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Item 6 of the provisional agenda

**REPLIES TO THE QUESTIONNAIRE ON TRANSPORT DEVELOPMENTS**

Addendum

Submitted by the Government of Slovenia\*

I. GENERAL TRANSPORT POLICY ASPECTS

- A. Developments with regard to your Government's policy objectives for inland transport as a whole and for special sectors (road, rail, inland waterway, urban transport, etc.) as well as external objectives (land use planning, regional development, etc.) to the extent they are related to transport

General objectives of the Transport Policy of the Republic of Slovenia

1. The Lisbon strategy has defined as a central objective of the European Union development until 2010 the increased competitiveness of economy and the development of science and technology, which is reflected also in strategic documents of economic development evaluating the objectives from the aspect of welfare of the population of Slovenia.
2. The priority list of the general objectives of transport policy at the national level is as follows:

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\* The UNECE Transport Division has submitted the present document after the official document deadline due to resource constraints.

- (a) internalization of external costs incurred by transport;
- (b) reaching the social optimum in the part referring to the transport sector;
- (c) increased transport safety and protection;
- (d) efficient energy consumption and clean environment;
- (e) increased volume and quality of public passenger road and rail transport;
- (f) transfer of transit goods to railway;
- (g) harmonized operation of the entire transport system;
- (h) establishment of intelligent transportation systems architecture with the implementation of regional, national and European specificities, policies and interests;
- (i) raising awareness and providing information to population on sustainable mobility;
- (j) providing necessary transport infrastructure for land as well as maritime and air transport following the principles of sustainable and harmonized regional development;
- (k) providing reliable, safe, price competitive and environment friendly transport in freight and passenger transport;
- (l) optimum exploitation of available sources;
- (m) established operation of market economy effects;
- (n) deregulation of individual transport subsystems and sale of state ownership interest in accordance with the legislation in force where public interest is not at risk and private providers may, following the market economy principle, provide a more competitive and quality service whereas the safety level may not be lowered;
- (o) precise targeting of fiscal measures to provide the services which may not be provided as such by principles of market economy.

(Source: Resolution on the Transport Policy of the Republic of Slovenia (RePPRS)  
Intermodality: time for synergy, June 2006, pages 12, 13)

#### Objectives for passenger transport sector

3. With regard to the objectives of individual systems, the priority of transport policy is to ensure mobility of service users within a comprehensive system of public passenger transport whose attractive prices and service quality shall promote the shifting of passengers from personal to public passenger transport.

4. In order to change travel habits in urban areas, the measures of promotion of walking, use of bicycles and public passenger transport shall be implemented as well as the raised ecological

awareness of population. One of the most important objectives of transport policy is to connect bicycle routes with public passenger transport stops and parking spaces for motor vehicles.

(Source: Resolution on the Transport Policy of the Republic of Slovenia (RePPRS) Intermodality: time for synergy, June 2006, page 13.)

#### Objective for freight transport sector

5. The objective in the field of rail freight transport services is to acquire a majority share of freight transport in international and transit road transport, including port transit, both in the field of classic and multimodal transport and transport of dangerous goods.

6. The objective in the field of rail infrastructure is modernization of public rail infrastructure, which will contribute to redirecting freight from roads to rail. Regarding passenger transport sector this will bring increased number of users of public rail passenger transport.

B. Organizational developments with regard to measures for achieving transport policy objectives, e.g. the structure, functioning and competence of the public administration responsible for transport policies and the relationships of this administration with other administrations (national, regional, local) and with transport enterprises

7. The role of the transport policy institutions in Republic of Slovenia is to provide equal conditions of entry in the transport market in Slovenia and to provide equal management conditions to all transport market participants. Transport policy institutions are divided in transport policy makers and transport policy implementing authorities. The transport policy makers are:

- (a) the National Assembly;
- (b) the government with competent ministries;
- (c) local communities;
- (d) companies and associations, science and research institutions.

8. The Ministry of Transport of Republic of Slovenia performs tasks in the field of railway transport, air transport, maritime and inland waterway transport and road transport (with the exception of road transport safety control), as well as tasks in the field of transport infrastructure and cableway installations.

