

ANNUAL REPORT 2019

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NATIONAL COMPANY
MARITIME PORTS ADMINISTRATION S.A
CONSTANTA

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MESSAGE FROM THE CEO



Costel STANCA

CHIEF EXECUTIVE OFFICER

2019 can be described as having been the most successful year regarding the amount of cargo transited through our port. During this year, more than in any other period of time, the position of Port of Constanta within its hinterland was at its strongest, as a result of the quality services and conditions provided to its clients and partners.

For 2019 the Port of Constanta handled a freight volume of 66,603,292 tonnes, representing our best record for handled cargo. The previous best volume was registered in 1988 when the cargo throughput was 62.3 mil tonnes.
Our role as a hub for transit cargo for the landlocked countries from our hinterland was also the reason for an unparalleled traffic of agribulk cargoes that reached 21,329,156 tonnes, bringing us the position of leader port for Eastern Europe.

Such performance could not be accomplished without a strong cooperation within the port community and perseverance in continuing the improvement of the activity. To continue the development of the port, our company is implementing several infrastructure development projects, thus the Port of Constanta is becoming much better prepared to serve its hinterland in the years to come and strive for higher standards in its current services, becoming more viable, dependable and sustainable for the national and European transport industry.

Our success is a testimony to the skill, dedication and perseverance of the entire port community and our partners. It is vital that we, as port authority, with the cooperation and support of our port community and other partners, continue to do everything we can to ensure that the Port of Constanta is ready to support growth and facilitate the hinterland's trade.
Our accomplishments have not come easily, but we never doubted our work and the goal of making Port of Constanta the most important port in the region and a key port for the European Union.



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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.

As port administration, our company ensures the proper conditions for quality services to be provided to the port customers. Maintaining the infrastructure and also constantly planning its development and modernization according to its customers' needs and making it available to users in a non-discriminatory manner is crucial to achieve our goal to make Port of Constanta one of the most important ports in the region and in the EU. 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.

Monitoring or providing, depending on the case, the safety services inside the port; issuing licenses and operational permits for activities within Constanta, 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, are just part of the tasks we perform, in order to ensure that the port activity and services of our customers are carried out in a proper environment. Drawing up development plans for the maritime ports according to the policy and development programs elaborated by the Ministry of Transport, Infrastructure and Communication and implementing the development programs related to the maritime ports infrastructure is one of the most important missions we are assigned with by the Romanian Government, as Constanta plays an important role as economic vector for the entire Romanian transport industry.

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



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.



Road connection

The port of Constanta has a significant road transport infrastructure in place, Constanta-Bucharest highway, together with the bypass linking the port with the highway, ensures easier and better accessibility to the national/European road network.
The Road Bridge at the km 0+540 over the Danube Black Sea Canal, inside the port of Constanta is 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.
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.

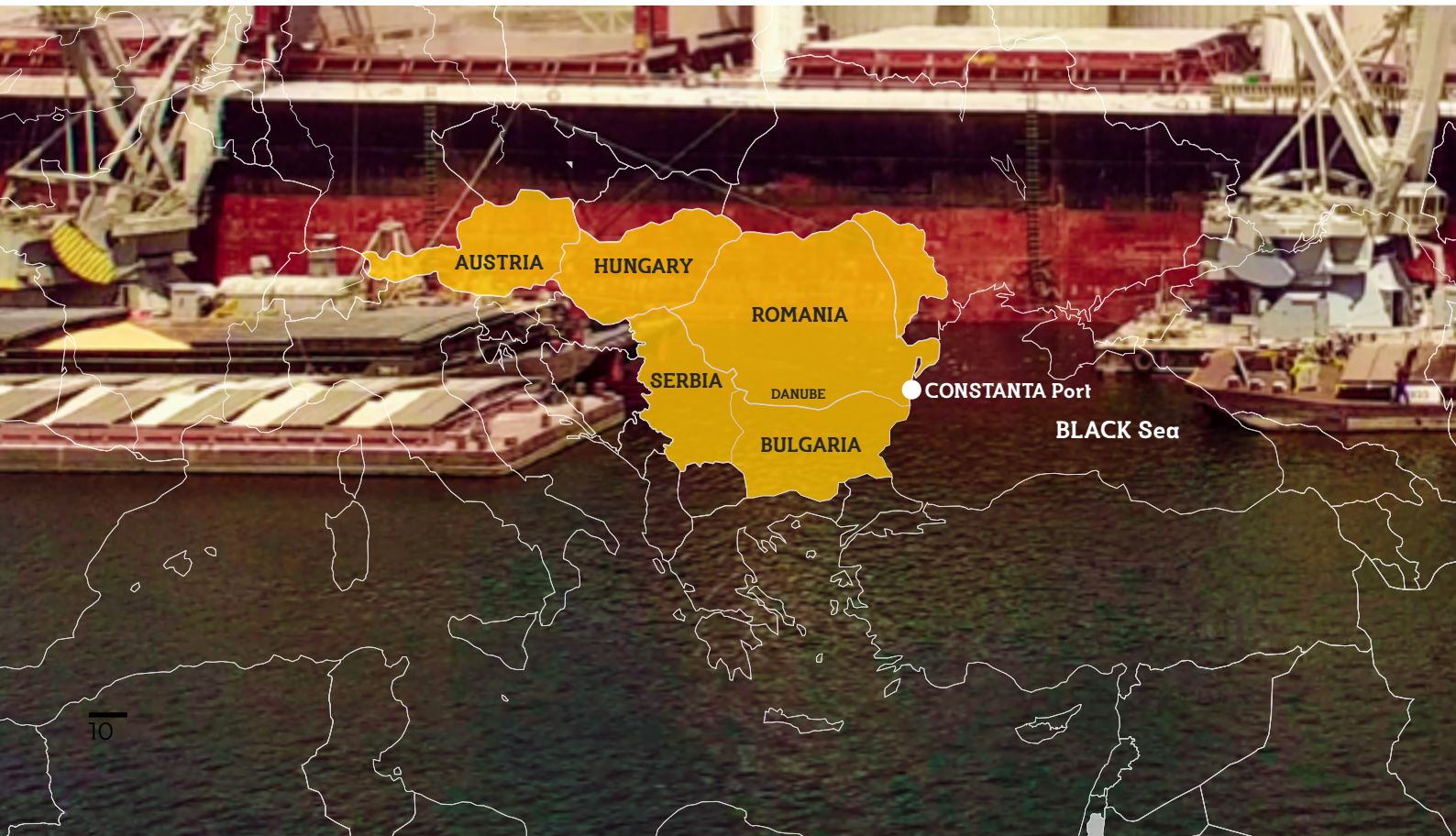
Target area: the Strategy targets member states such as Germany, Austria, Slovakia, Czech Republic, Serbia, Hungary, Romania and Bulgaria.
Policy priorities and policy development
The three main priorities at the core of the Danube Strategy are:
1) transport;
2) environment;
3) economic development.

