Constanța Port ANNUAL REPORT 2024

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WELCOME NOTE

Mihai TEODORESCU
GENERAL MANAGER

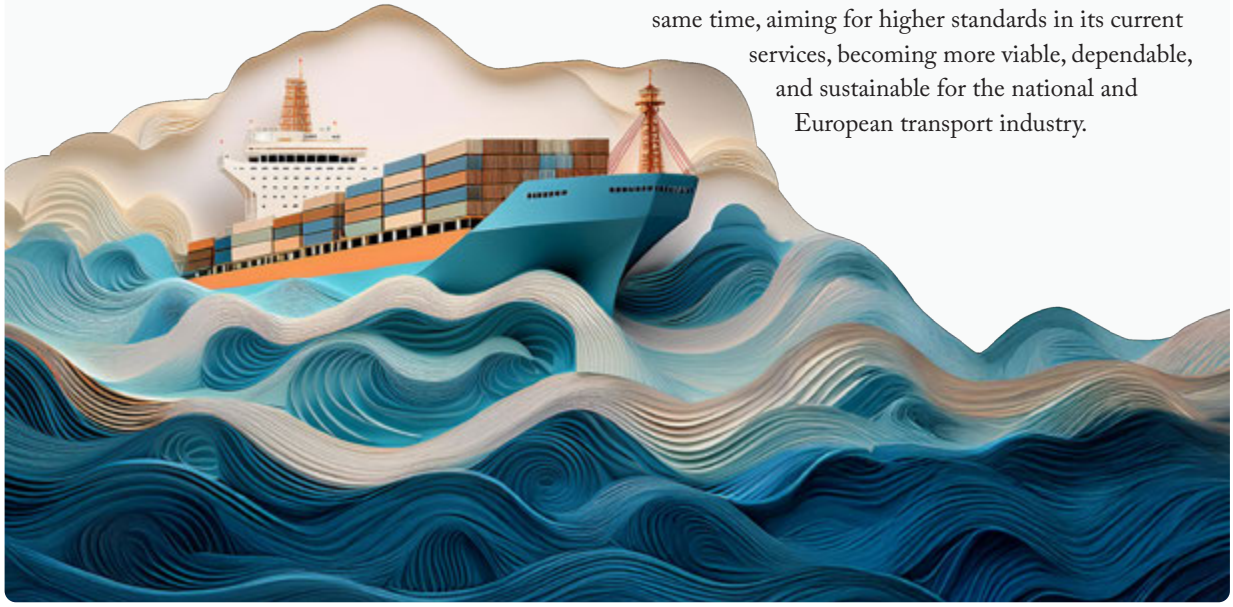
The year 2023 confirmed the positive trend that has marked Constanța Port for the past five years, by handling the highest volumes of cargo ever operated in its history. The total cargo traffic registered last year was 92.7 million tons, influenced also by the new geopolitical context at the Black Sea.

For the last two years, Constanța Port has gained a new geopolitical and commercial importance determined by the change in the dynamics of the regional transport routes. The strategic role of Constanța Port is more evident than ever, becoming a vital maritime hub for the connection between Western and East-Central Europe with Central Asia, the Far East, and North Africa.

Thus, Constanța Port becomes the main gateway of the European Union for goods transited on the Middle Corridor coming from the Caspian Sea area and China and going inland in Europe, targeting not only the traditional hinterland but also the Baltic Sea especially with the reconfiguration of the logistic routes that started in 2022.

In this regard, I would like to reiterate the importance of the Rail2Sea project, within the 3 Seas Initiative, which aims to create a railway corridor that will provide regular transport services between Constanța and Gdansk. This role of transit hub between the Black Sea, the Baltic Sea and the Caspian Sea creates new opportunities for the development of trade relations for the countries in the hinterland of the Port of Constanța, new transport services offering access to the market of the Caspian Sea region, to raw materials, energy and containerized goods coming from China and those generated from the Central Asian markets.

This role cannot be accomplished without a strong cooperation within the port community and perseverance in continuing the improvement of the activity. It is imperative to maintain a continuous development with the support from the Ministry of Transport and Infrastructure, through projects that improve the connectivity and the capacities of the port, Constanța thus serving as maritime hub for its hinterland in the years to come and, at the same time, aiming for higher standards in its current services, becoming more viable, dependable, and sustainable for the national and European transport industry.



01 ABOUT THE PORT ADMINISTRATION

National Company Maritime Ports Administration S.A. Constanța fulfills the function of port authority for Constanța North, Constanța 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 Constanța one of the most important ports in the region and in the EU. Within the port of Constanța, 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 Constanța (Constanța South, Constanța 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 Constanța 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 Constanța is not just a Romanian port, we have the role and responsibility to provide our services to the land-locked 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 CONSTANȚA

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 Constanța 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 Constanța 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

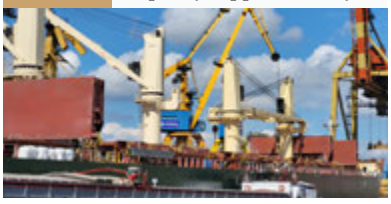
3.926 ha
2.613 ha water
1.313 ha land



38
Port operators



100 mil. tons
Annual handling capacity (approximately)



100
Forwarding companies



19 m
Deepest operational natural depths



700
Entities performs activities daily in Constanța Port



2 PORT CONNECTIONS

Rhine-Danube Core Network Corridor Section: Wien/Bratislava/Budapest/Arad/Brasov/Craiova/Bucharest/Constanța/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 Constanța has a significant road transport infrastructure in place, Constanța-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 Constanța is an asset to the improvement of the port accessibility within the road transport network.



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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 Constanța and Bucharest ensures competitive transit times, providing easier access to the Central European markets.
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 Constanța 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 Constanța 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 Constanța 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 Constanța to act as the main depositing and distributing centre for this region. The Port of Constanța 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.

03 THE PORT MAP

CONSTANȚA NORTH




full pilot
D PD
green light
white light
G11
R10
DMH Pacific
Arsvom
red light
Arsvom
D78
D79
D76
D75
D73
D80
R12
D72
D71
D70
D81
D69
D68
Comvex
D82
Romcim
D67
D59
C-X1
CS-G9
connection channel
CS-SG3
green light pillar
Tomini
D CL
CS-R12
D90
CS-SR3
red light pillar
D91
D83
D66
D60
Water
Power
Energy
D65
D89
ADM Romania
Logistics
European Metal
D92 Services
D84
D85
Comvex
D61
D93
Comvex
D64
D62
D94
D54
D63
Frial
D53
Comvex
Comvex
Umex
Transforest
Beta
Intertrans
Damila
Romalexis
Beta
Intertrans
Beta
Intertrans
Inter
Meta Hub
Oscar
Downstream
G7
Fast
Freight
Chimpex
G6
Oil
Terminal
G6
rail

