



C O N S T A N T A

Constanta City Hall

# **LOCAL AGENDA 21**

## **THE LOCAL PLAN FOR SUSTAINABLE DEVELOPMENT FOR THE MUNICIPALITY OF CONSTANTA**

CONSTANTA  
2006

**UNDP Project 0033238**

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C O N S T A N T A

**CONTENTS**

*FOREWORD - by UNDP Resident Representative in Romania*

7

FOREWORD – by Radu Stefan Mazare, the Mayor of the municipality of Constanta

9

**I. CURRENT STATUS ANALYSIS**

**11**

1. Overview	11
2. Natural environment and quality of environmental factors	11
2.1. Climate and air quality	11
2.2. Water	12
2.3. Soil and waste deposits	12
2.4. Vegetation and fauna in the municipality of Constanta	12
2.4.1. Vegetation	12
2.4.2. Fauna	13
3. Infrastructure and Housing	14
3.1. Transportation infrastructure	14
3.1.1. Road transport	14
3.1.2. Railway transportation	15
3.1.3. Sea transportation	15
3.1.4. Air transport	15
3.2. Telecommunication	16
3.3. Energy	16
3.3.1. Electricity supply and public lighting	16
3.3.2. Heat supply	17
3.3.3. Natural gas supply	18
3.4. Sewage and water supply infrastructure	18
3.4.1. Water supply	18
3.4.2. Discharge of wastewater	19
3.5. Housing status	19
4. Anthropic resources	21
4.1. Demographic status and population distribution	21
4.2. Labour force and unemployment	22
5. Economy	25
5.1. General economic status	25
5.2. Port activity	26
5.3. Industry	28
5.4. Trade and tertiary sector	28
6. Tourism	29
7. Health and social assistance	33
7.1. Healthcare system	33
7.2. Social protection	34
8. Education, research and culture	35
8.1. Education	35
8.2. Research	37

8.3. Culture	37
9. Sports, civil society, mass media and public order	38
9.1. Sports	38
9.2. Civil society	38
9.3. Mass media	39
9.4. Safety and public order	39

**II. SUSTAINABLE DEVELOPMENT STRATEGY**

**41**

1. General objective and development priorities	41
1.1. Sustainable development priorities	41
1.2. General objective accomplishment indicators	41
2. Strategy, principles and legislation	41
2.1. Vision	41
2.2. Principles	43
2.3. International papers and documents	44

**III. LOCAL ACTION PLAN**

**45**

1. General considerations	45
2. Programmes, sub-programmes and projects	46
2.1 Natural environment and quality of environmental factors	46
2.2 Infrastructure and housing status	51
2.3 Anthropic resources	58
2.4 Economy	59
2.5 Tourism	60
2.6 Health and social protection	62
2.7 Education, research and culture	66
2.8 Sports, civil society and mass media	67

**IV. PORTFOLIO OF PRIORITY PROJECTS**

**73**



MUNICIPALITY



C O N S T A N T A

## ***Foreword***

*by the United Nations Development Programme Resident Representative in Romania*

Local Agenda 21 (LA21) was developed and adopted at the Earth Summit held in Rio de Janeiro in 1992 as a vehicle for promoting sustainable development. Ten years later, in Johannesburg in 2002, the second global summit promoted LA21 as the principal instrument to use in achieving the well-being of the world's population. Aimed at local administration, LA21 promotes, through public participation, a real balance between economic growth, social equity, and environmental protection.

The concept of sustainable development calls for a constant re-evaluation of the relationship between man and nature, and solidarity between generations, as the only viable option for long-term development.

The United Nations Development Programme (UNDP) Office in Romania actively promotes sustainable development through its support to the project "Building Local Capacity to Implement the Local Agenda 21 in Romania." The project was implemented in nine pilot cities during 2000–2002, in an additional thirteen cities, during 2003–2004 and in additional three cities and one county, during 2004-2005. During the period 2005 – 2006 the project continued to be successfully implemented in three cities and one county. The project covers a new set of cities every year, under the coordination of the National Centre for Sustainable Development, UNDP's implementing agency for LA21.

This has been a unique participatory process, stimulating the energy of citizens, businesses, academics, NGOs, and local authorities. They all rose to this challenge and their collective efforts contributed towards drafting this document. This report grew out of local needs and ideas and is a tribute to their efforts, energy and enthusiasm. Whether by giving information, offering technical assistance or through their participation, the whole community has made an enormous contribution to its success.

The result is a coherent strategy with a concrete action and implementation plan. Both offer a concrete certification that the project can meet the needs of the community and represent an important contribution to sustainable development in Romania. I congratulate and thank all those who have contributed to its success.

Soknan Han Jung  
UNDP Resident Representative  
UN Resident Coordinator



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C O N S T A N T A

## ***Foreword***

*by the mayor of the municipality of Constanta*

Constanta is about to become a modern metropolis, a full-fledged European city. This transformation becomes evident with every passing year, day and second.

The implementation of the Local Agenda 21 Programme in Constanta proved to be an opportunity to scrutinize the medium and long term objectives of the local community, thereby contributing to the identification and harmonisation of well-defined objectives and targets.

Public institutions, civil society and the local business community, the local mass media, as well as the representatives of the national ethnicities and religious cults, all took part in the drawing up of the Local Plan for Sustainable Development for the municipality of Constanta.

Consequently, Constanta's Local Plan for Sustainable Development is the result of a nearly yearlong community effort, and as such it is the result of constructive solidarity, based on the common interest of the city where we live.

This document could also prove extremely useful for accessing the Structural and Cohesion Funds, in parallel with Romania's accession to the European Union.

On the behalf of the Municipality of Constanta, I wish to thank both the United Nations Development Programme and National Centre for Sustainable Development for their steadfast support and for their ongoing guidance in implementing the Local Agenda 21 Programme, and drawing up of the Plan for Sustainable Development for the Municipality of Constanta.

Finally, I wish to gratefully thank the citizens who actively participated in the drawing up of the Plan for Sustainable Development for Constanta, proving this document truly belongs to the citizens in Constanta.

Mayor of the municipality of Constanta  
RADU STEFAN MAZARE



MUNICIPALITY



# I. CURRENT STATUS ANALYSIS

## 1. OVERVIEW

The Municipality of Constanta is the economic and administrative centre of the county bearing the same name. It is located in the south-eastern extremity of Romania, with the following co-ordinates: 44° 11' - northern latitude and 28° 39' - eastern longitude; the surface of the administrative territory is of 12,489 km<sup>2</sup>.

The eastern side of the municipality is bathed by the Black Sea (continental sea which is connected to the Mediterranean Sea through the Bosphorus and Dardanelles Straits); the Danube flows approximately 50 km away from the western extremity of the city.

The low altitude plateau is predominant when it comes to geographical relief, with natural and holm lakes, marine limans, and lagoons. The climate is continental temperate, with a yearly average of 10.5<sup>0</sup>-11.5<sup>0</sup> C.

Constanta, the old Greek citadel Tomis, has an impressive history: 2500 years of existence and 2250 years of documented attestation were celebrated in 1991. Nonetheless, the oldest vestiges of human inhabitation go as far as the Palaeolithic age.

Throughout the centuries, the ancient metropolis of Pontus Euxinus has had a close connection with the history of the Romanians, and with their commercial and spiritual interests. It has acted as a crossroads for civilization. Constanta has always represented an important connection between the East and the West.

The first period of development of the locality coincided with the settling of the first Greek colony on the western shore of Pontus Euxinus. It is followed by a period of Roman domination, when the old citadel of Tomis, as well as the whole province Scythia Minor (today Dobrogea), gained a specific strategic importance and experienced an unprecedented economic and cultural development. Along with the division and decline of the Roman Empire, the flourishing life of Tomis was severely affected, and was unknown for almost a millennium and a half. The city was

revived and its unique potential was uncovered in the nineteenth century, after Romania's declaration of independence and reestablishment of the Romanian State's authority over Dobrogea.

Modern history illustrates a steadfast and even accelerated development of the locality. Constanta currently is the second most important urban centre in Romania, the largest port on the Black Sea and the fourth largest port in Europe. Constanta is also the most developed city in its Euro-region (the 2 South-East Euro-region).

## 2. NATURAL ENVIRONMENT AND QUALITY OF ENVIRONMENTAL FACTORS

### 2.1. Climate and air quality

The climate is characterized by moderate summers due to the sea breeze, and mild winters due to the moderating action of the Black Sea.

The multi-annual average temperatures have the greatest value in the countryside, reaching up to 11.2<sup>0</sup>C. The average of the monthly maximums, with values of over 30<sup>0</sup>C are reached in July, August and September; during these months the values of the annual and monthly minimums reach 12 -13<sup>0</sup>C. In the spring, because of the nearby sea, the values are lower by 1 – 3<sup>0</sup>C compared with those inland in Dobrogea, and in the autumn, they are higher by several degrees.

The total number of hours of sunlight reaches a multi-annual average of 2286.3 hours/year.

The solar energy in the form of annual global radiation, in multi-annual values, sums up some 4,000 calories/ cm<sup>2</sup>/year, and in periods with cloudy skies this figure decreases to under the half of the value recorded when the sky is clear.

Rainfall is low, under 400 mm/year, as the municipality of Constanta is located in the area with the least probability of rainfall in all of Dobrogea.

The potential evaporative-transpiration is 697 mm, but the actual value reaches only 370 mm. The water surplus as related to the potential evaporative-transpiration is 0 mm, and the deficit reaches 327 mm. Due to the high levels of evaporation, the air humidity is high and the annual average exceeds 81%.

The nebulosity is characterized by an inverse evolution of the monthly averages when comparing with the air temperature. The greatest values are recorded during the winter months (6.7 – 7.2), with the highest values in December. The average number of foggy days is 50 days/year. The highest number of those days is during winter, with an average of 8 days/month and a maximum of 16 days/month, the fog being especially persistent in winter.

With regard to winds, the highest average frequency in this zone (%) is recorded by the Northern winds (21.5%), followed by the Western ones (12.7 %) and North – Eastern (11.7%). The lowest frequency is recorded for the South – Western winds (5.9%) and Eastern (6.1%), followed by the South winds (8.7%), North – Western (8.8%) and Southern (9.4%). The greatest average annual speeds are recorded on the directions of the predominant winds, from the northern sector (NV, N, NE): 7.4 m/s for North, 6.7 m/s for Northeast and 4.7 m/s for Northwest.

Constanta does not have major air pollution problems, as it is located in an aerated zone with very good ventilation.

The exhaust of pollutants in the air is generally low and is caused by industrial and technological processes, by cars, combustion of liquid fuels, from individual installations for producing heat and warm water, etc.

## 2.2. Water

In the municipality of Constanta there are important underground and surface water sources.

The underground water resources are significant as the underground aquifer provides the greatest part of the drinking water of the municipality.

The surface waters include:

The seacoast lakes, Tabacarie with 99 ha and Siutghiol with 1900 ha, mainly used for recreational and industrial fishing (Siutghiol), as well as for tourism and leisure activities.

The Tabacarie lake ranges among the very polluted, clogged, hypertrophic lakes in urgent need for adequate ecologic rehabilitation;

Marine waters, bordering the eastern part of the municipality. According to national and European Union legislation, bathing waters are enclosed adjacent to the tourist beaches, and the waters for breeding and exploiting of molluscs for commercial purposes are located between the two ports, Midia and Constanta, at the 5 m isobar and the territory limit (12 Mm).

Techirghiol Lake, which is rich in therapeutic silt, is located 35 km South of Constanta.

Despite the intense economic activity taking place in this area, pollution of waters within the Constanta Municipality falls between the normal limits. The main pollution source is the port activity, and the economic and domestic activities add to it.

## 2.3. Soil and waste deposits

The soil in the Municipality of Constanta has medium textures (clay and clay-sandy), which gives it a high permeability and good physical features which have been preserved as such for many years. The soil salt level has been maintained relatively constant.

There are no domestic waste deposits within the Municipality of Constanta. The domestic waste is transported and deposited in the landfill which is located in the city of Ovidiu. The depositing of inert waste is done within the Constanta port, at Gate no. 9, in the vicinity of berth 103, on a specially arranged area.

## 2.4. Vegetation and fauna in the municipality of Constanta

### 2.4.1. Vegetation

The vegetation specific to the supra-seacoast where Constanta is located is strongly anthropic and ruderalised. Strongly influenced by the vicinity of the great urban agglomeration, Constanta has only few arenicolous and halophilous species, specific to initial phytocoenosis, such as: *Elymus giganteus*, *Salsola kali ssp. Ruthenica*, *Argusia*

*sibirica*, *Crambe maritima*, *Glaucium flavum*, *Ecballium elaterium*, *Cakile maritima*, *Salicornia europaea*, *Sueda maritima*.

The vegetation in parks and green spaces is characterized by uniformity, with planted species. The great majority of species present are exotic and decorative. The most common include: the horse chestnut tree, the poplar, the maple tree, the ash tree, the elm, the nettle tree, the lime, the plane-tree, the white acacia, the yellow acacia, the gleditsia, the willow tree, the small willow tree, the tanner's sumach, the black pine, the spruce tree, the mulberry tree, the red underbrush, the rowan tree, the ivy, the mistletoe, etc.

sparrow), *P. montanus* (the field sparrow), *Pica pica* (the magpie), *Streptopelia decaocto* (the ring dove), *Corvus monedula* (the jackdaw), *C. corone corone* (the black crow), *C. corone cornix* (the "griva" crow), *C. frugilegus* (the sown field crow), *Garrulus glandarius* (the jay), *Hirundo rustica* (the swallow).

Other birds studied in aquatic eco-systems within the municipality include: *Podiceps cristatus* (the big diver), *P.nigricollis* (the black headed diver), *Cygnus olor* (the summer swan), *Ardea cinerea* (the grey heron), *A. purpurea* (the red heron), *Phalacrocorax carbo* (the big cormorant), *P. pygmaeus* (the small cormorant), *Egretta alba* (the egret), *Oxyura leucocephala* (the white headed duck), etc.

#### 2.4.2. Fauna

Observations and surveys on the quality of wildlife in Constanta are scarce and are focused on bird species that can be studied in the area surrounding Tabacarie and Siutghiol lakes, as well as in the seacoast strip conterminous to Constanta.

The most common nesting species found in the city are: *Larus argentatus* (the silver seagull), *Larus ridibundus* (the laughing seagull), *Passer domesticus* (the home

#### 2.4.3. SWOT Analysis

Strong points	Weak points
<ul style="list-style-type: none"> <li>- Low pollution</li> <li>- Adequately designed wastewater treatment stations according to European standards;</li> <li>- Ecological landfill for waste outside the built environment;</li> <li>- Modern irrigation system which meets European standards;</li> <li>- Institutions and bodies apt to ensure the observance of environmental protection legislation, to permanently analyse and interpret the status of environmental factors at the local level;</li> </ul>	<ul style="list-style-type: none"> <li>- Increase in road traffic, especially during the summer season;</li> <li>- Intense economic activity in the vicinity of tourist and coastal zones;</li> <li>- Proliferation of economic activities in the residential zones;</li> <li>- Decrease of green areas, especially downtown;</li> <li>- Inadequate equipment for the monitoring and analysis of environmental factors</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>- Prospect of accessing to the European Union and implementation of environmental protection community standards;</li> <li>- Increase in education programmes in environmental protection and involvement of civil society in this field;</li> </ul>	<ul style="list-style-type: none"> <li>- Increase in pollution and greenhouse effect, with major impact on climate changes;</li> <li>- Continuous erosion of sea walls and beaches;</li> <li>- Endangered marine flora and fauna species due to economic activities near the shore and industrial fishing;</li> </ul>

<ul style="list-style-type: none"> <li>- Access to non-reimbursable funding from European programmes, as well as other national and local funding programmes could prove an important source for applying of the acquis communautaire for environmental protection;</li> <li>- Encouragement of economic entities to invest in non-polluting equipment and technologies and to resort to un-conventional energy sources (wind energy, earth energy, solar energy etc.)</li> </ul>	<ul style="list-style-type: none"> <li>- Great disparity between the Romanian and European Union industries as to implementing technological measures for environmental protection and pollution reduction;</li> <li>- Lack of funds for environmental conservation and protection;</li> <li>- Delays in regional and local de-centralization, with impacts on effectively implementing policies for environmental protection and on sustainable development strategies.</li> </ul>
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### 3. INFRASTRUCTURE AND HOUSING

#### 3.1. Transportation infrastructure

Due to its geographic location, Constanta is a crossing point for international transport thoroughfares, connecting both the North - South and the East - West of Europe. The existing transport network ensures a connection to networks in neighbouring countries, as well as to ones in other European and Asian countries.

According to the Pan-European Transport Conference which took place in Crete in 1994, Constanta is located on pan-European transport corridor no. 4: Berlin – Nurnberg – Prague – Budapest – Bucharest – Constanta – Salonic – Istanbul. European passage no. 9 (Baltic Sea, Kiev, Chisinau, Iasi, and Bucharest) connects to passage no. 4 in Bucharest.

This area is also crossed by European passage no. 7 (Constanta - Danube-Black Sea Canal - Danube - Main – Rhine - Rotterdam Port (Holland)).

