ТЕМПЕРИЛОДЖИСТИКСЕООД
TEMPERI LOGISTICS LTD

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Port terminals of the Danube

Serbia. Croatia. Hungary.

2022

Contents

Introduction

The Danube is classified as an international inland waterway that contributes to an improved distribution of traffic flows between Western, Central, and Eastern Europe on the one hand, and the Caucasus and Central Asia on the other hand, both through ports on the western and eastern shores of the Black Sea and through the Volga complex -Don to ports in the Caspian Sea.

On average, self-propelled ships consume up to 0.013 liters per ton-km, while modern ships can consume 0.0044 liters of diesel fuel per ton-km. Railway consumes an average of 0.0095 l/tkm, and road transport 0.0292 l/tkm (In other words, for 1 liter of fuel, most ships can carry 1 ton of cargo for 127 km, compared to 97 km for railway and 50 km for road transport). road). Riverboats currently have 3-5 times less CO2 emissions than road trucks per ton-km. Smart swimming (equivalent to green road traffic) results in emission savings of 10 to 30%, and the introduction of low-sulfur fuels in 2011 reduces pollution from ships and makes it possible to equip them with more energy-efficient engines and processing units, reducing emissions by 80% and up to 85%.

1. SERBIA

Name	Km		General cargo	Bulk cargo	Liquid cargo	Containers	Ro-ro
Port of Apatin	1401		√	√	X	X	X
Port of Bogoevo	1366		√	√	X	X	X
Port of Bachka Palanka	1295		√	√	X	X	X
Port of Biochin	1268		√	√	X	X	X
Port of Novi Sad	1254		√	√	X	√	X
Port of Belgrade	1168		√	√	X	√	X
Port of Pancevo	1153		√	√	√	√	√
Port of Smederovo	1116-1111		√	√	√	X	X
Port of Prahovo	861		√	√	X	√	X

1.1. Port of Apatin

Port of Apatin - refers to the public enterprise for warehousing and transshipment of goods "Napredak".

The port has a port captaincy, customs, sanitary service, a post office, and a water-measuring station. There is a ship repair base.

The mooring front is 172 meters, whereas the slanting coast is 172 meters. The maximum depth at the berth is 3.0 meters.

There are reloading facilities: portal cranes - 1/6. Warehouse area: open -20000 sq.m. There is also a rail connection.

1.2. Port of Bogoevo

The Danube port of Bogoevo is located on the left bank of the Danube River at 1366 km of the waterway near the road and rail bridge with Croatia.

This port is located at a distance of 4 km from the village of Bogoevo and 34 km downstream from the town of Apatin. The port complex is surrounded by the main road Bogoevo-Erdut in the east, the regional road Bogoevo-Senta in the north, and the local road in the west. The port, covering an area of 16 hectares, is located near the border crossing with Croatia.

The port is connected to the regional road Bogoevo-Apatin-Sombor-Subotica and a section of the main road No. 3 Bogoevo-Ojatsi-Sombor passing through Serbia.

The port is connected to a section of road No. 3 Erdut-Dal-Osijek in Croatia through a road bridge.

The port of Bogoevo provides port services, transshipment, unloading, and storage, primarily of grain, then oilseeds and mineral fertilizers.

These services are provided by the port company of Bogojevo Luka "Dunav-Bogojevo"d.o.o.

The port has: a new embankment with a length of 98 m, administrative and office buildings, a buffer cell with a capacity of 300 tons, two automobile bunkers with a total capacity of 400 t/h, a railway hopper with a capacity of 200 t/h, a grain dryer 40 t/h, road and road scales with a carrying capacity of 50 t-2 pcs, a warehouse for storage with a capacity of 100,000 tons of silage, a belt conveyor with a capacity of 400t/h, forklifts 2 pcs., silo scales with a capacity of 2x200t/h, attachments (trailers) 2 pcs. with a carrying capacity of 15 tons each, tractor trailers 4 pcs, capacity 5-7 tons, tractors 3 pcs, loaders 3 pcs (capacity 3.5 tons) and other equipment.

Warehouse premises: a hangar with a capacity of 30,000 tons, closed 4 halls of a warehouse area of 10,000 m 2 (adapted for grain, oilseed, mineral fertilizers in bulk), a closed warehouse for storing equipment.

