



**LUKA KOPER**

Port of Koper



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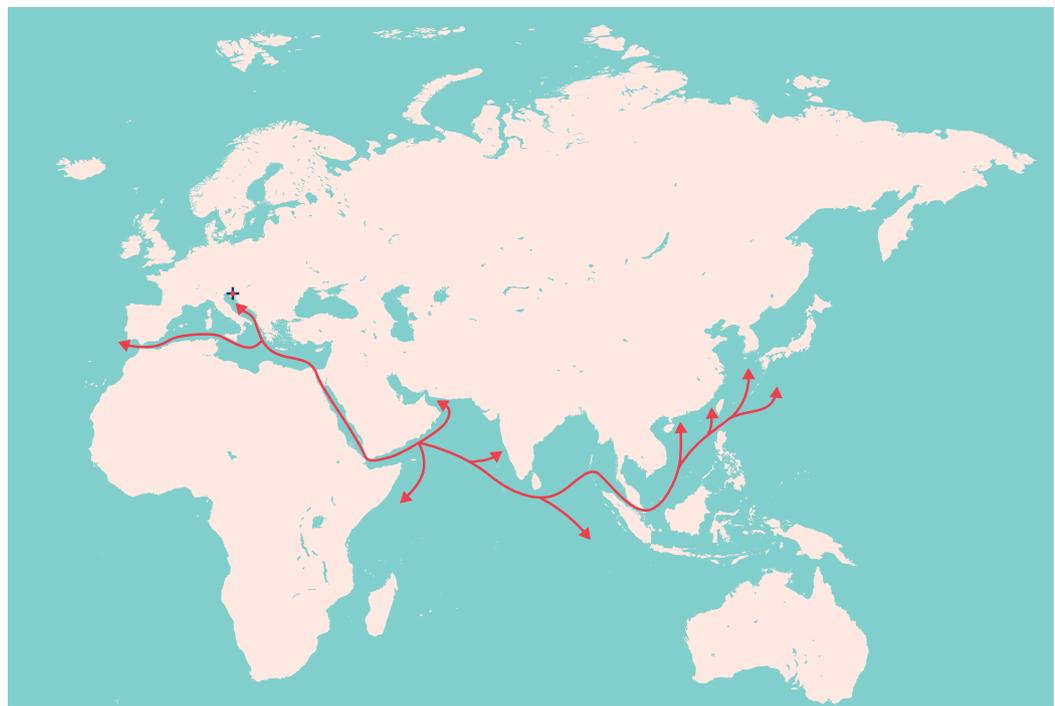
# THE COMPANY

The Port of Koper in Slovenia is a small to medium-sized multipurpose port, located in Slovenia. Luka Koper is a majority state-owned public limited company that operates all the 12 specialized terminals of the port, on which various types of cargo, such as containers, finished vehicles and other Ro-Ro cargo, break bulk, dry bulk, and liquid bulk cargoes, are handled. The company also acts as a port authority that collects port dues and invests into the development of the port's infrastructure.