##### 3.1.1. Road transport

Constanta is crossed (from North to South and from East to West) by two European roads: E60, connecting Bucharest to Constanta and E87, connecting Constanta to Bulgaria through Vama Veche. The municipality is also crossed by the following national roads: DN 2A –Tomis Blv; DN 39; DN 3; DN 3A-C; DN 3C.

The network of roads within the municipality of Constanta sums up 410 km of streets, of which 320 km of streets

experience medium and light traffic, and 90 km of streets experience heavy traffic.

To improve the road infrastructure, an extensive programme was begun in Constanta in 2003, aimed at restoring and modernizing the streets. The programme lasts 4 years, and it has a cost of approximately 40 million euro. At present, 75% of the works have been carried out.

Generally, the road traffic in Constanta is light. The main difficulties are caused by the doubling in number of vehicles which cross the city during the summertime.

The implementation of an integrated programme for the management of the road traffic was begun in 2005, in order to address the ongoing expansion of the total number of cars, as well as the necessity to improve traffic in a sustainable manner and particularly increase the number of parking spaces. The programme aims to facilitate traffic and improve safety. Thus, many streets and boulevards in the downtown area have been fixed as one-way streets, and many intersections were equipped with traffic lights or had the old traffic lights replaced with new modern ones.

The results of the programmes for the restoration and modernisation of the street infrastructure and traffic facilitation are already noticeable. Currently, the roads in Constanta and the quality of traffic meet European standards.

Eighty percent of public transportation is provided by RATC, a subordinate company of the Constanta Local Council; there are also private companies providing transportation services.

At present, the RATC public transportation vehicles provide service on 18 local routes and consist of 26 trolley buses, 65 trams and 135 buses, equipped with catalyst euro 3 gas. Constanta is the only city in Romania with a completely new collection of vehicles which meet European standards.



## CONSTANTA

### 3.1.2. Railway transportation

The railway transport, for both goods and passengers, occurs mainly on the Bucharest – Ciulnita – Fetesti – Constanta thoroughfare, but also on the Fetesti – Constanta – Tulcea route. Constanta is connected with Hungary, Austria and Western Europe through the railroad which crosses the entire country.

The railway closest to the municipality has a total length of 406 km. There are 11 trains on the route Constanta – Bucharest daily, and another 6 trains connect Constanta and Tulcea – which represents the start point of the Danube Delta. 14 trains operate daily Southward, towards Mangalia. The transportation of goods by rail is well developed, and has an infrastructure which is modern and well adapted to demand.

### 3.1.3. Sea transportation

The Constanta Port – the most important port at the Black Sea and the fourth largest in Europe, - has an overall surface of 3,926 ha, of which 1,312 ha are dry land and 2,614 ha are water. It is situated on the western coast of the Black Sea, 179 nM from the Bosphorus Straits and 85 nM from the Sulina Bend, through which the Danube flows into the sea.

Located at the junction of the commercial roads connecting the developed countries of Western Europe and the emerging markets of Central Europe to the providers of raw materials in C.S.I., Central Asia and Trans Caucasus, the port of Constanta has the following important assets:

- It is a multi-functional port, with modern facilities and depths of water sufficient to harbour 220.000 dwt ships;
- It provides direct access to the Pan European VII – Danube Corridor, through the Danube- Black Sea Canal, thereby allowing for alternative transport routes towards Central Europe which are shorter and cheaper than the routes which use Northern European ports;
- It offers good connections with all the transportation alternatives: railway, road, air, as well as to major pipelines;
- It has a new container terminal on Pier II S, by which the operating capacities of containers in Constanta Port considerably increased;

- The terminals Ro-Ro and Ferry Boat are appropriate for developing of coastal navigation serving the countries around the Black Sea and Danube;
- "Custom facilities port";
- Integrated environmental management;
- Well-planned programmes for further development of the port.

With an overall quay length of 29.83 km, the Constanta Port has 145 berths, of which 119 are operational and are between 8m and 19 m deep, allowing access to 220,000 dwt tanks and ware ships.

The water traffic in Constanta is of approximately 10 million tons/year, which is 24% of the annual traffic. More than 200 barges are operated daily, loading and unloading goods. The water traffic is to increase to 17 million tons/year until 2010, which would lead to exceeding the current operating capacity. For this reason, a future development of the fluvial-maritime sector was planned by modernizing the barge terminal, which will stimulate the water traffic and will solve the traffic increases predicted.

The port infrastructure for passenger ships and leisure boats is provided by the Tomis Tourist Port. This is located 1,200 meters north of the port of Constanta and has an overall surface of 200,000 m<sup>2</sup>, of which 17,000 m<sup>2</sup> consist of concrete platforms alongside quays.

The Tomis Tourist Port was built 40 years ago, mainly designed for nautical leisure and has protection dykes, accosting facilities, port territory, platforms, etc.

The Constanta Maritime Ports Administration (APMC), the authority that manages the Tomis Tourist Port, intends to start a 6 million Euro programme for modernizing and re-arranging the port.

The main works are the arrangement of the access mouth to limit the propagation of waves, repairing the existing shelter constructions, dividing the port waters to delimit the water surfaces, arranging platforms, as well as constructing parking lots and administrative and commercial buildings. As a result of the modernization, the capacity of the port will increase to 325 ships of different sizes.

### 3.1.4. Air transport

The International Airport Mihail Kogalniceanu is located 23 km from Constanta. During the summer, this airport provides

connections to all major European cities. The airport has a 3500-meter long runway and an operating capacity of 6 airplanes per hour.

### 3.2. Telecommunication

The telecommunication infrastructure in Constanta is well developed, with companies providing services similar to those found in the European Union. The upgrade of the telecommunication system was carried out by replacing the classic network with a digital telephone network, and by use of optical fibre cables and extension of the telephone capacities of the city.

During the last 5 years, the telecommunication sector developed swiftly, mainly due to the appearance and promotion of new products and services and to the modernisation of the existing ones. The greatest development rate was observed by the Internet and mobile telephone services. Nevertheless, the potential in this field is far from reaching its limits.

### 3.3. Energy

The area surrounding Constanta is crossed by important continental gas thoroughfares and by high voltage electric lines, which are connected to the European network. The energy output is generated by three thermal stations with a power of 407 MW and by the Nuclear Electric Plant, situated about 60 km west of Constanta, which has an annual output of 4,451.418 MWh (10% of the national output).

Currently, the nuclear electric plant operates at 20% of its planned capacity and uses some of the most effective and up-to-date technology in the field (CANDU type), which makes it the most modern and safe plant in Eastern and Central Europe.

#### 3.3.1. Electricity supply and public lighting

In the municipality of Constanta, the supply of electricity is provided by S.C. Electrica Dobrogea S.A., through its Electricity Supply Branch in Constanta. The main indicators in the field of electricity supply and consumption are:

Length of the electricity supply network	1,654 Km
Medium voltage lines	540 Km
Low voltage lines	1,114 Km
Overall number of consumers	131,696
Domestic consumers	122,217
Industrial consumers	9,276
Large consumers	203
Overall consumption (monthly average)	41,480 KWh
Domestic consumption	15,600,000 KWh
Industrial consumption	25,880,000 KWh

During 2001 – 2003, the public lighting system was completely restored through an 18 million Euro programme, initiated by the Constanta City Hall.

Some 2,274 new metallic poles, 507 new concrete poles, 4,965 glass fibre poles and 15,000 lighting lamps were mounted within this programme which was aimed at restoring and modernizing the public lighting in Constanta. The existing public lighting network was completely restored, and currently the public lighting services are provided according to European standards.

### 3.3.2. Heat supply

The heat supply is provided in a centralized system by R.A.D.E.T. Constanta, an independent administration company subordinated to the Local Municipal Council Constanta. Currently, 77.7% of the homes in Constanta are connected to the centralized system for heat supply. RADET Constanta has 132 thermal points and 2 local thermal plants that operate on natural gas. The thermal points are supplied with hot water from the primary network by Electro-thermal Plant Palas. The primary network also provides heat for 70 industrial thermal points which serve mainly industrial operators.

The overall caloric capacity installed in the thermal points of RADET Constanta is:

Central heating	479 Gcal./h.
Domestic hot water	195 Gcal./h.
<b>Total</b>	<b>674 Gcal./h.</b>

During the last three years, RADET Constanta has developed several programmes aimed at modernizing and increasing its effectiveness with the aid of subsidies granted by Constanta City Hall. Thus, the greater part of the thermal points have been restored, and t giga-calorimeters have been mounted at the branching of individual homes for metering purposes. The services provided by RADET have been certified according to SR EN ISO 9001/2001 – with regard to integrated quality management, and to SR EN ISO 14001/1997 – with regard to the continuous improvement of environmental activities.

The centralized heat supply system has two main components: the primary supply network, providing transport for the primary thermal agent from CET Palas to the thermal points administered by RADET, and the secondary network, which provides hot water to final consumers.

The overall length of the primary thermal system is 82 km, which consists of 164 km of pipelines. The final point is located about 9 km from C.E.T. Palas. This system was designed to support a pressure of a 16 bar and a decreases in temperature of 150°C/70°C. At present, the system operates at a maximum pressure of 8 to 10 bar and a maximum drop in temperature of 100-135°C/60°C during the warm season.

The overall length of the secondary thermal system is of 225 km, and the overall length of the pipelines is 900 km. The total number of secondary networks is 685, with an average of 5 networks for every thermal point.

### 3.3.3. Natural gas supply

S.C. CONGAZ S.A. provides the natural gas supply in Constanta. The main indicators in this field are:

Length of pipelines for gas supply (medium pressure)	14.891 Km
Length of pipelines for gas supply (low pressure)	157.426 Km
Overall number of consumers	9,876
Domestic consumers	9,279
Industrial consumers	597
Overall consumption (for 2004)	240,207,629 Nm <sup>3</sup>
Domestic consumption	13,693,152 Nm <sup>3</sup>
Industrial consumption	226,514,477 Nm <sup>3</sup>

In view of the surrounding area as well as the demographic expansion of the city, and further taking into account the possibility of creating of a metropolitan zone around Constanta, natural gas will become an important energetic source, as it is cheap and readily available for domestic and industrial consumers. In this respect, S.C. CONGAZ S.A. plans to exponentially develop its supply infrastructure and diversify the services provided. The natural gas distribution network will double by the end of 2005, extending by 180 Km.

### 3.4. Sewage and water supply infrastructure

#### 3.4.1. Water supply

In Constanta, R.A.J.A. Constanta provides water supply services, and it is an independent company subordinated to the County Council.

The natural sources used for water supply of the municipality are:

Source	Installed flow (m <sup>3</sup> /h)	Exploited flow thousands (m <sup>3</sup> /yeat 2005)
Cisnea I + II	10,132	60,375
Caragea	3,594	19,199
Constanta Nord	2,218	4,169
Basarabi I and II	2,220	4,458
Valu Traian	680	980
Galesu	16,250	19,520

The reference indicators in the field of water supply and consumption and afferent infrastructure for Constanta are:

Length of the drinking water supply network	532 Km
Overall number of consumers (subscribers)	62,450
Domestic consumers	57,000
Industrial consumers	3,750
Owners associations	1,500
Overall consumption per year	28,906,000 m <sup>3</sup> /year
Domestic consumption	15,750,000 m <sup>3</sup> /year
Industrial consumption	13,156,000 m <sup>3</sup> /year
Homes with interior drinking water facilities	110 633 (96.2%)

### 3.4.2. Discharge of wastewater

Length of sewage network	456.32 Km
Length of rainfall water discharge network	114.08 Km

The wastewater reaches the treatment stations both gravitationally and powered by 20 wastewater pumping stations. The wastewater treatment stations in Constanta are:

The Constanta South treatment station. Under normal conditions, the wastewater accessing the station has  $Q = 3.200\text{ l/s}$ , and during rainfall, the flow could reach  $6,400\text{ l/s}$ . The treatment process takes place in two stages: mechanically and biologically.

The Constanta North treatment station has a capacity of  $1,920\text{ dm}^3/\text{s}$ .  $Q_{\text{maxim/day}}$ ,  $1,600\text{ dm}^3/\text{s}$   $Q_{\text{medium/day}}$  respectively. In this treatment station, ample restoration

works are under way, financed by the ISPA programme, which would result in the transformation of the Constanta North treatment station into one of the most modern in the country.

### 3.5. Housing status

The current housing status in Constanta bears the influence of two great urban transformation cycles. The first cycle, specific to the 1950-1980s, was characterized by the accelerated expansion of the residential areas as a result

of the economic development of the city, with negative results on urban planning, habitat and environment. The second cycle was triggered after the 1990s and is characterized through the chaotic proliferation of individual

buildings, caused by the lack of an urban planning strategy and of an integrated plan for structuring the metropolitan zone.

<b>Number of homes</b>	<b>115,015</b>
- permanent	106,230
- seasonal	8,785

<b>Surface of housing spaces (m<sup>2</sup>)</b>	
- per home	36.8 m <sup>2</sup>
- per room	14.4 m <sup>2</sup>
- per person	14.0 m <sup>2</sup>

Equipment of homes with installations and outbuildings:

<b>Homes equipped with:</b>	
- Water in the home	110,633 (96.2%)
- Sewage from a public network	109,299 (95.0%)
- Sewage in an individual system	1,253 (1.1%)
- Electric installation	114,442 (99.5%)
- Centralized heating	89,310 (77.7%)
- Heating through an individual thermal station	4,016 (3.5%)
- Bathrooms in the home	104,504 (90.9%)
- Bathroom outside the home	1,644 (1.4%)
- Kitchen in the home	109,125 (94.9%)
- Kitchen outside the home	2,080 (1.8%)



### 3.6 SWOT Analysis

Strong points	Weak points
<ul style="list-style-type: none"> <li>- public utilities and urban infrastructure which meet European standards (complete restoration of streets; modern public lighting system; restoration of public areas, modernization of sewage, water, heat and electricity supply networks; restoration of public transportation to meet European standards);</li> <li>- Constanta is located at the intersection of several pan-European transport corridors;</li> <li>- Constanta Commercial Port, the largest port on the Black Sea and the fourth largest port in Europe, and the Tourist Port Tomis;</li> <li>- international airport;</li> <li>- good housing standards illustrated by the ratio of homes to the number of persons (2.92 persons/lodging), and by the ratio of housing areas to the number of persons (14m<sup>2</sup>/person).</li> </ul>	<ul style="list-style-type: none"> <li>- urban infrastructure with deficiencies in the peripheral areas (lack of sewage, water and heating networks, lack of adequate access ways);</li> <li>- obsolete homes, built mostly during 1965 -1980;</li> <li>- insufficient housing facilities for disadvantaged persons (Roma, youth, persons with low income, families with many children).</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>- the inception of works for the ring highway surrounding the metropolitan zone, allowing for the deviation of heavy traffic and facilitation of traffic;</li> <li>- access to European programmes for non-reimbursable funding, as well as of other national and local funding programmes;</li> <li>- accelerated development of the construction sector and creation of new residential quarters in the suburban areas;</li> <li>- development of the gas supply network and its extension to cover the whole city.</li> </ul>	<ul style="list-style-type: none"> <li>- lack of resources required for the maintenance and development of infrastructure;</li> <li>- permissive urban policies allowing for the construction of architecturally improper buildings in areas with old and valuable architecture;</li> <li>- granting of public funds for the development of infrastructure according to politics and politically oriented criteria;</li> <li>- lack of capacity of local authorities to ensure necessary financial provisions for accessing the pre-accession and structural community funds.</li> </ul>

## 4. ANTHROPIC RESOURCES

### 4.1. Demographic status and population distribution

According to statistics from the Population Census of 2002, the demographic status and the population distribution in Constanta is the following:

*- Ethnic structure of the population -*

<b>Total population</b>	<b>310,471 (100%)</b>
- Romanians	286,332 (92.2%)
- Turks	9,018 (2.9%)
- Tartars	8,724 (2.8%)

- Rroma	2,962 (1.0%)
- Russians, Lippovans	879 (0.3%)
- Greeks	546 (0.1%)

*- Religious structure of the population -*

Total population	310,471 (100%)
Eastern Orthodox	286,392 (92.2%)
Muslims	18,245 (5.9%)
Roman Catholics	2,320 (0.7%)
Baptists	699 (0.2%)

**4.2. Labour force and unemployment**

*- Active population -*

<b>Active population</b>	<b>132,133</b>
- employed population	115,604
- unemployed persons in search of jobs	12,815
- unemployed persons in search of their first job	3,714



CONSTANTA

*- Inactive population -*

Inactive population	178,338
- Students	58,925
- Pensioners	68,617
- Housewives	24,989
- Persons supported by others	19,587
- Persons supported by the state and private organisations	801
- Persons with other economic status	5,419

*- Average number of employees -*

Total employees (annual average number)	104,872
Agriculture	420
Mining industry	1,364
Processing industry	18,875
Electricity, heating, gas and water	2,683
Construction	9,171
Wholesale, retail trade, cars, motorbikes and service and maintenance of household goods	21,058
Transport, depositing, communications	21,787
Financial services	1,935
Public administration	2,954
Education	5,788
Health	5,555
Other activities	13,282

The unemployed segment of the population (aged between 18 - 62 years) in the municipality of Constanta, as compared to the same indicator in all of Constanta County:

Year	Number of unemployed persons in Constanta (annual average)	Percentage of unemployed population - Constanta (annual average)	Number of unemployed persons in Constanta County (annual average)	Percentage of unemployed population - Constanta County (annual average)	Unemployment rate - Constanta County (annual average)
2004	3.407	1.6%	16.776	3,5%	5,6%

6,203 unemployed persons in the municipality of Constanta found jobs in 2004 through the Constanta County Employment Agency. According to AJOFM statistics, the highest demand on the Constanta County labour market was for the following trades:

No.	Denomination	Total vacancies
1	Guard, access control, order and intervention agents	1,262
2	Waiter	1,180
3	Unqualified worker in agriculture	1,160
4	Unqualified maintenance worker for roads, highways, bridges, dykes	1,021
5	Unqualified constructions worker	819
6	Hotel maid	753
7	Salesperson	654
8	Assistant waiter	528
9	Chef	511
10	Mason plasterer	426
11	Locksmith mechanic	353
12	Tailor	333
13	Electric welder	328
14	Sales agent	323
15	Clothes maker, tailor	278
16	Fruit grower	274
17	Wine maker	274
18	Locksmith for metals and sea constructions	269
19	Autogenously welder	267

### 4.3. SWOT Analysis

Strong points	Weak points
<ul style="list-style-type: none"> <li>- the metropolitan area of Constanta is the second largest agglomeration (approx. 0.5 million inhabitants) in Romania after the country's capital - Bucharest;</li> <li>- well-trained and diverse labour force (trade, services, industry, tourism, port activities etc.);</li> <li>- low unemployment rate (1.6%), well below the national average;</li> <li>- unique multiethnic environment, with no inter-ethnic conflicts;</li> </ul>	<ul style="list-style-type: none"> <li>- negative ratio between the active and inactive population;</li> <li>- lack of clear legal prerogatives for the local administration in fighting against unemployment and encouraging the creation of new jobs;</li> <li>- migrating tendency towards the Western Europe and rural areas led to a decrease in population;</li> <li>- negative birth rate (2.8‰);</li> <li>- life expectancy below the European Union average;</li> <li>- high percentage of infant mortality.</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>- development of new training and professional re-conversion programmes for job hunters and/or persons or professional categories in danger of losing jobs;</li> <li>- awareness of the importance of continuous training programmes for employees;</li> <li>- creation of new jobs to encourage private investments;</li> <li>- accession to European Union and unhindered participation to community labour market.</li> </ul>	<ul style="list-style-type: none"> <li>- reform and economic reshaping could lead to an increase in unemployment;</li> <li>- delays in the regional and local de-centralization process, affecting the efficient application of policies fighting poverty, discrimination and a decrease in unemployment.</li> </ul>

## 5. ECONOMY

### 5.1. General economic status

The economy of the municipality of Constanta and surrounding area is complex, with the following main branches: harbour activity and maritime transport, tourism, food industry, trade, equipment production, chemical and petrochemical industry, electricity and thermal energy industry, wood processing and paper manufacturing industry, ready-made clothes industry.

Taking into account the overall number of registered economic entities, Constanta ranks second in the country, after Bucharest. 18,000 economic entities are currently registered in Constanta.

The number of companies registered by the Constanta Commercial Register Office increased year by year, as

follows: 5,101 companies in 1991; 6,291 companies in 1992; 5,061 companies in 1993; 5,240 companies in 1994; an annual average of 2,500 companies in 1995, 1996, 1997 and 1998; 1,920 companies in 1999; 1,823 companies in the year 2000; and 4,591 in 2002. As to the title of capital: 97% have private capital, 0.38 % has state capital, 1.89% - mixed capital, the rest are autonomous administration companies and cooperative companies.

Companies with social capital greater than 100 billion ROL include: the National Company for Maritime Ports Administration Constanta (administration of port infrastructure), the Naval Shipyard Constanta (ship construction and repair), Oil Terminal (harbour operator for oil products), Maritime Constructions Services (dredging, towage, piloting), S.C Dobrogea S.A (milling, bakery, pastry), Argus (edible oil), SOCEP (harbour operator), Convex (harbour operator).

The small and medium enterprise sector is well represented in the local economy, contributing 63% of the total gross

profit of the economy in Constanta and absorbing 60% of the employed labour force.

## 5.2. Port activity

One of the main assets of Constanta's harbour is its connection to all means of transport: road, railway, aerial, waterways, and through pipelines. These very good transport connections are implemented through an important infrastructure, facilitating the transport of various goods in the Port of Constanta.

The port is connected to the national highway and railway network, and is located near the Mihail Kogalniceanu international airport.

It is also connected to the national pipeline network, and the connection with the Danube –The VII Pan-European Transport Corridor – is carried out through the Danube-Black Sea Canal.

With regard to the economic activity in the harbour, the operating companies in the port of Constanta perform various services for handling general goods. Consequently, one can transit food, beverages and tobacco, cellulose and paper, laminates, spare parts, sacks with cement and other goods through the port of Constanta.

The main terminals in the port of Constanta:

### - Cereals

The cereals terminal in the port of Constanta North has an overall theoretical operating capacity of 2,400,000 tons/year for the berths 31-33, with an actual capacity of 1,500,000 tons/year for the same berths. This is caused by the total number of railway cars and by a lack of adequate capacities for the reception of beneficiaries. The operating capacity in the berths 17-18 is of 1,200,000 tons/year.

The storage capacity is of 90,000 tons in 3 silos. The terminal has 5 operational berths, with depths between 6 meters and 10.1 meters. The loading/unloading is done by pneumatic installations with a capacity of 150 tons each, two floating elevators with a capacity of 300 tons each, and 5 wharf cranes, with underground and aerial transporters. Operators: Agroexport Siloz Port and Romtrans;

A new silo has been constructed in the cereals terminal of the port of Constanta South, with a capacity of 100,000 tons. The annual traffic capacity is of 2.5 million tons.

The terminal has an operational berth (berth no. 114) with a length of 200.5 m and a depth of 11.5 m, equipped with

pneumatic installations, and a maximum operating capacity of 800 tons/hour. The Constanta South - Agigea Port has 2 silos for depositing of 500,000 tons of un-dried cereals each and a silo with a storage capacity of 500,000 tons of dried cereals as well as an installation for drying cereals, with an operating capacity of 500 tons/day.

Operator : Silotrans.

### - Construction materials (especially cement)

The terminal has a storage capacity of 40,000 tons of bulk goods, with facilities for packing and storage on palettes, as well as facilities to ship bulk cement from barges to maritime ships.

The terminal has 7 specialized berths, with depths between 7.3m and 12.7m. The annual traffic capacity is of 4 million tons. The operating is done with 2 loading pieces of equipment of 250 tons/hour, and 2 floating pneumatic loading pieces of equipment with a capacity of 7000 tons /day. There are also wharf and mobile cranes.

Operators: Sicim and Deciom .

### - Oil products

The oil petroleum terminal is specialized for crude oil import, fuel oil, diesel oil, petrol and export of refined products, petrochemical products and liquid chemical products. It has a loading capacity of 24 million tons/year and a loading capacity of 10 million tons/year. It has a 1.7 million ton maximum storage capacity for oil products. It has 9 berths, with depths between 11.3 m and 17.1 m, and the capacity to harbour oil tanks with a maximum capacity of up to 165,000 tdw for loading/unloading; it has connections through pipelines with the main oil processing country zones. The berths have coupling installations through pipelines with the main oil processing country zones. The berths have coupling installations measuring 12 inches and 16 inches in diameter respectively (Woodfield and Flexider type), as well as equipments to fight against fire and pollution.

Operator: Oil Terminal.

### - Refrigerated goods

The terminal for refrigerated goods is situated in berth 53, and has a length of 219 m and a depth of 13.5 m. The goods can be stored in a refrigeration room with a capacity of some 17,000 tons and a surface of 2.4 ha. The terminal has 3 portal cranes of 5 tf x 32 meters. Perishable goods can be adequately deposited in the refrigeration warehouse located in the berth no. 11, which has a storage capacity of 1,500 tons and a surface area of approximately 4600m<sup>2</sup>.

Operator: Frial



## CONSTANTA

### - Oar, coal, and coal coke

In the port of Constanta there are 13 berths specialized in handling oar, coal and coal coke, of which:

- 4 berths are specialized in tranship of bulk goods from maritime to fluvial ships;
- 10 berths have depths between 9 and 17.1 m, allowing for the entrance and operation of ships with a maximum displacement of 200,000 tdw;
- 3 berths have depths between 3.3 m and 4.3 m for operating the barges coming from the Danube- Black Sea Canal.

The operating equipment includes 13 bridges with a capacity of 20-52 tons, 14 mobile cranes with a capacity of 16-50 tons. The loading of barges is done by 4 loading pieces of equipment with a capacity of 700 tons/hour.

There are also wharf cranes and floating cranes, as well as transporting and piling equipment. The storage capacity of the deposits is 4.5 million tons. The maximum unloading rate is of 95,000 tons/day, and the loading rate is of 16,200 tons/day. Operators: Comvex and Minmetal.

### - Chemical products, fertilizers, phosphate, apatite

The majority of the chemical products are handled by Chimpex (over 80%) as sack loading, palettes, big bags or bulk goods, in 10 berths (54-63), with depths between 8.6 and 10.5 m and equipped with 17 wharf cranes with a capacity of 5-25 tons, 4 mobile cranes with a capacity of 12-45 tons, 3 bridges with a capacity of 200-250 tons/hour. These type products are also handled by the following operators: Socep, Decirom, Romtrans, Dezrobirea and Comvex.

The phosphate and the apatite are stored in a covered silo with a capacity of 36,000 tons, and urea in a deposit with a capacity of 30,000 tons. Both deposits belong to the operator Chimpex. The chemical products in sacks are stored in 8 covered warehouses, with an overall capacity of 48,000 tons.

### - Ro-Ro

The Constanta Port has 2 Ro-Ro terminals:

- in the port of Constanta North, which has a 364 m berth with a depth of 13 m and 2 parking lots with a capacity of about 2,000 auto vehicles (1.7 ha) and 2,800 motorcars respectively (2.5 ha); operation is performed by Umex;
- in the the port of Constanta South, in the berth no. 121 with a length of 214 m and a depth of 13.3 m, and a parking lot with a capacity of 1,800 auto vehicles (1.5 ha).

### - Railway terminal (ferry-boat)

The ferryboat installation is located in berth no. 120, and has a length of 227 m and a depth of 13 m. It is used for loading and unloading shipments from trucks, normal gauge locomotives and lorries. The terminal has a 1 million ton/year traffic capacity.

The port of Constanta has international ferryboat connections on the routes: Constanta-Derince/Turkey (4 runs/month, generally) and Constanta - Batumi/Georgia (twice ay month runs) done by two ships, each with a maximum capacity of 108 trucks and 92 lorries. An opening of a ferry line towards the other port of Georgia, Poti, is scheduled in the near future.

### - General goods

General goods are operated in 50 berths, with depths between 4.5 m and 13.8 m, situated mainly in the port of Constanta North. The operating of the goods is carried out via 16 bridges with a capacity of 20-36 tons, 86 wharf cranes with a capacity of 3-50 tons, 44 mobile cranes with a capacity of 12-250 tons, 9 floating cranes of 16-35 tons. There are also piling equipment and tractors.

Operators: Romned Port Operator, Frial, Minmetal, Phoenix, Socep, and Umex.

### - Edible oil and molasses

The handling of edible oil and of molasses is done in berth no. 19, which has a length of 113 m and a 7.4 m depth. The storage of the edible oil is done in 7 reservoirs, with a 25,000 tons capacity each. The molasses is unloaded directly from ships in trucks and tanks.

Operator: Frial.

### - Containers:

The existing terminal is located in the Constanta Nord Port, with two specialized berths with length of 467 m and depth of 8.7 m. The terminal has an 11.4 ha depositing platform, with a storage capacity of 3,000 – 4,000 containers.

The handling is done by 3 portal cranes with a capacity of 45 tons, 2 containers with a capacity of 32 tons, piling equipment (2x3.5t, 1x6.9t, 1x42t) and trailers with a capacity of 20 tons. Container operators in the port of Constanta North are: SOCEP and UMEX. The maximum operating capacity of this terminal is approximately 200.000 TEU/year.

In the port of Constanta South, 12 berths are operational, operated by Romtrans, Free Trade Zone and Mast SA. The landscape of the Constanta South Agigea Port was completed by a new and modern container terminal,

located in the Free Trade Zone, which belongs to one of the best-known international container operators – AP Moeler (Maersk).

### 5.3. Industry

The main industrial sectors in the municipality of Constanta and its surroundings, a reflection of the historical development of the area, are: naval constructions and repair, petrochemical industry, constructions and materials for construction, food industry, and wood industry.

Within the **Naval Shipyard Constanta**, new ships with capacities of up to 250,000 tdw can be built. Repair works are also performed for ship bodies, naval electric and electronic equipment; there is a capacity to carry out any kind of repair in this field.

**S.C. Meconst S.A.** produces **naval equipment and specific technological equipment** (pumps, industrial fittings, compressors, water and oil cooling devices, steam condensers, hydrophores).

The **Legmas Navodari** Company produces agricultural machinery and equipment, and dominates the **machinery construction industry**.

The **petrochemical and chemical industry** processes over 4 million tons of crude oil per year, and derivates for obtaining oil products, domestic fuel, aromatic hydrocarbons, petrochemical products, coke and oil sulphur. The most important company in this field is **Petromidia Navodari** - Rompetrol Refining Bucharest.

**SC Petrom SA Bucharest Petromar Constanta Branch** integrates its drilling operations (oil and natural gas extraction) with its production operations through its central marine drilling platform, which is located in the Black Sea. Exploiting of deposits in the continental plateau of the Black Sea amounts to 10% of the national oil production. At the same time, works for the exploitation of the nine wells of the Eocene – Lebada East condensed gas deposit are under way.

The main products of the chemical industry are: plastics, artificial rubber, oxygen and nitrogen.

The **construction materials industry** provides the greater part of the specific materials required: cement, ballast products, prefabricated confections, composite stone from silica sands and polyester resins, asphalted products etc.

The **light industry** produces ready-made garments for men, women and children, work equipment, bed linen, knitted goods, jute and polypropylene sacks. Products are also sold on the internal market, but predominantly (some 70%) are delivered on the external market: Holland, Italy, Spain, France, Belgium, USA, Cyprus, and Great Britain. The production of ready-made garments unfurls mainly in lohn system, in collaboration with foreign companies. The following companies are active in this field: Calypso, Lumotex, Gemma Lux, Fantasy Mod, Marlene Topaz, Gen Tin, Xandra Class, Socom Infratirea.

The **wood processing industry** produces all sorts of home, garden and office furniture. This is exported in France, Holland, Canada, Germany, and Italy.

Two commercial companies in Constanta are active in the **cellulose and paper industry** (Palas and Comp Paper Converting); they produce and sell print writing paper, ennobled paper, auto copy paper and printing paper.

The contribution of the civil and industrial constructions industry is very important for the whole social and economic life of the municipality, materializing in:

- hydro technical constructions, public utility, civil and industrial construction works;
- irrigations and land improvement works;
- works and repairing works for railway, roads and bridges, airports;
- Antennas for radio and TV relays;
- Mounting of harbour equipment.

### 5.4. Trade and tertiary sector

A significant number of entities are active in trade in Constanta, in the form of food warehouses, with an overall surface of over 1.5 million m<sup>2</sup>. The most important commercial units are: Tomis Mall supermarket, Metro, Selgros, Brick, Practiker, Doraly Mall and Billa.

As regards the banking sector, there are 30 branches of banks which operate in Constanta, providing a wide but still insufficient range of specific products and services.



## 5.5 SWOT Analysis

Strong points	Weak points
<ul style="list-style-type: none"> <li>- the second largest economic centre of Romania, after Bucharest, the capital of Romania;</li> <li>- well defined complex economic infrastructure;</li> <li>- over 90% of the local economy is private;</li> <li>- well developed tertiary sector;</li> <li>- important energy resources;- strategic geographic location.</li> </ul>	<ul style="list-style-type: none"> <li>- absence of coherent policies and strategies for the integration of the economic development of the area;</li> <li>- obsolete industries, economically ineffective;</li> <li>- weak capacity of economic entities to adapt to market demands;</li> <li>- long distance to the border between Romania and the European Union.</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>- the setting up of the metropolitan area and exponential development of the whole region;</li> <li>- location on the transit route of oil and natural gas coming from the Caspian Sea and Caucasus;</li> <li>- accession to the European Union and integration into the European market;</li> <li>- an increasing trend in private and foreign investments.</li> </ul>	<ul style="list-style-type: none"> <li>- unstable tax and legislation, leading to the discouragement of ample investments in the production field, which has a moderate recovery rate and multiple risk factors;</li> <li>- competition exerted on regional, national and international market, and a low capacity of local economic entities to adapt to a unique and competitive market;</li> <li>- lack of financial resources to be allotted to economic development, updating of technology and improving the effectiveness of economy.</li> </ul>

## 6. TOURISM

### 6.1.Current state

The geographic location of the municipality of Constanta is a key element in improving tourism in the area. Located at the confluence of several pan-European transport corridors and in the vicinity of the Black Sea, Constanta can easily develop varied tourist services, such as: summer tourism, health spa tourism, rest and recreational tourism, sporting and aquatic tourism, business tourism and cruise and itinerary tourism.

