

PORT OF RIJEKA AUTHORITY



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Modernized Rijeka Port -

Port of Competitiveness and High Efficiency

PORT OF **RIJEKA** AUTHORITY



Rijeka, October, 2008

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Port of Rijeka Authority



Institution established according to the Seaports Act and Law on institutions

- port area development
- granting of concessions for use and performance of activities
- administration with free zone
- control of entrance and departure of vessels

Free Zone - port of Rijeka

Basic advantages of performing working activities:

- exemption from paying tax on income,
- exemption from paying customs fees and taxes for:
 - import of all equipment and mechanization
 - which will be placed in the zone,
 - goods placed in the zone,
- unlimited time of storage,
- possibility of performing loading/unloading, transshipment and storage of goods without paying customs fees or taxes if goods are destined for export.



Total turnover in port of Rijeka 2007.

Cargo structure

tonns

General cargo	2.155.506
Bulk cargo	3.142.518
Timber	325.551
Oil	7.588.889

Total turnover **13.212.464**





For use of port infra and superstructure,
and carrying out port activities the concessions
have been granted to the companies:

■ **“JANAF” d.d.**

■ **“LUKA RIJEKA” d.d.**

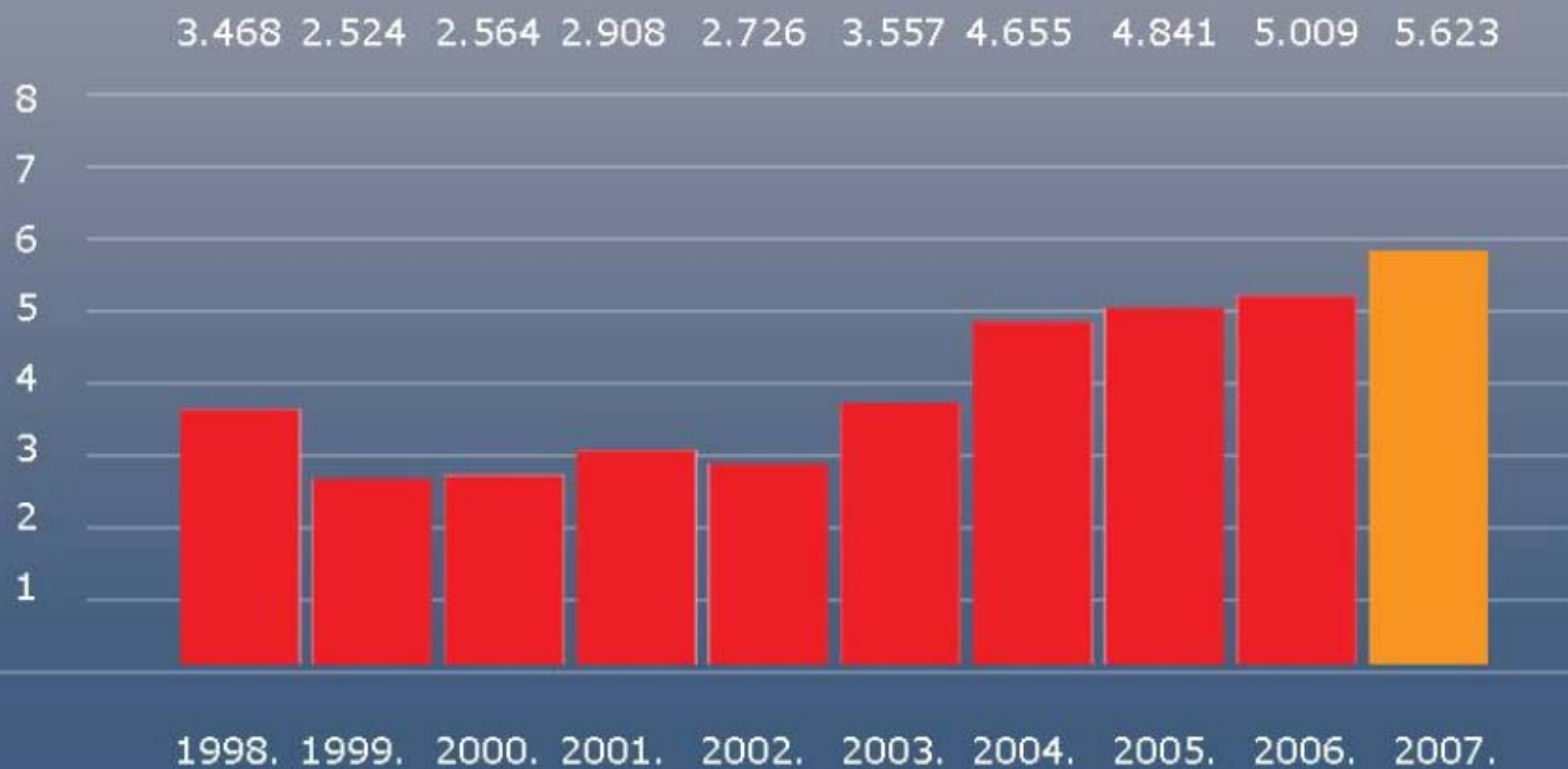
■ **“ADRIATIC GATE” d.d.**

Luka Rijeka





Turnover 1998 - 2007 (in 000 tons)



Bakar Basin Bulk Cargo Terminal



Bakar Basin Bulk Cargo Terminal



Main characteristics of the Terminal:

- reloading capacity to 5200 t / h
- sea depth at berths 18,5 m
- possible acceptance of ships up to 150.000 DWT

Jadranski naftovod d.d.

Oil Terminal - Omišalj Basin



Jadranski naftovod d.d.

Oil Terminal-Omišalj Basin

Main characteristics of the Terminal:

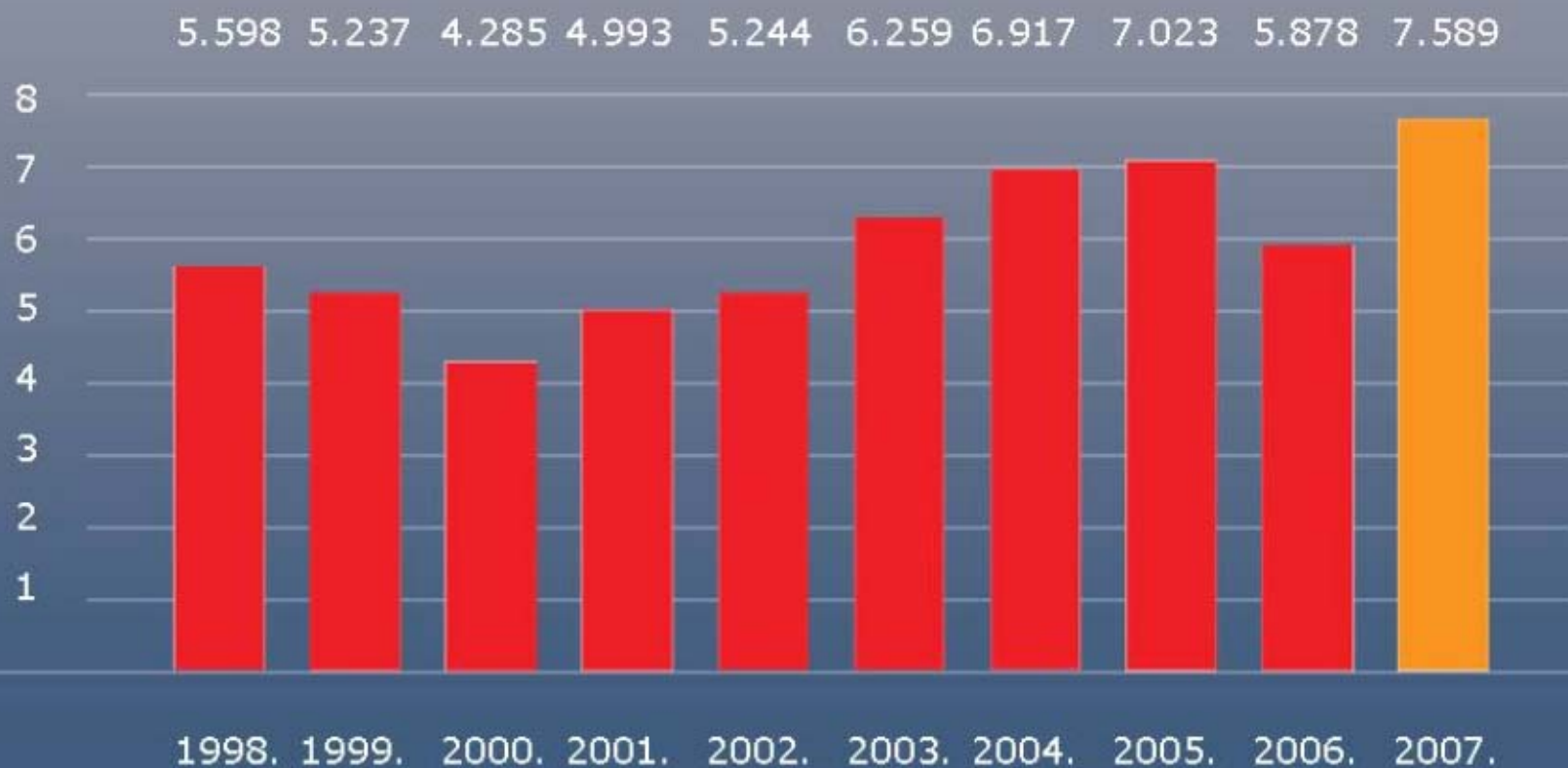
- 2 berths
- sea depth at berths 30 m
- possible acceptance of VLCC up to 500.000 DWT
- reloading capacity per berth - 20.000 m³/h
- 17 reservoirs with total of 740.000 m³ capacity



