WP4 - 4.1.2 Surveys on Selected Interports

CONTACT PERSON DETAILS			CONTACT PERSON DETAILS	CONTACT PERSON DETAILS	CONTACT PERSON DETAILS	CONTACT PERSON DETAILS	CONTACT PERSON DETAILS	CONTACT PERSON DETAILS	CONTACT PERSON DETAILS
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Phone number			082 / 880-800	+390402199111		+40746096812	+40745774619	3679422502	96.544.200
1. GENERAL INFO			1. GENERAL INFO	1. GENERAL INFO	1. GENERAL INFO	1. GENERAL INFO	1. GENERAL INFO	1. GENERAL INFO	1. GENERAL INFO
1.a - Name of your company			" Free zone – Rousse" Sole Joint stock company	Terminal Intermodale di Trieste-Fernetti S.p.A.	Allianso Terminal	Tibbett Logistics SRL	Railport Arad	Baja Public Port Ltd.	Győr-Gönyű Kikötő Zrt.
1.b - Total 2012 throughput (tons / year)			120 000 tones per 2012 r.	113.442	137000 tone/an	99840		881.000	329313
1.c - Intermodality. Please specify if road, rail, waterway			Road and rail, waterway - only for bunkering and berthing of river vessels	road and rail	road+rail	road+rail	Road+Rail	road, rail, waterway	vízi-közút
2. CORE DATA INPUT			2. CORE DATA INPUT	2. CORE DATA INPUT	2. CORE DATA INPUT	2. CORE DATA INPUT	2. CORE DATA INPUT	2. CORE DATA INPUT	2. CORE DATA INPUT
2.a - OUTBOUND	ROAD	trucks /day	20 up to 50 trucks per day	33	21	30-35	no data	5	
		tons / day	400 up to 1000 tons per day	225	420	450	no data	120	
	RAIL	trains /week	-	0	3	3	11 pair of trains: 5 pair of trains (MAV operator), 1 pair of trains from Luka Koper; 4 pair of trains from Genk; 1	no data	
		tons / week	-	0	1740	950		no data	
2.b - INBOUND	ROAD	trucks /day	20 up to 50 trucks per day	41	14	30-35	no data	11	
		tons / day	400 up to 1000 tons per day	224	280	300	no data	265	
	RAIL	trains /week	-	0	4	3	11 pair of trains: 5 pair of trains (MAV operator), 1 pair of trains from Luka Koper; 4 pair of trains from Genk; 1	no data	
		tons / week	-	0	2340	1900		no data	
2.c - CAPACITY	Please indicate the yearly maximun capacity values per terminal's typology (Container, Ro.La, bulk, ...) Capacity=maximum throughput that can be technically and operationally managed at terminal.		Terminal transhipment - 3500 vehicles (vehicles / train) terminal documentary treatment - 21800 vehicles (vehicles / train) .Railway capacity - 7000 wagons.	1.040 in/out Ro.La. Train - 2.600 container - 3.000 truks	21000 TEU	Containers only, maximum annual throughput: 15600 TEU	60.000 TEU	1 million tonnes/year on water, 9 Terminals. Rail 120.000 t/year	12 000 tonna tároló kapacitás ömlesztett és darab árura, 120 kamion vagy 500 szgk parkolás, 45 ha szabad téri tárolásra
2.d RAIL TRACKS	Please indicate che number and the lenght of rail tracks used for load/unload		6 / six / track of which: 2/two / for unloading of tank wagons of petroleum products up to 10 cars at once for both of the track length - 110 m each, 4 / four / for unloading of containers and general cargo by auto-transport capacity of 10 cars at the same time, total useful length - 762 m.	3 tracks 550m long and 3 traks 350m long	2 linii de incarcare/descarcare containere cu o lungime utila totala de 1100 metri; 1 linie cu 4 rampe pentru incarcare/descarcare vagoane conventionale	2 rail tracks with a total length inside terminal of 800 m and 2.5 kilometers outside	2 x 650 m total usable length: 1300 m and 220 m long railway ramp inside the warehouse	2 lines, 859 fvm, load/unload	6X 250 m
2.e INTERMODALITY EQUIPMENTS	Please indicate the number and the typology of rail handling equipments (RTG cranes, ...)		Portal crane capable of handling cargo and containers up to 32 tons, portal crane capable of handling up to 5 tons; Transfer Railway ramp	2 reach stacker	1 incarcator frontal cu sarcina maxima de 45 tone	Reachstackers, 2 units, 45 tons capacity, one of them with piggyback system	1 RTG crane: 1 x 45 t / 30 handlings per hour; 2 reachstackers: 2 x 45 t / 15 handlings per hour	2x40 to container crane	45 tonnás darú, 3db mobil ömlesztett árut rakodó gépek
