constantza port

Constanta Port Annual Report



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Foreword



FLORIN GOIDEA
General Manager

Despite the continuation of the COVID-19 pandemic crisis, the year 2021 represented one of the most important milestones in the history of Constanta Port. The celebration of 125 years since the official launch of the construction works of the modern port of Constanța was also accompanied by a new record of the volumes handled, with 67 million tons throughput.

The challenges of COVID-19 have continued, causing an ongoing disruption in global supply chain that has made the operations and the execution of our priorities more difficult. Despite this context, we succeeded to make progress on our key initiatives and to achieve good results for the last year.

Hence, Port of Constanta proved once again to be the reliable option in the logistic chains of Central and Eastern Europe for both river and maritime transportation and the most important port of EU at the Black Sea.

I would like to thank my entire team for the work they performed during this difficult period. The efficient movement of goods through the port during the challenging circumstances of this past year was only possible thanks to the dedicated efforts of marine carriers and pilots, longshore workers, terminal operators, railway workers, trucking companies and drivers, along with many other port community representatives.

I would also like to thank our customers and business partners for their continued support. We greatly appreciate the way we have worked together and the patience you have shown when things have been tough. We look forward to continue the good cooperation in the next year - 2022.





About the port administration

National Company Maritime Ports Administration S.A. Constanta fulfills the function of port authority for Constanta North, Constanta South, Midia and Basarabi Zones, Mangalia maritime port 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 customer's 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 the Port of Constanta (Constanta South, Constanta North, Midia and Basarabi Zones), Port of Mangalia and the Tomis Marina; 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 and Infrastructure 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 and Infrastructure, 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.

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About the Port of Constanta

The Port of Constanta is located at the crossroads of the trade routes linking the markets of the landlocked countries from Central and Eastern Europe with the Transcaucasus, Central Asia and the Far East. It is the main Romanian port on the Black Sea, playing a highly important role as the transit node for the landlocked countries in the Central and South-East Europe.



Maritime port

- A hub for the container traffic in the Black Sea.
- A hub for cereals in Central and South-East Europe.
- Good connections with all means of transport: railway, road, river, airway and pipelines.
- Modern facilities for passenger vessels.
- Land availability for future expansion.
- Starting January 1st 2007, the Port of Constanta has become a Free Zone.
- These characteristics are comparable with those offered by the most important European and international ports, allowing the accommodation of tankers with capacity of 165,000 dwt and bulk-carriers of 220,000 dwt.



River port

The connection of the port with the Danube river is made through the Danube-Black Sea Canal, which represents one of the main key points of Constanta Port.

Due to low costs and important cargo volumes that can be carried, the Danube is one of the most advantageous modes of transport, an efficient alternative to the European rail and road congested transport.

Characteristics

3.926 HA

2.613 ha water
1.313 ha land

100 MIL. TONS

Annual handling capacity (approximately)

19 M

Deepest operational natural depths

39

Port operators

100

Forwarding companies

700

Entities performs activities daily in Constanta Port



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 terminals 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 arrived or departed from/to the Central and Eastern Europe, including: Serbia, Hungary, Bulgaria, Moldavia, Croatia, Slovakia, Austria and South Germany. Although many political and economical changes have taken place in this area and have influenced its development 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.