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.



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- *Rehabilitation of the head part of Northern Breakwater in the Port of Constanta*

- *Rehabilitation of the Northern Breakwater in the Port of Constanta*

- *Consolidation, stabilisation and arrangement of the slope 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***

- *Expansion to 4 lanes of road between Gates 7 and the junction with "Road bridge at km 0+540 of the Danube Black Sea Canal" with the road that connects Gate 9 and Gate 8 towards the Northern Area of Constanta Port*

- *Modernization of power supply system – Phase I and Phase II*

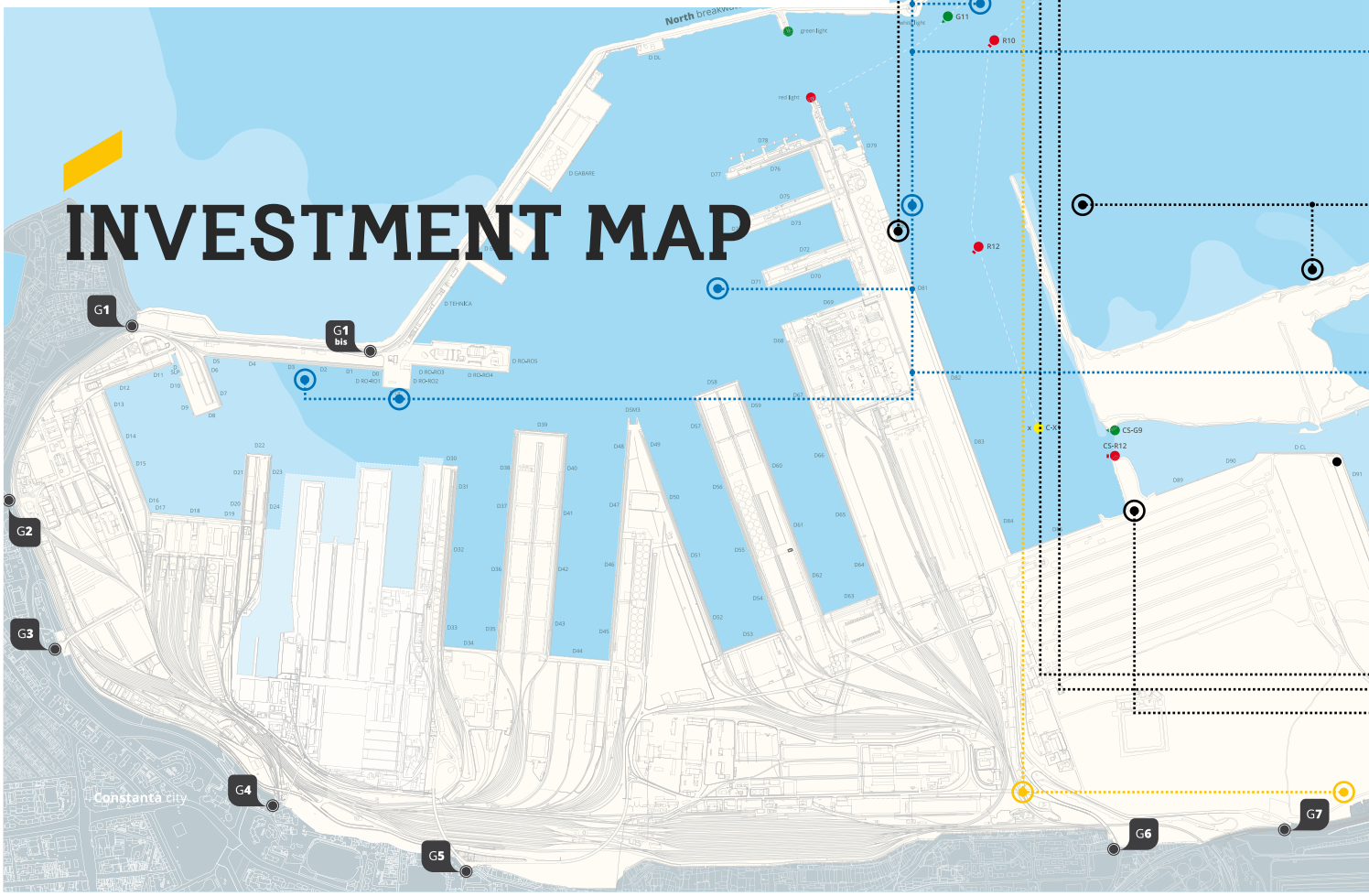
- *Modernization of water and sewage system - Phase I and Phase II*

- *Implementation of Deep Water Specialized Berth (Berth 80)*

- *LNG bunkering station at berth no. 99*

- *Barge terminal - second stage*

INVESTMENT MAP



- *Roads Infrastructure Master Plan - feasibility study, design details and implementation*

- *Development of the railway capacity in the Constanta Port Terminal railway ferry-boat station*

- *Development of Quay at the Entrance of the Danube-Black Sea Canal (near work port)*

- *The development of the island in the Constanta Port – berthing construction on the North side of the artificial island for the assistance of for the future industrial platform*

