

## PORT OF CONSTANZA – FUTURE DEVELOPMENTS



**New Developments of  
the Constanza Port  
relevant to MoS  
project initiatives**

*Kiev, 4<sup>th</sup> of July, 2011*

***Capt. Ambroziu Duma  
Port Operations,  
Safety and Security Director***

## **CONSTANTZA PORT– a world class maritime port**



- ***The largest and deepest port in the Black Sea area***
- ***Total area: 3,926 ha***
- ***Total quay length: 30 km***
- ***Natural depths up to 19 m***
- ***Facilities for handling all types of cargo inside Constantza Port***
- ***156 berths (140 operational berths)***
- ***Free zone status offering incentives for the transiting cargo through the port***
- ***Connections with all the transport modes, based on a significant port infrastructure***
- ***Conformity with EU standards and legislation***

## CONSTANTZA PORT - connections

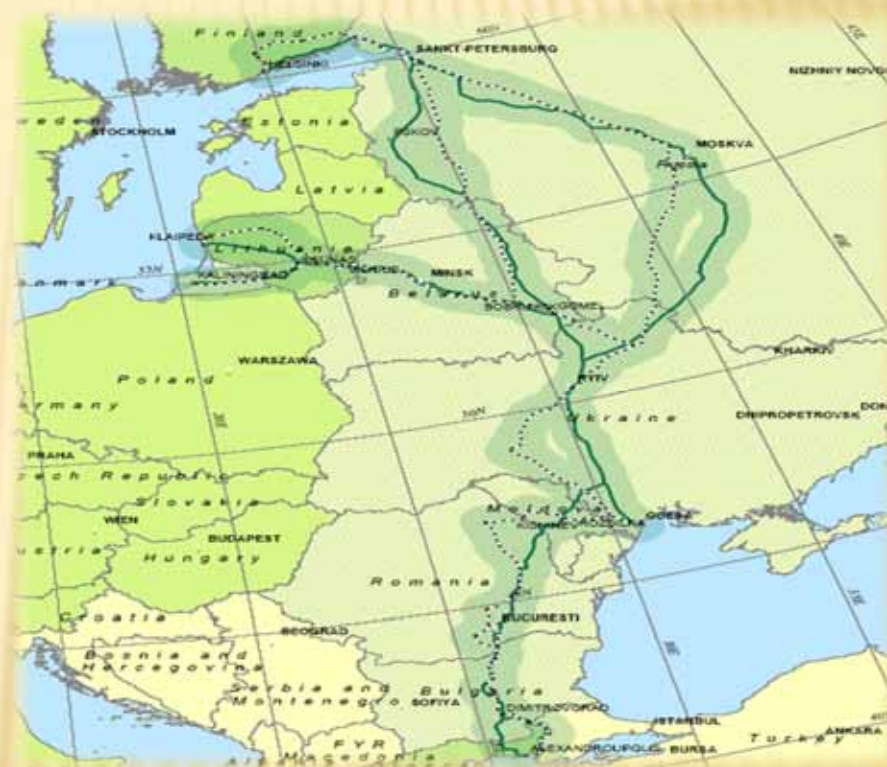


### Connection with the Pan-European Corridor no. IV



- North-South multimodal transport corridor – linking Dresden/Nürnberg via Praga, Viena/Bratislava, Budapest to Romania
- 2 branches in Romania: Arad via Bucharest to Constantza; Arad via Craiova to Sofia (Bulgaria) – to Thessaloniki (Greece) and to Istanbul

### Connection with the Pan-European Corridor no. IX



- Helsinki - Vyborg - St. Petersburg - Pskov - Moscow - Kaliningrad - Kiev - Ljubashevka/Rozdilna (Ukraine) - Chisinau- Bucharest – Giurgiu - Dimitrovgrad – Alexandroupolis

