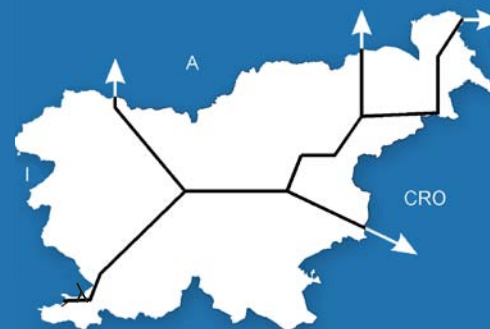




COMBINED TRANSPORT WITHIN THE FRAMEWORK OF SLOVENIAN TRANSPORT POLICY

Ljubo Žerak, MSc, civ.eng.



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2. Slovenia as a logistic platform for South-East and Middle Europe
3. Public Railway Infrastructure in Slovenia
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5. Planed measures



1. Legislative regulation of CT in Slovenia (1/3)

- Railway Transport Act
- Decree on partial compensation for the costs of transport services, research and investments in respect of railway undertakings which provide specific transport services in railway transport
- Decree on Combined Transport
- Resolution on the Transport Policy of the Republic of Slovenia (intermodality - time for synergy)



1. Legislative regulation of CT in Slovenia (2/3)

- **“Railway transport Act”** in article 4 regulates a state aid for the CT operators:
“The state may partially subsidize investments, research activities and transport costs of undertakings providing CT if recognizing special interests, if thereby achieving equal economical status with other carriers of goods and passengers in other transport modes as well as providing that costs are incurred in transport operation, which is not of pure economical interest”.
 - › Only transport operators registered in Slovenia are entitled to be granted the state aid.
 - › Public interest is the key criterion for subsidy allocation.
 - › Unfortunately the last state subsidies were allocated in 2003.
- **“Decree on partial compensation for the costs of transport services, research and investments in respect of railway undertakings which provide specific transport services in railway transport”** regulates in detail provisions for the compensation of transport costs.
- **“Decree on combined transport”** defines technical and freight terms of CT.



1. Legislative regulation of CT in Slovenia (3/3)

- **Resolution on the Transport Policy of the Republic of Slovenia** inter alia defines measures for stimulation of intermodal transport and provides conditions for operation of logistic centers. The state will promote intermodal transport by applying appropriate fiscal policy.
- **Bilateral Agreements for CT promotion/acceleration:**
 - › **Slovenia and Croatia** concluded bilateral agreement which laying down provisions on mutual acquittance of road user charges (tolls) and payments of other fees for road vehicles in unaccompanied CT from the loading bay to the terminal or from terminal to interports within stipulated distances from respective CT terminal.

Both states also agreed to exempt from obligation of obtaining permits for the international road transport in accompanied combined transport (“Ro-La”).
 - › **Slovenia and Hungary** entered into agreement about the contingent of permits for cabotage drives in unaccompanied transport for road access between the place of loading or unloading and terminal.



2. Slovenia as logistics platform (1/3)

- Slovenia is crossed by the fifth Pan-European transport corridor from Venice to Kiev and the tenth corridor from Salzburg through Ljubljana and Belgrade to Thessaloniki.
- The crossing of two corridors gives Slovenia a strategic position of great importance and Slovenia is very interested to retain this position.
- If trade flows should only pass Slovenian territory, the state is only subjected to costs (constructing and maintenance of infrastructure) and environmental problems.

The policy object is to use trade flows to provide added value in the supply chain:

- › Ministry of Transport will support development of logistic platforms through investments in the transport infrastructure, focussed on railways, and with promotion private initiative in development of logistics infrastructure.
- › Since the Slovenian Highway network is almost completed there are three major projects heading development of logistics platforms, namely further development of Port of Koper and construction of a new railway line between Koper and Divača (6th TEN PP) and upgrading of the whole Slovenian railway main lines' network.