2.f DAILY STORAGE CAPACITY	Please indicate the daily storage capacity value for typology (container, bulk, Ro-La, ...) Capacity=maximum throughput that can be technically and operationally managed at terminal.		3,000 tons in indoor storage, 1,000 tons in outdoor storage, 20 40-foot containers simultaneously	Ro.La. trains 20 per week - 3 trains per week - 50 container per week	1028 TEU	Containers only, maximum capacity: 620 TEU	Capacity: 1200 TEU / 40000 m2	We have 9 Terminals. Normal, covered storage place: 12.773 m2, open-air storage: 7000 m2, other: 2.80 m2, silo 58.000m3. Kombiterminal 2000TEU. Ro-Ro Terminal: 120 trucks.	12 000 tonna tároló kapacitás ömlesztett és darab árura, 120 kamion vagy 500 szgk parkolás, 45 ha szabad téri tárolásra
3. ADDITIONAL ROAD TRAFFIC RELATED DATA				3. ADDITIONAL ROAD TRAFFIC RELATED DATA				3. ADDITIONAL ROAD TRAFFIC RELATED DATA	3. ADDITIONAL ROAD TRAFFIC RELATED DATA
3.a - OUTBOUND	Main type of cargoes (cargo units or type of goods)		fruits and vegetables, tobacco, textiles, industrial goods	various	paletised cargo for the Industrial Park o Ploiesti(Lidl, Kaufland etc.)	white goods and various palletised goods (general cargo)	Container Swap Body Semitrailer	Agricultural products, bulk grain. - 85 %	ömlesztett áru(gabona), darabárú,
	Main destinations (%)		Russia - 80%, Ukraine - 6%, Moldova - 5%, EU - 6%, other – 3%	various	Ploiesti	Bucharest and about 100 km around	no data	ARA ports, Constanta, ports along the Danube.	80% Eu ország
3.b - INBOUND	Main type of cargoes (cargo units or type of goods)		fruits and vegetables, tobacco, textiles, industrial goods	various	insignifiant	insignificant	Container Swap Body Semitrailer	Agricultural porducts (chemicals, soya) 70%	műtrágya, acéláru
	Main origins (%)		Turkey - 80% China - 5%, India - 3%, Brazil - 4%; Israel - 5%, other – 3%	various	insignifiant	insignificant	no data	ARA ports, Constanta	95% Eu ország
4. ADDITIONAL RAIL TRAFFIC RELATED DATA	4. ADDITIONAL RAIL TRAFFIC RELATED DATA		4. ADDITIONAL RAIL TRAFFIC RELATED DATA		4. ADDITIONAL RAIL TRAFFIC RELATED DATA		4. ADDITIONAL RAIL TRAFFIC RELATED DATA		4. ADDITIONAL RAIL TRAFFIC RELATED DATA
4.a - OUTBOUND	Main type of cargoes (cargo units or type of goods)		no		absent	absent data	Containers	Coal, Agricultural products, grain	jelenleg nincsen
	Main destinations (%)		no		absent	absent data	overseas traffic through port of Koper; North Italian overseas and inland traffic; West-European overseas traffic; traffic through port of Constantza	no data	
4.b - INBOUND	Main type of cargoes (cargo units or type of goods)		no		paletised cargo loaded in conventional wagons (average: 4 wagons weekly)	white goods and various palletised goods (general cargo)	Containers	Grain	jelenleg nincsen
	Main origin (%)		no		Austria	Italy and Poland	overseas traffic through port of Koper; North Italian overseas and inland traffic; West-European overseas traffic; traffic through port of Constantza	no data	
5. DEVELOPMENT PLANS				5. DEVELOPMENT PLANS	5. DEVELOPMENT PLANS	5. DEVELOPMENT PLANS	5. DEVELOPMENT PLANS	5. DEVELOPMENT PLANS	5. DEVELOPMENT PLANS
5.a - Could you please provide us with a description of your port's future development projects and expansion plans? Please refer to the values of the expected increased capacity. If relevant, please also attach to the questionnaire any documentation supporting the description of your future plans (i.e. MasterPlan, etc.)			*At present Free Zone - Rousse build intermodal terminal, which will close the full cycle of services. The project foresees the construction of a combined terminal along Lower Danube for transhipment of various payloads , indoors transhipment of containers and trucks (ro - ro).