

= Port of Split =

The Port of Split ( Croatian : Luka Split ) is a port in the central Dalmatian city of Split , Croatia . The port was originally a trading post originally established by Greek settlers from the island of Vis and subsequently taken over by the Romans . The port thrived through the Middle Ages , but it suffered a decline in the late 18th and early 19th centuries when the Port of Rijeka took over as the primary trading and shipping outlet of the region . The decline was also attributed to the decline of the Ottoman Empire , a traditional market for the Port of Split , and the growing domination of Austrian Empire .

As of 2011 , the port ranks as the largest passenger port in Croatia and the third largest passenger port in the Mediterranean , with annual passenger volume of approximately 4 million . By 2010 , the Port of Split recorded 18 @, @ 000 ship arrivals each year . The port is managed by the Port of Split Authority ( PSA ) . In the late 2000s , the PSA and the port operators , Trajektna Luka Split d.d. and Luka d.d. Split , started to implement an investment plan aimed at increasing both passenger and cargo traffic volume , scheduled to be completed by 2015 , which would allow the port to handle up to 7 million passengers per year .

= = Business operations = =

The Port of Split is the largest passenger port in Croatia and the third largest passenger seaport in the Mediterranean . The port is administered by the Port of Split Authority , and the primary concessionaires Trajektna Luka Split and Luka d.d. Split , as well as 11 secondary concessionaires awarded concessions to use the port facilities or provide services in the port . The primary concessionaires are operating the City Port Split and Vranjic @-@ Solin basin area , respectively , with the secondary concessionaires active in Vranjic @-@ Solin area of the port and the terminals based in Ka?tela . The latter are Dalmacijacement , PROplin , Brodomerkur , Trast , Tehnospoj , Dujmova?a , ?itni Terminal , INA , Profectus , Eko Ka?telanski Zaljev and OMV companies . Passenger and vehicle transit is handled by a number of carriers ; however in 2009 Jadrolinija share of the passenger traffic volume reached 85 % . In 2009 , total passenger traffic volume reached 3 @, @ 995 @, @ 846 passengers , representing a 3 @. @ 3 % drop compared to the previous year . The port serves seven island ferry lines , and four additional passenger shipping lines connecting nearby islands . There are such transport links to the islands of Bra? and Hvar ? carrying up to 2 @, @ 000 and 1 @, @ 000 vehicles per day during tourist seasons ? as well as to islands of Vis , Lastovo , Kor?ula , ?olta , Drvenik Veliki , Drvenik Mali , providing regular transport links for a large area . In 2009 , the ferry lines carried annual average daily traffic of 1 @, @ 698 vehicles . During the summer peak season , the volume increases to a total of 3 @, @ 812 vehicles on average .

In 2008 , the Port of Split recorded a total of 16 @, @ 527 ship arrivals , and handled 2 @. @ 7 million tonnes of cargo . In 2008 , Luka d.d. Split , the primary cargo concessionaire company of the Port of Split , recorded substantial growth of transshipment volume . In the first nine months of the year , the company handled 276 @, @ 000 tonnes of cargo , representing a growth rate of 20 % achieved by that company . The cargo volume projected for the entire year was estimated at 345 @, @ 000 tonnes , including 6 @, @ 170 TEUs . The growth was permitted by investments made in late 2007 , and the increased volume of operation brought about profit of approximately 2 @. @ 4 million kuna ( 325 @, @ 000 euro ) in the first nine months of 2008 . Overall port operations continue to grow , as 18 @, @ 000 arrivals were recorded by 2010 . Director of the Split Port Authority is Jo?ko Berket Bakota .

= = Transport facilities = =

The Port of Split is located on the Adriatic Sea coast in a bay protected by the Split peninsula and a string of islands . Its facilities include terminals and other structures in Split , Solin and Ka?tela , all located on approximately 15 kilometers ( 9 @. @ 3 miles ) of coast . The port is connected by the International E @-@ road network routes E65 and E71 carried by the Croatian A1 motorway and the

D1 state road . The port is also connected with Zagreb by an electrified single @-@ track railway , which runs through Knin and Karlovac .