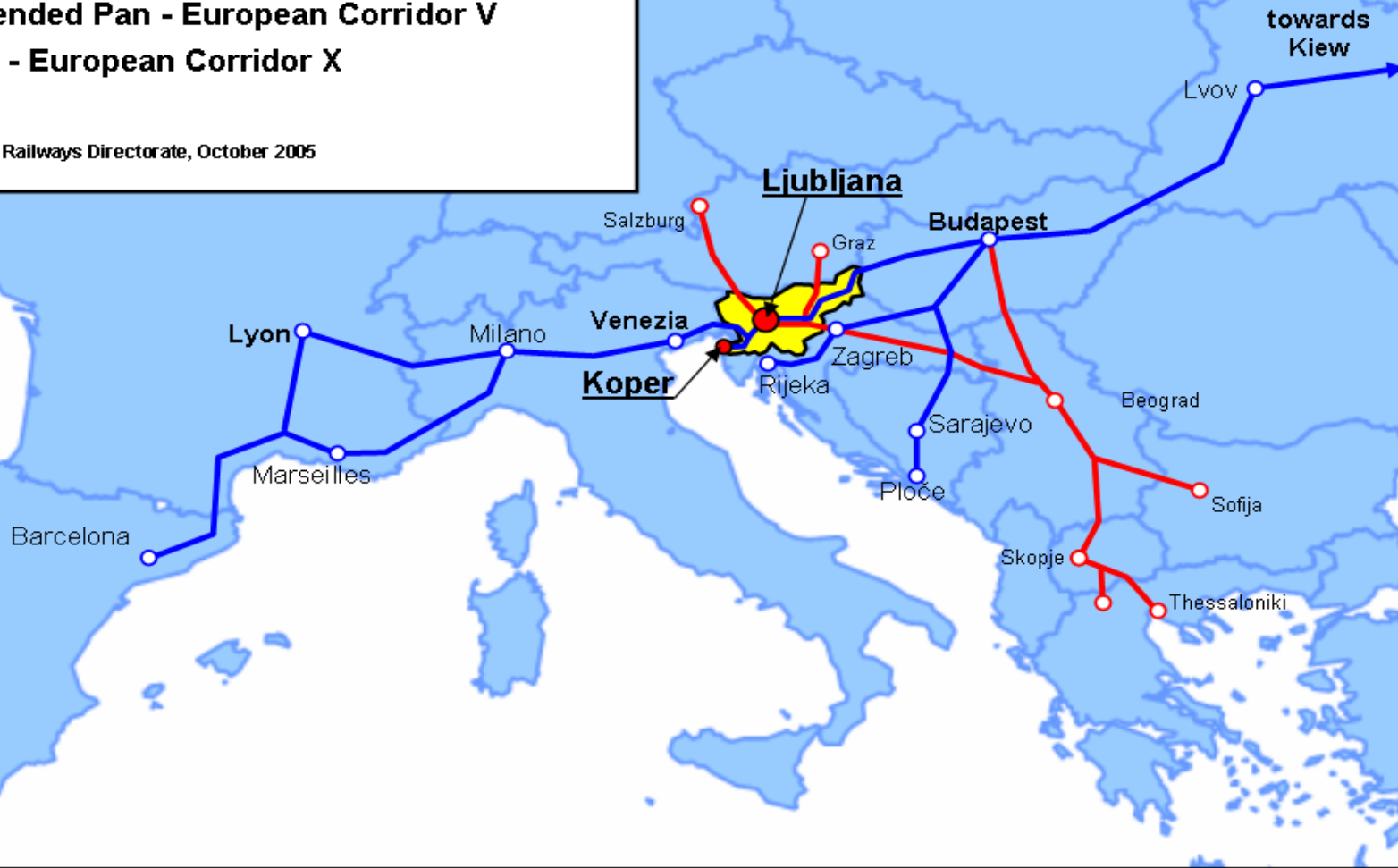


2. Slovenia as logistics platform (2/3)

Pan-European Transport Corridors N° V and X

- Extended Pan - European Corridor V
- Pan - European Corridor X

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2. Slovenia as logistics platform (3/3)

Maritime infrastructure

Key future investments, divided according to individual groups of goods, are:

GROUP OF GOODS	INVESTMENT	ESTIMATED VALUE
Containers	Extension of Pier I	35 mio EUR
	Construction of Pier III	250 mio EUR
Dry bulk trade	Soya warehouses	25 mio EUR
	Alumina silo	10 mio EUR
	Equipment for coal and iron ore transshipment	25 mio EUR
Liquid cargoes	Oil reservoirs	20 mio EUR
General cargoes	Special warehouses for steel products	20 mio EUR
	Various warehouses for consumable goods	10 mio EUR
Cars	Warehouses for 20,000 vehicles	80 mio EUR
Passenger traffic	Construction of the Passenger Terminal	10 mio EUR

Luka Koper plans long-term investments aimed at increasing the capacities of the Port in a total amount of 500 mio EUR.





Ankaran

pomol III

pomol II

pomol I

Srmin

novi vhod

železniški vhod

Koper

Škocjanski zatok

boja



3. Public Railway Infrastructure in Slovenia

- Technical conditions of Slovenian public railway network are satisfactory in terms of technical level and quality for intermodal transport operations. Complete complies with UIC-GB clearance, which allows:
 - › transport of ISO containers, 2.44 m width and 2.90 m height, on railway flat freight wagons for container transport, where the floor of the flat wagon is on the height of 1.18 m above the upper edge of rail;
 - › transport of mobile freight boxes of 2,50 m in width and the 2,60 m in height on regular railway freight flat wagons (the floor of flat wagons is on the height of 1,246 m);
 - › transport of semi-trailers on railway freight wagons with low floor is assured.
- The planned upgradings assure enhancement to UIC-GC clearance.
- There are deficiencies in allowed axle load (track categories). The network is still not fully compliant with D4 category (225 kN/axle) parameters. It is foreseen to solve this deficiency in next 3 to 5 years.



4. Development of Public Railway Infrastructure (1/3)

- Main Slovenian strategic goals in development of Public Railway Infrastructure:
 - › an efficient and modern public railway infrastructure;
 - › shift of freight from roads to rails;
 - › multimodality;
 - › safe and efficient transport.
- Untill 2024, Slovenia should upgrade and modernize its public railway infrastructure according to modern standards and technical specifications for interoperability.
- Up to 9 bill € is planed to be invested into the PRI.

