

National Company
MARITIME PORTS ADMINISTRATION S.A.
Constanta



120 years
ANNIVERSARY

PORT OF CONSTANTA
Bridge between Asia and Europe

Marian TANASE
Deputy General Manager
NC Maritime Ports Administration SA Constanta





General Info



- Largest port on the Black Sea – over 3,900 ha
- Natural water depths up to 19 m
- Operational capacity – approx. 90 mil. tons
- Main cereal hub and container hub on the Black Sea
- Multipurpose intermodal port
- 156 berth
- Quay length - 32 km
- Land availability for future expansion (up to 1,000ha)
- Starting January 2007, the Port of Constanța has become a port with Customs facilitations



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HINTERLAND: THE DANUBE RIVER

Rhine-Danube Core Network Corridor

- Connection through the Danube - Black Sea Canal
- The Canal is 64.4 km long and 90 m wide and has a water depth of 7 m and 17.5 m aircraft



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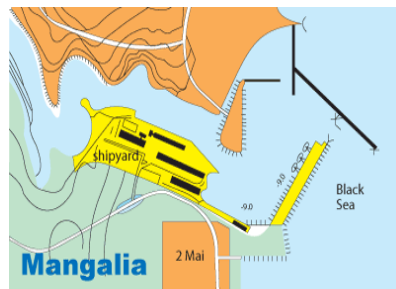
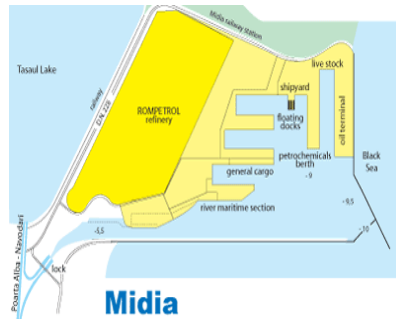




PORT OF CONSTANTA

Satellite ports – Midia, Mangalia and Tomis

- perform a vital function in the overall plan to increase the efficiency of the main port's facilities - and both are facing continuous upgrade in order to meet the growing demands of cargo owners



✓ MIDIA PORT:

- on the Black Sea coastline, approx 13.5nm N of Constantza
- designed and built to serve the adjacent industrial and petrochemical facilities
- 14 berths (11 operational berths, 3 berths belong to Constantza Shipyard)
- Main cargoes operated: crude oil and derivatives, agribulk, GPL and metallic products
- Connections : road, railway, inland (via Poarta Alba - Midia Navodari Canal)

✓ MANGALIA PORT:

- close to the Southern border with Bulgaria, and over 260 km N of Istanbul
- 4 berths (2 operational berths)
- Main cargoes operated: chemicals, fertilizers, bitumen, general cargo

✓ TOMIS MARINA

- has a high potential for nautical tourism, sporting activities and entertainment
- the capacity of the port allows the arrangement of sporting activities such as boat races





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GATEWAY FOR CENTRAL AND EASTERN EUROPE

Road connection

- Direct connection with the A2 Highway Bucharest-Constanța
- Distance of 210 km to Buchares beltway



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TRADE HUB FOR CENTRAL AND EASTERN EUROPE

Railway connection

- Corridor links:
Helsinki – Vyborg – St. Petersburg – Pskov – Moscow – Kaliningrad – Kiev – Ljubashevka/Rozdilna – Chisinau – Bucharest – Giurgiu – Dimitrovgrad

Viena – Bratislava – Budapest – Arad – Pitesti/Ploiesti – Bucuresti – Constanta

- Ro-Ferry terminal with direct loading on Ro-La



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TRADE HUB FOR CENTRAL AND EASTERN EUROPE



HINTERLAND

Constanta Port Hinterland is represented by the countries from Central and Eastern Europe: Germany, Austria, Czech Republic, Slovakia, Hungary, Slovenia, Croatia, Serbia, Bulgaria and Moldavia.