Another important feature is the blending of the old and the new, of tradition and modernity. This mixture facilitates the capacity of tourists to know and understand the history and traditions of the places they visit.

The Mamaia resort, situated in to the north of Constanta, has the finest sand and the smoothest beach on the coast.

The beach stretches over 8 km and has a width of 100-200 m. The period favourable for sun tanning is longer than 12 hours/day. The sea salt levels are low: 15.5 grams per litre and the sandy bottom is devoid of stones and has a small slope. Swimming is safer compared with other international tourist locations, due to the fact there is no tide waves in the Black Sea.

The main tourist indicators for Constanta and Mamaia resort are the following:

Overall accommodation capacity	28,000 places
Overall number of hotels	106
Number of hotels in Mamaia resort	80
Number of tourist entities in the city of Constanta	26
5 star hotels	5
4 star hotels	11
3 star hotels	30
2 star hotels	54
1 star hotels	6
Overall number of tourists/year	378,000
Number of foreign tourists	52.000
Average duration of stay	5 - 7 days
The occupancy rate for Mamaia resort/summer season (1 May - 1 Oct.)	77%

The tourist area of Constanta – Mamaia is surrounded by bars and restaurants of varied categories, by discotheques, terraces, shops, libraries, sports halls, swimming pools, swimming pools, conference halls, specialised medical units, banks and credit institutions etc.

In Mamaia there are 8 leisure nautical bases, 4 at the Black Sea and 4 on the Lake Siutghiol. These provide a wide range of specific services: hydrocycle rides, parasailing, windsurfing and yachting schools, diving, aquatic scooters, inflatable bananas and tube towing, yachting with Catamaran and Caravelle boats.

The support of tourism is an absolute priority in the general sustainable development strategy of Constanta. Thus, the main concern of the public administration has been, in parallel with modernising the urban infrastructure, to restore the Mamaia resort, as well as a part of the municipality and create a regional tourist attraction.

The first step in reaching this goal was the setting up the necessary infrastructure, liable to support and encourage the tourist activities in this area. An ample restoration and modernization programme was begun, aimed at including Mamaia in the best-known international tourist routes.

The following actions have been carried out:

- Restoration of streets, of alleys and parking lots around hotels;
- Restoration of public lighting and modernising it according to European standards, in particular for auto and pedestrian traffic, and improvement of the architectural lighting (all buildings in Mamaia resort are lit with special devices);
- Restoration of public spaces through the renovation of the Casino Mamaia and Perla squares, rehabilitation of pedestrian areas and of the boardwalk, purchasing and mounting of 256 Italia type rest benches and repair and painting of other 247 existing benches, mounting of self-blocking slabs on over 30,000m<sup>2</sup>, 7 barriers were also mounted for limiting access of vehicles on the boardwalk and over 3.5 km of kerbstones preventing the parking of cars in the green areas. 2 stages were built in the area of the Casino and Perla squares for shows taking place during the summer season;
- Renovation of the facades of all hotels in Mamaia resort; Mounting of road and tourist street poles. To ease tourists' access to lodging units, boards were placed in front of hotels. The boards are identical in design and size;

## C O N S T A N T A

- Establishment of 8 playgrounds located between hotels;
- Establishment of 5 water fountains and modern ornamental basins;
- Planting, for the first time in Mamaia, of 146 palm trees, as decorative and tourist attraction elements;
- Resizing of road traffic within the resort, through arrangement of 4 gyratory return junctions, restoration of road signals and setting up of markings throughout the resort;
- Establishment of new parking lots and restoration of the existing ones. Tourists can park their cars in the guarded parking lots of hotels, in private parking lots, which are guarded and lighted, in public parking lots guarded and lighted, on the first strip of the boulevard on weekends;
- Establishment of a modern and effective irrigation system, which revives the green areas in the resort and the turf around hotels. The irrigation system has three parallel networks: 2 stretching over the Promenade and one on the shore of Mamaia Lake. The overall length of the main is 19,000 m, 311 spouts performing the irrigation;
- Establishment of a modern lifeguard structure. Ten observation points were established, and 10 boats with oars provided, 2 swift motorboats and 20 swimming boards were purchased. 52 lifeguards were hired, the majority of whom are ex-athletes;
- Establishment of 8 leisure nautical bases providing a wide range of specific services;
- Construction of a beach volleyball arena for professional competitions.

All public investments lay the framework necessary to attract private investments. Consequently, during the last four years many private investments were implemented, aimed at modernising the accommodation capacity and improvement of services, or at increasing the attraction of the area by setting up new tourist facilities. Three new 5-star hotels were built and other hotels improved their tourist rating and the quality of services by private capital.

New tourist products were launch, to diversify tourist services and facilities:

- **Aqua Magic** – the largest water park in Eastern and Central Europe, located at the entrance to Mamaia, with a surface area of 27,200 m<sup>2</sup>, and a capacity of 2,500 visitors /day, regardless of age.

- **Telegondola** – complex cable transportation installation, for those wishing to admire the panorama of Mamaia. It has a length of 2,000 m and its transport capacity is of 600-1,500 persons per hour. Tourists can embark at two stations, first in the Perla zone, and the second in the Casino zone. Tourists have the opportunity to "glide" for almost seven minutes over the resort, at a height of 50 m. The capacity of a gondola is eight places, and it is a closed structure, naturally ventilated, sun protected and with many windows. It uses highly safe, up-to-date equipment, in accordance with international standards.

## 6.2. SWOT Analysis

Strong points	Weak points
<ul style="list-style-type: none"> <li>- the natural environment favourable for the development of tourism (the Black Sea, fine and sunny beaches, sandy bottom of the sea with no rocks and low slope, lack of tides);</li> <li>- high and increasing accommodation capacity (approx.1/3 of the national accommodation capacity, first rated in the country);</li> <li>- long tradition in tourist activities (over 100 years);</li> <li>- high health spa potential;- local authorities and citizens interested in the development of the tourism sector;</li> <li>- Mamaia is rated as resort of national interest;</li> <li>- appearance of new tourism products, which are novelties in this region (Aqua Magic, Telegondola, adorning the resort with exotic palm trees, water fountains, modern small squares for cultural shows, casinos and entertainment parks);</li> <li>- geographic location favourable to the development of new tourist products (itinerary tourism, cruise tourism, business tourism etc.);</li> <li>- valuable cultural and historical heritage;</li> <li>- personnel well trained for tourist activities;</li> <li>- easy access to tourist areas, modern access ways (motorways, national roads, railways) connected to the main European transport corridors;</li> <li>- well developed restaurant sector;</li> <li>- modern lifeguard services and other services for the safety and protection of tourists, which decreased criminal offences almost to zero.</li> </ul>	<ul style="list-style-type: none"> <li>- over-crowding of Mamaia in peak season and in weekends;</li> <li>- insufficient parking lots, compared to the number of tourists in the summer season;- lack of permanent tourist products;</li> <li>- high prices, which discourage foreign tourists who choose other tourist destinations, with a better quality/price ratio;- lack of adequate infrastructure for developing cruises (tourist and leisure ports);</li> <li>- weak tourist capitalization of the historical and cultural potential of the area;</li> <li>- presence of industrial platforms and of the commercial port in the vicinity of tourist areas creates image and comfort problems, and is an environment polluting factor;</li> <li>- lack of a joint long term strategy of the investors and of the public local and central administration with regards to the sustainable and integrated development of this sector;</li> <li>- few and low quality promotion materials.</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>- location at the confluence of three great geopolitical zones, creates the pre-requisites for superior capitalization of the tourist potential of Constanta and the surrounding area;</li> <li>- presence on the local market of international tour-operators (TUI, Neckerman etc.);</li> <li>- the vicinity of Danube Delta, Macin Mountains, monasteries in the northern Dobrogea, agricultural potential of the region and the ethnic and folk traditions of rural localities represent a major support element for the development of tourism, especially of itinerary tourism;</li> <li>- the Danube and the Danube- Black Sea Canal could represent new thoroughfares for establishing leisure ports by the coast, contributing to cruise tourism;</li> <li>- the economic development of the coastal zone generates a circulation beneficial to business tourism.</li> <li>- accession to the European Union and the increase of access to western products.</li> </ul>	<ul style="list-style-type: none"> <li>- competition exerted on regional tourism market and the poor capacity of local economic entities to adapt to a unique competition market;</li> <li>- decrease in interest of Romanian tourists to local tourist products;</li> <li>- erosion of beaches and of sea wall could have a long term effect on the tourist activities in this area;</li> <li>- the vicinity of the industrial platforms and of the commercial port is an important risk factor which contributes to environmental degradation and generates air and water pollution, diminishing the tourist potential;</li> <li>- granting of tourism development public funds according to political criteria;</li> <li>- absence of coherent policies and strategies of integrated development of coastal zone (infrastructure and public utility equipment, protection and rehabilitation of the natural and built environment etc.) discourages some foreign entrepreneurs who wish to invest in this area.</li> </ul>



C O N S T A N T A

## 7. HEALTH AND SOCIAL ASSISTANCE

### 7.1. Healthcare System

The main indicators for the municipality of Constanta are the following:

Hospitals	5
Hospital beds	2,333
Out patient clinics	4
Examination rooms	5
Examination rooms (private sector)	334
Dental examination rooms (private sector)	215
Medical laboratories (private sector)	24
Dental technology laboratories (private sector)	8
Pharmacies	116
Pharmaceutical warehouses	19
Doctors	1,098
- public sector	947
- private sector	151
Dentists	357
Pharmacists	360
Auxiliary medical staff	2,454

Despite recent investments, the healthcare system in Constanta continues to lack funds necessary for the restoration of the healthcare infrastructures and for the modernisation of medical equipment.

## 7.2. Social protection

In Constanta there are 15,971 disabled persons, of which 6,483 live within the borders of the municipality.

Category	Total Beneficiaries	Degree	No. of beneficiaries	Of which	
				Women	Men
Adults	5,108	I	978	509	469
		II	4,130	2,610	1,520
Children	585	I	366	149	217
		II	159	82	77
Blind (adults and children)	790	I	407	218	189
		II	383	273	110
<b>TOTAL</b>	<b>6,483</b>		<b>6,483</b>	<b>3,863</b>	<b>2,620</b>

With regard to Child Protection, there are:

- 1 centre for community services;
- 7 placement centres;
- 4 emergency reception centres;
- 1 day and night shelter for homeless children

These are subordinated to the General Department for Social Assistance and Child Protection Constanta (D.G.A.S.P.C.), or function within the administration of non-governmental associations.

The overall capacity of these units specialised in the care and protection of minors is of 670 places, sometimes the number of children under care exceeding this capacity.

## 7.3. SWOT Analysis

Strong points	Weak points
<ul style="list-style-type: none"> <li>- the facilities in the healthcare system are well proportioned in comparison to regional requirements;</li> <li>- the accelerated development of the private healthcare system;</li> <li>- active associations and foundations in the social protection and child protection field.</li> </ul>	<ul style="list-style-type: none"> <li>- the status of the facilities in the healthcare system is unstable;</li> <li>- poor sanitary infrastructure with regards to medical equipment for diagnoses and treatment;</li> <li>- insufficient facilities to support the social protection and child protection systems;</li> <li>- unstable medical and emergency services in comparison to European Union standards.</li> </ul>



C O N S T A N T A

Opportunities	Threats
- access to non-reimbursable European financing programmes, as well as to other national and local financing programmes; - increasing active involvement of the civil society in the implementation of preventative and prophylactic programmes, and an increase in charitable activities.	- chronic lack of funds and resources necessary for the restoration and development of the healthcare system and for social protection - granting of public funds for restoration and development of the healthcare system and for social protection according to political criteria.

## 8. EDUCATION, RESEARCH AND CULTURE

### 8.1. Education

The education system in the municipality of Constanta is diverse and well developed. The main indicators are the following:

#### - Pre-school education -

Kindergartens	67
Children enrolled	6,619
Teaching staff	445

#### - Primary education -

Schools	39
Students	25,178
Teaching staff	1,747

#### - Secondary education -

High schools	28
Students	18,568
Teaching staff	1,512

#### - Vocational, complementary and apprentice education -

Students	4,984
Teaching staff	28

*- Foremen technical education -*

Students	101
Teaching staff	9

*- Post-secondary education -*

Students	1,148
Teaching staff	60

The Autonomous Administration for Exploitation of the Public and Private Domain Constanta (RAEDPP) manages the public utility infrastructure serving the pre-university education in Constanta. This administrative body is subordinated to the Local Council of the municipality of Constanta. During 2000 – 2004, an ample programme was implemented for the rehabilitation and modernisation of all education units in the municipality of Constanta. The main investment works were the purchasing and installation of new thermal stations, change of furniture, mounting of

PVC carpentry, replacement of grit stone slabs, tiles and sanitary installations, arrangement and renovation of school workshops, replacement of the interior carpentry, replacement of classrooms floors with hardwood floors, renovation of the facades of schools. The 119 schools, high schools and kindergartens administered by RAEDPP received 600 computers connected to the internet, photocopiers, and printers, through a 1 million Euro programme initiated by the Constanta City Hall, with.

*- Higher education -*

Institutes	6
- public sector	3
- private sector	3
Students	26,975
- public sector	18,073
- private sector	8,902
Teaching staff	1,017
- public sector	871
- private sector	146

In the municipality of Constanta, higher education has always been highly praised. The six institutes for post-secondary education (Ovidius University, Mircea cel Batran Naval Academy, Constanta Maritime University, the Andrei Saguna Romanian University, Spiru Haret University, Dimitrie Cantemir University) provide a wide range of specialisations: navigation, naval engineering,

medicine, dentistry, economics, law, social sciences and humanities, sciences, mathematics, computer programming, constructions.



## 8.2. Research

The following specialised institutes are found within the boundaries outlining the future Constanta 5 metropolitan area: the Grigore Antipa National Institute for Research and Marine Development; the Institute for Research, Production and Growth of Sheep and Goats – PALAS; the Valu lui Traian Station for Research and Fruit-growing; the Basarabi Station for Wine-growing Research and Production; the Valu lui Traian Station for Research on Irrigated Crops). University specialists also provide input and expertise.

With regards to marine research, the Romanian National Oceanography Committee is active in Constanta. It is coordinated by INCDM „Grigore Antipa”, cumulative structure of the Romanian National Commission for UNESCO.

The majority of the local research development and university institutions are united by a representative regional forum, the Regional Consortium for Sustainable Development - Dobrogea.

## 8.3. Culture

Constanta municipality benefits from a very rich cultural heritage and a well-developed cultural infrastructure. The cultural life is sustained by 6 theatres and musical institutions (which include the Dramatic Theatre in Constanta, the Fantasio Theatre, the Oleg Danovski Ballet Company), 12 museums, 9 public libraries, 6 cinemas and 2 summer gardens.

An important cultural feature of Constanta is the blending of old and new, the combination of tradition and modernity. This combination brings a special kind of appeal to the city, making it easier for tourists the opportunity to understand the history and heritage of the sites they visit.

Today Constanta – former Greek colony Tomis, first documented in the 6th century B.C., has its origins in the legendary world of Greek antiquity, with mystic legends, muse searching poets, heroes and deities.

The history of the city is prominent everywhere, but best explored in the Archaeology Museum. This museum houses antique art objects, collections of artefacts from the Hamangia culture. These include the marble statue of goddess Fortuna, that protects the Tomis Citadel, together with Pontus, the god of the Black Sea, and the statue of the Glycon serpent (an Asian deity). The amphorae and columns in the archaeological park are proof of a flourishing Roman culture, which form an outdoor gallery, together with the superb Roman mosaic. The statue in Ovidiu Square, a tribute paid to the “sea poet”, is another tourist attraction.

The foray in this mélange of cultures could continue with the Moorish style Mosque built in 1910, a homage to the Turkish emperor Mohamed II, from which one can admire the city’s downtown area in all its splendour. Not far from water one can discover the Genovese Lighthouse, which guards the seashore since the 13th century. A walk on the boardwalk would lead one to the Constanta Casino, one of the best-known Rococo style buildings in the country. One must also include in the town route the Romanian Marine Museum, the Astronomical Observatory, the Art Museum and the Ethnographic Museum, but also the Aquarium and the dolphin pool, a true enchantment for children.

## 8.4. SWOT Analysis

Strong points	Weak points
<ul style="list-style-type: none"> <li>- university centre with traditions, in full development;</li> <li>- valuable historical and cultural heritage (museums, theatres, archaeological monuments, libraries and other cultural establishments);</li> <li>- pre-university education has adequate recently restored equipment;</li> <li>- there are several specialised research centres and institutes</li> </ul>	<ul style="list-style-type: none"> <li>- low percentage of people with higher education, compared with the European Union average;</li> <li>- insufficient use of modern computer technology and Internet in the educational process;</li> <li>- bad physical state of archaeological monuments and architecturally and historically important buildings</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>- launching of the historical downtown of Constanta as national and international tourist product;</li> <li>- increased interest for art and culture;</li> <li>- increased interest for the preservation of archaeological and architectural heritage;</li> <li>- development of private higher education institutions;</li> <li>- accession to European Union and increased cultural exchanges;</li> <li>- imminent alignment of the Romanian educational system to European standards and the international acknowledgement of Romanian university diplomas.</li> </ul>	<ul style="list-style-type: none"> <li>- decrease of interest in culture, art and preservation of architectural and historical heritage;</li> <li>- chronic lack of funding and resources for the development of the education system, culture and research;</li> <li>- tough international competition in research;</li> <li>- dilution of the substance of Romanian traditional culture and civilisation on the background of European integration and globalisation.</li> </ul>

## 9. SPORTS, CIVIL SOCIETY, MASS MEDIA AND PUBLIC ORDER

### 9.1. Sports

There are several large sports clubs in Constanta with national and international acknowledgements in football, gymnastics, handball, volleyball, basketball, track and field, and boxing. During the last 2004 Athens Olympic Games, the athletes from these clubs were awarded 7 medals. The sports complex includes 6 football and rugby stadiums, a multi-use hall for local, national and international competitions, smaller sports halls and halls for aerobics and body-building.

