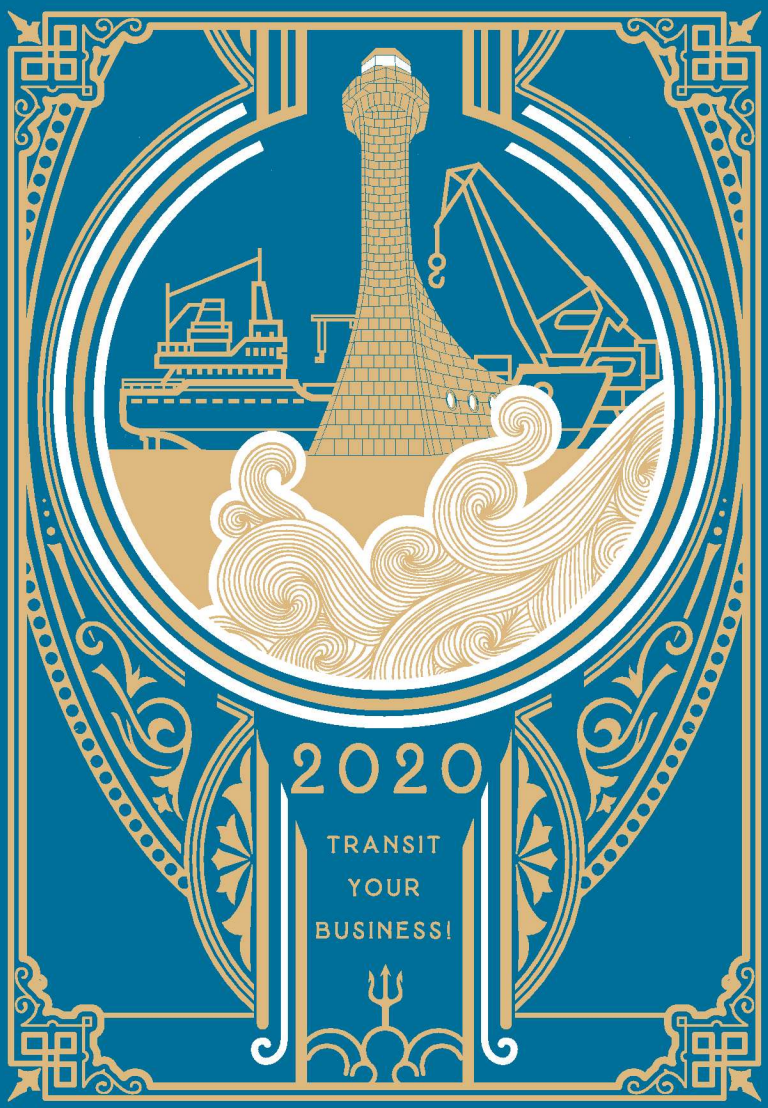
Constanta Port Annual Report



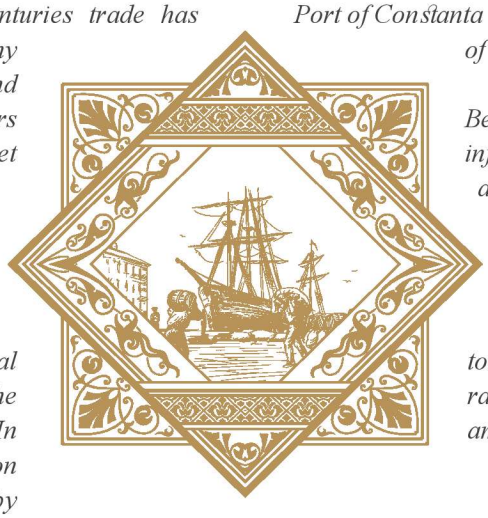
125 YEARS OF MODERN HISTORY

On 16th of October 1896 the official launch of the construction works & modernization of Constanta Port took place

PORT HISTORY

On 16th of October 1896 the official launch of the construction works and modernization of Constanta Port took place. In the foundation-stone, King Carol has incrusted the act that certified "the establishment of a port on the shores of old Pontus Euxinus, where since old centuries trade has found shelter and where so many historical monuments remind us of our Roman forefathers domination and where the poet Ovidius ended his life."

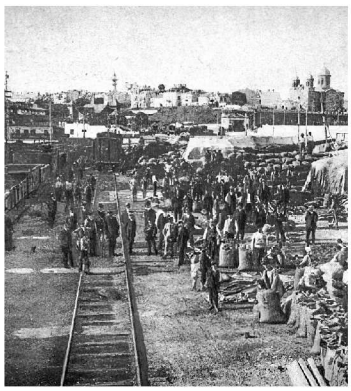
The construction works began according to the project of I.B. Cantacuzino and were taken over by other exceptional Romanian engineers: Gheorghe Duca and Anghel Saligny. In 1899, the port construction works were taken over by Saligny, the constructor of Cernavoda bridge.

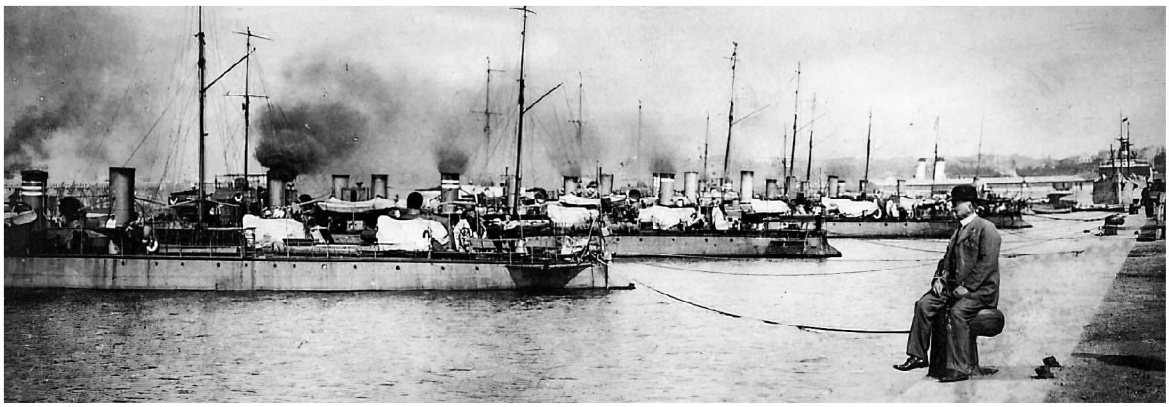


Until 1909, when Constanta Port was officialy inaugurated, dredge works have been made, the breakwaters and the quays had been built; also six basins and storage tanks for oil had been developed and the cereal silos. Having these facilities, the Port of Constanta registered in 1911 a total traffic of 1.4 million tonnes.

Between the World Wars, other infrastructure facilities are added: corn drying facility, the administrative headquarters, the stock exchange and the floating dock, and the traffic reaches 6.2 million tonnes in 1937, a figure that ranked the Port of Constanta among the first European ports.







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FOREWORD



FLORIN GOIDEA
General Manager

Due to the COVID-19 pandemic context the year 2020 can be described as a challenging year for our activity in Port of Constanta, as severe challenges resulting from the given situation have disrupted worldwide supply chains and port operations. Despite these challenges that happened at the end of the first quarter of 2020, our company performed its essential role of managing the safe navigation in Port of Constanta waters without interruption.

During this year, the position of Port of Constanta within its hinterland has improved, as a result of the quality services and conditions provided to its clients and partners from the Danube riparian countries such as Serbia and Hungary, maintaining the role of maritime gateway for international trade. Our role as a hub for transit cargo for the landlocked countries from our hinterland for agribulk cargoes brought us the position of Eastern Europe leader port.

The problems caused by the pandemic could not have been solved without a strong cooperation within the port community and perseverance in continuing the improvement of the activity even if 2020 didn't turn out to be the year many of us expected. In order to continue the development of the port, our company is implementing several infrastructure developments projects, digitalization and business 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.



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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.

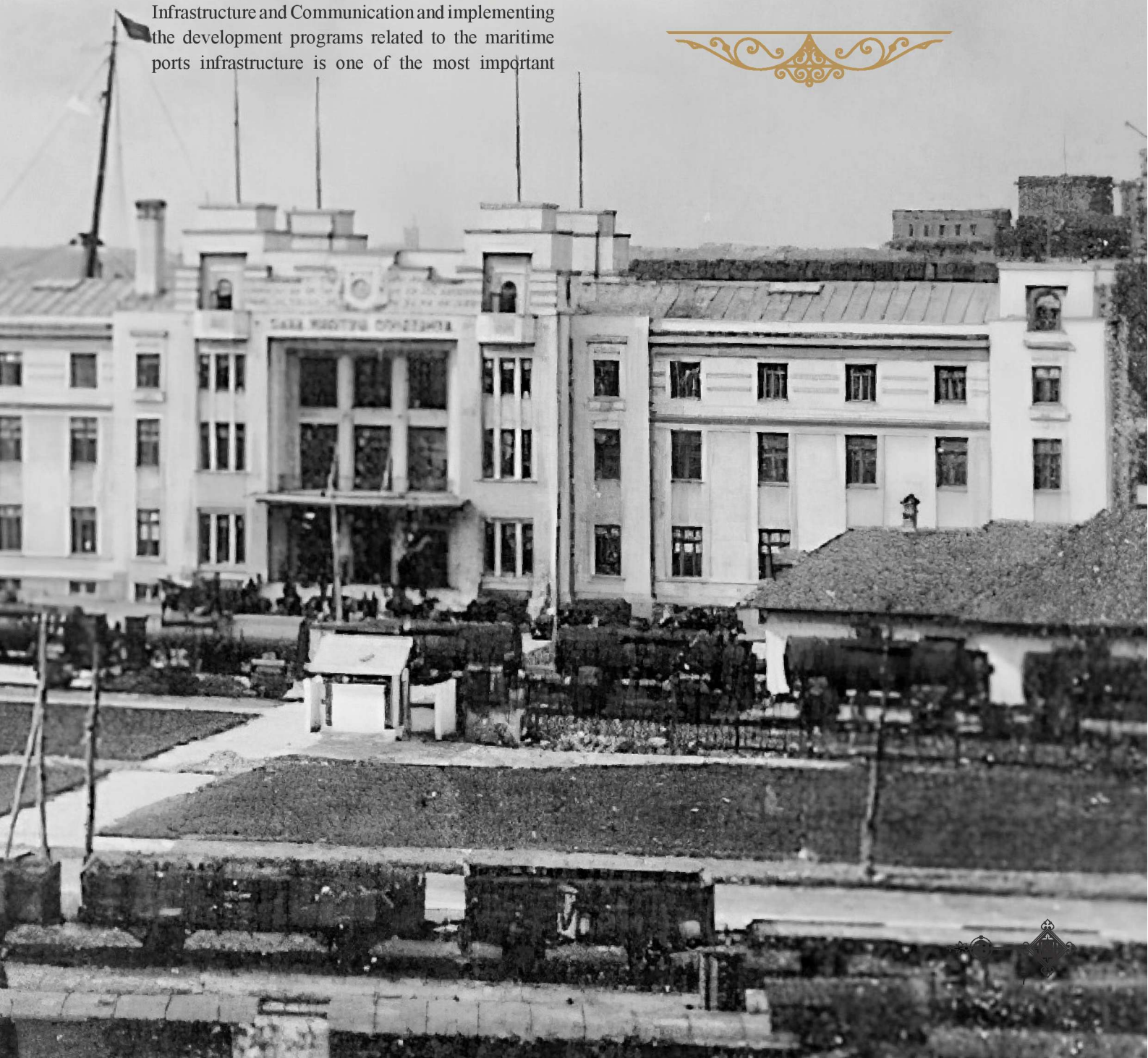
Monitoring or providing, depending on the case, the



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.

