

= Port of Ploče =

The Port of Ploče (Croatian : Luka Ploče) is a seaport in Ploče , Croatia , near the mouth of the Neretva river on the Adriatic Sea coast . It was formally opened in 1945 after a railway was built as a supply route to connect the site with industrial facilities in the Sarajevo and Mostar areas of Bosnia and Herzegovina , which was then part of Yugoslavia . As of 2010 , it ranked as the second largest cargo port in Croatia ? after the Port of Rijeka ? with a cargo throughput of 4 @. @ 5 million tonnes , consisting mostly of general cargo and bulk cargo , including 20 @, @ 420 twenty @-@ foot equivalent units (TEUs) . In 2008 , the Port of Ploče recorded 2 @, @ 555 ship arrivals . It is managed by the Port of Ploče Authority .

The Port of Ploče recorded a steady growth and development from 1945 , but suffered a sharp decline between 1991 and 1996 due to the Croatian War of Independence and the Bosnian War . In the late 2000s , Luka Ploče d.d. , the primary concessionaire of the Port of Ploče , embarked on an ambitious investment plan , aiming for a substantial increase in the volume of port operations . Funding was secured in 2007 , and Luka Ploče d.d. plans to invest ? 91 million in port infrastructure and around ? 180 million in port equipment by 2014 .

= = History = =

In 1936 , it was decided to develop the Port of Ploče , as the site at the mouth of the Neretva on the Adriatic coast represented the natural outlet for the economy of Bosnia and Herzegovina , which was then part of the Kingdom of Yugoslavia . Preparations included the construction of a railway between Metković and Ploče , as an extension of the railway from Sarajevo . The railway was completed in 1942 , three years after construction of the port commenced in 1939 . The works were delayed by the onset of World War II , but they were intensified in 1945 after modernization of the Sarajevo ? Ploče narrow gauge railway .

The port officially started operating on July 15 , 1945 , handling imports of coal and cereal and exports of bauxite and timber . The railway was rebuilt to standard gauge in 1966 , and electric traction was installed in 1969 to increase the port 's throughput , which reached one million tonnes within a few years . Development of the port was sustained until 1991 , when the Croatian War of Independence and the Bosnian War brought about a five @-@ year decline , affecting not only the port 's accessibility but also its primary market . In 1996 , Croatia and the Federation of Bosnia and Herzegovina signed the Ploče Agreement , regulating unhindered passage of goods between Bosnia and Herzegovina and the Port of Ploče and stipulating that such cargo should be duty @-@ free . Enforcement of the agreement is related to the duration of the Neum Agreement .

In 2006 , Luka Ploče d.d. started developing a new bulk cargo terminal , a new container terminal and a distribution center , implementing IT systems throughout port facilities and operations , and enhancing logistical support to increase the competitiveness of the Ploče transport route . Funding of ? 91 million was approved on November 20 , 2006 , consisting of a ? 58 @. @ 8 million loan from the World Bank , a ? 11 @. @ 2 million loan from the European Bank for Reconstruction and Development and a provision of ? 21 million by Croatia . By August 2010 , ? 44.2M of the total had been spent , and the new container terminal was opened .

The Port of Ploče Authority was established by the Government of Croatia on February 13 , 1997 , to oversee construction , maintenance , administration , protection and promotion of the Port of Ploče . Since 1998 , the general and bulk cargo operations of the port have been operated by Luka Ploče d.d. and development has resumed . In 2009 , after negotiations with the Port of Ploče Authority , Luka Ploče was granted a 32 @-@ year extension of the concession contract for the cargo handling operations of the port . The contract requires the port authority to improve port infrastructure and Luka Ploče to invest in new cargo handling equipment . The Croatian government considers the Port of Ploče to be one of six seaports of national interest .