*	*Ro.La. And various goods (pellet, timber, ceramics, metals, general cargo) by train*	*Additional space for storage; additional concrete platform for loading/unloading for UTI; purchase of several new handling equipment*	*additional storage area; third rail track; own shunting lokomotive*	*Railport Arad - is a joint venture project involving Luka Koper, MAV Cargo (Hungarian Railways) and the Slovak logistics operator TTI, each of which hold a one-third stake. The traffic of the container terminal Railport Arad increased significantly at the end of the last year, because beginning with mid December three block trains are running between Genk in Belgium and Curtici in Romania each week. Another 3 pairs of trains are bringing semitrailers from Germany, which are sent towards Turkey. The different involved railway operators and their clients are planning to increase even more the frequency of the block trains, which makes necessary the second step of the*	*We plan to build a basin port in the northern part of the port with 10 Terminals.We plan to develop our rail system.We plan to bulid a terminal for special sized, heavy goods.*	*Folytatni kell a teljes belső infrastruktúra kiépítését, konténer terminál, fedett rakodó, tároló kapacitás bővítés, medencés kikötő kialakítását.*
5.b - Could you please provide us with a description of some critical issues and main bottlenecks related to your business? (i.e. burocracy, custom procedures, infrastructure bottlenecks, etc.)			*1) Duty on stock records for Community goods, 2) Legal prohibitions on importation of excise goods in a free zone, 3) Disadvantageous tax legislation, in particular Law for Value Added Tax in respect of the free zones.*	*burocracy and infrastructures bottlenecks*	*long custum procedures; the poor condition of the railways in Romania*	*customs procedures; rail infrastructure blockage; unfair competition from trucking (see level of the tax for railway utilization -TUI versus Road Tax)*		*We cannot load dangerous goods and we do not have covered loading place.*	*probléma a Duna hajózhatósága ennek javítása szükséges, ezzel a vízi szállítások megbízhatósága és gazdaságossága növelhető*

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Full name				Paolo Pandolfo	Marko Bogatec	Robert Gaber Roman Bricelj	Robert Gaber Roman Bricelj	Robert Gaber Roman Bricelj	ALEKSANDAR PANIC
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1. GENERAL INFO			1. GENERAL INFO	1. GENERAL INFO	1. GENERAL INFO	1. GENERAL INFO	1. GENERAL INFO	1. GENERAL INFO	1. GENERAL INFO
1.a - Name of your company			CONSORZIO ZAI INTERPORTO QUADRANTE EUROPA	INTERPORTO PADOVA SPA	Adria Terminali Sežana (Luka Koper)	SŽ – Tovorni promet, d.o.o. Cointainer terminal Ljubljana-Moste	SŽ – Tovorni promet, d.o.o. Terminal Celje Čret	SŽ – Tovorni promet, d.o.o. Intermodal terminal Maribor Tezno	SLOBODNA ZONA PIROT/ FREE ZONE PIROT
1.b - Total 2012 throughput (tons / year)			approx. 26 mil. tons/year (20 mil. by road - 6,8 mil. by train)	4.390.000/2012	240.000	468.726 tonns	110.966 tonns	233.917 tonns	154.000 t / 2012 god.
1.c - Intermodality. Please specify if road, rail, waterway			ROAD, RAIL	road/rail terminal	road, railway	road, railway	road, railway	road, railway	Road; Rail
2. CORE DATA INPUT			2. CORE DATA INPUT	2. CORE DATA INPUT	2. CORE DATA INPUT	2. CORE DATA INPUT	2. CORE DATA INPUT	2. CORE DATA INPUT	2. CORE DATA INPUT
2.a - OUTBOUND	ROAD	trucks /day	16.264	972	Up to 30	24	8	11	13
		tons / day	28.081	3620	Up to 750	720	160	330	285
	RAIL	trains /week	129 trains/week	53	0,5	13	13	13	2
		tons / week	65.970 (6.860.880/year : 52 weeks : 2)	22038,46154	500	9792	818	3056	590
2.b - INBOUND	ROAD	trucks /day	16.264	857	10	24	8	11	23
		tons / day	28.081	3185	250	432	220	200	220
	RAIL	trains /week	129 trains/week	53	2	13	13	13	
		tons / week	65.970 (6.860.880/year : 52 weeks : 2)	14692,30769	2.000	9026	1137	1530	
2.c - CAPACITY	Please indicate the yearly maximun capacity values per terminal's typology (Container, Ro.La, bulk, ...) Capacity=maximum throughput that can be technically and operationally managed at terminal.		No Ro.La - 372.949 Units/year (semitrailers)	Terminal Container 500.000 TEU	750.000 t/l	Ljubljana Moste – 81.000 TEU	Celje – 15.000 TEU	22.000 TEU	1000 containers / 23000 t