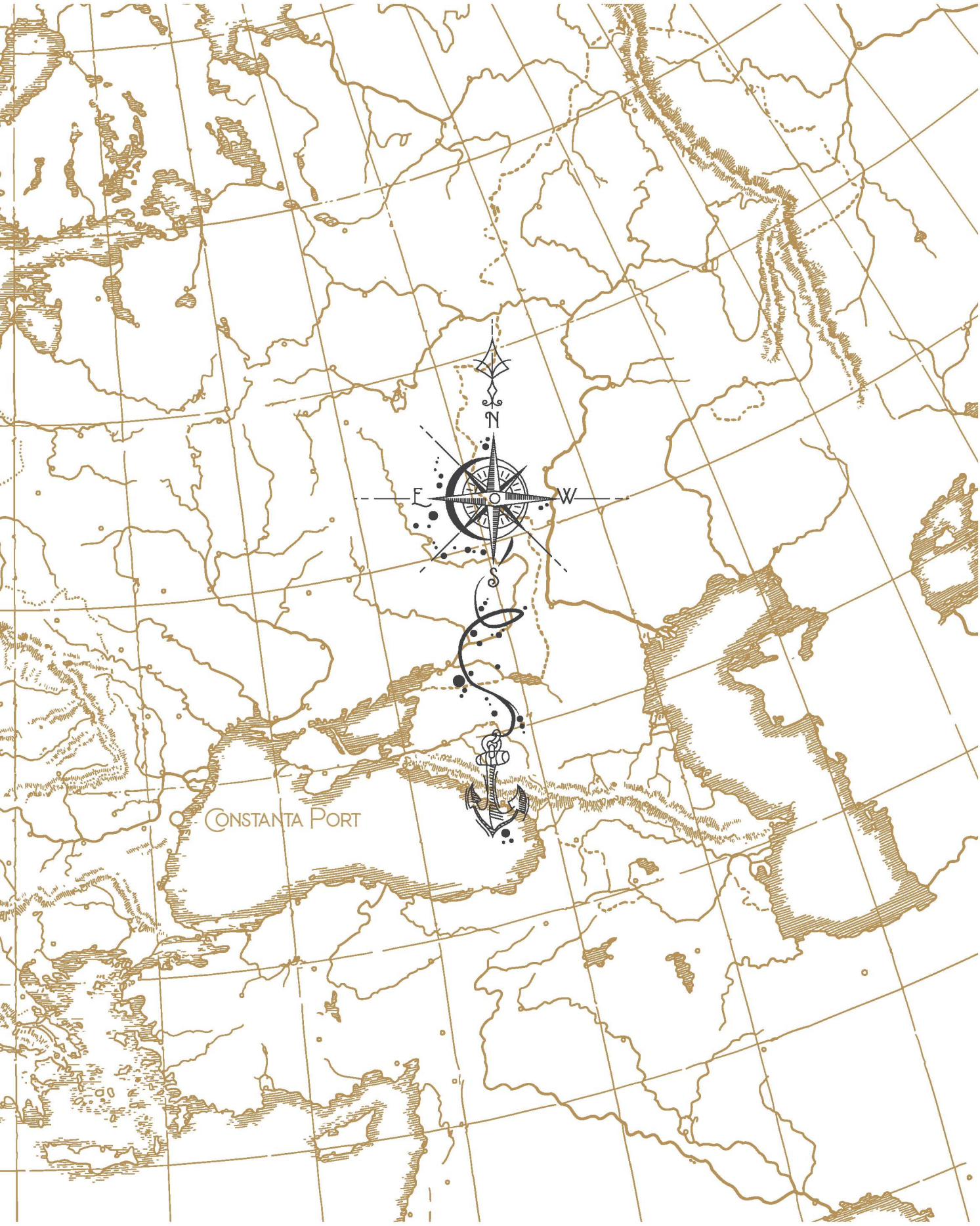
Target area: the Strategy targets member states such as Germany, Austria, Slovakia, Czech Republic, Serbia, Hungary, Romania and Bulgaria.
Policy priorities and policy development
The three main priorities at the core of the Danube Strategy are:
1) transport;
2) environment;
3) economic development.

HINTERLAND

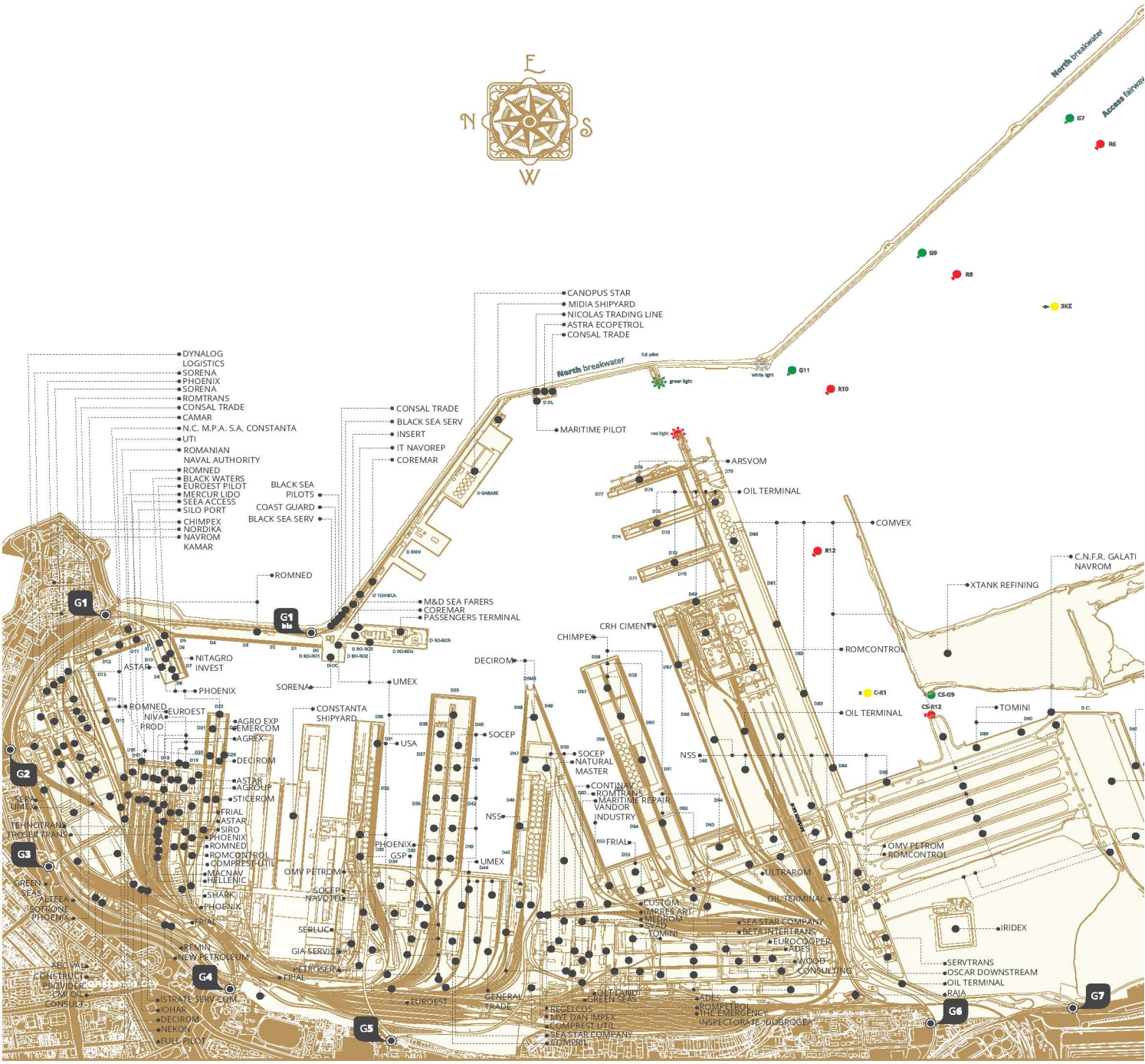
The hinterland of Constanta Port supports the port regarding the produced, consumed and forwarded goods to/from the port. It includes a vast region in the Central and Eastern Europe. During the last decade, the Port of Constanta efficiently served the flows of goods that arrive or depart from/to the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

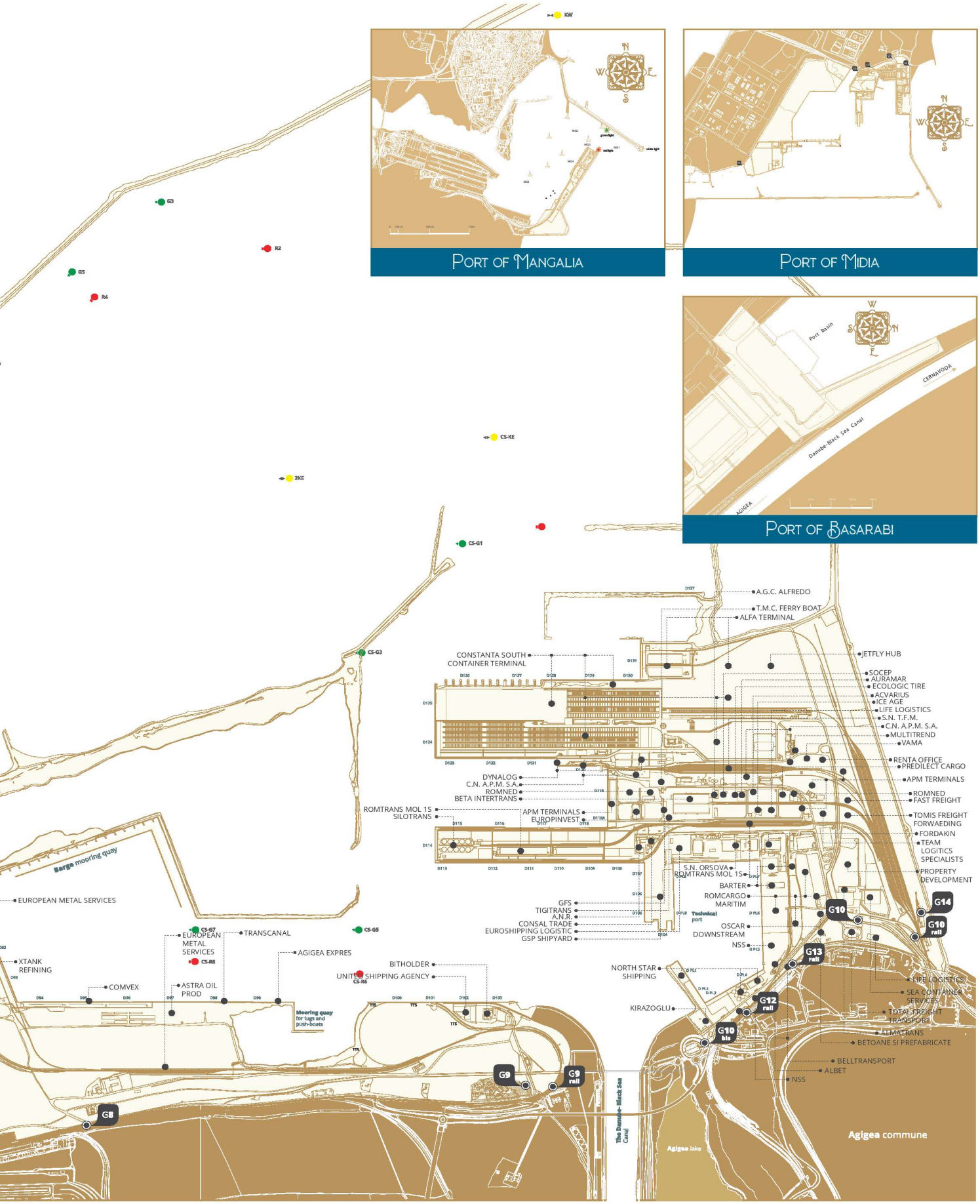
The integration within the national and European transport networks makes the Port of Constanta the perfect choice for the cargoes dedicated to the landlocked countries located at the heart of Europe.




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Constanta Port

CONSTANTA PORT MAP

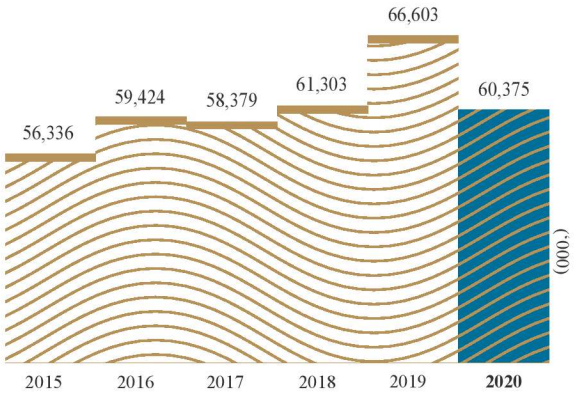



PORT OF MANGALIA
PORT OF MIDIA
PORT OF BASARABI
Port basin
CERNAVODA
Danube-Black Sea Canal
AGIGEA
A.G.C. ALFREDO
T.M.C. FERRY BOAT
ALFA TERMINAL
CONSTANTA SOUTH CONTAINER TERMINAL
JETFLY HUB
SOCEP
AURAMAR
ECOLOGIC TIRE
ACVARIUS
ICE AGE
LIFE LOGISTICS
S.N. T.F.M.
C.N. A.P.M. S.A.
MULTITREND
VAMA
RENTA OFFICE
PREDILECT CARGO
APM TERMINALS
ROMNED
FAST FREIGHT
TOMIS FREIGHT FORWAEDING
FORDAKIN
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
GFS
TIGITRANS
A.N.R.
CONSAL TRADE
EUROSHIPPING LOGISTIC
GSP SHIPYARD
Technical port
Barge mooring quay
EUROPEAN METAL SERVICES
XTANK REFINING
COMVEX
ASTRA OIL PROD
EUROPEAN METAL SERVICES
TRANSCANAL
AGIGEA EXPRES
BITHOLDER
UNITY SHIPPING AGENCY
Mooring quay for tugs and push-boats
NORTH STAR SHIPPING
KIRAZOGLU
LIFE LOGISTICS
SEA CONTAINER SERVICES
TOTAL FREIGHT TRANSPORT
ALMATRANS
BETOANE SI PREFABRICATE
BELLTRANSPORT
ALBET
NSS
G14
G10
G10 rail
G13 rail
G12 rail
G10 bis
G9
G9 rail
G8
The Danube-Black Sea Canal
Agigea lake
Agigea commune

