



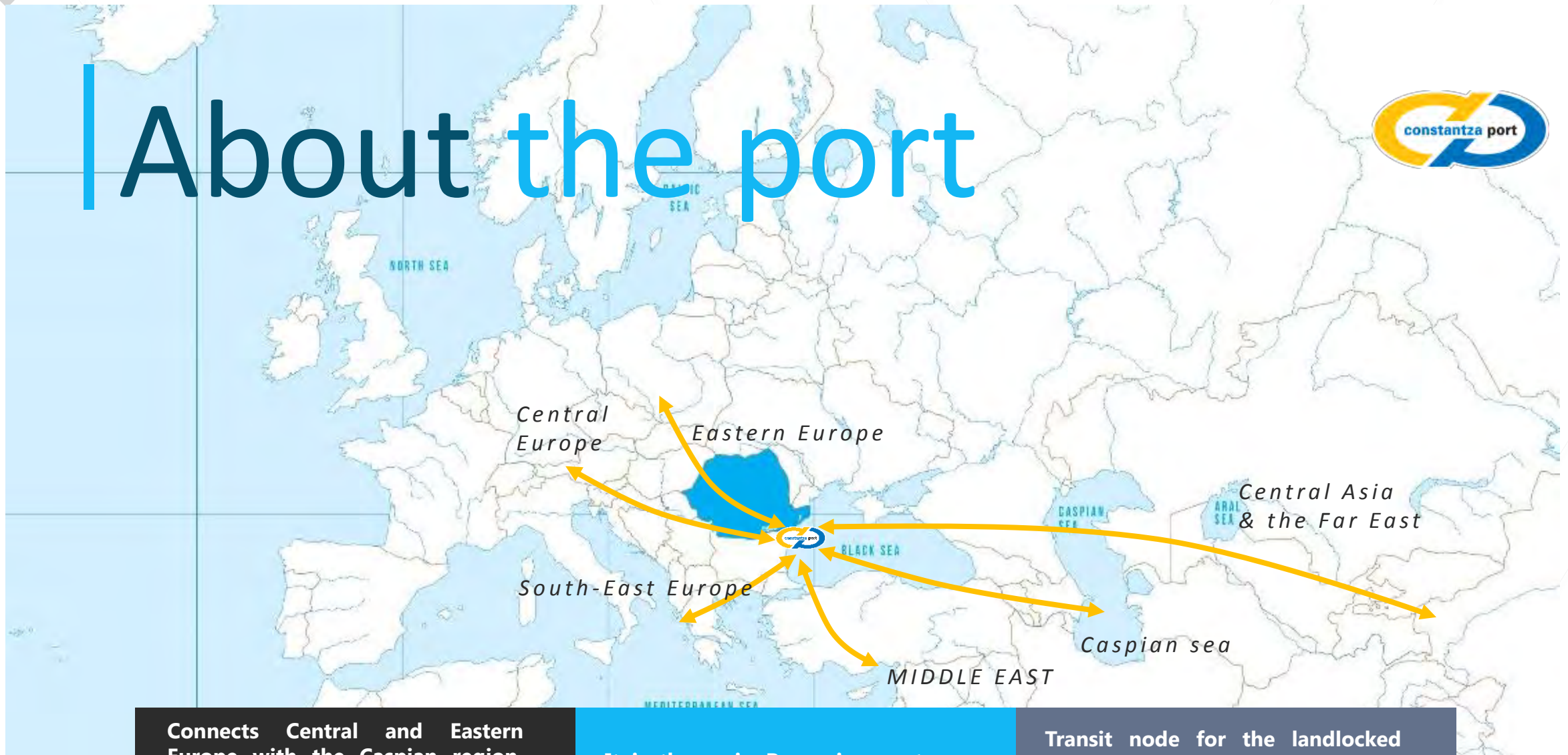
Port  
of

Constantza

And its role in the new  
context at the black sea

Baltic & Black Sea Ports & Shipping  
17<sup>th</sup> of MAY 2023, GDANSK

# About the port



Connects Central and Eastern Europe with the Caspian region, Central Asia, Mediterranean Sea Middle East and the Far East

It is the main Romanian port on the Black Sea.

Transit node for the landlocked countries in the Central and South-East Europe.

