

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



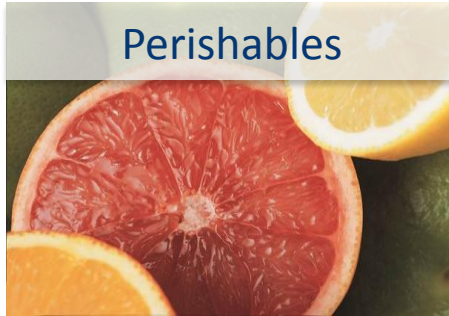
Project cargoes



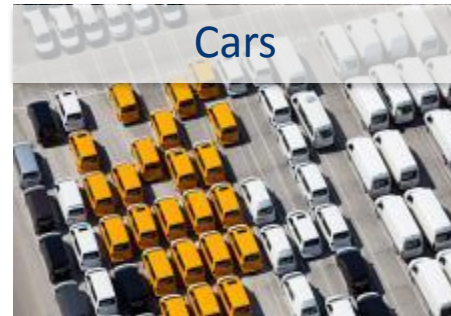
Passengers



Perishables



Cars



Alumina and other minerals



Coal and iron ore



Cereals and fodder



Timber



Livestock

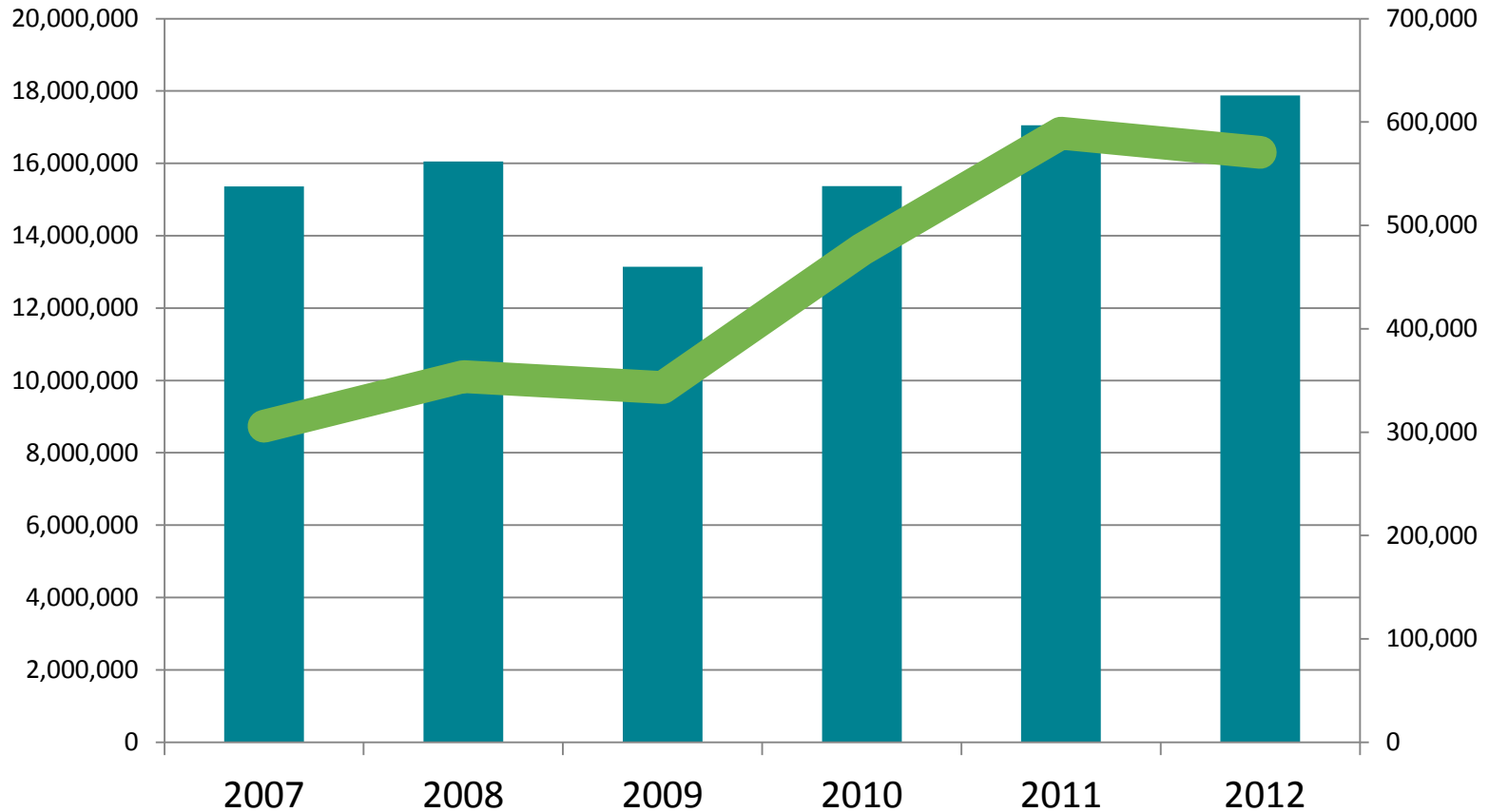


Maritime throughput (in 2007-2012)

