



Port of Rijeka Authority: Transformation, Investments, and Development

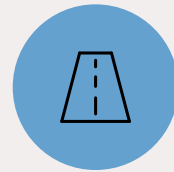
*From regional port to a key
European logistics gateway*

Gateway to Central Europe



Shortest Sea Route

Closest Mediterranean port to Central European markets (Austria, Hungary, Czech Republic, Slovakia)



Direct Connectivity

Efficient road and rail connections to Central and South-East Europe



TEN-T Transport Network

Since the 2024 TEN-T revision, Rijeka Port is located on three core corridors:

- Mediterranean Corridor
- Baltic-Adriatic Corridor
- Western Balkans – Eastern Mediterranean Corridor

CONTEXT

Initial Challenges

Outdated Port Infrastructure

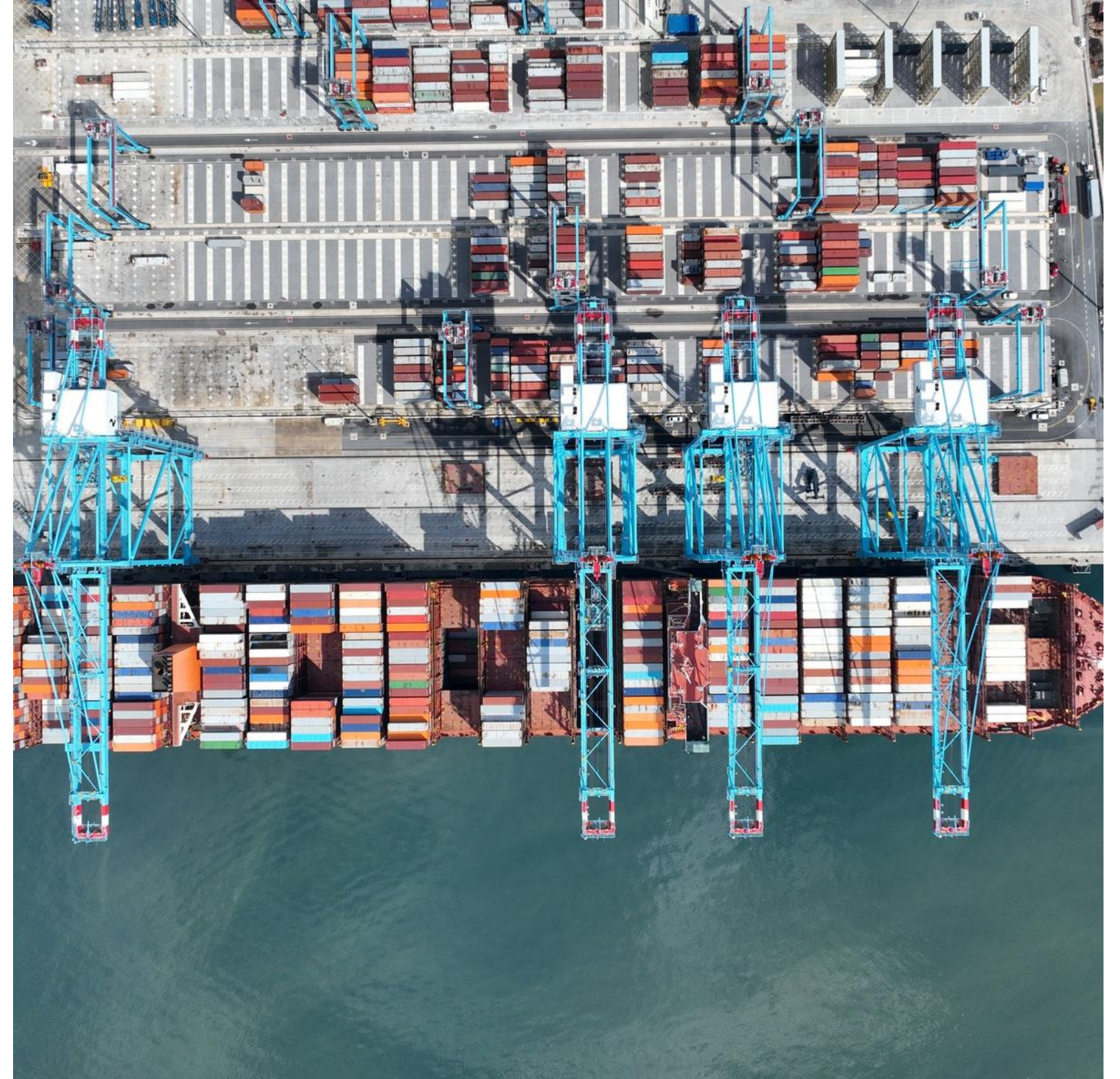
- Outdated equipment
- Limited berth capacity
- Not suitable for larger vessels

Insufficient Land Connectivity

- Weak rail and road connections
- Limited cargo flow

Limited Container Capacity

- Lack of modern container terminals
- Loss of market competitiveness



The port required long-term transformation, infrastructure and technology upgrades.



