Venice (Italy)  
Since 1966  
cca. 10,00 M ton /year

Trieste (Italy)  
Since 1964  
cca. 36 M ton /year

Koper (Slovenia)  
Since 1968  
cca. 3 M ton /year

Rijeka (Croatia)  
Since 1979  
5-7 M ton/year

Ravenna (Italy)  
Since 1920  
cca. 2,4 M ton /year

100 Nautical miles
A step towards greener transport

• Shorter voyage results in minor CO$_2$ emissions
Cargo throughput

Liquid bulk throughput in North Adriatic ports (ton):

- Ravenna
- Rijeka
- Trieste
- Venezia
- Koper
Trieste, Italy

- Transalpine Pipeline, commissioned in 1967, to refineries in Germany and Austria, capacity 43 million tons/year);
- Oil Products Terminal Trieste, 139,000 m³;
- Oil Products Terminal, Aquilinia;
- Throughput:
  - Crude Oil: 35 million tons/year
  - Refined products: 1 million tons/year.
North Adriatic Ports – Key Facilities

Rijeka, Croatia

- Adria pipeline from Omišalj Oil Terminal to refineries in
  - Croatia,
  - Hungary,
  - Slovakia;
  - Max. capacity 15 million tons,
  - Throughput 5–7 million tons/year; 2012: 4,0 million.
- Oil Refinery Omišalj,
- No independent storage capacity.
Ravenna, Italy

- La Petrolifera Italo Rumena (PIR), founded 1920,
- Several terminals,
- Total capacity for refined oil products about 370,000 m³,
- Throughput: Refined Products: 2,5 million tons.
Venice, Italy

• Terminals for oil and derivates:
  - ENI Venice refinery from 1926,
  - Decal, 325,000 m³
  - Petroven, from year 2000, 326,000 m³,
  - San Marco Petroli from 1962, 145,000 m³,

• Total throughput:
  - Crude Oil: 4,6 million tons,
  - Refined Products: 5,2 million tons.
North Adriatic Ports – Key Facilities

Koper, Slovenia

• Terminal Instalacija
  - For two distributors and for Slovenian Strategical reserves;
  - Capacity: 450,000 m³
  - Throughput: 2.5 million tons/year.

• Terminal for Liquid Cargoes of Luka Koper
  - Detailed description follows.
The terminal in numbers (Koper)

- Facilities for handling and storing fuels, chemicals, mineral and vegetable oils,
- Providing also filtering, blending, mixing of chemicals, denaturizing of alcohol, colouring of heating gas oil, adding biodiesel to the automotive gas oil, etc.

<table>
<thead>
<tr>
<th>A total of 48 shore tanks with capacity from 300 to 20,000 cbm</th>
<th>Total capacity 143,000 cbm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mid steel shore tanks</td>
<td>33 units</td>
</tr>
<tr>
<td>Stainless shore tanks</td>
<td>9 units</td>
</tr>
<tr>
<td>Reinforced polyester tanks</td>
<td>6 units</td>
</tr>
<tr>
<td>Valid building permit for 3 additional tanks, 20,000 cbm each</td>
<td></td>
</tr>
</tbody>
</table>

| Berths | 5 |
| Sea depth | 12,0 to 13,0 m (-1 m for dangerous cargo) |
| RTC loading stations | 4 |
| Truck loading stations | 4 |
The liquid bulk terminal (Koper)
Tanks location in Koper

- Gasoline/diesel tanks
- Methanol, fuels and other chemicals
- Jet fuel and oils
- Tanker berth for gasoline/diesel
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.
Evolution through decades
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,
- 18 million tonnes of total maritime throughput (2013).
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
Structure of handled cargo

- By type of cargo, percentage of total throughput in ton (2012)

- Liquid bulk; 18%
- General cargo; 8%
- Containers; 29%
- Dry bulk; 41%
- Cars; 4%
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%
Dredging of Basin I

Extension and reconstruction quayside

Truck Terminal

Preparation of new hinterland areas

Dredging of access channels

New Ro-Ro berth

New shore tanks for oil derivatives

Extension and consolidation of Container terminal on Pier I

Concentration of Timber terminal on other locations

Dredging of Basin I

National spatial plan limit

Port development - 2015
Port development - 2030

- The National Spatial Plan foresees a new jetty on Pier II and a new liquid bulk terminal close to the terminal Instalacija.
Advantage of Southern European shipping and trading flows

- Gateway for distribution in Central/Eastern Europe: shorter sailing times for cargo coming from the Mediterranean and beyond Suez
- Consecutively possibility of smaller stock and faster renewal of stock;
- Minor CO$_2$ emission;
- Alternative supply logistic: more supply sources = minor risk for the customer
- Smaller terminals – faster respond to customer wishes.
Working effectively in today’s challenging economic environment

• New ICT technologies enable better and more effective control, faster operation processes, less safety risks;

• Automation of loading and measurement by using BAT reduces costs and increases productivity and competitiveness.

• Flexibility: smaller ports can offer dedicated solutions for every customer with fast and reliable port operations.
How Southern European ports will affect storage business in future?

• Southern European ports will continue to serve their hinterland;
• Good and still improving infrastructure will influence on the growth of hinterland „belonging“ to southern ports;
• New investments with the possibility for building tanks upon wishes of the customer;
• Bigger draft will enable arrival of bigger ships which means that supply from beyond Suez will be possible.
Thank you for your attention!

www.luka-kp.si