

Response to questionnaire for:

**Assessment of strategic plans and policy measures
on Investment and Maintenance in Transport
Infrastructure**

Country:

Slovenia

1 INTRODUCTION

1.1 Infrastructure

1.1.1 Road network

Data on 31/12/2010

Year	State roads				Other public roads				Road network	% of Motorways in Road network	Land Area	
	M & H	M & N	R	Total State roads	Rural roads		Combined urban/rural					Total Other roads
	Public			Total columns 2 to 4	Paved	Un-paved	Paved	Un-paved	Total	Total	%	20273 km ²
	Paved											
	(km)	(km)	(km)	(km)	(km)		(km)		(km)	(km)	%	(km/km ²)
1	2	3	4	5	6		7		8	9	10=2:9	11
2010	783	816	5125	6724	11138	2384	10372	8408	32302	39026	201 %	433618

Comments:

C2 C3: Including junctions

Legend:

M & H Motorways and highways

M & N Main and National roads

R Regional roads of that 325 km with gravel (6 %)

1.1.2 Rail network

Statistical data	km
Actual length of lines	
Total length of lines:	12,281
Double-track	3,304
Single-track	8,977
for freight transport	1,061
for passenger transport	22
for combined transport	11,198
Electro traction:	
Length of electrified lines	5,028
Length of tracks	15,584
All bridges, viaducts and culverts (number)	3,348
All bridges, viaducts and culverts (km)	17
Tunnels and galleries (number)	93
Tunnels and galleries (km)	374
Stations (number)	128
for freight transport	11
for passenger transport	8
for combined transport	108

Actual length of lines by electrification and number of rails (m)			
	<i>Electrified</i>	<i>Non-electrified</i>	
<i>Double-track</i>	33,029,990	549	
<i>Single-track</i>	17,245,320	72,526,040	
Actual length of tracks on open railroads and stations (m)			
	<i>Electrified</i>	<i>Non-electrified</i>	<i>Total</i>
	128,159,160	91,051,570	219,210,730
Actual length of lines (m)			
	<i>Single-track</i>	<i>Double-track</i>	<i>Total</i>
	89,771,360	33,035,490	122,806,850

Structures along the lines				
<i>Steel</i>	<i>Stone, concrete and reinforced concrete</i>	<i>Viaducts</i>	<i>Total</i>	
172	3,144	35	3,348	
Sleepers by location of integration (number)				
<i>Line</i>	<i>On the station rails</i>			<i>Total</i>
2,476,798	816,666			3,273,464
Road crossings by level (number)				
<i>At two levels</i>	<i>At the same level</i>			<i>Total</i>
707	986			1,693
Road crossings at two levels (number)				
<i>Pedestrian underpass</i>	<i>Pedestrian overpass</i>	<i>Underpass</i>	<i>Overpass</i>	<i>Total</i>
46	5	495	161	707

Source: Statistical data SŽ

1.1.3 Inland waterways

No occurrence of event

1.1.4 Maritime port

Port of Koper is situated in the area where the Adriatic sea most deeply indents into the industrially developed European continent at an important crossing of sea and continental ways which connect Central Europe with overseas countries. The way from Koper till the centers in Central Europe essentially reduces the transport costs and precious time. This is also the shortest sea route between Central Europe and the countries of the Far East.

The Port of Koper is a **multi-purpose port** equipped and prepared for handling and warehousing all types of goods. The basic port activity is carried out at **specialised terminals** which are technically and organisationally suitable for handling and warehousing of specific cargo groups.