APPROACH

Systematic Port Transformation

Transformation is based on a systematically planned development model aligned with EU investment cycles to ensure continuous investment and development.



Infrastructure

Modernisation of quays, terminals and port access infrastructure

Technology

Digitalisation, automation and smart port management systems

Capacity

Increased operational capacity and improved cargo flow

Key Development Locations

Port of Rijeka Authority manages several specialised port basins and terminals.

Rijeka Basin

- General Cargo Terminal
- Bulk Cargo Terminal – Silos
- Frigo (Refrigerated) Terminal
- Rijeka Gateway Container Terminal
- Development of a New Multipurpose Terminal at Prague Pier

Sušak Basin (Brajdica)

- Adriatic Gate Container Terminal (AGCT)

Bakar Basin

- Bulk Cargo Terminal
- Ro-Ro Terminal
- Škrljevo Hinterland Terminal

Raša Basin (Bršica)

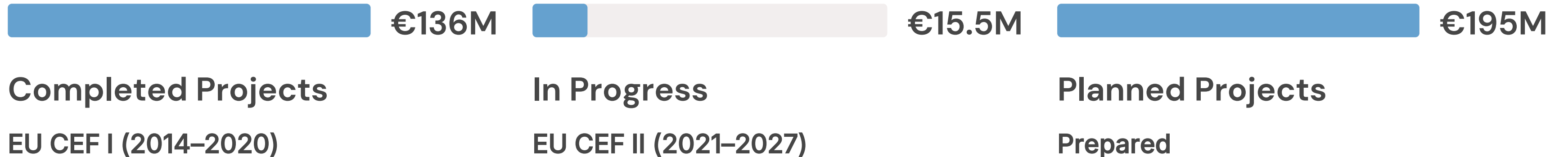
- Livestock Terminal
- General Cargo & Timber Terminal
- Štalije Hinterland Warehouse Complex

Omišalj Basin (Island of Krk)

- New Container Terminal development

Overview of Capital Investments

≈ €350M+



CAPITAL INVESTMENTS

Investment Breakdown by Phase

Completed — CEF I (2014–2020)

POR2CORE-AGCT- €35.6M

POR2CORE-ZCT- €31.6M

Other CEF I Projects- €68.8M

Subtotal:
≈€136M

In Progress — CEF II (2021–2027)

POR2CORE-OPS- €15.5M

Subtotal:
€15.5M

Planned — EU Co-financing 85%

Prague Quay- €139.9M

Grains Terminal- €20.9M
+ €9M

WWTF Bršica- €13M

Krk Terminal Study- €12.5M

Subtotal:
≈€195M

Concessionaires: AGCT ≈ €35 million (new STS and RTG cranes) + Rijeka Gateway Phase 1 & 2 ≈ €380 million total (first automated terminal in the Adriatic)

COMPLETED PROJECT

POR2CORE-AGCT

Multimodal Platform and AGCT Connectivity



Status

Completed – December 2020

Value

€35.6 Million

Project Scope:

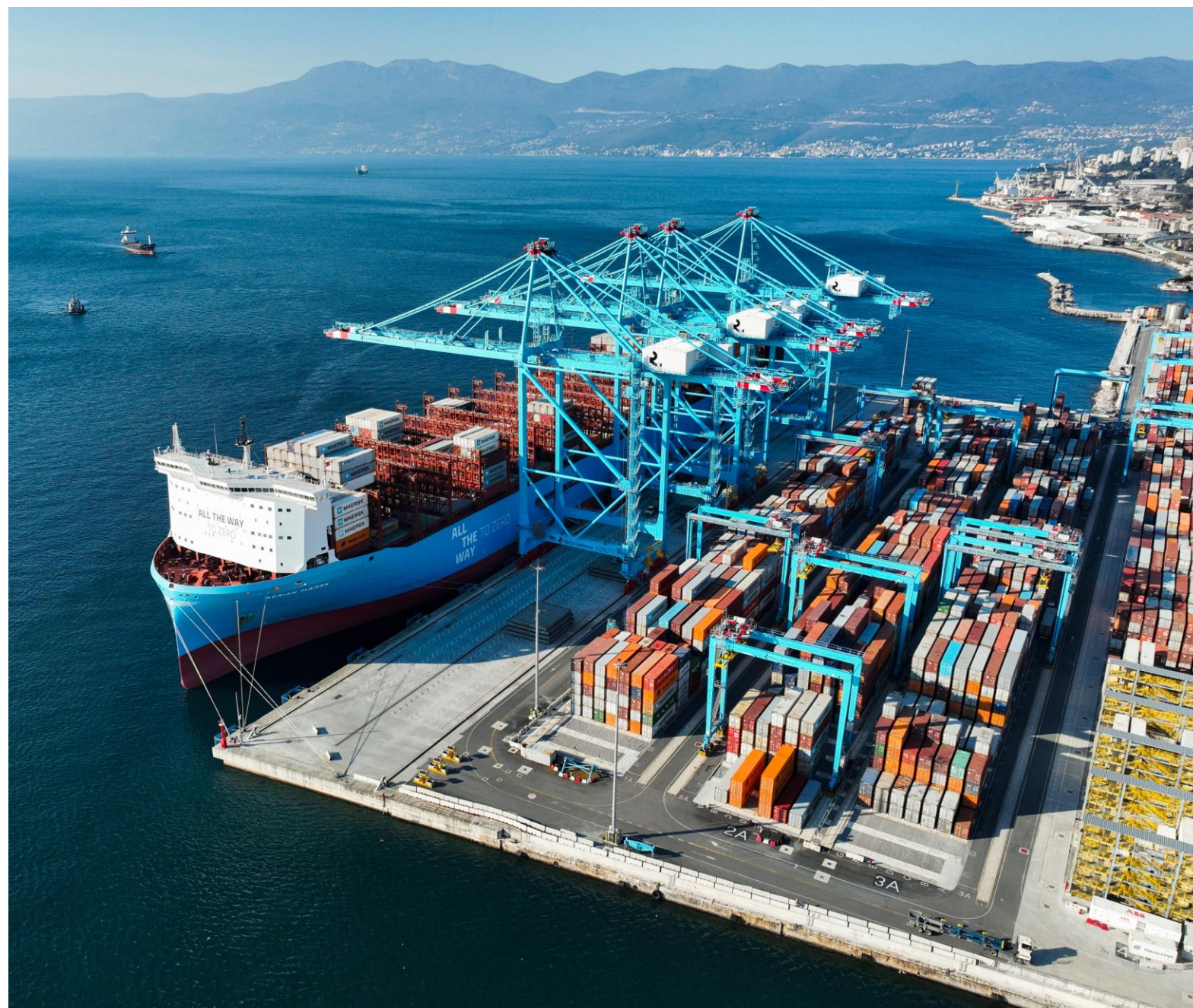
- New multimodal platform at AGCT
- Improved road and rail connectivity
- Upgrade of last-mile railway access

Result: Improved intermodal operations and faster cargo flow between the terminal and inland markets.

COMPLETED PROJECT

CEF I POR2CORE-ZCT

Zagreb Deep Sea Terminal Infrastructure Upgrade



Status

Completed – September 2022

Value

€31.6 million

Project Scope:

- Upgrade of Zagreb Deep Sea Container Terminal infrastructure
- Modernisation of Rijeka freight railway station
- Improved rail access between terminal and hinterland network

Result: Prepared the port for large container vessels and efficient rail transport inland.



COMPLETED PROJECT

Raša and Bakar Basins — €13M

CEF I Completed Infrastructure Projects

POR2CORE-GCT — Raša Basin — €6.9M

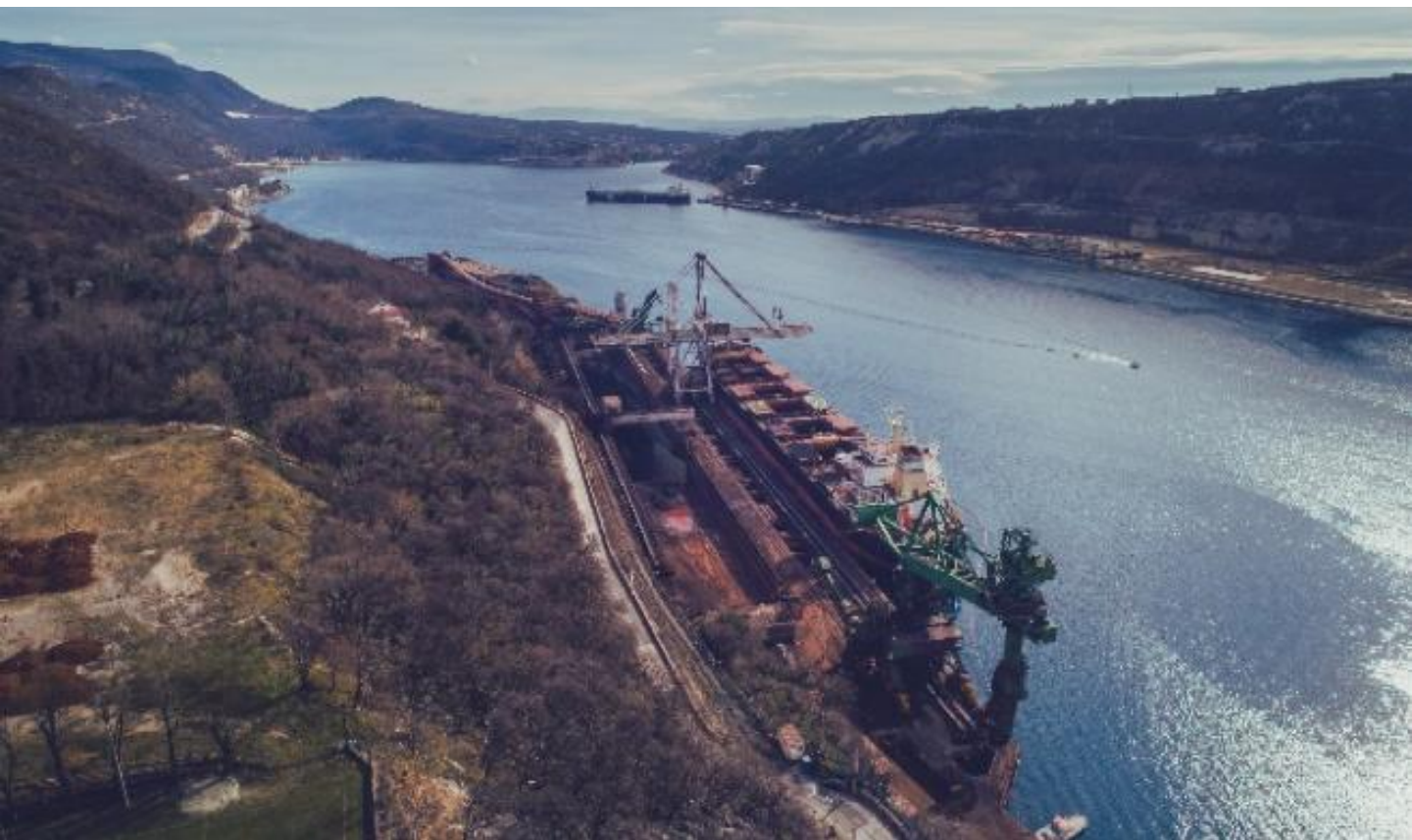
General Cargo Terminal upgraded: reconstructed operational quay, renewed crane tracks and railway lines.