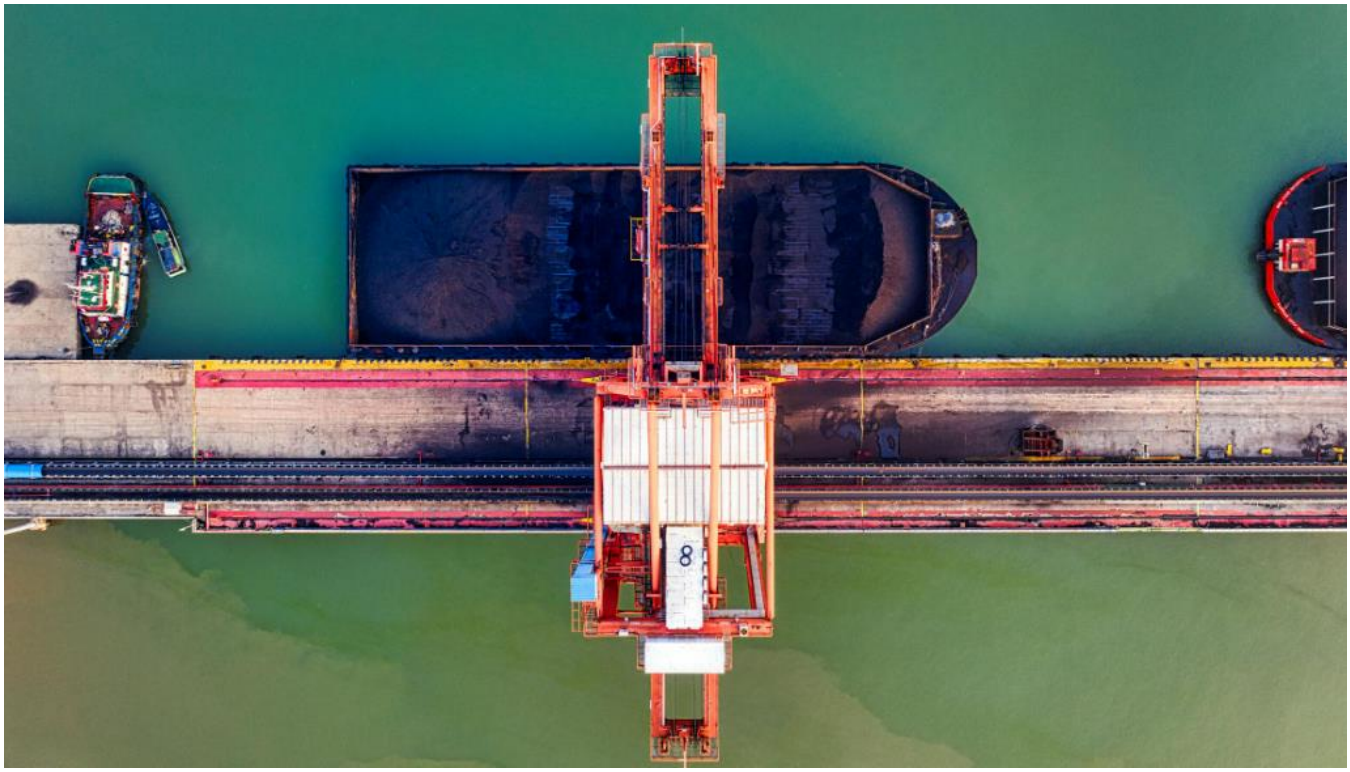
Official site: http://hibrid.rs/luka-dunav-bogojevo/lokacija-luke/

1.3. Port of Bačka Palanka

A port in the Serbian city of the same name, in the autonomous region of Vojvodina, in the South Bacs district, in the center of the Bačka Palanka community, on the banks of the Danube River, 37 km from Novi Sad, on the border with Croatia. The city has a border crossing to Croatia.

Port operator: Port Bačka Palanka Ltd.

The port of Bačka Palanca was acquired in 2020 by Trans-Oil, a Moldovan agro-industrial holding with a wide range of activities, including oilseed processing, grain processing, and storage, flour production, international trade in goods, in particular bulk and bottled vegetable oil. Now it is under reconstruction.



1.4. Port of Biochin

The port of Biochin is located on the right bank of the Danube. Port owner: Republic of Serbia.
Port Authority: The Port Authority Agency.
Port operator: "Lafarge" Ltd
Lafarge BFC doo Beochin – Biochin Cement Factory owns the open storage area.

The elevator port in Biochin is built on a two-hectare land purchased by Agrogrnja in the business park of the Company Lafarge BFC doo Biochin, and the planned further capacity expansion will make it the largest elevator port on the Rhine-Main - Danube waterway (except Rotterdam and Constanta).

Biochin Port is an elevator port for receiving, storing, drying, and loading onto ships of grain crops such as wheat, soybeans, barley, sunflower, and rapeseed, owned by the Agrogrnja Company from Baki Petrovac.

The elevator has a total of 12 cells, 1 silo cell is 2,432 m3 x 12 pieces = 30,000 m3 (about 24,000 tons) with complete equipment that includes receiving, storing, processing, and drying grain crops.

Official site: https://www.lafarge.rs/

1.5. Port of Novi Sad

The Port of Novi Sad is a huge industrial port on the left bank of the Danube, in the capital of Vojvodina. The Port of Novi Sad - officially named DP World, is a cargo and passenger port.

Novi Sad is an administratively independent transshipment complex. The port has a harbor captain, customs, sanitary service, and post office. There is a ship repair base.

The port has 5 deep-water berths, with the possibility of mooring 5 ships at the same time. The mooring front is 1600 meters, where the mooring front is 800 meters, and the sloping coast is 800 meters. The maximum depth at the berth is 3.0 meters. There are reloading facilities: portal cranes - 4/5 - 27.5. Warehouse area: covered - 40,000 sq.m., open - 100,000 sq.m. There is also a rail connection.

In 2019, P&O Ports FZE from the United Arab Emirates, operated by DP World, became the owner of the port of Novi Sad as a result of the privatization process of the port of Luka Novi Sad, initiated by the government of the Republic of Serbia, acquiring the port of Novi Sad at a starting price of 7.99 million euro and received a 25-year concession for the port.

P&O Ports FZE, the world's third largest port operator, specializes in managing small multi-purpose ports, including container terminals, as well as handling bulk and general cargo.

The port now offers a comprehensive logistics solution covering imports from cargo handling, packaging, and storage of bulk and packaged goods, and next year it is planned to add a silo with a total capacity of 40,000 tons, as well as build a modern intermodal container terminal.

Official site: https://www.dpworld.com/en/novi-sad/news/news-events/dp-world-novi-sad---one-of-the-most-productive-ports-on-the-danube

1.6. Port of Belgrade

The Cargo center in the port of Belgrade is located at 44°48'N and 20°28'E, on km 1168 of the right bank of the Danube near the center of Belgrade, near the Pančevo Bridge. The cargo center of BELGRADE PORT is located at the intersection of two pan-European transport corridors (river VII and road X) and is a transport, transshipment, and cargo crossroads in Central Europe.

