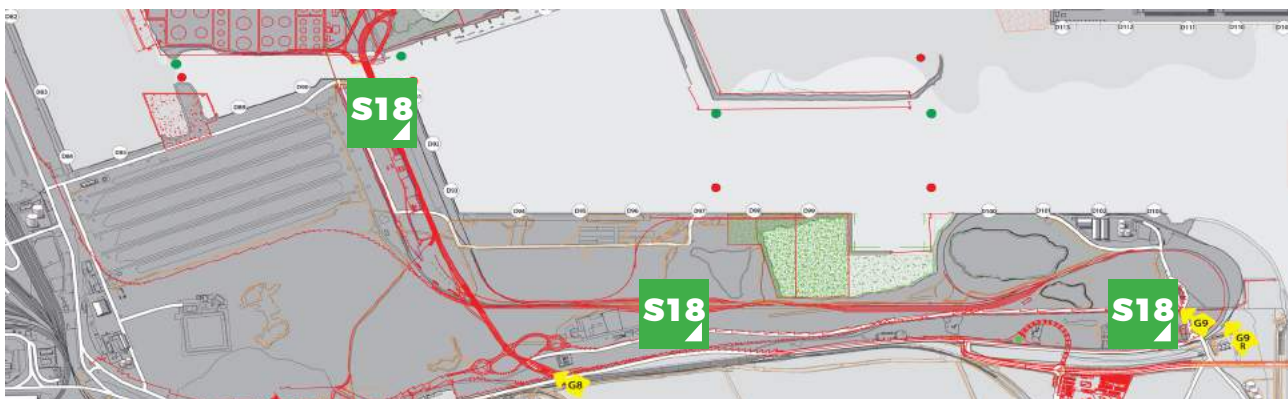
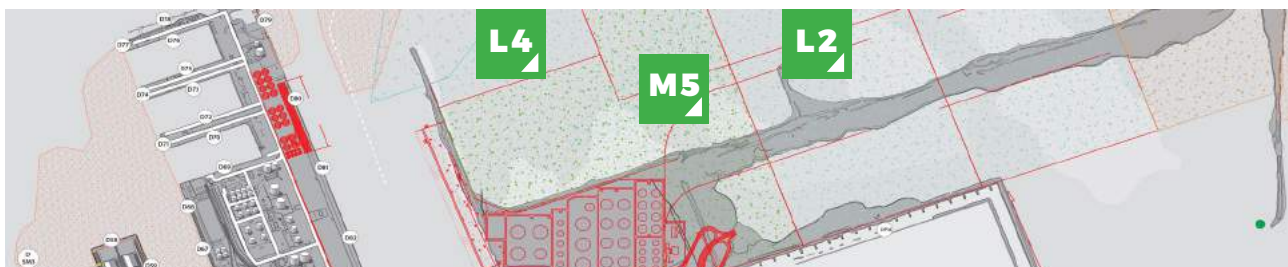
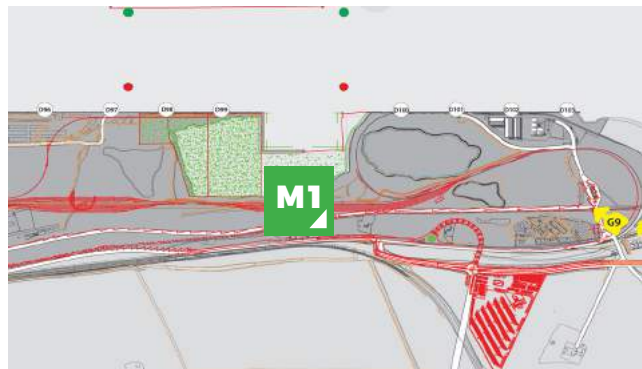
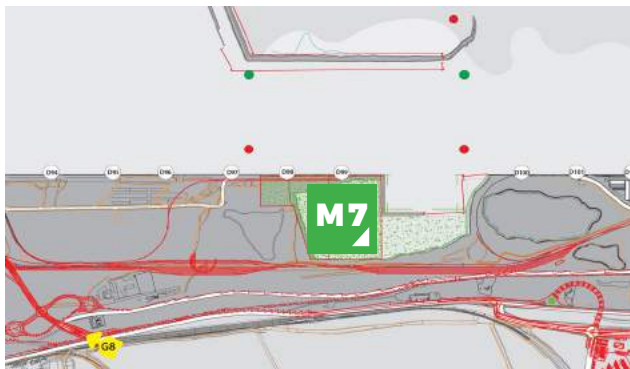
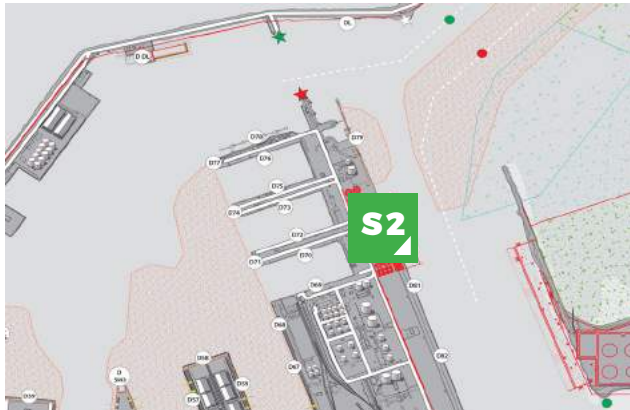
S18