9. The mission of the Ministry of Transport is to provide conditions for high-speed, reliable and economically efficient transport of passengers and goods from the source to the destination of traffic flows while maintaining the utmost degree of safety.

10. In order to realize its mission, the Ministry of Transport has to provide coordinated, reliable and cost-effective functioning of the overall transport system.

11. The Ministry is structured into offices that perform duties falling within the competencies of the Ministry:

- (a) Transport Directorate;
- (b) International Relations Directorate;
- (c) Roads Directorate;
- (d) Railways and cableway Directorate;
- (e) Civil Aviation Directorate;
- (f) Maritime Directorate.

12. Bodies under the responsibility of the Ministry perform operational tasks, whereas Inspectorates carry out control tasks. Bodies within the Ministry:

- (a) Slovenian Maritime Administration;
- (b) Directorate of the Republic of Slovenia for Roads;
- (c) Transport Inspectorate of the Republic of Slovenia.

(Source: RESOLUTION on the Transport Policy of the Republic of Slovenia (RePPRS) Intermodality: time for synergy, June 2006, page 20; The Ministry of Transport, <http://www.mzp.gov.si/en/>, 13.6.2007.)

#### Transport policy general measures

13. The key measure of transport policy shall be the introduction of the system of paying for the use of transport infrastructure on the principle of border social costs (i.e. costs incurred by users to themselves, other infrastructure users and society in general).

14. The general transport policy measures are:

- (a) elaboration of a comprehensive transport model with corresponding calculation of sources and intermodality of connections and sources;
- (b) elaboration of national development plan on optimum harmonisation of transport system subject to international obligations of Slovenia;
- (c) development of transport infrastructure as a prerequisite for uniform and synchronic system operation;
- (d) involvement of private capital in the development of transport infrastructure and transport services wherever private initiative may contribute to the achievement of desired results and thus to the unburdening of public finance;
- (e) development of new transport techniques and technologies less burdensome for the environment;
- (f) education and training, information and marketing with the aim to raise awareness of the importance of transport system, its operation and optimum use of transport infrastructure;
- (g) fiscal measures by which the state shall encourage comprehensive logistic solutions and a uniform system of public passenger transport;

(h) provisions and other instruments regulating especially the conditions of development of quality market structure and supporting comprehensive logistic services and a uniform operation of public passenger transport;

(i) promotion of use of more economic and ecologically more acceptable vehicles.

(Source: Resolution on the Transport Policy of the Republic of Slovenia (RePPRS)  
Intermodality: time for synergy, June 2006, page 15.)

C. Policies adopted or action taken by public authorities to enhance safety (users, personnel and third persons) and reduce adverse environmental impact of various modes of inland transport

#### Road transport policies

15. The National Assembly of the Republic of Slovenia adopted on 18 December 2006 the Resolution on the road safety national programme 2007-2011 (Together for a higher security). The goal is that Slovenia's number of deaths is cut by half by the 2011. The Ministry of Transport was entrusted, by the above mentioned Resolution, a role of a coordinator of common road safety process. For the implementation of the Resolution on the road safety national programme the Government of the Republic of Slovenia adopted a marginal work plan of all sectors for 2007 in which concrete measures and priority activities with a view of decreasing the worst consequences of road accidents are included.

16. In 2007 the Government of the Republic of Slovenia adopted a Marginal plan for the insurance of the road safety in 2007. When performing this plan a lot of ministers are involved whose competences are directly linked to road accidents, their causes and consequences. In such a manner, Slovenia, in accordance with practice and recommendations of Europe's safest states, shares obligations and co-responsibility for safety situation together with local communities, enterprises, civil society and last but not least direct participants in the road transport.

#### Activities

17. With the Marginal plan for the insurance of the road safety in 2007 the following preventive activities are defined:

(a) Motorcyclist's Safety (coordinator: Ministry for internal affairs – the Police, term: 12 April–12 May 2007);

(b) Global security week (coordinator: Council for prevention and education; term: 23 April – 27 April 2007);

(c) Speed – slower is safer (coordinator: Ministry for internal affairs – the Police, term: 14 April – 28 April and 18 June – 9 July 2007);

(d) The use of seat belts (coordinator: Ministry of transport; term: 14 May–4 June 2007);

(e) Pedestrian safety (coordinator: Council for prevention and education; term: 1 October–22 October 2007);

(f) Drunk driving (coordinator: Ministry for health; term: 7 November–12 November and 1 December–22 December 2007).