Jadranski naftovod d.d.

Oil Terminal - Omišalj Basin

Turnover 1998 - 2007 (in 000 tons)



Adriatic Gate - Container Terminal Brajdica



JADRANSKA VRATA d.d.
ADRIATIC GATE j.s.c.



Container Terminal Brajdica



Container Terminal Brajdica:

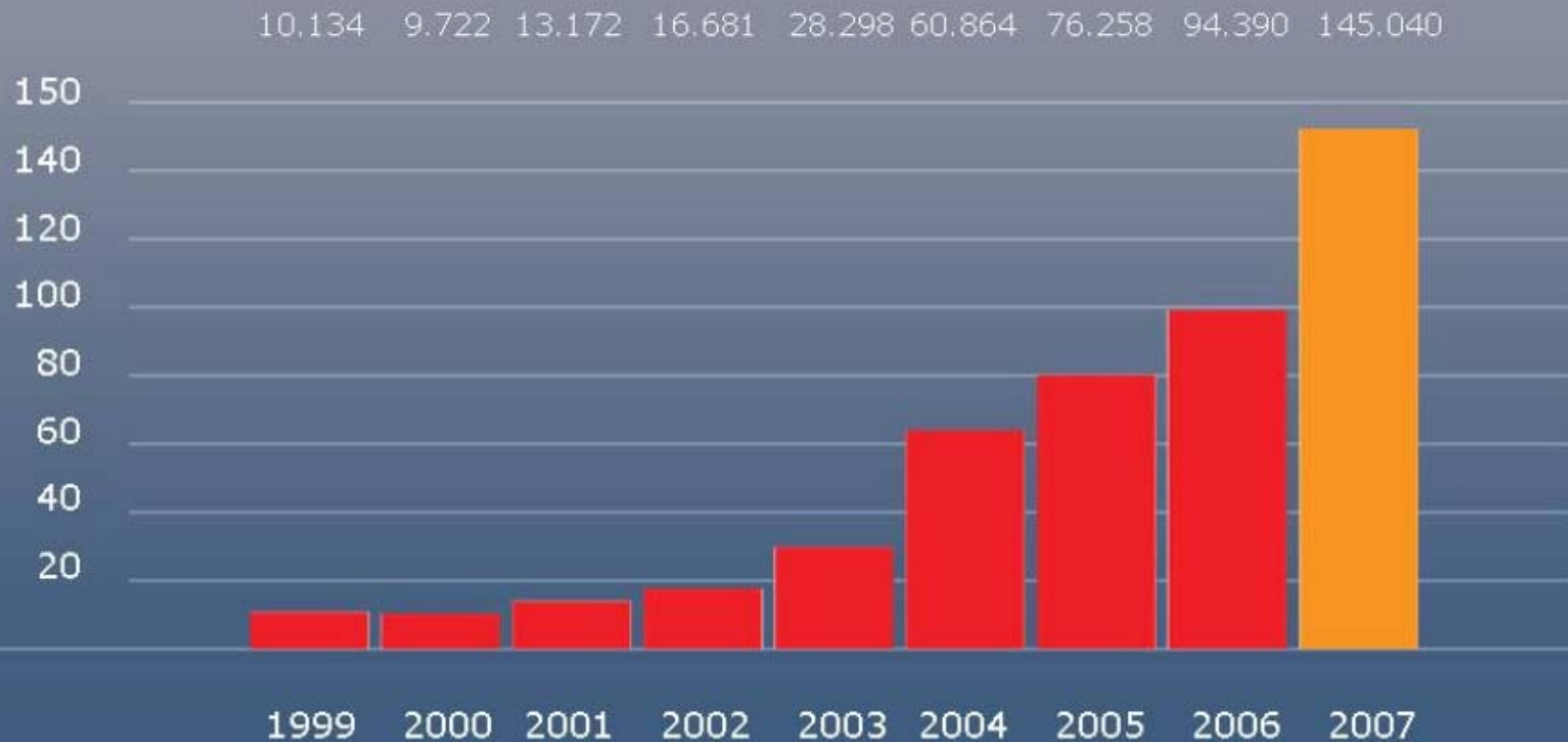
- depth of the sea 12 m
- west warf - 164 m - 1 container crane capacity 25 TEU / h
- south warf - 300 m - 3 container cranes -total capacity 85 TEU / h
- Weekly services:

Lošinjaska plovidba, Hapag Lloyd, Lloyd Triestino, Evergreen,
CMA-CGM, Maersk Sealand, UFS ...



Container Terminal Brajdica

Turnover in TEU 1999 - 2007



Shortest shipping distance

from Central/Eastern Europe to
Asia/Japan through Suez Channel



Regular Mega Container ship lines

World's **largest shipping companies** in service

Regular weekly connections Port of Rijeka – Mediterranean – Middle East – Far East



Port of Rijeka Advantages

Transit time from Far East to Central Europe



Rotterdam :
29 days + 1 day = 30 days

Hamburg (Eurogate) :
31 days + 1 day = 32 days

Rijeka (AG):
24 days + 1 day = 25 days

Gioia Tauro (MCT):
24 days + 2 days = 26 days



Port of Rijeka

Hub Port

Connects Far East destinations with Croatian ports Zadar, Split and Ploče

Shipping company in service: **CMA CGM**



Port of Rijeka Transshipment Hub

for Split, Ploče and Bar

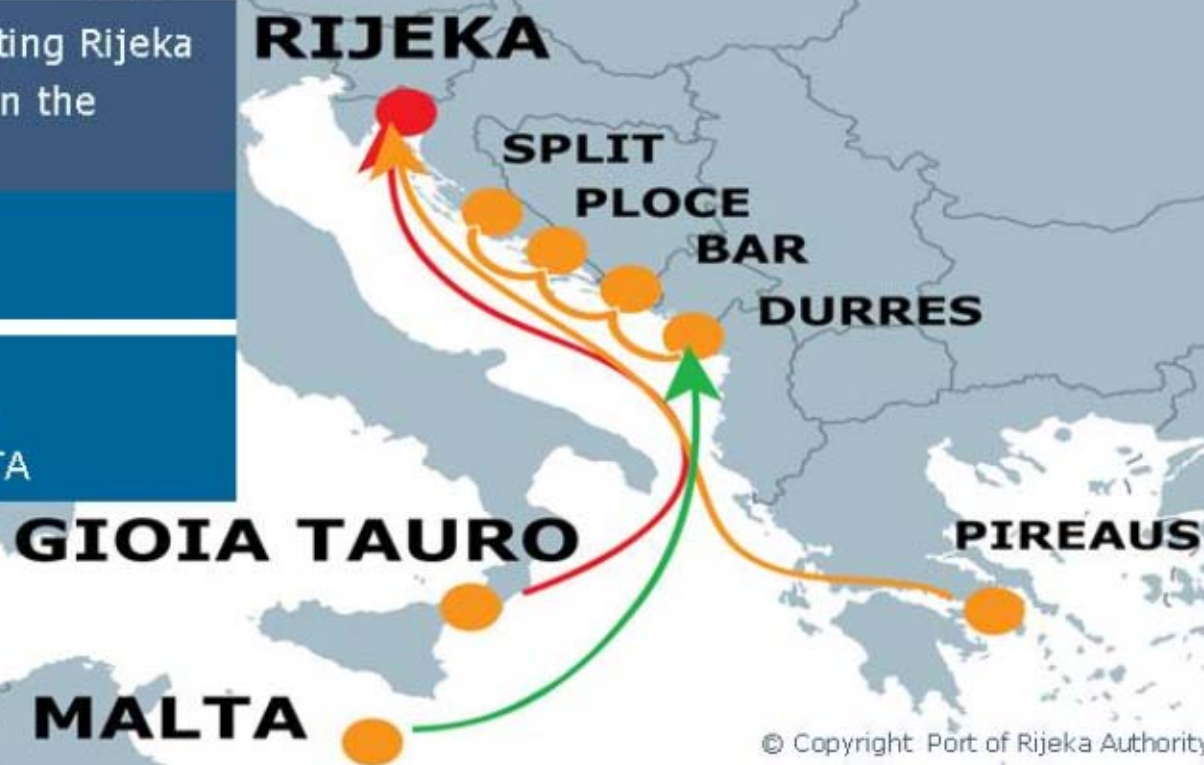
World's **largest shipping companies** in services :

