



**Organization for Security and Co-operation in Europe  
Secretariat**

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### **Conference Services**

Please find attached the presentation by Captain Serban Berescu, Director, Naval Operations Department, Romanian Naval Authority, delivered at the Plenary Session 5 – Maritime co-operation: the Black Sea experience: current status and the way ahead, First Preparatory Conference to the 16<sup>th</sup> OSCE Economic and Environmental Forum “Maritime and inland waterways co-operation in the OSCE area: Increasing Security and protecting the environment” held in Helsinki, 10 - 11 September 2007.



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**ROMANIAN MARITIME PORTS NAVIGABLE INLAND  
WATERWAYS (THE DANUBE BLACK SEA Channel)  
THE ROLE PLAYED BY ROMANIA IN TRANSPORT  
DEVELOPMENT ACROSS BLACK SEA AND IN  
REGIONAL AND INTERNATIONAL COOPERATION**

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*Romanian Naval Authority  
Incinta Port, Gate no.1, Constantza, cod 900900  
ROMANIA  
September 2007*



- **The state authority in the field of maritime and inland waterways transport is the Ministry of Transports which elaborates and promotes the normative acts and the specific norms applicable to the maritime and inland waterways transport, follows up their application and ensures the fulfilment of the obligations devolving on the State from the international agreements and conventions to which Romania is Part.**
- **The Ministry exerts its role of state authority in the field of maritime and inland waterways transport in respect of the regulation, authorization, coordination, inspection, control, surveillance and certification of maritime and inland waterways transport infrastructures, ships, naval transport activities, through the General Directorate of Naval Transports within the Ministry.**
- **The function of state authority in the field of safety of navigation and ships security is performed by the Romanian Naval Authority, specialized technical body subordinated to the Ministry.**

