

STRATEGIC ANALYSIS OF CARGO TRAFFIC THROUGH CONSTANTA PORT

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Constanta Port is both a maritime and a river port. Daily, more than 200 river ships are charged or discharged or waits to be operated in the Port. Constanta Port facilities allow the entrance any tip of ship. The link between Constanta Port and Danube is realized through the Danube – Black Sea Canal and represents one of the major advantages of Constanta Port. Due to low costs and high volume of cargo transported, Danube represents one of the most advantageous transport routes, representing an efficient alternative road and railway transport of Europe. Large cargo quantities are transported between Constanta Port and Central and East European countries: Moldova, Bulgaria, Serbia, Austria, Slovakia and Germany. For Constanta Port, river traffic has an increased importance, representing about 23,3% of total traffic in 2005, when about 8.800 river ships had arrived in the Port.

Traffic analysis, harbor, berth, seaport, strategic analysis, cargo

Constanta Port

Constanta Port is situated to the south-east extremity of Constanta city and along the Black Sea shore, between Peninsula, in north, and Eforie Nord, in south, on length of 13 km.

Constanta Port has an annual operating capacity of over 100 million tones, using 156 berths, from which 140 are operational. Total length of quays is of 29,83 km, while the depth vary between 7 and 19 m.

These characteristics are comparables with those offers by the major important European and international ports, allowing the access of tanks of about 165.000 dwt and dry cargo ships with a capacity of 220.000 dwt. Nowadays, a series of investment projects regarding construction of new facilities for cargo operation and improving the transportation routs between the Port and hinterland are under run. These projects are mainly located in the south of Port.

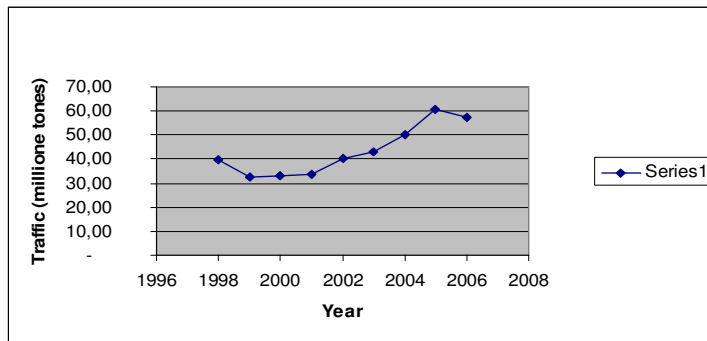
Cargo traffic through Constanta Port

Constanta Port position of “Eastern Europe Gateway”, due its strategic and economic position of Port, has a new understanding, under the new circumstances: Romania being a member of European Union starting with 1 January 2007; this lead to its transformation in “Easter European Union Gateway”. Today, we can say that, truly, Constanta Port is the largest and deepest Port from the Black Sea, and why not the biggest container terminal in the Black Sea.

Following, we analyze the cargo and ships traffic through the Port between 1998-2006:

Year	1998	1999	2000	2001	2002	2003	2004	2005	2006
Traffic (millions tones)	39,90	32,50	33,10	33,80	40,50	43,20	50,40	60,60	57,10

Global Traffic between 1998-2006

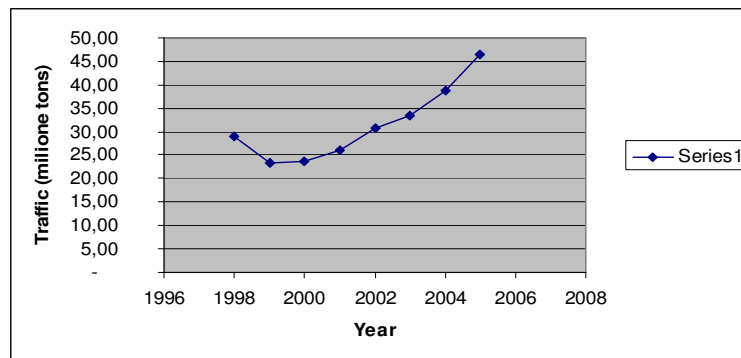


Global Traffic Dynamic between 1998-2006

Between 1998-2005, total cargo traffic registered an ascending trend, but in 2006, it decreases suddenly by 6%.