## Connection with the Pan-European Corridor no. VII



✓ **Connection with the Danube-through the Danube Black Sea Canal**

✓ **Efficient alternative to the European road and rail congested transport**

✓ **Existing facilities for the barge traffic and the investments on progress**

✓ **Reduced number of locks on the lower Danube**

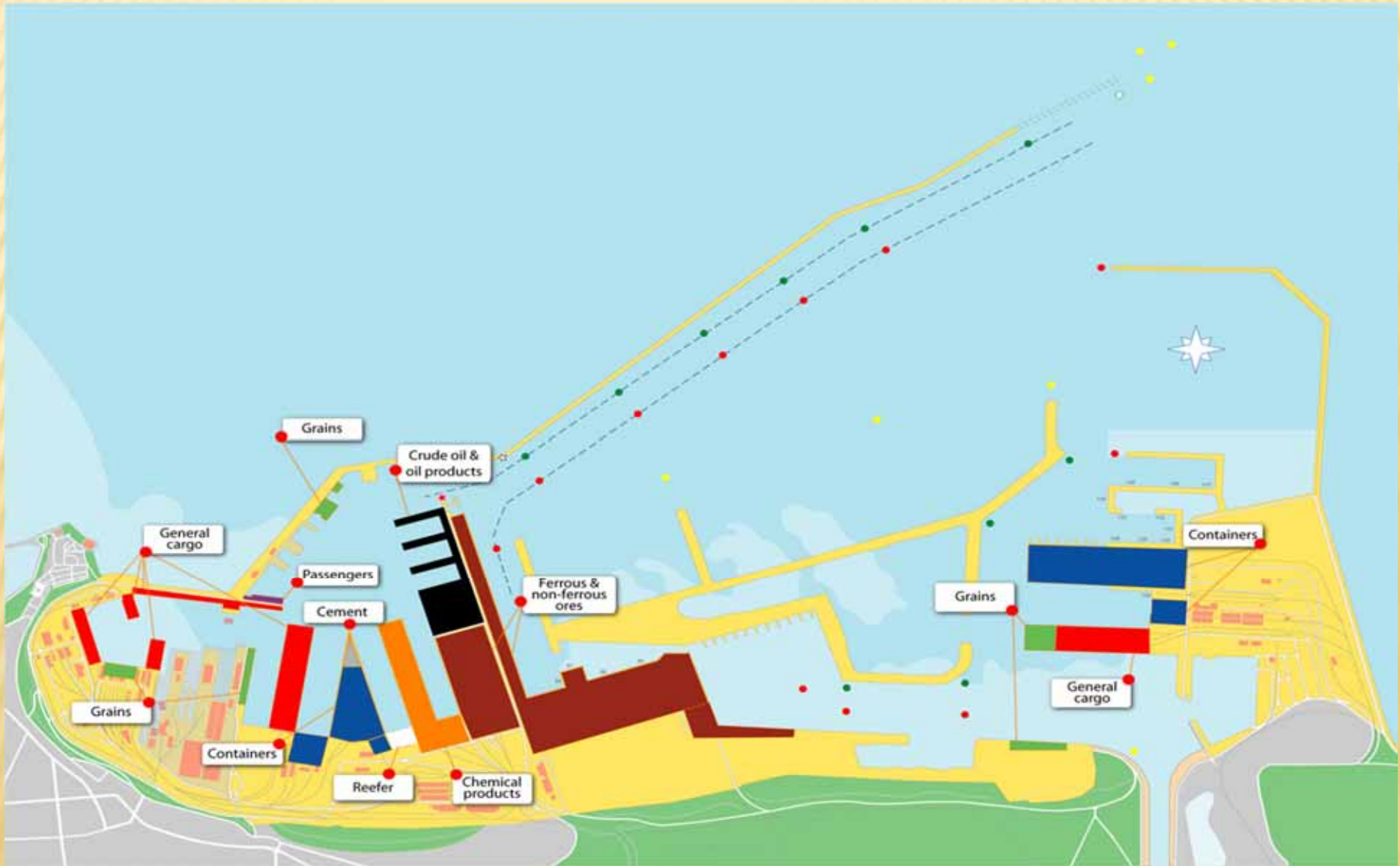
✓ **Danube – a shorter, cost effective and environmental friendly transport alternative within the hinterland**

✓ **the connection to the Rhine-Main-Danube corridor**

✓ **possibility of balancing traffic currently mainly concentrated on the Western and Eastern extremities**



# CONSTANTZA PORT - Facilities for cargoes operation



## CONSTANTZA PORT - Development strategy



### **Is based on:**

- the national strategy of transports 2007-2013
- the needs of port operators and those interested in developing port activities

**Constantza Port Master Plan (2001) – elaborated by JICA (Japan International Cooperation Agency), based on an inter-governmental agreement**



*Current realities have partially changed the Master Plan, taking into account:*

- Improvement and development of port infrastructure;
- Development of the operation capacities in order to reevaluate the "white" areas in the port (undeveloped);
- Improvement of the connections with the main transport corridors;
- Development of solutions for the green energy;
- Development of passenger transport correlated with the touristic offer;
- Increase of capacities for utilities supply (water, energy, sewerage etc.)



## Constantza Port – Development Projects

### **Road bridge over Danube-Black Sea Canal at Km 0+540 & road connection to the highway**

Estimated value = 46,500,000 euro

Financing sources: SOP-T 2007-2013/EU structural funds (69.25%) and state budget (30.75%) – works under progress.

