



Dear Sir,

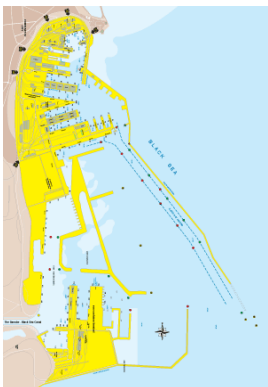
Please find below some general information about PORT of Constanta, according to Appendix no.1.1 of B.L.U. Code

1. Location of the port and the terminal

The Port of Constantza is located at the crossroads of the trade routes linking the markets of the landlocked countries from Central and Eastern Europe with the Transcaucasus, Central Asia and the Far East. The port has excellent connections with the Central and Eastern European countries through the Corridor IV (road and rail) , Corridor VII - Danube (inland waterway) to which it is linked by the Danube –Black Sea Canal, and Corridor IX(road), which passes through Bucharest.

The two satellite ports Midia and Mangalia that are located not far from Constantza Port are part of the Romanian maritime port system under the Maritime Ports Administration SA Constantza coordination. The Port of Constantza is one of the main distribution centers for the Central and Eastern Europe, offering many advantages, of which mention must be made of :

- Multi-purpose port with modern facilities and sufficient water depths in the port basins to accommodate the largest vessels passing through the Suez Canal;
- Direct access to the Central and Eastern European countries through the Pan-European Corridor VII - the Danube;
- A hub for the container traffic in the Black Sea;
- Good connections with all modes of transport: railway, road, river, airway and pipelines;
- Customs facilitations for commercial operations performed through the Port of Constantza;
- Modern facilities for passenger vessels;
- Land availability for future expansion;
- Since 1st January 2007, the Port of Constantza has become Free Zone.



Click on the image to enlarge

The Port of Constantza is located on the Western coast of the Black Sea, at 179 nM from the Bosphorus Strait and 85 nM from the Sulina Branch, through which the Danube flows into the sea. It covers 3,926 ha of which 1,313 ha is land and the rest of 2,613 ha is water. The two breakwaters located northwards and southwards shelter the port creating the safest conditions for port activities. The present length of the North breakwater is 8,344 m and the South breakwater is 5,560 m. Constantza Port has a handling capacity of over 100 million tons per year and 156 berths, of which 140 berths are operational. The total quay length is 29.83 km, and the depths range between 8 and 19 meters.

These characteristics are comparable with those offered by the most important European and international ports, allowing the accommodation of tankers with capacity of 165,000 dwt and bulkcarriers of 220,000 dwt. Currently, there are several projects in progress, in order to build new facilities for cargo handling and to improve the transport connections between Constantza Port and its hinterland. These projects are mainly located in the South part of the port. Constantza Port is both a maritime and a river port. Daily, more than 200 river vessels are in the port for cargo loading or unloading or waiting to be operated. Facilities offered by the port allow accommodation of any type of river vessel.

The connection of the port with the Danube river is made through the Danube-Black Sea Canal, which represents one of the main strengths of Constantza Port. Due to low costs and important cargo volumes that can be carried, the Danube is one of the most advantageous modes of transport, an efficient alternative to the European rail and road congested transport.

Important cargo quantities are carried by river, between Constantza and Central and Eastern European countries: Bulgaria, Serbia, Hungary, Austria, Slovakia and Germany.

In order to cope with the future growth of river traffic, which is foreseen to register 17 million tons/year up to 2010, Maritime Ports Administration SA Constantza has started a new investment for a Barge Terminal. Such investment will improve the sailing conditions and develop facilities for the accommodation of river vessels in the South part of the port.

Port limits - as the commercial limits, the port is confined by the North and South breakwaters.

The traffic separation (TSS) scheme for arriving into and departing from the port is as follows:

I. The separation zone has the following limits:

44°04.44'N 028°43.22'E
44°04.75'N 028°43.77'E
43°59.40'N 028°48.60'E
43°59.70'N 028°49.17'E

II. The entrance channel into the port has the general direction NW, True course is 322°

44°00.19'N 028°50.04'E
44°05.24'N 028°44.65'E.