### 9.2. Civil society

In 2004, 229 non-governmental organisations were registered in the Register of Associations and Foundations from the Court Clerk's office Constanta, very few of which were actually active.

The most represented sectors are: social-charitable, child protection, youth and sports, economic and business cooperation and environmental protection.

A very important component of the local public life is the activity of the 1,500 Owners and Lodgers Associations, aimed at improving living conditions.

With regard to unions, all great national union confederations are well represented in Constanta by the over 15,000 union members.

In the municipality of Constanta, the civil society (citizens, groups of citizens, non-governmental organisations, associations, and unions) must be encouraged to be more involved in public life, taking into account that citizen participation in the decision making process is poor.



### 9.3. Mass-media

Mass media in the municipality of Constanta is well represented by all its components: written press, radio and television.

The main daily local newspapers are: Telegraf, Cuget Liber, Observator, Independentul, Ziua de Constanta, Atac de Constanta, Replica, Atitudinea, Infostar, Impact. All great national newspapers have local offices and local representatives in Constanta.

The local radio stations are: Radio Constanta, Kiss Fm, Radio Sky, Mix Fm, Radio Neptun, and Pro Fm.

The local television station with the largest audience is TV Neptun, which broadcasts some 12-14 hours daily. MTC Constanta also operates, as well as the local branches of the central stations Antena 1 and Pro Tv.

- According to police statistics, more than half of the offences are committed against patrimony, theft, robbery, fraudulent administration, fraud, defalcation and destruction respectively. The offences with violence have an important share.

- To reduce criminality in the municipality and to control and prevent offences specific to crowded areas (begging, vagrancy, thefts from motorcars, theft in public transport means and public spaces) Constanta City Hall, in collaboration with Constanta Municipality Police, is actively involved in implementing programmes aimed at securing public order.

- Consequently, private guard companies were employed together with the National Guard and the public guards to ensure safety and public order (especially at the intersections and in crowded zones).

- The forces employed by the Constanta City Hall for guarding and maintaining the public order also contribute to the safe unfolding of cultural, sporting and charity events.

### 9.4. Safety and public order

- In the municipality of Constanta, public order and safety is ensured by the Constanta County Police Inspectorate in collaboration with the Gendarmerie and the public guards. As a result of the actions taking place, the rate of public and law offences have been continually decreasing. Nonetheless, taking into account that Constanta is port and an important tourist centre, the potential of infractions remains high, especially during summer.

### 9.5. SWOT Analysis

Strong points	Weak points
<ul style="list-style-type: none"> <li>- the facilities in the sports sector are well kept;</li> <li>- national and international athletic records, both individually and in team sports;</li> <li>- the civil society is well represented in all fields of activity;</li> <li>- local mass-media is well represented in all its segments: television, radio and written press;</li> <li>- decrease in public offences and in elements perturbing public safety and order.</li> </ul>	<ul style="list-style-type: none"> <li>- poor involvement of civil society in the socio-political life of the city;</li> <li>- lack of an Olympic-sized swimming pool;</li> <li>- Some sporting facilities are degraded, requiring important restoration works;</li> <li>- insufficient equipment for police and other bodies to maintain public order.</li> </ul>

Opportunities	Threats
<ul style="list-style-type: none"> <li>- increase in interest for supporting local sports, due to the most recent national, international and Olympic performances in gymnastics, table tennis and track and field;</li> <li>- increase in public interest to attend diverse athletic and physical upkeep events;</li> <li>- development of the civil society and increase of citizen involvement in the socio-political life of the city;</li> <li>- development of local mass-media, establishment of new local radio and television stations and of new press entities;</li> <li>- decentralising of activity for maintaining of public order, creation of community and local police and subordinating of these institutions to the local public administration.</li> </ul>	<ul style="list-style-type: none"> <li>- lack of funds to supporting sporting activities, as there is fierce competition when it comes to funding;</li> <li>- lack of involvement and even apathy of public as to involvement in the socio-political life of the city;</li> <li>- development of certain elements of organised crime.</li> </ul>



C O N S T A N T A

## II. SUSTAINABLE DEVELOPMENT STRATEGY

### 1. GENERAL OBJECTIVE AND DEVELOPMENT PRIORITIES

The general objective of the strategy for sustainable development of the municipality of Constanta is the establishment of the metropolitan Constanta area as a competitive multifunctional centre of Romania and the main economic pole in the Black Sea region by the year 2025.

#### 1.1. Sustainable development priorities

- Increase of competitiveness of production sector;
- Development of tourism and tertiary sector;
- Ensuring a long term increase in revenues;
- Improvement and development of the transportation, telecommunication and energy infrastructure;
- Development of anthropic resources, increase in the employment rate and control of social exclusion and social imbalances;
- Progressive alignment with European Union environmental standards, which will be completely implemented by the year 2017.

#### 1.2. General objective accomplishment indicators

- The Gross National Product per inhabitant will be at least equal to the European Union average;
- European Union standards will be implemented;
- The unemployment rate will be the European Union average at most;
- The average life expectancy per inhabitant will increase by at least 5%;
- The urban and social comfort indicators will be comparable to those in European Union.

### 2. STRATEGY, PRINCIPLES AND LEGISLATION

#### 2.1. Vision

The following strategy for action was established to address the sustainable development priorities of the municipality of Constanta:

- Actions and approaches will be carried out to set out the metropolitan zone Tomis – Constanta, taking into account the area, and economic and administrative relations of the city with the adjacent territories. The metropolitan zone will include urban and rural localities on a radius of 20 to 25 Km surrounding the city:

Administrative territory unit	Permanent population	Seasonal population (June - September)
<b>- North and North-western areas</b>		
City of Navodari	35,000	8,000
City of Ovidiu	13,500	-
M. Kogalniceanu Township	10,500	-
Lumina Township	7,500	-
<b>Total area</b>	<b>66,500</b>	<b>8,000</b>
<b>- Western area -</b>		
City of Basarabi	11,000	-
Valul lui Traian Township	9,500	-
Poarta Alba Township	5,000	-
Cumpana Township	10,000	-
<b>Total area</b>	<b>35,000</b>	<b>-</b>
<b>- Southern area -</b>		
City of Eforie	14,500	35,000
City of Techirghiol	9,000	7,000
Agigea Township	5,500	500
Tuzla Township	6,500	1,500
<b>Total zone</b>	<b>35,500</b>	<b>44,500</b>
<b>- Total suburban area -</b>		
<b>Total general</b>	<b>137,000</b>	<b>52,500</b>
Urban localities	83,000	50,500
Rural localities	54,500	2,000

487,000 inhabitants live permanently within the territory of the municipality of Constanta and its adjacent localities, which makes up 65% of the overall population of the county. There is an average of at least 120,000 persons who visit the area seasonally.

The development of the coastal area would make the exploiting of natural resources exponentially effective.

There is a noticeable need for Romania to have an urban centre that has a balance in terms of its population and size, together with the political and economic influence exerted by Bucharest.

## C O N S T A N T A

- Constanta would be a connection point between Central Europe and the West, the Middle East, and between the Caucasus and Russia. This will encourage the development of the tertiary sector and of tourism and will increase foreign investments, while encouraging the economic environment and increasing social comfort.
  - Constanta would become the most important tourist reference point in the region by consolidating its leading position in summer tourism, but also by developing businesses, cruises and itinerary tourism.
  - Development of a cultural and regional identity.
  - Ensuring a favourable environment for private initiatives aimed at capitalization of the cultural and historical heritage, especially with regard to tourism.
  - Efforts would be made to place the future metropolitan area on the transit route of oil and other natural resources coming from the Caspian Sea and Caucasus. This area, extremely rich in natural resources, would be exploited in the near future and a transfer of resources will take place to Central and Western Europe. The location of Constanta on this route will encourage the development of port activity and would increase the strategic importance of the city in the region. This would have beneficial effects both on the medium and long-term investments and on establishing security and stability in this area.
  - Creation of pre-requisites for increasing the attractiveness of this area for foreign investors.
  - Medium term approaches would be made for the development of a distinct Euro-region, which would include the counties Constanta and Tulcea.
  - Approaches would be made on the short and medium term to transfer the Constanta Commercial Port and the seacoast beaches under the administration of local public authorities, in view of the administrative and financial de-centralisation.
- 2.2. Principles**
- As an urban settlement is not a closed system, but an entity which requires a system of management aimed at urban development, the strategic urban planning will be carried out taking the following principles into consideration, and in accordance with the European Report on Sustainable Cities (Brussels, 1996), the Bremen Declaration of 1997 and the Treaty of Amsterdam:
- Sustainable development, with long term cultural changes when it comes to use of resources by the general population and by economic entities;
  - Strengthening of institutional capacities by effective management, defining and restructuring of public services according to current financial resources, the sustainable development objectives and the demands of the community;
  - Connecting the municipality to a network which provides information about municipalities' best practices (in urban or project management);
  - Completion of programmes and projects in public-private partnerships;
  - Public investments for programmes and projects which the private sector could not complete;
  - Vertical and horizontal integration of policies aimed at developing the city as well as at the development of the county and its surrounding areas;
  - Resources management, implying integration of the fluxes of energy, material, financial and anthropic resources as well as the integration of fluxes of energy and material resources in a natural cycle;
  - Use of market mechanisms to reach the sustainability goal, issue of stipulations for eco-taxes and operation of public utilities in the market system, assessment of investments by environmental criteria, taking into account the environmental issues when working out the local budget;
  - De-centralisation of management in the energy sector;
  - Sustainable architectural protection, by which one establishes regulations regarding construction materials, building architecture, bio climate, density of buildings in a certain areas, orientation in space of buildings, green spaces surrounding buildings, microclimate, efficient energy use;
  - Drawing up of a programme or project without affecting the community's culture, or to recover the cultural inheritance or customs specific to a specific community or the entire local community;
  - Interdiction of multiplying of public services, if these serve a local need;
  - Establishment of regulations for rational use of lands in all development projects of the Urban Management Plan, as an instrument for space planning;
  - Analysis of the technical execution capacity;
  - Assessment of the effective use of financial and anthropic resources;
  - Assessment of the financial viability of a programme or project by fiscal revenues;

- Identifying local community needs and priorities – correlation between launching a programme or project and community needs;
- Assessment of the needs of poor communities and of City Hall capacities to grant access to housing, jobs and basic public services;
- Environmental protection;
- Drawing up of a programme or project with private partnership, or creation of a private programme or project for transferring the costs of an investment, if future profitable opportunities exist;
- Ensuring the advertising of information with impact on investment (topographic information, statistical information on local and regional economy, town planning regulations, the general management plan and local management plans).
- Development of residential zones will be done according to the general management plan, according to Habitat Agenda in Istanbul, 1996:
- Planning of the entire residential area will be integrated, so that it includes residential buildings (individual or collective according to architectural design system), buildings for commercial activities, parking lots, schools, and public utility infrastructure for the daily needs of residents;
- The residential area will display a varied range of buildings;
- The historical buildings in the area (which belong to the national cultural heritage) will be restored (facade and interior) according their own project; none of these buildings will be transformed or demolished;
- The residential area will have a centre combining commercial, civil, cultural and leisure functions;
- The area will include open spaces, green areas or parks;
- The open spaces will have a design which encourages the presence of residents to strengthen the relationships within the community;
- Pedestrian spaces and bicycle paths will be generously designed. These will be exclusive in the historic downtown area of the city;
- The natural-forest lands, with floral vegetation or ponds will be integrated in parks when possible;
- Communities will observe the regulations regarding the conservation of resources and a decrease in waste production;
- Communities will rationally use water resources;
- Street orientation and placement of buildings will contribute to the increase of energetic efficiency.

### 2.3. International papers and documents

- Local Agenda 21, 1992;
- The fifth Programme Action for Environment (1993) – a comprehensive approach regarding European Union activities in urban issues, comparative data and urban environment indicators, and implementing of initiatives included in Local Agenda 21;
- The Aalborg Charter (Charter of European Cities & Towns Towards Sustainability), approved by the participants in the European Conference on sustainable cities and settlements in Aalborg, Denmark, 1994;
- Lisbon Agenda, for the implementation of the Aalborg Charter in 1994 and of Local Agenda 21;
- The “European Sustainable Cities” Report (European Sustainable Cities, Brussels, 1996);
- Bremen Declaration of 1997, by which the principles of the partnership between the private sector and municipalities were established, with regards to the sustainable development of cities;
- “Sustainable Urban Development in European Union: Framework for Action” (1998);
- Hanover Appeal of municipality mayors in 36 European countries, adopted at the third Conference of Sustainable Cities and settlements, Hanover, Germany, 2000;
- Bremen Declaration, Business Community and the Municipality, New Partnerships for the 21st century;
- The Green Charter – Environmental Issues, European Commission, 2000;
- The European Charter of Architectural Heritage adopted by European Council in October 1975;
- The Community Action Plan for Cultural Heritage (1994);
- Article 151 of the Treaty which establishes a European Community – scope for conservation and development of common cultural heritage, and respect of diversity;
- Article 6 of the Treaty which establishes a European Community – environmental protection must be integrated in all community policies and activities.



C O N S T A N T A

# III. LOCAL ACTION PLAN

## 1. GENERAL CONSIDERATIONS

- The Local Action Plan, an instrument for planning and implementation, consists of a set of actions and measures for specific fields which are to be gradually implemented in order to accomplish the development objectives of the municipality of Constanta. The term set for the accomplishment of the Local Action Plan is 10 to 20 years, according to the Local Strategy for Sustainable Development.
- The Local Action Plan addresses the local community, consequently the measures, their number and priority, and the institutional implementation mechanisms must take into account the interests of this community.
- Within the Local Action Plan every measure materialises into a programme, a sub-programme or project, observing the following aspects:
  - correlation between the targets in programmes, sub-programmes and projects and the general objectives included in the Local Strategy for Sustainable Development;
  - existence of limited financial resources influences the financing instruments and the legal mechanisms a programme, sub-programme or project is based on;
  - avoidance of eviction, taking into account the limited resources; the local authority will permanently assess the opportunity of an investment, evaluating the present and future financial resources and the options of population, so that community and individual responsibility is encouraged;
  - the level of public awareness and support of a project, by disseminating of information in the local community and encouraging the mechanism of public debates and consultations;
  - involvement of the interested parties in the implementation and completion of a programme, sub-programme or project;
  - regulating norms versus self-regulating norms. The local authority will take into account the voluntary regulations of non-profit organisations and professional associations. The avoidance of over-regulating is advisable.

- The Local Action Plan will be revised periodically, so that the goals established correlate with the national macro-economic evolution, local and regional economic status and the opinions of the community with regards to its implementation. The shorter the intervals of the revision, the smaller the error in assessment of project resources, because the economic variables used in an economic prognosis multiply in time.
- For this reason specialists recommend the revision of the Local Action Plan once every 2 years, even if this was designed for 10 years.