### **Development of the railway capacity in the river-maritime area of Constanta Port**

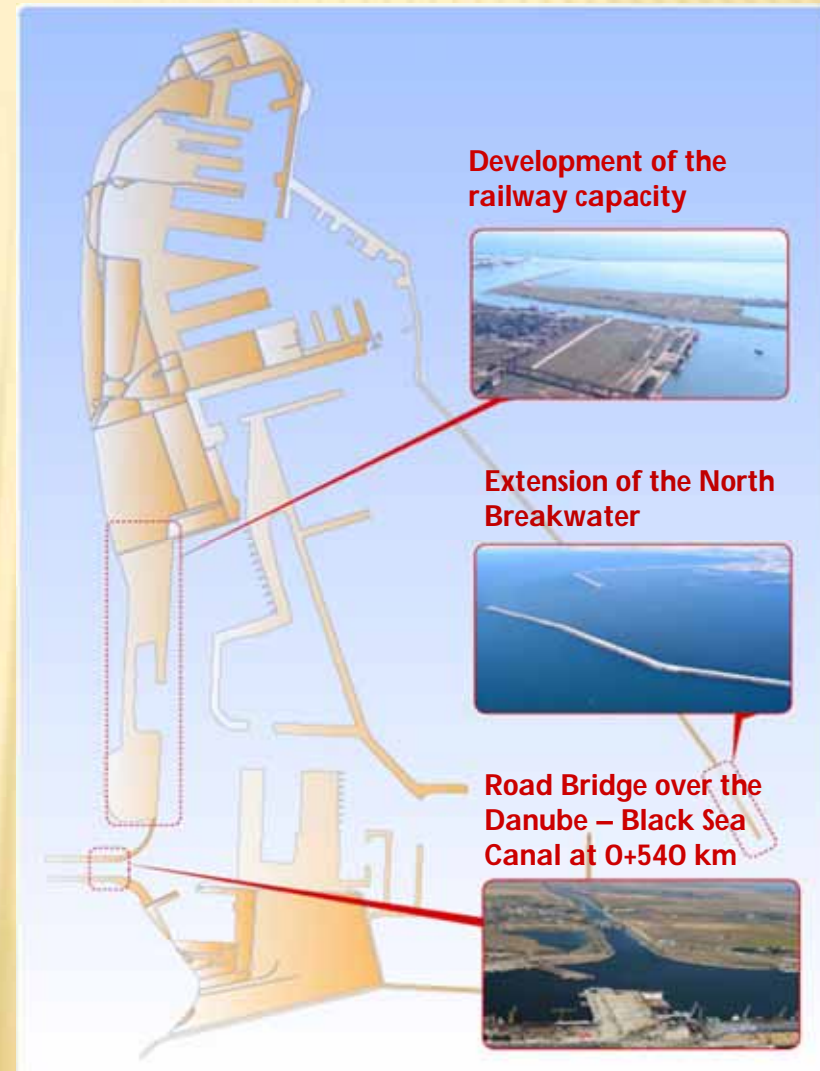
Estimated value = 17,600,000 euro

Financing sources: SOP-T 2007-2013/EU structural funds (69.25%) and state budget (30.75%)

### **Extension by 1,050 m of North Breakwater**

Estimated Value = 121,000,000 euro

Financing sources:  
SOP-T 2007-2013/EU structural funds (69.25%) and state budget (30.75%)



# Constantza Port – Investment opportunities



## Road bridge across the link canal in the river maritime area and connection to the internal and external road network

### **Objectives of the project:**

- to ensure the road connection between the river-maritime area and the artificial island as well as the links with local and national roads.
- to create the possibility for future development of the island and the west area of the river maritime basin
- to establish the same potential operation for the artificial island as that of the North Constantza Port

**Estimated value** – 38.4 mil Euro



## Completion of infrastructure on Pier III and Pier IV South for specialized terminals

### **Objectives of the project:**

The Southern area of Constantza Port provides larger development possibilities as compared to the Northern area in terms of infrastructure and superstructure works. The main advantage of this area is represented by the big depths, which allow the accommodation of large vessels. The project study was drawn up by the Dutch Government under the European Gateways Platform Project.

**Estimated value** – 185 mil Euro



## Systematization of the artificial island

### **Objectives of the project:**

In the context of many requests received from Romanian and foreign companies intending to invest in the river-maritime area for developing economic activities, it is necessary to build new port platforms. The artificial island located inside the port of Constantza is a solution with great potential.

The Island (the platform of the artificial island) has a surface of 22.1 ha and it is a territory created with fillings from the excavations carried out from the Danube-Black Sea Canal. Presently, it has no arrangements or utilities. The total area of the new port territories to be created is estimated at 150 ha.