Maritime throughput in tonnes

TOTAL	2010	2011
General cargo	1445631	1383354
Containers	4276137	5309346
Vehicles	559706	665878
Dry bulk cargo	6363557	6769845
Liquid bulk cargo	2727013	2922891
Total	15372043	17051314
loaded	2010	2011
General cargo	1142059	986330
Containers	2082141	2566058
Vehicles	310503	338266
Dry bulk cargo	1003801	1033486
Liquid bulk cargo	79556	42928
Total	4618061	4967068
unloaded	2010	2011
General cargo	303572	397024
Containers	2193996	2743288
Vehicles	249203	327612
Dry bulk cargo	5359756	5736359
Liquid bulk cargo	2647457	2879963
Total	10753984	12084246
Maritime throughput in units of measure		
TOTAL	2010	2011
Containers (TEU)	476731	589314
Vehicles (units)	379250	447689
No of passengers	37264	108729
No of vessels	1965	1958
loaded		
Containers (TEU)	225593	281906
Vehicles (units)	200253	226305
unloaded		
Containers (TEU)	251138	307408
Vehicles (units)	178997	221384

According to the Port of Koper business strategy the Port of Koper is expected to strengthen its port activities and to acquire at least 18 million different cargoes. Global trends indicate

that saturation of land transport routes is growing hence it is also expected that cargoes shall shift from land to marine routes also at short distances

1.1.5 Civil Aviation/ Major Airports

Public airport system in the Republic of Slovenia consists of 15 public airports; three of them are open for international air transport - Ljubljana Jože Pučnik Airport Edvard Rusjan Maribor Airport Portorož Airport Only on Ljubljana Jože Pučnik Airport there is scheduled traffic

136 million Passengers travelled in 2011 through Ljubljana Jože Pučnik Airport; almost 1% less as in 2010 86% of all passengers were carried by scheduled flights The largest passenger traffic with scheduled flights was recorded same as in 2010 to or from Germany (17%) France (12%) the United Kingdom (9%) Turkey (9%) and Serbia (5%) Biggest increase was recorded to or from France (37%) on the other hand biggest decrease was recorded to or Serbia (28%) 61% of passengers on scheduled flights travelled between Ljubljana Jože Pučnik Airport and airports within the EU-27 39% of passengers travelled on the routes between Ljubljana Jože Pučnik Airport and airports outside the EU-27 Different picture is with unscheduled flights that represents about 14% of all passengers The largest passenger traffic with unscheduled flights was recorded to or from Greece (29%) Turkey (20%) Egypt (11%) Tunisia (7%) and Bulgaria (4%) Biggest increase was recorded to or from Cyprus; number of passengers is almost thirty times bigger while non-scheduled passenger traffic to or from Tunisia lost almost a half 51% of passengers on unscheduled flights travelled on routes between the Ljubljana Jože Pučnik Airport and airports within the EU-27 49% on the routes between the Ljubljana Jože Pučnik Airport and airports outside the EU-27 The key reason for the turnaround is unstable political situation in Tunisia Egypt and Libya

In comparison with 2010 goods traffic increased by 11% in the year 2011 and amount to 8255 tonnes

The biggest Slovenian air carrier (Adria Airways) carried more than 116 million passengers in 2011 which is 1% less compared to the previous year At the same time transport of goods increased by 5% More than 1937 tonnes of goods were transported

Compared to May 2011 in May 2012 passenger traffic at the airport went down by 149%

Major airports:

Jože Pučnik

Edvard Rusjan

Portorož Airport

1.2 Performance

Due to excellent strategic geographic position of Port of Koper the Port of Koper can service markets of the Central and Eastern Europe particularly in connection with the fast-developing markets at the other side of Suez Canal (Middle East India Far East)

In addition to the above listed investments into port infrastructure the modernisation of the existing railway infrastructure and construction of the second track of the Divača-Koper railway line are requisite

International Airports

Ljubljana Jože Pučnik Airport is Slovenian largest international airport It is a regional airport with the vision of becoming a leading provider of air connections and services in the region both for passenger and cargo traffic

Other two international airports are Edvard Rusjan Maribor Airport and Portorož Airport both currently with no scheduled air traffic

Ljubljana Jože Pučnik Airport

Ljubljana Jože Pučnik airport - detailed technical data: <http://www.lju-airportsi/eng/about-the-company/traffic-figures/airport-technical-data>

Capacity:

Runway capacity: 20 operations per hour (45000 movements per year – 75 % commercial traffic 25 % general aviation)