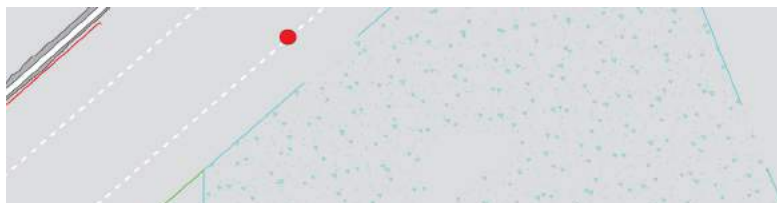
ROAD BRIDGE OVER THE CONNECTING CHANNEL IN THE RIVER-MARITIME AREA AND CONNECTION WITH THE ROAD NETWORK INSIDE AND OUTSIDE THE PORT OF CONSTANTA

Project objectives

The project consists in building a metal road bridge to provide access to the artificial island from the river-maritime area of the port of Constanta and connect it to

the road network inside and outside the port. The objective is considered to be a priority from the perspective of reclamation of the new territory from the sea to build the artificial island.



**S3**

IMPLEMENTATION OF INFRASTRUCTURE WORKS FOR THE DEVELOPMENT OF SPECIALIZED TERMINALS IN CONSTANTA PORT SOUTH - MOL IIIS - IVS - STAGE I

Project objectives

Construction of a competitive terminal and motor vehicle Terminal in the Port (to cover the additional volume of exported cars foreseen in the short, medium and long term). Modernization of port facilities and infrastructure for modern logistics. Flexibility in development according

to market requirements. Increased opportunities to attract new goods and volumes. Laying the basis for additional traffic corridors to be established in the long term for the Caucasus and Central Asia (the old Silk Road).

S6

DOUBLING THE RAILROAD LINE AT THE AGIGEA LOCK – CONSTANTA FERRY-BOAT AND SYSTEMATIZATION OF THE CONNECTION POINT IN AGIGEA LOCK

Project objectives

The project will lead to the increase of operations for loading /unloading and will insure the intake of

container traffic on rail.

S7

DEVELOPMENT OF RAILWAY CAPACITY IN THE PORT OF CONSTANTA SUD - AGIGEA

Project objectives

The project will lead to increased loading / unloading efficiency and will ensure that container traffic is picked up by rail, which has increased much more than expected, and according to forward-looking traffic data, it is necessary to develop the rail system with three additional loading - unloading lines. In the Feasibility

Study "Development of Railway Capacity in Constanta South Agigea Port", carried out by SC ISPCF SA Bucharest in 2006, the development of the railway device on the second mall was analyzed. In the study mentioned above, the works were not included in Stage 1 of the project, and it was proposed to be implemented when needed.

