

# ANNUAL REPORT 2018

Port of CONSTANTA

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# ANNUAL REPORT 2018

NATIONAL COMPANY
MARITIME PORTS ADMINISTRATION S.A
CONSTANTA

Incinta Port Constanta, Gara Maritima
900900 Constanta, ROMANIA

Telephone: +40 241 611 540
Fax: +40 241 619 512

E-mail:apmc@constantza-port.ro

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# MESSAGE FROM THE CEO



## Daniela SERBAN

CHIEF EXECUTIVE OFFICER



2018 was a dynamic and successful year for the Port of Constanţa, which continued to record growth in both traffic volumes and revenues.

The figures are significant and strongly support our status of a regional leader. The year 2018 registered an increase with 5% of the global traffic achieved in the whole Constanţa Port system comprising the ports of Constanţa, Midia and Mangalia.

According to our vision, which is to enhance the position of Constanţa Port as an important hub for the Central and Eastern Europe and for the Black Sea countries, recognized for professionalism and quality of services, we have been following our key values: reliability, customer satisfaction and sustainability.

In 2018, our ambitions were reflected into several outstanding results. Last year meant one of the years of accomplishments, within the Large Infrastructure Operational Programme, in this respect, two financing contracts were signed for the following objectives: „Modernization of port infrastructure, by providing deeper approach channels and basins and by increasing the navigation safety in the Port of Constanţa" and "Development of a specialized berth in a high depth zone (Berth 80)". Also, within the Connecting Europe Facility (CEF) financing program, „The upgrade of infrastructure and environmental protection in the Port of Constanta – PROTECT" continued its implementation activities and the works regarding renewing & upgrading the signaling system were finalized.

On the other hand, we continued to upgrade the conditions provided to the companies operating in the Port of Constanţa. Therefore, new LED systems were installed with the aim of facilitating operations in terminals and road traffic by night, the energy distribution system for the river area of the Port of Constanţa has been upgraded, and the works for the gas distribution system in the southern part of the port have began. Also, the aquisition of two multifunctional vessels for a quick response to pollution situations is on its way. This two vessels will enhance the capacity of the port administration to clean the port acquatory and to have a proper response to fire situations.

We believe that in the future, our investments will attract more customers to our port, thus creating revenues, profits and added value for the whole community.

We are approaching the challenges which lie ahead with full confidence and determination, continuing to develop the Port of Constanţa as a destination of choice to be preffered over other ports on the basis of quality of infrastructure and services.

Last but not least, I would like to thank the port community and all the actors involved in the success of Constanţa Port for their commitment and for the steady efforts in further optimizing the services rendered. I am confident that together we will be able to better face the future challenges of the maritime industry in full swing.

# REPRESENTATIVE OFFICES

## BELGRADE: CHEMCO

Representative:

**Vladan Mišić**

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

## BUDAPEST: E-2000-CONSULT KFT

Representative:

**László Erdélyi**

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 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.

# ABOUT THE CONSTANTA PORT

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/Brasov/Craiova/Bucharest/ Constanta/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.

## 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.

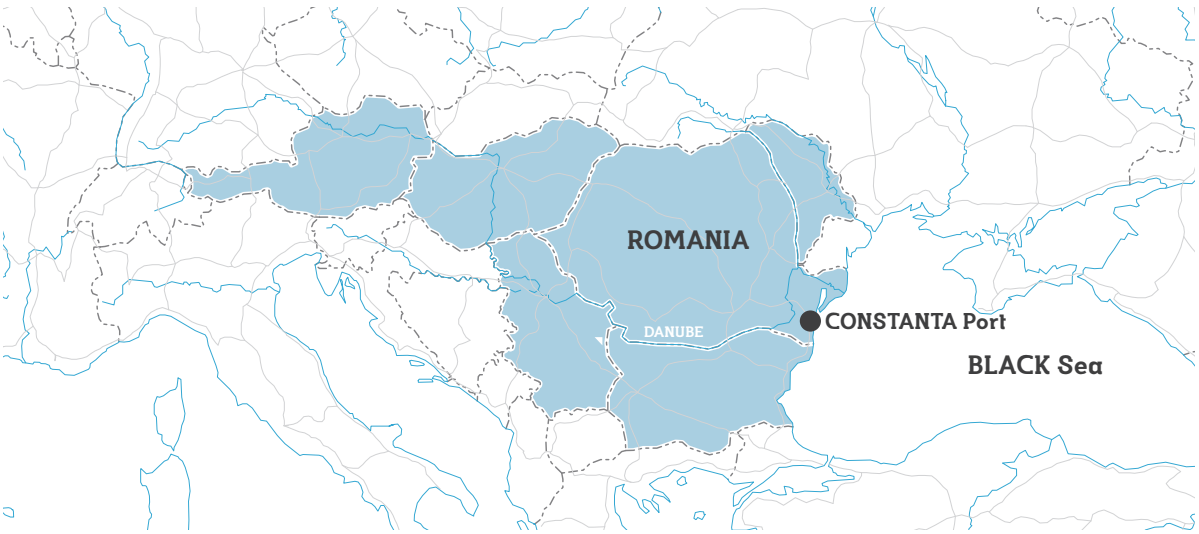
Target area: the Strategy targets member states such as Germany, Austria, Slovakia, Czech Republic, Serbia, Hungary, Romania and Bulgaria.
Policy priorities and policy development
The three main priorities at the core of the Danube Strategy are:
1) transport;
2) environment;
3) economic development.