Ton

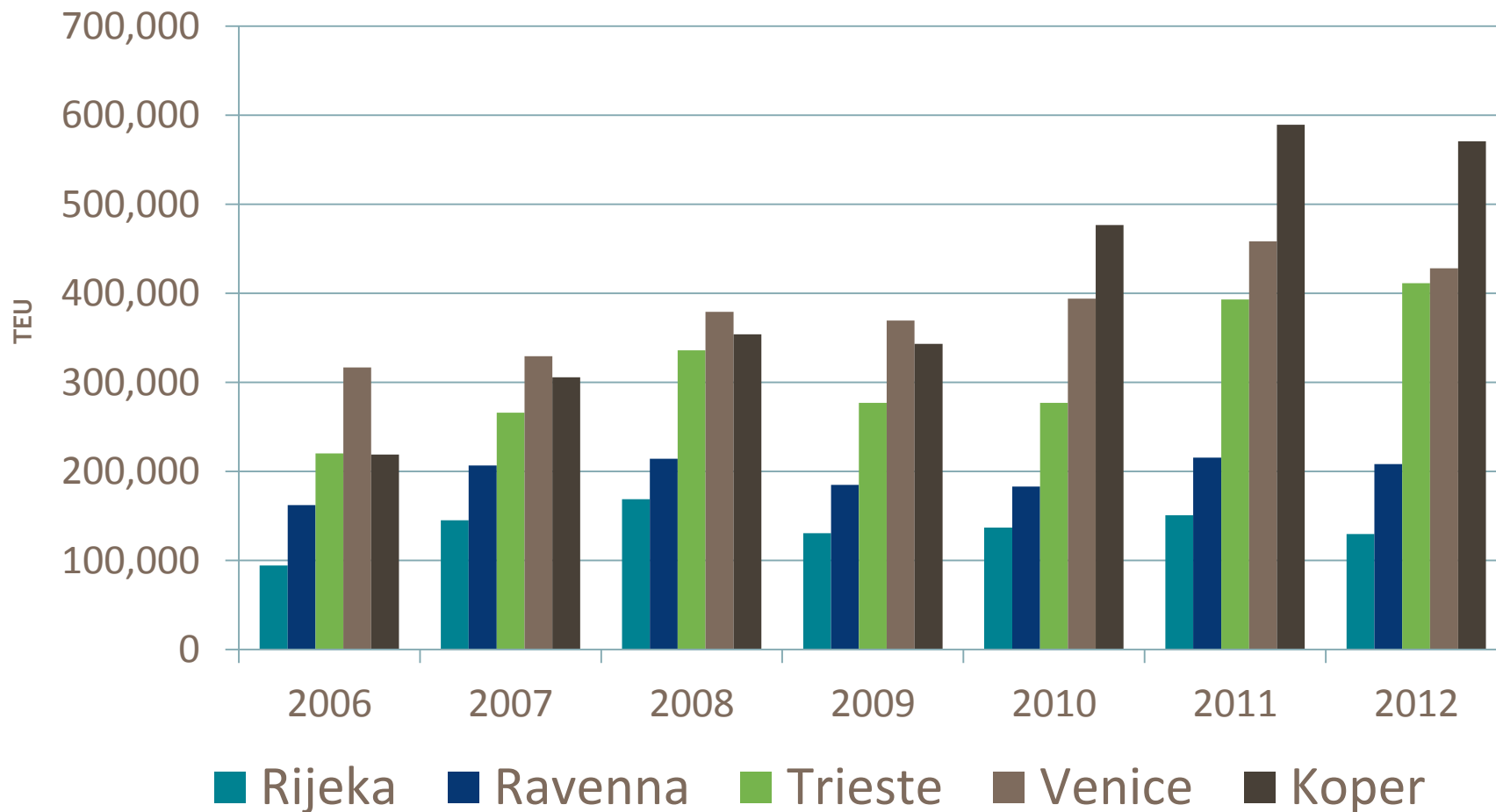
total maritime throughput

TEU
containers only



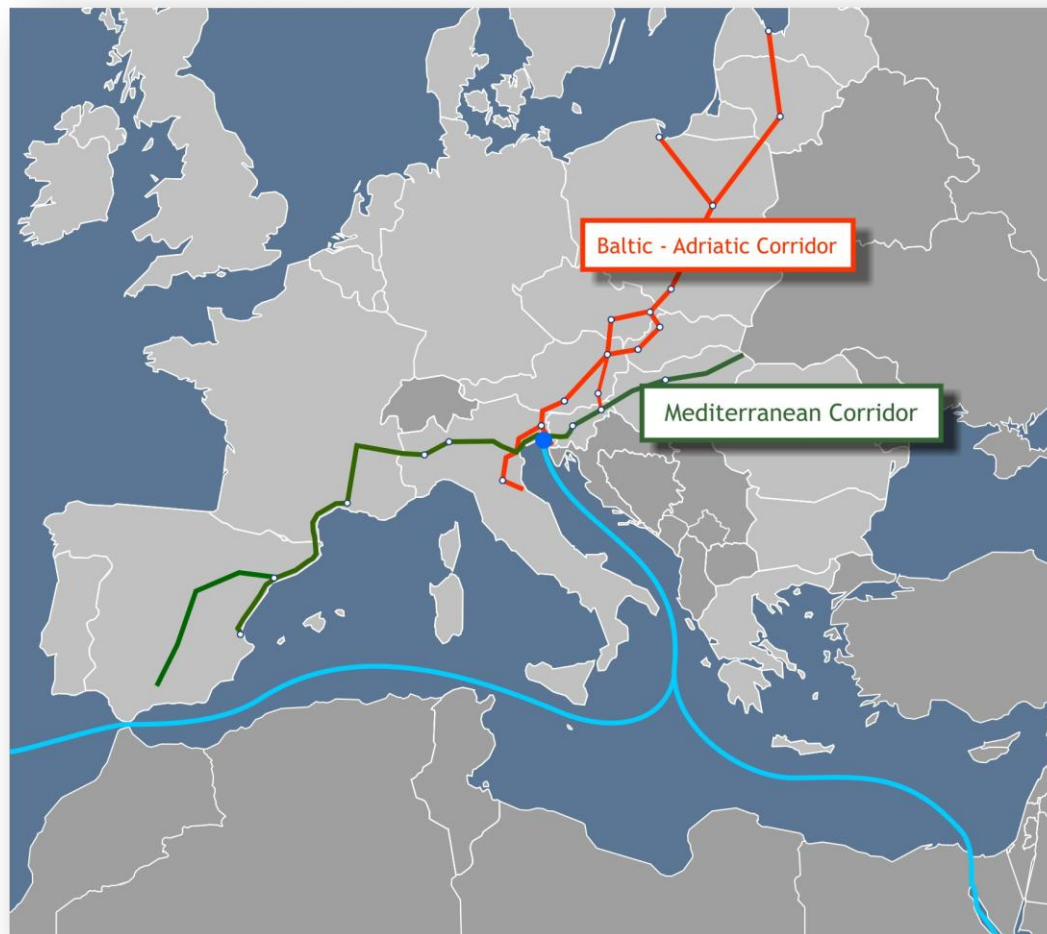
1st Port for TEU's in Northern Adriatic
1st Port for VEHICLES throughput in Northern Adriatic
(2nd in the Mediterranean)