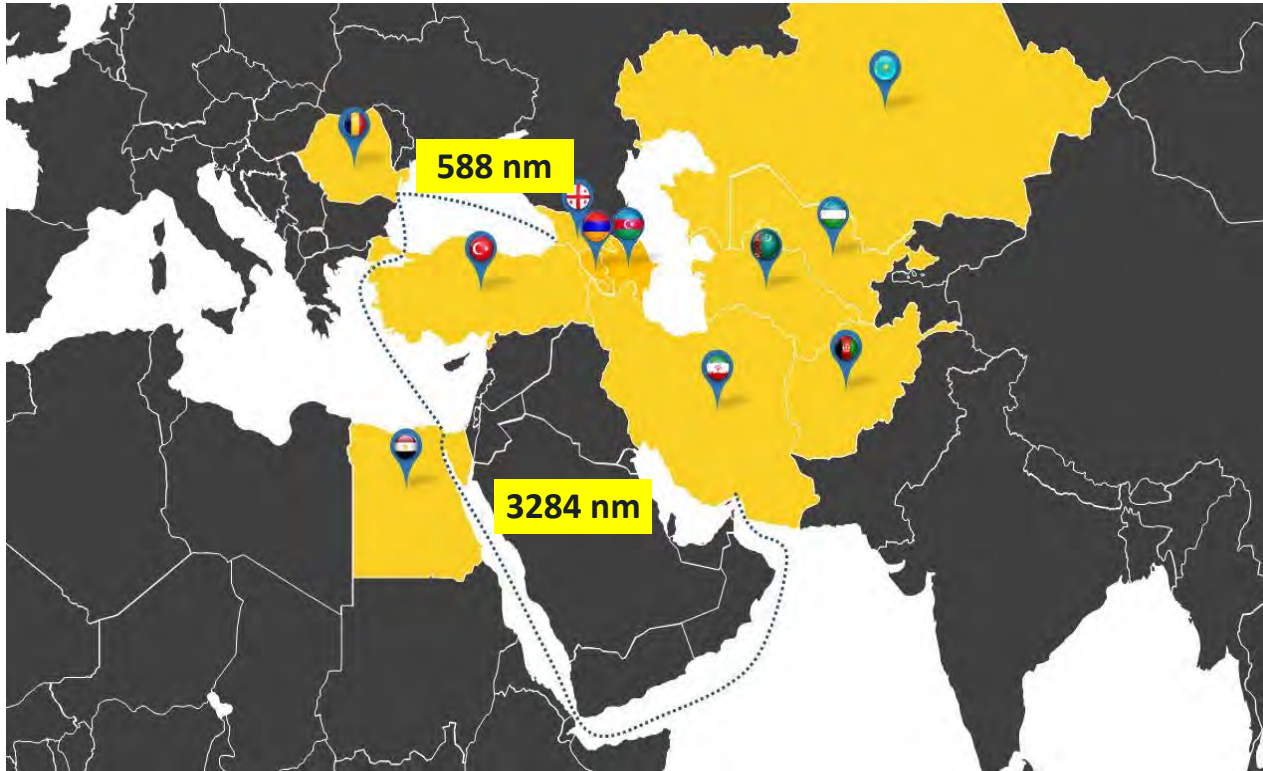


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PORT OF CONSTANTA FORELAND



- Foreland of Constantza Port is represented by Trans Caucasus and Caspian Sea countries: Georgia, Azerbaidjan, Kazahstan, Turkmenistan etc.
- the perfect gateway for intermodal corridors linking these areas to Central and Eastern Europe
- linking Northern China with Europe through TRACECA Corridor





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TRADE HUB FOR CENTRAL AND EASTERN EUROPE



- For goods in transit from the Far East to destinations in Central Europe the connection Danube River – Constanța Port offers a maritime transport alternative which is by 4,165 km shorter than the traditional routes to the Western Europe ports through the Mediterranean Sea

- Largest port in Black Sea, with natural depths that can accommodate the largest ships (300 meters) passing through the Bosphorus Strait.



