



LUČKA UPRAVA RIJEKA
PORT OF RIJEKA AUTHORITY

NEW PORT CAPACITIES IN THE NORTHERN ADRIATIC AREA

GAME CHANGER



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



Port of Rijeka multimodal
platform development and
interconnection to Adriatic
Gate container terminal



Upgrade of the Rijeka Port
infrastructure – General
cargo terminal



Upgrade of the Rijeka
Port infrastructure –
Rijeka Basin



Upgrade of the Rijeka Port
infrastructure – Zagreb
Deep Sea Container Terminal



Upgrade of the Rijeka Port
infrastructure – Port
Community System



Upgrade of the Rijeka Port
infrastructure – Bakar
bulk cargo terminal

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RIJEKA GATEWAY PROJECT



ZAGREB DEEP SEA CONTAINER TERMINAL



Construction of the new Zagreb Deep Sea Container Terminal is the last component of the Rijeka Gateway Project, the most comprehensive project since the founding of the Republic of Croatia, which has led to a complete revitalization of port of Rijeka's area. The total value of Rijeka Gateway Project amounts to 187 million EUR, of which 144 million EUR relates to the World Bank loan funds (IBRD) and 43 million EUR to the Republic of Croatia's state budget.

New Zagreb Deep Sea Container Terminal is designed as a straight pier with a final length of 680 m, an average width of 300 m and a sea depth of 20 m. The terminal is built in two phases, with the first phase completed. Construction of a 400 m long pier worth 112,5 million EUR was completed on May 23, 2019.

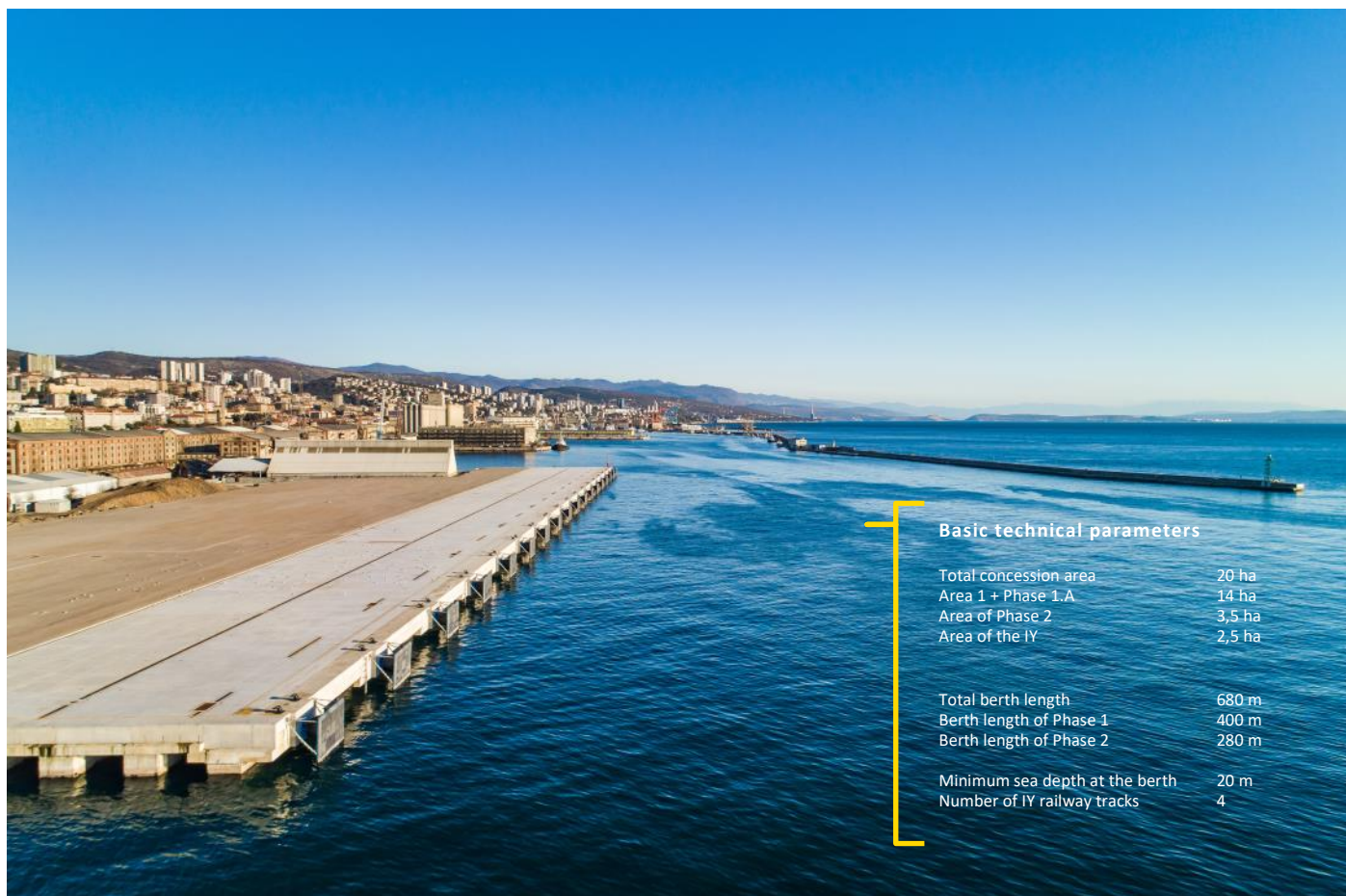
Traffic connectivity

The Zagreb Deep Sea Container Terminal will be connected to the Croatian motorway network and to the main network of the TEN-T Corridor via the state road D403. The length of the road D403 from Rijeka (Zagreb Deep Sea Container Terminal) to the Škurinje junction of Rijeka's bypass is approximately 3 km with a link to the network of city roads.