2.d RAIL TRACKS	Please indicate che number and the lenght of rail tracks used for load/unload		17 (15+2) - 600 mt.	A) nr 8 da 700 mt; B) 8 da 440 mt	3 tracks, total lenght 2.700 m	Ljubljana Moste – 81.000 TEU	Terminal Celje Čret: 2 tracks, each of the usable lenght of 280 m	Terminal Maribor Tezno: 1 track of the usable lenght of 285 m	First rail track, length 50m ; Second rail track, length 90 m
2.e INTERMODALITY EQUIPMENTS	Please indicate the number and the typology of rail handling equipments (RTG cranes, ...)		10 wheeled cranes - 4 gantry cranes - 3 overhead cranes - 6 self-propelled	A) 15 (8 for load and 7 for empty cnt ; B) 2 for load cnt	Container manupullator 1 Car lift (50 t) 2 Car lift (80 ton) 1 Compiler truck - bigger 4 Compiler trucks - smaller 11 Turning table for coils (24 ton) 1 A hook for coils (20 ton) 1 Pincers for coils (24 ton) 1 Hidraulical ramps 5 Kombined road-rail vehicle 1 Tractor 1	One bridge craine »Mostovna«, 2 container manipulators »Kalmar	Container manipulator	2 container manipulators	
2.f DAILY STORAGE CAPACITY	Please indicate the daily storage capacity value for typology (container, bulk, Ro-La, ...) Capacity=maximum throughput that can be technically and operationally managed at terminal.		1.200 Units (mostly semitrailers and swap bodies)	container: 1000/day handled	AREA Total area 84.550 m2 Storage area 37.600 m2 - Closed storages 16.600 m2 - costumes storages 7.500 m2 - cooling chamber 1.225 m2 - freesing chamber 70 m2 - chamber for dangoures goods ADR	Ljubljana - 260 ITE	Celje – 30 ITE	Maribor Tezno – 50 ITE	
3. ADDITIONAL ROAD TRAFFIC RELATED DATA			3. ADDITIONAL ROAD TRAFFIC RELATED DATA	3. ADDITIONAL ROAD TRAFFIC RELATED DATA	3. ADDITIONAL ROAD TRAFFIC RELATED DATA	3. ADDITIONAL ROAD TRAFFIC RELATED DATA	3. ADDITIONAL ROAD TRAFFIC RELATED DATA	3. ADDITIONAL ROAD TRAFFIC RELATED DATA	3. ADDITIONAL ROAD TRAFFIC RELATED DATA
3.a - OUTBOUND	Main type of cargoes (cargo units or type of goods)		semitrailers	46% parcel; 19% food; equipment 7%; spare parts 4%; house&beauty 12%; others 12%	Coils, pallets, big bags, cartons, boxes, containers	Cointainers, swap bodies, Tractive units for semi-trailers	Cointainers, swap bodies, Tractive units for semi-trailers	Cointainers, swap bodies, Tractive units for semi-trailers	Car tires
	Main destinations (%)		Germany 74,5% - Denmark 6,9% - Netherlands 6,2% - East Europe 2,69% (Czech Rep.-Poland) - Belgium 4,1% - Italy 4,92% - France 0,69%	13% foreign; 85% other italian regions;	Srbia, Slovenia, Italy, Austria, Slovakia	Slovenia, 100 %	Slovenia (Koper) 100 %	Slovenia (Koper) 30 % Austria 70 %	Spain; Russia; France; England; Italy; Turkey; Romania
3.b - INBOUND	Main type of cargoes (cargo units or type of goods)		semitrailers	46% parcel; 19% food; equipment 7%; spare parts 4%; house&beauty 12%; others 12%	Coils, pallets, big bags, cartons, boxes, containers	Cointainers, swap bodies, Tractive units for semi-trailers	Cointainers, swap bodies, Tractive units for semi-trailers	Cointainers, swap bodies, Tractive units for semi-trailers	Caoutchouc/t; soot/t; steel wire/t; coal/t; mazut/t
	Main origins (%)		Germany 74,5% - Denmark 6,9% - Netherlands 6,2% - East Europe 2,69% (Czech Rep.-Poland) - Belgium 4,1% - Italy 4,92% - France 0,69%	15% foreign; 85% other italian regions;	Slovakia, Romania, China (containers from Port of Koper), Srbia	Slovenia (60 %) Germany, Turkey (40 %)	Slovenia (Koper) 100 %	Slovenia (Koper) 65 % Austria - 30 % Slovakia - 5 %	Hungary; Russia; Turkey; Serbia
4. ADDITIONAL RAIL TRAFFIC RELATED DATA	4. ADDITIONAL RAIL TRAFFIC RELATED DATA			4. ADDITIONAL RAIL TRAFFIC RELATED DATA		4. ADDITIONAL RAIL TRAFFIC RELATED DATA	4. ADDITIONAL RAIL TRAFFIC RELATED DATA	4. ADDITIONAL RAIL TRAFFIC RELATED DATA	4. ADDITIONAL RAIL TRAFFIC RELATED DATA
4.a - OUTBOUND	Main type of cargoes (cargo units or type of goods)			95% container; 5% swap-body	Coils, pallets, big bags, cartons, boxes, containers	Cointainers, swap bodies, Tractive units for semi-trailers	Cointainers, swap bodies, Tractive units for semi-trailers	Cointainers, swap bodies, Tractive units for semi-trailers	Natural caoutchouc/ 20"cont./23t 1 wagon=2x 20" cont.
