



Presentation of

**Maritime Economy
in Slovenia: a strategic
sector for the country**

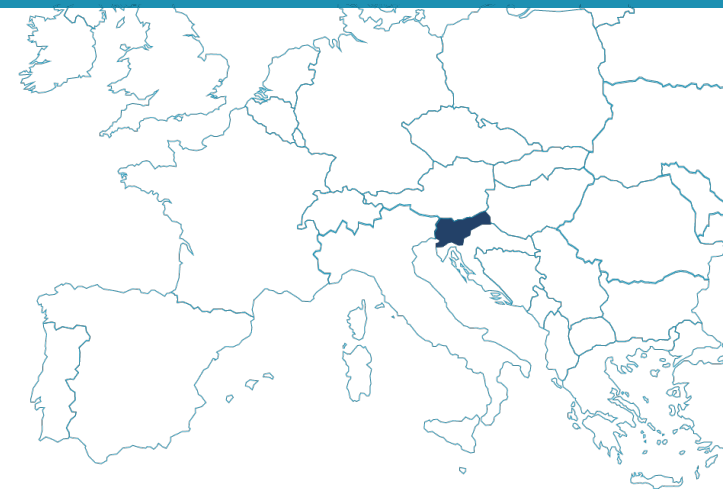
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Research Center related to Intesa Sanpaolo Banking Group

Izola, 4th December 2024

Purpose and Organisation of the Study

**Analysing the Maritime Sector in Slovenia.
A tool to explore the economic and strategic
value of Slovenia in the Mediterranean area.**



- 1** The strategic role of Slovenia and the Adriatic Sea in the Mediterranean area
- 2** Competitive analysis of the North Adriatic: main ports and traffic features
- 3** The competitive position of Slovenia based on the main international logistics and maritime indicators
- 4** Slovenia's international trade relations
- 5** Focus on Port of Koper: main investment projects, logistic connections and traffic targets

1 Why is the Mediterranean essential both for global trade and the shipping industry?

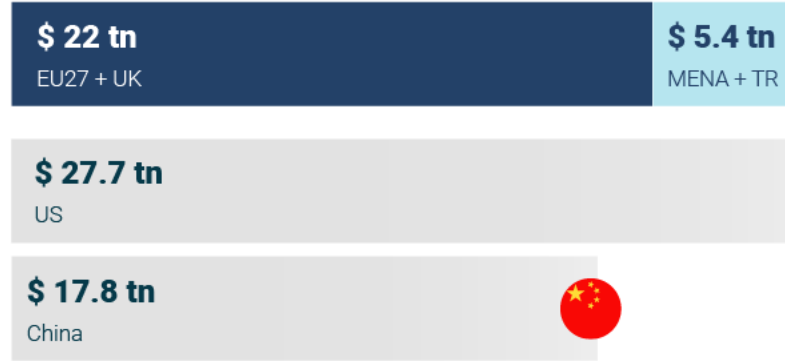
2 The growing role of the Adriatic Sea and the rising relevance of Slovenia

3 Slovenia's port network structure and competitive position

The Mediterranean is the cornerstone of the world economy

The Mediterranean is at the centre of an area worth **\$ 27.3 tn** of total GDP, almost as much as the **US** and more than **China**.