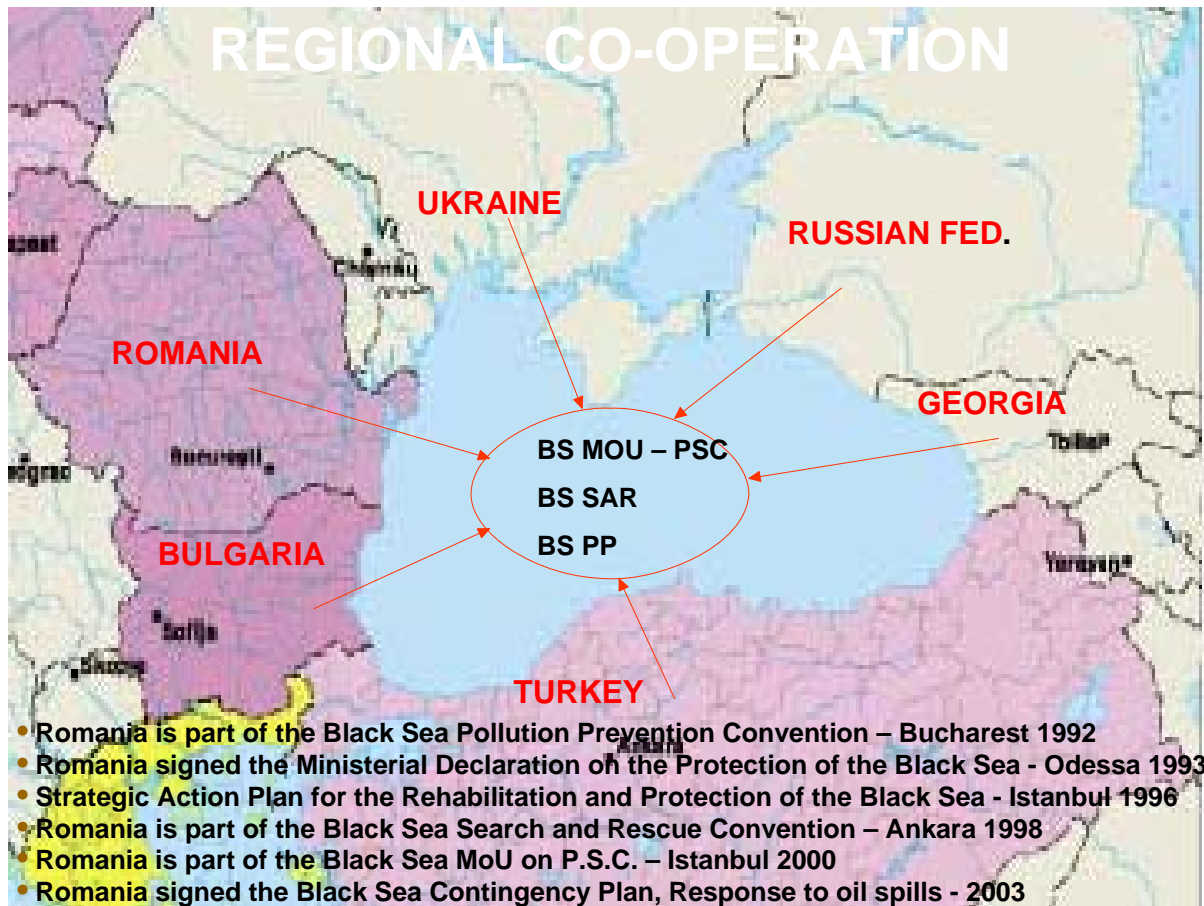


- **The maritime and inland waterways transport may be the key of regional and international cooperation by enhancing the efforts for ensuring the security of transport and the protection of the environment.**
- **Due to its geographic position and to the development of the naval transport infrastructure, Romania guarantees an efficient traffic of goods and passengers performed in conditions of high safety and security.**
- **On 01 July 2002, Romania has reported the implementation of the requirements of the ISPS Code to ships and port facilities ensuring the security of the naval transport of goods and passengers according to the international regulations.**



- Through its dimensions and a high developed infrastructure, Constanta Port and the Danube-Black Sea Channel may be considered as remarkable regional centre for the transport within the European Corridors.
- The qualities of the ports and the economic advantages of the inland navigable waterways, where the Danube-Black Sea Channel plays an essential role for transporters, are guaranteed by efficient safety and environmental protection pollution measures.

# REGIONAL CO-OPERATION



- Romania is part of the Black Sea Pollution Prevention Convention – Bucharest 1992
- Romania signed the Ministerial Declaration on the Protection of the Black Sea - Odessa 1993
- Strategic Action Plan for the Rehabilitation and Protection of the Black Sea - Istanbul 1996
- Romania is part of the Black Sea Search and Rescue Convention – Ankara 1998
- Romania is part of the Black Sea MoU on P.S.C. – Istanbul 2000
- Romania signed the Black Sea Contingency Plan, Response to oil spills - 2003



### **Port of Constanta A World Class Maritime Port**

- **The port of Constanta allows the access of seagoing vessels of up to 165,000 dwt.**
- **By the transshipment of cargo into vessels of up to 5,000 dwt or river barges of 3,000 tons forming convoys of up to 6 barges, an efficient carriage of goods to the center of Europe is provided through Black Sea – Danube Channel.**

## **Port of Constantza, A World Class Maritime Port**

**Largest and deepest port in the Black Sea**

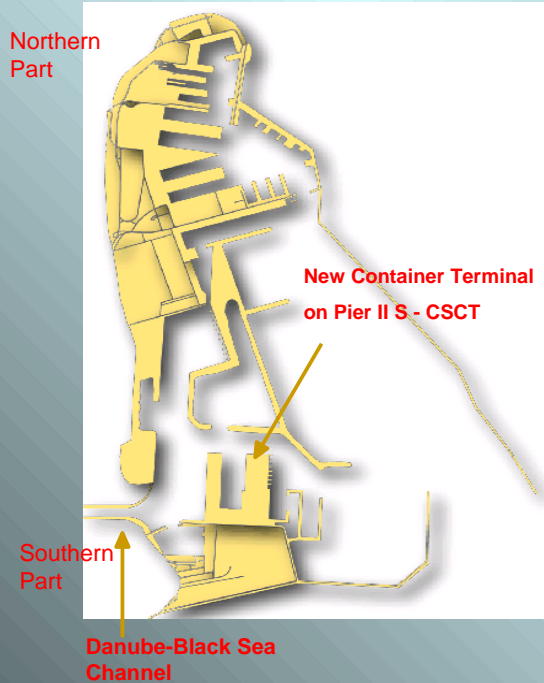
### **Main characteristics of the port:**

