

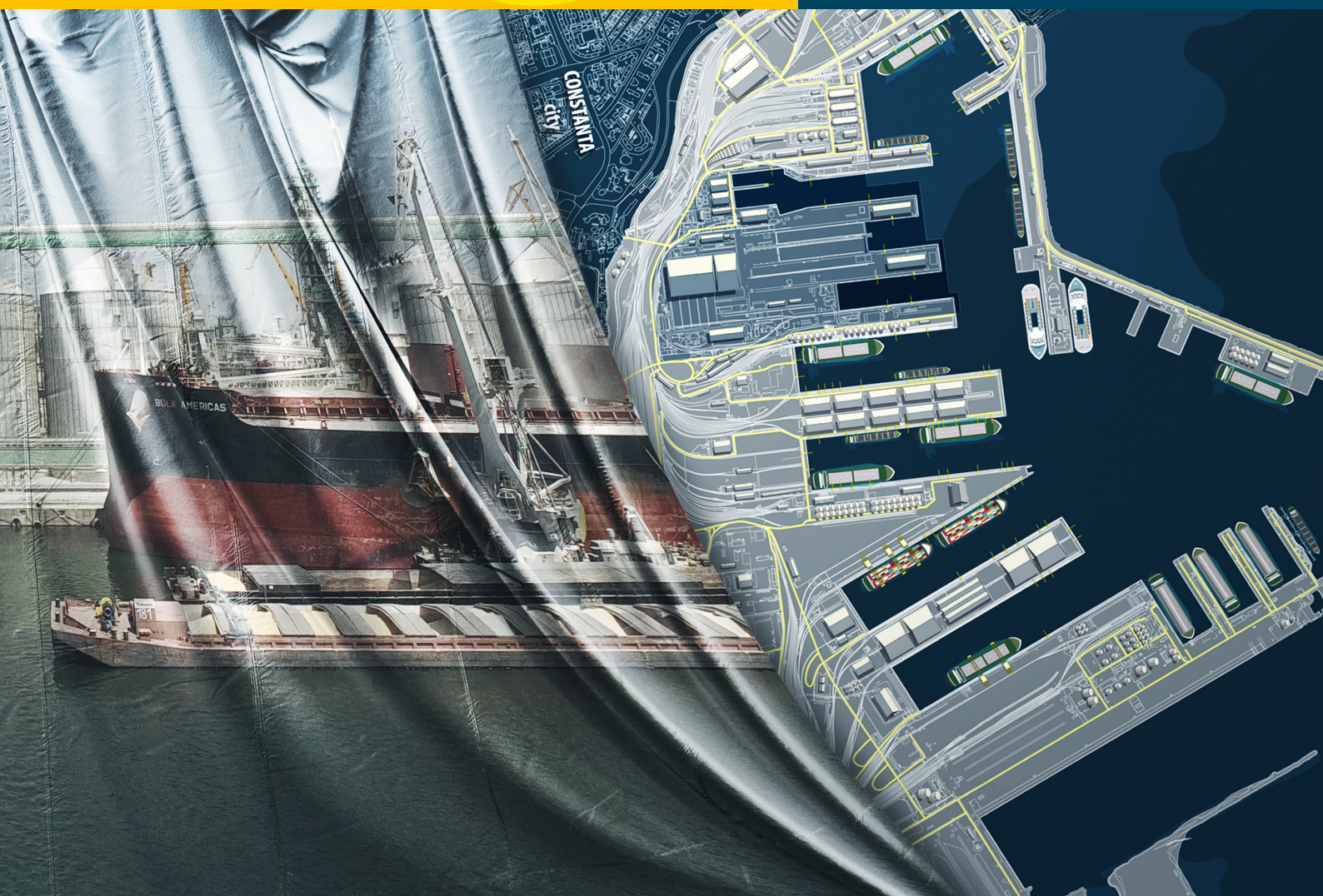
2015

PORT OF CONSTANTA

ANNUAL REPORT



**YOUR EASTERN
MARITIME-RIVER
GATEWAY
TO EUROPE**



www.portofconstantza.com



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FOREWORD

01



VALERIU NICOLAE IONESCU
Chief Executive Officer

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Constanta Port is strategically planning its future development on medium and long terms through its new Masterplan, foreseeing until the year 2040 the efficient use of its human and material resources in view of realizing projects as major priorities, to meet the needs of the transport market.

