ANNUAL REPORT 2016

PORT OF CONSTANTA

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FOREWORD

During the year 2016, National Company Maritime Ports Administration S.A. Constanta, acting as the Port Authority for the Romanian maritime ports of Constanta, Midia and Mangalia, went on consolidating its "core port" position within the European Union TEN-T network and the Black Sea basin.

Figures speak for themselves: a total throughput of 59,424,821 tonnes of cargo did allow us to consider that the Port of Constanta is on its true course, meaning a steady annual increase. The year 2016 also meant the strengthening of the hub position for the transit of cargo coming from the landlocked countries of Central and South Eastern Europe and Constanta played this role by achieving a traffic of grains of 20,393,803 tonnes, thus becoming the leader of the Black Sea agribulk market.

The increase of intermodalism in the Port of Constanta is one the responses, that the port has prepared to offer to the more and more challenging market of cargo transportation.

The Frame Agreement of Strategic Cooperation concluded among the Port of Constanta, Qingdao Port (Group) Co, Ltd. and China Shipping (Europe) Holding GmbH means a new complex long-term partnership in the field of port industry and maritime transport aiming to improve commercial relationships among the partners and increase the quality of the rendered services.

Working meetings with the countries neighbouring the Black Sea and the Caspian Sea, during the 2016 promotional events organized by the Port of Constanta at home and abroad have also meant a step forward to finding new solutions for cargo transportation.

The Port of Constanta has also offered several unique opportunities for both specialists and the public at large, represented by the 5th Black Sea Ports & Shipping Exhibition and Conference, attended by representatives from 14 countries of 4 continents and, respectively, by the SCF Black Sea Tall Ships Regatta, that gathered almost 100,000 visitors to better understand the joint state and private efforts made to comply with the current and future needs of our clients.

NICOLAE DAN TIVILICHI

CHIEF EXECUTIVE OFFICER

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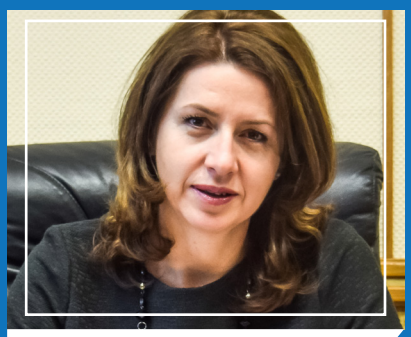
ABOUT THE PORT ADMINISTRATION

National Company Maritime Ports Administration S.A. Constanta fulfills the function of port authority for Constanta, Midia, Mangalia maritime ports and the Tomis Marina.
In order to perform its port authority attributions and its capacity of port administrator, National Company Maritime Ports Administration S.A. Constanta mainly performs the following tasks:
- Providing the repair, maintenance, development and modernization of the infrastructure given under concession and administration;

- Making the proper port infrastructure available to users in a non-discriminatory manner, according to the regulations in force; Monitoring or providing, depending on the case, the safety services inside the port;
- Issuing licences and operational permits for activities within Constanta, Midia, Mangalia and Basarabi ports;
- Permanently assuring the minimum water depths in the port basins and at the berths, assuring the signaling of the access fairways;
- Keeping the register of port workers performing specific activities within the port;
- Fulfilling, under delegation from the Ministry of Transport, the commitments the Romanian State assumed by international agreements and conventions Romania is part of;
- Drawing up development plans for the maritime ports according to the policy and development programs elaborated by the Ministry of Transport;
- Implementing the development programs related to the maritime ports infrastructure. 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.

THE MANAGING TEAM

MARIAN TANASE
DEPUTY CEO



DANIELA SERBAN
CHIEF FINANCIAL OFFICER

TEODOR PATRICHI
PORT OPERATIONS DIRECTOR

ION TOMESCU
INFRASTRUCTURE DIRECTOR

ALEXANDRU MADALIN CRACIUN
COMMERCIAL DIRECTOR

CIPRIAN HANGANU
COORDINATOR DIRECTOR

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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 port with Customs facilitations.
- These characteristics are comparable with those offered by the most important European and international ports, allowing the accommodation of tankers with capacity of 165,000 dwt and bulk-carriers of 220,000 dwt.

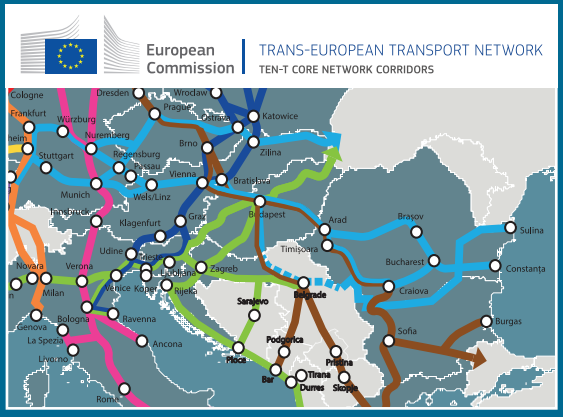
RIVER PORT

The connection of the port with the Danube river is made through the Danube-Black Sea Canal, which represents one of the main key points of Constanta Port.
Due to low costs and important cargo volumes that can be carried, the Danube is one of the most advantageous modes of transport, an efficient alternative to the European rail and road congested transport.

PORT CONNECTIONS

RHINE-DANUBE CORE NETWORK CORRIDOR
Section: Wien/Bratislava–Budapest–Arad–Braşov/ Craiova–Bucureşti–Constanţa–Sulina

This corridor will provide the main east–west link between continental European countries, connecting France and 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.



SOURCE:
http://ec.europa.eu/transport/infrastructure/tentec/tentec-portal/site/maps_upload/SchematicA0_EUcorridor_map.pdf

MARITIME PORT

The port is 85nM from the Danube's mouth by the sea and is also linked to it by the Black Sea-Danube Canal, being a transshipment point for the cargo sent from or bound to the landlocked countries in Central and Eastern Europe. The Port of Constanta has a dedicated barge terminal in the Southern part, close to the connection with the Danube.

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.