THE PORT MAP

CONSTANȚA SOUTH




TPF Inginerie
D136
D137
South breakwater
Silva Logistic Serv.
Jetfly Hub
CS-SA
Alfa Terminal
CS-KW
D131
C. Steinweg Romania
Consal Trade
D126
D127
D128
D129
D130
Alfa Terminal
DP World Constanța (CSCT)
Clipper Shipping Agency
Europort Est
Transport Police
Sea Container Services
DP World Constanța (CSCT)
D123
D122
D121
D120
Predilect Cargo
Maersk Logistics
Auramar
Socep
Romned
Fast Freight
Sea Container Services
Port Shipping & Engineering
Romned
D119
Ice Age
Beta Intertrans
Zolmar
Ius
Brasov
Maersk Logistics
D119A
Team Logistics Specialists
D115
D116
D117
D118
Bristol Logistics
Life Logistics
Life Logistics
Port Shipping & Engineering
Ice Age
Fordakin
Tar 09
Tar 02
Tar 09
Sea Container Services
SN Orsova
D113
D112
D111
D110
D109
D108
GSP Shipyard
D PL-S.C.M. Barter
D PL7
Almatrans
Anabi
Schenker Logistics Romania
D107
D PL8
D106
D105
D PL9
Romcargo Maritim
D PL6
G10
Oscar
Technical port
Downstream Betoane si Prefabricate
D104
CS-SR4
D PL5
Total Freight Transport
G14
G10 rail
ADM Romania Logistics
CS-G1
Bel Transport
Life Logistics
D PL1
D PL4
G13 rail
United Shipping Agency
D PL2
D PL3
D102
D103
ATG Hydro-Technica Systems
ADM Romania Logistics
Kirazoglu
G12 rail
Bel Transport
Bitholder
Global Grain Facilities
G10 bis
G9
G9 rail
The Danube-Black Sea Canal
Agigea county

Midia zone

Midia zone is located on the Black Sea coastline, approx 13.5nm N of Constanța. It is one of the zones of Constanța port and was designed and built to serve the adjacent industrial and petrochemical facilities. The N and S breakwaters have a total length of 6,97 km. Midia zone covers 834 ha, of which 234 ha is land and 600 ha is water. There are 14 berths (11 operational berths, 3 berths belong to Constanța Shipyard) with a total length of 2,24 km.
Further to dredging operations performed, the depths are increased to 9 m at crude oil discharging berths 1-4, allowing access to tankers having a 8 m maximum draught and 20.000 dwt.

Main cargoes operated: crude oil and derivatives, agribulk, GPL and metallic products.

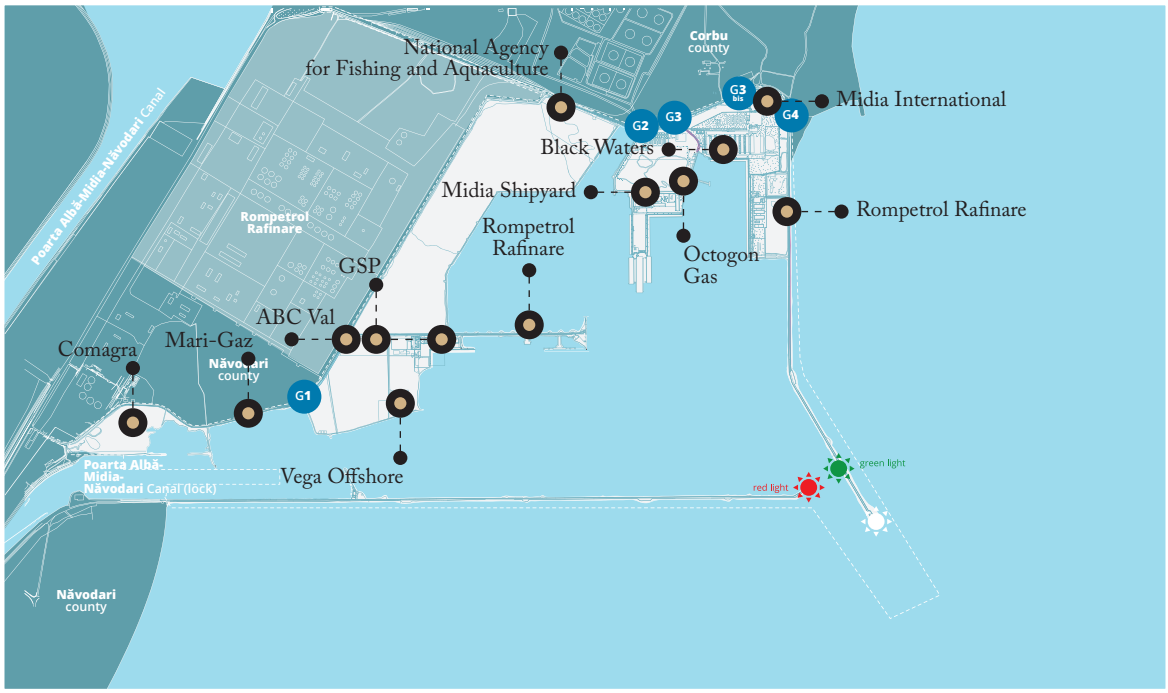
Connections: road, railway, inland (via Poarta Alba - Midia Navodari Canal)

Communications: Radio Constanța, callsign "YQI", working frequency: 500kHz; 461kHz; 2,748kHz.
VHF: Harbour Master, Midia, Ch 67.

Health regulations: Sanitary Inspection: Immediately after berthing, the Sanitary Commission checks the condition of health of all the personnel on board, the nature of cargo, specifications regarding possible diseases, vaccinations, etc. If there is no contamination danger, free pratique is granted to the vessel.

Navigation

Limits: Midia zone is limited by the S and E breakwaters.
Sea buoys, fairways and channels: Midia zone is accessed through an approach channel with a width of 80 m and a depth of 5.6 m.
Pilot: Compulsory for all vessels, except Navy vessels, vessels used for a public service such as maintenance, control and surveillance of navigation, salvage vessels, training, hospital and leisure vessels. Pilotage is compulsory for entering, leaving the port and for the manoeuvring of the vessels inside the port, throughout 24 hours. The vessel's Master has to notify pilots, at least 12 hours prior to arrival. The vessel's Master will contact Constanța Port State Control at the entrance into the zone of 12nm from the N jetty, calling on VHF Ch 14.
The compulsory zone to embark/disembark the pilot is as follows:
Fair weather (wind force 4), near the point of co-ordinates: 44°05'.1N 028°43'.1E.



Bad weather (wind over force 4), near the point of co-ordinates: 44°06'.2N 028°42'.3E.
The pilot boat is white, with "pilot" on the side.