# port map



# port facts



100

Mil. Tons/year

Projected  
operational  
capacity

19

meters

Operational  
natural depths

38

Port operators

100

Forwarding  
companies

# port facts



**700**  
entities  
are performing  
their activities every  
day

**grains**  
hub  
for Romanian, Serbia  
and Hungarian crops

**10**  
Agri-bulk  
TERMINALS

# port connections



Constanța Port has connections with all the modes of transport:



road

**Direct connection with A2 Highway to Bucharest**



rail

**Direct connection with the national rail network**



pipeline

**Direct connection with pipeline network**



Inland waterways

**Direct connection with River Danube through the Danube-Black Sea Canal**



**Constanța Port is part of the Rhein-Main-Danube TEN-T Corridor**

# River port



- ✓ Romanian Danube section is **1,050 km** long
- ✓ 4 double locks on Romanian section
- ✓ Connection to Danube through the Danube-Black Sea Canal
- ✓ Canal is **64.4 km** long and **90 m** wide
- ✓ Water depth of **7 m** and **17.5 m** air-draft
- ✓ Efficient alternative to the European rail and road congested transport.



Transit your  
business



280-330 trucks

1 Convoy of 4-6 barges

177-200 railcars



# Transportation distance with the same amount of fuel



370 Km/10,000 t



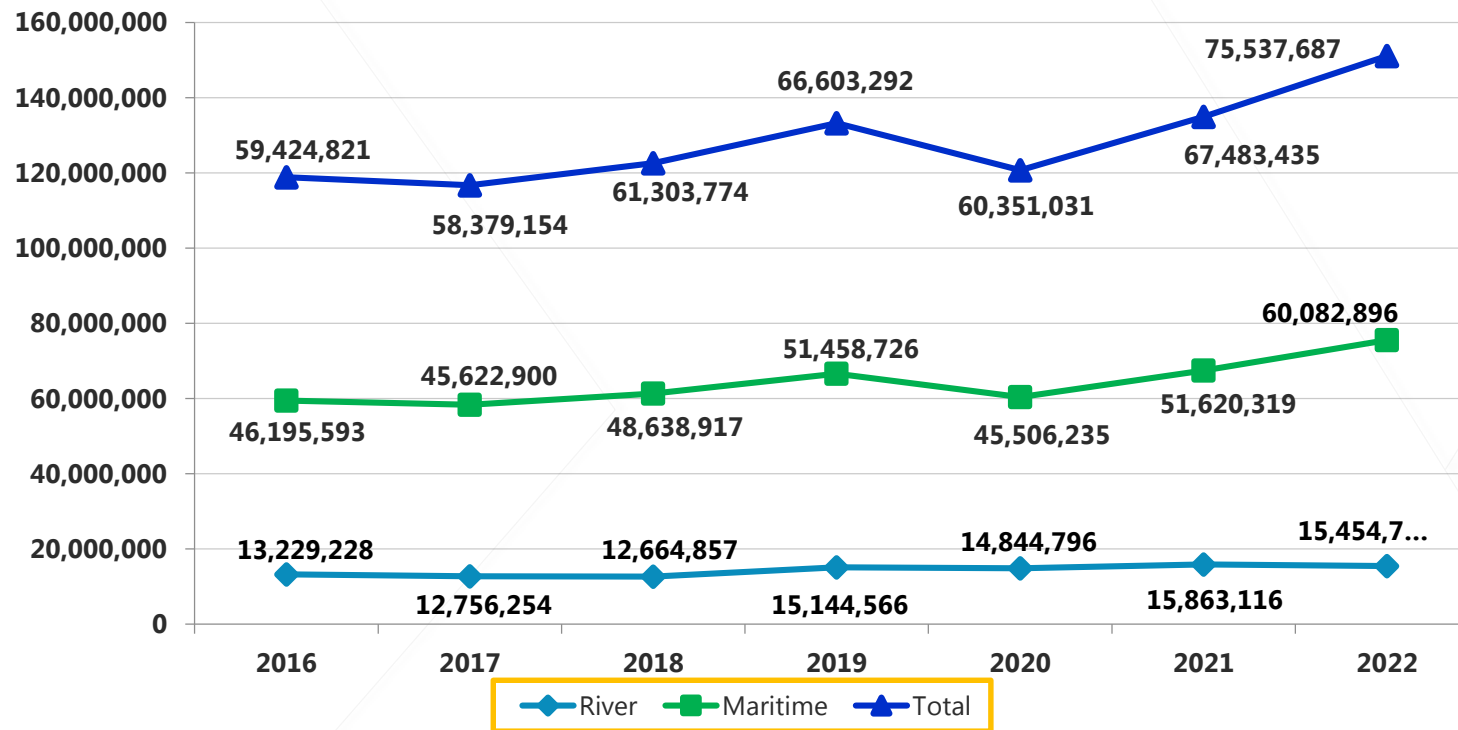
300 km/1,500 t



100 km/20 t



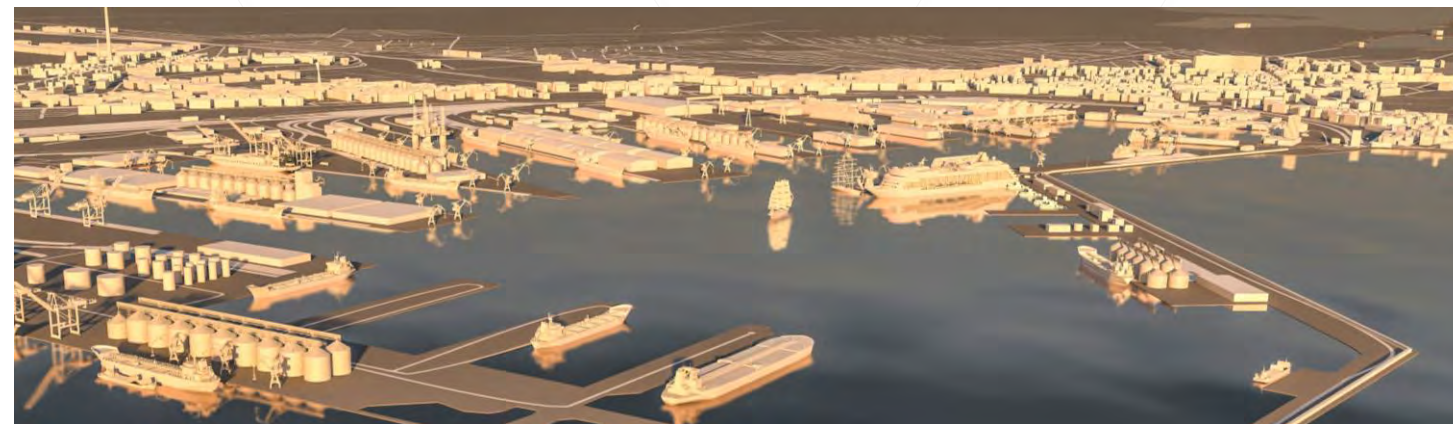
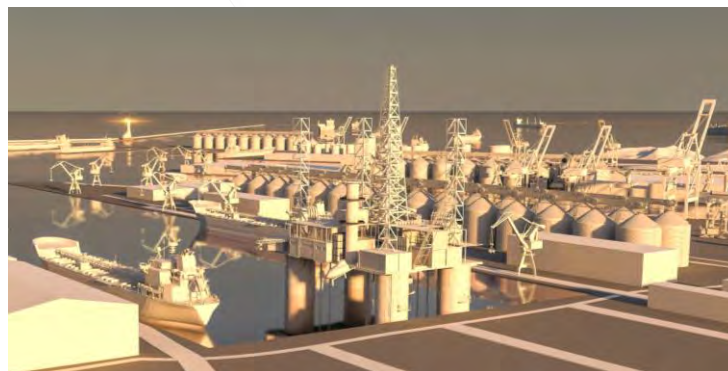
# constantza port statistics 2016-2022



- ✓ 2022 - 75,5 mil. tons highest volumes operated in Constanța Port
- ✓ 80 % - maritime traffic and 20 % - river traffic



