

= Port of Rijeka =

The Port of Rijeka (Croatian : Luka Rijeka) is a seaport in Rijeka , Croatia , located on the shore of the Kvarner Gulf in the Adriatic Sea . The first records of the port date to 1281 . It was the main port of the Kingdom of Hungary in the 19th century and the beginning of the 20th century , of Yugoslavia between World War II and 1991 , and of Croatia after its independence . Today , it is the largest port in Croatia with a cargo throughput of 10 @. @ 9 million tonnes (2015) , mostly oil , general cargo and bulk cargo , and 161 @, @ 883 Twenty @- @ foot equivalent units (TEUs) . In 2008 , the Port of Rijeka recorded 4 @, @ 376 ship arrivals . It is managed by the Port of Rijeka Authority .

In 2011 , Luka Rijeka d.d. , a concessionaire of the Port of Rijeka signed a contract of strategic partnership with International Container Terminal Services Inc . (ICTSI) and Jadranska vrata d.d. , the second concessionaire of the Port of Rijeka , to operate the container terminal . The partnership aims to expand the terminal 's capacity to 600 @, @ 000 TEUs . The development master plan , devised by Rotterdam Maritime Group , calls for further expansion of the port facilities by 2030 , including construction of a large container terminal in Omi?alj on Krk Island . The third concessionaire is Jadranski naftovod (JANAF) , which operates an oil terminal in Omi?alj .

= = History = =

The first record of a port in Rijeka dates back to 1281 , when the Great Council of the Republic of Venice reported a conflict of Venetian merchants and ship owners from Zadar and Rab . In 1719 , the Port of Rijeka was granted a charter as a free port by Holy Roman Emperor Charles VI , and the first road connecting the port to the hinterland , the Caroline road , was completed in 1728 . The inland connections were gradually improved by the construction of the Josephina and Louisiana roads in 1779 and 1810 respectively .

In 1776 , Rijeka became a corpus separatum within the Habsburg Monarchy , known under its Hungarian / Italian name of Fiume , and was transferred to the Kingdom of Hungary in order to foster trade . Following the Austro @- @ Hungarian Compromise of 1867 , Rijeka gained greater importance as the sole Hungarian seaport , and in the second half of the 19th century a new artificial harbor was completed , as well as railway lines to Budapest via Zagreb and to Pivka in present @- @ day Slovenia , where the railway joined the Austrian Southern Railway connecting Vienna and Trieste . The development in this period boosted the Port of Rijeka to rank tenth in transport volume among European ports as it reached a peak in 1913 . In the second half of the 19th century , a large breakwater was built along with wharfs in the city of Rijeka itself , moving the shoreline between 100 metres (330 feet) and 200 metres (660 feet) . In the period , railway infrastructure was also built to the north of the port , along with storage facilities , administrative buildings and other necessary structures . The railway facilities were designed by Jozsef Bainville , while the port itself was designed by Hilarion Pascal , who had previously designed the Port of Marseille , and Antal Hajnal . The design was presented as a model port at the Weltausstellung in Vienna in 1873 and at the Exposition Universelle in Paris in 1878 .

After the defeat of Austria @- @ Hungary in World War I and the Treaty of Rapallo of 1920 , Rijeka became an independent city @- @ state known as the Free State of Fiume . That marked the beginning of the port 's decline , as it lost a large portion of its major market , Hungary . Italy annexed Rijeka in 1924 by the Treaty of Rome , and the port became peripherally located , with no modern railway or road links to the rest of the country , further adding to the already obvious economic decline .

During World War II , Rijeka was targeted by around 30 Allied bombing raids , and in 1945 the retreating Germans damaged approximately 90 % of the port facilities . Among the ships sunk in the port was the German auxiliary cruiser Kiebitz , which would later be raised and repaired to become the Yugoslav Navy Yacht Galeb . The city of Rijeka purchased the ship , which was subsequently moored in the port and eventually opened as a museum in 2011 .

