

## Chapter 3 Cargo Movement Related to the Port of Constantza

### 3.1 Present Port Traffic

#### 3.1.1 Historical Trade Volumes Through the Port of Constantza

The cargo traffic reported by the Port of Constantza, for the period 1989 – 1999, is presented in Table 3.1.1. This covers the turbulent period from the year of Romania’s Revolution through the initial downturn and partial recovery and into the current economic recession, and accordingly, the pattern is erratic. Figure 3.1.1 depicts a somewhat longer period (1985 – 1998) to illustrate the full impact of the changes the port has experienced, whilst Figures 3.1.2a–e depict the commodity-wise distribution of total, export, import, outbound transit and inbound transit traffic handled at the port between 1994 and 1999.

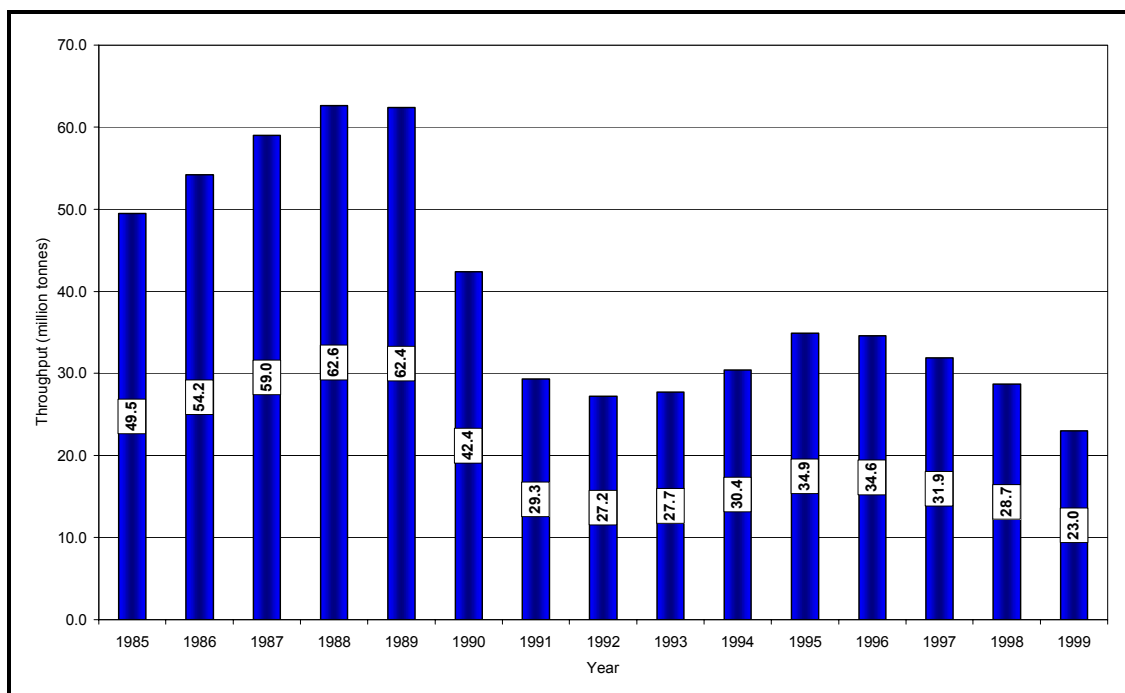
**Table 3.1.1 – Traffic History of the Port of Constantza 1989 – 1999**

(million tonnes)

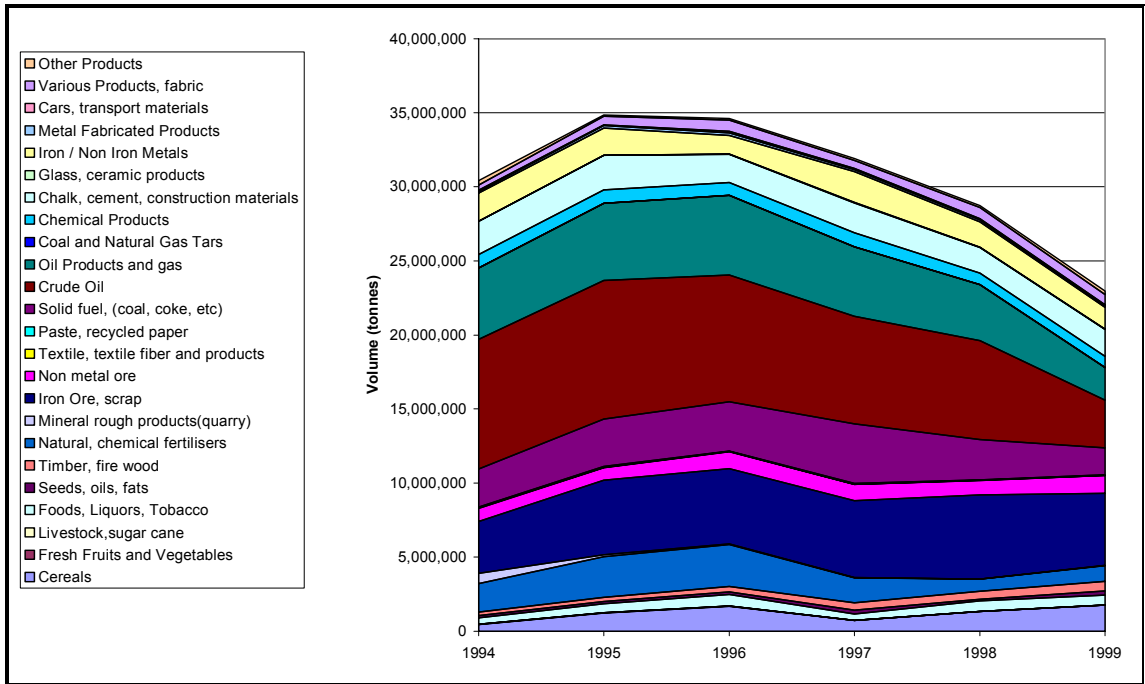
Year	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
Throughput	62.4	42.4	29.3	27.2	27.2	30.4	34.9	34.6	31.9	28.7	23.0

Source: Constantza Port Administration

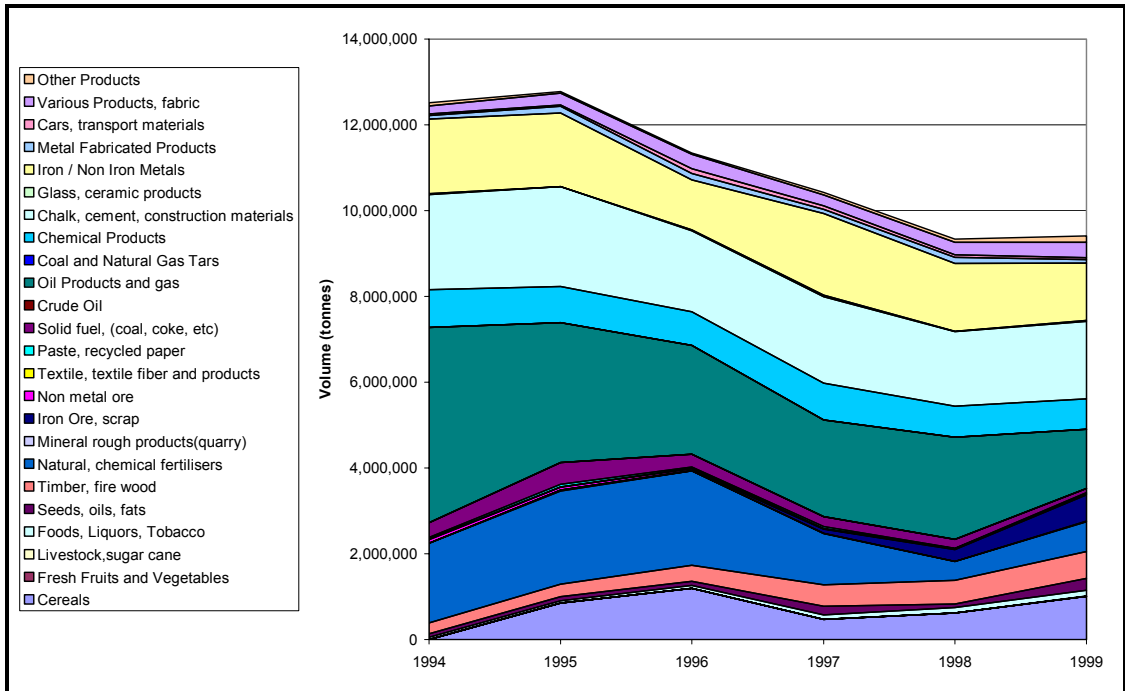
**Fig. 3.1.1 – Total Traffic at the Port of Constantza**



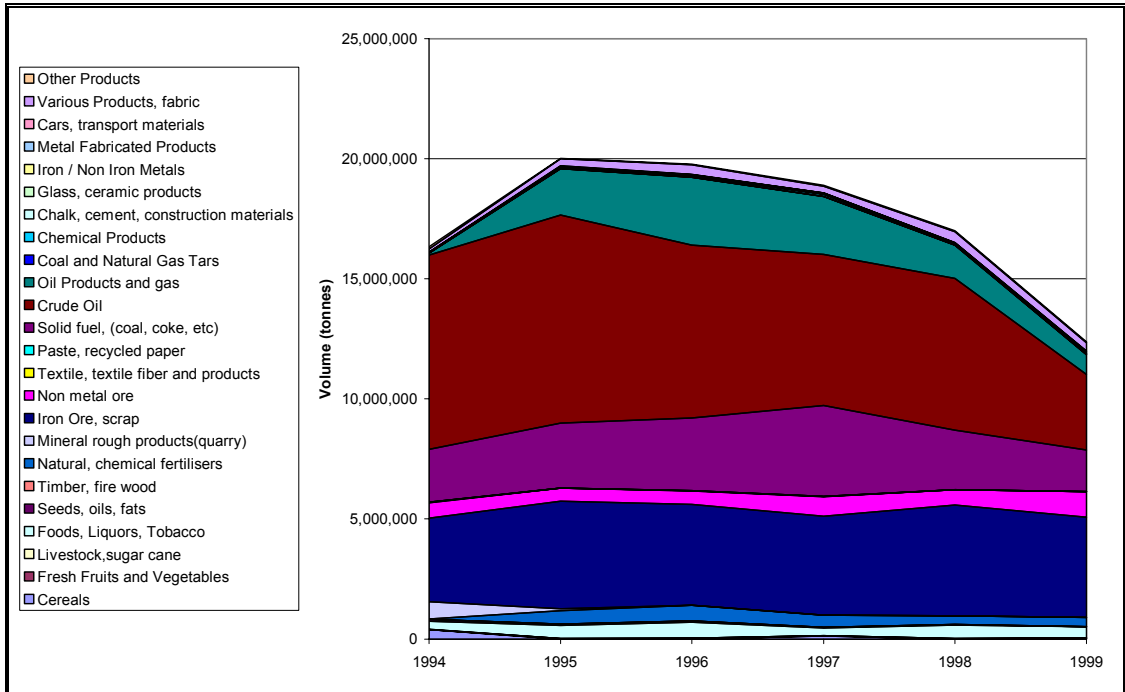
**Fig. 3.1.2a – Commodity-wise Total Traffic**



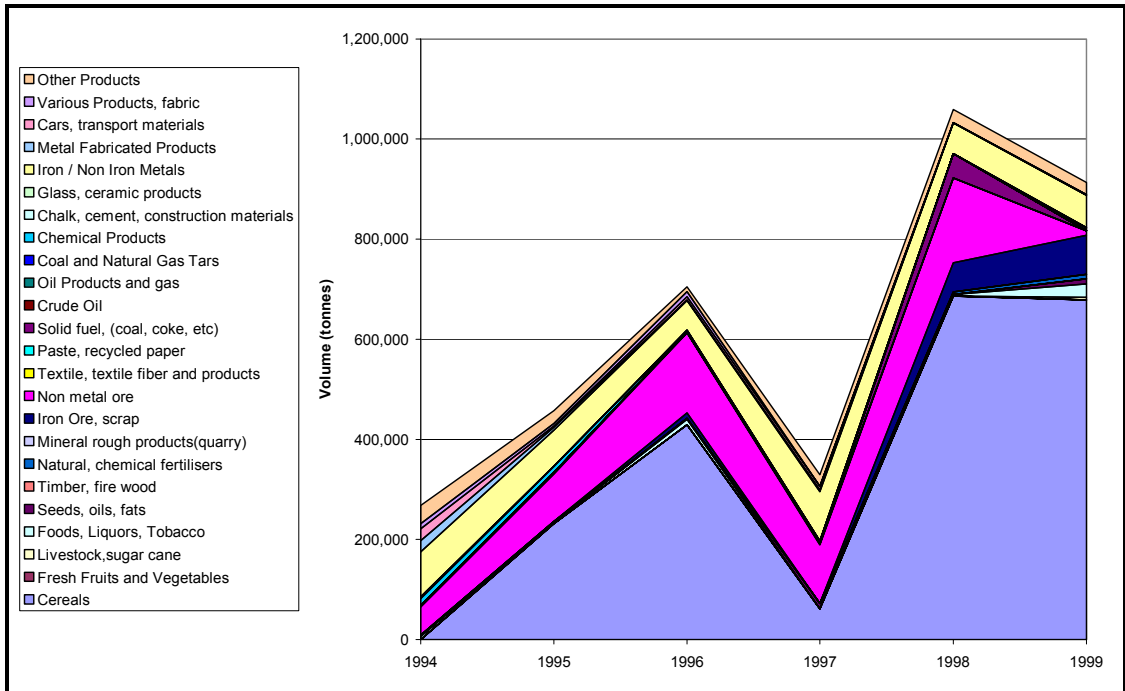
**Fig. 3.1.2b – Commodity-wise Export Traffic**



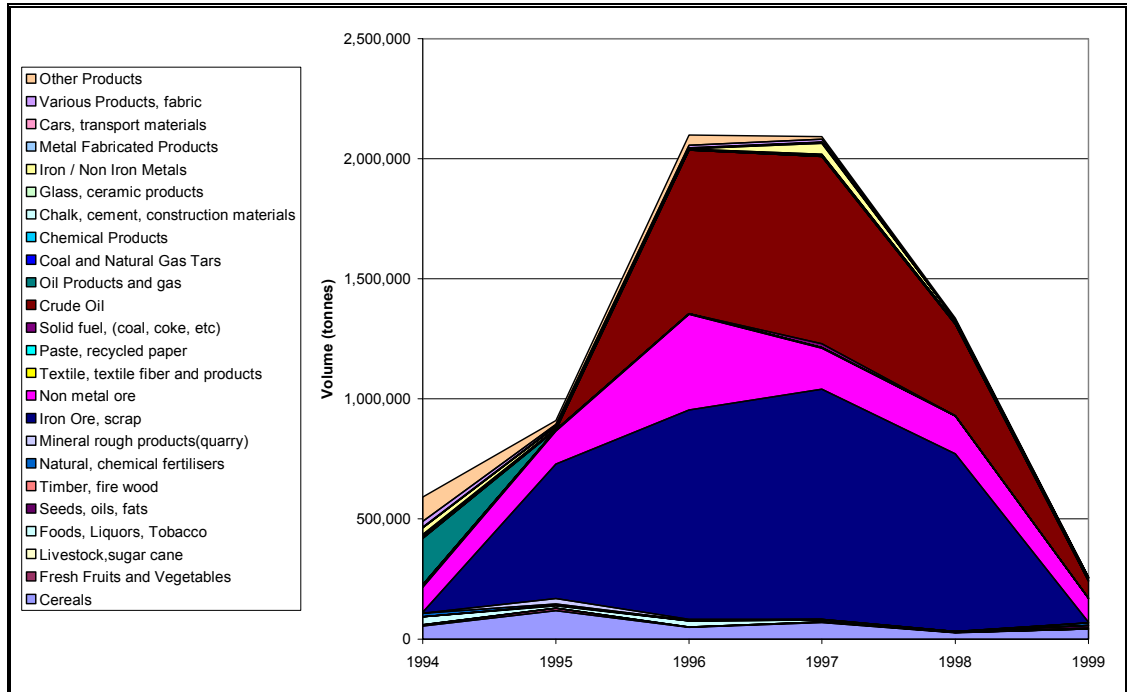
**Fig. 3.1.2c – Commodity-wise Import Traffic**



**Fig. 3.1.2d – Commodity-wise Outbound Transit Traffic**



**Fig. 3.1.2e – Commodity-wise Inbound Transit Traffic**

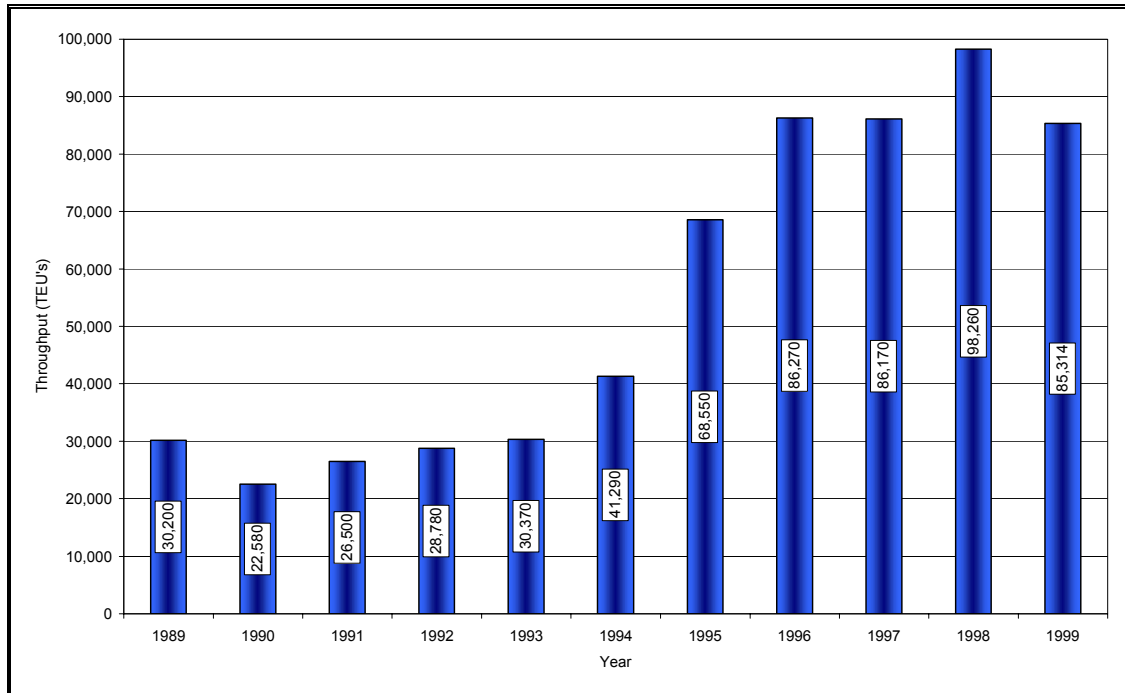


From Figures 3.1.2a-e, it is evident that the Port of Constantza handles a wide variety of cargoes. The main export commodities handled at the port are cereals, timber, fertilisers, steel scrap, petroleum products, chemicals, cement and ferrous and non-ferrous metals. The main import commodities handled at the port are foodstuffs, fertilisers, iron ore, solid fuels, crude oil and petroleum products. The main transit commodities handled at the port are cereals, iron ore, non-ferrous ores, ferrous and non-ferrous metals and crude oil. Based on the foregoing, it can be concluded that a large proportion of the cargoes handled at the port can be classified as bulk cargoes. Nevertheless, the port also handles a significant amount of general cargoes, both break-bulk and containerised.

Reference is made to the earlier work carried out by the Consultants, i.e., the study for the Container Terminal at Pier IIS in Constantza, wherein the container throughput at the port has been addressed in detail. Nevertheless, an update of the information, included in the aforementioned document, is presented hereafter.