RAILWAY CONNECTION

The port offers direct access from every terminal to the national and European railway network, through its own 300 km long railway system. Improvement works on the railway line between Constanta and Bucharest will ensure competitive transit times, providing easier access to the Central European markets. The three main priorities at the core of the Danube Strategy are:
1) transport;
2) environment;
3) economic development.

HINTERLAND

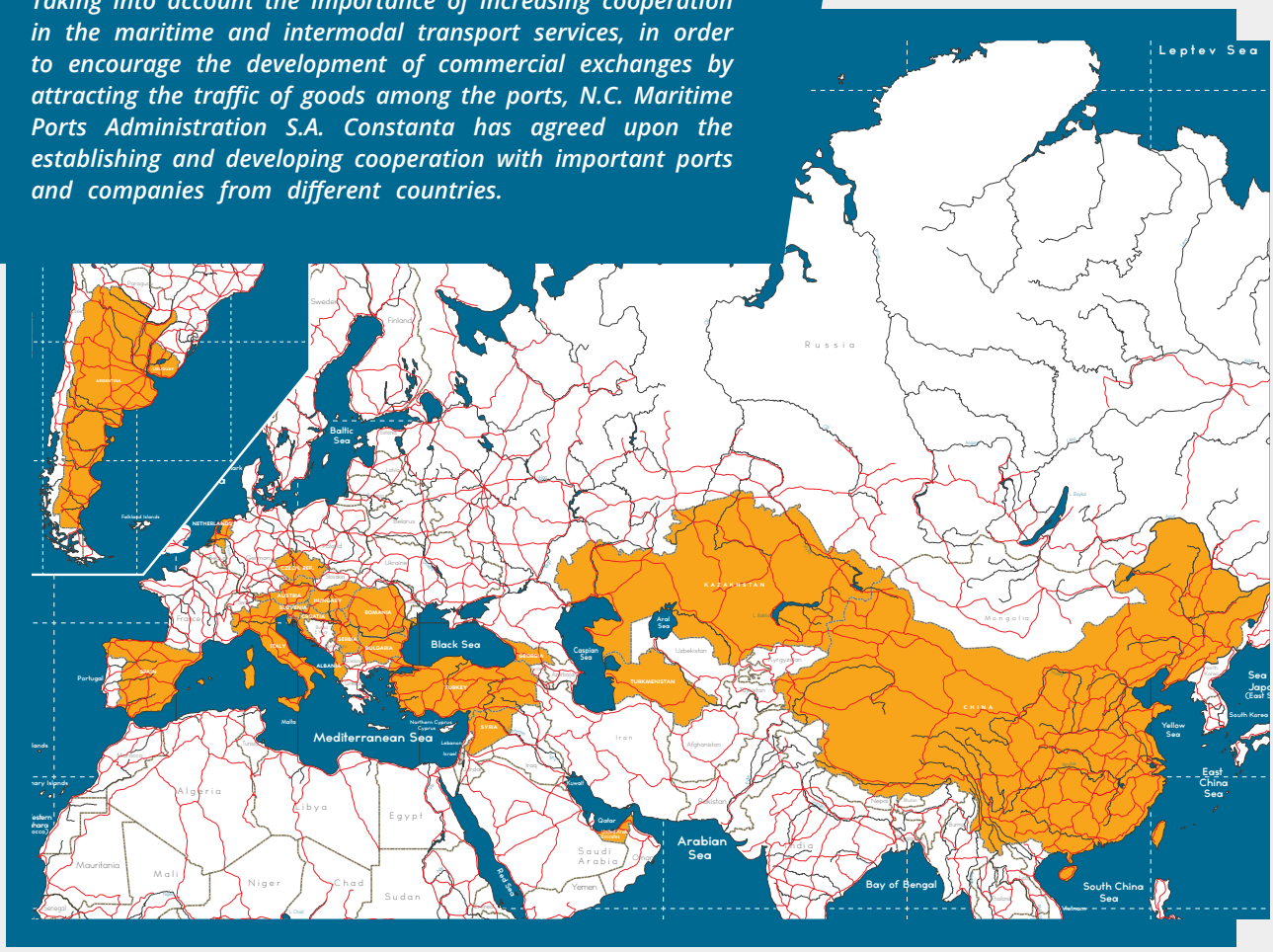
The hinterland of Constanta Port supports the port regarding the produced, consumed and forwarded goods to/from the port. It includes a vast region in the Central and Eastern Europe. During the last decade, the Port of Constanta efficiently served the flows of goods that arrive or depart from/to the Central and Eastern Europe, including: Austria, Czech Republic, Slovakia, Hungary, Serbia, Bulgaria, Moldova and Ukraine. Although many political and economical changes have taken place in this area and have influenced its evolvement significantly, the traditional transport routes using the Port of Constanta have remained unchanged, due to the competitive advantages of the port.

The economic growth recorded during the last years in the Central and Eastern Europe countries entitles Port of Constanta to act as the main depositing and distributing centre for this region. The Port of Constanta is a multimodal transport centre for any type of cargo and an important trade gateway for the Central/Eastern Europe and for the Black Sea Countries. The integration within the national and European transport networks makes the Port of Constanta the perfect choice for the cargoes dedicated to the landlocked countries located at the heart of Europe.

PROTOCOLS OF COOPERATION

CONCLUDED BY NATIONAL COMPANY MARITIME PORTS ADMINISTRATION S.A. CONSTANTA

Taking into account the importance of increasing cooperation in the maritime and intermodal transport services, in order to encourage the development of commercial exchanges by attracting the traffic of goods among the ports, N.C. Maritime Ports Administration S.A. Constanta has agreed upon the establishing and developing cooperation with important ports and companies from different countries.



1. Port of Aktau (Kazakhstan Republic);
2. Association of Logistic Centers from Hungary;
3. Mierka Donauhafen Krems (Austria);
4. Port of Lattakia (Syria);
5. Durres Port Authority (Albania);
6. U.N. Ro-Ro Pendik Port (Turkey);
7. Port of Rotterdam Authority (The Netherlands);
8. State Service of Maritime and River Transportation of Turkmenistan;
9. Port of Jebel Ali, United Arab Emirates;
10. Batumi Seaport Ltd., Georgia;
11. Poti Seaport Corporation - APM Terminals Poti, Georgia;
12. Hungarian Danube Ports Federation and the Hungarian National Shipping Federation;
13. Port "Danube" Pančevo, Serbia;
14. Baja Public Port Ltd., Hungary;
15. DOE Europe SE, Czeck's Republic;
16. Port of Vukovar d.o.o., Croatia;
17. Port of Augusta, Italy.