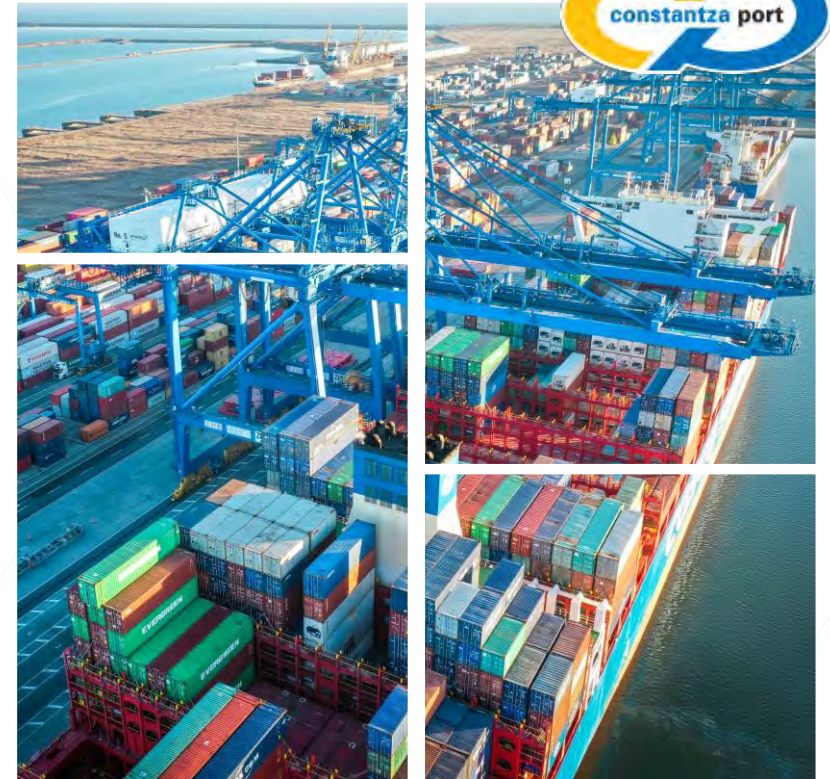
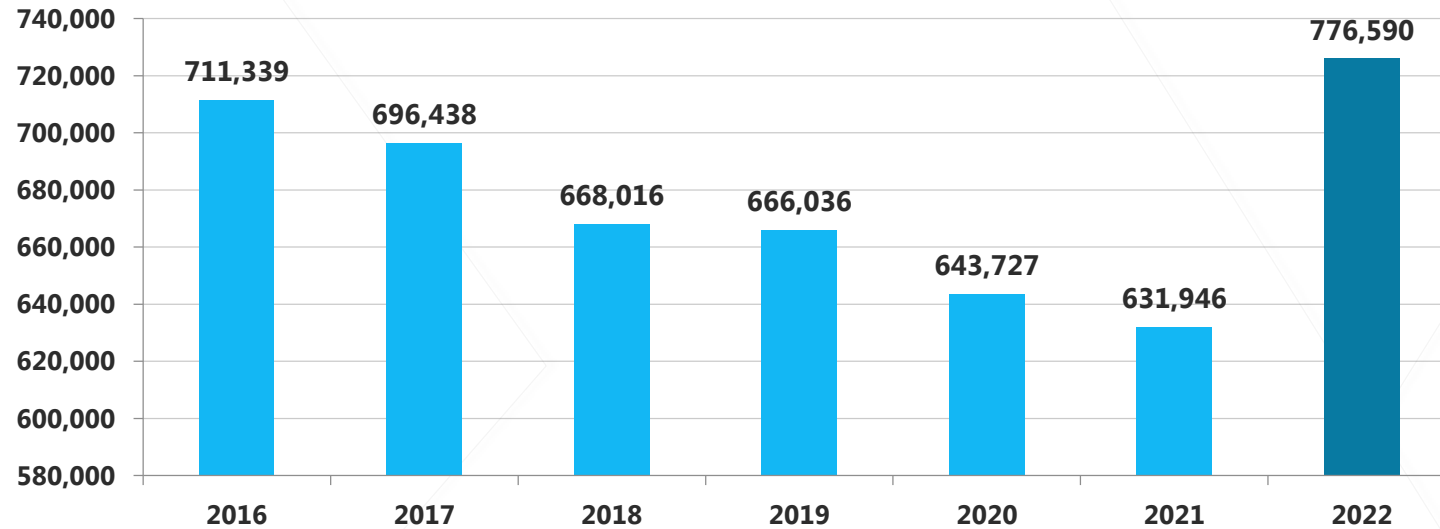
# Main types of cargo handled 2016-2022



Year	2016	2017	2018	2019	2020	2021	2022
Grains	20,393,803	17,891,285	17,963,535	21,329,156	21,893,550	25,174,619	24,010,975
Crude oil	7,487,357	7,352,164	7,475,408	8,027,409	6,638,429	6,715,111	9,512,520
Oil products	5,653,512	5,473,279	5,897,915	6,296,060	5,042,322	5,438,743	7,202,140
Natural and chemical fertilizers	2,927,072	3,094,332	3,007,574	4,024,682	4,420,218	4,103,372	4,507,272
Iron ore, scrap	2,594,201	3,924,125	4,521,893	5,189,807	3,868,790	4,766,262	7,002,094
Solid mineral fuels	2,226,771	2,830,470	3,770,447	3,834,946	2,850,701	3,438,621	3,481,817

# Container statistics 2016-2022

Total (TEU`s)



Year	2016	2017	2018	2019	2020	2021	2022
Empty containers	355,021	345,648	330,277	336,524	159,539	138,471	167,611
Full containers	356,318	350,790	337,739	329,512	484,188	493,475	608,979
<b>Total (TEU)</b>	<b>711,339</b>	<b>696,438</b>	<b>668,016</b>	<b>666,036</b>	<b>643,727</b>	<b>631,946</b>	<b>776,590</b>

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business!