Year	1998	1999	2000	2001	2002	2003	2004	2005
Traffic (millions tones)	28,90	23,30	23,60	26,00	30,80	33,40	38,90	46,50

Maritime Traffic Evolution between 1998-2005

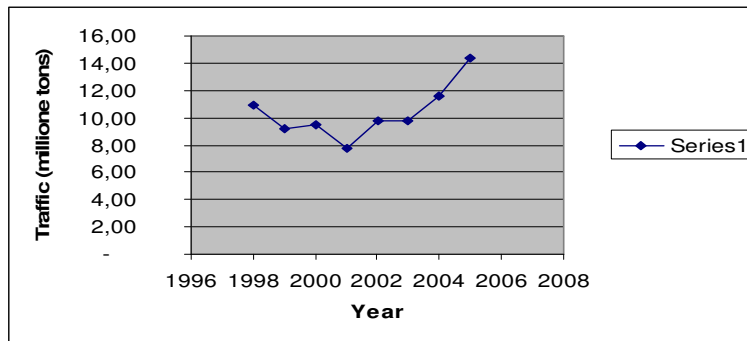


Maritime Traffic Dynamic between 1998-2005

During the period under analyze, the cargo volume in maritime ports registers a positive evolution, having a rate growth of 20%.

Year	1998	1999	2000	2001	2002	2003	2004	2005
Traffic (millions tones)	10,90	9,20	9,50	7,80	9,80	9,80	11,60	14,40

River Traffic Dynamic between 1998-2005

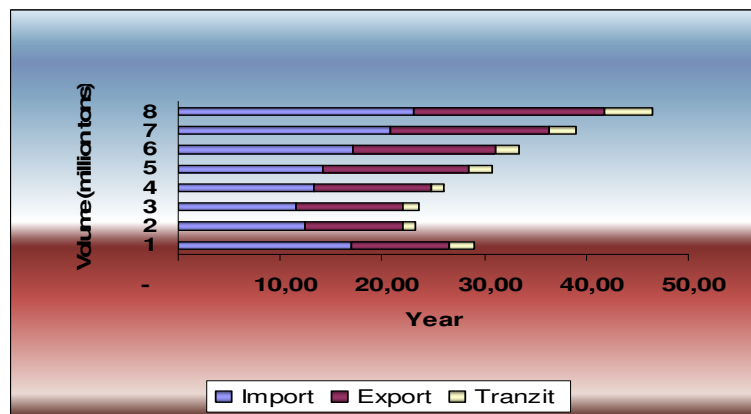


River Traffic Dynamic between 1998-2005

River traffic, as well as maritime traffic, has a cyclic evolution, more precisely, between 1997-2000; they decreased, followed by an increased ascension until 2005. Then up to 2006, a new descending curve was observed²².

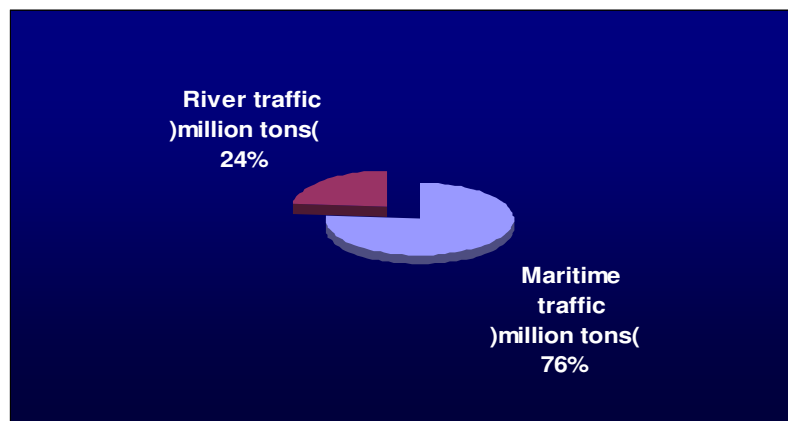
Year	1998	1999	2000	2001	2002	2003	2004	2005
Global traffic (million tons)	39,90	32,50	33,10	33,80	40,50	43,20	50,40	60,60
Maritime traffic (million tons)	28,90	23,30	23,60	26,00	30,80	33,40	38,90	46,50
River traffic (million tons)	10,90	9,20	9,50	7,80	9,80	9,80	11,60	14,40