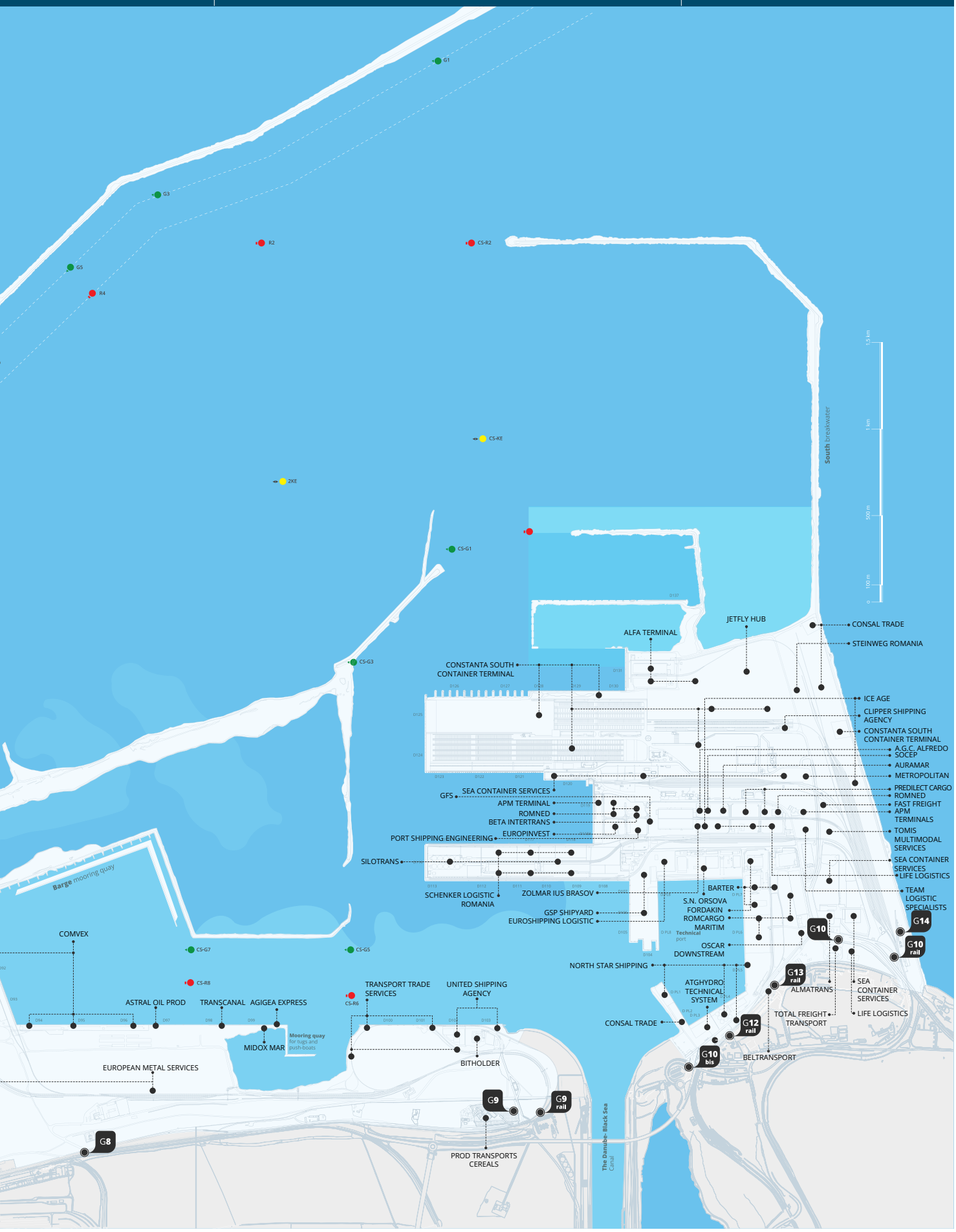
MIDIA ZONE



PORT OF MANGALIA

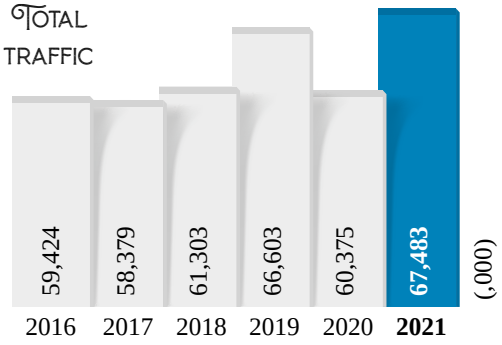
PORT OF CONSTANTA MAP

North breakwater
Access fairway
G7
R6
G9
R8
3KE
G11
R10
R12
G-X1
CS-G9
CS-R12
AVE TEBIA
CANOPUS
ARSVOM
OIL TERMINAL
UTIL NAVOREP
ENTIRELY SHIPPING
SHARK
BLACK SEA SERV
CONSAL TRADE
M&D SEA FARERS
COREMAR
MARITIME PORTS ADMINISTRATION
ROMANIAN NAVAL AUTHORITY
ASTAR
ROMNED
G1
G1 bis
SORENA
ROMNED
ROMNED
ROTRAC
UMEX
SORENA
UMEX
UNITED SHIPPING AGENCY
CITADEL NAVIGATION
CHIMPEX
CRH CIMENT
DB SCHENKER
EMERCOM
SOCEP
SORENA
SOCEP
ROMNED
SOCEP
DECIROM
DECIROM
SOCEP
NORTH STAR SHIPPING
COMVEX
TOMINI
NORDIKA
PAK BRAND
UMEX
SILOPORT
EUROEST
ROMNED
NIVA PROD
G2
CAMAR
NIVA PROD AGROUP
STICEROM
ASTAR
DECIROM
FRIAL
SOCEP
ROTRAC
TRUTZI
SIRO
ROMNED
G3
DECIROM
MARCO CHIM
CHIMPEX
SOCEP
NORTH STAR SHIPPING
FRIAL
CHIMPEX
OMV PETROM
OIL TERMINAL
NORTH STAR SHIPPING
GSP
UMEX
FRIAL
SOCEP
ELMAR TRADING
NEW PETROLEUM
REMIN
OMV PETROM
SEA LAND CARRIERS
PETROSERV
BETA INTERTRANS
TRANSFOREST
IRIDEX
COMPPIL
TOMINI
TIMBER HOUSE
SOCEP
IDU SHIPPING
OILFIELD
INTER META HUB
OSCAR DOWNSTREAM
OIL TERMINAL
UMEX
WOOD CONSULTING
ADES
ADES
TOMINI
CHIMPEX
G4
FRIAL
COMPREST UTIL
G5
G6
G7