Cargo type - 2022	Qty (t)
Grains	24,010,975
Live animals, sugar beet	93,085
Wood and cork	386,329
Food products, animal feed	308,465
Oil seeds, oily fruits and fats	3,740,834
Solid mineral fuels	3,481,817
Crude oil	9,512,520
Oil products	7,202,140
Iron ores, iron and steel waste, furnace slag	7,002,094
Non-ferrous ores and waste	953,943
Metal products	3,225,583
Cement, quick lime, prefabricated materials for construction	620,894
Raw or Processed Minerals	1,223,525
Fertilizers (Natural and Chemical)	4,507,272
Chemical Products derived from Coal and Tar	124,405
Other Chemical Products	676,993
Cellulose and Paper Waste	30,490
Equipment, Machines	464,448
Metalware	31,742
Miscellaneous	7,940,143
<b>TOTAL</b>	<b>75,537,687</b>

## CONSTANȚA PORT STATISTICS 2022

- **Increase with 11% of total traffic compared to 2021**
- **Increase with 13% for containers compared to 2021**



# port HINTERLAND

- Hinterland represented by Danube countries: Bulgaria, Serbia, Hungary, Slovakia, Croatia, Austria, Czech Republic, Germany and Moldavia.
- Starting with 2022, Constanta became the maritime port for Ukrainian cargoes

2022 Ukraine	Q(t)
Grains	6,908,585
Oil Seeds, Oily Fruits and Fats	1,799,650
Solid mineral fuels	118,584
Oil products	467,125
Iron ore, iron scrap	1,840,016
Metal products	349,213
Raw and processed minerals	96,039
Natural and chemical fertilizers	125,881
Chemical Products derived from Coal and Tar	11,355
Other chemical products	14,980
Equipment, machines	60,505
Miscellaneous	95,206
<b>TOTAL</b>	<b>11,905,064</b>



# port foreland

- ✓ Foreland of Constanta Port is represented by Turkey, North Africa, West Europe – France, Spain.
- ✓ The perfect gateway for intermodal corridors linking these areas to Central and Eastern Europe.
- ✓ Port of Constanta is the perfect link to EU for Middle Corridor up to the Baltic Sea



# Alternative corridor towards Caspian sea and north china



- In the new context, Middle Corridor and the connection to Baltic Sea are very important.
- Alternative to the oceanic route from the Chinese ports and new corridor for the cargoes transiting around Russia and the conflict region in Ukraine.