#### Railway transport policies

18. The Government of the Republic of Slovenia adopted on 31 May 2007 the text of the proposal on Railway transport Security. The text was sent to the National Assembly for the adoption on urgent procedure.

D. Action taken and provisions made by public authorities to promote a rational use of available transport capacity (e.g. to give a better distribution of traffic between collective and individual transport) including measures carried out to encourage the use of urban public transport and to reduce the use of individual motor vehicles in urban areas

19. In the Resolution on the Transport Policy of the Slovenia it is stated that Slovenia shall provide a satisfactory population mobility level, which must be based on the use of the transport system most appropriate in a given situation, through the following measures:

(a) efficient and attractive public passenger transport system which shall reduce the need for use of cars;

(b) intermodality of public passenger transport ensuring the connection of different systems through accessible intermodal passenger transport terminals;

(c) appropriate pricing and fiscal policy which may ensure relatively equal mobility conditions from the economic aspect;

(d) provision of satisfactory level of transport safety and environmental protection as well as prevention of terrorist activities;

(e) determination of quality from the aspect of usefulness of service for users and implementation of quality control;

(f) integration of services on all possible levels (physically, logistically, financially, etc.);

(g) availability of appropriate routes for means of transport in public passenger transport;

(h) appropriate quantity and quality standards in the field of public passenger transport;

(i) improved cost effectiveness achieved especially through the introduction of procedure of competitive tender for the provision of services;

- (j) improved access and reliability of public transport network – both by appropriate planning of routes and range of services and by means of active information system;
- (k) increased use of intelligent transport systems (ITS);
- (l) a uniform ticket for the entire public passenger transport system,
- (m) introduction of parking lots, areas for entry and exit of passengers, bicycle rentals, taxi services and services of passenger information on the hubs of public passenger transport system, which shall integrate passenger cars in the public transport system;
- (n) provision of mobility to socially threatened population by appropriate pricing policy of transport;
- (o) access to public passenger transport for physically and sensorially impaired persons, which shall reduce the need for use of passenger cars and contribute to the increased mobility and equal opportunities for this group of population;
- (p) integration of service providers in planning daily activities (creation of common databases and communication systems);
- (q) production of common information documents for staff and users of public passenger transport;
- (r) supply of reliable and continuous information for passenger transport service users;
- (s) integrated pedagogical and adult education and training in transport;
- (t) integration of special regular services of passengers in a uniform system of public passenger transport;
- (u) Encouragement and development of offer of cross border public passenger transport through development and cohesion funds.

(Source: Resolution on the Transport Policy of the Republic of Slovenia (RePPRS) Intermodality: time for synergy, June 2006, pages 17, 18.)

20. In the Resolution on National Development Projects 2007–2023 which was adopted on 12 October 2006, the project 'Sustainable mobility' is presented with which Slovenia would like to connect the system of uniform ticket and the passenger's information. And in the public transport, Slovenia wants to introduce intermodal contact and ensure the architecture of intelligent transport systems.

21. The project of integrated system of the electronic uniform ticket and the system of passengers' information in public passenger transport in Slovenia is an important part of the insurance of the sustainable mobility. The project focuses on the improvement of the system's offer of the public passenger transport (abbreviation PPT). This will be achieved with the

inclusion of the PPT system's offer – introduction of uniform price, uniform ticket, uniform information system and uniform system's PPT organization. The goals of uniform ticket are:

- (a) smaller use of personal vehicle (especially on daily basis);
- (b) better offer of the public passenger transport;
- (c) the insurance of the passenger's possibility of free choice concerning the transport means;
- (d) connection of road and railway transport;
- (e) acceptability namely suitability of the price.

22. The emission's movement and the every day traffic situation replaces public passenger transport which is the only possible solution for the improvement of life's quality in cities and the insurance of greater worker's mobility in accordance with strategic development directions and the competitive capability's enlargement. (Source: Permanent mobility, [http://www.slovenijajutri.gov.si/index.php?id=178&no\\_cache=1&tx\\_uvireforme\\_pi1\[reforma\]=45](http://www.slovenijajutri.gov.si/index.php?id=178&no_cache=1&tx_uvireforme_pi1[reforma]=45), 18.6.2007.)

