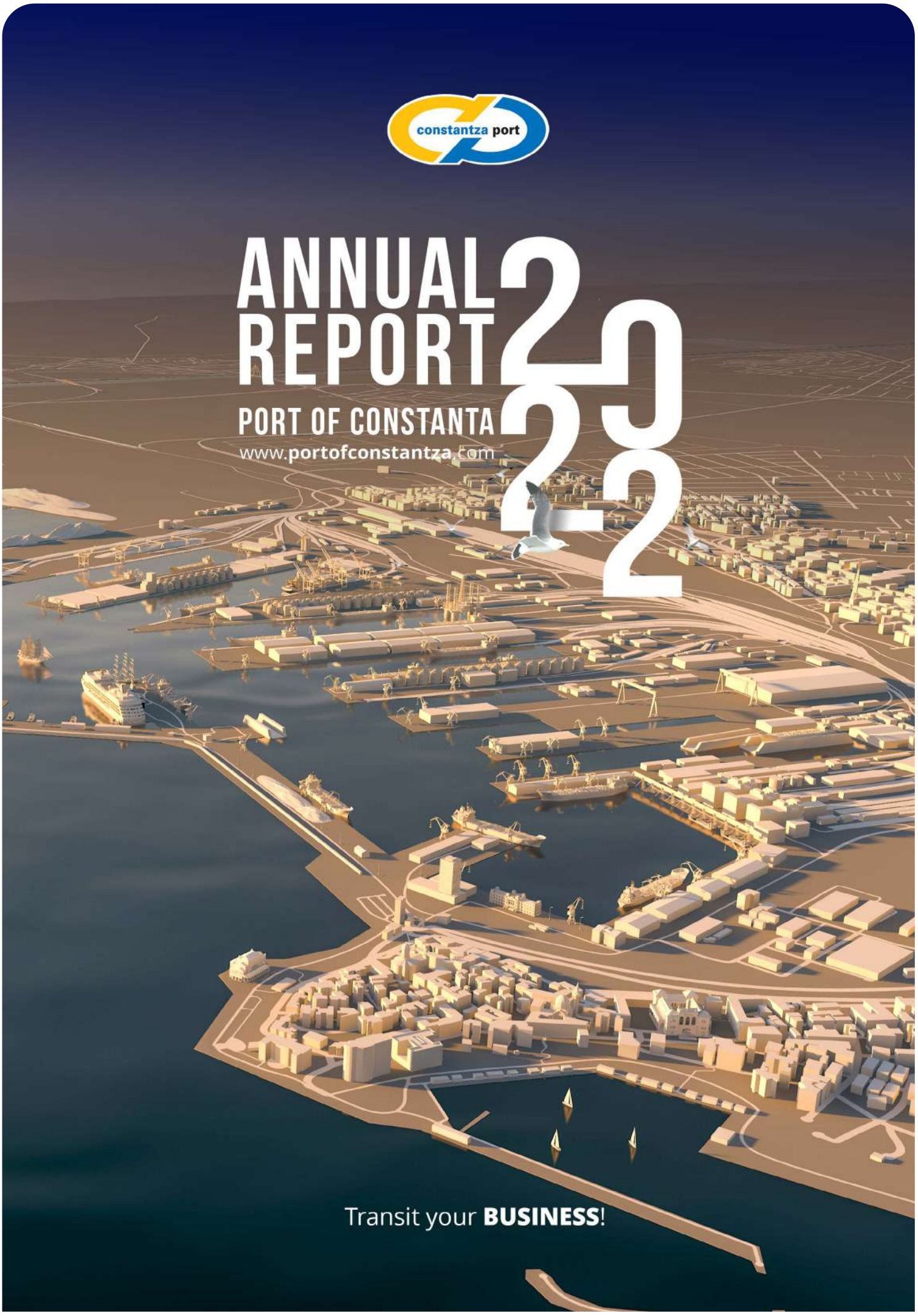

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Florin VIZAN

GENERAL MANAGER

FOREWORD

The year 2022 marked a new record regarding the volume of goods operated in the Port of Constanta. The total cargo traffic registered was 75,5 million tons, confirming the positive trend that influenced the evolution of our port in the last 5 years. This fact was also a consequence of the new geopolitical context of 2022, the Port of Constanta gaining increased geopolitical and commercial importance, which is a long-term benefit primarily due to the change in the dynamics of regional routes.

This new context creates new opportunities for the development of trade relations for the countries in the hinterland of the Port of Constanța. Thus, through the links offered, our partners will have access to the market of the Caspian Sea region, which supplies raw materials, energy and containerized goods coming not only from China, but also from the Central Asia markets. Therefore, Constanta Port becomes the main gateway of the European Union for the goods transited through the Middle Corridor coming towards the Central and Eastern Europe. This flow of goods has a huge development potential and the role of the states on this route is growing exponentially. The Port of Constanta is already a partner for the states located along this corridor, continuously cooperating in the development of projects for the diversification of connections and transport services on this route.

Such performance could not be accomplished without a strong cooperation within the port community and 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 a more reliable and sustainable transit hub 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. Thus, it is vital that we, as port authority, continue to do everything we can to ensure that the Port of Constanta is ready to support growth and facilitate the hinterland's trade.



ABOUT THE PORT ADMINISTRATION

The Port of Constanta Administration fulfills the function of port authority for Constanta North, Constanta South, Midia and Basarabi Zones, Mangalia Zone 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), Mangalia Zone and the Tomis Marina; permanently assuring the minimum water depths in the port basins and at the berths, ensuring 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.

