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WEBINAR | THE IMPACT OF THE NEW MARITIME SILK ROAD ON
PORT MANAGEMENT AND SECURITY IN THE ADRIATIC SEA

THE MANAGEMENT AND SECURITY OF THE PORT OF KOPER (SLOVENIA) AND THE NEW MARITIME SILK ROAD

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The Port of Koper and the new maritime silk road

Koper is an important container port in the Adriatic Sea (967,000 TEU in 2018). It also ranks 80th for its connectivity in the world according to UNCTAD. On the crossroad of the Baltic Adriatic and Mediterranean corridors-core EU port.

Multipurpose port: containers and ro-ro, breakbulk, liquid bulk, project cargos, passengers, perishables, cars, alumina and other materials, coal and iron ore, cereals and fodder, timber, livestock (*12 specialised terminals, 3,4 km of operative quays, 26 berths, 30 km of railway tracks serving and connecting all terminals*)








Its location makes it a **major hub for accessing the main markets of Central Europe**. Regular rail lines connect the port of Koper to Munich, Salzburg, Bratislava, Budapest, Belgrade, etc. For Central European countries such as Slovakia, Austria or Hungary, the Adriatic ports of **Koper, Rijeka and Trieste** are of exceptional importance.

- the distance from Koper, Rijeka or Trieste is only 570 kilometers, while from Hamburg it is as much as 1,200 kilometers. Thus, goods from Adriatic ports should reach their destination much faster (*up to 7 days shorter transit times*).

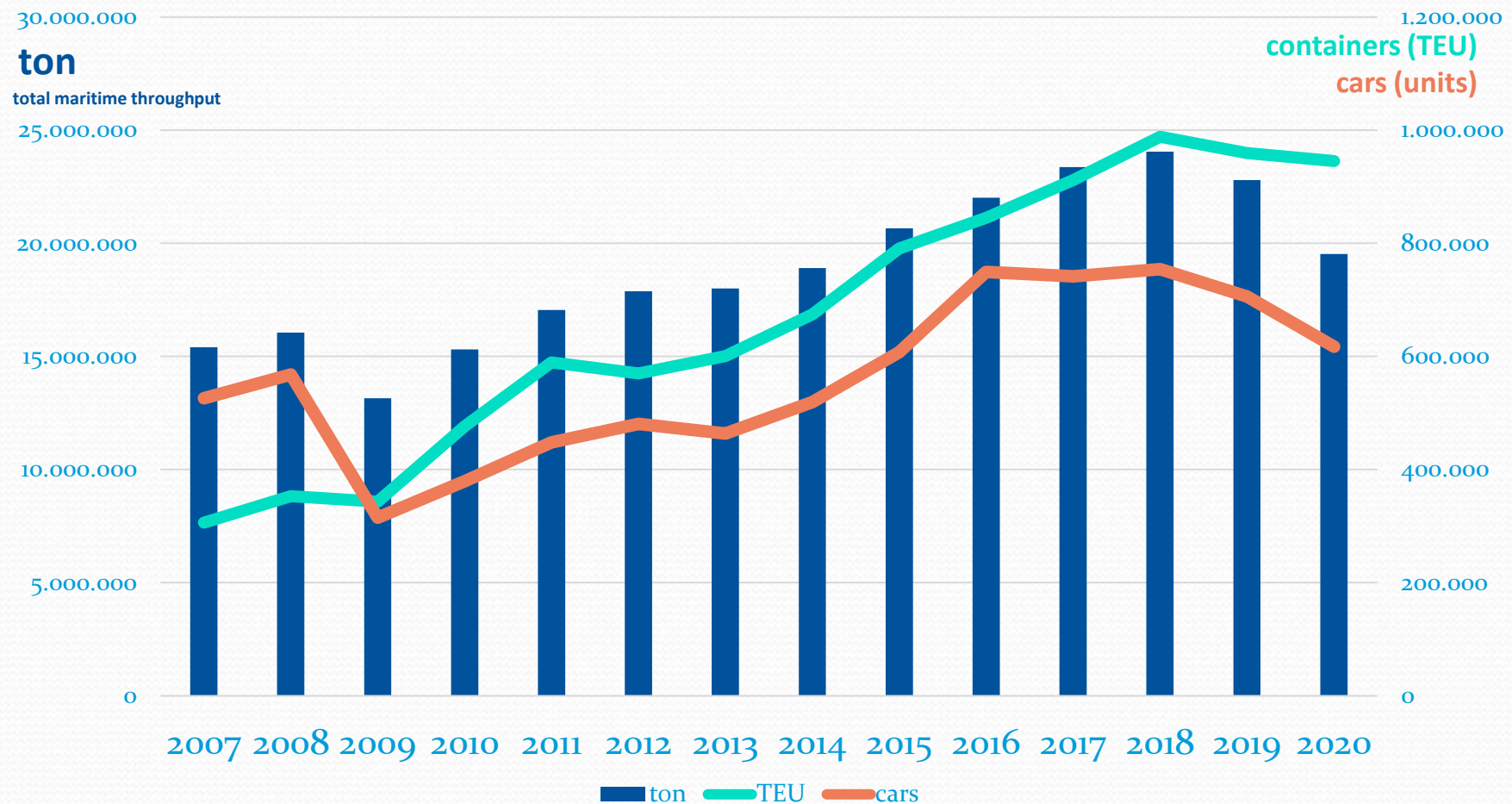
One of Koper's assets for Chinese companies is the importance of its connections to Central Europe.