Intermodal Yard

Along with the construction of the ZDSCT pier and stacking yard, reconstruction of the cargo section of the railway station Rijeka and construction of the Intermodal Yard for rail transport at the container terminal will be carried out.

On the railway section of the container terminal, the Intermodal Yard will have 4 railway tracks with 475/485 m in length. On the railway section of the loading and unloading terminal there are four rail mounted cranes (RMG) envisaged above four new railway tracks with the possibility of lateral reach of the crane over two lanes for trucks and trailers with containers.



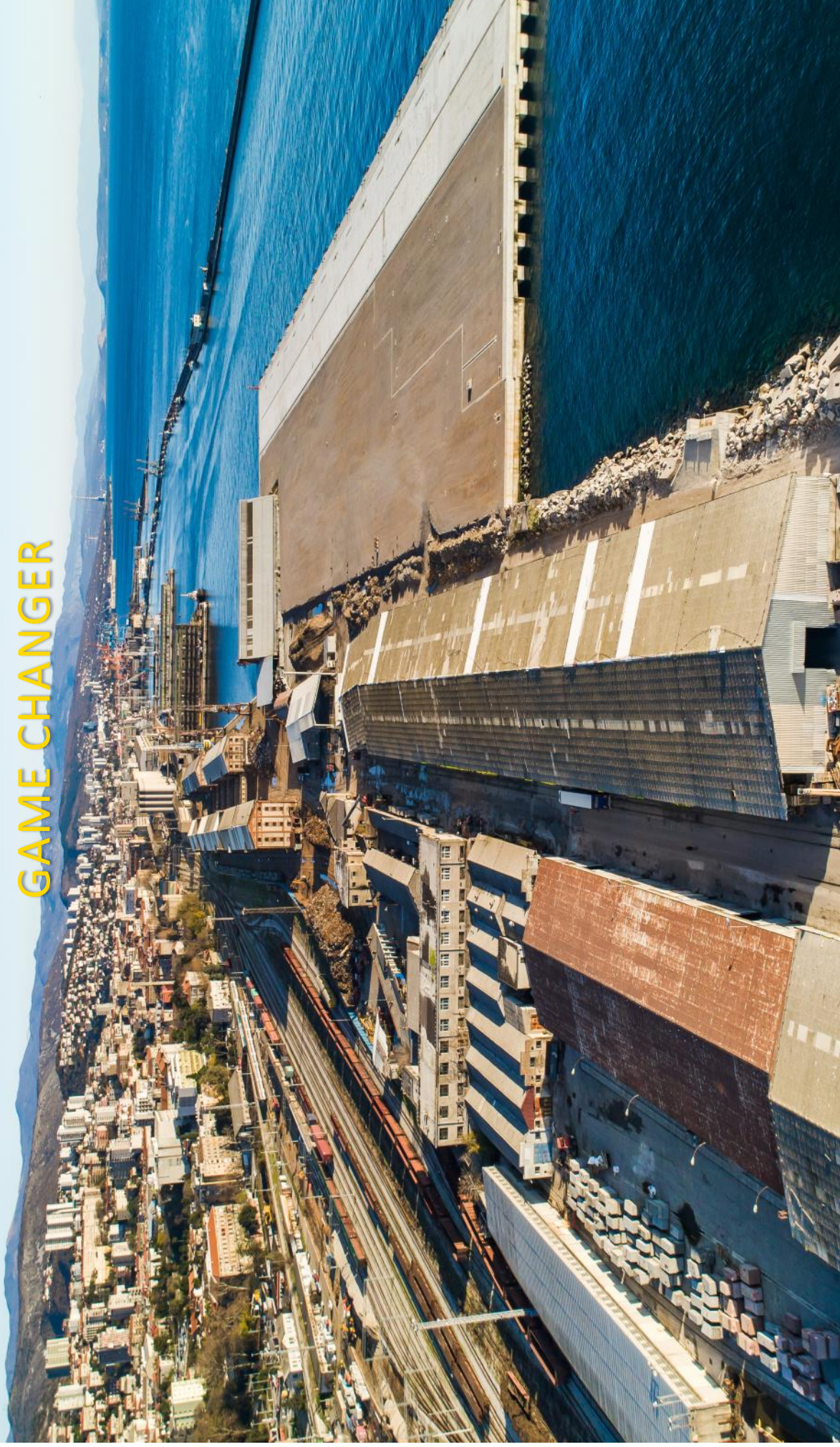
Basic technical parameters

Total concession area	20 ha
Area 1 + Phase 1.A	14 ha
Area of Phase 2	3,5 ha
Area of the IY	2,5 ha
Total berth length	680 m
Berth length of Phase 1	400 m
Berth length of Phase 2	280 m
Minimum sea depth at the berth	20 m
Number of IY railway tracks	4

ZAGREB DEEP SEA CONTAINER TERMINAL

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INTERMODAL LOGISTICS CENTRE MATULJI



MATULJI OFF-DOCK INTERMODAL FACILITY

Due to its excellent geostrategic position on the main traffic routes, the road and railway, the Intermodal Logistics Centre Matulji can take the role of the Off-Dock Container Yard of the Port of Rijeka. The location and the space available also allow the development of an intermodal centre for logistics development, service and manufacturing centre using the proximity of the Slovenian border, the Rupa-Rijeka-Zagreb motorway and the railway lines connected to Rijeka's traffic hub as part of the Mediterranean Corridor of the European TEN-T network. The Logistics Terminal is planned to be developed on a 160 ha surface with the possibility of further expansion, of which 30 ha will be used by the Off-Dock Container Yard.