INFRASTRUCTURE DEVELOPMENT

01 | PROJECT TO BE FINANCED UNDER LARGE INFRASTRUCTURE OPERATIONAL PROGRAMME 2014-2020 (LIOP)

Modernization of port infrastructure, by providing deeper approach channels and basins and by increasing the navigation safety in the port of Constanta

In order to ensure safe navigation conditions for ships in the port of Constanta, N.C. Maritime Ports Administration S.A. Constanta has promoted an investment regarding: dredging works for the designed depth of port basins and channels in the port of Constanta; increasing the depth of the "work port" and its access fairway, located in the Constanta South Port; dredging at berths.

Project Estimated Cost

Works, Consultancy & Other costs: 42.74 million Euro

Project Status

Project will be submitted for financing under LIOP 2014 – 2020.

Pier 3S&4S – infrastructure works for the development of specialized terminals in Constanta Port South

In the recent years it has become increasingly necessary to develop new port territories that will allow vessels of greater capacity, hence the need for deep quays arrangement.

N.C. Maritime Ports Administration S.A. Constanta has received a number of requests to develop an investment in the Pier IIIS - Pier IVS, mainly involving the development of container terminals, but there are also demands for the development of grain terminals, oil products or RoRo. The preferred development scenario will provide 125 ha new port territory.

Project estimated value: 290 mil. Euro

Expansion to 4 lanes of the road between Gate 7 and the junction of "Road Bridge at km 0+540 of the Danube-Black Sea" objective with the road connecting Gate 9 and Gate 8 towards the Northern part of Constanta Port

Project Scope

The main objective of the project is to extend the road to 4 lanes between the terminus point of Constanta bypass road and Gateway no. 7 to streamline traffic towards the North of the Port of Constanta.

Project estimated value: 19.5 mil. Euro

Extension to four lanes of the road between Gate No. 10 and Gate no. 10bis and systematization of area behind Gate no. 10 of Constanta Port

The main objective is to ensure continuity of the 4 lane road platform within Constanta South Port, especially for cargo vehicles accessing the Port through the new Gate 10bis up the junction of the current access road to Gate 10, thus avoiding traffic jams in the port.

Project estimated value: 3.6 mil. Euro

Modernization of energetic system in the Port of Constanta

Constanta Port Administration has to provide electricity and thermal energy to all harbor consumers in terms of reliable quality and competitive price.

As consequence, the current energetic system needs to be improved.

Project estimated value: 29.5 mil. Euro

Modernization of water and sewage system in the Port of Constanta

Water and sewage infrastructure development represents an essential condition for the sustainable development of Constanta Port. Providing water and sewage competitive services for the port customers and the improvement of environmental conditions are requirements to be fulfilled by Constanta Port Administration.

Project estimated value: 39.1 mil. Euro

Development of a specialized berth in a high depth zone (Berth 80)

The purpose of the project is to raise the port competitiveness and to enhance the handling capacity of dry bulk cargo (cereals). The project will create a base for increasing the cargo flux and improving the actual placement of the Port of Constanta as a hub in cereal trading.

Project estimated value: 4.8 mil Euro

Doubling the railway between Agigea Lock and Port Constanta South and systematization of the coupling point at Agigea Lock

The project will lead to the increase of operations for loading /unloading and will insure the intake of container traffic on rail.

Project estimated value: 3.15 mil. Euro

02 | FUTURE PROJECTS INCLUDED IN THE PORT MASTERPLAN AFTER 2020 (TO BE FUNDED UNDER OPERATIONAL PROGRAMME)

Road bridge across the link canal (Flyover)

The project consists in building a metal road bridge to provide access to the artificial island from the river-maritime area of the port of Constanta and connect it to the road network inside and outside the port. The objective is considered to be a priority from the perspective of reclamation of the new territory from the sea to build the artificial island.

Project estimated value: 31.5 mil. Euro

Development of artificial Island in the Port of Constanta

The Island (the platform of the artificial island) has an area of 22.1 ha and represents a territory resulted from fillings with soil excavated from Danube-Black Sea Canal. Works foreseen in the present project will generate a total area of new territories of approx. 150 ha.

Project estimated value: 314 mil. Euro (first stage)

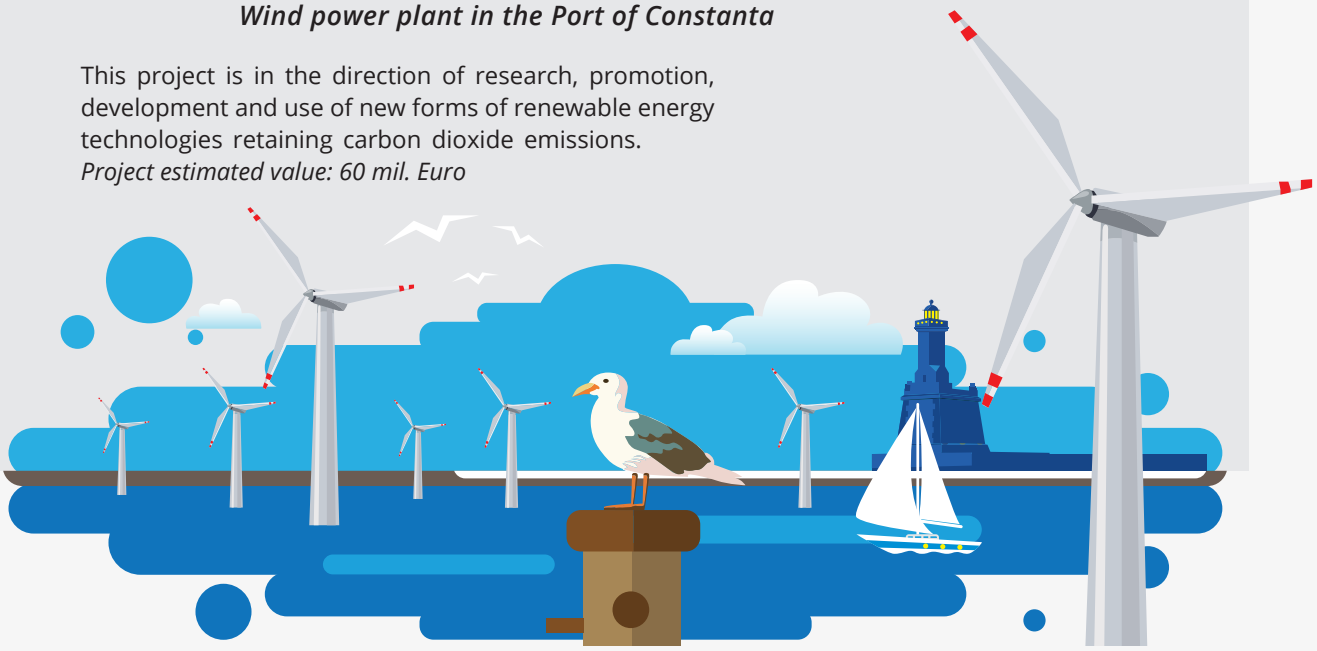
Development of LNG Terminal in the Port of Constanta