## 2. PROGRAMMES, SUB-PROGRAMMES AND PROJECTS

### 2.1 Natural environment and quality of environmental factors

Specific field	Title of project	Scope	Estimated value - Euro -	Duration of project	Responsible entity and partners
Environment	Replacement of burners with low NOx formation burners in the boiler CE - 420 t/h no. 1	To observe the stipulations of HG 541/2003 and according to OU 34/2002 of MAPM approved through law 645/2002 on the prevention and integrated control of pollution, transposing the stipulations of Directive 96/61/EC IPPC	3,200.000	12 months	SC Electrocentrale Bucuresti SA-Constanta Electrocentrale Branch
	Replacement of burners with low NOx formation burners in the boiler CE - 420 t/h no.nr. 2		6,000.000	12 months	SC Electrocentrale Bucuresti SA-Constanta Electrocentrale Branch
	Replacement of burners with low NOx formation burners in the boiler CAF -100 Gcal/h nr. 5		2,000.000	12 months	SC Electrocentrale Bucuresti SA-Constanta Electrocentrale Branch
	Replacement of burners with low NOx formation burners in the boiler CAF -100 Gcal/h nr.1		2,000.000	12 months	SC Electrocentrale Bucuresti SA-Constanta Electrocentrale Branch
	Replacement of burners with low NOx formation burners in the boiler CAF -100 Gcal/h nr. 2		2,000.000	12 months	SC Electrocentrale Bucuresti SA-Constanta Electrocentrale Branch
	Replacement of burners with low NOx formation burners in the boiler CAF -100 Gcal/h nr. 3		2,000.000	12 months	SC Electrocentrale Bucuresti SA-Constanta Electrocentrale Branch

	<p>Survey of the protection and restoration of the southern part of the Romanian seashore of the Black Sea</p>	<p>Drawing up the plan for the protection of the southern area of the Romanian seashore of the Black Sea between Cape Midia and Vama Veche, as well as working out the feasibility study and technical assistance granted to the beneficiary for implementing of the project</p>	<p>-</p>	<p>19 months</p>	<ul style="list-style-type: none"> <li>- Ministry of the Environment and Waters Administration</li> <li>- National Administration the Romanian Waters</li> <li>- Waters Department Dobrogea - Seacoast</li> <li>- Local Authorities</li> <li>- Environmental authorities</li> <li>- Local investors</li> </ul>
	<p>Survey for the assessment of socio-economic effects of coastal erosion of the Black Sea and of opportunities created by reducing the phenomenon (Mamaia resort)</p>	<p>Drawing up and development of scenarios as a result of the opportunities offered by the control of coastal erosion and working out a costs-benefits analysis</p>	<p>657,028</p>	<p>41 months</p>	<ul style="list-style-type: none"> <li>- National Administration of Romanian Waters</li> <li>- Waters Department Dobrogea - Seacoast</li> <li>- local authorities</li> <li>- environmental authorities</li> <li>- local investors</li> </ul>
	<p>Improvement of winter conditions for Branta Rufficollis on Techirghiol Lake</p>	<p>Maintaining and protection of the population of Branta Rufficollis on Techirghiol Lake, as well as establishment of Techirghiol Lake and of 30 hectares surrounding it as protected areas</p>	<p>657,028</p>	<p>41 months</p>	<ul style="list-style-type: none"> <li>- National Administration of Romanian Waters</li> <li>- Waters Department Dobrogea - Seacoast</li> <li>- local authorities</li> <li>- environmental authorities</li> <li>- local investors</li> </ul>
	<p>Granting assistance to the public sector for implementing the environmental acquis communautaire</p>	<p>Advising on improved economic analyses with regard to the users and water services, as an integrated part of the management plan for the seacoast hydrographic basin (including the Danube, the Danube Delta and the coastal zone)</p>	<p>350,000</p>	<p>23 months</p>	<ul style="list-style-type: none"> <li>National Administration of Romanian Waters</li> <li>- Waters Department Dobrogea - Seacoast</li> <li>- local authorities</li> <li>- environmental authorities</li> <li>- local investors</li> </ul>

	Development of effective management of cross-border underground waters	Integrated management of underground waters between Bulgaria and Romania, in the Dobrogea region	700,000	24 months	National Administration of Romanian Waters - Waters Department Dobrogea - Seacoast - local authorities - environmental authorities - local investors
	Protection of eco-systems in the shipping canals and in the Black Sea	Creation of an effective system for preventing the mingling of fresh water (in the shipping canals) with salty water from the Black Sea at Agigea and Navodari	20,000,000	48 months	- C.N.A.C.N. (National Company for Administration of Shipping Canals SA Constanta) M.T.C.T.(D.G.T.N.) - Romanian Waters - National Agency for Environmental Protection - companies specialised in such works
		Implementing a monitoring system for water quality parameters from the Danube-Black Sea Canal and the Poarta Alba - Midia Navodari Canal	800,000	24 months	
	Protection of the slopes of the shipping canals against landslides and degrading through erosion	Protection of land against erosion and stabilization of gradients on the Danube- Black Sea Canal and the Poarta Alba - Midia Navodari Canal	4,000,000	72 months	- C.N.A.C.N (National Company for Administration of Shipping Canals SA Constanta) M.T.C.T.(D.G.T.N.) - National Agency for Environmental Protection
	Scientific support for the management of marine fishing, in order to make it economically effective, socially responsible and environmentally healthy.	Scientific and technological partnership for promoting sustainable management of Romanian marine fishing, based on an ecosystemic approach - PROGRAM CEE X	500,000	36 months	- Grigore Antipa National Research Institute for Marine Development (INCDM) Constanta - Dunarea de Jos University, Galati - S.C. Kaviar House SRL - Bucuresti, Tulcea Branch

	<p>Environmental restoration of the Tabacarie Lake zone</p>	<ul style="list-style-type: none"> <li>- Environmental restoration of the Tabacarie Lake and planning of the park around the lake, to improve the quality of the aquatic environment</li> <li>- Improved awareness of local population and tourists.</li> </ul>	<p>4,500,000</p>	<p>36 months</p>	<ul style="list-style-type: none"> <li>- Constanta City Hall</li> <li>- Grigore Antipa National Research Institute for Marine Development (INCDM) Constanta</li> <li>- Ovidius University Constanta</li> <li>- National Administration the Romanian Waters</li> <li>- Department Dobrogea Seacoast</li> <li>- RAJA - Constanta</li> </ul>
	<p>Conservation of the marine ecosystem and promotion of its sustainable use</p>	<p>The ongoing study of interactions of the abiotic components of the marine ecosystem.</p> <ul style="list-style-type: none"> <li>- Characterization of the environmental status of the marine/paramarine coenoses affected by the anthropic factor and assessment of evolutionary trends.</li> <li>- Assessment of the marine bio resource status for protection and sustainable administration.</li> <li>- Setting up of an informational system for the sustainable administration of the coastal zone</li> <li>- support for the new initiative regarding the Cooperation Platform between the EU and the Organisation for Economic Cooperation at the Black Sea</li> </ul>	<p>1,700,000</p>	<p>36 months</p>	<ul style="list-style-type: none"> <li>- National Research Institute for Marine Development" Grigore Antipa" (INCDM) Constanta</li> <li>- Ministry for the Environment and Waters Administration</li> <li>- Environment protection Agency Constanta</li> <li>- National Agency Romanian Waters</li> <li>- Department Dobrogea Seacoast</li> <li>- National Agency for Fishing and Aquaculture</li> <li>- The Veterinary Sanitary Department Constanta</li> <li>- Economic entities interested in the exploitation of marine bio resources</li> <li>- Local administration authorities</li> </ul>

	Construction of modern spaces for household waste containers	<ul style="list-style-type: none"> <li>- restoration of the areas for waste collection in apartment buildings that do not have interior chambers and tubing for waste collection</li> <li>- setting up of fenced covered constructions with limited access for waste containers</li> </ul>	720,000	24 months	<ul style="list-style-type: none"> <li>- Mayoralty of Constanta</li> <li>- Planning and constructions authorised companies winning the organised auctions</li> </ul>
	Consolidation of the sea wall of the Constanta Port	<ul style="list-style-type: none"> <li>- Consolidation of the gradient to provide safety to the Constanta Port, for protection of the fenced area and of the watch road.</li> <li>- Consolidation of gradients and of the sea wall of Constanta Port to solve the stability problems and eliminate causes generating lack of stability.</li> </ul>	8,000,000	48 months	<ul style="list-style-type: none"> <li>- The National Company for the Administration of Maritime Ports SA Constanta</li> <li>- Constanta City Hall</li> </ul>
	The Green Frontier	Creation of a forest curtain to reduce air pollution	2,000,000	24 months	<ul style="list-style-type: none"> <li>- Constanta City Hall</li> </ul>
	Integrated waste management	Implementation of the integrated system for waste management in Constanta	10,000,00	24 months	<ul style="list-style-type: none"> <li>- Constanta City Hall</li> <li>- SC POLARIS SRL</li> </ul>
	Beach protection	Integrated protection of the beaches against erosion, by prolongation and consolidation of the marine protection dyke	8,000,000	12 months	<ul style="list-style-type: none"> <li>- Constanta City Hall</li> <li>- Environmental Protection Agency Constanta</li> <li>- The National Company Romanian Waters Dobrogea - Seacoast</li> </ul>

	Increased number of alternative energy sources	Installation of wind power stations in the vicinity of Mamaia resort	7,000,000	12 months	- Constanta City Hall - Environmental protection Agency Constanta
	Consolidation of the sea walls of the Black Sea	Consolidation and stabilization of the sea walls of the Black Sea	30,000,000	60 months	- Constanta City Hall - Environmental protection Agency Constanta

## 2.2. Infrastructure and housing status

Specific field	Title of project	Scope	Estimated value - Euro -	Duration of project	Responsible entity and partners
<b>Sewage and water supply infrastructure</b>	Restoration of wastewater treatment facilities in Constanta	Effective treatment of wastewater, in accordance with European legislation	96,556,653	the project is currently unfolding	RAJA Constanta
	Restoration of the sewage network in Constanta	Restoration of domestic sewage networks, to eliminate wastewater and pluvial sewage discharges and avoid flooding	1,200,00	12 months	RAJA Constanta
	Extension of the water supply network	Extension of the water supply to the districts in the outskirts of Constanta	7,000,000	48 months	RAJA Constanta
	Extension of sewage network	Extension of the sewage network in the districts at the outskirts of Constanta, including Palazu Mare	9,000,000	48 months	RAJA Constanta
	Metering of individual households	Metering of 8000 subscribers in Constanta and construction of 1500 water metering housings			

Specific field	Title of project	Scope	Estimated value - Euro -	Duration of project	Responsible entity and partners
Harbour infrastructure	Increased railway capacity destined to the river-maritime sector	Creation of a systematic railway structure in the river-maritime sector, serving the current and future harbour operators.	35,000.000	3 years	The National Company for the Administration of Maritime Ports SA Constanta
	Pier III S	Preparation of the Pier III S infrastructure for the building of a specialised terminal	45,000.000	2 years	The National Company for the Administration of Maritime Ports SA Constanta
	Implementation of the open sea dyke	<ul style="list-style-type: none"> <li>• Improved conditions for exploitation by diminishing the wave disturbing the harbour waters.</li> <li>• Increased ship safety by ensuring the protection of the circulation channels of ships.</li> <li>• Decreased destructive effects of waves on the equipment and arrangements in the harbour inner space-safety by ensuring the protection of the circulation channels of ships.</li> <li>• Decreased destructive effects of waves on the equipment and arrangements in the harbour inner space</li> </ul>	84,000,000	4 years	The National Company for the Administration of Maritime Ports SA Constanta
	Modernization of harbour infrastructure	Modernization of the harbour infrastructure in the southern area of the port of Constanta, in continuation of Pier III S, to create new areas for the establishment of specialised terminals and at the basis of Pier II S for the future extension of Terminal for Containers.	105,000,000	7 years	The National Company for the Administration of Maritime Ports SA Constanta

	<p>Access bridge to the mouth of the Danube-Black Sea Canal</p>	<p>Construction of a bridge that connects with the by-pass providing access to the Bucharest-Constanta motorway and provides the best connection to the southern area of the port of Constanta with the national road network, partially overtaking the heavy traffic of gates no. 10 and no. 9.</p>	<p>12,000,000</p>	<p>4 years</p>	<p>The National Company for the Administration of Maritime Ports SA Constanta</p>
	<p>Bridge over the connection canal</p>	<p>Ensuring of road access (bridge and ramps) over the canal connecting the river and maritime basins, in view of the future development of the island.</p>	<p>4,000,000</p>	<p>1 year</p>	<p>The National Company for the Administration of Maritime Ports SA Constanta</p>
	<p>Terminal for barges - phase II</p>	<p>Construction of wharves in the accosting basin for barges and a basin for tugboats in continuation of those accomplished in the first phase.</p>	<p>38,400,000</p>	<p>3 years</p>	<p>The National Company for the Administration of Maritime Ports SA Constanta</p>

Specific field	Title of project	Scope	Estimated value - Euro -	Duration of project	Responsible entity and partners
Public transport	Master Road Plan	Establishment of a management master-plan for the road traffic in Constanta	100,000	1 year	Constanta City Hall and Road Police
	Effective Transport	Construction of a light surface train (on the axis north Navodari - south Eforie)	350,000,000	6 years	Public private partnership between a business consortium and the Metropolitan Zone
	Restoration of the transport system by tram	Restoration of rolling infrastructure of trams and purchasing new trams	40,000,000	3 years	RATC and Constanta Local Council
	The Green Card	Implementing of electronic ticketing in the public transport in Constanta	1,000,000	1 year	RATC and Constanta Local Council
	Info-Trans	Implementation of an electronic system for displaying the route on means of public transport	500,000	1 year	RATC and Constanta Local Council
	Study regarding the implementation of non-conventional fuel	Working out of a study for implementation of use of non-conventional fuel	50,000	1 year	RATC and Constanta Local Council
	Modernization of RATC's auto collection	Purchasing of new means of public transport	5,000,000	5 years	RATC and Constanta Local Council
	Modernization of motor coach stations in Constanta	Restoration, increased capacity and diversification of services provided in motor coach stations.	-	2 years	Constanta City Hall

Specific field	Title of project	Scope	Estimated value - Euro -	Duration of project	Responsible entity and partners
Road infrastructure	Tomis Riviera	Construction of an access road connecting the Tourist Port and Mamaia resort	12,000,000	3 years	Constanta City Hall
	The detour motorway of the municipality of Constanta	Construction of a detour motorway on the axis Ovidiu - Lazu - Agigea, for change the direction of heavy traffic and facilitate the traffic	160,000,000	60 months	Ministry of Transportation
	Above ground parking lots	Construction of 2000 parking lots in the peninsular area of Constanta	650,000	2 years	Constanta City Hall in partnership with a private company
	Above ground parking lots	Construction of over 1500 parking lots in the central area of the city	-	2 years	Constanta City Hall in partnership with a private company
	Above ground parking lots	Construction of 2500 parking lots in the Mamaia resort, Holiday Village - Perla area	-	18 months	Constanta City Hall in partnership with a private company

	Above ground parking lots	Construction of 3000 parking lots in the north of Mamaia resort	-	18 months	Constanta City Hall in partnership with a private company
	Pedestrian passage	Construction of a pedestrian underground passage to facilitate car traffic, at the crossing Blv. Tomis - Stefan cel Mare Str.	-	1 year	Constanta City Hall in partnership with a private company
	Auto passage	Construction of a car passage in the area of Holiday Village - Perla, Mamaia resort	-	18 months	Constanta City Hall
	Pedestrian passage	Construction of a pedestrian passage in the Casino Mamaia area	-	8 months	Constanta City Hall
	Modern parking lots in districts	Paving of all parking lots between the apartment buildings	6,000,000	4 years	Constanta City Hall
	Above ground parking lots	Construction of 2000 parking lots in the Tomis III area	-	2 years	Constanta City Hall

Specific field	Title of project	Scope	Estimated value - Euro -	Duration of project	Responsible entity and partners
<b>Railway infrastructure</b>	Modernization of the Constanta railway station	Restoration and increased capacity of the Constanta railway station	10,000,000	18 months	CFR Calatori in partnership with Constanta City Hall

Specific field	Title of project	Scope	Estimated value - Euro -	Duration of project	Responsible entity and partners
Town planning and lodging infrastructure	Town Management Plan	Elaboration of a Town Management Plan for the municipality of Constanta, according to the city extension requirements and meeting EU stipulations with regard to town planning	100,000	18 months	Constanta City Hall
	The Argonauts Stopover	Restoration of the peninsular zone of Constanta	12,500,000	3 years	Constanta City Hall
	New Houses	Restoration and refurbishment of the facades of apartment buildings	-	5 years	Owners Associations in partnership with Constanta City Hall
	Palazu Mare District	Construction of a residential district in the northern area of the city of Constanta	-	4 years	Public private partnership between Constanta City Hall, ANL, private investors and land owners
	West District	Construction of a residential district in the western area of the city of Constanta	-	4 years	Public private partnership between Constanta City Hall, ANL, private investors and land owners
	Veteranilor District	Construction of a residential district in the southern area of the city of Constanta	-	4 years	Public private partnership between Constanta City Hall, ANL, private investors and land owners

	Tomis Metropolitan Centre	Construction of a new headquarters for the Local Council, Constanta City Hall and the Metropolitan Administration	10,000,00	3 years	Constanta City Hall
	ACASA	Construction of 50 housing units for the Rroma population	700,000	20 months	Constanta City Hall
	New Sidewalks	Paved sidewalks on all streets and boulevards of the city and establishment of bicycle tracks	10,000,000	3 years	Constanta City Hall

Specific field	Title of project	Scope	Estimated value - Euro -	Duration of project	Responsible entity and partners
Heating	Modernization of heat supply network	Restoration of the heat supply network in Constanta to decrease losses and reduce costs	20,000,000	4 years	Constanta Local Council and RADET
	Thermal systems	Construction of micro-stations at network ends	35,000,000	4 years	Constanta Local Council and RADET

### 2.3. Anthropic resources

Specific field	Title of project	Scope	Estimated value - Euro -	Duration of project	Responsible entity and partners
Employment	The Chance	Improvement of mediation services provided for persons in search of a job	300,000	2 years	The County Agency for Employment in partnership with Constanta City Hall
	e-jobs	Improvement of databases listing jobs offers, by improving the relations with economic entities	300,000	2 years	The County Agency for Employment in partnership with Constanta City Hall