Despite an overall decline in traffic during the past ten years, container traffic handled at the Port of Constantza, as depicted in Figure 3.1.3, has been increasing. Details of container traffic handled at the port during 1999 are presented in Table 3.1.2.

**Fig. 3.1.3 – Container Throughput at the Port of Constantza**



**Table 3.1.2 – Containers Handled at the Port of Constantza during 1999**

	Import			Export			Total		
	Full	Empty	Total	Full	Empty	Total	Full	Empty	Total
<b>20' Boxes</b>	12,315	2,012	14,327	13,721	1,280	15,001	26,036	3,292	29,328
<b>40' Boxes</b>	11,105	3,129	14,234	11,157	2,602	13,759	22,262	5,731	27,993
<b>Total Boxes</b>	23,420	5,141	28,561	24,878	3,882	28,760	48,298	9,023	57,321
<b>Total TEU's</b>	34,525	8,270	42,795	36,035	6,484	42,519	70,560	14,754	85,314

Source: Constantza Port Administration

The ability of container traffic at Constantza Port to buck recent economic trends can possibly be attributed to the following two factors.

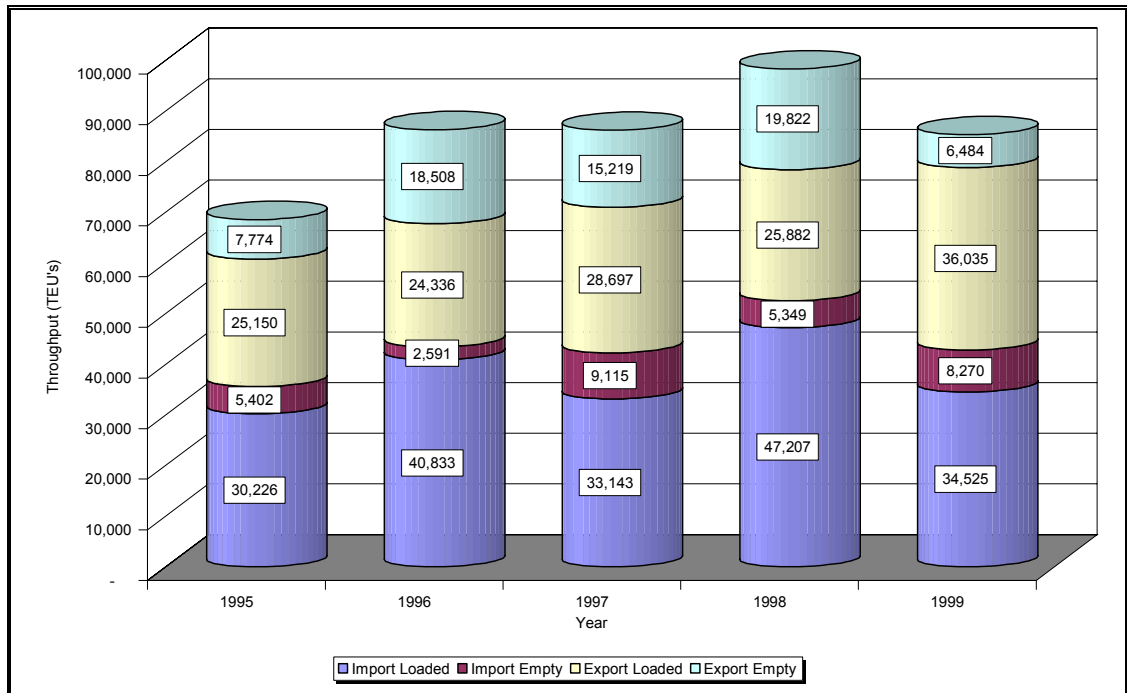
One influence has been an abnormally high proportion of empty containers. This is, however, considered a temporary phenomenon, and figures for 1999 indicate that the share of total traffic represented by empty containers has dropped below the historic level of approximately 20 percent. The proportion of empty containers at Constantza Port in recent years is presented in Table 3.1.3 (Figure 3.1.4).

**Table 3.1.3 – Empty Containers at Constantza Port**

Year	1995	1996	1997	1998	1999
Empties	19.2%	22.2%	28.2%	25.6%	17.3%

Sources: Constantza Port Administration

**Fig. 3.1.4 – Full and Empty Containers at Constantza Port**



The second factor contributing to container growth appears to be an increasing rate of containerisation for containerisable cargoes. In part, this can be attributed to the aforementioned high proportion of empty boxes, which some shipping lines then strive to fill, via aggressive pricing, with any available suitable commodities. To the extent this is the case, dramatically accelerated containerisation could also prove to be temporary. The average containerised cargo weight at Constantza Port is presented in Table 3.1.4.

**Table 3.1.4 – Average Containerised Cargo Weight**

Year	Full TEU's	Container Tonnage	Tonnes / Full TEU
1997	61,840	672,774	10.9
1998	73,089	714,342	9.8
1999	70,560	767,235	10.9

Source: Constantza Port Administration

### 3.1.2 Historical Trade Volumes by Major Commodity Groups

#### (1) Introduction

In the preceding section, the historical trade through the Port of Constantza was presented on the basis of the cargo statistics, as presented by the port's administration, which included a break-down into twenty-four commodity classifications. Although these figures presented a

clear picture of the major commodities handled by the port, this Section reclassifies these twenty-four commodities into eight classifications for the purpose of further analysis.

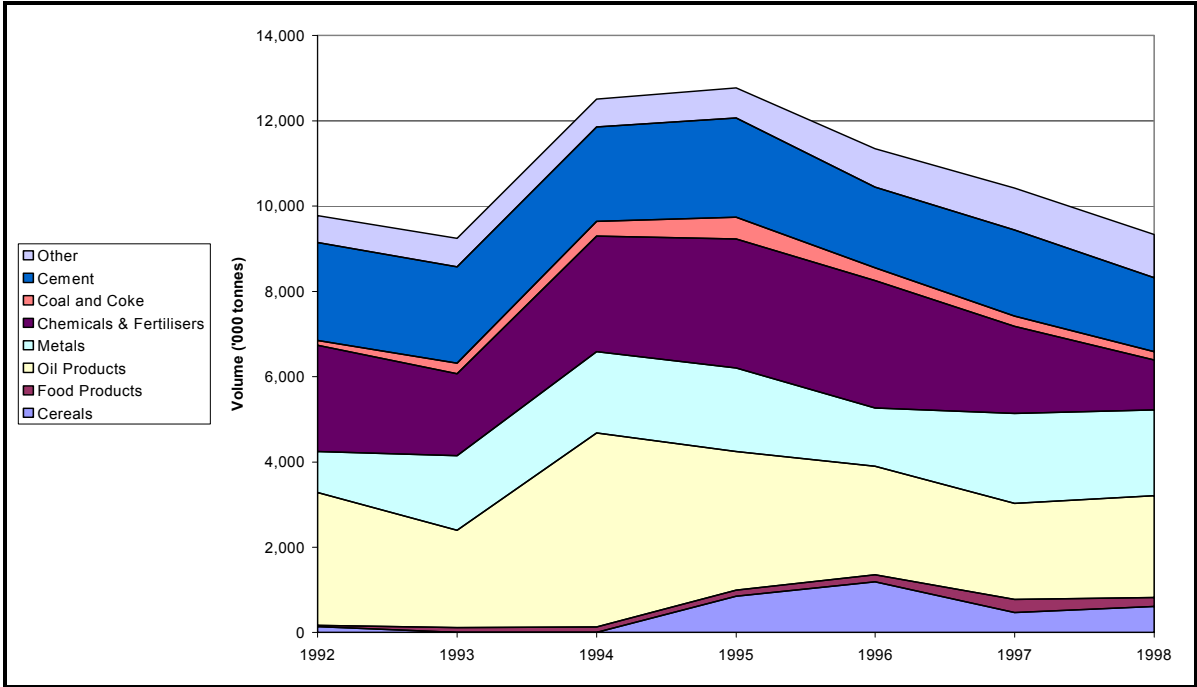
**(2) Reclassification of Commodities**

Reference is made to the report prepared by GIBB, which regrouped the twenty-four commodity in the following eight major groups:

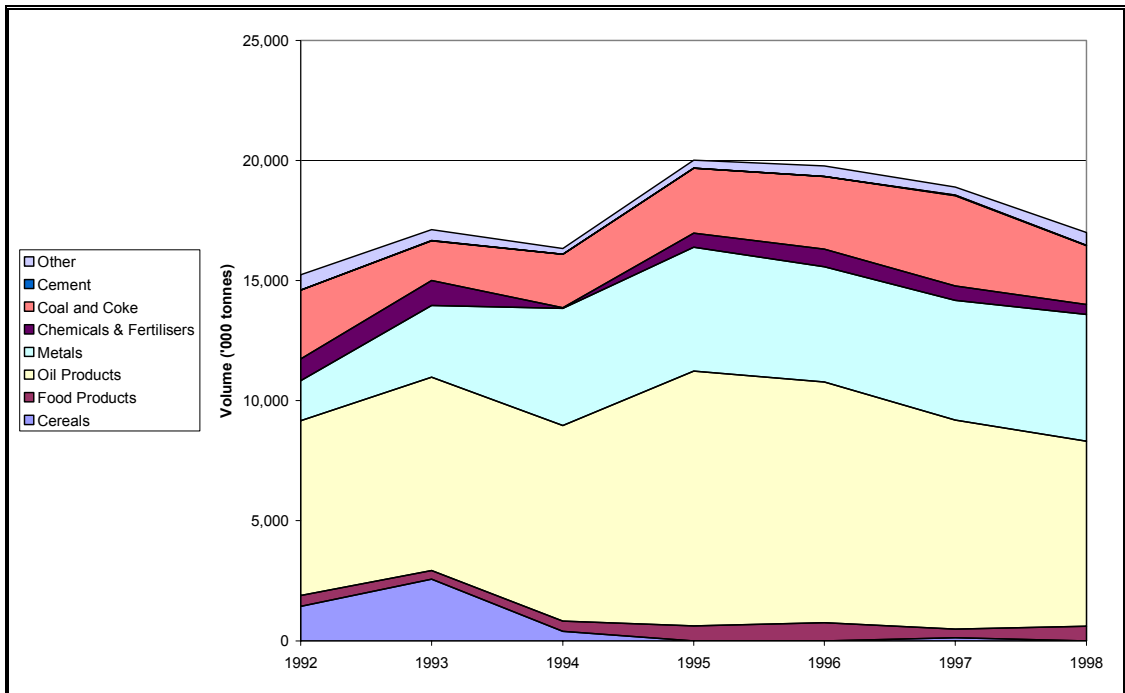
- Cereals;
- Food Products;
- Oil Products;
- Metals;
- Chemical & Fertiliser;
- Coal & Coke;
- Cement; and
- Other Cargoes.

The historic throughput trends for export, import, outbound transit and inbound transit, for these eight commodity classifications, is presented hereafter in Figures 3.1.5a-d. These figures provide a somewhat clearer trend than the Figures 3.1.2b-e presented earlier in Section 3.1.1. Additionally, Figures 3.1.5b-c represent a somewhat longer period, between 1992 and 1999, than the period indicated in Figures 3.1.2b-c.

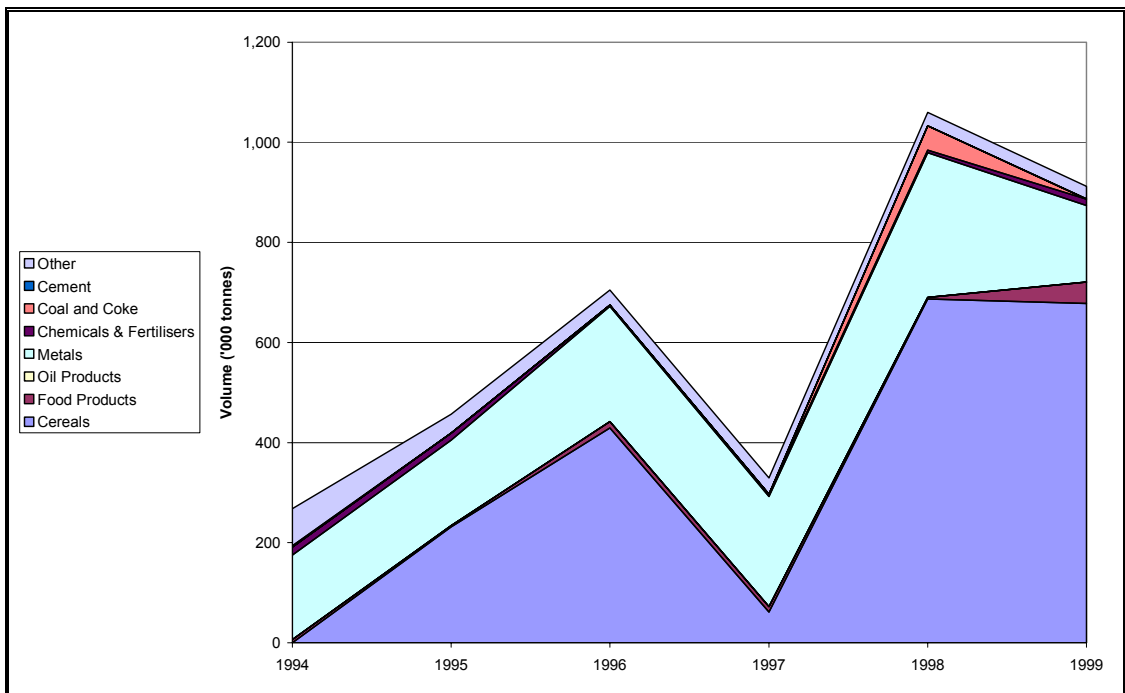
**Fig. 3.1.5a – Export Traffic by Major Commodity Classification**



**Fig. 3.1.5b – Import Traffic by Major Commodity Classification**

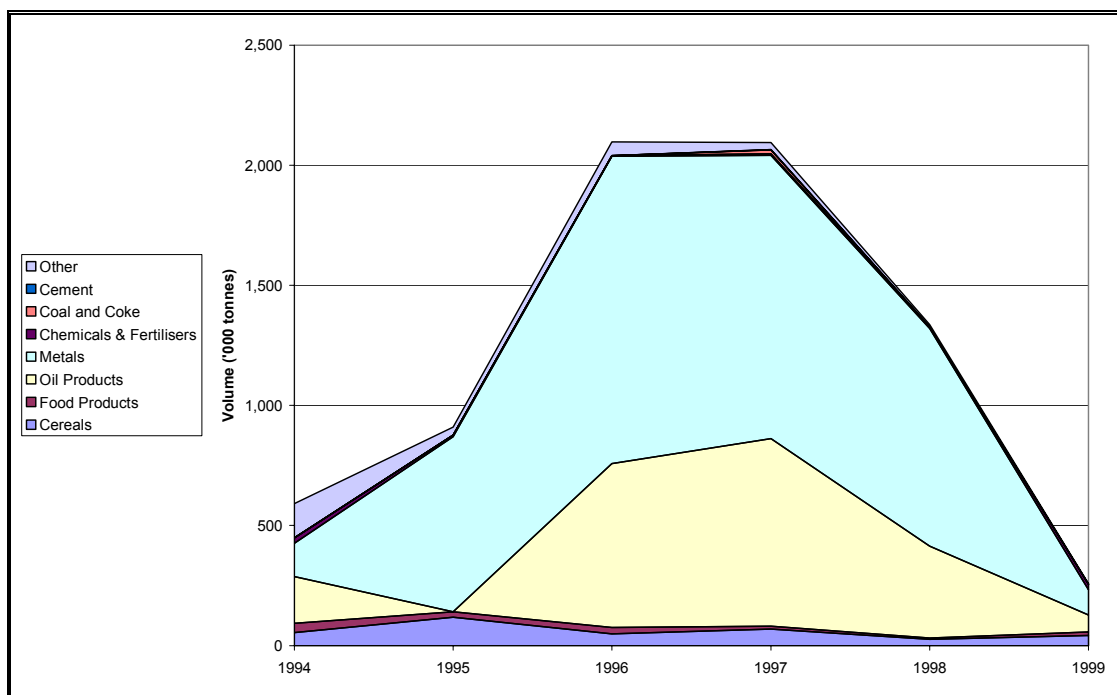


**Figure 3.1.5c – Outbound Transit Traffic by Major Commodity Classification**





**Figure 3.1.5d– Inbound Transit Traffic by Major Commodity Classification**



### (3) Main Origin of Imports and Main Destination of Exports

Cargo statistics presented in the GIBB Study, and provided by the Constantza Port Administration, broadly indicate the major origin and destination countries, or regions. However, it was noted that this information was inconsistent with information obtained by the Study Team, from the port's administration, and in some cases extreme discrepancies were observed. Since it has not been possible to reconcile these discrepancies in the time available, the information that follows has been based upon detailed discussions, that were held by the Study Team, with port operators. Nevertheless, such data is considered relevant and important, and consequently, the Study team will work to correct these discrepancies, or alternatively obtain more accurate data, prior to the finalisation of the study.

#### Main Origin of Imports

Between 1994 and 1999, on average, import traffic represented approximately 57% of the total traffic handled at the Port of Constantza. Further review suggests approximately 80% of the import traffic handled at the port, during this period, originated from ten countries, with these countries primarily being those that are rich in natural resources, i.e., crude oil, ferrous

and non-ferrous ores and solid fuels (coal and coke), and which are the main import commodities handled at the port.

The main origin of imports in the early 1990's was the Middle East and Turkey, which accounted for between 35% to 40% of the total import traffic handled by the port. The principal imports during this period were crude oil and petroleum products. More recently, i.e., during the last three years, imports from these origins, as well as the absolute volumes handled, have declined significantly, consequently accounting for a much lower proportion of import traffic. The decline in volumes from the Middle East can be attributed to a shift in Romania's international policy, and the implied effects on trade relationships, whereby ties with Iran and Iraq were essentially severed. Currently, it is understood that a large proportion of Romania's crude oil import needs are being met by supplies from the Ukraine and Russia.

As with crude oil, although the absolute volumes handled have declined, the proportional share of import traffic represented by iron ore trades has increased during this period. The principal origin countries for these trades are Australia, Republic of South Africa, Brazil and India.

### **Main Destination of Exports**

Although export volumes handled at the Port of Constantza increased initially, up to a volume of nearly 13 million tonnes in 1995, they have steadily declined thereafter to just over 9 million tonnes in 1999. During this period, exports of fertilisers declined from around 2.5 million to less than 0.5 million tonnes, exports of petroleum products have reduced from approximately 4.5 million to about 2.2 million tonnes, whilst a nominal decrease in the amount of cement and construction materials handled has occurred, from 2.2 million to 1.7 million tonnes. Between 1994 and 1999, on average, export traffic represented approximately 36% of the total traffic handled at the port.

The major export commodities handled by the port are cereals, cement, petroleum products, steel and metal products, steel scrap and timber.

The principal markets for cereal exports are understood to be Turkey and Northern African countries located in the Mediterranean basin, i.e., Egypt, Libya, Algiers and Morocco. Cement exports are also primarily destined for these markets, as well as Israel and Spain, although shipments beyond the Mediterranean, to Portugal and Nigeria for example, are also understood to occur. Due to stringent EU regulations with regards to the sulphur concentrations in petroleum products, these markets are not considered viable for Romanian exporters, and consequently, these products are primarily exported to the Northern African market, and small shipments to Turkey occur as well.

South East Asia is understood to be the principal market for steel and metal products, however, shipments to the USA, Canada, South America and Western Europe are also prevalent. Steel scrap, on the other hand, is primarily exported to nearby destinations, such as Italy, Turkey and Greece. It is understood that the steel industry in these countries, and in Turkey in particular, are largely centred around mini-mills designed to process steel scrap.