III. The departure channel from the port has the general direction SE, True course is 142°

44°03.96'N 028°42.35'E
43°58.90'N 028°47.74'E.

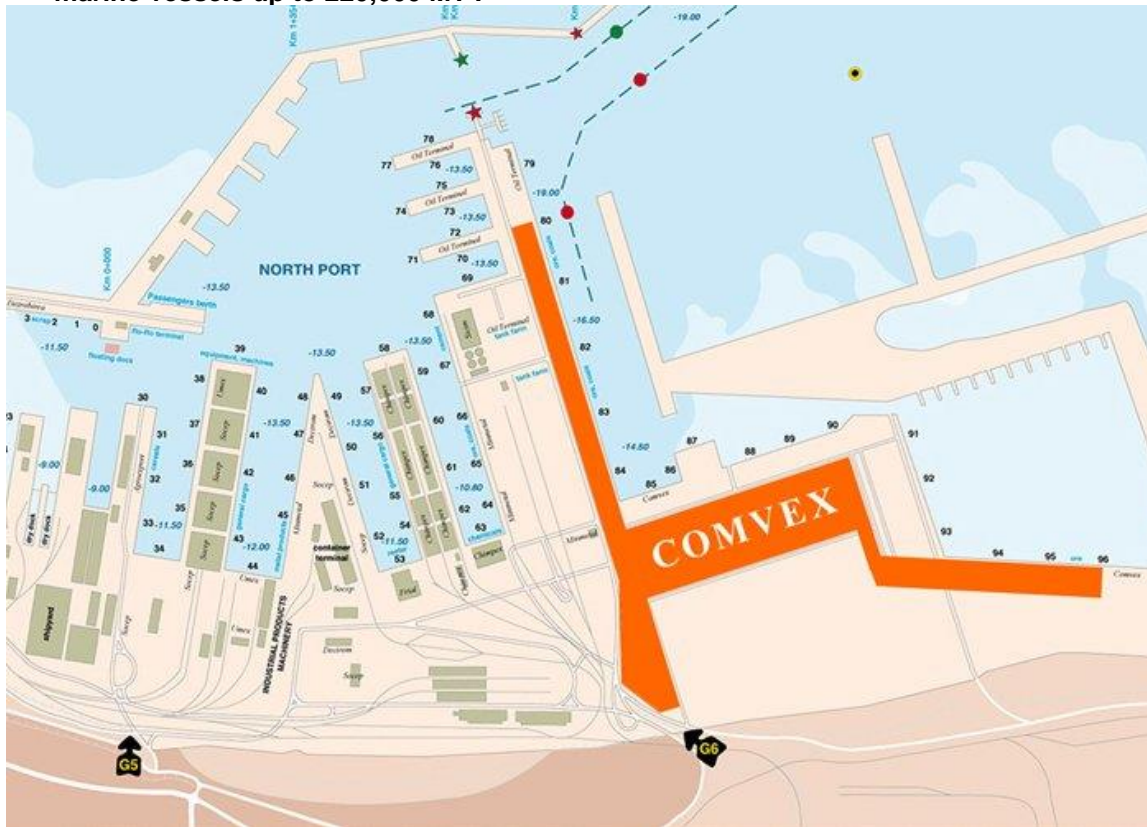
The observance of 1972 ColReg is compulsory.

The length of the access channel is 6.4 nm, depth is 21m. The breadth of the navigational channel is 0.8 nm. The separation zone has a width of 0.5 nm.

Your vessel will be operated in **COMVEX S.A.** terminal which is the leading specialist in handling, storing and transshipment of dry bulk minerals such as iron ore, coal, coke, bauxite, etc. – operating from a modern and fully equipped facility located in the Port of Constanta. Discharging facilities:

- 4 berths (81 – 84 with a total length of 1100 m and draught from 10.8 to 17.8 m brackish water)
- 3 x 50 metric tons capacity grab unloaders with a discharge rate of 2,000 MT/hour/unit
- belt conveyor system (total length of 22.0 km)

COMVEX S.A. is the only terminal in Black Sea area which is able to cater for Cape Size marine vessels up to 220,000 MT .