The Port of Belgrade also operates a passenger terminal on the nearby Sava River.

The movement of goods through the cargo center in Port Belgrade is carried out using the capabilities of modern river, rail, road, and multimodal transport.

Main business segments: warehouse services and port services.

Port operator: Luka Beograd a.d.

The port has a capacity of 3,000,000 tons per year and 10,000 TEUs. It also has 300,000 m² of warehouses and 650,000 m² of open storage areas.

Cargo areas are located on the banks of the Danube and in the mouth of the Sava. Accepts dry cargo and tankers, passenger fleet.В порту расположены таможня, санитарная служба, почта, установлен водомерный пост. Производится ремонт судов.

The mooring front is 950 meters, whereas the mooring front is 620 meters and the sloping coast is 330 meters. The maximum depth at the berth is 5.0 m.

There are reloading facilities: portal cranes - 13/3 - 50.

Passenger berth LUKA "BELGRADE" is located on the right bank of the Sava River and is specialized for international transportation. The passenger berth is engaged in servicing (receiving, servicing, serving) passenger ships.

Official site: http://www.lukabeograd.com/

1.7. Port of Pancevo

The port of Pancevo is located in the mouth of the Tamiash, the left tributary of the Danube. A specialized site for receiving and processing the tanker fleet belongs to the Neftegaz oil refinery (Pancevo). The pumping of oil and oil products is provided by four units with a capacity of 400 tons per hour. The port has a sanitary service, a post office, and a shipyard. A water meter has been installed.

Port operators: Luka Dunav Pančevo a.d., Granexport d.o.o., NIS a.d. Novi Sad, Specijalna luka d.o.o.

Panchevo port was acquired in 2020 by Trans-Oil, a Moldovan agro-industrial holding with a wide range of activities, including oilseed processing, grain processing, and storage, flour production, and international trade in goods, in particular bulk and bottled vegetable oil.

Berthing front - 720 meters. There are reloading facilities: portal cranes - 4/8 - 27.5, floating cranes - 1/5. Warehouse area: covered - 32,000 sq.m., open - 180,000 sq.m. There is also a rail connection.

1.8. Port of Smederevo

Port of Smederevo is a large industrial port on the Danube, located at km 1113 km on the right bank.

The port consists of two parts - **the Old and the New Port**, which is located in the city center. The ports are fully equipped and Smederevo uses them to unload raw materials supplied by the Danube River, as well as to load barges intended for river transportation of products to consumers.

The old port contains a closed warehouse with a surface of 420 square meters.

The new port is located in Smederevo - at km 1.111 of the Danube, next to the M - 24 road, and the Belgrade - Nis highway.

It has two gantry cranes (GANZ 16/27, 5 tons) which were installed in 2005 and operate 24/7.

Mode of operation and reload raw ore from barges to trucks. Raw ore freight transport to factory warehouse. At present, the capacity of the new port is 2.4 million tons.

The plan is to increase the capacity of the new port to meet the growing demand for raw ore.

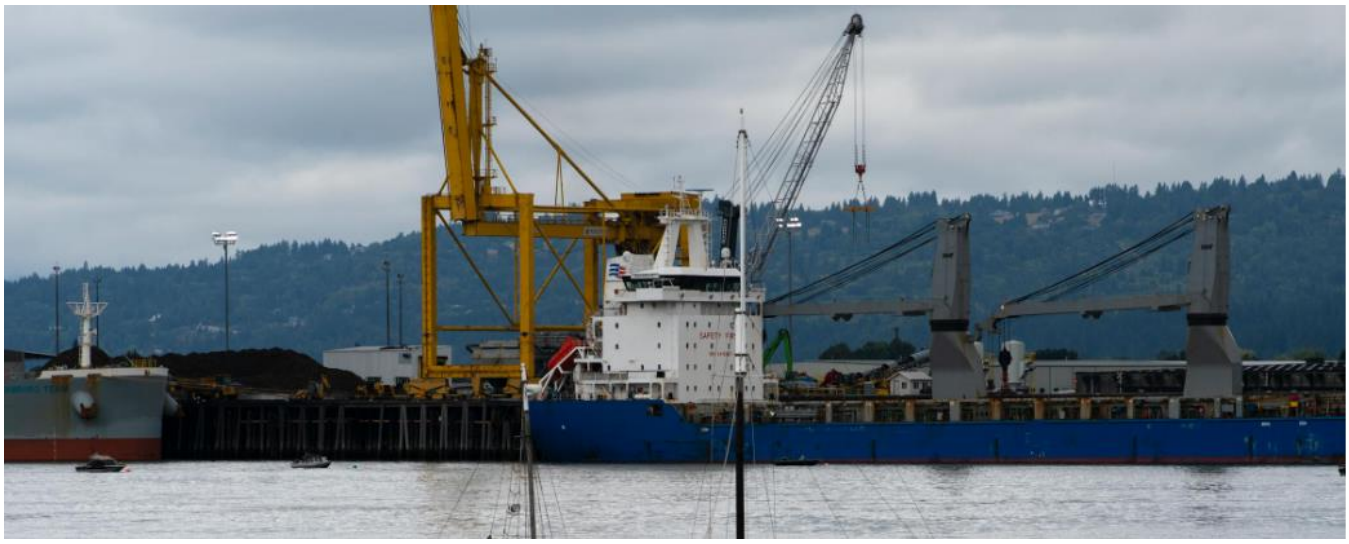
In Smederevo, which is an administratively independent transshipment complex, there are several specialized sections. The port has a customs, sanitary service, post office, and a water-measuring station.

