



**Budapest Freeport Logistics Private Company**

**Port Tariff**  
**for services provided to vessels**

***In force from 1 January 2025***

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## 1. The scope of Port Tariff, general provisions

The present Port Tariff applies to all vessels operated by the Budapesti Szabadkikötő Logisztikai Zrt. (Budapest Free-port Logistics Private Company, hereinafter: BSZL) using the Csepeli Országos Közforgalmú Kikötő (Csepel National Public Port, hereinafter: port), and the services provided by BSZL.

The regulations and fees of the Port Tariff shall be applied in all cases, except those in which a different agreement has been established.

When a vessel enters the port, a contract is established between the owner of the vessel and BSZL - even without there being a written agreement - and thus the here stated provisions shall be applied. The owner of the vessel accepts the provisions of the Port regulations and of the Port Tariff currently in force at the time of entering the port.

The BSZL, by the 49/2002. (XII. 28.) MET (Ministry of Economy and Transport) statute, may deny entry to the port and refuse the stay for vessels which had previously refused to pay a port service fee.

BSZL is also authorized to withhold the documents of such vessels until port service fees are paid.

In the event that neither the owner of the vessel nor the customer designated by the captain agrees to pay BSZL for the service fees, BSZL shall be entitled to ban the vessel from the port area until all fees are paid.

The operators of different port areas and cargo docks within the harbor are required to cooperate with the BSZL Dispatcher service in charge of collecting fees for the services provided to the vessels. (eg. withholding shipping documents or vessel documentation, interrupting, or suspending the loading-unloading of cargo, etc.) This also applies to wharfage, pushing service fees, and other port service charges the owner of the vessel is required to pay, if applicable.

BSZL is entitled to employ subcontractors for its services defined in this Port Tariff. On behalf of BSZL, the pushing, watchman, and vessel operation services are provided by the Human Shipping Ltd at the port basins and berths as a mediated service and provides these activities in an unchanged form.

The present Port Tariff and current Port regulations of the port must be made available to the crew of the vessel using the port in the office of BSZL Dispatcher services, on BSZL's website ([www.bszl.hu](http://www.bszl.hu)) and at port and cargo dock operators.

## 2. The services provided by the port, the person required to pay the fees

### ***Port using fees***

Starting from the arrival date of the vessel and for each day following while the port is being used by the vessel, port using fees must be paid for the time spent in commercial port basins I. and II., and the Pétroleum basin.

Motor ships that are in the port only for the purpose of official investigation are exempt from paying port using fee for one day.

The owner of the vessel must pay port using fee in all cases. The owner of the vessel may also designate another customer as a cost-bearer if the customer submits a written statement (e-mail: [diszpecser@bszl.hu](mailto:diszpecser@bszl.hu)) but in this case it is still the owner of the vessels who is responsible for paying the fees in the present Port Tariff.

### ***Wharfage***

Wharfage shall be paid to the owner of the port where the vessel has landed or is berthing while loading-unloading cargo. In the event of ship-to-ship transfer of cargo, wharfage shall be paid by the unloading vessel.

In the case of the operators of different port areas and cargo docks within the harbour BSZL wharfage shall charged to these operators, not the vessels owner.

In other cases, the owner of the vessel must pay wharfage to BSZL.

### ***Pushing service***

BSZL can only and exclusively provide pushing services to customers who have fully completed and submitted the BSZL-issued Pushing Service order form (e-mail [diszpecser@bszl.hu](mailto:diszpecser@bszl.hu)). The Pushing order form is included in Annex No. 1. of the present Port Tariff. In the absence of the form BSZL shall be entitled to refuse the service until the written order has been received.

Before starting the service, BSZL may request an advanced payment or deposit from the owner of the vessel or the customer ordering the pushing service, which will be returned to the owner of the vessel or the customer upon departure, after deducting the monetary value of the service actually used. As a deposit, BSZL will also accept the vessel's documents, which will be returned to the owner of the vessel after payment of the service fee.

For vessels without crew, before the first pushing, the crew of the tugboat of the port record report on the condition of the vessel without any of the crew signing it. The BSZL Dispatcher service will inform the owner of the vessel or its representative or agent via telephone about any possible defects found.

BSZL is entitled to refuse the entry and pushing of vessels in case of inadequate technical condition if their handling is not possible or to charge a higher fee for the surplus services.

A vessel is deemed technically unfit if:

1. its anchor is defective, cannot be lifted in the usual manner or can only be lifted by repairing an on-board equipment on the vessel,
2. part of its officially required equipment is missing or defective (missing winch-wheel, winch rope, hand rope, roof clamps or they are difficult to move).

The deficiencies are recorded in the report written by the BSZL crew of the tugboat.

In the case of the technical condition described in point 1., the vessel will be charged with 100% of the fees established in point 4. of the present Port Tariff, in the case of the technical condition described in point 2., the vessel will be charged with 50% of the fees.