Conceptual Design

Limited available space for the new terminal within the port area has led to the idea of establishing an off-dock facility (ODF) near the City of Matulji to realise additional container storage capacity to match the quay capacity of the ZDSCT. Container traffic potential of the Matulji ODF Yard largely comprises the overflow of ZDSCT plus small amounts of CFS traffic (in the first three years), and assumed industrial zone traffic.

The Matulji ODF is meant to perform as an additional container yard for the ZDSCT, providing additional services such as container repair as well as stuffing & stripping. The development of the assigned plot is related to the forecasted cargo volumes of ZDSCT. The development of the facility is been structured in three phases.

Based on the results of the trade & traffic forecast the Matulji ODF offers sufficient space to accommodate both the overflow container volumes of the ZDSCT and the additional value added services, i.e. the container freight station and a container repair facility.

The value of investment into Matulji Off-Dock Intermodal Facility can reach the amount of 112 million EUR.

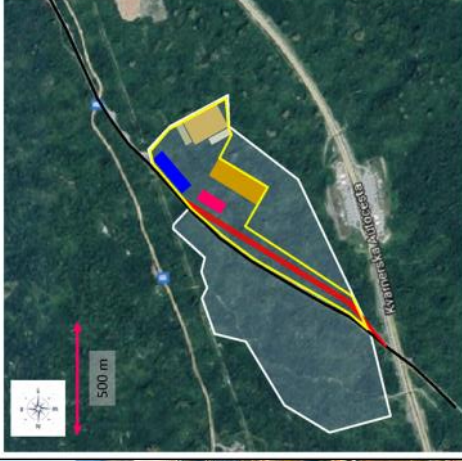


ZAGREB DEEP SEA CONTAINER TERMINAL

MATULJI OFF-DOCK INTERMODAL FACILITY

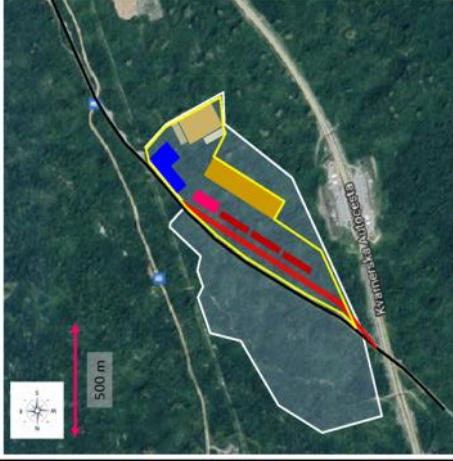
Phase 1 (2024 – 2027)

Gate & Preshow: 2.0 ha
Maintenance: 0.3 ha
Container Repair: 0.3 ha
MT Containers: 2.0 ha
Full Containers CFS: 0.5 ha
Full Containers RTD: 0.0 ha
CFS: 1.0 ha
Revised Tracks: 2 x 800 m (dependable length)
Main Track
Developed / Fenced Area: 25.6 ha



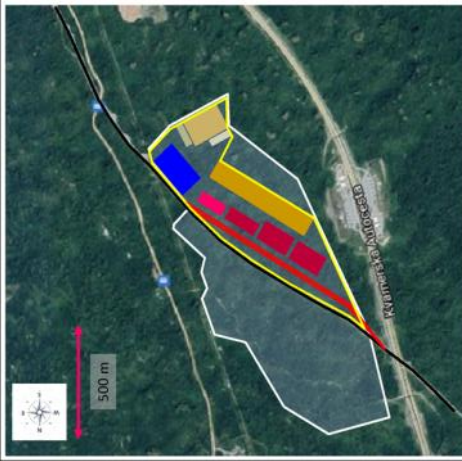
Phase 2 (2028 – 2032)

Gate & Preshow: 2.0 ha
Maintenance: 0.3 ha
Container Repair: 0.3 ha
MT Containers: 1.1 ha
Full Containers CFS: 0.5 ha
Full Containers RTD: 1.1 ha
CFS: 1.5 ha
Revised Tracks: 2 x 800 m (dependable length)
Main Track
Developed / Fenced Area: 30.9 ha



Phase 3 (2033 – 2043)

Gate & Preshow: 2.0 ha
Maintenance: 0.3 ha
Container Repair: 0.3 ha
MT Containers: 4.2 ha
Full Containers CFS: 0.5 ha
Full Containers RTD: 3.5 ha
CFS: 2.1 ha
Revised Tracks: 2 x 800 m (dependable length)
Main Track
Developed / Fenced Area: 31.35 ha





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UPGRADE OF THE RIJEKA PORT INFRASTRUCTURE - ZAGREB DEEP SEA CONTAINER TERMINAL POR2CORE-ZCT

PROJECT DESCRIPTION

The project is to develop rail interconnections of the Zagreb Deep Sea Container Terminal in view of resolving the bottleneck caused by an increase of economic and industrial activities in its hinterland, the modernization of land routes, port facilities and simplification of customs formalities.