Container traffic in North Adriatic ports

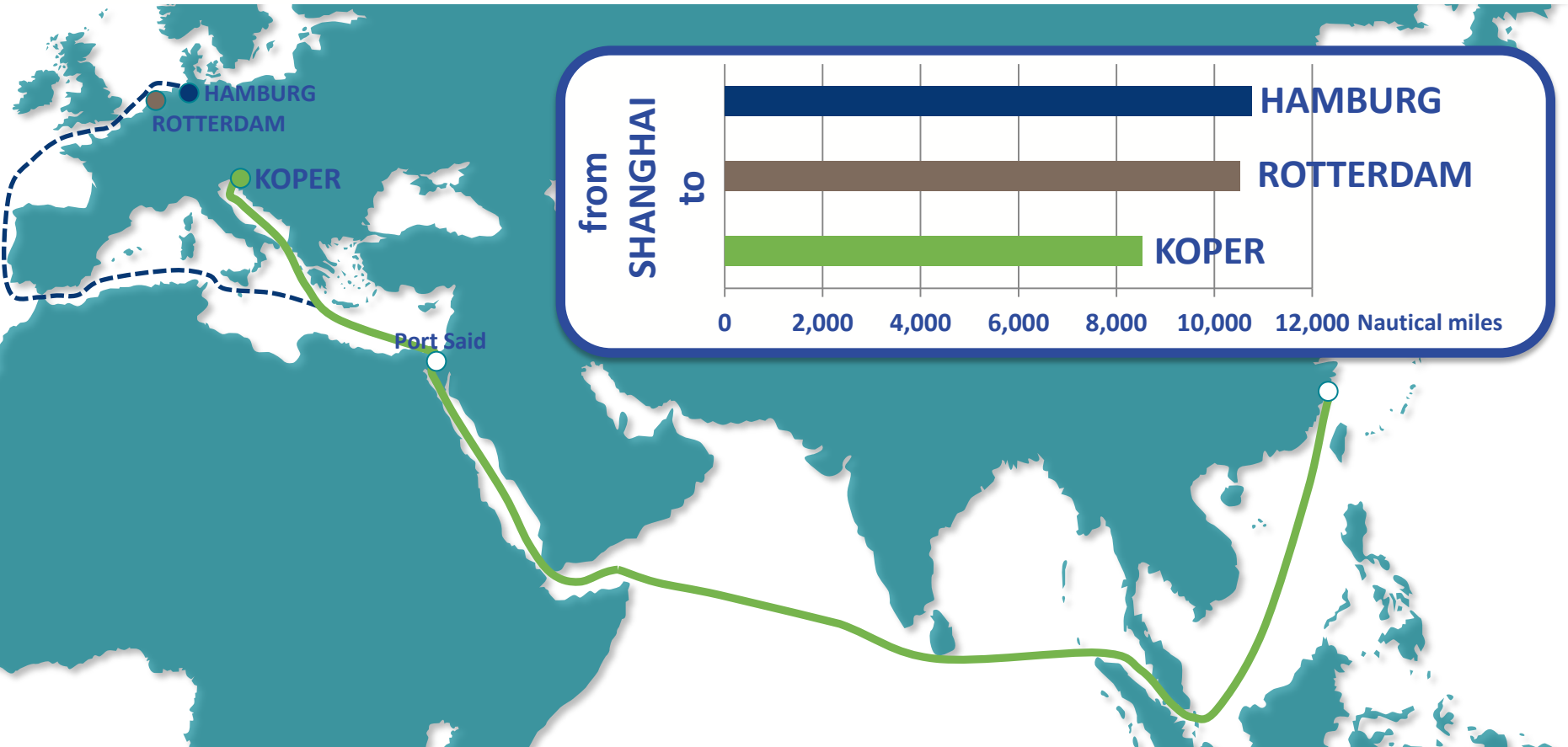


On strategic crossroads

- 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

* if "slow steaming" at 12 knots

"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.