The mooring front is 1100 meters, where the mooring front is 960 meters, and the sloping coast is 150 meters. Warehouse area: covered - 600 sq.m., open - 2000 sq.m. There is also a rail connection.

Operators in the port of Smederevo:

HBIS GROUP SERBIA IRON & STEEL d.o.o.,

TOMI TRADE d.o.o., MITAN OIL d.o.o., NIS a.d. Novi Sad



Mitan Oil

Mitan Oil — Serbian company, part of Mitan Holding headquartered in Zurich, present in the Serbian market since 2011. It specializes and is licensed for the storage, manipulation, wholesale and retail sale of petroleum products. It has a modern and technologically equipped warehouse terminal in this part of Europe.

The Mitan Oil terminal is located in Smederevo, on the banks of the Danube, and has a capacity of 50,000 m3 for the storage of Euro diesel fuel and unleaded motor gasoline, distributed in thirteen tanks.

All tanks are dual-purpose. Acceptance of goods by ships and tankers, shipment by tankers using the most modern equipment of the French manufacturer SATAM.

Since 2015, the company has had permission to store and handle goods in transit.

Official sites: http://hbisserbia.rs/o-nama/, https://mitanoil.rs/, https://www.nis.rs/

1.9. Port of Prahovo

The port of Prahovo is located on the Danube River, on the border of Serbia, Romania, and Bulgaria. The international port of Prahovo is an important logistics hub, which is of great importance for the entire region.

The port has a transshipment capacity of more than one and a half million tons per year and allows the reception and transshipment of various types of cargo and any raw materials coming from the Black Sea ports to the Danube.

According to the Serbian Ports Authority, in the previous three years, the port of Prahovo recorded a steady increase in cargo turnover exceeding one million tons, making it the fourth largest port in Serbia in terms of transshipment.

In September 2022 all work has begun on the modernization of the port and the construction of a complex with modern infrastructure and warehouses, as well as communication with land transport corridors. Its capacity for receiving goods by the end of work in 2024 will be three times greater than today.

Port operators: Elixir Prahovo d.o.o., NIS a.d. Novi Sad
Official sites: https://www.elixirprahovo.rs/logistika/, http://www.elixirprahovo.rs/

2. CROATIA

Name	Km		General cargo	Bulk cargo	Liquid cargo	Containers	Ro-ro
Port of Osijek	12 km of the river Drave		√	√	X	X	X
Port of Vukovar	1335		√	√	√	√	X

2.1. Port of Osijek

The port of Osijek is located on the river Drave, 13 km from the place of its confluence with the river Danube.

Port specialization: handles dry cargo ships, bulk, and general cargo.

There are port captaincy, customs.

Port cargo turnover: 240 thousand tons (2009)

The mooring front is 800 meters, whereas the mooring front is 100 meters, and the sloping coast is 700 meters. There are handling facilities: portal cranes - 6/5 - 20, floating cranes - 2 / up to 6. Warehouse area: covered - 21,000 sq.m., open - 600,000 sq.m. There is also a rail connection.

2.2. Port of Vukovar

Port of Vukovar - provides transshipment of general and bulk cargo.

Cargo turnover: the level of transshipment of all types of cargo in the port is about 900,000 tons per year.

Port specialization: grain, iron ore, steel products, mineral fertilizers, coal, coke, brick, sugar, etc. are among the most frequent cargoes.

The port of Vukovar has about 90 employees.

Besides transshipment and warehousing services, Luka-Doo Vukovar (port of Vukovar) has developed a program of agency services for shipping companies, both cargo ships, and passenger ships.

The port accepts dry cargo and oil tankers. The port has a port captain's office, customs, a sanitary service, and a post office. In the port of Vukovar, 5 dry cargo barges can be handled at the same time.

Cargo handling rates range from 200 (loading and unloading cement in bags) to 1800 (unloading coal and charge) tons per ship per day.

In the port, with the simultaneous handling of two dry-cargo barges, the intensity of cargo operations ranges from 250 (loading/unloading pulp) to 2000 (loading ore) tons per ship per day.

The mooring front is 450 meters, whereas the slanting coast is 450 meters. There are handling facilities: portal cranes - 6/5 - 6. Warehouse area: covered - 3100 sq.m., open - 20000 sq.m. There is also a rail connection.

3. HANGURY

Name	Km		General cargo	Bulk cargo	Liquid cargo	Containers	Ro-ro
Port of Gyor Gonyu	1794		√	√	√	√	√
Port Komarom	1767		√	X	X	X	X
Port of Nyergesuifalu	1735		√	X	X	X	√
Port of Budapest	1639,70		√	√	√	√	X
Port of Dunaujváros	1579-1580		√	√	X	X	X
Port of Dunaföldvár	1560		√	X	√	X	X
Port of Bahia	1479,5–1480		√	√	√	√	√
Port of Mohacs	1450,1		√	√	X	X	X

3.1. Port of Gyor Gonyo

The port is located on the Raba, which flows into the Moson branch of the Danube, 15 km from the mouth of the Raba. One section of the port belongs to the State Agricultural Enterprise, the second is managed by the shipping company MAHART. The entry of foreign ships to both sections of the port is limited - this requires a special permit from the Ministry of Transport and Communications of Hungary.