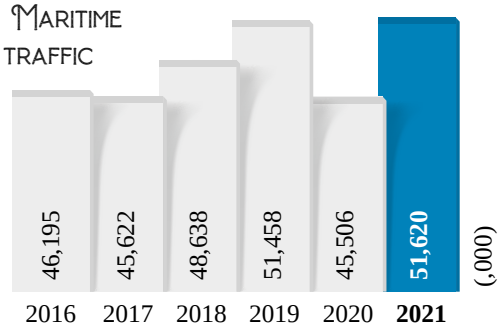

G1
G3
R2
CS-R2
G5
R4
CS-KE
2KE
CS-G1
CS-G3
South breakwater
1.5 km
1 km
500 m
100 m
JETFLY HUB
ALFA TERMINAL
CONSAL TRADE
STEINWEG ROMANIA
CONSTANTA SOUTH CONTAINER TERMINAL
ICE AGE
CLIPPER SHIPPING AGENCY
CONSTANTA SOUTH CONTAINER TERMINAL
A.G.C. ALFREDO
SOCEP
AURAMAR
METROPOLITAN
PREDILECT CARGO
ROMNED
FAST FREIGHT
APM TERMINALS
TOMIS MULTIMODAL SERVICES
SEA CONTAINER SERVICES
LIFE LOGISTICS
TEAM LOGISTIC SPECIALISTS
SEA CONTAINER SERVICES
GFS
APM TERMINAL
ROMNED
BETA INTERTRANS
EUROPINVEST
PORT SHIPPING ENGINEERING
SILOTRANS
SCHENKER LOGISTIC ROMANIA
ZOLMAR IUS BRASOV
GSP SHIPYARD
EUROSHIPPING LOGISTIC
BARTER
S.N. ORSOVA
FORDAKIN
ROMCARGO MARITIM
OSCAR DOWNSTREAM
NORTH STAR SHIPPING
ATGHYDRO TECHNICAL SYSTEM
ALMATRANS
TOTAL FREIGHT TRANSPORT
CONSAL TRADE
BELTRANSPORT
G14
G10
G10 rail
G13 rail
G12 rail
G10 bis
Barge mooring quay
COMVEX
CS-G7
CS-G5
CS-R8
ASTRAL OIL PROD
TRANSCANAL
AGIGEA EXPRESS
MIDOX MAR
Mooring quay for tugs and push-boats
TRANSPORT TRADE SERVICES
CS-R6
UNITED SHIPPING AGENCY
BITHOLDER
EUROPEAN METAL SERVICES
G9
G9 rail
G8
PROD TRANSPORTS CEREALS
The Danube-Black Sea Canal

2021 IN NUMBERS

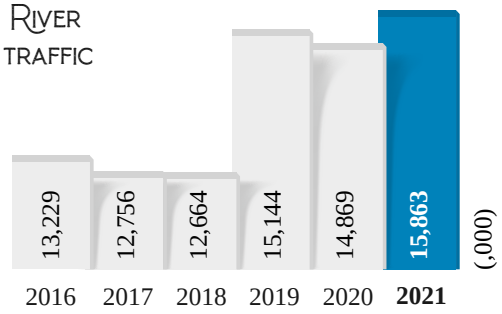
Total traffic



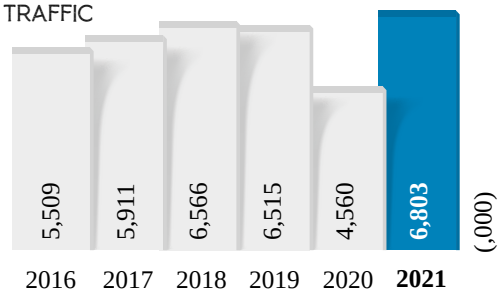
Maritime traffic



River traffic



Cabotage traffic





Exports

Imports



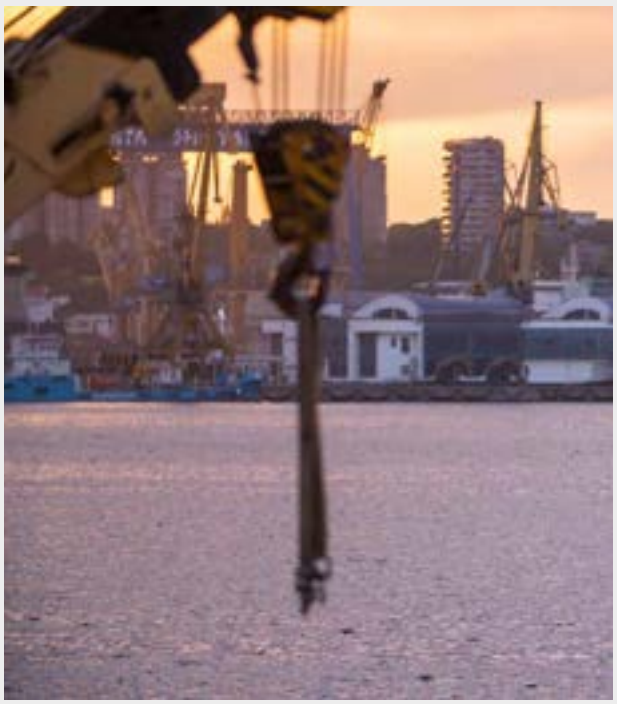
Containers	2016	2017	2018	2019	2020	**2021**
Tons/year						
Unloaded	3,177,385	2,899,482	3,148,954	3,247,847	3,163,334	**3,195,595**
Loaded	3,719,969	3,624,611	3,414,704	3,304,586	3,182,358	**2,988,318**
Total	6,849,564	6,897,354	6,524,093	6,552,433	6,345,692	**6,183,913**

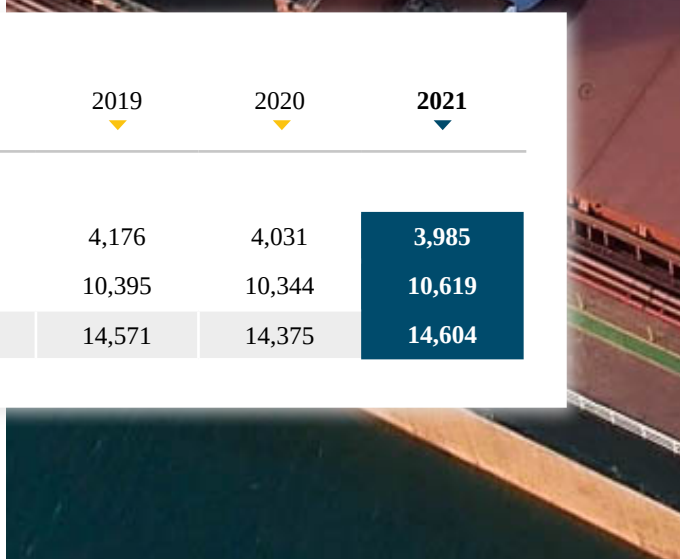
	2016	2017	2018	2019	2020	**2021**
Containers						
Units/year	434,439	413,253	400,832	400,945	389,061	**379,139**