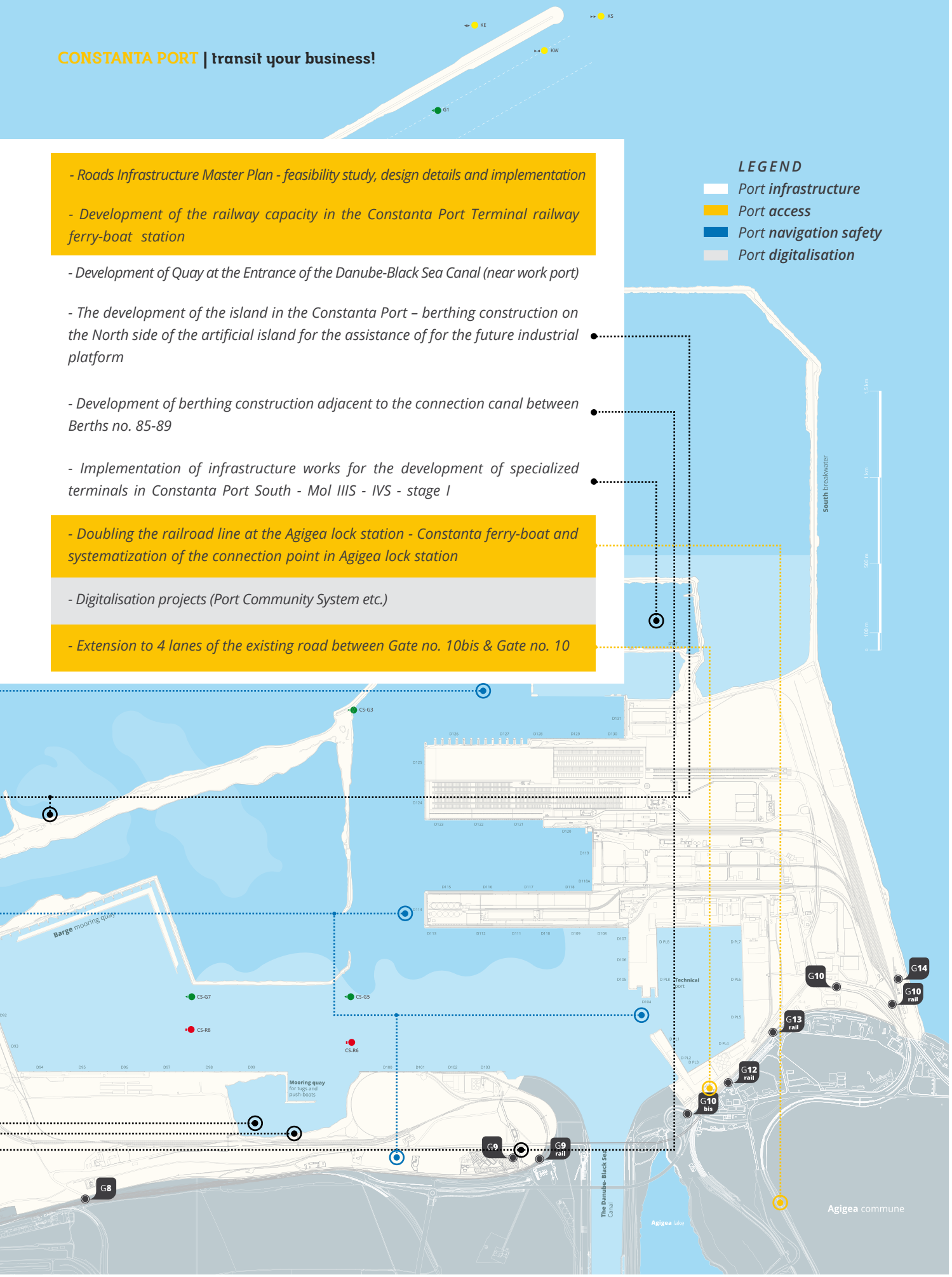
- *Development of berthing construction adjacent to the connection canal between Berths no. 85-89*

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

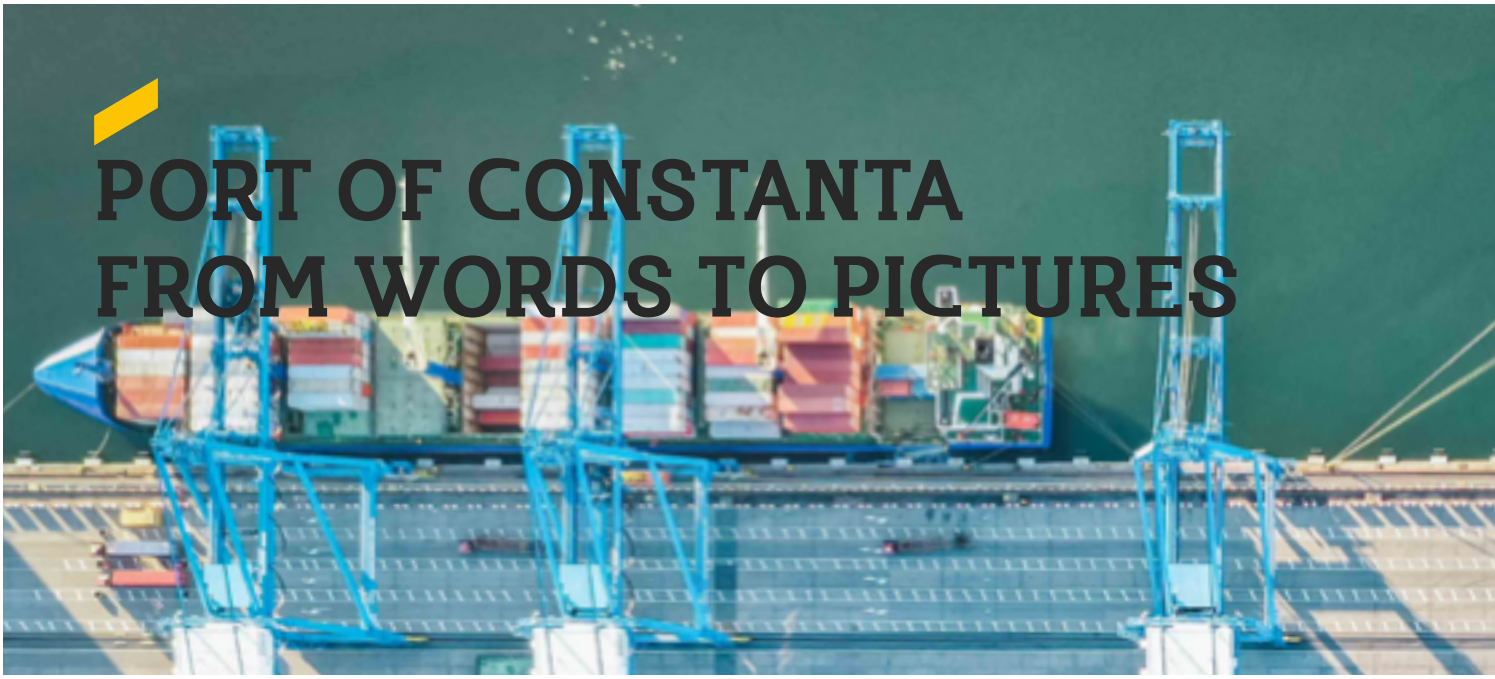
- *Doubling the railroad line at the Agigea lock station - Constanta ferry-boat and systematization of the connection point in Agigea lock station*

