

IGOR TRUPAC, D. Sc  
Univerza v Ljubljani  
Fakulteta za pomorstvo in promet  
Pot pomorščakov 4, SI-6320 Portorož, Republika Slovenija  
E-mail: Igor.Trupac@fpp.edu

Traffic Policy  
Review  
U. D. C.: 656.615  
Accepted: Sep. 9, 2002  
Approved: Sep. 30, 2003

## LEASE OF PIER VII AS A RUDIMENT OF THE SINGLE PORT SYSTEM

### ABSTRACT

*The fact that both ports, Koper and Trieste, share the same profile - universal ports with specialized terminals (except for oil and bulk cargoes), leaves way to two possible scenarios: either an exhausting competitive struggle between them, or an agreement on work sharing and specialization, which should gradually result in a single port system. Such consideration will become even more topical after Slovenia's accession to the EU. In the long run it is therefore sensible to consider Koper with its port as a joint nucleus with Trieste - of a large continental system gravitating to the central part of the North Adriatic.*

*This paper sets out to help understand such a course by: 1) reviewing the current state of the development of transportation in the Mediterranean and in Europe, 2) assessing the potential benefits of such system, and 3) assessing the barriers and opportunities for its implementation.*

### KEY WORDS

*Port of Koper and Trieste, transport development, land and sea connections, goals, strategies, single port system*

### 1. INTRODUCTION

The current developments in Europe point toward the formation of continental transport systems and large regional ports as their nuclei. These trends influence an enhanced volume of transport, which in turn attracts numerous and all the more diversified accompanying activities, resulting in a qualitative leap for ports. The impact of these developments on the local and regional economy and beyond has been substantial and will continue to prevail.

In view of the anticipated accession of Slovenia to the European Union, the old vision of the single metropolitan zone in this area, attaching to the transport area, has become highly relevant again. Recent developments show that with effect of 1<sup>st</sup> February 2001, Luka Koper d.d. (Port of Koper Corp.) has been taking over the management of Pier VII in Trieste Port, and thus became 'included into the European Union ahead of time'.

### 2. THE KOPER-TRIESTE PORT SYSTEM - THE VISION AND THE OPPORTUNITIES

It is difficult to imagine that two adjacent ports such as the ports of Trieste and Koper, which are in principle directed to the same traffic flows and the same customers, should each be building its own transport chain or system respectively. That would be not only against the economic logic, but also contrary to the North-European pattern of transport systems layout.

#### 2.1. The vision

The vision based on the awareness that Trieste needs the broader coastal zone for its further development, comprising the port activities and the urban development of its suburban settlements, to accommodate shipyards, industrial and transport facilities, sprung up already before the World War I (Trieste was the first Central European port at that time) and was presented by Max Fabiani (1).

Between the two world wars, Trieste suffered from crisis due to its severance from its hinterland, therefore the idea of a metropolitan area reaching from Monfalcone in the west of Trieste, to Koper and Piran in the south had died away. After the World War II, in 1952, the then Mayor of Trieste ordered to Fabiani (who was then aged 87) to analyse the development plan of the Trieste Area in the newly emerged circumstances. According to the plan that Fabiani drew up then, Trieste remained the main port of Central Europe, which would have - contrary to the first proposal from the year 1910, when he proposed that Trieste be connected with the suburb settlements by sea - provided connection by railway as well. Fabiani did not regard the then state borders round Trieste as insurmountable impediment to his plan. Due to his in-depth knowledge of the Central European hinterland, Fabiani insisted on the geo-political constant of Trieste as the city - emporium, to which all its devel-



opmental options should be subordinated. Some parts of Fabiani's plan were actually accomplished by the Italian government in 1954 (road and railway bypass roads, among others).

At that time Fabiani did not reckon with the emergence of a new port in Koper later on. However, his vision of a single metropolitan area perfectly corresponded to the vision of the single Koper – Trieste port system. Another fact supporting this development is that the role of state border as a line of separation in Europe is disappearing, both in the North Adriatic area and between this urban area of Koper and Trieste and its Central European hinterland.

## 2.2. Opportunities

The development of the port of Koper and the Trieste port is affected by the events and on-going processes in the European Union, Central and Eastern Europe, as well as in the Mediterranean area. The adaptation to these developments and the vision will significantly influence the future development. Today, globalisation is increasing the importance of ports, which are seen as vital intersections of the transport systems of individual countries and also of their wider environment. The fact that the globalisation is on the way is highlighted by the figures currently achieved in the worldwide international trade, which reflect a significant growth in general and in specified areas. The data on the worldwide trade achieved in the past (between 1991 and 1996) showed an average growth rate of 6.4%, and envision a similar growth rate in the coming 15 years (DRI/McGraw-Hill). In the same period, the international trade of Asia was growing at a rate of 11.6 % on the average. It is anticipated to grow faster than in the rest of the world, that is at a rate of 8.7 % by the year 2010. In addition to the well-known "tigers", there are new ones emerging.

