



EUSDR – Priority Area 1 a

Working Group 2: "Multimodal river ports & sustainable freight transport"

Ports development in Romania

**kick-off meeting of the EUSDR PA 1a Working Groups
Bucharest, 27th of October 2011**



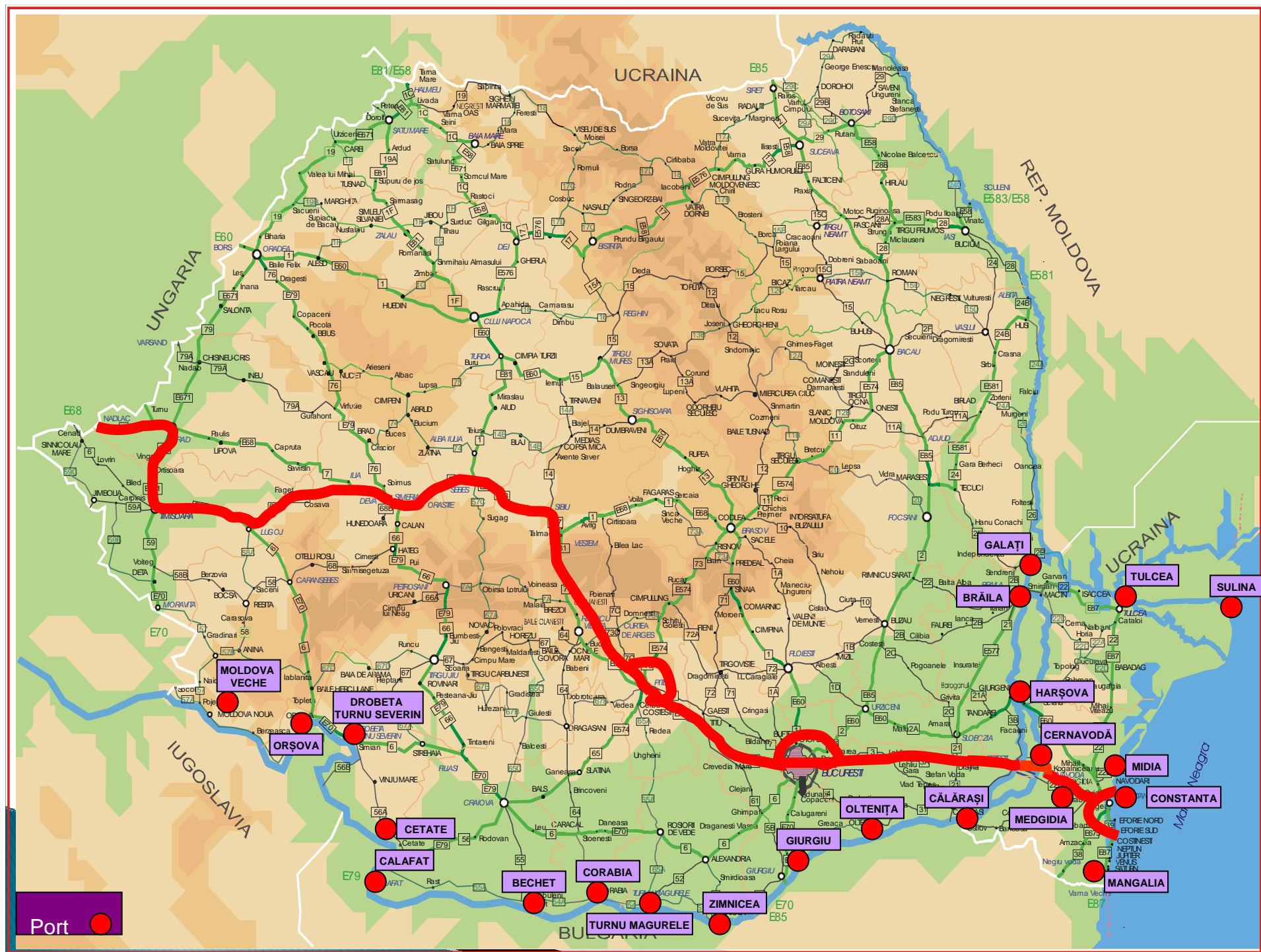
EUSDR Priority area 1 a:
To improve mobility and multimodality: inland waterways



Romanian ports:

- 3 maritime ports: Constanta, Mangalia, Midia
- 4 river and maritime ports on the Maritime Danube River (Braila, Galati, Tulcea, Sulina)
- 26 river ports situated on the Danube River. The most important are: Drobeta Turnu Severin, Giurgiu, Oltenița, Călărași

Action - "To develop ports in the Danube river basin into multimodal logistics centres". A coordinated and harmonised development concept for multimodal ports should be elaborated by Danube river basin countries and relevant stakeholders. As a basis for this activity, national port development plans shall be elaborated or reviewed with a view to their integration into local and regional development strategies.