Total traffic by category	Tons
Liquid bulk	12,821,712
Dry bulk	44,562,451
Containers	6,183,328
General cargo	3,915,944
	67,483,435





Ship calls/year	2016	2017	2018	2019	2020	**2021**
Maritime calls	4,331	4,093	4,139	4,176	4,031	**3,985**
River calls	10,203	9,272	9,487	10,395	10,344	**10,619**
Total	14,534	13,365	13,626	14,571	14,375	**14,604**





Cargo type (tonnes/year)	2016	2017	2018	2019	2020	**2021**
Cereals	20,393,803	17,891,285	17,963,535	21,329,156	21,893,550	**25,174,619**
Cellulose and waste paper	78,058	39,089	28,274	48,801	73,340	**58,992**
Cement, building materials	169,874	165,702	205,712	363,850	703,119	**814,793**
Chemical products from coal/tar	102,331	153,372	167,805	102,722	110,015	**90,339**
Solid mineral fuels	2,226,771	2,830,470	3,770,447	3,834,946	2,850,701	**3,438,621**
Crude oil	7,487,357	7,325,164	7,475,408	8,027,409	6,638,429	**6,715,111**
Food stuff and animal feed	796,547	504,549	167,256	349,544	286,356	**321,015**
Glassware and ceramic products	2,959	17,679	27,056	11,755	5,089	**2,930**
Iron ores, scrap	2,594,201	3,924,125	4,521,893	5,189,807	3,868,790	**4,766,262**
Leather textile/other products	0	553	3,344	1,608	0	**0**
Livestock, sugar beet	93,299	97,738	70,934	96,399	100,433	**113,527**
Machines, transport equipments	356,800	337,910	535,311	376,115	441,600	**433,666**
Metal products	2,047,544	2,217,403	2,287,151	2,529,108	1,953,551	**2,502,520**
Metalware	3,545	5,263	8,019	10,900	1,898	**8,916**
Miscellaneous	6,897,358	6,525,662	6,567,347	6,561,433	6,348,655	**6,197,408**
Natural and chemical fertilizers	2,972,072	3,094,332	3,007,574	4,024,682	4,420,218	**4,103,372**
Non-ferrous ores and scrap	3,158,060	3,111,182	3,976,068	3,861,530	2,276,486	**3,150,187**
Oil products	5,653,512	5,473,279	5,897,915	6,296,060	5,042,322	**5,438,743**
Oil seed, oleaginous fruits/fats	2,918,535	3,215,811	3,262,034	2,141,252	1,826,407	**2,204,820**
Other chemical products	619,988	559,649	590,365	537,533	713,346	**642,977**
Potatoes, other fresh vegetable	5,696	6,913	7,289	3,227	0	**0**
Raw or processed minerals	334,379	438,273	448,322	615,906	594,396	**892,854**
Wood and cork	557,132	416,751	314,695	289,549	227,098	**411,763**
Total	59,424,821	58,379,154	61,303,774	66,603,292	60,375,799	**67,483,435**



	2016	2017	2018	2019	2020	**2021**
CALLS OF SEA-GOING VESSELS BY TYPE OF SHIP/YEAR						
Cargo	1,812	1,815	1,785	1,807	1,927	**1,751**
Passenger	17	13	11	17	0	**3**
Portcontainer	684	592	524	510	475	**494**
Tank	665	608	670	687	581	**587**
Bulk carrier	607	574	628	622	558	**645**
Others	546	491	521	533	490	**505**
Total	4,331	4,093	4,139	4,176	4,031	**3,985**



Infrastructure development projects

POIM 2014-2020 (Term 2020 + 3) - ongoing projects – Large Infrastructure Operational Programme

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

- 12 mil. Euro

2. Modernization of the electricity distribution infrastructure in Constanta Port

- 22,7 mil. Euro

CEF TRANSPORT 2015

3. PROTECT

- 12,7 mil. Euro

Infrastructure projects in preparation and for which funding applications will be submitted within the POIM 2014-2020 (Term 2020 + 3)

4. 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

- 30,7 mil. Euro

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

- 16,6 mil. Euro

Infrastructure projects under preparation for Transport Operational Programme (POT) 2021 – 2027

6. Rehabilitation, modernization and extension of road infrastructure (roads, passages, including road bridge over the connecting canal) and access to the Port of Constanta and the Midia area

- 100 mil. Euro

7. Dredging works in the Ports of Constanta (Constanta area and Midia area) and Mangalia (including widening of the access mouth)

- 120 mil. Euro

8. Modernization of the electricity distribtion infrastructure in the Port of Constanta - STAGE II

- 46 mil. Euro

9. Development of railway capacity in the River - Maritime Sector of the Port of Constanta - Stage II

- 10 mil. Euro

10. Modernization of water and sewerage infrastructure stage 1

- 24 mil. Euro

11. Modernization of water and sewerage infrastructure stage 2

- 19 mil. Euro

12. Pier III-IVS to be design according to Master Plan revision

- 500 mil. Euro

13. Construction of quays in the Port of Constanta - Midia area, including fillings behind the mooring constructions and systematization of the territory

- 75 mil. Euro

14. Other projects identified after the completion of Master Plan revision

- TBD

Infrastructure projects to be submitted within CEF Transport 2021 Call

15. Ensuring the electrical connection conditions of ships in the Port of Constanta (Cold Ironing regime) in order to interconnect to TEN-T for the implementation of the EALING project (works)

- 18,8 mil. Euro

16. Mooring quay on the Northern side of the artificial island, in order to serve a future industrial platform (works)

- 109,1 mil. Euro

17. Construction of the quay between Berth no. 8 quay and the berth for the terminal and systematization of the territory - Midia area (Technical ships basin) (works)

- 7,53 mil. Euro



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

Value of the project: ***12 mil. Euro***
Completion of project: ***2023***

PROJECT OBJECTIVES

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.