**Estimated value:** 300 mil euro (VAT included)



## Constantza Port – Investment opportunities

### Dredging works within the Port of Constantza

#### **Objectives of the project:**

Even though the terminals in the “working port” area are well suited and have intermodal connections on land, the small depths do not allow the accommodation of vessels larger than 4.800 dwt.

The depths in this area are expected to increase from 7 meters to 9 meters.

**Estimated value:** 17,522,630 Euro



### Increasing of the port operation safety rate within the basins and fairways of Constantza and Midia Ports

#### **Objectives of the project:**

Constantza Port Administration is responsible for the vessels’ safe navigation in the maritime ports Constantza, Midia and Mangalia.

In order to achieve this purpose, special works are necessary to be carried out: dredging in the basins and access fairways, assurance of a proper buoyage and maintenance of the berths depth including stability of the mooring constructions.

**Estimated value:** 136.32 mil Euro

### Completion of the Constantza Port designed basins depth – dredging works investments, rock blasting areas

#### **Objectives of the project:**

The infrastructure development of Constantza Port must be correlated with the ship construction tendencies, so it is needed that berths accommodate the largest ships in international maritime transport.

It is necessary to ensure the designed basin depths, not only at the berth, but also in the adjacent basin and in the access canal.

**Estimated value:** 32 mil Euro

## Constantza Port – Investment opportunities

### Extension of the Barges Terminal to the South in Constantza Port

#### **Objectives of the project:**

The NC MPA SA Constanta decided to use the barge berth for port operations.

At present, the existing grain terminal on the Northern breakwater cannot be operated at its full capacity, due to the short quay length which does not allow the simultaneous mooring of two vessels. The extension shall lead to the traffic increasing in the terminal.

**Estimated value:** 24.2 mil Euro



### Mooring constructions. Barges Terminal – Stage II

#### **Objectives of the project:**

The forecast on medium and long terms regarding the cargo traffic by barges indicates the necessity to extend, in the second stage, the existing Barge Terminal within the river-maritime area of Constantza South Port.

The scope of the project is to increase the cargo traffic capacity by barges and a better organization of activities and traffic in the river – maritime area.

**Estimated value:** 38,400,000 Euro

## Constantza Port – Investment opportunities

### Industrial railways track in the area of Gate no. 10, Constantza South Port

#### **Objectives of the project:**

Due to the increased volume of the operated cargo in the Southern part of the port, the achievement of a junction and an industrial railways track within the Incinta 2A of Constantza Port – Ferry Boat Terminal become necessary.

**Estimated value:** 1.34 mil Euro



### **Since February 2011 - Protocol of Cooperation between Constantza Port and Pendik Terminal in Istanbul Port**

- Offering incentives for opening new Ro-Ro lines between Constantza Port and Pendik Port (Turkey)
- Easy access to/from European Union
- NC MPA SA Constantza - 50% reduction of tariffs



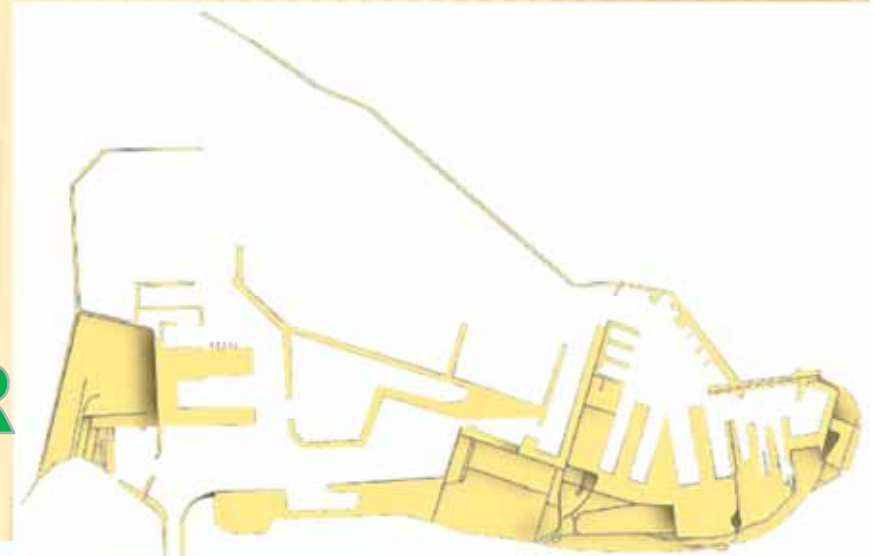
**STEP**

**by**

**STEP...**

**to the future**

**TOGETHER**



***Constantza***



***Port***

*Thank you for your kind attention!*



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