Cargo Traffic Structure between 1998-2005

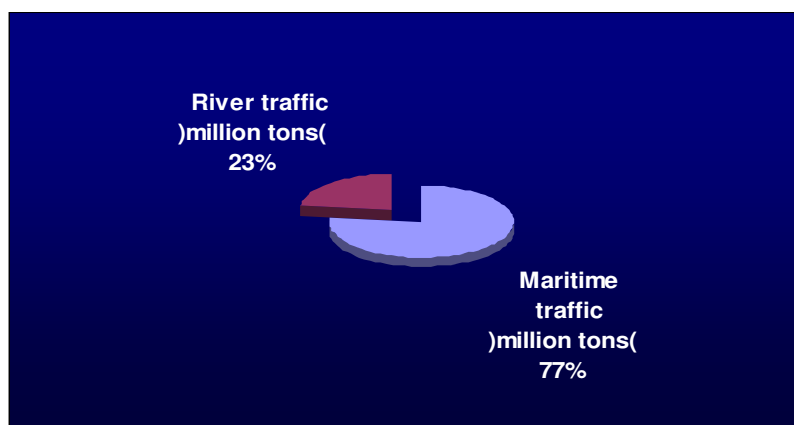


Cargo Traffic Evolution on Components between 1998-2005

²² From the information available, it results that until 15..11.2006, maritim traffic reached 31,992 millionne tons and river traffic 0,11 millionne tons



River and Maritime Traffic Weight in Total Traffic in 2005

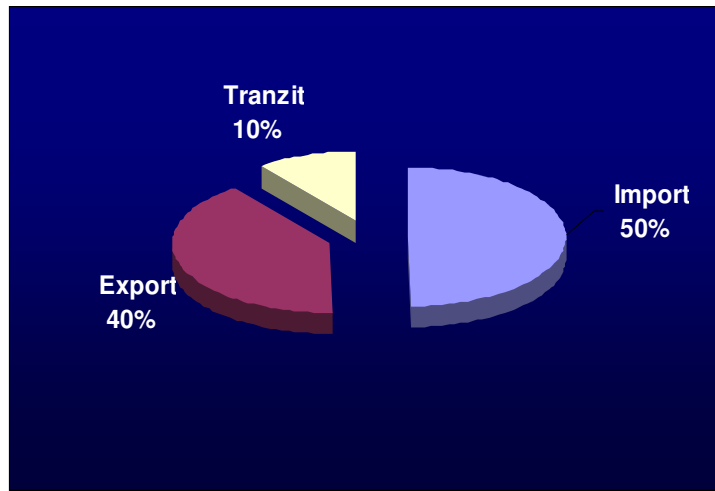


River and Maritime Traffic Weight in Total Traffic in 2004

As it can be seen from the statistical data presented in the previous tables and figures, maritime traffic represents over 2/3 of total traffic, and the river one about 1/3.

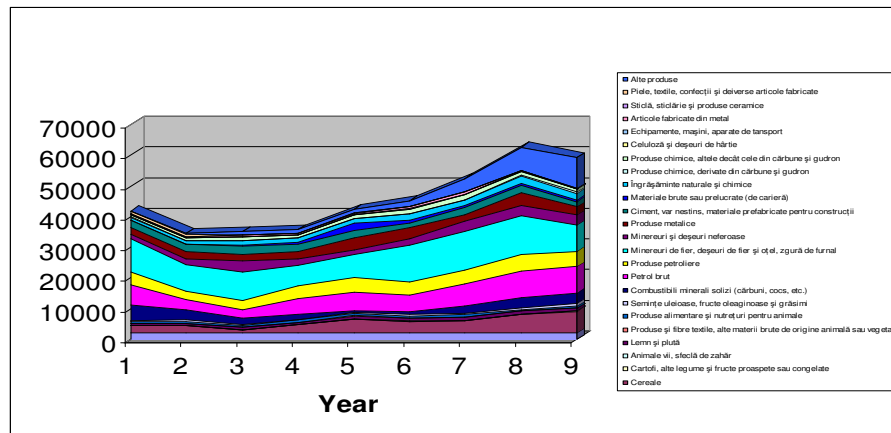
Year	1998	1999	2000	2001	2002	2003	2004	2005
Maritime traffic (million tons)	28,90	23,30	23,60	26,00	30,80	33,40	38,90	46,50
Import (million tons)	17,00	12,40	11,50	13,30	14,20	17,20	20,80	23,10
Export (million tons)	9,60	9,70	10,50	11,50	14,30	14,00	15,60	18,60
Transit (million tons)	2,40	1,20	1,60	1,20	2,20	2,20	2,50	4,80