The port comprises several terminals :

The Port of Split - handles yachts , fishing vessels , passenger ships , navigation safety craft , sailing ships , tugboats , seaplanes and ferries ; contains a passenger terminal and a rail link , 28 berths and accommodates vessels up to 250 meters ( 820 feet ) long with draught up to 7 @.@ 9 meters ( 26 feet )

Resnik @-@ Divulje passenger terminal - designed to facilitate transfer of ship passengers to the Split Airport , located just 950 metres ( 3 @.@ 120 feet ) away ; The terminal consists of a single berth accommodating craft up to 40 meters ( 130 feet ) long with draught up to 4 @.@ 5 meters ( 15 feet )

Vranjic @-@ Solin basin - used as a container cargo terminal , comprising 5 berths , a roll @-@ on / roll @-@ off ramp , 8 storage warehouses , including refrigerated storage and open storage area ; the terminal accommodates ships up to 198 meters ( 650 feet ) long with draught up to 10 @.@ 2 meters ( 33 feet ) ; The facility is located in Vranjic area north of the city of Split , connected by railway and its own truck terminal . The terminal comprises a Free Zone , allowing tax breaks for transshipment of cargo and processing of goods . The terminal encompasses a 19 @.@ 8 @-@ hectare ( 49 @-@ acre ) area .

Ka?tela basin A - reserved for mooring of ships under instructions by the port authority

Ka?tela basin B - cargo terminal used by the secondary concessionaires ( other than Luka d.d. Split ) , generally for their own transport needs , accommodating ships with draught up to 8 @.@ 2 meters ( 27 feet )

Ka?tela basin C - mooring for laid @-@ up vessels , pest control , fishing boats etc . ; the terminal accommodates craft with draught up to 11 @.@ 6 meters ( 38 feet )

= = Airlines and destinations = =

= = History = =

The first trading post at the site of the Port of Split was Aspalathos , established by Greek settlers from the island of Vis in the 4th century BC . Position of the trading post was selected because of its location in a natural harbor and its proximity to numerous Adriatic Sea islands and extensive hinterland populated by Illyrians , most notably in Salona . The area subsequently became a part of the Roman Empire , and after its Decline of the Roman Empire , the coast was brought under rule of the Byzantine Empire , until the area was absorbed into the Kingdom of Croatia in the beginning of the 10th century . In 1102 , Croatia and Kingdom of Hungary were joined in a personal union . By the 12th century , Split had developed trading routes with its hinterland and maritime trade throughout the Adriatic Sea and the Mediterranean . The Republic of Venice of gained full control of Dalmatia and the city of Split by 1428 . In the 16th century , Split was the central maritime trade outlet of the Balkans , where goods were transported from the Ottoman Empire , India and Persia to the Venetian Republic and vice versa . After the fall of Venice , Split was briefly ruled by the Habsburg Monarchy and Austrian Empire between 1797 and 1806 , and the First French Empire until 1813 when Austrian rule was restored . In that period , trade routes shifted to other Adriatic ports , especially the Port of Rijeka , causing a downturn in the city 's economy .

In the second half of the 19th century , the economy of the city of Split and its surrounding area started to recover and Split soon became hub of the central Dalmatia , connecting the hinterland and the neighboring islands . This spurred development of the city port and its transport connections , including construction of a new breakwater and the Split ? Knin railway . In 1925 , the railway was linked to the Rijeka ? Zagreb railway via Gospi? , allowing development of a modern port . Since 1957 , cargo terminals of the Port of Split were relocated from the city centre to industrial zones in Solin and Ka?tela areas , while passenger traffic still uses the centrally positioned harbor .

= = = Future expansion = = =

As of 2011 , the Port of Split facilities are intended to be modernized to specialize in domestic and international passenger traffic . Consequently , St. Nicholas pier is planned to be extended and summer seasonal berths are scheduled to be added by 2015 . The Resnik @-@ Divulje passenger terminal is planned to be expanded within the framework of the second construction stage entailing two additional berths by the end of 2014 . The expansions of the two passenger terminals are aimed at achieving passenger transport capacity of 7 million passengers per year . Two new berths capable of accommodating 300 @-@ metre ( 980 ft ) long cruise ships are also planned , and is expected to cost 100 million kuna ( 13 @.@ 3 million euro ) to construct . The container terminal in Vranjic @-@ Solin basin is also expected to be modernized and its infrastructure is planned to be upgraded . Other segments of the port are scheduled to undergo comparably minor repairs as well .