## Hinterland

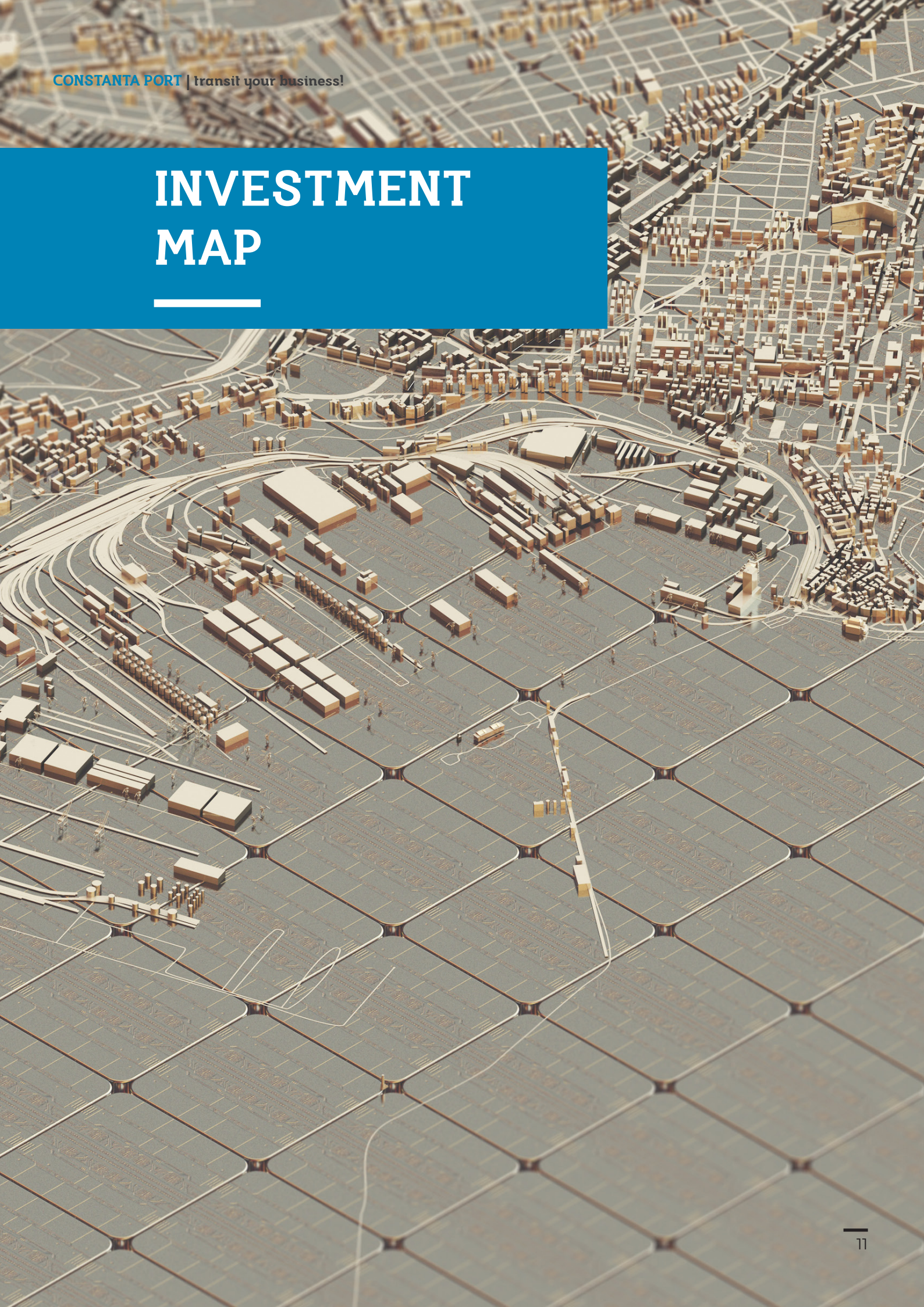
The hinterland of Constanta Port supports the port regarding the produced, consumed and forwarded goods to/from the port. It includes a vast region in the Central and Eastern Europe. During the last decade, the Port of Constanta efficiently served the flows of goods that arrive or depart from/to the 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.



# INVESTMENT MAP



*Consolidation, stabilisation and arrangement of the cliff lines adjacent to Constanta Port (between Gate 3 and Gate 7)*

*The modernization of port infrastructure through assuring depths in fairways and basins, and navigation safety*

*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*

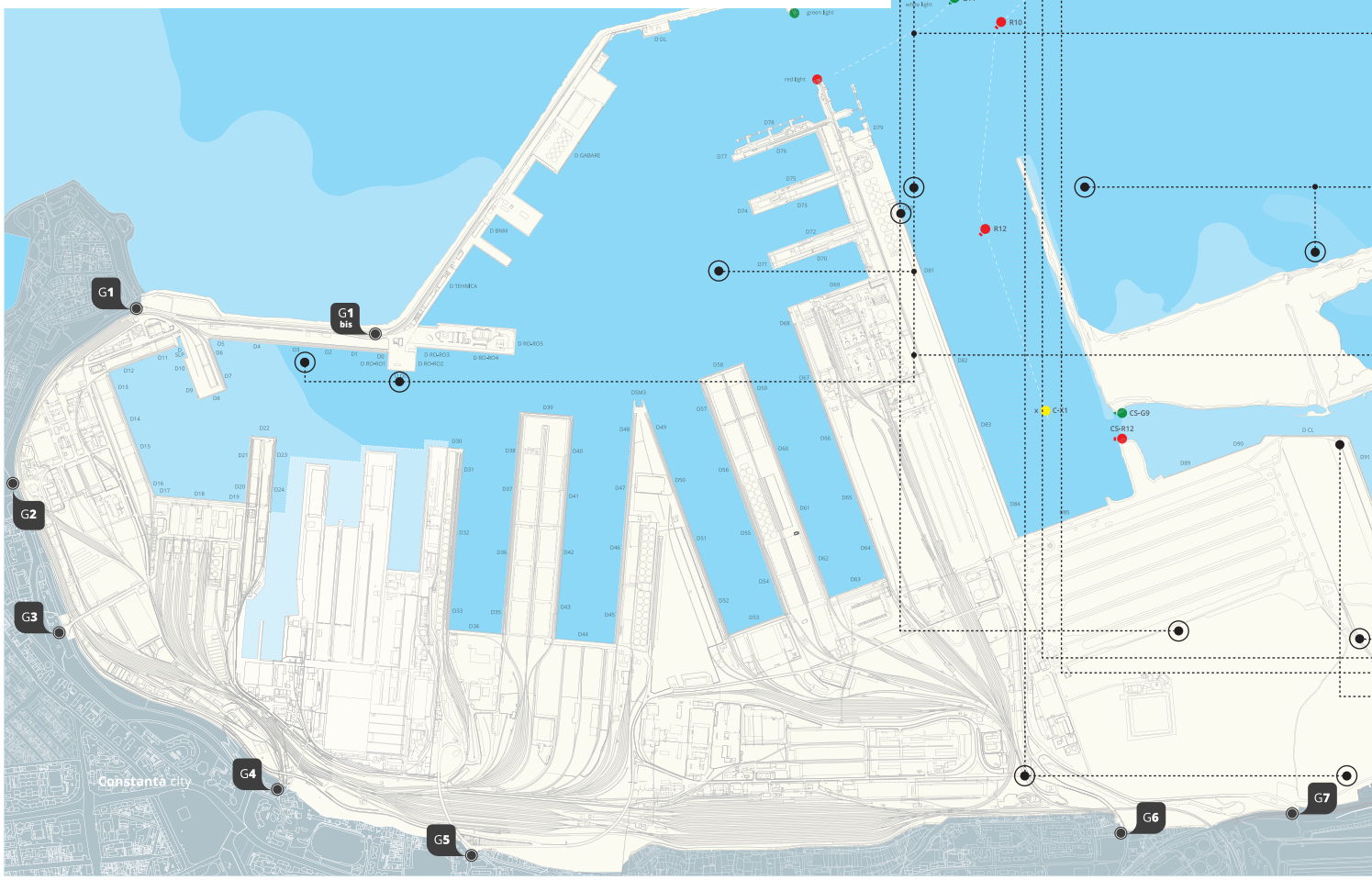
*Modernization of energetic system*

*Modernization of water and sewage system*

*Implementation of a specialized berth in an area with large depths (berth 80)*

*LNG bunkering station at berth at berth no. 99*

*Barge terminal - second stage*



*Rail connection and railway system for the future industrial platform on the island*

*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*

*Road bridge over the connecting channel in the river-maritime area and connection with the road network inside and outside the Port of Constanta*

*Implementation of infrastructure works for the development of specialized terminals in Constanta Port South - Mol IIIS - IVS - stage I*