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THROUGHPUT 2016

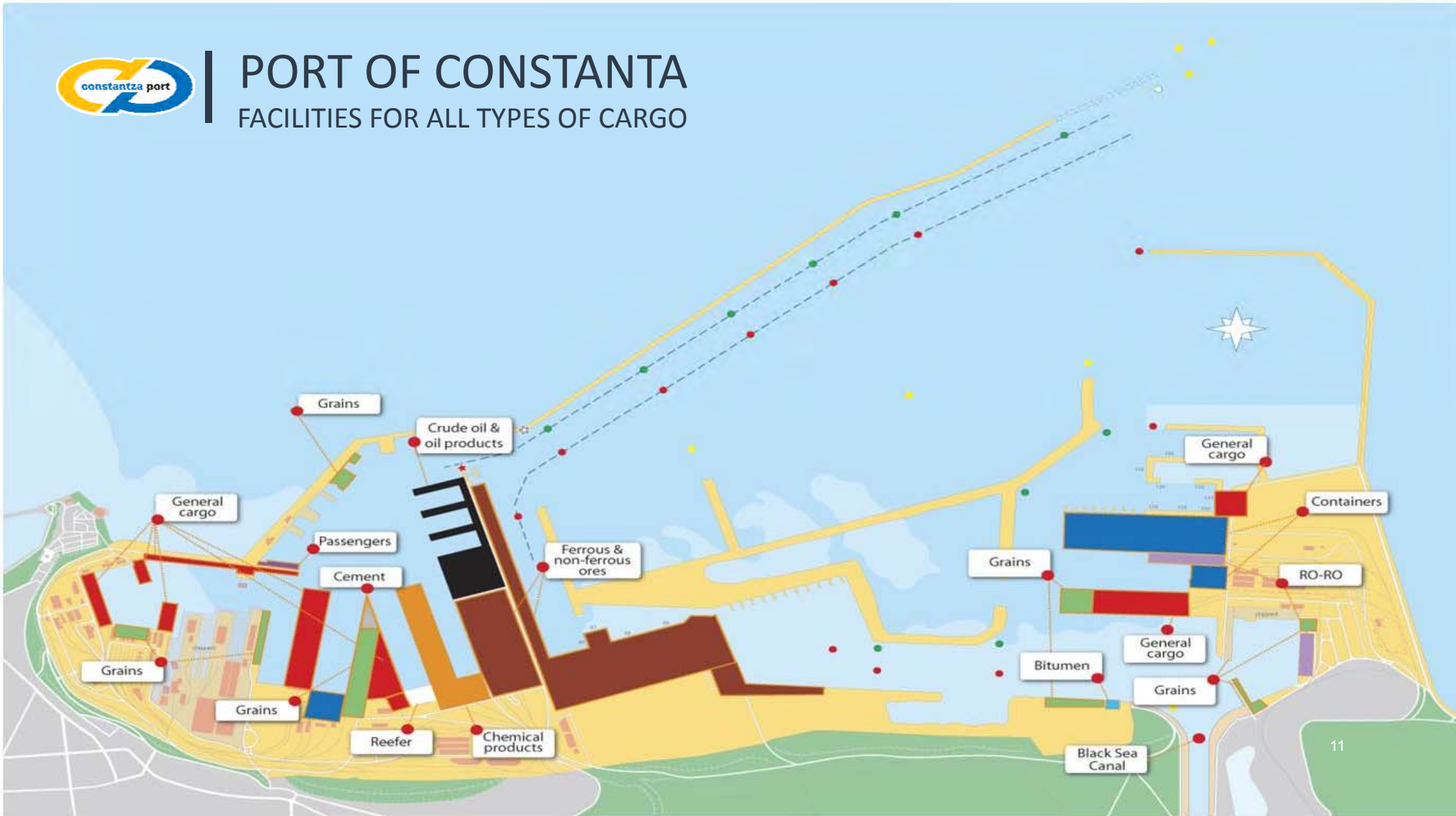
Mil. tons	2016
Total traffic	59.5
Maritime traffic	46.2
River traffic	13.3
Main categories	
Liquid bulk	13.7
Solid bulk	35.2
General Cargo	3.7
Containers	6.9
Ship calls	
Maritime calls	4,331
River calls	9,769
TOTAL	14,100