# Three seas initiative-i3s



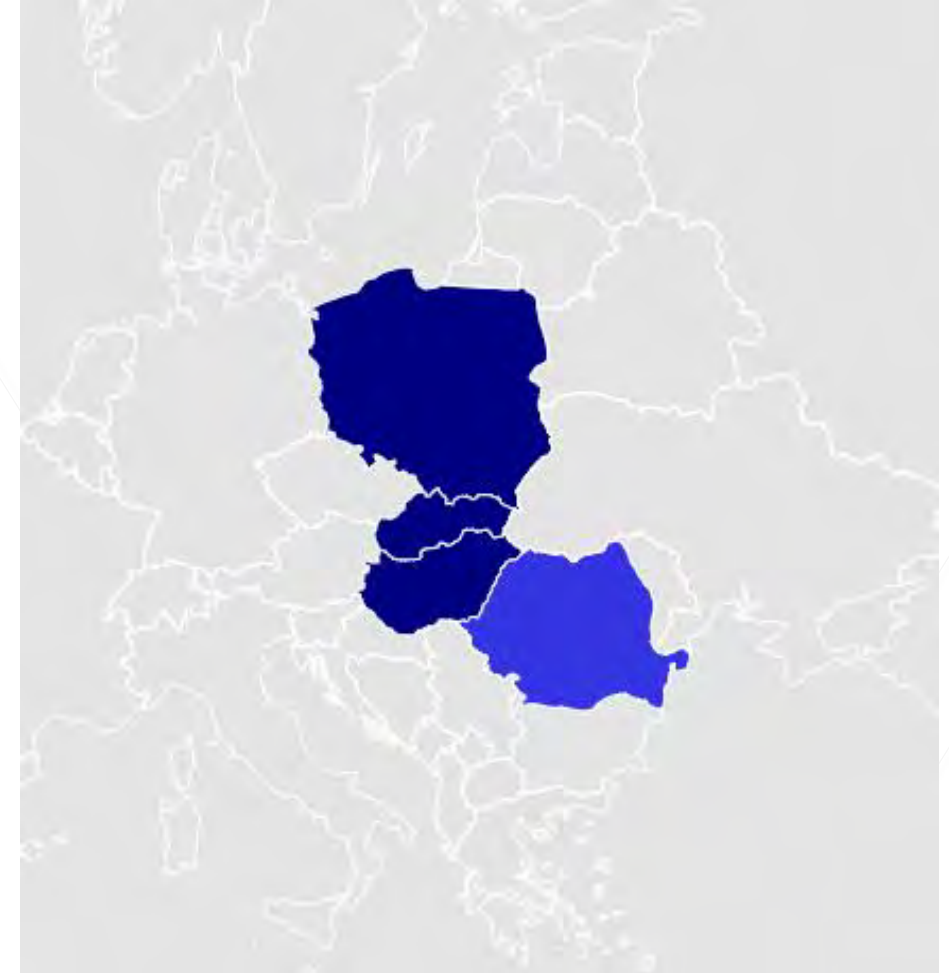
- ✓ **Via Carpatia** – transport corridor from the Northern part of Europe to the South through the Republic of Lithuania, Republic of Poland, Slovak Republic, Hungary, Romania, Republic of Bulgaria, and Hellenic Republic (Greece).
- ✓ **FAIRway Danube** - Elaboration of coordinated actions at national level for the implementation of the Master Plan for the Rehabilitation and Maintenance of the Danube Channel.
- ✓ **Rail-2-Sea:** "Modernization and development of railway line Gdansk (PL) – Constanța (RO)„ Railway corridor between port of Gdansk and port of Constanta.



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# I3s - Rail2sea

- ✓ **Construction of a railway line between port of Gdansk and port of Constanta crosses four countries: Republic of Poland, Slovak Republic, Hungary and Romania.**
- ✓ **The railway route has a great commercial potential because it unites the most important industrial centers (Timișoara, Craiova, Bucharest) from Romania with Constanta Port.**
- ✓ **The northern branch and the southern branch of the Project Rail2Sea has indirect railway connections with the Republic of Serbia (on the route Timisoara-Stamora Moravita), with Bulgaria (on the routes Craiova-Calafat and Bucuresti-Giurgiu) and Hungary (on the route Coslariu-Cluj-Napoca-Oradea-Episcopia Bihor).**



# Black sea new services

## CONTAINER LINE

### POTI – CONSTANTA

- ✓ *Started in May 2022*
- ✓ *the line is a connection with Europe within Middle Corridor*

*Potential to grow due to the traffic flows coming from Caspian sea and late investments in maritime infrastructure in Kazakhstan, Azerbaijan and Georgia in improving the capacity of their ports.*



# Black sea new services

## INITIATIVES FOR NEW RoRo REGULAR LINES

### POTI – CONSTANTA

- *This initiative adds a new maritime connection with Georgia, especially in this new geo-political context;*
- *Reconfiguration of the corridors coming from Central Europe transformed Georgia into an essential transit node;*
- *This initiative could be followed by a Ferry regular line.*

### KARASU – CONSTANTA

- *Karasu and Constanta terminals are strategically located near important highways and industrial centers;*
- *Their locations also provide a close and quick connection to the main industrial zones (Bursa and Ankara);*



*This regular line avoids the passing through Bosphorus Trait compared with the previous initiative with Pendik port.*

# PIONEERS - H2020 Green Ports Call

Portable Innovation Open Network for Efficiency and Emissions Reduction Solutions



EU Green Deal  
Sustainable and Smart  
Mobility Strategy

Fit for 55  
COP27

**Pi****NEERS**

19 demonstrations  
1 Green Port Master Plan



**Port of  
Antwerp  
Bruges**

2050 climate neutral port

Lighthouse projects  
Business Plan 22-25  
Corporate Risk Management  
Community Builder



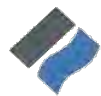
***“Green Ports should be the norm”***

*Magda Kopczynska, Director for Waterborne Transport DG MOVE  
@ PIONEERS International Conference 2022*