Timber exports are primarily destined for the Mediterranean and the Middle East, with approximately 40% for Egypt, 20% for the United Arab Emirates, 10% for Kuwait and the remainder between Syria, Jordan and other countries.

Based on the foregoing, the major export destinations are understood to primarily be countries located around the Black Sea, the Mediterranean and the Persian Gulf.

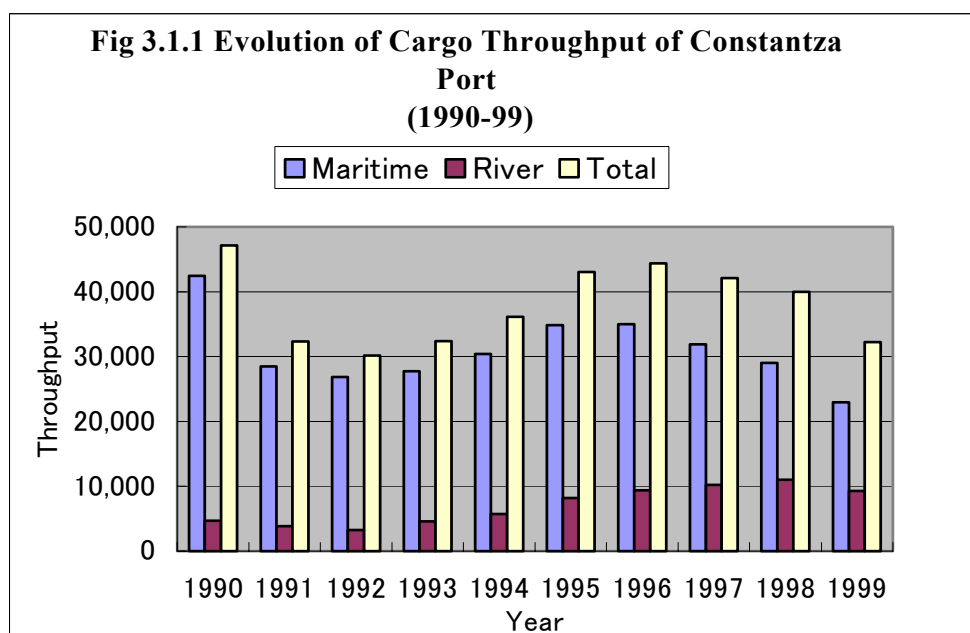
## 3.2 Cargo Movement / Origin and Destination by Mode

### 3.2.1 Summary of the Cargo Traffic at the Port

The cargo traffic at the Port of Constantza reached a peak in 1988-89, then decreased abruptly until 1992, and has since repeated expansion and contraction according to variations in the economic activities in Romania. The greater part of the cargo traffic at the Port of Constantza is maritime traffic. River traffic, which accounted for only about 10% of the whole in the beginning of the 1990s, increased in ratio gradually and reached 29% in 1999. (See Tables 3.2.1 to 3.3.2 and Fig. 3.2.1 to 3.2.3)

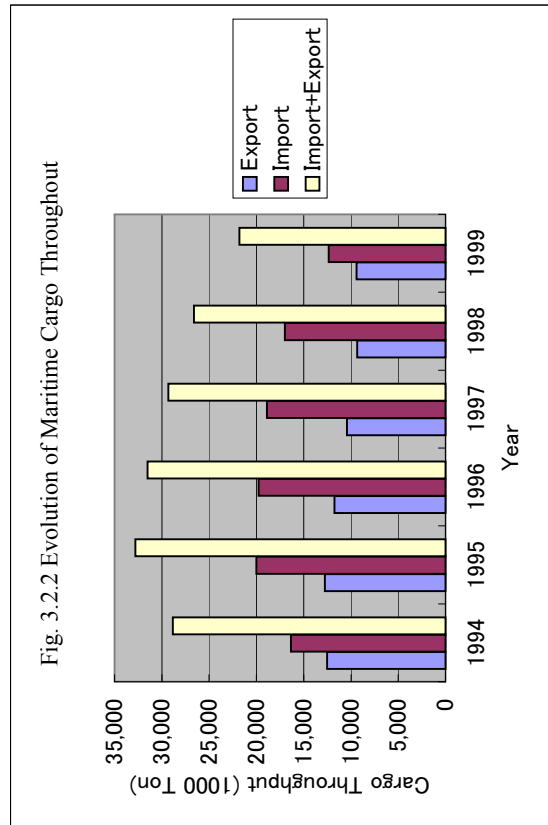
**Table 3.1.1 Evolution of Cargo Throughput of Constantza Port (1994-99)**  
( 1,000 Ton)

	Maritime		River		Total
1990	42,452	( 90 )	4,669	( 10 )	47,121
1991	28,486	( 88 )	3,836	( 12 )	32,322
1992	26,882	( 89 )	3,284	( 11 )	30,166
1993	27,746	( 86 )	4,611	( 14 )	32,357
1994	30,410	( 84 )	5,726	( 16 )	36,136
1995	34,852	( 81 )	8,217	( 19 )	43,069
1996	35,013	( 79 )	9,379	( 21 )	44,392
1997	31,910	( 76 )	10,177	( 24 )	42,087
1998	29,011	( 73 )	10,989	( 27 )	40,000
1999	22,956	( 71 )	9,252	( 29 )	32,208

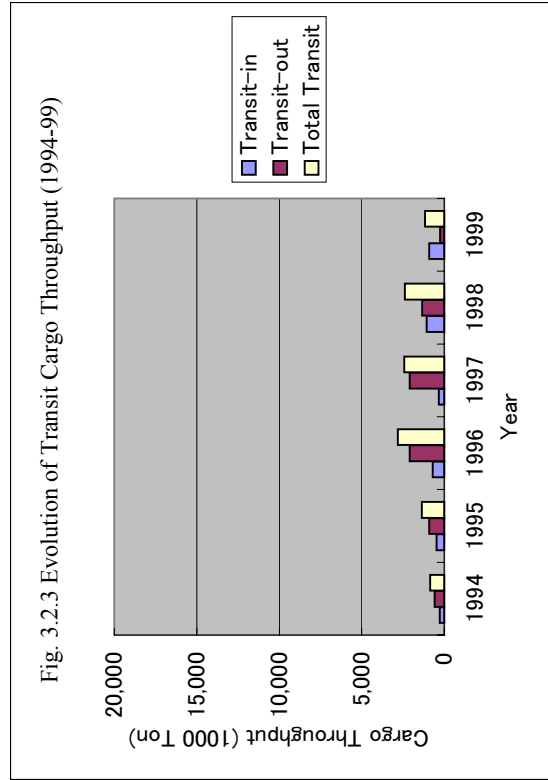


**Table 3.2.2 Maritime Cargo Throughput of the Port of Constantza (1994-1999)**

	Loading		Discharging				Total			Grand Total		
	Export	Transit-in/Cabotage	Import	Transit-out	Cabotage	Total	Import+Export	Total Transit	Cabotage			
1994	12,511	268	21	12,800 ( 42 )	16,339	591	680	17,610 ( 58 )	28,850 ( 95 )	859 ( 3 )	701 ( 2 )	30,410
1995	12,772	458	0	13,229 ( 38 )	20,014	910	699	21,622 ( 62 )	32,785 ( 94 )	1,368 ( 4 )	699 ( 2 )	34,852
1996	11,744	705	0	12,449 ( 36 )	19,765	2,099	700	22,564 ( 64 )	31,509 ( 90 )	2,804 ( 8 )	700 ( 2 )	35,013
1997	10,427	329	0	10,756 ( 34 )	18,883	2,093	178	21,154 ( 66 )	29,310 ( 92 )	2,422 ( 8 )	178 ( 1 )	31,910
1998	9,339	1,059	0	10,398 ( 36 )	17,007	1,336	0	18,343 ( 64 )	26,616 ( 93 )	2,395 ( 8 )	0 ( 0 )	28,741
1999	9,413	914	0	10,326 ( 45 )	12,370	260	0	12,629 ( 55 )	21,782 ( 95 )	1,173 ( 5 )	0 ( 0 )	22,956



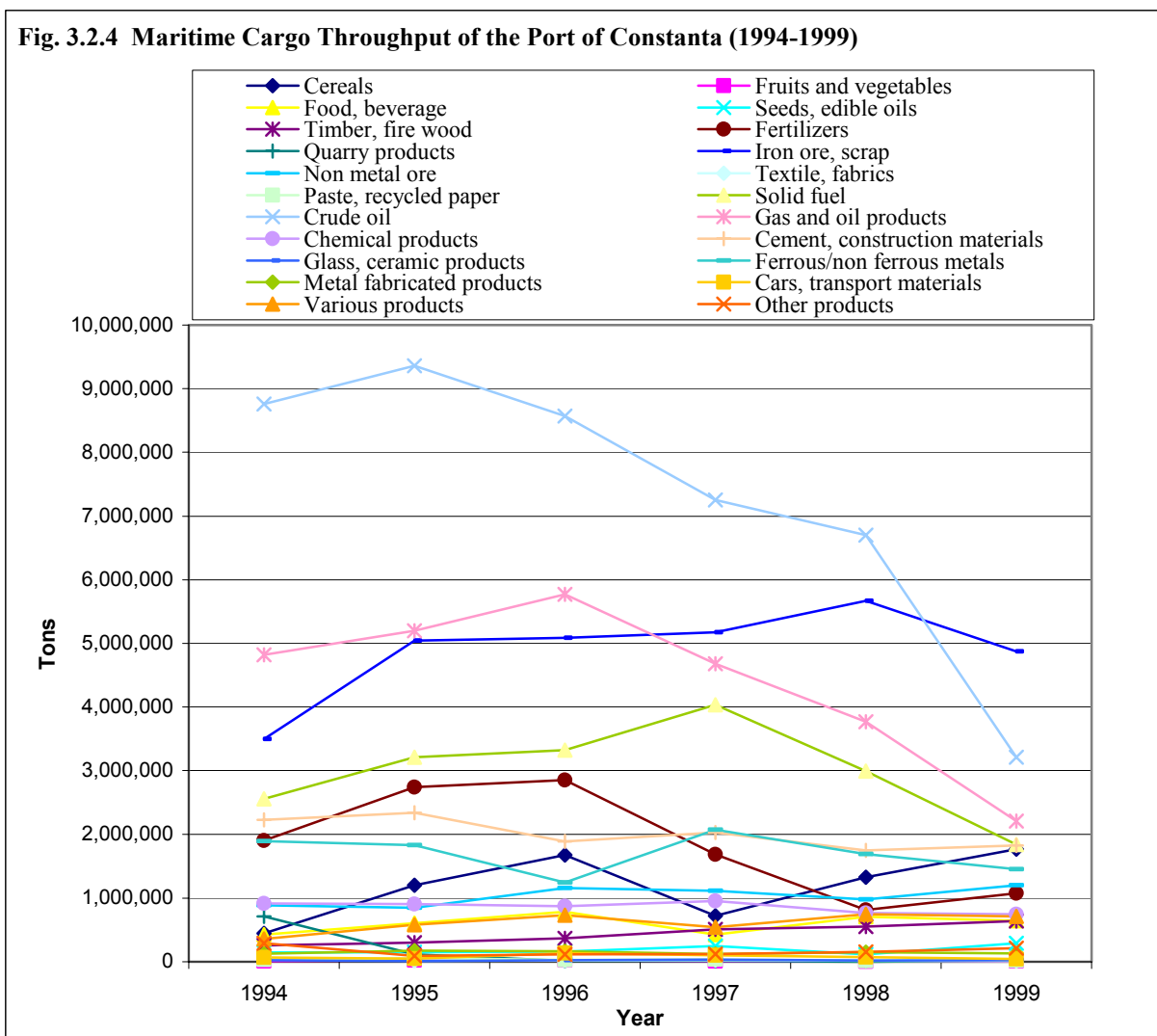
**Fig. 3.2.2 Evolution of Maritime Cargo Throughput**



**Fig. 3.2.3 Evolution of Transit Cargo Throughput (1994-99)**

When the transition of the maritime traffic at the Port of Constantza for the past six years is viewed for each commodity, abrupt decreases in crude oil, oil products and solid fuel are remarkable. It seems that the recent rise in the international energy prices has had a serious effect on the Romanian economy. The traffic of imported iron ore essentially tends to decrease. However, because iron ore is put in the same category as steel scrap, the traffic of iron ore tends to remain flat or increase a little reflecting the recent increase in scrap exports from Romania. (See Fig. 3.2.4)

The traffic of cereals and timber has increased. The traffic of other cargo, i.e., general cargo has for the past six years developed at a constant value without increase or decrease. The fact that the amount of handled containers has increased rapidly for the past six years was described in the previous section. This is not because of an increase in the traffic of containerizable cargo itself, such as general cargo, but because of the progress of containerization of such cargo.



### **3.2.2 Origin and Destination of the Cargo by Mode**

Then, where is the cargo shipped from the Port of Constantza transported? By what transport mode is it transported from the hinterland to the Port of Constantza? Where is the cargo unloaded at the Port of Constantza transported? By what transport mode is it transported to the hinterland?

As basic data on the basis of which approximate answers to these questions can be derived, JICA Study Team used the data base created in an investigation conducted as part of the Phare Program (a Study titled "Traffic Forecast on the Pan European Transport Corridor of Helsinki", August 1999). In this database, each European country is divided into some economic areas on the basis of the TINA Network (network generated in the study titled "Transport Infrastructure Needs Assessment in Central and Eastern Europe", June 1999) and the cargo traffic between these areas as of 1996 is grasped through the use of customs statistics and trade statistics. In the case of Romania, the country is divided into eight economic areas and the traffic with each area in the country, the traffic with other countries and the traffic within each area in the country are kept in this data base. The Port of Constantza belongs to the Romania South East Area. Besides the Port of Constantza, river-sea ports such as Garati, Braila and Turcea also belong to this area. At these ports, however, river transport is predominant and the maritime traffic at these ports is much smaller than that at the Port of Constantza. Therefore, on the assumption that the traffic in the South East Area is almost equal to the traffic at the Port of Constantza, the origins and destinations of the cargo handled at the Port of Constantza were analyzed with the aid of this database.

#### **(1) Cargo Going via the Port of Constantza (1996)**

Tables 3.2.3 and 3.2.4 show the tonnage of cargo unloaded or loaded at the Port of Constantza and the tonnage of the cargo transported to the hinterland countries and transport modes adopted for the transport of the cargo to the countries. Furthermore, Tables 3.2.5 and 3.2.6 show the tonnage of cargo unloaded or loaded at the Port of Constantza and transported to other areas in Romania and transport modes adopted for the transport to other areas in Romania. The above cargo is described for each main commodity. Tables 3.2.7 and 3.2.8 briefly summarize the flow of the cargo.

Table 3.2.7 Unloading Cargo at the Constantza Port (1996) (1,000 ton)

		To Romania	Outward To other Countries	<b>Total</b>
Unloading at Constantza	IWW	1,298	1,021	<b>2,319</b>
	Rail	13,641	808	<b>14,449</b>
	Road	6,880	339	<b>7,219</b>
<b>24,984</b>	<b>Total</b>	<b>21,819</b>	<b>2,168</b>	<b>23,987</b>

IWW: Inland Waterways

Table 3.2.8 Loading Cargo at the Constantza Port (1996) (1,000 ton)

		From Romania	Inward From other Countries	<b>Total</b>
Loading at Constantza	IWW	47	347	<b>394</b>
	Rail	9,683	1,888	<b>11,571</b>
	Road	6,792	267	<b>7,059</b>
<b>12,423</b>	<b>Total</b>	<b>16,522</b>	<b>2,502</b>	<b>19,024</b>

IWW: Inland Waterways

The following points become apparent from these tables:

- [1] Main commodities discharged at the Port of Constantza are industrial raw materials and energy raw materials, such as crude oil, petroleum products, iron ore and solid mineral fuel (See Table 3.2.3).
- [2] Almost all the cargo discharged at the Port of Constantza is transported to within Romania and the volume of cargo transported to other hinterland countries accounts for not more than 10% of the whole. For the modes of transport to within the country, rail transport is most prevalent (63%). Road transport ranks second (32%) and the proportion of inland water transport is very low (See Table 3.2.6). The volume of transport by barge to Garati Port, which belongs to the Romania South East Area and its traffic (river) approximately eight million tons, however, thus is not included in the statistics.
- [3] Main commodities loaded at the Port of Constantza are grain, building materials such as cement, fertilizer, industrial products such as steel products, petroleum products and agricultural products (See Table 3.2.4).
- [4] Although almost all cargo loaded at the Port of Constantza is transported from inside Romania, the volume of cargo transported from other hinterland countries accounts for



about 20%. Main transport modes adopted for the transport from within the country to the Port of Constantza are rail transport (59%) and road transport (41%) (See Table 3.2.5). The ratio of inland water transport is very low.

## **(2) Origins and Destinations of the Seaborne Cargo handled at the Port**

Table 3.2.9 and Annex 3.2.9 (1) show the origins of the seaborne cargo discharged at the Port of Constantza for each area. Annex 3.2.9 (2) shows the breakdown of the seaborne cargo by exporting country and commodity. Furthermore, Tables 3.2.10 and Annex 3.2.10 (1) similarly show the origins of the whole cargo imported by Romania classified by area, country and transport mode.

On the other hand, Tables 3.2.11 and Annex 3.2.11 (1) show the destinations of the seaborne cargo loaded at the Port of Constantza by area. Annex 3.2.11 (2) shows the breakdown of the seaborne cargo by importing country and commodity. Furthermore, Tables 3.2.12 and Annex 3.2.12 (1) similarly show the destinations of the whole cargo exported by Romania classified by area, country and transport mode.

The following points become apparent from these tables:

- [1] Main exporting countries of the cargo discharged at the Port of Constantza are Russia and former CIS countries, mainly Russia (30%), Middle East and North African countries (21%), Asian and Oceania countries (21%), Central and South American countries (8%) and EU and Western European countries (8%). The commodities exported from the above four main areas are crude oil, oil products, coal and iron ore and are all bulk cargo (See Table 3.2.9).
- [2] The transport mode for 70% of the cargo imported by Romania is marine transport. However, half of the cargo imported from former CIS countries is transported by rail, and 24% of the cargo transported from EU and Western European countries is transported by road and 14% by rail. In the case of the cargo imported from CEEC (Central & Eastern European Countries), 42% is transported by rail, 23% by road and 19% by IWW, whereas the proportion of marine transport accounts for only 15% (See Table 3.2.10).
- [3] The principal partners importing the seaborne cargo loaded at the Port of Constantza are Middle East and North African countries (53%), thus forming an overwhelming

proportion. Agricultural products, construction materials including cement, fertilizer, metal products including steel, petroleum products, etc., are commodities exported from Romania to this area. Further importing partners are Asian countries (19%), EU and Western European countries (10%), and Mediterranean countries (10%). Although the volume of exports from Romania to CEEC is large, there is no cargo exported by marine transport (See Table 3.2.11).

- [4] The transport mode for 67% of the cargo exported by Romania is marine transport. However, almost all cargo exported to former CIS countries is transported by rail and the proportion of marine transport is very low. In the case of the cargo exported to CEEC (Central & Eastern European Countries), 67% is by rail, 22% by IWW and 7% by road, whereas the proportion of marine transport accounts for only 7%. In the case of the cargo exported to EU and Western European countries, 31% is transported by road, 21% by rail and 10% by IWW and marine transport accounts for 38% (See Table 3.2.12).