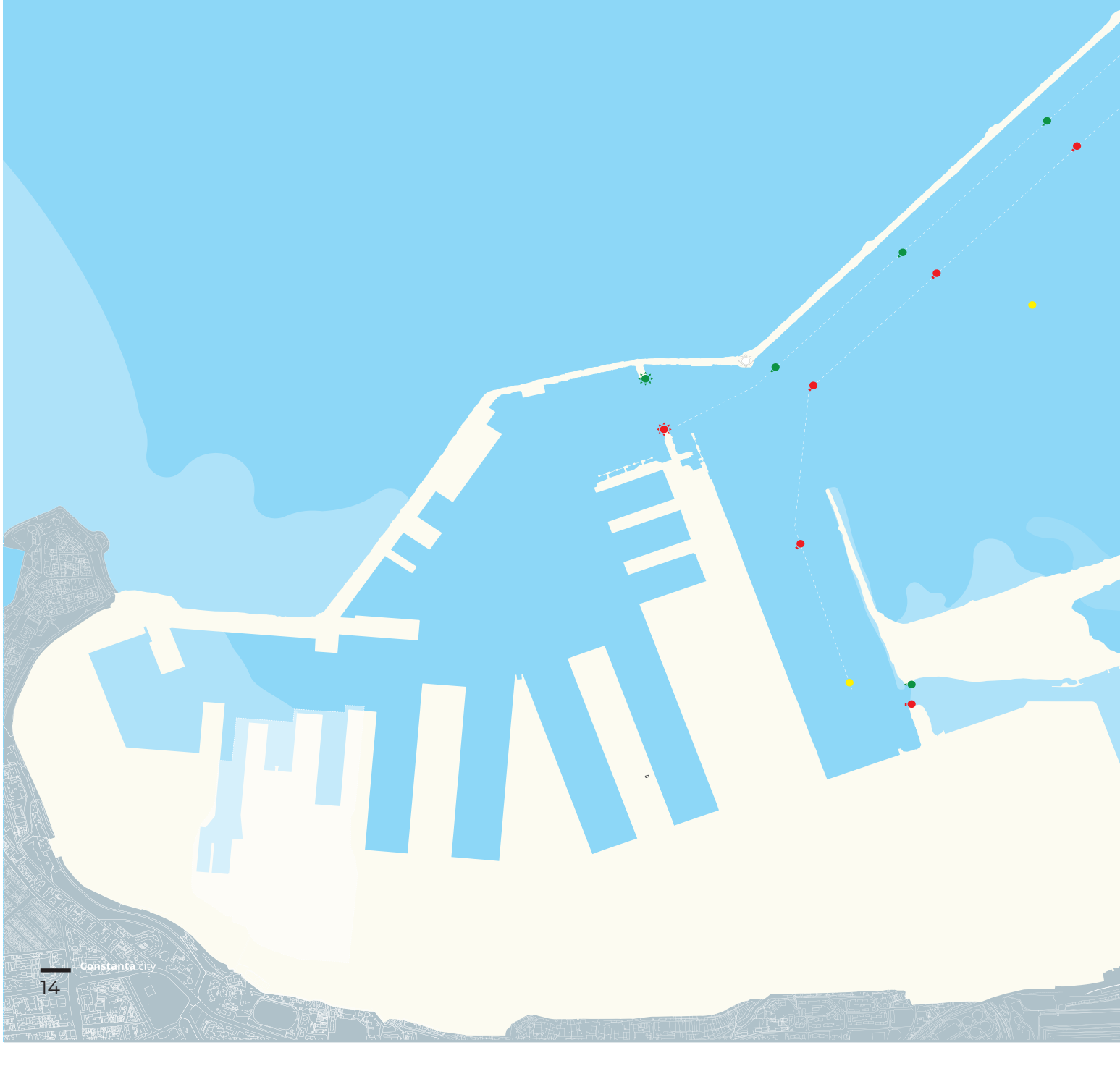
*Doubling the railroad line at the Agigea lock - Constanta ferry-boat and systematization of the connection point in Agigea lock*

*Development of railway capacity in the Port of Constanta South - Agigea*

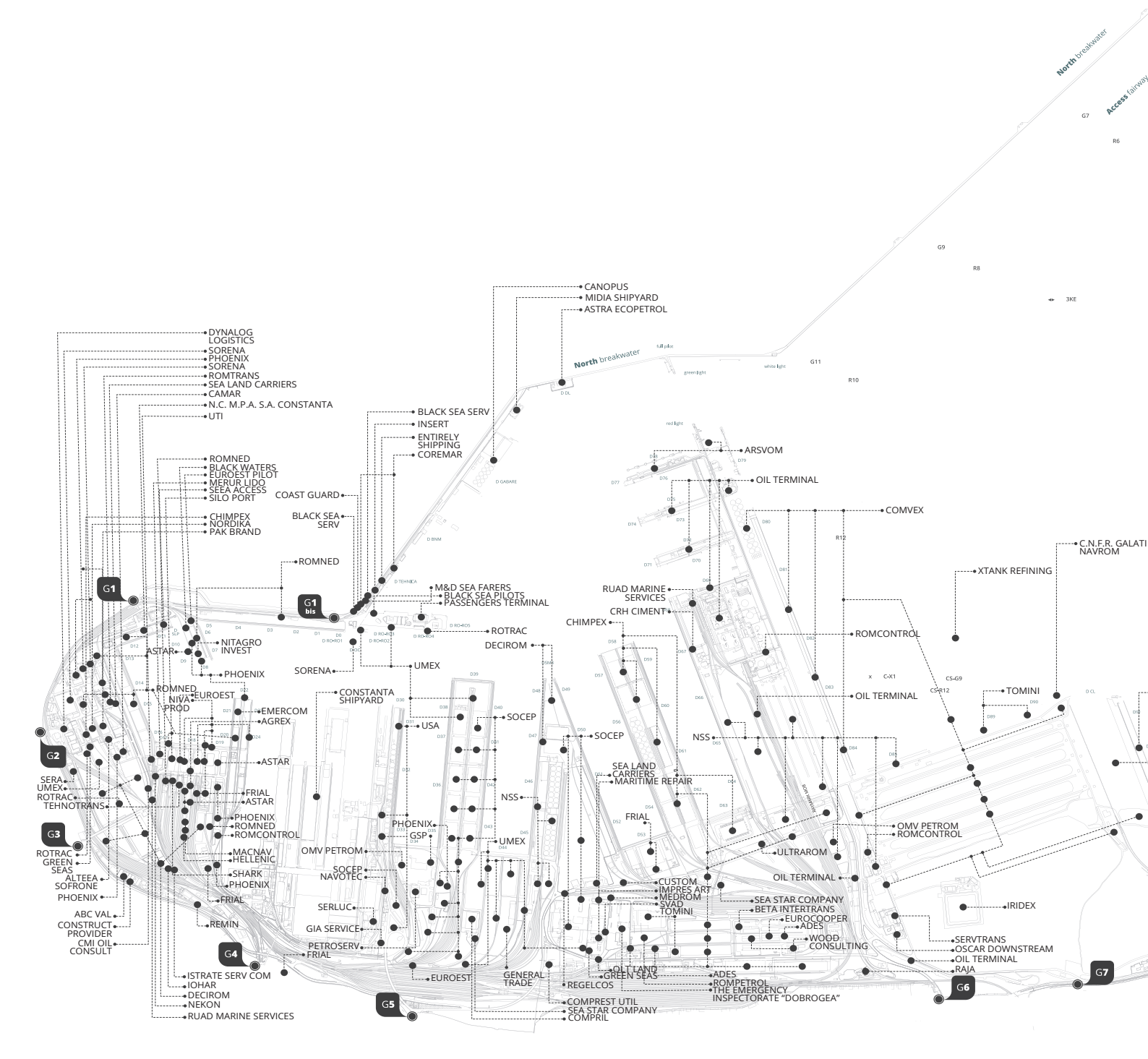
*Extension to 4 lanes of the existing road between Gate no. 10bis & Gate no. 10*