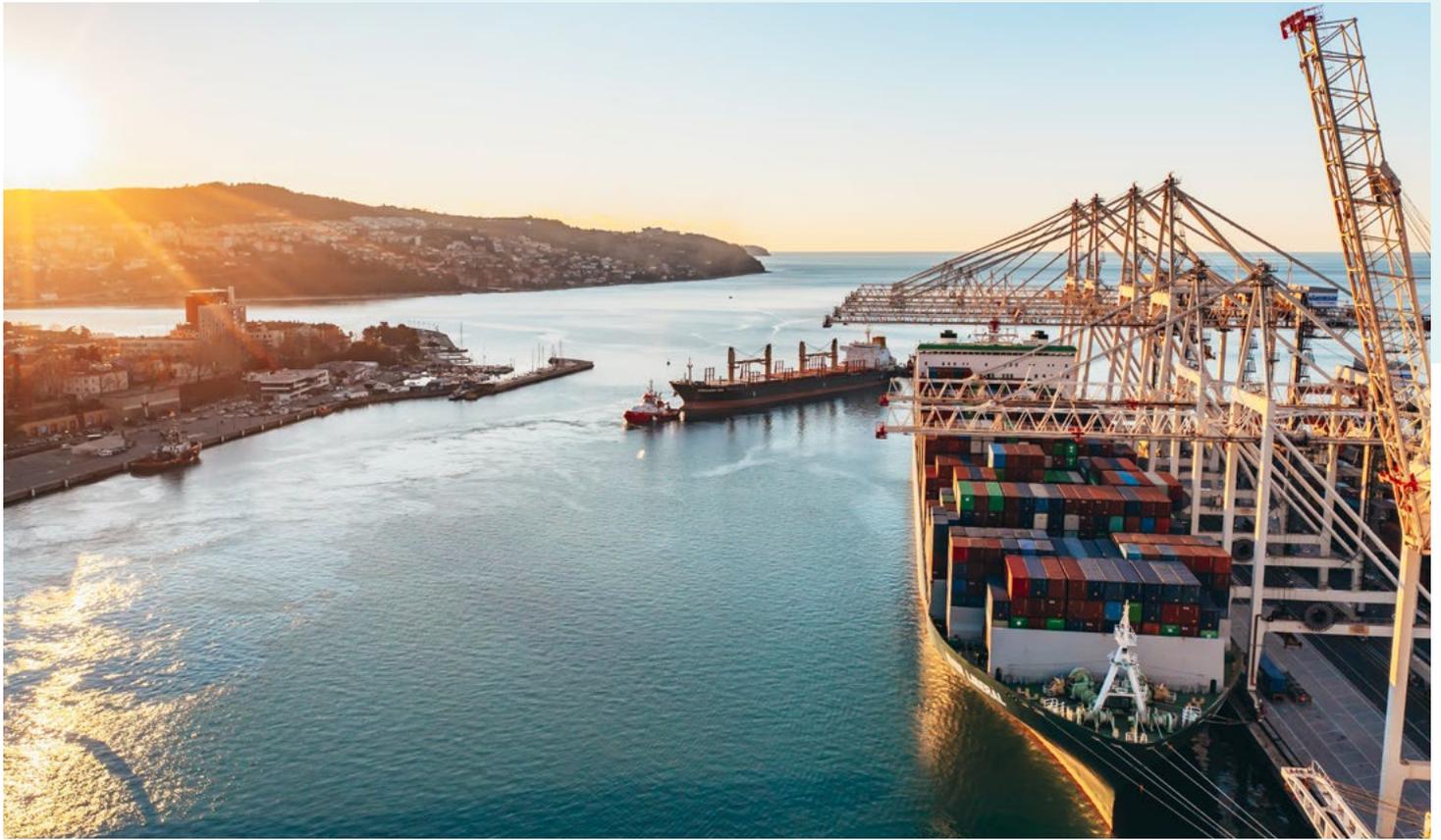
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# LOCATION



The port enjoys a very favourable geographical position in the northernmost part of the Adriatic Sea, which is also the northernmost part of the whole Mediterranean, allowing sea-going vessels to bring their cargo very near to important Central and East European markets in the port's hinterland, reducing the need for lengthy and more expensive land transport.



The sea route through the Adriatic Sea represents the shortest maritime route from East Mediterranean and Middle East countries and from all countries lying beyond the Suez Canal to the heart of Europe, with a distance of about 2,000 nautical miles shorter compared to the distance to North-European ports, resulting in around 5-7 days shorter sailing time with substantial cost and time savings for the customer and a reduced carbon footprint of the transport with obvious benefits for the environment.

The port is a core port of the EU Trans European Transport network. It lies on the intersection of important transport corridors, namely the Mediterranean, Baltic-Adriatic, Amber and Alpine-West Balkans transport corridors, which connect European regions in both east-west and north-south directions.

# MAIN HINTERLAND MARKETS

# 03



The port's main markets are the landlocked Central European countries in its hinterland: Austria, Hungary, Slovakia, Czech Republic, south Poland, and south Germany, while Slovenia is the domestic market. End users of the port include major multinational companies from the automotive and EV battery industry, electronics industry, steel industry, wholesale retail store chains, agriculture, commodity trading and other industries.







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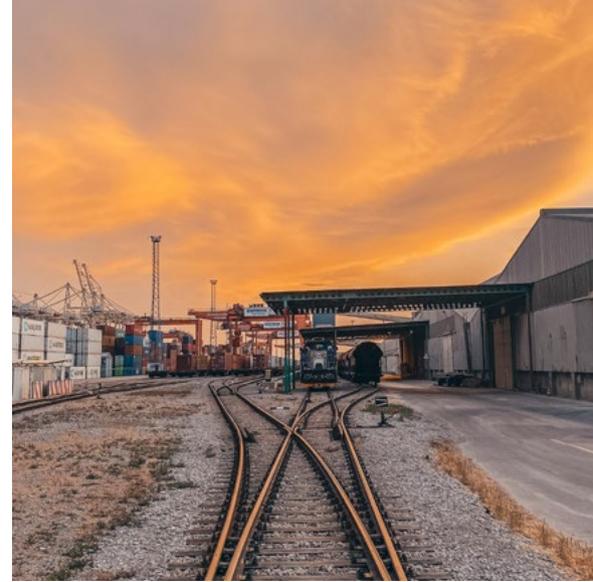
## CARGO

# THROUGHPUT

Total throughput of the port reached 22.3 million tons of cargo in 2023, including 1.066.093 TEUs and 916.728 finished vehicles, making Koper the largest container terminal in the Adriatic Sea and one of the biggest terminals for finished vehicles in Europe.