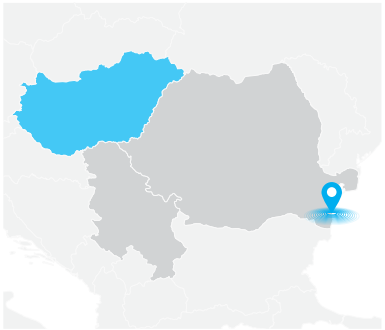






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ABOUT THE PORT OF CONSTANTA

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 with 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

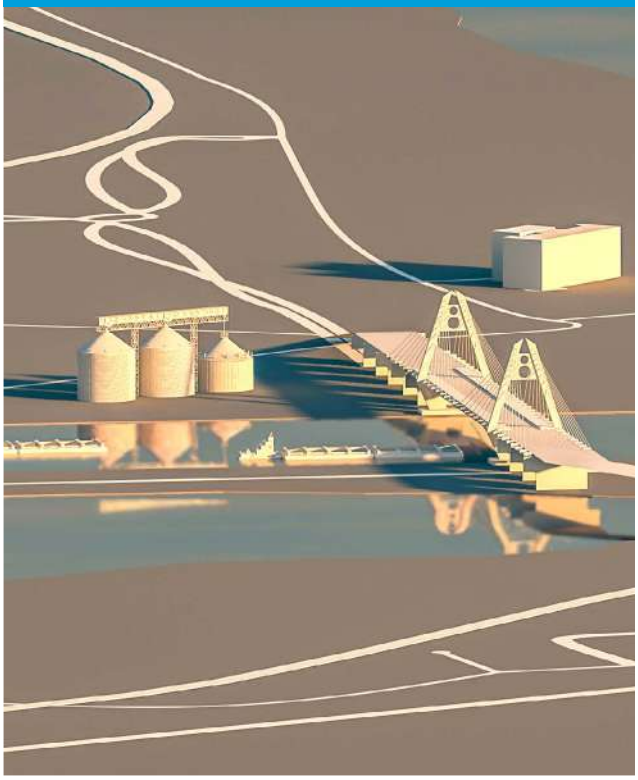
700

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.

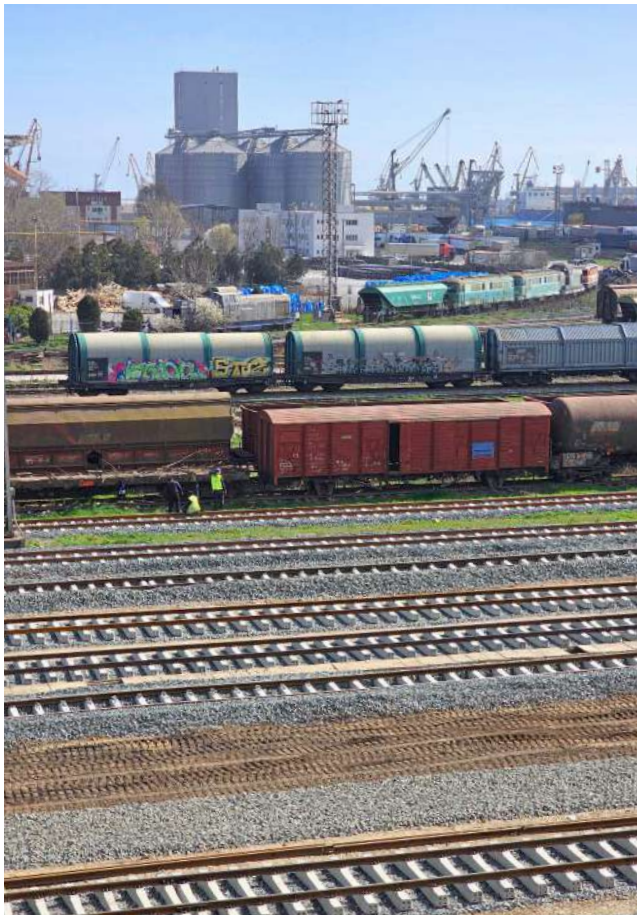
The European Union strategy for the Danube region

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

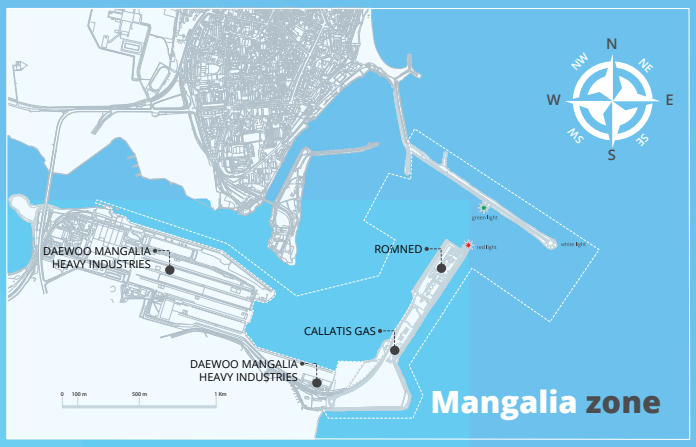
The hinterland of Constanta Port supports the port regarding the produced, consumed and forwarded goods to/from the port. It includes a vast region in the Central and Eastern Europe. During the last decade, the Port of Constanta efficiently served the flows of goods that arrived or departed from/to the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