Passenger terminal: 500 pax per hour (14 mio pax per year – IATA level C 16 mio - level D level 18 – level E)

Cargo: 22000 tonnes per year

Delays:

In 2011 19 % of flights delayed for 5 or more minutes 377 % of all delayed flights were caused by the airport (2011)

Traffic Figures:

Aircraft movements (2006 - 2010)

	2007	2008	2009	2010	2011
Aircraft movements	46517	47926	45492	42569	39267
Public traffic	33751	35492	32170	28836	27759
-domestic carriers	23060	25167	24013	21825	20653
-foreign carriers	10691	10325	8157	7011	7106
General aviation**	11358	10958	12341	12463	10056
-domestic carriers	9572	8780	10654	10757	8485
-foreign carriers	1786	2178	1687	1706	1571
Other***	1408	1476	981	1270	1452

Passengers (2006 - 2011)

	2007	2008	2009	2010	2011
Passengers	1524028	1673050	1433855	1388651	1369485
Public traffic	1515839	1662913	1426562	1382672	1359163
-domestic carriers	1082291	1246638	1086236	1074697	997827
-foreign carriers	433548	416275	340326	307975	361336
General aviation**	7749	9565	6152	5572	5357
-domestic carriers	4337	4794	3189	2704	2637
-foreign carriers	3412	4771	2963	2868	2720
Other***	440	572	1141	407	4965

Cargo (2006 - 2011)

	2007	2008	2009	2010	2011
Cargo (in tons)	21717	17188	14133	17310	19659
Aircraft	13175	9094	6450	6577	7416
Truck	7696	7211	7054	8354	9231
Mail	815	859	814	7054	842
Other***	31	24	24	1657	2170

* movement: landing or take-off

** general aviation: Aircrafts up to 41 tons MTOW (maximum take-off weight) which transport less than 19 passengers or cargo aircrafts under 10 tons MTOW which do not fly on regular lines

*** other (operations and passengers): aircrafts on training positional or technical flights

*** other (cargo): receipts for customs cargo

1.3 MAJOR PROJECTS AND FUNDING

The port infrastructure enlargement in the Port of Koper represents for sure one of the most important infrastructure projects in Slovenia. We plan to **expand the existing Pier I and Pier II** and **construct a new Pier III**. In the immediate hinterland of the port area Luka Koper aims to establish a **distribution center**. The main objective is to increase the volumes of the goods using the port to offer new port and logistic services and to raise the level of service quality.

Consequently, also several other internal projects will be needed, mainly in terms of: dredging of Basins, new berthing places, railway system, up-grade internal road infrastructures and port new entry.

According to the Decree on the administration of the freight port of Koper port operations and on granting concession for the administration management development and regular maintenance of its infrastructure and Concession agreement for port operations management of port infrastructure in the freight Port of Koper (Concession agreement) investments into port infrastructure are carried out by the concessionaire – Luka Koper acting in its own name and on its own behalf

At the moment we are studying the possibility to use cohesion or other EU funds for developing public port infrastructure
There is no policy or funding changes due to the crisis

In the field of railway infrastructure preparation of documentation for the following projects in underway:

A-reconstruction electrification and upgrade of the railway track Pragersko-Hodoš
B-new railway track Divača-Koper (Phase 1)
C-implementation of GSM-R system on the railway network in Slovenia

A-Electrification and reconstruction of the railway track Pragersko-Hodoš including modernization of level crossing and upgrading of the track Pragersko-Murska Sobota – investment value of the project is 421255838€ of which 2004 million is expected from the EU funds After the modernization it is expected that the track will be category D4 be used for speed up to 160km/h The track will be fully electrified in the length of 109km and all the level crossing will be in order with the legislation In the year 2009 the first phase of the modernization of the track Pragersko-Ormož was implemented by concluding the modernization of the railway track and modernization of signalling and telecommunications devices along the track