**Table 3.2.3 Cargo from other countries in the world to Constanta area (1000 tons), 1996**

COMMODITY	Transportation Mode										Grand Total
	Inland Waterways		Rail		Road		Sea		Unknown/rest		
	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	
Agricultural products	187	26	53	7	37	5	456	62	0	0	732
Building minerals & material	7	1	112	15	10	1	635	83	-	-	764
Chemicals	8	2	101	27	26	7	244	64	0	0	379
Crude oil	-	-	379	9	0	0	3,720	91	-	-	4,099
Fertilisers	2	4	21	44	0	0	25	51	-	-	48
Foodstuffs	2	0	39	4	31	3	848	92	0	0	920
Machinery & other manufacturing	3	1	50	10	101	21	323	68	0	0	477
Metal products	80	25	127	40	5	1	107	34	0	0	318
Ores, metal waste	58	1	625	10	12	0	5,389	89	2	0	6,085
Petroleum products	0	0	47	0	29	0	10,077	99	0	0	10,154
Solid mineral fuels	1	0	334	10	17	0	3,159	90	-	-	3,511
<b>Grand Total</b>	<b>347</b>	<b>1</b>	<b>1,888</b>	<b>7</b>	<b>267</b>	<b>1</b>	<b>24,984</b>	<b>91</b>	<b>2</b>	<b>0</b>	<b>27,488</b>

**Table 3.2.4 Cargo to other countries in the world from Constanta area (1000 tons), 1996**

COMMODITY	Transportation Mode										Grand Total
	Inland Waterways		Rail		Road		Sea				
	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	
Agricultural products	103	4	102	4	50	2	2,215	90			2,471
Building minerals & material	151	6	143	6	45	2	2,151	86			2,491
Chemicals	13	2	36	5	8	1	618	92			675
Fertilisers	27	1	15	1	1	0	2,337	98			2,379
Foodstuffs	0	0	84	23	27	8	248	69			360
Machinery & other manufacturing	16	2	96	12	121	15	577	71			810
Metal products	178	7	45	2	23	1	2,264	90			2,511
Ores, metal waste	513	62	147	18	48	6	125	15			834
Petroleum products	3	0	131	7	1	0	1,792	93			1,927
Solid mineral fuels	16	12	8	6	14	11	96	72			134
<b>Grand Total</b>	<b>1,021</b>	<b>7</b>	<b>808</b>	<b>6</b>	<b>339</b>	<b>2</b>	<b>12,423</b>	<b>85</b>			<b>14,591</b>

**Table 3.2.5 Cargo from other Regions in Romania to Constanta area (1000 tons), 1996**

COMMODITY	Transportation Mode										Grand Total
	Inland Waterways		Rail		Road		Sea				
	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	
Agricultural products	13	1	1,258	90	123	9	-	-			1,395
Building minerals & material	10	0	3,221	35	5,921	65	-	-			9,152
Chemicals	0	0	885	96	34	4	-	-			919
Crude oil	0	0	2,366	99	15	1	-	-			2,381
Fertilisers	0	0	151	91	16	9	-	-			166
Foodstuffs	0	0	146	71	58	29	-	-			204
Machinery & other manufacturing	4	1	595	80	145	20	-	-			744
Metal products	0	0	902	94	59	6	-	-			960
Ores, metal waste	20	10	6	3	179	87	-	-			205
Petroleum products	0	0	0	0	17	100	-	-			17
Solid mineral fuels	0	0	154	41	225	59	-	-			378
<b>Grand Total</b>	<b>47</b>	<b>0</b>	<b>9,683</b>	<b>59</b>	<b>6,792</b>	<b>41</b>	<b>-</b>	<b>-</b>			<b>16,522</b>

**Table 3.2.6 Cargo to other Regions in Romania from Constanta area (1000 tons), 1996**

COMMODITY	Transportation Mode										Grand Total
	Inland Waterways		Rail		Road		Sea				
	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	(%)	
Agricultural products	5	0	1,265	48	1,381	52	-	-			2,651
Building minerals & material	1,111	23	2,480	51	1,269	26	-	-			4,860
Chemicals	0	0	99	30	228	70	-	-			327
Crude oil	0	0	8,447	99	104	1	-	-			8,551
Fertilisers	0	0	37	75	12	25	-	-			49
Foodstuffs	0	0	268	18	1,241	82	-	-			1,510
Machinery & other manufacturing	9	0	428	20	1,678	79	-	-			2,115
Metal products	8	1	607	60	393	39	-	-			1,008
Ores, metal waste	72	19	2	0	312	81	-	-			385
Petroleum products	0	0	0	0	29	100	-	-			29
Solid mineral fuels	93	28	9	3	232	70	-	-			334
<b>Grand Total</b>	<b>1,298</b>	<b>6</b>	<b>13,641</b>	<b>63</b>	<b>6,880</b>	<b>32</b>	<b>-</b>	<b>-</b>			<b>21,819</b>

**Table 3.2.9 Cargo From other Countries to Constanta Area (1000 tons), 1996**

Origin	MODE					Unknoun/ rest	Total	(%)
	Inland Waterway	Rail	Road	Sea (Discharge)	(%)			
EU & WE Countries	13	108	124	2,027	8	-	2,272	8
Mediterranean Countries	-	4	11	580	2	-	595	2
CEEC	335	222	131	255	1	2	945	3
Mid East & North Africa	-	-	-	5,275	21	-	5,275	19
Former CIS countries	-	1,555	-	7,620	30	-	9,174	33
Asian & Oceania Countries	-	-	-	5,325	21	-	5,325	19
North America	-	-	-	1,619	6	-	1,619	6
Middle + South America	-	-	-	2,176	9	-	2,176	8
Rest world	-	-	-	107	0	-	107	0
<b>Total</b>	<b>347</b>	<b>1,888</b>	<b>267</b>	<b>24,984</b>	<b>100</b>	<b>2</b>	<b>27,488</b>	<b>100</b>

**Table 3.2.9(a) Cargo From other Countries to Constanta Area (%), 1996**

Origin	MODE					Unknoun/ rest	Total
	Inland Waterway	Rail	Road	Sea (Discharge)	(%)		
EU & WE Countries	1	5	5	89	-	100	
Mediterranean Countries	-	1	2	98	-	100	
CEEC	35	23	14	27	0	100	
Mid East & North Africa	-	-	-	100	-	100	
Former CIS countries	-	17	-	83	-	100	
Asian & Oceania Countries	-	-	-	100	-	100	
North America	-	-	-	100	-	100	
Middle + South America	-	-	-	100	-	100	
Rest world	-	-	-	100	-	100	
<b>Total</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>91</b>	<b>0</b>	<b>100</b>	

**Table 3.2.11 Cargo from Constanta Area to other Countries (1000 tons), 1996**

Destination	MODE					Unknoun/ rest	Total	(%)
	Inland Waterway	Rail	Road	Sea	(%)			
EU & WE Countries	304	152	205	1,302	10	-	1,963	13
Mediterranean Countries	-	1	12	1,187	10	-	1,200	8
CEEC	717	497	122	125	1	-	1,461	10
Mid East & North Africa	-	-	-	6,554	53	-	6,554	45
Former CIS countries	-	158	-	-	-	-	158	1
Asian & Oceania Countries	-	-	-	2,343	19	-	2,343	16
North America	-	-	-	133	1	-	133	1
Middle + South America	-	-	-	741	6	-	741	5
Rest world	-	-	-	36	0	-	36	0
<b>Total</b>	<b>1,021</b>	<b>808</b>	<b>339</b>	<b>12,423</b>	<b>100</b>	<b>-</b>	<b>14,591</b>	<b>100</b>

**Table 3.2.11 (a) Cargo from Constanta Area to other Countries (%), 1996**

Destination	MODE					Unknoun/ rest	Total
	Inland Waterway	Rail	Road	Sea	(%)		
EU & WE Countries	15	8	10	66	-	100	
Mediterranean Countries	-	0	1	99	-	100	
CEEC	49	34	8	9	-	100	
Mid East & North Africa	-	-	-	100	-	100	
Former CIS countries	-	100	-	-	-	100	
Asian & Oceania Countries	-	-	-	100	-	100	
North America	-	-	-	100	-	100	
Middle + South America	-	-	-	100	-	100	
Rest world	-	-	-	100	-	100	
<b>Total</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>85</b>	<b>-</b>	<b>100</b>	

**Table 3.2.10 Cargo From other Countries to Romania by Mode (1000 tons), 1996**

Origin	Mode					Total	(%)
	Inland Waterways	Rail	Road	Sea	Unknown /rest		
EU & WE Countries	29	476	814	2,027	-	3,346	9
Mediterranean Countries	-	15	74	580	-	670	2
CEEC	336	740	401	255	8	1,741	5
Mid East & North Africa	-	-	-	5,275	-	5,275	15
Former CIS countries	-	7,965	-	7,620	-	15,584	43
Asian & Oceania Countries	-	-	-	5,325	-	5,325	15
North America	-	-	-	1,619	-	1,619	5
Middle + South America	-	-	-	2,176	-	2,176	6
Rest world	-	-	-	107	-	107	0
<b>Total</b>	<b>366</b>	<b>9,196</b>	<b>1,289</b>	<b>24,984</b>	<b>8</b>	<b>35,842</b>	<b>100</b>

**Table 3.2.10 (a) Cargo From other Countries to Romania by Mode (%), 1996**

Origin	Mode					Total	(%)
	Inland Waterways	Rail	Road	Sea	Unknown /rest		
EU & WE Countries	1	14	24	61	-	100	
Mediterranean Countries	-	2	11	87	-	100	
CEEC	19	42	23	15	0	100	
Mid East & North Africa	-	-	-	100	-	100	
Former CIS countries	-	51	-	49	-	100	
Asian & Oceania Countries	-	-	-	100	-	100	
North America	-	-	-	100	-	100	
Middle + South America	-	-	-	100	-	100	
Rest world	-	-	-	100	-	100	
<b>Total</b>	<b>1</b>	<b>26</b>	<b>4</b>	<b>70</b>	<b>0</b>	<b>100</b>	

**Table 3.2.12 Cargo from Romania to other countries (1000Tons), 1996**

Destination	MODE					Total	(%)
	Inland Waterway	Rail	Road	Sea (Loading)	Unknown /rest		
EU & WE Countries	354	732	1,064	1,302	-	3,453	19
Mediterranean Countries	-	18	74	1,187	-	1,279	7
CEEC	723	2,145	227	125	-	3,221	17
Mid East & North Africa	-	-	-	6,554	-	6,554	35
Former CIS countries	-	823	-	-	-	823	4
Asian & Oceania Countries	-	-	-	2,343	-	2,343	13
North America	-	-	-	133	-	133	1
Middle + South America	-	-	-	741	-	741	4
Rest world	-	-	-	36	-	36	0
<b>Total</b>	<b>1,077</b>	<b>3,718</b>	<b>1,365</b>	<b>12,416</b>	<b>-</b>	<b>18,576</b>	<b>100</b>

**Table 3.2.12(a) Cargo from Romania to other Countries (%), 1996**

Destination	MODE					Total	(%)
	Inland Waterway	Rail	Road	Sea	Unknown /rest		
EU & WE Countries	10	21	31	38	-	100	
Mediterranean Countries	-	1	6	93	-	100	
CEEC	22	67	7	4	-	100	
Mid East & North Africa	-	-	-	100	-	100	
Former CIS countries	-	100	-	-	-	100	
Asian & Oceania Countries	-	-	-	100	-	100	
North America	-	-	-	100	-	100	
Middle + South America	-	-	-	100	-	100	
Rest world	-	-	-	100	-	100	
<b>Total</b>	<b>6</b>	<b>20</b>	<b>7</b>	<b>67</b>	<b>-</b>	<b>100</b>	

### **3.3 Traffic Potential of the Port of Constantza with Surrounding Countries**

How large is the trade volume of the land-locked Central and Eastern European countries (CEEC) that surround Romania and Caucasia and Central Asian countries? What is the proportion of the trade scale that is exported from or imported by these countries via the Port of Constantza to the total trade scale of these countries? These issues are discussed below.

#### **3.3.1 Size of Economy and Trade Volume**

Tables 1.2.1 and 1.2.2 (Chapter 1 of Part 1) show the 1998 values of population, size of economy of CEEC, Black sea countries, and Caucasia and Central Asian countries. Table 1.2.3 also shows the trade volume of the surrounding countries. Because of the limited availability of data capable of comparison in list form including Caucasia and Central Asian countries, data is cited from World Development Indicators (World Bank, 2000) in the present survey.

With the exception of Kazakhstan and Uzbekistan, both the population and the scale of economic activities (GDP and trade volume) of Caucasia and Central Asian countries that the Port of Constantza aims as a market are smaller than those of Romania by an order of magnitude, and it will be a long time before the trade and traffic in this area develop to substantial volumes. For example, even if an annual growth rate of 8% continues for a decade, the scale of economy develops to only 2.2 times.

Who are the trading partners of Kazakhstan and Uzbekistan? Table 3.3.1 shows main trading partners and main commodities of these two countries. The main export commodities of Kazakhstan are crude oil and natural gas (24%), which are followed by steel products (11%). Those of Uzbekistan are cotton and textiles (63%), which are followed by crude oil and natural gas (13%). The main import commodities of the two countries are machinery and consumer goods.

The greatest trading partners of Kazakhstan and Uzbekistan are Russia and former CIS countries. The trade volume of Kazakhstan and Uzbekistan with Russia and former CIS countries in 1996 accounts for 30%-50% of the total trade volume and is decreasing. Second to Russia and former CIS countries, EU countries are the greatest trading companies (20%-30%) and the trade volume with both Asian countries and Middle Eastern countries is not more than 10%.

Then, what is the percentage of the trade volume that goes via the Port of Constantza? It is inconceivable that the cargo imported from and exported to Russia and former CIS countries and the cargo imported from and exported to Asian countries and Middle Eastern countries come to the Port of Constantza. The trading cargo with EU countries and CEEC, such as Germany, Switzerland and Hungary, can be a candidate. The trade volume with EU countries and CEEC is about 10%-16% of the total trade volume.

### 3.3.2 Cargo Traffic at the Port of Poti

The sea transport of cargoes to and from Caucasus and Central Asian countries is carried out using the ports on the Black Sea coast of Georgia. Of these cargoes, bulk cargo, general cargo and other cargoes excluding oil are exported or imported via the Port of Poti.

About 50% of cargoes handled at the Port are transit cargoes originated from or destined to Caucasian countries such as Armenia and Azerbaijan as well as Central Asian countries. Cargoes for both Kazakhstan and Uzbekistan with a comparatively large economic scale are not amount for substantial volume at present. Due to their economic scale, they are to be considered as forming a potential backland region in the future. The percentage of container cargoes is about 20% for domestic cargoes from Georgia, and 4% for transit cargoes. (See Table 3.3.2)

The originating countries of import cargoes through Poti Port are the former CIS countries (Ukraine and Russia), CEE countries around the Black Sea (Bulgaria and Rumania), and the USA. On the other hand, major countries to which export cargoes are destined through Poti

**Table 3.3.1 (1) Evolution of Seaborn Cargo Traffic at the Port of Poti / Georgia**

		Import			Export			Import+Export		
		Domestic	Transit	Total	Domestic	Transit	Total	Domestic	Transit	Total
1998	Ton	839,925	1,084,919	1,924,844	391,816	169,351	561,167	1,231,741	1,254,270	2,486,011
	%	44	56	100	70	30	100	50	50	100
1999	Ton	570,460	689,440	1,259,900	873,080	165,743	1,038,823	1,443,540	855,183	2,298,723
	%	45	55	100	84	16	100	63	37	100
2000	Ton	633,688	1,412,934	2,046,622	1,026,426	546,673	1,573,099	1,660,114	1,959,607	3,619,721
	%	31	69	100	65	35	100	46	54	100
Total	Ton	2,044,073	3,187,293	5,231,366	2,291,322	881,767	3,173,089	4,335,395	4,069,060	8,404,455
	%	39	61	100	72	28	100	52	48	100

Note: % in domestic or transit cargo ratio

Source: Poti Port Authority

**Table 3.3.1 (2) Evolution of Container Traffic at the Port of Poti / Georgia**

		Import			Export			Import+Export		
		Domestic	Transit	Total	Domestic	Transit	Total	Domestic	Transit	Total
1998	Ton	234,123	86,044	320,167	135,816	0	135,816	369,939	86,044	455,983
	%	28	8	17	35	0	24	30	7	18
1999	Ton	145,266	31,591	176,857	135,508	0	135,508	280,774	31,591	312,365
	%	25	5	14	16	0	13	19	4	14
2000	Ton	168,832	56,282	225,114	183,903	1,204	185,107	352,735	57,486	410,221
	%	27	4	11	18	0	12	21	3	11
Total	Ton	548,221	173,917	722,138	455,227	1,204	456,431	1,003,448	175,121	1,178,569
	%	27	5	14	20	0	14	23	4	14

Note: % in domestic or transit cargo ratio

Source: Poti Port Authority

Port are Turkey and Ukraine. Of these cargoes, those which go via Constanta Port are approximately 5 ~ 15% including trade cargoes with Romania, and of which transit cargoes at Constanta Port are currently about 5%. (See Tables 3.3.3 and 3.3.4) Major sea trade partner countries for Caucasus and Central Asian countries are Ukraine, Turkey, Bulgaria, Rumania and the USA. The sea trade with Ukraine and Bulgaria is strongly supported by the railway ferry services between Poti and Bulgarian or Ukraine ports.