Completed: April 2021

POR2CORE-BCTB — Bakar Basin — €6.1M

Bulk cargo terminal infrastructure reconstructed, including installations, drainage and pavement.

Completed: December 2021





COMPLETED PROJECT

AGCT Deepening and PCS — €19M

CEF I Completed Infrastructure Projects

POR2CORE-AGCT Dredging — €17.4M

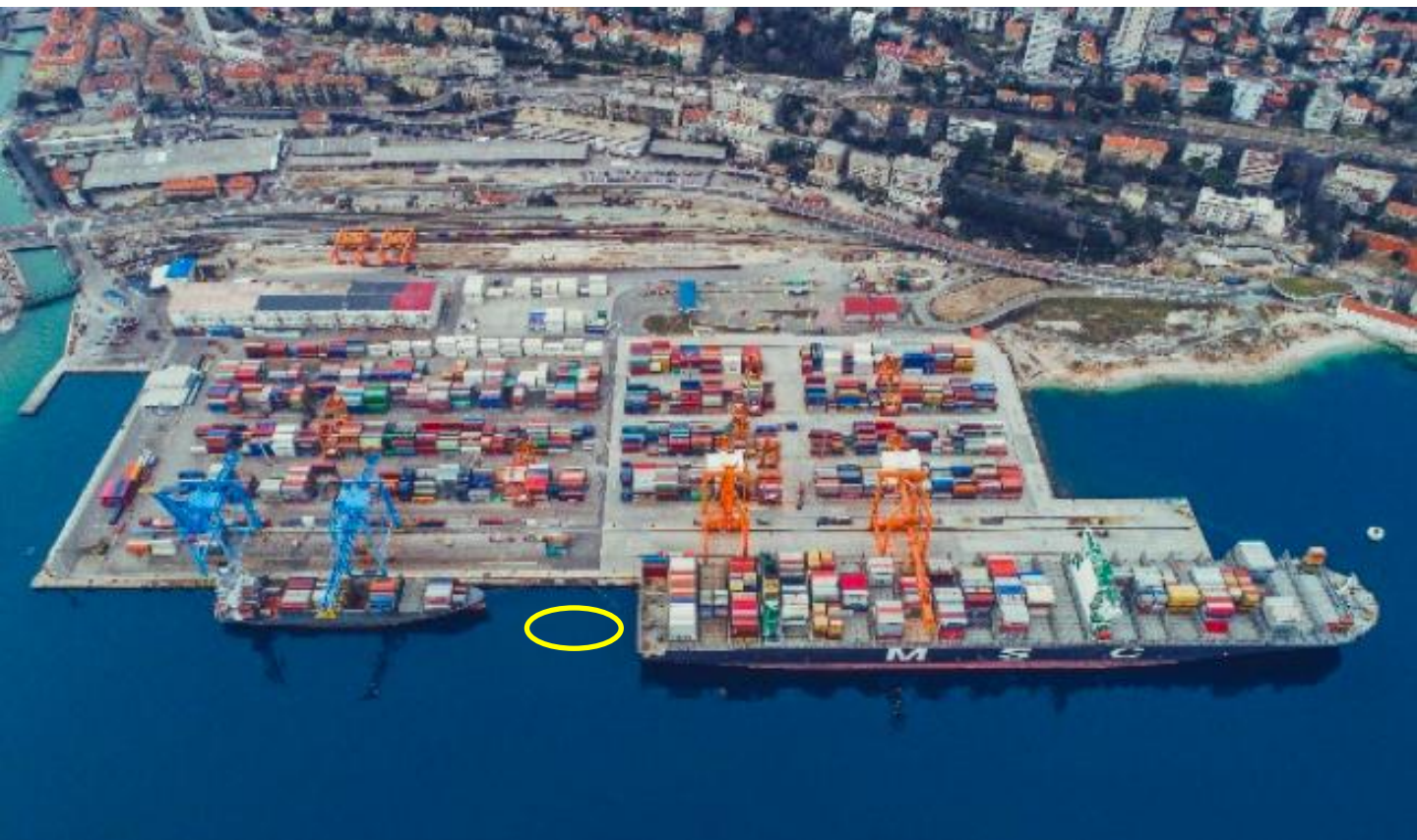
Dredging works along 428 m of quay at AGCT, enabling accommodation of larger container vessels.