- **Transport corridor:**
 - Mediterranean
- **Transport mode:**
 - Maritime
- **Call Year:**
 - 2016
- **Member state:**
 - Croatia
- **Implementation schedule:**
 - October 2016 to December 2020
- **Estimated total cost:**
 - €31.587,125
- **Maximum EU contribution:**
 - €26.849,056
- **Percentage of EU support:**
 - 85%
- **Coordinator:**
 - Port of Rijeka Authority
- **Status:**
 - Ongoing

PROJECT ACTIVITIES

- The reconstruction of a cargo section of the Rijeka Railway station
- The adjustment of the railway tracks' connection between the Rijeka railway station's cargo station and the existing railway network of the general cargo terminal
- The construction of a modern and efficient Intermodal Yard at the Zagreb Deep Sea Container terminal

PROJECT GOALS

- Upgrade of the railway Infrastructure and its connection between the port of Rijeka and the Core Trans-European Transport Network
- Upgrade of the port infrastructure for container freight traffic
- Support the modal shift of container traffic from roads to the railway



PROJECT PARTNERS



LUČKA UPRAVA RIJEKA
PORT OF RIJEKA AUTHORITY



HŽ INFRASTRUKTURA

UPGRADE OF THE RIJEKA PORT INFRASTRUCTURE - ZAGREB DEEP SEA CONTAINER TERMINAL

POR2CORE-ZCT





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PORT OF RIJEKA MULTIMODAL PLATFORM DEVELOPMENT AND INTERCONNECTION TO ADRIATIC GATE CONTAINER TERMINAL (POR2CORE-AGCT)

- **Transport corridor:**
 - Mediterranean
- **Transport mode:**
 - Maritime
- **Call Year:**
 - 2015
- **Member state:**
 - Croatia
- **Implementation schedule:**
 - July 2015 to December 2020
- **Estimated total cost:**
 - €35.556,000
- **Maximum EU contribution:**
 - €30.222,600
- **Percentage of EU support:**
 - 85%
- **Coordinator/ beneficiary**
 - Port of Rijeka Authority
- **Status:**
 - Ongoing

PROJECT DESCRIPTION

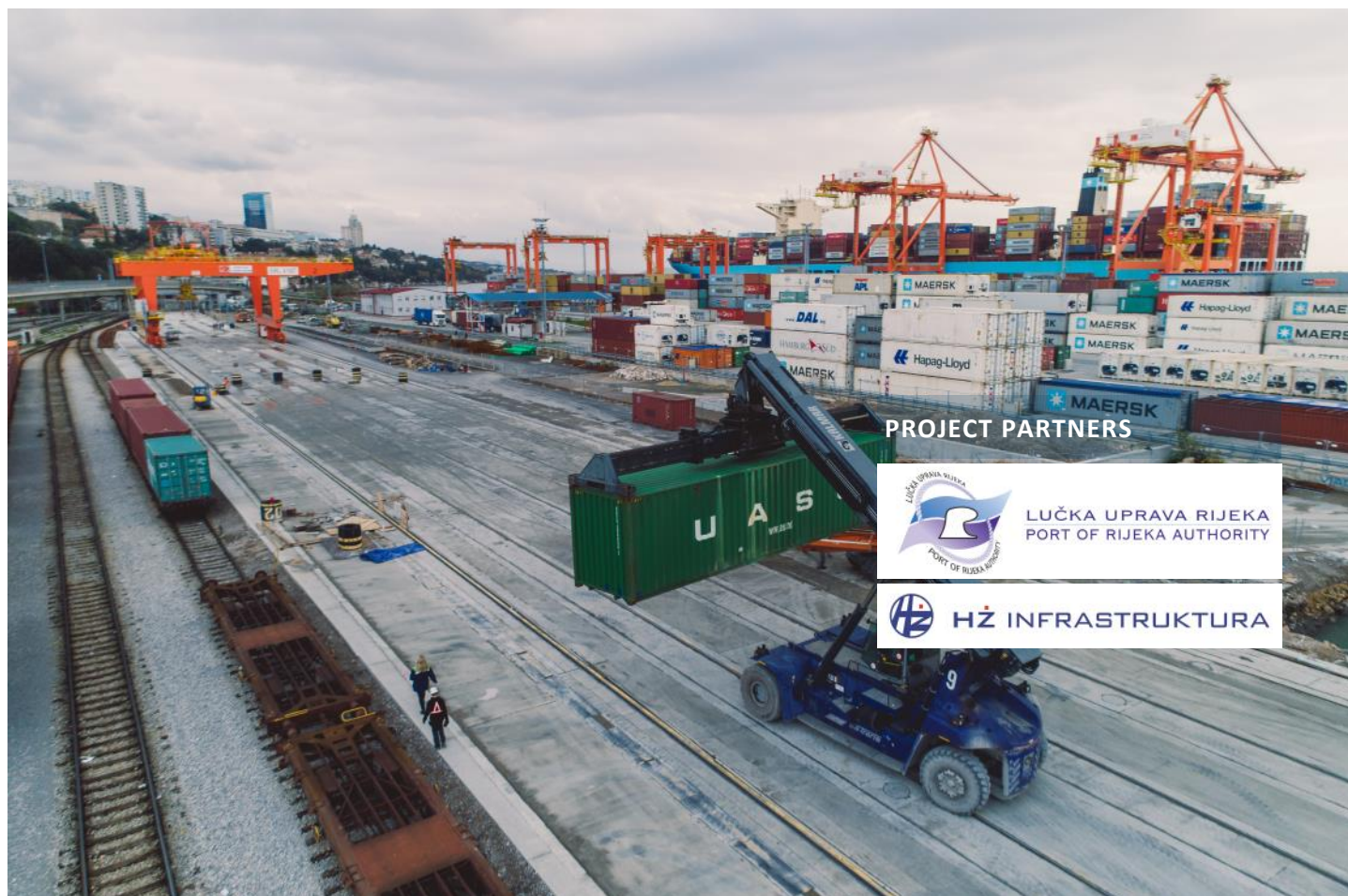
The project aims to upgrade the railway connection between Rijeka and Adriatic Gate container terminal, also known as Brajdica and to develop transport services and infrastructure on the main TEN-T corridors of the EU transport network

