



Foreign Agricultural Service

GAIN Report

Global Agriculture Information Network

Voluntary Report - public distribution

Date: 2/25/2002

GAIN Report #YI2004

Yugoslavia

Agricultural Situation

FRY Ports

2002

Approved by:

Holly Higgins

U.S. Embassy

Prepared by:

Regional FAS Staff

Report Highlights: The Federal Republic of Yugoslavia (FRY) has both sea port and river port access. However, due to the lack of truck and rail links to the Adriatic Sea, goods destined for the Republic of Serbia usually transit greater Europe (Rotterdam or Constantza) via the Danube River. Recently, truck transport from the Greek port of Thessaloniki has increased as the FRY rejoined the TIR convention and improved roads in the Presevo valley. Imports via the port of Thessaloniki must transit the Former Yugoslav Republic of Macedonia (FYROM) and thus require a through bill of lading. Products destined only for Montenegro usually enter through the Adriatic port of Bar.

Includes PSD changes: No
Includes Trade Matrix: No
Unscheduled Report
Sofia [BU1], YI

Summary:

From 1992 onward, ports on the Danube River (Belgrade, Novi Sad and Pancevo) became the main entry points for goods entering both the Federal Republic of Yugoslavia (FRY) and the Republic of Serbia. After the break-up of Yugoslavia, the only seaport that remained in the FRY is the port Bar in Montenegro, situated on the south part of Adriatic coast. In terms of both volume and value, the Danube river ports are the main entry and exit points to/from FRY for agriculture products and other commodities to/from West and East Europe.

The Danube river ports have very good rail and road connections with neighbouring countries. While the port of Bar in Montenegro has rail and road connections with Serbia, Bosnia and Croatia, these connections are not functioning at capacity, due to the local political situation. Bulk commodities enter Serbia by barge on the Danube river due to the lack of adequate road and rail links with the port of Bar.

This report is focussed on four ports: Belgrade, Novi Sad, Pancevo and Bar.

Serbia's major ports for handling agriculture and other commodities are Belgrade, Novi Sad and Pancevo on the Danube river, which is 358 kms long inside FRY boundaries and thus represents the biggest and most important international river passing through Serbia. Since the 1999 NATO bombing campaign the Danube has been partly blocked for river traffic. Old bridges, debris and a pontoon vehicle bridge crowd the river, which makes transit slower and transportation options more limited. Presently the pontoon bridge is open every weekend to allow vessels to pass through either upriver or down river. By the end of 2002 Danube traffic should be completely reestablished. This is of great interest for all Central and East European countries. Serbia's neighbours are financially helping with the cleaning of the Danube and building new bridges. The FRY is one of the signatories of the Bratislava Convention, which regulates river transportation on the Danube.

Montenegro's major and the only port is the port of Bar. This seaport—which welcomes pleasure boats and sailing ships—is situated on the southern part of Adriatic Sea. Due to the economic sanctions and disputes between Serbia and Montenegro (i.e. the two republics inside the FRY) this port has not been used at full capacity for the past 10 years.



Port of Belgrade, Serbia, Yugoslavia

The port of Belgrade is situated in the very center of Belgrade, on the 1168th km of the right bank of the Danube River. The port of Belgrade hosts important Central European traffic, transshipping and cargo/container transport. It offers modern river, river-sea, railway and road links. Using inland waterways, the port of Belgrade had good direct lines with Danube river countries (Germany, Austria, Slovakia, Hungary, Croatia, Romania, Bulgaria, Moldavia and Ukraine) as well as with countries leading to the transeuropean waterway links of the both the North Sea and Black Sea.

Capacity of the Port of Belgrade

The annual transfer capacity of the Port of Belgrade is 3,000,000 tons of various goods and 10,000 TEU. The port area covers 100 hectares and has 50 hectares reserved for expansion. The port of Belgrade has the following equipment

- 3 bridge cranes with the capacity of 3 - 50 tons,
- manipulators for 35 ton containers,
- 10 electric portal cranes with the capacity from 3 to 6 tons,
- 4 motorcar hoists handling 12 - 40 tons,
- 41 storing forklifts handling loads of 1 - 3 tons,
- 18 forklifts with the capacity of 5 - 14 tons,
- 440 kw push tug and tugboats, trucks, tractors, trailers, and other transportation equipment.