2020 IN NUMBERS

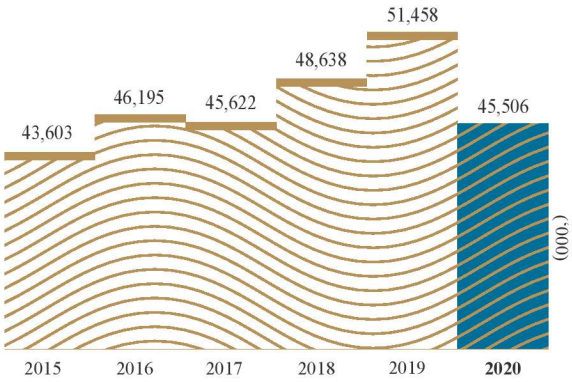


TOTAL TRAFFIC



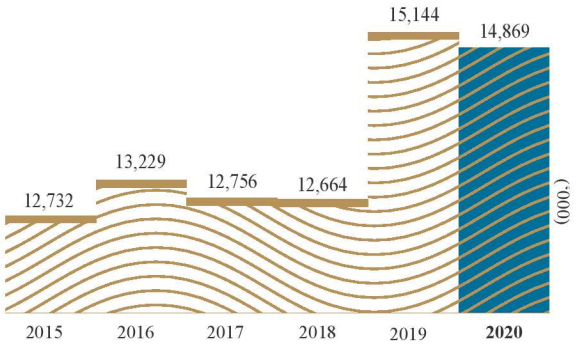
2020 - **60,375,799**

MARITIME TRAFFIC



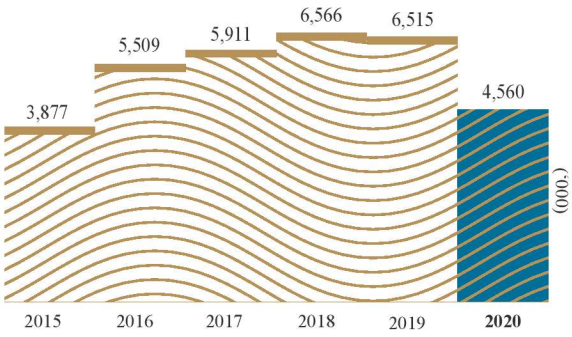
2020 - **45,506,235**

RIVER TRAFFIC



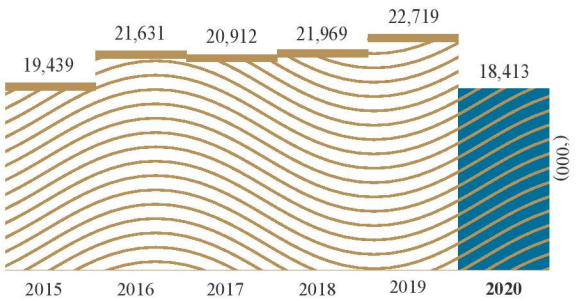
2020 - **14,869,564**

CABOTAGE TRAFFIC



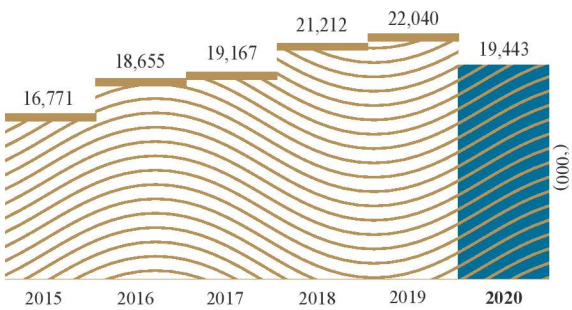
2020 - **4,560,782**

EXPORTS



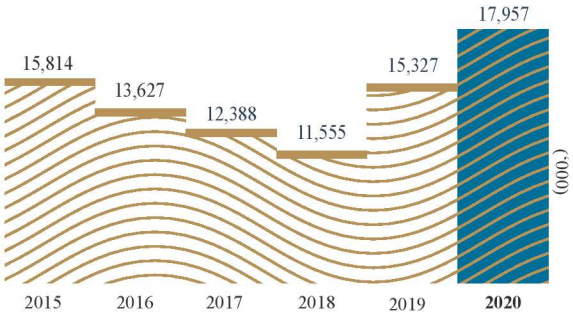
2020 - **18,413,193**

IMPORTS



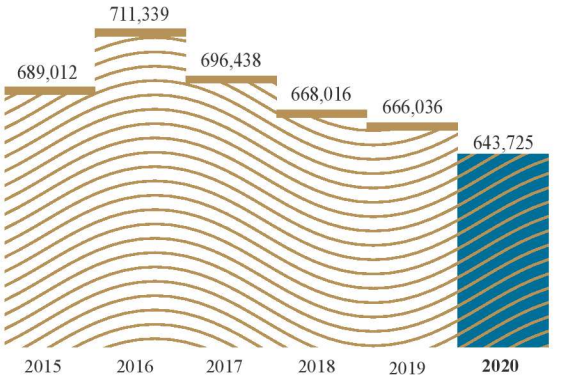
2020 - **19,443,884**

Transit

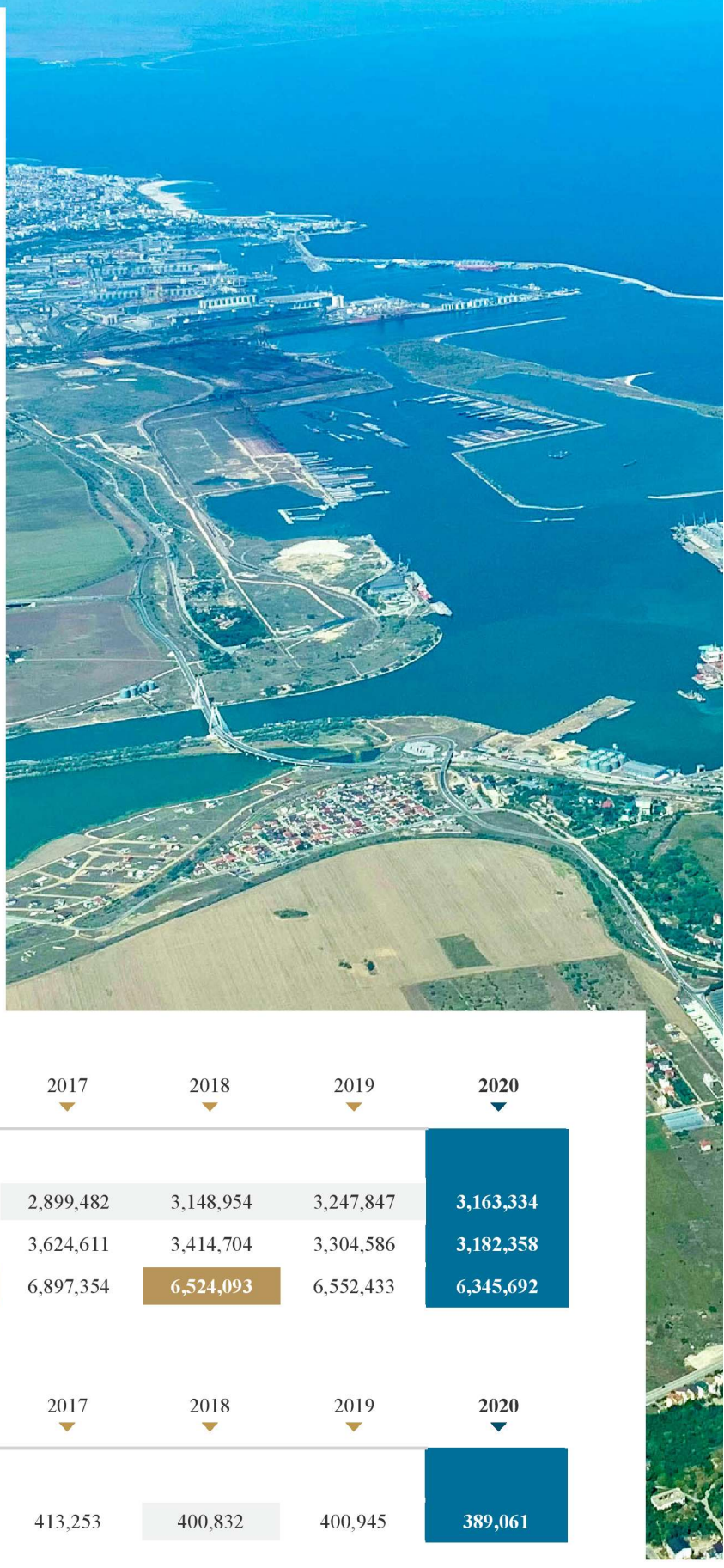


2020 - **17,957,940**

Container (thousand TEUs)

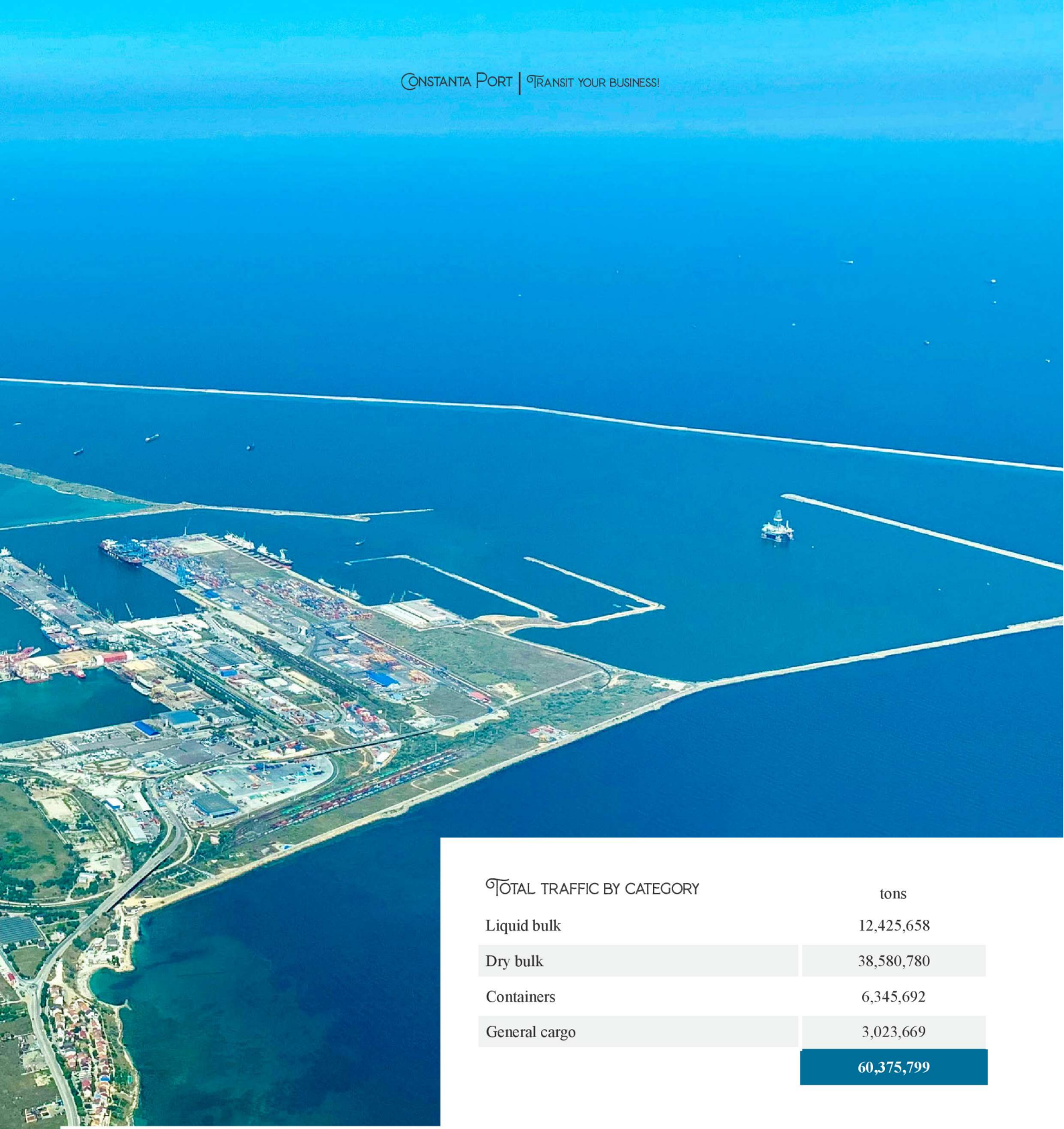


2020 - **643,725**



Containers	2015	2016	2017	2018	2019	**2020**
Tons/year						
Unloaded	2,857,364	3,177,385	2,899,482	3,148,954	3,247,847	**3,163,334**
Loaded	3,992,200	3,719,969	3,624,611	3,414,704	3,304,586	**3,182,358**
Total	6,849,564	**6,849,564**	6,897,354	**6,524,093**	6,552,433	**6,345,692**

Containers	2015	2016	2017	2018	2019	**2020**
Units/year						
Containers	420,793	434,439	413,253	400,832	400,945	**389,061**