GDP



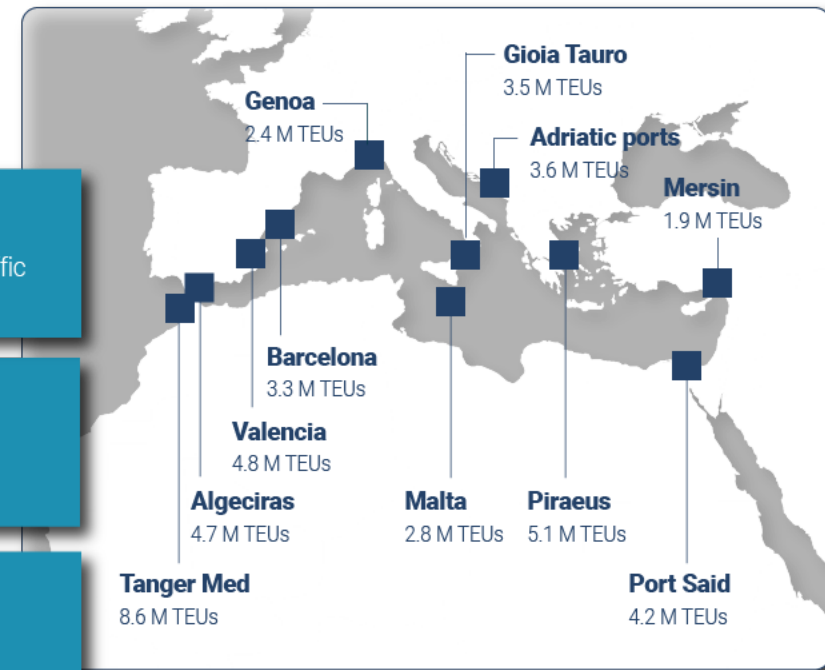
Source: SRM on various data

The key figures of the Mediterranean



- 27%** world's container liner services
- 20%** global shipping traffic
- +120%** growth of container traffic since 2005
- 20 ports** throughput >700,000 TEUs
- more than **1bn tonnes** Suez cargo traffic
- 30%** global oil & gas

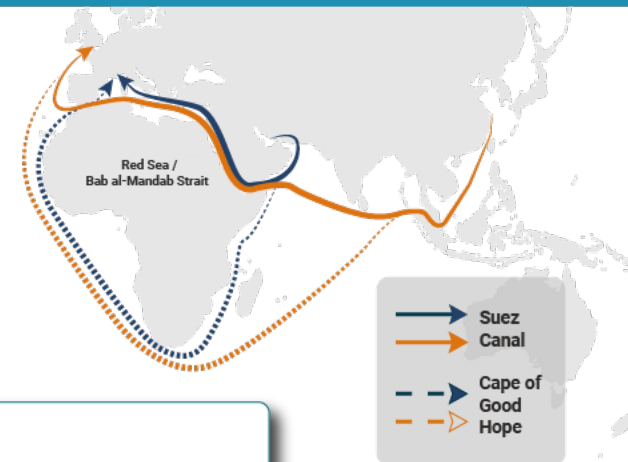
TOP 10 container ports of the Mediterranean + Adriatic ports



Source: EFMD on Eurostat, Port and Canal Authority, ISTAT, Port Authorities

1 Why is the Mediterranean essential both for global trade and the shipping industry?

Suez and the Red Sea: despite the impact on the shipping routes, the forecast of the Med container traffic is positive



Average Suez transits 2024 on 2023 average

-70%
in GT terms

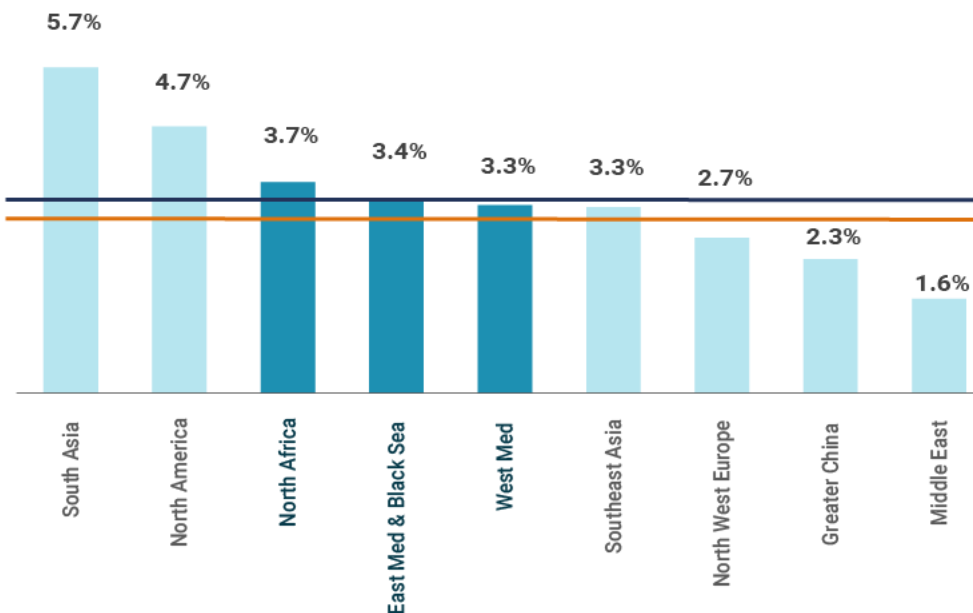
Containership
Car carriers, Cruise ships, LNG carriers