	Main destinations (%)			La Spezia 24%; Genova 22%; Livorno 18%; Rotterdam 11%; Trieste 7%; Bari 7%; Milano 3%; Ravenna 3%; Catania 2%; Hams Hall (GB) 2% ; Koper 1%	Italy, Romania	Germany, Turkey, Former Republics of Russia, Koper (Slovenia), Munchen, Duisburg, Koeln) 60 %, Koper 40 % - overseas lands (Turkey, Syria ect.)	Slovenia (Koper) 100 %	Slovenia (Port of Koper) – 100 %	Malaysia; Indonesia
4.b - INBOUND	Main type of cargoes (cargo units or type of goods)			95% container; 5% swap-body	Coils, pallets, big bags, cartons, boxes, containers	Cointainers, swap bodies, Tractive units for semi-trailers	Cointainers, swap bodies, Tractive units for semi-trailers	Cointainers, swap bodies, Tractive units for semi-trailers	
	Main origin (%)			La Spezia 24%; Genova 22%; Livorno 18%; Rotterdam 11%; Trieste 7%; Bari 7%; Milano 3%; Ravenna 3%; Catania 2%; Hams Hall (GB) 2% ; Koper 1%	Slovakia, Romania, Serbia	(Germany, Turkey, Formal Republics of Russia, Koper (Slovenia), Munchen, Duisburg, Koeln 60 %), Koper 40 % - overseas lands (Turkey, Syria ect.)	Slovenia (Koper) 100 %	Slovenia (Port of Koper) – 100 %	
5. DEVELOPMENT PLANS			5. DEVELOPMENT PLANS	5. DEVELOPMENT PLANS	5. DEVELOPMENT PLANS	5. DEVELOPMENT PLANS	5. DEVELOPMENT PLANS	5. DEVELOPMENT PLANS	5. DEVELOPMENT PLANS
5.a - Could you please provide us with a description of your port's future development projects and expansion plans? Please refer to the values of the expected increased capacity. If relevant, please also attach to the questionnaire any documentation supporting the description of your future plans (i.e. MasterPlan, etc.)				*Investments for acquisition of 2 gantry cranes; increase of terminal capacity up to 850.000 TEU*	*There is a need to develop a biger and modern logistical centre in Sežana. To achieve this purpose, there are plans to build a car and container terminal, a multistorey warehouse, and multipurpose varehouse for additional cargo.*	*Currentlly the area of the container terminal in Ljubljana is not planed to expand. In four years we plan to implement new container manipluator and in the year 2013 we plan to renovate electric and other equipment on current bridge crain in Ljubljana terminal.*	*Currently there are no development plans for interport of Celje Čret.*	*In Maribor Tezno there are plans to expand working area for 20 m in width which will be used to depoy the containers.*	*Conservative forecast shows modest movement of cargo traffic levels of 12,000 freight units annually in the long run. As the optimistic scenario relies on more EU promotion of intermodal freight to reduce freight costs and carbon emissions, the expected traffic in the longer term could reach 25,000 freight units. In commercial terms this level of traffic could be sustainable and could provide justification for intermodal rail terminals, although with limited capacity which is below what AGTC recommended for international intermodal rail terminal whose capacity should be 200,000 freight units annually. The importance of facilities and infrastructure as a key*
5.b - Could you please provide us with a description of some critical issues and main bottlenecks related to your business? (i.e. burocracy, custom procedures, infrastructure bottlenecks, etc.)				*custom procedure not completely IT; rail infrastructurebottleneck: it is required a further development of rail infrastucture such as the doubling of the current track connection with the central station, the rationalization of the bundle line and its connection with the Interporto Padova Terminal Container through these two new railroads. The new railroad connection that will link directly the Padova Interporto yard to the railroad line Padova-Bologna, so as to avoid the passage through the Central Station of Padova.*	*Currently the finaicial crisis is the main problem. Unpayments from some of the costumers. High prices of the service in comparison to road transport.