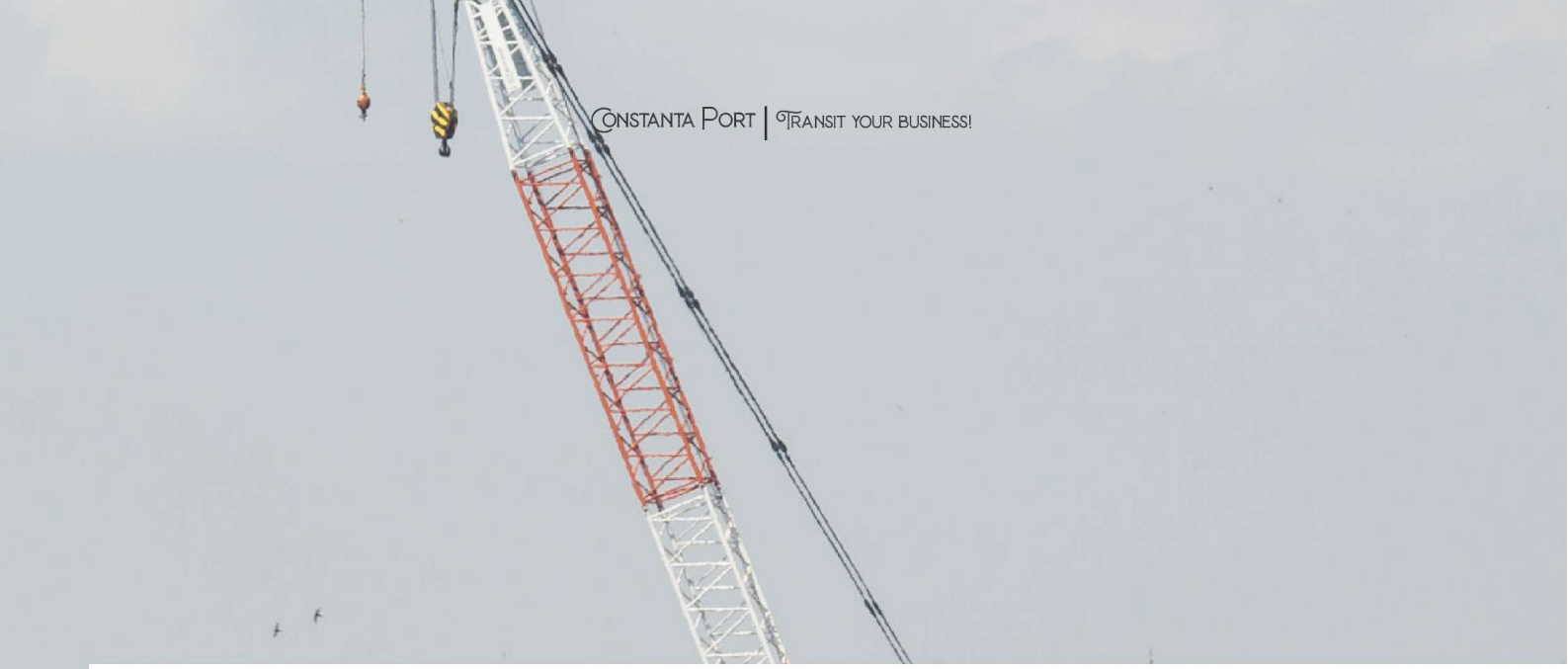


TOTAL TRAFFIC BY CATEGORY	tons
Liquid bulk	12,425,658
Dry bulk	38,580,780
Containers	6,345,692
General cargo	3,023,669
	60,375,799

	2015	2016	2017	2018	2019	**2020**
SHIP CALLS/YEAR						
Maritime calls	4,605	4,331	4,093	4,139	4,176	**4,031**
River calls	9,765	10,203	9,272	9,487	10,395	**10,344**
Total	14,370	**14,516**	13,365	**13,283**	14,571	**14,375**



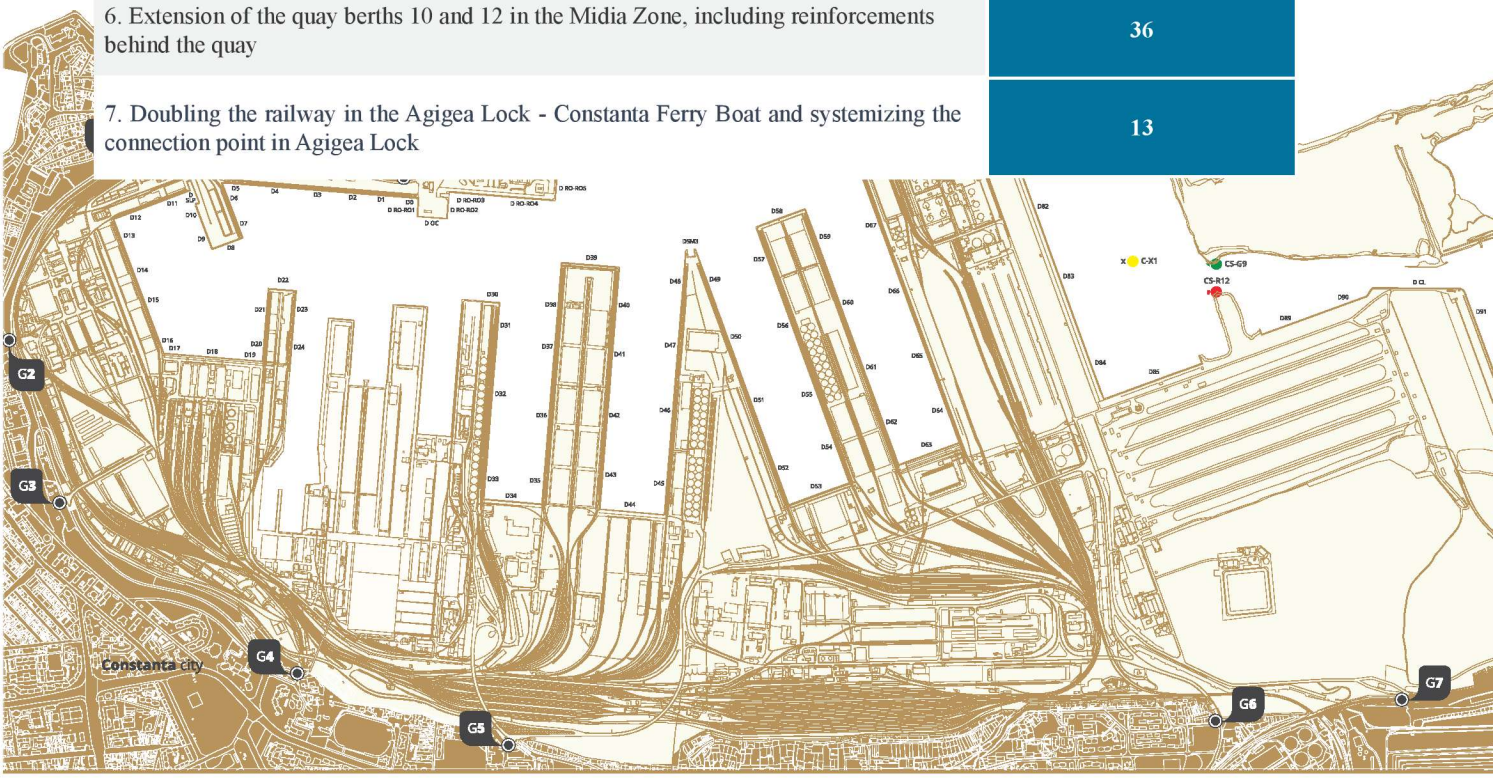
CALLS OF SEA-GOING VESSELS BY TYPE OF SHIP/YEAR	2015	2016	2017	2018	2019	2020
Cargo	1,971	1,812	1,815	1,785	1,807	**1,927**
Passenger	37	17	13	11	17	**0**
Portcontainer	610	684	592	524	510	**475**
Tank	668	665	608	670	687	**581**
Bulk carrier	589	607	574	628	622	**558**
Others	730	546	491	521	533	**490**
Total	4,605	**4,331**	4,093	**4,139**	4,176	**4,031**



CARGO TYPE (TONNES/YEAR)	2015	2016	2017	2018	2019	2020
Cereals	19,616,118	20,393,803	17,891,285	17,963,535	21,329,156	**21,893,550**
Cellulose and waste paper	65,189	78,058	39,089	28,274	48,801	**73,340**
Cement, building materials	140,997	169,874	165,702	205,712	363,850	**703,119**
Chemical products from coal/tar	108,478	102,331	153,372	167,805	102,722	**110,015**
Solid mineral fuels	3,207,635	2,226,771	2,830,470	3,770,447	3,834,946	**2,850,701**
Crude oil	6,593,434	7,487,357	7,325,164	7,475,408	8,027,409	**6,638,429**
Food stuff and animal feed	764,390	796,547	504,549	167,256	349,544	**286,356**
Glassware and ceramic products	2,001	2,959	17,679	27,056	11,755	**5,089**
Iron ores, scrap	2,750,024	2,594,201	3,924,125	4,521,893	5,189,807	**3,868,790**
Leather textile/other products	0	0	553	3,344	1,608	**0**
Livestock, sugar beet	61,382	93,299	97,738	70,934	96,399	**100,433**
Machines, transport equipments	363,638	356,800	337,910	535,311	376,115	**441,600**
Metal products	2,062,785	2,047,544	2,217,403	2,287,151	2,529,108	**1,953,551**
Metalware	429	3,545	5,263	8,019	10,900	**1,898**
Miscellaneous	6,850,355	6,897,358	6,525,662	6,567,347	6,561,433	**6,348,655**
Natural and chemical fertilizers	1,842,646	2,972,072	3,094,332	3,007,574	4,024,682	**4,420,218**
Non-ferrous ores and scrap	3,109,993	3,158,060	3,111,182	3,976,068	3,861,530	**2,276,486**
Oil products	5,165,550	5,653,512	5,473,279	5,897,915	6,296,060	**5,042,322**
Oil seed, oleaginous fruits/fats	1,951,341	2,918,535	3,215,811	3,262,034	2,141,252	**1,826,407**
Other chemical products	525,026	619,988	559,649	590,365	537,533	**713,346**
Potatoes, other fresh vegetable	6,488	5,696	6,913	7,289	3,227	**0**
Raw or processed minerals	293,295	334,379	438,273	448,322	615,906	**594,396**
Wood and cork	855,578	557,132	416,751	314,695	289,549	**227,098**
Total	56,336,772	**59,424,821**	58,379,154	**61,303,774**	66,603,292	**60,375,799**

INVESTMENT MAP

PROJECTS IN PREPARATION AND FOR WHICH FUNDING APPLICATIONS WILL BE SUBMITTED WITHIN THE POIM 2014-2020 (TERM 2020 + 3)	Estimated value (mil. Euro)
1. The extension to four lanes of the road between Gate 7 and the junction of the objective "Road bridge at km 0 + 540 of the Danube Canal - Black Sea" with the road that connects Gate 9 and Gate 8 to the northern part of Constanta Port	22,5
2. Extension to four lanes of the existing road between Gate 10 Bis and Gate 10	12,0
3. Modernization of the electricity distribution infrastructure in Constanta Port 2". FS Modernization of the electricity distribution infrastructure in the Port of Constanta - STAGE II	22,3 0,5
4. Extension and modernization of water and sewerage infrastructure, by taking rainwater and stabilizing the adjacent area: 4.1. Expansion and modernization of water and sewerage infrastructure - stage 1 (POIM) 4.2 F.S. Consolidation, stabilization and arrangement of the adjacent area (seafront) of the Port of Constanta between access gates 3 and 7 - stage 2 (FS and FA preparation for submission 2021-2027)	20,0 0,2
5. Revision of the Master Plan of Constanta Port	0,5
6. Extension of the quay berths 10 and 12 in the Midia Zone, including reinforcements behind the quay	36
7. Doubling the railway in the Agigea Lock - Constanta Ferry Boat and systemizing the connection point in Agigea Lock	13



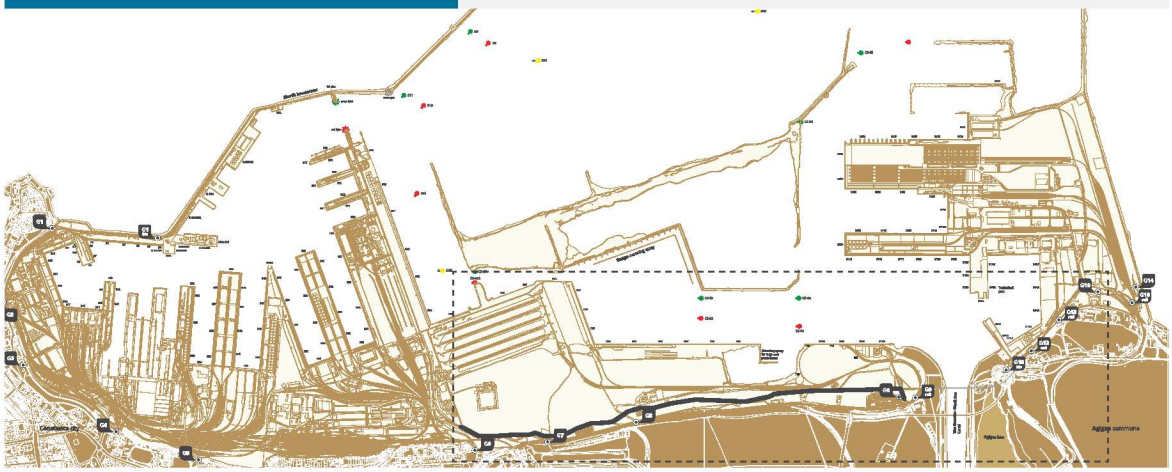

G1
G3
R2
CS-R2
G5
R4
CS-KE
2KE
CS-G1
CS-G3
South breakwater
D137
D131
D126
D127
D128
D129
D130
D125
D124
D123
D122
D121
D120
D119
D118A
D115
D116
D117
D118
D114
D113
D112
D111
D110
D109
D108
D107
D106
D105
D104
D PL8
D PL7
D PL6
D PL5
D PL4
D PL3
D PL2
D PL1
Technical port
Barge mooring quay
CS-G7
CS-G5
CS-R8
CS-R6
D92
D93
D94
D95
D96
D97
D98
D99
D100
D101
D102
D103
TTS
Mooring quay for tugs and push-boats
G14
G10
G10 rail
G13 rail
G12 rail
G10 bis
G9
G9 rail
G8
The Danube-Black Sea Canal
Agigea lake
Agigea commune

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

Feasibility Study + Grant Application: 6 months (without permits period)
Developer: TPF INGINERIE S.R.L. - TPF GETINSA EURESTUDIOS S.R.L.
Estimated value of the project: 22,5 mil. Euro
Project completion period: 36 months

PROJECTS OBJECTIVE

The main objective of the project is the road widening to four traffic lanes between the terminus point of the Bypass of the Constanta city and the Access Gate no. 7 in the Constanta Port to ensure a good traffic flow towards the North area of the Constanta Port.

