



**Slovenia's ports traffic,
competitive position and trade relations.**

A focus on Port of Koper

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Slovenia's international sea trade is €16.2 bn

Transport equipment, Oil products, Electronics and Mechanical products are **the main sectors** of Slovenia's international trade by sea.

2023

Transport equipment

28.5% **€4.6 bn**

Oil products

14.1% **€2.3 bn**

Electronics

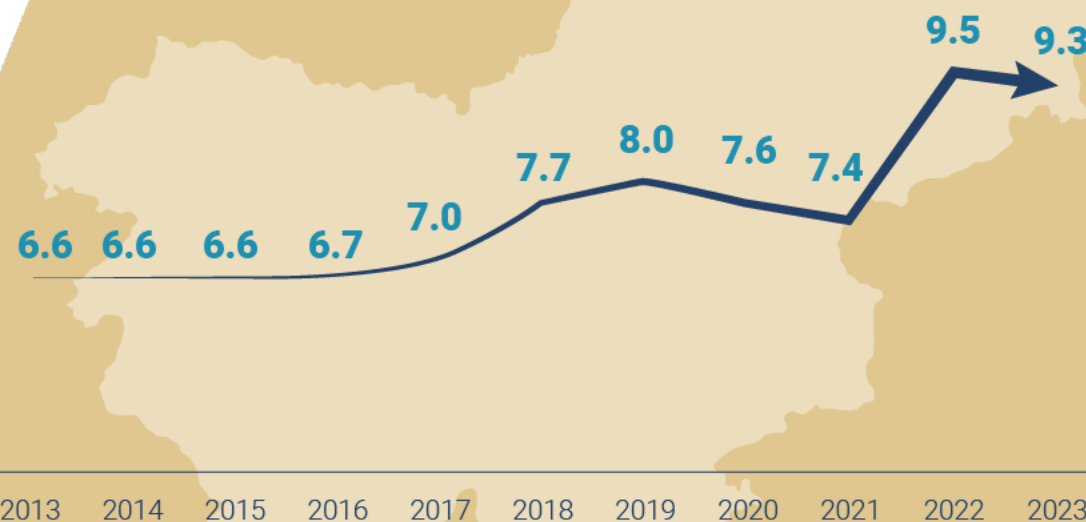
12.4% **€2 bn**

Mechanical products

7.4% **€1.2 bn**

Slovenia's sea trade is 9.3 mln tons, 62% of total trade.

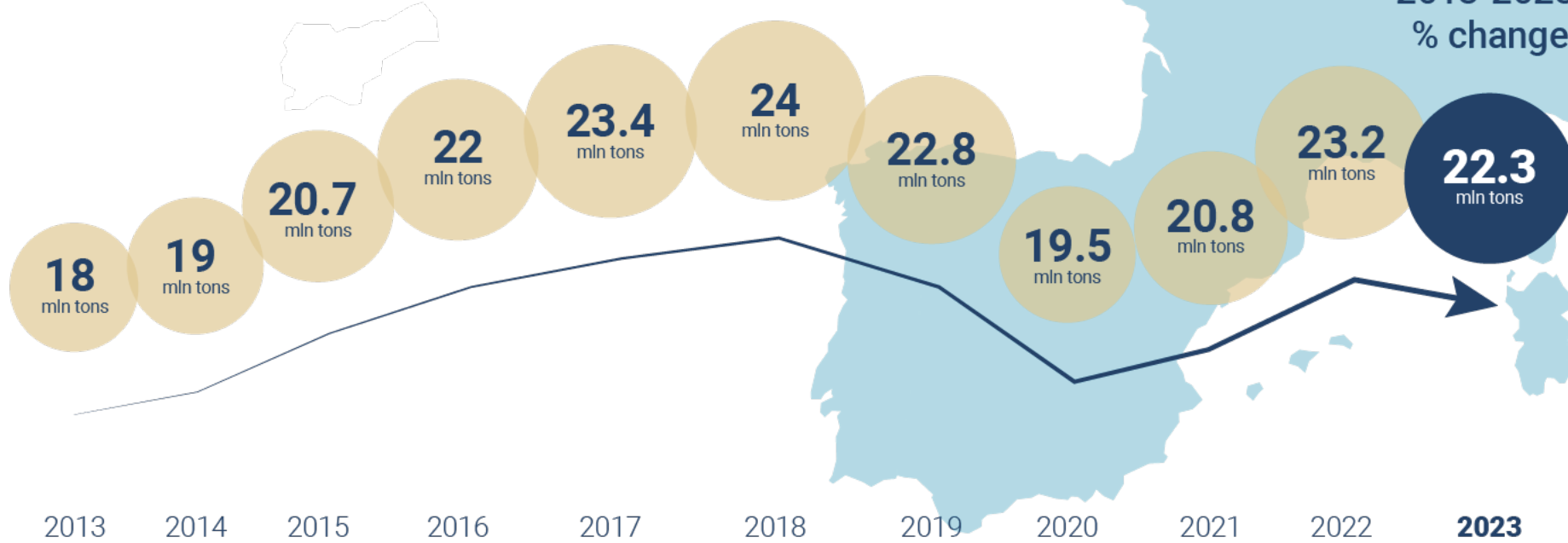
On average it has grown by 3.3% annually since 2013.