- **Total surface: 3,926 ha**
- **156 berths (out of which 140 operational berths)**
- **Quay length - almost 30 km**
- **Length of breakwaters (north+south) – 14 km**
- **Total handling capacity – over 120 million tons/year**
- **Natural water depths between 8 and 18.5 m**
- **Safe port**
- **Port complying with the ISPS Code and the EU security regulation in force**
- **Friendly environmental management**
- **Free port status starting with January 2007**





## Constantza Port – the container hub in the Black Sea



❑ There are 4 Container terminals operated by DP World, SOCEP, UMEX, and APM Terminal

❑ The new container terminal on Pier II South

**Constantza South Container Terminal - CSCT**

- operated by Dubai Port World
- more than 850,000 TEU's handled in 2006 (approx. 85% of the total container traffic)
- current capacity - 1,000,000 TEU's/year

### Terminal Characteristics

#### INTERMODAL TERMINAL

TERMINAL SIZE - 22 Hectares – First Stage  
(90 Hectares – Third Stage)

#### BERTH INFORMATION

Quay Length	840 m Total
Main berth	634 m
Feeder Berth	206 m
Depth Alongside - Min 14.5 Meters water depth	

#### SHIP TO SHORE CRANES

Main Berth	3 x Post-Panamax Mitsubishi Gantry Cranes
Feeder Berth	2 x Mobile Harbor Cranes

#### APPROACH Channel

16.5 meters 1.000 meters length

## **Constantza Port – the container hub in the Black Sea**

### **□ Constantza South Container Terminal – CSCT**

- works completed in 2006 provided extra 300,000 TEU capacity
- planned works for 2007 will contribute with extra 150,000 TEU capacity
- DP World Constantza is in the process of developing a Master Plan for the additional areas to take place in 2008-2010



### **□ CSCT success story**

- 2004 – (became operational) – 100,000 TEU
- 2005 – 560,000 TEU
- 2006 – 850,000 TEU
- 2007 – over 1,000,000 TEU

## **Constantza Port – Is not only about containers: The Bulk Cargo**

### **Chemical products**

- 9 berths, water depths between 8.6 and 10.5 m
- covered storage capacity: 100,000 tons



### **Oil products**

- 9 berths, water depths between 11.3 m and 19 m
- annual handling capacity 24 mil. tons
- maximum storage capacity for oil products: 1.7 mil. tons
- 33 coupling installations for loading/unloading tankers and/or river barges

### **Ore, coal, coke**

- 13 berths, water depths up to 19 m
- Direct transshipment from sea-going vessels to barges
- Storage capacity: 3.5 million tons
- Handling capacity: 25 million tons /year



### **Grains**

- 13 berths, water depths up to 16.5 m
- Storage capacity:  
North part of the port: 90,000 tons  
South part of the port: 100,000 tons
- Handling capacity: 4 million tons/year



## Constantza Port – The General Cargo, RO-RO& Ferry facilities

### General Cargo



General cargo  
50 berths, water depths up to 13.8 m

### Ro-Ro and Ferry Boat



#### Ro-Ro/Ferry

Facilities for:

North parking area: 4,800 vehicles

South parking area: 1,800 vehicles

Direct line with Derince, Turcia

Direct line with Batumi, Georgia

Ferryboat lines	Distance		Time (hours)
	nM	km	
Constantza - Derince	230	414	23

# Constantza Port – Connections with the Pan European Transport Corridors



Constantza Port is linked to:

**Pan European Transport Corridor no. VII – the Danube**

**Pan European Transport Corridor no. IV (railroad)**

**Pan European Transport Corridor no. IX (road)**

**TRACECA Corridor**

## **Constantza Port – The Hinterland**

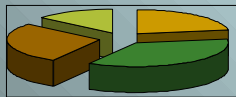


**Constantza Port hinterland supports the port in terms of various cargoes produced, consumed and shipped to and from the port and includes a wide area of Central and Eastern Europe countries: Austria, Bulgaria, Hungary, Moldavia, Slovenia, Slovakia, Ukraine, former Yugoslavia, Germany and Holland.**

## Constantza Port – The Total Traffic

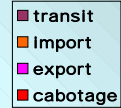
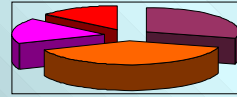
2006