Anchorages: Anchorage is available at the following co-ordinates:

Latitude	Longitude
44°22'.0N	028°45'.5E
44°22'.0N	028°48'.5E
44°19'.5N	028°45'.5E
44°19'.5N	028°48'.6E



The depth in the anchorage area is 20 m.
Tidal range and flow: Tides in the Black Sea are negligible. Variations of water level may be caused by persistent winds and can reach 0.5m under extreme conditions.
Dock density: 1014
Weather: Prevailing winds: Winter, N-NE; Spring, NE-E and NE-S; Summer, NW-NE; Autumn, N-NE.
Strong winds occur at the end of autumn (Oct) and in winter (Jan) with storms up to Beaufort force 9 to 10 (20kn to 30kn).
Main navigational aids: Along the Romanian coast, from Midia to Mangalia there are modern navigational aids with solar cells, remote control and radar reflectors.

Location	Characteristics	Range (nm)	Structure/Height(m)
Midia Main Light: 44°20'.9N 028°41'.1E	FI W 5s	17	White cupola on a metal framework tower with red and white bands (22)
Entrance Light (offshore breakwater head) 43°47'.9N 028°36.1'E	FI W 4s	10	Metal structure on white concrete (18)

Charts: Admiralty Pilot NP24.
Tugs: There is a tug of 600 hp available (owned by Black Sea Shipping).
Coast guard: There is a salvage group, with 2 tugs: "Hercules" (6,600 hp) and "Viteazul" (2,400 hp).
The salvage group is able to act as coastguard along the Romanian Coast and in international waters.
Mooring information: There are no unusual berthing manoeuvres.

Midia zone has the following berths:

Berth	Length (m)	Max depth (m)	Cargo
1-4	532	9.0	Crude oil
5-8	637.6	9.0	Live stock
9	204	9.0	Petroleum products
10-11	191.3	9.0	General cargo
3 berths belong to Constanța Shipyard	Ship maintenance and repair		

Facilities: Quay cranes 2 x 6.5 t (1x 10t - Global Op.).
Storage: Warehouses = 3 x 720 = 2.160 sq.m. and platform = 10.780 sq.m.
Barges: There is a river-maritime access in Midia zone via Danube-Black Sea Canal (Poarta Alba - Navodari branch).

Mangalia zone

Mangalia zone is situated on the Black Sea, close to the Southern border with Bulgaria, and over 260 km N of Istanbul. It has an area of 142.19 ha, of which 27.47 ha is land and 114.72 ha is water.

The N and S breakwaters have a total length of 2.74 km. There are 4 berths (2 operational berths) with a total length of 540 m. The max. depth is 9 m.

Main cargoes: chemicals, fertilizers, bitumen, general cargo.

Communications: VHF: Ch 16 and 14

General notices & regulations: Vessels carrying toxic materials, explosives and inflammable materials are prohibited from entering the roadstead and port.
Foreign vessels are prohibited from entering the N basin, Mangalia Lake and the channel connecting the basin to the lake.

Navigation
Sea buoys, fairways and channels: From the vicinity of position 43°48'N 028°50'E the recommended approach route leads due W for 9nm to the harbour entrance, passing S of the harbour entrance lightbuoy (starboard hand) (0.25nm SE of NE breakwater head), then S of NE breakwater, the SE extremity of which is marked by a lighthouse (cupola on grey metal framework tower, 21m in height) and into Mangalia zone, the entrance of which is marked by lights (cupola on grey stone and concrete dwelling, 13m in height).

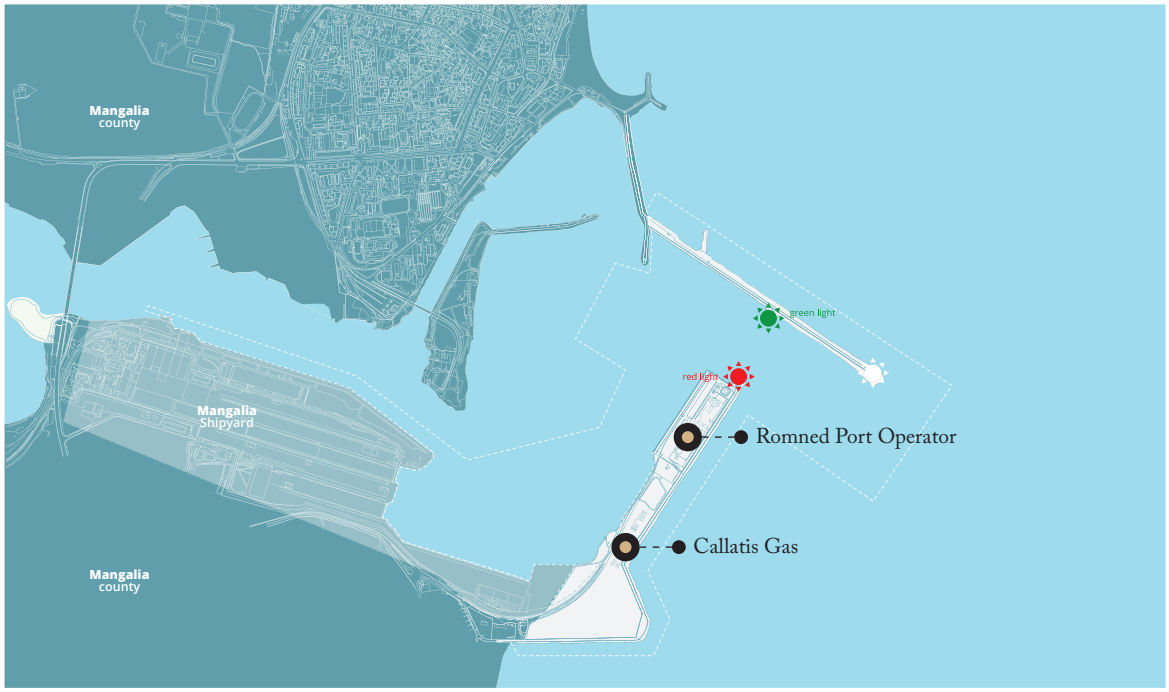
Caution: Attention is drawn to a rock, with a depth of 0.4m over it, that lies 0.2nm S of the SE breakwater head.

Pilot: Compulsory. Vessels should send request for pilot at least 2 hours before:

1. Arrival in the roads
2. Moving within the port
3. Leaving the port

Anchorages: Anchorage is available in the roads 1.5 nm NE of the harbour entrance. The anchorage area has depths of 17-22 m.

Tidal range and flow: Range 0.3 m. Current: In normal weather the current sets S off the harbour entrance at a rate of 0.5 km.



The current extends for approx 3 nm offshore where its outer limit can be distinguished, as the water forming the current is darker in colour.
Dock density: 1025
Weather: Prevailing winds: Variable.

Principal lights:			
Location	Characteristics	Range (nm)	Structure/Height(m)
Mangalia Main Light: 43°48'.7N 028°33'.6E	FI (2) W5 5s	22	White pyramidal stone tower (42)
Entrance Light NE Breakwater Head 43°47'.9N 028°36.1'E	FI W 4s	10	Cupola on grey framework tower (21)

Facilities: Quay cranes available: 1 x 120t, 3 x 50t, 1 x 15t, 4 x 6.3t.
Storage: Open storage of 20,000 sq.m and covered storage of 4,300 sq.m available.