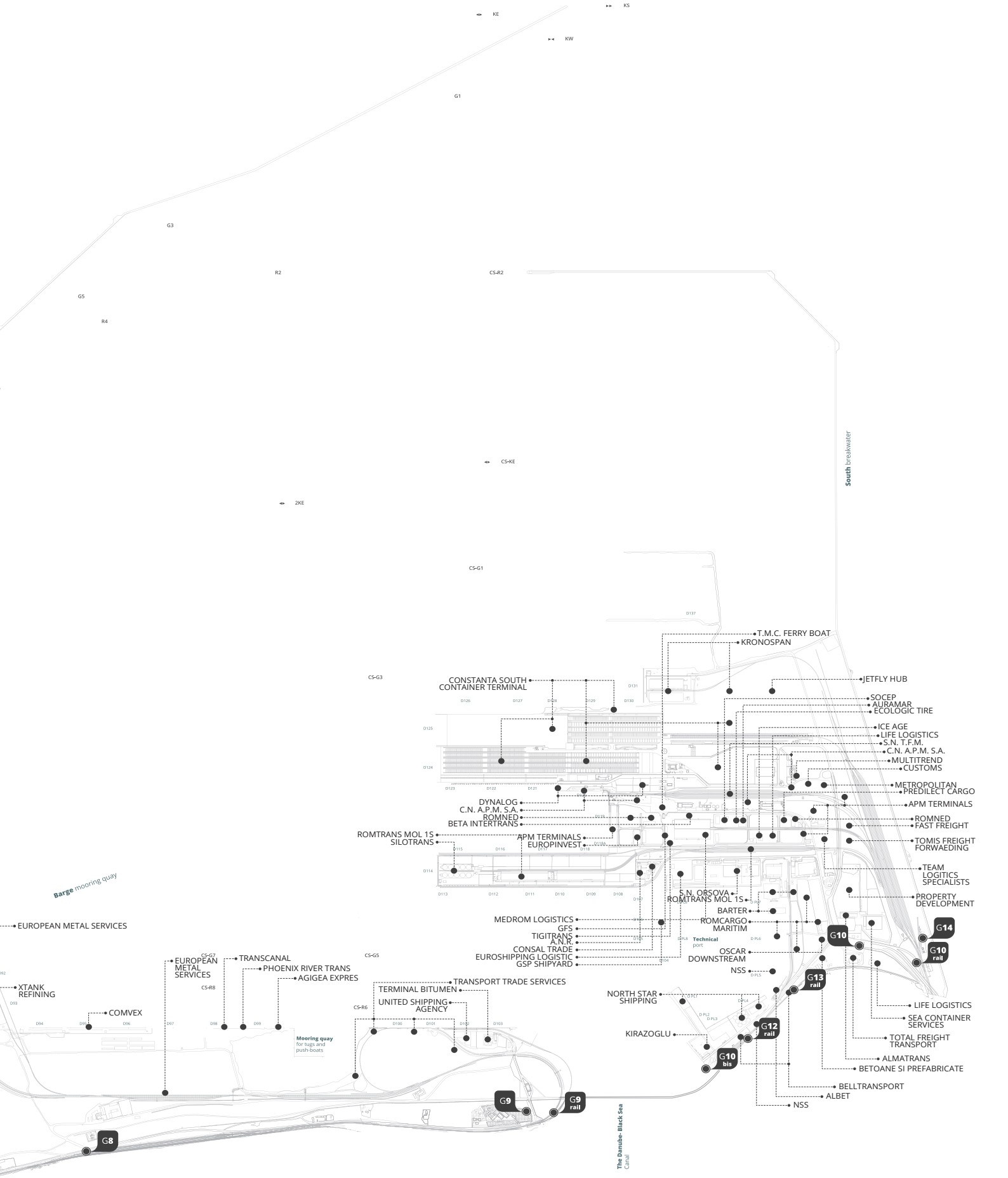


# CONSTANTA PORT MAP




1,5 km
1 km
500 m
100 m
0
Agigea lake
Agigea commune


North breakwater
Access fairway
North breakwater
full plate
green light
white light
red light
G1
G1 bis
G2
G3
G4
G5
G6
G7
G9
G11
R6
R8
R10
R12
3KE
CANOPUS
MIDIA SHIPYARD
ASTRA ECOPETROL
DYNALOG LOGISTICS
SORENA
PHOENIX
SORENA
ROMTRANS
SEA LAND CARRIERS
CAMAR
N.C. M.P.A. S.A. CONSTANTA
UTI
BLACK SEA SERV
INSERT
ENTIRELY SHIPPING
COREMAR
ROMNED
BLACK WATERS
EUROEST PILOT
MERUR LIDO
SEEA ACCESS
SILO PORT
COAST GUARD
BLACK SEA SERV
CHIMPEX
NORDIKA
PAK BRAND
ROMNED
M&D SEA FARERS
BLACK SEA PILOTS
PASSENGERS TERMINAL
ROTRAC
DECIROM
UMEX
SORENA
NITAGRO
INVEST
ASTAR
PHOENIX
ROMNED
NIVA PROD
EUROEST
EMERCOM
AGREX
CONSTANTA SHIPYARD
USA
SOCEP
SOCEP
ASTAR
SERA
UMEX
ROTRAC
TEHNOTRANS
FRIAL
ASTAR
PHOENIX
ROMNED
ROMCONTROL
ROTRAC
GREEN SEAS
MACNAV
HELLENIC
SHARK
PHOENIX
ALTEEA
SOFRONE
PHOENIX
FRIAL
ABC VAL
CONSTRUCT PROVIDER
CMI OIL CONSULT
REMIN
ISTRATE SERV COM
IOHAR
DECIROM
NEKON
RUAD MARINE SERVICES
PETROSERV
FRIAL
GIA SERVICE
SERLUC
OMV PETROM
SOCEP
NAVOTEC
PHOENIX
GSP
UMEX
NSS
FRIAL
SEA LAND CARRIERS
MARITIME REPAIR
CUSTOM
IMPRES ART
MEDROM
SVAD
TOMINI
EUROEST
GENERAL TRADE
REGELCOS
COMPREST UTIL
SEA STAR COMPANY
COMPRIL
OIL TERMINAL
GREEN SEAS
ADES
ROMPETROL
THE EMERGENCY INSPECTORATE "DOBROGEA"
ARSVOM
OIL TERMINAL
COMVEX
RUAD MARINE SERVICES
CRH CIMENT
CHIMPEX
ROMCONTROL
OIL TERMINAL
NSS
SEA LAND CARRIERS
MARITIME REPAIR
FRIAL
OMV PETROM
ROMCONTROL
ULTRAROM
OIL TERMINAL
SEA STAR COMPANY
BETA INTERTRANS
EUROCOOPER
ADES
WOOD CONSULTING
XTANK REFINING
C.N.F.R. GALATI NAVROM
TOMINI
IRIDEX
SERVTRANS
OSCAR DOWNSTREAM
OIL TERMINAL
RAJA