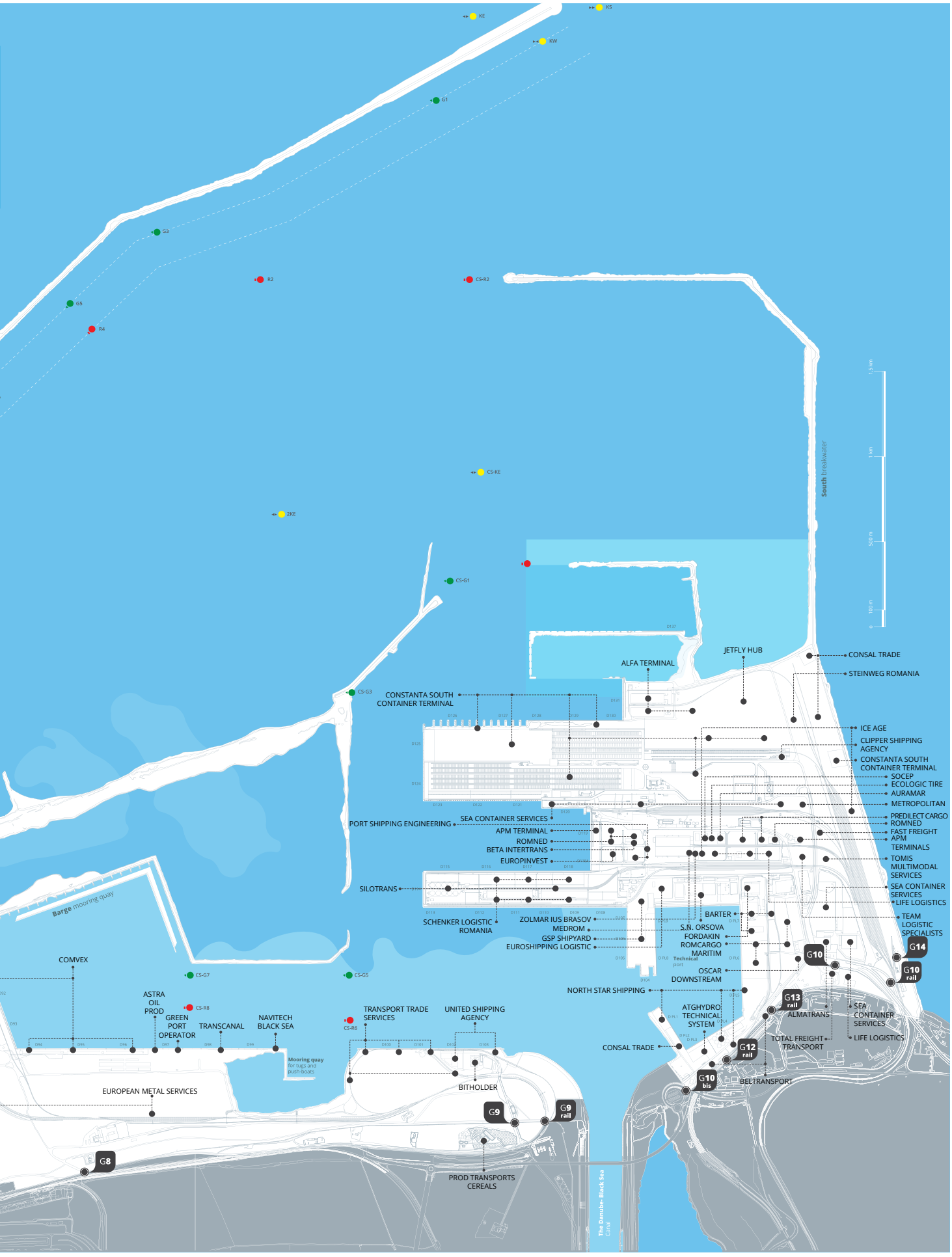
The integration within the national and European transport networks makes the Port of Constanta the perfect choice for the cargoes dedicated to the landlocked countries located at the heart of Europe.



PORT OF CONSTANTA MAP



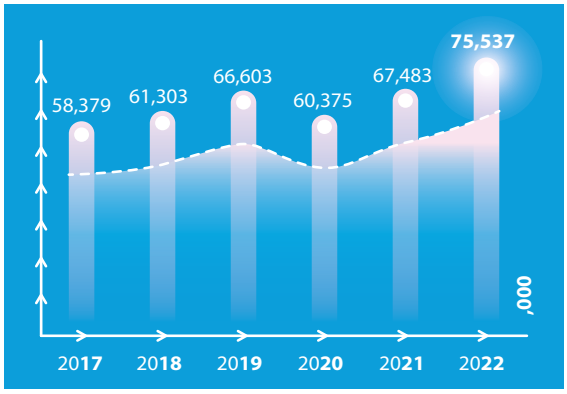



KE
KS
KW
G1
G3
R2
CS-R2
G5
R4
CS-KE
2KE
CS-G1
CS-G3
South breakwater
1,5 km
1 km
500 m
100 m
JETFLY HUB
ALFA TERMINAL
CONSTANTA SOUTH CONTAINER TERMINAL
CONSAL TRADE
STEINWEG ROMANIA
ICE AGE
CLIPPER SHIPPING AGENCY
CONSTANTA SOUTH CONTAINER TERMINAL
SOCEP
ECOLOGIC TIRE
AURAMAR
METROPOLITAN
PREDILECT CARGO
ROMNED
FAST FREIGHT
APM TERMINALS
TOMIS
MULTIMODAL SERVICES
SEA CONTAINER SERVICES
LIFE LOGISTICS
TEAM LOGISTIC SPECIALISTS
PORT SHIPPING ENGINEERING
SEA CONTAINER SERVICES
APM TERMINAL
ROMNED
BETA INTERTRANS
EUROPINVEST
SILOTRANS
SCHENKER LOGISTIC ROMANIA
ZOLMAR IUS BRASOV
MEDROM
GSP SHIPYARD
EUROSHIPPING LOGISTIC
BARTER
S.N. ORSOVA
FORDAKIN
ROMCARGO MARITIM
Technical port
OSCAR DOWNSTREAM
NORTH STAR SHIPPING
ATGHYDRO TECHNICAL SYSTEM
CONSAL TRADE
TOTAL FREIGHT TRANSPORT
BELTRANSPORT
ALMATRANS
SEA CONTAINER SERVICES
LIFE LOGISTICS
G14
G10
G10 rail
G13 rail
G12 rail
G10 bis
Barge mooring quay
COMVEX
ASTRA OIL PROD
GREEN PORT OPERATOR
TRANSCANAL
NAVITECH BLACK SEA
CS-R8
CS-G7
CS-G5
CS-R6
TRANSPORT TRADE SERVICES
UNITED SHIPPING AGENCY
Mooring quay for tugs and push-boats
EUROPEAN METAL SERVICES
BITHOLDER
G9
G9 rail
G8
PROD TRANSPORTS CEREALS
The Danube-Black Sea Canal