2. Details of port administration

National Company "Maritime Ports Administration" S.A. Constantza, has the role of **port authority** for the Romanian Ports - Constantza, Midia and Mangalia (and Tomis Marina). From its position, it aims to **provide quality and competitive services** to the ports customers, to offer a developed **transport infrastructure**, as well as security, **safety and environmental port conditions**, thus encouraging the cargo traffic and transforming the Port of Constantza in to an important **transit center** - by offering the shortest transport alternative to the center of Europe and becoming a regional **distribution center - the leader** - for it's hinterland.

The Port of Constantza and its ports-Midia and Mangalia and also Tomis Marina are public-private maritime ports owned by the Roamnian State which is responsible for their regulation and function through the tasks entrusted and discharged by National Company "Maritime Ports Administration" S.A. Constantza (MPA) and Romanian Naval Authority (RNA), both of them being subordinated to the Ministry of Transports and Infrastructure.

Within the Port of Constantza the maritime and cargo related services are mainly carried out by private companies in a competitive environment, applying the free market principles.

The Commission in charge to coordinate for the movement of maritime and river vessels in Constantza, Midia and Mangalia Maritime Ports is carrying out its activity in the Port of Constantza being responsible for the traffic coordination of maritime and river vessels, the order settlement of arrival/departure and transit of the maritime and river vessels in Constantza, Mangalia and Midia Ports, as well for berth allotment. The Commission works on a daily basis. The day-to-day running of the

ports looked after by. The presidency and secretariat of the Commission is carried out by MPA who is responsible for the daily publication on a paper support and electronic format of the Informative Bulletin of the maritime and river vessels which contains data regarding the maritime and river vessels identification, port operation progress and goods identification.

Authorization of public port services is transparent, nondiscriminatory, objective and public. The Romanian Naval Authority issues authorization for safety services and services of great importance for the port, such as loading - unloading, bunkering and supplying. For authorization of activities that use the port infrastructure, notification from MPA Constantza is compulsory required. For other activities that do not need an authorization from the Romanian Naval Authority, MPA Constantza issues operation permits within the port area, granted after following a specific procedure.

National Company "Maritime Ports Administration" SA Constantza (MPA SA Constantza) was set up through the Romanian Government Decision no.517/1998, altered and completed by Government Decision 464/2003, through the reorganization of the former Autonomous Enterprise "Constantza Port Administration". MPA is a joint stock company assigned by the Ministry of Transports and Infrastructure to develop activities of national public interest in its capacity of a port administration. The company fulfils the port authority function for Constantza, Midia, Mangalia ports and Tomis Marina.

The Romanian Naval Authority is the state authority in the field of safety of navigation, being the specialized technical body of the Romanian Ministry of Transports and Infrastructure. The Romanian Naval Authority took over all the rights and obligations of both Inspectorate of Civil Navigation (ICN) and Romanian Register of Shipping, which merged.

3. Radiocommunication procedure and frequencies

Contact with pilot service can be done by calling on VHF Ch 14. The language used is English. The master of the vessel is obliged to be in permanent contact with Constantza VTS (VHF Ch 67), starting from the vessel's entrance into the jurisdiction zone, at anchor also. Entering/leaving in/from the port and also the manoeuvres inside the anchorage zone will be made with the approval of the Constantza VTS only.