*	*No obstacles*	*No obstacles*	*No obstacles*	*It is clear that the Serbian government is focused on the improvement and modernization of the railway network and responding to institutional as well as investment needs facing completion of the railway corridor X. The deadline for the completion of this improvement is not clear, but the outcome and the goals are clear. Improving the railway system and the liberalization of the network to enable competition will encourage new operators to enter this market and to propose new routes and services, just as it has been happening in the European Union for the last 10 years. Serbia started the process and 4 local companies are licensed to provide rail service at the moment. Scope*

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Full name			Nikola Bjelan	Goran Dobrovodski	Verica Mlinarek	Information based on http://www.verkehr.co.at/Hubs%20&%20Services.536.0.html and http://www.danubeports.info/index.php?id=1296	Information based on http://www.verkehr.co.at/Hubs%20&%20Services.536.0.html	Information based on http://www.verkehr.co.at/Hubs%20&%20Services.536.0 .html and http://www.danubeports.info/index.php?id=1296	Information based on http://www.verkehr.co.at/Hubs%20&%20Services.536.0 .html and http://www.danubeports.info/index.php?id=1296
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1. GENERAL INFO			1. GENERAL INFO	1. GENERAL INFO	1. GENERAL INFO	1. GENERAL INFO	1. GENERAL INFO	1. GENERAL INFO	1. GENERAL INFO
1.a - Name of your company			ROBNO TRANSPORTNI CENTAR SABAC	Agit d.o.o.	Agencija za integralni transport d.o.o. (AGIT) - intermodal terminal Vrapče, Zagreb	Mierka Donauhafen Krems GmbH. & Co.KG	CCG Cargo Center Graz BetriebsgesellschaftmbH & Co KG	EHG Ennshafen OÖ GesmbH	Wiener Hafen GmbH & Co KG
1.b - Total 2012 throughput (tons / year)			1000	14000	2900000		3500 tons per day		
1.c - Intermodality. Please specify if road, rail, waterway			ROAD-RAIL	road, rail, river waterbone	Rail and road	road, rail, inland waterway	road, rail	road, rail, inland waterway	road, rail, inland waterway
2. CORE DATA INPUT			2. CORE DATA INPUT	2. CORE DATA INPUT	2. CORE DATA INPUT	2. CORE DATA INPUT	2. CORE DATA INPUT	2. CORE DATA INPUT	2. CORE DATA INPUT
2.a - OUTBOUND	ROAD	trucks /day	5	3	10		300 (in + out)		
		tons / day	50	60		(in + out) 1317996		(in+out, 2007) 3240000	(in+out; 2007) 4521305
	RAIL	trains /week	4	1	50 wagons		10-12 trains per day (in +out)		
		tons / week	200	300		(in + out) 1317996		(in+out) 2800000	(in+out; 2007) 5478056
2.b - INBOUND	ROAD	trucks /day	5	3	15				
		tons / day	50	60					
	RAIL	trains /week	2	1	75 wagons				
		tons / week	100	300					
2.c - CAPACITY	Please indicate the yearly maximun capacity values per terminal's typology (Container, Ro.La, bulk, ...) Capacity=maximum throughput that can be technically and operationally managed at terminal.			5000 TEU	10000	Bulk cargo 300 t/h General cargo 200 t/h Container 40 TEU/h Max. total transshipment volume 440 TEU/d	Transshipment capacity Container 45 TEU/h Max. total transshipment volume 900 TEU/d	Transshipment capacity Bulk cargo 400 t/h General cargo 150 t/h Container 50 TEU/h 840 TEU/d Pump speed 150 m3/h Max. total transshipment volume 600 TEU/d	Transshipment capacity Bulk cargo 360 t/h General cargo 200 t/h Container 125 TEU/h Max. total transshipment volume 1,500 TEU/d
2.d RAIL TRACKS	Please indicate che number and the lenght of rail tracks used for load/unload		IN THE INTERPORT LENGTH OF RAIL TRUCK IS 3000M AND IT IS DEVIDED IN 3 TRACKS	3 tracks each 80 meters long.	2 x 541 meters, 1 x 438,50 meters	Total length of railway siding 8,000 m Maximum train length 670 m Maximum of trains treated in parallel 11 11 Loading tracks	Total length of railway siding 13,000 m Maximum train length 700 m Maximum of trains treated in parallel 4 8 Loading tracks: á ca. 700 m 4 craneable tracks á 700 m 2 freeloading tracks á 750 m 1 maintrack 780 m 1 track for Rolling Road 610 m	Maximum train length 750 m Maximum of trains treated in parallel 4 4 Loading tracks 750 m 4 tracks approx. 700 m	Total length of railway siding 50,000 m Maximum train length 700 m Maximum of trains treated in parallel 15 15 Loading tracks up to 700 m Wiencont and the three ports Albern, Freudenau and Lobau