For the development of trade in this part of the Mediterranean it is most relevant that here, in the Gulf of Trieste the Adriatic sea indents farthest to the North and deepest into the continent, which has always been of great importance for the passage from the sea to the mainland. Important for the North Adriatic ports is that a new mega-region of 'New Europe' be formed in their hinterland, whose economic development had been hindered by non-market based economic systems for long decades and what is more, the iron curtain had severed their traffic flows from their natural routing towards the North Adriatic ports. Having abolished these barriers, the countries of Central and Eastern Europe (CEE) have developed into a fast-growing and promising part of Europe.

In the coming ten years, the growth of GDP in the eastern countries of Central Europe is expected to reach 5% on average, freight transport will exceed the

current volume by 90 %: in some directions such as the Fifth Corridor by 100 % or more. A substantial part of the pertaining traffic flows will be routed to the North Adriatic ports.

The North Adriatic region will have to cope with a further challenge, i.e. an increasing presence of the Asian Pacific economies on the European continent and in the CEE countries in particular. It is estimated that China will become the world's second exporter (immediately after the USA) by the year 2020, and its purchasing power will outgrow that of the united Europe. Between 1978 and 1995, China's economic growth averaged 9.4 %; the anticipated annual growth in the coming 20 years will be 6.5 % (estimate by the World Bank, Sept. 1997). China is the most important trade partner of the EU. In 1997, the trade exchange between the EU and China amounted to ca. USD 43 billion (Economic Information & Agency, Hong Kong, China's Customs Statistic). The exchange of goods has been rising from year to year, and reached USD 44.25 billion in the period January-August 2000. For the traffic flows from this source, the North Adriatic is from the geo-transport aspects the most convenient seaway/ route.

The transport seaway from the North Adriatic ports to the Middle and Far East is shorter by one half than the sea route connecting that part of the world with North European and Baltic ports. Land transport from North European ports by road and by railway to the main industrial centres in Central Europe is approximately 500 km shorter than from the North European ports.

## 3. CHARACTERISTICS OF THE DEVELOPMENT OF TRANSPORTATION IN THE MEDITERRANEAN AND IN EUROPE

The priority goal of the European Union relates to the equilibration of regional development within individual member states and the community as a whole. A major role is assigned to the Mediterranean. With ports playing strategically important roles in national economies, creation of new port capacities is being promoted worldwide. In the Mediterranean, new ports and terminals are emerging and existing ports are creating new capacities with the purpose of enriching the range of services they have to offer.

Nowadays, the »One-stop shop« hub system (strategies), the »hub and spoke« systems enable better effects. The term »One-stop shop« comprises activities such as transport feeder system, block trains, road transport, port services. Therefore, the leading ship-owners/ operators invest in port installations, terminals and also in railway and road transport.



The growth of international trade is reflected in the higher volume of transported goods. Above all, the transportation of containers is growing from year to year: in 1995 it reached the figure of some 130,000,000 TEU. Between 1985 and 1995, the European container transport grew to 30,000,000 TEU, the feeder services increased threefold to 6,300,000 TEU, whereas the growth in the intra-European transport (national traffic within Europe) reached a lower rate and resulted in 7,000,000 TEU.

According to some forecasts (Drewry Report), the annual growth in feeder containers will reach 10 % in the next five years, primarily in the Mediterranean feeder market. That will result from a higher inclusion of minor and small ports and from developing/emerging markets (chiefly East European Countries). According to the forecasts of Ocean Shipping, the share of West Mediterranean ports in the volume of European container transport will grow from 6,000,000 TEU in 1995 to 8,000,000 TEU in the year 2000, and to 14,000,000 TEU in 2010 (optimistic scenario). The North European ports were estimated to achieve the volume of 18,000,000 TEU in 2000, and 35,000,000 TEU by the year 2010.

The development of ports in Europe and in the Mediterranean is going on in an extremely competing environment:

- regional competition of ports,
- competition of ports in different regions, and
- competition of Mediterranean and North European ports.

The competition among ports is especially explicit when distance is no longer a prevailing factor, and other factors appear in the forefront. Competition will be displayed primarily in the field of quality of services, prices, inter-port connections (foreland), and connections to the hinterland. Competition among ports will be even tougher in the future, on all levels. The struggle for survival in competition will force the ports to seek strategic alliances (partnership Koper-Rijeka-Trieste) with other ports and also with terminals in the hinterland.