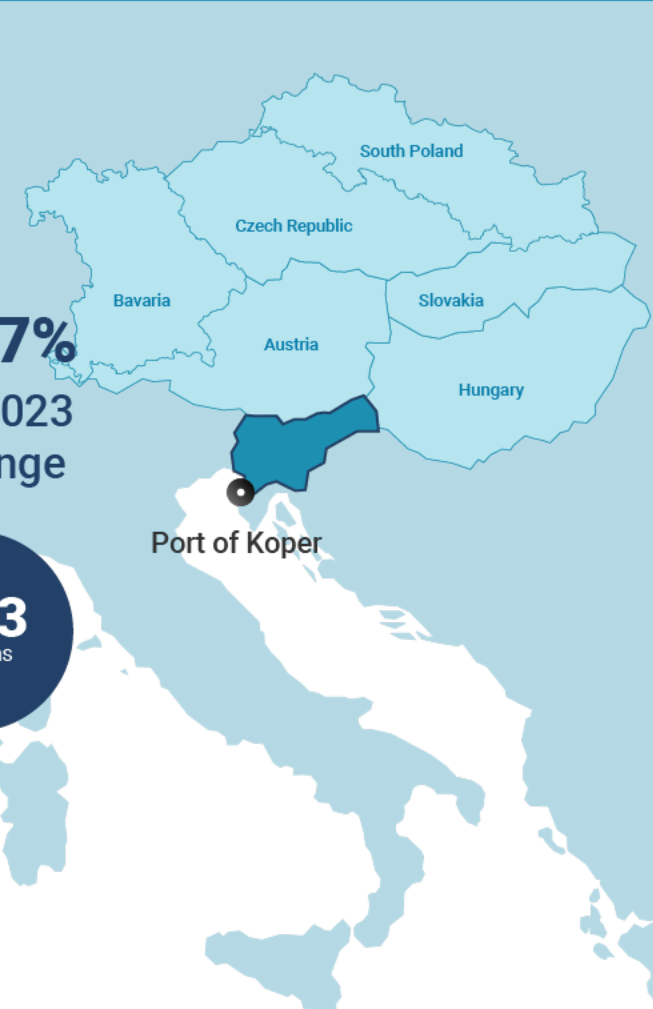
Source: SRM on Eurostat

Luka Koper is an international port with 22.3 mln tons of goods handled and a constant growth