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FACILITIES FOR ALL TYPES OF CARGO

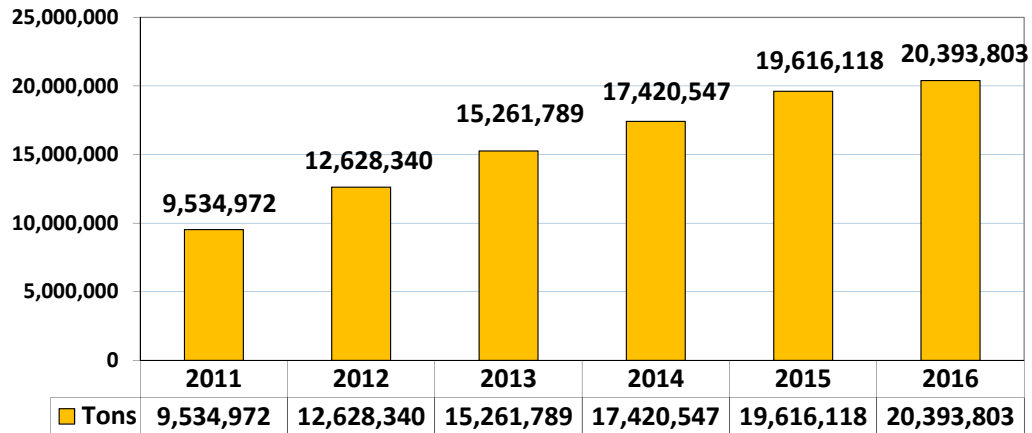




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CEREALS HUB FOR CENTRAL AND EASTERN EUROPE

Agri-bulk Traffic 2011 - 2016



- Constanța Port, a cereal hub on the Black Sea.
- Large storage capacity – over 850,000 tons (+400,000 tons planned)
- Trans-shipment for river, rail, road traffic.
- Modern equipment and facilities for loading and unloading river and maritime ships.



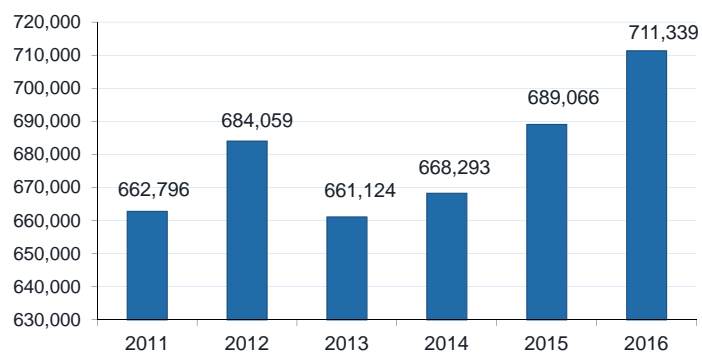
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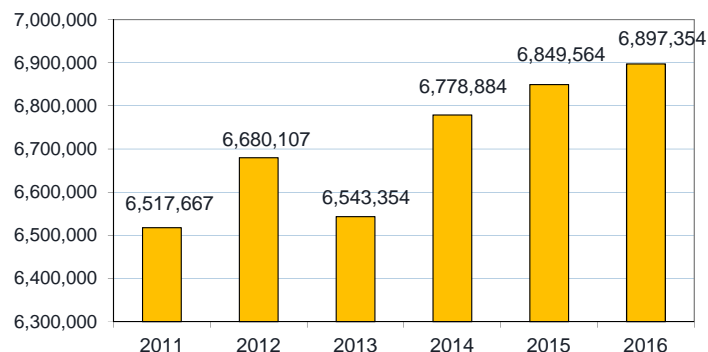
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CONTAINER THROUGHPUT 2011-2016

