



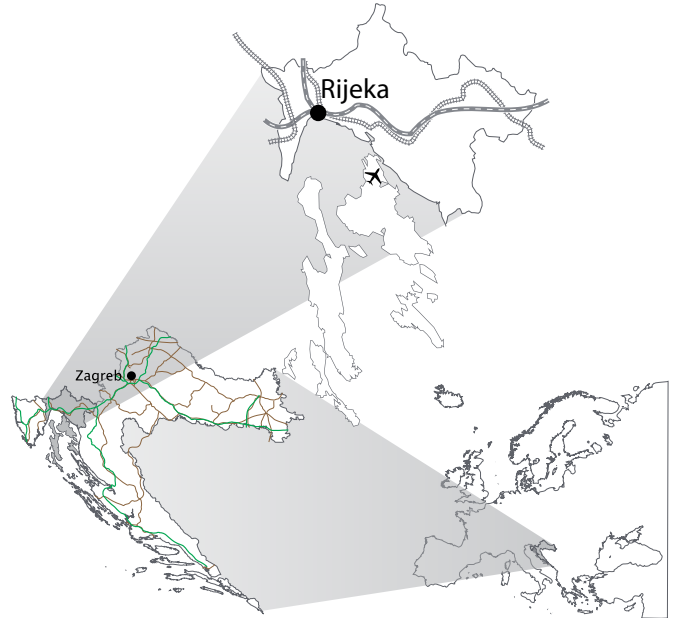
REPUBLIC OF CROATIA

CONTAINER TERMINAL ZAGREB PIER, Rijeka

THE BIGGEST CONTAINER PORT IN CROATIA

The port of Rijeka is the largest seaport in Croatia with a long tradition, which represents the shortest link between Central and Eastern Europe and overseas destinations. The Adriatic seaway to Europe represents a huge potential for logistic activities due to the fact that ships sailing through Suez need 6 days less to reach Europe than ships sailing via Gibraltar towards north. Consequently, the Port of Rijeka is the most convenient transit hub for Croatia, Hungary, Austria, Czech Republic, Slovakia, western Ukraine, southern Poland and southern Germany.

In only a few years, the container traffic in Rijeka port has increased from modest 15,000 to almost 200,000 containers. According to the new Master Plan, the number of containers handled in the port of Rijeka should exceed 600,000 by 2025. In order to enable the planned growth of the container traffic, the Port Authority Rijeka has started construction of the new container terminal (Container Terminal Zagreb Pier) on the west part of the port, Zagreb Pier, which will have a sea gauge of 20 meters and capacity of 650,000 TEU annually. This will allow the Port of Rijeka to take in vessels of the latest generation and increase the container handling capacity of the existing Adriatic Gate Container terminal.



PROJECT DESCRIPTION

The implementation of the Container Terminal Zagreb Pier has been planned in three phases.

The Phase 1, currently in progress, includes construction of the 400 meters coastal barrier (wall) through Design & Build contract. It will, in terms of permitting and designing, create the base for expansion of the Terminal to its full scope and potential. This phase has been financed by the World Bank loan.

The Phase 2 (which is supposed to be financed by a private investor) will include construction of additional 250 m of a coastal wall (up to 680).

The long term plans for **the Phase 3** envisage the maximum length of the terminal of 1,250 m.

The whole Project is planned to be financed by the World Bank loans, the funds of private investors (future concessionaire), as well as by the European Union funds.



CURRENT STATUS

- The spatial and transport study of the Primorje–Gorski Kotar County and the City of Rijeka have been prepared
- The building permit the Phase 2 has been obtained
- The tender for selection of a future concessionaire is in preparation

Ministry of the Sea, Transport and Infrastructure of the Republic of Croatia, Prisavlje 14, 10 000 Zagreb, Croatia

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TRANSACTION MODEL

The Port Authority Rijeka will announce its intention to grant a concession for operating the Terminal for the next 30 years. The tender will be open to all potential bidders, and will include concession for the following port activities: loading, unloading, transshipment, storage, loading and unloading containers, repairing, servicing and cleaning containers, as well as all other directly connected activities which require usage of the existing and construction of new buildings and other infrastructure and superstructure facilities on the port area.

In the first phase the future concessionaire will be obliged to finish construction of infrastructure and superstructure of the Terminal as well as to purchase and install equipment for storage and railway terminal. He will also be offered a possibility to invest in the implementation of the second phase (construction of the barrier wall up to the 680 m). Construction of the third phase has also been envisaged within the concession period.



PRIMORJE-GORSKI KOTAR COUNTY

Population (2011): **296,195**

GDP per capita (2014): **12,548 EUR**

Unemployment rate (2016): **13.0%**

Average gross salary: **1,030 EUR**

Average gross salary in the sector (tourism): **949 EUR**

Primorje-Gorski Kotar County is situated between Slovenia in the north and the Adriatic in the south. It is comprised of woodland mountains, the sea coast and islands.

A very favorable position at the junction of important road and sea routes were the reasons why inhabitants have focused on maritime affairs and other sea-related economic and tourism activities. As a consequence, the area, and especially the county seat of Rijeka, has developed into a strong transport and maritime center. While Gorski Kotar has remained a traditional forestry and wood processing area, it has also recently developed into a strong tourism region.

Primorje-Gorski Kotar County is considered the birthplace of Croatian tourism, especially Opatija and Lovran, which

previously served as holiday destinations for the Habsburg emperors. These towns have now been high-end and health tourism destinations for more than a century.

The county's education policies mirror its historical ties with tourism, especially nautical tourism. The Faculty of Tourism and Hospitality Management in Opatija is the only Croatian university fully dedicated to the education of a specialized tourism workforce. In addition, there are two secondary education institutions dedicated to tourism or hospitality education.

The county is also especially attractive for nautical tourism. According to the Ministry of Tourism, there are 11 marinas with a total of 2,747 berths.

The county is well connected with continental Croatia and the neighboring countries. Rijeka is a major ferry port with regular connections to the nearby islands and the southern Adriatic. There are several airports within a 200 km radius (Pula, Rijeka, Zadar, Zagreb, Split, Trieste, Venice, and Ljubljana).

CONTACTS

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