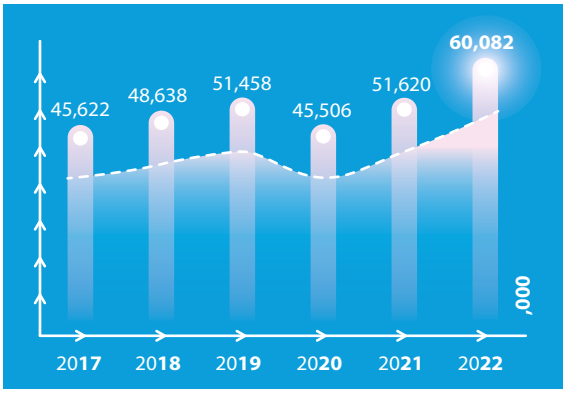


2022 IN NUMBERS

Total traffic (tonnes)

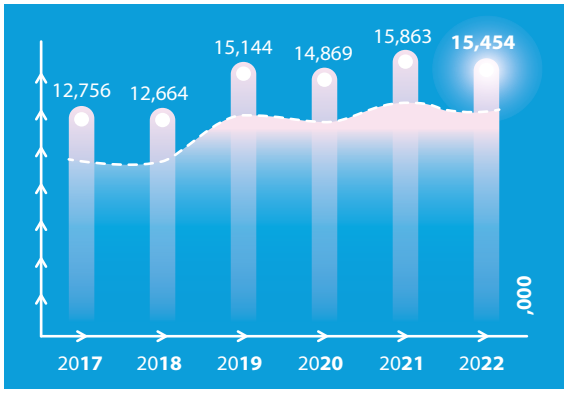


Maritime traffic (tonnes)

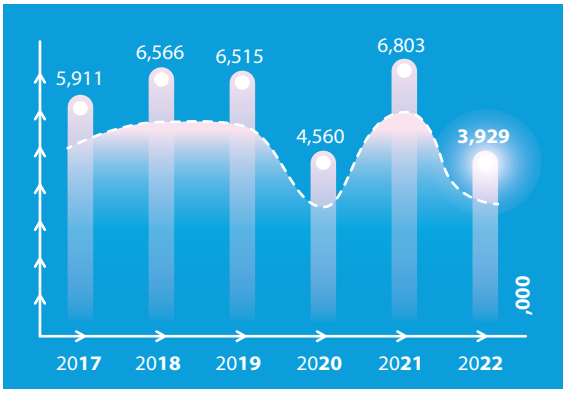




River traffic (tonnes)