”

During the year 2015, within a European Union facing various and multiple challenges in its economic, social and structural network, Compania Nationala Administratia Porturilor Maritime S.A. Constanta, acting as the Port Authority for the Romanian maritime ports of Constanta, Midia and Mangalia, did consolidate its position as “core port” in the TEN-T network and the Black Sea basin.

In its third year of private management, the Company has successfully striven to comply with its steady values: more business, more clients, higher quality of services, better adaptation to the market, thus enabling us to achieve a total throughput of 56.7 million tonnes.

Playing the role of a hub for the transit of cargo coming from the landlocked countries of Central and South Eastern Europe, Constanta has reached an unparalleled traffic of grains, 19.7 million tonnes, bringing us the position of leader on the Black Sea agribulk market.

The year 2015 also meant the completion of very important infrastructure development projects. Expansion of the Northern Breakwater of Constanta Port by 1 050m has brought positive effects on the conditions to more safely operate ships and build new facilities within the inner roads of the port.

Putting into operation a first class facility – the Road Bridge across the Danube – Black Sea Canal – a direct link between the North and South areas of Constanta Port has been created, without transiting the city and connecting the Port with Bucharest – Constanta Highway through Constanta-City bypass.

Also, an optimal and unitary service for the existing and future port

operators within the river-maritime sector of Constanta Port has been achieved through the construction of a systematized double-lane railway.

Constanta Port is strategically planning its future development on medium and long terms through its new Masterplan, foreseeing until the year 2040 the efficient use of its human and material resources in view of realizing projects as major priorities, to meet the needs of the transport market.

How may Constanta Port face such needs?

By being better prepared to serve its hinterland and looking for new partners, such as the Czech Republic through the partnership with DOE Europe SE and, respectively, Croatia, with the Danube Port of Vukovar, on one hand, and by creating new connections to facilitate motorways of the sea with ports from other regions, such as the Port of Augusta, Italy.

Rewarded for 2015 with the number one Cruise port position in the Black Sea, as per Miami Sea Trade Convention Statistics, Constanta Port invites its visitors to enjoy the turristic potential of the country while looking for new business opportunities.

Let us join our interests and pleasure moments in Constanta, while attending the “5th Black Sea Ports & Shipping Exhibition and Conference” - 26-27 May and “SCF Black Sea Tall Ships Regatta” - 8-11 September, two events fully supporting our position of “European Eastern Gateway”.



C.N. Administratia Porturilor Maritime S.A. Constanta - fulfills the function of port authority for Constantza, Midia, Mangalia maritime ports and the Tomis Marina. In order to perform its port authority attributions and its capacity of port administrator, C.N. Administratia Porturilor Maritime 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 Constantza, the maritime and cargo related services are performed by licensed companies, in a competitive environment, applying the free market principles.

THE MANAGING TEAM



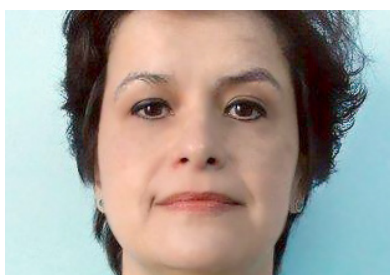
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INTERNATIONAL ASSOCIATIONS

C.N. Administratia Porturilor Maritime S.A.

Constanta is member in the following associations:

- ESPO - European Sea Ports Organisation
- BASPA - Black and Azov Seas Ports Association
- MedCruise - The Association of Mediterranean Cruise Ports

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;
- Customs facilitations for commercial operations performed through the Port of Constanta;
- 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



Constanta Port enjoys a special position on several Pan-European Corridors:

- Pan-European Corridor no. VII - the Danube - the best connection for the European inland waterway navigation;
- Pan-European Corridor no. IV (road and rail) - connecting Western and Southern Europe - crossing Bucharest and linking Constantza via road and rail;
- Pan-European Corridor no. IX - connecting Northern and Southern Europe - crossing Bucharest and linking

Constanta via railway.

- TRACECA - linking Europe to Caucasus and Central Asia and attempting to revive the historical "Silk Route", with Constanta as the entrance point to Europe.
- The routes linking the port to the Central Europe are part of the EU's priority investment project in the Trans European Transport Network (TEN-T), ensuring the future development of its market position.

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.

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 will also come as an asset to the improvement of the port accessibility within the road transport network.

RAILWAY CONNECTION

The port offers direct access from every terminal to the national and European railway network, through its own 300 km long railway system. Improvement works on the railway line between Constanta and Bucharest

will ensure competitive transit times, providing easier access to the Central European markets.

