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Slovenia

Agricultural Situation

Adriatic Port Facilities in Croatia and Slovenia 2003

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Report Highlights:

The Adriatic Ports of Koper (Slovenia), Rijeka and Ploce (both in Croatia) are the major gateways of trade for the former Yugoslavia, landlocked EU countries and Central Europe. Also included are summaries of the ports of Zadar, Split, Sibenik and Pula (all in Croatia). Croatian ports are currently underutilized.

Includes PSD Changes: No
Includes Trade Matrix: No
Unscheduled Report
Vienna [AU1]
[SI]

Port of Koper (Slovenia):

General Information:

Koper is Slovenia's only commercial port. It is situated in the heart of Europe and it represents the southern gate to the international commercial links between Europe and overseas. Koper will become even more important after Slovenia joins the European Union. It lies on the short transport route linking commercial centers in Central and Eastern Europe with both Mediterranean countries and countries along the Suez. It is a modern, well - equipped, multi purpose port featuring excellent inland railway and truck connections. The entire port is a free-trade zone. Port has ISO 9002 quality certificate and ISO 14001 environment management systems.

Specialized Facilities:

- total area 16,000,000m²
- used area 4,737,000m²
- covered warehouse 313,000m²
- open warehouse 966,000m²
- tank capacity 53,000m³
- silo - one time capacity 81,000mt
- shore length 2,578m
- 23 berths
- max. depth 18m

General Cargo Terminal

- handling of: coffee, sugar, metal or nonmetal products, paper, celluloses, wood products, etc...
- available: labeling, sacking, cleaning, sampling, packing, polishing, rapping, etc
- shore length 1033m
- sea depth 6-10m (13m)
- multipurpose covered warehouse area 121,000m²

Ro-Ro and Container Terminal

- all container cargo including refrigerated containers
- numerous port machinery
- available: CFS, disinfections, chemical cleaning, steam cleaning, PTI, container repairs, repairs of refrigerated containers, 24-hours monitoring of refrigerated containers, installation/un installation of gen-set, repairs on gen-set, charging of gas and fuel, PTI and before-trip inspection of container and gen-set, spare part service
- 3 Ro-Ro
- area 25ha
- shore length 500m
- 3 berths
- sea depth 12m
- railway tracks 2x671m
- warehouse 11,500 TEU
- 175electrical outlets for refrigerated containers

Plants and Perishables Terminal

- available: sorting, ripening, packing, labeling, etc...
- shore length 427m
- sea depth 8-10m
- 3 berths

- conditioned warehouse with moisture regulation (from 0 to +20°C) on 13,000m²
- deep freezing to -20°C on 2,000m²
- banana ripening facility on 360m²

Livestock Terminal

- constant veterinarian control
- shore length 86m
- berths 1+1
- sea depth 4-8m
- capacity 1,300 heads of cattle

Grain Silo

- railway connection, road connection
- available: loading and unloading
- shore length 200m
- sea depth 12.8m
- 1 berth
- warehouse capacity 60,000MT
- 50,000MT/day

Bulk Cargo terminal

- shore length 400m
- sea depth 18m
- 2 berths
- warehouse capacity 700,000MT

Broken - Winded Cargo Terminal

- handling of: soybeans, grains, sugar, salt, bauxite, phosphates, fertilizers, Ca-Sodium, etc...
- available: sacking, mixing, separation, control, crushing, fumigating, etc...
- shore length 522m
- sea depth 6-13.5m
- 3 berths
- 1 mobile crane
- closed warehouse capacity: soybeans and grain – 55,000MT; mineral salts, salts, sugar, etc – 70,000MT
- open warehouse capacity 40,000MT
- warehouse for fertilizers offers sacking in 50-500kg sacks, warehouse for soybeans offers sacking in 10-50kg sacks

Liquid Cargo Terminal

- handling of: wine, beverages, vegetable oil, palm oil, chemicals, phosphorous acid, oil derivatives, etc...
- wine terminal : 1 berth, shore length 200m, sea depth 12m, warehouse capacity 2,930m³
- vegetable oil and palm oil terminal: 1 berth, shore length 200m, sea depth 12.6m, warehouse capacity for vegetable oil – 20,000m³, warehouse capacity for palm oil – 5,000m³
- terminal for chemicals and phosphorous acid: 1 berth, shore length 170m, sea depth 12m, warehouse capacity for chemicals – 17,000m³, warehouse capacity for phosphorous acid – 7,500m³

Wood Terminal

- available: artificial drying, cutting, sorting, packing, cleaning, etc...
- shore length 250m
- sea depth 6 – 12m
- 2 berths
- area 25ha
- covered warehouse 50,000m²

Hydrated Aluminum Terminal

- hydrated aluminum "sandy" type
- shore length 250m
- sea depth 14m
- 1 berth
- warehouse capacity 20,000MT