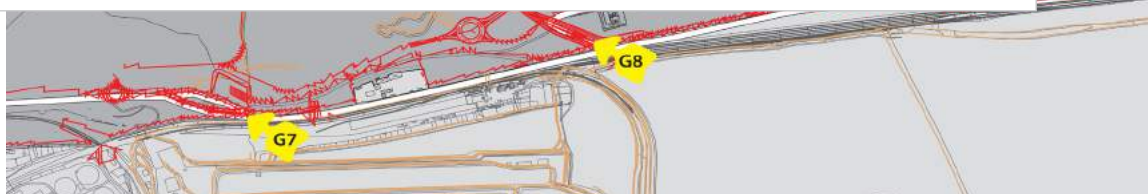
S10

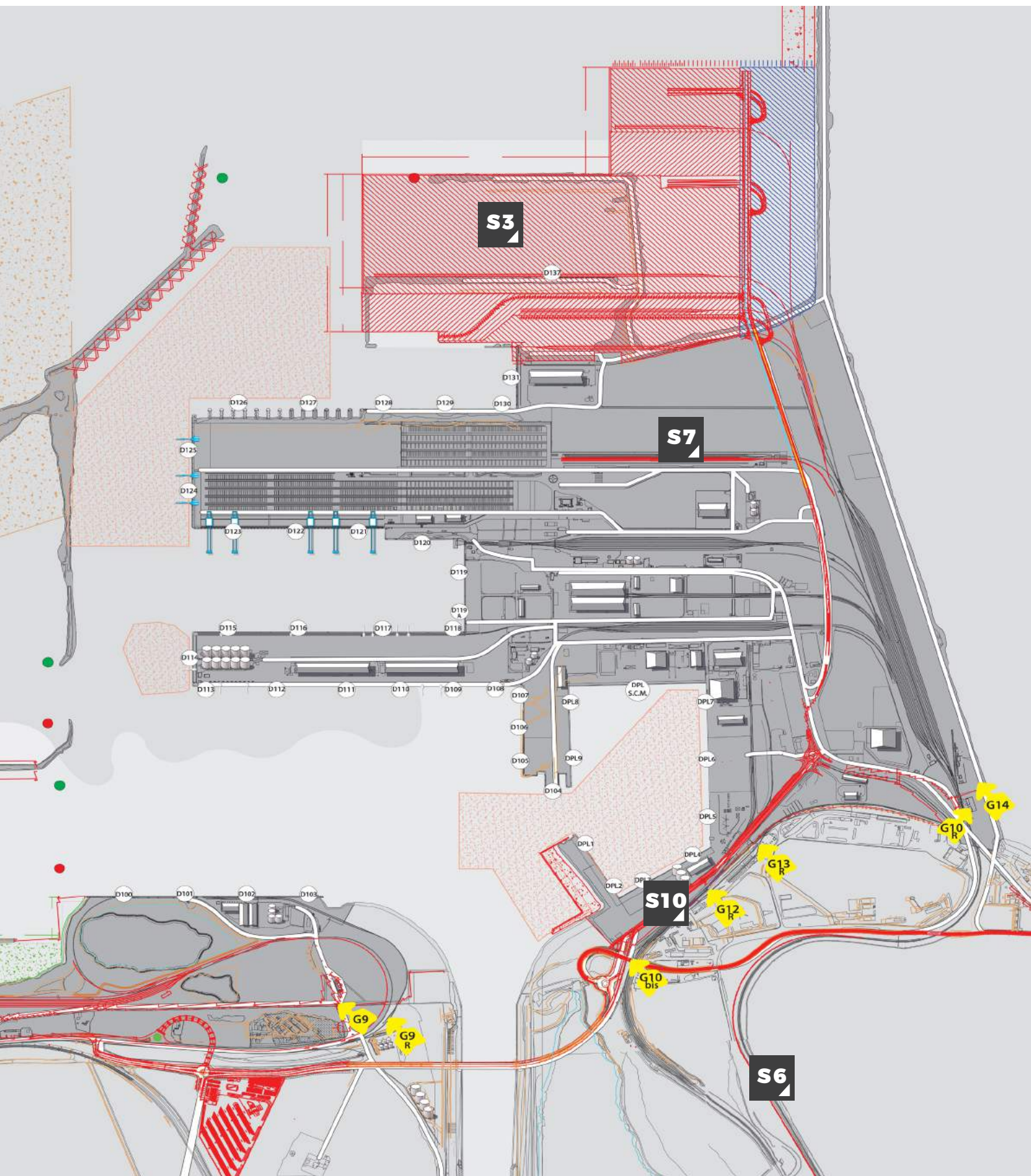
EXTENSION TO 4 LANES OF THE EXISTING ROAD BETWEEN GATE NO. 10BIS AND GATE NO. 10

Project objectives

The main objective of the project is to ensure the continuity of the 4-lane road traffic inside the Constanta South Port after the access of the trucks, from the new access gate 10 bis to the junction with the current access from gate 10.