The geographical hinterlands of the North Adriatic ports comprise the markets of Slovenia, Italy, Hungary, Austria, Bavaria (Germany), Czech Republic, Slovakia, Switzerland, and Croatia. This is an area of exceptional economic potential. North Adriatic ports control a substantial share of total overseas potential cargo from the above-listed countries. The shares relating to the container transport lie significantly below the available volume. This proves that the actual hinterland does not only depend on the geographical position, but also on the features of various cargoes and markets, or of each logistic chain passing the port.

Furthermore, the hinterland of the North European ports has an advanced infrastructure, which results in a gradual shifting of the gravitational zone of the North European ports further to the South. In order to raise the competitiveness of the North Adriatic ports against the North European ones, an improved mutual cooperation of North Adriatic ports and promotion of their role as transit ports has become vital. The relevant range of maritime services as offered by the North Adriatic ports need to be extended by efficient and competitive land transport services, in particular to establish direct container block trains.

#### 4. CONNECTIONS TO THE PORT OF KOPER AND THE TRIESTE PORT - HISTORICAL VIEW AND PERSPECTIVE

The "Südbahn" – the Southern Railway Line was the first railway track to connect the Danubian Area with the Adriatic and to have an important impact on the railway traffic. In the Austro-Hungarian Monarchy, this line connected the ports in Trieste, Rijeka and Pula. It was designed as a double-track line in the length of 577 km, linking the capital Vienna with Trieste. The construction works on this railway line lasted from 1839 to 1857, and it was considered as the most important European railway connection, which can be attributed both to its economic relevance and the difficulty of construction. The greatest difficulties were encountered in the Gloggnitz-Mürzzuschlag section (the Semmering Line) and in the Ljubljana-Trieste section (the Karst Line). The Semmering Line with its sharp bends, great slope gradients, minimum bend radius under 190 m and with a double-track tunnel on the mountain pass (898 m above sea level) became a model for the construction of mountain railways in Europe and worldwide.

The "Südbahn" was the company building the railway network in Austria and Hungary. Already in 1912 the total length of the Südbahn railway lines was 2,234 km, comprising the important sections Vienna-Trieste, Pragerhof-Budapest, Maribor-Villach-Franzenfeste, Kufstein-Innsbruck-Bolzano-Ala, Zidani most-Zagreb-Sisak, and Novo mesto-Odenburg-Steinamanger-Nagykanisza.

Today, these railway lines belong to five countries, Austria, Italy, Slovenia, Croatia and Hungary.

Today's "Südbahn" in Austria does not only comprise the ancient railway track, it has also integrated the railway lines Vienna-Graz-Thor state border, St. Michael-Selzthal, Linz- state border at Sillano.

The total length of the railway lines was 1,140 km, all are electrified and can hold 22.5 tons of load per driving unit; maximum permitted speed ranges from