PROJECT ACTIVITIES

- Construction of an intermodal terminal for loading/unloading of containers
- Reconstruction of the railway station Brajdica
- Construction of a new track in a connecting tunnel

PROJECT GOALS

- Upgrading of the railway infrastructure and improvement of the connection of the Port of Rijeka with the transport corridors of the basic EU's TEN-T network
- Supporting the modal shift of containers from the road to the rail
- Upgrading of railway infrastructure to increase the loading/unloading capacity of the Port of Rijeka in the freight container transport



PROJECT PARTNERS



LUČKA UPRAVA RIJEKA
PORT OF RIJEKA AUTHORITY



HZ INFRASTRUKTURA

PORT OF RIJEKA MULTIMODAL PLATFORM DEVELOPMENT AND INTERCONNECTION TO ADRIATIC GATE CONTAINER TERMINAL

POR2CORE-AGCT





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UPGRADE OF THE RIJEKA PORT INFRASTRUCTURE - GENERAL CARGO TERMINAL (BASIN RAŠA) POR2CORE-GCT

- **Transport corridor:**
 - Mediterranean
- **Transport mode:**
 - Maritime
- **Call Year:**
 - 2016
- **Member state:**
 - Croatia
- **Implementation schedule:**
 - January 2017 to December 2020
- **Estimated total cost:**
 - €6.914,000
- **Maximum EU contribution:**
 - €3.132,042
- **Percentage of EU support:**
 - 45,3%
- **Coordinator/ beneficiary**
 - Port of Rijeka Authority
- **Status:**
 - Ongoing

PROJECT DESCRIPTION

The project aims to improve port infrastructure at the general terminal in Raša. The main goal of the project is the reconstruction of the pier in basin Raša, in order to adequately respond to the current growth trend in timber transport.

PROJECT ACTIVITIES

- Disassembly and removal of the existing equipment
- Reconstruction of the pier
- Mounting of track cranes on the reconstructed pier
- Mounting of rails on the reconstructed workstation
- Installation of equipment on the reconstructed pier

PROJECT GOALS

- Reconstruction of the southern part of the pier in a length of about 90 m and reconstruction of the second part of the pier in the northern part in a length of 74 m
- Positive impact on the safety and quality of service and capacity increase in the transshipment of general cargo



UPGRADE OF THE RIJEKA PORT INFRASTRUCTURE - GENERAL CARGO TERMINAL (BASIN RAŠA)

POR2CORE-GCT





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UPGRADE OF THE RIJEKA PORT INFRASTRUCTURE – PORT COMMUNITY SYSTEM POR2CORE-PCS

- **Transport corridor:**
 - Mediterranean
- **Transport mode:**
 - Multimodal
- **Call Year:**
 - 2017
- **Member state:**
 - Croatia
- **Implementation schedule:**
 - December 2017 to December 2020
- **Estimated total cost:**
 - €1.660,000
- **Maximum EU contribution:**
 - €1.411,000
- **Percentage of EU support:**
 - 85%
- **Coordinator:**
 - Port of Rijeka Authority
- **Status:**
 - Ongoing

PROJECT DESCRIPTION

The project enables the finding of an IT solution which will be used, after development, by other Croatian freight ports. The project will contribute to the improvement of regional transport flows and better multimodal integration and interoperability.

PROJECT ACTIVITIES

Design and construction of a unique standardized port information system that is compatible with the CIMIS system (Croatian Integrated Maritime Information System)