The mooring front is 750 meters, where the berth is 400 meters, and the sloping coast is 350 meters. There are handling facilities: portal cranes - 4/3 - 20. Warehouse area: covered - 16420 sq.m., open - 6000 sq.m. There is also a rail connection.

Port operator: Győr-Gönyű Port Zrt.

The Győr Gönjo National Public Transport Port is the largest intermodal logistics center in the West Transdanubian region, offering opportunities for water, road, rail, and air transport.

Port services:
- Loading of bulk cargoes: grain crops (soybeans, corn, wheat, etc.) (also according to GMP+ requirements), fertilizers, sand, gravel, scrap iron, etc. sea, rail, and road loading.
- Loading of general cargo: iron rings, steel coils, piles, transformers, etc. sea, rail, and road loading.
- Loading of containers by sea, rail, and road.
- Loading of heavy and/or oversized cargo: Wind wheel blades, shafts, power plant generators, profile irons, etc. sea, rail, and road loading.
- Loading by rolling cargo (ro-ro loading)
- Loading liquid and/or dangerous goods: Corn oil, linseed oil, spirit of wine, heating oil, gas oil, etc. ship loading.
- Loading of packaged goods by sea, rail, and road, packaging in big bags (600 kg/bag), small bags (25-50 kg/bag), film packaging, palletizing, and unit loading training.
- Storage: warehouse for bulk cargo (corn, soybeans, fertilizers, etc.) in a covered transit warehouse.

- 2-grain warehouses (10 cells) with a closed storage system - 6,200 m 2 area, approx. Warehouse capacity 10,000 tons - unloading and loading capacity 100-150 tons/hour
- 4,250 m 3 silo tanks each with a withdrawal and storage system - approx. 1000 tons of storage capacity - 100 tons/hour of unloading and storage capacity
- 2 forklifts - capacity 3 tons
- 4 compact loaders - harvest scoop, pallet fork
- 2 telescopic loaders

Open warehouse: bulk cargo, containers, heavy and/or oversized cargo, and other cargo in the port area. 68,000 m 2 closed loading area (of which 43,000 m 2 is concreted, 25,000 m 2 is a gravel pad for storage), video surveillance system, 24-hour security, and monitoring service.

Official site: http://www.portofgyor.hu/

3.2. Port of Komarom

The port of Komarom is located in the administrative area of the city of Komarom, on a 1767 square meter section of the right bank of the Danube, in the triangle of Vienna, Bratislava, and Budapest.
The area of the port is approximately 24,777 m2, and the coastline is 934 m long and is directly connected to the Danube. Currently, the port has 3 berths suitable for cargo and passenger ships, one of which serves as a floating loading platform, and the other has a vertical quay wall.

Types of ships that regularly call at the port include inland, motor cargo ships, passenger ships, ferries, cruise ships, pushers, and cargo barges.
The maximum length of vessels that have entered this port is 290 meters. The maximum draft is 2.7 meters. Maximum deadweight 1655 tons.
Has 1 berth.
Port specialization: general cargo, bulk, and prefabricated.
Official site: https://www.komaromport.hu/

3.3. Port of Nyergeshuifalu Mahartlog Port Kft.

Located on the right bank of the Danube at 1735 km, in Nyergesuifalu, Hungary.

The logistics center in Nyergesuifalu is specialized as a **Ro-Ro port.**

Average water depth: min. 4 meters. At low water level: 2.5 meters

The cargo port has an area of 33,000 m2. It has a coastline of 350 m, directly connected to the Danube, which currently has 1 RO-RO port, which is also suitable for receiving cargo ships.

Services: the port is suitable for loading and unloading cars and trucks up to 12 tons, as well as agricultural and wheeled construction equipment that does not exceed the dimensions of the roadway.

From the point of view of navigation, the port can be used at any time of the year, regardless of the water level, even the so-called. Also during periods of low water, when only the upper part of the Danube is freely navigable.

Next to the ferry, there is a 260 m long branch line from the freight railway station, suitable for receiving standard directional trains. Loading and unloading of freight trains can take place in the transshipment area.

The combination of international waterways, railways, highways and the state border ensures adequate water depth, and the development of the port offers exceptional opportunities for the development of river transport in the region.

Number of terminals: 1

Cargo turnover is 22,000 cars per year, with more than 100 serviced vessels per year.

Official site: www.mahartlog.hu.

3.4. Port of Budapest

More than 50 companies and organizations providing various services work in the port. The port houses customs, the MÁV office, quality organizations, and transport agencies. Many companies are engaged in special port services, shipping, and freight organization.

Represented by the following port operators:

1. HES-TDL Kft. (1653 fkm)
2. Foka öböl (1652+200 fkm)
3. Budapesti Szabadkikötő Logisztikai Zrt. (1640,5 - 1639,5 fkm)
4. Mahart Szabadkikötő Zrt. (1640,5 - 1639,5 fkm)
5. Mahart Container Center Kft. (1640 fkm)
6. Ferroport Kft. (1640 fkm)
7. Dunai Kikötő Kft. (1639 fkm)
8. Dunai Nehézrakodó Kft. (1637,65 fkm)

1. HES-TDL Kft.

Port location: in Budapest in the Ujpest Bay, at 1653 km of the Danube, in Dunavets at the foot of the M8 Pentele bridge, at 1571 km of the Danube.

Shipyard HES-TDL Kft. in Budapest allows for a complete assessment of the condition, repair, construction, and re-equipment of ships and floating structures with a hull length of up to 35 meters, and with the help of a unique floating dock, it is possible to lift a mass of 100 tons with 200-ton floating cranes.

Services: construction, conversion, design, and repair of commercial and pleasure boats, aluminum boats, marinas, pontoons, and special floating structures, from small river boats to event boats for 1000 people.

