RIJEKA
SUŠAK
BAKAR
OMIŠALJ
RAŠA

Overview

PORT AREA

BASINS

• PRA was founded in 1996 to managing, planning and strategic development port of Rijeka
• Port operations contracted to various concession holders
• The port of Rijeka is a multi-purpose port facility capable of handling various type of cargo at 5 basins

• Total of 53 concessionaires and 81 (concluded) concession agreements
• International concessionaires in the basic port activities
• Port area management and development
• Control of arrival and departure of vessels (VTS Maneuvering Sector Rijeka)
Overview

Basin Rijeka
- General cargo terminal
- Project and heavy cargo terminal
- Frigo terminal
- Cereal Terminal - Silo

Basin Sušak
- Livestock terminal
- Timber terminal
- Hinterland warehouse Štalije

Škrljevo Inland Terminal
- Container Terminal
- Owned by the Luka Rijeka d.d.

Basin Omišalj
- Bulk cargo terminal
- Ro-Ro terminal

Basin Bakar
- Oil terminal

Basin Raša

Luka Rijeka d.d.
Adriatic Gate Container Terminal (ICTSI Group)

EXPORTDRVO ltd.
ŠERIF EXPORT – IMPORT j.s.c.
Strategic position and advantages

- Croatia’s largest international deep sea cargo port located in the Northern Adriatic
- The TEN-T core port located on the Mediterranean corridor
- Gateway port to the Republic of Croatia and important transit port to CEE Countries (Hungary, Austria, Czech Republic, Slovakia, Serbia, Bosnia and Herzegovina, western Ukraine, Poland and southern Germany)
- Rijeka is connected with Europe through two railway lines, across Zagreb (Mediterranean corridor) and across Ljubljana (Baltic-Adriatic corridor)
Railway projects – Med Corridor

- Overview current projects that improve future capacity
  - Total EUR 2.1 bn investments in Croatian railway projects

- As a result of the liberalised rail operations, more block trains are starting to move
International Concessionaires

Basin Sušak

Adriatic Gate Container Terminal

- Concessions up to 2041
- Annual capacity 600,000 TEU
- Pier length 628 m
- Depth 14,88 m
- 4 quay cranes; 6 RTG; 2 RMG
- Other available equipment
- IT Systems
International Concessionaires

Basins: Rijeka – Bakar – Raša

Luka Rijeka d.d.

- International Concessionaires
- Concessions up to 2042
- Largest shareholders:
  - 26,51% OT LOGISTICS Sp.A. (Poland)
  - 25,02% Croatian State (CERP)
  - 32,31% Croatian Pension Funds
- Investments of the OT LOGISTICS & Funds in the Škrljevo Inland Terminal about € 30 Mio
Škrljevo Inland Terminal

- Total area: 400,000 m²
- Open warehouses: 130,000 m²
- Covered warehouses: 43,000 m²
- Free area: 227,000 m²
- Storage possibility of various cargos
- Possibility of processing and packing various kinds of products
- Direct railway and highway connection
Concessionaires

Basin Omišalj - Oil Terminal

- Two berths
- Sea depth 28 m
- Possible acceptance of VLCC up to 500,000 DWT
- Reloading capacity per berth – 20,000 m³/h
- 21 reservoirs with total of 1,000,000 m³ capacity

JANAF

- Stockholders:
  - 52.53% Republic of Croatia
  - 26.28% CERP (Restructuring and Sale Center)
  - 11.80% INA
  - 9.39% Other

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Increasing the capacity of the port of Rijeka

Privatization of port operations and introduction of strategic partners in port operations

International concessionaires in the Rijeka port system

Initiation of private investment cycle

Construction of the new Zagreb Deep Sea Container Terminal

Total Investment: € 186,8 Mio

World Bank loan: € 144,0 Mio

Government subsidies: € 42,8 Mio
• Terminal specifications allow for handling of more than 400,000 TEU in phase 1, and 800,000 – 1,000,000 TEU in phase 2, depending on TO technology.