2. Modernization of the electricity distribution infrastructure in Constanta Port

Value of the project: ***22,7 mil. Euro***
Completion of the project: ***2023***

PROJECT OBJECTIVES

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.

3. Protect

Value of the project: ***12,7 mil. Euro***
Completion of project: ***2023***

PROJECT OBJECTIVES

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 - completed;
2. Placing equipment and utilities on the newly created platform, including a new treatment plant for wastewater collected from ships, for the purpose of separation and treatment of wastewater – to be completed;
3. Improving the port access by renewing and upgrading the signaling system in the port basins and on the fairway - completed;
4. Upgrading the technical fleet of Constanta Port by purchasing 1 new 500 DWT multipurpose tanker to collect waste and bilge water from ships - completed.

4. 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

Estimated value of the project: ***30,7 mil. Euro***
Project completion period: ***36 months***

PROJECT OBJECTIVES

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.

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

Estimated value of the project: ***16,6 mil. Euro***
Project completion period: ***24 months***

PROJECT OBJECTIVES

By extending the berth no. 12 and the consolidation of the land behind it will expand the activity of the berth and will highlight the area of port territory that currently cannot be used due to the lack of possibility to operate ships.
In addition, by arranging the quay in the extension of the berth, dredging will be carried out in front of it, which will facilitate the access and maneuvers of the ships at berth.
Closing of berth no. 10 will lead to the acquisition of port territory behind it, giving the possibility to develop the activity from this berth. Making fillings behind the quay will also lead to its consolidation, increasing its stability.



Ongoing EU partnership projects (EU funded)

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.

N.C. M.P.A. 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 and Infrastructure), 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 N.C. M.P.A. S.A. Constanta 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.

N.C. M.P.A. 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.

For more information about the project, access the following link:
www.interreg-danube.eu/approved-projects/dionysus - project co-funded by the European Union



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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 harmonized 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.

Visit us: www.ealingproject.eu



PIONEERS
Portable Innovation Open Network for Efficiency and Emissions Reduction Solutions

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that interconnects Europe

PIONEERS - PORTABLE INNOVATION OPEN NETWORK FOR EFFICIENCY AND EMISSIONS REDUCTION SOLUTIONS

PIONEERS is an ambitious project in the field of production and supply of clean energy and optimization of flows and digital transformation, innovation, part of the Green Deal (European Ecological Pact).

The Port of Constanta is part of an international consortium of 46 partners that will carry out this project, approved by the European Horizon 2020 program.

It aims to rethink aspects related to port operations, from terminal operations, to mobility, connectivity, fuels to models of cooperation and production, storage and use of energy.

The consortium is led by the Port of Antwerp and includes ports, terminal and transport operators, shippers, technology developers, research institutes, innovators and public entities that will present concrete solutions to reduce greenhouse gas (GHG) emissions.

If the Port of Antwerp is a leader in this project, the Ports of Constanta, Barcelona (Spain) and Venlo (Netherlands), as partner ports (called "fellow ports"), will play an active role in maximizing the transposition of solutions and will be involved in applying the best practices resulting from this project, important steps towards the transformation into "green ports".

Actions include the generation of renewable energy and the use of electric vehicles with hydrogen and methanol; modernization of buildings and heating networks for energy efficiency; automation, development of digital platforms to promote intermodal transport and to ensure optimized movement of vehicles, ships and containers.

