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## Economic Commission for Europe

### Inland Transport Committee

### Working Party on Intermodal Transport and Logistics

#### Fifty-eighth session

Geneva, 30 November–1 December 2015

Item 14 of the provisional agenda

#### National policy measures to promote intermodal transport

### National Intermodal Policies

#### Submitted by the Government of Slovenia

## I. Mandate

1. In accordance with the decision of the UNECE Inland Transport Committee (ITC), the Working Party is continuing the work carried out by the former European Conference of Ministers of Transport (ECMT) in (a) monitoring and analysing national measures to promote intermodal transport and (b) monitoring enforcement and review of the ECMT Consolidated Resolution on Combined Transport (ECE/TRANS/192, para. 90).
2. The Working Party decided at its fifty-sixth session to continue ensuring that the information was kept up-to-date and requested that the questionnaire be re-sent to member States in 2015. The secretariat updated the survey and sent it to stakeholders in the first half of 2015. The remainder of this document sets out the responses received from Slovenia.
3. Following the review of the 2015 information at the present session of the Working Party, the secretariat will upload this information onto the WP.24 web site: <http://apps.unece.org/NatPolWP24>.

## II. Questionnaire on national policy measures to promote intermodal transport

### Slovenia

	<i>Objectives and issues<sup>1</sup></i>	<i>Explanations</i>
1	Importance of intermodal transport in national transport policy	<p>The geographic position with regard to transport in an integrated European environment with global economic trends is one of Slovenia's advantages. Through the development of overall logistic services, Slovenia could cover the demand for such services in Central, Southern and South-Eastern Europe. The transfer of production to the Far East has strengthened the role of the Mediterranean Sea together with the Suez Canal in transport again. The Mediterranean Sea protruding into the hearth of Europe is also a comparable advantage, which enables the development of port and transport services.</p> <p>The State will support intermodal transport through an appropriate fiscal policy. The offer of overall logistic services within the economic supply and through the interconnection of providers of such services will along with the implementation of a modern and cost-effective environmental transport policy provide economic viability of intermodality within the national goods transport (road, rail) in the long term. Slovenia will strongly support the development of new technologies, which will provide different forms of intermodal transport, external logistics or global optimisation of supply chains and the reduction in adverse environmental effects of transport.</p> <p>Slovenia's great potential for the development of service activities (in particular in the field of transport and related logistic services) is not only important in the national economic supply but also in the economic supply at European level. This potential is based on Slovenia's geographic position which makes it a country at the external European Union (EU) border and a country where the Trans-European Networks (TEN) directions and motorways of the sea cross, an entry and exit point to and from all directions of Central and South-Eastern Europe. In this area, Slovenia lags behind its neighbouring countries. The vision of economic supply is primarily based on solutions toward the elimination of bottlenecks, the transfer of cargo from road to rail and on the development of intermodal technologies. For this reason, Slovenia needs to have freight transport based</p>

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	<p>on overall logistic solutions – for example on the supply chain management, global planning of external logistics and the application of information technologies for monitoring and control of goods flows.</p> <p>The transport policy measures in the field of supply to economy refer primarily to the intensified modernisation of transport infrastructure, internal transport connections in the country and integration in international transport flows, especially in the TEN. The process must consider also the construction of necessary connections to logistics and distribution centres and terminals of intermodal freight transport.</p>
2 National and international bodies	
2.1 Take measures to improve <i>national</i> policy coordination (environment, land use, transport)	<p><b>The Zurich process, named after the “Declaration of Zurich”, is the formal platform of cooperation of the Ministers of Transport of the Alpine countries.</b></p> <p>The Ministry of Infrastructure of the Republic of Slovenia is in a charge of a two-year mandate 2014 -2016 presiding over this process.</p> <p>The transport ministers of the Zurich process encourage all measures for the transfer of road traffic to the railways in a spirit of sustainable development, with the aim of increasing road safety for all users and ensuring optimum traffic flow through the Alps.</p> <p>We assume possibilities for the development of rail freight and road-rail transport (accompanied or unaccompanied combined transport):</p> <ul style="list-style-type: none"> <li>• by improving railway infrastructures, including tightening of safety in railway tunnels (elimination of bottlenecks) and in particular terminal installations for transalpine combined transport;</li> <li>• by improving the quality and attractiveness of offers by the railways (guaranteed access to the network, timetable, number of trains, travel time, equipment of wagons for drivers, priority train-paths for freight trains, quality of service, etc.);</li> <li>• by granting financial support while ensuring that there is no market distortion, thus enabling combined transport to be competitive compared with road transport;</li> <li>• by supporting the development of new technologies or innovations in combined transport;</li> </ul>