In the year 2009 and 2010 the upgrading of the track was performed on the section Ptuj-Mekotnjak in the length of 237 km (value of 45 million €) Acquiring of operating licence is progress The upgrade of the track Pragersko-Ptuj and Mekotnjak-Murska Sobota is underway It is estimated that the works will be finished in the year 2014 (investment value 539 million €) Work on reconstruction and electrification will start at the end of 2012 and are expected to end by the end of 2015 For this part of the project there is a standing application for EU funds

B-New railway track Divača-Koper will be classified as the main single-track electrified line and defined as a conventional line for speeds up to 160 km/h It will be designed for mixed traffic in both directions The track will be classified in the D4 category and electrified with a 3 kV DC system; the clearance gauge of the line will be GC with ERTMS/ETCS Level 2 system The interoperability of the line will be ensured
Beside this new project/track there is also a plan for the modernization and upgrade of the existing track Divača-Koper

C-Implementation of GSM-R system will include construction of the core network: construction of communication connections and transmission system; construction of dispatcher system; construction of the control centre for the system Technical project investment and environmental documentation are already prepared There is also a standing application for the EU cohesion funds.

For the investments in the railway infrastructure there is a 152% of cohesion funds available. Other funds are secured by state.

There are not any specific policies or guidelines in regard to PPP in the railway sector

There have been made some changes regarding the funding due to the crisis The main change has been done in the project of the new railway line Divača-Koper which was moved to the new EU financial perspective (2014-2020)

The motorway network in the scope of NPJA programme is mainly finished The section that is still under construction is highway Koper-Izola (52 km section) that is expected to be finished in the year 2013

Project documentation is being prepared for the motorway section Draženci-Gruškovje and highway section Jagodje-Lucija

Means for the construction of motorways and highways are secured from toll income Financing of investments in the motorway and highway network in Slovenian is done by concessionary contract between DARS and the Republic of Slovenia Slovenian legislation allows for Public Private Partnership but it has not yet been done in Slovenia Due to current crisis there is less investment since loans are hard to acquire and financing is thus assured by toll means

Modernisation of the Maribor Airport Infrastructure

For the 2007–2013 programme periods ERDF co-financing for the following phases is foreseen:

- construction and reconstruction of the passenger terminal including its equipment
- preparation of documentation for the design of the airport
- purchase of equipment for aircraft reception and dispatch
- Reconstruction of airport facilities

Within the "Modernisation of the Maribor Airport Infrastructure" project the design of the Maribor Edvard Rusjan Airport – the so-called "Master plan" – was drawn up in 2011 which determines the nature of the airport's development until 2040 On the basis of the Master plan relevant technical background material will also be obtained for the preparation of spatial plans in accordance with spatial planning regulations (ie the supporting documentation for the national spatial plan of the airport) Tendering process for the construction and the reconstruction of the passenger terminal has been completed and the contractor will proceed with the construction works in August 2012

The reconstruction of airport facilities includes the reconstruction of facilities for airport services and the hangar. Reconstruction will mean the following: the rehabilitation of roofs replacement of mechanical and electrical installations sewerage and builders' carpentry and joinery. The reconstruction of airport facilities is planned to be carried out in 2012 and 2013

The total investment costs of the project amount to EUR 1527859600 of which:

- EUR 1111786516 is to be obtained from EU funds; and
- EUR 416073084 is to be obtained from the budget of the Republic of Slovenia

Ljubljana international airport development - new passenger terminal building

The capacity of the new terminal will be of 38000 square metres of passenger facilities 850 departing and 850 arriving passengers per hour An IATA level C standard of services is envisaged to ensure the necessary quality for passenger arrivals and departures The

planning took into account both international and domestic regulations and standards for such facilities and equipment In the new terminal 24 check-in counters will be set up and 8 automatic ones

The total investment costs of the project amount to EUR 8963603728 of which:

- EUR 1596856513 is to be obtained from EU funds;
- EUR 93266785 is to be obtained from the budget of the Republic of Slovenia and
- EUR 7366747200 is to be financed by Aerodrome Ljubljana dd
-