Maritime Traffic Structure between 1998-2005



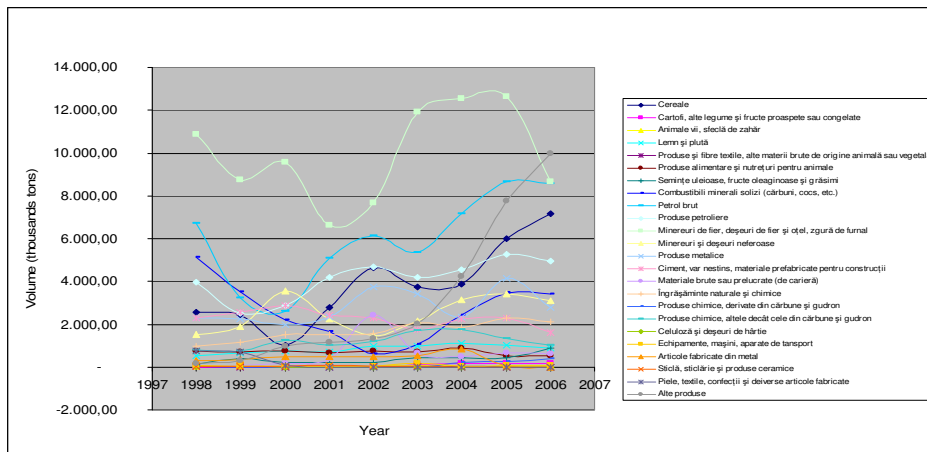
Cargo in-flows and out-flows, including transit in 2005

Maritime traffic structure remains about the same for the period under analyze, thus: import represents about 50-60%, export 40-50% and transit vary around 10% of total maritime traffic.



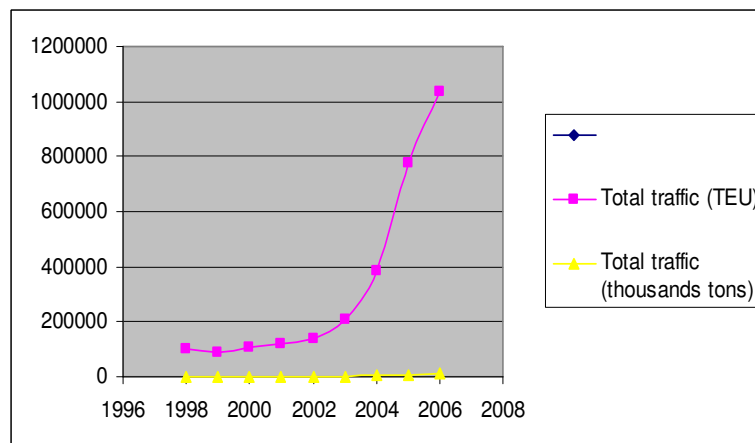
Cargo traffic by Main Groups between 1998-2006

As presented in the above figure, the main cargos operated in Constanta Port are iron ore, crude oil and derivatives, followed by cereals and construction materials.

