

Along with two INA's terminal, and terminals in Koper in Slovenia and Bar in Montenegro, it would be the tenth oil terminal in the region.

Privately-owned company Luka Split, the operator of the Split port, prepares for the construction of an oil terminal for receiving tankers and transporting oil by rail and trucks inland.

The terminal will consist of four tanks with combined capacity of 56,000 cubic meters. The first estimates of the investment are from 20 to 26 million euros. However, the project will require an environmental impact assessment study, mandated by the Ministry of Economy and Sustainable Development. The cities of Kastela and Solin have already expressed concern about the terminal, fearing sudden sea pollution and are seeking an assessment of the cumulative impact of a number of industrial and port facilities. Along with the largest and most widely known oil terminal in Omisalj on the island of Krk, and two terminals in Zadar and Ploce, this would be the sixth commercial oil terminal on Croatia's coast.

Besides INA's terminals in Bakar and Solin which are internally used by the company, some other terminals, or most of their capacity, are not actually open to third parties. Also, part of the tanks in the terminals are not in operation, so there is reason to expand the capacity for receiving and storing oil and oil products. The advantage of the Split port in relation to the future oil terminal is in already existing berth for receiving tankers with a maximum capacity of 40 thousand tons.