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Port of Galati

- Total area: 864,131 sqm;
 - Number of basins: 2
 - Quay length: vertical=4.675 m; sloped=2.390 m;
 - Number of berths: 56;
 - Rail connection: length=12.348m (European gauge);
 - Large gauge along the operational berths;
 - Connection to the TEN-T comprehensive rail and road network;
 - Security standards according to the ISPS code
- Projects for the port modernization and development
- 2008 – berths no. 23 – 24 - infrastructure for a container terminal (finalised);
 - 2011 – 2013 – berth no. 31 – modernization (ongoing)
 - 2012 – 2014 – berths no. 5 – 6 (under planning)





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Port of Braila

- Total area: 398,630.13 square meters;
- Number of basins: 1;
- Quay length: vertical=797 m, sloped=2.506 m;
- Number of berths: 25;
- Connection to the TEN-T rail and road comprehensive network;
- Large gauge along the operational berths;
- Cargo storing facilities (open and covered storing areas);
- Ship maintenance and cleaning oil tankers facilities.



Projects for the port modernization and development

- 2011 - 2013 – berths no. 23 and 25 modernization (ongoing)
- 2012 – 2014 – berths no. 26 – 28 and no. 37 – 38 (under planning)





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Port of Tulcea

- Total area: 107,762.04 sqm;
- Quay length: vertical = 330 m, sloped = 2.225 m;
- Number of berths: 41;
- Connection to the national rail and road networks
- Passenger Terminal;
- Cargo storing facilities (open storing areas);
- Ship-waste collection facilities;
- Passenger transport facilities to/from the Danube Delta.

Projects for the port modernization and development

- 2014 - 2017 – under planning





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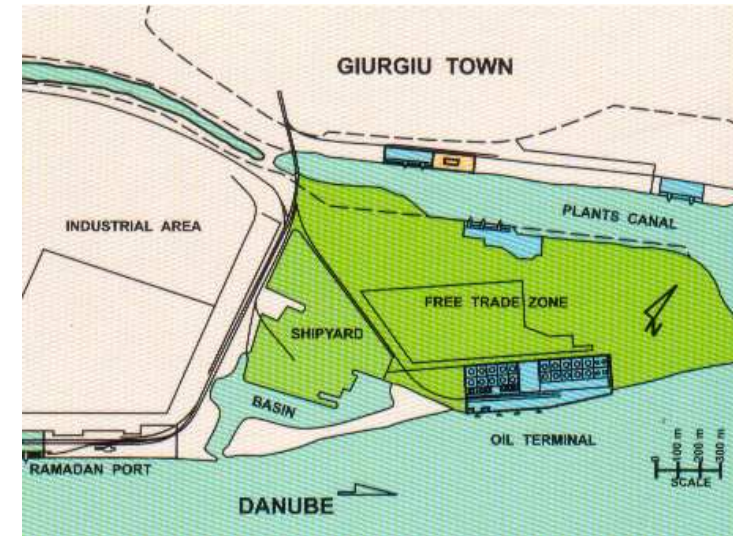


Port of Giurgiu

- located between 489 – 497 river km, on the left bank of the Danube
- connections to the TEN-T road and rail core network
- operating capacity of 1,936,320 tons / year
- Quay length: 1,900 m
- Depths at berths: 2 – 2.5 m
- Max. ship capacity: 2,000 tons
- Terminals for: general cargo, cereals, oil products, construction materials, Ro-Ro

Projects for the port modernization and development

- 2012 - 2015 – planned
- 2014 – 2016 - under planning



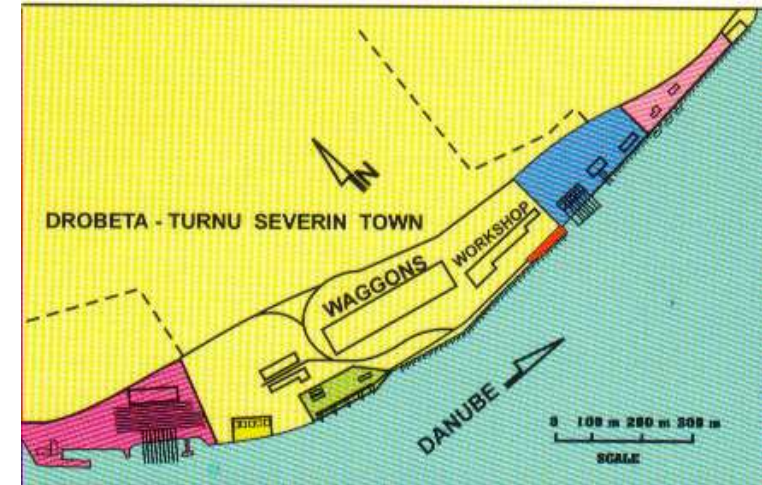


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Port of Drobeta Turnu Severin