The port has a closed-basin with port water surface area of 10.5 hectares, and with draft of 4.5 meters during the periods of the lowest water levels. In addition Belgrade has 8 moorings for simultaneous accommodation of vessels having various, one quay for international ships and mooring for 14 river barges. During the winter the port waters are used with capacity adequate for 20 to 25 river vessels or barges. The port has a 3,643 meter bank structure with a 940 meter operative docking area. The

port of Belgrade connects with rail and highway links and also with a passenger port on the right bank of the nearby Sava river. Belgrade's loading/unloading daily norms are in accordance with Bratislava Convention. The port can accommodate standard barges (Europe I/II) and semipropeled vessels up to 5,000 mt.

Port of Belgrade - Specialized facilities:

Storage

The port of Belgrade has 300 000 square meters of closed storage space and 650,000 square meters of open-air, flat storage. Official storage areas include specialized warehouses for specific goods: wool, cotton, rubber, paper, household appliances, technical instruments, foodstuffs, luxury goods, dangerous substances, etc. The port of Belgrade also has FRY Customs warehouses for reception, storage and delivery of the cleared goods. In addition, the port of Belgrade has business premises which accommodation many port activities.

Goods & Transportation Centers (GTC)

Within the network of Yugoslav Goods & Transportation Centers (GTC), the port of Belgrade GTC represents a modern combined and multi-use transportation center. The GTC includes the international container terminal, railroad and road terminal, warehouses, customs facility and a number of auxiliary services: forwarding, good inspection, bank, restaurant, free-shop etc.

The port of Belgrade organizes and performs services involving goods reception, preparation, manipulation and palletization (i.e. truck to truck, truck to ship, ship to ship). The port offers also services of consolidation and distribution as required by manufacturing and trade companies.

Container Terminal

The container terminals have a special place for integral transportation systems. The capacity of the container terminal is 10,000 TEU annually. The container terminal of Belgrade interconnects with Danube, Black Sea and Mediterranean ports, and, using the other means of transportation, provides links to other continental destinations. The container terminal of the port of Belgrade can repair and overhaul of containers.

The Free Zone of the Port of Belgrade

The Port of Belgrade has a "Free Zone" with 5,000 square meters of warehouses and 16,000 square meters of open-air storage space. In the bonded customs zone, the port of Belgrade performs unloading, loading and the storage of the following goods:

- bonded goods to be imported, for unlimited storage periods as unpaid duty goods;
- domestic customs clearance and duty unpaid goods intended for re-exports;
- goods being forwarded, i.e. in transit and exempt from custom duties.

The port of Belgrade provides the for processing of goods such as sorting, measuring, packing, assembly, disassembly and sample making.

Forwarding and transportation mediation

The Port of Belgrade has forwarding and transportation services. The Port provides delivery of goods to the place of the destination including commercial, transportation and customs documentation. The Port of Belgrade provide ship chandler's services, if needed by the users.

Passenger Quay

The Port of Belgrade has a very well equipped passenger quay with restaurants, free shops, ambulance station and other passenger services.

Contact address and telephones:

Port of Belgrade

Mrs. Miroslava Drobac, B.Sc., General Manager

Francuska 81. St.

11000 Belgrade, Serbia, Yugoslavia

++ 381 11 752 971 - phone

++ 381 11 764 745 - phone

++ 381 11 764 764 - fax

Internet: WWW.port-bgd.co.yu

E-mail: info@port-bgd.co.yu

Port of Novi Sad, Serbia, Yugoslavia

The port of Novi Sad is medium-sized, multi-use port. It represents the most important and the most frequently used port in the northern FRY (Vojvodina province), which is a main agricultural producing region. Around 70 percent of all agriculture commodities in the FRY are handled through the port of Novi Sad. The surface area of the port covers 350,000 square meters. Total capacity for transshipment (bulk and packed commodities) is 1,700,000 tons annually. Novi Sad has good road, railway and water connections with other main industrial centers in Yugoslavia. Novi Sad's port is on kilometer 1,254 of the Danube river and is also covers from 400 meters to 1,200 meters on the inland channel of the Danube-Tisa-Danube. This channel is a main water transport connection with different processors and agriculture kombinats throughout Vojvodina and also serves to feed the main irrigation system in the country. The port of Novi Sad is 2 kilometers from the main highway (road E10), connecting Central Europe with SE European countries.