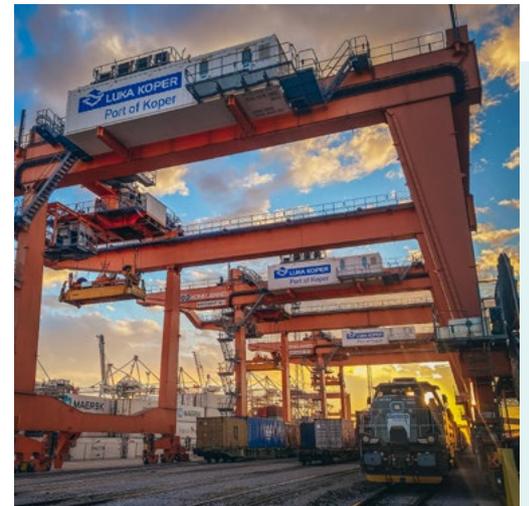


Nearly 54% of all cargo handled in the port is transported to and from the terminals by rail. The port has a vast network of regular intermodal container train connections with main logistic and industrial centres in the CEE region with an average of 12 trains departing to hinterland intermodal terminals each day.



# 05 LAND CONNECTIVITY

Major business centres, such as Milano, Munich, Vienna, Budapest, Bratislava and Belgrade are only 500 – 600 km away, making trucking of cargo in a just one working day a feasible and time/cost effective option for time sensitive and urgent shipment deliveries.



# MARITIME CONNECTIVITY

Koper is connected to other Mediterranean ports with regular weekly maritime services by both container and Ro-Ro vessels. Two direct container vessel services (2M Alliance and Ocean Alliance) with weekly arrivals and competitive transit times connect Koper with South-East Asia and the Far East. Unfortunately, there is still no direct container vessel connection between Koper and Indian ports – a transshipment is necessary either in the Indian Ocean (Singapore, Port Kelang) or in the Mediterranean (Piraeus, Damietta, Malta, Haifa, etc). A third direct container maritime connection by Tailwind shipping line offers a bi-weekly service from Chinese ports to Koper in just 19 days and recently a call at Colombo that could be a viable transshipment point for Indian cargo.

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# CARGO HANDLING 07

The port is well equipped to handle various types of cargo:

- The General cargo terminal handles a wide range of steel products and aluminium, timber, forest products (pulp and paper), project/OOG cargo and perishable cargo.
- Stuffing and stripping of FR, OT and DB containers is also performed by the terminal at its CFS area.
- The Dry Bulk terminal handles SBM (Soybean meal), fertilizers, minerals, salt, grains, metal scrap, iron ore and coal.
- The Liquid Bulk terminal handles chemicals, alcohols, diesel fuel and jet fuel.
- The Car and Ro-Ro terminal handles finished vehicles and other Ro-Ro cargo, be it self-propelled or on trailers.
- The Container terminal handles various types of containers and break bulk project cargo of all major shipping lines