Following World War II and the Paris Peace Treaties , Rijeka became a part of Croatia and Yugoslavia . This provided the Port of Rijeka with a new market and sparked further development .

A bulk cargo terminal was completed in 1967 , followed by warehouses in ?rlijevo in 1978 . In 1979 , a container terminal in Su?ak , a phosphate terminal in Rijeka and a timber terminal in Br?ica were added . Joining them were a livestock terminal in Br?ica and a general cargo terminal with a roll @-@ on / roll @-@ off ramp in the Bakar area in 1982 and 1983 respectively . The greatest volume of cargo was recorded in 1980 , when 20 @.@ 2 million tonnes , including 13 @.@ 1 million tonnes of liquid cargo , were transported . The port suffered another period of stagnation in the 1990s due to the Croatian War of Independence , when a portion of the port 's shipping switched to Trieste and Koper . Since 1996 , the volume of operations of the Port of Rijeka has again been gradually growing .

= = Port of Rijeka Authority = =

The Port of Rijeka Authority was founded in 1996 by the Republic of Croatia as the first port authority in the country . It is tasked with planning and strategic development , including the issuing of concessions and permits , supervision , safety of navigation in the port area , security and fire protection , as well as waste management . Business operations are managed by the port concessionaires : Luka Rijeka d.d. , Jadranski naftovod (JANAF) and Jadranska vrata d.d. and their subcontractors .

In March 2010 , the port authorities of Trieste , Ravenna , Venice and Koper established the North Adriatic Ports Association (NAPA) in Trieste with the aim of enhancing the position of the ports in the European Union and its transport patterns . The Port of Rijeka joined the NAPA in November 2010 . The NAPA aims to harmonize information systems and organizational setup of the member ports in order to attract shipping . The project is scheduled to be completed by 2013 . Besides the NAPA , the Port of Rijeka is also a member of the EcoPorts network of the European Sea Ports Organisation , the International Harbour Masters ' Association , Association Internationale Villes et Ports , the Croatian Association of Port Authorities and the International Association of Ports and Harbors .

The Port of Rijeka Authority operates a traffic control centre , located in the new passenger terminal . The traffic control system comprises an Electronic Chart Display and Information System using radar sensors and an Automatic Identification System , as well as additional systems such as a VHF system , hydrometeorological data , Closed @-@ circuit television monitoring of the port and data processing systems . In 2011 , the port authority was commended as one of top four port authorities of the year globally .

= = Transport facilities = =

The Port of Rijeka is located on the Kvarner Gulf in the northern Adriatic Sea , centered on the city of Rijeka . The facilities include terminals and other structures in the city and in the area reaching from the Bay of Bakar , where the bulk cargo terminal is located , approximately 13 kilometres (8 @.@ 1 miles) east of Rijeka , to Br?ica to the west of Rijeka , where there is a multi @-@ purpose terminal . The Port of Rijeka is at the southern terminus of the Pan @-@ European transport network Corridor Vb , representing a maritime extension of the rail and road routes leading to and from Rijeka . They include modern roads such as the A6 motorway , forming a part of the European route E65 and connecting Zagreb , Budapest and Vienna , and the A7 motorway , a part of the European route E61 and the E65 . Rail links comprise single @-@ track railway lines to Zagreb and to Pivka , Slovenia . There are plans to upgrade to a high @-@ performance , double @-@ track railway .

The port comprises several terminals :

Bulk Cargo Terminal ? handles coal , iron ore and bulk cargo ; 4 million tonnes annual capacity ; accommodates Capesize ships ; located in the Bay of Bakar , 13 kilometres (8 @.@ 1 miles) east of Rijeka

Cereal Terminal ? handles and storage of cereals and oilseeds ; 1 million tonnes annual capacity ; western part of the Port of Rijeka

Container and Ro @-@ Ro Terminal ? handles intermodal containers ; contains a roll @-@ on / roll @-@ off ramp ; accommodates Panamax ships , located in the eastern part of the port ; operated by Jadranska vrata d.d.