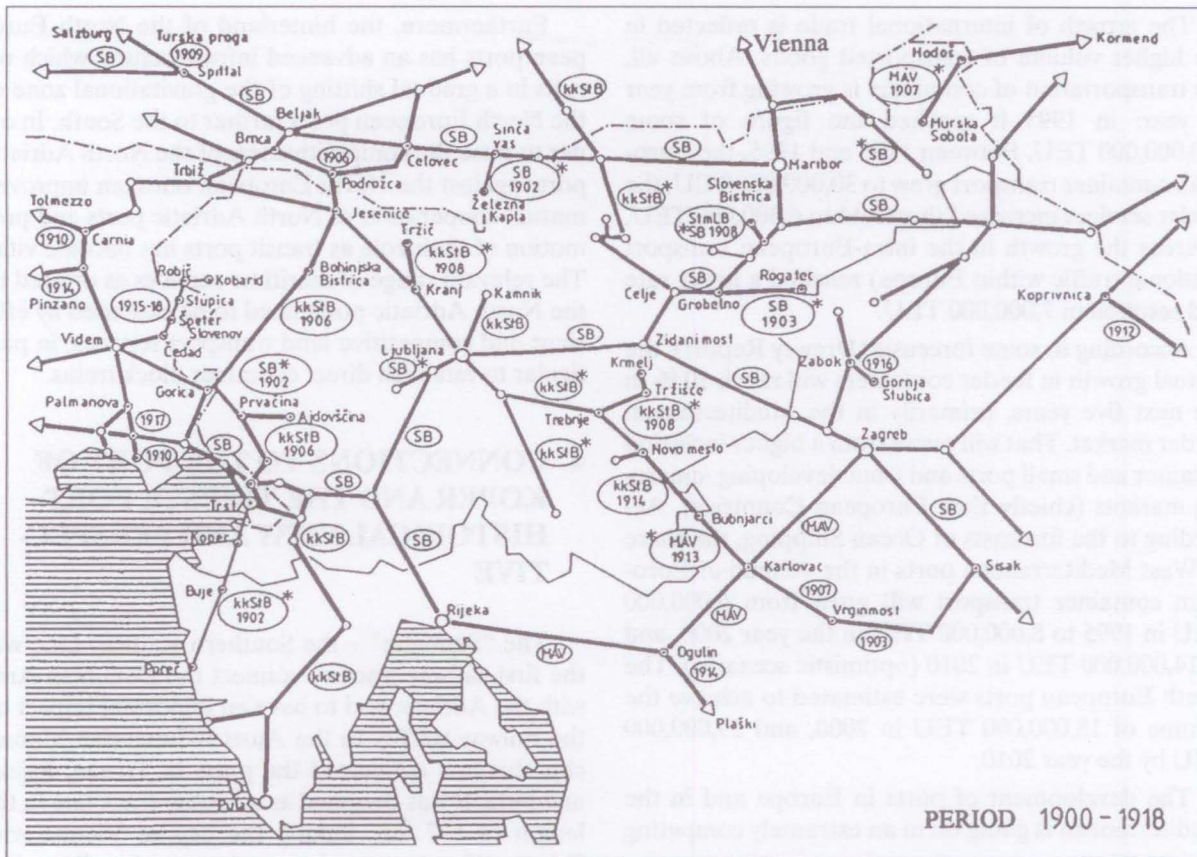


Figure 1 - Railway lines of the "Southern Railway" on the territory of Slovenia

Source: Bogic, M.: Tracks and Time, Railway Company / *Železniško gospodarstvo* Ljubljana, 1989, p. 21

50 to 150 km per hour. The "Südbahn" System has a major impact on both, the Austrian inland transport and international transport between Austria and North Adriatic ports.

Austria has already made a plan for the reconstruction and modernisation of the infrastructure. The strengthening of the southwest-northeast connection is the principal purpose of the study on the new railway connection:

Vienna-Eisenstadt-Oberwart-Graz-  
-Klagenfurt-Villach-Tarvisio

The study has revealed the technical, ecological and economic potential of the new line:

Vienna - Adriatic / Upper Italy

The realization of the first part Graz - Klagenfurt (132 km) will represent the connection / junction to the Pontebba Railway Line. The improvement of the present condition on the Italian side will be most beneficial to the ports of Trieste and Venice.

The railway line is technically feasible and ecologically acceptable, however, it will be open to traffic in the year 2010 only, and in the whole capacity after the year 2020. The increase forecast in the freight transport is expected to be 50 %, in some sections even 100 to 150 %.

In Italy, the modernisation of the Pontebbana Line connecting the port of Trieste with Villach and Munich was initiated on the basis of the needs for better connections with the hinterland, as assessed for the North Adriatic ports. The line is laid out past Slovenian/ Italian border (the Slovenian alternative to this railway track is Sežana-Ljubljana-Šentilj).

The characteristics of the Pontebbana Railway Line include:

- to connect the towns of Trieste- Monfalcone-Udine-Tarvisio-Villach,
- the length of the railway line is 179 km,
- the construction permits the speed of up to 160 km/h,
- the maximum gradient is 14.5% in the highlands, and 12 % in the lowlands,
- the minimum bend radius of 1,260 m for the speed of 160 km/h,
- the UIC C 1 gauge, foreseen to meet the requirements of multimodal transport.

The construction of the new marshalling yard in Cervignano was vital for the Pontebbana Line, the port of Trieste and the appertaining area. It is located by the railway track Cervignano-Palmanova-Udine (in the vicinity of Pontebbana Line).