<table>
<thead>
<tr>
<th>Phase 1+1A:</th>
<th>Phase 2:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Opening:</td>
<td>Opening:</td>
</tr>
<tr>
<td>2023</td>
<td>Investor responsibility</td>
</tr>
<tr>
<td>Quay length:</td>
<td>Quay length:</td>
</tr>
<tr>
<td>400 meters</td>
<td>additional 280 meters</td>
</tr>
<tr>
<td>Depth alongside:</td>
<td>Depth alongside:</td>
</tr>
<tr>
<td>CD -20.0 meters</td>
<td>CD -20.0 meters</td>
</tr>
<tr>
<td>Area:</td>
<td>Area:</td>
</tr>
<tr>
<td>13.6 hectares</td>
<td>additional 3.7 hectares</td>
</tr>
<tr>
<td>Ground slots:</td>
<td>Ground slots:</td>
</tr>
<tr>
<td>1,968 TEU GS</td>
<td>additional 504 TEU GS</td>
</tr>
<tr>
<td>Capacity:</td>
<td>Capacity:</td>
</tr>
<tr>
<td>&gt; 400,000 TEU</td>
<td>&gt; 400,000 – 600,000 TEU, depending on TO technology</td>
</tr>
<tr>
<td>Intermodal Yard (IY):</td>
<td>2.5 hectares</td>
</tr>
</tbody>
</table>
ZDSCT directly connected to road and rail

- Terminal features an intermodal yard, as well as a direct road connection (D403 to be procured in mid 2019) between the terminal and the motorway A7
A 2-step Transaction Approach ensures competitiveness and commitments in the bidding process and ensures compliancy with PRAs objectives.

Approach of the 2-step approach to this container terminal PPP transaction:
General process (below)
- Transaction process & phases
- Planning aligned with critical path (road D403)
## Zagreb Deep Sea Container Terminal

<table>
<thead>
<tr>
<th>Source</th>
<th>Projects</th>
<th>Planned completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>World Bank Loans / Croatian State Budget</td>
<td>• Construction of the new Zagreb Deep Sea Container Terminal</td>
<td>5/2019</td>
</tr>
</tbody>
</table>
| EU funds (CEF), PRA & HŽI own sources | • Reconstruction of cargo section of Rijeka railway station  
  • Construction of an Intermodal Yard at the Zagreb Deep Sea Container Terminal | 12/2021 |
| Private investments (concessionaires’ own source) | • Construction of terminal infrastructure and superstructure and installation of terminal equipment | 12/2021 |
| Croatian State Budget, EU funds OPCC | • Construction of the road bypass D403 (Investor HC) | 12/2021 |
Intermodal Logistics Centre Matulji

- Total area 160 ha
- Railway and road connections
- Already dedicated for intermodal activity 30 ha

ILC Matulji
18 km away from Zagreb Deep Sea CT

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Development Projects in Progress

- **Total € 132,865 Mio**

  - Upgrade of the Rijeka Port infrastructure - Zagreb Pier container terminal (POR2CORE-ZCT) - € 31,587 Mio
  - Port of Rijeka multimodal platform development and interconnection to Adriatic Gate container terminal (POR2CORE-AGCT) - € 35,556 Mio
  - Upgrade of the Rijeka port infrastructure – Dredging at the AGCT (POR2CORE-AGCT Dredging) - € 17,389 Mio
  - Upgrade of the Rijeka Port infrastructure - General cargo terminal (POR2CORE-GCT) - € 6,914 Mio

Co-financed by the Connecting Europe Facility of the European Union

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Development Projects in Progress

All EU Projects
Total € 132,865 Mio

- Upgrade of the Rijeka Port infrastructure - Rijeka Basin (POR2CORE-RijekaBasin) € 33,664 Mio
- Upgrade of the Rijeka Port infrastructure – Bakar bulk cargo terminal (POR2CORE-BCTB) € 6,095 Mio
- Upgrade of the Rijeka Port infrastructure – Port Community System (POR2CORE-PCS) € 1,660 Mio

Co-financed by the Connecting Europe Facility of the European Union

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Rijeka - LNG Fuelling Stations & LNG Bunker Stations


- LNG Croatia will carry out engineering studies for an LNG bunkering station in the core Port of Rijeka. LNG infrastructure for bunkering consist of a LNG storage tank, jetty, truck filling station and ancillary process equipment.
New Nautical Centre

Yacht Marina Porto Baros

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