Official site: https://hajoipar.hu/

2. Foka Öböl (Budapest)

The FOKA public port was built in the 1960s as the remains of Danube gravel mining.

Location: 1652+200 square meters, it is located on the left bank of the Danube and can be reached via a 200m navigation channel. Equipped with a steep breakwater 80 m long, on which special lifting points ensure the lifting of mobile cranes.

Services: unloading and loading of oversized and heavy cargoes up to 230 tons by mobile cranes.

A number of terminals: 1 piece, which is suitable for receiving two ships at the same time.

Load capacity: variable is provided, like a truck crane (one or two) corresponding to the parameters of the product. Theoretical design capacity 75,000 t/year

Average annual turnover: 6500 tons/year

3. Budapest Free Port: Budapesti Szabadkikötő Logisztikai Zrt.

The free port is located between the left-bank sections of the Danube at 1640.5 and 1639.5 km.

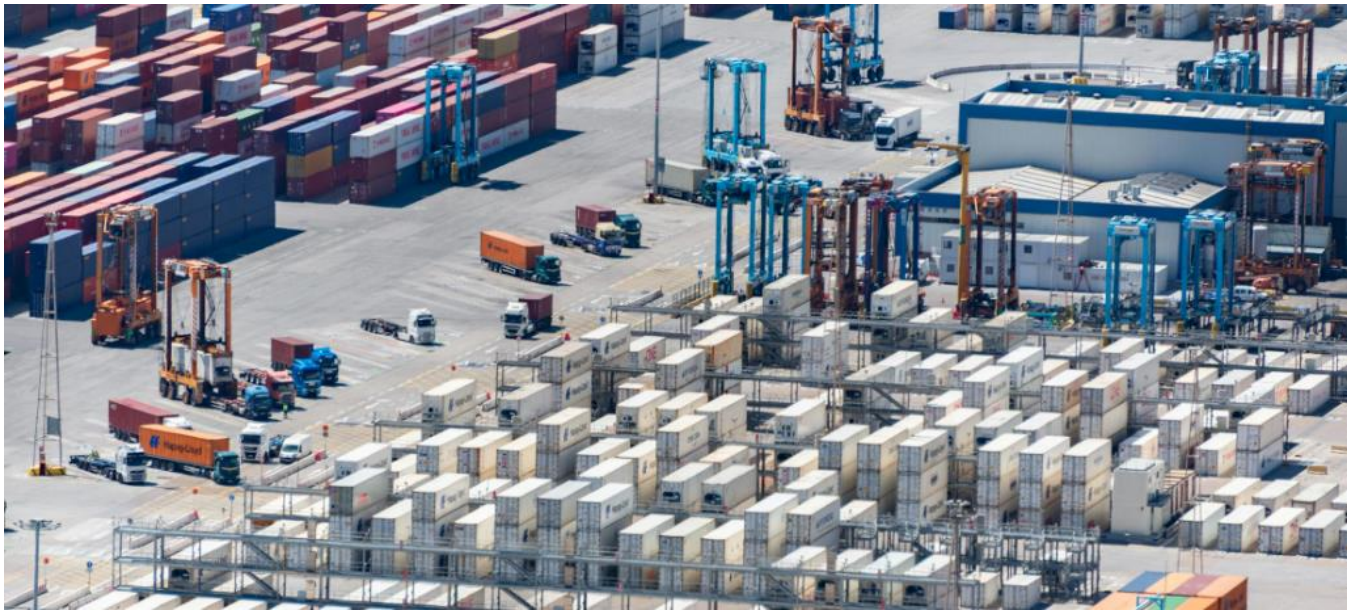
The Free Port of Budapest was established as the legal successor of the MAHART Free Port Joint Stock Company on September 1, 2005, and has the right to manage the Csepel Free Port for 75 years and the right to use real estate in the area.

The area of the port is about 108 hectares. In the harbor basin of the three operators, 18 berths for boats have been built, and there is a 15 km railway track.

Length of the dam: 5800 m. Of which the length of the vertical dam: is 1700 m.

Warehouses: 101,595 sq. meters of covered storage space are available in the port area, traditional and new warehouses, as well as a special warehouse with shelving for storing documents.

Terminals: The Ro-Ro terminal operating in the Free Port area is also suitable for the transshipment of cars and trucks, agricultural and other equipment. container terminal.
Port operators: MAHART Container Center Kft. – container management, MAHART Gabonatárház Kft. – loading, storage, handling of products, bulk cargo, weighing of vehicles, loading of general cargo, ArcelorMittal Distribution Hungary Kft. - loading iron products.
Carrying capacity: 1,800,000 tons/year
Average annual turnover: 1,000,000 tons/year



4. Mahart Szabadkikötő Zrt

Port Location: The Free Port is located between the left-bank sections of the Danube at km 1640.5 and 1639.5. Length of the dam: 5800 m Of which the length of the vertical dam: 1700 m.

The company is 100% owned by the Hungarian state, and the owner's rights are exercised by the Ministry of Innovation and Technology. In the port, infrastructure operators have obtained the right to operate the infrastructure from MAHART-Szabadkítő Zrt.
The strategic goal of the company is to develop the infrastructure of the Csepely Freeport at the expense of internal funds and funds of the European Union in cooperation with the Budapest Freeport Logisztikai Zrt, as well as to represent the interests of the owners.
Official site: https://www.mahartfreeport.hu/

5. Container terminal MAHART Container Center Kft.

It has a total area of 10.6 ha (106,000 m2), a capacity of 6800 TEU, 2×680 m + 3×290 m loading gauge, 220 m loading pier, 1 container crane (GANS 30 t), 6 container loading machines with the telescopic boom (Kalmar, 45 t), 3 empty container handlers with the telescopic boom (Kalmar, 11 t), 1 empty container truck (Kalmar 13.6 t), 2 terminal tractors, container repair station, storage space for ADR goods /RID
Round-the-clock loading, and processing of road and rail shipments. Customs services.