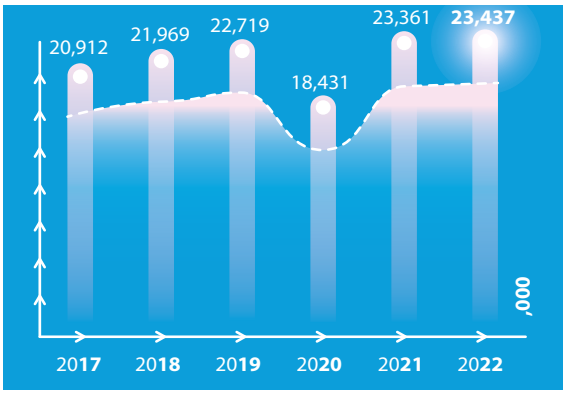


Cabotage traffic

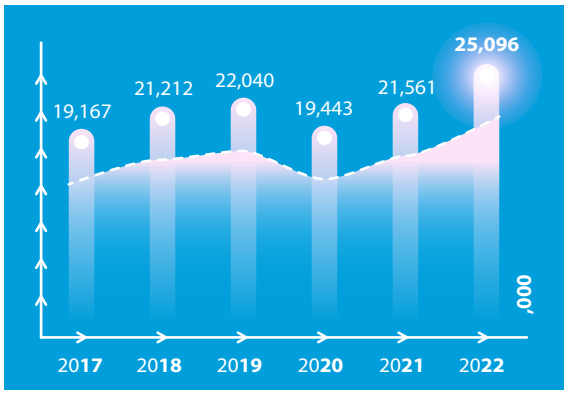




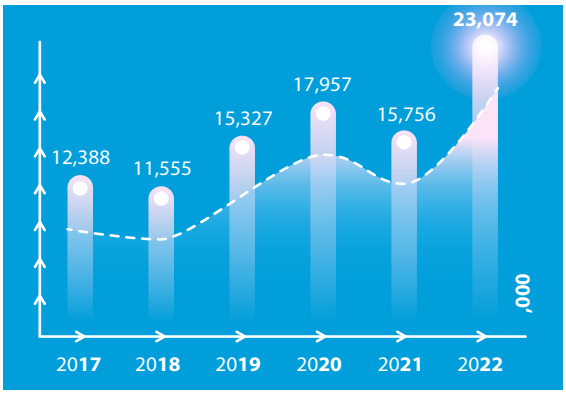
Exports



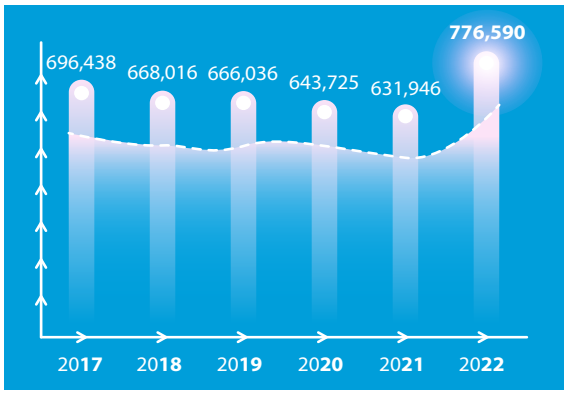
Imports



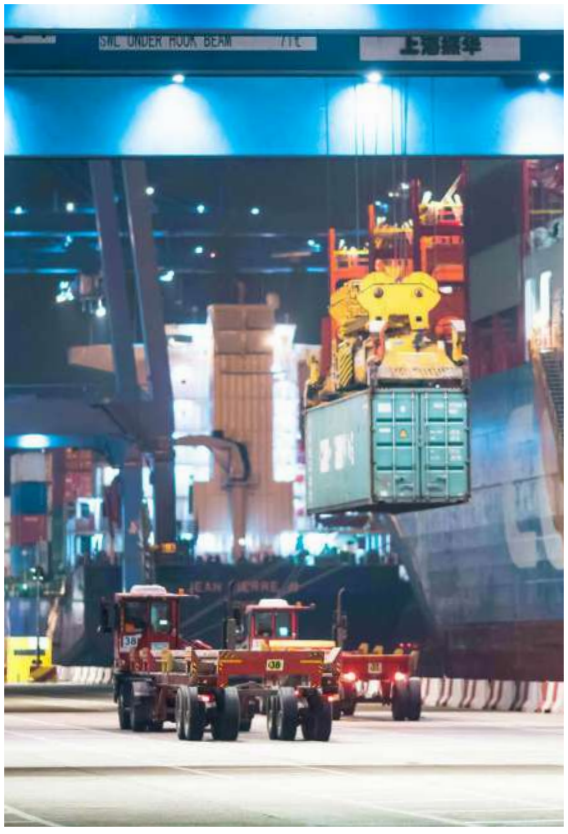
Transit

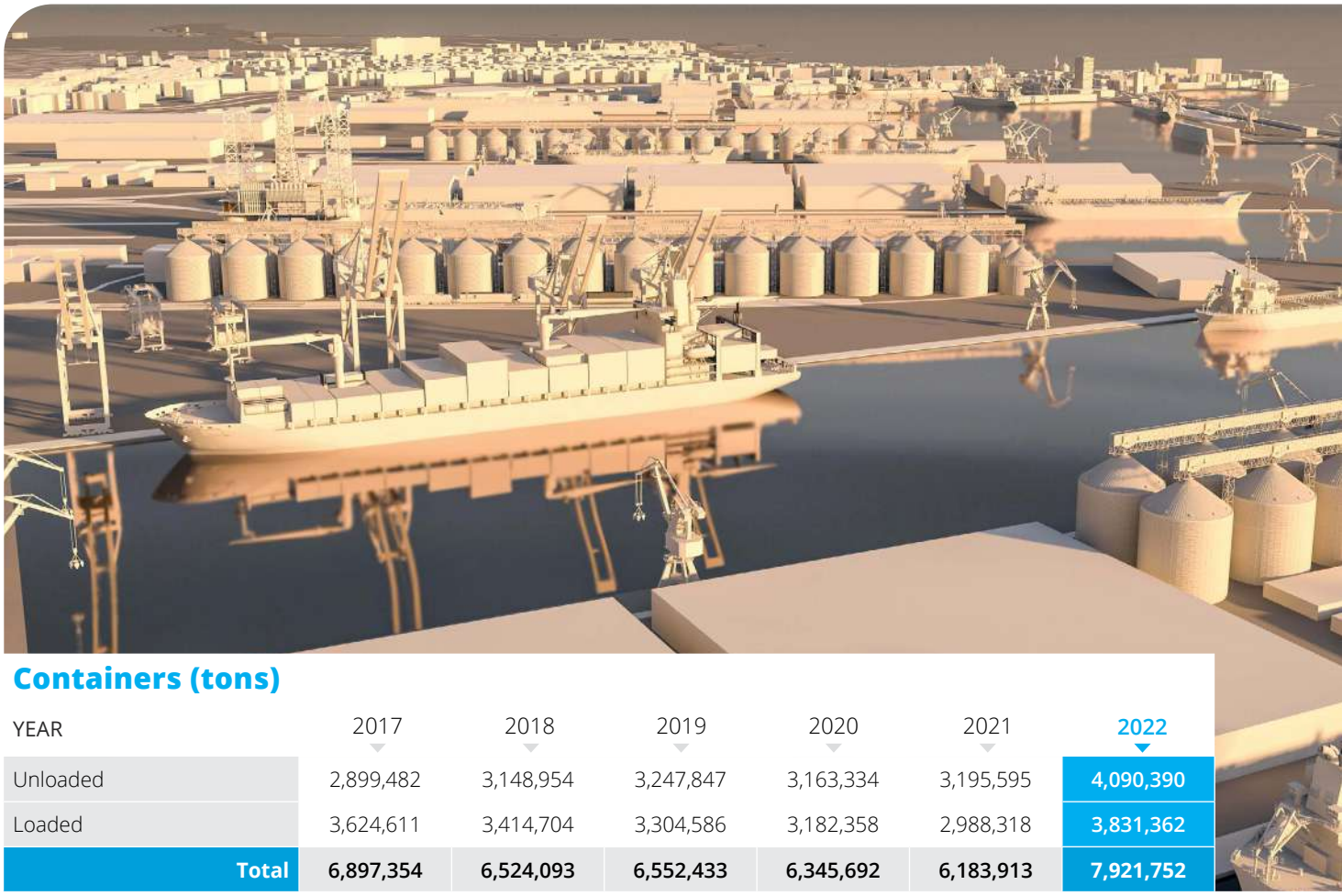


Container (TEUs)