PIPELINE CONNECTION

The Port of Constanta is connected by pipelines to the major Romanian refineries and to the European pipeline network.

The port offers proper conditions for serving the energy markets, providing energy supplies to the Central and Eastern European countries.

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

06



CONCLUDED BY C.N. ADMINISTRATIA PORTURILOR MARITIME 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, C.N. Maritime Ports Administration S.A. Constanta has agreed upon the establishing and developing cooperation with important ports and companies from different countries

In this respect, MPA has initiated and concluded Protocols of Cooperation and Memorandums of Understanding with the following port representatives:

1. Port of Aktau (Kazakhstan Republic) - November 22, 2007;
2. Association of Logistic Centers from Hungary - February 24, 2010;
3. Mierka Donauhafen Krems (Austria) - April 14, 2010;
4. Port of Lattakia (Syria) - May 20, 2010;
5. Durres Port Authority (Albania) - June 8, 2010;
6. U.N. Ro-Ro Pendik Port (Turkey) - February 17, 2011;
7. Port of Rotterdam Authority (The Netherlands) - April 21, 2011;
8. State Service of Maritime and River Transportation of Turkmenistan - May 12, 2011;
9. Port of Jebel Ali, United Arab Emirates - June 21, 2011;
10. Batumi Seaport Ltd., Georgia - November 24, 2011;
11. Poti Seaport Corporation - APM Terminals Poti, Georgia - November 24, 2011;
12. Hungarian Danube Ports Federation and the Hungarian National Shipping Federation - February 27, 2013;
13. Port "Danube" Pančevo, Serbia - September 25, 2014;
14. Baja Public Port Ltd., Hungary - November 27, 2014.
15. DOE Europe SE, Czech's Republic - May 28, 2015;
16. Port of Vukovar d.o.o., Croatia - June 17, 2015;
17. Port of Augusta, Italy - November 25, 2015.



I. Projects financed under sectorial operational programme 2007-2013 (SOP-T)

Masterplan of the Port of Constanta

The objective of this project is the carrying out of a medium and long term port strategic planning (until the year 2040) under the provision of a continuous port development and efficient use of the existing resources and infrastructure, directed towards the real needs of the market, deemed as being a priority for Constanta Port Administration. The new Master Plan will stand as the basis for the Port of Constanta development strategy within the period 2016-2040, that will enable the Port of

Constanta to equally serve the national needs and those of its hinterland within the context of high efficiency, increasing competition with other ports and globalization.

Project Budget

Consultancy: 4,050,000 lei (excl. of VAT)

Project Status

SEA procedure under development

To be completed by June 2016



II. Projects 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, C.N. Administratia Porturilor Maritime 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: 39.5 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.

C.N. Administratia Porturilor Maritime 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: 19.7 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

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. 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 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: 32.6 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: 21.7 mil. euro



III. Future projects included in the port strategy 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: 32 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 aprox. 150 ha.

Project estimated value: 250 mil. euro (first stage)

Development of LNG Terminal in the Port of Constanta

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 fuelled 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: 148 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



IV. Projects submitted under connecting Europe facility - transport (2016 CALL)

Constanta Green Port

Project's scope is to develop and implement a permanent environmental management system as part of the company's Management Information System and as integrated element of the Business Strategy, to receive certification and auditing schemes for environmental protection (EMAS & PERS Certification), to decrease negative environmental

impact of port activities to city and improve living and working conditions of people and to implement dedicated pilot measures in the port to monitor and counterbalance the effects on the quality of air, soil, water, etc. as part of a multi-annual Action Program.

Project estimated value: 5 mil. Euro

PROTECT - Fixed and mobile infrastructure for safe operations & 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 4370 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 signalisation system

in Constanta Port required by the extension of the North Breakwater and the obsolete state of some of the elements used, analysing the possibility of using renewable energy sources in the port area.

Project estimated value: 30 mil. Euro

META-FACT - Mediterranean Transport Facilitation Tool

META-FACT PROJECT ("Mediterranean Transport Facilitation Tools") is comprised in the "Connecting Europe Facility Transport Program (CEF-Transport)" and has been submitted for the General Call on January 16, 2016. Constanta Port's budget will be 370,000 EUR (50% non-refundable funds and 50% State Budget), the project following to be implemented during the period 2016-2020. Partners involved in the project are 11 countries (Italy, Croatia, Greece, Romania, Slovenia, Spain, Albania, Montenegro, Morocco, Tunisia and Lebanon) with Livorno Port Authority, Italy as the Project Leader.