Loading/starting trains in the following directions:
Budapest-Bremerhaven, Budapest-Trieste, Budapest-Koper, Budapest-Rijeka, Budapest-Wels, Budapest-Herne, Budapest-Duisburg.

Loading of barges in the following directions:
Budapest-Constanza, Budapest Enns/Linz/Regensburg.

Official site: https://www.hfip.hu/tagok/mahart-container-center-kft/

Also, **the port of Budapest** is the main sea terminal of Hungary. Liners of well-known cruise companies Viking River Cruises, Uniworld, and Avalon Waterways, as well as liners of small, chamber tour operators anchor here.

6. Ferroport Kft.

Port Location: on the left bank of the Danube, at 1640 km, in the first basin of the Free Port of Csepel, at the entrance to the Danube Port, on the right.

The length of the berth suitable for loading is approx. 270 m
Number of terminals: 3 terminals in operation
Carrying capacity: 1,000,000 tons per year
Average annual turnover: 600,000 tons per year

Ferroport Kft is wholly owned by the Preymesser Group and is located in an area of approximately 4.7 ha, with a crane warehouse of 15,000 m2. It has a capacity of 12,500 tons and an area of 3,000 m2, divided into 5 parts.

The main activities are the storage and transportation of iron and steel products.
Transshipment of goods is carried out from road and rail transport, as well as from river vessels, whether it is piece goods or bulk products.
One of the new elements of our range of services is the packaging of bulk fertilizers in big bags.
Simultaneous loading of 3 vessels by shore cranes is possible
Load capacity: approx. 4000 tons/day.
There is a public customs warehouse.
Official site: https://ferroport.hu/en

7. Danube harbor Dunai Kikötő Kft.

Port Location: 1639 sq. m of the left bank of the Danube. Dam length: 240 feet, vertical dam supported by rock sprinklers.

Services: port transshipment on the territory of the former Chepel plant. Loading and unloading ships at three berths with a gantry crane with a lifting capacity of 27 tons, a gantry crane with a lifting capacity of 10 tons, and a high-performance grain loading system with a conveyor belt. It has its industrial route, so in addition to sea/road transport, transshipment operations between sea and rail transport are also possible. The weighing of trucks is carried out on 60-ton bridge scales, and the weighing of railway equipment is carried out on railway scales located on the siding network.

Warehousing services are available in a flat warehouse of approximately 7,500 m2, with a silo system capable of holding approximately 2,000 tons of bulk cargo, allowing for indirect loading and unloading of ships with intermediate storage.
Specialization:
Bulk products:
- types of feed (soy, MSR, sunflower meal, corn gluten)
- types of cereals (corn, wheat, barley)
- oilseeds (sunflower, rapeseed)
- small seeds (millet, rapeseed)
- types of clay (kaolin, shale, fireclay, purusite)
– types of fertilizers
Piece goods:
– ferrous metallurgy products (plates, rolls, profiles, fibrous materials)
– fertilizers for pallets and big bags
– building materials for pallets
Carrying capacity: 700,000 tons/year (350,000 tons of loading and 350,000 tons of unloading)
Average annual turnover: 350,000 tons/year

Official site: https://dunaikikoto.hu/

8. Dunai Nehézrakodó Kft.

Port location: located in Chepel, on the left bank of the Danube, at 1637.65 km of the river.

Dunai Nehezrakodo Kft. engaged in the loading and unloading of heavy elements from ships and the mechanical assembly of steel structures. Maximum load capacity 250 tons.

Official site: http://nehezrakodo.hu/magyar/oldalak/bemutatkozas/

3.5. Port of Dunayváros

Dunayváros Port is a river port in Hungary. The port of Dunaujváros belongs to the Danube Iron and Steel Works.

There is a sanitary service, the post office. A water meter has been installed.

The mooring front is 1560 meters, where the berth is 560 meters, and the sloping coast is 1000 meters. The maximum depth at the berth is -2.8 meters. There are reloading facilities: portal cranes - 7 / up to 27. Warehouse area: covered - 1250 sq.m., open - 25000 sq.m.

There is also a rail connection.

Official site: http://dunaferr.hu/

3.6. Port of Dunaföldvár

Dunafoldvar is located at km 1560 of the Danube bank in Hungary at the coordinates N 46° 48' 39.50" - E 018° 55' 37.57". The official UN/Locode for this port is HUDFV.

Dunaföldvár is a medium sized port. The maximum length of ships that call at this port is 34 meters.

The port specializes in general and liquid cargo.
Fuel terminal DFT Petrol Terminal Kft

Terminal Location: on the right bank of the Danube between 1562+900 and 1563+060 km.
The height of the dam: is 95.8 m. The length of the dam is 160 square meters. meters.
DFT Petrol Terminal Kft., based in Budapest, wholesales fuels normally purchased from European Union sources, blends bio and performance additives, and stores fuels at its Dunaföldvár port facility.

https://www.hfip.hu/tagok/dft-petrol-terminal-kft/

3.7. Port of Bahia

Baja National Port - Bajal OKK Kft. is the second most important Hungarian port in the Danube-Main-Rhine waterway system. A direct waterway connects the port with both the Northern and Black Seas.