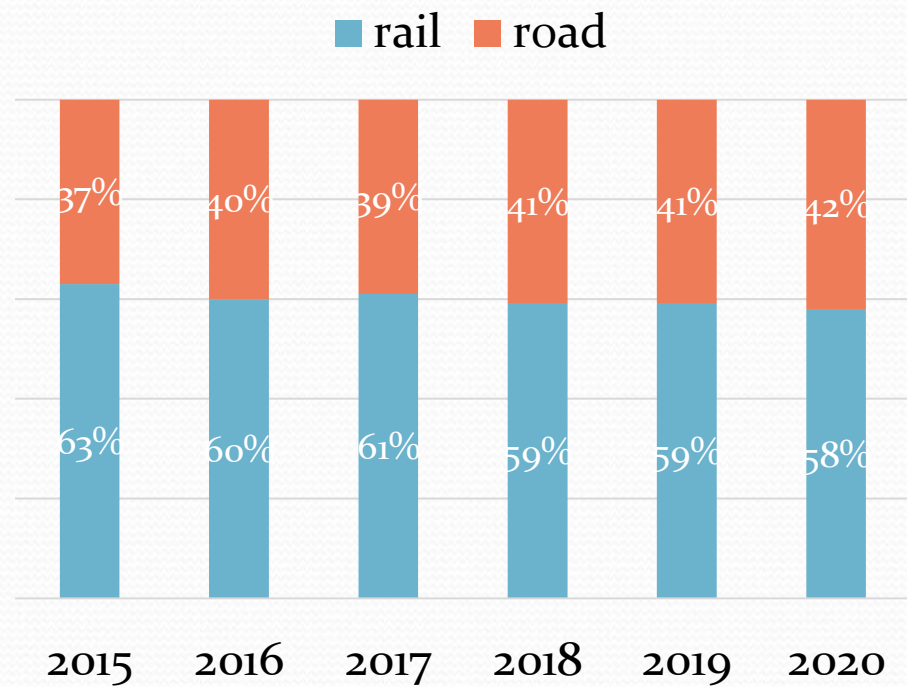
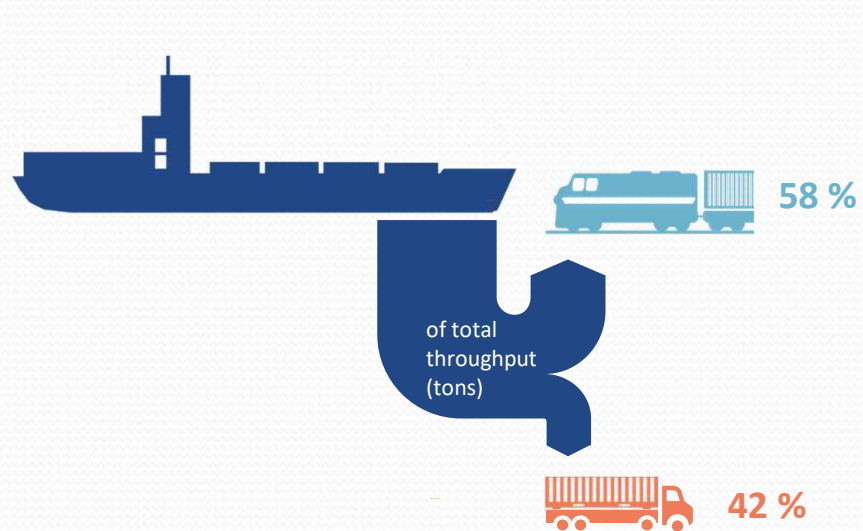
Port of Koper - A decade of development and growth

| | 2010 | 2020 | | 2010 | 2020 |
|---|---------|---------|--|---------|---------|
|  Total maritime throughput (mio t) | 15,4 | 19,5 |  No. of trucks | 144.322 | 329.755 |
|  Containers throughput (TEU) | 476.731 | 945.051 |  Loaded and unloaded wagons | 209.783 | 258.618 |
|  Cars throughput (units) | 379.250 | 617.157 |  No. of ships | 1.965 | 1.433 |
|  No. of trains | 17.023 | 19.898 | | | |