The objective of the project is to establish the position of Constanta Port as hub for the LNG import/transit in the Black Sea region and for the landlocked Danube countries, to decrease the dependency of the national energy supply on Russian natural gas monopoly and transit problems (Ukraine), to cover the LNG supply for the expected increase of LNG fueled vessels and to boost the LNG fuel not only for shipping and transportation sector but also for other purposes as energy source for residential, commercial and industrial sectors.

Project estimated value: 147.9 mil. Euro

Wind power plant in the Port of Constanta

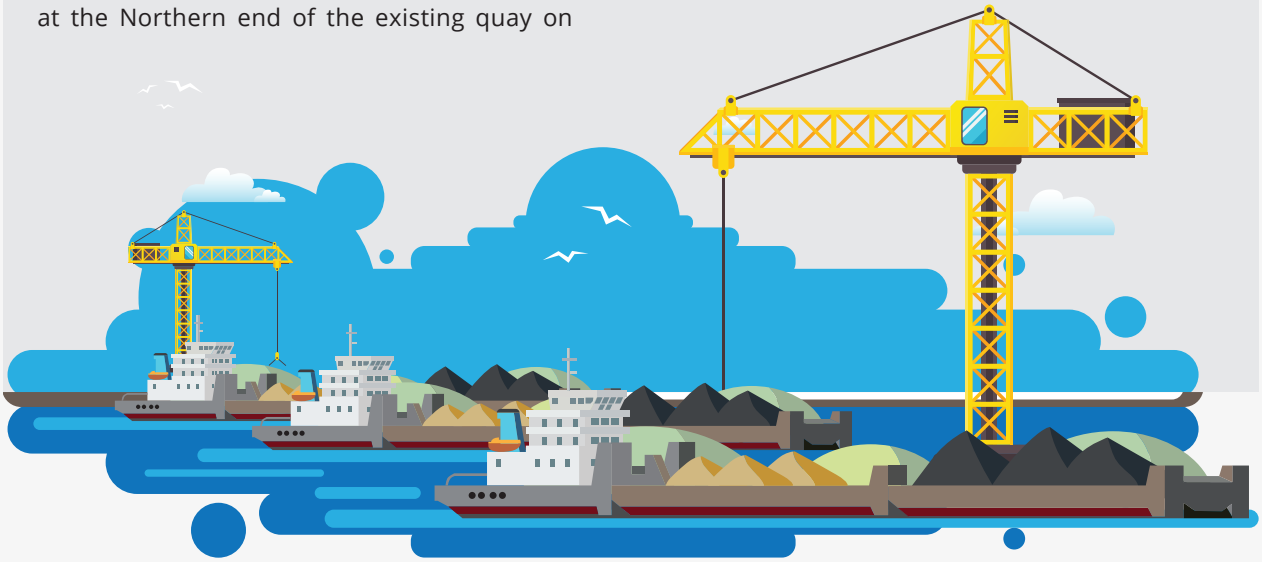
This project is in the direction of research, promotion, development and use of new forms of renewable energy technologies retaining carbon dioxide emissions.
Project estimated value: 60 mil. Euro



Barge Terminal - Second Stage

The purpose of the investment is creating new mooring areas for barges, tugs and pushers. The project consists of completing the mooring quay used for pushers and tugs on the West side of river-sea channel by building a quay at the Northern end of the existing quay on berth no. 100 and also arrangement of the quay used for waiting barges.

Project estimated value: 37.3 mil. Euro



LNG bunkering station at Berth no. 99

The objective of this project is to cover the potential demand of the LNG as a clean and economical fuel for shipping, to boost LNG as transport fuel, especially for IWT, by means of providing the Port with modern bunker facilities close to the Black Sea – Danube Canal. Also for the Constanta Port is necessary to fulfil the clean fuel strategy of the EU Commission which requires the installation of LNG refuelling stations (fixed or mobile) in all 139 maritime and inland ports at the Trans European Core Network by 2020-2025.

Project estimated value: 16.5 mil. Euro

03 | PROJECTS SUBMITTED UNDER CONNECTING EUROPE FACILITY – TRANSPORT (2016 CALL)

Protect - Upgrade of infrastructure and environmental protection in Constanta Port

The objectives of the project include: extension with 130 linear meters of the DA 2 berth in Constanta Port in order to create a platform covering 4,370 sq. m that would be used for the construction of an on-shore ship waste collection facility, building the on-shore ship waste collection facility, purchase of 5 vessels used to perform different tasks within Constanta Port, updating the signalization system in Constanta Port required by the extension of the North Breakwater and the obsolete state of some of the elements used, analyzing the possibility of using renewable energy sources in the port area.