#### E. Measures to promote a rational use of energy in transport

23. In order to change travel habits especially in urban areas, the measures of promotion of walking, use of bicycles and public passenger transport shall be implemented as well as the raised ecological awareness of population. The implementation of low-cost measures of management and regulation of mobility must be supported. One of the most important objectives of transport policy is to connect bicycle routes with public passenger transport stops and parking spaces for motor vehicles. (Source: Resolution on the Transport Policy of the Republic of Slovenia (RePPRS) Intermodality: time for synergy, June 2006, page 13). Please also refer to answer for question IV regarding a uniform ticket for the entire public passenger transport system as a promotion of rational use of energy in transport.

## II. ECONOMIC, TECHNOLOGICAL AND OPERATIONAL ASPECTS

- A. Major, technological developments, with regard to existing infrastructures, transport equipment, traffic control, etc., including in particular traffic control measures in urban areas

### Railway transport

24. From 2008-2023 Slovenia will upgrade its signal safety and telecommunication systems on Slovenian public rail infrastructure by introducing ERTMS/ETCS and GSM-R<sup>1</sup> (investment value 160 million €). Republic of Slovenia has also signed a Letter of intent for construction of

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<sup>1</sup> ERTMS = ETCS + GSMR.

ETCS is the new control-command system. GSM-R is the new radio system for voice and data communication. Together, they form ERTMS, the new signalling and management system for Europe, enabling interoperability throughout the European Rail Network.

ERTMS (European Rail Traffic Management System) on corridor D (Valencia – Lyon – Turin – Ljubljana – Budapest).

#### Road transport

25. The final vision and goal of the toll system in the Republic of Slovenia is by all means the introduction of the electronic toll system in the free traffic flow therefore completely closed system in which the toll is paid without stopping and where the user is paying according to the actual driven way, the introduction of the interoperable electronic toll system is also demanded by the regulations of the European Union. The activities for the insurance of such toll system in Slovenia have been intensely going on from 2004 when they were adopted by the Resolution on national programme for motorways construction and approved also on the highest political level.

26. For gradual realization of this goal, the Government of Slovenia has on its 80th regular session on 29 June 2006 adopted the Action plan of the introduction of electronic toll system in free traffic flow with conditions for interoperability in the European Union. The action plan which the Ministry of Transport has prepared in collaboration with DARS (Motorway company) represents an important basis for further systematic development of toll system in Slovenia. It is important especially as a basis for all activities in this area:

(a) It clearly and in details specifies the guidelines and activities for further development, from necessary adoption of suitable legal basis in the form of Law on toll which in Slovenia is urgently needed, to the closing of the toll system:

(i) with electronic toll system in free traffic flow for all vehicles with DSRC microwave technology in the first phase until the end of 2008;

(ii) with satellite GNSS/CN technology for commercial vehicles on the entire state transport network in the second phase after 2011, after the pilot testing which began in January this year and in accordance with the development of the satellite technology in the future;

(iii) It clearly defines the actors of each activity especially through the distributed responsibilities between the Ministry of transport and DARS and the time frame for the realization of each activity.

27. The whole estimated value of the investment in the introduction of new toll system between 2007 and 2012 will, by actual calculations cost around €150 million.

B. Measures to improve the profitability and productivity of transport operations

28. Measures are:

- (a) Introduction of new harmonised services of “door to door” transport and price competitive transports.
- (b) Introduction of logistic centres.
- (c) Introduction of a uniform ticket for the entire public passenger transport system.

(Source: Resolution on the Transport Policy of the Republic of Slovenia (RePPRS) Intermodality: time for synergy, June 2006, page 14.)

C. Urban and suburban transport plans and the problems arising in relation to the interaction between them

29. In this area it is all about the cooperation of the states and local authorities. In most communities there are conversations between local authority and the state on how to synchronize the development of public transport infrastructure with local needs in the field of the transport system.