-90%
or more

Bulkers
Tankers

-50%

Average annual growth rate 2023 - 2028: container traffic



3.4
MED

3.0
WORLD

The Adriatic Sea as a gateway. It supports Central East Europe and the Balkans with its maritime and energy infrastructures

The Adriatic Sea includes 6 countries: Albania, Bosnia and Herzegovina, Croatia, Italy, Montenegro, Slovenia.

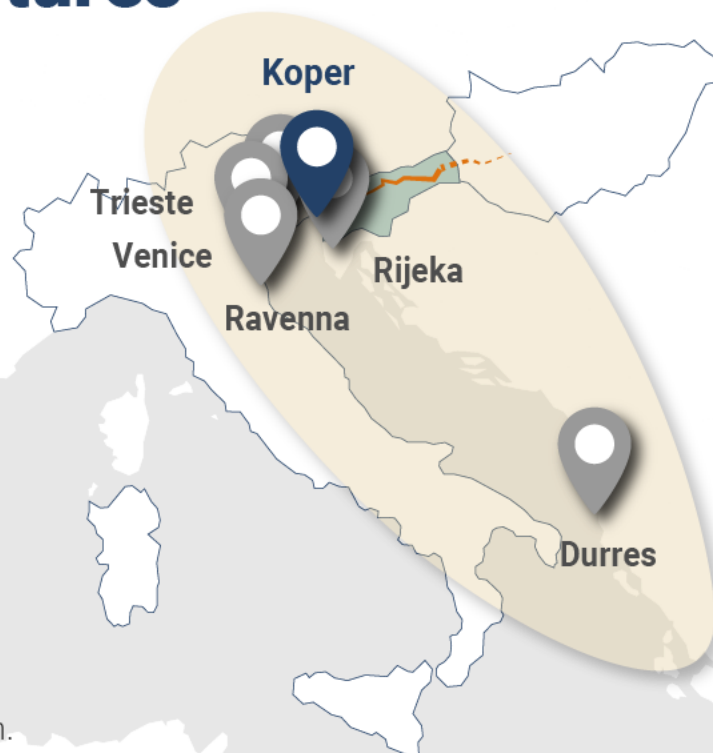
GDP: \$2,511 bn

14% on EU GDP