**Table 3.3.3 Hinterland Country-wise Cargo Movement at the Port of Poti(1999)**

<b>Import Cargo</b>					
Hinterland Area	Destination Place	Ton	%	Ton	%
Caucasus	Georgia	570,910	45	1,220,566	97
	Armenia	551,811	44		
	Azerbaijan	97,845	8		
Central Asia	Afghanistan	1,482	0	25,256	2
	Kazakhstan	1,246	0		
	Krgyzstan	170	0		
	Tadjikistan	567	0		
	Turkmenistan	20,276	2		
	Uzbekistan	1,515	0		
Former CIS	Russia	12,890	1	12,932	1
	Ukraine	42	0		
Others	Bulgaria	494	0	494	0
<b>Total</b>		<b>1,259,248</b>	<b>100</b>	<b>1,259,248</b>	<b>100</b>

<b>Export Cargo</b>					
Hinterland Area	Place of Origin	Ton	%	Ton	%
Caucasus	Georgia	843,053	84	1,002,983	99
	Armenia	115,004	11		
	Azerbaijan	44,926	4		
Central Asia	Turkmenistan	1,273	0	5,803	1
	Uzbekistan	4,530	0		
<b>Total</b>		<b>1,008,786</b>	<b>100</b>	<b>1,008,786</b>	<b>100</b>



**Table 3.3.1 Main Trading Partners and Commodities (Kazakhstan and Uzbekistan)**

	Kazakhstan				Uzbekistan			
	Export		Import		Export		Import	
	1996	1997	1996	1997	1995	1996	1995	1996
<b>Total Trade (USD Billion)</b>	<b>5.9</b>	<b>6.5</b>	<b>4.2</b>	<b>4.3</b>	<b>4.6</b>	<b>4.4</b>	<b>4.7</b>	<b>4.5</b>
<b>CIS Countries</b>	<b>49.0</b>	<b>41.0</b>	<b>64.0</b>	<b>52.4</b>	<b>37.0</b>	<b>20.1</b>	<b>39.3</b>	<b>31.9</b>
Russia	42.0	33.9	54.8	46.0	19.5	11.6	26.2	18.8
Ukraine	3.6	4.8	2.2	2.2	1.5	1.1	2.2	3.0
Uzbekistan	3.4	2.3	2.1	1.5	x	x	x	x
Belarus			2.8	1.4			1.8	1.3
Kyrgyz Republic			2.1	1.3	2.4	2.3	1.2	2.0
Tajikistan					5.5	3.5	1.6	3.3
Kazakhstan	x	x	x	x	8.1	1.6	6.3	3.5
<b>EU &amp; CEEC Countries</b>	<b>20.9</b>	<b>30.3</b>	<b>11.5</b>	<b>19.7</b>	<b>31.1</b>	<b>24.5</b>	<b>20.1</b>	<b>19.8</b>
UK	3.9	8.6	1.8	3.3	7.9	8.2	1.0	2.2
Italy	3.3	5.6	1.0	2.0	2.5	2.4		
Germany	<u>3.1</u>	<u>5.5</u>	<u>4.7</u>	<u>8.6</u>	<u>0.8</u>	<u>2.1</u>	<u>13.5</u>	<u>12.3</u>
Switzerland	<u>3.6</u>	<u>4.5</u>			<u>14.9</u>	<u>7.3</u>	<u>4.3</u>	<u>3.9</u>
Hungary			<u>0.8</u>	<u>1.2</u>				
Netherlands	5.1	3.2	1.2	1.6	5.0	3.0	1.3	1.4
Finland	1.9	2.9	1.2	1.6				
France			0.8	1.4				
Belgium					0.0	1.5		
<b>Mid East Countries</b>	<b>2.0</b>	<b>2.9</b>	<b>3.6</b>	<b>4.1</b>			<b>5.7</b>	<b>11.5</b>
Turkey	0.9	1.6	3.6	4.1			3.1	7.6
Iran	1.1	1.3						
UAE							2.6	3.9
<b>Asian Countries</b>	<b>12.3</b>	<b>10.6</b>	<b>2.1</b>	<b>3.0</b>	<b>6.3</b>	<b>8.8</b>	<b>17.2</b>	<b>8.1</b>
China	7.8	6.9			1.2	2.8		
Korea	3.0	2.0	2.1	3.0	5.1	6.0	15.6	6.9
Japan	1.5	1.7					1.6	1.2
<b>North America</b>	<b>1.0</b>	<b>2.2</b>	<b>1.6</b>	<b>4.7</b>	<b>0.4</b>	<b>6.3</b>	<b>1.0</b>	<b>9.2</b>
US	1.0	2.2	1.6	4.7	0.4	6.3	1.0	9.2
<b>Other Countries</b>	<b>14.8</b>	<b>13.0</b>	<b>17.2</b>	<b>16.0</b>	<b>25.1</b>	<b>40.0</b>	<b>16.5</b>	<b>19.5</b>
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
<b>Main Commodities (1997)</b>	Crude oil & Gas (24.2%)		Machinery (15.7%)		Cotton & Textile (63.0%)		Machine & Electronics (37.2%)	
	Steel Product (11.2%)		Chemical Product (14.3%)		Crude oil & Gas (13.5%)		Consumers (12.7%)	
	Refined Copper (9.5%)		Consumers (12.1%)		Base Metal (5.6%)		Transport Machinery (8.0%)	
<b>Potential Constantza (%)</b>	<b>6.7</b>	<b>10.0</b>	<b>5.5</b>	<b>9.8</b>	<b>15.7</b>	<b>9.4</b>	<b>17.8</b>	<b>16.2</b>
<b>USD Billion</b>	<b>0.4</b>	<b>0.7</b>	<b>0.2</b>	<b>0.4</b>	<b>0.7</b>	<b>0.4</b>	<b>0.8</b>	<b>0.7</b>

**Table 3.3.4 Origine and Destination Countries of the Cargo handled at the Port of Poti(1999)**

IMPORT					
Trade Partner	Place of Origin	Ton	%	Ton	%
EU & Western Europe	Belgium	2,307	0		
	England	600	0		
	France	10,956	1		
	Germany	1,945	0		
	Latvia	438	0		
	Nitherlands	691	0		
	Sweden	2,138	0	19,075	2
Central & Eastern Europe	Arabia	263	0		
	Hungary	82	0		
	Poland	757	0		
	Rumania	192,513	15		
	Yugoslavia	17	0		
	Bulgaria	202,105	16	395,737	31
Mediterranean	Greece	20,449	2		
	Italy	85,755	7		
	Malta	1,119	0		
	Spain	3,235	0	110,558	9
Former CIS	Moldavia	585	0		
	Russia	50,208	4		
	Ukraine	382,236	30	433,029	34
Mid East	Turkey	160,338	13	160,338	13
Mid & South America	Mid & S.A.	9,604	1		
	Brasilia	3,970	0	13,574	1
North America	USA	119,883	10	119,883	10
East Asia	Japan	6,531	1	6,531	1
Other	Armenia	29	0		
	Uzbekistan	494	0	523	0
	<b>Total</b>	<b>1,259,248</b>	<b>100</b>	<b>1,259,248</b>	<b>100</b>

EXPORT						
Trade Partner	Destination Place	Ton	%	Ton	%	
EU & Western Europe	Belgium	53,150	5			
	Netherlands	45,445	4			
	England	26,495	3			
	Norvegy	5,007	0			
	Germany	2,734	0			
	<b>Austria</b>	<b>636</b>	<b>0</b>			
	Estonia	10	0			
	France	609	0			
	Latvia	133	0			
	Scotland	361	0	134,580	13	
	Central & Eastern Europe	Bulgaria	20,857	2		
		Romania	10,157	1		
Albania		3,298	0			
Switzerland		3,136	0			
Czechia		211	0			
Hungary		122	0			
Macedonia		30	0			
Poland		537	0			
slovakia		38	0			
Ugoslavia		44	0	38,430	4	
Mediterranean	Greece	52,213	5			
	Italy	48,224	5			
	Malta	11,253	1			
	Spain	16,694	2	128,384	13	
Former CIS	Ukraine	188,217	19			
	Russia	19,857	2			
	Moldavia	81	0	208,155	21	
Mid East	Turkey	425,526	42			
	Syria	38,631	4			
	Dubai	6,561	1			
	Lebanon	1,681	0			
	Egypt	17	0			
	Israel	335	0	472,751	47	
	North America	USA	11,982	1	11,982	1
South & East Asia	India	4,778	0			
	China	250	0			
	Canada	11	0			
	Singapore	12	0	5,051	1	
Others	Azerbaijan	8,697	1			
	Litva	184	0			
	Uzbekistan	572	0	9,453	1	
	<b>Total</b>	<b>1,008,786</b>	<b>100</b>	<b>1,008,786</b>	<b>100</b>	

### **3.3.3 Potential Trade Percentage to be attracted by Constantza**

The scales of economic activities, such as GDP and trade volume, of CEEC-5 and Croatia are larger than those of Romania and these economic indicators are growing in a stable manner at a ratio of 4% to 5%. With what trading partners are the export and import of these countries performed and does the trade cargo go via the Port of Constantza? Hungary and Slovak Republic are selected from these countries as areas that may provide the greatest potentiality as the hinterland countries of the Port of Constantza, and an overview of the trading partners of these two countries and their potential trade percentage to be attracted by the Port of Constantza is given below.

Tables 3.3.5 and 3.3.6 show the main trading partners of Hungary concerning export and import and the evolution of share of each country. Tables 3.3.7 and 3.3.8 show the main trading partners of Slovak Republic concerning export and import and the evolution of share of each country.

As is apparent from these tables, the main trading partners to which Hungary exports goods are overwhelmingly the Western European countries including EU (75% in 1999) and the export volume has increased by as much as 17% from 58% for the past six years. The second greatest trading partners to which Hungary exports goods are the various countries within the area including CEFTA (Central European Free Trade Agreement) countries and the export volume in 1999 accounts for 10% of the whole. The proportion of the export volume with Mediterranean countries, former CIS countries and Asian countries, which are trading partners for which there is a possibility that cargo may go via the Port of Constantza, was 17% in 1993. This proportion, however, has decreased year by year and became 6% in 1999. This is because the proportion of export volume with former CIS countries decreased from 13% (1993) to 2% (1999).

On the other hand, the main trading partners from which Hungary imports goods are overwhelmingly the Western European countries including EU (64% in 1999) and the import volume has increased 8% from 56% for the past six years. Imports from Asian countries rank second (accounting for 11% of the whole) and this point is different from exports. Almost all imports from Russia are crude oil and petroleum products, which are transported by pipelines. The proportion of the import volume with Mediterranean countries, former CIS countries and Asian countries, which are trading partners for which there is a possibility that cargo may go via the Port of Constantza, was 7% in 1993. This proportion, however, has increased year by

year and became 14% in 1999. This is because the proportion of import volume with Asian countries increased from 5% (1993) to 11% (1999).

As with Hungary, the greatest trading partners to which Slovak Republic exports goods are the Western European countries including EU (60% in 1999) and the export volume has increased by as much as 30% from 30% for the past six years. The second greatest trading partners to which Slovak Republic exports goods are the various countries within the CEEC area and the export volume accounts for 30% of the whole. The export volume to these two areas of trading partners to which Slovak Republic exports goods accounts for 90%. The proportion of the export volume with Mediterranean countries, former CIS countries and Asian countries, which are trading partners for which there is a possibility that cargo may go via the Port of Constantza, was 9% in 1993. This proportion, however, has decreased year by year and became 4% in 1999.

On the other hand, the greatest trading partners from which Slovak Republic imports goods are also the Western European countries including EU (51% in 1999) and the import volume has increased 30% from 28% for the past six years. Imports from the various countries in the area rank second (accounting for 13% of the whole). However, the proportion of trade volume within the area has been decreasing year by year. Almost all imports from Russia are crude oil and petroleum products, which are transported by pipelines. The proportion of the import volume with Mediterranean countries, former CIS countries and Asian countries, which are trading partners for which there is a possibility that cargo may go via the Port of Constantza, is 9%.

**Table 3.3.5 Hungary: Exports to the top thirty partners**

(current prices, per cent of total)

		1993	1994	1995	1996	1997	1998	1999
<b>Total Exports, FOB, USD Billion</b>		<b>8.9</b>	<b>10.7</b>	<b>12.9</b>	<b>13.1</b>	<b>19.1</b>	<b>23.0</b>	<b>25.0</b>
(Ranking in 1999)								
<b>EU &amp; WE Countries</b>		<b>58.47</b>	<b>63.75</b>	<b>62.54</b>	<b>62.30</b>	<b>70.27</b>	<b>71.74</b>	<b>74.95</b>
Germany <sup>2)</sup>	1	26.62	28.22	28.64	28.98	37.26	36.59	38.39
Austria	2	10.08	10.88	10.08	10.62	11.39	10.64	9.57
Italy	3	7.99	8.45	8.48	8.00	6.13	5.75	5.90
Netherlands	5	2.36	2.54	2.92	2.67	2.81	4.73	5.17
France	6	3.45	3.55	4.02	3.69	3.77	3.80	4.49
United Kingdom	7	2.28	4.29	3.04	2.92	3.34	3.57	4.48
Belgium	8	1.79	1.93	2.03	2.10	2.44	2.63	3.02
Switzerland <sup>3)</sup>	14	1.84	1.49	1.37	1.30	1.16	1.16	1.18
Ireland	17	0.05	0.07	0.11	0.08	0.36	1.09	1.00
Sweden	18	1.02	1.17	0.98	1.05	0.77	0.91	0.93
Denmark	25	0.44	0.48	0.45	0.41	0.37	0.43	0.45
Finland	26	0.55	0.68	0.44	0.48	0.48	0.45	0.37
<b>Mediterranean Countries</b>		<b>1.46</b>	<b>1.39</b>	<b>1.40</b>	<b>1.63</b>	<b>2.02</b>	<b>2.33</b>	<b>2.42</b>
<u>Spain</u>	<u>11</u>	<u>0.74</u>	<u>0.88</u>	<u>0.94</u>	<u>1.08</u>	<u>1.50</u>	<u>1.65</u>	<u>1.63</u>
<u>Portugal</u>	<u>23</u>	<u>0.08</u>	<u>0.11</u>	<u>0.08</u>	<u>0.09</u>	<u>0.10</u>	<u>0.36</u>	<u>0.50</u>
<u>Greece</u>	<u>29</u>	<u>0.65</u>	<u>0.39</u>	<u>0.38</u>	<u>0.45</u>	<u>0.42</u>	<u>0.32</u>	<u>0.29</u>
<b>CEEC</b>		<b>9.90</b>	<b>10.74</b>	<b>12.57</b>	<b>14.20</b>	<b>11.52</b>	<b>10.98</b>	<b>9.42</b>
Poland	9	1.83	2.08	2.62	2.96	2.68	2.30	2.07
Romania	10	2.06	1.86	2.79	2.12	1.69	2.46	1.87
Czech Republic	12	1.91	1.84	1.61	2.21	1.68	1.62	1.47
Slovak Republic	15	1.44	1.35	1.66	1.92	1.38	1.45	1.11
Slovenia	16	1.57	1.83	1.99	1.68	1.52	1.05	1.07
Croatia	20	0.88	1.36	1.34	1.45	1.17	0.92	0.72
Bosnia-Herzegovina	21	0.03	0.17	0.31	0.75	0.57	0.57	0.65
Yugoslavia	24	0.16	0.25	0.24	1.11	0.84	0.62	0.46
<b>CIS Countries</b>		<b>12.50</b>	<b>9.66</b>	<b>8.93</b>	<b>7.59</b>	<b>6.39</b>	<b>3.79</b>	<b>1.94</b>
<u>Russia</u>	<u>13</u>	<u>10.70</u>	<u>7.52</u>	<u>6.44</u>	<u>5.92</u>	<u>5.07</u>	<u>2.84</u>	<u>1.43</u>
<u>Ukraine</u>	<u>22</u>	<u>1.80</u>	<u>2.14</u>	<u>2.49</u>	<u>1.68</u>	<u>1.31</u>	<u>0.95</u>	<u>0.51</u>
<b>Mid East Countries</b>		<b>1.07</b>	<b>0.30</b>	<b>0.41</b>	<b>0.43</b>	<b>0.44</b>	<b>0.43</b>	<b>0.31</b>
<u>Turkey</u>	<u>28</u>	<u>1.07</u>	<u>0.30</u>	<u>0.41</u>	<u>0.43</u>	<u>0.44</u>	<u>0.43</u>	<u>0.31</u>
<b>Asian Countries</b>		<b>1.68</b>	<b>1.07</b>	<b>0.85</b>	<b>1.01</b>	<b>0.71</b>	<b>1.09</b>	<b>1.42</b>
<u>Singapore</u>	<u>19</u>	<u>0.14</u>	<u>0.10</u>	<u>0.07</u>	<u>0.10</u>	<u>0.10</u>	<u>0.60</u>	<u>0.82</u>
<u>Japan</u>	<u>27</u>	<u>0.96</u>	<u>0.86</u>	<u>0.60</u>	<u>0.77</u>	<u>0.53</u>	<u>0.41</u>	<u>0.32</u>
<u>China</u>	<u>30</u>	<u>0.57</u>	<u>0.11</u>	<u>0.18</u>	<u>0.13</u>	<u>0.08</u>	<u>0.08</u>	<u>0.29</u>
<b>North America</b>		<b>4.22</b>	<b>4.02</b>	<b>3.21</b>	<b>3.54</b>	<b>3.22</b>	<b>4.55</b>	<b>5.20</b>
USA	4	4.22	4.02	3.21	3.54	3.22	4.55	5.20
<b>Other Countries</b>		<b>10.70</b>	<b>9.07</b>	<b>10.10</b>	<b>9.30</b>	<b>5.43</b>	<b>5.07</b>	<b>4.33</b>
<b>Possible Constantsa Share (%)</b>		<b>16.7</b>	<b>12.4</b>	<b>11.6</b>	<b>10.7</b>	<b>9.6</b>	<b>7.6</b>	<b>6.1</b>
(USD Billion)		1.5	1.3	1.5	1.4	1.8	1.8	1.5

Table 3.3.6 Hungary: Imports from the top thirty partners

(current prices, per cent of total)

		1993	1994	1995	1996	1997	1998	1999
<b>Total Exports, CIF, USD Billion</b>		<b>12.6</b>	<b>14.6</b>	<b>15.4</b>	<b>16.2</b>	<b>21.2</b>	<b>25.7</b>	<b>28.0</b>
(Ranking in 1999)								
<b>EU &amp; WE Countries</b>		<b>55.87</b>	<b>62.18</b>	<b>61.84</b>	<b>60.31</b>	<b>62.53</b>	<b>63.59</b>	<b>63.58</b>
Germany 2)	1	21.58	23.36	23.43	23.59	26.96	28.22	29.22
Austria	2	11.62	11.99	10.74	9.46	10.55	9.61	8.91
Italy	3	5.98	6.97	7.90	8.10	7.35	7.55	7.72
France	5	3.31	3.41	3.94	4.24	4.35	4.85	4.68
United Kingdom	8	2.55	3.98	3.08	3.26	3.43	3.41	3.04
Belgium	9	1.93	2.11	2.45	2.44	2.35	2.48	2.59
Netherlands	10	2.69	3.04	3.14	3.15	2.59	2.52	2.51
Switzerland 3)	16	2.72	2.60	2.45	2.14	1.71	1.68	1.50
Finland	20	1.13	1.63	1.39	1.18	1.06	1.07	1.14
Sweden	21	1.53	2.09	2.00	1.74	1.23	1.18	1.13
Ireland	25	0.21	0.27	0.57	0.29	0.35	0.42	0.62
Denmark	28	0.60	0.72	0.76	0.73	0.61	0.61	0.52
<b>Mediterranean Countries</b>		<b>0.85</b>	<b>0.99</b>	<b>1.47</b>	<b>1.01</b>	<b>1.30</b>	<b>1.58</b>	<b>1.67</b>
<u>Spain</u>	<u>15</u>	<u>0.85</u>	<u>0.99</u>	<u>1.47</u>	<u>1.01</u>	<u>1.30</u>	<u>1.58</u>	<u>1.67</u>
<b>CEEC</b>		<b>6.36</b>	<b>7.53</b>	<b>7.81</b>	<b>8.67</b>	<b>7.24</b>	<b>6.88</b>	<b>7.12</b>
Poland	12	1.18	1.33	1.62	1.84	1.69	1.79	2.10
Czech Republic	13	2.11	2.38	2.36	3.01	2.40	2.15	1.89
Slovak Republic	14	1.90	2.44	2.39	2.37	1.89	1.67	1.69
Romania	22	0.68	0.82	0.85	0.91	0.73	0.72	0.84
Slovenia	26	0.50	0.55	0.60	0.55	0.52	0.55	0.60
<b>CIS Countries</b>		<b>20.67</b>	<b>14.04</b>	<b>14.11</b>	<b>14.26</b>	<b>10.49</b>	<b>7.33</b>	<b>6.63</b>
Russia	4	19.53	11.95	11.84	12.47	9.16	6.46	5.86
<u>Ukraine</u>	<u>23</u>	<u>1.14</u>	<u>2.09</u>	<u>2.27</u>	<u>1.79</u>	<u>1.32</u>	<u>0.88</u>	<u>0.76</u>
<b>Mid East Countries</b>		<b>0.19</b>	<b>0.33</b>	<b>0.30</b>	<b>0.35</b>	<b>0.32</b>	<b>0.30</b>	<b>0.40</b>
<u>Turkey</u>	<u>29</u>	<u>0.19</u>	<u>0.33</u>	<u>0.30</u>	<u>0.35</u>	<u>0.32</u>	<u>0.30</u>	<u>0.40</u>
<b>Asian Countries</b>		<b>5.15</b>	<b>5.23</b>	<b>5.26</b>	<b>5.60</b>	<b>8.37</b>	<b>10.08</b>	<b>11.19</b>
<u>Japan</u>	<u>6</u>	<u>2.74</u>	<u>2.70</u>	<u>2.19</u>	<u>2.23</u>	<u>3.29</u>	<u>3.84</u>	<u>4.11</u>
<u>China</u>	<u>11</u>	<u>0.57</u>	<u>0.68</u>	<u>0.83</u>	<u>1.19</u>	<u>1.37</u>	<u>1.70</u>	<u>2.18</u>
<u>Singapore</u>	<u>17</u>	<u>0.36</u>	<u>0.29</u>	<u>0.23</u>	<u>0.24</u>	<u>1.09</u>	<u>1.46</u>	<u>1.44</u>
<u>Korea Republic</u>	<u>18</u>	<u>0.54</u>	<u>0.68</u>	<u>0.95</u>	<u>0.92</u>	<u>0.88</u>	<u>1.16</u>	<u>1.27</u>
<u>Taiwan</u>	<u>19</u>	<u>0.60</u>	<u>0.54</u>	<u>0.59</u>	<u>0.51</u>	<u>0.76</u>	<u>0.99</u>	<u>1.23</u>
<u>Thailand</u>	<u>27</u>	<u>0.16</u>	<u>0.15</u>	<u>0.18</u>	<u>0.15</u>	<u>0.71</u>	<u>0.57</u>	<u>0.58</u>
<u>Hong Kong</u>	<u>30</u>	<u>0.17</u>	<u>0.19</u>	<u>0.30</u>	<u>0.36</u>	<u>0.26</u>	<u>0.36</u>	<u>0.38</u>
<b>North America</b>		<b>4.89</b>	<b>4.06</b>	<b>4.03</b>	<b>4.58</b>	<b>4.60</b>	<b>4.61</b>	<b>4.16</b>
USA	7	3.91	3.10	3.12	3.50	3.75	3.85	3.45
Brazil	24	0.98	0.95	0.91	1.08	0.85	0.75	0.71
<b>Other Countries</b>		<b>6.00</b>	<b>5.64</b>	<b>5.18</b>	<b>5.22</b>	<b>5.15</b>	<b>5.63</b>	<b>5.25</b>
<b>Potential Constantza Share (%)</b>		<b>7.3</b>	<b>8.6</b>	<b>9.3</b>	<b>8.7</b>	<b>11.3</b>	<b>12.8</b>	<b>14.0</b>
(USD Billion)		0.9	1.3	1.4	1.4	2.4	3.3	3.9