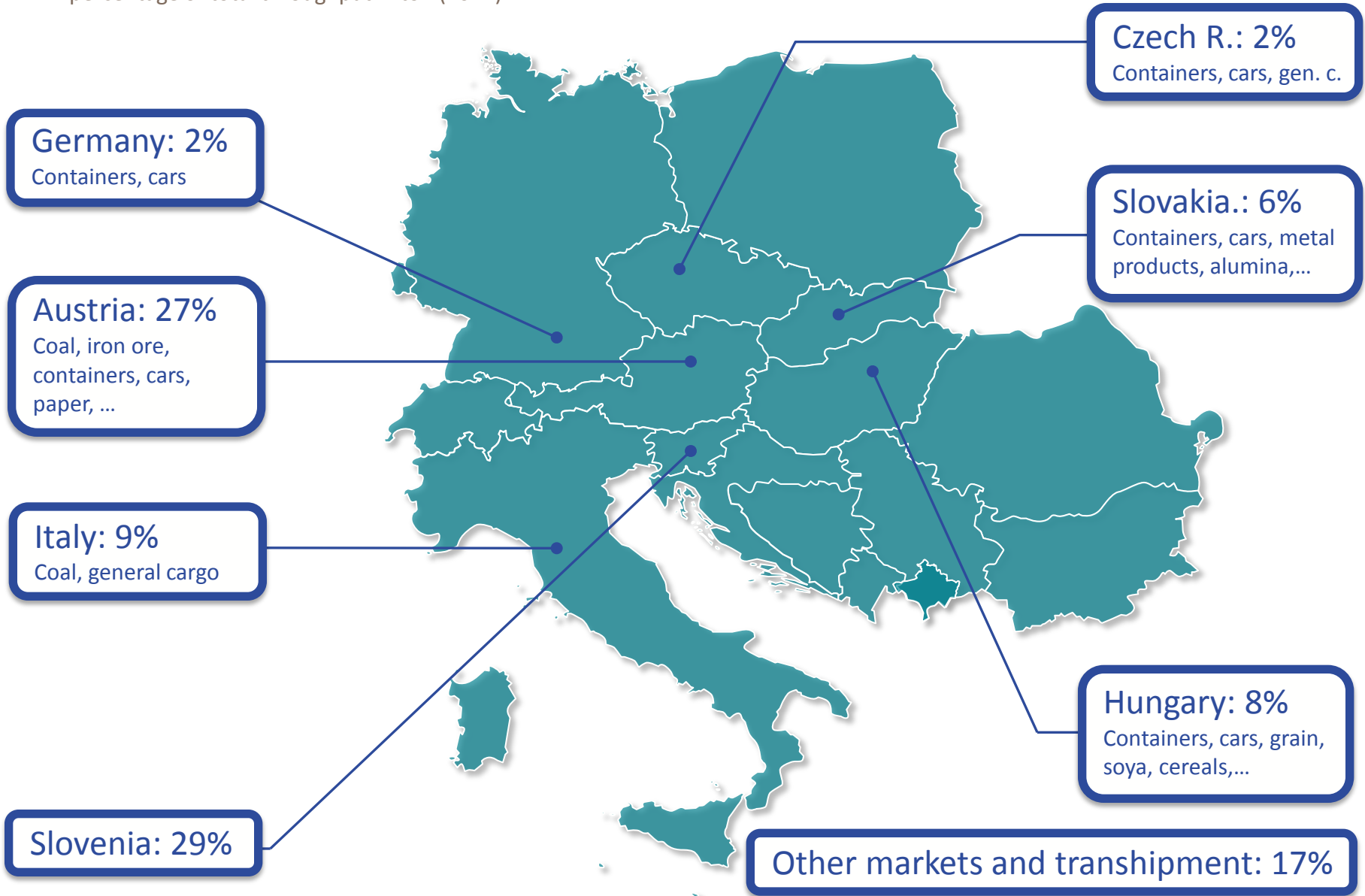
Regular container services

- 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)

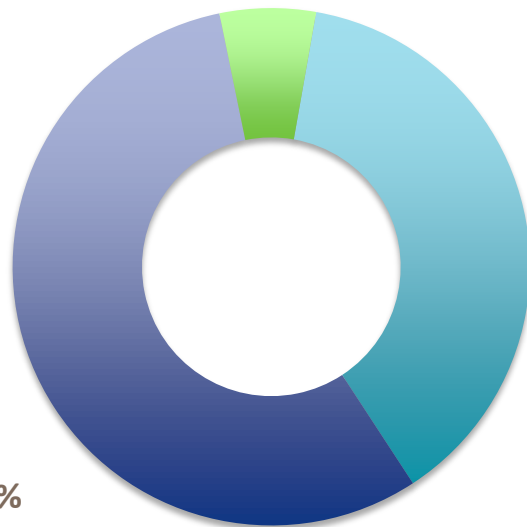


Hinterland rail & road connections

- 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.