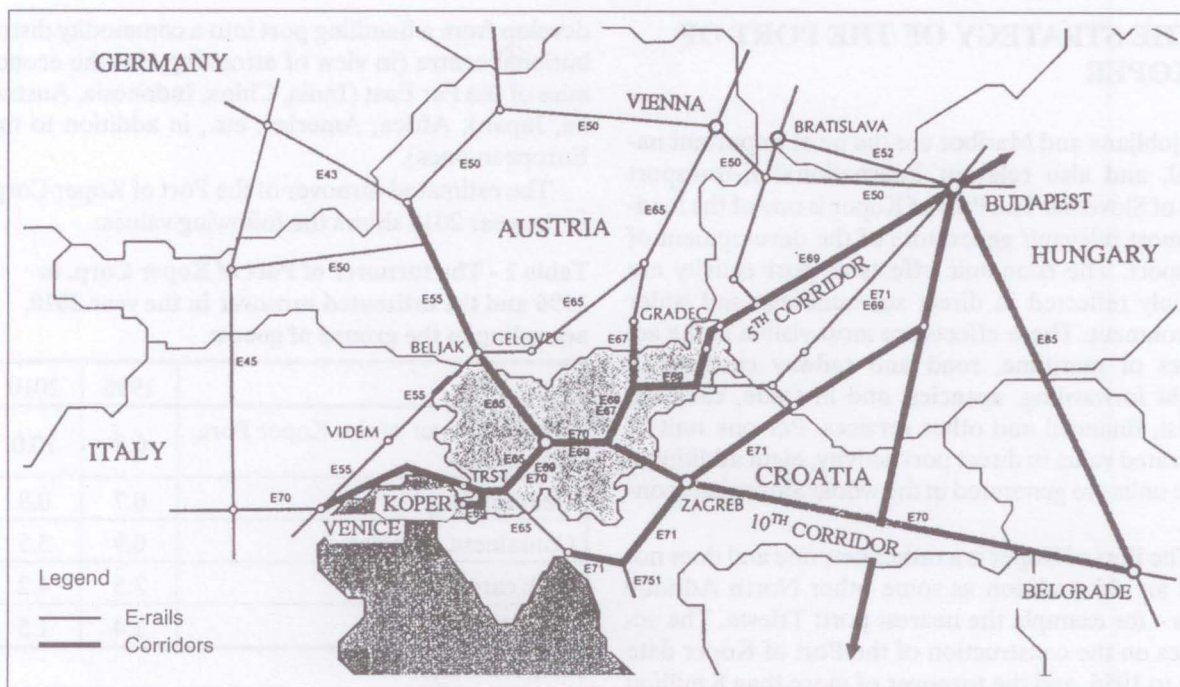


Figure 2 - Paneuropean corridors

Source: Traffic Institute

The strategic economic interest of Italy is in the exchange with the countries of Eastern Europe. This has risen recently and its trend is still growing. Italy is the most important partner with these countries on the EU side, immediately after Germany. Therefore it is in the interest of Italy to improve the connections with these countries through Slovenia and Austria.

The future eastwards enlargement has more recently added to the need for a global spatial strategy for Europe ("continent-wide approach") through the pan-European networks (priority multimodal corridors). In order to facilitate this integration, the EU has launched the "needs assessment process" in the field of transport infrastructure known under the name TINA (Transport Infrastructure Needs Assessment), which covers all the modes of transport, including the port and maritime sectors (the need to link the seaports and maritime corridors to the TENs - Trans-European networks was already stressed at EU level in 1992).

Of vital importance for the North Adriatic region are the rail and road corridors, going through the major gravitational area of the North Adriatic seaports: the 5<sup>th</sup> and 10<sup>th</sup> Paneuropean traffic corridor.

Immense increase in the volume of international and transit freight and passenger transport in Slovenia by the year 2015 (Prognos 1996) requires a more rapid construction of the highway and railway network, chiefly in the main transit connections through Slovenia - the Slovenian traffic cross (2).

The new railway track Puconci-Hodoš - Bayansenye-Zalalovo, which was opened for traffic on 10

June 2001 stands for a new railway connection between Slovenia and Hungary running from Trieste, Koper, via Ljubljana, Budapest and Bratislava to Lvov. The new railway connection means the shortest traffic route between the North Adriatic ports and Northern Italy on the one hand, and Hungary and the East European countries on the other hand. The length of the new track is 43.5 km, thereof 24.5 km in Slovenia and 19 km in Hungary. It has been built as a single-track non-electrified railway line, with axle load of 22.5 ton per axle and subject to the light profile C according to UIC GC. The biggest slope is 10 per mille ‰, which is suitable for trains up to 2000 tons, and its construction allows the speed of up to 160 km per hour.

Fig. 3 shows the land connections used for block trains or non-grouped wagons from Koper and Trieste to the important markets in the hinterland (3).

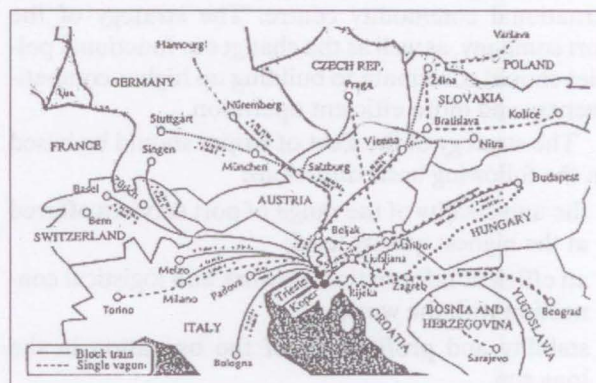


Figure 3 - Land connections with trains from Koper and Trieste



## 5. THE STRATEGY OF THE PORT OF KOPER

Ljubljana and Maribor are the most important national, and also relevant international E-transport hubs of Slovenia. The Port of Koper is one of the leading /most relevant/ generators of the development of transport. The economic effects of port activity are multiply reflected in direct surroundings and wider environment. These effects are most visible in the activities of maritime, road and railway carriers, in freight forwarding, agencies, and in trade, catering, tourist, financial and other services. Per one unit of generated value in direct port activity, eight additional value units are generated in the whole Slovenian economy.