4. Arrival information requirements

1. ETA / ETD;
2. Vessel's name / former names/ call sign / flag;
3. IMO number / MMSI number;
4. Type of vessel / year of built;
5. GRT, NRT, DWT, LOA, breadth;
6. Maximum draft, arrival draft, intended departure draft;
7. Owner's / Operator's / Charterer's name and address;
8. Agent's name and address;
9. Master's full name;
10. Number of crew (including master) / number of passengers;
11. Purpose of call;
12. Last port of call / next port of destination;
13. Cargo on board, cargo to be discharged / loaded, quantities / hatch distribution. (if dangerous cargo, UN number / class in accordance with IMDG or IBC, BCH, IGC, INF Code must be specified);
14. Quantity of ballast to be discharged and provenance;
15. Capacity of sludge / bilge tanks, Quantity of sludge / bilge;
16. Ship's statutory certificates expired on arrival;
17. Validity of ISM certificates (DOC, SMC);
18. Date and place of last PSC report;
19. Any deficiency of hull machinery or equipment which may affect safe manoeuvrability of the vessel, affect the safety of the other vessels, constitute a hazard to the marine environment, to person or property;

B. Supplementary information for tankers only

1. Whether gas free or in an inert condition;
2. Validity of Civil liability Certificate (for tankers of more than 2,000 dwt.);
3. Quantity of segregated / clean / dirty ballast on board;
4. Quantity of ballast to be delivered ashore;
5. Capacity / quantity of slop tanks;
6. COW time, if to be performed

The following FAL documents have to be handed over to public authorities, on vessel's arrival / departure:

- General Declaration, 5 copies
- Cargo Declaration, 5 copies
- Ship's Stores Declaration, 3 copies
- Crew's Effects Declaration, 2 copies
- Crew List, 5 copies
- Passenger List, 5 copies
- Cargo Plan, 2 copies
- Maritime Declaration of Health, 5 copies
- Derat Certificate / Derat Exemption Certificate, 1 copy
- Sanitary - Veterinary Declaration, 2 copies (in case of vessel carry perishable and agricultural cargo, live animals, etc)
- Phytosanitary Declaration, 2 copies

The FAL Documents will be dated and signed by master, authorized Agent or Officer. In addition to the above, the following documents have to be available on board:

1. For all ships:
 - Certificate of Registry
 - International Tonnage Certificate
 - International Load Line Certificate
 - International Load Line Exemption Certificate
 - Stability Information for Passenger Ships and Cargo Ships
 - Minimum Safe Manning Certificate
 - Certificate for Masters, Officers and Ratings
 - International Oil Pollution Prevention Certificate:
 - Record of Construction and Equipment for Ships other than Tankers
 - Record of Construction and Equipment for Oil Tankers
 - Shipboard Oil Pollution Emergency Plan
 - Document of Compliance (copy)
 - Safety Management Certificate
2. In addition to the requirements in the section 1, the passenger ships must have on board:
 - Passenger Ship Safety Certificate
 - Record of Equipment for the Passenger Ship Safety Certificate
 - Exemption Certificate
 - Special Trade Passenger Ship Safety Certificate
 - Special Trade Passenger Ship Space Certificate
3. In addition to the certificates mentioned in the section 1, the cargo ships must have on board:
 - Cargo Ship Safety Construction Certificate
 - Cargo Ship Safety Equipment Certificate
 - Record of Equipment for the Cargo Ship Safety Equipment Certificate
 - Cargo Ship Safety Radio Certificate
 - Record of Equipment for the Cargo Ship Safety Radio Certificate
 - Exemption Certificate
 - Document of Compliance with the Special Requirements for Ships Carrying Dangerous Goods
 - Dangerous Goods Manifest or Stowage Plan
 - Document of Authorization to Load Grain
 - Certificate of Insurance or Other Financial Security in Respect of Civil Liability for Oil Pollution Damage

4. In addition to the requirements mentioned in sections 1 and 3, all ships carrying noxious liquid substances must have on board:
 - International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk (NLS Certificate)
 - Cargo Record Book
5. In addition to the requirements mentioned in the sections 1 and 3 all tankers for chemical products carriage must have on board:
 - Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk (or International Certificate of Fitness for Carriage)
 - Certificate of Fitness for the Carriage of Liquefied Gases in Bulk (or International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk)
6. In addition to the requirements mentioned in the sections 1 and 3, all the tankers for liquefied gases carriage must have on board:
 - Certificate of Fitness for the Carriage of Liquefied Gases in Bulk (or International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk)
7. In addition to requirements mentioned in the sections 1 and 3, all the high speed craft must have on board:
 - High Speed Craft Safety Certificate
 - Permit to Operate High Speed Craft

Other Certificates

Special Vessels

- Special Purpose Ship Safety Certificate
- Additional Certificate for Offshore Supply Vessels Carrying Limited Quantities of NLS in Bulk

Diving Systems

- Diving System Safety Certificate

Dinamically Supported Craft

- Dinamically Supported Craft Permit to Operate

Mobile Offshore Drilling Units

- Mobile Offshore Drilling Unit Safety Certificate

Noise Survey

- Noise Survey Report

Note: All the certificates required on board must be original.