- *Digitalisation projects (Port Community System etc.)*

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



PORT OF CONSTANTA FROM WORDS TO PICTURES





Barges with hinterland cargo



Weekly car shipment



Port and city - always connected





Sunrise

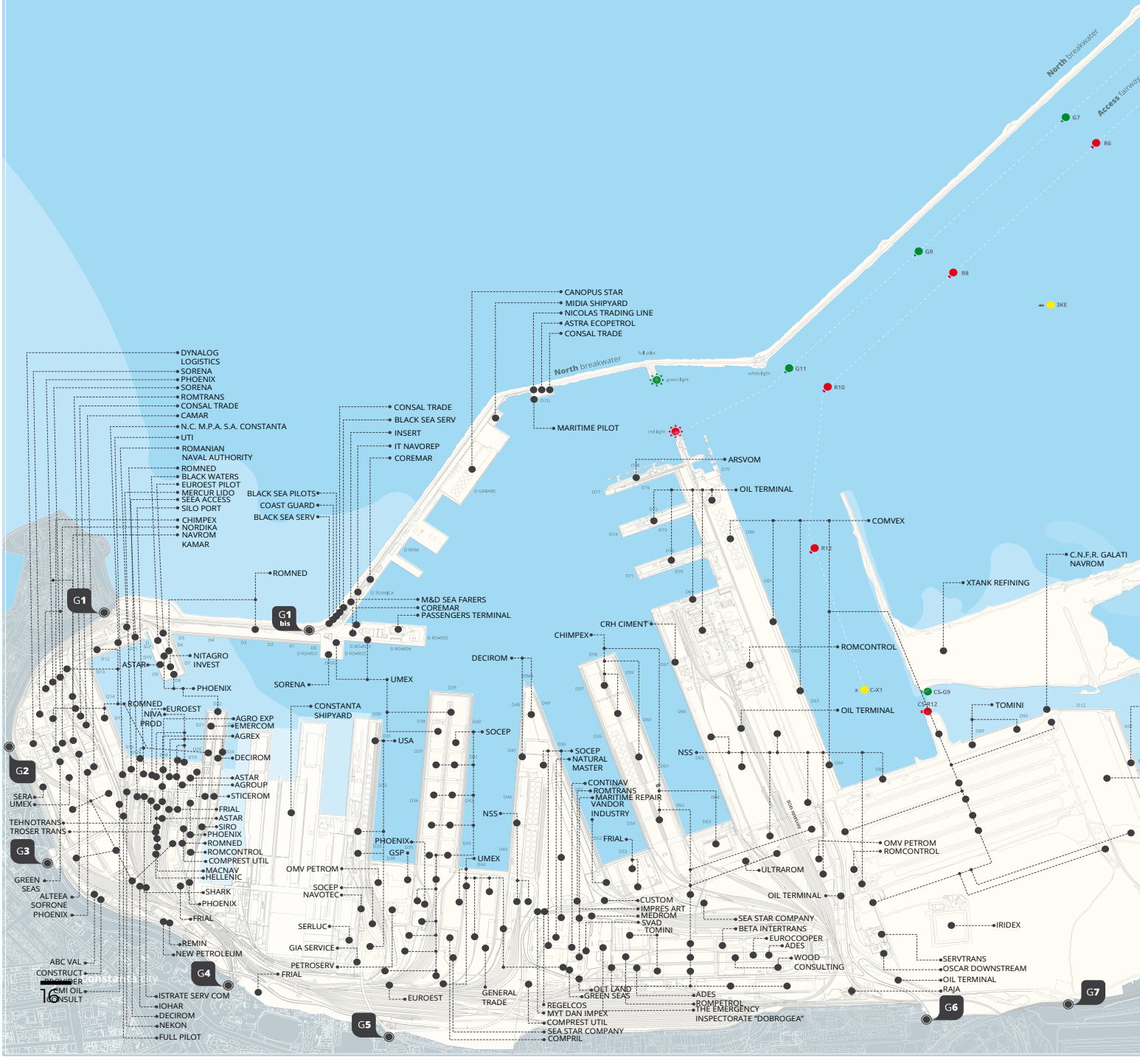


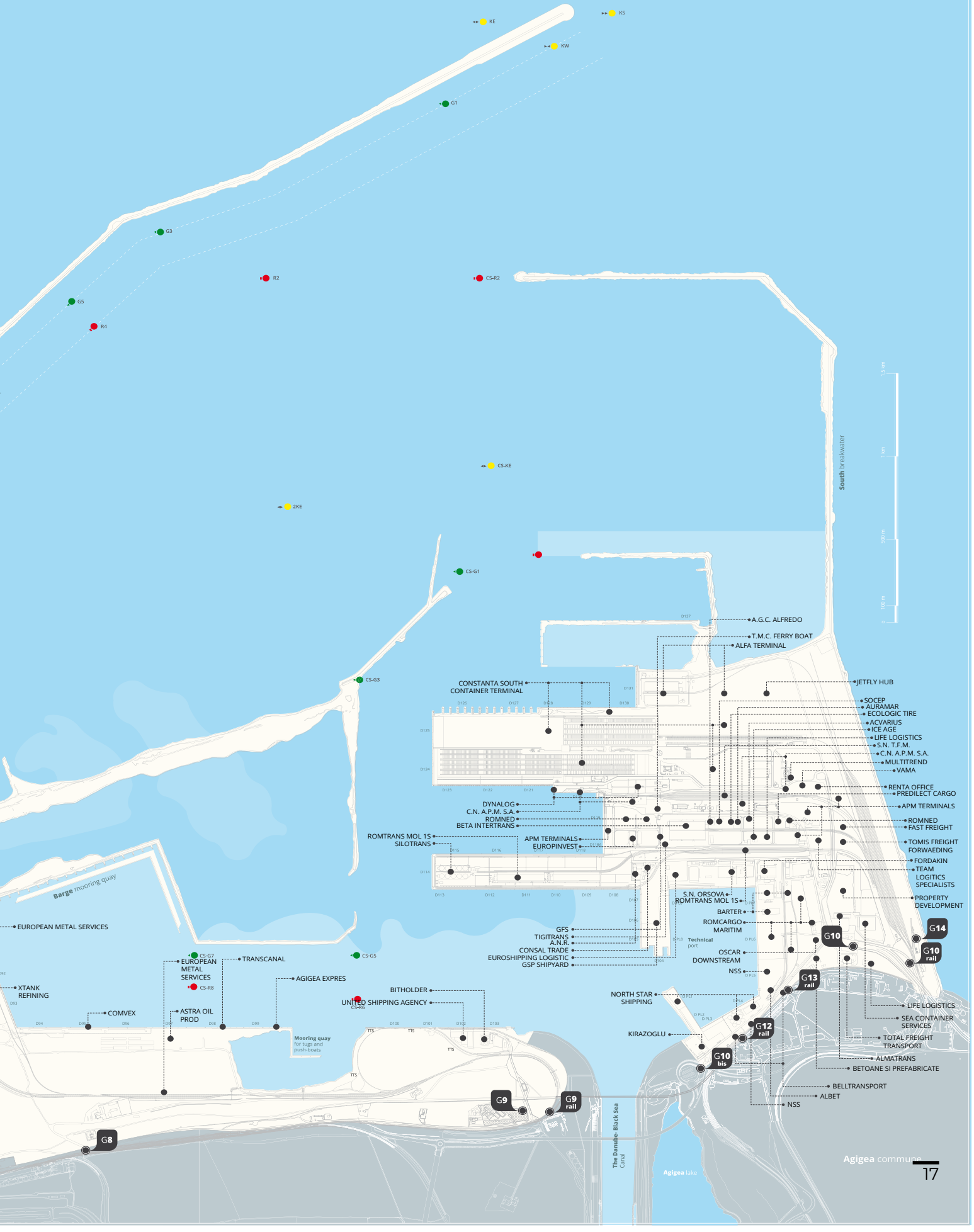
...and sunset



Vessel calling the port

CONSTANTA PORT MAP




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

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.

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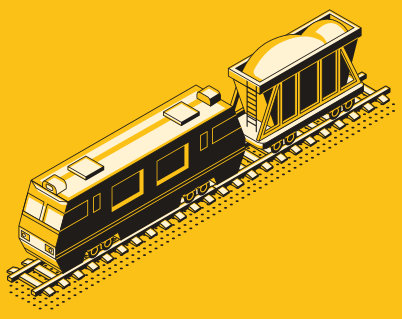