Source: SRM on IMF

ENERGY

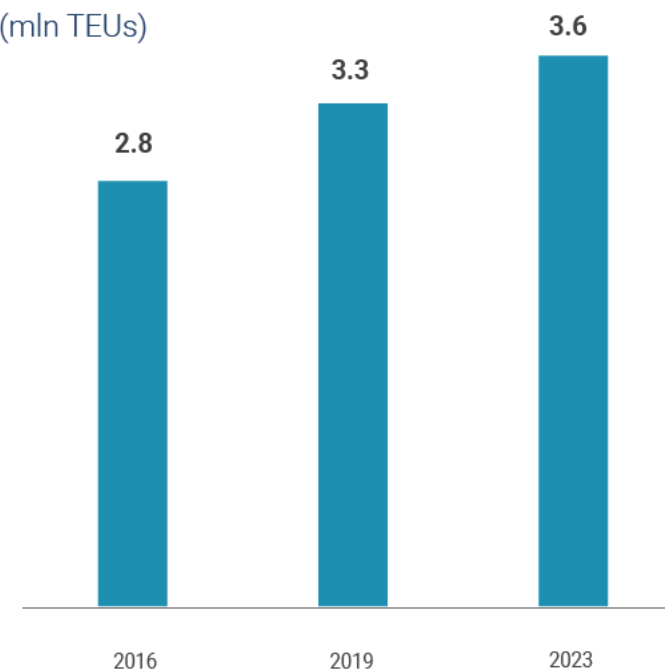
Hungary-Slovenia-Italy (HUSIIT) natural gas corridor project creates a connection of gas sources of the Caspian region, the Black Sea region, new LNG sources in Adriatic sea and the Mediterranean region.



PORTS

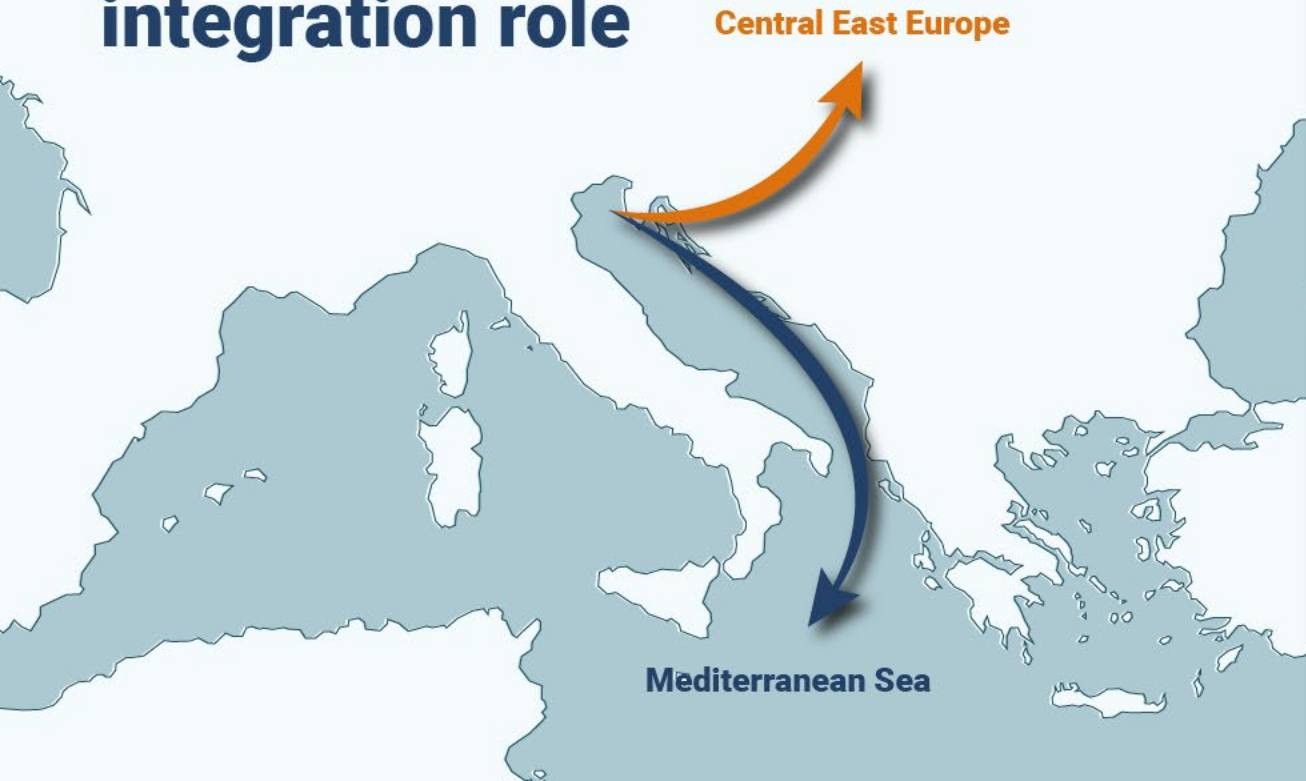
In the Adriatic Sea there are many important ports handling cargo that is crucial for the countries' economy.