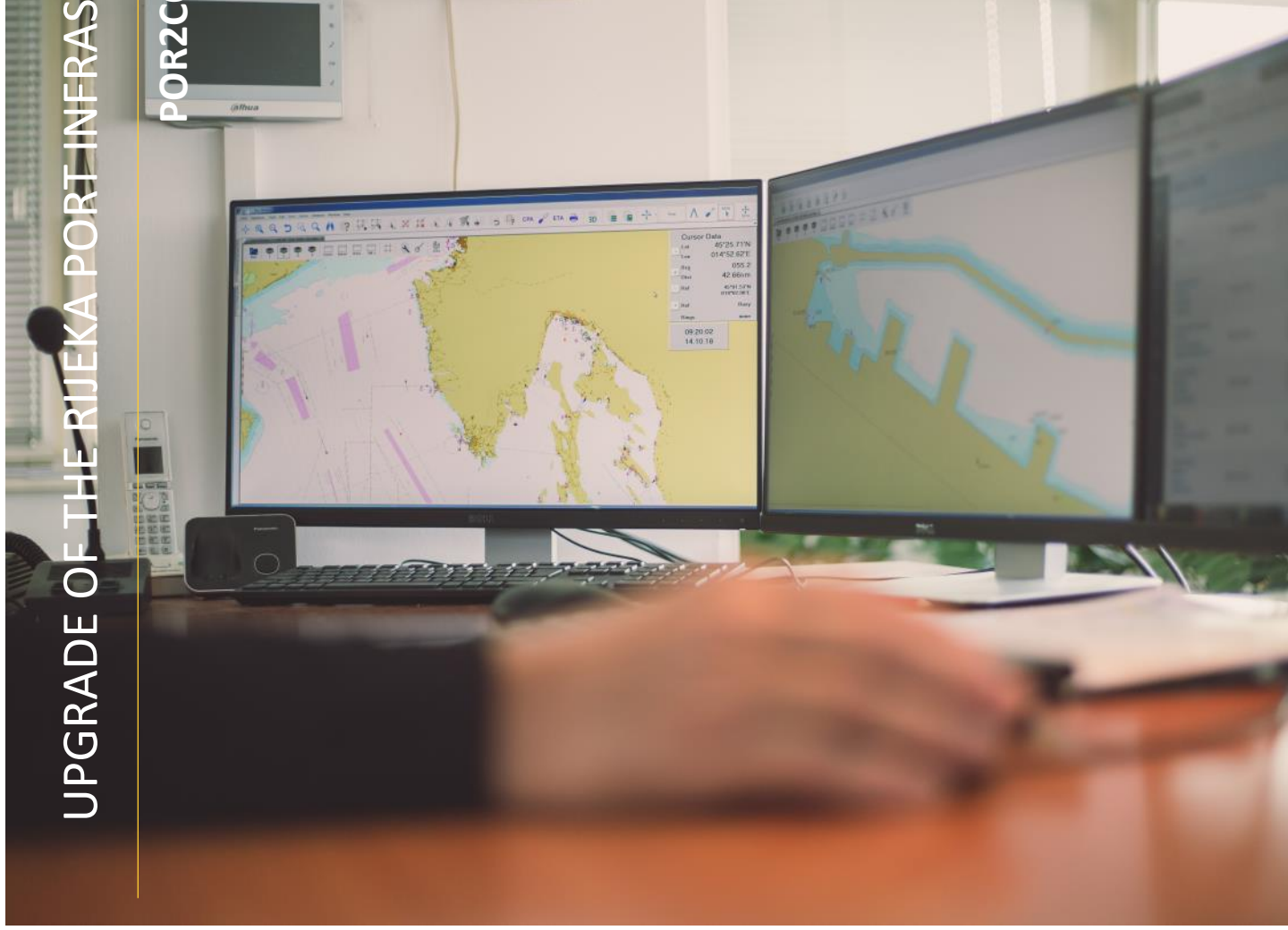
PROJECT GOALS

PCS implementation improves the efficiency of communication between members of the port community, avoids multiple information inputs, optimizes the circulation and timely reception of information and secures data from unauthorized access.



UPGRADE OF THE RIJEKA PORT INFRASTRUCTURE – PORT COMMUNITY SYSTEM

POR2CORE-PCS





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UPGRADE OF THE RIJEKA PORT INFRASTRUCTURE –BULK CARGO TERMINAL BAKAR POR2CORE-BCTB

- **Transport corridor:**
 - Mediterranean
- **Transport mode:**
 - Maritime
- **Call Year:**
 - 2017
- **Member state:**
 - Croatia
- **Implementation schedule:**
 - December 2017 to December 2021
- **Estimated total cost:**
 - €6.094,664
- **Maximum EU contribution:**
 - €5.180,464
- **Percentage of EU support:**
 - 85%
- **Coordinator:**
 - Port of Rijeka Authority
- **Status:**
 - Ongoing

PROJECT DESCRIPTION

The project “Improvement of Infrastructure in the Port of Rijeka – Bulk Cargo Terminal Bakar” enables the reconstruction of the outdated railway infrastructure in the area of the terminal for bulk cargo in Bakar. The project is developed parallel with other projects for the improvement of railway infrastructure in the Port of Rijeka, which will contribute to improving port activities and facilitating the transport of goods.

PROJECT ACTIVITIES

- Removal of the existing infrastructure
- Reconstruction of the facilities and drainage systems
- Reconstruction of the area
- Reconstruction of railway tracks

PROJECT GOALS

- Reconstruction of the railway track, transport and storage areas and supporting communal infrastructure in the area of the bulk cargo terminal Podbok – Bakar basin
- Improvement of the connection of the whole basin with the railway network in the hinterland and indirectly with European corridors by removing the existing outdated and operationally inadequate railway infrastructure.