2.e INTERMODALITY EQUIPMENTS	Please indicate the number and the typology of rail handling equipments (RTG cranes, ...)		NONE	Luna Lift Truck TH-42, 4 standard forklifts that can carry from 1.8 up to 3 tones	Kalmar manipulators, Belloti with spreader, D-40 crane, forklift	Equipment / Lifting capacity 2 Mobile cranes / 5 + 15 t 2 Bridege cranes / 40 + 50 t 16 Fork lifter / < 3 t 3 Fork lifter / 3 – 5 t 6 Fork lifter / > 5 t 2 Reach stackers / 45 t 3 Spreader / 40 t 1 Rotary crane / 10 t	2 Gantry crane 45 t 2 Reach stackers 45 t Further transshipment devices Conveyor belt Ro-Ro ramp for trucks	1 Container gantry crane 50 t 5 Reach stackers 45 t 3 Reach stackers 10 t Further transshipment devices Conveyor belt Pneumatic equipment Ro-Ro ramp for cars Ro-Ro ramp for trucks Lumber stackers 2 Paper clamps	1 Gantry crane 40 t 1 Mobile crane 12 t 4 Bridge cranes 6,3 - 40 t 26 Fork lifter < 3 t 2 Fork lifter 3 – 5 t 10 Fork lifter > 5 t 10 empty fork lifts 8 Reach stackers Further transshipment devices Pneumatic equipment Ro-Ro ramp for cars Ramp for trucks 2 Lumber stackers
2.f DAILY STORAGE CAPACITY	Please indicate the daily storage capacity value for typology (container, bulk, Ro-La, ...) Capacity=maximum throughput that can be technically and operationally managed at terminal.		TERMINAL AREA IS ABOUT 10 000 SQM	40 TEU	600 - 800 TEU	Common Covered storage area 23,000 m2 Open storage area 60,000 m2 Raw material storage 18,000 m3 Customs storage 23,000 m2 Free port zone 280.000 m2 Silos Grain silos 25,000 m3 Fertilizers 4,000 m2 covered and open storage areas Animal fodder Other (together with animal fodder) 18,000 m3	Covered storage area 70,000 m2 Racks Open storage area 25,000 m2 for containers, semi-trailers, etc. Storage for hazardous materials Special storage Customs storage Cold storage Container storage yard 3,200 TEU Empty container / Depot 800 TEU	Container storage yard 6,000 TEU (85,000m2) Empty container / Depot 5,000 TEU Common Covered storage area 76,390 m2 Racks 700 Open storage area 178,346 m2 Storage for hazardous materials 600 m2 Customs storage Free port zone Silos Grain silos 41,960 m3 Cement silos 5,000 m3 Animal fodder 4,500 m3	Common Covered storage area 70,000 m2 Racks 12,500 m2 Open storage area 270,000 m2 Special storage 2,900 m2 Customs storage 55,000 m2 Free port zone 245,000 m2 Silos Grain silos 25,000 m3 Tanks Crude oil 200,000 m3
3. ADDITIONAL ROAD TRAFFIC RELATED DATA			3. ADDITIONAL ROAD TRAFFIC RELATED DATA	3. ADDITIONAL ROAD TRAFFIC RELATED DATA	3. ADDITIONAL ROAD TRAFFIC RELATED DATA	3. ADDITIONAL ROAD TRAFFIC RELATED DATA	3. ADDITIONAL ROAD TRAFFIC RELATED DATA	3. ADDITIONAL ROAD TRAFFIC RELATED DATA	3. ADDITIONAL ROAD TRAFFIC RELATED DATA
3.a - OUTBOUND	Main type of cargoes (cargo units or type of goods)			20' and 40' containers	TEU	Agricultural Products, raw materials, container			
	Main destinations (%)			40% Serbia, 40% Bosnia and Herzegovina, 20% local destinations	Port of Rijeka (80%)	Agricultural Products, raw materials, container	Economic region south of Styria/Steiermark, congested area of Graz, Slovenia, congested area of Maribor, parts of Carinthia/Kärnten	center of Upper Austria/Oberösterreich, west of Lower Austria/Niederösterreich	Region east of Austria, Hungary, Slovakia
3.b - INBOUND	Main type of cargoes (cargo units or type of goods)			20' and 40' containers	TEU	Agricultural Products, raw materials, container			Mineraloilproducts, Salt, Cement, Sand, Steelproducts, Agricultural products, Fertilisers
	Main origins (%)			100% port of Rijeka	Port of Rijeka (80%)	approx. 70 km radius around location; Catchment area Vienna, St. Pölten	Economic region south of Styria/Steiermark, congested area of Graz, Slovenia, congested area of Maribor, parts of Carinthia/Kärnten	center of Upper Austria/Oberösterreich, west of Lower Austria/Niederösterreich	Region east of Austria, Hungary, Slovakia