META-FACT is a proposal of studies and pilot-projects meant to efficiently and securely consolidate the Motorways of the Sea connection among EU and non-EU countries. META-FACT focuses on digitalisation, interoperability and security matters, supporting the setting-up of digitalised international logistic chains. Each transport mode involved with a logistic chain must be integrated with the others, and such process be materialized through.

- Digitalisation of data (by establishing e-documents and innovative solutions to trace, monitor and survey goods). Digitalisation is the fundamental step to be made aiming to generate an archive for "multimodal transport e-documents".

- Making up interfaces among various transport

modes.

- Achieving interoperability among old systems with the scope of ensuring rapid, safe and realtime transfer of cargo, passengers and data, thus supporting safe and secure media as well as date provision, availability and access. During the 1st stage port entities will be focused on, as they are considered to be access points to hinterland making full use of the MoS concept. Within a later stage, consultation of stakeholders will be useful in setting other actors involved at the local / regional level, to propose and test the identified solutions.

Looking towards "a digital era", the setting-up of effective multimodal corridors is possible through the management of the completely paperless transport documents, in view of generating fast and safe corridors (transport chains), both for cargo flows and data flow as well. In keeping with the "Maritime Single Window", EU policy, META-FACT will tackle innovative technological instruments aiming to simplify the logistic process from a regional perspective. META-FACT represents a step forward to materialize the Digital Single Market concept starting from the creation of safe digital media.



V. Projects submitted under other european programmes

LNG Bunkering Terminal

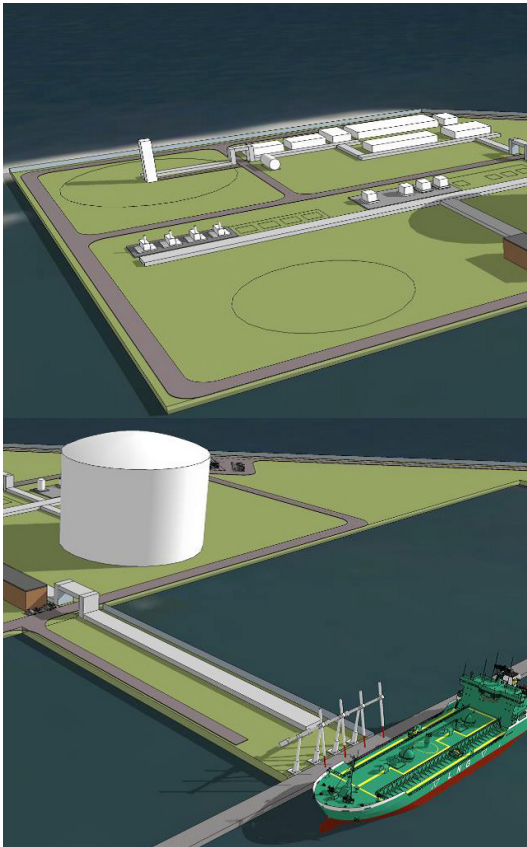


This terminal will cater for the initial LNG development and growth in the area, up to a capacity of 5,000 m³ per week. New land will be reclaimed to locate the terminal, directly adjacent to the mainland. This terminal can be reached by barges and sea going vessels up to a maximum draught of 7 meters with a capacity of 2,000 to 10,000 m³.

The facility will consist of a storage facility, (un)loading facilities for barges and trucks, parking places, office building, and utilities such as nitrogen, instrument air and transformer house. The terminal will supply barges and trucks with LNG to supply LNG to inland facilities.

Barges will transport the LNG to users in the port area, and further inland over the Danube. Trucks will be used to transport LNG to inland stations that are not in the proximity of a river or canal, and possibly to users in the port area.

LNG Import/Regasification Terminal



This terminal will cater for the main LNG development and growth, with an initial storage capacity of 130,000 m³, which can be expanded to 260,000 m³. The terminal is designed for a throughput of 5.75 million m³/year (over 100,000 m³/week) of LNG and a production of 3.5 BCM of natural gas.

New land will be reclaimed to locate the terminal, inside the existing breakwater dam. The terminal will receive LNG from large LNG carriers. The stored LNG is re-gasified to natural gas for delivery to the gas grid at a pressure of 60/70 bar. LNG will also be transferred to LNG barges, to supply the LNG Break Bulk Terminal on the other side of the Port. The site is arranged to cope with future extensions, most notably the installation of a second storage tank of 130,000 m³.