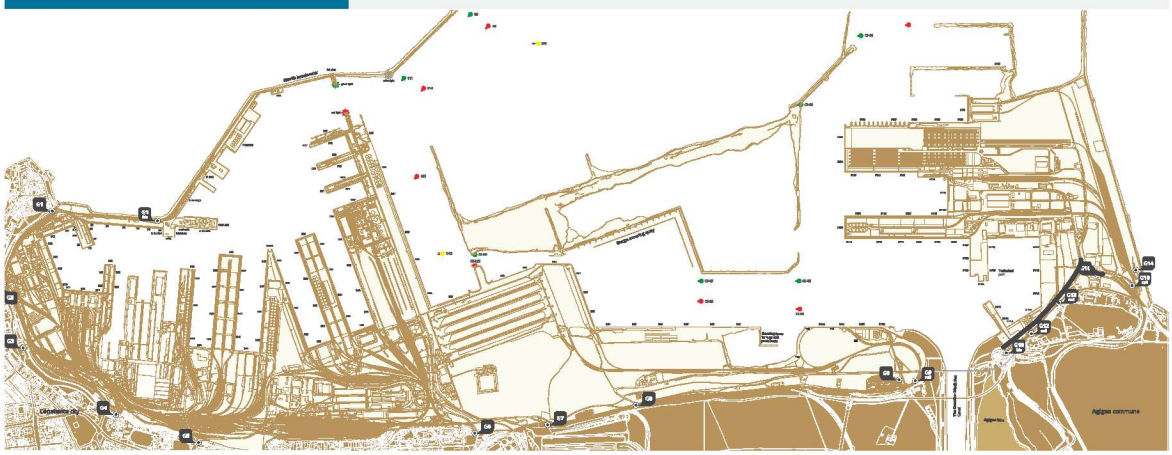


2. Extension to four lanes of the existing road between Gate 10 Bis and Gate 10

Estimated value of the project: 3,1 mil. Euro
Project completion period:

PROJECTS OBJECTIVE

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



3. Modernization of the electricity distribution infrastructure in Constanta Port

3". FS Modernization of the electricity distribution infrastructure in the Port of Constanta - STAGE II

Estimated value of the project: 22,3 mil. Euro
Project completion period: 36 months

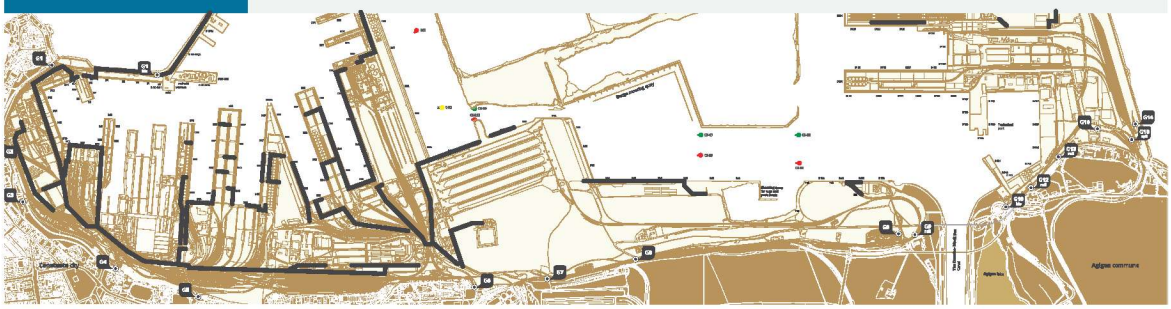
PROJECTS OBJECTIVE

1. Electrical network - main equipment
- Renewal of 80% of the entire electrical network;
- Construction of a new transformer station of 110/20/6 kV 2x40 MVA;
- Installation of a SCADA system for electricity supply management, related to the North Port, the Fluvial Port and the South Port;
Voltage increase in the distribution network from 6 kV to 20 kV;

2. Medium voltage (MV) electrical network
- Replacement of 75% of MV cables;

3. Low voltage (LV) electrical network
Replacement of 75% of LV cables;

4. Exterior lighting
- Replacement of 70% of lighting network.



4. Extension and modernization of water and sewerage infrastructure, by taking rainwater and stabilizing the adjacent area:

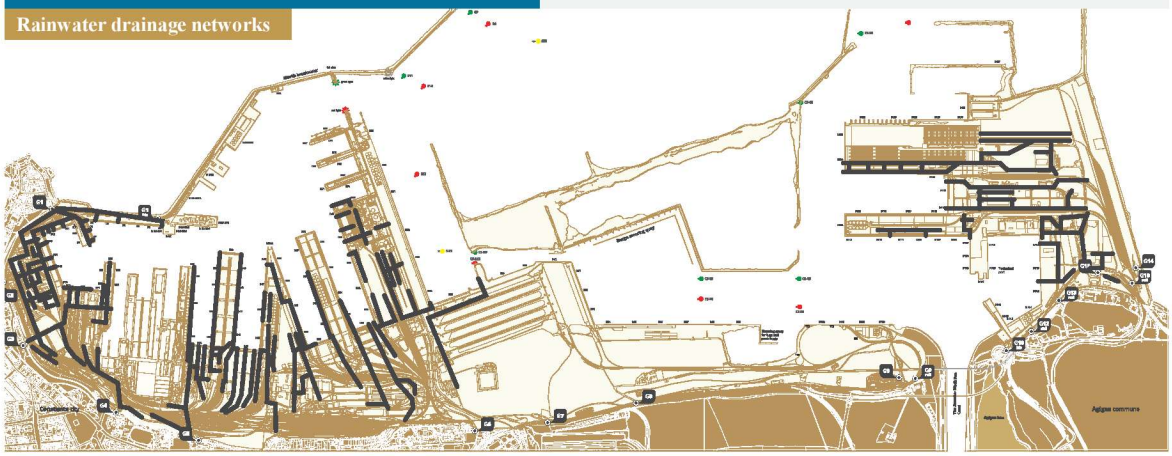
4.1. Expansion and modernization of water and sewerage infrastructure - stage 1 (POIM)

4.2 F.S. Consolidation, stabilization and arrangement of the adjacent area (seafront) of the Port of Constanta between access gates 3 and 7 - stage 2 (FS and FA preparation for submission 2021-2027)

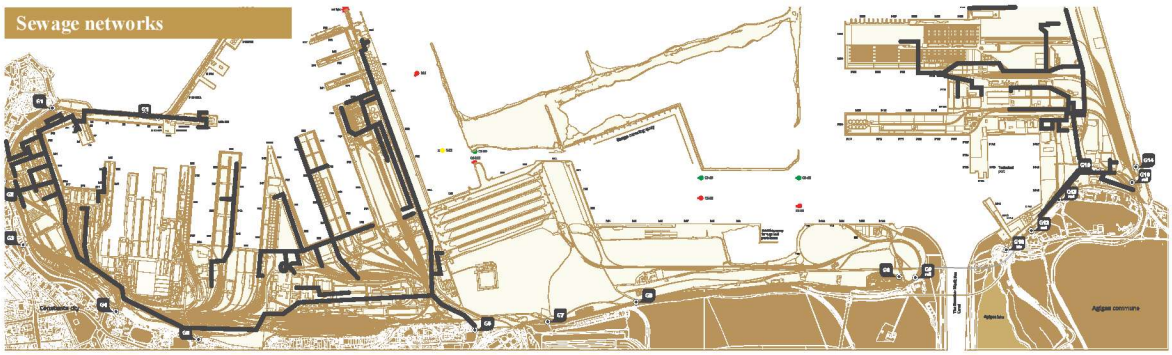
Estimated value: 39.100.000 Euro (according to Master Plan), out of which:
A: 20.000.000 Euro: "Expansion and modernisation of water and sewerage systems"
B: 19.100.000 Euro: "Consolidation, stabilization and arrangement of the adjacent area (cliff) of Constanta Port between the access gates 3 and 7"
Project completion period: 36 months

PROJECTS OBJECTIVE
A. Rehabilitation / modernization / extension
Water supply system
Sewage system wastewater
Wastewater treatment system
The storm sewer system

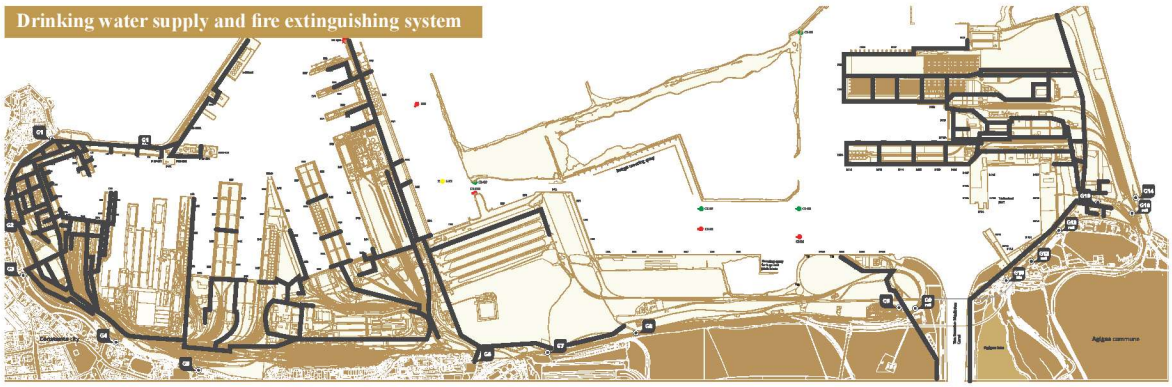
Rainwater drainage networks



Sewage networks



Drinking water supply and fire extinguishing system

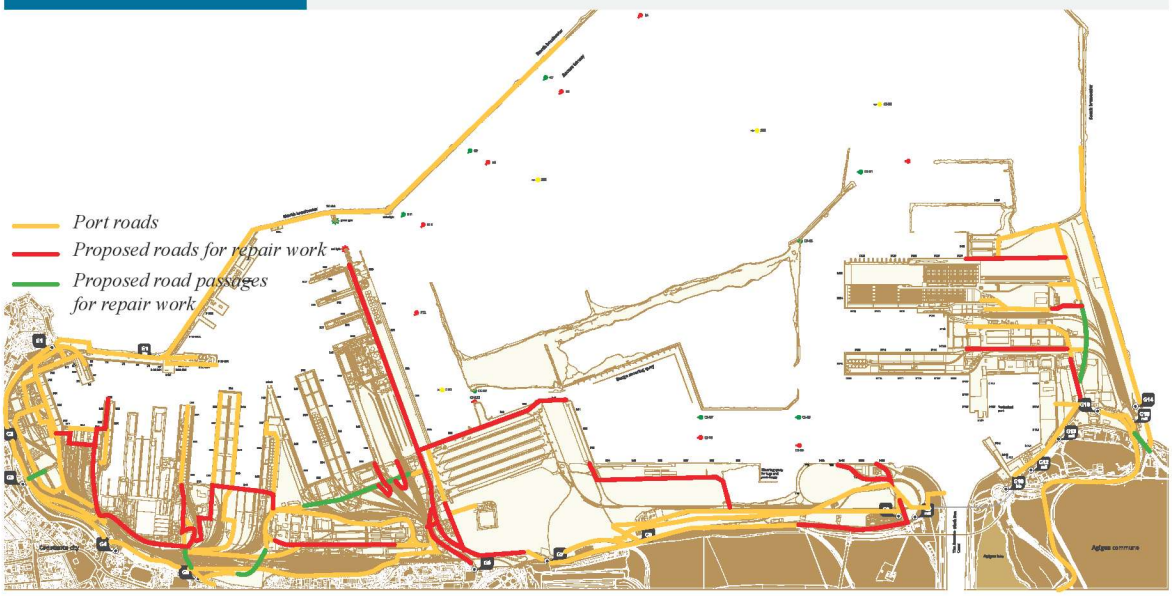


For the project "Consolidation, stabilization and arrangement of the adjacent area (seafront) of Constanța Port between access gates 3 and 7" (2021-2027) was developed the Conceptual Note and correspondence with Constanta City Hall on collaboration to finance the second stage of the project in depending on the legal status of the land affected by the works.