Completed: December 2023

POR2CORE-PCS — €1.7M

Implementation of the Port Community System for digital data exchange within the port community.

Completed: December 2022





COMPLETED PROJECT

Rijeka Basin and Prague Pier — €37.3M

CEF I Completed Infrastructure Projects

POR2CORE-Rijeka Basin — €33.7M

Comprehensive port infrastructure reconstruction: utilities, drainage, road surfaces, railway tracks, and crane rails.

Completed: December 2024

POR2CORE-Prague Pier Extension — €3.6M

Technical and tender documentation prepared for the Prague Pier extension.

Completed: December 2024



PROJECTS IN PROGRESS – EU CEF II (2021–2027)

Green Transition in Practice

The current investment cycle focuses on sustainable and energy-efficient port operations.

Sustainability

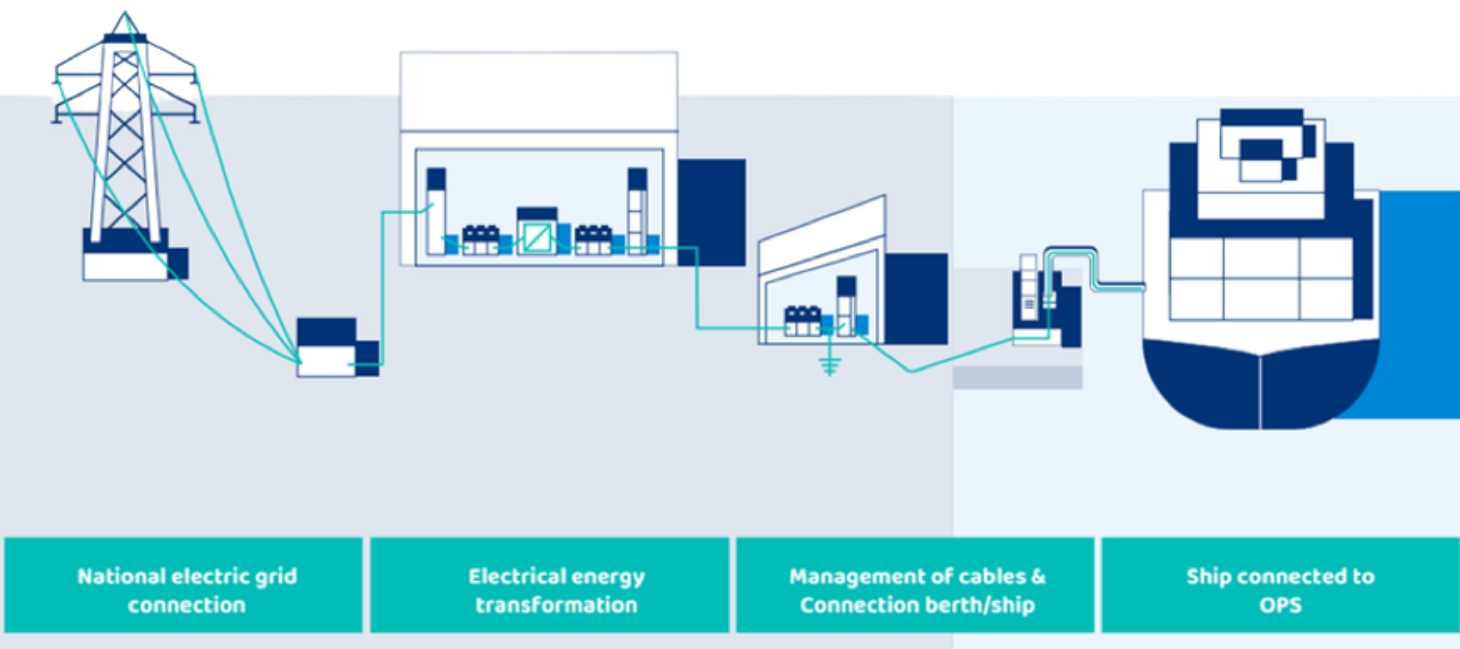
Investment in green technologies and renewable energy solutions