CMA CGM / MSC / Maersk Line / Hanjin Shipping

Regular feeder lines connecting Rijeka port and biggest hub ports in the Mediterranean

**Hanjin Shipping -
New feeder service:**

MALTA - DURRES - RIJEKA-
SPLIT - PLOČE - BAR - MALTA



Rijeka - Gioia Tauro Feeder Service



Lošinjska Plovidba Rijeka / XPress Container Line

- Rijeka – Plòe – Bar – Taranto – Gioia Tauro
- Rijeka – Zadar – Split – Plòe – Gioia Tauro – Malta
- Rijeka – Venezia – Koper – Gioia Tauro
- Rijeka – Ancona – Gioia Tauro

Regular Weekly connections

- Rijeka-Mediterranean-Middle East-Far East
- Port of Rijeka – “TRANSSHIPMENT HUB”
for Split, Ploče and Bar

PHOENICIAN EXPRESS SERVICE

Direct shipping line between Rijeka –
Indonesia – China - South Korea

Transit time (days)

Rijeka	Damietta	Jeddah	Port Kelang	Shanghai	Pusan	Kaohsiung	Piraeus
	4	7	17	23	28	25	6



Regular Weekly connections

- Rijeka-Mediterranean-Middle East-Far East
- Port of Rijeka – “TRANSSHIPMENT HUB”
for Split, Ploče and Bar

ADR SERVICE

Present service of container
motherships 5.090 TEUs capacity

Transit time (days)

Rijeka	Taranto	Alexandria	Tanjung Pelep.	Hong Kong	Ningbo	Shanghai
	5	8	21	24	27	29



Port of Rijeka

Multimodal connection point



- **Shuttle train** : Rijeka – Zagreb – Budapest (H)
- **Regular shuttle train 2 times a week** : Rijeka – Zagreb – Belgrade
- **Regular weekly shuttle train** : Rijeka – Dunajská Streda (SK) via Hungary



Port of Rijeka Connections

CITY	Road distance (km)	Railroad distance (km)
MUNCHEN	560	574
VIENNA	490	572
BRATISLAVA	550	686
BUDAPEST	502	595
SARAJEVO	456	490
BELGRADE	569	669



X. koridor SAVSKI MAROF – TOVARNIK

RIJEKA

Vb. koridor RIJEKA – ZAGREB – BUDAPEST - KIEV

Rijeka - Zagreb - Goričan Highway



European road Corridor VB : Budapest – Goričan – Varaždin – Zagreb – Karlovac – Rijeka



- **Rijeka – Zagreb Highway**: 145,5 km long
- **Next week full motorway finished**
- 13 tunnels, 5 bridges, 24 viaducts and 45 smaller underpasses and overpasses
- **Zagreb – Goričan Highway** : 96,8 km long



Rijeka - Zagreb - Goričan

New railway

Modernisation of Pan - European railway Corridor
V Branch B through Croatia

- New, ultramodern rail links in Croatia
- Renovation work will start at Botovo railway junction on the border between Croatia and Hungary
- Existing line from Botovo via Zagreb to Karlovac will be modernization
- **Completely new railway line will be constructed from Karlovac to Rijeka**



Rijeka - Zagreb - Goričan

New railway

Modernisation of Pan - European railway Corridor
V Branch B through Croatia

- length: **269 km**
- start of the construction works: **2009**
- target date: **in 5 - 6 years**
- speed of cargo transport: **120 km/h**
- transit time: **5 hours**
- capacity: **minimum 25 milion tonnass per year**



Rijeka Gateway Project



Rijeka Gateway Project



Objectives of Rijeka Gateway Project :

- Rehabilitation and Modernisation of the Entire Port Complex
- Harmonisation of the Development of the Entire Waterfront of Rijeka
- Attracting possible port users (shipping / transporting companies, companies having factories in Central / Eastern Europe region)
- Seeking investor(s) interested in the port related business at New Zagreb Pier under BOT contract or similar way