# METAL PRODUCTS HANDLING & STORING

# 07.1

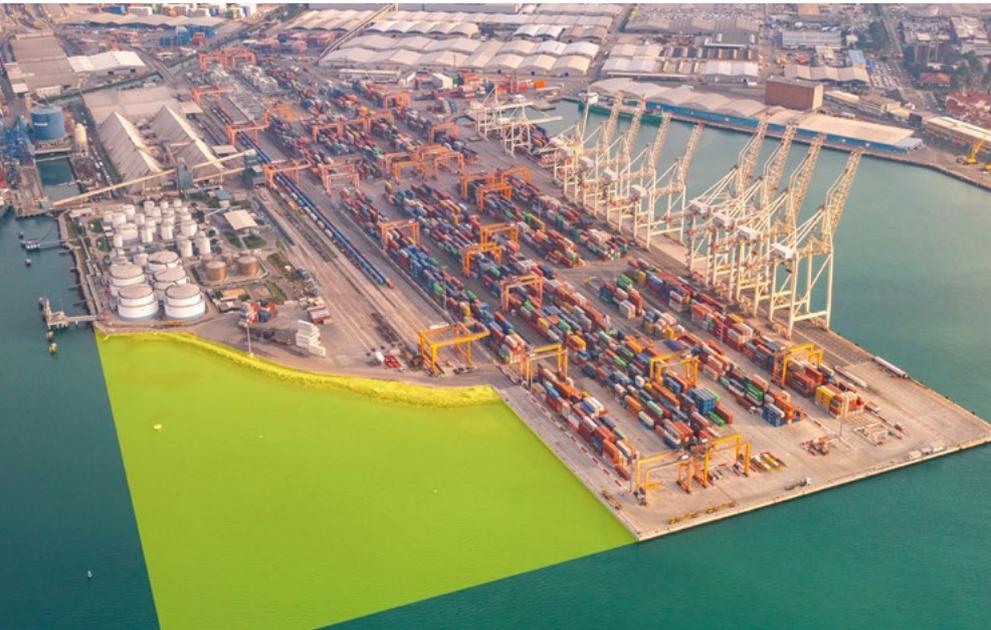


- Cargo: steel coils (cold & hot rolled), pipes, piles, plates, ingots, billets, tubes, wire
- Open and closed/covered storage
- 500.000 tons of throughput - majority from South Korea to hinterland markets
- Dispatch by rail and trucks
- For automotive and home appliances production



# DEVELOPMENT

A new railway line from the port that is under construction shall eliminate possible bottlenecks and improve rail transport capacity to allow further growth of throughput. An ongoing modernization of the Slovenian railway infrastructure is aimed to ensure more capacity and enable the use of longer and faster trains.



The port is currently in the middle of a major investment cycle worth 785 million Euros, with main investments focused on increasing handling and storage capacity on the Container terminal, the Car & Ro-Ro terminal and others on break bulk and project cargo capabilities.

*Extension of the northern part of Pier I*

# NEW BERTH NO.12 AND NEW COIL WAREHOUSE UNDER DEVELOPMENT

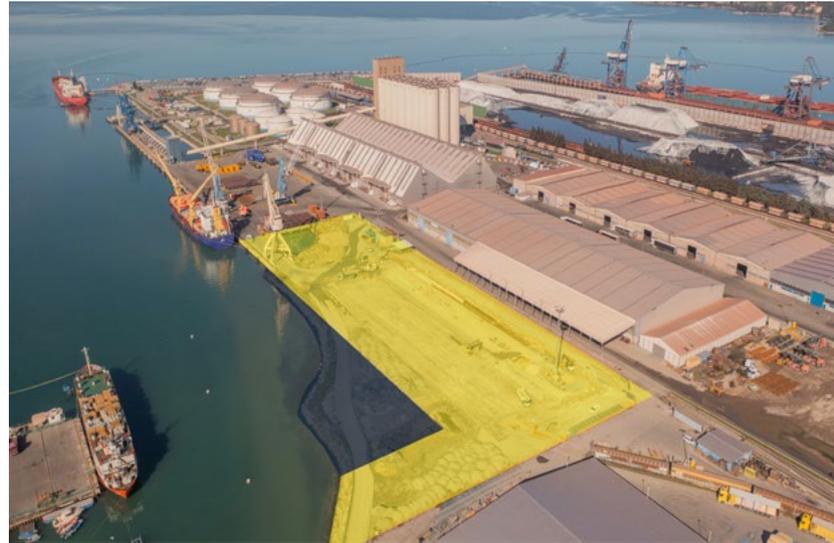
# 08.1

## Berth no. 12

- Dedicated to metal products and project cargo handling
- New cranes
- Area of 17 ha
- Draft 12m

## Warehouse no. 54

- 12.500 m<sup>2</sup> warehouse with automated handling system
- Estimated capacity 700.000 tons/year
- Automating stock position data for an easier outbound process – through Warehouse Management System



*Berth no. 12, currently under construction, will be completed in 2026*



# PORT COMMUNITY

The Koper Port Community comprises port forwarders, maritime agents of shipping lines, chartering agents, surveyors, customs brokers, road hauliers, intermodal rail operators. Port forwarders act as local agents for cargo: they provide customs clearance and transit documents, arrange phytosanitary and veterinary control, order handling and storage services to the port on behalf of cargo owners or their agents through EDI, organize pre and on-carriage of shipments. It is important to point out that it is mandatory to use a port forwarder as a local agent if working with the port.



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# CUSTOMS

The port is an EU Border Inspection Point (BIP) where all imported goods can be customs cleared upon entering the EU. Fiscal "clearance" and representation is available for goods in transit, allowing V.A.T. to be paid after delivery to the destination in other EU member states or after the goods are sold. The Customs Office in Koper is known for its flexibility and business-oriented mentality. Pre-clearance of cargo on vessels while still on sail from last port of call is possible enabling a quick pick-up of urgent cargo.



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