PROJECT PARTNERS



LUČKA UPRAVA RIJEKA
PORT OF RIJEKA AUTHORITY



UPGRADE OF THE RIJEKA PORT INFRASTRUCTURE –BULK CARGO TERMINAL BAKAR

POR2CORE-BCTB





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UPGRADE OF THE RIJEKA PORT INFRASTRUCTURE – RIJEKA BASIN POR2CORE – RIJEKA BASIN

- **Transport corridor:**
 - Mediterranean
- **Transport mode:**
 - Maritime
- **Call Year:**
 - 2017
- **Member state:**
 - Croatia
- **Implementation schedule:**
 - October 2017 to December 2022
- **Estimated total cost:**
 - €33.664,466
- **Maximum EU contribution:**
 - €28.614,466
- **Percentage of EU support:**
 - 85%
- **Coordinator:**
 - Port of Rijeka Authority
- **Status:**
 - Ongoing

PROJECT DESCRIPTION

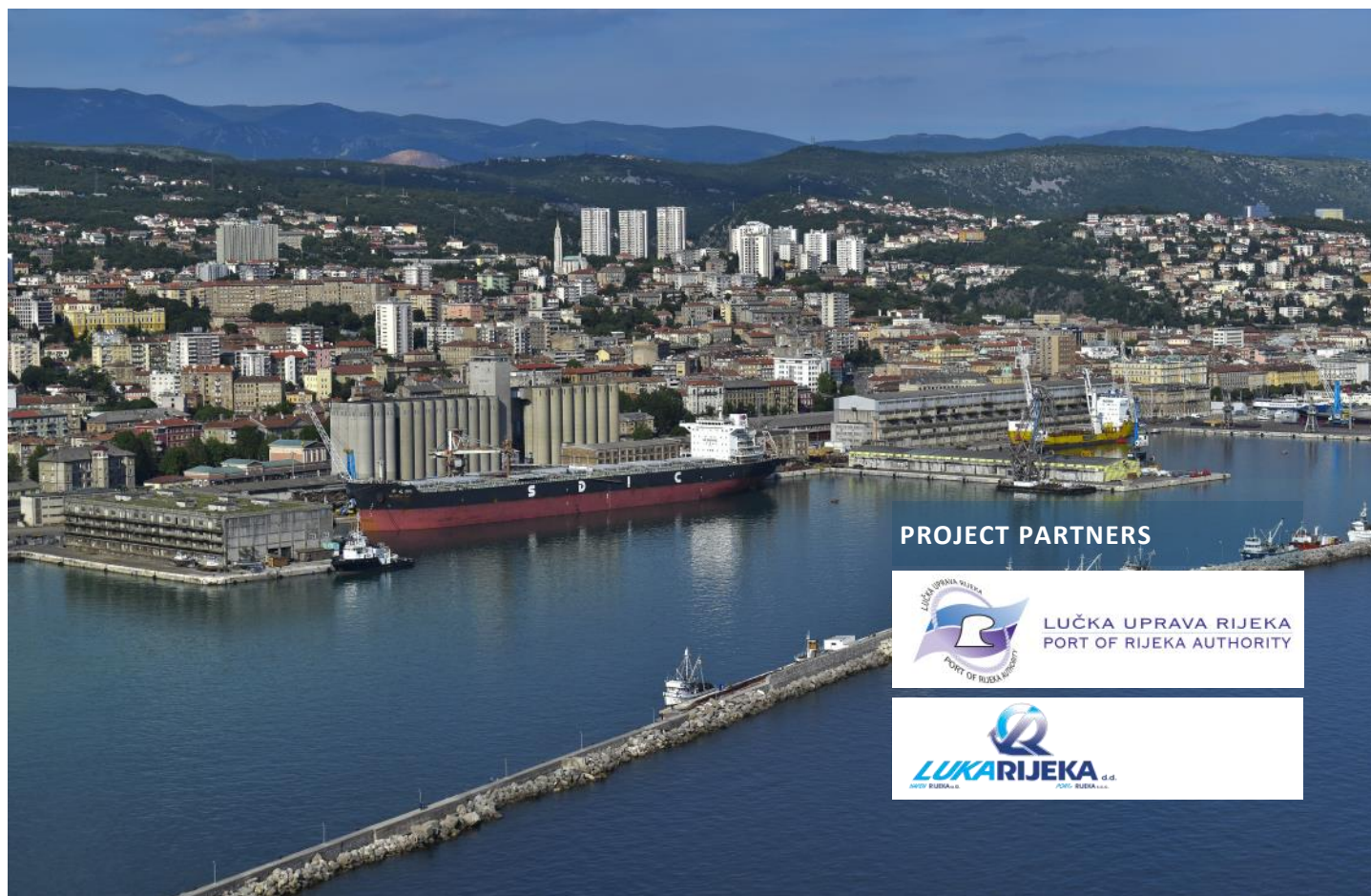
The Rijeka basin is part of the Port of Rijeka. Its existing railway infrastructure is aging, severely damaged and unsafe, hindering the efficiency of daily port operations.

PROJECT ACTIVITIES

- Reconstruction of the facilities and drainage systems
- Reconstruction of railway tracks and cranes
- Creation of a larger operational area by reconstruction of the railway infrastructure connecting quays and piers of the Rijeka basin: Reconstruction of the existing pavement and storage areas, railway tracks, crane tracks and accompanying communal infrastructure (water supply, drainage and waste water treatment) in the Rijeka basin.

PROJECT GOALS

Improvement of the connection of the whole Rijeka basin with the railway network in the hinterland.