Logan



4. Development of Public Railway Infrastructure (2/3)

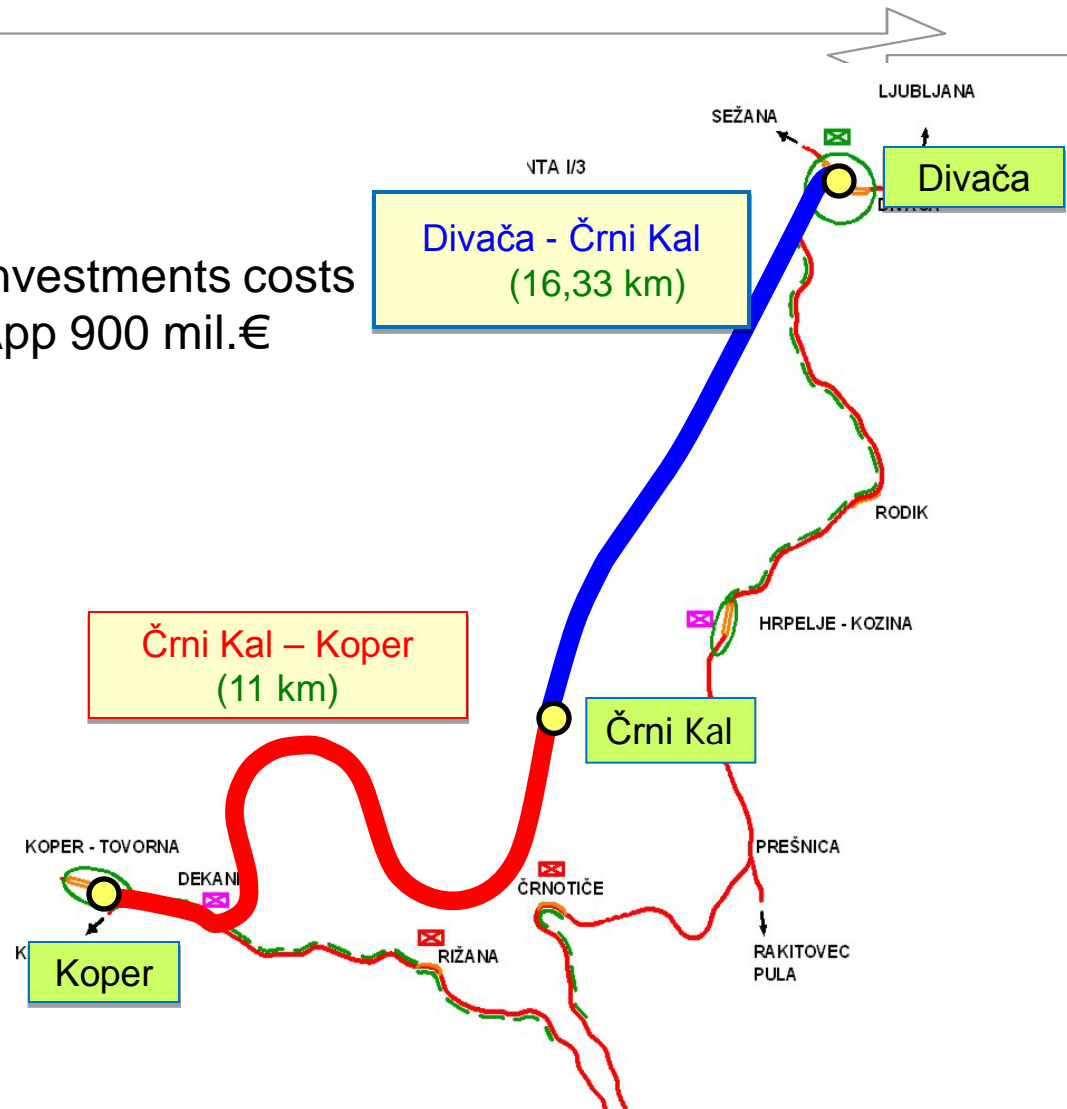


4. Development of Public Railway Infrastructure (3/3)

Main goals for new railway line Divača - Koper :

- Intermodality between rail and maritime transport;
- Support of development of Port of Koper;
- Reliable and faster connection of Port of Koper with EE countries;
- Upgrading of quality of services in freight and passenger transport in Slovenia;
- Competitiveness to the road transport;
- Interoperability;
- Increase of capacity in freight and passenger traffic;
- Reaching max speed of 160 km/h in passenger traffic;

Investments costs
App 900 mil.€



5. Planed measures for CT development

- Assuring of dedicated budget assests for compensation of costs in the CT.
- Income tax free allowances.
- CO₂ taxes may be an additional source for cross-subsidization.
- New measures in opportunity of state CT subsidization for renewal or construction of industrial sidings.



THANK YOU FOR YOUR ATTENTION!