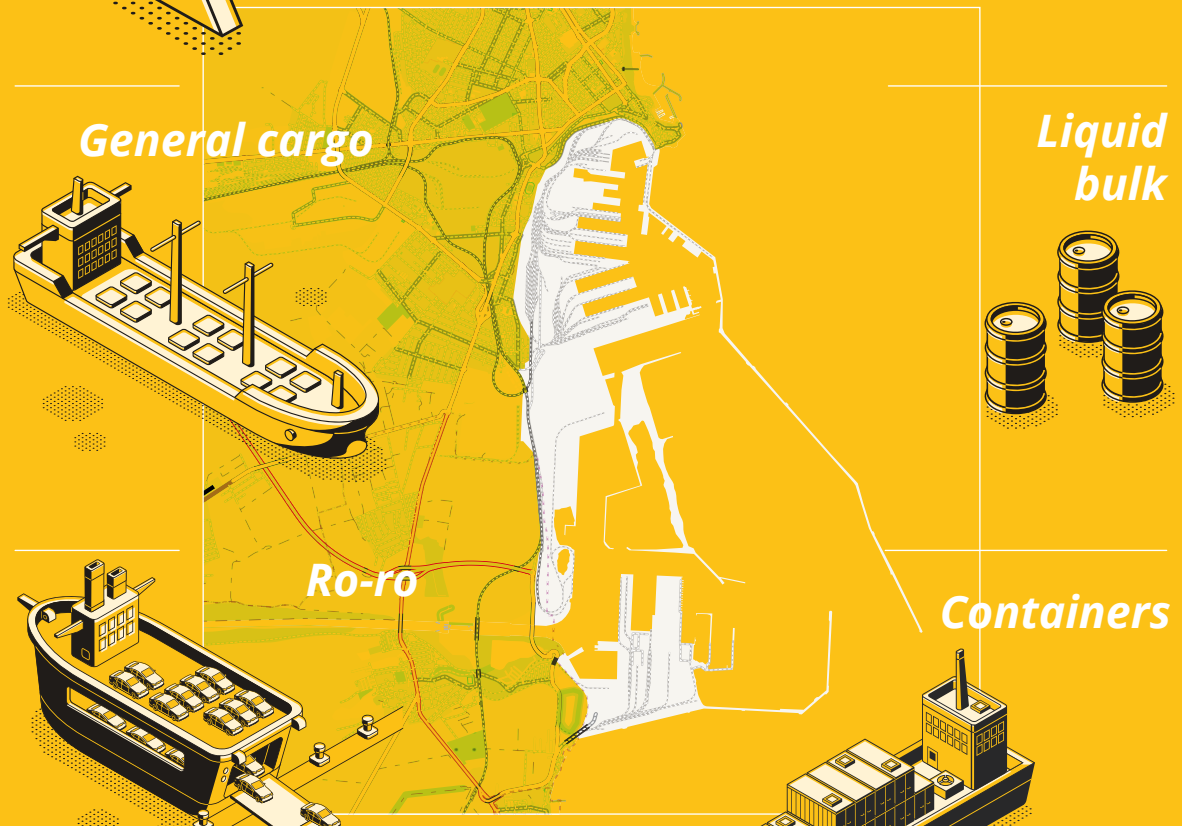
2019 IN NUMBERS



Total freight volume

Dry bulk





General cargo

Liquid bulk

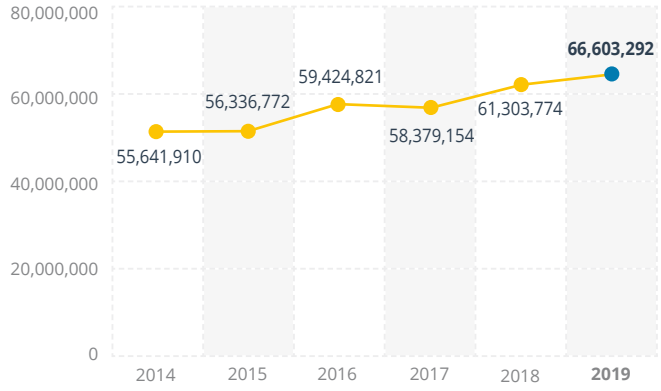
Ro-ro

Containers

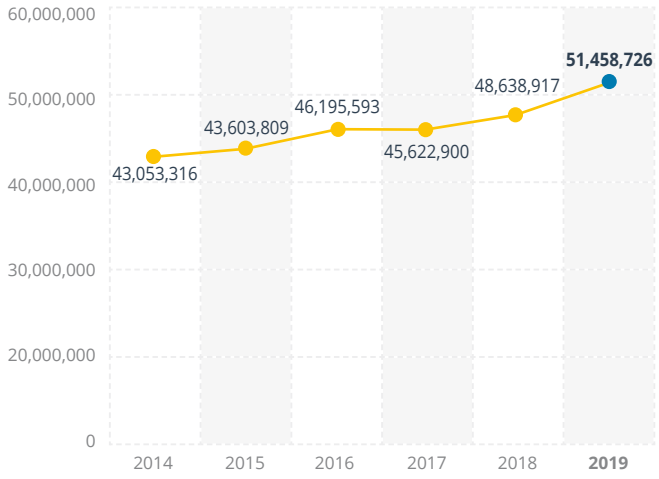
Number of seagoing ships



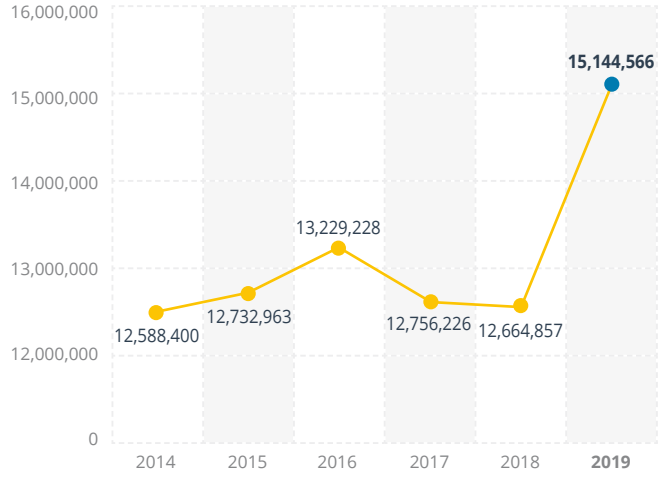
Total traffic



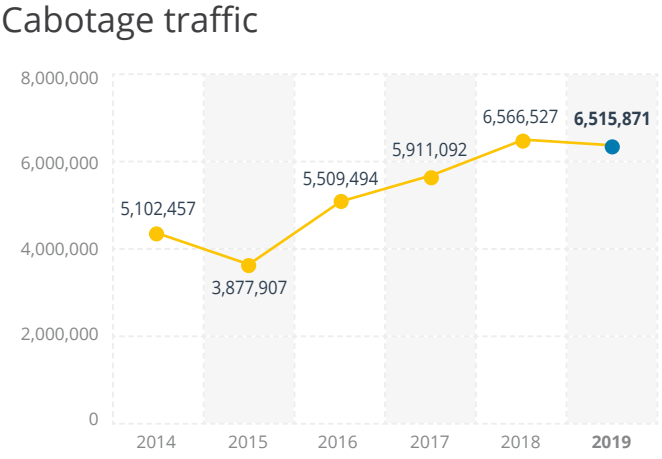
Maritime traffic



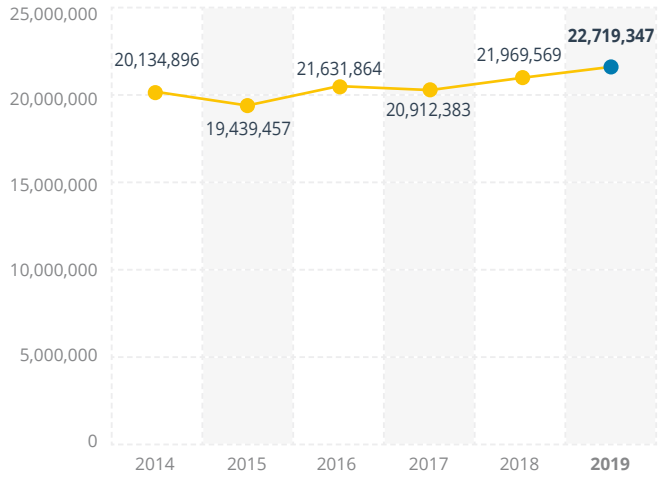
River traffic



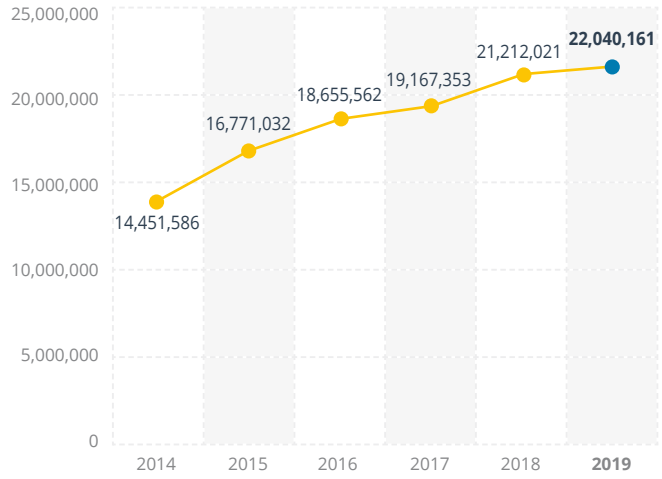
Cabotage traffic