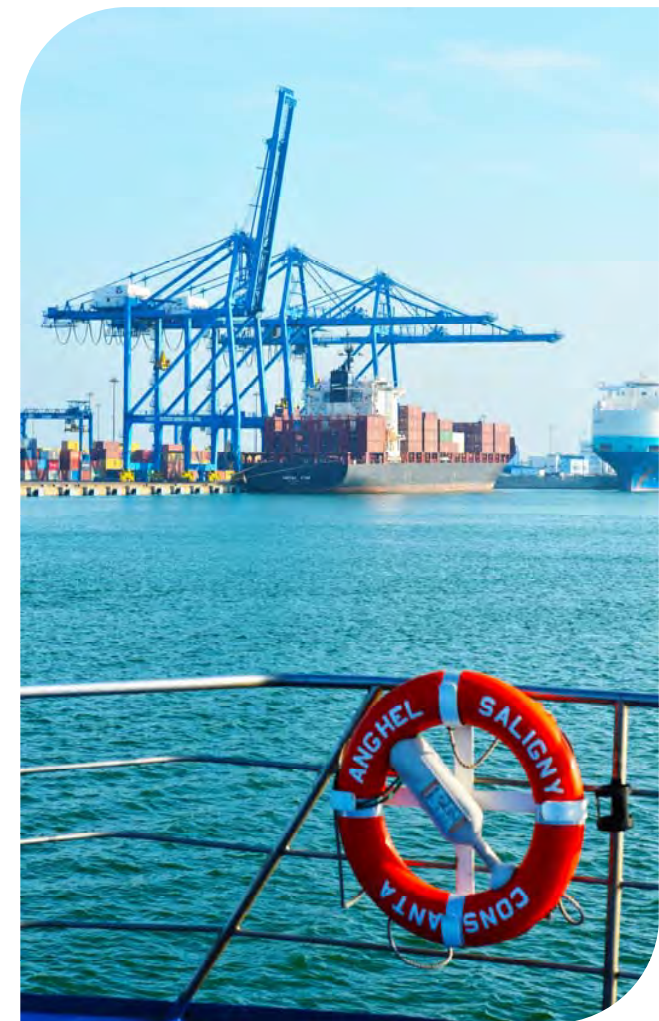
TEU 2011 - 2016



Quantity (t) 2011 - 2016



	2011	2012	2013	2014	2015	2016
Qty	6,517,667	6,680,107	6,543,354	6,778,884	6,849,564	6,897,354
TEU	662,796	684,059	661,124	668,293	689,012	711,339





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BLACK SEA COOPERATION

Since 2007, when the Port of Constantza became a member of BASPA, it has been actively involved in the permanent process of maintaining and creation of new relationships between the Black Sea ports





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PARTNERSHIPS SUPPORTING ASIA-EUROPE TRANSPORT CORRIDOR

- Port of Aktau, Kazakhstan
- Port of Poti, Georgia
- Port of Batumi, Georgia
- State Service for River and Maritime Transportation, Turkmenistan
- Port of Qingdao, China
- Port of Baku, under preparation

BRIDGING ASIA AND EUROPE

Bringing together the decision makers, authorities, business environment in order to reconstruct and develop the transport corridor connecting Asia and Europe, transiting the Port of Constanta





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PROMISING STRATEGIC PARTNERSHIP



On the 9th of August, 2016 the strategic partnership between the Port of Constanta and S.N.T.F.M. C.F.R. MARFA S.A. has been materialized into a Protocol of Cooperation meant to enhance the intermodal connections at the national and international level.

The Protocol establishes :

- identification of possible ways of attracting cargo flows that can be operated on the route EU - Caspian Sea - Central Asia with the support of the representatives of the two companies in countries defining Constanta Port hinterland

Currently: a JOINT ACTION PLAN - to promote Constanta Port as an intermodal hub on the TEN-T and to encourage the use of railway transport for the most various types of cargo transiting the Port of Constanta.