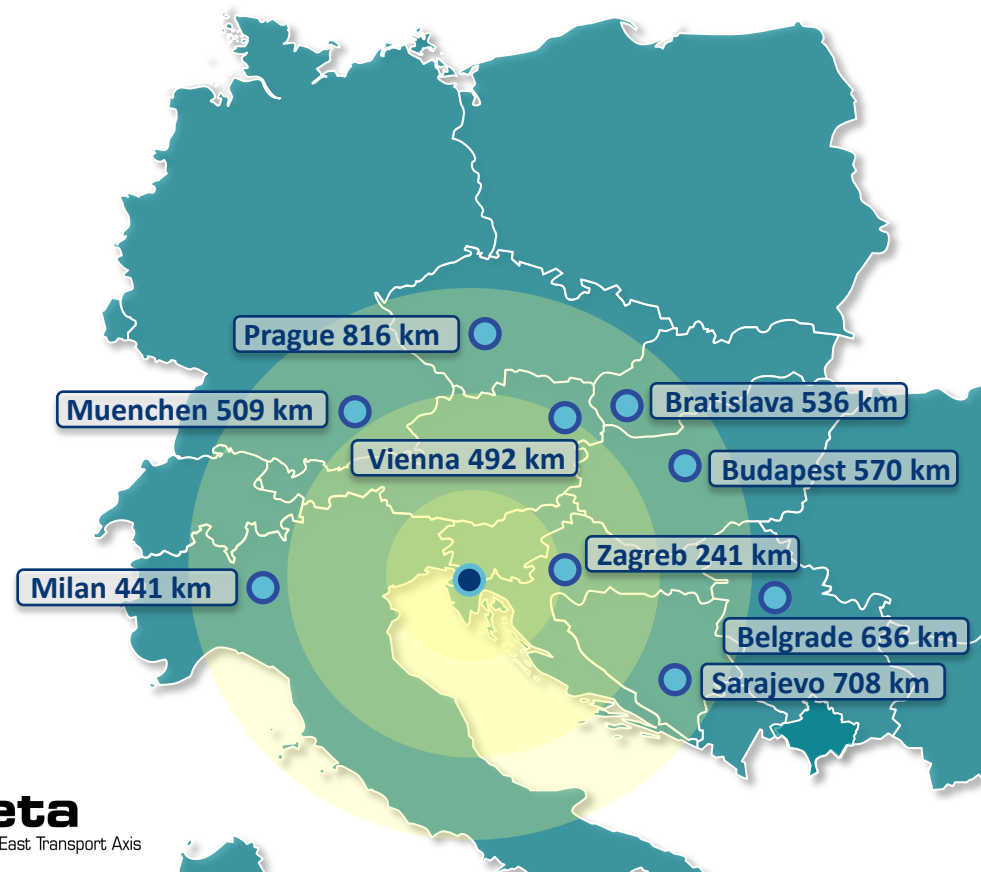
Modal split

Transhipment; 6%

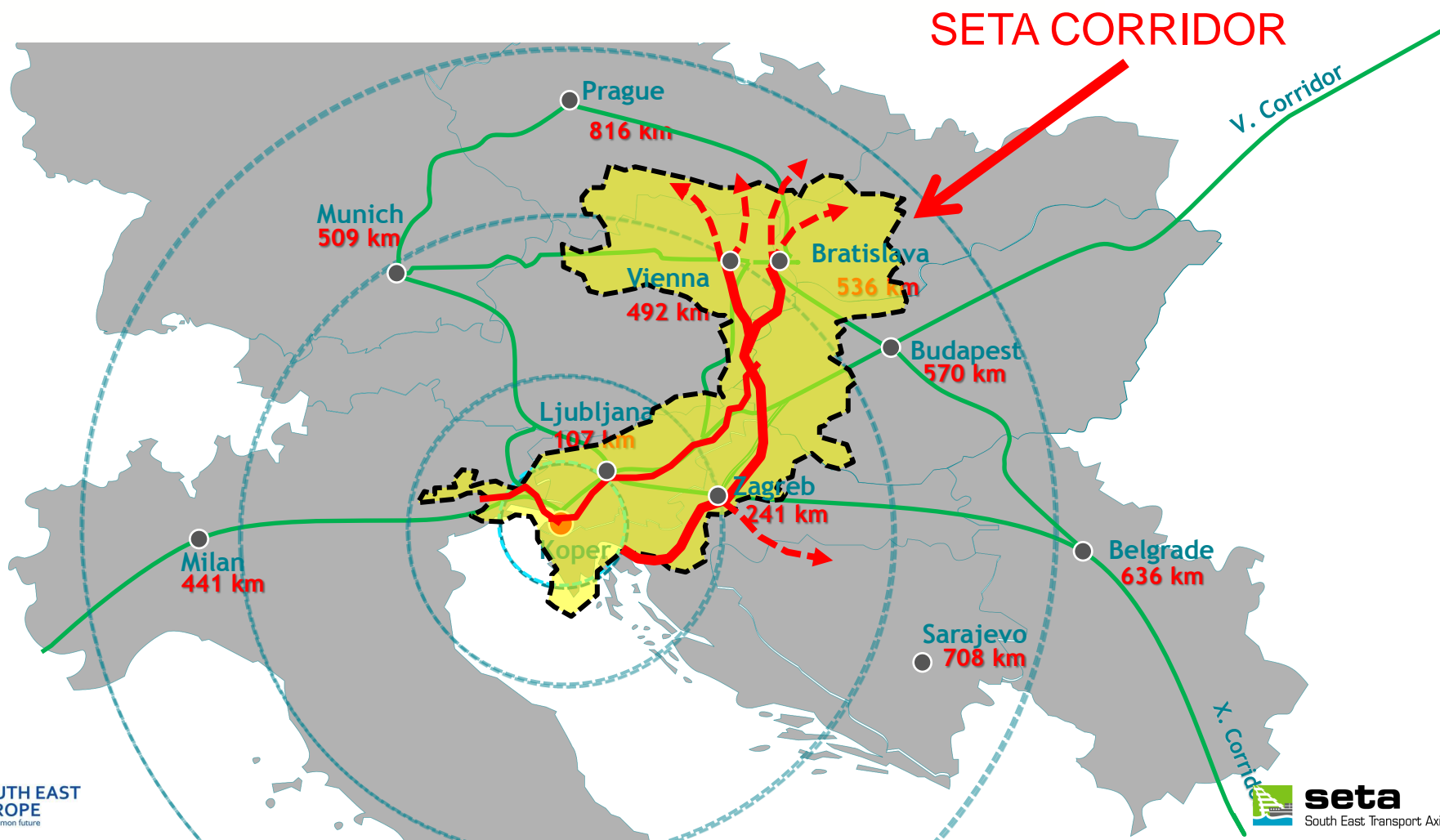


Rail; 56%

Road; 38%



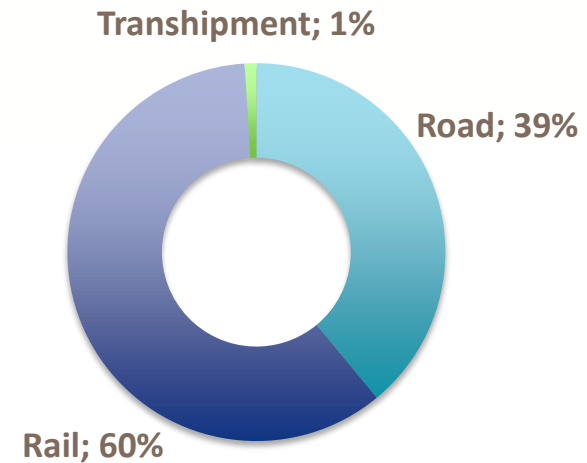
Hinterland rail & road connections (con't)



Developing efficient and competitive container railway services

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

Container terminal modal split



Development of rail services to SETA REGION (Vienna-Bratislava) and further to Poland



SLOVENIA	Koper – Ljubljana - Maribor (Adria Kombi)	2 trains/day
GERMANY	Koper - Ljubljana - München (Adria Kombi)	3 trains/week
CZECH REP	Koper - Dobra u Fridku Mystku (Adria Kombi)	4 trains/week
	Koper – Vratimov (Adria Transport/AWT)	depending on demand
	Koper – Dunajska Streda - Various Czech destinations (Metrans)	Daily connections
HUNGARY	Koper - Budapest BILK (Adria Kombi)	8 trains/week
	Koper – Budaors (Integrail)	3 trains/week
SLOVAKIA	Koper - Žilina (Adria Kombi) - KIA dedicated	up to 7 trains/week
	Koper - Bratislava (Adria Kombi)	4 trains/week
SERBIA	Koper - Dunajska Streda – Various destinations (Metrans)	up to 14 trains/week
	Koper - Ljubljana - Belgrade (Adria Kombi)	up to 2 trains/day
CROATIA	Koper – Ljubljana - Zagreb (Adria Kombi)	up to 2 trains/day
AUSTRIA	Koper – Graz (Adria Transport)	5 trains/week (up to 6 trains/week)
	Koper – Maribor -Graz area (Adria Kombi)	single wagons or trucks from Maribor onwards /daily
POLAND	Koper - Villach - various Austrian destinations – “CAPRIS” (Adria Kombi, RCA Intermodal)	5 trains/week
BULGARIA	Koper - Vienna – Slawkov (Baltic Rail)	2 trains/week
ROMANIA	Koper - Ljubljana - Sofia (Adria Kombi)	spot train
ITALY	Koper – Arad (Adria Transport)	spot train
	Koper - Padova (Adria Kombi)	1 - 2 trains/week