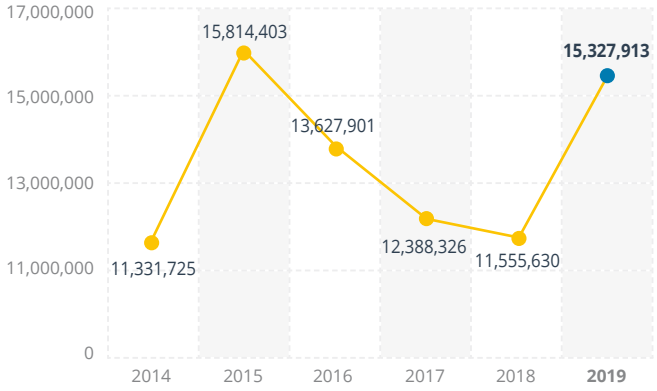
Exports



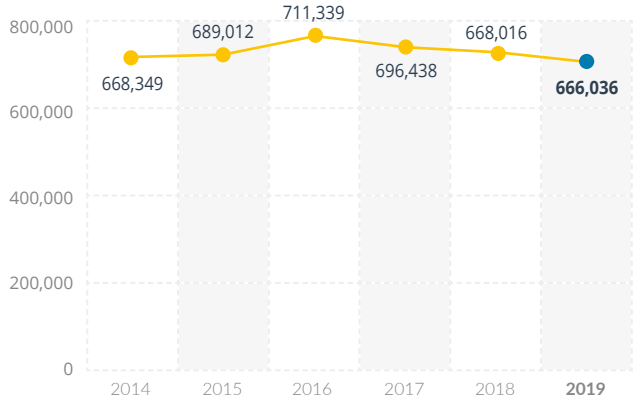
Imports



Transit



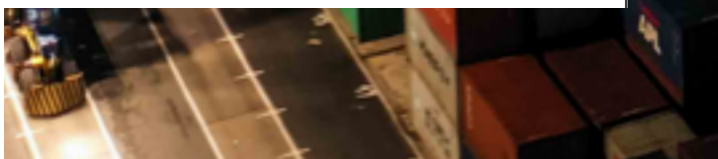
Container (thousand TEUs)





	2015	2016	2017	2018	**2019**
Tons/year					
Unloaded	2,857,364	3,177,385	2,899,482	3,148,954	3,247,847
Loaded	3,992,200	3,719,969	3,624,611	3,414,704	3,304,586
Total	**6,849,564**	**6,897,354**	**6,524,093**	**6,563,658**	**6,552,433**

	2015	2016	2017	2018	**2019**
Units/year					
Containers	420,793	434,439	413,253	400,832	**400,945**