The vessel owner shall be charged with the pushing fee established in the present Port Tariff even if BSZL is unable to carry out the pushing due to the technical conditions described in point 1. and 2. and the vessel owner is the one to carry out the pushing.

The vessel owner shall be charged with the pushing fee if the vessel owner does the pushing without the permission of BSZL, thereby violating the valid Port regulations, even if the capacity required for pushing was available with BSZL.

In the event of extreme weather and water conditions (wind strength exceeding 40 km / h, Budapest: water level below 100 cm or over 400 cm, restricted visibility, icing and drifting ice, etc.) BSZL may suspend or only partially carry out pushing services and shall not be liable for any resulting delays.

The pushing fee must be paid by the owner of the vessel or by the customer ordering the service, but BSZL is entitled to refuse to execute the ordered service in case the owner of the vessel or the customer has previously refused to pay BSZL for a port service fee.

In the event of false pushing orders or mistaken orders made by the customer, the fee indicated in the present Port Tariff will be charged to the customer.

#### ***Watchman Services (ensuring the supervision of vessel without crew according to the Shipping Regulations during berthing)***

The transfer of the vessel is done by the crew the motor ship carrying the vessels between the 1638.3 and 1639, rkm and the 1639.8 and 1640.5 rkm Danube berths.

Vessels without crew left unguarded at the so-called "Vasmű lekötő" will be guarded by the crew of the tugboat of BSZL.

Watchman tariffs for Vessels without crew being guarded by BSZL- regardless of whether or not the vessel is located in or outside the port basin – will be charged from the date BSZL began guarding the vessel, and for each day following the vessel is being guarded by BSZL.

Watchman tariffs must also be paid if the owner of the vessel is the one providing the crew during the time of loading.

Watchman tariffs must be paid by the owner of the vessel.



### ***Vessel operation***

BSZL can only and exclusively provide vessel operation services to customers who have fully completed and submitted the BSZL-issued *Vessel operation* written order form (e-mail [diszpecser@bszl.hu](mailto:diszpecser@bszl.hu)). The *Vessel operation order* form is included in Annex No. 2 of the present Port Tariff.

In the absence of the form, BSZL shall be entitled to refuse the service until the written order has been received.

The vessel operation order form must be sent to BSZL Dispatcher Service via email [diszpecser@bszl.hu](mailto:diszpecser@bszl.hu) at least one business day before the loading date, by 4:00 pm. The order for the Vessel operation may be cancelled free of charge on a business day up to 20 hours before the loading date.

Should the cancellation occur after the 20 hour cancellation period, or should the loading not take place by fault of the customer, the fee indicated in the present Port Tariff will be charged to the customer.

The vessel operation fee must be paid by the owner of the vessel or by the customer ordering the service, but BSZL is entitled to refuse to execute the ordered service in case the owner of the vessel or the customer has previously refused to pay BSZL for a port service fee.

### **Wintering fee:**

A wintering fee must be paid after a vessel that seeks shelter in the port basin during the winter season.

The vessel owner must pay the wintering fee.

### **3. Terms of payment, due date, overdue payment interest, and debt collection charges**

In case of single service charges, the fees according to the present Port Tariff are to be paid on-site, before leaving the port.

If the stay in port exceeds 30 days, the port using fees and the electricity supply charges must be paid, on the first occasion, at the end of the month following arrival; and from then on, will be due every month, at the end of the month.

In the event of continuous use of port services such as pushing, watchman services, and vessel operation, the service fees according to the present Port Tariff shall be charged to the owner of the vessel or the customer ordering the service after the reference month, in conjunction with any port using fees that may have been incurred.

The vessel's wharfage incurred after loading during the reference month shall also be charged after the reference month.

The fees must normally be paid in HUF or EUR, the acceptance of a different currency requires the approval of the BSZL. In case of conversion, the exchange rate of the Hungarian National Bank on the day of settlement (in case of multi-day settlement on the last day of settlement) shall be applied, unless the BSZL invoices the fees on a monthly basis, in which case the exchange rate on the last day of the



month shall be taken into account. If no exchange rate was quoted by the Hungarian National Bank on the date specified above, the last quoted exchange rate shall be taken into account.

The invoicing of fees for occasional use accordance with the present Port Tariff are not to be understood as a fixed-term settlement, however, the continuous use of services for watercraft complies with the provisions of CXXVII of 2007 with the adoption of this Tariff. for the performance of periodic settlement pursuant to Section 58 (1) of the Act, taking into account that the fees are settled on a monthly basis.

The VAT implications of invoicing are determined in accordance with the prevailing domestic laws.

The interest rate on overdue payments is the central bank's prime rate +6% on invoices in HUF and an annual 8% on invoices in other convertible currencies.