5. Port health, immigration, quarantine and custom regulations and procedure

- sanitary inspection – immediately upon berthing Sanitary Commission checks the state of health of all those on board, the nature of the cargo, particularly regarding any disease, vaccinations, etc. If no contamination danger exists, the Sanitary Commission issues the vessel's free pratique.

-the immigration office in the port can grant transit visas for seafarers disembarking for repatriation

-crew members can use only the gate no.1 for travelling outside the port

-the port has a clinic and a hospital

-the clinic works every day, Monday to Friday from 08:00 – 16:00 hrs and on Saturday from

08:00 – 12:00 hrs

-medical assistance of all kinds is available in the city of Constanta

-for doctor on board please contact your Agent

-rules according FAL Convention and Romanian legislation

6. Relevant charts and nautical publications

BA 2284. Admiralty Pilot NP24

7. Pilotage requirements

Compulsory for all vessels, except navy vessels, vessels used in public service, vessel for maintenance or for the control and surveillance of navigation, intervention vessels, training, hospital and pleasure vessels. Pilotage is compulsory for berthing, unberthing, shifting and is available 24 hours / day.

The vessel's Master has to contact Constantza VTS / VHF Ch 67 at the entrance into the jurisdiction zone (12 Nm radius from position: 44°10.20'N 028°39.60'E).

Pilot can be contacted in VHF Ch 14. The language used is English. The compulsory zone for embarking/disembarking of pilot is:

In fair weather (the wind force up to 4): within the circle with a radius of 0.5 Nm from position: 44°05.06'N 028°43.06'E.

In bad weather (over force 4) near the position 44°06.24'N 028°42.30'E.

8. Towage

Tug assistance is compulsory within the port area for every vessel over 1,000 nt.

Usage of tugs is compulsory for entering, leaving the port and manoeuvring inside the port, throughout 24 hours.

VHF channels for calling tugs companies are Ch 11, Ch 5 and Ch 17.

Vessels having LOA 201m – 250m is compulsory to use 3 tugs (1- min2400 hp, and other 2 – min. 4800 hp)-for entering / leaving .

Vessels having LOA over 250m or draft exceeding 17.0 m is compulsory to use 4 tugs (2- min2400 hp, and other 2 – min. 4800 hp)- for entering / leaving .

9. Berthing and anchorage facilities

Including a quays length of 29.83 km, the Port of Constantza has a present number of 156 berths, of which 140 are operational berths with depths between 8 and 19 meters. Such water basins being the deepest in the Black Sea allow the accommodation of tankers and bulkcarriers of 220,000 DWT.

There are no unusual berthing and unberthing movements/manoeuvres.

Traffic schemes:

The master of the vessel is obliged to be in permanent contact with Constantza VTS (VHF Ch 67), starting from the vessel's entrance into the jurisdiction zone, at anchor also. Entering/leaving in/from the port and also the manoeuvres inside the anchorage zone will be made with the approval of the Constantza VTS only.

Radar: Radar surveillance is performed by Constantza VTS on a 12nm radius area.

Restrictions: The entrance to the port during night time is strictly forbidden for tankers with a draught over 11 m. For berths 80 & 81 the entrance of the vessels exceeding the draught of 16 m is strictly forbidden during night time, if berth 79 is occupied by tanker under loading / discharging.

Anchorage: The roadstead of Constantza is limited by the following coordinates:

44°10.5'N 028°44.00'E
44°10.5'N 028°49.50'E
44°06.5'N 028°49.50'E
44°06.5'N 028°44.00'E.