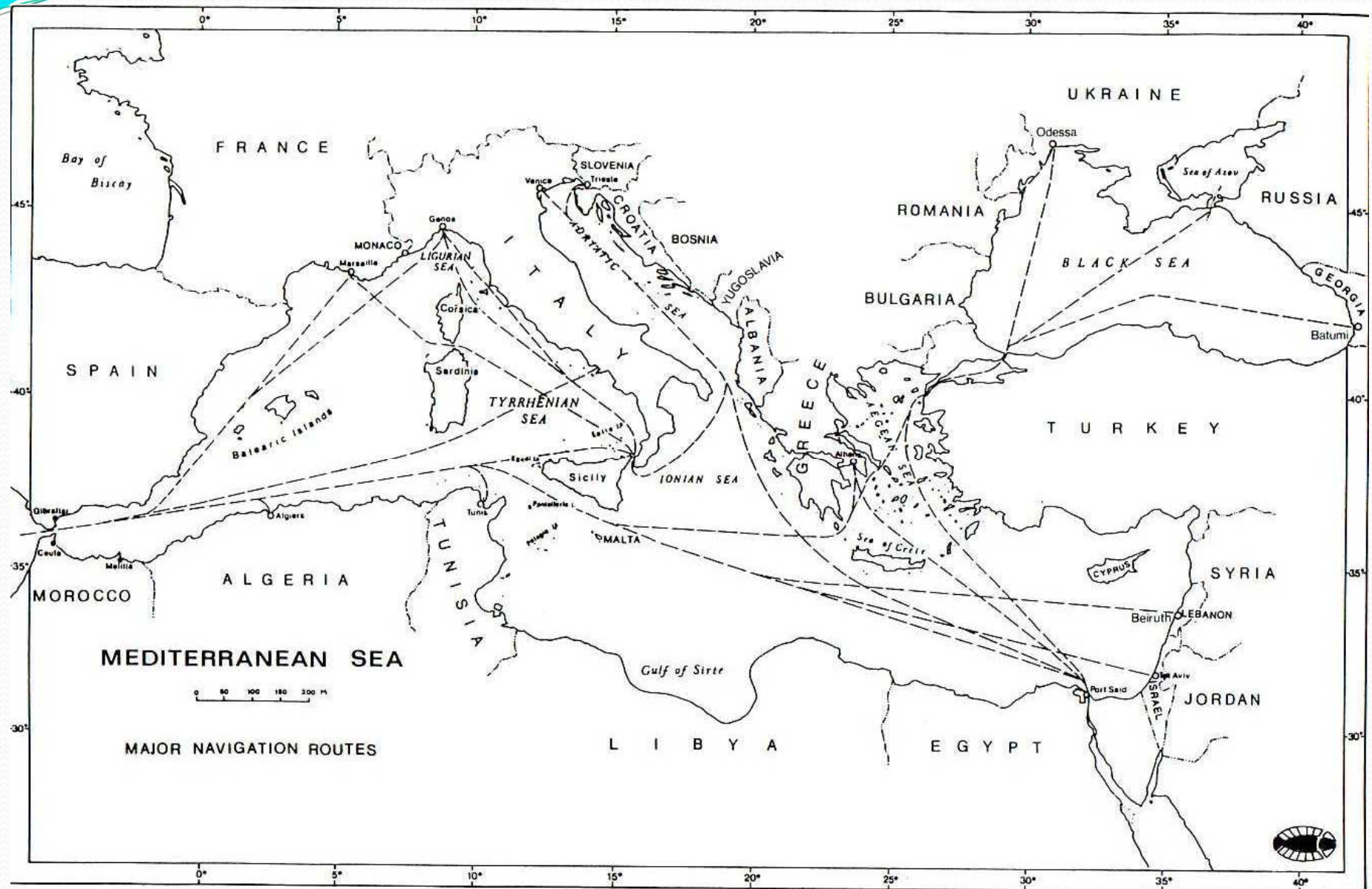
Maritime throughput history



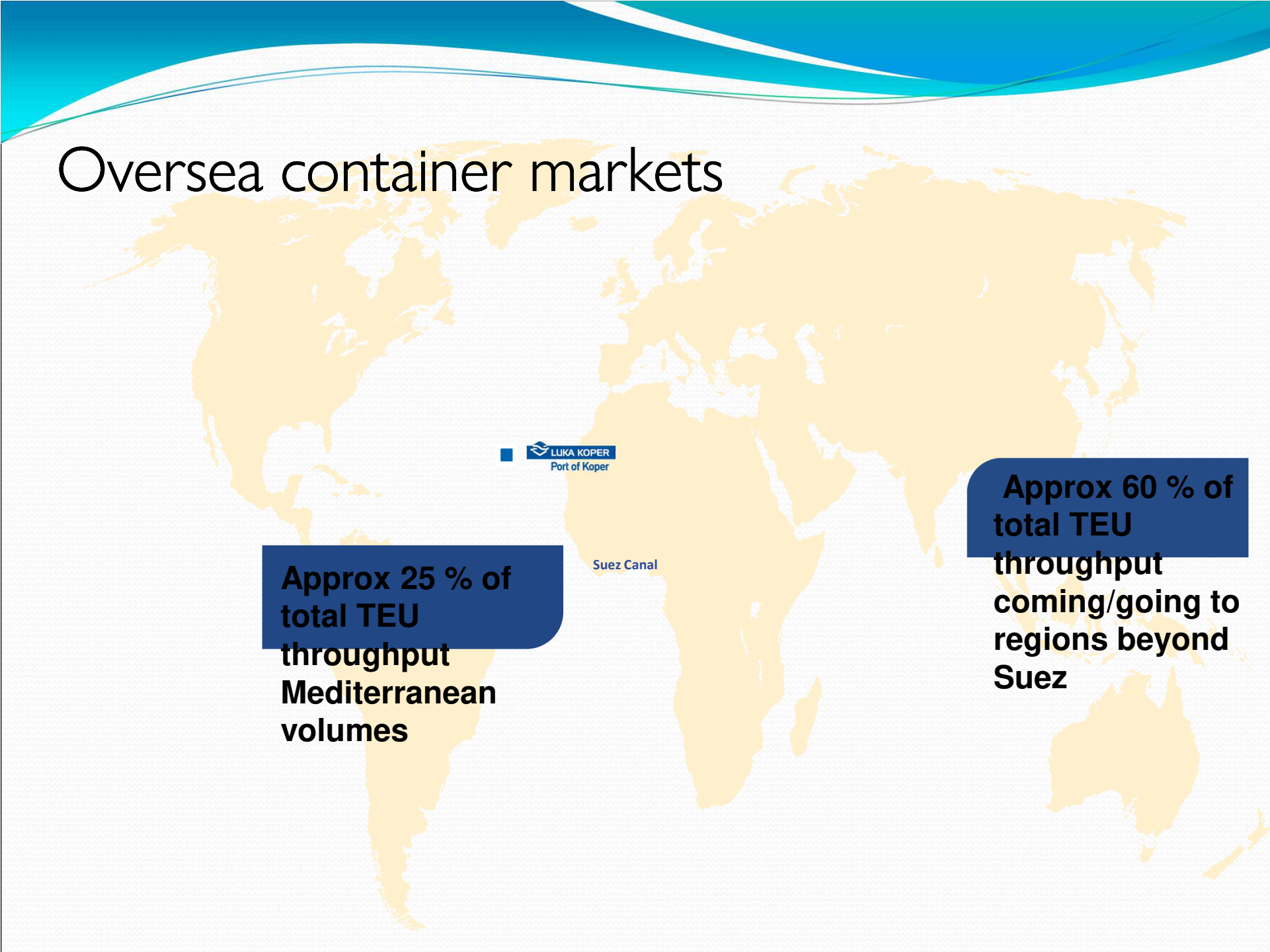
Port of Koper modal split



Major navigational routes



Oversea container markets

A world map with a light yellow background and blue outlines for continents. A blue banner with white wavy lines is at the top. Three blue callout boxes with white text are overlaid on the map. The first box is over the Mediterranean region, the second is over the Suez Canal area, and the third is over the Indian Ocean region. The text in the boxes provides statistics on TEU throughput for these areas.

**Approx 25 % of
total TEU
throughput
Mediterranean
volumes**

 **LUKA KOPER**
Port of Koper

Suez Canal

**Approx 60 % of
total TEU
throughput
coming/going to
regions beyond
Suez**

Northern Adriatic Ports and the new Maritime Silk Road

Trade between China and the EU averages **over €1bn a day**. In 2018, the EU's imports from China alone amounted to €394.8bn.