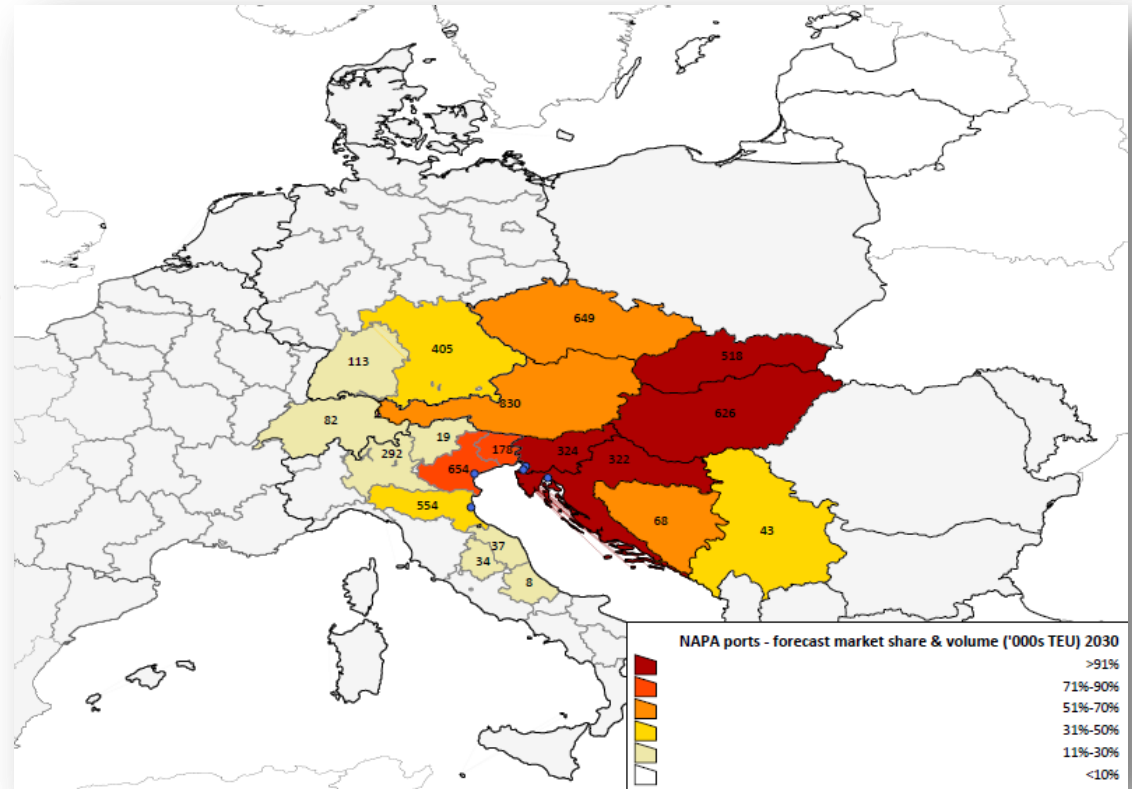
Future possibilities for the region

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

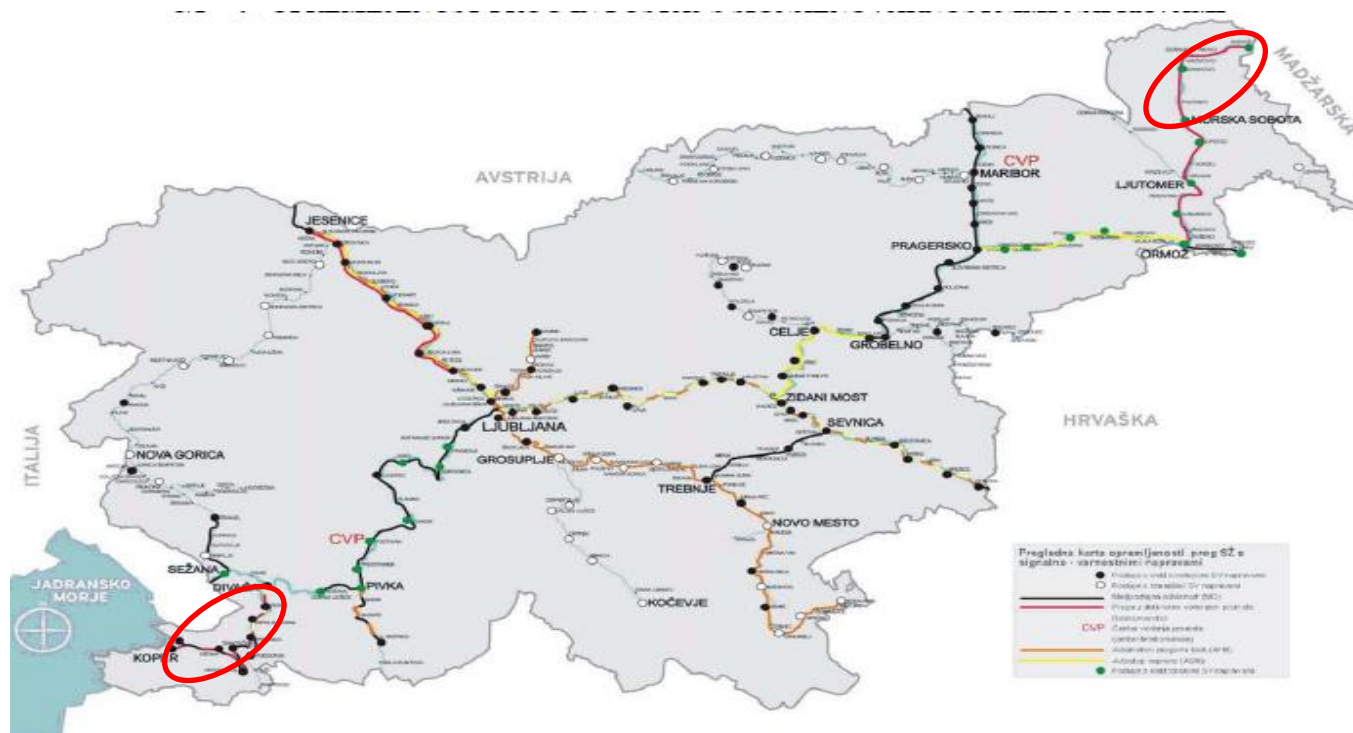
An opportunity for :

- Increased intermodal traffic,
- higher operational efficiency,
- lower logistics costs,
- higher sustainability of transport