= = Transport facilities = =

The Port of Ploče is located on the Adriatic Sea coast in the area of the Neretva river . Its facilities include terminals and other structures in Ploče and in Metković , which lies on the Neretva approximately 20 kilometres (12 miles) inland to the east of Ploče . The Port of Ploče is at the southern terminus of Pan @-@ European transport corridor V , branch C , representing a maritime extension of the rail and road routes leading to and from the Ploče area . These routes include modern roads such as : the Croatian A1 motorway , accessed via the D425 and D513 , forming part of European route E65 and connecting Zagreb , Budapest and Vienna ; and the Bosnia and Herzegovina A1 and the planned Croatian A10 motorways , which are parts of European route E73 . All the port 's quays are linked by tracks connected to a single @-@ track railway to Mostar , Sarajevo , Osijek and further north towards Budapest .

The port comprises several terminals :

General Cargo Terminal ? handles food , cattle food , cotton , tobacco and industrial products ; it has processing , packaging and storage facilities , six berths and a 9 @. @ 2 @-@ metre (30 ft) draught .

Bulk Cargo Terminal ? handles coal , iron ore , pig iron , scrap iron , phosphates and cinder ; it has storage facilities , three berths and a 13 @-@ metre (43 ft) draught , allowing transshipment of 15 @, @ 000 tonnes (33 @, @ 000 @, @ 000 lb) of cargo per day .

Liquid Cargo Terminal ? handles fuel and other liquid cargo ; it has 92 @, @ 000 cubic metres (3 @, @ 200 @, @ 000 cubic feet) of storage capacity overall , a single berth and a 12 @-@ metre (39 ft) draught . Its cargo storage and handling facilities are operated by Luka Ploče Trgovina d.o.o. and Naftni Terminali Federacije d.o.o. (NTF) . NTF is owned by the Federation of Bosnia and Herzegovina .

Grain Cargo Terminal ? handles transshipment , packaging and storage of cereals and oilseeds , with a capacity of 400 tonnes per hour ; it has a single berth , 45 @, @ 000 tonnes (99 @, @ 000 @, @ 000 lb) of storage capacity and a 9 @. @ 8 @-@ metre (32 ft) draught .

Wood Terminal ? handles , stores and processes timber ; it has a single berth and a 9 @. @ 2 @-@ metre (30 ft) draught .

Alumina and Petroleum Coke Terminal ? handles alumina and petroleum coke ; it has a 9 @. @ 2 @-@ metre (30 ft) draught ; for alumina it has a storage capacity of 20 @, @ 000 tonnes and a transshipment capacity of 600 tonnes per hour ; for petroleum coke it has 10 @, @ 000 tonnes (22 @, @ 000 @, @ 000 lb) of storage capacity and 260 tonnes per day handling capacity .

Container Terminal ? handles intermodal containers ; it has a roll @-@ on / roll @-@ off ramp and accommodates Panamax ships . Its annual capacity is 60 @, @ 000 TEUs

Bulk Cement Terminal ? has 200 tonnes (440 @, @ 000 lb) per hour handling capacity and 4 @, @ 000 @-@ tonne (8 @, @ 800 @, @ 000 lb) storage capacity ; it is part of Business Unit Metković , located in Metković on the Neretva river , which is 5 metres (16 feet) deep at the site .

General Cargo Terminal (Metković) ? adjacent to the Bulk Cement Terminal , forming a part of Business Unit Metković .

Slag Terminal ? 10 @, @ 000 @-@ tonne (22 @, @ 000 @, @ 000 lb) storage capacity adjacent to the Bulk Cement Terminal , forming a part of Business Unit Metković .

Passenger Terminal ? two moorings : the primary mooring is used for international transport and accommodates vessels up to 120 m (390 ft) LOA (length overall) , with an 8 @-@ metre (26 ft) draught ; the secondary mooring is used for local and international transport and accommodates vessels up to 65 m (213 ft) LOA , with a 5 @-@ metre (16 ft) draught .