Port of Koper throughput trend



+23.7%
2013-2023
% change

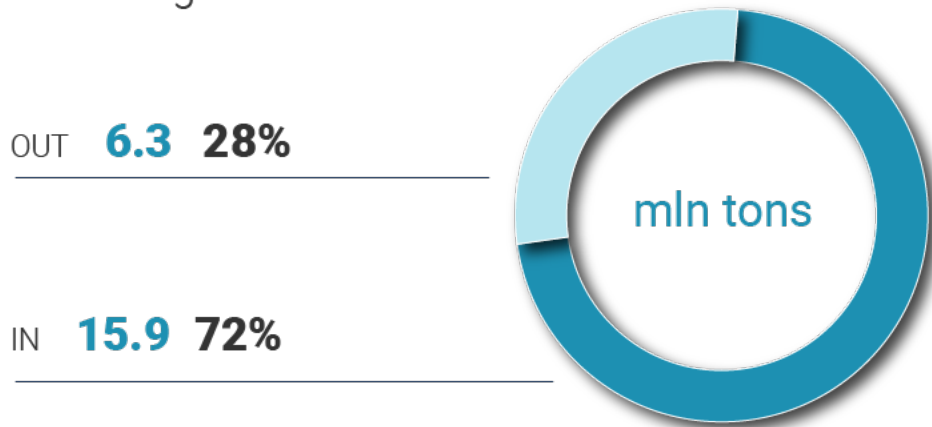


Source: SRM on Luka Koper

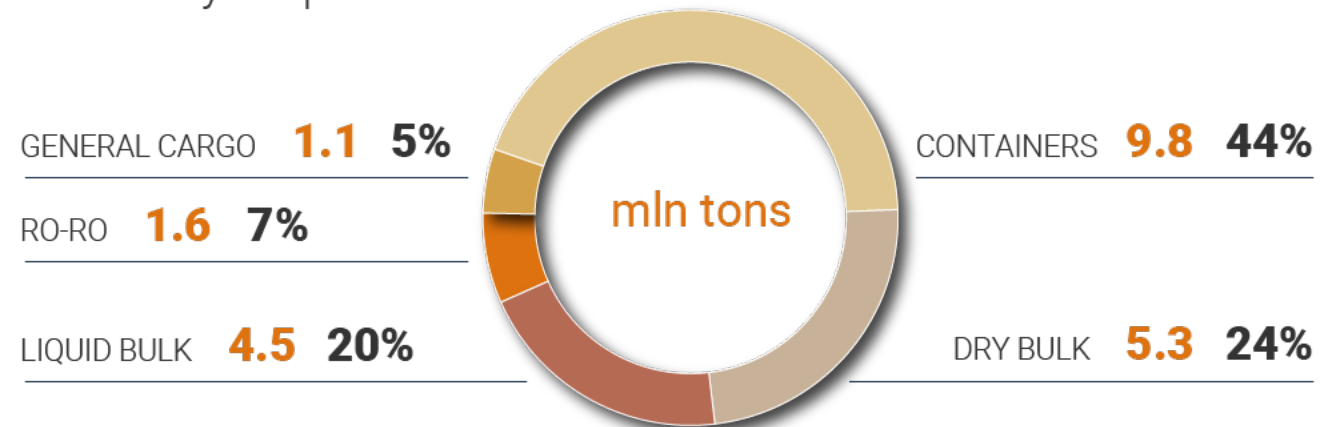
Luka Koper is the only commercial port in Slovenia, a gateway for many countries in Central-East Europe