The LNG Regasification Terminal will consist of a storage facility, (un)loading facilities for ships, barges and trucks, parking places, office building, and utilities such as emergency flare, nitrogen, instrument air and transformer house.

This terminal can be reached by barges and large sea going vessels up to a maximum draught of 19 meters with a capacity of 50,000 to 100,000 m³. The terminal will be connected to the gas grid to export regasified LNG (and BOG) as natural gas at a pressure of 60-70 bar.

DAPHNE – Danube Ports Network (Danube Transnational Programme)

The project will provide ports in the Danube region a well managed platform to cooperate on topics of common interest in the fields of port legislation, port administration/management as well as port development.

The platform shall enable a permanent and long-term exchange of information and shall lead into cooperation projects of common or multi-party interest.

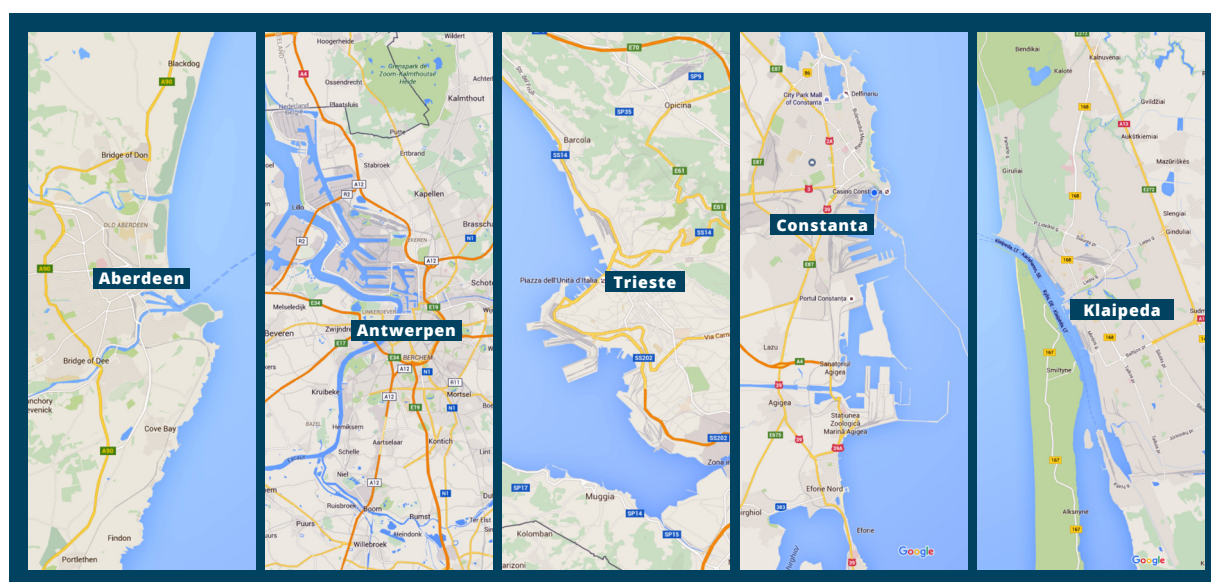
The cooperation shall strengthen the institutional

capacity of the Danube ports and thus their economic and environmental performance as key stakeholders for sustainable transport and economic growth.

The application for EU funding in the Danube Transnational Program shall enable the establishment and operation of the network as well as the implementation of a first set of defined activities.

Project estimated value: 3 mil. Euro

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, is 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.

The specific objectives of the project are to:

A. Improve governance for an enhanced cooperation between cities and ports for the planning and implementation of innovative mobility solutions and integrated land-use structures. The SUMP of the port cities will be extended adding to the traditional SUMP domains the interacting themes with the ports as well as relevant regional aspects. The involvement of people and stakeholders will be

a crucial element in the mobility policies.

B. Create more sustainable and healthier city-port environments. This is demonstrated by increasing the share of collective and active modes, allocating road spaces in a more efficient way, introducing and improving sharing systems and raising awareness on alternative mobility solutions.

C. Shape more integrated transport infrastructure and mobility systems, which in turn attract residents and diversified economic activities. This

is demonstrated by deploying mobility solutions intending to increase accessibility and the quality of mobility through regulation, intelligent traffic management and the uptake of alternative vehicles and fuels.

D. Improve the efficiency of urban freight transport, which is particularly relevant in our port cities, all TEN-T nodes, reducing the environmental and congestion footprint of freight movements within the city and between city and port.

