



Intermodal Transport Europe – Asia: Opportunities and Challenges Kiev, 27 and 28 September 2004

Intermodal Transport in the Republic of Slovenia Present state, opportunities and challenges

1 Present State

1.1 Introduction

When speaking about Intermodal Transport in Slovenia we should look at its geographical position. As it is shown at the picture Slovenia lies at the crossroad of the Pan-European Transport Corridors V and X. They cross in the capital city of Ljubljana where one of four international terminals/logistic centres is located. Due to its position Slovenia has good transport route connections to all destinations in Europe and Asia. Via Adriatic port Koper it also has connection to Mediterranean Sea and further on to Atlantic Ocean.

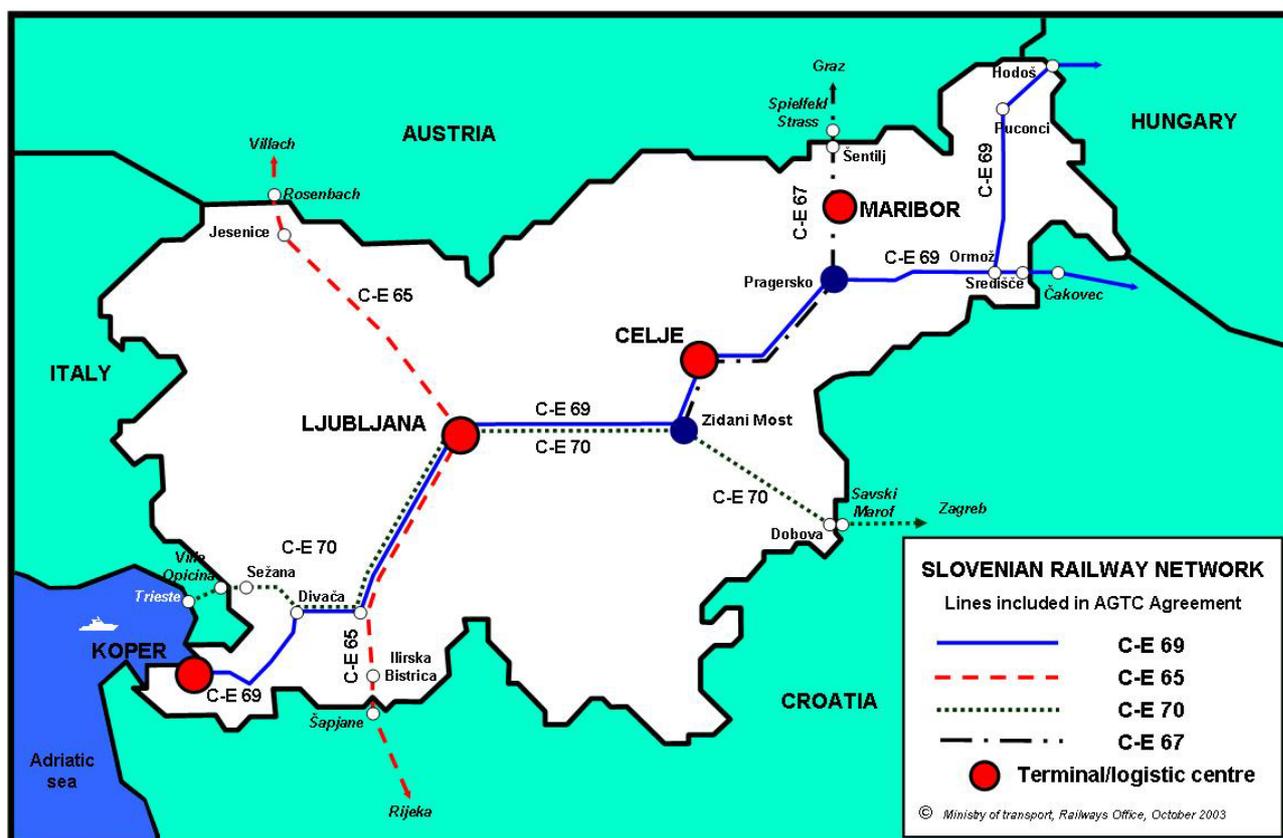
Picture 1: Slovenian geographical position



1.2 Infrastructure

Main railway lines of Slovenian Public Railway Infrastructure, presented in the picture 2, are part of AGTC Agreement¹. Railway network enables good connections to all destinations. It presents the shortest transport route from East to West avoiding the Alps crossing problem. Connection between Port of Koper and Divača is one of the busiest. It is a single track and next year we are starting to construct the second line according to modern standards and technology. When finished it will enable the operational speed of 160 km/h. Terminal Koper and Ljubljana are of international importance for intermodal transport.

Picture 2: AGTC network in Slovenia



Port of Koper is a logistic centre with:

- total area: 4,743,000 m²,
- maximum sea depth: 18 m,
- number of berths: 24,
- general cargo terminal,
- container terminal,
- Ro – Ro terminal,
- car terminal,
- fruit terminal,
- timber terminal,
- rail terminal,
- maintenance facilities,
- number of basins: 3
- quay length: 2,636 m,
- free trade zone,
- livestock terminal,
- silo for grains,
- alumina terminal,
- terminal for coal and iron ore,
- dry bulk cargo terminal,
- liquid cargo terminal,
- transshipment in 2003: 11,036,457 tons.

The Port of Koper offers maritime connection from northern Adriatic to ports all over the world via Mediterranean by direct and/or feeder service.