<i>Objectives and issues<sup>1</sup></i>	<i>Explanations</i>
	<ul style="list-style-type: none"> <li>• by means of increased domestic and international cooperation (public authorities, combined transport operators, railway companies);</li> </ul> <p>Related to the role of Presidency country Slovenia coordinates all five working groups.</p>
<p>2.2 Take measures to improve <i>international</i> policy coordination (environment, land use, transport)</p>	<p><b>The Alpine Convention</b> is an international treaty between the Alpine Countries (Austria, France, Germany, Italy, Liechtenstein, Monaco, Slovenia and Switzerland) as well as EU, for the sustainable development and protection of the Alps.</p> <p>Slovenia is the active within main objectives of the Working Group Transport which are to:</p> <ul style="list-style-type: none"> <li>• develop coordinated information in the spheres of transport and tourism;</li> <li>• implement the Alpine Convention and mainly the Transport Protocol to identify a common method for the elaboration of the reference document concerning art. 15 of the Protocol;</li> <li>• work on reducing the negative impact of transport on health and environment;</li> <li>• analyse, inform and develop good practices especially for sustainable mobility in urban areas and their surroundings.</li> </ul>
<p>3 Costs and prices</p>	
<p>3.1 Establish fair competition between modes</p>	<p>The latest amendment of Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures (Directive 2011/76/EU 2006/38/EC of the European Parliament and of the Council 27 September 2011) allows the internalization of external air and noise pollution costs of road transport for the first time. Slovenian Transport Development Strategy (draft document) provides to introduce the internalization of external air and noise pollution costs of road transport.</p> <p>National Road Toll Act will provide regulations for charging the costs of traffic based air and noise pollution of heavy goods vehicles.</p>
<p>3.2 Develop cheaper and more efficient interfaces between modes of transport</p>	<p>No special remarks</p>
<p>4 Networks, terminals and logistics centres</p>	
<p>4.1 Implement international standards (e.g. AGTC Agreement and its Protocol on inland waterways)</p>	<p>Slovenia has no navigable international inland waterways. Thus, the Protocol on inland waterways has not been ratified.</p>

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4.2	Integrate terminal planning into national, regional or cross-border transport and land-use planning	No special remarks
4.3	Take administrative measures to improve terminal access	No special remarks
4.4	Take administrative measures to improve terminal operations and facilities	No special remarks
5	Interoperability	
5.1	Ensure compatibility of railway information and signalling systems	Slovenia is increasing its network interoperability according to European Standards. Slovenia is building the Global System for Mobile Communications - Railways (GSM-R) system to introduce the European Rail Traffic Management System (ERTMS) according to Decision 2012/88/EU and on the basis of a national deployment plan. ERTMS level 1 is already in force at the core EU network in Slovenia.
5.2	Introduce electronic information systems	No special remarks
5.3	Other measures	No special remarks
6	Financial and fiscal support measures	
6.1	Financial support for investments (installations, rolling stock, systems, etc.)	Slovenia provides financial support for the purchase of transport equipment, the implementation of innovative and new technologies as a part of general tenders for smart specialisation and implementation of innovative technologies and Operational programme of the European Cohesion Policies 2014–2020.
6.2	Financial support for operations (specific, initial operations, etc.)	No special remarks
6.3	Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	No special remarks
7	Regulatory support measures	
7.1	Exemption from restrictions and traffic bans	Traffic restrictions  The following driving prohibitions apply to heavy vehicles over 7.5 tonnes: <ul style="list-style-type: none"> <li>• every Sunday and public holiday from 8:00 to 21:00 hours;</li> <li>• Good Friday from 14:00 to 21:00 hours;</li> <li>• on the road G1-3 Maribor – Dolga vas from 08:00 on Saturdays until 21:00 on Sundays; on Saturdays between 08:00 and 15:00 only local traffic is permitted.</li> </ul>