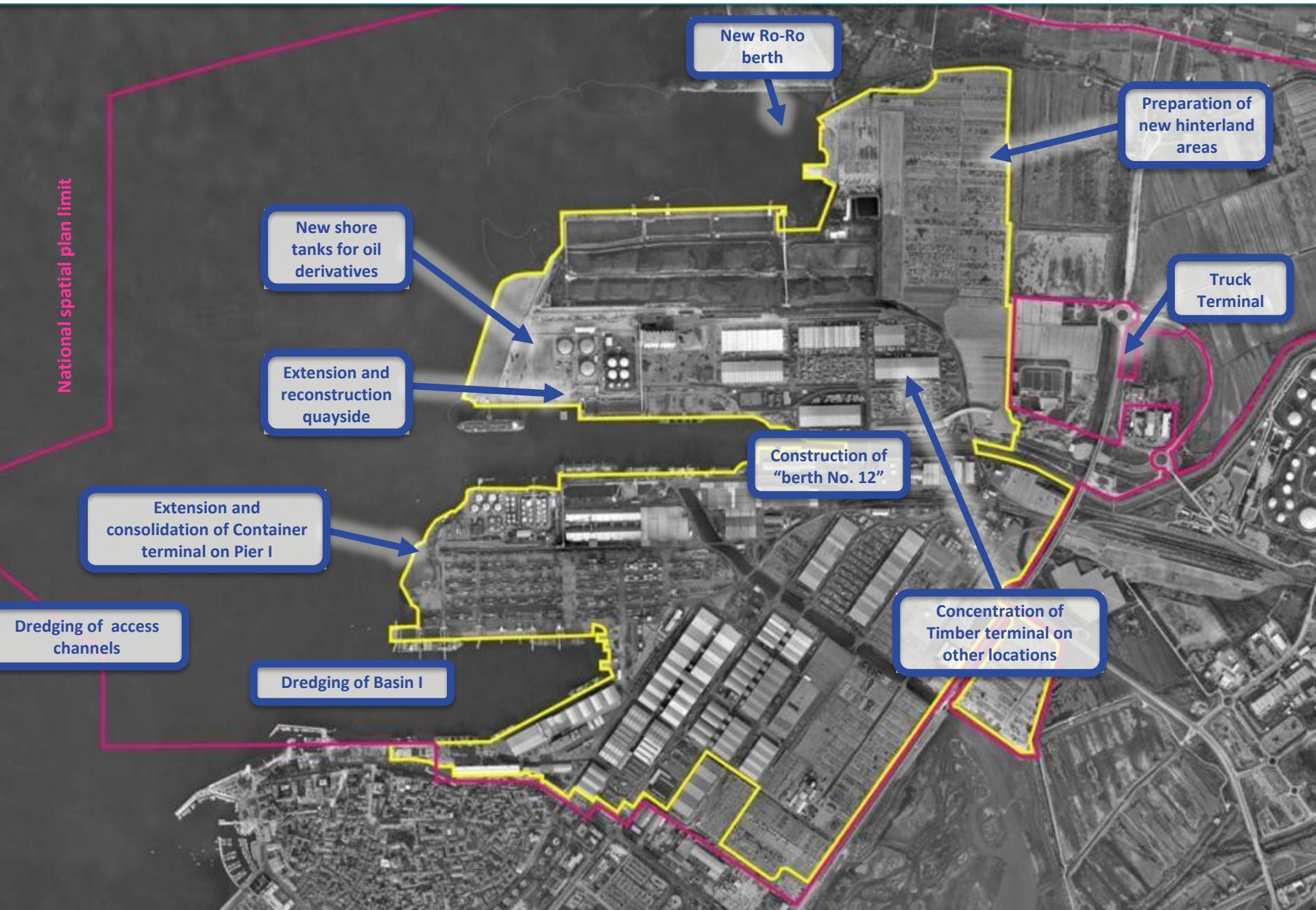


Current infrastructural bottlenecks (on the SETA corridor)

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

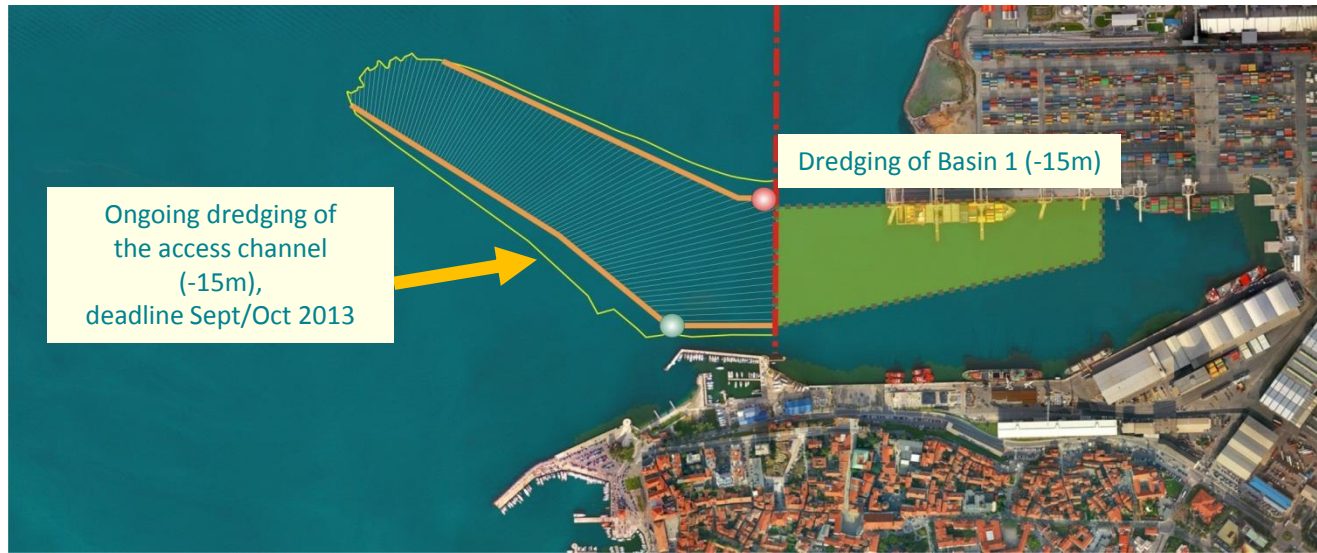


Port development



Future development plans and related challenges

1. DREDGING OF BASIN I to -15m



1. phase to – 14m (till 2014)
2. phase to – 15m (till 2015)

2. ADDITIONAL CNT STACKING AREAS & EXTENTION OF PIER I



1. Green: subject to development plans
2. Red: completed
3. Blue: in progress
4. Violet: 3-4 years

Thank you for your attention!



www.luka-kp.si