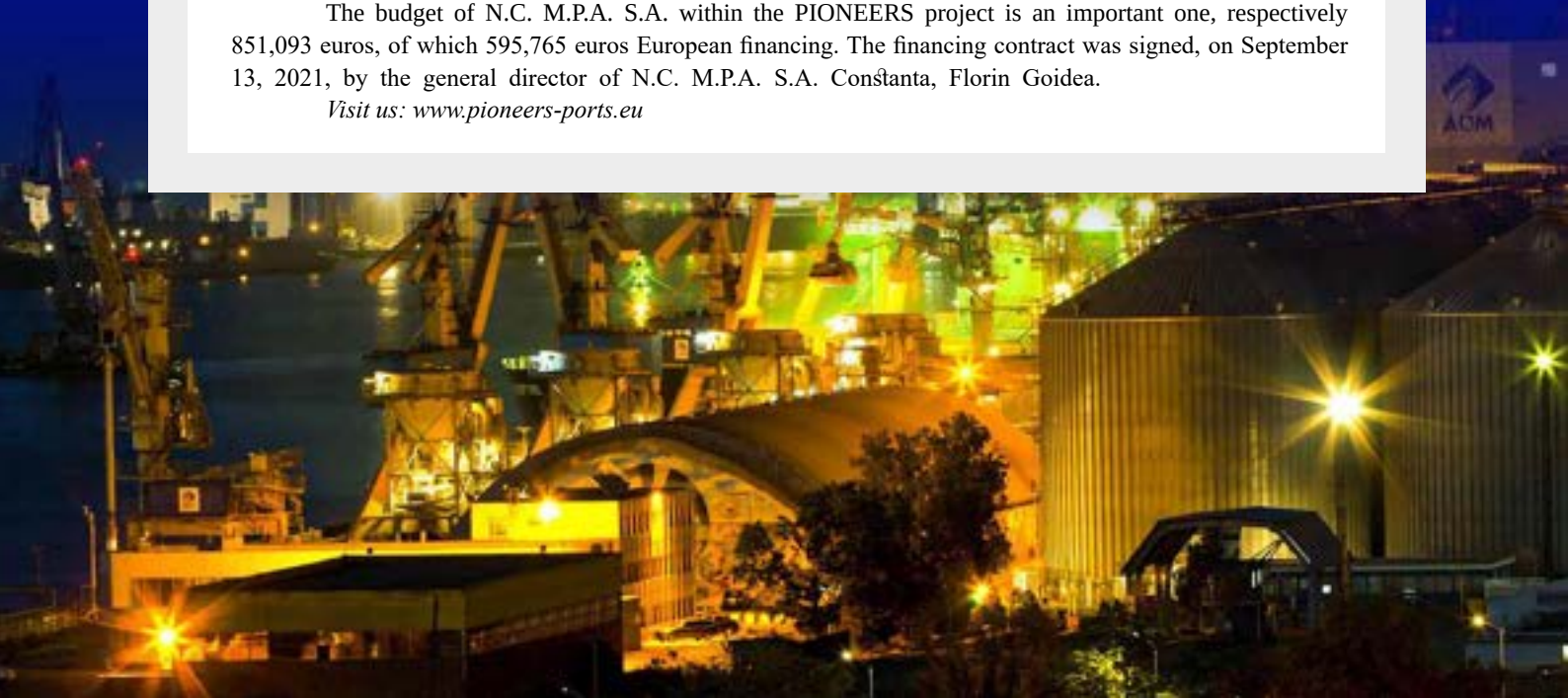
The PIONEERS project includes 19 demonstrations in the field of clean energy production and supply, sustainable port design, intermodalism, flow optimization, and digital transformation.

Shanghai Maritime University, the universities of Genoa and Maastricht, are also included in this project, along with other partners from Belgium, Germany, Great Britain, Spain, the Netherlands, Italy, Romania, Greece, France, Portugal.

The budget of the PIONEERS project is 25 million euros and has an implementation duration of 5 years.

The budget of N.C. M.P.A. S.A. within the PIONEERS project is an important one, respectively 851,093 euros, of which 595,765 euros European financing. The financing contract was signed, on September 13, 2021, by the general director of N.C. M.P.A. S.A. Constanta, Florin Goidea.

Visit us: www.pioneers-ports.eu



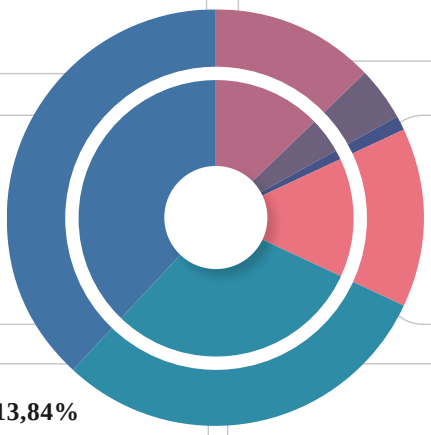
FINANCIAL REPORT

Revenues

The total income of N.C. Maritime Ports Administration S.A. Constanta in 2021 was 457,090,558 RON (92,897,032 Euro). The income structure is presented in the chart below:

Ship services 38,27%
174,908,949 RON
(35,547,709 Euro)

Water supply 1,26%
5,738,625 RON
(1,166,292 Euro)



Renting revenues 29,91%
136,708,122 RON
(27,783,945 Euro)

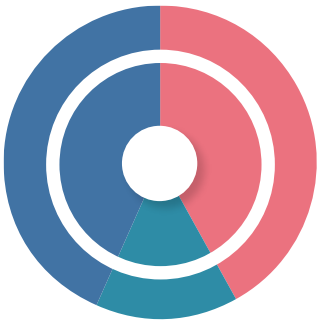
Financial revenues 4,02%
18,356,634 RON
(3,730,720 Euro)

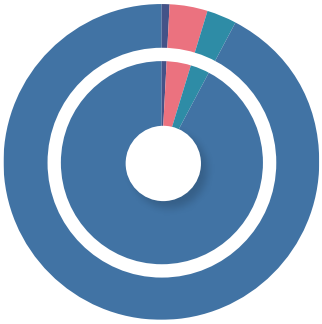
Electric-power supply 13,84%
63,255,991 RON
(12,855,864 Euro)

Others 12,72%
58,122,237 RON
(11,812,502 Euro)

Investment

The total value of the investments made in 2021 was 141,429,000 RON (28,743,395 Euro).