<i>Objectives and issues<sup>1</sup></i>	<i>Explanations</i>
7.2 Liberalization of initial and terminal hauls	<p>From the last weekend in June to the first weekend in September are traffic restrictions, as follows:</p> <ul style="list-style-type: none"> <li>• every Saturday from 8:00 to 13:00;</li> <li>• every Sunday and public holiday from 8:00 to 21:00.</li> </ul> <p>On the following roads:</p> <ul style="list-style-type: none"> <li>• A1 Ljubljana – Koper;</li> <li>• R409, G102 in R208: Ljubljana – Logatec – Razdrto – Crni Kal – Srmin;</li> <li>• H5, H6, R406, R741, G111 Skofije – Koper – Secovlje;</li> <li>• G11 Koper – Smarje – Dragonja;</li> <li>• G6 Postojna – Ilirska Bistrica – Jelsane.</li> </ul> <p>Other restrictions:</p> <p>At times of heavy snowfall, Slovenian roads are closed to goods vehicles with trailers and to vehicles transporting hazardous materials.</p> <p>During snowfalls, drivers of goods vehicles prohibited from travelling must stop their vehicles in good time at suitable locations off the road and may not continue on side roads.</p> <p>When the road is again suitable for all vehicular traffic, the end of the exclusion will be reported by the competent road-maintenance service.</p> <p>Driving restrictions are also imposed in case of high winds in excess of 80 km/h.</p> <p>The Decree on the Reduction of Traffic on Roads in the Republic of Slovenia stipulates that trucks travelling at the end of the week and during national holidays are exempted from these provisions, if they are involved in the combined transport by rail or by ship.</p>
7.3 Higher weight limits for road vehicles transporting intermodal loading units	<p>Weight exemptions: According to the Decree on Combined Transport, the increase of a total mass up to 44 tonnes is allowed for:</p> <ol style="list-style-type: none"> <li>1. vehicles carrying intermodal transport unit;</li> </ol>

<i>Objectives and issues<sup>1</sup></i>		<i>Explanations</i>
		<p>2. trailers reinforced for loads in unaccompanied transport; and</p> <p>3. coupled combinations of vehicles with five or more axles travelling in combined transport (road-rail) arriving at or departing from terminals, provided that the combination is suitable for the transport of swap bodies.</p>
7.4	Facilitation of documentary controls	No special facilitation of documentary controls for the combined transport.
7.5	Bonus systems for using intermodal transport	Numerous bilateral agreements for goods transport by road have been concluded containing additional stipulations for the promotion of combined transport. For countries which are not members of the European Union these additional stipulations state, amongst other specific measures, that supplementary permits for goods transport by road will be issued if the rolling road technique (RoLa) in, to and from Slovenia is used.
7.6	Strict enforcement of road haulage regulations	The enforcement of road haulage regulations is performed in line with EU Regulation.
7.7	Other regulatory support measures	According to Slovenian national social legislation, the time spent by a lorry driver on a rolling road (RoLa) train will be regarded as a time of availability or as a rest period, if the driver has access to bunk or couchette.
8	Transport operations	
8.1	Liberalize access to the rail networks	Access to the railway network is liberalized according to the provisions of the EU legislation.
8.2	Liberalize access to inland water transport	Slovenia has no navigable international inland waterways.
9	Market monitoring	
9.1	Ensure availability of coherent and reliable data	Data on intermodal/combined transport are collected by Statistical office of the Republic of Slovenia according to the Decree on combined transport (OG, No 4/2001)
9.2	Establish inventories of bottlenecks	Bottlenecks on the railway and road infrastructure were analysed by the Slovenian traffic model and the results were a major input in the Transport Development Strategy in the Republic of Slovenia for the period 2020/2030 and can be consulted in the Strategy report.
9.3	Establish short sea shipping information offices	The Port of Koper develops Short Sea Shipping activities. Short sea shipping information offices are not established yet.

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10	Foster innovations covering all components of the transport chain	No specific fostering activities are running at the moment.
11	Operators in intermodal transport chains	
11.1	Promote cooperation and partnership agreements	The Government of the Republic of Slovenia signed the agreements on Combined Transport with the Governments of Bulgaria, Croatia, Czech Republic, Slovak Republic.
11.2	Promote use of intermodal transport for the transport of dangerous goods	Dangerous Goods regulations RID and ADR are fully implemented. Safety Advisors trained. Twice yearly on-site training of all staff involved.
11.3	Promote use of international pools of rail wagons	No special remarks
11.4	Promote operation of rail block trains between terminals	No special remarks
11.5	Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	Tracking and tracing implemented (local IT solution interconnected with CESAR, GPS). E-Booking, E-Invoicing, Interfaces with major clients.

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