It is considered that with the Completion of investment objectives: "Constanta City Passing Option" and "Road Bridge at Km 0 + 540 of CDMN", both with 4 lanes to access to gate 10 bis, following the route through the port, the connecting road towards Gate 10 has currently only 2 (two) lanes.





Projects submitted under connecting Europe facility - Transport (2016 CALL)

PROTECT - UPGRADE OF INFRASTRUCTURE AND ENVIRONMENTAL PROTECTION IN CONSTANTA PORT

The objectives of the project include: extension with 130 linear meters of the DA 2 berth in Constanta Port in order to create a platform covering 4,370 sq. m that would be used for the construction of an on-shore ship waste collection facility, building the on-shore ship waste collection facility, purchase of 5 vessels used to perform

different tasks within Constanta Port, updating the signalization system in Constanta Port required by the extension of the North Breakwater and the obsolete state of some of the elements used, analyzing the possibility of using renewable energy sources in the port area.

CIVITAS PORTIS PROJECT



CIVITAS PORTIS designs, demonstrates and evaluates integrated sets of innovative sustainable mobility measures that address the problems of port cities across Europe. These solutions are demonstrated in 5 major port cities across Europe located on the North Sea (Aberdeen and Antwerp), the Mediterranean Sea (Trieste), the Black Sea (Constanta), and the Baltic

Sea (Klaipeda). All these ports are directly or indirectly involved in ESPO, which is an official supporter of CIVITAS PORTIS. The project also involves a major international follower port city on the East China Sea (Ningbo).

The results of CIVITAS PORTIS, and the ambition of the consortium, are to show other port cities in Europe and beyond how to develop and implement a vision of sustainable mobility that can increase functional and social cohesion between city centres and ports, whilst driving economic growth and improving the attractiveness of urban environments.

Thanks to the CIVITAS Initiative the 5 partner cities expect to prove that more efficient and sustainable mobility is conducive to the establishment of vital and multi-modal hubs for urban, regional, national and international movements of passengers and goods.

DAPHNE - DANUBE PORTS NETWORK (DANUBE TRANSNATIONAL PROGRAMME)



www.interreg-danube.eu/daphne

Project co-funded by European Union funds (ERDF, IPA)

On 1 January 2017, twenty-three partners from the Danube region officially started the project DAPHNE (Danube Ports Network). Co-funded by the Danube Transnational Programme as one of the 54 approved projects out of 547 initially submitted applications, the project focuses on improving the performance of Danube Ports with the aim to turn them into buzzing economic

centres. In a nutshell, DAPHNE touches on topics such as port legislation & funding, port administration & management, port development and port strategy & port network formation.

To achieve this goal, a permanent cooperation will be secured between public & private entities along the Danube, each of them bringing in their own specific expertise. These entities are: ministries, port administrations, port users, specialized consultancy firms, logistics companies, NGOs and universities from countries such as Austria, Romania, Hungary, Croatia, Bulgaria, Slovakia, Serbia, Moldova and Ukraine.

By exploring these four topics, the consortium will significantly contribute to stepwise close the existing gaps between the 70 Danube ports located along the 2.414 km of the Danube River that deal with poor access infrastructure and superstructure, uncoordinated legal and regulatory frameworks, different ownership and administrative models, reduced private investments in the port area and decreasing human resources for this specific sector.

For the Danube Ports to be able to provide a similar level of services and to use comparable technologies, an extensive know-how built-up and transfer in the region

will take place. This will allow the less developed ports to benefit from the lessons learnt by their more advanced counterparts. Public and private entities active in the port sector will work together to facilitate the transition. Implementation period: January 2017-June 2019, under the coordination of Pro Danube International as lead partner.