KE
KS
KW
G1
G3
R2
CS-R2
G5
R4
CS-KE
2KE
CS-G1
South breakwater
CS-G3
CONSTANTA SOUTH CONTAINER TERMINAL
T.M.C. FERRY BOAT
KRONOSPAN
JETFLY HUB
SOCEP
AURAMAR
ECOLOGIC TIRE
ICE AGE
LIFE LOGISTICS
S.N. T.F.M.
C.N. A.P.M. S.A.
MULTITREND
CUSTOMS
METROPOLITAN
PREDILECT CARGO
APM TERMINALS
ROMNED
FAST FREIGHT
TOMIS FREIGHT FORWAEDING
TEAM LOGITICS SPECIALISTS
PROPERTY DEVELOPMENT
DYNALOG
C.N. A.P.M. S.A.
ROMNED
BETA INTERTRANS
ROMTRANS MOL 1S
SILOTRANS
APM TERMINALS
EUROPINVEST
S.N. ORSOVA
ROMTRANS MOL 1S
BARTER
ROMCARGO MARITIM
OSCAR DOWNSTREAM
NSS
MEDROM LOGISTICS
GFS
TIGITRANS A.N.R.
CONSAL TRADE
EUROSHIPPING LOGISTIC
GSP SHIPYARD
Technical port
G14
G10
G10 rail
G13 rail
G12 rail
G10 bis
NORTH STAR SHIPPING
KIRAZOGLU
LIFE LOGISTICS
SEA CONTAINER SERVICES
TOTAL FREIGHT TRANSPORT
ALMATRANS
BETOANE SI PREFABRICATE
BELLTRANSPORT
ALBET
NSS
Barge mooring quay
EUROPEAN METAL SERVICES
XTANK REFINING
COMVEX
CS-G7
EUROPEAN METAL SERVICES
TRANSCANAL
PHOENIX RIVER TRANS
AGIGEA EXPRES
CS-R8
CS-G5
TRANSPORT TRADE SERVICES
TERMINAL BITUMEN
UNITED SHIPPING AGENCY
CS-R6
Mooring quay for tugs and push-boats
G9
G9 rail
G8
The Danube-Black Sea Canal

# PROJECTS SUBMITTED UNDER CONNECTING [CALL 2016] EUROPE FACILITY – TRANSPORT

*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)*

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.

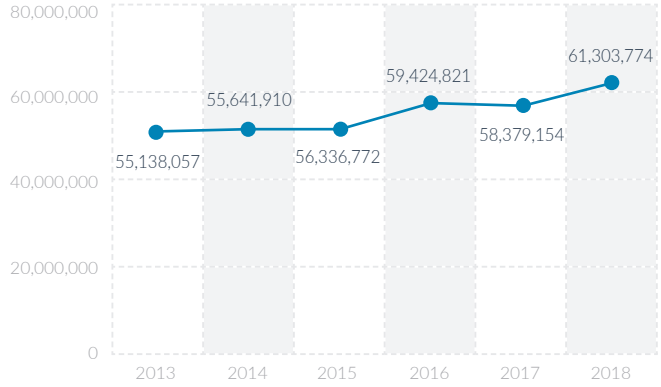
In case you want to learn more about the project, please contact: Andra Opreanu (Project Manager): aopreanu@constantza-port.ro / +40 241 601330