<b>Total traffic (thousand tonnes)</b>	<b>57,138</b>
Transit	12,846
Import	20,466
Export	15,820
Cabotage	8,006



First 7 months of 2007

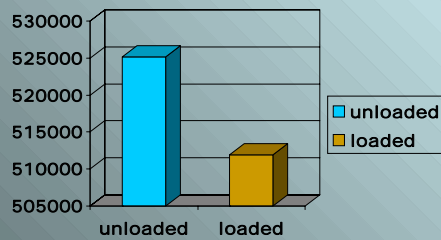
<b>Total traffic (thousand tonnes)</b>	<b>32,465</b>
Transit	<b>9,012</b>
Import	<b>11,855</b>
Export	<b>5,241</b>
Cabotage	<b>4,357</b>



## Constantza Port – The Container Traffic

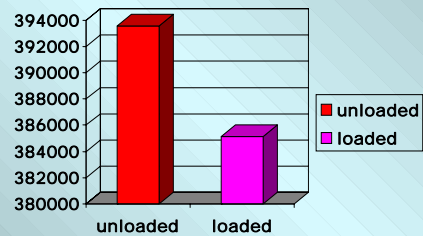
2006 (TEU)

<b>Unloaded</b>	<b>525,211</b>
- full	372,802
- empty	152,409
<b>Loaded</b>	<b>511,857</b>
- full	316,995
- empty	194,862
<b>TOTAL</b>	<b>1,037,068</b>



First 7 months of 2007 (TEU)

<b>Unloaded</b>	<b>393,588</b>
- full	280,575
- empty	113,013
<b>Loaded</b>	<b>385,142</b>
- full	246,924
- empty	138,218
<b>TOTAL</b>	<b>778,730</b>





## Black Sea Ports 2005 – container traffic statistics





## Port of Constanta – Development Measures

*According to the Master Plan, Development Strategy (2020) & Short Term Development Plan (2013) there are important projects intended to the further development of Constanta port:*

- *Projects related to the traffic demand - specialized dedicated terminals*
- *Projects related to the improvement of Port Operation*
- *Projects related to the improvement of Port Access - Roads Connection*
- *Projects related to Environment Protection*





### **Danube - Black Sea Channel**

- **According to the international standards, the Danube - Black Sea Channel ranks in the 6th class of inland Channels, the highest class for such constructions. By the opening of the Rhine - Maine Channel (1992), a direct waterway connection has been achieved between the port of Constanta and the Port of Rotterdam.**
- **The main advantage of the Danube - Black Sea Channel consists of its direct link with the port of Constanta, the largest maritime port at the Black Sea and, one of the biggest in Europe. The Channel is of considerable importance not only in economical way but from safety and security aspects as well.**
- **The link between Black-Sea and Danube river creates multiple opportunities for a consistent cooperation in the region.**
- **The northern branch of the Channel makes easier for ships to operate in safe and secured conditions in port of Midia which is the location of a large refinery for oil products.**
- **The Danube - Black Sea Channel links the port of Cernavoda with the maritime port of Constanta shortening by some 400 km the route of cargo from the Black Sea to the Danube ports of Central Europe.**
- **In addition, using this transport route, the cargo from Australia and Far East bounded for Central Europe shortens its way by 4,000 km.**

## THE MAIN DANUBE-BLACK SEA CANAL

### GENERAL TECHNICAL CHARACTERISTICS

Length	64,4 km
Breadth of the waterway	90 m
Canal water depth	7,0 m
Maximum draft	5,5 m
Bridge clearance	16,5 m

### LOCKS OF THE CANAL

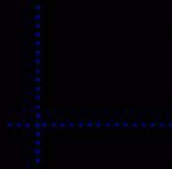
Cernavoda	km 60 + 300
Agigea	km 1 + 900

### PORTS ON THE CANAL

Medgidia	km 37 + 500 right bank
Basarabi	km 25



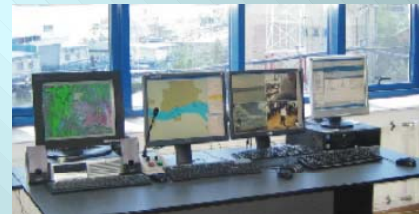
Characteristic	Pushed convoy	Self propelled vessels
Capacity	6 x 3000	tc5000 tdw
Length	296 m	138,3 m
Width	23 m	16,8 m
Draft	3,8 m	5,5 m