Energy Efficiency

Reduced energy consumption and optimized operations

Low-Carbon Operations

Transition towards cleaner port technologies





PROJECT IN PROGRESS

POR2CORE-OPS

On-Shore Power Supply (OPS)

Status and Value

- In Progress — On-Shore Power Supply (OPS)
- €15.5M EU co-funded

Implementation Locations

- Adriatic Gate Container Terminal
- Rijeka Gateway Container Terminal

Expected Effects

- Reduced emissions from ships at berth
- Use of shore electricity instead of diesel generators
- Improved environmental performance of port operations

PLANNED AND STRATEGIC PROJECTS

Next Development Phase

≈ €195M

Investment Portfolio

85%

EU Co-financing (CEF 2.0)

4

Major Projects Prepared

Expanding capacity and strengthening Rijeka's role as a Mediterranean logistics hub

PLANNED AND STRATEGIC PROJECT

Next Development Phase

Prague Pier Extension

€139.9M

— New 310m quay wall, ro-ro ramp,
50,000 m² operational area

Grains Terminal

€29.9M total investment

— Clean transshipment equipment + new
flat warehouse

WWTF Bršica

€13M

— Green wastewater management with
integrated solar plant

Krk Terminal Study

€12.5M

— Masterplan, feasibility study and environmental assessment



PLANNED PROJECT



MINISTARSTVO GRADITELJSTVA
I PROSTORNOG UREDENJA

Prague Pier Expansion

POR2CORE – PraguePier

Project Phases

- **Study Phase:** €3.6M — completed
- **Construction Phase:** €139.9M (incl. VAT) — prepared for EU co-financing
- **Co-financing:** 85%
- **MPGI issued a building permit (05 Mar 2026) for the Prague Pier Multimodal Terminal with energy connection.**

Project Scope

- 310 m new quay wall
- 32 m Ro-Ro ramp
- 50,000 m² new operational area
- 20 m sea depth
- Reconstruction of railway tracks and utilities

Strategic Impact

- A new modern multi-purpose terminal in the Rijeka Basin
- Increased port capacity and operational efficiency
- Improved port-city connectivity



PLANNED PROJECT

Grains Terminal & WWTF

Cleaner Cargo Handling and Environmental Protection

POR2CORE – Grains – Grain Terminal Modernisation – Rijeka Basin

Total Estimated Value: €20.9M EU co-funded project
+ €9M warehouse investment

- New ship loading and unloading equipment
- Modern grain transport and storage systems
- Improved rail loading operations

Green Wastewater Management (Raša Basin – Bršica)

Total Value: €13.0M EU co-funded project

- New wastewater treatment plant
- Treatment of terminal and vessel wastewater
- Integrated photovoltaic power system



Krk Container Terminal – Project Preparation Phase

Port of Rijeka – Krk Container Terminal

Project Overview

- **Total Estimated Value:** €12.5M
- **EU Funding:** CEF 2.0 (85%)
- **Implementation Period:** 2025 – 2028
- **Lead Entity:** Port Authority of Rijeka independently

The project intends to apply for co-financing from the CEF 2.0 program in the next call.

Project Components

- Port masterplan development
- Environmental studies
- Transport connection planning
- Traffic safety study

This project enables future expansion of port capacity **beyond city limits and strengthens connections with Central Europe.**