22.3 mln tons handled in 2023

Port throughput:
the traffic includes prevalently inwards goods



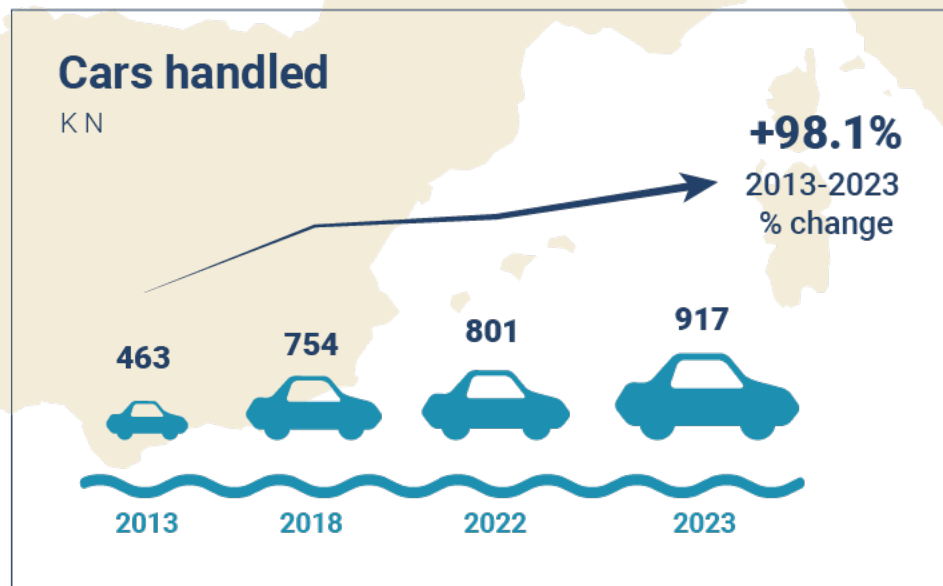
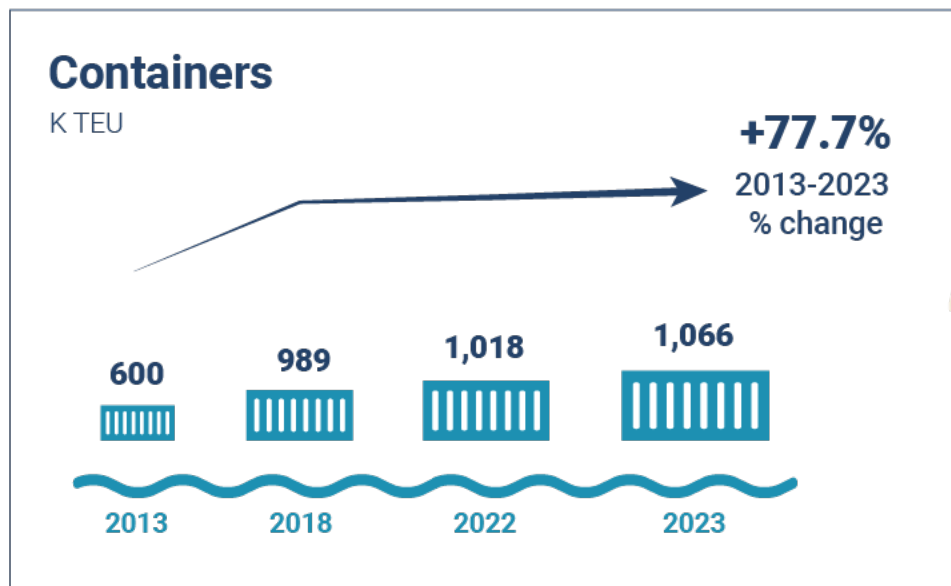
Port throughput breakdown:
Containers and Dry bulk are the main categories handled by the port



Source: SRM on Luka Koper

Port of Koper: one of the leaders in the Mediterranean in terms of containers and vehicles handled

Luka Koper is climbing the hill to be a leader in the Container and in the Ro-Ro sectors, with a constant growth in both the two categories, bringing to more than 1 mln TEUs and almost 1 mln cars handled in 2023.