Containers (tons)

YEAR	2017	2018	2019	2020	2021	2022
Unloaded	2,899,482	3,148,954	3,247,847	3,163,334	3,195,595	4,090,390
Loaded	3,624,611	3,414,704	3,304,586	3,182,358	2,988,318	3,831,362
Total	**6,897,354**	**6,524,093**	**6,552,433**	**6,345,692**	**6,183,913**	**7,921,752**

Containers

YEAR	2017	2018	2019	2020	2021	2022
Units	**413,253**	**400,832**	**400,945**	**389,061**	**379,139**	**460,506**

Total traffic by category (tons)

	2022
Liquid bulk	18,001,109
Dry bulk	44,831,522
Containers	7,921,752
General cargo	4,783,304
Total	**75,537,687**



Ship calls

YEAR	2017	2018	2019	2020	2021	2022
Maritime calls	4,093	4,139	4,176	4,031	3,985	4,498
River calls	9,272	9,487	10,395	10,344	10,619	10,890
Total	**13,365**	**13,626**	**14,571**	**14,375**	**14,604**	**15,388**





Cargo type (tonnes)

YEAR	2017	2018	2019	2020	2021	2022
Cereals	17,891,285	17,963,535	21,329,156	21,893,550	25,174,619	24,010,975
Cellulose and waste paper	39,089	28,274	48,801	73,340	58,992	30,490
Cement, building materials	165,702	205,712	363,850	703,119	814,793	620,894
Chemical products from coal/tar	153,372	167,805	102,722	110,015	90,339	124,405
Solid mineral fuels	2,830,470	3,770,447	3,834,946	2,850,701	3,438,621	3,481,817
Crude oil	7,325,164	7,475,408	8,027,409	6,638,429	6,715,111	9,512,520
Food stuff and animal feed	504,549	167,256	349,544	286,356	321,015	308,465
Glassware and ceramic products	17,679	27,056	11,755	5,089	2,930	0
Iron ores, scrap	3,924,125	4,521,893	5,189,807	3,868,790	4,766,262	7,002,094
Leather textile/other products	553	3,344	1,608	0	0	24,118
Livestock, sugar beet	97,738	70,934	96,399	100,433	113,527	93,085
Machines, transport equipments	337,910	535,311	376,115	441,600	433,666	464,448
Metal products	2,217,403	2,287,151	2,529,108	1,953,551	2,502,520	3,225,583
Metalware	5,263	8,019	10,900	1,898	8,916	7,624
Miscellaneous	6,525,662	6,567,347	6,561,433	6,348,655	6,197,408	7,940,143
Natural and chemical fertilizers	3,094,332	3,007,574	4,024,682	4,420,218	4,103,372	4,507,272
Non-ferrous ores and scrap	3,111,182	3,976,068	3,861,530	2,276,486	3,150,187	953,943
Oil products	5,473,279	5,897,915	6,296,060	5,042,322	5,438,743	7,202,140
Oil seed, oleaginous fruits/fats	3,215,811	3,262,034	2,141,252	1,826,407	2,204,820	3,740,834
Other chemical products	559,649	590,365	537,533	713,346	642,977	676,993
Potatoes, other fresh vegetable	6,913	7,289	3,227	0	0	0
Raw or processed minerals	438,273	448,322	615,906	594,396	892,854	1,223,515
Wood and cork	416,751	314,695	289,549	227,098	411,763	386,329
Total	**58,379,154**	**61,303,774**	**66,603,292**	**60,375,799**	**67,483,435**	**75,537,687**

Calls of sea-going vessels by type of ship

YEAR	2017	2018	2019	2020	2021	2022
Cargo	1,815	1,785	1,807	1,927	1,751	1,969
Passenger	13	11	17	0	3	16
Portcontainer	592	524	510	475	494	435
Tank	608	670	687	581	587	798
Bulk carrier	574	628	622	558	645	741
Others	491	521	533	490	505	539
Total	**4,093**	**4,139**	**4,176**	**4,031**	**3,985**	**4,498**





DEVELOPMENT PROJECTS

Ongoing projects 2022

POIM 2014 - 2020 (Term 2020+3) - Large Infrastructure Operational Programme	1. Extension to four lanes of the existing road between Gate 10 Bis and Gate 10 *12,69 mil. Euro* 2. Modernization of the electricity distribution infrastructure in Constanta Port *23 mil. Euro* 3. Extension of the quays of berths 10 and 12 in the Midia Zone, including reinforcements behind the quays *16,93 mil. Euro*
CEF Transport (2015)	PROTECT - Modernization of infrastructure and environmental protection in Constanta port *15,03 mil. Euro*
Project for which funding application was approved under CEF Transport 2021	E-COLD - Ensuring the electrical conditions for connecting ships to the quay in the Port of Constanta (Cold Ironing regime) *18,8 mil. Euro*
Infrastructure projects to be financed under POIM 2024-2020 (Term 2020+3)	1. Road and parking in the Port Constanta river-maritime area *3,26 mil. Euro* 2. Parking area in the South Port *0,75 mil. Euro*