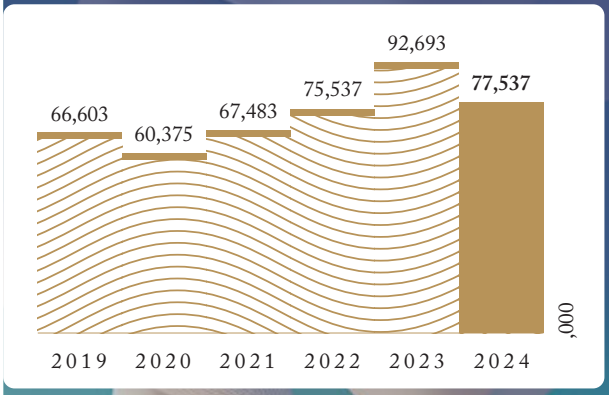




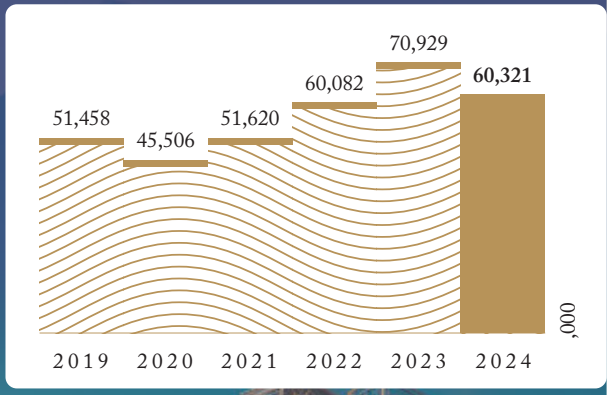


2024 IN NUMBER

TOTAL TRAFFIC (tonnes)

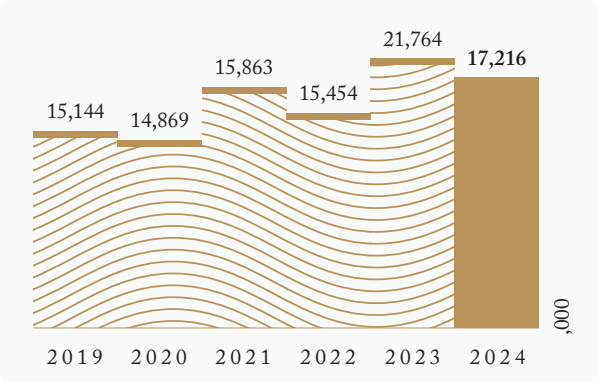


MARITIME TRAFFIC (tonnes)

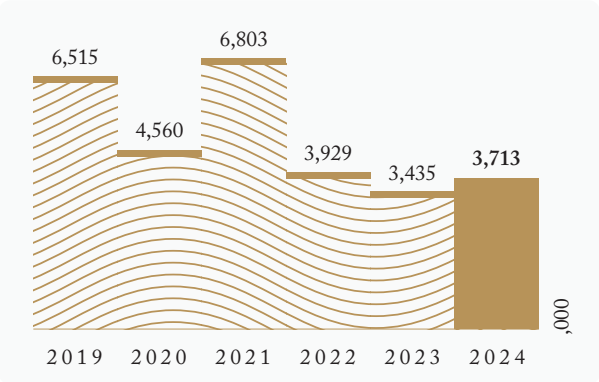




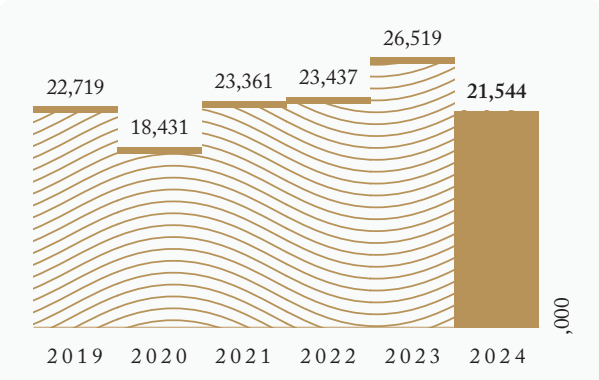
RIVER TRAFFIC (tonnes)



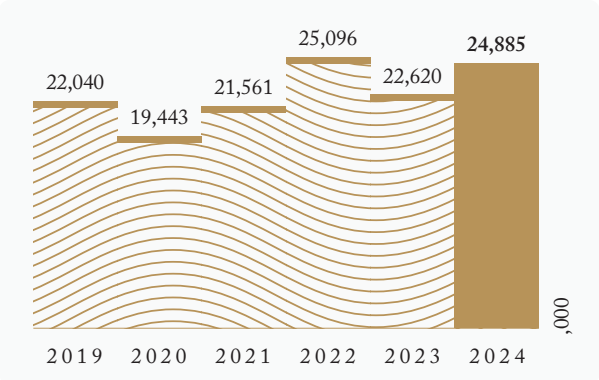
CABOTAGE TRAFFIC



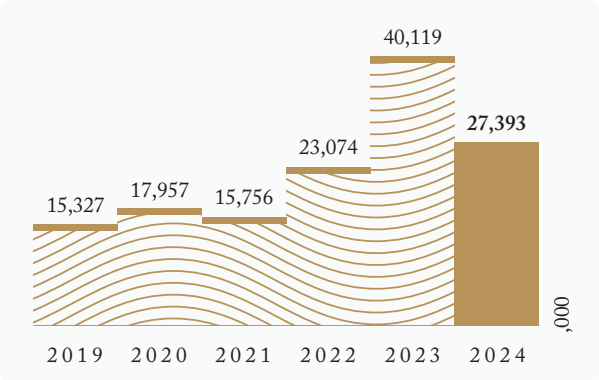
EXPORTS



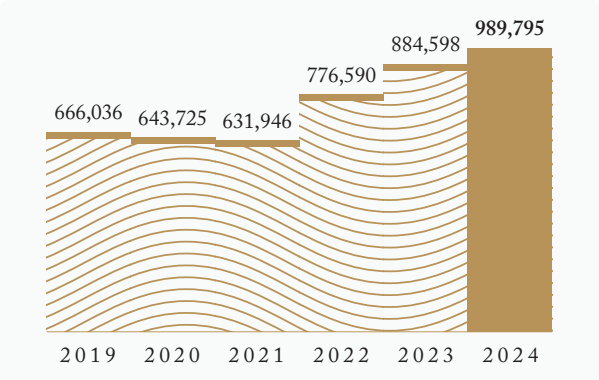
IMPORTS



TRANSIT



CONTAINERS (TEUs)