Source: SRM on Luka Koper

Italy-Slovenia port network relations

Italy is 5th among Slovenia's port network global partners, with 1.4 mln tons of goods exchanged

Breakdown by port 2023

Port of Monfalcone 6.5%

Port of Venice 12.7%

Dry bulk 44.8%

Port of Ancona 6.1%

Porto Foxi 8.6%

Liquid bulk 100%

Port of Trieste 21.8%

Containers 98.8%

Port of Ravenna 7.6%

Dry bulk 64.5%

Port of Gioia Tauro 5.5%

Port of Siracusa 26.5%

Liquid bulk 100%

Breakdown by category 2023

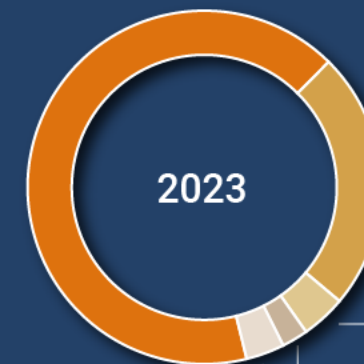
Liquid bulk 66.3%

Containers 23.7%

Dry bulk 4.1%

Ro-Ro 4.1%

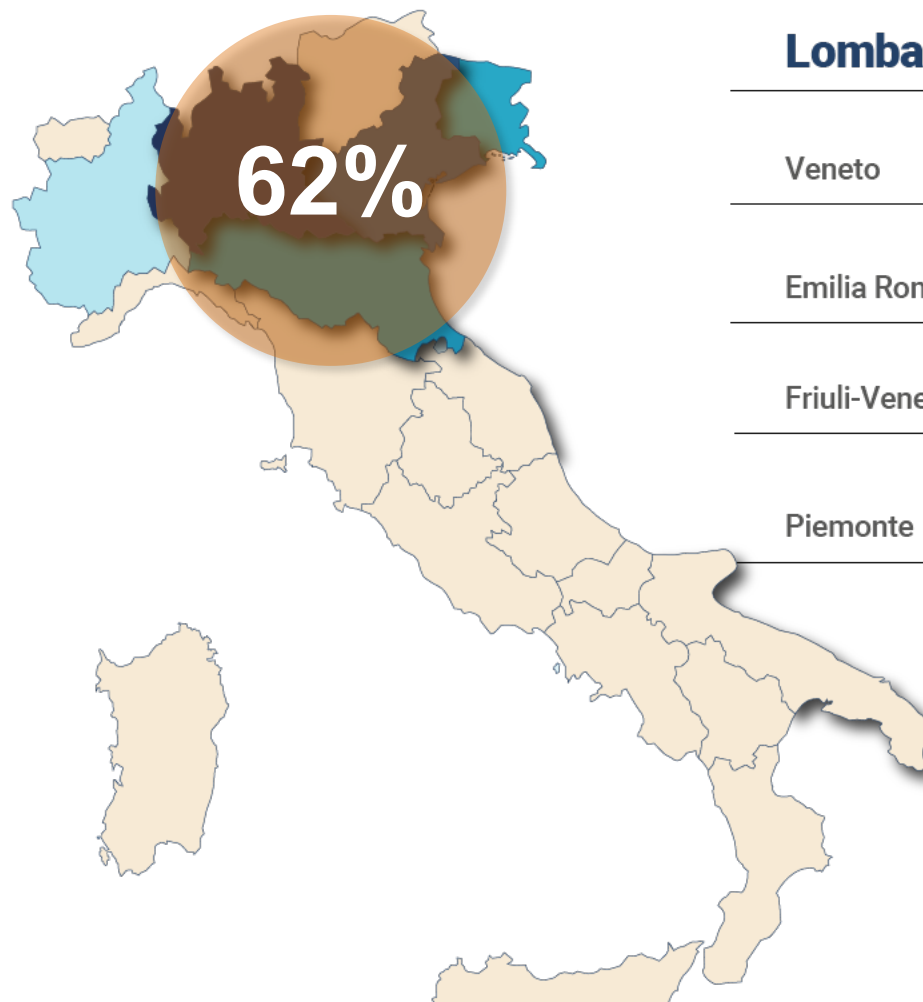
Other cargo 3.5%



Italy's industrial trade with Slovenia

Main regions

Lombardia, Veneto and Emilia Romagna are the most important Italian regions in terms of **Foreign trade with Slovenia.**