Project estimated value: 12.7 mil. Euro

04 | PROJECTS SUBMITTED UNDER OTHER EUROPEAN PROGRAMMES

CIVITAS PORTIS project

CIVITAS PORTIS designs, demonstrates and evaluates integrated sets of innovative sustainable mobility measures that address the problems of port cities across Europe. These solutions are demonstrated in 5 major port cities across Europe located on the North Sea (Aberdeen and Antwerp), the Mediterranean Sea (Trieste), the Black Sea (Constanta), and the Baltic Sea (Klaipeda). All these ports are directly or indirectly involved in ESPO, which is an official supporter of CIVITAS PORTIS. The project also involves a major international follower port city on the East China Sea (Ningbo).

The results of CIVITAS PORTIS, and the ambition of the consortium, are to show other port

cities in Europe and beyond how to develop and implement a vision of sustainable mobility that can increase functional and social cohesion between city centres and ports, whilst driving economic growth and improving the attractiveness of urban environments. Thanks to the CIVITAS Initiative the 5 partner cities expect to prove that more efficient and sustainable mobility is conducive to the establishment of vital and multi-modal hubs for urban, regional, national and international movements of passengers and goods.

Estimated budget for the N.C. M.P.A. S.A. Constanta action: 316.562 Euro

DAPHNE - Danube Ports Network (Danube Transnational Programme)

Interreg
Danube Transnational Programme
DAPhNE
www.interreg-danube.eu/daphne
Project co-funded by European Union funds (ERDF, IPA)

On 1 January 2017, twenty-three partners from the Danube region officially started the project DAPhNE (Danube Ports Network). Co-funded by the Danube Transnational Programme as one of the 54 approved projects out of 547 initially submitted applications, the project focuses on improving the performance of Danube Ports with the aim to turn them into buzzing economic centres. In a nutshell, DAPhNE touches on topics such as port legislation & funding, port administration & management, port development and port strategy & port network formation.

To achieve this goal, a permanent cooperation will be secured between public & private entities along the Danube, each of them bringing in their own specific expertise. These entities are: ministries, port administrations, port users, specialized consultancy firms, logistics companies, NGOs and universities from countries such as Austria, Romania, Hungary, Croatia, Bulgaria, Slovakia, Serbia, Moldova and Ukraine.

By exploring these four topics, the consortium will significantly contribute to stepwise close the existing gaps between the 70 Danube ports located along the 2.414 km of the Danube River that deal with poor access infrastructure and superstructure, uncoordinated legal and regulatory frameworks, different ownership and administrative models, reduced private investments in the port area and decreasing human resources for this specific sector.

For the Danube Ports to be able to provide a similar level of services and to use comparable technologies, an extensive know-how built-up and transfer in the region will take place. This will allow the less developed ports to benefit from the lessons learnt by their more advanced counterparts. Public and private entities active in the port sector will work together to facilitate the transition.

Implementation period: January 2017-June 2019, under the coordination of Pro Danube International as lead partner.

The total budget of the project is 2.985.406,15 Euro, out of which the ERDF contribution amounts to 2.415.219,77 Euro & the IPA contribution amounts to 122.375,77 Euro.

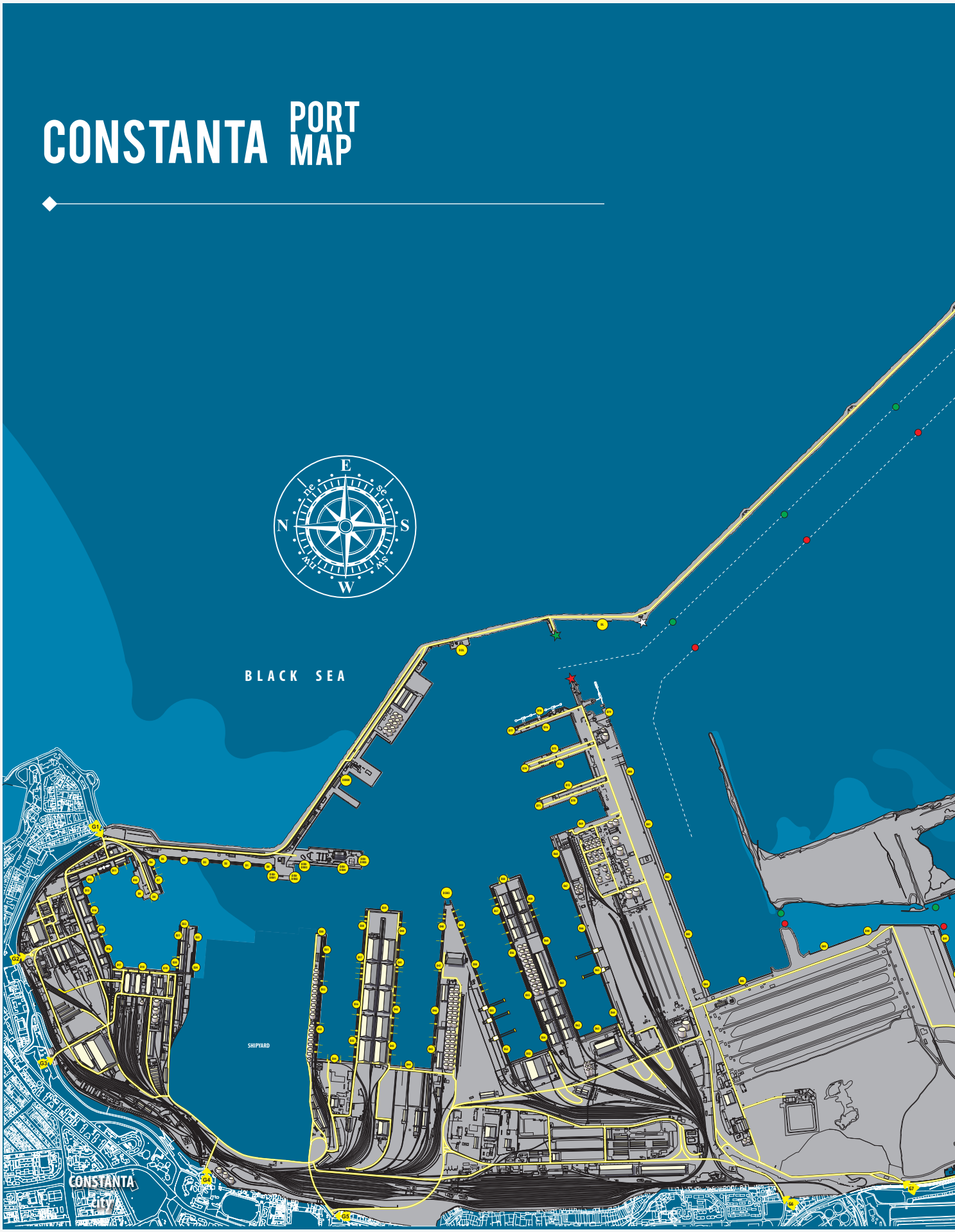
Programme Priority: Better connected and energy responsible Danube Region.