In the event that the port services are cancelled due to the bill debts of the owner of the vessel or the customer ordering the service, BLSZ shall have the right to charge the owner of the vessel or the customer ordering the service the sum of € 150 to cover debt collection procedure fees. BSZL will only provide its services after the debts and the fees related to debt collection have been paid.

The owner of the vessel using the port services or the customer ordering the service must declare the exact details of the cost-bearing company and whether it has a valid EU VAT identification number. The relevant Declaration form can be found in Annex No. 3 of the present Port Tariff.

In case they have failed to declare the EU VAT identification number, or it has been entered incorrectly, BSZL is not obliged to cancel the issued invoice and issue a new invoice. In these cases, the owner of the vessel or the customer ordering the service is obliged to receive and settle the invoice.

#### 4. Fees

<i>Port using fees, for every started day</i>	<i>Fee/day</i>
Vessels with max. length of 90 m	40 €
Vessels with max. length between 90-110 m	63 €
Vessels with max. length of over 110 m	75 €
Other floating units up to 50 m max.	135 €
Other floating units over 50 m	260 €
<i>Wintering fee</i>	1.5 times the port using fees



<i>Wharfage</i>	<i>Fee/tonne</i>
Based on the weight of the loaded and unloaded goods <i>but at least (per vessel)</i>	0,43 € 122 €
Passenger vehicles loaded in Ro-Ro port, per tonne <i>but at least (per vessel)</i>	0,49 € 127 €
Other vehicles loaded in Ro-Ro port, per tonne <i>but at least (per vessel)</i>	1,05 € 176 €
The fee for the use of Ro-Ro ramp can be found in Annex No. 4 of this Port Tariff.	
In the case of container loading, per loaded and unloaded tonnes <i>but at least (per vessel)</i>	0,43 € 122 €

### *Pushing fees*

If the fuel price per liter is:	max. 1 €	1-1,25 €	1,25-1,50 €
Within port basin, or quay, berth	226 €	243 €	254 €
Between two commercial port basins	428 €	446 €	457 €
Pushing of vessel intended for loading cargo at loading docks. Removal from loading area due to fast vessel transfer (rapid maneuver)	226 €	243 €	254 €
Between Pétroleum basin and a commercial port basin	502 €	525 €	547 €

Between the 1638,3 and 1641,9 rkm area Danube berths and wharfs or between these berths and a commercial port basin	665 €	683 €	694 €
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***Other vessel service fees***

Request for a tugboat for the purpose of non-ship transportation (pushing) between the 1638,3 and 1641,9 rkm Danube berths and wharfs or between these berths and a commercial port basin, every hour	350 €	372 €	395 €
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Request for a tug boat at wharf, loading docks for help with water pumping, loading cargo or other similar activities, for every started hour	350 €	372 €	395 €
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***Watchman fee, for every started day***

32 €

<b><i>Vessel operation (without watchman services) between 6 am - 6 pm, or 6 pm - 6 am, for every started 12 hour period, per vessel operator</i></b>	164 €
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<b><i>Vessel operation (without watchman services) between 6 am - 10 pm, for every time period started, per vessel operator</i></b>	220 €
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<b><i>Equalizing (for every started hour) *</i></b>	103 €
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<b><i>Overhead lifting fee (per closing lid and operations)*</i></b>	15 €
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*\* The fee will be charged by the operator of the port's loading area.*

<b><i>Costs relating to water drawing with maintenance fee and with availability fee per cubic meter</i></b>	1,60 €
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<b><i>Costs relating to electricity drawing with private network usage fee and with availability fee per kilowatt hour</i></b>	0,38 €
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The single-time water and electricity supply fee must always be paid in cash to BSZL following the service!

The fees in point 4 do not include VAT. BSZL calculates the sales tax in accordance with current legislation.

Annexes:

5. *Berthing order*
6. *Vessel operation order*
7. *Declaration*
8. *Fees for use of Ro-Ro ramp*

Budapest, 29<sup>th</sup> November 2024.

Approved by:



Ottó Cseh  
Chief Executive Officer  
Budapest Freeport Logistics Private Company



RO-RO port use when loading and unloading by own staff					
	Passenger vehicles	Heavy goods vehicles up to 3501 kgs	Heavy goods vehicles over 3501 kgs	Heavy duty vehicles (over 10 tons)	
	Fee/vehicle	Fee/vehicle	Fee/vehicle	Fee/vehicle	Fee/vehicle
Boat-trailer or vice versa	26,50€	37,50€	74,70€	Under special agreement	
Boat – RO-RO terminal – trailer or vice versa (with 3 days free storage)	73,50€	100€	150€	Under special agreement	
Daily storage fee from day 4	1,00€	3,50€	6,00€	Under special agreement	

The aforementioned fees do not include port using fees, wharfage fees and VAT.