

Koper, 9th October 2019

## Maritime throughput and revenues in January – September 2019 period

On the basis of the Rules of Ljubljana Stock Exchange and the Financial Instruments Market Act RS, Luka Koper d.d. publishes the maritime throughput and revenues (incomplete data) for the January – September 2019 period.

Net sales revenues of Luka Koper, d.d.	Jan – Sept 2019	Jan – Sept 2018	Index 19/18
(in 000 EUR)	170.063*	165.515	103

\*incomplete and non-audited data

Cargo throughput (tons)	Jan – Sept 2019	Jan – Sept 2018	Index 19/18
General cargo	942.061	1.100.661	86
Containers	7.246.442	7.132.763	102
Cars	791.711	867.385	91
Liquid cargoes	3.218.298	2.698.955	119
Dry bulk cargoes	5.540.419	5.861.028	95
<b>Total</b>	<b>17.738.931</b>	<b>17.660.793</b>	<b>100</b>

Cargo throughput (units)	Jan – Sept 2019	Jan – Sept 2018	Index 19/18
Containers (TEU)	734.487	741.674	99
Cars (units)	503.653	569.646	88

In the first nine months of 2019, Luka Koper d.d. registered 170 million euros of net sales revenue, or 3 percent more than in the same period last year. Port throughput registered in the same period was 78 thousand tons higher to that of last year and amounted to 17.7 million tons.

The largest increase was registered in the liquid-cargo commodity group, up 19 percent on the same period last year. Car throughput showed a slight increase compared to the results registered in the first half of 2019. Car exports to Turkey are still 40 percent below last year's figure whereas the importing of cars manufactured in Turkey increased. Car exports to the Far East increased as well over the last months, which contributed to reducing the gap between this year's and last year's throughput.

The situation in the car industry generally influences the throughput in other groups of commodities. European car manufacturers adapted their production lines in response to a reduction in sales, and related sheet-metal imports decreased as a result. The manufacture of steel products in Europe also decreased, which has been reflected in lower exports of these types of products. This trend has also exerted a negative impact on the throughput of raw material applied in the steel industry, which is reflected in the general cargo and dry bulk segment.

This fall in the production of cars also partly influences the container segment, considering that the car-manufacturing units situated in Central European countries are supplied via Koper. In the container sphere, we are confronted at the moment with cheaper ocean freight rates across Northern European ports. Despite this fact, we do not expect major fluctuations: Koper is solidly in

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the top position among the container terminals in the Northern Adriatic, despite increasing competition among nearby ports. One benefit is that they have greater capacities. On the other hand, a negative aspect being exerted on the competitiveness of logistics routes across Slovenia is that neighbouring countries are receiving rail-transport subsidies while Slovenia is not.

Nevertheless, as far as rail transport is concerned, we should point out stable, regular and additional railway connections with the hinterland, the result of joint measures introduced by the Port of Koper and Slovenian Railways (Slovenske železnice). Except for the train accident which occurred in the Hrastovlje Tunnel last June, we have not registered any deviations that might affect the reliability of rail transport to/from the port. As a matter of fact, the time and cost factors of the entire goods transport route (by land and by sea) exert a significant influence on logistics operators and owners of goods when choosing their transport route or port.

Luka Koper, d.d.

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