Programme Specific Objective: Support environmentally- friendly and safe transport systems and balanced accessibility of urban and rural areas

In case you want to learn more about the project, please contact: Andra Opreanu (Project Manager): aopreanu@constantza-port.ro / +40 241 601330

Visit us at: www.interreg-danube.eu/daphne

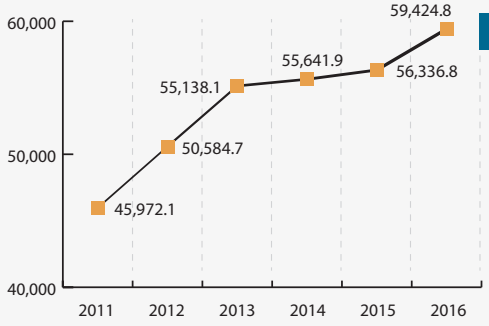
CONSTANTA PORT MAP

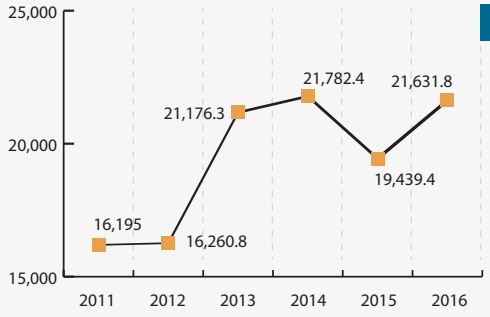


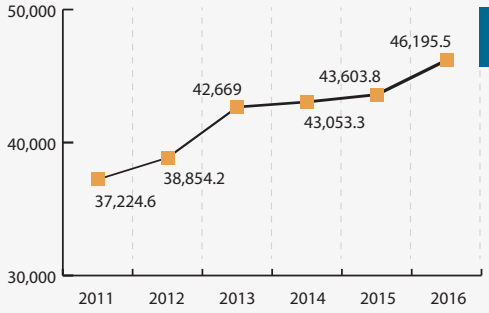
BLACK SEA
AGIGEA

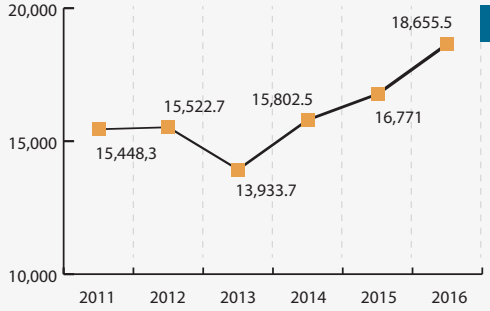
PORT STATISTICS

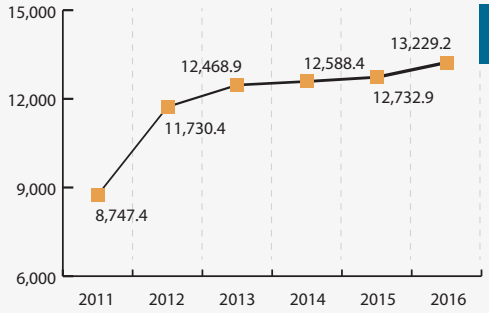
TRAFFIC (THOUSAND TONS)

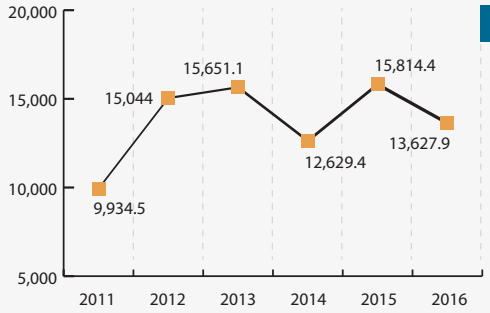


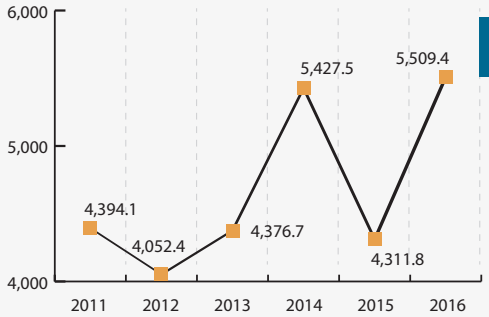




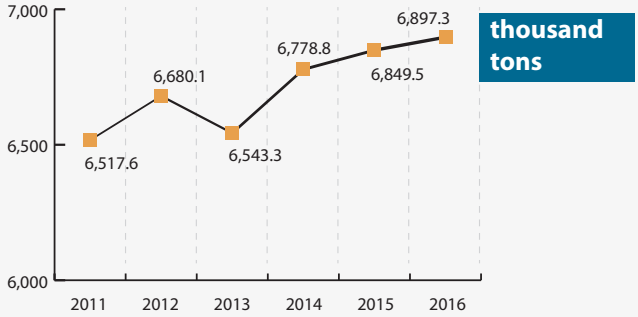


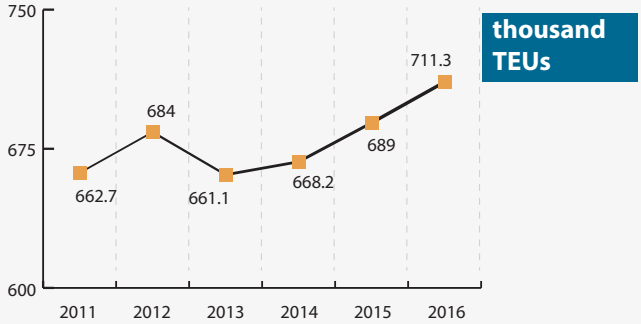






CONTAINERS





	YEAR					
TONS	2011	2012	2013	2014	2015	2016
Unloaded	2,997,224	2,988,931	2,656,498	2,775,710	2,875,364	3,315,696
Loaded	3,520,443	3,691,176	3,886,856	4,003,174	3,992,200	3,858,558
TOTAL	6,517,667	6,680,107	6,543,354	6,778,884	6,849,564	7,174,254