= = Business operations = =

The Port of Ploče is the second largest cargo seaport in Croatia , mostly serving Bosnia and Herzegovina , along with some local and regional users . The port is administered by the Port of Ploče Authority , with Luka Ploče d.d. as the primary concessionaire . Subcontractors that operate the liquid cargo terminal facilities are Naftni Terminali Federacije d.o.o. and Luka Ploče Trgovina d.o.o. , while passenger and vehicle transit is handled by Jadrolinija . Jadrolinija ferries sail between Ploče and Trpanj on the Pelje@a peninsula and the D415 state road . In 2009 , the ferry line carried

annual average daily traffic of 143 vehicles . During summer the volume increased to 383 vehicles on average .

In 2008 , the Port of Ploče recorded 2 @, @ 555 ship arrivals , 106 in Metković and the rest in Ploče . In the same period , the Passenger Terminal recorded 145 @, @ 945 passenger arrivals and departures . As of September 2011 , the Director of the Port Authority is Tomislav Batur .

= = = Luka Ploče = = =

In 2010 , Luka Ploče d.d. achieved a cargo transport volume of 4 @. @ 5 million tonnes (2010) , consisting mostly of general cargo and bulk cargo , including 20 @, @ 420 TEUs . It reported a net profit of 15 @. @ 6 million kuna (? 2 @. @ 1 million) , a fourfold increase from the 3.8M kuna (? 0.5M) achieved in the previous year . Total income in 2010 reached 157 @. @ 5 million kuna (? 21 @. @ 0 million) , up from 151 @. @ 2 million kuna (? 20 @. @ 1 million) in 2009 . The company had 816 employees in 2010 . It is listed on the Zagreb Stock Exchange with a share capital of 169 @. @ 19 million kuna (? 22 @. @ 56 million) . As of September 2011 , Ivan Pavlović is president of the Management Board , and the company is owned by the Croatian government (11 @. @ 11 percent) , the Croatian Pension Insurance Fund (8 @. @ 86 percent) and other stockholders , none of which owns more than 8 @. @ 5 percent of the stock .

In 2009 , after negotiations with the Port of Ploče Authority , Luka Ploče was granted a 32 @-@ year extension of its concession contract for the cargo handling operations of the port . The contract requires the port authority to improve port infrastructure and Luka Ploče to invest in new cargo handling equipment . Those investments were compensated by extension of the concession period for individual terminals to 45 years . A further increase in cargo volume was reported in the first half of 2011 , compared with the same period of 2010 .

= = Future expansion = =

As of September 2011 , only part of the development plan defined by the Port of Ploče Authority in 2006 is completed ? the new container terminal opened in 2010 , but construction of the new bulk cargo terminal , originally scheduled for completion by 2010 , is now planned for 2011 ? 2014 . The 5 million tonne @-@ per @-@ year bulk cargo terminal will expand the port area by 20 hectares (49 acres) . The new bulk cargo terminal is planned to accommodate ships with a draught of up to 18 @. @ 5 metres (61 feet) , and 200 @, @ 000 tonnes deadweight (DWT) , i.e. Capesize vessels . It aims to attract large quantities of transport for the ArcelorMittal , GIKIL , Birač Zvornik and Aluminij industrial plants in Bosnia and Herzegovina , which are the main users of the port . The ArcelorMittal plant in Zenica alone is expected to ship 1 @. @ 5 million tonnes of ore and coal , as it would save US \$ 15 ? 20 million in shipping costs .

Further investments beyond construction of the new terminal were planned since 2007 for bulk cargo terminal equipment worth ? 80M , cargo terminal equipment worth ? 11 million , replacement of equipment in pre @-@ 2007 port facilities valued at ? 26 million and reconstruction of the liquid cargo terminal worth ? 70 million . These investments were originally scheduled for 2007 ? 2014 , but the pace of development is slower than expected , and delays of a year to two had been observed by 2010 . The required superstructure is planned to be funded through build @-@ operate @-@ transfer contracts and public ? private partnerships . The investments made since 2007 and those planned as of 2011 are aimed at increasing the port 's throughput from 8 to 10 million tonnes of cargo per year .