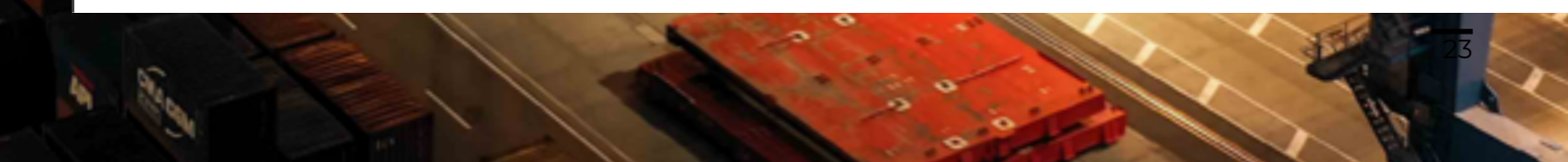




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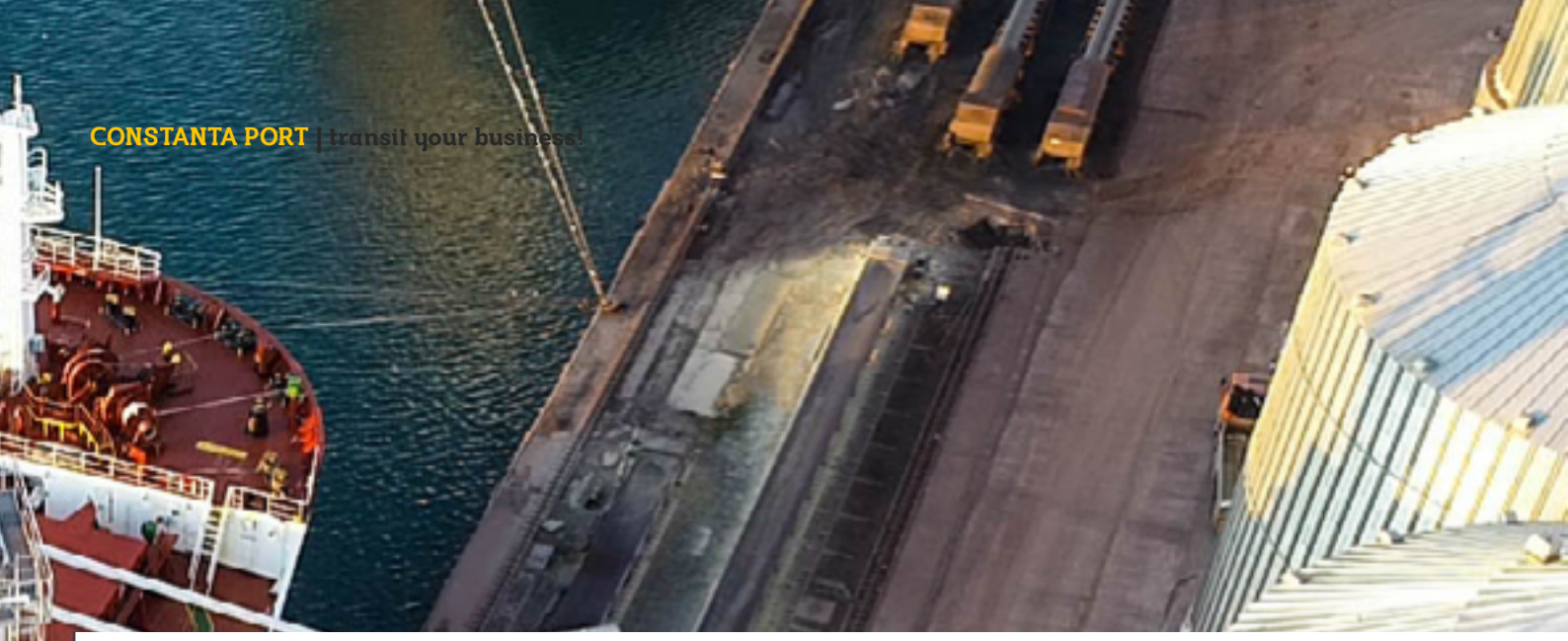
Total traffic by category	tons
Liquid bulk	14,920,635
Dry bulk	41,583,345
Containers	6,552,433
General cargo	3,546,879
	66,603,292

Ship calls/year	2015	2016	2017	2018	**2019**
Maritime calls	4,605	4,331	4,093	4,139	4,176
River calls	9,765	10,203	9,272	9,487	10,395
Total	**14,370**	**14,516**	**13,365**	**13,283**	**14,571**





