

**Question for written answer E-001144/2023
to the Commission**

Rule 138

Vlad Gheorghe (Renew)

Subject: Digital infrastructure deficiencies at Constanța port: economic, societal, security and environmental effects

Regulation (EU) 2019/1239 on the European Maritime Single Window environment¹ introduces specific measures to reduce the administrative burden in the maritime sector. While it does not come into force until 15 August 2025, the Member States are required to take action to comply with the relevant obligations in the meantime.

Constanța South is one of the key seaports in the Trans-European Transport Network. However, unlike the majority of European ports, it still lacks sufficient digital infrastructure to process documents quickly and effectively. Documents are still submitted on paper and on multiple occasions. This considerably delays inspection and approval procedures. Such delays particularly affect the roads leading to the port, which are packed with Ukrainian trucks delivering containers. The delays lead to congestion and, as a result, increased CO₂ emissions, revenue losses and reduced road viability for local inhabitants. Moreover, the lack of traceability poses safety and security risks, including risks of corruption and trafficking, and could jeopardise the application of Schengen provisions.

1. Is the Commission aware of the deficient digital infrastructure at Constanța port and its negative impacts?
2. Does it believe that the Romanian authorities have the duty to upgrade the port's digital infrastructure?
3. Has it received relevant project proposals from the Romanian authorities under the Recovery and Resilience Facility?

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¹ Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU. OJ L 198, 25.7.2019, p. 64.