Resources

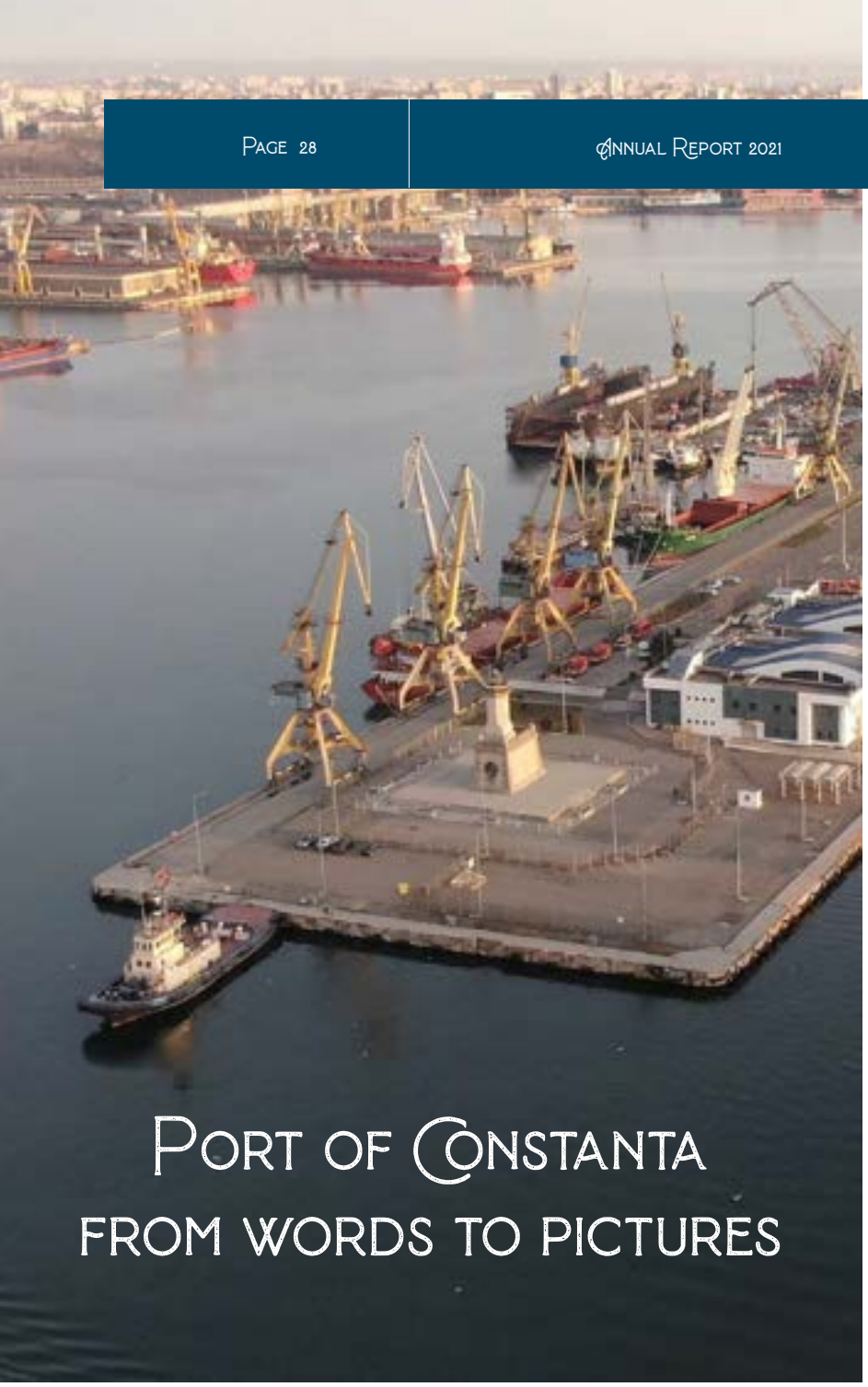
- **Own sources (43,61%)**
  61,671,000 RON / (12,533,737 Euro)
- **Budgetary allocations (14,66%)**
  20,731,000 RON / (4,213,275 Euro)
- **Connecting Europe facility (41,74%)**
  59,027,000 RON / (11,996,382 Euro)

Structure

- **Infrastructure (92,43%)**
  130,721,000 RON / (26,567,149 Euro)
- **Superstructure (2,88%)**
  4,076,000 RON / (828,388 Euro)
- **Equipments (3,93%)**
  5,558,000 RON / (1,129,583 Euro)
- **Other (0,76%)**
  1,074,000 RON / (218,275 Euro)