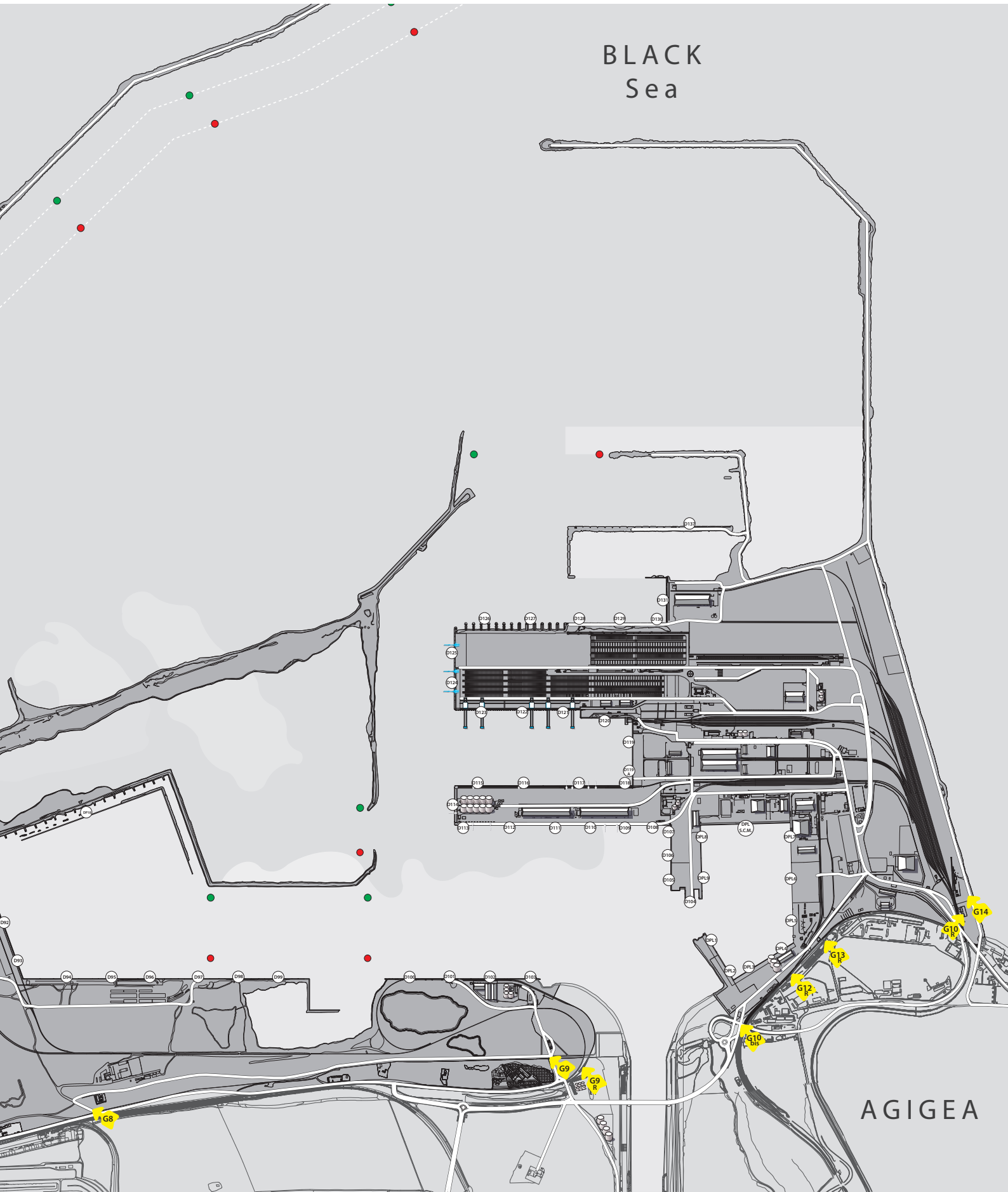
In case you want to learn more about the project, please contact: Andra Opreanu (Project Manager): aopreanu@constantza-port.ro / +40 241 601330