Rijeka Gateway Project



Future economic benefits :

- Generate directly almost 2.000 jobs in Rijeka and more then another 1.000 jobs in the region.
- Support a total of almost 15.000 jobs in the region,
- Revenue of the Budget of the Republic of Croatia until Year 2020 should amount about 18.5 million USD, only from taxes on profit
- Contribute central, county and municipal tax revenues mainly through VAT and real property transaction taxes.
- Generate, by the year 2025, almost Euro 100 million in personal income for workers throughout the region.
- Create more then Euro 350 million in value-added in the region through spending of foreign tourists and domestic visitors.



Already done...



Brajdica Container terminal



Brajdica Container Terminal



Extension of the terminal :

- container stacking area shall be extended to 120.000 sq meters
- the quay shall be extended to 630 m
- new entrance – exit point
- container railway station
- service activities
- draft 14.5 m
- finished in 2011

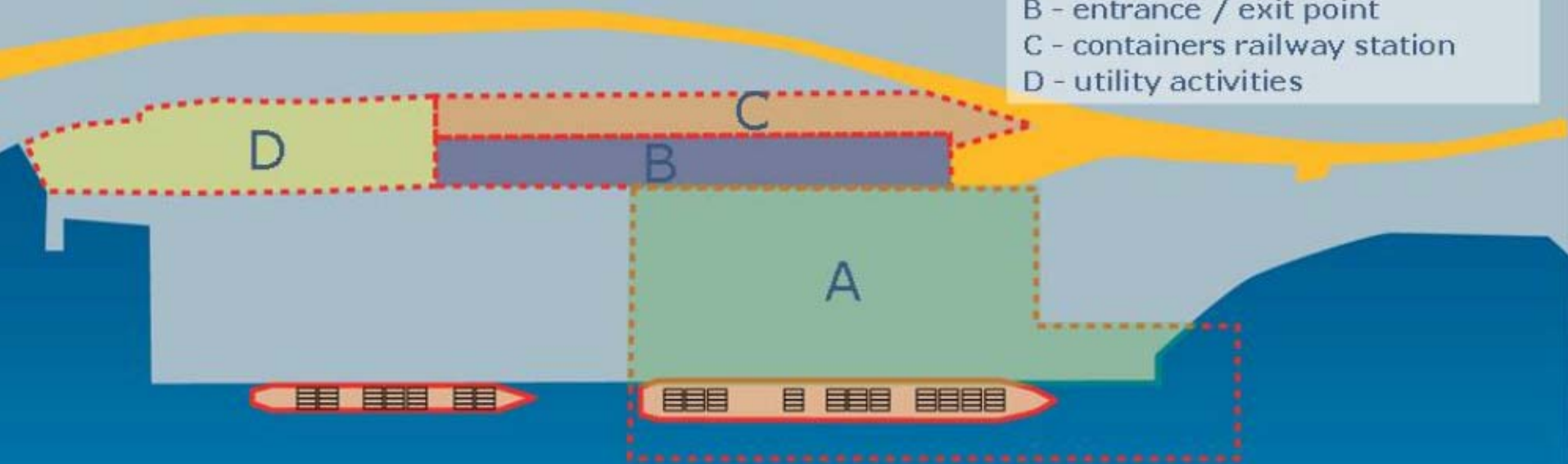


Brajdica Container Terminal



Legend:

- A - enlargement of the area
- B - entrance / exit point
- C - containers railway station
- D - utility activities



Zagreb Pier

New Container Terminal

- 680 m length
- 220.000 m² surface area
- 650.000 TEU annual capacity
- for biggest container ships – draft more then 17 m
- finished in 2014
- the possibility of servicing the largest container ships