	YEAR					
UNITS	2011	2012	2013	2014	2015	2016
Containers	414,096	423,081	399,372	408,990	420,793	434,439

TOTAL TRAFFIC BY CATEGORY	Tons
Liquid bulk	13,662,917
Dry bulk	35,189,409
Containers	6,897,354
General cargo	3,675,141
TOTAL	59,424,821

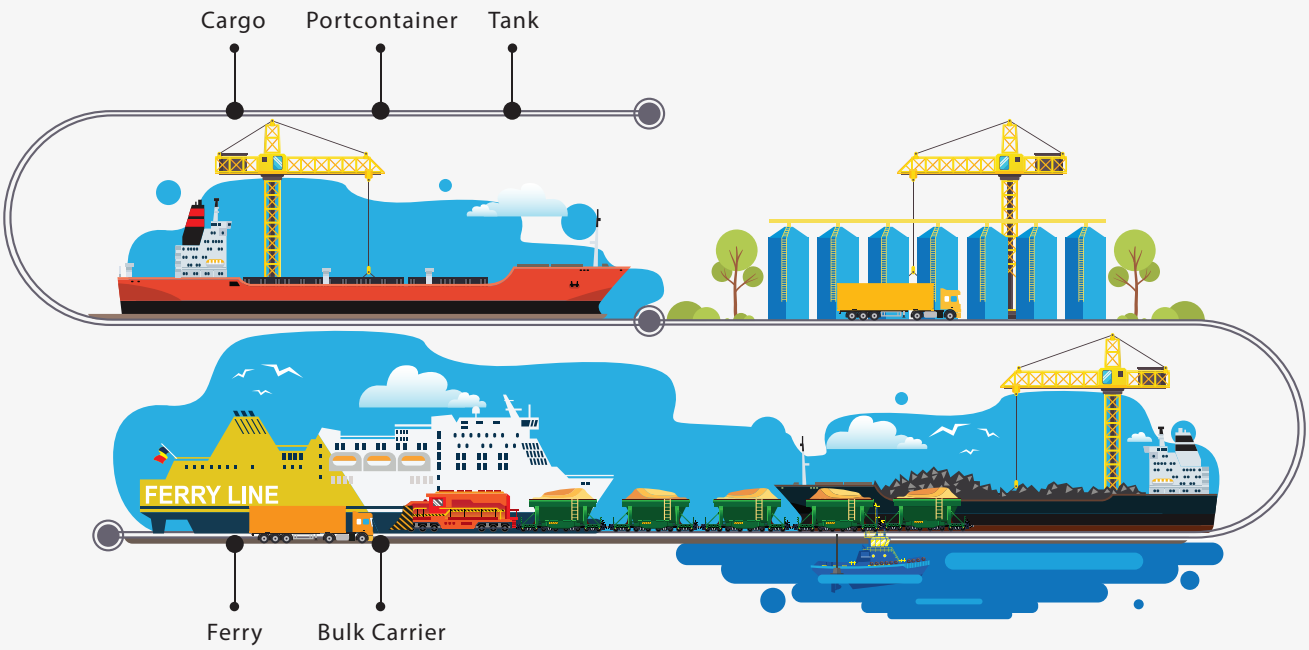
	YEAR					
SHIP CALLS	2011	2012	2013	2014	2015	2016
Maritime calls	4,872	5,057	4,833	4,771	4,605	4,331
River calls	8,074	9,405	9,280	10,053	9,765	10,185
TOTAL	12,946	14,462	14,113	14,824	14,370	14,516

SHIPS BY TYPE

ARRIVALS OF SEA-GOING VESSELS BY TYPE OF SHIP	YEAR					
	2011	2012	2013	2014	2015	2016
Cargo	2,879	2,692	2,525	2,143	1,971	1,812
Passenger	44	52	68	95	37	17
Portcontainer	577	651	579	578	610	684
Tank	632	673	636	719	668	665
Bulk Carrier	401	439	533	555	589	607
Others	341	550	492	681	730	546
TOTAL	4,874	5,057	4,833	4,771	4,605	4,331

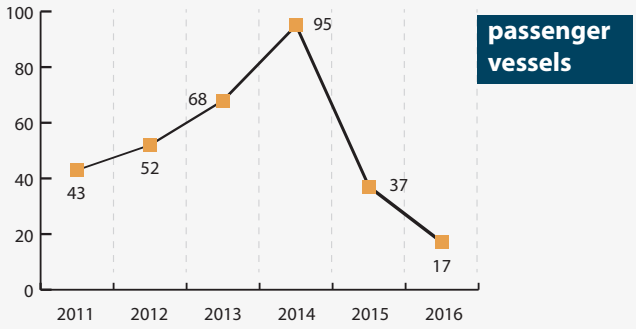
TRAFFIC BY TYPE OF GOODS (THOUSAND TONS)