Protect - Infrastructure for safe operations and environmental protection in Constanta Port

The project "Protect - Infrastructure for safe operations and environmental protection in Constanta Port" has an estimated value of 35 million Euros and it is estimated to be financed in proportion of 85% from the Cohesion Fund and in proportion of 15% from the state budget.

It aims at:

- Purchasing mobile equipment for waste collection from vessels, intervention in case of pollution and fire (1 multi-functional vessel used for fighting fires on vessels, buoy, tugboat ice class, 1 tugboat/ vessel equipped for fire-fighting, two depollution vessels, one self-propelled tanker vessel of 500 tdw);
- Extending by 130 linear meters the lay-by/winter berth currently used by the technical vessels of the company in order to moor in safety conditions;
- Developing the platform behind the newly built mooring quay with a surface of 4,370 sqm for services related to the technical vessels;
- Ensuring the security of the access in Constanta Port by the renewal and modernization of the signaling system in the port basins and on the waterway;
- Developing technical studies for renewable energy (photovoltaic power station, wind power station, modernization of the infrastructure for electric power distribution in Constanta Port);
- Developing technical studies for the construction of the facilities for hydrocarbon collection in the port of Midia in order to prevent and fight against accidental pollution.

The project "Constanta GreenPort - Developing and implementing a permanent system of environmental management" has an estimated

value of 5 million Euros (85% the Cohesion Fund, 15% the state budget).

It includes:

- Developing and implementing a coherent system of Environmental Management, having as example the seaports in Western Europe and in accordance with ECOPORT and World Ports Climate Initiative;
- Drawing up an environmental strategy and the action plan for Constanta Port, focused on the following tasks:
 - Air quality management;
 - Noise management;
 - Waste management;
 - Water management;
 - Generation and distribution of renewable energy;
 - Development of a system for monitoring the environmental protection matters;
 - Integration of port operators and users in the action plan for environmental protection through common measures and incentive programs;
 - Planning and implementing pilot actions for each of the five activities above mentioned;
 - Establishing a team for environmental protection as an integrated workgroup;
 - Training sessions for all the employees of the port administration;
 - Conducting environmental audits for certification;
 - Publishing a sustainable annual report concerning Constanta Port.

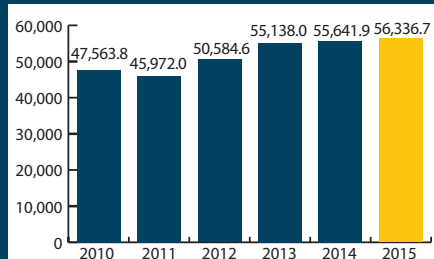
The funding applications were drawn up with Pro Danube Management, the service company of Pro Danube Association.

The two projects are going to be assessed, a response from CEF being expected in July 2016.

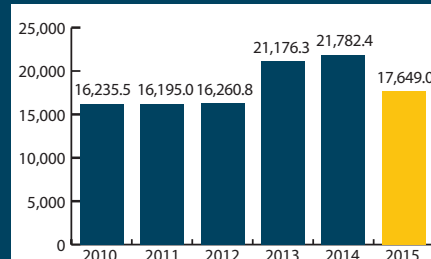


Traffic (thousand tons)