General Cargo Terminal ? handles general cargo , salt and cement ; 2 million tonnes annual capacity ; western part of the port

Timber Terminal ? handles , stores and processes timber ; 500 @,@ 000 tonnes annual capacity ; eastern part of the port

?krljevo Terminal ? cargo storage , processing and packaging facilities ; occupies 41 @.@ 7 hectares (103 acres) 10 kilometres (6 @.@ 2 miles) from Rijeka , providing motorway and rail access

Frigo Terminal ? handles and stores refrigerated and frozen food ; 100 @,@ 000 tonnes annual capacity ; western part of the port

Br?ica Terminal ? handles livestock , timber and general cargo ; 60 @,@ 000 tonnes of annual capacity ; located 60 kilometres (37 miles) to the west from Rijeka

Passenger Terminal ? 11 piers ; serving 200 @,@ 000 passengers per year , largely traveling by lines serving nearby islands and other ports along the Adriatic coast .

Liquid Cargo Terminal ? two Capesize berths (30 @-@ metre (98 ft) draft) ; located in Omi?alj Bay (operated by JANAF) and Sepen Bay (operated by DIOKI d.d.) , both on Krk Island ; annual capacity of 24 million tonnes of oil ; 130 @,@ 000 tonnes storage capacity ; the terminal is linked to a pipeline operated by JANAF and the DINA petrochemical plant in Omi?alj

The port has 58 berths and two additional berths in the Liquid Cargo Terminal , 150 @-@ hectare (370 @-@ acre) total port area , and 335 @,@ 000 square metres (3 @,@ 610 @,@ 000 square feet) of enclosed warehouses .

= = Business operations = =

The port of Rijeka is the largest port in Croatia , handling the largest portion of the country 's imports and exports . In 2008 , 2418 ships docked at Rijeka itself , 872 at Br?ica , 818 at Bakar , and 268 at Omi?alj ? a total of 4376 . In 2010 , the Port of Rijeka transported 10 @.@ 2 million tonnes of cargo , a 9 % drop from 2009 . However the figure represents a 69 % increase of dry cargo transport volume compared to 2002 . The 2010 figure includes 5 @.@ 6 million tonnes of liquid cargo , 2 @.@ 3 million tonnes of general cargo , 2 @.@ 0 million tonnes of bulk cargo and 254 @,@ 000 tonnes of timber . The container terminal recorded a substantial growth of business in past years . 137 @,@ 048 TEUs were transported through the port in 2010 , marking a 5 % rise in turnover compared to 2009 and a ninefold increase over 2002 . The Port of Rijeka also serves passenger and ferry lines operated by Jadrolinija to the nearby islands of Cres , Mali Lo?inj , Susak , Ilovik , Unije , Rab and Pag , as well as to Adriatic ports further south , such as Split and Dubrovnik . The line to Split and Dubrovnik also serves the islands of Hvar , Kor?ula and Mljet . The passenger terminal serves approximately 200 @,@ 000 passengers each year . As of August 2011 , there are three concessionaires operating in the Port of Rijeka : Luka Rijeka d.d. , Jadranska vrata d.d. and JANAF .

= = = Luka Rijeka = = =

In 2010 , Luka Rijeka d.d. reported a net profit of 32 @,@ 000 kuna (4 @,@ 300 euro) , a sharp decline from 3 @.@ 5 million kuna (0 @.@ 47 million euro) the previous year . Total income in 2010 reached 210 @.@ 4 million kuna (28 @.@ 4 million euro) , down from 228 @.@ 9 million kuna (30 @.@ 9 million euro) in 2009 . In 2010 , the company had 935 employees . It is listed at the Zagreb Stock Exchange , with a share capital of 598 million kuna (80 @.@ 8 million euro) . Luka Rijeka d.d. is owned by the state (72 @.@ 7 %) , Croatian Healthcare Fund (8 @.@ 1 %) and other stockholders , none of which owns more than 5 % of the stock .