5. Revision of the Master Plan of Constanta Port

Estimated Value: 0,5 mil. euro
Duration: 8 months

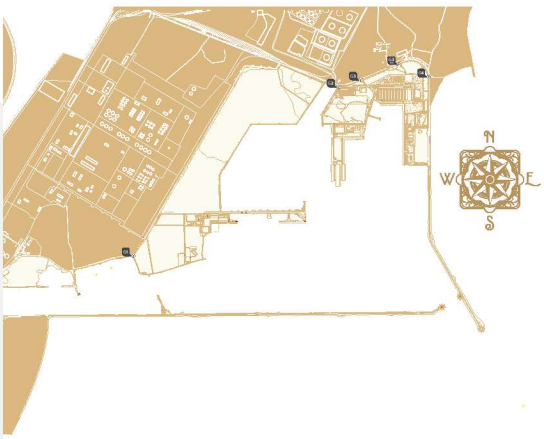
PROCUREMENT PROCEDURE UNDER PREPARATION.
The general objective of the project is to achieve a strategic, flexible planning of the Port of Constanta for medium and long term development, for the period 2021 - 2040, in order to ensure continuity of port development, with efficient exploitation of existing resources and infrastructure, oriented towards the real needs and conditions of the market, in order to intensify the commercialization of the port and its consolidation in terms of regional competitiveness, maximizing the number of jobs generated and the impact on the region of Southeast Europe, minimizing the environmental consequences generated by port activity, by revising and completing the Master Plan of the Port of Constanta (2016) until year 2040, taking into account the aspects presented previously in these terms of reference, such as: decarbonization and digitization, collaboration with the city, harmonious development with the Danube, Danube-Black Sea Canal, hinterland, foreland, energy corridors, transparency, optimization, facilitating fast operation, financial attractiveness, etc.



6. Extension of the quay berths 10 and 12 in the Midia Zone, including reinforcements behind the quay

Estimated value of the project: 36 mil. RON (VAT excluded), equivalent of approx. 8 mil. Euro (VAT excluded)

NEXT STEPS
Approval in the T.E.C. of N.C. M.P.A. S.A. of the documentation by the U.C., in order to initiate the elaboration of the documents of approvals and agreements required by the urbanism certificate, including the studies supporting the feasibility study according to the framework content regulated by the H.G. 907/2016. The feasibility study is expected to be completed by the end of the first semester of 2021 and promoted to endorse the technical economic indicators of the public investment objective in accordance with the applicable legal provisions.



7. Doubling the railway in the Agigea Lock - Constanta Ferry Boat and systemizing the connection point in Agigea Lock

(Short form: Doubling the railway in the Agigea Lock - Constanta Ferry Boat)

Estimated value of the investment: 13 million Euro
Project execution time: 36 months

PROJECT OBJECTIVES
The project will result in reduced waiting times of the trains.
It is to be noted that the doubling of the access railway line at the Constanta Ferry-Boat station has been analysed within the Feasibility Study "Development of the railway capacity in Constanta South Agigea Port" (Object I.c.2"). However, in the above mentioned study the works were not included in Phase I of the works but being proposed to be implemented "as soon as all the financing conditions will be met".

DEVELOPMENT PROJECTS TAKEN INTO CONSIDERATION FOR THE PROGRAMMING PERIOD 2021-2027

THE TRANSPORT OPERATIONAL PROGRAM POT 2021-2027- 230 MIL. EUROS

1. Rehabilitation, modernization and expansion of road infrastructure (roads, passages including road bridge over the connection Canal) and access to the ports of Constanta and Midia Zone - 100 mil. Euro

2. Investment dredging in the ports of Constanta, Mangalia and Midia Zone (including extension of the access gate) - 120 mil. Euro

3. Development of railway capacity in the Constanta Port Ferry-boat Terminal - 9,64 mil. Euro

4. Development of rail capacity in the river-sea sector of the Port of Constanta - phase II - 9 mil. Euro

5. Completion of infrastructure works, access roads and utilities, in view of the development of specialized terminals in Port of Constanta South - Piers III S and IV S





1. Rehabilitation, modernization and expansion of road infrastructure (roads, passages, including the road bridge over the connecting Canal) and access to the Ports of Constanta and the Midia area - 100 mil. Euro

The final value will result from the expert opinions, analyzes and studies to be carried out to identify and scale up the work, including the development of traffic studies, and the stage of works to rehabilitate, modernize and extend the road and access infrastructure will be linked to the implementation of projects to develop both port infrastructure and private investment in order to increase the capacity of existing terminals or building new ones.

Estimated duration of project execution: 4 years

PROJECT STATUS

The specification for the elaboration of FS/DALI was finalized in November 2020.
Also the attribution procedure for the service contract was under way (submission deadline 08.02.2021), with the financing of about 630.000 Euros being provided from the own sources of N.C. M.P.A. S.A. Constanţa (BVC 2021-2022) to ensure the maturity of the project at the time of POT 2021-2027 approval.



2. Investment dredging in the ports of Constanta, Mangalia and Midia Zone (including extension of the access gate)

Estimated value of the investment: 120 million Euro
Project execution time: 12 months

The specification for the development of F.S. was finalized in December 2020 and the attribution procedure of the service contract was under way (submission deadline 29.01.2021). The financing of about 2,5 mil. RON is provided from the own sources of N.C. M.P.A. S.A. Constanţa (BVC 2021) to ensure the maturity of the project at the time of POT 2021-2027 approval.



3. Development of rail capacity in the C.F. Constanta Port Ferry-boat Terminal

Estimated value of the investment: EUR 9,64 million Euro
Project execution time: 36 months

PROJECTS OBJECTIVE

- The project will lead to a reduction in waiting times for train sets, the optimum take-up of freight traffic in the area and the elimination of operating, reception and handling malfunctions. It will be considered that in the feasibility study, "The development of railway capacity at C.F. Constanța Port Ferry-boat Terminal" is to be analyzed the separation of the maneuvering areas for the LFI Kronospan device and the future line device of JETFLY for direct access of trains to the lines of the C.F. station, construction of a maneuver group (the group of lines that will be formed as a C.F. triage for the future Mol IIIS) between the Kronospan line and the drawing line of the C.F. station for the accumulation of wagons for the purpose of the introduction to the front and the construction of 3 delivery receipt lines.

PROJECT STAGE

The specifications for the elaboration of the F.S. are being prepared, the financing of about 2 million lei being provided from own sources of the N.C. M.P.A. S.A. (BVC 2021-2022) to ensure the maturity of the project at the time of approval of POT 2021-2027.

4. Development of rail capacity in the river-maritime sector of the port of Constanta - phase II

Estimated value of the investment: 9 million Euro
Project execution time: 36 months

PROJECT STATUS

The specification for the elaboration of the F.S. is being prepared, the financing of about 1,45 million lei is provided from the own sources of the N.C. M.P.A. S.A. (BVC 2021-2022) to ensure the maturity of the project at the time of approval of POT 2021-2027

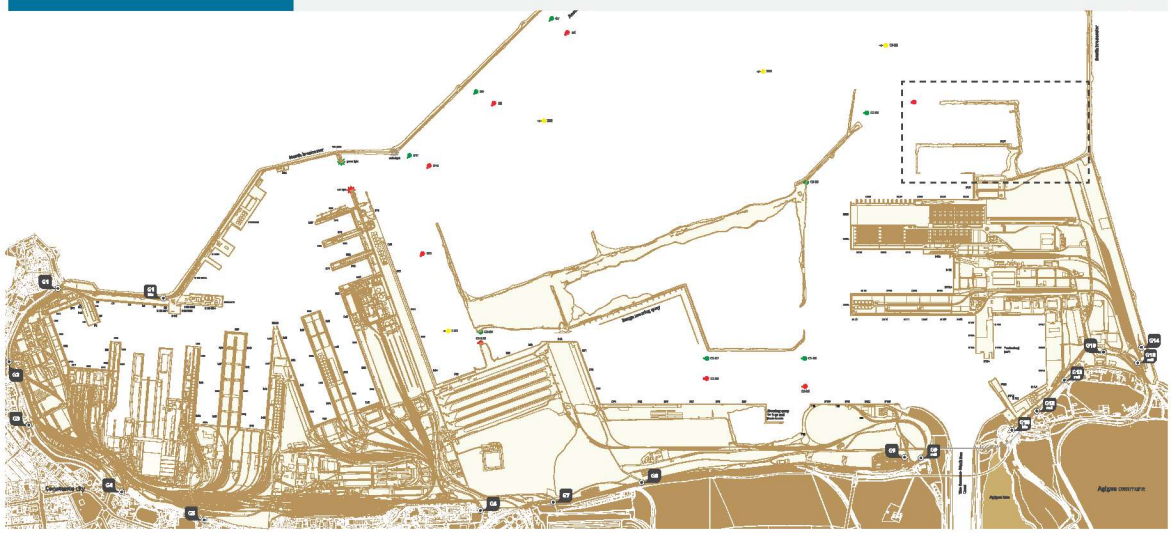
5. Completion of infrastructure works, access roads and utilities, in view of the development of specialized terminals in Port of Constanta South - Piers III S and IV S

PROJECT OBJECTIVES

The development will take place in three stages will cover the following objectives:

- Establishment of a competitive new specialized terminals in the Southern part of the port
- Provide the Port with modern infrastructures and facilities
- Flexibility in development according to market requirements
- Cover the additional car export cargo forecasted in short, medium and long term
- Increase the possibility to attract new commodities
- Establish the basis for additional traffic corridors to the Caucasian Region and Central Asia in a long term perspective (old silk road).

The project will be revised in the new Master Plan.



PROGRAMMING PERIOD 2014-2020

Co-funded by European Union
The mechanism that interconnects Europe

PROTECT - Upgrade of infrastructure and environmental protection in Constanta Port

Within the Connecting Europe Facility (CEF) financing programme N.C. Maritime Ports Administration S.A. Constanta as Beneficiary, and Innovation & Network Executive Agency (INEA) as Management Authority, signed, on 24 October 2016, the financing contract nr. INEA/CEF/TRAN/M.2015/1131569, having as object the fulfillment of the investment project "Upgrade of Infrastructure and Environmental Protection in the Port of Constanta – PROTECT".

Budget of the project: 12,696,125 EUR (exclusive of VAT), of which:
- 85% CEF financing: 10,791,706 EUR
- 15% State budget contribution: 1,904,419 EUR.

Project implementation period: 01.07.2016 – 31.05.2022.

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

The necessity of implementing this project has resulted from the requirement of N.C. Maritime Ports Administration in its capacity of port administration, to ensure facilities regarding infrastructure, environmental and safety conditions for navigation.



Interreg
Danube Transnational Programme
DIONYSUS

Co-funded by European Union
The mechanism that interconnects Europe

DIONYSUS – "Integrating Danube Region into Smart & Sustainable Multi-modal & Intermodal Transport Chains"

On July 1, 2020, the DIONYSUS project started, financed from European funds (ERDF, IPA and ENI) within the Danube Transnational Program. The project has a total budget of 3,603,511.25 Euro, of which 2,261,133.69 Euro represents the ERDF contribution and 223,730.59 Euro the IPA II contribution, 166,863.38 Euro the ENI-MD contribution and 411,256.83 Euro the ENI-UA contribution, with an implementation duration of 30 months (July 1, 2020 - December 31, 2022).

The DIONYSUS project addresses the main regional challenges in the field of infrastructure governance, highlighting the key actions needed to support transport planning and Danube port infrastructure.

C.N. A.P.M. S.A. Constanta is a member with a very important role in the project, being part of a consortium of 26 partners from countries such as Romania (including the Ministry of Transport, Infrastructure and Communications), Austria, Slovenia, Hungary, Croatia, Bulgaria, Serbia, Ukraine, Moldova, the project leader being Pro Danube Romania - Association for the promotion of Danube transport.

The DIONYSUS project is based on the results of the DAPhNE project, completed in June 2019, of which C.N. A.P.M. S.A. was part and further develops its results. The main objective of DIONYSUS is to transform the Danube ports into high-performance, better connected and integrated hubs, which will be part of the relevant multi and intermodal transport chains and which will become preferred locations for the development of investments in industry.

C.N. A.P.M. S.A. Constanta will contribute to the realization of most of the activities provided in the project to achieve the objectives, the most relevant involvement being the participation in the realization of some studies in the field of container transport, digitization. At the same time, it will coordinate the realization of an Infrastructure Master Plan for the river cruise industry in order to facilitate the sustainable growth of this sector.
The project will generate a set of port development plans along the Danube, which will form the basis for preparing investment projects to access European funding in the next programming period 2021-2027, thus having a significant impact on regional economic development and transforming DIONYSUS in a key tool for achieving the specific objectives of transport and multimodality EUSDR.