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

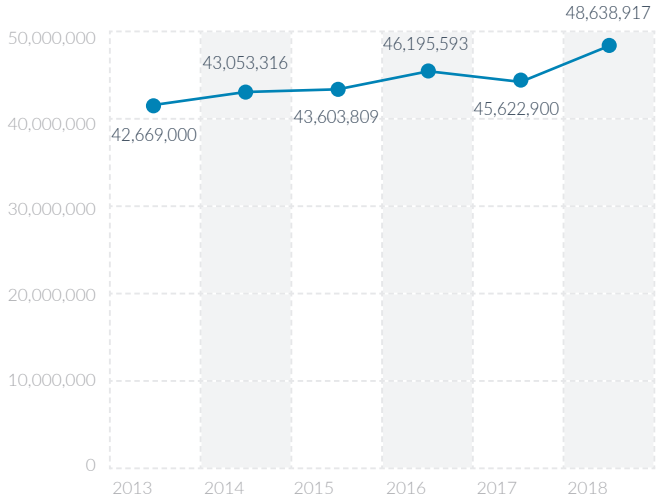


# 2018
# IN NUMBERS

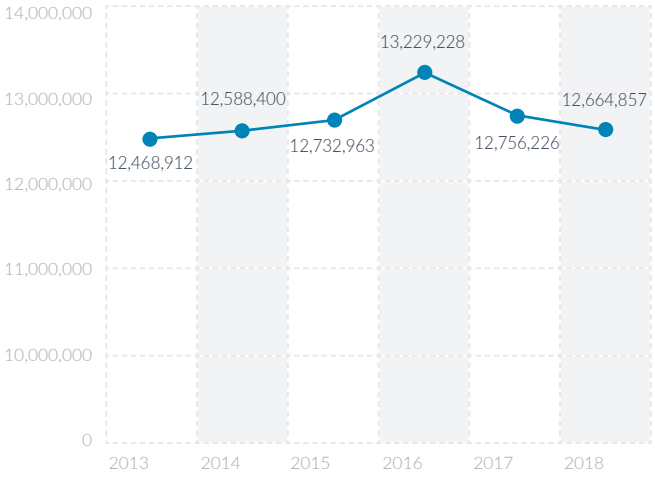
## Total traffic



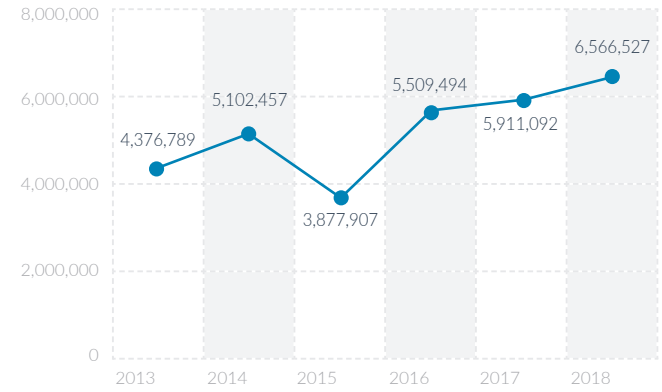

## Maritime traffic



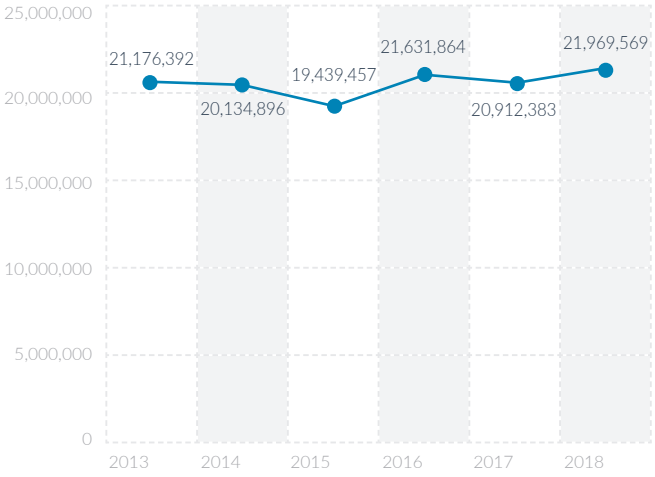

## River traffic



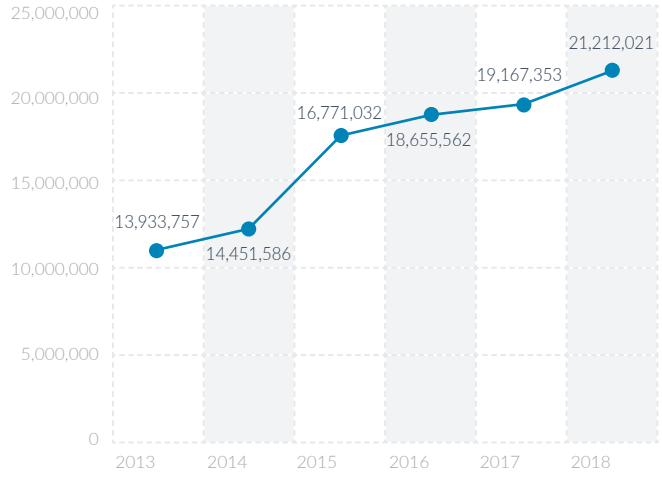

## Cabotage traffic



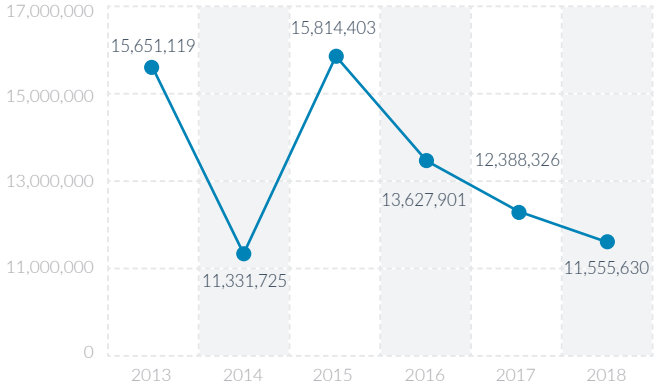

## Exports



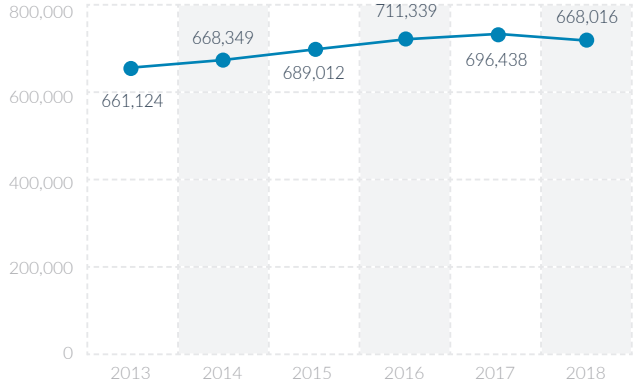

## Imports



## Transit




## Container (thousand TEUs)





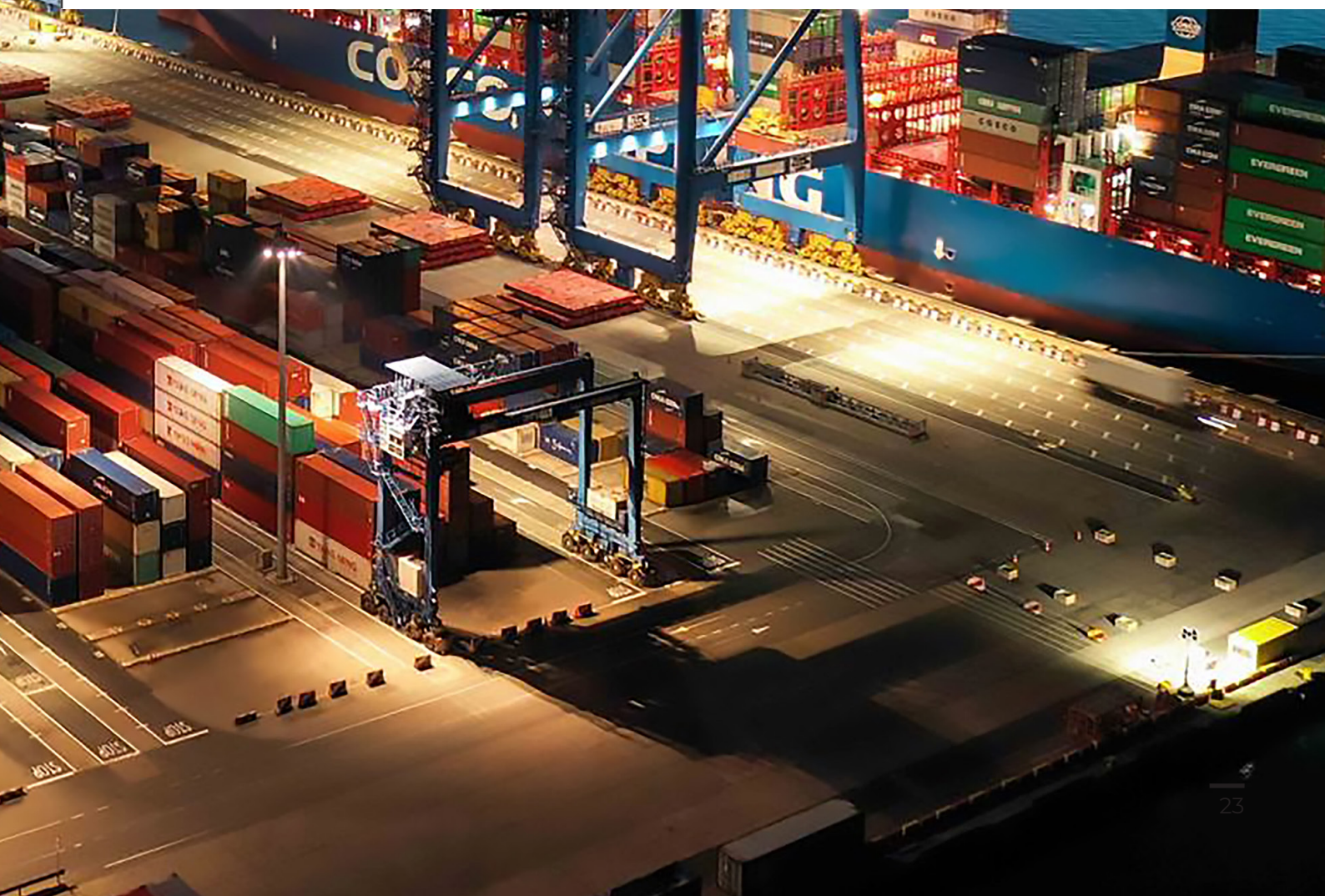

| | 2014 | 2015 | 2016 | 2017 | 2018 |
|---|---|---|---|---|---|
| **Tons/year** | | | | | |
| Unloaded | 2,775,710 | 2,857,364 | 3,177,385 | 2,899,482 | **3,148,954** |
| Loaded | 4,003,174 | 3,992,200 | 3,719,969 | 3,624,611 | **3,414,704** |
| **Total** | **6,778,884** | **6,849,564** | **6,897,354** | **6,524,093** | **6,563,658** |

| | 2014 | 2015 | 2016 | 2017 | 2018 |
|---|---|---|---|---|---|
| **Units/year** | | | | | |
| Containers | 408,990 | 420,793 | 434,439 | 413,253 | **400,832** |