4. ADDITIONAL RAIL TRAFFIC RELATED DATA	4. ADDITIONAL RAIL TRAFFIC RELATED DATA		4. ADDITIONAL RAIL TRAFFIC RELATED DATA	4. ADDITIONAL RAIL TRAFFIC RELATED DATA	4. ADDITIONAL RAIL TRAFFIC RELATED DATA	4. ADDITIONAL RAIL TRAFFIC RELATED DATA	4. ADDITIONAL RAIL TRAFFIC RELATED DATA	4. ADDITIONAL RAIL TRAFFIC RELATED DATA	4. ADDITIONAL RAIL TRAFFIC RELATED DATA
4.a - OUTBOUND	Main type of cargoes (cargo units or type of goods)		MAIN TYPE OF CARGO IS IN CONTAINERS, PALETTES AND JUMBO BAGS, SMALL PERCENTAGE OF BULK	20' and 40' containers	TEU			Container, agricultural producsts, wood, animal feed, gas ,	
	Main destinations (%)		BELGRADE, NIS, NOVI SAD, EASTERN EUROPE, RIJEKA	100 % port of Rijeka	Port of Rijeka	Catchment Area - Hamburg / Regions on Rhine- Main Danube	ARA ports, ports North Germany, national terminals Germany, ports Slovenia/Croatia, national terminals in Austria	Hamburg, Bremerhaven, Antwerpen,Rotterdam (RSC and Maasvlakte), Koper	Duisburg, Hamburg, Rotterdam, Bremerhaven, Triest, Koper, Antwerpen, Frankfurt, Sopron; Gateway to Enns, Wels, Krems, Graz, Linz
4.b - INBOUND	Main type of cargoes (cargo units or type of goods)		MAIN TYPE OF CARGO IS IN PALETTES AND JUMBO BAGS, SMALL PERCENTAGE OF CONTAINERS	20' and 40' containers	TEU			Container, agricultural producsts, wood, animal feed, gas	
	Main origin (%)		BOSNIA AND HERZEGOVINA, EASTERN EUROPE, BELGRADE, NOVI SAD	40% Serbia, 40% Bosnia and Herzegovina, 20% local destinations	Port of Rijeka	Hamburg - Catchment Area	ARA ports, ports North Germany, national terminals Germany, ports Slovenia/Croatia, national terminals in Austria	Graz-Werndorf, Budapest, Vienna/Wien	Duisburg, Hamburg, Rotterdam, Bremerhaven, Triest, Koper, Antwerpen, Frankfurt, Sopron; Gateway to Enns, Wels, Krems, Graz, Linz
5. DEVELOPMENT PLANS			5. DEVELOPMENT PLANS	5. DEVELOPMENT PLANS	5. DEVELOPMENT PLANS	5. DEVELOPMENT PLANS	5. DEVELOPMENT PLANS	5. DEVELOPMENT PLANS	5. DEVELOPMENT PLANS
5.a - Could you please provide us with a description of your port's future development projects and expansion plans? Please refer to the values of the expected increased capacity. If relevant, please also attach to the questionnaire any documentation supporting the description of your future plans (i.e. MasterPlan, etc.)				*With the development of port of Slavonski Brod (on Sava river) it is predicted that the existing terminal will be moved 300 meters to the east. At that position an infrastructure for handling much larger number of containers, Ro-La terminal and a workshop for reparing the containers will be build. This is only a general plan, the dates are still not certain and the masterplan is still not available. The current situation in the region has put this plan on hold.*	*Possible decrease of the capacity due to building new city streets (new road to Samobor).*	Mierka Donauhafen Krems plans to develop further in line with market developments. The Donauhafen Krems has very attractive trimodal expansion possibilities due to the existing real estate contract with the city of Krems: extension of trimodal logistics (warehousing) further development of assembling and production services settlement of production companies		Reconstruction of the new Infrastructure: Quay 360 m New facilities and terminals: Extension of railway yard; New stuffing-centers	Car terminal, container terminal, flood protection (Freudenau, Albern)
5.b - Could you please provide us with a description of some critical issues and main bottlenecks related to your business? (i.e. burocracy, custom procedures, infrastructure bottlenecks, etc.)			*THE MAIN PROBLEM INBOUND AND OUTBOUND IS CUSTOMS PROCEDURE (TIME FROM COMING TO THE CUSTOMS UNTIL THE TRUCK IS ACCEPTED FOR RELOADING). ANOTHER PROBLEM IS TARDINESS AND SLOWSERVICE OF SPEDITION*	*The worst bottleneck are the railway operator's uncertain delivery dates.*	*Delays due to a track maintanance, lack of wagons, lack of shunting locomotives.*				