On October 8, 2020, the official launch event of the DIONYSUS - Kick-Off Meeting project was organized online. This meeting was attended by all members of the project consortium, but also important experts and stakeholders involved in promoting and developing transport on the Danube.
The main objective of the project is the integration of the Danube in an intelligent and sustainable way in the multi and intermodal transport chains within the transport corridors defined by the European Union for the Central and Eastern European areas, for the transport of goods and people.
The purpose of the event was to present to those interested the work packages, activities and deliverables of the project, as well as to provide details related to its implementation plan during the 30 months provided. The project guidelines were drawn up, the participants discussing in order to improve the transport on the Danube and to identify future solutions for launching new containerized transport services to facilitate the connection between Europe and other states in the Black Sea region and beyond.
For more information about the project, access the following link: *www.interreg-danube.eu/approved-projects/dionysus* - project co-funded by the European Union

Co-funded by European Union
The mechanism that interconnects Europe

EALING - European flagship action for cold ironing in ports

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

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

The EALING project has a budget of 6,960,240 Euro and is funded by the Connecting Europe Facility 2019 programme. The project development period is 01.06.2020 – 30.06.2023. The budget for Maritime Ports Administration is 101,194 Euro, of which CEF funding 50,597 Euro and own sources 50,597 Euro.

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

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

CIVITAS PORTIS project

Civitas Portis evaluated and designed integrated sets of innovative sustainable mobility measures addressing problems of port cities across Europe. These solutions were 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 involved a major international follower port city on the East China Sea (Ningbo). During the four years of the project the ambition of the consortium was 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 centers and ports, while driving economic growth and improving the attractiveness of urban environments.

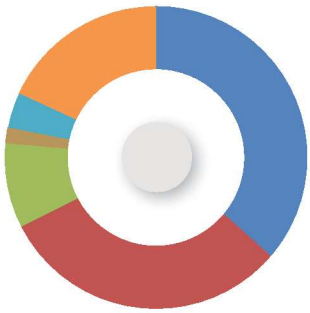
For Constantza Port, within Civitas Portis the measures related to the modernization of Gate no. 1 together with the development of new road infrastructure between Gate no. 1 and Gate no. 4 succeeded in increasing port accessibility for port employees, providing a direct bypass of the old city center of Constanta.


TOMINI

FINANCIAL REPORT

Revenues

The total income of N.C. Maritime Ports Administration S.A. Constanta in 2020 was 414,676,778 RON (85,728,386 Euro). The income structure is presented in the chart below:



SHIP SERVICES (34.30%)
142,231,932 RON / (29,404,381 Euro)

RENTING REVENUES (31,60%)
131,047,509 RON / (27,092,165 Euro)

ELECTRIC-POWER SUPPLY (10,17%)
42,153,379 RON / (8,714,597 Euro)

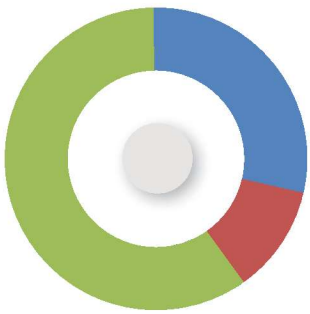
WATER SUPPLY (1,91%)
7,903,304 RON / (1,633,893 Euro)

FINANCIAL REVENUES (4,07%)
16,881,394 RON / (3,489,982 Euro)

OTHERS (17,96%)
74,459,260 RON / (15,393,368 Euro)

Investment

The total value of the investments made in 2020 was 183,251,000 RON (37,884,476 Euro).

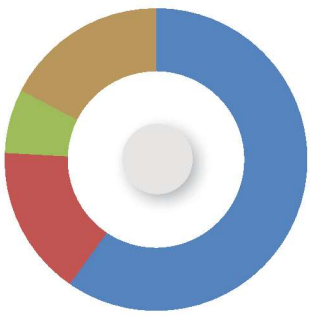


Resources

OWN SOURCES (26,74%)
49,007,000 RON / (10,131,484 Euro)

BUDGETARY ALLOCATIONS (11,88%)
21,771,000 RON / (4,500,837 Euro)

CONNECTING EUROPE FACILITY (61,38%)
112,473,000 RON / (23,252,155 Euro)



Structure

INFRASTRUCTURE (61,01%)
111,799,000 RON / (23,112,816 Euro)

SUPERSTRUCTURE (14,63%)
26,816,000 RON / (5,543,818 Euro)

EQUIPMENTS (6,96%)
12,754,000 RON / (2,636,704 Euro)

OTHER (17,40%)
31,882,000 RON / (6,591,139 Euro)

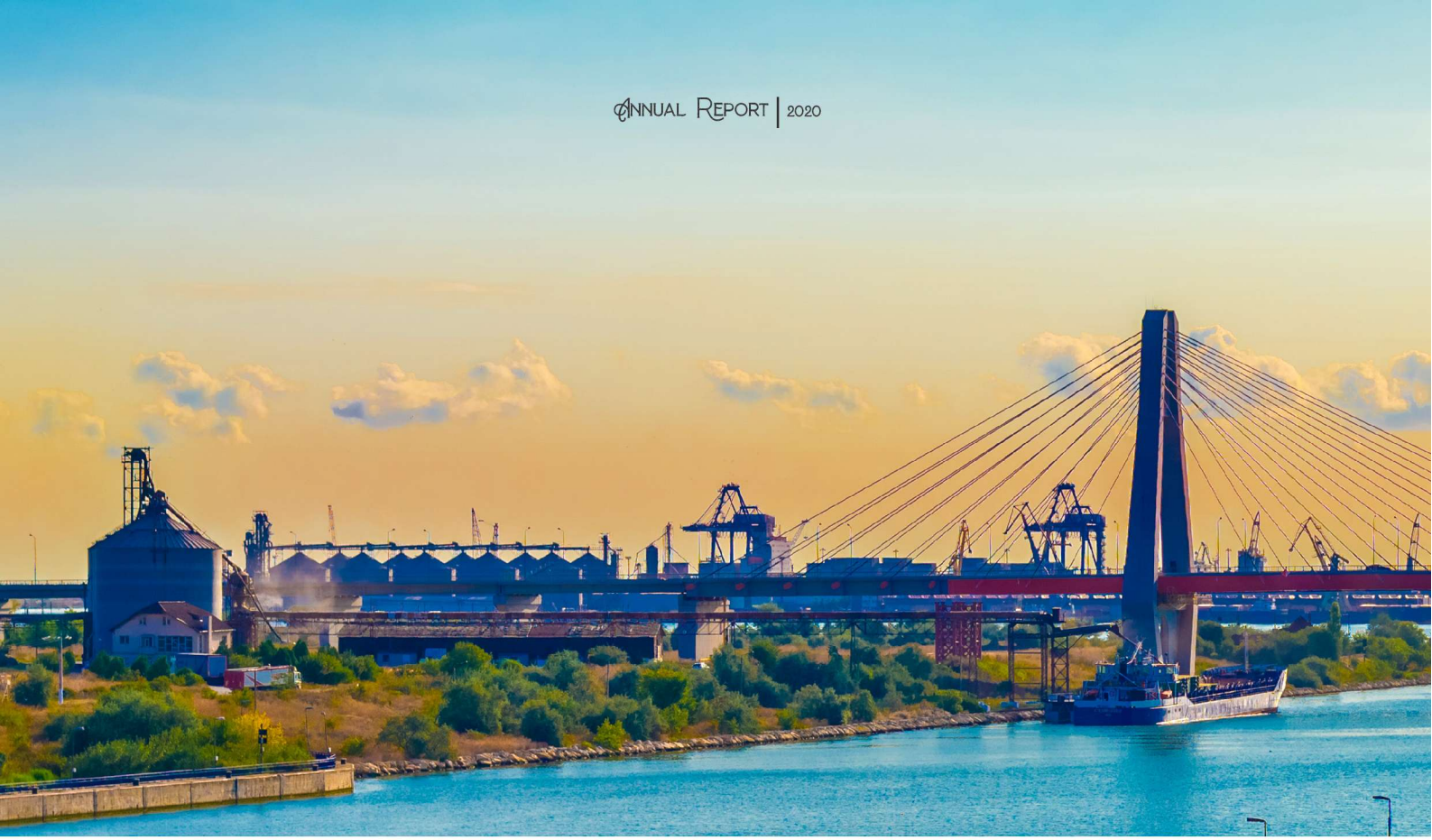
**Currency exchange rate (average) used for 2020: 1 EUR = 4,8371 RON*