Infrastructure projects under preparation for Transport Programme (TP) 2021-2027

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 *30,7 mil. Euro*
2. 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 *126 mil. Euro*
3. Dredging works in the Ports of Constanta (Constanta area and Midia area) and Mangalia (including widening of the access mouth) *130 mil. Euro*

4. Modernization of the electricity distribution infrastructure in the Port of Constanta - Stage II *95 mil. Euro*	
5. Development of railway capacity in the River - Maritime Sector of the Port of Constanta - Stage II *10 mil. Euro*	
6. Modernization of water and sewerage infrastructure - Stage 1 *28 mil. Euro*	
7. Construction of quays in the Port of Constanta - Midia area, including fillings behind the mooring constructions and systematization of the territory (Stage 1) *75 mil. Euro*	
8. Construction of a photovoltaic park *7,5 mil. Euro*	
9. Secure parking with parking facilities, near the access from the A4 *15-18 mil. Euro*	
10. Pier III-IVS development *1 bn Euro*	
Extension to four lanes of the existing road between Gate 10 Bis and Gate 10 (POIM 2014-2020)	***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. *Value of the project: 12,69 mil. Euro* *Completion of project: 2023*
Modernization of the electricity distribution infrastructure in Constanta Port (POIM 2014-2020)	***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. Project will be phased to Transport Programme 2021-2027. *Value of the project: 23 mil. Euro* *Completion of the project: 2024*
Extension of the quay berths 10 and 12 in the Midia Zone, including reinforcements behind the quay (POIM 2014-2020)	***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. *Estimated value of the project: 16,93 mil. Euro* *Completion of project: 2024*

Road and parking in the Port Constanta river-maritime area (POIM 2014 - 2020)	***Project objectives*** The project is proposed in the context of the military conflict in Ukraine and its impact on that country›s grain exports. Increasing the capacity of the road infrastructure in the port will lead to the reduction of congestion on the road network within the port and on the access roads to the port, facilitating access to the quay or to the loading/ unloading and temporary storage areas of goods. - Development of a road with a length of 2,237 ml, with one lane in each direction; - Setting up a parking lot for goods vehicles with an area of 14,000 square meters (approximately 75 places). *Estimated value of the project: 3,26 mil. Euro* *Completion of project: 2023*
Parking area in the South Port (POIM 2014 - 2020)	***Project objectives*** The project is proposed in the context of the military conflict in Ukraine and its impact on that country›s grain exports. Increasing the capacity of the road infrastructure in the port will lead to the reduction of congestion on the road network within the port and on the access roads to the port, facilitating access to the quay or to the loading/unloading and temporary storage areas of goods. The project consists of setting up a parking lot with an area of 7,735 m2 (including access areas/lanes), with a capacity of 14 parking spaces for articulated vehicles and 32 parking spaces for trucks. *Estimated value of the project: 0,75 mil. Euro* *Completion of project: 2023*
Protect (CEF Transport 2015)	***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. *Value of the project: 25,03 mil. Euro* *Completion of project: 2023*
E-COLD (CEF Transport 2021)	***Project objectives*** The project includes the implementation of the works for the installation of cold-ironing technology for 10 berths in the Port of Constanța, in order to ensure the conditions for the energy supply of all types of ships ashore (cruise, RO-RO, ferry, multifunctional ships, bulk cargo ships, ships - tank, etc.), regardless of size, supply voltage, frequency and power gain required. By carrying out this investment, the existing installations will be brought to a state of efficient operation, compliance with the standards and specific technical norms related to operational safety, under conditions of increased energy efficiency. *Value of the project: 18,80 mil. Euro* *Completion of project: 2025*

DIONYSUS - "Integrating Danube region into smart & Sustainable multi-modal & intermodal transport chains"

On July 1, 2020, the DIONYSUS project started, being 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.
The Port of Constanta Administration 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 Port of Constanta Administration 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.
The Port of Constanta Administration contributed 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. Our team coordinated 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 generated 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.
The project was finalized on 31 December 2022.

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

The Port of Constanta Administration 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 - 31.12.2023. 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

PIONEERS - Portable innovation open network for efficiency and emission 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 the Port of Constanta Administration within the PIONEERS project is an important one, respectively 851,093 euros, of which 595,765 euros European financing.

Visit us: www.pioneers-ports.eu

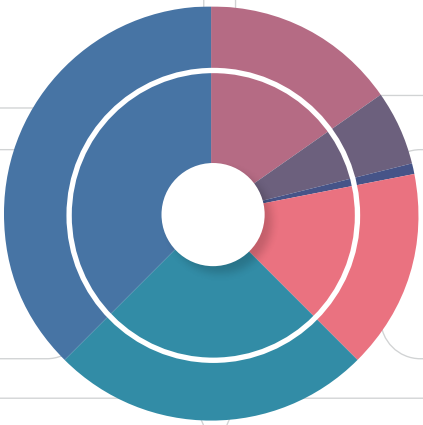




FINANCIAL REPORT

Revenues

The total income of the Port of Constanta Administration was part and further develops its resultsa in 2022 was 539,305,923 RON (109,359,408 Euro). The income structure is presented in the chart below:



Ship services income (37.51%)

202,304,088 RON
41,022,830 Euro

Water supply (1.09%)

5,901,668 RON
1,196,729 Euro

Renting revenues (25.01%)

134,867,470 RON
27,348,164 Euro

Financial revenues (5.73%)

30,906,491 RON
6,267,158 Euro

Electric-power supply (15.54%)