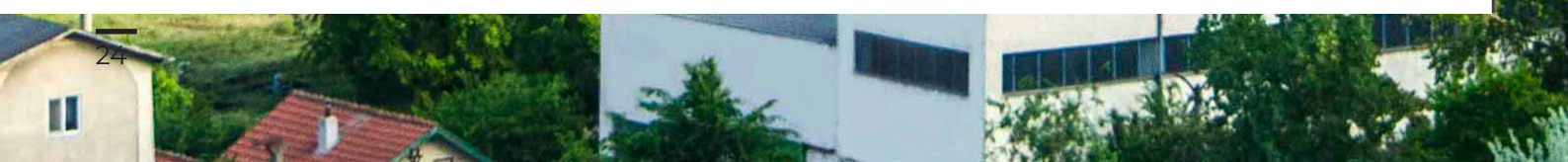
| Total traffic by category | tons |
|---|---|
| Liquid bulk | 14,022,558 |
| Dry bulk | 37,192,770 |
| Containers | 6,563,658 |
| General cargo | 3,524,788 |
| | **61,303,774** |

| Ship calls/year | 2014 | 2015 | 2016 | 2017 | **2018** |
|---|---|---|---|---|---|
| Maritime calls | 4,771 | 4,605 | 4,331 | 4,093 | **4,296** |
| River calls | 10,053 | 9,765 | 10,185 | 9,272 | **8,987** |
| **Total** | **14,824** | **14,370** | **14,516** | **13,365** | **13,283** |





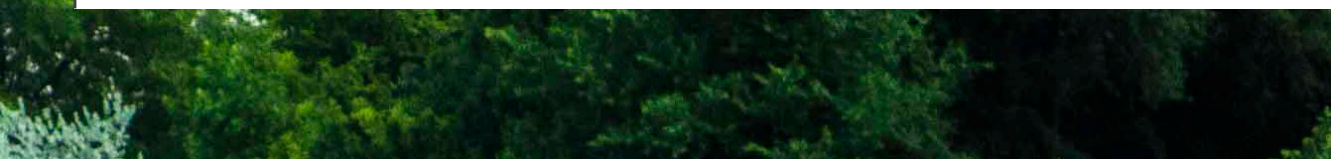

| Arrivals of sea-going vessels by type of ship/year | 2014 | 2015 | 2016 | 2017 | 2018 |
|---|---|---|---|---|---|
| Cargo | 2,143 | 1,971 | 1,812 | 1,815 | **1,785** |
| Passenger | 95 | 37 | 17 | 13 | **11** |
| Portcontainer | 578 | 610 | 684 | 592 | **524** |
| Tank | 719 | 668 | 665 | 608 | **670** |
| Bulk carrier | 555 | 589 | 607 | 574 | **628** |
| Others | 681 | 730 | 546 | 491 | **521** |
| **Total** | **4,771** | **4,605** | **4,331** | **4,093** | **4,139** |





| Cargo type (tonnes/year) | 2014 | 2015 | 2016 | 2017 | 2018 |
|---|---|---|---|---|---|
| Cereals | 17,420,547 | 19,616,118 | 20,393,803 | 17,891,285 | **17,963,535** |
| Cellulose and waste paper | 63,451 | 65,189 | 78,058 | 39,089 | **28,274** |
| Cement, building materials | 265,413 | 140,997 | 169,874 | 165,702 | **205,712** |
| Chemical products from coal/tar | 72,962 | 108,478 | 102,331 | 153,372 | **167,805** |
| Solid mineral fuels | 2,157,731 | 3,207,635 | 2,226,771 | 2,830,470 | **3,770,447** |
| Crude oil | 6,750,866 | 6,593,434 | 7,487,357 | 7,325,164 | **7,475,408** |
| Food stuff and animal feed | 58,690 | 61,382 | 93,299 | 97,738 | **70,934** |
| Glassware and ceramic products | 8,066 | 2,001 | 2,959 | 17,679 | **27,056** |
| Iron ores, scrap | 5,501,674 | 2,750,024 | 2,594,201 | 3,924,125 | **4,521,893** |
| Leather textile/other products | 0 | 0 | 0 | 553 | **3,344** |
| Livestock, sugar beet | 58,690 | 61,382 | 93,299 | 97,738 | **70,934** |
| Machines, transport equipments | 365,651 | 363,638 | 356,800 | 337,910 | **535,331** |
| Metal products | 1,888,533 | 2,062,785 | 2,047,544 | 2,217,403 | **2,287,151** |
| Metalware | 5,124 | 429 | 3,545 | 5,263 | **8,019** |
| Miscellaneous | 6,782,263 | 6,850,355 | 6,897,358 | 6,525,662 | **6,567,347** |
| Natural and chemical fertilizers | 1,742,245 | 1,842,646 | 2,972,072 | 3,094,332 | **3,007,574** |
| Non-ferrous ores and scrap | 2,551,646 | 3,109,993 | 3,158,060 | 3,111,182 | **3,976,068** |
| Oil products | 4,714,318 | 5,165,550 | 5,653,512 | 5,473,279 | **5,897,915** |
| Oil seed, oleaginous fruits/fats | 2,478,251 | 1,951,341 | 2,918,535 | 3,215,811 | **3,262,034** |
| Other chemical products | 1,151,105 | 525,026 | 619,988 | 559,649 | **590,365** |
| Potatoes, other fresh vegetable | 11,734 | 6,488 | 5,696 | 6,913 | **7,289** |
| Raw or processed minerals | 316,140 | 293,295 | 334,379 | 438,273 | **448,322** |
| Wood and cork | 919,411 | 855,578 | 557,132 | 416,751 | **314,695** |
| **Total** | **55,641,910** | **56,336,772** | **59,424,821** | **58,379,154** | **61,303,774** |

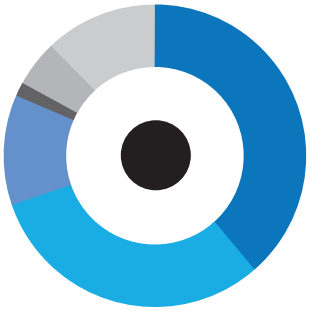




# FINANCIAL REPORT

## Revenues

The total income of N.C. Maritime Ports Administration S.A. Constanta in 2018 was 356,765,032 RON (76,665,957 Euro). The income structure is presented in the chart below:



SHIP SERVICES (39,82%)
142,055,010 RON / (30,526,488 Euro)

RENTING REVENUES (32,12%)
114,577,845 RON / (24,621,864 Euro)

ELECTRIC-POWER SUPPLY (9,36%)
33,377,166 RON / (7,172,487 Euro)

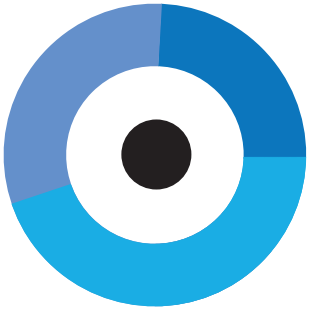
WATER SUPPLY (1,62%)
5,795,527 RON / (1,245,412 Euro)

FINANCIAL REVENUES (3,23%)
11,532,773 RON / (2,478,301 Euro)

OTHERS (13,85%)
49,426,711 RON / (10,621,406 Euro)

## Investment

The total value of the investments made in 2018 was 46,278,000 RON (9,944,773 Euro).