The Port of Koper is a rather new one and does not have an old tradition as some other North Adriatic ports – for example the nearest port: Trieste. The activities on the construction of the Port of Koper date back to 1956, and the turnover of more than 8 million tons has been achieved already in 1999.

In a short time, the ports of Koper and Trieste will be operating under equal terms in the same gravitational area, therefore the question of forming a Single Koper-Trieste Port System it to come to the forefront. Accession of Slovenia to the EU could only occur in 2003-2004, at the earliest. Though the Port of Koper would be exposed to very tough competition, on the other hand, the single port system would also bring along equal terms of operation, which Koper at present does not have. The accession would have two important consequences for Slovenia:

- Slovenia would join the customs union of the Community (at present, the Port of Koper does not have the status of a European port and is therefore, due to customs duties, more expensive for the European Union users than the Port of Trieste);
- Slovenia would become fully eligible to all the “structural funds”.

The Port of Koper will try to assert itself as an international commodity centre. The strategy of the port company, as well as the changes in functional policies should contribute to building up higher competitiveness and more efficient operation.

The strategy of the Port of Koper should be based on the following basic directions:

- the universality of the range of port services offered at the highest quality level;
- an efficient information network and logistical connection with the world;
- stability and profitability of the operation in the long run.

The strategic goal of the Port of Koper is to become one of the best ports in the southern Europe, to

develop from a handling port into a commodity distributional centre (in view of attracting also the economies of the Far East (India, China, Indonesia, Australia, Japan), Africa, America, etc., in addition to the European ones).

The estimated turnover of the Port of Koper Corp. in the year 2010 shows the following values:

**Table 1 - The turnover of Port of Koper Corp. in 1996 and the estimated turnover in the year 2010, according to the groups of goods:**

	1996	2010
Total turnover of the Koper Port, in mio tons	6.5	10.0
General cargo	0.7	0.8
Containers, vehicles	0.9	3.5
Bulk cargo	3.5	4.2
Liquid cargo	1.4	1.5

Source: Port of Koper

Table 1 reveals that the long-term development strategy of the Port of Koper until the year 2010 anticipates a considerable increase in the annual volume of goods handled (the greatest increase in turnover of containers and vehicles is expected: from 0.9 to 3.5 million tons -approximately 4x!), and comprises some preconditions to achieve this goal. These involve the construction of the second railway track Koper-Divača, expansion of the port activity to the Port of Trieste, and associating with national and international organizations in the field of logistics and transportation.

The above mentioned quantitative effects achieved, as well as those estimated, are and should be also the fruit of the qualitative shifts in the operation of the Port of Koper Corp., mainly in the orientation towards the users of port services, and also the anticipated events and developments in Slovenia, Europe and in the global environment.

## 6. LEASE OF PIER VII – ARGUMENTS, GOALS, STRATEGIES, SCENARIOS

T.I.C.T. (Trieste International Container Terminal) plc was established by Luka Koper, d.d. (49% share), with other foreign partners and it took over the management of Molo VII (after recent withdrawal of ECT) in February 2001 (the 30-year concession). The management of Container Terminal in Trieste presents an opportunity for the realization of the plans for growth of container turnover, mainly for the following reasons:

- developed road and railway infrastructure enables connections with advanced Central European markets;



- a high share of national cargoes – almost the entire goods exchange of the strong Friuli economy, and partly of some companies from the Veneto and Lombardy Province, is routed via the modern container terminal;
- the status of a European port allows for easier cargo acquisition of certain groups (at present, the Port of Koper does not have the status of a European port and is therefore, due to customs duties, more expensive for the European Union users than the Port of Trieste);
- the outfit and operation provide the conditions for an immediate launch of marketing activities;
- the terminal has modern technical equipment and has been constructed to receive large container ships.

Pier Seven (Molo VII) is the most important structure of the Port of Trieste and is wholly designated for container transport. The operational quay is nearly one and a half km long, sea depth 18 m, which can accommodate the largest container ships. The handling capacity of Pier VII is 400,000 TEUs per year, and there is an area covering 400,000 qm available, with 7 bigger bridges to load containers and several cranes. Container traffic is regulated on a special rail terminal, from which direct trains are forwarded to the intermodal terminal in Cervignano. Pier VII is directly connected to the motorway network.

