



The Role of Seaports as a Link between inland and Maritime Transport

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Constantza Port

A future alternative to the Northern European seaports by using inland waterways transport

Mrs. Cristiana RACAUTANU

Head of International Affairs - Constantza Port Administration



Constantza Port

Surface: 3,926 ha

140 operational berths

quay length - almost 30 km

breakwaters – 14 km

capacity – 120 million tons/year

depths between 8 - 20 m



< Port complying with the ISPS Code and the EU security regulation in force >

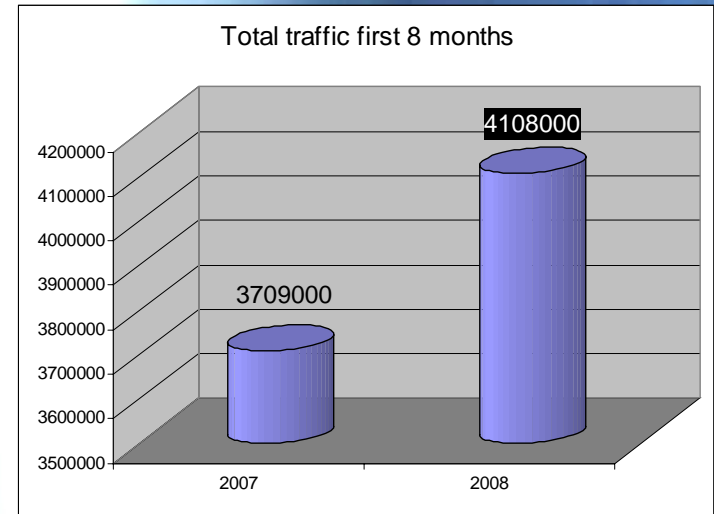
< Environment management system implemented >

< Free port status starting with January 2007 >



Constantza Port
9th place in Europe (total traffic)

Constantza Port – the container hub@Black Sea



	2003	2004	2005	2006	2007
TEU	206,449	386,282	768,099	1,037,077	1,411,414
Thousand tons	1,880	3,878	7,404	9,815	12,643

*Constantza Port –
Transshipment hub
Hinterland Connections*





Constantza as River Port

Port of Constantza has a important role in the development of inland transport, due to its connection to the Black Sea – Danube Canal

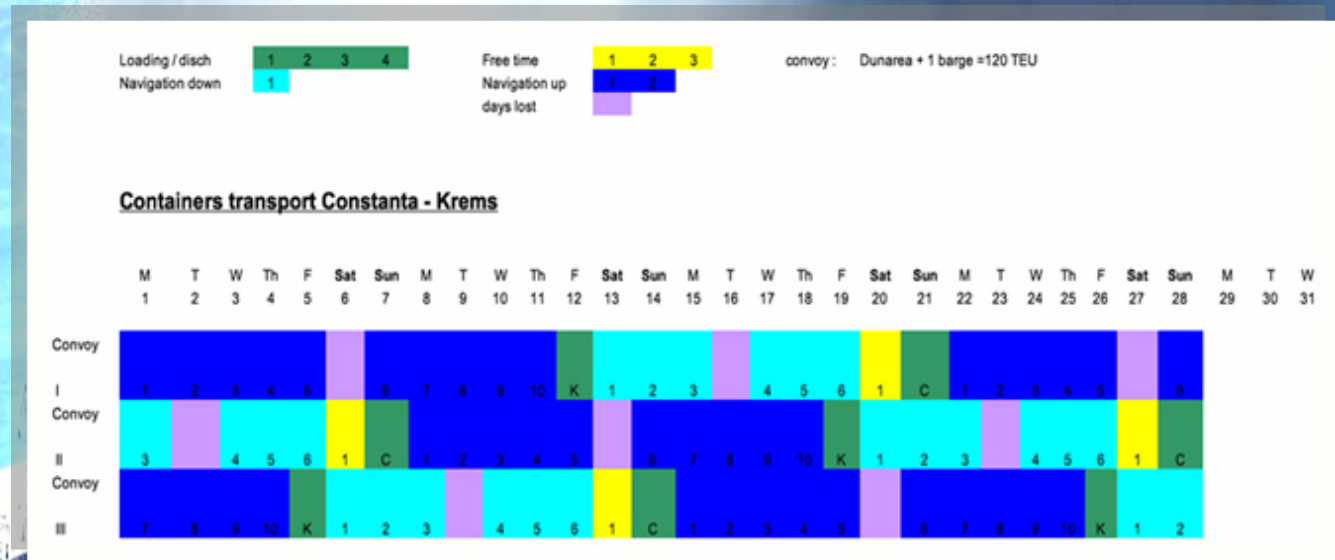
The 64.4 km long and 90 m wide canal has a water depth of 7 m and 17,5 m clearance under the bridges

The river traffic registered in Constantza Port in 2007 was almost 10 million tons, especially coal, ore, cereals and steel products.



Reaching Central Europe By Danube

Container line Constantza - Kreams



*The container service will be assured by three convoys with fixed departure days
Sailings: every Friday from Kreams, every Saturday from Constantza*

•Project COLD (Container Liniendienst Donau)-feasibility study promoting a container service line between Constantza port and the Austrian inland waterways ports



Constantza River Port – Barge Terminal



Quay for barges :
1,200 m with 7 m depth

Quay for tugs and pushers :
300 m with 5 m depth

Value of investment is 24 mil.euro.

Project aims:

- to streamline the navigation in the river-maritime sector of the port
- to improve IWT infrastructure in the port
- to provide proper conditions for barges convoys to call and to be assembled





Development projects

Road Bridge over the Danube-Black Sea Canal km 0+540

- it is a necessity due to the possibility of connecting with Bucharest-Constantza Highway through the by-pass financed by EBRD Estimated cost is EUR 28.8 millions.



Road Bridge over the link canal

- construction of a steel road bridge of 105 m, which will link the river-maritime area and the artificial island

Estimated cost of the project is EUR 31 millions.





Development projects

□ *Extension of railway system in the river-maritime area of Constantza Port*

• necessity:

–improvement of railway operations in the river-maritime area by building of a systematized railway complex

- In the first stage railway lines shall be created, in order to attend the actual operators and their 2020 traffic forecast.

-Estimated cost of first stage Feasibility Study is EUR 15 millions.

•NC MPA SA Constantza proposed the project for SOP-T 2007-2013 financing.





**N.C. Maritime Ports Administration
S.A Constantza
Incinta Port, Gara Maritima
900900, Constantza, Romania**

Phone: +40241.611540

Fax: +40241.619512

Email : apmc@constantza-port.ro

Website: www.portofconstantza.com