- located between 927 – 934 river km of the Danube, on the left bank
- connections to the TEN-T road and rail comprehensive network
- operating capacity of 1,200,000 tons / year
- Quay length: 1,400 m
- Depths at berths: 3 m
- Max. ship capacity: 3,000 tons
- Terminals for: general cargo, ore, fertilizers, cereals, oil products, construction materials



Projects for the port modernization and development

- 2014 - 2017 – under planning

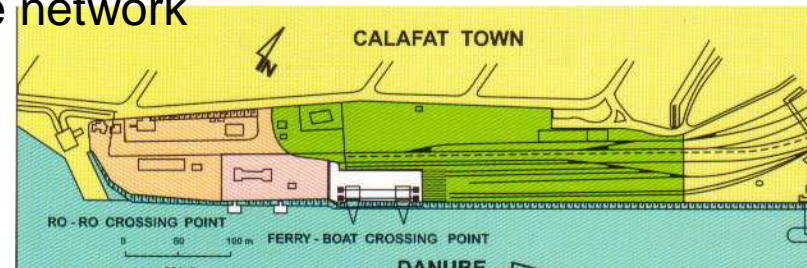


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Port of Calafat

- located between 793 – 796 river km of the Danube, on the left bank
- connections to the TEN-T road and rail core network
- operating capacity of 350,000 tons / year
- Quay length: 700 m
- Depths at berths: 3 m
- Max. ship capacity: 2,000 tons
- Terminals for: passengers, ferry – boat, general cargo, construction materials



Projects for the port modernization and development

- 2012 - 2014 – extension of port infrastructure with 2 new berths (planned)
- 2012 – 2014 – improvement of the railway capacity within the port area (planned)





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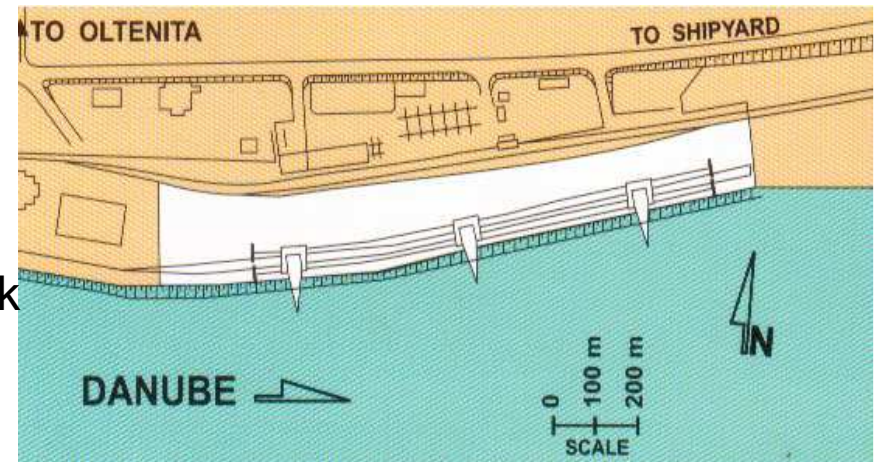


Port of Oltenita

- located between 428 – 431 river km of the Danube, on the left bank
- connections to the national road and rail network
- operating capacity of 450,000 tons / year
- Quay length: 600 m
- Depths at berths: 2.5 m
- Max. ship capacity: 1,500 tons
- Ramp for loading/unloading over mass cargo
- Terminals for: cereals, construction materials

Projects for the port modernization and development :

- 2012 - 2014 – modernization of 3 berths (planned)





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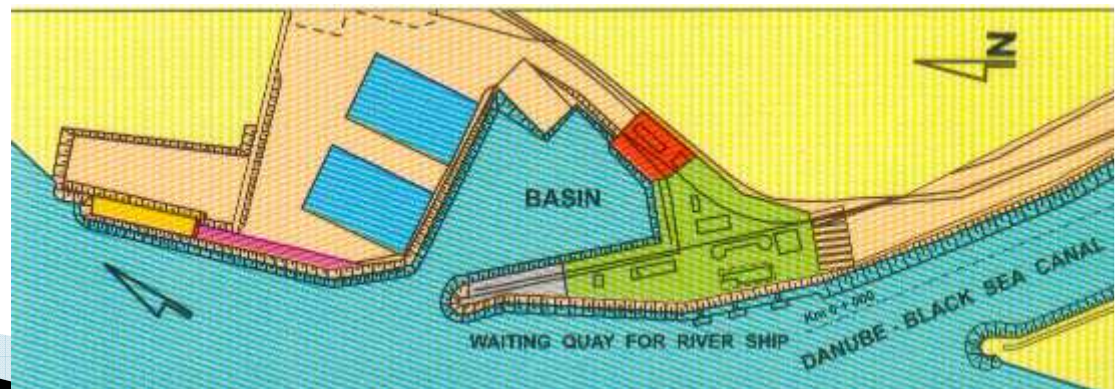