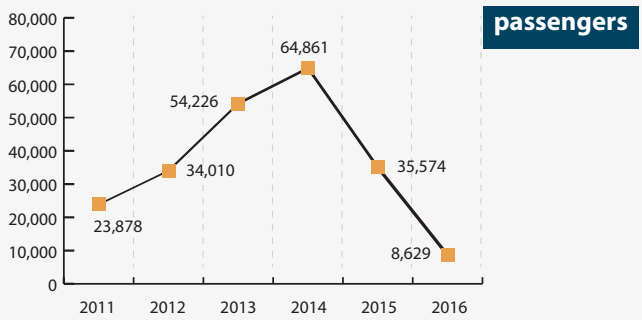
CARGO TYPE (tonnes)	YEAR					
	2011	2012	2013	2014	2015	2016
Cereals	9,534,972	12,628,340	15,261,789	17,420,547	19,616,118	20,393,803
Cellulose and waste paper	7,639	25,832	45,684	63,451	65,189	78,058
Cement, building materials	328,160	547,769	349,422	265,413	140,997	169,874
Chemical products from coal/tar	115,487	131,411	134,144	72,962	108,478	102,331
Solid mineral fuels	3,151,964	3,504,331	2,890,793	2,157,731	3,207,635	2,226,771
Crude oil	5,534,289	5,042,697	5,396,525	6,750,866	6,593,434	7,487,357
Food stuff and animal feed	525,758	497,245	563,137	416,089	764,390	796,547
Glassware and ceramic products	38,591	64,588	48,740	8,066	2,001	2,959
Iron ores, scrap	4,731,028	6,888,094	9,676,268	5,501,674	2,750,024	2,594,201
Leather textile / other products	64,825	172,811	398	0	0	0
Livestock, sugar beet	22,817	49,245	64,993	58,690	61,382	93,299
Machines, transport equipments	355,904	369,418	437,955	365,651	363,638	356,800
Metal products	2,189,071	1,871,458	1,593,497	1,888,533	2,062,785	2,047,544
Metalware	1,558	2,833	7,485	5,124	429	3,545
Miscellaneous	6,529,296	6,958,497	6,544,679	6,782,263	6,850,355	6,897,358
Natural and chemical fertilizers	2,015,114	2,153,597	1,763,452	1,742,245	1,842,646	2,927,072
Non-ferrous ores and scrap	2,609,918	2,643,509	2,325,828	2,551,646	3,109,993	3,158,060
Oil products	3,600,332	3,999,621	3,820,247	4,714,318	5,165,550	5,653,512
Oil seed, oleaginous fruits/fats	1,932,248	736,300	1,932,875	2,478,251	1,951,341	2,918,535
Other chemical products	1,484,861	1,029,540	906,680	1,151,105	525,026	619,988
Potatoes, other fresh vegetable	38,062	20,604	15,171	11,734	6,488	5,696
Raw or processed minerals	218,748	318,400	304,694	316,140	293,295	334,379
Wood and cork	941,453	928,522	1,053,601	919,411	855,578	557,132
TOTAL	45,972,095	50,584,662	55,138,057	55,641,910	56,336,772	59,424,821



PASSENGER TRAFFIC

	YEAR					
	2011	2012	2013	2014	2015	2016
Passengers	23,878	34,010	54,226	64,861	35,574	8,629
Passenger vessels	43	52	68	95	37	17

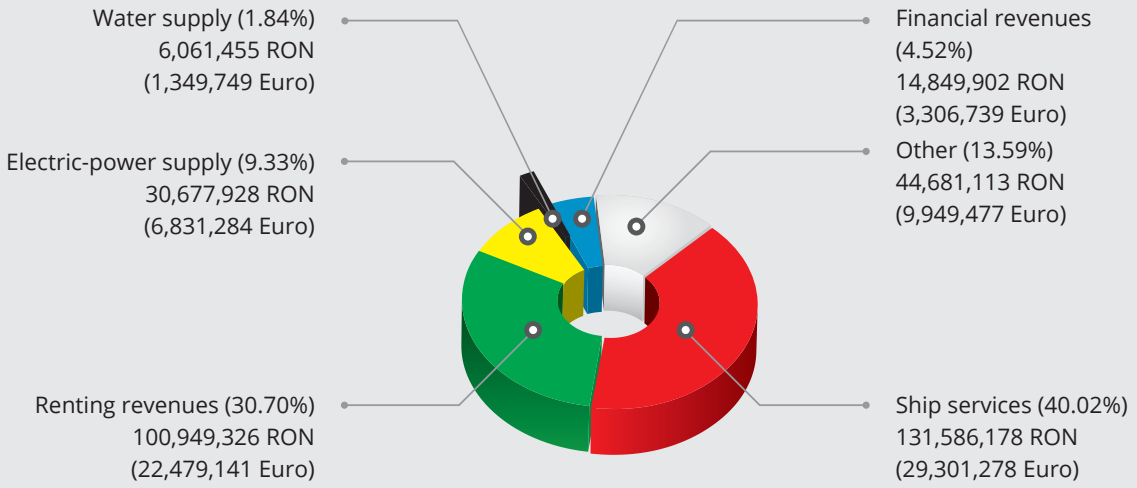




FINANCIAL REPORT

REVENUES

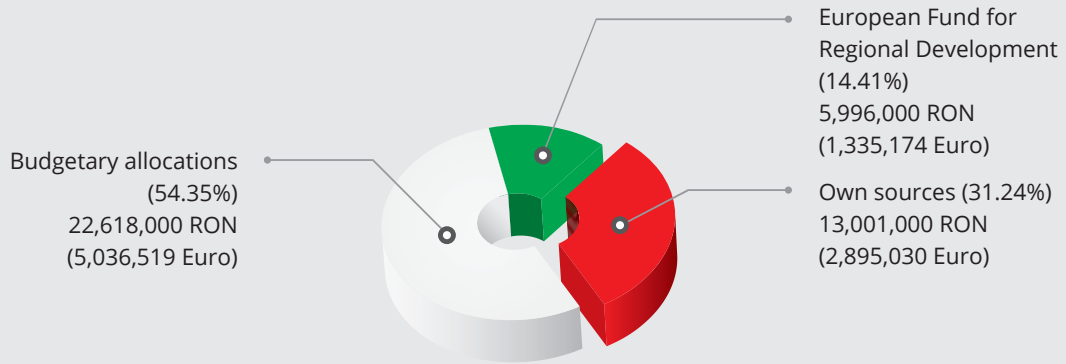
The total income of N.C. Maritime Ports Administration S.A. Constanta in 2016 was 328,805,902 RON (73,217,668 Euro). The income structure is presented in the chart below:



INVESTMENT

The total value of the investments made in 2016 was 41,615,000 RON (9,266,723 Euro).

RESOURCES



STRUCTURE

*Currency exchange rate (average) used for 2016: 1 EUR = 4,4908 RON

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