The meridians of 028°46.7'E and 028°48.2'E divide the anchorage zone into 3 areas, numbered from West to East :

- Zone 1: For vessels up to 40,000 gt (except tankers)
- Zone 2: For vessels over 40,000 gt (except tankers)
- Zone 3: For tankers, liquefied gas carriers, dangerous cargoes

The roadstead allows a safe anchorage for 40 to 50 large ships, the depth is between 25 m and 30 m with the possibility to make a full swing in case of change of wind or current direction. During bad weather, small vessels may enter into the port with the approval of the Constantza VTS only.

10. Port emergency procedures

In case of emergency please contact the port authorities VHF CH 12, CH 16, CH 67.
Phone : 0040-241-601706
Emergency call number is 112.

Maritime signalling system

The Romanian maritime ports are provided with a modern maritime signalling system: light buoys and radar reflectors.

Search and rescue (SAR):

In the Romanian ports zone on the Black Sea the SAR operations are provided by ARSVOM (Romanian Association for the rescue of human life at sea - Constantza), with two tugs: "Hercules" (6.600 hp) and "Viteazul" (2.400 hp), and also, 11 SAR launches.

Contact details:

AGENTIA ROMANA DE SALVARE A VIETII OMENESTI PE MARE CONSTANTA
Tel:+40.241.672728, +40.341.488226, +40.341.488227
Fax:+40.241.616111
Mail: arsvom@intersat-telecom.ro

Navigation reference points:

Location	Characteristics	Range(nm)	Structure/Height (m)
Port Constantza			
Constantza Main Light 44°09'.5N 028°37'.9E	FI (2) W 29 8s	24	White pyramidal concrete tower with blue cupola (58)
Light NE Breakwater 44°08'6N 028°40'5E	FI W 4 5s	10	Grey granite tower (18)

11. Significant weather features

Prevailing winds: beginning with October and all winter, there are strong northern winds (up to 9 to 10 Beaufort).

In the summer time, variable winds, sometimes rainfalls.

12. Availability of fresh water, provisions, bunkers and lubricants

Fresh water – available direct from the quay using the port fresh water network or through the water tankers alongside the vessel

- is compulsory to declare the existing quantities of fresh and technical water on board

Bunkers – could be performed alongside special berths or under authorities supervision in any berth / on the road with tank barges

- for contacting the specialized companies please ask your Agent

- types of bunkers (any quantity): - heavy fuel CNM type 2 equivalent to MFO 180 CST and CNM type 3 equivalent to RDW 80 CST. Gas oil type –5C, 5C, -15C equivalent to MDO

Provisions – the supply could be done to your order by several licensed companies .
For details please contact your Agent.

13. The maximum size of ship the port can accept

Port of Constantza has a present number of 156 berths, of which 140 are operational berths with depths between 8 and 19 meters. Such water basins being the deepest in the Black Sea allow the accommodation of tankers and bulkcarriers of 220,000 DWT.

14. Maximum permissible draught and minimum depth of water in access navigation channel

The max. vessel's draught has to be up to 17.8 m
The min. water depth in the access channel – 21 m

15. Water density at the port

Average water density is 1.014 g/ccm.

16. Maximum permissible air draught

There is not any restriction abt. max. air draught (water line – top of mast) for sailing in the port waterways.

17. Requirements for ship's draught and trim for navigation in the waterways

Max vessel's draught – 17.8 m.
No other special requirements.

18. Tidal and current information

Tidal variations are insignificant. In case of strong and persistent winds, high tide may be 0.5 m above the reference .The drifts direction is from North to South, at a speed of more or less than 1knot.

19. Restrictions or conditions on the discharge of ballast water

Restrictions regarding ballast water according to Marpol Convention 73/78 amended.

20. Waste reception facilities in the port

Waste is collected by specialized and authorized companies (ex. CONSAL TRADE) .
Collecting waste performed according MARPOL Appendix no.5 .

For more information , please visit, <http://www.portofconstantza.com>