**Table 3.3.7 Slovak Republic: Exports to the top thirty partners**

(current prices, per cent of total)

		1993	1994	1995	1996	1997	1998	1999
<b>Total Exports, FOB, USD Billion</b>		<b>5.4</b>	<b>6.7</b>	<b>8.6</b>	<b>8.8</b>	<b>8.3</b>	<b>10.7</b>	<b>10.2</b>
(Ranking in 1999)								
<b>EU &amp; WE Countries</b>		<b>29.56</b>	<b>34.60</b>	<b>37.07</b>	<b>41.10</b>	<b>41.42</b>	<b>55.96</b>	<b>59.77</b>
Germany	1	15.24	17.10	18.80	21.19	19.58	28.80	27.65
Italy	3	2.74	4.31	4.82	4.88	5.60	7.14	8.82
Austria	4	4.99	5.25	4.96	6.05	6.99	7.47	8.04
France	6	1.61	1.69	2.00	2.11	2.34	3.42	4.78
Netherlands	8	1.60	1.78	1.76	1.89	1.82	2.28	3.07
Belgium	9	0.95	1.20	1.04	1.11	1.24	2.11	1.99
United Kingdom	10	1.02	1.28	1.31	1.53	1.64	1.52	1.75
Switzerland	11	0.63	0.69	0.77	1.05	0.93	1.47	1.55
Sweden	16	0.37	0.59	0.68	0.45	0.50	0.76	0.90
Denmark	20	0.16	0.29	0.33	0.36	0.31	0.28	0.48
Finland	21	0.18	0.33	0.44	0.37	0.34	0.37	0.41
Norway	22	0.06	0.09	0.16	0.11	0.12	0.34	0.33
<b>Mediterranean Countries</b>		<b>0.70</b>	<b>0.89</b>	<b>1.03</b>	<b>0.99</b>	<b>1.10</b>	<b>1.20</b>	<b>1.14</b>
<u>Spain</u>	<u>15</u>	<u>0.34</u>	<u>0.59</u>	<u>0.72</u>	<u>0.62</u>	<u>0.73</u>	<u>0.95</u>	<u>0.90</u>
<u>Greece</u>	<u>26</u>	<u>0.36</u>	<u>0.30</u>	<u>0.31</u>	<u>0.37</u>	<u>0.37</u>	<u>0.25</u>	<u>0.24</u>
<b>CEEC</b>		<b>52.20</b>	<b>47.85</b>	<b>46.88</b>	<b>44.12</b>	<b>43.21</b>	<b>34.02</b>	<b>30.87</b>
Czech Republic	2	42.41	37.39	35.25	31.00	28.14	20.33	18.06
Poland	5	2.92	2.83	4.41	4.84	5.84	5.90	5.35
Hungary	7	4.55	5.47	4.56	4.57	5.00	4.37	4.49
Slovenia	17	0.70	0.68	1.12	1.00	1.19	0.83	0.84
Romania	18	0.44	0.40	0.50	0.65	0.74	0.87	0.74
Croatia	19	0.88	0.91	0.84	0.83	0.95	0.66	0.59
Bulgaria	25	0.31	0.17	0.21	0.22	0.23	0.25	0.27
Yugoslavia	27	.	.	.	0.56	0.70	0.49	0.19
Bosnia-Herzegovina	30	.	.	.	0.16	0.14	0.12	0.15
Lithuania	28	.	.	.	0.29	0.27	0.21	0.17
<b>CIS Countries</b>		<b>7.28</b>	<b>5.89</b>	<b>6.08</b>	<b>6.16</b>	<b>7.11</b>	<b>3.74</b>	<b>2.34</b>
<u>Ukraine</u>	<u>13</u>	<u>2.57</u>	<u>1.74</u>	<u>2.22</u>	<u>2.68</u>	<u>3.12</u>	<u>1.85</u>	<u>1.33</u>
<u>Russia</u>	<u>14</u>	<u>4.71</u>	<u>4.15</u>	<u>3.86</u>	<u>3.49</u>	<u>3.99</u>	<u>1.89</u>	<u>1.01</u>
<b>Mid East Countries</b>		<b>1.10</b>	<b>0.72</b>	<b>0.72</b>	<b>0.40</b>	<b>0.37</b>	<b>0.41</b>	<b>0.47</b>
<u>Turkey</u>	<u>24</u>	<u>0.76</u>	<u>0.44</u>	<u>0.48</u>	<u>0.21</u>	<u>0.25</u>	<u>0.23</u>	<u>0.30</u>
<u>Egypt</u>	<u>29</u>	<u>0.35</u>	<u>0.28</u>	<u>0.25</u>	<u>0.19</u>	<u>0.12</u>	<u>0.18</u>	<u>0.17</u>
<b>Asian Countries</b>		<b>0.27</b>	<b>0.91</b>	<b>0.78</b>	<b>0.73</b>	<b>0.49</b>	<b>0.15</b>	<b>0.33</b>
<u>India</u>	<u>23</u>	<u>0.27</u>	<u>0.91</u>	<u>0.78</u>	<u>0.73</u>	<u>0.49</u>	<u>0.15</u>	<u>0.33</u>
<b>North America</b>		<b>1.11</b>	<b>1.62</b>	<b>1.25</b>	<b>1.34</b>	<b>1.75</b>	<b>1.19</b>	<b>1.44</b>
USA	12	1.11	1.62	1.25	1.34	1.75	1.19	1.44
<b>Other Countries</b>		<b>7.78</b>	<b>7.51</b>	<b>6.19</b>	<b>5.15</b>	<b>4.55</b>	<b>3.33</b>	<b>3.64</b>
<b>Possible Constantza Shate (%)</b>		<b>9.34</b>	<b>8.42</b>	<b>8.61</b>	<b>8.28</b>	<b>9.07</b>	<b>5.50</b>	<b>4.29</b>
(USD Billion)		0.5	0.6	0.7	0.7	0.7	0.6	0.4

Table 3.3.8 Slovak Republik: Imports from the top thirty partners

(current prices, per cent of total)

		1993	1994	1995	1996	1997	1998	1999
<b>Total Exports, CIF, USD Billion</b>		<b>6.3</b>	<b>6.6</b>	<b>8.8</b>	<b>11.1</b>	<b>10.3</b>	<b>13.1</b>	<b>11.3</b>
(Ranking in 1999)								
<b>EU &amp; WE Countries</b>		<b>28.47</b>	<b>33.98</b>	<b>35.26</b>	<b>37.67</b>	<b>39.65</b>	<b>50.15</b>	<b>51.27</b>
Germany	1	11.42	13.43	14.27	14.61	15.13	25.68	26.14
Italy	4	2.99	4.38	4.63	5.96	5.54	6.49	7.11
Austria	5	6.23	5.77	5.10	4.83	4.85	4.66	4.83
France	6	1.51	2.23	2.45	3.24	3.71	3.85	3.86
United Kingdom	10	1.26	1.60	1.69	1.89	2.49	2.06	2.22
Netherlands	11	1.31	1.66	1.72	1.84	2.14	2.07	1.74
Belgium	13	0.82	1.15	1.18	1.39	1.48	1.49	1.55
Switzerland	15	1.24	1.44	1.65	1.47	1.46	1.40	1.31
Finland	19	0.63	0.83	0.84	0.81	0.84	0.71	0.89
Sweden	20	0.49	0.65	1.15	0.80	1.06	0.94	0.78
Denmark	23	0.44	0.61	0.58	0.57	0.63	0.52	0.53
Ireland	25	0.14	0.21	.	0.26	0.30	0.28	0.32
<b>Mediterranean Countries</b>		<b>0.41</b>	<b>0.61</b>	<b>0.70</b>	<b>0.89</b>	<b>1.01</b>	<b>1.07</b>	<b>1.41</b>
Spain	14	<u>0.41</u>	<u>0.61</u>	<u>0.70</u>	<u>0.89</u>	<u>1.01</u>	<u>1.07</u>	<u>1.41</u>
<b>CEEC</b>		<b>39.60</b>	<b>34.12</b>	<b>33.27</b>	<b>29.28</b>	<b>28.57</b>	<b>23.91</b>	<b>22.48</b>
Czech Republic	2	35.91	29.62	27.75	24.34	23.03	18.38	16.69
Poland	7	1.94	2.38	2.77	2.43	2.81	2.51	2.81
Hungary	9	1.33	1.68	2.20	1.99	2.21	2.44	2.35
Slovenia	22	0.42	0.45	0.55	0.51	0.52	0.59	0.63
<b>CIS Countries</b>		<b>21.93</b>	<b>19.81</b>	<b>18.00</b>	<b>18.95</b>	<b>18.06</b>	<b>12.26</b>	<b>13.24</b>
Russia	3	19.52	18.01	16.60	17.39	15.52	10.43	11.95
Ukraine	16	<u>2.40</u>	<u>1.79</u>	<u>1.40</u>	<u>1.56</u>	<u>2.55</u>	<u>1.83</u>	<u>1.29</u>
<b>Mid East &amp; African Countries</b>		<b>2.64</b>	<b>1.97</b>	<b>1.70</b>	<b>1.83</b>	<b>2.75</b>	<b>2.02</b>	<b>1.51</b>
South Africa	17	<u>2.40</u>	<u>1.79</u>	<u>1.40</u>	<u>1.56</u>	<u>2.55</u>	<u>1.83</u>	<u>1.29</u>
Turkey	28	<u>0.24</u>	<u>0.18</u>	<u>0.31</u>	<u>0.27</u>	<u>0.20</u>	<u>0.18</u>	<u>0.22</u>
<b>Asian Countries</b>		<b>2.83</b>	<b>2.77</b>	<b>3.27</b>	<b>5.55</b>	<b>4.51</b>	<b>4.50</b>	<b>4.57</b>
Japan	12	<u>1.16</u>	<u>1.23</u>	<u>1.49</u>	<u>1.84</u>	<u>1.74</u>	<u>1.64</u>	<u>1.59</u>
China	18	<u>0.47</u>	<u>0.57</u>	<u>0.66</u>	<u>0.74</u>	<u>1.03</u>	<u>1.16</u>	<u>1.28</u>
Taiwan	21	<u>0.44</u>	<u>0.60</u>	<u>0.60</u>	<u>0.66</u>	<u>0.76</u>	<u>0.66</u>	<u>0.69</u>
Korea Republic	24	<u>0.61</u>	<u>0.25</u>	<u>0.43</u>	<u>1.72</u>	<u>0.35</u>	<u>0.51</u>	<u>0.36</u>
Malaysia	26	.	.	.	<u>0.33</u>	<u>0.30</u>	<u>0.21</u>	<u>0.27</u>
Indonesia	29	.	.	.	<u>0.16</u>	<u>0.18</u>	<u>0.17</u>	<u>0.21</u>
Singapore	30	<u>0.14</u>	<u>0.11</u>	<u>0.09</u>	<u>0.10</u>	<u>0.15</u>	<u>0.16</u>	<u>0.19</u>
<b>North America</b>		<b>2.05</b>	<b>3.01</b>	<b>2.69</b>	<b>2.96</b>	<b>3.68</b>	<b>3.17</b>	<b>2.79</b>
USA	8	1.76	2.84	2.45	2.70	3.28	2.90	2.56
Canada	27	0.28	0.18	0.23	0.26	0.40	0.27	0.23
<b>Other Countries</b>		<b>2.08</b>	<b>3.73</b>	<b>5.10</b>	<b>2.87</b>	<b>1.77</b>	<b>2.93</b>	<b>2.72</b>
<b>Potential Constantza Share (%)</b>		<b>8.28</b>	<b>7.14</b>	<b>7.08</b>	<b>9.83</b>	<b>10.82</b>	<b>9.41</b>	<b>8.79</b>
(USD Billion)		0.5	0.5	0.6	1.1	1.1	1.2	1.0



## **Chapter 4 Port Administration, Management and Operation**

### **4.1 Port Administration**

#### **4.1.1 Romanian Legal Structure regarding Port Management and Facilities**

(1) General overview on the Romanian legal system

The legal system in Romania comprises the following types of legal acts:

A. adopted by the Parliament:

Laws, which can be – organic laws (in areas expressly provided by the Constitution)

– ordinary laws (in the other areas)

adopted by the Government:

Urgency Ordinances (UGO) (normally to be issued only in exceptional cases; they enter in force only after they have been submitted to the Parliament approval, but which can modify even organic laws)

Ordinances (GO) (issued only on the basis of a specific delegation given by the Parliament, for determined areas, which can modify only ordinary laws)

Decisions (GD) (for applying the provisions of laws and ordinances)

adopted by the Ministers:

Orders (also for applying the provisions of laws and ordinances, but whenever this is expressly provided in that law or ordinance, but more frequently for the enforcement of their specific attributions and powers given by the GDs establishing their ministries)

The hierarchy of these legal acts is the following, in the decreasing order of importance:

- a. Organic laws / urgency ordinances, Ordinary laws / ordinances
- b. Government decisions
- c. Ministers orders

This hierarchy is very important when interpreting legal provisions, as the 2 basic rules are:

in case of contradiction between certain provisions of two different legal acts, the provisions of the superior act prevail over the provisions of the inferior act,

in case of contradiction between certain provisions of two legal acts of the same importance, the provisions of the most recently adopted act prevail over those of the older act.

(2) Legal acts related to Port Management and Facilities:

Legal acts of a general applicability:

Regarding port public properties and concessions the following legal acts are applied.

Constitution of Romania 1991 (especially art. 135)

Law no. 213/1998 on the public property and its legal regime (an organic law)

Law no. 219/1998 on the regime of concessions (an organic law)

GD no. 216/1998 approving the Methodological Norms for the application of Law no. 213/1998 on the regime of concessions

Specific legal acts related to ports and Port of Constantza, in particular:

Regarding port activities the following legal acts are applied.

GO no. 19/1997 on transports, as republished

GO no. 42/1997 on civil navigation

GO no. 22/1999 regarding the administration of ports and the services in ports

Law no. 84/1992 on the regime of Free Zones (an organic law)

Government Decision no. 410/1993 establishing the Free Zone Constantza South and the RA "Free Zone Constantza South Administration"

*GD. no. 682/1994 for the approval of Methodology for concession of land and buildings in the free zones*

GO no. 131/2000 concerning the establishment of several measures to facilitate operation of ports

GD no. 3/2001 for the organisation and the functioning of Ministry of Public Works, Transport and Housing (MPWTH)

GD no. 517/1998 regarding the establishment of the National Company "Constantza Maritime Ports Administration (CMPA)"

GD no. 627/1998 regarding the organisation and functioning of the Inspectorate for Civil Navigation – I.C.N.

GD no. 1045/2000 for the approval of inventories of assets belonging to state public property

GD no. 167/2000 for the approval of concession of public service of pilotage in Romanian maritime ports

*O.M.T. no. 368/1995 (order of the minister of transport) for the approval of Regulation on the operation of Romanian seaports*

## 4.2 Port Management and Operation

### 4.2.1 Services in ports

As provided by art. 10 of GO no. 22/1999, the services performed in ports are classified into 2 categories:

#### A. Public port services, namely:

Pilotage of ships when entering or exiting the port, as well as for their movement from one berth to another;

Towage for ship manoeuvring

mooring/unmooring of ships

collection of residues, waste water and garbage from vessels,

sanitation and de-pollution of lands and port water and the collection of garbage from ships

maintenance dredging, provision of signals and buoys in port water area and the access ways in ports, provision of signals and maintenance of the usage and illumination of public roads in port

fire-fighting on vessels and on floating platforms in the port.

#### B. Port services, which are all kinds of services provided in ports.

Port services are performed by commercial entities, on a free basis, but for some port services, these entities have to be authorised by MPWTH who practically delegated the right to authorise to the ICN.

#### Regime of public port services

According to art. 8 (1) of GO no. 22/1999 (but also to its attributions given in the GD no. 517/1998), CMPA has the obligation to ensure the performance of public port services.

This obligation can be fulfilled in 2 ways (art. 8(2) of GO no. 22/1999):  
either directly, by its own means,  
either by commercial entities, through concession, association or other contracting forms.

There is one category of public port services, for ex. sanitation and de-pollution of port water and the collection of garbage from ships, which were already conceded

before GO no. 22/1999 and Law no. 219/1998 were in force and these contracts remain valid. (art. art. 8 (3) of GO no. 22/1999).

Other public port services, such as mooring/unmooring are not performed by CMPA but by commercial entities and they are not conceded.

A problem of interpretation appeared in relation to the concession procedure and the quality of grantor for public port services.

The general law regulating the concessions - Law no. 219/1998 - stipulates that the concession of "public services of national interest" is to be made by the corresponding ministries which have the quality of grantor on behalf of the state. It has to be reminded that Law no. 219/1998 is an organic law.

Even though the GO no. 22/1999 doesn't mention that public port services are of a national interest and more than that the definition of the *public port services* is "services which are the necessary minimum in order for the port to function safely", (art. 2 k) of GO no. 22/1999), the construction generally given to them in the light of Law no. 219/1998 was that they are public services of a national interest and therefore have to be conceded by MPWTH. In fact, the general view was that everything that is "public" is to be conceded according to the said law as even the notion of *concession* is related to "public" and since the GO no. 22/1999 said they are to be conceded the only way to do this is according to the general law.

An example in this view is the concession of pilotage which is one of the public port services according to GO no. 22/1999. Only the argumentation for its concession laid also on the provisions of art. 82 of GO no. 42/1997 providing more support to the position of former MOT as grantor. It has to be mentioned that the concession of pilotage has been under litigation in courts for a long time. The port operators who used to perform this service as a simple commercial one and didn't qualify for being concessionaires of pilotage had sanctioned MoT in justice based on different reasons. The same reaction is to be expected also for the other public port services which are now performed by several port operators especially as there are no other provisions in their support apart GO no. 22/1999.

#### **4.2.2.Ministry of Public Works, Transport and Housing (MPWTH)**

MPWTH functions in conformity with GD no. 3/2001, as specific body of the central

public administration, representing the state authority in the field of public works, transport and housing.

It took over all the rights and obligations of both the former Ministry of Transport and Ministry of Public Works and Territory Arrangement.

