Luka Koper - Port of Koper

The reliable link in the logistic chain

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Luka Koper d.d.- Port of Koper Plc
About the company Luka Koper, d.d.

- established in 1957,
- public limited company listed on the Ljubljana stock exchange,
- concession granted for the management of the port area until 2043,
- 1,000 employees in the Luka Koper Group,
- invests in infrastructure and suprastructure in the port area,
- terminal operator of all 12 specialized terminals in the Port of Koper,
- maritime throughput in 2012: 17.9 million ton,
- revenues for 2012: 144.3 million EUR (Luka Koper Group).
The port in numbers

- 280 ha of port area,
- 12 specialized terminals,
- 3.4 km of operative quays,
- 26 berths,
- 30 km of railway tracks serving and connecting all terminals.
Multi-purpose port

Containers and Ro-Ro

Break bulk

Liquid bulk

Project cargoes

Passengers

Perishables

Cars

Alumina and other minerals

Coal and iron ore

Cereals and fodder

Timber

Livestock
Maritime throughput (in 2007-2012)

1st Port for TEU’s in Northern Adriatic
1st Port for VEHICLES throughput in Northern Adriatic
(2nd in the Mediterranean)
Container traffic in North Adriatic ports

- **Rijeka**
- **Ravenna**
- **Trieste**
- **Venice**
- **Koper**

Yearly traffic in TEU (Twenty Equivalent Units) from 2006 to 2012.

<table>
<thead>
<tr>
<th>Year</th>
<th>Rijeka</th>
<th>Ravenna</th>
<th>Trieste</th>
<th>Venice</th>
<th>Koper</th>
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<tbody>
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On strategic crossroads

- on the crossroad of Baltic-Adriatic corridor and Mediterranean corridor,
- recognized as a core EU port (within TEN-T regulations).
The shortest sea route from Far East to the heart of Europe

2,000 Nm SHORTER ROUTE - up to 7 days shorter transit times

"Shipping 1 TEU (18 gross ton) from Far East to Koper saves approx. 320 kg of CO2"
Maritime connections

- regular **container, Ro-Ro and conventional** connections with all continents,
- numerous tramper, tanker and other dedicated services,
- more than 50 operators calling Koper on regular basis,
- 1954 vessels berthed in 2012.

**Regular container services**

- weekly direct services with major Far East and SE Asian ports
- weekly Intra-Mediterranean services
- weekly services with hub/feeder ports in Mediterranean
Hinterland markets

in percentage of total throughput in ton (2012)

- Germany: 2%
  - Containers, cars

- Austria: 27%
  - Coal, iron ore, containers, cars, paper, ...

- Italy: 9%
  - Coal, general cargo

- Slovenia: 29%

- Czech R.: 2%
  - Containers, cars, gen. c.

- Slovakia: 6%
  - Containers, cars, metal products, alumina, ...

- Hungary: 8%
  - Containers, cars, grain, soya, cereals, ...

- Other markets and transhipment: 17%
Hinterland rail & road connections

- excellent railway connections to hinterland markets,
- modern highway network,
- business centres of surrounding hinterland markets can be reached from the Port of Koper by **road in less than 1 day** and by train **in less than 2 days.**
- an average of 52 trains / day.

**Modal split**

- Transhipment: 6%
- Road: 38%
- Rail: 56%
Hinterland rail & road connections (con‘t)
Developing efficient and competitive container railway services

„A daily average of 9 departures/arrivals of container trains“

Container terminal modal split

- Rail; 60%
- Road; 39%
- Transhipment; 1%
Development of rail services to SETA REGION (Vienna-Bratislava) and further to Poland

<table>
<thead>
<tr>
<th>Country</th>
<th>Route Details</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>SLOVENIA</td>
<td>Koper – Ljubljana - Maribor (Adria Kombi)</td>
<td>2 trains/day</td>
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<tr>
<td>GERMANY</td>
<td>Koper - Ljubljana - München (Adria Kombi)</td>
<td>3 trains/week</td>
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<td>Koper - Dobra u Fridku Mystku (Adria Kombi)</td>
<td>4 trains/week</td>
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<td>Koper – Vratimov (Adria Transport/AWT)</td>
<td>depending on demand</td>
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<td>Koper – Dunajska Streda - Various Czech destinations (Metrans)</td>
<td>Daily connections</td>
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<td>Koper - Budapest BILK (Adria Kombi)</td>
<td>8 trains/week</td>
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<td></td>
<td>Koper – Budaors (Integrail)</td>
<td>3 trains/week</td>
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<td>Koper - Budapest (Metrans)</td>
<td>10 trains/week</td>
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<td>Koper - Žilina (Adria Kombi) - KIA dedicated</td>
<td>up to 7 trains/week</td>
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<td>Koper - Bratislava (Adria Kombi)</td>
<td>4 trains/week</td>
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<td>Koper - Dunajska Streda – Various destinations (Metrans)</td>
<td>up to 14 trains/week</td>
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<tr>
<td>SLOVAKIA</td>
<td>Koper - Ljubljana - Belgrade (Adria Kombi)</td>
<td>up to 2 trains/day</td>
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<td>Koper – Ljubljana - Zagreb (Adria Kombi)</td>
<td>up to 2 trains/day</td>
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<td>Koper – Graz (Adria Transport)</td>
<td>5 trains/week (up to 6 trains/week)</td>
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<td>Koper – Maribor-Graz area (Adria Kombi)</td>
<td>single wagons or trucks from Maribor onwards/daily</td>
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<td>Koper - Villach - various Austrian destinations – “CAPRIS” (Adria Kombi, RCA Intermodal)</td>
<td>5 trains/week</td>
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<td>POLAND</td>
<td>Koper - Vienna – Slawkov (Baltic Rail)</td>
<td>2 trains/week</td>
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<td>Koper - Ljubljana - Sofia (Adria Kombi)</td>
<td>spot train</td>
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<tr>
<td>ROMANIA</td>
<td>Koper – Arad (Adria Transport)</td>
<td>spot train</td>
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<tr>
<td>ITALY</td>
<td>Koper - Padova (Adria Kombi)</td>
<td>1 - 2 trains/week</td>
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SOUTH EAST EUROPE
Jointly for our common future
MDS study showed a potential of the „enlarged SETA region“ of approx. 6,0 MIO TEU by 2030

Until 2030 the transport infrastructure (railway, bottlenecks) should be solved/finished

An opportunity for:
- Increased intermodal traffic,
- higher operational efficiency,
- lower logistics costs,
- higher sustainability of transport
Current infrastructural bottlenecks (on the SETA corridor)

- Bottlenecks on the Slovenian railway network (1 main/1 to be solved within months)
- Different smaller railway shortcomings in hinterland countries
Port development

- Dredging of Basin I
- Extension and reconstruction quayside
- Preparation of new hinterland areas
- Truck Terminal
- New Ro-Ro berth
- New shore tanks for oil derivatives
- Extension and consolidation of Container terminal on Pier I
- Construction of “berth No. 12”
- Concentration of Timber terminal on other locations
- Dredging of access channels
- Dredging of Basin I
- National spatial plan limit
Future development plans and related challenges

1. DREDGING OF BASIN I to -15m
   - Ongoing dredging of the access channel (-15m), deadline Sept/Oct 2013
   - Dredging of Basin 1 (-15m)

2. ADDITIONAL CNT STACKING AREAS & EXTENTION OF PIER I
   - 1. phase to – 14m (till 2014)
   - 2. phase to – 15m (till 2015)

Colors:
- Green: subject to development plans
- Red: completed
- Blue: in progress
- Violet: 3-4 years
Thank you for your attention!