Visit us at: www.interreg-danube.eu/daphne



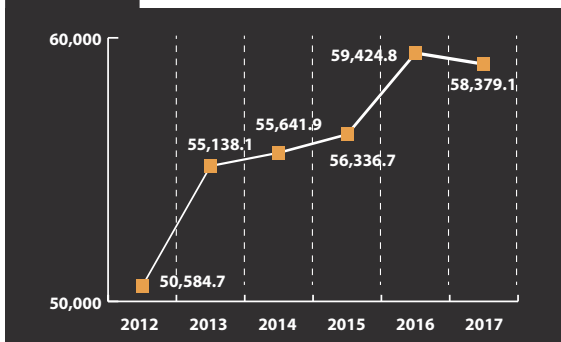
Constanta Port map



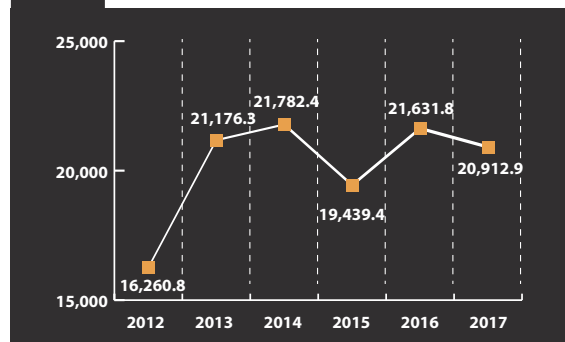


Port statistics

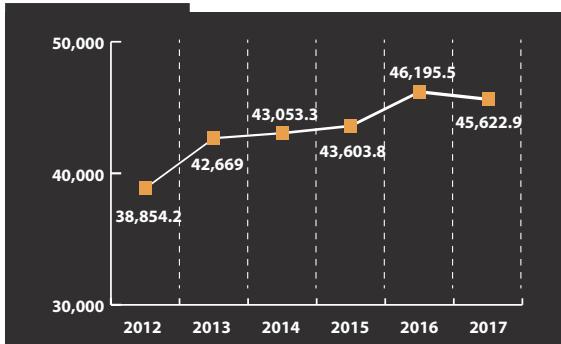
Total traffic



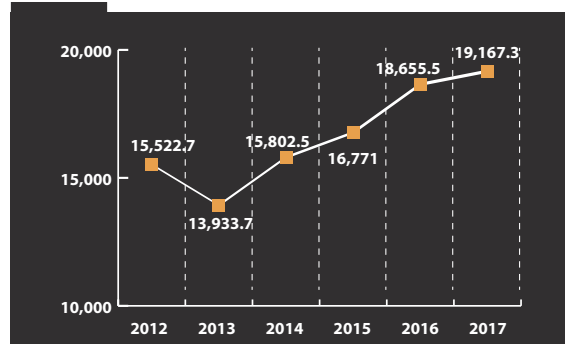
Exports



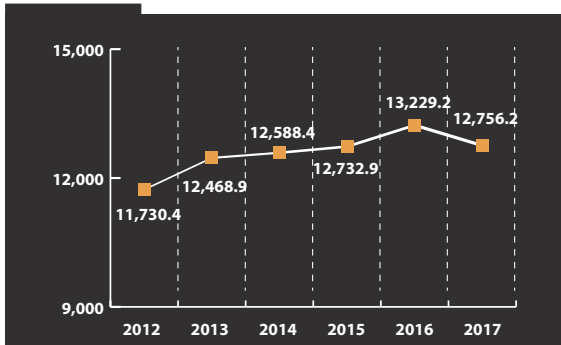
Maritime traffic



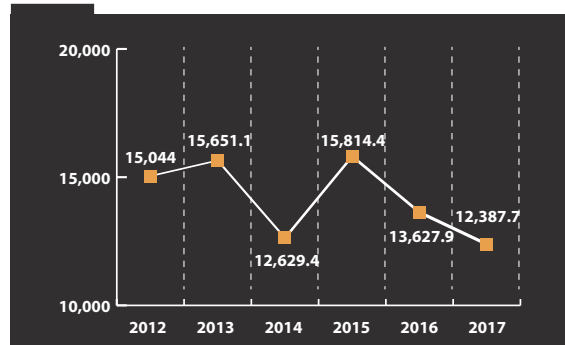
Imports



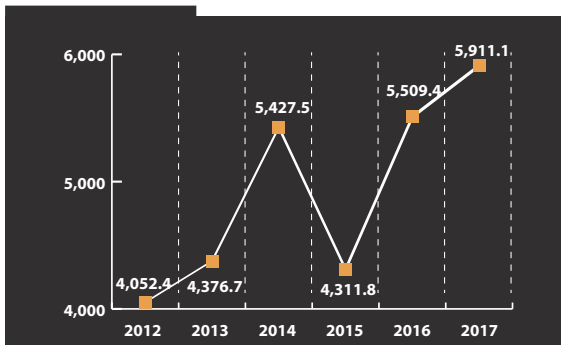
River traffic



Transit



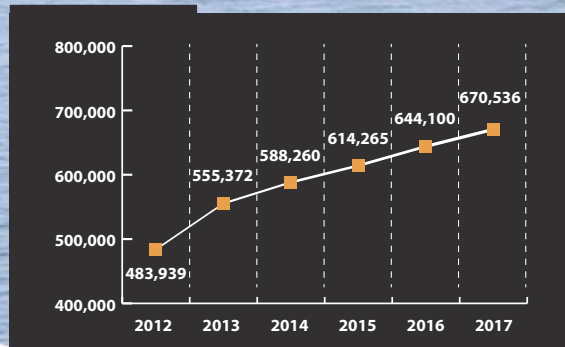
Cabotage traffic





Containers

Thousand TEUs



Tons/Year	2012	2013	2014	2015	2016	2017
unloaded	241,106	274,631	291,875	311,660	329,876	341,399
loaded	242,833	280,741	296,385	302,605	314,224	329,137
Total (TEUs)	483,939	555,372	588,260	614,265	644,100	670,536