Source: SRM on Istat

Top 5 regions

€6,477 m

81%

6.6%

share of Italy's trade CAGR 2013-2023

Lombardia

€2,465 m

31%

8.5%

Veneto

€1,400 m

17%

5.0%

Emilia Romagna

€1,124 m

14%

6.4%

Friuli-Venezia Giulia

€920 m

11%

4.6%

Piemonte

€568 m

7%

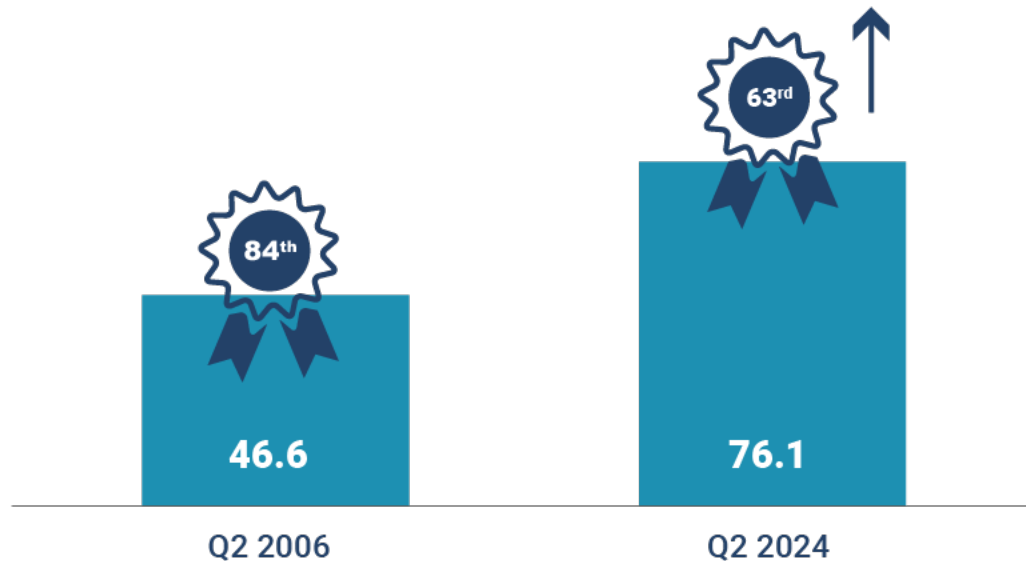
7.3%

Containerizable trade | All modes of transport are included

Slovenia's logistics competitive position

The **Liner Shipping Connectivity Index (LSCI)** has improved over the years, **from 46.6 in 2006 to 76.1 in 2024.**

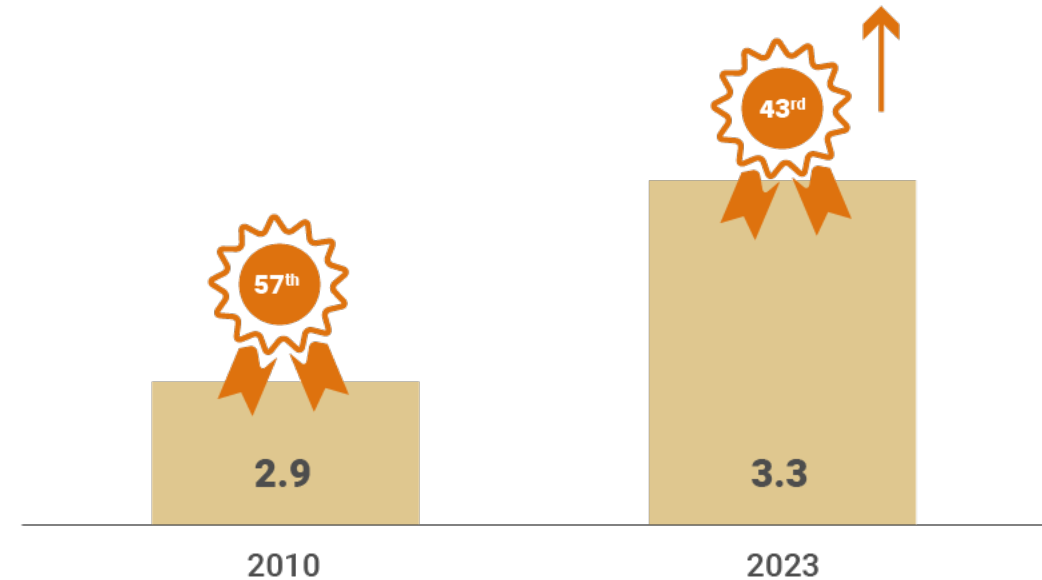
The rank has improved **from 84th to 63rd.**