***The Romanian Naval Authority ensures the safety, security and pollution prevention along the Danube River and its ports through RoRIS System***

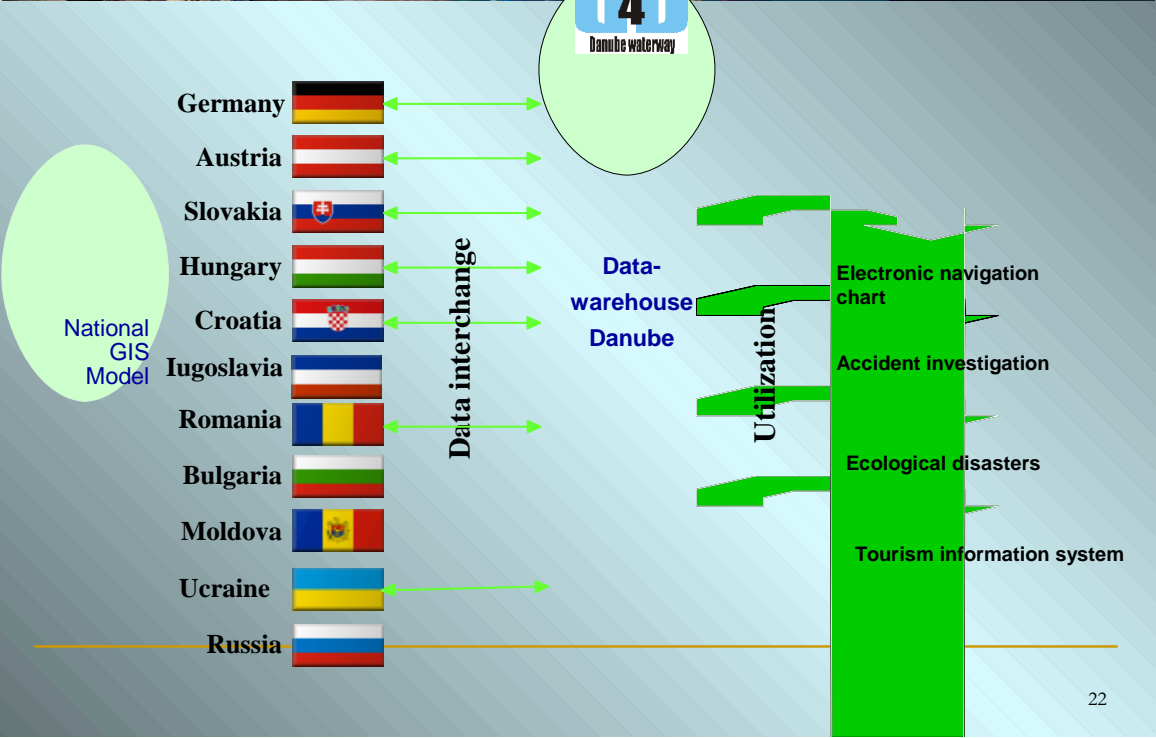
***RoRIS – Ships Traffic Management on the Danube River***

- The system is harmonized with CCNR (Central Commission for Navigation on the Rhine) directives, UN ECE Resolution 58, COMPRIS research project, Directive RIS 2005/44/EC***





# ROMANIAN RoRIS PART OF DANUBE DATABASE





- Romania is one of the Black Sea countries using the SafeSeaNet system having control over the information regarding the ships' arrivals and departures in/from the ports as well as in respect of dangerous goods and incidents and accidents on sea.
- The system has in view information of interest also for the Border Police and Customs Authority.
- By using this system Romania fully complies with the provisions of the Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system, Directive which was implemented by Romania since 2006.
- The pollution prevention is ensured and monitored through the Maritime Coordination Center using POLREP and WASTEREP reports.





A continuous improvement of the quality of activities in the field of navigation and ports operation, in conformity with the national and international requirements, in order to promote and develop the highest standards on ships and ports safety and security, as well as environmental protection against pollution, represents the main objectives of Romania policy in connection with the regional and international cooperation.



***Thank you for  
your attention.***

***September 2007***