The Novi Sad port has 44,000 square meters of enclosed warehouses and 40,000 square meters of outdoor warehouses. Both storage bulk and bagged goods are handled. The port has 800 meters of river shoreline, with a vertical quay for transshipping is 126 meters long. There are two level horizontal docks of 674 meters. Railway lines inside the port itself are 6,800 meters long (6 separate rail lines) and truck roads inside the port are 5,500 meters long.

Novi Sad has following transshipping capacity:

- 1 digital scale of 100 tons capacity,
- 2 mobile cranes 5 tons capacity each,
- 1 mobile crane of 6 and 12 tons capacity,
- 1 mobile crane of 16 and 27.5 tons capacity,
- 6 forklifts of 3 tons capacity,
- 2 forklifts of 12 tons capacity,
- 1 forklifts of 8 tons capacity,

- one motor tugboat "Venac" with power 110 hp,
- one pusher "Dalj" of 368 hp power.

All vessels sailing on Danube river can enter the port of Novi Sad if they are within the weight limit of 500 to 5,500 tons and with a maximum draft of 4.5 meters.

Specialized facilities:

The Container terminal is 72,000 m², with 1 berth and 1 crane. Draft at the berth is a maximum 4.5 meters and the terminal capacity is 12 TEU per hour. The terminal can handle only 20 feet containers.

The grain and bulk commodities terminal, has 3 berths and draft of maximum 4.5 meters. This terminal handles corn, wheat, soya, soybeanmeal, sunflower and other agriculture commodities in bulk. The loading rate for bulk grain is 2,000 mt per berth (x 3 = 6,000 mt per good weather working day (WWD)). The unloading rate is 2,500 mt per berth per WWD and grains can be unloaded on 2 berths with 2 cranes (5,000 mt in total per WWD). Grains are being loaded/unloaded through funnel. Other bulk dry commodities handled by this terminal are components for fertilizers, products of ferrous metals and coal. The loading and unloading rate for bulk commodities is minimum 1,000 tons a day, via crane.

A terminal for bagged commodities is also available in Novi Sad. The port handles bagged minerals, fertilizers, fishmeal, flour and sugar. The loading/unloading rate of bagged commodities is 250 tons a day if goods are without pallets and 500 tons a day when goods are on pallets. The discharge rate from rail trucks to the storage area for bagged commodities is 800 tons a day. The Novi Sad terminal has bagging equipment with throughput of about 400 tons a day. Bagging services are offered up to jumbo size of 50 tons each.

The liquid cargo terminal is in the same Danube bay as the port of Novi Sad, (owned by the company "NIS" of Novi Sad). After the 999 NATO bombing of the oil refinery in Novi Sad, only one berth (previous were 4 berths) was operational for loading/unloading of liquid cargo with the rate of 2,000 mt/WWD and maximum draft of 4.5 meters.

The port also has a **timber terminal** with 1 berth and a draft of maximum 4.5 meters. Capacity of the timber terminal is 300,000 cubic meters a year.

The port of Novi Sad has building plans for a terminal for refrigerated products, a livestock terminal and a "Ro-Ro" terminal.

Contact information:

Mr. Milenko Milivojevic, General Manager
Carinska str. N. 1
21000 Novi Sad
Vojvodina
Yugoslavia

Tel: ++ 381 21 21 197, Mobile tel: ++ 381 63 522 993, Fax: ++ 381 21 624 450

Port of Panchevo, Serbia, Yugoslavia

The port of Panchevo, called "Luka Dunav" (Port Danube) is located on the 1,153rd kilometer of the Danube river and covers an area of 240 hectares. The port is situated very close to city of Panchevo (20 km from Belgrade), in a very industrial and agricultural region of the NE Vojvodina province (Banat) near to the Romanian border. The port is surrounded by the Danube river, and the river channel of the Panchevo Chemical Industry, there is a nearby railway line, and the international highway (E-70) from Germany/Austria/Croatia to Romania and with River Tamis passes by Panchevo.

Panchevo Bay is 1,000 meters long and 210 meters in width, covering an area of 21 hectares. Maximum draft of the Panchevo port is maximum 8 meters with possibility for ships of maximum 5,000 mt capacity to enter. Presently, the port has 760 meters of quayside from a total shore of 6,500 meters. Work on enlargement of the port's working quay is continuing.