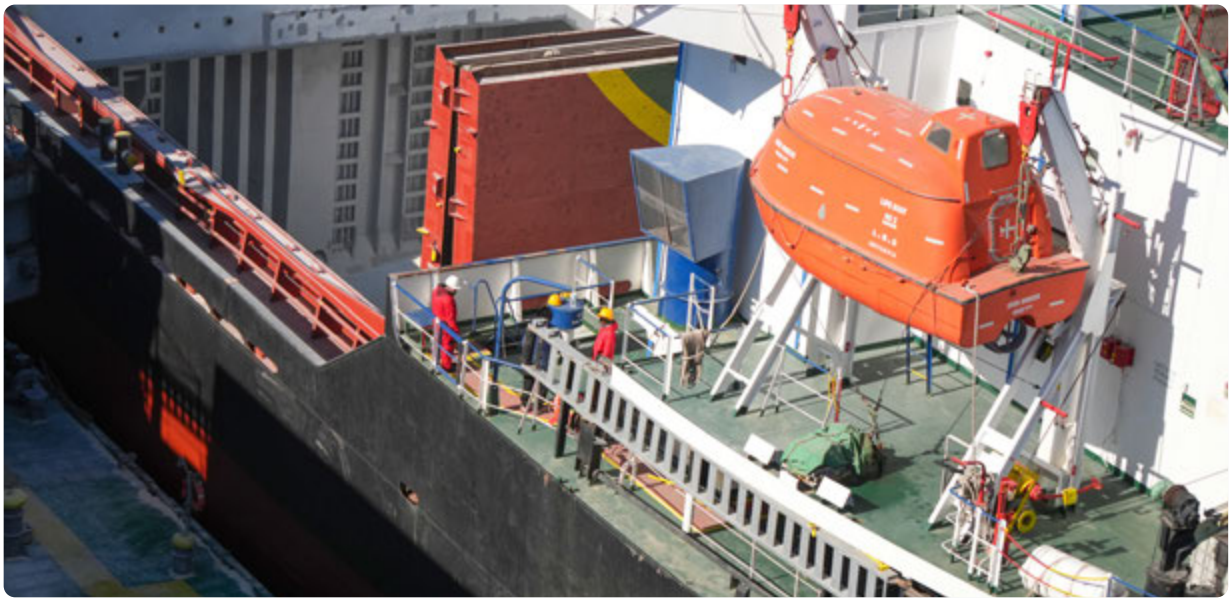
CONTAINERS (tonnes)						
YEAR	2019	2020	2021	2022	2023	2024
Unloaded	3,247,847	3,163,334	3,195,595	4,090,390	5,136,826	5,750,843
Loaded	3,304,586	3,182,358	2,988,318	3,831,362	4,961,520	4,796,705
Total	6,552,433	6,345,692	6,183,913	7,921,752	10,098,346	**10,547,548**

CONTAINERS						
YEAR	2019	2020	2021	2022	2023	2024
Units	400,945	389,061	379,139	460,506	548,121	**592,284**



TOTAL TRAFFIC BY CATEGORY (tons)	2024
Liquid bulk	19,603,526
Dry bulk	43,042,255
Containers	10,547,547
General cargo	4,344,016
Total	**77,537,345**

SHIP CALLS						
YEAR	2019	2020	2021	2022	2023	2024
Maritime calls	4,176	4,031	3,985	4,498	4,705	4,459
River calls	10,395	10,344	10,619	10,890	14,614	11,085
Total	14,571	14,375	14,604	15,388	19,319	**15,541**



CARGO TYPE (tonnes)

YEAR	2019	2020	2021	2022	2023	2024
Cereals	21,329,156	21,893,550	25,174,619	24,010,975	36,227,058	26,964,277
Cellulose and waste paper	48,801	73,340	58,992	30,490	72,539	91,334
Cement, building materials	363,850	703,119	814,793	620,894	570,647	640,491
Chemical products from coal/tar	102,722	110,015	90,339	124,405	119,028	113,842
Solid mineral fuels	3,834,946	2,850,701	3,438,621	3,481,817	3,109,573	2,130,077
Crude oil	8,027,409	6,638,429	6,715,111	9,512,520	7,698,319	9,098,103
Food stuff and animal feed	349,544	286,356	321,015	308,465	344,420	126,456
Glassware and ceramic products	11,755	5,089	2,930	0	0	23,382
Iron ores, scrap	5,189,807	3,868,790	4,766,262	7,002,094	7,752,287	4,405,721
Leather textile/other products	1,608	0	0	24,118	0	0
Livestock, sugar beet	96,399	100,433	113,527	93,085	84,106	82,459
Machines, transport equipments	376,115	441,600	433,666	464,448	423,345	940,275
Metal products	2,529,108	1,953,551	2,502,520	3,225,583	2,816,107	2,688,840
Metalware	10,900	1,898	8,916	7,624	6,775	28
Miscellaneous	6,561,433	6,348,655	6,197,408	7,940,143	10,112,932	10,551,875
Natural and chemical fertilizers	4,024,682	4,420,218	4,103,372	4,507,272	4,978,016	5,303,374
Non-ferrous ores and scrap	3,861,530	2,276,486	3,150,187	953,943	426,153	724,037
Oil products	6,296,060	5,042,322	5,438,743	7,202,140	7,529,705	8,851,648
Oil seed, oleaginous fruits/fats	2,141,252	1,826,407	2,204,820	3,740,834	9,275,148	3,287,841
Other chemical products	537,533	713,346	642,977	676,993	409,041	464,342
Potatoes, other fresh vegetable	3,227	0	0	0	3,024	0
Raw or processed minerals	615,906	594,396	892,854	1,223,515	564,545	855,297
Wood and cork	289,549	227,098	411,763	386,329	171,147	193,646
Total	66,603,292	60,375,799	67,483,435	75,537,687	92,693,915	**77,537,345**

CALLS OF SEA-GOING VESSELS BY TYPE OF SHIP

YEAR	2019	2020	2021	2022	2023	2024
Cargo	1,807	1,927	1,751	1,969	1,883	1,818
Passenger	17	0	3	16	32	54
Portcontainer	510	475	494	435	477	523
Tank	687	581	587	798	750	711
Bulk carrier	622	558	645	741	1,000	687
Others	533	490	505	539	563	666
Total	4,176	4,031	3,985	4,498	4,705	**4,459**

05 DEVELOPMENT PROJECTS



Infrastructure projects

Ongoing projects 2024

PT 2021 - 2027 (Term 2027+3) - Transport Programme

1. Modernization of the electricity distribution infrastructure in Constanța Port

23.04 mil. Euro
(phased project)

2. Extension of the quays of berths 10 and 12 in the Midia Zone, including reinforcements behind the quays

6.93 mil. Euro
(phased project)

3. Road and parking in the Port Constanța river-maritime area

3.26 mil. Euro
(finalized in 2024)

CEF Transport 2021

E-COLD - Ensuring the electrical conditions for connecting ships to the quay in the Port of Constanța (Cold Ironing regime) *18.8 mil. Euro*

Infrastructure projects submitted for financing under Transport Programme (PT 2021-2027)

Projects with technical-economic indicators approved at the government decision level

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 Constanța Port

50 mil. Euro

2. Rehabilitation, modernization and extension of road infrastructure (roads& passages) and access to the Port of Constanța and the Midia area