2.4. Economy

Specific field	Title of project	Scope	Estimated value - Euro -	Duration of project	Responsible entity and partners
Trade, public nourishment and entertainment	Park Centre	Construction of a trade and entertainment centre in the Boulevard - Tomis III area	30,000,000	2 years	Private investment
	Trade and business Centre	Construction of a trade and business centre in the area Traian St, between Poarta 3 and Poarta 4	90,000,000	4 years	Private investment
	Supermarket	Construction of a trade centre in the northern area of the city, on DN2A	10,000,000	2 years	Private investment
	Trade Centre	Construction of a trade centre in the area where Lapusneanu Blv crosses with I.C. Bratianu Blv	10,000,000	2 years	Private investment

Specific field	Title of project	Scope	Estimated value - Euro -	Duration of project	Responsible entity and partners
Industry and services	Industrial Park	Creation of an Industrial Park in the area of the new detour highway	3,000,000	24 months	Public private partnership
	Business Incubator	Creation of a business incubator and of a consultancy centre for SMEs	500,000	18 months	Public private partnership

Specific field	Title of project	Scope	Estimated value - Euro -	Duration of project	Responsible entity and partners
Economic development	The Constanta Exhibition Pavilion	Development of business infrastructure by building a modern exhibition centre	6,000,000	2 years	Public private partnership between Constanta County Council, Constanta City Hall and other private investors
	The Metropolitan Agenda	Drawing up of a Master plan on the Sustainable Development of the Constanta Metropolitan Area	50,000	1 year	Metropolitan Area Administration
	Centre for the promotion of foreign investments	Setting up of a business consultancy centre foreign investors	50,000	1 year	Metropolitan Area Administration
	Made in Constanta	Creation of a marketing centre for the promotion of local products and services	50,000	1 year	Metropolitan Area Administration

## 2.5. Tourism

Specific field	Title of project	Scope	Estimated value - Euro -	Duration of project	Responsible entity and partners
Tourism	Mamaia Port	Construction of a pedestrian passage and of a leisure harbour in the Mamaia resort (zone Casino)	6,500,000	18 months	Constanta City Hall in partnership with C.N. A.P.M. S.A. Constanta

	Tourist and leisure Port Tomis - Constanta	Rehabilitation of the Tomis Tourist Port and its transformation into an attraction centre for cruise and itinerary tourism	6,500,000	24 months	Constanta City Hall
	Centuries of history and culture	Restoration and refurbishment of historical and architectural monuments	1,500,000	2 years	Constanta City Hall
	Arena	Launching of a historical downtown as international tourist product through the organisation of festivals and thematic carnivals	-	permanently	Constanta City Hall
	Golf Club	Construction of a golf course which meets international standards	-	2 years	Public private partnership between the business environment and the Metropolitan Area Administration
	The Botanical Garden	Development of a Botanical Garden in Constanta municipality	-	3 years	Constanta City Hall Constanta County Council

## 2.6. Health and social protection

Specific field	Title of project	Scope	Estimated value - euro -	Duration of project	Responsible entity and partners
Healthcare system	Reconstruction and resizing of the Constanta County Emergency Hospital	Creation of a Regional Emergency Centre	17,000,000	permanently	The County Department for Public Health
		Construction of a new county hospital headquarters with 500-600 beds	40,000,000	24 months	The County Department for Public Health Constanta County Council Constanta City Hall
	Reconstruction and resizing of the Constanta Municipal Hospital	Construction of a new municipal hospital headquarters with approximately 250 beds	20,000,000	24 months	The County Department for Public Health Constanta City Hal
		Implementation of the SMURD system in the municipality of Constanta and in strategic points in the county	-	12 months	The County Department for Public Health
		Extension of the sub-station ambulance system	200,000	12 months	The County Department for Public Health
		Extension of the regular service centre network	50,000	12 months	The County Department for Public Health
		Equipment of mobile units with tele-medical equipment	300,000	14 months	The County Department for Public Health

	Increase awareness, prevention and control for contagious diseases	Extension of cooperation with governmental institutions and NGOs to render efficient prevention programmes	50,000	permanently	The County Department for Public Health NGOs Local public administration
		Re-establish the network of auxiliary medical staff to effectively control epidemics	30,000	12 months	The County Department for Public Health
		Reappraisal of the radiology system in order to limit tuberculosis hotbeds	50,000	12 months	The County Department for Public Health

Specific field	Title of project	Scope	Estimated value - Euro -	Duration of project	Responsible entity and partners
Social protection	Centre specialised in the control of juvenile delinquency	Reduction in the number of minor delinquents and their integration in society	85,000	12 months	- D.G.A.S.P.C. Constanta - Constanta City Hall - I.J.P. Constanta - The Constanta Tribunal - NGOs - economic entities
	Centre specialised in the control of human trafficking (minors/adults)	Reduction in human trafficking (minors/adults) and their integration in society	85,000	12 months	D.G.A.S.P.C. Constanta - Constanta City Hall - I.J.P. Constanta - The Constanta Tribunal - NGOs - economic entities

	Centre specialised in the elimination of drug addiction in homeless children	Reduction in the consumption of hallucinogenic substances by homeless children in Constanta	85,000	12 months	D.G.A.S.P.C. Constanta - Constanta City Hall - I.J.P. Constanta - The Constanta Tribunal - NGOs - economic entities
	Centre for the prevention and control of family violence	Protection in a specialised centre of the parent-child couple that has been physically abused and has physical and psychological traumas	85,000	12 months	D.G.A.S.P.C. Constanta - Constanta City Hall - I.J.P. Constanta - The Constanta Tribunal - NGOs - economic entities
	Community Centre for adults with mental health deficiencies	- creation of a complex social service for the integration of adults with health problems, for their inclusion into the community and reduction of poverty.- creation of a pattern of social intervention founded on inclusion principles, aligned to European accession requirements	50,000	48 months	D.G.A.S.P.C. Constanta

	Chance to life	Establishment of a residential counselling centre with integrated services for youths in the placement centres and/or those leaving the placement centres	100,000	18 months	- D.G.A.S.P.C. Constanta- The County Council - Constanta City Hall
	Office for informing and counselling of disabled persons	- Establishment of an informing and counselling office for disabled persons - counselling in view of social professional integration	30,000	12 months	- D.G.A.S.P.C. Constanta - Public-private partnership
	Campaign for informing of citizens	Elaboration of an informative bulletin, distribution of flyers and brochures	25,000	12 months	- D.G.A.S.P.C. Constanta - Public-private partnership
	Protected lodgings for adults with mental health deficiencies	- Establishment of social services for persons with mental health deficiencies in view of the restructuring of the Centre for Neuro-psychiatric Recovery and Rehabilitation Techirghiol- de-institutionalisation and prevention of use of residential services	659,928	54 months	- D.G.A.S.P.C. Constanta - the Estuary Foundation
	Protection of elderly people	Construction of a home for the elderly which meets European standards	3,000,000	24 months	- D.G.A.S.P.C. Constanta - Constanta City Hall

## 2.7. Education, research and culture

Specific field	Title of project	Scope	Estimated value - Euro -	Duration of project	Responsible entity and partners
Education	Restoration and modernization of the university system in Constanta	Restoration of the existing University campus	9,000,000	12 months	- Ovidius University - Ministry of Education and Research - Constanta County Council - Constanta City Hall
		Construction of a new University campus	20,000,000	24 months	- Ovidius University - Ministry of Education and Research - Constanta County Council - Constanta City Hall

Specific field	Title of project	Scope	Estimated value - Euro -	Duration of project	Responsible entity and partners
Research	Tehnopolis	Establishment of a technology research centre	2,000,000	12 months	- Ovidius University Constanta - Ministry of Education and Research - The Institute for technological transfer
	Alternative to conventional energy	Development of a research centre for alternative energy	1,000,000	12 months	- ICPE CA - Constanta City Hall

Specific field	Title of project	Scope	Estimated value - Euro -	Duration of project	Responsible entity and partners
Culture	Restoration of museums	Restoration and re-launching of museums in Constanta (fine arts, folk etc ) in the national and international tourism and exhibition route	3,000,000	12 months	- Constanta Fine Artists Union - Ministry of Culture and Cults - Constanta City Hall
	Centre for cultural information	Establishment and development of an important centre for cultural information in the municipality of Constanta	70,000	12 months	- Constanta Fine Artists Union - Ministry of Culture and Cults - Constanta City Hall

## 2.8. Sports, civil society and mass media

Specific field	Title of project	Scope	Estimated value - Euro -	Duration of project	Responsible entity and partners
Sports	Sports hall (multi purpose) in Constanta municipality	- Construction of a multipurpose hall (handball, volleyball, basketball, tennis courts), with 5000 seats, administrative buildings (lodging spaces, cloak-rooms, consultation room, sauna, recovery basin, television-radio-data transmission cameras).- Building the structure in accordance with the international and national competition requirements, as to dimensions of the courts, safety spaces, lodging spaces, capacity and equipment, and in accordance with the regulations of specialty federations	19,000,000	24 months	- Constanta County Sports Department - National Athletic Agency - Constanta City Hall

	Construction of national centres for athletic training and leisure	Restoration of the swimming pools in the districts Badea Cartan and Tomis Nord	900,000	24 months	- Constanta County Sports Department - National Athletic Agency - Constanta City Hall
		Restoration of the outdoor skating rink in the Tabacariei district	720,000	12 months	- Constanta County Sports Department - National Athletic Agency - Constanta City Hall
	Sports complex	Construction of a sports complex in the area of Gheorghe Hagi Stadium or Badea Cartan district	2,900,000	24 months	- Constanta County Sports Department - National Athletic Agency - Constanta City Hall
	Neat schools	Construction of six sports halls in the vicinity of schools in the residential districts	25,000,000	60 months	- Constanta County Sports Department - National Athletic Agency - Constanta City Hall
	Sports for everybody	<ul style="list-style-type: none"> <li>- Setting up a roller skate track, mounting of chess and table tennis tables, mounting of basketball and street-ball panels in the parks and districts: Tabacarie, Tomis II, Theatre, City Hall, Culture Centre;</li> <li>- Mounting of equipment for volleyball and football on the beach of Mamaia resort.</li> </ul>	150,000	60 months	- Constanta County Sports Department - National Athletic Agency - Constanta City Hall

## CONSTANTA

	Construction of a local centre for athletic training and leisure	Restoration of the sports ground of Sportive Complex "Tomis" Constanta	150,000	12 months	- Constanta County Sports Department - National Athletic Agency - Constanta City Hall
		Restoration of sports and leisure centres in the district Palazu Mare Constanta	450,000	24 months	- Constanta County Sports Department - National Athletic Agency - Constanta City Hall
	Restoration of the sports track in the Gheorghe Hagi Stadium in Constanta	Restoration of the sports track, of the REGUPOL type synthetic surface, by using polyurethane granules	400,000	24 months	- Constanta County Sports Department - National Athletic Agency - Constanta City Hall
	Construction of a local, national and international centre for athletic training and leisure	Restoration of the Clubul Sportiv Tomis sports complex (Hidrotehnica)	1,300,000	36 months	- Constanta County Sports Department - National Athletic Agency - Constanta City Hall
	Olympic sized pool for swimming	Construction of a centre which meets international standards for water sports	20,000,000	60 months	- Constanta County Sports Department - National Athletic Agency - Constanta City Hall

Specific field	Title of project	Scope	Estimated value - Euro	Duration of project	Responsible entity and partners
Civil society	The Local Youths Council	Involvement of youth in the social and economic life of Constanta	30,000	12 months	- Constanta City Hall - youth organisations in the municipality - interested school groups
	Active citizens	Increased involvement of citizens in the sustainable development of the local community through information and their involvement in decision-making	50,000	permanently	- Constanta City Hall - civil society organisations - lodgers associations
	NGOs' Forum	Support for creation of a permanent network of non-governmental organisations in the municipality of Constanta	10,000	12 months	- Local NGOs - Constanta City Hall
	Together for future	Initiation of a intercultural collaboration platform for citizens of diverse ethnicities in the metropolitan zone	20,000	12 months	- ethnic organisations in Constanta - civil society organisations - Constanta City Hall
	A chance for everybody	Employment of marginalized citizens in local development, and activities to reinsert them in the social life of the community.	30,000	12 months	- civil society organisations - Constanta City Hall

Specific field	Title of project	Scope	Estimated value - Euro -	Duration of project	Responsible entity and partners
Mass-media	Increase of information and involvement of citizens	Establishment of a local television station for informing citizens and local communities	-	Permanently	- Constanta City Hall
		Publishing of a local informative bulletin to inform citizens on local activities (decisions and activities regarding the municipality and the metropolitan area)	30,000/year	Permanently	- Constanta City Hall

Specific field	Title of project	Scope	Estimated value - Euro -	Duration of project	Responsible entity and partners
Safety and public order	Ensuring safety and public order in the municipality of Constanta	Ensuring safety and public order in Constanta;	720,000	3 years	- Constanta City Hall - The Public Guards Body
		Ensuring safety and public order in Mamaia	500,000	3 years	
		Ensuring safety and public order on the beach in Mamaia	100,000	3 yearsseason period	
	Operative Centre for emergency situations in the municipality of Constanta	Permanent monitoring, assessment, notice, warning, pre-alarming, alerting functions and operational technical coordination of emergency situations at the local level	1,500,000	3 years	Inspectorate for Emergency Situations "Dobrogea" of Constanta County Constanta City Hall





C O N S T A N T A

## IV. PORTFOLIO OF PRIORITY PROJECTS

### 1. RESTORATION OF CONSTANTA COUNTY EMERGENCY HOSPITAL

#### General objective

- Improvement of healthcare infrastructure of Constanta county

#### Specific objective

- Restoration and modernization of Constanta County Emergency Hospital

#### Estimated value of project

- 57,000,000 Euro

#### Duration of project

- 48 months

#### Short description

The projects involves the reconstruction and resizing of the County Clinic Emergency Hospital by creating a regional emergency centre, and by building a new headquarters for the County Hospital, with 500-600 beds.

An equipment upgrade is also necessary, with modern equipment and technology, as is the restructuring and restoration of the individual departments, and an improvement in diagnosis and treatment facilities.

#### Results

- Improved public health;
- Improved treatment conditions;
- An increase in hospital capacity;
- Creation of new jobs, both temporary and permanent;
- Improved urban infrastructure and increased social comfort.

### 2. ARGONAUTS STOPOVER

#### General objectives

- Sustainable economic development of the municipality of Constanta through the modernisation of the tourism infrastructure, by emphasizing the cultural and historical significance of the area;

- Increased economic and social cohesion in the area through improved business opportunities and creation of new jobs.

#### Specific objective

- Restoration of historically and culturally valuable objects in the old area of the city, as well as of the necessary infrastructure.

#### Estimated value of project

- 12,500,000 Euro

#### Duration of project

- 36 months

#### Short description

- Restoration of public spaces;
- Restoration of historic monuments and archaeological sites;
- Refurbishment of all the buildings in the Historic Downtown, in accordance with the area's specific style;
- Limiting of the car traffic in the peninsular zone, to re-establish pedestrian traffic;
- Construction of new parking lots;
- Encourage the establishment of small shops and Levantine restaurants with a 19th century style of architecture.

## Results

The main result of the project is the revival of the city's symbolic character, and its transformation into an important tourist and commercial centre on the Romanian seacoast and in the Black Sea region.

The benefits of this project are technical, economic and social.

**From a the technical and public utility standpoint**, the restoration of public spaces and renovation of heritage buildings will result in an improved architectural attraction of the area, and increase the functionality of this region. This has the following beneficial results:

- Better strength to withstand earthquakes;
- The visual aspect of the area is improved;
- The utility rate of some buildings improves, as a result of new functions;
- The cultural and historical heritage of the area is restored, through consolidation of the historical monuments and of archaeological sites;
- The functionality of some public spaces increases, which presently are improperly exploited;
- Specific traffic thoroughfares are rendered back to pedestrian traffic;
- The housing standards increase and the residential function intensifies;
- Maintenance and development of pedestrian areas.

**Economically**, the following reasons justify the project "TOMIS – Argonauts Stopover":

- The number of tourists visiting the zone, especially foreign ones, will increase;
- Private investments will increase and new jobs will be created, especially in tourism, trade, services and manufacture;
- The ownership status of lands and buildings will be clarified, and the real estate market will be stimulated;
- The economic use of the area will diversify, due to new functions: establishment of an important trade area, restoration of residential features, re-establishment of public interest, administrative objectives etc.

The restoration of the city's "Historic Downtown" will also contribute to the horizontal development of the local economy, an important incentive for all investors (Romanian or foreign) wishing to invest in this region. This will result in supplemental revenues to the local and state budget.

**Socially**, the impact of the project will be noticed in the increased rate of economic and social cohesion, and in the connections between citizens in this space.

As a result of the tests made, it was noticed that the restoration of the historic downtown area of the city is mainly a sentimental priority for the citizens in Constanta, lasting in the public conscience for a long time.

One can add to these civil and social reasons the following:

- decreased unemployment, especially of youths;
- increased rate of civil involvement;
- perception of the area as a multi-cultural and multi-ethnic space;
- improvement of social and inter-ethnic relations;
- decrease in exclusion factors;
- increase in social comfort;
- decrease in pollution and environmentally aggressive factors;
- sustainable increase of life expectancy.

The history of the city thus revealed would once again emphasize the importance of living together in harmony regardless of ethnicity, culture and religion, just as the Romanian, Macedonians, Greeks, Rroma, Turks, Armenians, Russians, Tartars and Germans have done for centuries.