The port of Panchevo has following transshipping capacity:

- 2 mobile cranes, 30 tons capacity each plus 1 mobile crane of 20 tons capacity
- 1 building crane of 8 tons capacity plus 1 floating crane of 5 tons capacity
- 2 specialized roto machines for transshipping of construction material in bulk (gravel)
- 3 car cranes of 10-30 tons capacity
- Forklifts of 1.5-15 tons capacity

From 1995 to 2000 the port of Panchevo was transshipping 250,000 -300,000 mt of different cargo annually. The main goods being transshipped are: concrete, iron, steel, sheet metal, fertilizers, corn, soybean meal, and sunflower meal.

Panchevo has 32,000 m² of enclosed storage, 6,500 m² of roofed storage and 100,000 m² of open storage. With the present loading and storing equipment, Panchevo can perform loading and unloading with direct (vessel-truck/railcar) and indirect (vessel-storage-truck/railcar) manipulation of different kinds of commodities (in bulk, bagged in 50 kg bags, jumbo bags of 1 ton, commodity on pallets, etc.).

Specialized facilities:

The Grain Terminal has a silo with 50,000 mt capacity, equipped with a new pneumatic system for loading/discharging of grain. Capacity of transshipping into the silo is 400 mt per hour. Transshipment of grains (wheat, corn, soya, and sunflower) can also be done with a mobile crane and grab equipment of 5-10 m³ capacity. The unloading/loading rate for vessels is 1,000 mt WWD per berth. There are 3 berths in the grain terminal.

The Container Terminal has a maximum draft of 8 meters, and can transship 20 and 40 ft containers on 2 berths with total capacity of 100,000 TEU annually.

The Customs Zone in Panchevo opened on 1st January 2001. In this customs zone it is possible to store commodities owned by foreign companies (free of customs duties). Total area of the customs zone is 11,000 m². It also has 9,500 m² of enclosed storage space.

The General Cargo Terminal in the port of Panchevo has 2 berths, maximum draft of 8 meters and works with concrete, iron, sheet metal and fertilizers. The loading/unloading rate for concrete, iron and sheet metal is 500 mt/WWD, while the offload rate for fertilizers (in 50 kg bags) is 350 mt/WWD.

Panchevo's port is very well connected with railway lines. In front of the mobile cranes there are three rail tracks, while the enclosed storage area has one covered industrial rail track enabling daily manipulation from trucks into storage and vice versa.

In Panchevo there are offices for FRY customs, port police, Yugoslav railway system as well as representative offices of the different forwarding and transportation companies.

At present, Panchevo does not have terminal for refrigerated products, live animals, and liquid cargo but is preparing to expand all of those capacities. The port also has a plan to build a Ro-Ro terminal (next year) as well as to add bagging equipment/services.

Contact information:

Mr. Risto Djordan, General Manager
"Luka Dunav"
Zona pristanista bb
26000 Pancevo
Yugoslavia
Tel: ++381 13 342 104
Fax: ++ 381 13 345 206

Mr. Milovan Lekic, Commercial Manager
Mr. Sladjan Stankovic, Assistant to Commercial Manager
"Luka Dunav"
Zona pristanista bb
26000 Pancevo
Yugoslavia
Tel:++ 381 13 348 881
++ 381 13 347 999
Fax: ++ 381 13 345 206

Port of Bar, Montenegro, Yugoslavia

The port of Bar is the only sea port inside the FRY and the only commercial port inside the Republic of Montenegro. It is a well equipped and multi-purpose commercial/pleasureboat port. The port of Bar has a turnover/transport of 5 million tons of cargo annually. Bar is positioned on the southern part of Adriatic coast, with connections with to a local road network and railway transportation. In the past here was a railway line between Belgrade-Bar, but it is not fully functioning at present. Within the area of the port of Bar there are 22kms of local railway tracks.

Distance from the port of Bar to the main regional centers by local road (not highway): Belgrade 541 km, Skopje 442 km, Nis 476 km, Pristina 351 km and Subotica 691 km.

Bar was originally founded in 1906 and from that time is representing one of the most frequent pleasure boat ports on the Adriatic coast. In the past 10 years, Bar has seen business fall off to local conflicts and economic sanctions.