Units/Year	2012	2013	2014	2015	2016	2017
Containers	423,081	399,372	408,990	420,793	434,439	413,253

Total traffic by category	Tons
Liquid bulk	13,354,280
Dry bulk	34,853,978
Containers	6,524,093
General cargo	3,646,803
Total	58,379,154

Ship calls/Year	2012	2013	2014	2015	2016	2017
Maritime calls	5,057	4,833	4,771	4,605	4,331	4,093
River calls	9,405	9,280	10,053	9,765	10,203	9,272
Total	14,462	14,113	14,824	14,370	14,534	13,365



Ships by type

Arrivals of sea-going vessels by type of ship/Year	2012	2013	2014	2015	2016	2017
Cargo	2,692	2,525	2,143	1,971	1,812	1,815
Passenger	52	68	95	37	17	13
Portcontainer	651	579	578	610	684	592
Tank	673	636	719	668	665	608
Bulk carrier	439	533	555	589	607	574
Others	550	492	681	730	546	491
Total	5,057	4,833	4,771	4,605	4,331	4,093



Traffic type of goods (thousand tons)

Cargo type (tonnes)/Year	2012	2013	2014	2015	2016	2017
Cereals	12,628,340	15,261,789	17,420,547	19,616,118	20,393,803	17,891,285
Cellulose and waste paper	25,832	45,684	63,451	65,189	78,058	39,089
Cement, building materials	547,769	349,422	265,413	140,997	169,874	165,702
Chemical products from coal/tar	131,411	134,144	72,962	108,478	102,331	153,372
Solid mineral fuels	3,504,331	2,890,793	2,157,731	3,207,635	2,226,771	2,830,470
Crude oil	5,042,697	5,396,525	6,750,866	6,593,434	7,487,357	7,352,164
Food stuff and animal feed	497,245	563,137	416,089	764,390	796,547	504,549
Glassware and ceramic products	64,588	48,740	8,066	2,001	2,959	17,679
Iron ores, scrap	6,888,094	9,676,268	5,501,674	2,750,024	2,594,201	3,924,125
Leather textile / other products	172,811	398	0	0	0	553
Livestock, sugar beet	49,245	64,993	58,690	61,382	93,299	97,738
Machines, transport equipments	369,418	437,955	365,651	363,638	356,800	337,910
Metal products	1,871,458	1,593,497	1,888,533	2,062,785	2,047,544	2,217,403
Metalware	2,833	7,485	5,124	429	3,545	5,263
Miscellaneous	6,958,497	6,544,679	6,782,263	6,850,355	6,897,358	6,525,662
Natural and chemical fertilizers	2,153,597	1,763,452	1,742,245	1,842,646	2,927,072	3,094,332
Non-ferrous ores and scrap	2,643,509	2,325,828	2,551,646	3,109,993	3,158,060	3,111,182
Oil products	3,999,621	3,820,247	4,714,318	5,165,550	5,653,512	5,473,279
Oil seed, oleaginous fruits/fats	736,300	1,932,875	2,478,251	1,951,341	2,918,535	3,215,811
Other chemical products	1,029,540	906,680	1,151,105	525,026	619,988	559,649
Potatoes, other fresh vegetable	20,604	15,171	11,734	6,488	5,696	6,913
Raw or processed minerals	318,400	304,694	316,140	293,295	334,379	438,273
Wood and cork	928,522	1,053,601	919,411	855,578	557,132	416,751
Total	50,584,662	55,138,057	55,641,910	56,336,772	59,424,821	58,379,154