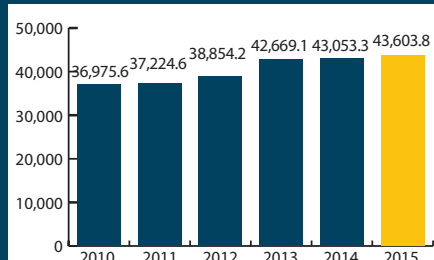
total



exports



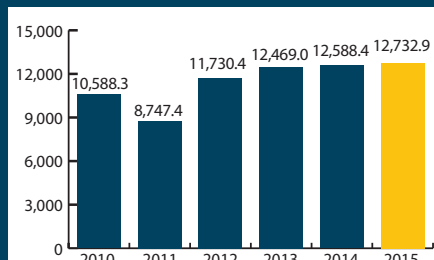
maritime



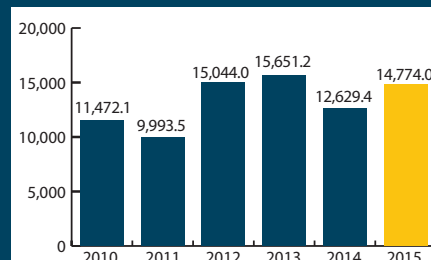
imports



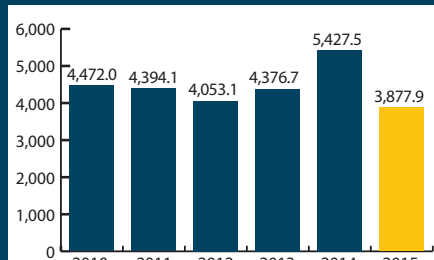
river



transit



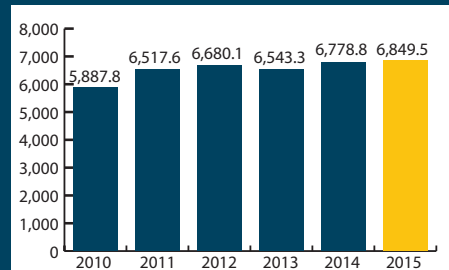
cabotage





Containers

thousand TEUs



thousand tons



Tons	2010	2011	2012	2013	2014	2015
Unloaded	2,829,020	2,997,224	2,988,931	2,656,498	2,775,710	2,857,364
Loaded	3,058,859	3,520,443	3,691,176	3,886,856	4,003,174	3,992,200
Total	5,887,879	6,517,667	6,680,107	6,543,354	6,778,884	6,849,564

Units	2010	2011	2012	2013	2014	2015
Containers	353,711	414,096	423,081	399,372	408,990	420,793

Total traffic by category

	Tons
Liquid bulk	12,203,606
Dry bulk	33,285,131
Containers	6,849,564
General cargo	3,998,471
Total	53,336,772

Ship calls

Year	2010	2011	2012	2013	2014	2015
Maritime calls	5.202	4,874	5.057	4.833	4.771	4,605
River calls	7,945	7,829	9.310	9.233	10.060	9,769
Total	13.147	12.703	14.367	14.066	14.831	14.374



Ships by type

Year	2010	2011	2012	2013	2014	2015
Cargo	3,145	2,879	2,692	2,525	2,143	1,971
Passenger	57	44	52	68	95	37
Portcontainer	523	577	651	579	578	610
Tank	647	632	673	636	719	668
Bulk Carrier	419	401	439	533	555	589
Others	411	341	550	492	681	730
Total	5,202	4,874	5,057	4,833	4,771	4,605



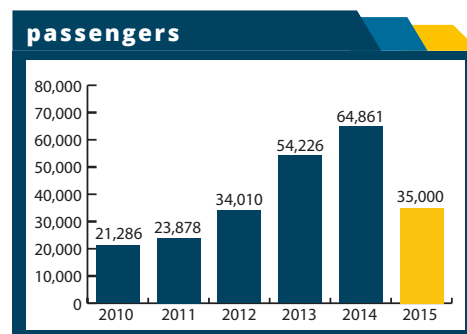
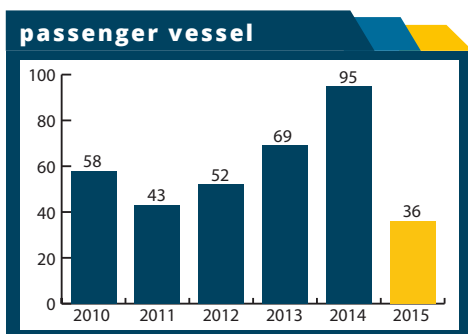
Traffic by type of goods (thousand tons)

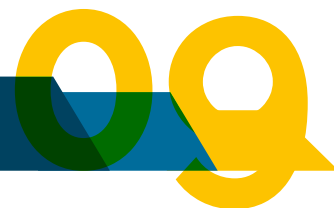
Year	2010	2011	2012	2013	2014	2015
Cereals	12,061,966	9,534,972	12,628,340	15,261,789	17,420,547	19,616,118
Cellulose and waste paper	4,103	7,639	25,832	45,684	63,451	65,189
Cement, building materials	280,477	328,160	547,769	349,422	265,413	140,997
Chemical products from coal/tar	186,520	115,487	131,411	134,144	72,962	108,478
Coal, coke	2,988,594	3,151,964	3,504,331	2,890,793	2,157,731	3,207,635
Crude oil	5,501,108	5,534,289	5,042,697	5,396,525	6,750,866	6,593,434
Food stuff and animal feed	368,935	525,758	497,245	563,137	416,089	764,667
Glassware and ceramic products	75,191	38,591	64,588	48,740	8,066	2,001
Iron ores, scrap	5,354,094	4,731,028	6,888,094	9,676,268	5,501,674	2,750,024
Leather textile / other products	73,482	64,825	172,811	398	0	0
Livestock, sugar beet	35,065	22,817	48,245	64,993	58,690	61,382
Machines, transport equipments	265,858	355,904	369,418	437,955	365,651	363,638
Metal products	1,471,640	2,189,071	1,871,458	1,593,497	1,888,533	2,062,785
Metalware	20,119	1,558	2,833	7,485	5,124	429
Miscellaneous	5,884,885	6,529,296	6,958,497	6,544,679	6,782,263	6,850,355
Natural and chemical fertilizers	1,765,865	2,015,114	2,153,597	1,763,452	1,742,245	1,842,646
Non-ferrous ores and scrap	2,560,682	2,609,918	2,643,509	2,325,828	2,551,646	3,109,993