The Bar port covers an area of 200 hectares and has 17 berths. The total length of the berths is 3.5 km, maximum draft is 12.5 meters. Ships up to 100,000 mt with a maximum draft of 12.5 meters can be accommodated and discharged in the on the 550 meters long quay. On the others berths (at general cargo terminal) ships with a maximum draft of 10 meters can be accommodated and discharged. The port of Bar features 120,000 m² of enclosed storage space next to which are local road and railway connections.

The entire port of Bar is a free-trade zone with advantages in customs duties and other taxes. In 1999, quality assurance certificates were issued to the port of Bar: JUS ISO 9001 for port handling services and JUS ISO 9002 for catering services. In 2000, the port of Bar was awarded a quality system certificate issued by Swiss Certificate Organization SGS.

Special facilities: Specialized terminals include general cargo terminal, container terminal, bulk liquid cargo terminal, one vertical grain terminal, timber terminal, and a warehouse.

The general cargo terminal has 14 shore mobile cranes with 3 to 32 ton capacity, plus container cranes of 40 tons capacity and forklifts of 12 to 18 tons capacity. Berth space is 1,370 meters long and draft is 10 meters. The general cargo terminal has 550,000 square meters of open warehouse space and 120,000 square meters of enclosed warehouse space for storing of miscellaneous cargo.

The container terminal covers an area of 60,000 square meters with a planned enlargement of 80,000 square meters. The container crane has 40 tons capacity. The container forklifts can lift up to 9 meters in height on 3 levels. The working shoreline is 330 meters long. The port of Bar can handle refrigerated containers with 40 connections.

The bulk cargo terminal has three loading bridges each of 12 tons capacity and warehouse space of 50,000 square meters. The grain terminal has silos with total vertical capacity of 30,000 tons.

The grain terminal is positioned next to railroad way, connected with a closed transport line 250 meters long. The loading bridges have 12 tons capacity. For loading of grain into the vertical silo tower runs at of 300 tons per hour. The loading rate for corn is 2,000 mt per WWD and unloading rate is 2,500 mt per WWD. For wheat loading/unloading, the rate is 2,000 mt /2,500 mt per

WWD. Corn and wheat loading and unloading can be transhipped through silo in the Port. Loading/unloading of soybeans and soybeanmeal can be done only with some on-board direct manipulation from vessel to railcar (or truck) or vice versa and those loading/unloading rates are 2,000 mt/2,000 mt per WWD.

The timber terminal covers 14,400 square meters of roofed storage area, with 5,000 square meters of roofed area for drying and 4,800 square meters of roofed area for sorting and other servicing.

The liquid cargo terminal has berths with a draft of 12.5 meters. Petrol tanks are owned by the company "Jugopetrol" of Kotor with 120,000 cubic meters capacity. There is a transloading berth for acetic acid with a discharge rate of 600 tons per hour, owned by company the firm "MSK" of Kikinda..

The Ro-Ro terminal can accommodate 10,000 TEU annually. This terminal has a storage area of 60,000 m². The loading/unloading rate at the Ro-Ro terminal is 18-20 containers per hour. The port can handle 20 ft and 40 ft containers.

The passenger terminal provides regular services for passengers on daily sea lines of passenger ships to Italy (Ancona and Trieste), Slovenia (Kopar), Albania (Drac) and Greece.

The port of Bar also performs additional services such as:

- Final processing, sorting and sampling, bagging of bulk goods
- Electric power, telephone and fresh water supply to vessels
- Complete container servicing (cleaning, washing and repair)
- Hotel beds, food and related catering services

Contact information:

Mr. Petrasin Kasalica, General Manager
Mr. Mladen Miranovic, Marketing Director

Port Bar

Obala 13.7. bb.

85000 Bar

Montenegro

Tel: ++ 381 85 312 156

++ 381 85 312 213

Fax: ++ 381 85 312 525

e-mail: lukabar@cg.yu

mladen@lukabar.cg.yu

www.lukabar.cg.yu

Mr. Andrija Radusinovic, Deputy Marketing Director

Port Bar

Obala 13.7. bb.

85000 Bar

Montenegro

Tel: ++ 381 85 312 365

++ 381 85 312 247

Fax: ++ 381 85 312 525

e-mail: andrija@lukabar.cg.yu

www.lukabar.cg.yu