SCORE RANK Source: SRM on UNCTADstat

The **Logistics Performance Index (LPI)** has improved over the years, **from 2.87 in 2010 to 3.30 in 2023.**

The rank has improved **from 57th to 43rd.**



SCORE RANK Source: SRM on World Bank

A look into the future: Luka Koper investment projects

INFRASTRUCTURE

General cargo and vehicles handling

Construction of the berth n.12 – 2nd basin

Cruise

New passenger terminal facility

Cars

Additional storage capacity: 4,000 car parkings.
To be completed before summer 2025

Automated warehouse for steel products

14,000 square metres, with a solar power plant (3 MW power) on the roof

Containers

Extension of the northern part of Pier 1, bringing to 1.75 mln container capacity (per year) by 2027

SUSTAINABILITY

Solar Energy

By 2030, a total of 10 MW, more than a quarter of the total electricity consumption

On Shore Power Supply (project)

Enabling ships to use onshore supply of 100% renewable energy.

IMPACT

Total investment: €785 mln

By 2028:

Throughput:

28 mln tons
+3.5% per year

Containers handled:

1.4 mln TEU
+5.5% per year

Cars handled:

1.1 mln
+4.8% per year

The show must go on

Since 2013, Luka Koper's traffic has grown by **2.8% per year** (from 18 to 22.3 mln tons) and it is expected to grow by **3.5% per year** in the 2023-2028 period.

Source: SRM on Luka Koper



The keywords of the players:

Slovenian Association of Port Logistics Providers

Luka Koper is the most important port for the **Austrian market** as well as the most important port for containerized cargo for **Hungary and Slovakia**. However, the connecting infrastructure with Austria and Hungary needs to be improved.

One of the main strengths of the Slovenian maritime industry is that **the institutions are business-oriented**.

The future of the maritime industry in the Adriatic depends on several factors: 1. **Resolution of the Suez Canal crisis**; 2. **The partnership between Italian and Slovenian maritime players** (with the sharing of best practices); 3. **Infrastructure development**, especially to southeastern Germany and the Western Balkans. 4. **Improving service solutions for perishable and "out of gauge" cargo**.

Slovenian Association of Ship and Freight Agents

About 35% of the goods handled by the Port of Koper concerns the local market (Slovenia's imports and exports). **The other 65% (almost two-thirds) is transit traffic** (i.e., for Austria, Hungary, the Czech Republic, Slovakia, South-Poland, and South-Germany).

With two national maritime program resolutions, **Slovenia has confirmed its essence as a maritime country**. The port of Koper is part of a larger port system (North Adriatic) that is handling 2.7 million TEUs but has the **potential to handle 5.5 million**.

Among the strengths, we find the country's **strategic geographical location** but also its **qualified, multilingual and flexible human capital**. Moreover, **Slovenian institutions are business-oriented** and well open to dialogue.



Thank you for your attention

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