Year	2010	2011	2012	2013	2014	2015
Oil products	4,107,660	3,600,332	3,999,621	3,820,247	4,714,318	5,165,273
Oil seed, oleaginous fruits / fats	1,759,849	1,932,248	736,300	1,932,875	2,478,251	1,951,341
Other chemical products	1,543,533	1,484,861	1,029,540	906,680	1,151,105	525,026
Potatoes, other fresh vegetable	71,107	38,062	20,604	15,171	11,734	6,488
Raw or processed minerals	221,291	218,748	318,400	304,694	316,140	293,295
Wood and cork	961,855	941,453	928,522	1,053,601	919,411	855,578
Total	47,563,879	45,972,095	50,584,662	55,138,057	55,641,910	56,336,772

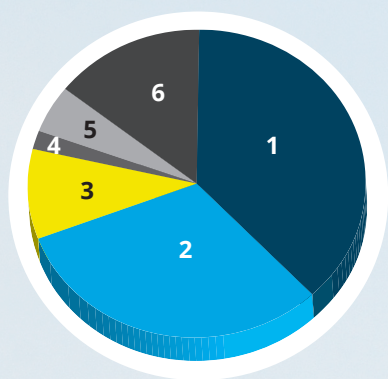
Passenger traffic

Year	2010	2011	2012	2013	2014	2015
Passengers	21,286	23,878	34,010	54,226	64,861	35,000
Passenger vessel	58	43	52	69	95	36





Revenues



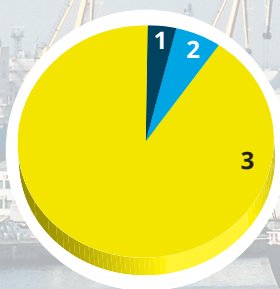
The total income of C.N. Administratia Porturilor Maritime S.A. Constanta in 2015 was 324.826.571 RON (73,076,844 Euro). The income structure is presented in the chart below:

- 1. Ship services** (38,02%) / 123.509.093 RON (27,786,073 Euro)
- 2. Revenues from renting** (31,15%) / 101.196.711 RON (22,766,414 Euro)
- 3. Power supply** (9,57%) / 31.098.876 RON (6,182,475 Euro)
- 4. Water supply** (1,90%) / 6.182.475 RON (1,390,883Euro)

- 5. Financial revenues** (5,04%) / 16.363.516 RON (3,682,331 Euro)
- 6. Others** (14,31%) / 46.475.900 RON (10,455,771 Euro)

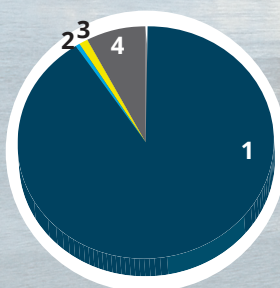
Investment

The total value of the investments made in 2015 was 366.090.000 RON (82,359,955 Euro).



Resources

- 1. Own sources** (3,62%) / 13.237.000 RON / 2,977,953 Euro
- 2. Budgetary allocations** (5,85%) / 21.416.000 RON / 4,817,998 Euro
- 3. European Fund for Regional Development** 90,53%) / 331.437.000 RON / 74,564,004 Euro



Structure

- 1. Infrastructure** (90,65%) / 331.849.000 RON / 74,656,693 Euro
- 2. Superstructure** (0,68%) / 2.488.000 RON / 559,730 Euro
- 3. Equipment** (1,05%) / 3.828.000 RON / 861,417 Euro
- 4. Other** (7,63%) / 27.924.000 RON / 82,358,955 Euro

*Currency exchange rate (average) used for 2015: 1 EUR = 4,445 RON





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