Zagreb Pier - Today

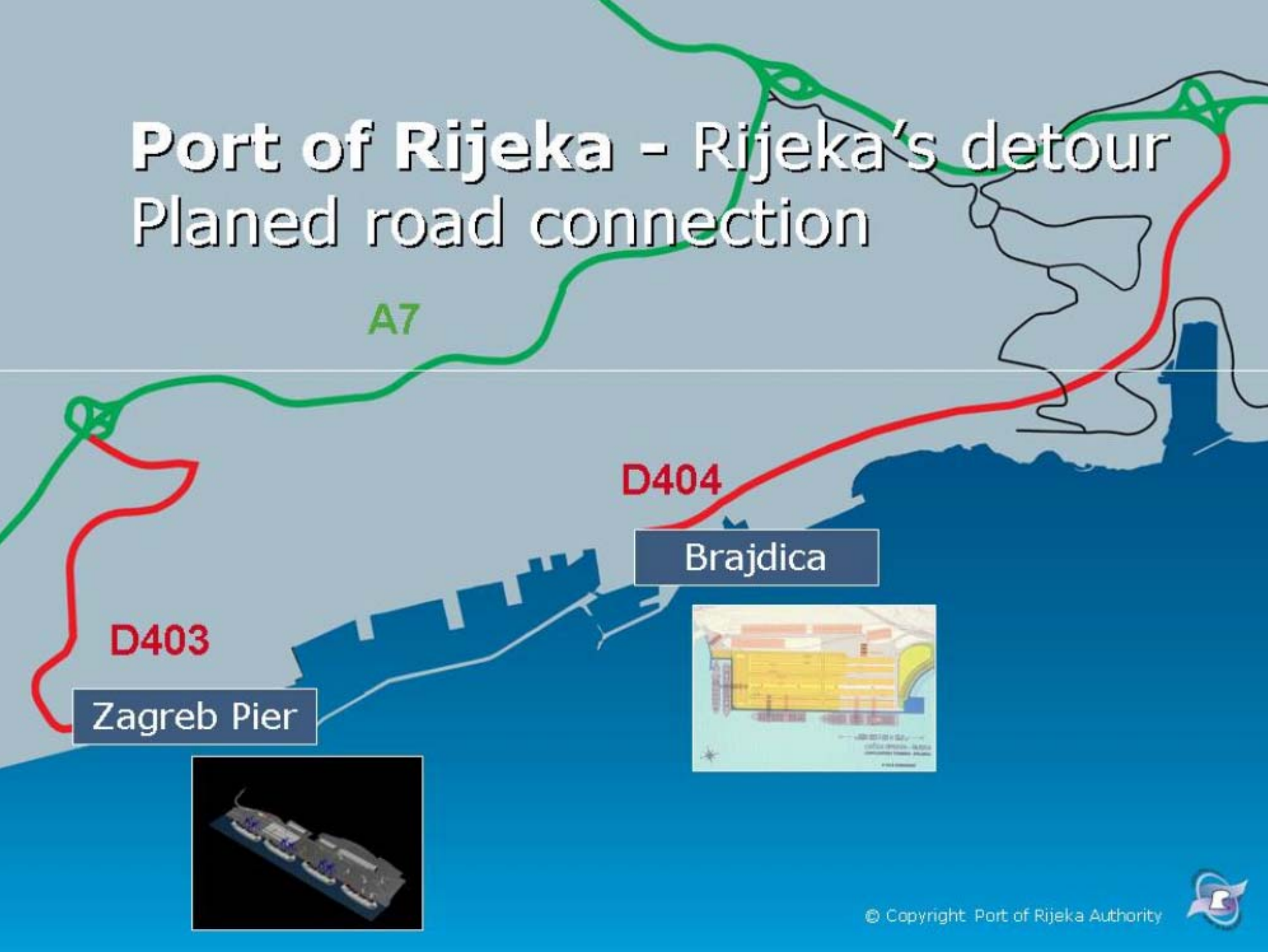


Zagreb Pier - New Container Terminal



Port of Rijeka - Rijeka's detour

Planned road connection

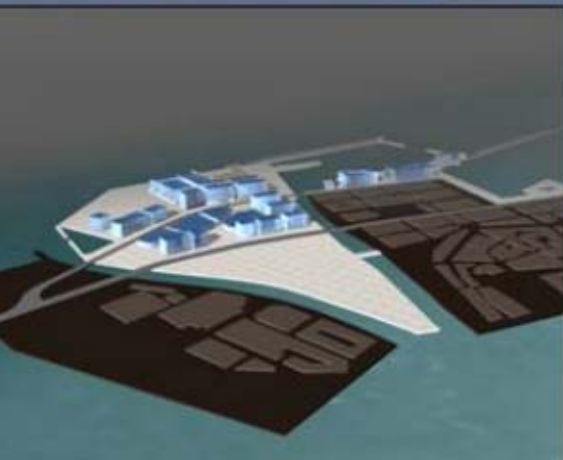


Zagreb Pier

Brajdica



Delta & Porto Baros - Waterfront redevelopment



Passanger terminal



today



FIUME
Canale della Fiumara

History

- **1853** – the first shipping line from Rijeka to Zadar
- **1860** – the first Adriatic Coastline from Rijeka to Kotor
- **Steam ship company** “Ungaro Croata” run daily 26 shipping services
- **1950** – 1.452.612 passengers – the largest sea passenger traffic

Leop. Rosenthal, Fiume.