The main financing sources for infrastructure projects are:

- budget of the Republic of Slovenia
- EU funds
- Private sector

1.4 STRATEGIC PLANS

All projects in the field of railways are important on the state level Modernization and upgrade of railway infrastructure is a priority in the field of transport infrastructure

However due to different difficulties and setbacks there have been some changes in the implementation of projects Some of the projects that have not been adequately prepared have been postponed and backup projects have been put forward (projects on the reserve list are: upgrade of the railway track Slovenska Bistrica-Pragersko; traffic remote control system on the X corridor; implementation of ETCS system)

There have been made some decisions that some of the projects will be implemented in more phases (eg Pragersko-Hodoš)

Civil Aviation

According to the Resolution on National Civil Aviation Development Programme of the Republic of Slovenia until 2020 (published in 2010) in development and action the Government and civil aviation operators shall follow the three clear foundations of the present and future civil aviation:

- Safety and risk reduction in civil aviation
- Sustainable development
- Competitiveness

The development of civil aviation in the Republic of Slovenia must be based on environmental considerations and ensure proper balance between positive and negative implications of civil aviation on broader social environment We will be able to attain this goal solely by respecting the following three parameters:

- good impact on broader social environment – mobility of citizens jobs as direct and indirect consequence of civil aviation activities;
- economic effect – growth of commercial aviation activity;
- Environmental impact – taking into consideration the impact of noise and emissions on local environment and the integrated greenhouse effect

In addition the Government will initiate procedures for the preparation of national spatial planning documents that are inevitable for the construction of appropriate infrastructure in the areas of existing airports. This will provide the commercial aviation activity with a framework of further development needed for the implementation of development initiatives and additional investments.

The Government will endeavour to adopt national spatial planning documents for the three central public airports for international air transport. In the drawing up of these spatial planning documents the general platform shall be as follows:

- It is necessary to allow for further development airport infrastructure which will enhance the current spare capacity of aviation activities in public airports;
- It is necessary to ensure further development of traffic infrastructure that will connect the airports and the relevant traffic points with all forms of transportation which will make the exploitation of intermodality effects possible;
- Proportional treatment of all infrastructure operators in public airports shall be respected which will make possible the development and investment in the activities and infrastructure by air carriers, maintenance organisations, aircraft manufacturers, continuing airworthiness management organisations, providers of training activities and others;
- It is necessary to provide for the development of infrastructure required for integrated cargo handling and transport which will enable Slovenian central airports to carry out the activities of logistic centres.

1.4.1 Long Term

The long term investment plans in the Port of Koper:

- Expansion of Pier II;
- Construction of Pier III

Long term project in the field of railway infrastructure:

- new railway track Divača-Koper
- new railway connection Trieste-Divača

In the field of motorways and highways the two remaining long term projects are section Jagodje-Lucija and Draženci-Gruškovje.

Civil Aviation

Ljubljana Jože Pučnik Airport and Maribor Edvard Rusjan Airport have produced airport master plans which define the airport development for the period of next 30 years.

Ljubljana Jože Pučnik Airport - Aeropolis

Over the next ten years Aeropolis Ljubljana, a city in its own right, will be built on 80 ha next to Slovenia's national airport. Located at the strategically important intersection of the fifth and the tenth European transport corridor, this is one of the most ambitious development projects of national importance.

Aeropolis Ljubljana is the key development project of Aerodrome Ljubljana dd and the company which manages and develops the Ljubljana Jože Pučnik Airport. Its proposal is to develop the airport's commercial infrastructure and meet the needs for hotel

accommodation office space commercial premises and logistic services not currently available at the airport

1.4.2 Mid Term

The mid-term investment plans in the Port of Koper:

- Expansion of Pier I;
- Dragging in port Basins;
- New port entry;
- New berthing places in Basin 2;
- New Ro-Ro berthing places in Basin 3;
- Reorganization of internal road infrastructure;
- Up-grading of internal rail infrastructure;
- Optimization of terminal areas allocation;
- Reclamation of areas for Distribution center (immediate port hinterland)