D. Identification and localization of permanent traffic impediments (bottlenecks, saturation of certain roads, operational difficulties)

30. Bottlenecks on public rail infrastructure are:

- (a) One line connections on the main lines:
  - (i) Divača – Koper
  - (ii) Ljubljana – Jesenice
  - (iii) Maribor – Šentilj
  - (iv) Pragersko - Ormož – Hodoš
- (b) Too low weight permission of lines (axis and length) on some parts of main lines;
- (c) Non-electrified lines between Pragersko - Ormož – Hodoš.

31. On roads the main traffic impediments are:

- (a) incoming bypasses in larger cities especially in Ljubljana at rush hours;
- (b) missing infrastructure on motorway cross (note: under construction);
- (c) increased transit through Slovenia due to traffic from Bulgaria and Romania within the V and X Pan-European corridors.<sup>2</sup>

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<sup>2</sup> Pan-European transport corridor X: Ljubljana-Zagreb-Beograd-Skopje-Thessaloniki;  
Pan-European transport koridor V: Trst-Koper-Postojna-Ljubljana-Budapest.

### III. INFRASTRUCTURE ASPECTS

A. Developments with regard to the planning or realization of major transport infrastructure projects (road, rail, inland waterway, pipeline, domestic or international) as well as improvements to existing infrastructure

44. A transport facility investment programme for the 2004–2007 was published during the first year of the administration of the Prime Minister Matti Vanhanen's first cabinet. The programme consisted of 20 road, rail and waterways investment projects (total building costs about €1,500 million), of which 18 is under construction in 2007). The programme of Prime Minister Matti Vanhanen's second cabinet was published in April. At the beginning of the electoral period, the Government will present a report to Parliament to outline its long-term transport policies. The report will include a transport facility investment programme for the 2007–2011 electoral period and a long-term transport and infrastructure development and investment programme based on a comprehensive approach to the transport system

B. Methodological developments with regard to criteria for establishing priorities and programmes or infrastructure investment projects

45. The priority for the National development programme of PRI execution was determined on the basis of the accomplishments of demands of interoperability of the European railway network and actual state of PRI. In accordance with this, for bigger investment sets it is necessary to preliminary work out a feasibility study.

C. Developments with regard to arrangements for financing infrastructure projects (e.g. road, rail, inland waterway, pipeline, urban transport infrastructure), particular modalities possibly envisaged (e.g. by introducing global or specific financing resources, allocation of infrastructure costs)

46. The project financing is conducted also on the basis of means from the state budget and also of a public private partnership. On the basis of the Law on public private partnership, for each infrastructure project worth more than €5.278.000 it has to be checked if it could be financed on the basis of the public private partnership.

47. As a member of the European Union, Slovenia became in 2004 a beneficiary state for co-financing infrastructure projects through structural funds and the Cohesion Fund.

- (a) Projects co-financed from Cohesion Fund are: highways, rail;
- (b) Projects co-financed from structural funds are: state roads, cycling paths, a uniform ticket for the entire public passenger transport system;
- (c) Projects co-financed from TEN: feasibility studies, preparation of technical documentation, idea plans.

Figures reflecting the planned or anticipated qualitative developments with regard to some key elements in the inland transport sector, e.g.:

(a) Total employment:

Activities	Persons in employment	Persons in paid employment			Self-employed persons			
		Total	by legal persons	by natural persons	Total	individual private entrepreneurs	own account workers	Farmers
<b>TOTAL</b>	<b>813,100</b>	<b>731,597</b>	<b>666,175</b>	<b>65,422</b>	<b>81,503</b>	<b>43,501</b>	<b>6,645</b>	<b>31,357</b>
Transport, storage and communication	50,261	44,471	37,862	6,609	5,790	5739	51	-
Land transport; pipelines transport	24,835	19,567	13,175	6,392	5,268	5265	3	-
Water transport	215	193	181	12	21	21	-	-
Air transport	611	610	610	-	1	1	-	-
Supporting transport; travel agencies	12,993	12,811	12,653	158	182	180	2	-
Post and telecommunications	11,607	11,290	11,242	47	318	271	47	-

(b) Total investment in the transport sector:

The value of national development projects between 2007 and 2023 in million of Euros:

Project's title	Project's value (in mio €)
Permanent mobility	526
Modernization of railway infrastructure	8.884
Modernization of state road transport on priority development axes	1.446
Additional motorway programme	1.362
together	12.218

(Source: Resolution on National Development projects, Vlada RS, p. 47).