## 3. MAMAIA PORT

### General objectives

- Development of tourism sector through the implementation of new tourist products and through the increase in the tourist attractiveness of Mamaia resort;
- Improvement of harbour and naval transport infrastructure;
- Increase in economic and social cohesion rate in the region by increasing business opportunities and by creating new jobs.

### Specific objective

- Accomplishment of a new tourism leisure port and of a boardwalk.

### Estimated value of project

- 6,330,000 Euro

### Duration of project

- 18 months



## CONSTANTA

### Short description

The projects aim at creating a unique tourist attraction for Romania and this part of Europe. The pedestrian passage will be 310 m in length and four meters wide, and the surface of the harbour basin will be 3.5 hectares.

An 870 m long dyke will protect the harbour. The passage will be constructed 3 meters above the water, with protection railing and lighting posts.

129 different ships will be able to dock in the harbour at the same time. The construction company will arrange docking spaces for 46 oar boats and hydro bicycles, 39 for sail ships, 42 for motorboats and two spaces for passenger ships with a transport capacity of up to 400 persons. Facilities and utilities will be provided for the safety of navigation, and also restaurants and pubs.

### Results

Through adequate arrangement and attractive services, the future harbour will be beneficial to both the Mamaia resort and the city of Constanta. In the middle of the largest resort on the Romanian seacoast, and 8 km from the tourist port Tomis, this new harbour will have a great number of potential visitors, local and external.

The harbour capacity will allow tourist transport with specialised ships and the organisation of sporting and leisure water activities, attracting up to 130 different types of ships. The Mamaia tourist port will be an important landmark for cruise tourism and will be the catalyst for the inclusion of the resort in an ample regional tourist route.

The completion of the tourist leisure port include the removal of ships from the beach, eliminating the risk to swimmers, and contributing to a decrease in water pollution which is caused by motor ships.

Other positive results of the projects are the following:

- General urban development through the adequate arrangement of a highly attractive zone;
- Increase in the number of tourists, especially foreign, visiting and/or spending their vacations on the Romanian seacoast;
- Control of beach erosion through consolidating the marine protection dyke;
- Development of connected economic activities (construction and sale of boats and specific equipment, passenger transport, organising of water events and competitions etc.);
- New ways to spent leisure time;
- New fish restaurants;

- Promotion and inclusion of less promoted tourist attraction sites located alongside the Black Sea coast;
- Creation of new jobs as a result of implementation of the project and of the development of economic activities in the area, as well as promotion of new and local expertise trades, such as ship piloting, naval construction and repair, leisure diving etc.);
- Increase in local and central budget incomes, through taxes and duties on economic activities in the area.

## 4. TOMIS RIVIERA

### General objective

- Improved tourist attraction of the municipality and of Constanta County.

### Specific objectives

- Improvement of basic physical infrastructure of the area by completing a modern access road between the historic downtown of the city and Mamaia resort;
- Development of tourism in the area of Tomis – Mamaia;
- Consolidation and restoration of the northern sea wall of the municipality of Constanta.

### Estimated value of project

- 12,000,000 Euro

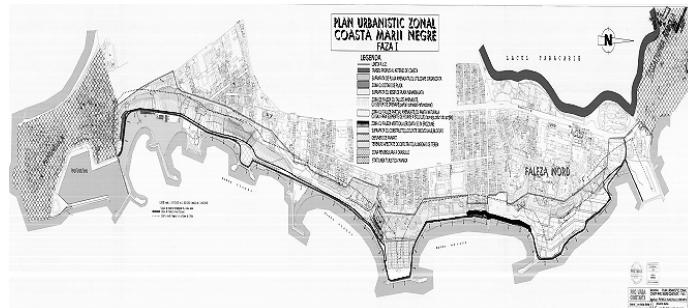
### Duration of project

- 18 months

### Short description

#### *Technical Data*

Length	5530m
Width of the road	6m
Width sidewalk	2m on the right
Width green area	1m on the right
Width bicycle tracks	2m on the right



The project will be developed in the area of Constanta's sea wall, starting from the north (Mamaia resort) and continuing as far as the southern part of the municipality (the Tourist Port Tomis).

The tourism facilities are poor in the coastal area, the access roads are poor and insufficient, and the lands undergo a continuous erosion process. At the same time, this strip of land has a high tourism potential. The sea wall has many beaches with a great flux of tourists.

Currently, in the area of the northern sea wall, tourist activities are performed rather chaotically, unorganised and with low incomes for the community (the greatest part guided by the black market). The project aims at creating a modern access infrastructure between the Tomis Port and the Historic downtown of Constanta and Mamaia resort, with consolidation of the lands on which there will be a sea wall road, thus creating the pre-requisites of tourist facilities investments in the area.

With regards to environmental protection, the project "Increase of the tourism potential of the sea wall Tomis – Mamaia" directly contributes to the improvement of physical state of the entire northern sea wall of Constanta, as a result of both the restoration and consolidation works carried out for the conclusion of the constructions, and the current maintenance operations performed in the phases of operation and use of investment.

Over 70% of the estimated value of investment (7,134,377 Euro) is allotted to consolidating of the sea walls and works aimed at protection against erosion.

## Results

The effects of the project are complex and beneficial for:

- Tourists:
  - Easy access route between interest points on the north sea wall Tomis – Mamaia;

- Opportunity to perform leisure activities on the sea wall road (promenade), cycling, sight seeing;
- Varied tourist facilities, as a result of the tourism activities being improved in the area.
- Economic entities:
  - Access infrastructure for the sea wall zone Tomis – Mamaia;
  - Increase in the number of tourists;
  - Opportunity to develop economic activities, especially tourist ones.
- Population of the municipality of Constanta:
  - Urban development – adequate arrangement of an attractive area;
  - Adequate access infrastructure and improved options for spending leisure time;
  - Creation of new jobs both as a result of the implementation of the project and of the development of economic activities in the area;
  - Better living conditions;
  - Improved environmental status by consolidating the sea wall and stopping the land erosion process.
- Constanta Local Council:
  - urban development due to increased local budget attained by selling and leasing lands on the sea wall Tomis – Mamaia, taxes and duties on economic activities and on the lands and buildings which will be built in the area.



C O N S T A N T A

## 5. Over ground parking

### General objective

- Development of road infrastructure of the municipality

### Specific objective

- Construction of an above-ground parking lot in the centre of the city

### Estimated value of project

- 650,000 Euro

### Duration of project

- 24 months

### Short description

The lack of parking lots in the central area of the city has become a chronic problem in the municipality, especially during the summer season.

The project aims at constructing a four storey over ground parking, with some 1,500 – 2,000 places in the central zone of the city.

### Results

- facilitation of traffic in the central area of the city;
- creation of new jobs, temporary and permanent;
- increase in the attraction of the area;
- improvement of urban infrastructure and of social comfort.

## 6. THE TOURISTIC AND LEISURE PORT TOMIS - CONSTANTA

### General objective

- Development of tourist and transport infrastructure of the region;

### Specific objective

- Restoration and modernization of the Tomis tourist port

### Estimated value of project

- 6,500,000 Euro

### Duration of project

- 24 months

### Short description

The Tomis port was initially designed mainly for leisure and it has infrastructure works, protection dykes, accosting constructions, harbour territory, platforms, arrangement of the sea wall and some specific facilities.

In view of the future development of water and cruise tourism, the quays on the perimeter of the harbour can no longer ensure all of the required accosting posts. Through this project, the following will be accomplished:

- the floating shore binding of ships to accosting works equipped with water and electricity supply;
- outdoor or in hangar shore stationing;
- parking of tourists' cars;
- maintenance of ships (specialised wharfs, storage lands, repair workshops);
- means for launching and raising of ships;
- fuel supply facilities;
- trade spaces;
- toilets;
- waste deposits.

Taking these into account, the following specific objectives will be taken into account in the adequate arranging of Tomis port:

- arrangement of the access mouth to limit wave propagation;
- repairing works for the existing sheltering constructions;
- compartmentalization of the harbour aquatory to limit water surfaces (compartmenting dykes);
- required depths;
- placement of landing-stages for docking ships;
- shore binding means, equipped with water and electricity supply;
- Inclined plane and derrick for raising/descent of ships.

### Results

- General urban development through adequate upgrade of an area with high potential;
- Increased number of tourists, especially foreign, visiting or/and spend their holiday on the Romanian seacoast;
- Control of beach erosion through consolidation of the marine protection dyke;
- Development of connected economic activities construction and sell of ships and other specific equipment, passenger transport, organising of water events and contests etc.);

- New ways to spend leisure time;
- Establishment of fishing restaurants;
- Promotion and inclusion of less promoted tourist attraction sites located alongside the Black Sea coast;
- Creation of new jobs as a result of implementation of the project and of the development of economic activities in the area, as well as promotion of new and local expertise trades, such as ship piloting, naval construction and repair, leisure diving etc.);
- Increase in local and central budget incomes, through taxes and duties on economic activities in the area.

## 7. STUDY ON THE SETTING UP OF THE METROPOLITAN ZONE

### General objective

- Sustainable development of the region through the integrated administration of the urban and suburban areas of the municipality of Constanta.

### Specific objective

- Elaboration of a study on establishing the Tomis - Constanta metropolitan area

### Estimated value of project

- 50,000 Euro

### Duration of project

- 12 months

### Short description

The possibility and opportunity to establish the Tomis – Constanta metropolitan area will be studied, in view of the sustainable and integrated development of the region and taking into account the local, administrative and economic relation Constanta has with the surrounding territories. Besides Constanta, the metropolitan area will include a series of urban and rural localities in the proximity zone, on a radius of some 20 – 25 Km:

Territory administrative Unit	Permanent population	Seasonal population (June - September)
- Northern and north-western areas -		
City of Navodari	35,000	8,000
City of Ovidiu	13,500	-
M. Kogalniceanu Township	10,500	
Lumina Township	7,500	-
<b>Total zone</b>	<b>66,500</b>	<b>8,000</b>



CONSTANTA

- Western area -		
City of Basarabi	11,000	-
Valul lui Traian Township	9,500	-
Poarta Alba Township	5,000	-
Cumpana Township	10,000	-
<b>Total zone</b>	<b>35,000</b>	<b>-</b>
- Southern area -		
City of Eforie	14,500	35,000
City of Techirghiol	9,000	7,000
Agigea Township	5,500	500
Tuzla Township	6,500	1,500
<b>Total zone</b>	<b>35,500</b>	<b>44,500</b>
- Total suburban area -		
<b>Total general</b>	<b>137,000</b>	<b>52,500</b>
Urban localities	83,000	50,500
Rural localities	54,500	2,000

Within this area, the municipality of Constanta and the neighbouring localities make up a permanent population of 487,000 inhabitants, i.e. 65% of the total population of the county, and a minimum average of 120,000 come-and-go people during the high tourist season.

A study will be worked out to emphasize the legal, administrative, economic, social, urban planning and functional features of the setting up of the metropolitan zone project. The study will also propose organisational and functional alternatives for the metropolitan area.

**Results**

- bringing the proposal for setting up of the metropolitan area into the public debate;

- analysis of the current state of affairs in the region and of opportunities for the social and economic development of the area;

- Sustainable development of the entire region;
- Increase of the contact with local decision-making factors.

**8. DETOUR HIGHWAY AROUND THE MUNICIPALITY OF CONSTANTA**

**General objective**

- Improved transportation infrastructure

**Specific objective**

Construction of a detour highway around the municipality of Constanta

**Estimated value of project**

- 160,000,000 Euro

**Duration of project**

- 60 months

**Short description**

The project regarding „The detour highway around Constanta municipality” is part of the Pan-European IV Corridor and will be financed by the European Bank for Reconstruction and Development and by the Ministry of Transport.

The length of the detour highway is 22.2 kilometres, with an estimated investment value of over 605 million ROL.

The detour alternative around the municipality will be located between DN 22 and DN 39. The route planned detaches from the National Road no. 2A in Ovidiu Township from the bridge over the shipping canal Poarta Alba - Midia Navodari, goes around Constanta to the west, crosses DN3 at km 254 and the railway thoroughfare M800 before the shunting yard Palas.

**Results**

- relieve of traffic congestion;
- facilitation of heavy and transit traffic;
- decrease in transport costs,
- decrease in the time allotted for transportation,
- increase in comfort and safety of traffic;
- creation of new temporary and permanent jobs;
- development of economic activities through capitalization of areas outside the residential parts of localities.

**9. GREEN FRONTIER**

**General objective**

- Improvement of life quality in Constanta, by promoting environmental protection projects

**Specific objective**

- Decrease in air pollution

**Estimated value of project**

- 2,000,000 Euro

**Duration of project**

- 24 months

**Short description**

The forested fence will have an overall surface of 2,550,000 m<sup>2</sup> (85,000m / 30m), and will be planted around the municipality of Constanta, following the line of the future detour highway around the city of Constanta.

Great amounts of sedimentation powders in the city originate from the surrounding areas, from degraded lands, and from poorly kept crops and surface mines surrounding the city.

The climate plays an important role, as Constanta is located in an area with poor rainfall (the annual rainfall average does not exceed 450 ml), and the temperature has high values, resulting in the drying out of the surrounding areas. The air circulation in the coast area adds to all these factors, driving these powders from dry areas and surface mines towards the city.

**Results**

- Control of drying out of land;
- Decrease air pollution;
- Land stabilization;
- Increase the quality of life and of social comfort.

**10. INDUSTRIAL PARK**

**General objective**

- Economic development of the area through improved business infrastructure and encouragement of private investments

**Specific objective**

- Establishment of an industrial park in the vicinity of the detour highway around the municipality of Constanta

**Estimated value of project**

- 3,000,000 Euro



## CONSTANTA

### Duration of project

- 24 months

### Short description

Connection of the park to the following:

- electricity – own 20 kV station
- water
- natural gas
- sewage
- telephone lines (optical fibre)

Ensuring of:

- safety and protection;
- sanitation and maintenance of roads and green areas;
- maintenance of infrastructure;
- lighting.

### Results

- Development of industries and productive activities;
- Encourage private investment and attract of foreign capital;
- Creation of new jobs;
- Transfer of industrial activities outside the residential zones.

## 11. THE EXHIBITION PAVILION CONSTANTA

### General objectives

- Increase the area's appeal for the business environment
- Support of local, regional and national initiatives for economic and social development

### Specific objective

- Improved business infrastructure
- Improved access of companies to business information
- Support the creation of new companies

### Estimated value of project

- 6,000,000 Euro

### Duration of project

- 24 months

### Short description

- Surface area covered by built structures – 4,511 m<sup>2</sup>
- Total surface – 7,623 m<sup>2</sup>

It has three distinct bodies:

- Exhibition Hall with an area of 4,883 m<sup>2</sup> (of which 2,361 m<sup>2</sup> ground floor)
- Administration Hall, with areas for press centre, currency exchange, five company offices, food outlets, warehouses, ventilation and heat station, toilets.
- Conference Hall with 250 seats, meeting room, secretariat, offices, repair workshop.

### Results

- Beneficial influence on the economic activity of economic entities and mostly of SMEs;
- Economic growth;
- Creation of 175 direct jobs;
- Creation of 300 indirect jobs;
- Increase of life quality and of social comfort.

## 12 MULTI-PURPOSE CENTER

### General objective

- Improve of the athletic and leisure infrastructure of the municipality of Constanta

### Specific objective

- Construction of a multi-purpose sports centre, with 5,000 seats and an administration hall (accommodation, change rooms, meeting room, sauna, recovery swimming pool, television – radio–data transmission cameras).

### Estimated value of project

- 19,000,000 euro

### Duration of project

- 24 months

### Short description

The construction will include two buildings:

- a sports hall: S + D + P + 1 + M with reinforced concrete structure, and with a built surface area of 5,162.1 m<sup>2</sup> and a total surface area of 19,945.4 m<sup>2</sup>. The height of the hall is 16.1 m;
- annex building: S + D + P + 1 with change rooms and showers, with a total surface of 516.8m<sup>2</sup>;
- Capacity of stands: 5,150 seats

- Exterior works: surface and underground parking lots, access way

#### Results

- Inclusion of Constanta in the international sporting competitions;
- Improvement of training facilities in sporting clubs in Constanta;
- Improvement of sporting performances;
- Improvement of social comfort.

### **13. COMMERCIAL AND ENTERTAINMENT CENTER - PARK CENTER**

#### General objective

- Development of commercial and entertainment infrastructure of the municipality of Constanta

#### Specific objective

- Construction of a commercial and entertainment centre in the Boulevard – Tomis III area

#### Estimated value of project

- 30,000,000 Euro

#### Duration of project

- 24 months

#### Short description

The project for the construction of a commercial and entertainment centre in the area of Boulevard –Tabacarie Park has the main objectives:

- multi-purpose hall with 600 seats, with facilities for cinemas, discotheques and concerts;
  - exhibition halls, bookshops, media centres;
  - skating rink;
  - hall for games, bowling, billiards and entertainment;
  - commercial and public eating spaces;
  - 1,500 new parking lots will also be provided.
- The overall surface allotted to this project is approximately 45,000 m<sup>2</sup>.

#### Results

- varied activities for leisure time;
- creation of new jobs, temporary and permanent;
- increased appeal of the area;
- development of services and eating spaces;
- improved and varied tourist activities in the area



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