China holds **first place among exporters to the EU**, and is the bloc's **second-biggest export market**.

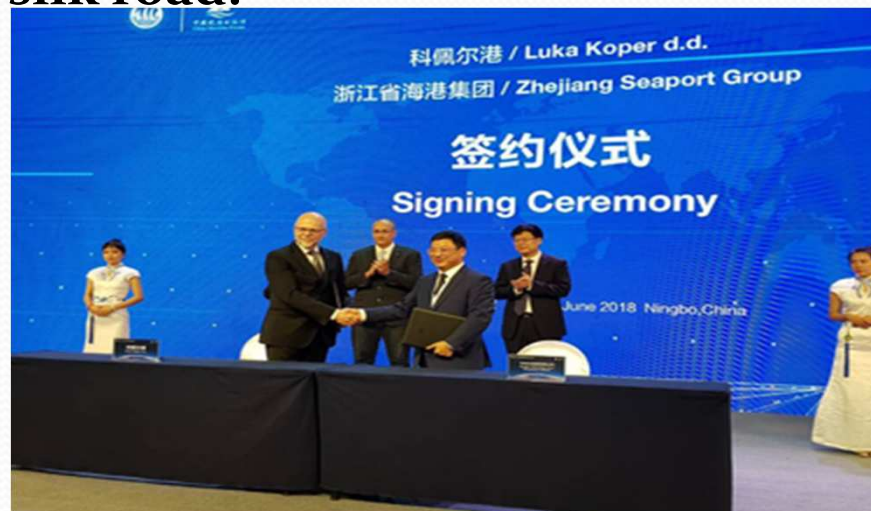
This makes the ports in the region interesting for China as part of the Belt and Road Initiative (BRI), Beijing's ambitious strategy to connect Asia with Europe and Africa by facilitating trade along land and maritime corridors



Port of Koper and Ningbo Zhoushan Port Group signed a Memorandum of understanding (June 2018)

In the framework of international conference "**Maritime Silk Road Port International Cooperation Forum**", the Chinese city of Ningbo, the president of the management board of Luka Koper **Dimitrij Zadel**, and the representative of Ningbo Zhoushan Port Group **Ni Chenggang**, signed a **Memorandum of understanding**.

The aim is to *strengthen trade between China and the Central and Eastern Europe countries*, which carry substantial part of their overseas trade through Koper port. **Thus, Port of Koper has become a formal part of the economic belt initiative or the new silk road.**



Memorandum of understanding (Port of Koper and Ningbo Zhoushan Port Group)

The signatories of the memorandum **will seek to increase the number of shipping lines**, thereby increasing the trade volume, which exceeded 2 million tonnes of cargo in 2018.

The agreement also highlights, inter alia, **cooperation in the establishment of intermodal connections.**

"The Chinese partners recognized the strategic position of the Port of Koper and its excellent connections with the hinterland. On average, as many as 70 freight trains daily connect Koper and the largest economic centres in Central and Eastern Europe. Luka Koper is interesting for Chinese partners because two thirds of the goods in Koper are handled for hinterland markets needs and we have a dominant market share on some destinations," Zadel pointed out.

Ningbo Zhoushan Port Group is the largest operator of ports in Zhejiang province on the East China Sea coast. Last year the group reached almost 1 billion tonnes of cargo, of which 10 million standard container units (TEUs).

Dimitrij Zadel, President of the management board of Luka Koper, met the executives of COSCO in Beijing (14.6.2019)

The President of the management board of Luka Koper, Dimitrij Zadel accompanied Alenka Bratušek, at that time Minister of Infrastructure on her work visit to China, where they met the executives of COSCO, the largest Chinese shipping company and an important client of the Port of Koper. Minister Bratušek seized the opportunity to introduce Slovenia's infrastructure plans in terms of transport connections between the Port of Koper and its hinterland.

She presented the construction project of the second railway track between Koper and Divača that will significantly increase the port's competitive position and the overall modernisation of the Slovenian railway network by 2026.

The entire 27-kilometer *Divača-Koper railway section* will allow speeds of up to 160 kilometres per hour, comparable to the speeds of modern European railways. The railway will rise from the sea level to 430 meters in Divača, and three quarters of the railway route will run in tunnels (<http://www.drugitir.si/trasa-drugega-tira/video>).

Slovenia will thus provide conditions for a further increase in container throughput in the Port of Koper where the number of handled TEUs is about to exceed the historical limit of one million.