The Adriatic Sea. Container throughput (mln TEUs)



Source: SRM on Port Authorities

The Adriatic Sea is a strategic geopolitical crossroads and it has got a regional integration role



Industry Supply Chains Reorganization



Reshaping relations in the Area, following the regionalization of the globalization.

Ports, Logistics, Tourism and Maritime Economy



A strategic sector for all these countries.

Energy Sector crucial for all Mediterranean Strategies



The Adriatic Sea is a strategic energy corridor to Central Europe.

Italy and Slovenia could play a crucial role.

The Adriatic space could:

Provide Italy with a gateway to major continental European regions, such as the Danube and the Baltic.

Be a front door to the Mediterranean.



Slovenia's main economic figures at a glance

Economy and foreign trade



GDP at current price \$68.2 bn

40.9%

GDP growth 2013-2023

2.9%

GDP growth 2013-2023 annual average

2.6%

GDP growth 2024-2029 annual average

\$41,755

GDP per capita PPP

\$48,545

GDP per capita in 2029 PPP | EXP

Around €16.2 bn (26%) of foreign trade extra EU is by sea

€134 bn Foreign trade in 2023

68.4% Foreign trade change on 2019



The Maritime & Logistic Sector

Cargo handled by Port of Koper in 2023
22.3 m tonnes



23.7%

change on 2013

2.2%

annual growth 2013-2023

Slovenia is included in 2 TEN-T Corridors: Baltic-Adriatic and Mediterranean.

The new Koper – Divača double-track railway. It is the Slovenia's biggest infrastructure project and it is part of both the 2 TEN-T Corridors.

The whole project is valued at €1.1 billion





The main maritime global partners

		k-tons	% share
1	Egypt	2,835	13.4%
2	China	2,114	10%
3	South Korea	1,617	7.7%
4	South Africa	1,600	7.6%
5	Italy	1,444	6.8%



Slovenia offers an efficient supply chain entry into Central and Eastern Europe

Source: SRM on Eurostat



The strategic role of Luka Koper in the Mediterranean container and car trade

1st container port in the Adriatic Sea

1st car handling port in the Mediterranean Sea

1.1 mln TEU



containers

917,000



cars

Source: SRM on Port of Koper

Port of Koper infrastructure developments plans

By 2028, Port of Koper plans to invest a total of **€785 million** to enhance the port's capacity for cars handling, containers and passengers



Ports are not only logistics nodes... They are evolving into energy hubs



Source: SRM on MASE and Port of Koper

Ports are:

- crucial infrastructure for regulating the functioning of the energy market: they take on the role of primary locations for production, storage and trade of oil&gas;
- entrance points of oil & gas pipelines;
- energy gateways: refineries are access points to hydrocarbon transportation infrastructure and are usually located near ports; Oil and Chemical need to be converted into biofuel and biochemical.
- close to energy-intensive industries where hydrogen can be use;
- energy communities: they facilitate the energy transition process of shipping and logistics;
- alternative fuels bunkering points to boost green shipping.

Port of Koper is moving towards this direction:

SOLAR POWER PLANTS

Objective: By 2030, the port plans to reach a total of **10 MW of capacity** and supply more than a quarter of the total electricity consumption estimated at that time. In the 2024 it has already built several power plants with a total capacity of 4.2 MW.

SHORE-POWER SUPPLY INFRASTRUCTURE

Objective: enabling docked ships to switch from their own power load to an onshore supply of 100% renewable energy.



Thank you for your attention

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