Midterm project in the field of railway infrastructure:

- modernization of the existing single track line Divača-Koper
- reconstruction electrification and upgrade of the railway track Pragersko-Hodoš (Phase 1 and Phase 2)
- implementation of the GSM-R system on the railway network
- upgrade of the railway-track Dolga Gora-Poljčane

In the year 2013 the construction of the highway Koper-Izola is expected

Ljubljana Jože Pučnik Airport - Company Development Strategy until 2015

Until 2015 Ljubljana Jože Pučnik Airport is set to become a regional centre for cargo and passenger traffic. The strategy of the Aerodrome Ljubljana Company which manages the airport is therefore focused on increasing cargo and passenger traffic and developing activities relating to aviation and logistics. By 2015 we will achieve the following:

- increasing the annual number of passengers to 22 million
- increasing the annual volume of transported cargo and
- increasing the number of aircraft movements to 57 thousand

New passenger terminal

The current terminal will be renovated and linked to the new terminal by a connecting walkway that will include eight boarding bridges. The capacity of the new terminal will be 850 departing passengers per hour and 850 arriving passengers per hour. An IATA level C standard of services is envisaged to ensure the necessary quality for passenger arrivals and departures. The planning took into account both international and domestic regulations and standards for such facilities and equipment.

In the new terminal 40 check-in counters will be set up including some automatic ones. Luggage will be thoroughly inspected and the installation of three luggage carousels is planned for luggage pick-up. There will be room in the terminal for airlines travel agencies, restaurants and shops, and there are also plans for business lounges and additional services for passengers.

The expansion of the airport is planned on both the north and south sides and the north

side has precedence for expansion The expansion of the airport on the north side encompasses:

- 1 Newly planned and expanded passenger terminal facilities;
- 2 Rerouting of main road on the section adjacent to the airport further to the north ensuring the necessary space for the development of airport activities and related commercial activities as well as improving access to the airport;
- 3 Arrangement of a new road system and car parks in the airport area;
- 4 Construction of power and municipal infrastructure in line with development needs On the south side of the airport there is room for:

1.5 ASSESSMENT METHODOLOGY

All investment projects for the highways financed or co-financed from or through the central budget have to be prepared and assessed according to an unified methodology set by the government on a proposal by the ministers for finance and for development The methodology entails:

- Common assumptions for project appraisal and evaluation;
- The contents of all investment documentation;
- The procedures for preparing and evaluating investment documentation and for taking decisions on investing;
- The performance criteria relevant for decision making

The common assumptions stipulate that all project proposals must have clearly identified goals and performance criteria In analyzing the project at least a "with and without project scenario" should be considered Different variants of project implementation should be presented and a cost-benefit analysis and a sensitivity analysis for each of the variants The analyses must be based on life-cycle costs of the project including the costs of the original investment ongoing maintenance costs and upgrades All benefits that can be quantified must be included in the analyses while non-quantifiable benefits should be explained A common discount rate of 7% is set as of 2006 (the previous common discount rate was 8% while no common discount rate was set in the nineties) which is in the range of common discount rates for countries at similar level of development All other macroeconomic assumptions must be in line with the unified forecasts prepared by the Institute for Macroeconomic Analyses and Development

At the start of the project cycle project identification and a pre-investment concept are drawn up The ministry of transport does not dispose with in-house capacity to produce the necessary investment documentation and out-sources these tasks to various specialized private providers Project identification and pre-investment concepts are assessed by a Committee nominated by the minister for transport Members of the committee must be qualified for project appraisal Positive appraisals must be endorsed by the minister for transport and form the basis for physical planning

The available evidence would suggest that the common methodology is more or less consistently applied in the process of project preparation and appraisal Project appraisals and the implementing documentation tend to contain the required analyses and are sometimes reviewed by external experts In accordance with the so-called Agent Agreement

concluded with the government DARS dd manages the preparation and construction of individual motorway sections