(c) Volume of passenger transport:

Rail transport:

Passenger transport, number of passengers (1000)		
2004	Transport - TOTAL	14.835
	domestic	13.985
	international	850
2005	Transport - TOTAL	15.742
	domestic	14.917
	international	825

Source: Statistical Office of the Republic of Slovenia

Road transport:

Number of passengers (000)	2005	2006
<b>Passengers in public transport</b>	39.759	37.964
<b>Passengers in urban transport</b>	97.227	93.953

(d) Volume of freight transport:

<b>Railway goods transport</b>		
	<b>Tonne (000)</b>	<b>Tonne-kilometres (mill.)</b>
Transport – TOTAL	16.193	3.149,3
National transport	3.508	642,0
2004 International transport - goods loaded in Slovenia	4.770	1.028,4
International transport - goods unloaded in Slovenia	4.742	693,6
Transit	3.174	785,2
Transport - TOTAL	16.344	3.244,9
National transport	3.381	619,8
2005 International transport - goods loaded in Slovenia	5.029	1.089,0
International transport - goods unloaded in Slovenia	4.825	755,0
Transit	3.110	781,1

Source: Statistical Office of the Republic of Slovenia.

<b>Road goods transport</b>		
	<b>Tonnes (000)</b>	<b>Tonne-kilometres (mio.)</b>
National / international transport - TOTAL	82 750	11 032,4
2005 National transport	70 431	2 360,9
International transport - TOTAL	12 319	8 671,5
National / international transport - TOTAL	86 896	12 112,1
2006 National transport	71 659	2 278,5
International transport - TOTAL	15 237	9 833,6

Source: Statistical Office of the Republic of Slovenia.  
All goods road vehicles with at least 2 tonnes of load capacity registered in the Republic of Slovenia are considered.

(e) Length of networks:

**Length of railway lines**

	<b>Kilometres</b>
Length of railway network	2.192,7
Length of railway lines	1.228,7
2004 Lines with single tracks	897,7
Lines with double tracks	330,9
Electrified lines	503,5
Length of railway network	2.192,8
Length of railway lines	1.228,1
2005 Lines with single tracks	897,7
Lines with double tracks	330,4
Electrified lines	502,7

Source: Statistical Office of the Republic of Slovenia.

<b>Roads by category</b>	<b>Length in km</b>
Motorways	505
High-speed roads	74
High-speed roads (two lines)	27
Main roads	929
Regional roads	4.887
Local roads	13.811
Public paths	18.326

Source: Ministry of transport – Directorate of the Republic of Slovenia for roads.

(f) Transport equipment:

Railway wagons by ownership and type of wagons

		Number
	Wagons - TOTAL	4.627
	Covered wagons	1.665
	Open wagons	1.660
2004 Ownership - TOTAL	Flat wagons	271
	Wagons for containers	691
	Tank wagons	241
	Other wagons	99
	Wagons - TOTAL	4.465
	Covered wagons	1.644
	Open wagons	1.538
2005 Ownership - TOTAL	Flat wagons	237
	Wagons for containers	706
	Tank wagons	241
	Other wagons	99

Source: Statistical Office of the Republic of Slovenia.

Flat wagons; Wagons used for container transport are not included.

Railway passenger vehicles, number of seats and berths by classes, Slovenia, annual

	Number TOTAL	Number of seats – TOTAL	Number of berths
Passenger wagons - TOTAL	398	24.563	381
Coaches	115	6.714	-
2004 Resting cars	4	-	150
Sleeping cars (saloons)	7	-	231
Dining cars	5	127	-
Railcars and trailers	267	17 722	-
Passenger wagons - TOTAL	396	24.634	348
Coaches	118	7.296	-
2005 Resting cars	4	-	150
Sleeping cars (saloons)	6	-	198
Dining cars	5	162	-
Railcars trailers	263	17 176	-

Source: Statistical Office of the Republic of Slovenia.

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