Arrivals of sea-going vessels by type of ship/year	2015	2016	2017	2018	**2019**
Cargo	1,971	1,812	1,815	1,785	1,807
Passenger	37	17	13	11	17
Portcontainer	610	684	592	524	510
Tank	668	665	608	670	687
Bulk carrier	589	607	574	628	622
Others	730	546	491	521	533
Total	**4,605**	**4,331**	**4,093**	**4,139**	**4,176**

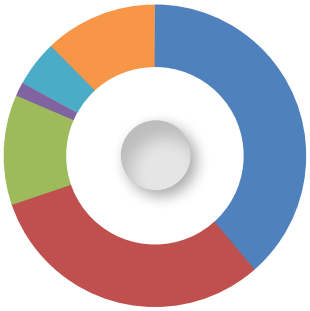


Cargo type (tonnes/year)	2015	2016	2017	2018	**2019**
Cereals	19,616,118	20,393,803	17,891,285	17,963,535	21,329,156
Cellulose and waste paper	65,189	78,058	39,089	28,274	48,801
Cement, building materials	140,997	169,874	165,702	205,712	363,850
Chemical products from coal/tar	108,478	102,331	153,372	167,805	102,722
Solid mineral fuels	3,207,635	2,226,771	2,830,470	3,770,447	3,834,946
Crude oil	6,593,434	7,487,357	7,325,164	7,475,408	8,027,409
Food stuff and animal feed	764,390	796,547	504,549	167,256	349,544
Glassware and ceramic products	2,001	2,959	17,679	27,056	11,755
Iron ores, scrap	2,750,024	2,594,201	3,924,125	4,521,893	5,189,807
Leather textile/other products	0	0	553	3,344	1,608
Livestock, sugar beet	61,382	93,299	97,738	70,934	96,399
Machines, transport equipments	363,638	356,800	337,910	535,311	376,115
Metal products	2,062,785	2,047,544	2,217,403	2,287,151	2,529,108
Metalware	429	3,545	5,263	8,019	10,900
Miscellaneous	6,850,355	6,897,358	6,525,662	6,567,347	6,561,433
Natural and chemical fertilizers	1,842,646	2,972,072	3,094,332	3,007,574	4,024,682
Non-ferrous ores and scrap	3,109,993	3,158,060	3,111,182	3,976,068	3,861,530
Oil products	5,165,550	5,653,512	5,473,279	5,897,915	6,296,060
Oil seed, oleaginous fruits/fats	1,951,341	2,918,535	3,215,811	3,262,034	2,141,252
Other chemical products	525,026	619,988	559,649	590,365	537,533
Potatoes, other fresh vegetable	6,488	5,696	6,913	7,289	3,227
Raw or processed minerals	293,295	334,379	438,273	448,322	615,906
Wood and cork	855,578	557,132	416,751	314,695	289,549
Total	**56,336,772**	**59,424,821**	**58,379,154**	**61,303,774**	**66,603,292**

FINANCIAL REPORT

Revenues

The total income of N.C. Maritime Ports Administration S.A. Constanta in 2019 was 388,878,823 RON (81,952,041 Euro). The income structure is presented in the chart below:



SHIP SERVICES (39.08%)
151,981,414 RON / (32,028,453 Euro)

RENTING REVENUES (31,89%)
124,011,725 RON / (26,134,141 Euro)

ELECTRIC-POWER SUPPLY (10,94%)
42,537,507 RON / (8,964,323 Euro)

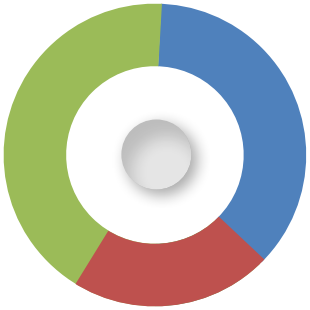
WATER SUPPLY (1,95%)
7,585,955 *RON / (*1,598,659 *Euro)*

FINANCIAL REVENUES (5,24%)
20,389,769 RON / (4,296,925 Euro)

OTHERS (10,90%)
42,372,453 RON / (8,929,540 Euro)

Investment

The total value of the investments made in 2019 was 129,971,000 RON (27,389,994 Euro).

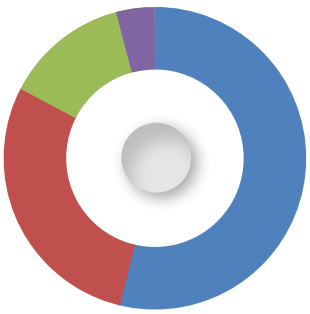


Resources

OWN SOURCES (36,33%)
47,214,000 RON / (9,949,844 Euro)

BUDGETARY ALLOCATIONS (18,09%)
23,510,000 RON / (4,954,480 Euro)

EUROPEAN FUND FOR REGION (45,58%)
59,247,000 RON / (12,485,670 Euro)



Structure

INFRASTRUCTURE (52,10%)
67,720,000 RON / (14,271,264 Euro)

SUPERSTRUCTURE (28,35%)
36,849,000 RON / (7,765,531 Euro)

EQUIPMENTS (15,43%)
20,060,000 RON / (4,227,430 Euro)

OTHER (4,11%)
5,342,000 RON / (1,125,769 Euro)

*Currency exchange rate (average) used for 2019: 1 EUR = 4,7452 RON

EVENTS 2019

During 2019, our company has been active in promoting the port and its facilities. Beside the traditional events "Constantza Port Day" in Belgrade and Budapest, 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 met Hungarian partners in Budapest */ 28 February 2019 / Hungary*





Modernization of infrastructure and environmental protection in Constanta Port - PROTECT */ 27 March 2019 / Constanta, ROMANIA*





Civitas Portis / *15 April 2019 / Constanta, ROMANIA*





Caspian Ports and Shipping / *14 May 2019 / Aktau, KAZAHSTAN*





Transport Logistic / *04-07 June 2019 / München, GERMANY*





Upgrade Romania 2019 / *12 June 2019 / Bucharest, ROMANIA*





Black Sea Ports and Shipping / *09-11 July 2019 / Constanta, ROMANIA*





Constanta Port Day / *26 September 2019 / Belgrade, SERBIA*





Expo Real */ 07-09 October 2019 / München, GERMANY*





NavigatorVilag Expo */ 19-20 November 2019 / Budapest, HUNGARY*














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ANNUAL REPORT
2019



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