Vehicle Terminal

- shore length 500m
- sea depth 12m
- 5 berths
- one time capacity 37,000 vehicles

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Port of Rijeka (Croatia):

General Information:

Rijeka was the former Yugoslavia's largest seaport, it continues as Croatia's largest seaport. This port has the short connection with Atlantic through Gibraltar, has a link to the 5th and 10th Pan European corridor, and is a recognized and established transit port for the Hungarian, Slovakian, Czech, Austrian and broader European market. It is also connected with the Mediterranean hub ports and the main destinations in the world. The major shareholder at the Port of Rijeka is the Croatian Government, thus the port gets significant support such as subsidized railway cargo transportation. The port has excellent railway connections inland and will benefit from the completion of the Zagreb-Rijeka freeway, which will also connect to the Ljubljana-Trieste freeway. This freeway should be finished in 2005. Port service is provided by a market oriented shareholder company, which provides port services on the basis of primary concessions for the following: handling goods, storage and forwarding, as well as other economic services. The major part of the concession area has free trade zone status. The Port of Rijeka is under a constant modernization process, although it is working with only 40% of capacity.

Specialized Facilities:

- 8 terminals
- total area 1,176,043m²

Grain Terminal

- handling and storage of grain and oil crops, cleaning of grain, drying of grain, pesticide treatment of grain, de-dusting of grain, packing of grain in sacks, and precise weighting in the silo
- sea depth 12m
- max. annual capacity 800,000MT
- one-time storage capacity 56,000MT for grain
- daily handling capacity 4,000MT
- silo will be modernized so higher efficiency and a dust-free environment can be achieved

Terminal for Refrigeration

- cold storage with chambers for: tropical fruits (bananas, oranges, lemon) and chambers for frozen meat
- draft 8m
- 4 chambers (2 for fruits, 2 for meat)
- total area 8,000m²
- max. annual capacity 100,000MT
- one-time chamber capacity 3,175MT
- construction of a new cold storage is being planned

Livestock Terminal (Brsica –Rasa Port Basin)

- ashore and shipping of livestock
- sea depth 8m
- berth for 2 ships
- max. annual capacity 60,000MT
- storage facility for 1,000 head of cattle
- constant veterinarian control
- port service for general cargo and timber

Timber Terminal

- handling of timber, impregnation of timber, marking of timber, packing of timber, and building works – preparations for overseas transport
- max. annual capacity 500,000Mt
- one-time capacity 35,000 – 50,000m³ (depending on a type of timber)
- sawn timber can also be stored in the hinterland warehouse (terminal Skrljevo)
- relocation to the general cargo terminal is planned

Ro-Ro Terminal

- container and vehicle shipments, container loading, container unloading and cleaning
- sea depth 12m
- wharf length 514m (western 164m, southern 350m)
- total terminal area 122,234m²
- accommodation capacity for Panamax size ships
- 2 berths
- Ro-Ro ramp, 4 container bridges, 2 Samsung container bridges: max. manipulation speed 80boxes/h/ship – south berth
- max. annual capacity 100,000 TEU app., 50,000 vehicles
- one-time container storage capacity 5,000 TEU, one-time vehicle storage 5,000 (1,000 vehicles can be stored under cover)
- 4 trans-tainers, many container auto cranes and other special mechanization
- regular weekly ship feeder service
- Mediterranean hub terminal connection with all other container ports, railway and road connection with all European countries
- planned enlargement up to 140,000 TEU

General Cargo Terminal

- manipulation and stored of following: iron and steel products (60 m long railways), various types of machines and mechanical constructions, marble and granite blocks, salt, cement, paper, cardboard, sacks, etc...
- max. annual capacity 2,000,000MT
- 11 berths
- many shore and mobile cranes, all other types of port mechanization
- storage facilities close to the pier
- new covered warehouse is being planned

Bulk Cargo Terminal

- 13 km from Rijeka
- handling of iron ore and coal, other bulk and dry bulk cargo
- sea depth 18m
- max. annual capacity 3,000,000MT
- one time storage 400,000MT of iron ore or 130,000 MT of coal
- 2 bridge cranes Samsung ship-unloader with nominal capacity 3000/2100MT/h
- enlargement and modernization is being planned

Skrljevo Terminal (various cargo storage facilities)

- 10km from Rijeka
- different cargo
- status of free trade zone
- total storage area 390,000m² (130,000m² open warehouse 44,000m² covered warehouse)
- fenced off area equipped with bathrooms, service area and restaurant
- possible final processing, remaking, and packing of different products
- additional warehouses with manipulation equipment are planned for this terminal

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Port of Ploce: (Croatia)

General Information:

Ploce is a multipurpose, commercial, international seaport, and the second most important in Croatia after Rijeka. This port is well connected by railway with Bosnia and Herzegovina. The railway has a capacity of 10 million MT/year. Before the war, the Port of Ploce handled cargo for Hungary, and is currently trying to reestablish that business. The Port of Ploce can handle container shipments, fruits, wood, liquid cargo, bulk cargo, etc. Before the war this port had 4.5 million MT of cargo per year. During the war trade dropped to 265,000MT/year and now the port deals with 1 million MT/year. Bulk cargo takes 2/3 of all shipments. The whole port area is a free trade zone. Port of Ploce owns the following companies: Luka Ploce Gradnja (construction work), Luka Ploce Odrzavanje (sustaining heavy shore machinery), Luka ploce Servis (sustaining light shore machinery), Luka Ploce trgovina (storing and business with liquid cargo), Luka Sprd (forwarding company), Zrarno Pristaniste (passenger air transport and transport by ships), Pomorski Servis (docking of ships, supply of ships and ecology), Plocanska Plovidba (transporting cargo by ships). These companies work at Port of Ploce, but also compete on the open market. The Port of Ploce shares ownership of fire prevention companies with Lucka Uprava Ploce, and of a cool storage facility with the Granmed (Bonita) Company.

Specialized Facilities:

- total area 230ha (areas: dry bulk cargo 9.35ha, general and loose cargo 11.42ha, forest product storage 8.64ha, liquid cargo 17.68 ha, special cargo 20ha, service area 2.24ha, passenger terminal 1.5ha, administration buildings 1.44ha, garages for transport equipment 2.96ha, non-used 7.29ha, future port development 147.58ha)
- quay no. 0, length 240m, depth 6m, 1berth, cranes 0
- quay no. 1 & 2, length 460m, depth 9.2m, 2berths, cranes 5/5MT
- quay no. 3, length 410m, depth 9.2m, 3berths, cranes 3/5MT,
- quay no. 5, length 508, depth 11.5m, 2berths, cranes 5/10MT
- quay for liquid cargo, length 50m, depth 12m, 1berth, cranes 0

Terminal Ploce

- general cargo: covered storage 35,834m², open storage 153,925m²

Bulk Cargo Terminal

- quay no.5: storage capacity 300,000MT, unloading capacity 10,000MT/day
- wheat silo: storage capacity 45,000MT, unloading capacity 400MT/hour

Liquid Cargo Terminal

- operator Luka Ploce Trade: vegetable oil (storage 8,468m³), kerosene (storage 4,560m³), gas oil (storage 13,457m³), gasoline (storage 6,080m³)
- operator Energopetrol: masut (storage 20,000m³, unloading 700-1000MT/h), NaOH (storage 10,000m³, unloading 300MT/h), white products (storage 56,000m³, unloading 200-500MT/h)

Aluminum and Petroleum Terminal

- alumina silo (storage 20,000MT, unloading 800MT/h)
- petcoke silo (storage 10,000MT, unloading 260MT/h)

Wood Transit Terminal

- storage 50,000m³
- terminal area 46,464m²

Terminal Metkovic

- general cargo: covered storage 1,300m², open storage 10,000m²
- bulk cement silo (storage 4,000MT, unloading 200MT/h)
- slag terminal (storage 10,000MT)

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Port of Zadar (Croatia) :

General Information:

Zadar is a medium-sized, multi-use port dominated by a soybean extraction facility and its conveyor. The port borders on an industrial park, which features numerous companies. Companies Agrokor and Krosko are main partners of this port and they keep the port alive. Agrokor has 43 percent ownership over oilseed and grain berth, as well as handling facilities. The port does not have status of a free trade zone. Port of Zadar has a good railway connection, but a weak road connection. Road connections will improve in 2005 with the completion of a Zagreb – Split highway. The Zadar port is underutilized because of competition from Rijeka and Koper, which have better railway and road connection. In addition, Zadar port has higher railway tariffs and transport time to Zagreb than Rijeka. In 2002 Zadar port had 360,000MT of cargo. The Plan for 2003 is 400,000MT, which is about 47 percent of total capacity. This port is not RoRo capable and it deals only with bulk cargo.