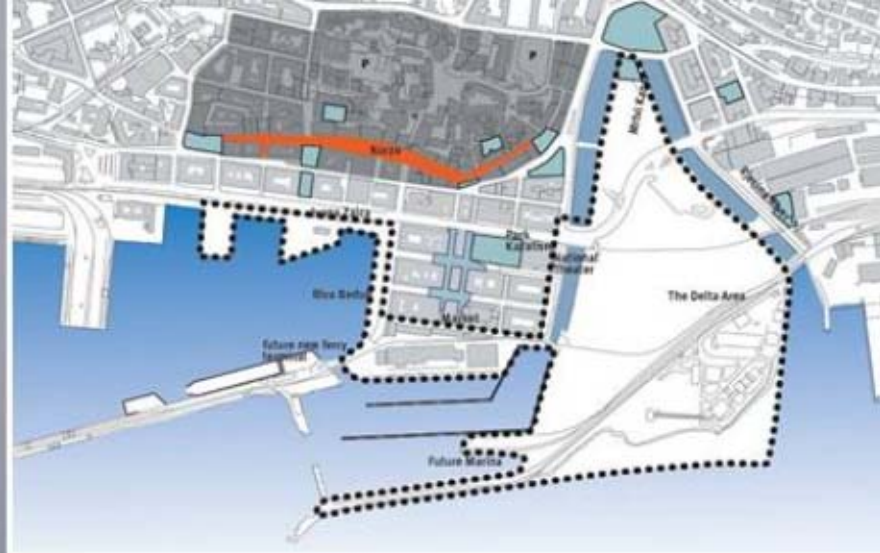
Pasenger terminal

1991 - 2007

	Passengers
1991	116.442
1992	265.193
1993	232.262
1994	187.615
1995	141.986
1996	119.100
1997	103.084
1998	93.277

	Passengers
1999	81.811
2000	98.439
2001	112.715
2002	153.991
2003	183.203
2004	204.915
2005	218.402
2006	223.689
2007	203.868

Delta Project

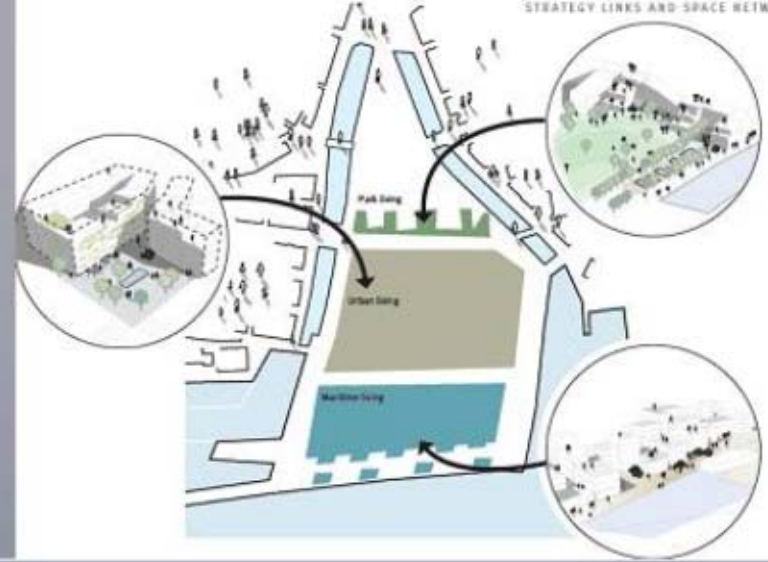


Potentials :

- The Delta area has great potential amenities
- The Delta area is in close contact to the Rijeka City
- The Delta area will create a new sea way access to the City
- The Delta area is visible from almost every corner of the City
- The Delta area is situated close to the popular sites: Korzo street, Market and Theatre



Delta Project



Various activities :

- Marina, Hotel, Tourist Services
- Restaurant, Offices, Apartments
- Services, Landmarks, Squares
- Waterfront, Offices, Acces to the sea
- Boutiques, Apartments



www.portauthority.hr

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