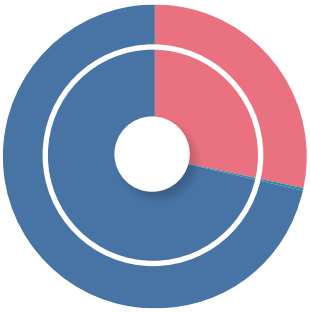
83,834,769 RON
16,999,852 Euro

Others (15.11%)

81,491,437 RON
16,524,675 Euro

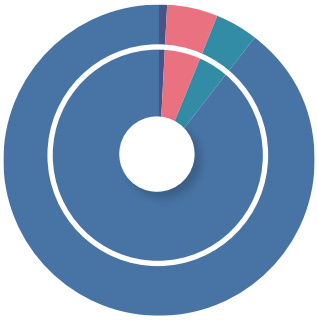
Investments

The total value of the investments made in 2022 was 185,492,000 RON (37,613,708 Euro).



Resources

- **Own sources (71.57%)**
  132,748,000 RON / 26,918,382 Euro
- **Budgetary allocations (0.27%)**
  505,000 RON / 102,403 Euro
- **Connecting Europe facility (28.16%)**
  52,239,000 RON / 10,592,923 Euro



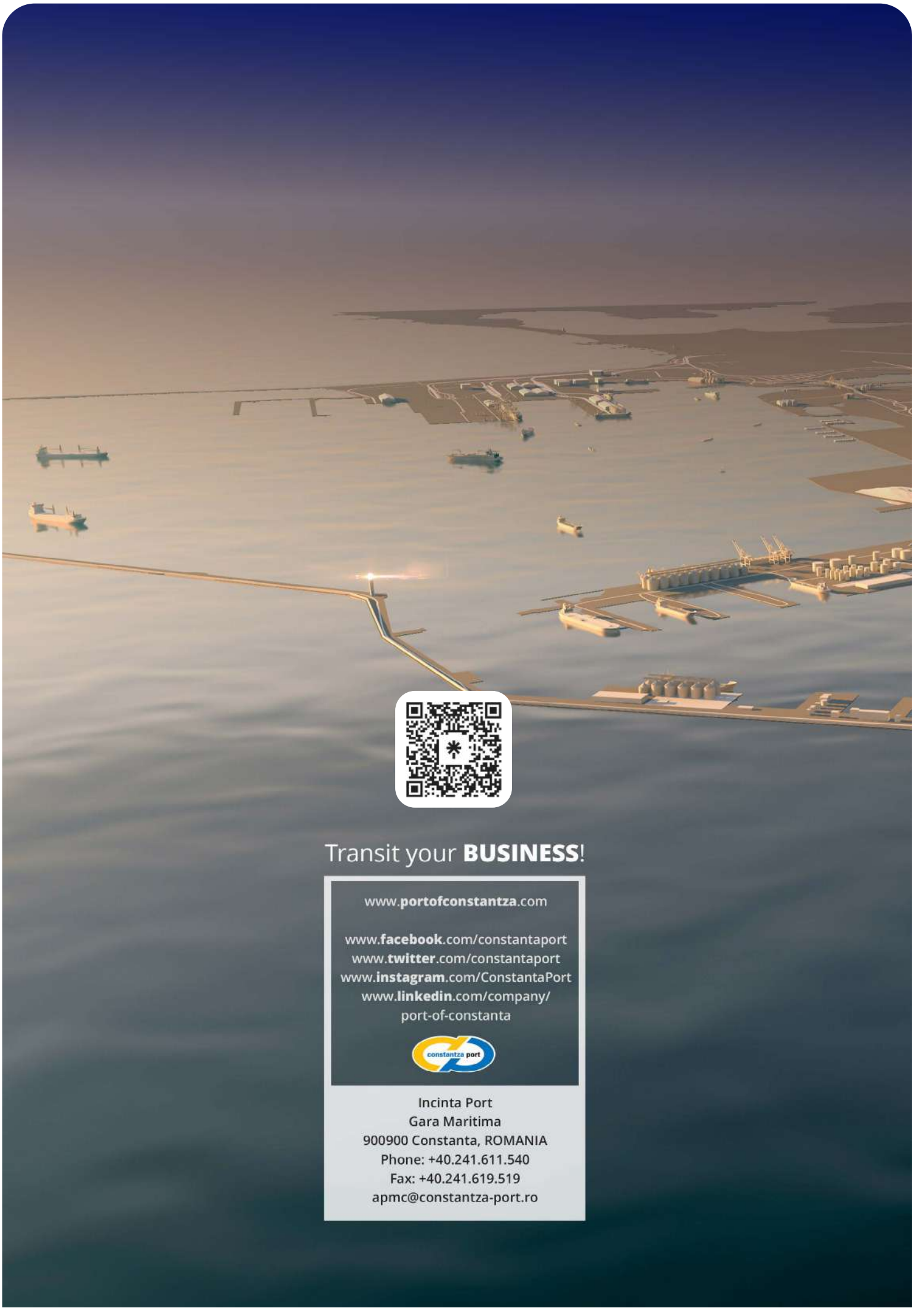
Structure

- **Infrastructure (89.62%)**
  166,232,000 RON / 33,708,202 Euro
- **Superstructure (4.30%)**
  7,976,000 RON / 1,617,358 Euro
- **Equipments (5.33%)**
  9,878,000 RON / 2,003,042 Euro
- **Other (0.76%)**
  1,406,000 RON / 285,106 Euro

**Currency exchange rate (average) used for 2022: 1 EUR = 4.9315 RON*



Photo source: **Discover Dobrogea**


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