Specialized Facilities:

- max. annual capacity from 700,000 to 750,000MT
- warehouse capacity: closed 30,000m², open 200,000m², controlled atmosphere 17,000m³
- loading and discharging with 3 mobile cranes (100MT, 40MT, 32MT)
- 4 berths
- plan to buy portal crane

Berth 1

- general cargo, fruits and vegetables
- max. draft 5.6 – 11.6m
- controlled atmosphere storage for fruits on 17,000m³: 5 compartments with cooling from 0 to +
- in last three years Zadar had no fruits or vegetables because storing (old facility built before 1980) and transport is more expensive than in surrounding ports

Berth 2

- general cargo and lumber
- max. draft 8.5 m
- covered warehouse 10,000 m²

Berth 3

- handling of: soybean, bulk grains, palletized commodities and vegetable oil
- silo owned by company Agrokor (all grains must pass their silo)
- sea depth 11.4m
- length 240m (max. 1 ship)
- possibility to accept Panamax vessels up to 80,000MT

Soybean Crushing Plant

- Plant is owned by Sojara, a subsidiary of Agrokor. The plant is served by a bulk commodity conveyor, constructed in 1997 by the former Yugoslav Government with the idea that this plant would receive imported Sojara soybeans and crush them for feed mills through out Yugoslavia. The breakup of the country means that Sojara is looking for customers throughout the region. The conveyor is reversible but at a lower capacity: ships can discharge up to 400MT/h but can be loaded at a maximum 80MT/h. The intent was that Panamax vessels would discharge soybeans and smaller

(5,000MT) coasters would deliver soybean meal to other Mediterranean customers. The conveyor can also handle other grains and palletized commodities, but not flour.

- Storage consists of 2 warehouses, one each for soybeans and for soybean meal, and a 52 cell silo. Silo volume is $38,000\text{m}^3 + 25,000\text{m}^3$. Capacity is 1,100MT/day and they usually process about 200,000MT/year. The plant includes nine 1,000MT vegetable oil tanks and can load 1,000MT oil per day. Oil can be degummed on site and the plant can produce lecithin. The plant cannot crush sunflower seed.

Berth 4

- handling of: vinyl chloride monomer, petroleum, mineral and vegetable oils, and liquid chemicals
- max. draft 10m
- length 190m
- 40,000 MT capacity

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Port of Split (Croatia):

General Information:

The Port of Split handled 700,000 to 1,000,000 MT of cargo per year before the Yugoslav war, roughly half of which was bulk grain or palletized commodities. This port has good railway connections, but less accessible road connections. However, road connections should be improved by 2005 with the completion of Zagreb-Split highway. Currently, the port is underutilized because of the tight competition from Rijeka and Koper, and the fact that they never fully recovered from the war. The major destinations for cargo before the war were Mostar and Bihac in Bosnia and Herzegovina. Split also handled exports of Hungarian wheat and corn, and Serbian wheat.

Specialized Facilities:

- 5 berths (berth 1 – 149m, depth 8.6m; berth 2 – 181m, 10.6m; berth 3 – 155m, depth 7.6, berth 4 – 188m, depth 10.8m; berth 5 – 198m, depth 11,8m)
- berth no. 5 has Ro-Ro ramp but no container crane – can not accept container cargo
- covered warehouses 28,500m²
- partially covered warehouses 6,000m²
- open warehouses 150,000m²
- jetty length 871m, railway length 3,006m
- 2 port cranes – 7MT, 5 port cranes – 3MT, forklifts, bulldozers, trucks, etc ...
- silo (ownership of the company Pivovarna Lasko) – capacity 40,000MT, discharge/loading rate 3,000MT/24 hours, sea depth 10.5m

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Port of Sibenik (Croatia):

General Information:

Port of Sibenik deals mainly with fertilizer because it has fertilizer company INA Pertokemija Kutina as its strategic partner. This port has good railway connection and road connections are expected to improve with the completion of Zagreb – Split highway in 2005. This is one of the best ports for dealing with bulk cargo. Port capacity is 1,2 – 1,3 million MT, which was realized in 1980 to 1990. Today they handle 500,000 to 600,000 MT per year. The Port of Sibenik does not have free trade zone status but they have applied for it.

Specialized Facilities:

- 3 terminals

Bulk Cargo Terminal for Import

- handling of: phosphates, KCL, DAP, MAP
- sea depth 9.80m
- shore length 220m
- storing capacity 110,000MT

Bulk Cargo Terminal for Export

- handling of: KAN, UREA, NPK, grain
- sea depth 10m
- shore length 220m
- storing capacity 5,000MT

General Purpose Terminal

- reloading of: clay, AL, stone, building material, wood
- sea depth 6 – 10m
- 3 births
- 3 portal crane – 5MT, bridge crane – 7MT

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Port of Pula (Croatia):

General Information:

The Port of Pula is situated between the Port of Koper and the Port of Rijeka. Koper and Rijeka are better equipped and better connected with railway and roads than Pula. In the town of Pula, the tourist industry is growing and the Town Council controls the port. As a result, the port's policy is to act more like a free trade zone than a cargo port. The Port of Pula has railway connection with Slovenia and European Union.

Specialized Facilities:

- draft 6-6.5m
- pier length 5m, 10m, 120m
- free trade zone on 28,000m²
- covered warehouse 4,300m², open storage 10,000m²
- facilities for storing tobacco
-

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