



Член на Търговско-Промышлена Палата Стара Загора
Chamber of Commerce and Industry Stara Zagora member

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Port Constanta



The port of Constanta is located in Romania, about 200 km east of Bucharest, on the west coast of the Black Sea, 179 nautical miles from the Bosphorus Strait and 85 nautical miles from the Sulina Branch, through which the Danube flows into the sea. South of Constanta is the Danube-Black Sea navigable canal. The official UN/Locode of this port is **ROCND**, its coordinates are 44° 07' 52.68" - 028° 41' 02.40" East.

Two breakwaters, located in the north and south, protect the port, creating the safest conditions for the operation of the port. The current length of the Northern breakwater is 8,344 m, the Southern - 5,560 m. It occupies 3,926 hectares, of which 1,312 hectares are land, and the remaining 2,614 hectares are water.



The port of Constanta and the two satellite ports, **MEDIA and MANGALIA**, are public-private seaports owned by the Romanian state, which is responsible for their regulation and operation. The national company "Seaport Authority" SA CONSTANTZA MPA is a company under the jurisdiction of the Ministry of Transport and Infrastructure. In the port of Constanta, sea and cargo services are mainly carried out by private companies in a competitive environment with the application of free market principles.

Constanta is a major port. The types of vessels that regularly call at Constanta include general cargo (29%), bulk carriers (18%), oil/chemical tankers (8%), domestic, motorized cargo ships (6%), container ships (4%). The maximum length of ships entering this port is 311 meters. The maximum draft is 16.1 meters.

The port of Constanta has a capacity of 100 million tons per year and 156 berths, of which 140 are operational. The total length of the berth is 32 km, and the depth ranges from 7 to 19 meters. These characteristics are comparable to the characteristics offered by the most important European and international ports, which allows receiving tankers with a deadweight of 165,000 tons and bulk carriers with a deadweight of 220,000 tons.

The port is river and sea: every day it serves more than 200 river vessels; connected to the Danube by the Danube-Black Sea canal. Ships from Bulgaria, Serbia, Hungary, Austria, Slovakia and Germany come to the port.

The shipping channel to the port of Konstanza has a length of 6.4 nautical miles, a width of 0.8 nautical miles and a depth of 21 meters. The port can receive vessels with a deadweight of up to 250 thousand tons. Pilotage is required for all commercial vessels, including mooring and unmooring. Changes in tides have little effect on the port of Constanta. The port of Constanta has three anchorage zones. Zones 1 and 2 accept vessels, except for tankers up to 40 GRT, and Zone 3 is intended for tankers and carriers of liquefied petroleum gas and/or dangerous goods.



The port provides a safe anchorage with depths of 25-30 m for 40-50 large vessels with the ability to turn when the direction of the wind or current changes. In bad weather, small vessels can enter the port area only with the permission of the Constanța.

Terminals in Constanța

Oil Terminal

The port of Constanța has a terminal designed for the import of crude oil and petroleum products and the export of petroleum products, derivatives and chemical products. Thanks to specialized pipelines for loading and unloading, the liquid cargo terminal in the port of Constanța can receive tankers with a deadweight of up to 165 thousand tons. There are pipelines for the transportation of liquid cargo by river vessels, that link the port of Constanța with other destinations in Europe or the interior of Romania, including the country's main oil refineries. The oil terminal and Rompetrol Logistics Sucursala Transport Constanța are the most important operators of this type of cargo. There are nine berths in the terminal, the main operator is Oil Terminal S.A. .

Characteristics of the oil terminal harbor

Maximum vessel size: more than 500 feet in length

Minimum water: 41–45 ft, 12.5–13.7 meters

The annual turnover of liquid cargo is 24 million tons of tonnage in terms of unloading and 10 million tons of tonnage in terms of loading. Crude oil, diesel fuel, gas and other processed and chemical products are transported.

Bulk cargo terminals

Dry bulk cargoes such as iron, non-ferrous ore, grain, coal and coke are maintained by specialized terminals located near the river-sea basin. They can serve both sea and river vessels, providing direct transshipment to barges. Other bulk cargo passing through the port of Constanța includes, among others, cement, building materials and phosphates. In the port of Constanța there are two specialized terminals for transshipment of iron ore, coal, bauxite and coke. These terminals have 13 berths with a depth of up to 19 meters at the side and can unload more than 45 thousand tons per day from sea vessels and load barges at a speed of two thousand tons per hour. These terminals have a storage capacity of 4.7 million tons at a time and are capable of handling more than 27 million tons of bulk cargo per year. They can receive ships deadweight up to 250 thousand tons.

Specialized terminals for transshipment of fertilizers, urea, phosphates, apatite and other chemical products. With 10 berths with a depth of up to 13.5 meters, the terminals have a storage capacity of 100 thousand tons and can handle a total of 4.2 million tons per year. The operational capacity of phosphates is 30 thousand tons. Terminals can receive ships with a deadweight of up to 30 thousand tons.

Facilities for the processing and storage of dry cereals. They contain 14 specialized berths with a depth of 7 to 13 meters. Terminals can accept both river and sea vessels of the PANAMAX class, and also have warehouses (silos and warehouses) with a total capacity of 350 thousand tons. There is also a service for sea buoys for large-capacity sea vessels with a depth of 16 meters, where cargo can be directly transshipped onto river vessels.

Two rolling and unloading terminals that handle cars and other ro-ro cargo. The Port of Constanta exports Romanian vehicles to Brazil, Turkey, China and Colombia from two specialized berths with docking spans. The Roll-on/Roll-off terminal in the northern part of the port of Constanta has a berth of 364 meters with a depth of 13 meters and has a parking space for 4800 cars. The Roll-on/Roll-Off terminal in the southern part of the port of Constanta has a berth of the port of Constanta 214 meters long with a board depth of 13.2 meters and a parking space for 1800 cars.

Terminal for non-self-propelled barges plying the Danube-Black Sea Canal. The terminal has a 1200-meter pier with a depth of 7 meters. The length of the berth for river tugs is 300 meters, and the depth at the side is 5 meters.

Management

DP World operates the state-of-the-art South Container Terminal in Constanta (CTST) with a capacity of 1.5 million TEU/year, the largest container terminal in the Black Sea. DP World's concession contract for the operation of CTST runs until 2049. DP World and PCFC are upgrading the Romanian port of Constanta with a new RO-RO terminal.

SNTFM CFR Marfa operates a ferry terminal with excellent capabilities for transporting goods in wagons, containers and trucks. The terminal has five railway tracks and equipment suitable for working with the usual European railway standard.

Each terminal is connected to the railway network. Constant rail transport provides transportation of large volumes of cargo to the most important economic regions of Romania and Eastern Europe, and the port of Constanta is an important transport hub of the TRACECA corridor. The railway network at port of Constanta is connected to the Romanian and European rail network, with the port of Constanta being the starting and ending point of Corridor IV, the Pan-European Corridor. Corridor IV follows the route: Dresden/Nuremberg – Prague – Vienna – Bratislava – Győr – Budapest – Arad – Bucharest – Constanta / Craiova – Sofia – Pernik Thessaloniki or Plovdiv – Istanbul. The total length of roads in the port is 100 km. The A2 motorway connects the port of Constanta with the national road network. The A2/A4 from Bucharest/Constanta goes directly to the port of Aggija.

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