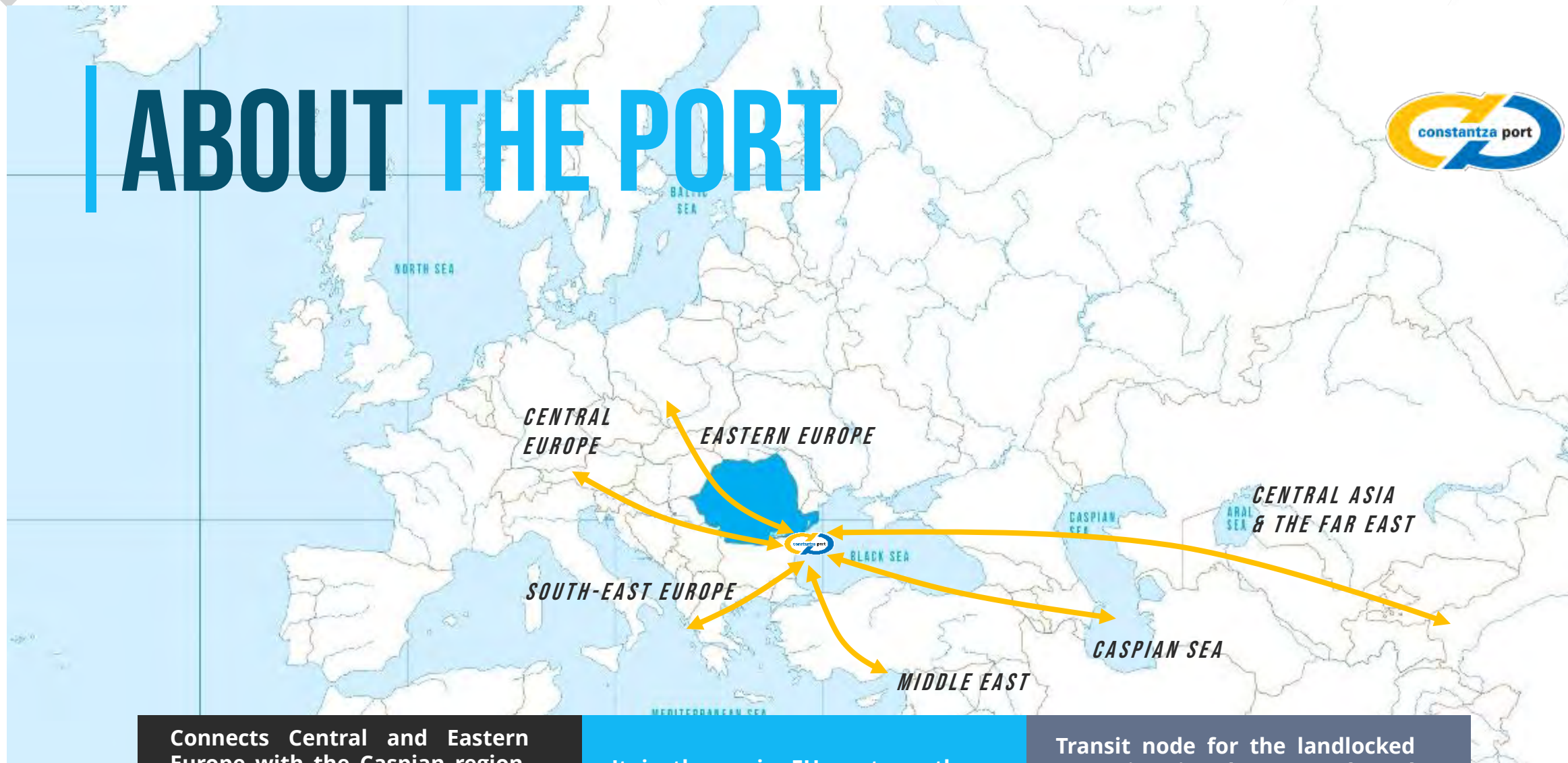




PORT OF CONSTANTZA

AND ITS ROLE IN THE NEW CONTEXT
AT THE BLACK SEA

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 EU 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



APPROX. **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



TRANSIT YOUR BUSINESS!