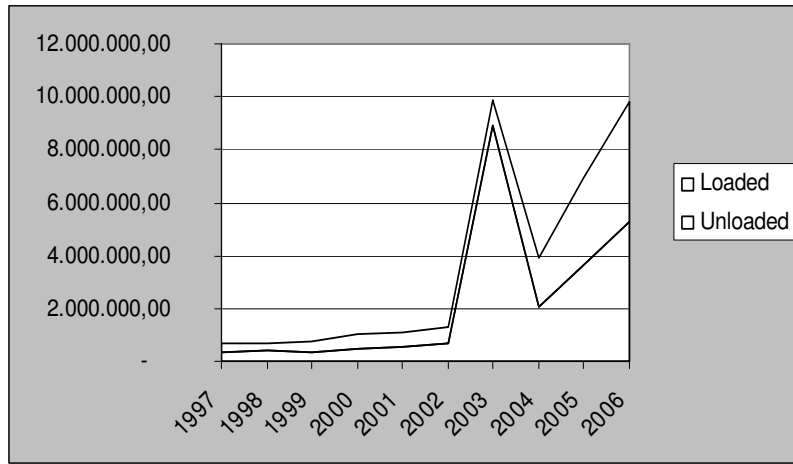


Traffic Cargo Evolution by Main Groups between 1998-2005

Except for cereals, which had an ascending evolution starting with 1998, all other cargo categories registered unusual evolutions, finishing in 2006, with decreased of operated quantities. The most dynamic group of cargo is iron ore, which until 2004, had an ascending trend, followed by a decreased between 2005-2006. Together with the national economic factors that directly influenced these evolutions, international market play an important role, the basic tendency being in favor of containerizable goods. Thus, between 1998-2006, container traffic through Constanta Port increase constant, reaching in 2006, a level of 9.815.800 tons, 1.037.068 TEU, respectively.

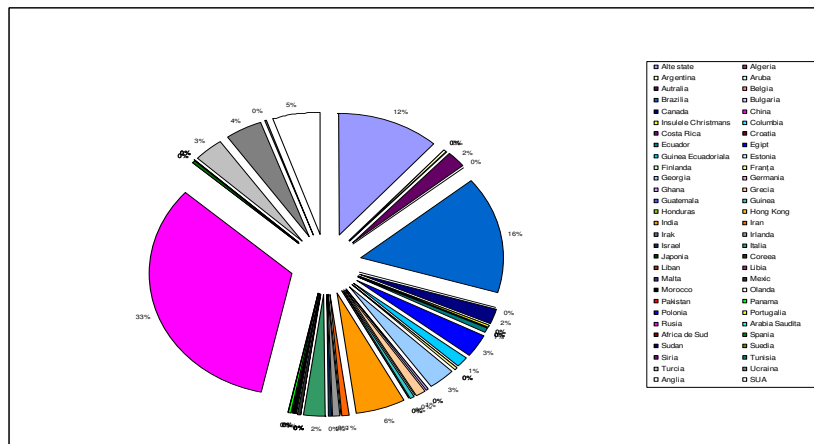


Container Traffic Evolution between 1998-2006

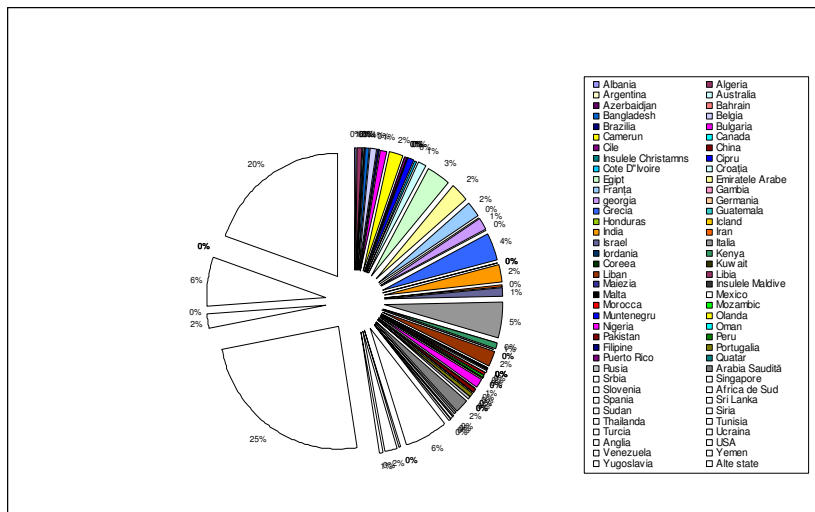


Container Traffic Structure between 1998-2006

After analyzing the cargo traffic through Constanta Port, we legitimacy asks ourselves: where go and from where come the cargo? Or how is the cargo transported (by river or sea). Starting from these questions, we prepared a traffic analyze by provenience and destination, on main group of cargo.



Traffic Structure by Provenience of goods in 2006



Traffic Structure by Destination of Goods in 2006

By provenience of cargo, the main “suppliers” for Constanta Port are: Russia - 33%; Brasilia - 6% and USA - 5%. By destination of cargo, the main “clients” of Constanta Port are: Turkey - 25%; Spain - 6% and Italy - 5%.

Conclusion

Following the analysis of Constanta Port traffic, we can conclude that the traffic registered a dynamic growth in terms of quantities operated in the Port and it is requested an emergent review of Constanta Port strategy on medium and long term so that it could reach its main objective to be the Eastern Gate of Europe and attract the transit cargo from the neighborhood economies.

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