

# COMMON MARITIME AGENDA FOR THE BLACK SEA



## Focus on Maritime Transport

### The Black Sea: a maritime space of trade

The Black Sea is an important transport and energy hub, as well as a complex cultural, political, social and economic crossroads. The Black Sea is among the most endangered sea basins in Europe, with a “closed” and unique ecosystem under threat from continental pressures and conflicting coastal and maritime activities. With increasing competition between sectoral interests, such as shipping and maritime transport, offshore energy, ports development, fisheries and aquaculture, as well as environment issues such as pollution from shipping traffic, planning, management and innovation in maritime vessel technology will play a vital role in mitigating the risks faced by this unique region.

### Shipping figures

The type of shipping practiced in the Black Sea are line, tramp, multimodal. Liner shipping is used for liner transport for oil, ferry, and container transport.

The merchant fleet of the Black Sea coastal states has a total displacement of approximative 53 million dwt (from over 2 billion dwt, world merchant fleet 2020). Total number of merchant vessels is over 4800 (over 4% of world total).

The total number of commercial ports is 57 with a total of 18 major ports.

The port traffic capacity in the Black Sea is nearly 700 millions tons.

Percentage of port activity per country

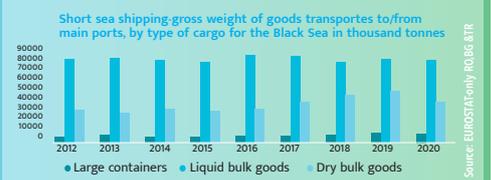


### Cargo and container transport: Merchandises on the rise

The peculiarity of the Black Sea is that only few ports are called at directly by shipping lines in Romania, Ukraine and Russia

Since 2001, Black Sea ports have attracted global terminal operators. During the last 15 years, the size of the vessels visiting these ports grew from 2,500 TEU in 2003 to 10,000 TEU which is the maximum size due to the navigational restrictions of the Bosphorus strait while vessels of up to 18,000 TEU are already calling at ports in the Mediterranean.

If the maritime transport has been traditionally specialised in bulks, the Black Sea container port system was in 2014 among the world’s fastest growing markets with a cargo growth rate of 6% per year with annual container traffic of about 2.92 million of Twenty-foot Equivalent Unit (TUE) in 2018.



### CMA Flashback and resources

In 2021, Turkish annual coordinator of the CMA organised a webinar on “Greening the Maritime Transport and Preparedness for Marine Pollution Prevention in the Black Sea Region”

Explore the event outputs

### Regional Webinar on Greening the Maritime Transport & Preparedness for Marine Pollution Prevention in the Black Sea Region

11 NOVEMBER 2021 | 12:15-CET Time, 13:15-EET Time and 14:15 -Turkish Time

The Black Sea from Paleogeography to Modern Navigation Applied Maritime Geography and Oceanography Romeo Bosneagu - 2022

Kateryna Gruchevska, Theo Notteboom, César Ducruet. Intra- vs. extra-regional connectivity of the Black Sea port system. Ducruet C. Advances in Shipping Data Analysis and Modeling. Tracking and Mapping Maritime Flows in the Age of Big Data, Routledge, pp.107-128, 2017, Routledge Studies in Transport Analysis, 9781138280939. fihal-01623644f

### Maritime Connectivity in the digital era: main paths for progress

- The concentration of cargo flows must be well balanced in order to achieve efficient modal shifts: liner shipping operations and balanced supply and demand.
- Boosting Ro-Ro through minimisation of operational costs (liner services, inland transportation) and maximisation of quality.
- Improve innovation in the Black Sea logistics/supply chain and hinterland infrastructures, with new services development reducing or preventing the concentration of freight flows in ports.
- Improve capacity to implement international standards in pollution reduction from ships, upgrade port standards (ECOPORT) but also multilateral sharing of data of maritime surveillance.

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*Focus on Maritime Transport*

## The Black Sea: a maritime space to plan and transform

The Black Sea region is an important crossroads through which many goods transit, and furthermore an economic area with high potential for blue growth. The region accounts for more than 34% of natural gas and oil imports to the EU; these are mostly produced onshore but recently there has also been development in offshore areas, i.e., 8% of Romania's overall production is offshore crude.

### MARSPLAN

Funded by the European Commission (DG MARE), MARSPLAN-BS II aimed to develop maritime spatial plans and a common cross-border strategy between Romania and Bulgaria for the Mangalia-Shabla area. This area presents a high level of complexity in terms of important maritime ports and shipyards, tourist resorts, biodiversity and protected wetlands and mineral resources (gas extraction). The main aim is to support coherent maritime spatial planning (MSP) focusing on social, economic and environmental objectives.



[Link to project](#)

**Transport is a key challenge for Maritime Spatial Planning**

### Black and Caspian Sea Project

As maritime safety, maritime security and protection of the marine environment are common concerns of the EU MS and Non-EU countries bordering the Black and Caspian Seas, European Maritime Safety Agency (EMSA) has been implementing, since January 2017, a project for technical assistance bringing together national, European and international stakeholders with the aim of improving standards. Funded by the European Commission (DG NEAR) and commonly known as BCSEA, the aim of this project is to foster regional cooperation and provide technical assistance to enhance maritime safety, pollution prevention, security and labour conditions on board ships.



[Link to project](#)

**Meeting international standards is a priority for a sustainable maritime transport**

### How the CMA promotes transport and digital connectivity of the Black Sea

1. Promote sustainable and safe shipping, through the development of modern navigation systems, environmentally friendly, carbon efficient and safe ships.
2. Promote the implementation of all relevant International Maritime Organisation instruments.
3. Foster smart connectivity and digitalisation of ports and infrastructures, green shipping, eco-ports and ports as smart hubs.
4. Promote sustainable and comprehensive connectivity, based on international law and internationally agreed practices, rules, conventions and technical standards.
5. Promote the use of liquefied natural gas (LNG) and compressed natural gas (CNG) as an alternative to oil-derived fuels for ships.

#### TO GO FURTHER:

- Series of projects of Maritime Spatial Planning involving the Black Sea riparian countries
- Project components of Black and Caspian Sea Project and its last newsletter
- Charting a Course for Decarbonizing Maritime Transport – World Bank Report 2021