PROJECT PARTNERS



LUČKA UPRAVA RIJEKA
PORT OF RIJEKA AUTHORITY



UPGRADE OF THE RIJEKA PORT INFRASTRUCTURE – RIJEKA BASIN

POR2CORE – RIJEKA BASIN





UPGRADE OF THE RIJEKA PORT INFRASTRUCTURE – AGCT DREDGING POR2CORE – AGCT DREDGING

- **Transport corridor:**
 - Mediterranean
- **Transport mode:**
 - Maritime
- **Call Year:**
 - 2018
- **Member state:**
 - Croatia
- **Implementation schedule:**
 - October 2018 to June 2020
- **Estimated total cost:**
 - €17,389
- **Maximum EU contribution:**
 - €2,782,310
- **Percentage of EU support:**
 - 20%
- **Coordinator:**
 - Port of Rijeka Authority
- **Status:**
 - Ongoing

PROJECT DESCRIPTION

The project aims to allow servicing large capacity vessels at the existing Adriatic Gate Container terminal at Brajdica that at the moment, only partly allows it due to insufficient sea depth. Adjustments of the port to increase the capacities and the ability to accommodate larger vessels. to improve the handling of freight at the terminal and to enable the mooring of larger ships.

PROJECT ACTIVITIES

- Removing bottleneck by upgrading the existing infrastructure through dredging works and ancillary interventions along 100 meters of the phase I quay wall, bringing it to the same 14.88 meters sea depth as the adjacent 328 phase II quay wall.

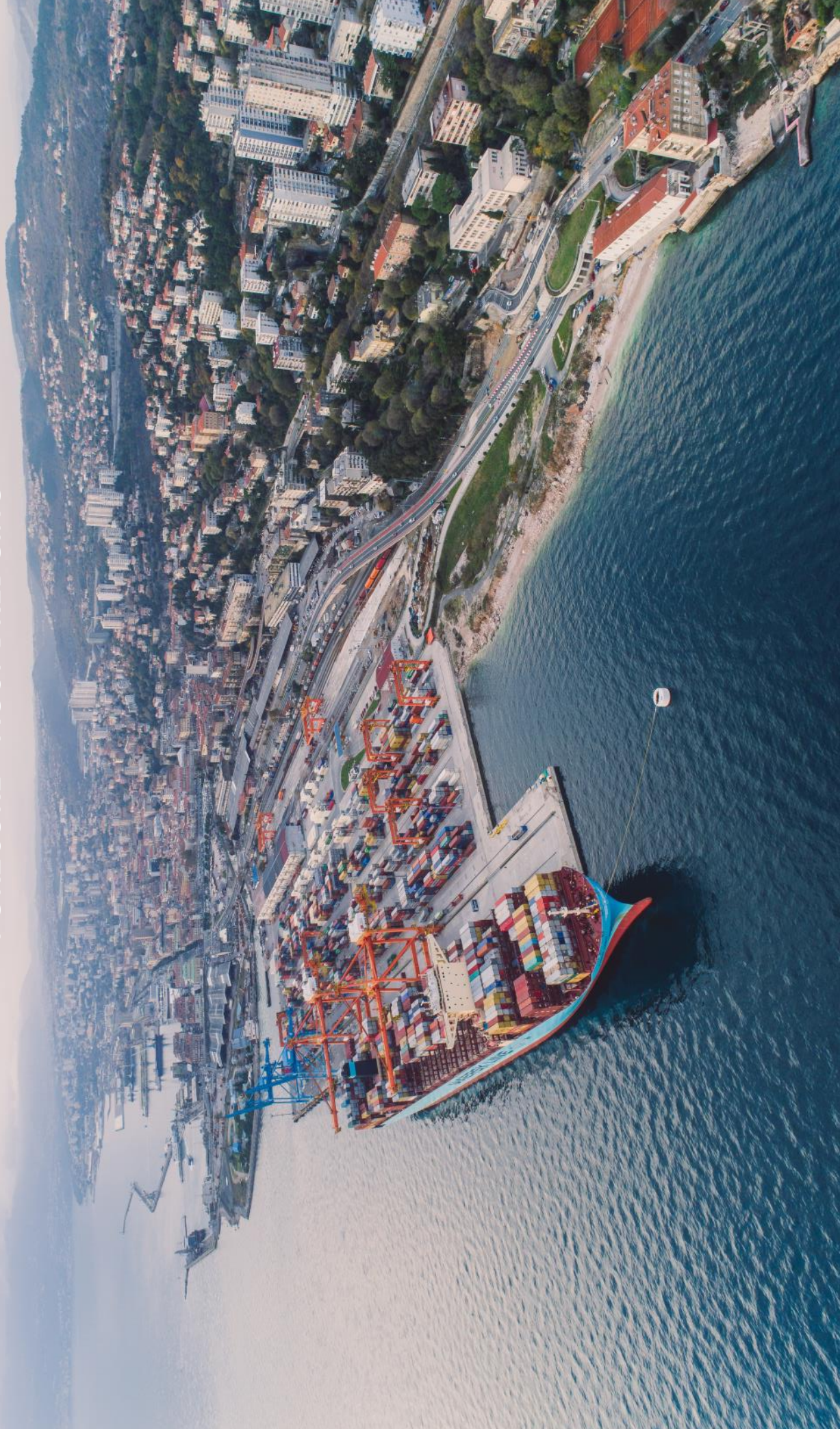
PROJECT GOALS

- To improve the handling of freight at the terminal and to enable the mooring of larger ships
- Enabling the accommodation of bigger container vessels while leveling the sea depth along 428 meters of quay



UPGRADE OF THE RIJEKA PORT INFRASTRUCTURE – AGCT DREDGING

POR2CORE – AGCT DREDGING





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