In the last few years, the figures of the turnover in Trieste port were as follows (000 TEUs yearly):

1998: 174.08

1999: 189.30 (which represents 47% utilization of capacities)

The offer of Koper for the management of container terminal on Pier VII in Trieste ensures the development of container traffic, which is anticipated to reach in this year (2001) at least 206,000 TEUs, in the next year (2002) 223,000 TEUs, and 242,000 TEUs in 2003.

The highest number of containers come from:

	1998	1999	%
Central & south east Asia	39,497	44,974	13.86%
Far East	49,895	60,918	22.09%

Freight turnover accounted for by CENTRAL & SOUTH EAST ASIA and FAR EAST, expressed in tons, amounts to:

	1998	1999	%
Central & south east Asia	427,834	984,965	130.22%
Far East	664,566	738,627	11.14%

The volume relating to China was 348,724 tons in the year 1998, and 422,472 t in the year 1999, which is

an increase of 21.02%. The number of ships received in the Port of Trieste was 3376 in the year 1999.

Ship lines:

Direct lines:

EVERGREEN, LLOYD, TRIESTINO, MSC, ZIM

Feeder lines to Gioia Tauro:

MAERSK-SEALAND

Feeder services to Gioia Tauro/Malta:

APL, CMA, DELMAS, MCL, NORASIA, P.O. – Nedlloyd, SENATOR, SERMAR, UFS

In July 2000 a new maritime link was started by N-Xpress of Abu Dhabi, member of the Norasia group. Short transit-time (18 days) from Hong Kong to the main destination in Central Europe - Austria, Switzerland, Germany and Northern Italy confirms the strategic location of the port of Trieste, regains the role of terminal port of call on the Far East and South-East Asia routes and also serves the exports with the aim to boost traffic (mainly by block trains) from Central Europe, which at present is serviced by Northern European ports.

An opportunity for the growth of container turnover in the future presents itself in the development scenario in the area of transportation by sea. At present, the trend in ship capacities of the range of 7,000 – 8,000 TEU is rising. For the year 2010, ships with capacity exceeding 10,000 TEU, that is the so-called “Malacca max” ships carrying 15,000 (18,000) TEU are forecast. Ships of this size should operate on the East-West routes, the closest to the Equator. The number of calls in a line voyage should be as low as possible – approximately 5 to 6 calls at “mega hub” ports on the entire voyage from Los Angeles past Hong Kong and Singapore, through the Suez and to the Caribbean. In the near future, the present division of ports to the ‘hub/feeder’ will be replaced by the new division to ‘hub /regional hub/ feeder’.

This development will also greatly affect the circumstances in the Adriatic, which lacks the underlying maritime and market conditions (a satisfactory hinterland) to be fit to accommodate ships of above-stated dimensions. Regardless of that, the market potential of the North Adriatic allows for the existence of a port ranking as a “regional hub”. Today, only the port of Trieste has got the conditions for that category. The role of a “regional hub” for the North Adriatic will result in excellent connections with the “mega hub” port for Europe (expected location in the West Mediterranean) and possibly with the Arab “mega hub” in the Red Sea, with direct feeder services to other nearby regional hubs, and with line connections to the selected destinations in the Mediterranean and also beyond the Suez. As a “regional hub”, Trieste would also have the role of a consolidating port for other minor ports in the North Adriatic.



Taking into consideration the expected size of ships, the service between a "mega hub" and Trieste will operate by ships in the size of 3,000 – 4,000 TEU. Local feeder lines would be linked to Trieste by means of rotation lines employing ships of below 1,000 TEU.

## 7. CONCLUSION

Strategic decision of the Port of Koper to lease the Pier VII has to be considered in the light of global associating, alliances, concentration and cooperation in the world. At the same time, this decision is also Europe-oriented, in the sense of 'disappearing borders' in this area. Today, the Port of Koper has got the features of a third generation port, but it also endeavours to assert itself as a fourth generation port (unified administration Port of Koper- Trieste International Container Terminal).

By accession of Slovenia to the EU, the cross-border cooperation of the Koper area with the neighbouring Trieste area has become of vital importance, and also a relevant developmental factor, in particular from the view of moral and financial support to this cooperation provided by the EU programmes. This extensive coastal area would sustain economic activities that would, in one way or another, rely on the underlying maritime-transport activities and/ or link to the traffic flows generated thereby. Industrial activities will primarily develop in port industrial zones and will largely depend on the logistical and transport facilities. In addition to the conventional transport-oriented tertiary activities (freight forwarding, agency, and transport broking), the activities of the advanced tertiary would also accommodate banking and insurance; this range of activities would be the underlying one for the research and developmental activities with university institutions (the University of Trieste, the Third Slovenian University in the process of establishment on the Slovenian Littoral Region, 'Primorska').