Thus, in conformity with the above mentioned GD, the main attributions of the MPWTH in the field of ports and maritime transport are (which are also to be found in GO no. 19/1997):

“Art. 1. - (2) MPWTH establishes the policy in the field of...transport..., at national level, elaborates the strategy and the specific regulations for the development and the harmonisation of the activities of...transport..., within the Government general policy and acts as state authority in the field of ...transport...

Art. 2. – As specific body of the central public administration, MPWTH has the following attributions:

...

21. ensures the administration and development of transport infrastructures and equipment of national interest from the transport national system;

.....

26. concedes on behalf of the state, state public or private property assets, activities and services of national interest from the transport field;

.....

40. issues specific approvals for the investment objectives which are totally or partially financed by the state budget, local budgets, from special funds and from credits guaranteed by the state, as well as for works of national interest which are financed from other sources;

.....

41. analyses the feasibility studies for the public works which the Government is entitled to approve and presents them to the Interministerial College for approval of public works of national interest and social houses, supporting their necessity, timing and economic; participates at the promotion for the final approval of the mentioned works, in conformity with the law;

....

.....

Art. 3. – As state authority in the field of ....transport..., MPWTH has the following

main attributions, which it can perform either directly or through specialised technical bodies, subordinated public institutions, units that function under its authority or authorised commercial entities:

.....

1. approves, in conformity with the law, mandatory instructions and regulations for the specific rail, road, waterborne and airborne activities;

.....

5. grants to foreign users, on mutual basis, the right to use the transport infrastructures, against payment or freely;

.....

7. establishes the regional organisation of rail, road, waterborne and airborne transport;

.....

10. ensures the control of the use of financial resources from the state budget, of resources from special funds for the development of transport infrastructures and of resources from internal and external credits, the control of the real implementation of infrastructure works and their quality;

.....

14. authorises the functioning of ports ....;

.....

35. grants the permission to entry or to leave the Romanian civil ports to the Romanian and foreign ships;

.....

36. supervises and controls the navigation in national waters....;

37. establishes Romanian navigable waterways ...;

38. establishes navigational rules in territorial sea, interior waters and Romanian ports....;

.....

43. establishes the navigable waterways, ports, roadsteads and port basins where the pilotage is mandatory;

.....

44. establishes the performance of the pilotage service;

.....

56. establishes, in conformity with the law, mandatory technical norms for designing, building, repairing and operating the transport means, roads, ports, airports,

railroads.....; ensures the supervision of their implementation and authorises the commercial entities to perform these activities;”

### **4.2.3 Constantza Maritime Ports Administration (CMPA)**

#### **(1) CMPA’s Legal Status**

In 1998, through Government Decision no. 517/1998, CMPA was reorganised as a joint-stock company, entirely owned by the state. It is a commercial entity, normally attached to profit maximization as a priority goal, yet, as art. 1 (2) of the said GD stipulates, performing mainly national public interest activities. It has given the name of National Company (in accordance with art. 2(2) UGO no. 30/1997 as modified and approved by Law no. 207/1997).

For the present time, all the shares of the National Company CMPA - S.A. are owned by the state, exercising its rights and obligations through the Ministry of Public Works, Transport and housing (MPWTH) (art. 3(1) GD no. 517/1998).

#### **(2) CMPA’s Organizational Structure**

As provided for in the GD no. 517/1998, it is composed of:

The General Assembly of Shareholders (AGA) which is the ruling body:

it decides upon the company's activity and economic policy, issues related to company’s registered capital etc.

presently formed by 2 representatives of MPWTH and 1 representative of the Ministry of Public Finances, nominated by order of the minister of PWTH.

The Council of Administration (CA) which is the management body:

its main functions are related to:

approval of long term policies and basic commercial issues of the company;

approval of business plan;

confirming the budget for the business year;

advising on the utilisation of profits;

confirming the annual report and financial position of the company.

formed by 9 members, presently nominated by order of the Minister of PWTH (but normally elected by AGA), for a period of 4 years, with the possibility to be re-elected, as follows:

Chairman of the CA which is also the Director General ,

2 representatives of MPWTH,

1 representative of the Ministry of Public Finances,

Engineers, economists and legal experts specialized in CPA’s field of activity.

Director General and Executive directors who perform the operational management the executive directors cannot be members of the CA;

presently the executive directors are for the following departments and branches:

Domains and Port Services Dept.

Commercial Dept.

Financial Dept.

Technical Dept.

Human Resources Dept.

Port Telecommunications Branch

Electric and Thermal Power Re-distribution Branch

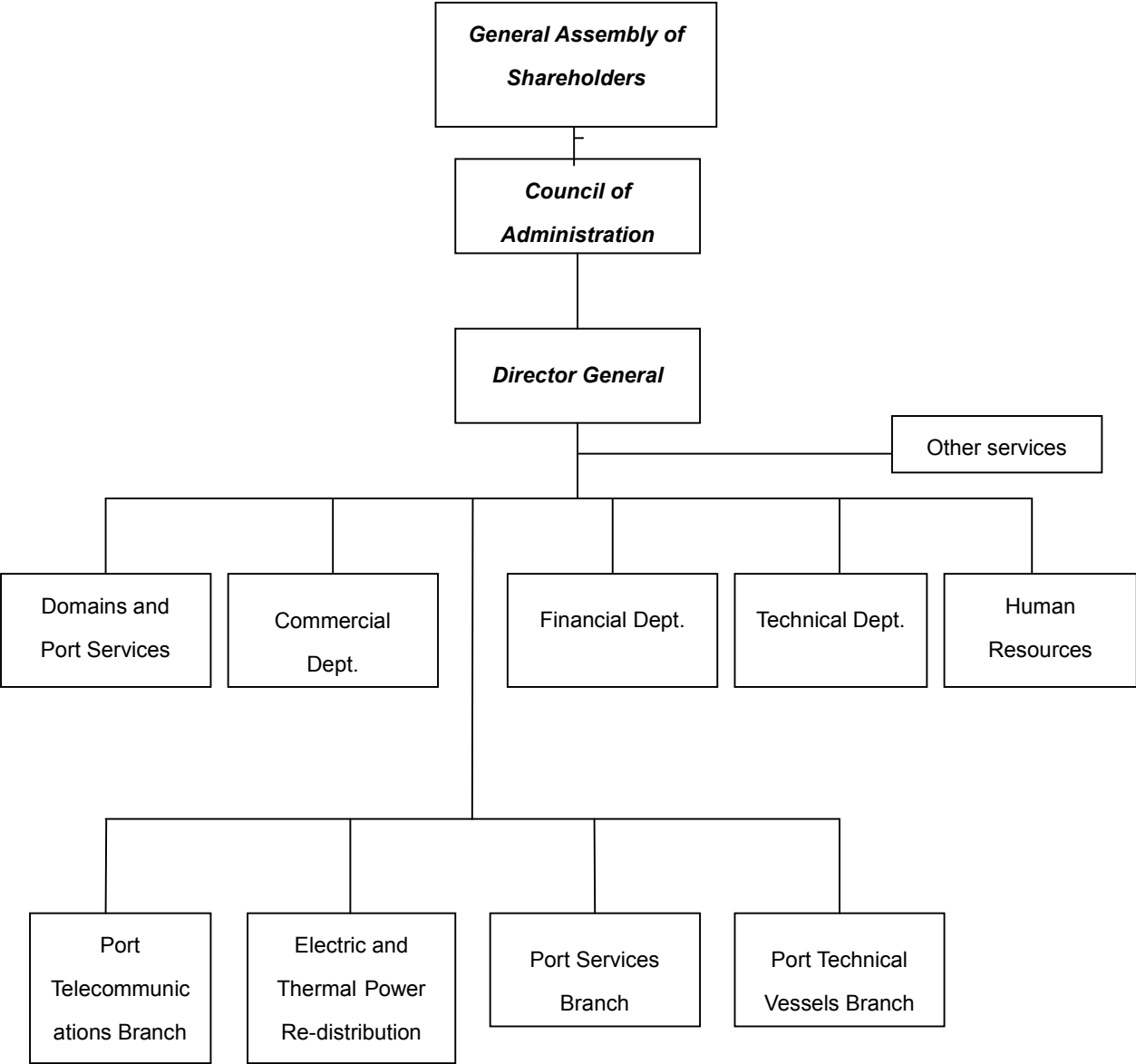
Port Services Branch

Port Technical Vessels Branch.

Present organizational structure of CMPA can be represented as in the chart.



**Present Organizational structure of CMPA**



#### 4.2.4 Present Tariff System

The tariff of CMPA is shown below. (US\$ base and LEI base)  
 In this table, almost tariffs are set up adequately. But the tariff for port domain using (590 Lei/sq.m./month) is extremely low. The reason seems to be that CMPA hasn't had legal rights over the state owned Port land up to now.

#### I MAIN PORT TARIFFS

#### THE TARIFF LIST USED BY C.M.P.A. WITH THE ECONOMIC AGENTS AUGUST, 1<sup>st</sup>, 2001

##### A. US \$ TARIFFS

##### 1. Tariff for the port access

Item	Vessel type	U/m	0-5000	5001-10000	10001-20000	20001-40000	>40000
1.	Ore carrier	usd/UTB	0,15	0,15	0,15	0,15	0,15
2.	Tanker	usd/UTB	0,15	0,15	0,15	0,15	0,15
3.	Cargo carrier	usd/UTB	0,15	0,15	0,15	0,15	0,15
4.	Container carrier	usd/UTB	0,15	0,15	0,15	0,15	0,15
5.	RoRo	usd/UTB	0,15	0,15	0,15	0,15	0,15
6.	Passenger carrier	usd/UTB	0,15	0,15	0,15	0,15	0,15
7.	Military	usd/UTB	0,15	0,15	0,15	0,15	0,15
8.	Fishing vsl	usd/UTB	0,09	0,09	0,09	0,09	0,09
9.	River cargo carrier	usd/t	0,05	-	-	-	-

Out of which: light house tax – seagoing vessels 0,03usd/UTB

- fishing vessels 0,02 usd/UTB

- river vessels 0,01usd/UTB

##### 2. Quay tariff

Item	Vessel type	U/m	0-5000	5001-10000	10001-20000	20001-40000	>40000
1.	Ore carrier	usd/m /day	3,00	4,70	8,00	9,00	21,0
2.	Tanker	Usd/m /day	6,50	12,50	14,30	26,60	28,20
3.	Cargo carrier	Usd/m /day	2,10	2,50	3,70	3,80	20,00
4.	Container carrier	Usd/m /day	6,00	6,80	7,00	7,20	8,00
5.	RoRo	Usd/m /day	4,70	5,80	6,20	6,80	7,00
6.	Passenger carrier	Usd/m /day	8,50	8,50	8,50	8,50	8,50
7.	Military	Usd/m /day	9,50	9,50	9,50	9,50	9,50
8.	Fishing vessel	Usd/m /day	17,50	17,50	17,50	17,50	17,50

9.	River cargo carrier	Usd/m /day	0,63	-	-	-	-
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### 3. Main tariffs for basin access

Item	Vessel type	U/m	0-5000	5001-10000	10001-20000	20001-40000	>40000
1.	Ore carrier	usd/m /day	0,45	0,40	0,37	0,35	0,34
2.	Tanker	usd/m/ day	0,55	0,52	0,48	0,45	0,44
3.	Cargo carrier	usd/m/ day	0,32	0,24	0,19	0,16	0,15
4.	Container carrier	usd/m/ day	0,28	0,22	0,18	0,16	0,15
5.	RoRo	usd/m/ day	0,26	0,22	0,16	0,14	0,13
6.	Passenger carrier	usd/m/ day	0,35	0,35	0,35	0,35	0,35
7.	Military	usd/m/ day	0,35	0,35	0,35	0,35	0,35
8.	Fishing vessel	usd/m/ day	0,30	0,30	0,30	0,30	0,30
9.	River cargo carrier	usd/m/ day	0,20	-	-	-	-

## II UNITED TARIFFS FOR USING THE PORT INFRASTRUCTURE

Item.	Tariff denomination	U/m	Value
1.	Tariff for technical vessels	usd/GT/day	0,10
2.	Tariff for tug boats	usd/HP/day	0,02
3.	Tariff for passengers going on or off the vessel	usd/passenger	1,47

## III TARIFFS FOR PORT UTILITIES

Item.	Tariff denomination	U/m	Value
1.	Tariff for quay water supply	Usd/t	4,51
2.	Tariff for vessel water supply by barge	Usd/hour	171,00
3.	Tariff for electric energy supply	usd/kwh	0,65
4.	Tariff for collecting domestic waste	Usd/day	20,32
5.	Tariff for collecting passengers domestic waste	Usd/day	100,00

\*It shall be added the water tariff for the quantity the water bought

## IV TARIFFS FOR THE PORT EQUIPMENT USAGE (HIREING)

Item	Tariff denomination	U/m	Value
1.	Tariff for using the pollution fighting dike	\$/m/day	1,50
2.	Tariff for floating crane hire		
3.	a) of 100 t – per working hour	\$/hour	220,00
4.	- per laying hour	\$/hour	165,00
5.	b) of 50 t – per working hour	\$/hour	118,00
6.	- per laying hour	\$/hour	87,00
4.	Tariff for tug boat hire	\$/hour	405,00
5.	Tariff for motor boat hire	\$/hour	33,00

6.	Tariff for collecting the residues (oil waste, bilge waste, domestic waste)*	\$/t	27,00
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\* During the collecting vessel waiting period from beneficiary's fault, the tariff of 33 \$/hour shall be applied.

## B. LEI TARIFFS

Item	Tariff denomination	U/m	Value
9.	Tariff for renting the electric panel connected with the shore together with electric measurement equipment.	Lei/day	8435
10.	Tariff for renting skimmer	Lei/hour	942913
11.	Tariff for renting pontoon	Lei/hour	950143
12.	Tariff for vessels domestic waste collecting	Lei/vessel	84350
13.	Tariff for weighting	Lei/oper.	37355
14.	Tariff for ensuring fire fighting intervention in case of fire, on contract basis	Lei/tsnd. Sq.m.	134960
15.	Tariff for fire fighting attendance	Lei/hour	649945
16.	Renting canal self-cleaner	Lei/hour	1807500
17.	Renting 19 AB4 concrete mixer	Lei/hour	506100
17.	Renting Roman 8.5 t back-folding truck	Lei/hour	442235
18.	Renting IVECO 35.8 back-folding truck	Lei/hour	471155
19.	Renting Roman PT 15 HM back-telescope truck	Lei/hour	454526
20.	Renting general cargo truck	Lei/hour	443440
21.	Renting electric cables detector PRAM lab.	Lei/hour	397650
22.	Renting Am 5 crane truck	LEI/hour	349450
23.	Renting ARO-D 127 4 W.D.	Lei/hour	256665
24.	Renting motor van	Lei/hour	262088
25.	Renting Dacia vehicle	Lei/hour	247748
26.	Renting P 802 bucket excavator	Lei/hour	482000
27.	Renting 5 t Caterpillar fork-lift	Lei/hour	602500
28.	Renting IFRON front loader	Lei/hour	298840
29.	Renting 5 t.f.UMT fork-lift	Lei/hour	238590
30.	Renting RO 14compactor with roller	Lei/hour	224130
31.	Renting universal telescopic platform	Lei/hour	115680
32.	Renting Caterpillar IT 156 loader/feeder	Lei/hour	868805
33.	Renting sewage-cleaning equipment	Lei/hour	439825
34.	Renting motor air-compressor	Lei/hour	202440
35.	Renting R10215 tank truck	Lei/hour	413315
36.	Renting CEA type truck lab.	Lei/hour	415725
37.	Renting weld equipment	Lei/hour	192800
38.	Renting U 650 tractor	Lei/hour	292092
39.	Renting lorry for material transport	Lei/hour	66516
40.	Forming, charging, checking 45Ah, 60Ah,80Ah accumulators	Lei/operation	415725
41.	Forming, charging, checking 110Ah, 150Ah, 180Ah accumulators	Lei/operation	418979
42.	Head-light adjustment	Lei/oper.	97605
43.	Wheels geometry adjustment		
	a) imported vehicles		
	-fore wheel	Lei/wheel	302817
	-rear wheel	Lei/wheel	208947

	b) domestic vehicles		
	-fore wheel	Lei/wheel	208947
	-rear wheel	Lei/wheel	161832
44.	Vehicles wheel equilibration	Lei/wheel	58563
45.	Van trucks wheel equilibration	Lei/wheel	105438
46.	Renting Wolkswagen van		
	- hour of exploitation	Lei/hour	472600
	- hour of laying	Lei/hour	259919
47.	Mounting and dismounting a tire from the wheel	lei	9399
48.	Mounting and dismounting a wheel	lei	10604
49.	Wheel pressure check and air completion	lei	1085
50.	Tire fixing by cold shred	lei	22413
51.	Tub fixing by cold shred	lei	22895
52.	Vulcanization of one sting tub	lei	11689
53.	Vulcanization of one cut tub	lei	32897
54.	Tub vulcanization – valve mounting	lei	34102
55.	Tire vulcanization	lei	33500
56.	Oil change – without filter	lei	20847
57.	Oil change with filter	lei	35307
58.	Fixing the fuel injection pump for RABA and tractor engine	lei	222564
59.	Repairing and fixing of RABA and tractor engine	lei	445248
60.	Fuel injector repairing and adjusting	lei	110500
61.	Car washing (vehicles)	Lei/vehicle	55670
62.	Car washing (van trucks and lorry trucks)	Lei/vehicle	65552
63.	Car wash (vans, tractors – over 1.5 t capacity)	Lei/vehicle	87483
64.	Car wash (buses, trucks – over 12 m length)	Lei/vehicle	146649
65.	Tariff for port domain using	Lei/sq.m./month	590
66.	Tariff for platform renting	Lei/sq.m./month	6230
67.	Tariff for administrative space renting	Lei/sq.m./month	87724
68.	Tariff for renting “The Old Stock Exchange”	Lei/sq.m./month	156048
69.	Tariff for warehouse renting	Lei/sq.m./month	34945
70.	Participation quota of the economic agents for carrying out cleaning operations into the outhouses hired	Lei/sq.m./month	11086
71.	Participation quota of the economic agents for security guards for: - the building P2 - Moll III building	Lei/sq.m./month Lei/sq.m./month	4820 12653
72.	Tariff for promotion, commercials, posters, by dimensions		
	Below 1/2sq.m included	Lei/year	113511
	Between ½ and 1 sq.m. included	Lei/year	227022
	Between 1 and 2 sq.m included	Lei/year	340413
	Between 2 and 3 sq.m. included	Lei/year	794577
	Between 3 and 5 sq.m. included	Lei/year	2043680
	Over 5 sq.m. (for each sq.m. or fraction)	Lei/year	681066
73.	Tariff for promotion materials mounted at the place of the economic agent activity		
	Below 1/2 sq.m. included	Lei/year	34102
	Between ½ and 1 sq.m. included	Lei/year	56635
	Between 1 and 2 sq.m. included	Lei/year	79530
	Over 2 sq.m. (for each sq.m. or fraction)	Lei/year	56635
74.	Tariff for minimal depth measurement	Lei/sq.m./month	7
75.	Tariff for hydrographic measurements in the port basin, on request	Lei/sq.m./month	148
76.	Tariff for truck parking	Lei/vehicle/day	136527