Denis Vukorepa has been the chairman of the board of the company since 2002 . The appointment is limited to a five @-@ year term , but in May 2011 , Vukorepa 's term was extended for the second

time .

Luka Rijeka 's concession in the Port of Rijeka is valid until 2012 , and a request to renew the concession for another 30 years has been filed . Luka Rijeka uses 117 hectares (290 acres) of land operated by the Port of Rijeka Authority .

= = = Jadranska vrata = = =

The Jadranska vrata d.d. company was founded as a Luka Rijeka d.d. subsidiary , and was tasked with operating the container cargo terminal located in the Brajdica district of Rijeka . As of August 2011 , International Container Terminal Services Inc . (ICTSI) acquired a 51 % share in the company , becoming a strategic partner . The company has also become prominent under its English name ? Adriatic Gate Container Terminal . Jadranska vrata d.d. has acquired a separate concession to operate the container terminal in the Port of Rijeka until 2041 . Antonio P. Passaro was appointed as chief executive officer of Jadranska vrata d.d. by ICTSI in 2011 .

= = = Jadranski naftovod = = =

Jadranski naftovod (JANAF) operates an oil terminal at Omi?alj , Krk Island . In 2010 , the JANAF transported 6 @. @ 4 million tonnes of oil , a 7 % drop from 6 @. @ 9 million tonnes in 2009 . In 2010 , JANAF recorded annual revenue of 464 @. @ 9 million kuna (62 @. @ 8 million euro) , down less than 1 % from 2009 , and annual net profit of 118 @. @ 5 million kuna (16 million euro) , up 11 % from the previous year . However , JANAF operations include other facilities and services besides the oil terminal concession in the Port of Rijeka . JANAF is a joint stock company owned by the Croatian Pension Insurance Institute (50 @. @ 5 %) , INA (16 %) , the Republic of Croatia (14 @. @ 5 %) and other shareholders owning less than 10 % of stock each . JANAF 's chairman of the board is Ante Markov . As of March 31 , 2011 , JANAF had 383 employees working in the Omi?alj terminal and other JANAF facilities in Croatia .

= = Future expansion = =

In 2011 , Luka Rijeka d.d. , operator of the Port of Rijeka , signed a contract of strategic partnership with the ICTSI and Jadranska vrata d.d. . The partnership aims to expand the capacity of the container terminal to 600 @, @ 000 TEUs . The contract also stipulates that the concession regarding operation of the terminal is to last for 30 years with an investment of 54 million euro . It is estimated that ICTSI and Luka Rijeka d.d. will invest up to one billion kuna (135 million euro) in the Port of Rijeka . Upgrades of other port terminals are also planned , with investments through the World Bank and through build @-@ operate @-@ transfer and public ? private partnership schemes . They include cargo terminals in the city of Rijeka and the new passenger terminal opened in October 2009 .

The Port of Rijeka development master plan , devised by Rotterdam Maritime Group , specifies further expansion of port facilities by 2030 , including the construction of a large container terminal in Omi?alj on Krk Island , near the JANAF Omi?alj oil terminal . The container terminal would increase the annual capacity of the port by 2 @. @ 5 million TEUs . The plan requires construction of a high performance railway to Zagreb and a rail link planned by Croatian Railways to the proposed island terminal . The new line entails building a new bridge to Krk Island in addition to the existing Krk Bridge . The plan also includes expansion of the existing terminals , and is estimated to require an additional US \$ 150 million . Likewise , an expansion of the Liquid Cargo Terminal is planned , as well as an expansion of the Bakar Bay facility , where a car terminal is planned . The expansion of the port , improvement of transportation links and the strategic partnership are aimed at establishing Rijeka as the largest container port on the Adriatic Sea .