**Currency exchange rate (average) used for 2021: 1 EUR = 4.9204 RON*


1998 CONSTANTA



Port of Constanta
from words to pictures

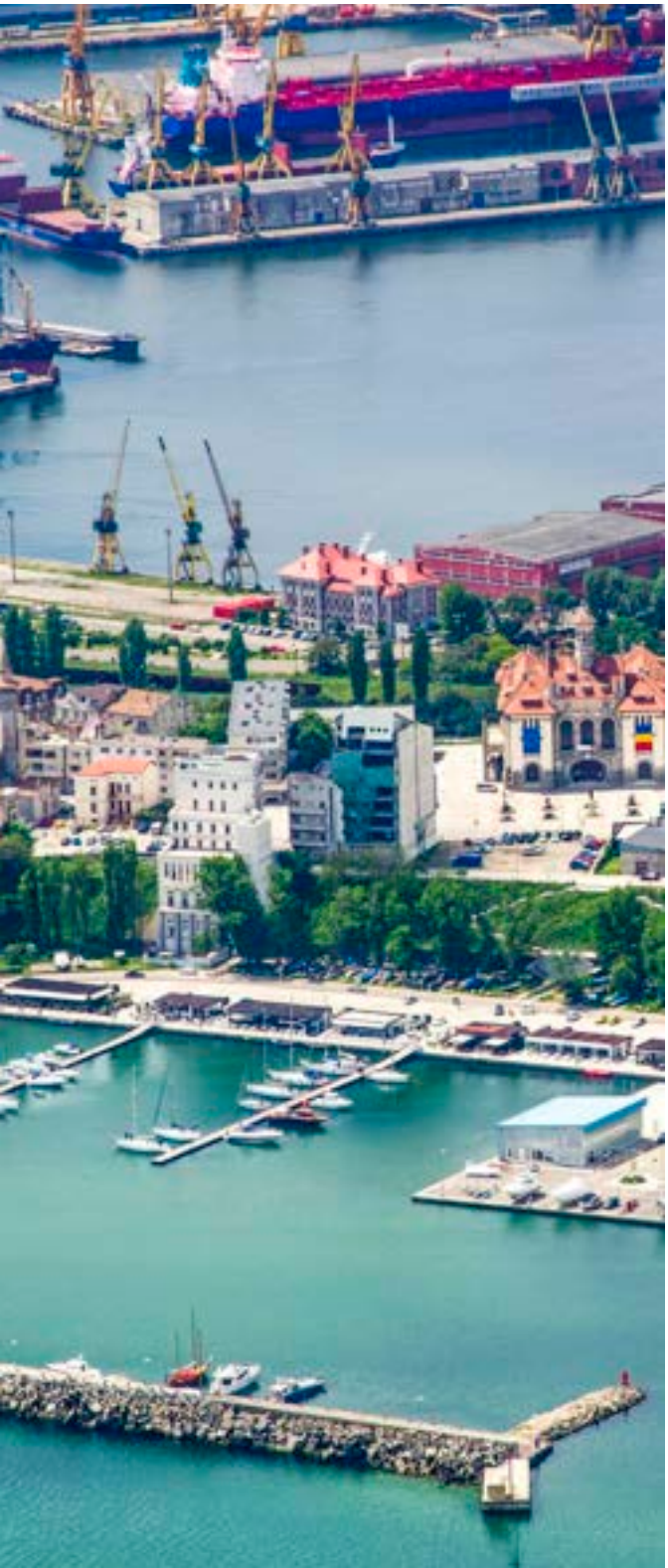












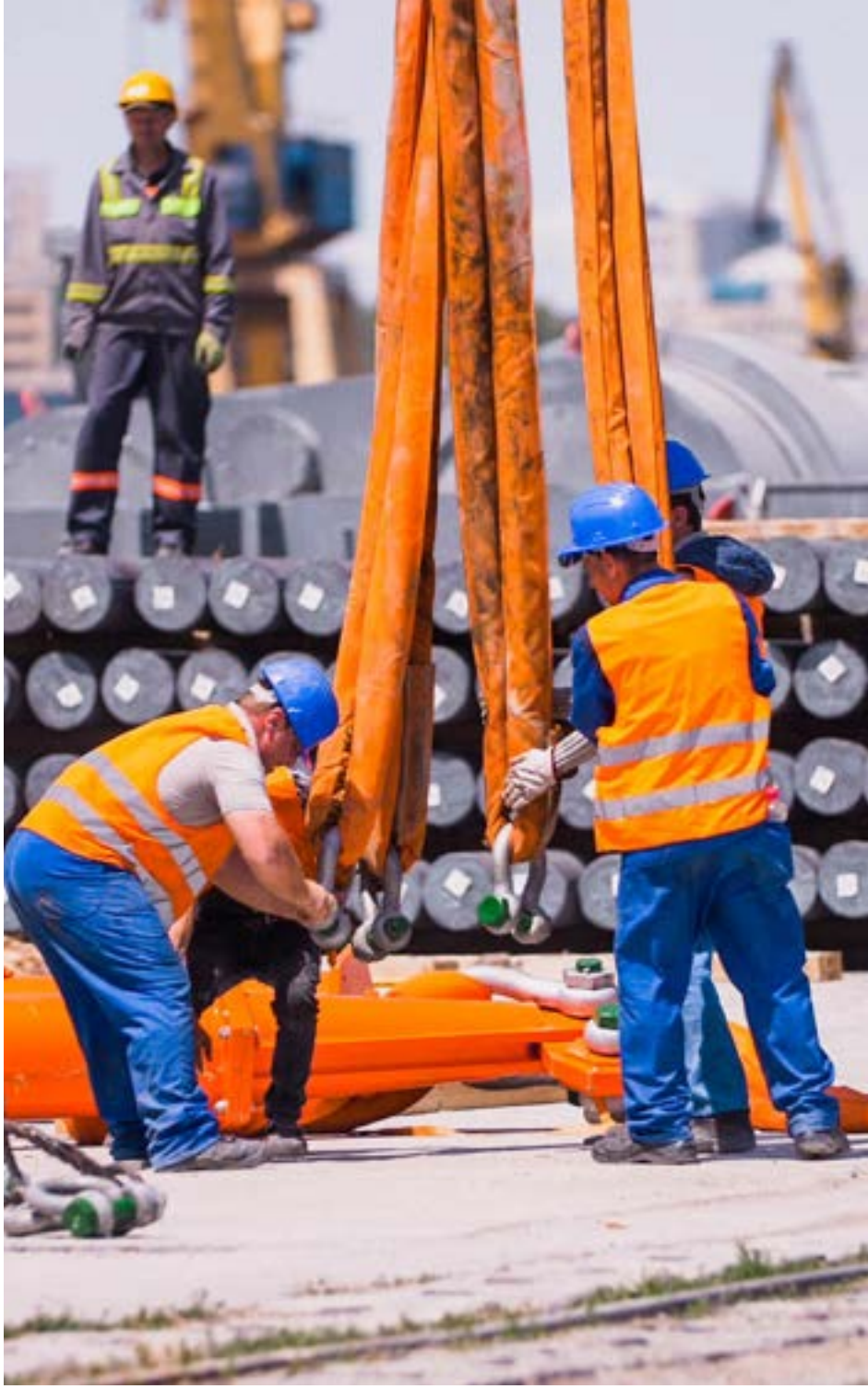



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Constanta Port Annual Report 2021



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