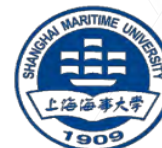
# Lighthouse port & fellow ports



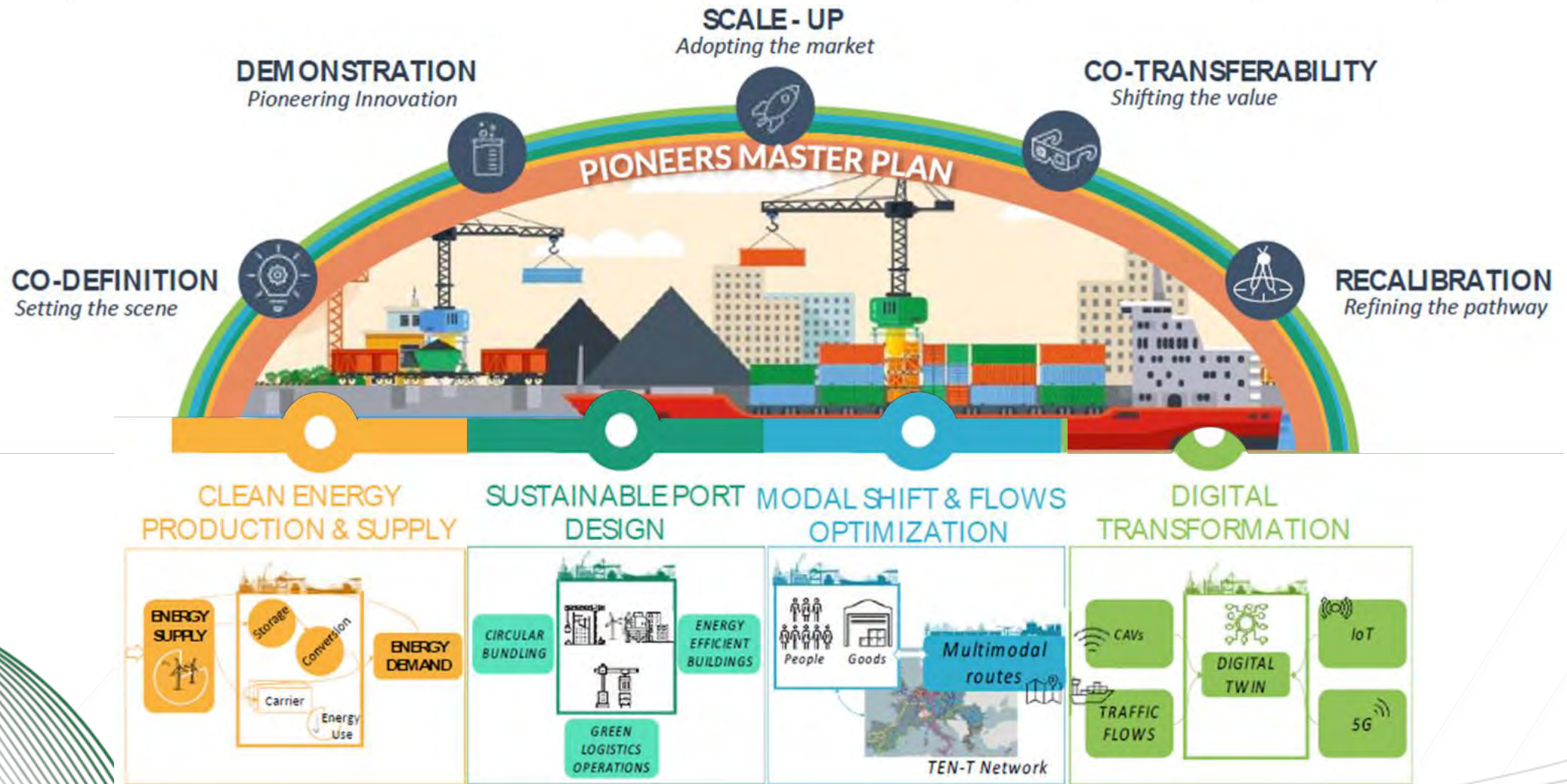
# PIONEERS' 46 PARTNERS



Port de Barcelona



# PIONEERS: 19 demos and 1 Green Port Master Plan

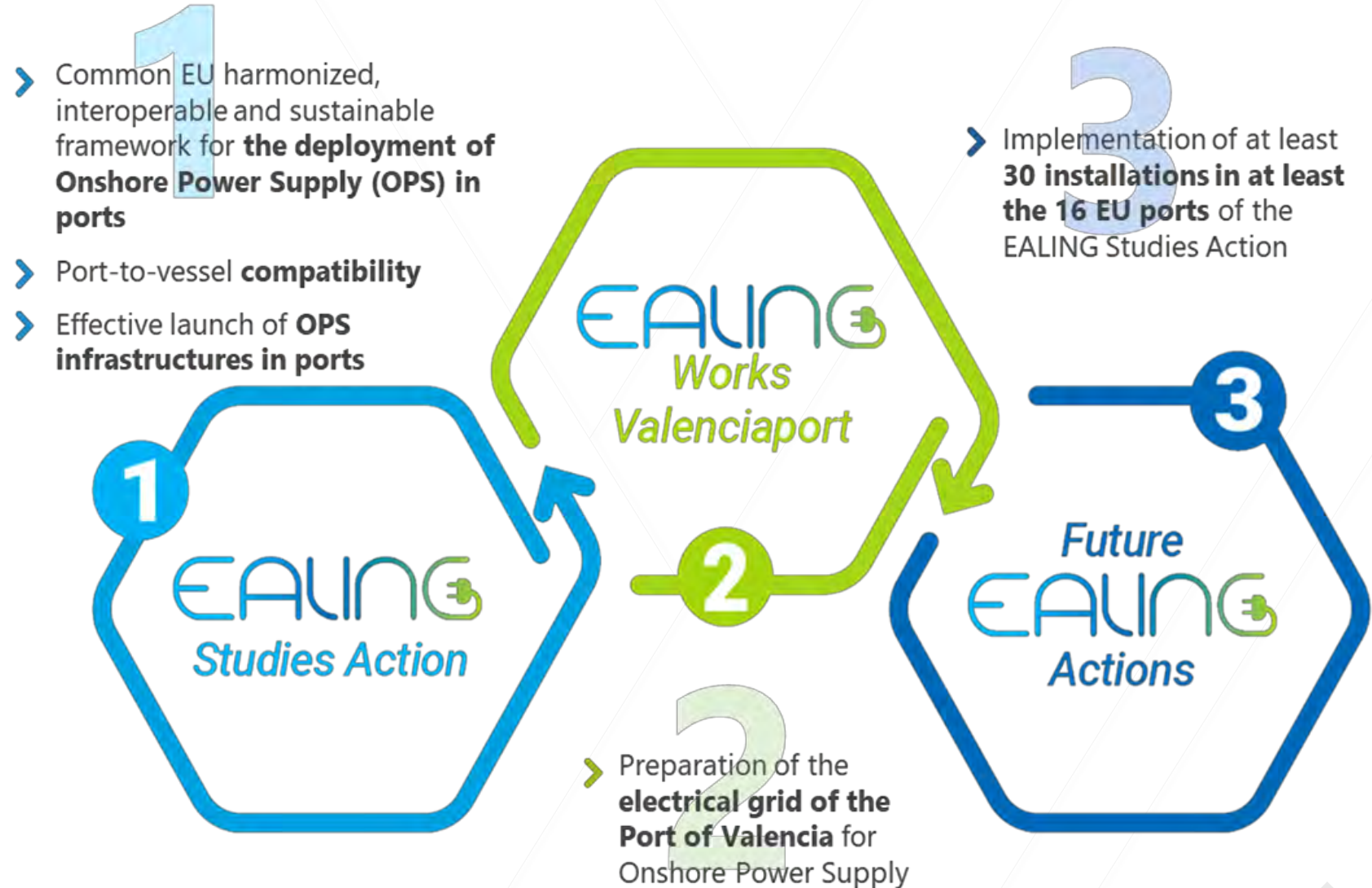




## Global Project

“European flagship Action for coLD ironING in ports”

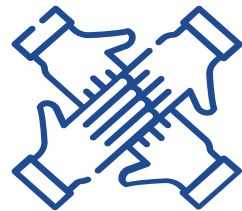
**MAIN OBJECTIVE:**  
To accelerate the effective deployment of OPS solutions in EU maritime ports



## Partners and location

### 22 Beneficiaries from 9 EU Member States:

- **13 Port Authorities** (Valencia, Barcelona, Huelva, Gijón, Venice&Chioggia, Trieste&Monfalcone, Ancona, Piraeus, Koper, Rafina, Constanta, Leixoes, Açores)
- **2 Port & Maritime Public Institutions** (Bulgarian Ports Infrastructure Company; Marine Institute)
- **7 Port & Shipping related entities** (Fundación Valenciaport, Circle, Ocean Finance, Symbios Funding & Consulting, Protasis, Hydrus Engineering, Fincantieri SI)



# Annual report 2021



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