122.6 mil. Euro

3. Dredging works in Constanța Port (Constanța, Midia and Mangalia zones)

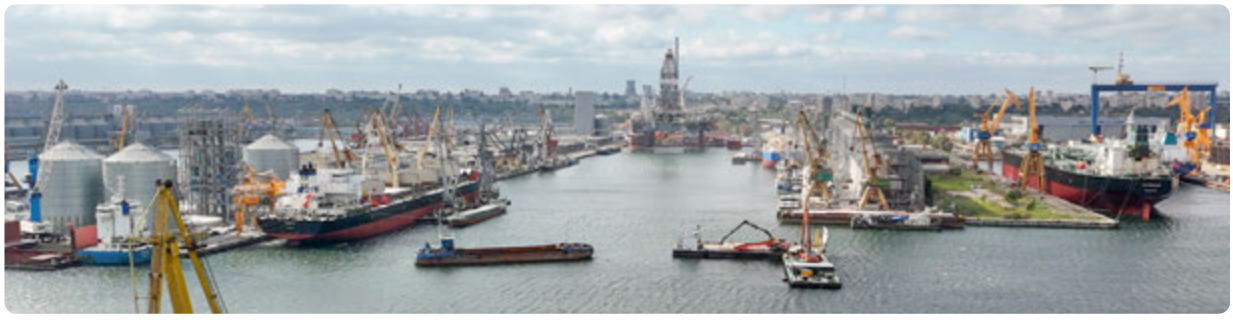
180.5 mil. Euro

4. Modernization of the electricity distribution infrastructure in the Port of Constanța - Stage II

95 mil. Euro

5. Modernization of water and sewerage infrastructure - Stage 1

28 mil. Euro



Projects in preparation to be submitted for financing under PT 2021-2027/ CEF Transport/ Modernization Fund

6. Development of railway capacity in the River - Maritime Sector of the Port of Constanța - Stage II

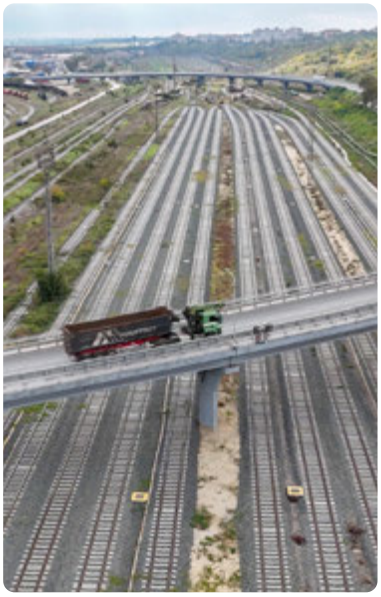
23,8 mil. Euro

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

214.7 mil. Euro

8. Construction of a photovoltaic park

11.3 mil. Euro



9. Secure parking with parking facilities, near the access from the A4

18 mil. Euro

10. New Quay between Berth 8 and the mooring station related to the Octogon terminal and systematizing the related territory

22.28 mil. euro

Large infrastructure projects

Development of Pier IIIS-IVS in Constanța Port South *1.1 bn. Euro*

Development of the Artificial Island *1.4 bn. Euro*

Ongoing Projects description

Extension of the quay Berths 10 and 12 in the Midia Zone, including reinforcements behind the quay

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.

Value of the project: 16.93 mil. Euro

Project completion (phased project): 2025



Modernization of the electricity distribution infrastructure in Constanța Port (Stage I)

Project objectives

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;
- Medium voltage (MV) electrical network;
- Replacement of 75% of MV cables;
- Low voltage (LV) electrical network;
- Replacement of 75% of LV cables;
- Exterior lighting;
- Replacement of 70% of lighting network.

VValue of the project: 23.04 mil. Euro

Project completion (phased project): 2025

Road and parking in the Port Constanța river-maritime area

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).

Value of the project: 3.26 mil. Euro

Project completed (phased project): 2024



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. The project implementation period is 36 months.

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: 24,7 mil. Euro

Completion of project: 2026



EU partnership projects

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 Constanța 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 Constanța, Barcelona (Spain) and Venlo (Netherlands), as partner ports (called "fellow ports") play an active role in maximizing the transferability of solutions and will be are 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.

In 2023 PIONEERS launched the Demonstrator's Showcase - the interactive map featuring the 19 technological solutions aimed at transforming the port industry towards sustainability. This interactive map serves to demonstrate the applicability and feasibility of green innovative solutions for ports while acting as a lighthouse for EU ports.
In the same time every port within the PIONEERS project completed the initial phase of developing its own Green Port Master Plan.

The Green Port Master Plan (GPMP) is a dynamic roadmap that aims to guide ports towards carbon neutrality and sustainable development, working as a catalyst for positive change across the EU, setting new environmental standards and influencing EU policies.
Within PIONEERS, the GPMP will be built on the individual master plans developed by the ports of Antwerp-Bruges, Barcelona, Constanța and Venlo.
The process is collaborative and iterative, ensuring a comprehensive and inclusive approach.
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 until 2026.

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. Constanța.