Port of Cernavoda

- Located at 300 river km of the Danube, on the right bank
- Connections to the TEN-T road and rail core network
- Quay length: 1.345 m
- Depths at berths: 2.5 m
- Max. ship capacity: 2,000 tons
- Ramp for loading/unloading over mass cargo
- Terminals for: cereals, construction materials

Projects for the port modernization and development :

- 2014 - 2017 – under planning





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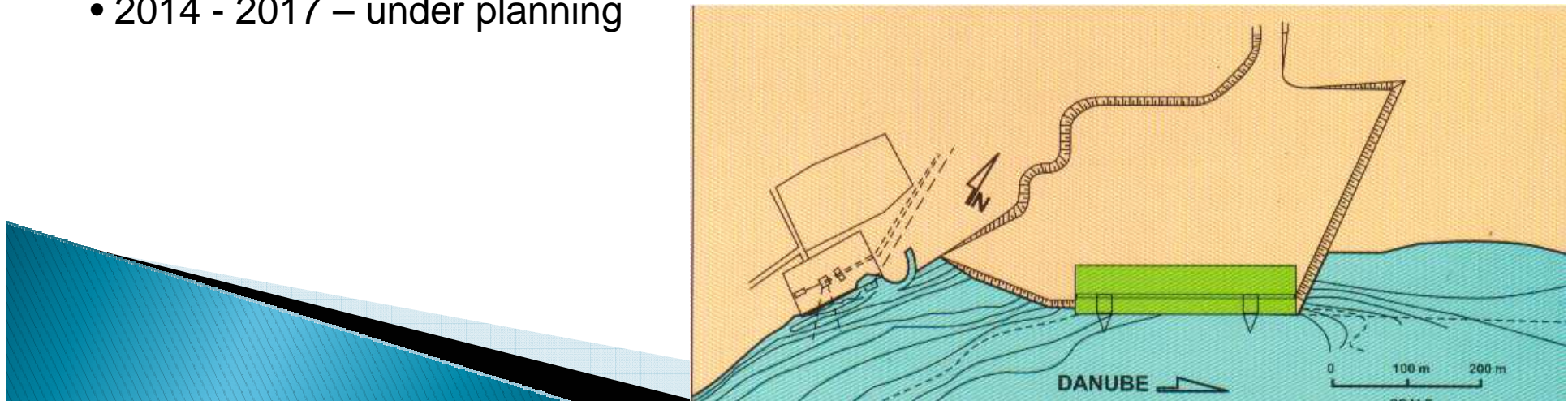


Port of Moldova Veche

- Located at 1048 river km of the Danube, on the left bank
- Connections to the TEN-T road national network
- Quay length: 300 m
- Depths at berths: 2.5 m
- Max. ship capacity: 1,500 tons

Projects for the port modernization and development :

- 2014 - 2017 – under planning





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Port of Constanta



- Total surface: 3,926 ha
- 156 berths (140 operational)
- Quay length - almost 30 km
- Rail port network – almost 300 km
- Road port network – almost 100 km
- Total handling capacity – over 120 million tons/year. Port of Constantza is offering facilities for loading and unloading all types of cargoes
- Natural water depths between 8 and 18.5 m
- Connection with Danube River through Black Sea – Danube Canal
- Connection to the IWW, rail and road core network



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Port of Constanta

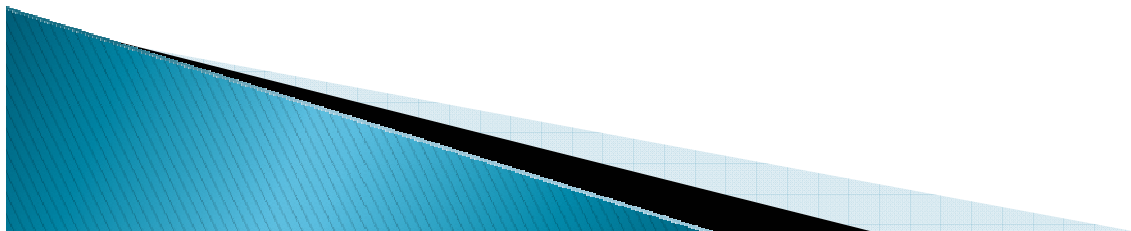
Development projects:

Road bridge at 0+540 km of the Danube – Black Sea Canal and works related to road infrastructure and access into the Constanta Port (ongoing)

North breakwater extension with 1 km (tender phase)

Railway system development in the river – maritime area (tender phase)

Road bridge to the artificial island in Constanta Port and connections to the road network inside and outside the port area (planned)





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