370 KM/10,000 T



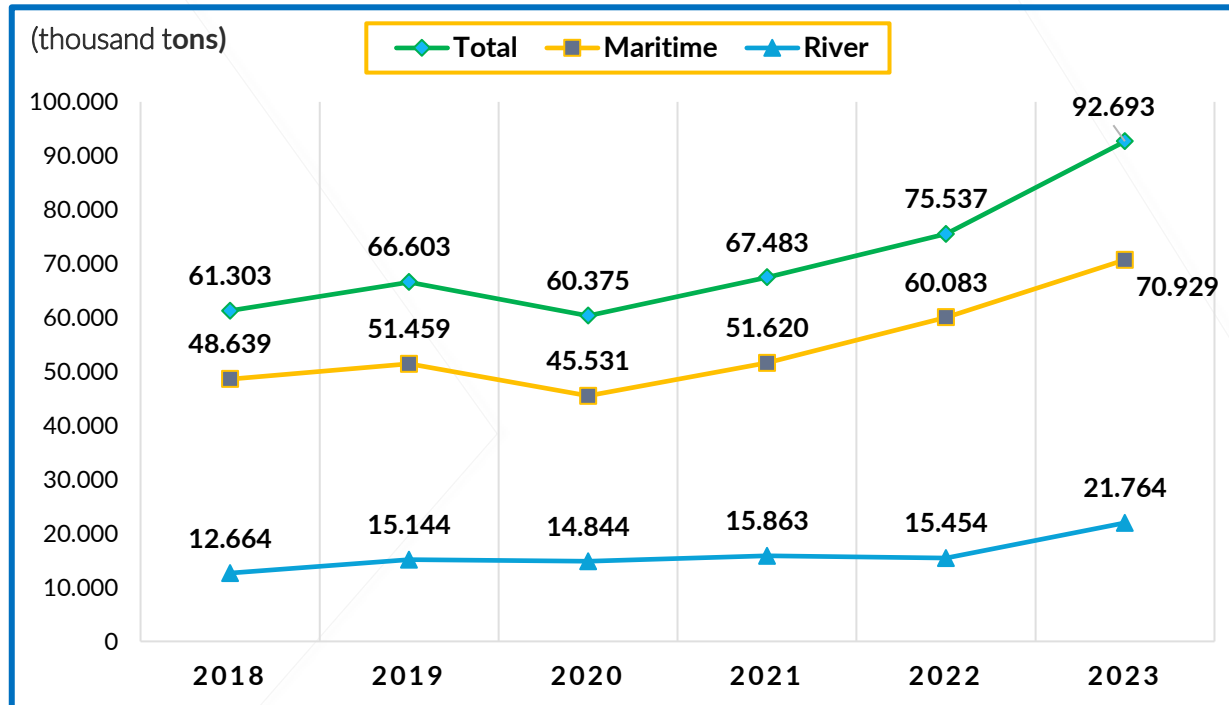
300 KM/1,500 T



100 KM/20 T



CONSTANTA PORT STATISTICS 2018-2023



- ✓ 2023 – 92.7 mil. tons, highest volumes operated in Constanța Port
- ✓ 77 % - maritime traffic and 23 % - river traffic