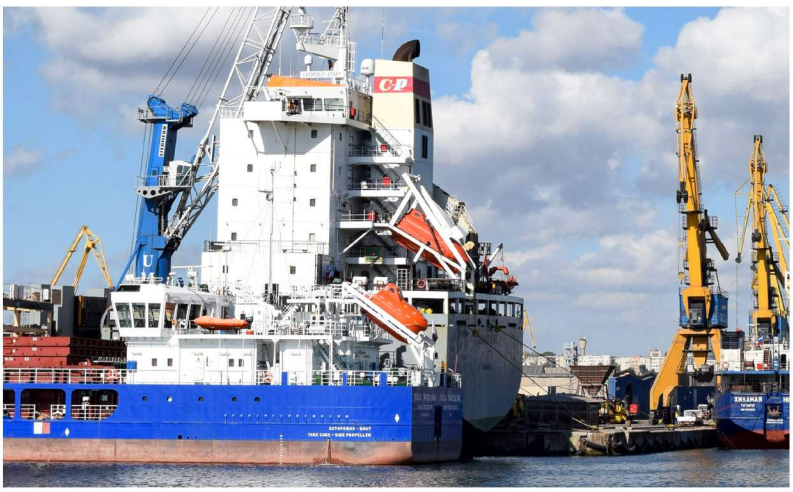
PORT OF CONSTANTA
FROM WORDS TO PICTURES

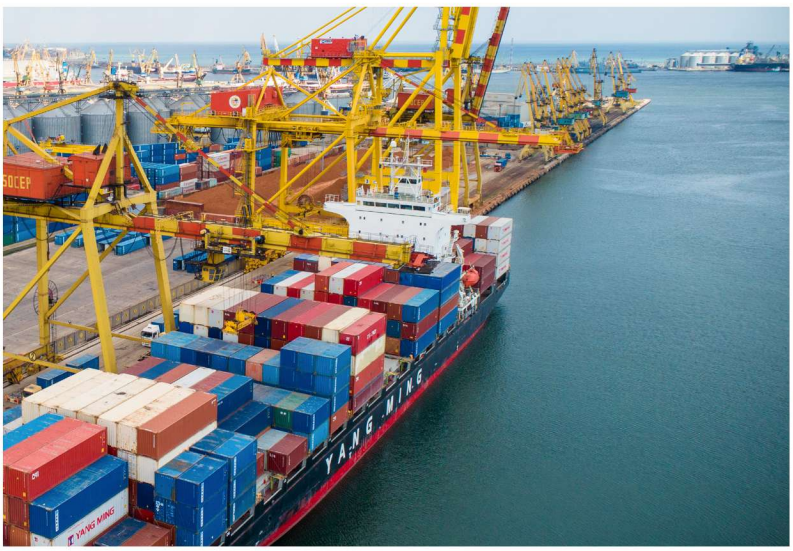


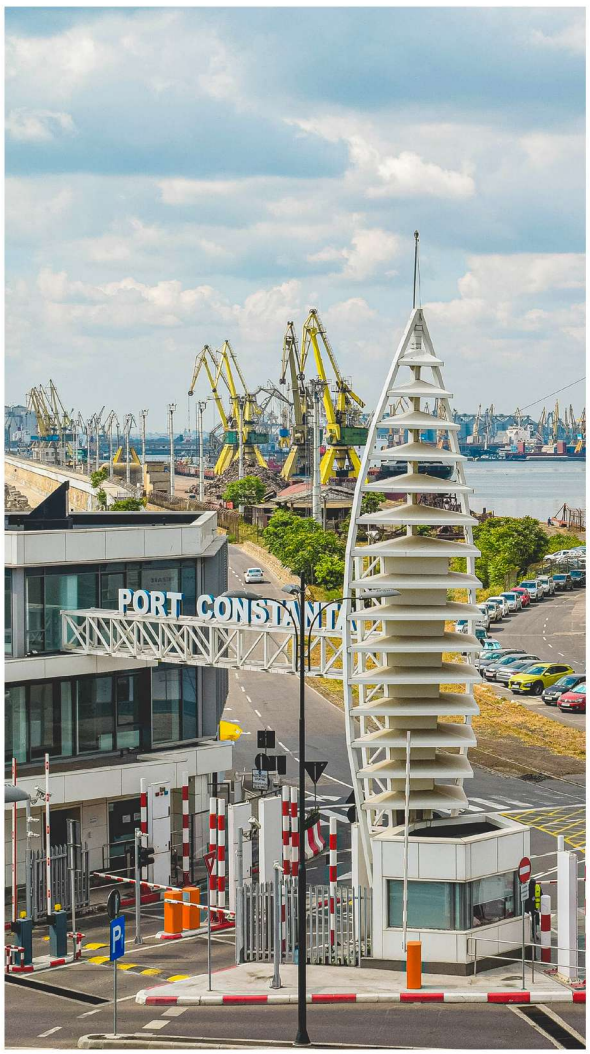


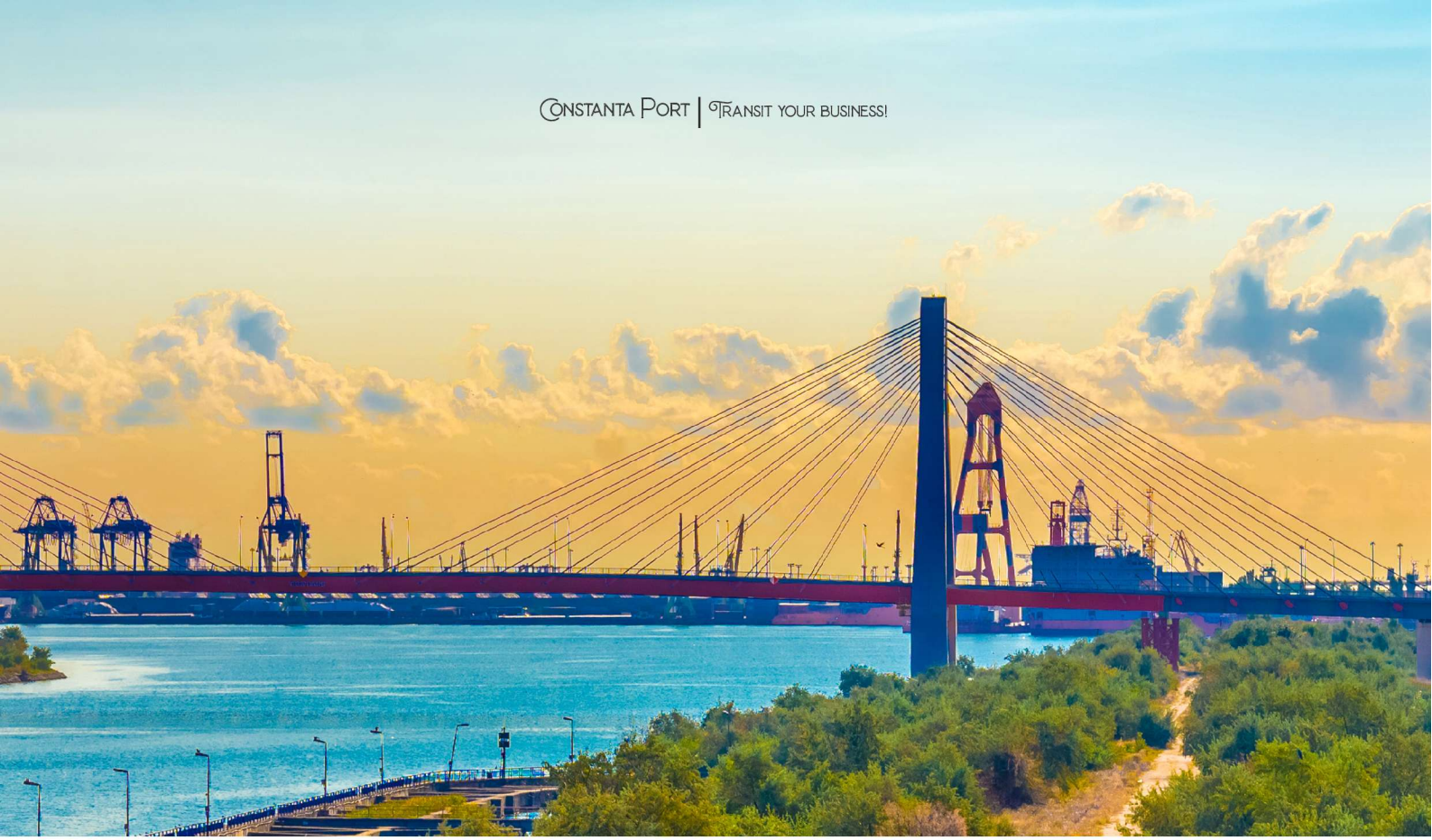


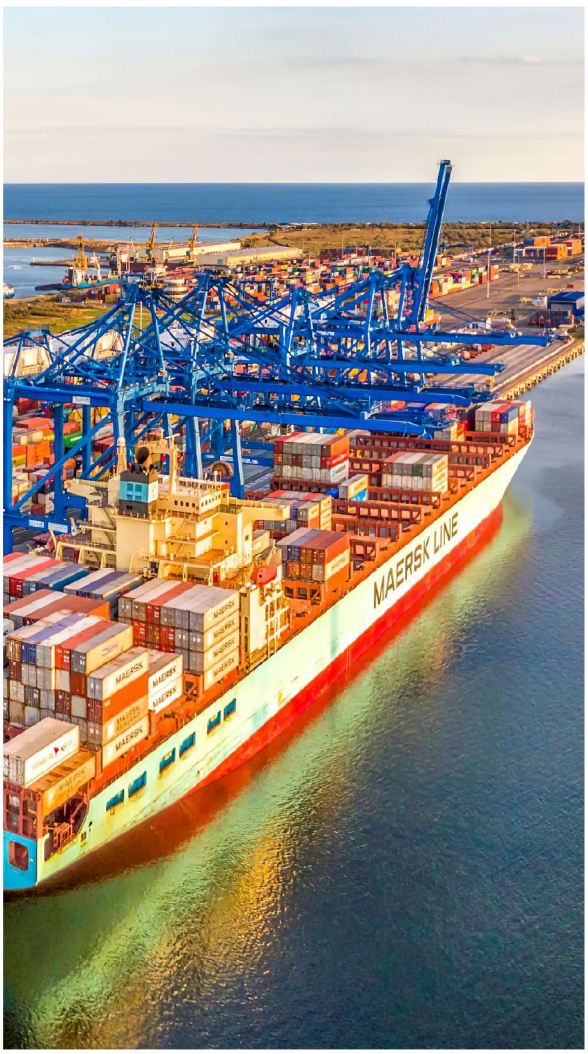



CP


YANG MING


PORT CONSTANTA



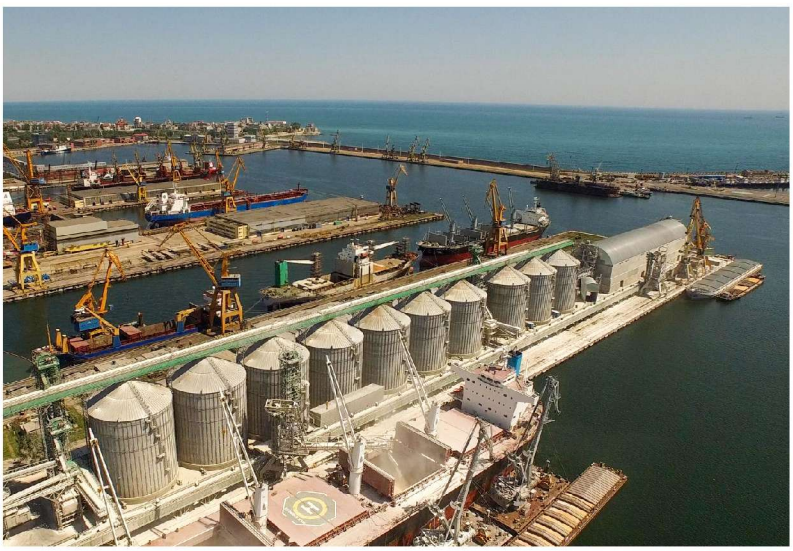

MAERSK LINE

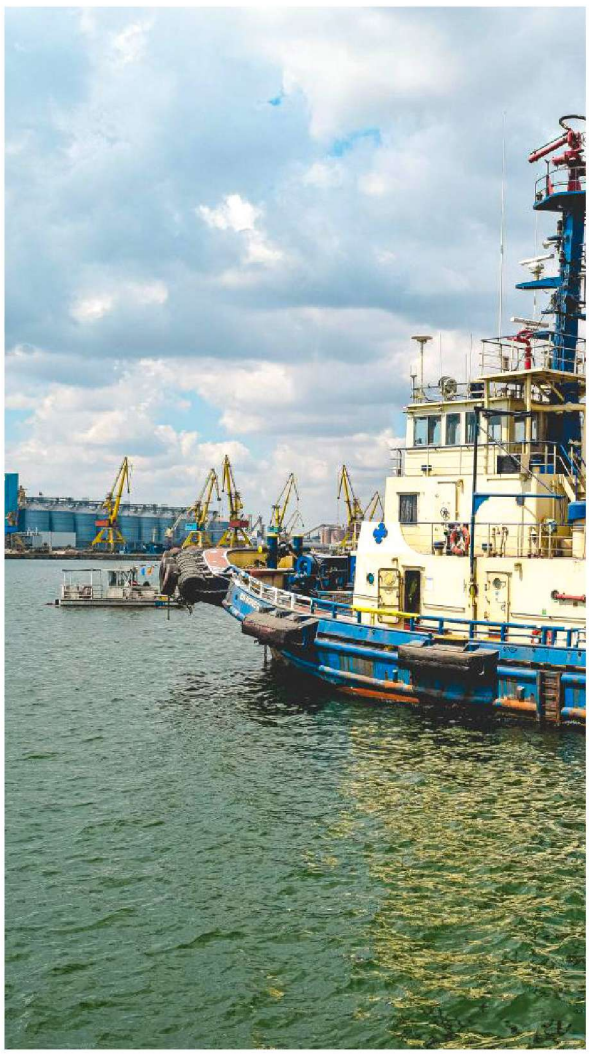




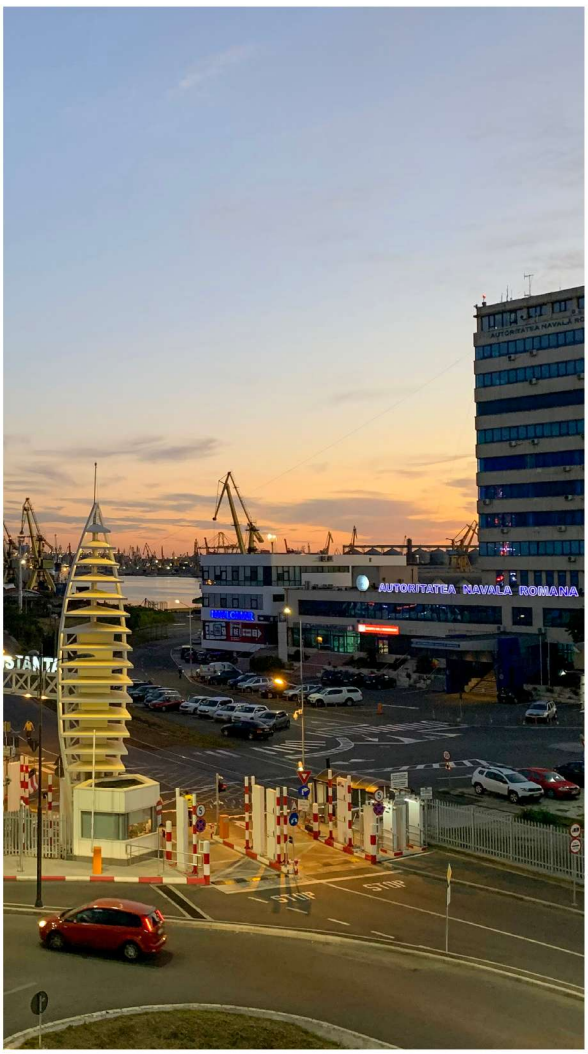

SAMJOHN
SOLIDARITY

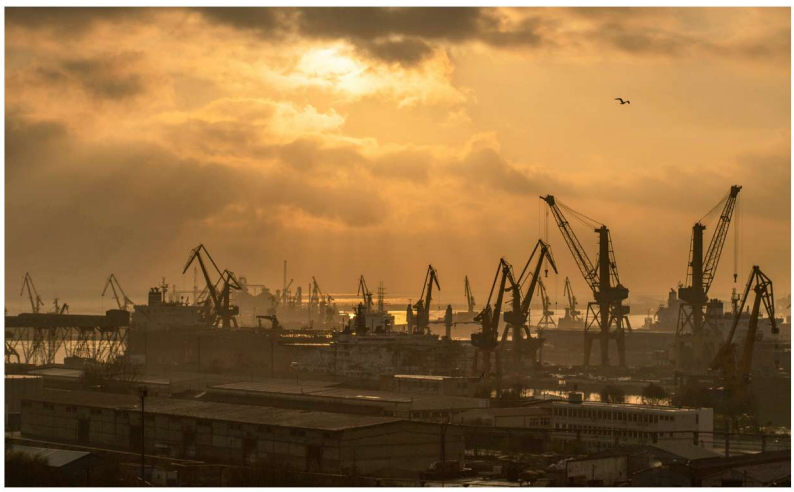









AUTORITATEA NAVALA ROMANA





Constanta Port Annual Report 2020



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