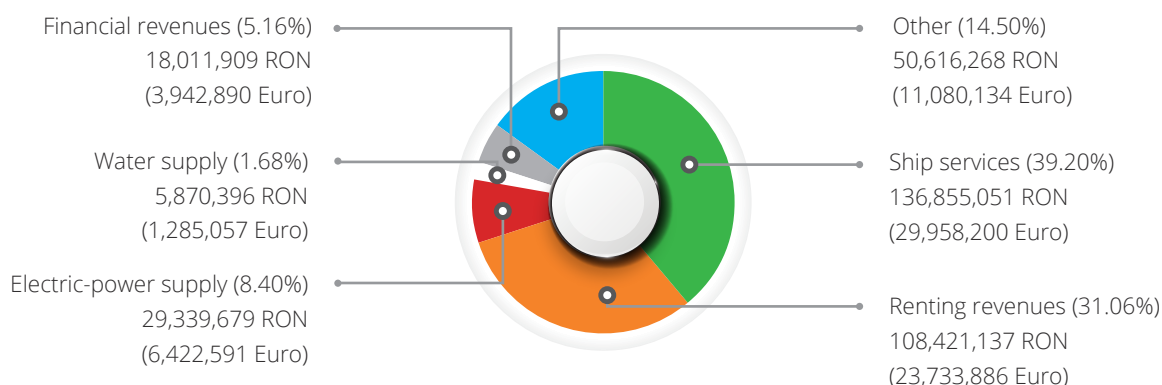
Financial report

*Preliminary financial statements



Revenues

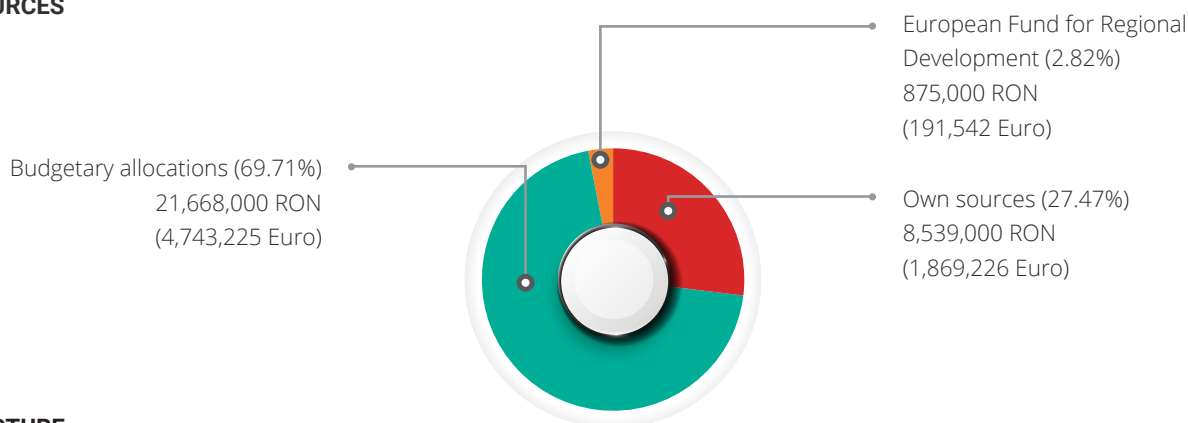
The total income of N.C. Maritime Ports Administration S.A. Constanta in 2017 was 349,114,440 RON (76,422,757 Euro). The income structure is presented in the chart below:



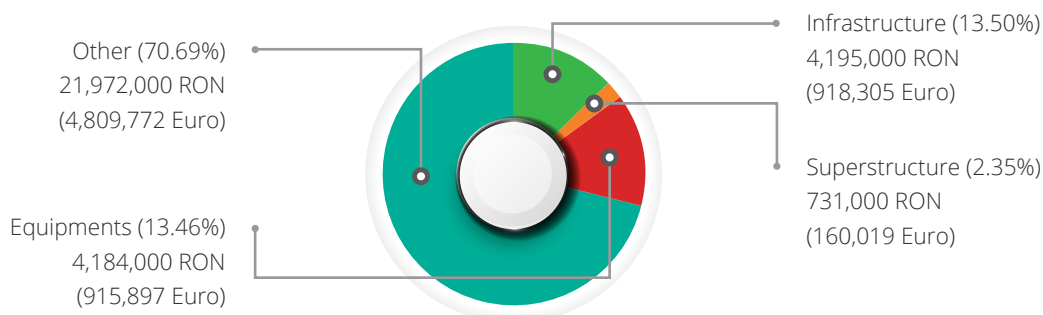
Investment

The total value of the investments made in 2017 was 31,082,000 RON (6,803,993 Euro).

RESOURCES



STRUCTURE



*Currency exchange rate (average) used for 2017: 1 EUR = 4,5682 RON



Welcome to

Annual Report 2017

Port of Constanta

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