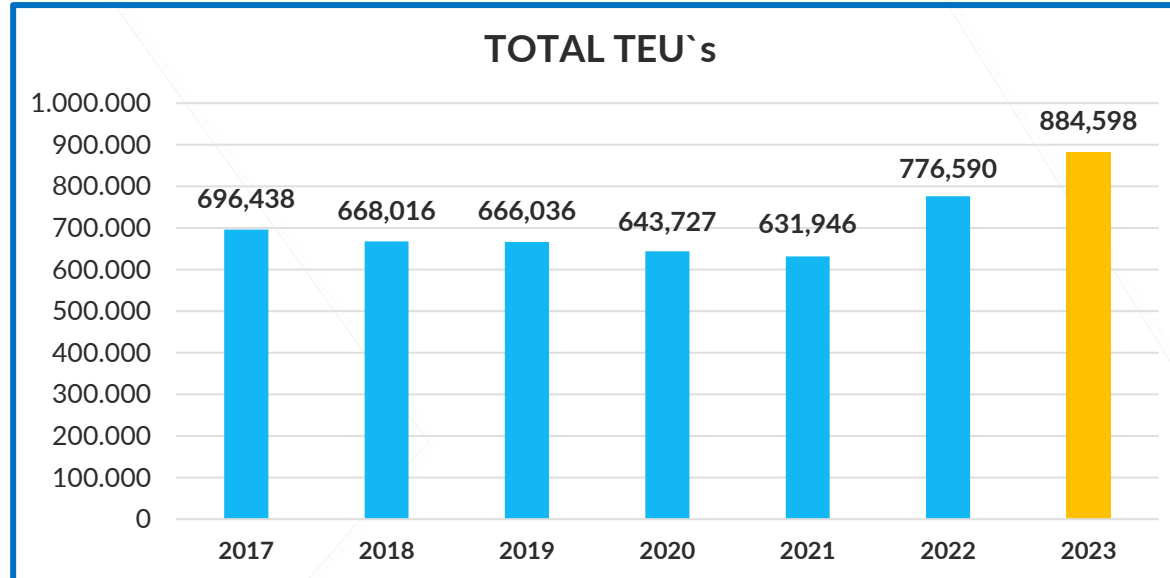
MAIN TYPES OF CARGO HANDLED 2017-2023



(thousand tons)	2017	2018	2019	2020	2021	2022	2023
Grains	17,891	17,964	21,329	21,894	25,175	24,011	36,227
Oil seeds	3,216	3,262	2,141	1,826	2,205	3,482	9,275
Crude oil	7,352	7,475	8,027	6,638	6,715	9,513	7,698
Oil products	5,473	5,898	6,296	5,042	5,439	7,202	7,529
Natural and chemical fertilizers	3,094	3,008	4,025	4,420	4,103	4,507	4,978
Iron ore, scrap	3,924	4,522	5,190	3,869	4,767	7,002	7,752
Solid mineral fuels	2,830	3,770	3,835	2,851	3,439	3,482	3,109

CONTAINER STATISTICS 2017-2023

TRANSIT YOUR BUSINESS!



Year	2017	2018	2019	2020	2021	2022	2023
Empty containers	345,648	330,277	336,524	159,539	138,471	167,611	180,827
Full containers	350,790	337,739	329,512	484,188	493,475	608,979	703,771
Total (TEU)	696,438	668,016	666,036	643,727	631,946	776,590	884,598

2023 - Cargo type	thousand tons
GRAINS	36,227
LIVE ANIMALS, SUGAR BEET	84
WOOD AND CORK	171
FOOD PRODUCTS, ANIMAL FEED	344
OIL SEEDS, OILY FRUITS AND FATS	9,275
SOLID MINERAL FUELS	3,109
CRUDE OIL	7,698
OIL PRODUCTS	7,529
IRON ORES, IRON AND STEEL WASTE, FURNACE SLAG	7,752
NON-FERROUS ORES AND WASTE	426
METAL PRODUCTS	2,816
CEMENT, QUICK LIME, MATERIALS FOR CONSTRUCTION	570
RAW OR PROCESSED MINERALS	564
FERTILIZERS (NATURAL AND CHEMICAL)	4,978
CHEMICAL PRODUCTS DERIVED FROM COAL AND TAR	119
OTHER CHEMICAL PRODUCTS	409
CELLULOSE AND PAPER WASTE	72
EQUIPMENT, MACHINES	423
POTATOES, FRUITS AND VEGETABLES	3
METALWARE	7
MISCELLANEOUS	10,113
TOTAL	92,693

CONSTANȚA PORT STATISTICS 2023

- Increase with 22.7% of total traffic compared to 2022
- Increase with 13.9% for containers compared to 2022



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

2023 - UKRAINE	thousand tons
GRAINS	15,439
OIL SEEDS, OILY FRUITS AND FATS	5,456
IRON ORE, IRON SCRAP	3,148
OIL PRODUCTS	742
NATURAL AND CHEMICAL FERTILIZERS	551
METAL PRODUCTS	542
MISCELLANEOUS	319
SOLID MINERAL FUELS	268
RAW AND PROCESSED MINERALS	191
EQUIPMENT, MACHINES	22
NON-FERROUS ORES AND WASTE	18
OTHER CHEMICAL PRODUCTS	12
CHEMICAL PRODUCTS DERIVED FROM COAL AND TAR	3
CEMENT, QUICK LIME, MATERIALS FOR CONSTRUCTION	1
TOTAL	26,712



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.



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

✓ *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.

RORO LINE

POTI – CONSTANTA

- *Started in June 2023*
- *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.*





BLACK SEA NEW SERVICES

KARASU – CONSTANTA

- ***Started this July***
- ***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.





YOUR PORT ! YOUR PARTNER !

CONTACT US

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