## APPENDICES

The dominant growth impulse of the general and spatial development of the regions and the country of Slovenia as a whole is particularly supported by the transport infrastructure and cross-border cooperation. The latter has to be viewed upon as an objective need of the region (and attributed to its bordering position), and not as neglect of the 'regional awareness'. It concerns mutual interest of the regions (and also countries as a whole) from each side of the border. The Littoral Region ('Primorska') lies on the border area of Slovenia, and the same feature applies to its counterpart in Italy, Trieste with its surroundings, to an even greater extent. The combining of manufactur-

ing and service activities will be mutually enhanced by the completion of the entire traffic system, information flows and communication mechanisms. With state borders widely open, the economic development will improve the competitiveness of, and support the cooperation between the regions, and thus contribute to an increased flow of goods, capital and services; in particular it will affect the mobility of the population.

In this sense, the Agreement on association and the document signed (on 29 August 2001 in Trieste) between the Chairman of the Port authority of Trieste, the Managing Director of the Port of Koper (Luka Koper d.d.), and the Managing Director of the Slovenian Railway Company (Slovenske železnice), will be in the long run the basis for cooperation not only between the two ports, but also between the two neighbouring cities.

In this Agreement on association, the signatory parties endeavour the establishment of an integral port system with a common traffic policy, which should grow into an association of ports. This common policy will comprise the regulation and promotion of the united port system. The signatory parties have committed themselves to support (possibly through participation in joint ventures) the construction of a six-kilometre railway track connecting Koper with Trieste – two kilometres thereof on Italian and four on the Slovenian territory (the railway line will also provide passenger service). This railway line would be tangible means of proving that the emerging of a single port system is underway; in turn, the single port system urgently calls for an efficient internal connection. The Italian company Italfer has already prepared the project of the linking railway between the two ports, which would be running through two tunnels.

For the sake of higher efficiency of the Koper-Trieste port system, the signatory parties have committed themselves to start the construction of the second track of Divača-Koper line and an additional track on Trieste-Ljubljana line at the earliest time possible. This would provide an even better connection with the markets in the heart of Europe and in the Balkans.

**IGOR TRUPAC, D. Sc**

Univerza v Ljubljani, Fakulteta za pomorstvo in promet  
Pot pomorščakov 4, SI-6320 Portorož, Republika Slovenija  
E-mail: Igor.Trupac@fpp.edu

### POVZETEK

#### NAJEM SEDMEGA POMOLA KOT ZAMETEK ENOTNEGA LUŠKEGA SISTEMA

*Ker sta luki Koper in Trst univerzalni luki sta mogoča dva scenarija: izčrpajoča konkurenčna borba ali pa delitev dela in specializacija, ki bo pripeljala do enotnega luškega sistema. Tak način obravnavanja nadaljnega razvoja bo pospešila*



uključitev Slovenije v EU. V daljšem obdobju je zato smotno upoštevati luki Koper in Trst kot jedro širšega sistema usmerjenega v Srednjo in Vzhodno Evropo.

V članku se poskuša argumentirati ta razvoj skozi: 1) predstavitev razvoja transporta na Mediteranu in v Evropi, 2) predstavitev potencialnih koristi tega sistema, 3) s predstavitevijo ovir in možnosti za uresničitev tega sistema.

#### KLJUČNE BESEDE

Luki Koper in Trst, razvoj transporta, kopenske in pomorske povezave, cilji, strategije, enoten luški sistem

#### NOTES

1. Max Fabiani was born in the Karst area, and he lived and worked in Vienna before the World War I, and in the Littoral Region between the two wars. He belonged to the most widely known Central European architects of his era.
2. The Slovenian traffic cross: Šentilj - Maribor - Ljubljana - Koper, with branches towards the Hungarian border and in the South West to Nova Gorica; then direction Jesenice - Ljubljana - Dobova towards Zagreb. The first leg signifies the connection with the international line Barcelona - Milan - Ljubljana - Budapest - Kiev (5<sup>th</sup> corridor); the second leg denotes further connection with Zagreb - Belgrade - the Balkan states - the Near East (10<sup>th</sup> corridor).
3. On Friday September 7, 2001 the departure of the first container block train from Koper to Austria took place.

This train denoted the start of a regular service linking the Port of Koper with the main Austrian business centres. Since then it has been running twice weekly in both directions, operated by Intercontainer Austria (ICA).

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