STRATEGIC INFRASTRUCTURE

Rail Connectivity to Central Europe

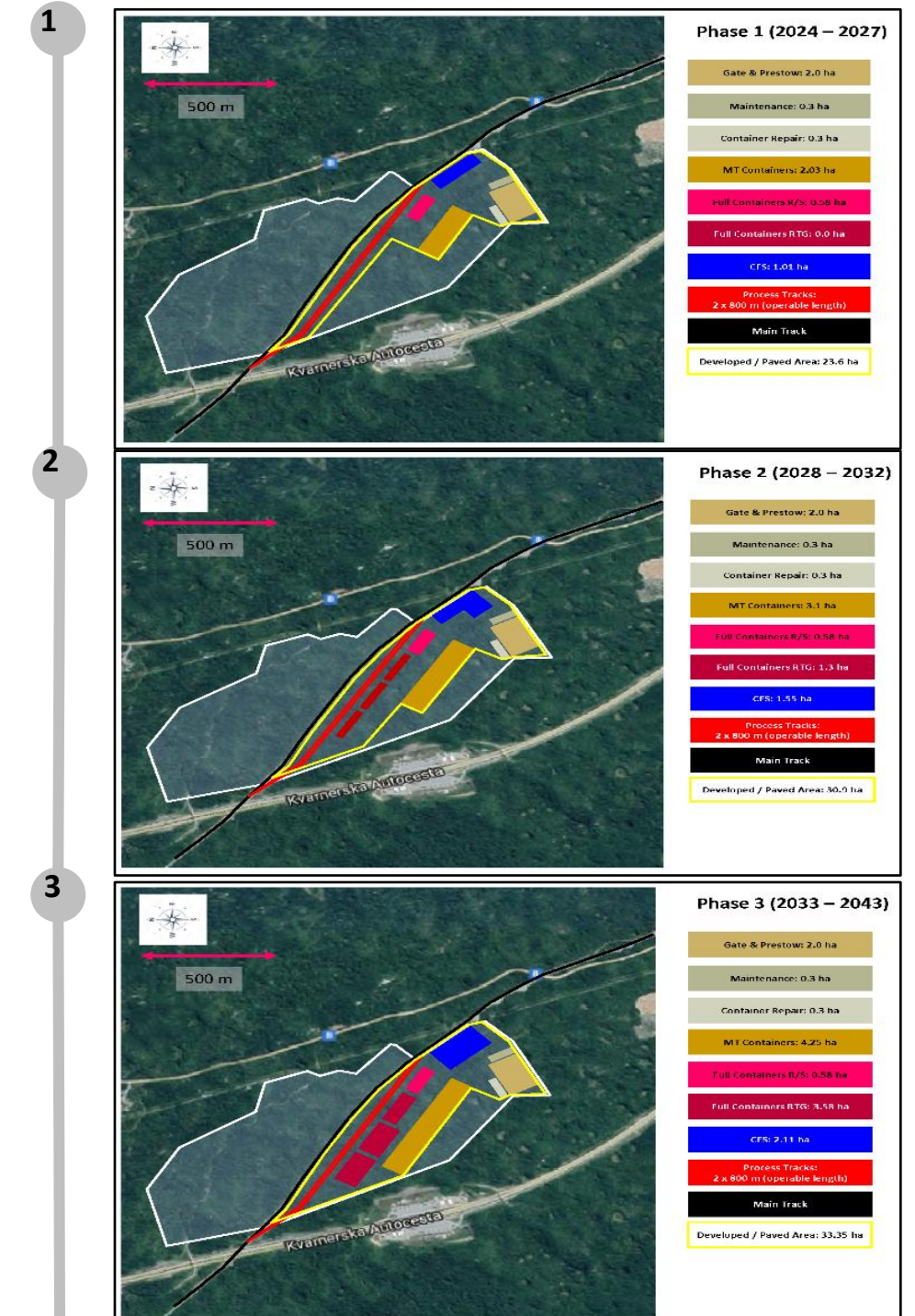
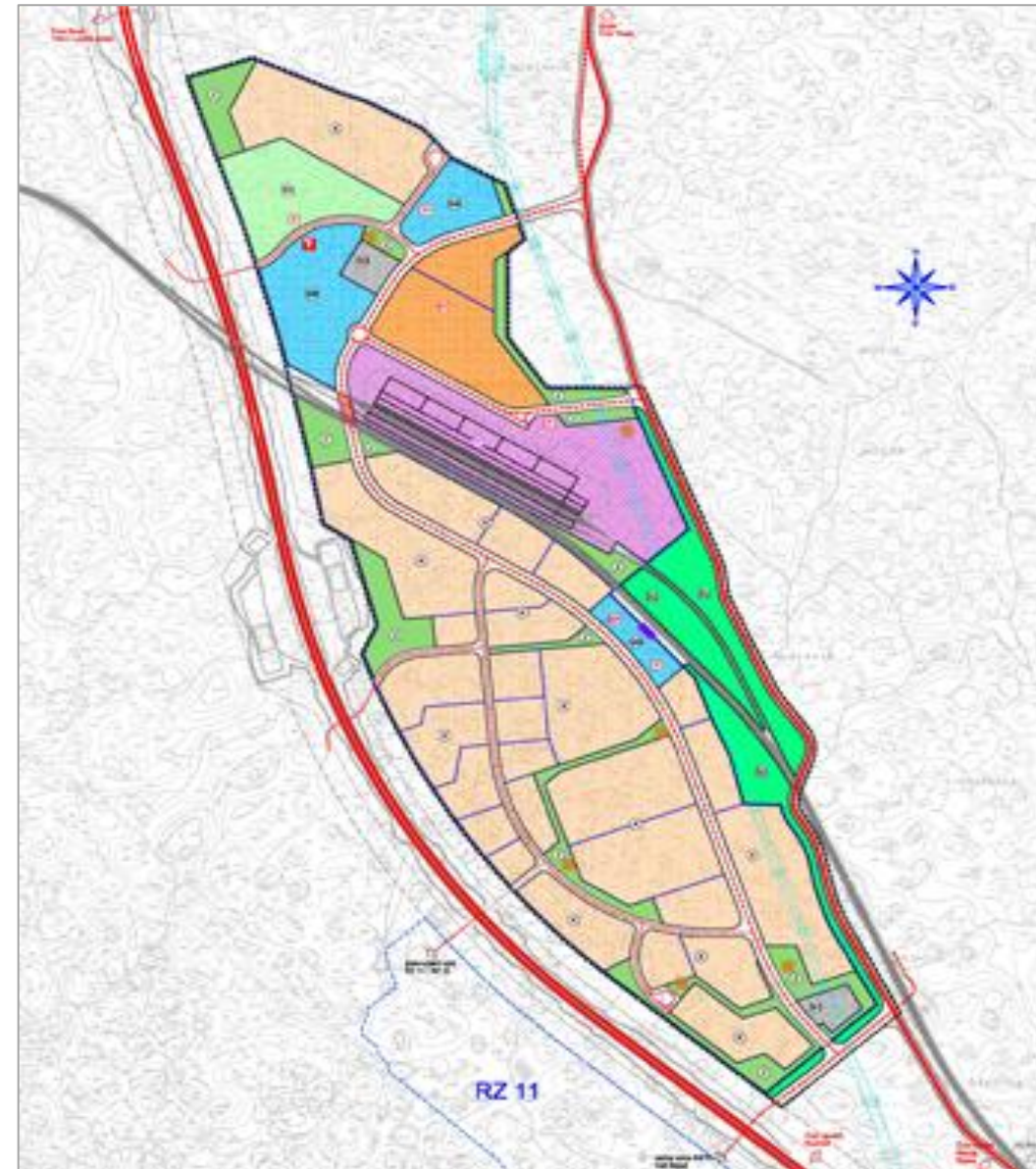
- Rijeka Port is connected to the European rail network, but future growth requires higher rail capacity.
- The key challenge is the mountainous section between Zagreb and Rijeka.
- This connection is essential for efficient links with Central Europe.