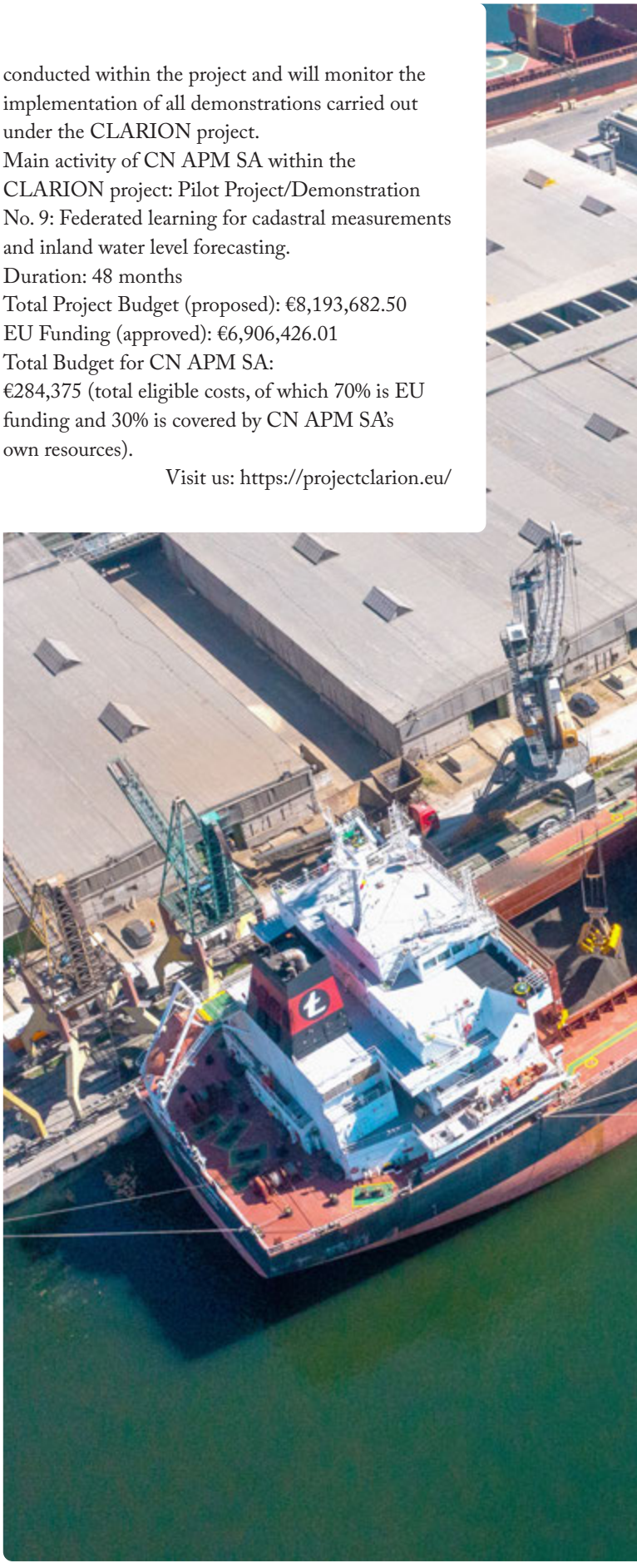
Visit us: www.pioneers-ports.eu



CLARION - Climate Resilient Port Infrastructure

Project Coordinator: TECHNISCHE UNIVERSITEIT DELFT (Netherlands)
Consortium: 21 members from Romania, the Netherlands, Belgium, Germany, Spain, Greece, Croatia, France, Denmark, and Ireland.
Project Summary:
CLARION brings together a strong multidisciplinary team of 21 partners with complementary research, technical, and business profiles, including four ports connected to inland waterways — the top 3 container throughput ports in Europe, namely Rotterdam, Antwerp/Bruges, and Hamburg — along with Constanța, the largest European port on the Black Sea.
CLARION ports handle 35.5% of the total container traffic in European ports, according to data published by EUROSTAT in 2021. They provide access to the main inland waterways of the Rhine–Main–Danube, Scheldt, and Elbe axes, ensuring a significant impact of project results on the European seaport industry.
Ten pilot demonstrations are focused on achieving resilient and sustainable port and hinterland transport infrastructure.
The CLARION pilot demonstrations aim to go beyond the current State of the Art (SotA) by testing and implementing smart and sustainable quay walls, a monitoring and management system for port infrastructure corrosion using an automated floating mobile measurement system, application of shore-to-ship power for RORO and CONRO terminals under storm conditions, flood impact control, reuse of dredged sediments in port infrastructure, applicability of nature-based solutions in seaports, a Digital Twin to support the resilience of connected inland waterway infrastructure, a Digital Twin for extreme weather forecasting, federated learning (i.e., collaborative learning — a machine learning technique that trains an algorithm through multiple independent sessions, each using its own data set) using aerial drones/satellite data/in-situ sensors for cadastral measurements and response to extreme weather, and an Emergency Management System (EMS) for extreme weather events.
Although each pilot demonstration will take place in one of the CLARION ports, the results will be shared among them and beneficial outcomes will be adopted in the short term.
The Port of Constanța will have access to all studies conducted within the project and will monitor the implementation of all demonstrations carried out under the CLARION project.
Main activity of CN APM SA within the CLARION project: Pilot Project/Demonstration No. 9: Federated learning for cadastral measurements and inland water level forecasting.
Duration: 48 months
Total Project Budget (proposed): €8,193,682.50
EU Funding (approved): €6,906,426.01
Total Budget for CN APM SA:
€284,375 (total eligible costs, of which 70% is EU funding and 30% is covered by CN APM SA's own resources).

Visit us: https://projectclarion.eu/





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Constanța Port ANNUAL REPORT 2024

www.portofconstantza.com

6 FINANCIAL REPORT



Revenues

The total income of N.C. Maritime Ports Administration S.A. Constanta in 2024 was 564,349,309 RON (113,446,168 Euro). The income structure is presented in the chart below:

SHIP SERVICES INCOME (36.13 %)
203,877,047 RON
40,983,606 Euro

RENTING REVENUES (26.93 %)
151,954,416 RON
30,546,057 Euro

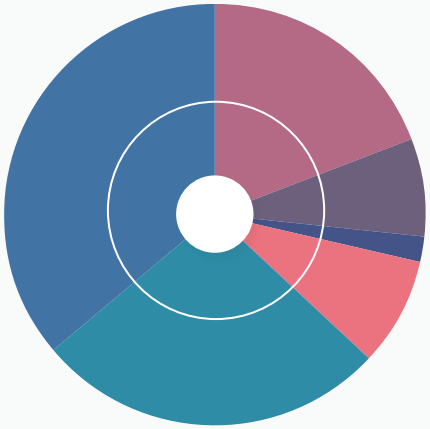
ELECTRIC-POWER SUPPLY (8.38 %)
47,318,757 RON
9,512,073 Euro

WATER SUPPLY (1.90 %)
10,712,781 RON
2,153,496 Euro

FINANCIAL REVENUES (7.54 %)
42,575,005 RON
8,558,478 Euro

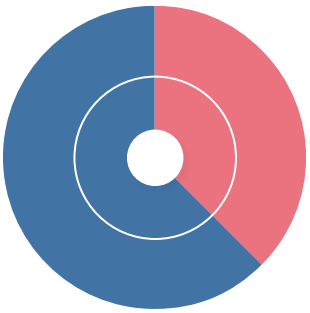
OTHERS (19.12 %)
107,911,303 RON
21,692,458 Euro

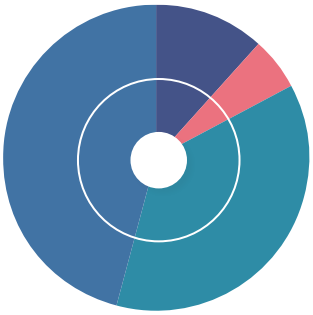




Investment

The total value of the investments made in 2024 was 164,121,000 RON (32,991,798 Euro).