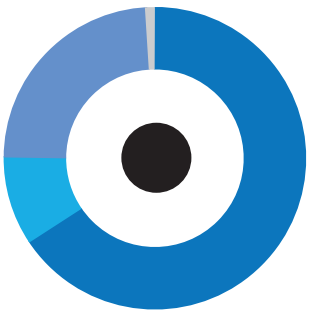


**Resources**

OWN SOURCES (24,26%)
11,227,000 RON / (2,412,593 Euro)

BUDGETARY ALLOCATIONS (45,17%)
20,903,000 RON / (4,491,888 Euro)

EUROPEAN FUND FOR REGION (30,57%)
14,148,000 RON / (3,040,292 Euro)



**Structure**

INFRASTRUCTURE (65,62%)
30,368,000 RON / (6,525,841 Euro)

SUPERSTRUCTURE (10,94%)
5,064,000 RON / (1,088,213 Euro)

EQUIPMENTS (22,72%)
10,516,000 RON / (2,259,804 Euro)

OTHER (0,71%)
330,000 RON / (70,914 Euro)

*Currency exchange rate (average) used for 2018: 1 EUR = 4,6535 RON

# EVENTS 2018

During 2018, our company has been active in promoting the port and its facilities. Beside the traditional events "Constantza Port Day" in Belgrade, Budapest and Krems our company organized and participated at national and international events creating the most friendly environment for networking and promotion of the actors in this specific transport industry.

Also, through its projects Daphne and Portis, MPA has performed a series of events and initiatives in cooperation with the City of Constanta being active not only in the port but also in the local community.

## Constanta Port Container Day / 22 March 2018 / Cluj-Napoca, ROMANIA





## DAPhNE / 27 March 2018 / Constanta, ROMANIA





## Constanta Port Day / 19 April 2018 / Krems, AUSTRIA





## Civitas Portis / 27 July 2018 / Port of Constanta, ROMANIA





## Trans-Caspian International Transport Route / 22 March 2018 / Cluj-Napoca, ROMANIA





## Civitas Portis / 17 September 2018 / Port of Constanta, ROMANIA






## European Sea Ports Organisation / 18 September 2018 / Port of Constanta, ROMANIA





## Constanta Port Day / 27 September 2018 / Belgrade, SERBIA







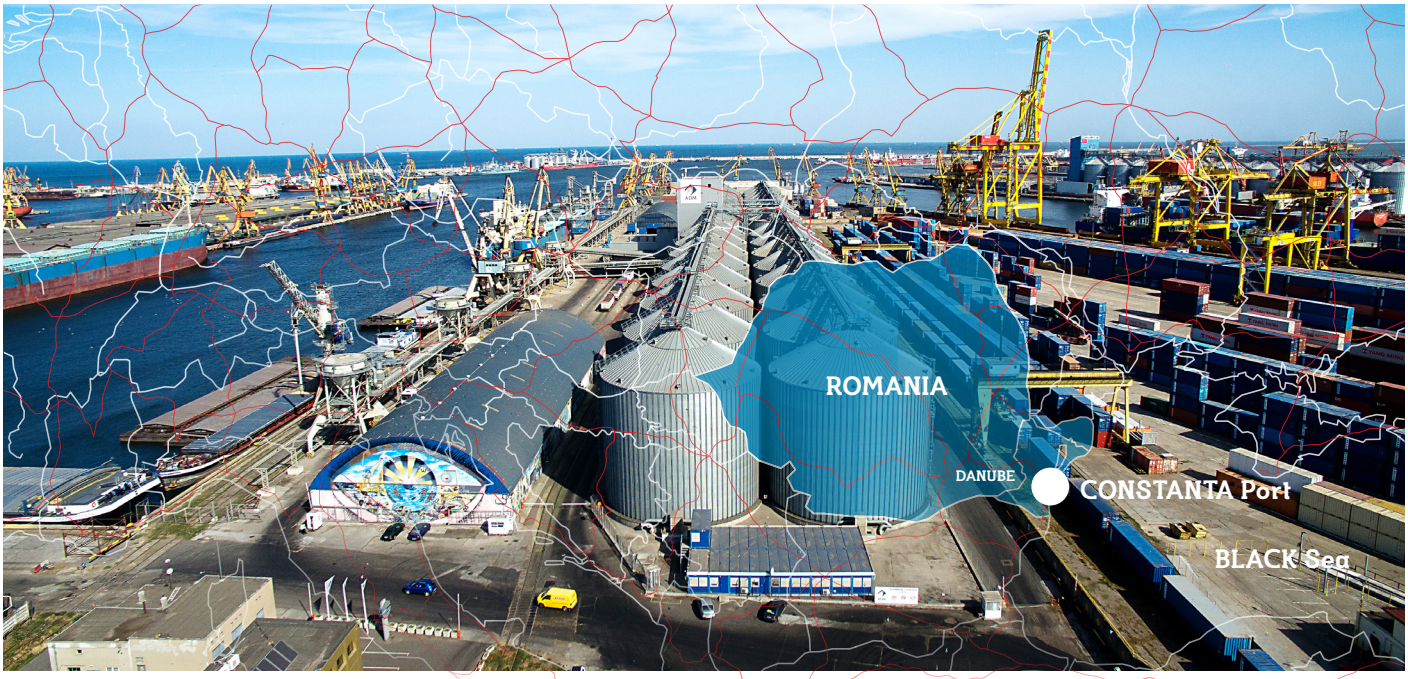


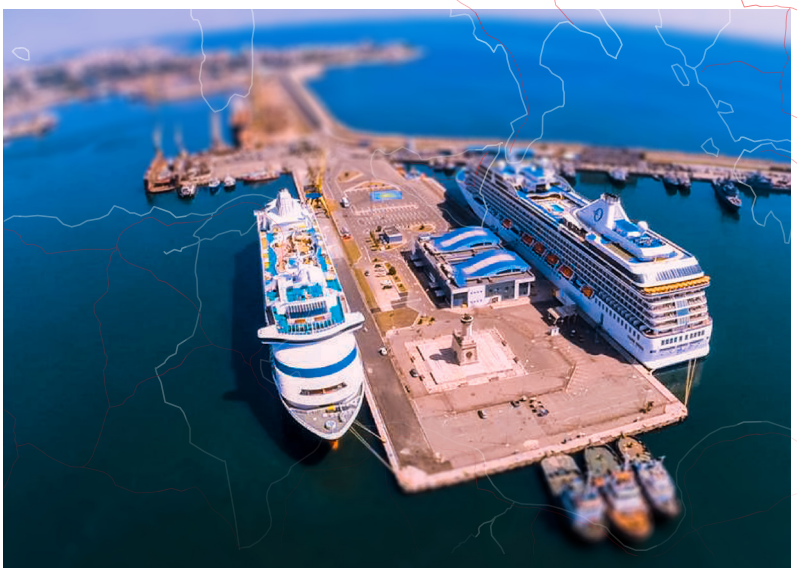
## Constanta Port Day / 03 October 2018 / Budapest, HUNGARY









ROMANIA
DANUBE
CONSTANTA Port
BLACK Sea









# Port of CONSTANTA

transit your business!

# ANNUAL REPORT 2018


**NATIONAL COMPANY**
**MARITIME PORTS ADMINISTRATION S.A**
**CONSTANTA**

**CONTACT US**

Incinta Port
Gara Maritima
900900 Constanta
ROMANIA

+40 241 611 540
+40 241 619 512

apmc@constantza-port.ro
www.portofconstantza.com
www.facebook.com/constantaport
www.twitter.com/constantaport