MATULJI INLAND PORT AND LOGISTICS CENTRE

Matulji Inland Port

Matulji Inland Port (medium term)

- Future logistics and distribution hub for East and Central Europe
- Total area 160 ha
- Already dedicated for intermodal activity 50 ha
- Excellent geostrategic position (railway and road connections)
- Located about 18 km north-west of Rijeka port/ZDSCT
- External container depot of ZDSCT
- Empty container depot for 50,000-100,000 TEU – 5 ha
- Estimated investment € 100 MIO
- 3 Phases



Cooperation in development of inland port capacity

Bakar Industrial Zone
Current capacities (short term)

Škrljevo Inland Terminal

Warehouse capacity 15,000 m²
Current user: Ministry of Economy and Sustainable Development - Directorate for commodity reserves

Bakar Industrial Zone

Investment in the construction of a warehouse at one of the available locations



Concessionaire Investments

(Public and Private Partnership Model)

Public infrastructure investment has enabled significant private investment in terminal capacity and technology.

Together, these investments drive the operational growth of the Rijeka Port.

Public Investment

Port Authority builds core infrastructure
(quay walls, utilities, rail connections)

Private Investment

Concessionaires invest in terminal
equipment, cranes, and operational
systems

Joint Result

Modern, competitive port development
serving European trade corridors



CONCESSION IN OPERATION

Rijeka Gateway Terminal

Rijeka Gateway Container Terminal – Phase 1 and 2

Investment Overview

Concessionaire investment: approx. €380 million

Phase 1: EUR 200 million

Phase 2: EUR 180 million

Milestones

- Operational in 2025
- First vessel: September 2025
- Official opening: October 2025

Key Features

- Remote-controlled cranes
- Partially automated terminal
- Ready for full automation
- First highly automated container terminal in the Adriatic

CONCESSIONAIRE INVESTMENT

AGCT Concessionaire Investment

Adriatic Gate Container Terminal (AGCT)

Investment Overview

- Concessionaire's investment: since the signing of the strategic partnership agreement in 2011, a total of approximately EUR 75 million.

Equipment Installation

- Two new STS container cranes
- Two hybrid RTG cranes
- Additional terminal equipment

Key Milestone

- Two Super Post-Panamax cranes delivered: **November 2025** (€23 million)
- Enables handling of the world's largest container vessels

Rijeka Port Today

A systematically transformed port with a proven ability to execute large projects – ready to become one of Europe's main cargo gateways.



Transformed

A decade of systematic investments totaling \approx €330M+ has created a modern and functional port.



Proven

Successful completion of all CEF I cycle projects confirms operational capability.



Ready

A prepared project portfolio and strategic vision for positioning as a leading European gateway.

Thank You!

Port of Rijeka Authority

From regional port to a key European logistics gateway

www.portauthority.hr



LUČKA UPRAVA RIJEKA
PORT OF RIJEKA AUTHORITY



REPUBLIKA HRVATSKA
Ministarstvo mora, prometa
i infrastrukture