RESOURCES

OWN SOURCES (62.55 %)
102,658,000 RON / 20,636,433 Euro

BUDGETARY ALLOCATIONS (0.00 %)
0 RON / 0 Euro

CONNECTING EUROPE FACILITY (37.45 %)
61,463,0001 RON / 12,355,365 Euro

STRUCTURE

INFRASTRUCTURE (46.51 %)
76,335,000 RON / 15,344,952 Euro

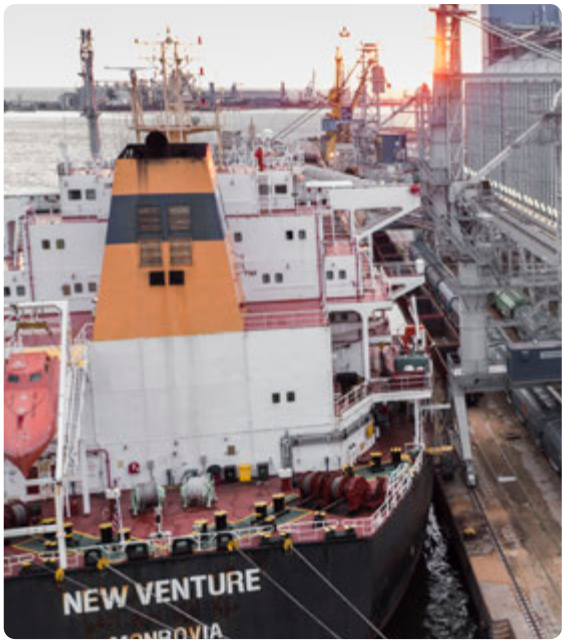
SUPERSTRUCTURE (36.48 %)
59,869,000 RON / 12,034,937 Euro

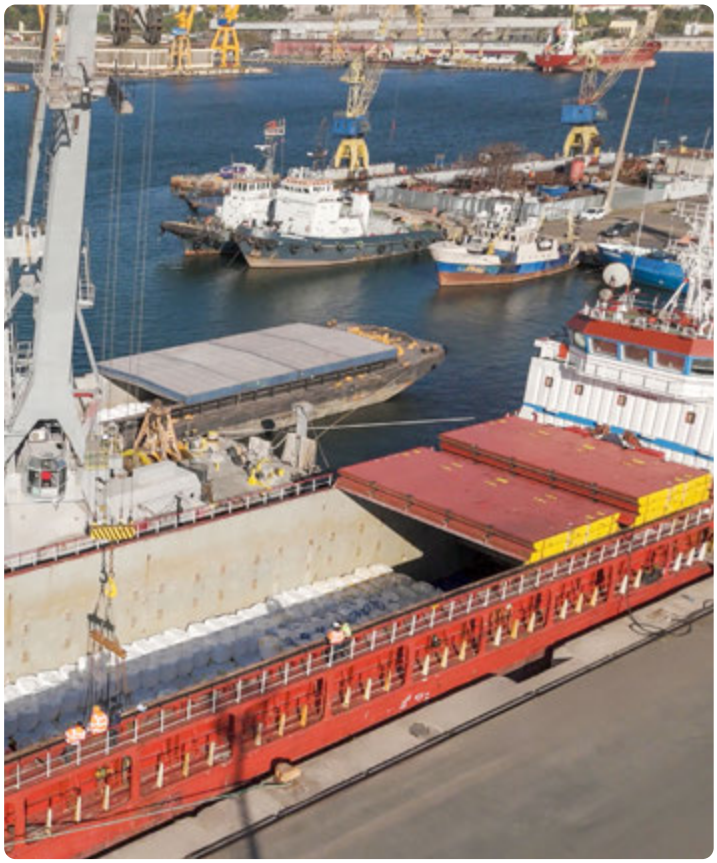
EQUIPMENTS (5.65 %)
9,281,000 RON / 1,865,678 Euro

OTHER (11.36 %)
18,636,000 RON / 3,746,231 Euro

**Currency exchange rate (average) used for 2024: 1 EUR = 4.9746 RON*

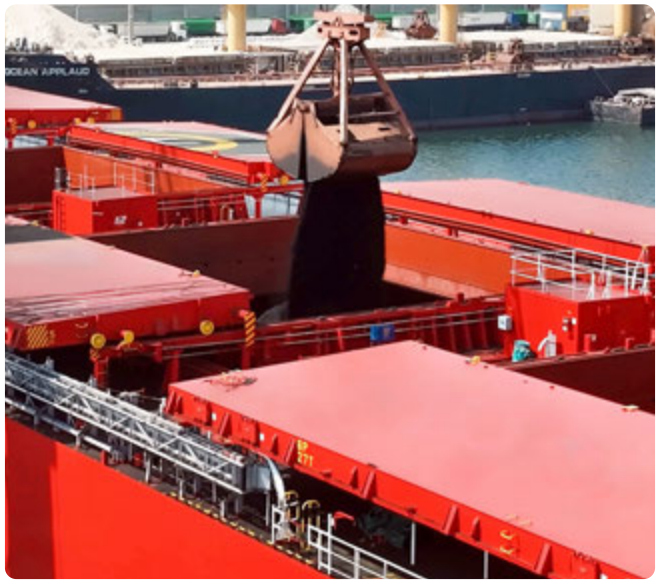
CONSTANȚA PORT FROM WORDS TO PICTURES









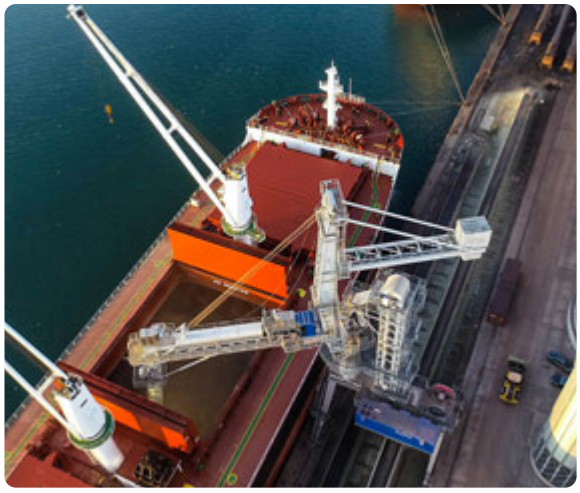




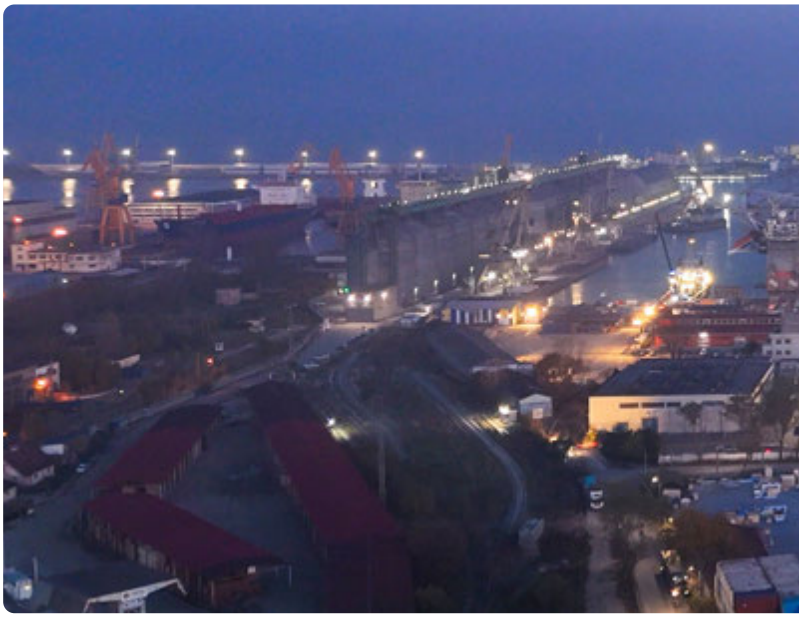













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