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BRIDGING ASIA AND EUROPE

Constanta Port - steps towards an active dialogue and means of cooperation with partners

- Constantza Port Days in Serbia, Austria and Hungary

Annual events organised by the Port of Constanta to promote itself as a transit port for cargo flows coming from Asia towards Central, Northern and Western Europe

Participating ports: Aktau, Baku, Batumi, Turkmenbashi

- Increasing participation of Constantza Port in several important events in Azerbaijan, Georgia and Turkmenistan in the last years**





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Future projects

- (1) Pier III – IVS**
- (2) Artificial Island – 2nd oil terminal and refinery**
- (3) LNG Bunkering & modern barges and pushers facility**
- (4) LNG Terminal**
- (5) New Power Plant 400 MW**



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Development of Pier IIIS and IVS

(1) Development of Pier IIIS and IVS

The pier development could follow alternative development approaches, if the need of handling other commodities may arise in future or even the forecasted cargo will not fully utilize the terminal (cereals, containers, Ro-Ferry & Ro-Ro terminal with direct loading on Ro-La).

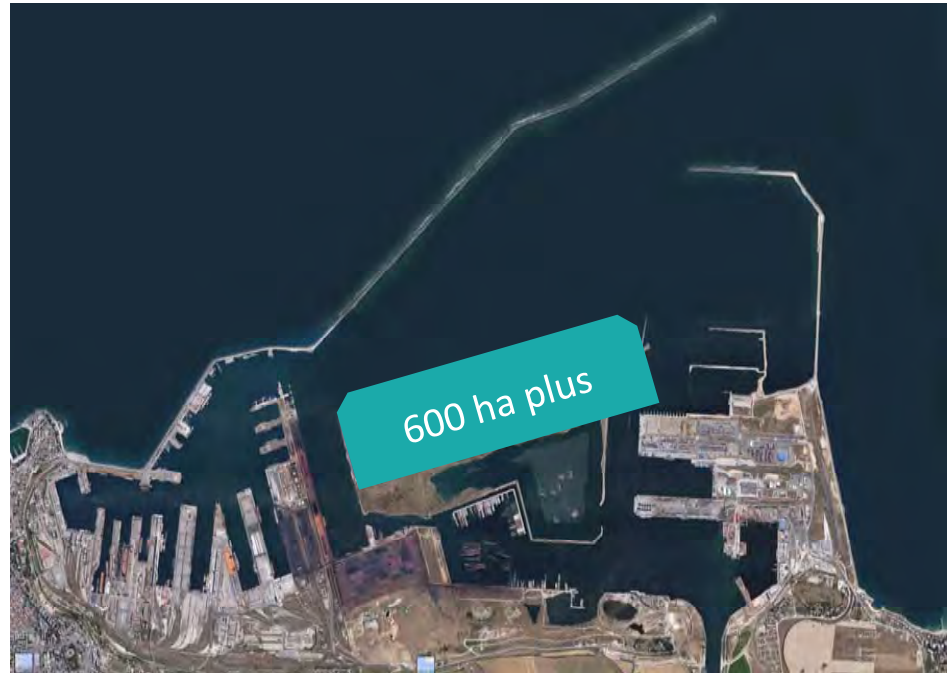


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Development of the Artificial Island

(2) Systematization of the artificial island

- the Artificial Island has great potential for further development
- the total area that can be achieved by the infrastructure works is 600 ha plus
- main directions: oil handling & refining facility
- other: container, agri-bulk and related logistic areas



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LNG in Constantza Port



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LNG Bunkering & modern barges and pushers facility (3)

Characteristics



- will supply barges and trucks with LNG
- initial capacity of 5,000 m³ storage future expansion to maximum of 10,000 m³
- bullet type horizontal storage vessels of ~2,500 m³ each
- will provide operation areas and quays for assembling/disassembling convoys
- safe mooring for 250 barges



LNG Hub&Regas Terminal (4)

Characteristics



- 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
- will receive LNG from large LNG carriers
- The LNG Regasification Terminal can be installed on a total plot area measuring approx. 350 x 450 m (excluding jetty structure), or ca. 15.7 ha



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Development of Power Plant

(5) Power Plant of 400 MW

- Tri-generation of thermo-power using LNG, LPG, or coal, or any other alternative
- The facility will have an average voltage line
- The project will be proposed for an Feasibility Study





Thank you for attention!

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