¹ European Agreement on Important International Combined Transport Lines and Related Installations (Geneva 1 February 1991)

Ljubljana terminal is container terminal with:

- total area: 99,250 m²,
- park place for trucks: 15.000 m²,
- gantry crane capacity: 1 x 370 kN,
- fork lift trucks,
- frigo container connectors: 40,
- open storage areas: 21,500 m²,
- additional park place: 10,000 m²,
- reach stacker: 2 x 400 kN,
- railway tracks: 4 x 500 m,
- maintenance facilities,

and enables all modes of combined transport including dangerous goods (ADR vehicles). Gateway Slovenia service offers railway connection from Ljubljana to European terminals in 14 countries.

1.3 Operators

Three main companies in the field of combined transport in Slovenia are:

- Port of Koper, (<http://www.luka-kp.si/>),
- Holding Slovenian Railways, national railway company, (<http://www.slo-zeleznice.si/>) and
- Adria Kombi, National Combined Transport company, (<http://www.adriakombi.si/>).

1.4 Present data

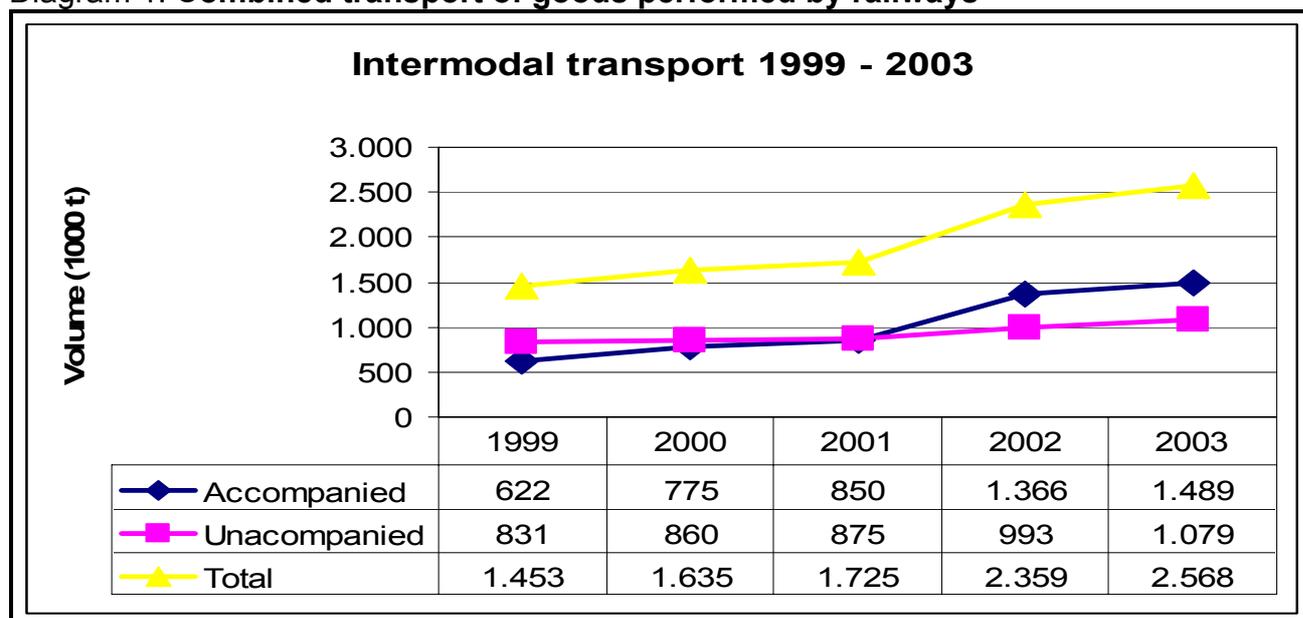
The data of goods transport by modes are presented in Table 1. Data of combined transport are available only for rail transport.

Table 1: Goods transport by different modes

Year	Total 1000 t	Road		Harbour		Rail		Combined	
		1000 t	%	1000 t	%	1000 t	%	1000 t ²	% ³
1999	69,618	46,980	67,5	8,412	12,1	14,226	20,4	1,453	2,1
2000	73,055	48,953	67,0	9,038	12,4	15,064	20,6	1,635	2,2
2001	73,735	49,670	67,4	9,146	12,4	14,919	20,2	1,725	2,3
2002	69,330	43,686	63,0	9,305	13,4	16,339	23,6	2,359	3,4

Sources: 2003 Statistical yearbook and Slovenian railways Annual report

Diagram 1: Combined transport of goods performed by railways



Sources: Slovenian railways Annual report 2003

² share of combined transport performed by rails

³ percentage of total goods transport

At the Diagram 1 the share of combined transport at rails are presented with the comparison between accompanied and unaccompanied mode. It is rather high thanks to rolling motorway that presents 58% of it.

2 Opportunities and challenges

From the data presented it is clear that the share of intermodal transport compared to road is rather low. That is the reason why whole national road network is crowded by heavy trucks not only in Slovenia but all over the Europe.

The main opportunity is to switch the goods in international transport from road to intermodal transport by implementation of special wide plan based on international co-operation.

And the challenge is to do that quickly and efficiently without harming anyone involved in transport chain.

3 Conclusion

There is a big gap between general wish of switching goods from roads to other modes of transport and actions how to do that.

I believe that we should:

- distinguish between goods to be transported by different modes of transport,
- organise intermodal transport to become competitive with classic one,
- help the customers to decide to switch to intermodal transport,
- implement the measures for the encouragement of intermodal transport:
 - exemption from road tolls for trucks operating in CT,
 - weight exemptions,
 - exemptions on traffic bans,
 - exemptions on VAT for purchasing of containers, swap-bodies, . . . ,
- solve problems arising from decreasing of road transport by its restructuring and so on.

I believe that we must switch goods from classic trucks to intermodal transport units. The way of switching trucks from roads to rails and ships is wrong, does not lead us to final success and only could be a midterm solution.

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