77.	Tariff for A0 photo-copy	Lei/piece	162675		
78.	Tariff for A1 photo-copy	Lei/piece	82302		
79.	Tariff for A2 photo-copy	Lei/piece	40127		
80.	Tariff for A3 photo-copy	Lei/piece	2892		
81.	Tariff for A4 photo-copy	Lei/piece	1386		
82.	Releasing of work license	Lei/piece	3374000		
89.	Tariff for blocking the Constanta port road ways	Lei/hour	1349600		
90.	Tariff for safe renting	Lei/year	635035		
91.	Tariff for renting a multi-purpose hall	Lei/hour	3205300		
92.	Tariff for quay crane renting in Midia	Tsnd lei/month	25064		
93.	Monthly subscription for phone main line through the port phone central.	Lei/month	691068		
94.	Monthly subscription for phone main digital line through the port phone central	Lei/month	691068		
97.	Monthly subscription for 64 KB/S digital channel	Lei/month/channe l	87242		
98.	Length of sewage pipeline	Lei/month	1144750		
99.	Additional phone services	lei	54707		
100.	Installation of main phone line	lei	1566500		
101.	Moving off the external main phone line	lei	1132700		
102.	Moving off the internal phone lie	lei	450068		
105.	Connection with 64 KB/S digital channel in digital flow	lei	1988250		
106.	Re-connection of a cut off circuit	lei	75433		
107.	Subscription for conventional radio-telephone	Lei/piece	711553		
108.	Monthly subscription for edax radio-telephone	Lei/piece	1109000		
109.	Communication time in "trunking" network	Lei/min	1700		
110.	Installation of "trunking" radio-telephone	lei	1047000		
111.	Installation of portable MRK II radio	lei	777000		
112.	Lei tariffs for using the tourist port Tomis	Lei/m			
<b>LENGTH QUAY/ CRAFT (METERS)</b>	<b>TARIFF 1/2 DAY</b>	<b>DAIL Y TARIF F</b>	<b>MONTHL Y TARIFF</b>	<b>YEARLY TARIFF</b>	<b>TARIFF OUTSIDE OF THE SUMMER SEASON (Month:2) x 5 months</b>
Below 7,00	333	668	19974	239740	49932
7,01-8,00	380	746	22476	268756	56147
8,01-9,00	410	839	24964	299295	62453
9,01-10,00	477	915	27468	328307	68715
10,01-11,00	505	994	29958	358849	74822
11,01-12,00	556	1087	32466	389389	80934
12,01-13,00	582	1164	34951	418400	87040
13,01-14,00	629	1250	37460	448940	93149
14,01-15,00	666	1326	39953	477954	99255
15,01-16,00	707	1451	42298	506968	105363
16,01-17,00	746	1489	44940	539034	111473
17,01-18,00	793	1582	47443	568047	117579
18,01-19,00	839	1662	49934	598589	125214
19,01-20,00	887	1739	52433	629128	129794
20,01-21,00	915	1832	54921	658141	137430
21,01-22,00	960	1908	57844	688683	143537
22,01-23,00	994	2006	59858	717693	149650
23,01-24,00	1053	2080	62305	748234	155753
24,01-25,00	1087	2164	64899	778773	161864

For crafts over 25 m it shall be added for each exceeding meter: 141 lei/m/1/2/day; 342 lei/m/day; 10367 lei/m/month; 124315 lei/m/year; 26245 lei/m out of the season/

- The length of the crafts includes the extensions of sail's fixing.
- The period considered out of the summer season is 1.11 –31.03.
- In the port water supply and electric energy can be provided.
- The quantity of water and electric energy used by the crafts is not included in the tariff.

**BIROUL ANALIZE TARIFE**

**EC. V NASTA**

### 4.3 Compliance of Applicable International Conventions

#### 4.3.1 The Requirement of International Conventions

The table below indicates those International Maritime Organizations Conventions that have been adopted by Romania. Almost all of the adopted Conventions concern regulations of maritime transport and the protection of environment.

#### International Maritime Organization's Conventions adopted by Romania

No	Number of the legal act	Title	Number of the Official Journal
1.	Decree no. 80/1979	International Convention for the Safety of Life at Sea*74 – SOLAS	
2.	Law no. 85/1997	International Safety Management Code for the Ships - ISM Code, adopted by IMO through A 741(18) Resolution dated 4 November 1993	M.Of.107/30.05.1997
3.	Government Ordinance no. 510/1997	Methodological norms for the application of the Law no. 85/1997	<i>M.Of.</i> 263/03.10.1997
4.	Government Ordinance no. 53/1999	- Protocol of 1988 to the SOLAS Convention; - Amendments to the Annex to the SOLAS Convention, adopted through Resolution 1 of 1994; - Amendments to the Annex to the SOLAS Convention, adopted through Resolution 1 of 1997.	<i>M.Of.</i> 412/27.08.1999
5.	Law no. 6/1993	International Convention for the Prevention of Pollution from Ships - MARPOL 73/78 In accordance with art. 14 of the Convention, Romania has not acceded to Annex no. III and Annex no. IV	<i>M.Of.</i> 57/18.03.1993
6.	Government Ordinance no. 53/1999	Amendments to the Annex to the Protocol of 1978 to the MARPOL Convention, adopted on 1990	<i>M.Of.</i> 412/27.08.1999



7.	Government Ordinance no. 127/2000	Amendments to the MARPOL Convention, adopted by the Maritime Safety Committee: MSC.1(XLV)-1981, MSC.6(48)-1983, MSC.11(55)-1988, MSC.12(56)-1988, MSC.13(57)-1989, MSC.19(58)-1990, MSC.22(59)-1991, MSC.24(60)-1992, MSC.26(60)-1992, MSC.27(61)-1992, MSC.31(63)-1994, MSC.42(64)-1994, MSC.69/22-1998, MSC.46(65)-1995, MSC.47(66)-1996/1999, MSC.57(67)-1996/1999, MSC.65(68)-1997, MSC.87(71)-1999; Amendments to the MARPOL Convention adopted through Resolution no.1 of 1988, Amendments to the Annex to the MARPOL Convention adopted through Resolution no.1 of 1998/1999	<i>M.Of.</i> 433/02.09.2000
8.	Decree no. 80/1971	International Convention on Load Line – LL	<i>M.Of.</i> 95/05.08.1971
9.	Government Ordinance no. 53/1999	Protocol of 1988 to the LL Convention	<i>M.Of.</i> 412/27.08.1999
10.	Decree no. 239/1974	Convention on the International Regulations for Preventing Collisions at Sea – COLREG	<i>M.Of.</i> 170/31.12.1974
11.	Decree no. 92/1975	International Convention for Safe Containers – CSC	<i>M.Of.</i> 91/12.08.1975
12.	Decree no. 23/1976	International Convention on Tonnage Measurement of Ships –Tonnage	<i>M.Of.</i> 15/14.02.1976
13.	Law no. 8/1990	Convention on the International Maritime Satellite Organization – Inmarsat Inmarsat Operating Agreement, 1976	<i>M.Of.</i> 93-94/ 01.08.1990
14.	Law no. 72/1992	Inmarsat Operating Agreement, 1985	<i>M.Of.</i> 171/21.07.1992
15.	Law no. 107/1992	International Convention on Standards of Training, Certification and Watchkeeping for Seafarers – STCW 1978	<i>M.Of.</i> 258/15.10.1992
16.	MTO no. 246/1998  MTO no. 660/1999  MTO no. 370/1999	Methodological norms for the application of the Law no. 107/1992	<i>M.Of.</i> 293 bis/ 10.08.1998 <i>M.Of.</i> 587/02.12.1999 <i>M.Of.</i> 435/07.09.1999
17.	Government Ordinance no. 122/2000	Amendments to the Annex to the SCTW 1978 Convention and STCW Code adopted on 1995;	<i>M.Of.</i> 430/02.09.2000

18.	Law no. 123/1992	Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation and Protocol – SUA	<i>M.Of.</i> 2/12.01.1993
19.	Law no. 31/1999 for the approval of the Government Ordinance no. 115/1998	International Convention on Maritime Search and Rescue – SAR	<i>M.Of.</i> 35/28.01.1999 <i>M.Of.</i> 352/29.08.1998
20.	Law no. 80/2000 for the approval of the Government Ordinance no. 58/1999	Convention on Facilitation of International Maritime Traffic as amended in 1984, 1986, 1989, 1991, 1993 and 1994 - FAL	<i>M.Of.</i> 215/16.05.2000 <i>M.Of.</i> 413/30.08.1999
21.	Law no. 160/2000 for the approval of the Government Ordinance no. 14/2000	International Convention on Oil Pollution Preparedness, Response and Co-operation –OPRC 1990	<i>M.Of.</i> 486/2000 <i>M.Of.</i> 37/29.01.2000
22.	Law no. 158/2000 for the approval of the Government Ordinance no. 15/1999	Protocol of 1992 for amending the International Convention Civil Liability for Oil Pollution Damage – CLC 1992	<i>M.Of.</i> 486/2000 <i>M.Of.</i> 35/29.01.2000
23.	Government Ordinance no. 110/2000	International Convention on Salvage – SALVAGE 1989	<i>M.Of.</i> 432/21.09.2000

#### 4.3.2 EU Accession

Romania has been transforming its economy into a market economy system since 1989, and in February, 1993, Europe Agreement( which later became the “ Europe Association Agreement” ) was signed between the EU and Romania. This agreement assumed the future accession of Romania to the EU. The agreement became effective in February, 1995.

The Europe Association Agreements expand EU’s market integration to Central and Eastern European countries, and provide the freedom of movement of workers, goods, services and capital. The purpose of the Agreements is the preparation by those pre-accession countries for their future accession to the EU by bringing their political,

economic and social systems near to those of the EU systems.

Romania presented the official application for EU Membership in June, 1995.

Accession to the EU has become the main national goal for Romania, and Romania has been reforming her political, economic and social system for the accession preparation including transport and port system.

The EU Commission, recognizing that the export competitiveness of Europe depends upon an efficient and cost effective transport and port system, expressed its basic port policy to the Community in its “Green Paper on Sea Ports and Maritime Infrastructure” in December, 1997.

In the Green Paper, the EU Commission stated its three major objectives of port policies as follows:

- (1) To make proper investment in port infrastructure and port-access infrastructure in order to integrate ports into the multimodal trans-European transport network.
- (2) To improve port efficiency through such means as streamlining procedures in ports, introducing innovative information systems, etc.
- (3) To ensure free and fair competition in the port sector, including a more systematic liberalization of the port services market.

The above objectives, which are requested to the Member States, can be applied to the Pre-accession States, including Romania.

And according to “2000 Regular Report from the Commission on Romania’s progress towards accession”,

#### Transport policy

As regards transport, the 1999 Regular Report underlined the progress that had been made in implementing the *acquis* and in restructuring the sector, but stressed the importance of addressing specific issues like maritime safety and road charging.

In 2000, despite the economic crisis, Romania has been developing its transport infrastructure and in particular the Trans-European-networks. Work to make Romanian TINA road networks suited for 11.5 tonnes axle weight is in progress. After years of delay, agreement has been reached with Bulgaria on the construction of a second bridge over the Danube on the Southern branch of Corridor IV - although the financing plans still need to be finalised.

As regards land transport, new legislation was adopted with regard to safety advisers for transport of dangerous goods and supply of public services in road and inland waterway transport. In the road sector, rules on driving licences and on admission to the occupation of road haulage and road passenger transport operator were adopted. Local

operators are encountering financial difficulties to comply with the financial standing requirement.

The technical negotiations on the road transit agreement for the carriage of goods have been finalised although the agreement still needs to be initialled and ratified.

As regards the system of road taxes and charges, Romania has announced its readiness to phase out the existing discriminatory tariffs on international transit that apply to EU hauliers when compared to those applied to Romanian hauliers. However, Romania intends to charge lower taxes to Romanian hauliers that exclusively perform domestic transport. No precise timetable has been given for removing these discriminatory practices beyond a commitment to address these before accession.

Legislation on transport of dangerous goods by rail has been strengthened. Following the division of the national railway company into 5 companies in early 1999 (management of railway infrastructure, public railway freight, public railway passenger transportation, management of excess assets, financial and accounting company), the restructuring of the railways sector has been pursued further in 2000. For regional railway traffic, eight new independent regional operators have been created. The CFR passenger transportation company now only carries out national and international railway traffic. Two private freight railway transport operators have been licensed.

Activities in the field of inland waterway transport have largely suffered from the blockage of the Danube following the Kosovo crisis: 4000 crewmembers have been made redundant out of a total of 5500. This situation deprives the inland waterway transport sector of the financial resources necessary to further adapt itself to the EC *acquis*. Consequently, since cabotage presently constitutes the only activity for the Romanian companies, foreign companies are not allowed to provide this service. As to regulatory progress, only some rules on technical requirements for vessels were partly transposed. At the beginning of this year, provisions on certain types of combined transport of goods entered into force.

In 2000, Romania has made progress in adopting the *acquis* in the field of maritime transport by a series of legal measures (vessels carrying dangerous goods, enforcement of pollution prevention and shipboard living and work conditions). It is currently strengthening the capacity of the maritime administrations, both as a flag and as a port state. However, maritime safety remains problematic. According to 1999 statistics under the Paris Memorandum of Understanding, the percentage of Romanian flag vessels detained following port state control was 29.6%, which is three times higher than the average for countries that have ratified the Paris MoU (this is to be compared to an average of 3.6% for EU-flagged vessels), and which is deteriorating compared to 1998

(when the level of detentions was 20.9%).

The Romanian transport-related institutions show generally a good understanding of the transport *acquis*. Their administrative capacity is rather good, with the exception of the maritime administration.

Romania has made significant progress with the transposition and implementation of transport *acquis* during the last few years and particularly in 2000. While the technical aspects related to transposition are not difficult issues, as the Romanian authorities are completely willing to fulfil the European norms, the implementation of the different adopted laws will be a longer and more difficult process. In the forthcoming year, Romania will have to concentrate on the implementation of all the newly adopted legislation, and securing adequate financial resources to implement heavy investment directives.

However, even though this process is well advanced, a considerable amount of work remains: particularly in the fields of fiscal harmonisation in road transport and maritime safety as already mentioned in the 1999 Regular Report.

Further efforts are required to transpose and implement the *acquis* in the area of professional and financial requirements for road hauliers, technical requirements and safety legislation. Romania may have difficulties to bear the costs of retrofitting heavy goods vehicles operating in the domestic market with speed limiting devices and tachographs, and should establish a sound financing strategy with a detailed timetable. In addition, the Commission will require a more detailed commitment as regards the elimination of discriminatory road taxes.

Concerning the railway sector, Romania has made significant progress with the approximation of the *acquis* and the national railway company has been reformed. It is recommended that the Romanian authorities rely on sound administrative structures and ensure the necessary transparency when implementing the restructuring measures *acquis*.

As regards inland waterways, the main target of the Romanian authorities is the access to the river Rhine. The practical aspects for the compliance of the Romanian vessels with the EC norms might be difficult, for economic reasons.

Flag state inspections as well as Port State control need to be considerably improved in order to effectively implement the requirements under the different maritime conventions and the EC *acquis* in the field of maritime safety. There is a lack of adequately trained inspectors and technical equipment. A sound strategy for progressively removing sub-standard shipping from the Romanian register should be drawn up and implemented, focusing first on Romania's obligations as a flag state and

then as a port state.

In the transport sector ISPA will concentrate on projects located on the Trans-European Networks (TENs) in the field of railways, roads, ports and airports. An overall ISPA strategy in the field of transport has already been adopted between Romania and the Commission and Romania has proposed to concentrate on the upgrading of the Corridors IV and IX (for both road and rail). Three projects have been approved for ISPA assistance in 2000: widening the Bucharest-Giurgiu road to four lanes; construction of the Bucharest-Cernavoda motorway; and upgrading of the Bucharest-Constanta railway line.

## **4.4 Present Financial Condition of CMPA**

### **4.4.1 Revenues and Expenses**

Starting October 1998, Constantza Port Administration has changed its status and name from an autonomous regie into a stock company called Maritime Ports Administration Constantza SA.(CMPA)

The accounting system of CMPA was changed at that time, namely “Corporate Accounting”.

#### **(1) Fiscal Year**

The fiscal year of CMPA is from January 1 to December 31.

#### **(2) Regulation**

The financial procedures are regulated by the Accountancy Law (No.82), which was established in 1991. It is the only law regarding the public finance that has been passed by the Parliament of Romania. Concerning the details of the financial procedure, CMPA has internal regulations.

#### **(3) Revenues**

Table 4-4-1 Income Statement shows operating revenue of CMPA from 1998 to 2000. The total operating revenues increased in three-years' period.

It appears that Port services (Port access tariff, Quay tariff, etc) account for the greatest part of operating revenues every year. Power supply account occupied the second position. And Net Income after Tax in 2000 shows more than four times of the figures in 1998 and 1999.

#### **(4) Expenses**

The same Table (4-4-1) shows operating expenses of CMPA. Third-parties Services (entrustment), Raw materials, Salaries account for the great part of operating expenses every year.

**Table 4-4-1 Income Statement of CMPA**

1 million LEI

Year	1998	1999	2000
Operating Revenue	265,361	372,163	613,757
Port Services	215,706	310,354	522,547
Power Supply	36,446	42,126	64,893
Telecommunications	7,766	11,300	16,289
Others	5,443	8,383	10,028
Operating Expenses	195,580	297,170	404,912
Raw Materials	47,124	68,429	98,892
Third- parties Services	64,232	62,625	103,963
Taxes and Dues	1,013	5,636	23,877
Salaries	47,784	69,735	84,973
Depreciation	8,116	46,797	39,345
Others	27,311	42,948	53,862
Net Operating Income	69,782	74,993	208,845
Non Operating Income	20,712	24,175	61,630
Non Operating Expense	7,191	12,136	35,450
Exceptional Income	6,740	8,441	4,028
Exceptional Expenses	10,012	10,457	10,997
Net Income before Tax	80,031	85,015	228,056
Income Tax	32,826	41,159	36,703
Net Income after Tax	47,204	43,856	191,353

**Table 4-4-2 Balance Sheet of CMPA**

1 million LEI

Year	1998	1999	2000
Assets	1,791,642	2,342,902	18,660,607
Current Assets	252,669	225,872	398,623
Cash	157	99	106
Other current assets	252,512	225,773	398,517
Fixed Assets	1,537,853	2,116,266	18,257,780
Lands	342,581	361,042	381,828
Building	1,103,986	1,439,424	16,934,373
Others	91,286	315,800	941,579
Other Assets	1,120	764	4,204
Liabilities and Capital	1,791,642	2,342,902	18,660,607
Liabilities	190,231	297,497	738,967
Long-term Liabilities	112,147	184,168	503,330
Other debts	60,392	81,960	195,013
Other Liabilities	17,692	31,369	40,624
Capital	1,601,411	2,045,405	17,921,640
Registered Capital	243,438	444,059	454,336
Funds	-12,455	197,367	501,202
Revaluation	0	0	15,518,614
Reserves	13,194	17,444	28,847
Public Patrimony	1,357,235	1,386,535	1,418,641



(5) Operational Efficiency

The operational efficiency is determined by the operating ratio and the working ratio. These ratios are defined as follows;

Operating ratio

$$\text{Operating expenses} / \text{Operating revenues} \times 100(\%)$$

When this ratio is less than 70-75%, the operation is satisfactory level.

Working ratio

$$(\text{Operating expenses} - \text{Depreciation}) / \text{Operation ratio} \times 100(\%)$$

When this ratio is less than 50-60%, the working level is satisfactory.

Table 4-4-3 shows the operation ratio and the working ratio of CMPA from 1998 to 2000. In 1998 and 1999, the operating ratio and working ratio were beyond satisfactory levels. In 2000, the operation ratio was 66% and the working ratio was 60%, barely satisfactory.

Thus the financial condition of CMPA is not strong. At the same time, it necessary for CMPA to properly carry out investment in port infrastructure, such as maintenance and improvement of breakwaters, quays and road, dredging of channels, etc. The only solution would be to increase their revenue and minimize their expenses, and CMPA should take all available countermeasures immediately. .

Table 4-4-3 Operating & Working Ratio of CMPA

Year	1998	1999	2000
Operating Ratio (%)	73.7	79.8	66.0
Working Ratio (%)	70.6	67.3	60.0