Port Location: On the left bank of the Danube, between 1479 + 140 and 1480 + 900 km. Area 208,795 m2).

Length of the dam: 1380 m, of which 444 meters vertically.

A number of terminals: 9 terminals in operation.

Specialization: bulk and general cargo.

Services:

- full port and logistics service
- unloading and loading of cargo from the ship (all types of cargo except dangerous cargo)
- loading and unloading goods of non-standard sizes and/or weights
- storage
- services of the state customs warehouse (also for bulk cargo)
- container handling, storage, repair
- export-import customs clearance, customs clearance
- transport, organization of transport (road, rail, water, container)
- Ro-Ro service (ramp, parking)

Carrying capacity: 2,000,000 tons/year

Average annual turnover: 800,000 tons/year

Official site: http://www.portofbaja.hu/

Terminals in the port of Bahia: Ro-Ro Terminal (berth no. 1), Áti Depo Zrt. (berth no. 2, 3, 7), Green Harbor (berth no. 4), RWA Magyarország Kft. (berth no. 5), Hungaria Agro Kft. (dock no. 6), Gemenc Zrt. (berth no. 8), Port Almas Kft. (berth No. 9)

Áti Depo Zrt.

The terminal is located on the left bank of the Danube at the 1480th river kilometer, it can simultaneously serve up to four ships. The length of the dam is 470 m, of which 290 m is vertical. 2 terminals operate with 3 berths.

Official site: www.atidepo. en

Hungaria Agro Kft.

Terminal Location: left bank of the Danube, 1 479 + 630 - 1 479 + 800 km. Dam: 170 m.

The terminal provides warehousing and shipment services for crops arriving by road (truck) (wheat, corn, barley, sunflower seeds, and rapeseed).
The inland water terminal in Baja has a storage capacity of 10,000 tons (4 metal bunkers of 3,000 m3, each with a capacity of about 2,500 tons of grain).
Products arriving by road are loaded from a pre-storage facility or directly onto a water transport on the Danube with an actual loading capacity of 300 tons per hour.
There are bridge scales of 60 tons, 2 pcs.
Loading of 1 ship per shift (about 1000 tons) and 2 ships (about 2000 tons) per working day - subject to the availability of goods.

Carrying capacity: 400,000 tons/year (based on 200 shipping working days per year)

Average annual turnover: 170,000 tons/year

Owner: DAVA Agravis International Holding A/S., DK-8464 Galten, Denmark - Danish Agro/Vestjyllands Andel and AGRAVIS Raiffeisen AG. joint venture.

Official sites: www.danishagro.dk www.agravis.de

3.8. Port of Mohacs

The port of Mohacs is located on the right bank of the Danube, at the 1449th kilometer of the river, 1.6 km north of the Mohacs railway station. property of the Hungarian state.

Suitable for receiving all types of watercrafts in international traffic. There is a ferry service between Budapest and Mohacs.

There is a Croatian-Hungarian border and customs point in the port.

The average annual turnover in 2012 is 3,462 of which passenger ships: were 675, and cargo ships: were 2787.

The harbor has a loading area 800 meters long and 6 meters wide.

Open storage area 30 to 60 meters wide, approx. Its length is 790 meters. Port area 38,000 sq. m.

Types of cargo handled at the port: bulk and general cargo.

The mooring front is 260 meters, whereas the slanting coast is 260 meters. There are reloading facilities: portal cranes - 1/16. Warehouse area: covered - 3800 sq.m. There is also a rail connection.

The port of Mohacs consists of **several sections:**

The plot of the Agricultural Joint Stock Company ÁTI Depo Zrt Mohács, is located in the district 1448, 8 km. The transshipment berth is a 60 m long sloping shore with a stone coating.

A covered belt conveyor provides the loading of grain into barges with a capacity of 50 - 70 t / h, a covered warehouse is equipped on the site.

The site handles bulk commodities (eg soybean, wheat, barley, corn, sunflower, rapeseed) supported by a 22,000 tons elevator.

Official site: https://www.atidepo.hu/mohacs

The agricultural plant owns a port area of 1450.3 km. The transshipment berth is a 150 m long sloping shore with a stone coating, equipped with a troughed conveyor with a capacity of up to 30 t/h. There is a covered warehouse.

The site in the area of 1450.5 km, **owned by the Plant of wood-based panels,** has a 50 m long berth with a covered warehouse. A narrow-gauge railway branch (60 cm) approaches the berth.

In the port of Mohacs, there is a port captain, customs, sanitary service, and post office. Ships are supplied with fresh water. There is a ship repair base.

In 2001, the port handled 4.1 million tons of export/import cargo, and the share of handled barge transport was 30%.

Now a modern multimodal transport center is being created in the port of Mohacs with access to international highways, railways, and waterways.

By the end of 2023, within the framework of development and with EU funding, a New National Port with public traffic, a cargo hub, a port reception and maintenance building, a dam, and three 330-meter-long berths connected to the Schengen port, with a crane runway and two mobile cranes suitable for transshipment of containers and general cargo, a warehouse for storing containers on the territory of the port with an area of 2.5 hectares, hoisting and transport equipment and other measures were purchased to meet the freight traffic.

The Port of Mohacs will become a multimodal transport center and the largest entry point on the border with the EU on the largest European waterway.

The management of the international border port of Mohacs belongs to the municipal government of the city of Mohács, which is the founder and owner of Mohács City Management and Aviation Nonprofit Kft. Management takes place under a commercial contract.

Official site: http://www.mohacsvgv.hu/22-altalanos-informaciok