

OUTPUT FACT SHEET

Strategies and action plans

Project index number and acronym	CE1410 REIF
Output number and title	O.T1.3 - Regional priority lists of actions & Definition of policy measures
Responsible partner (PP name and number)	PP4 (PIL)
Project website	interreg-central.eu/reif
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Summary description of the strategy/action plan (developed and/or implemented), explaining its main objectives and transnational added value

In the last years the railway freight traffic on the public railway infrastructure in Slovenia has increased significantly on main lines but decreased in regional lines. The railway sector and its stakeholders in Slovenia have many problems to satisfy all the needs in the freight railway market on main TEN-T lines because of the different types of bottlenecks, capacities and efficiency. Bottleneck analysis within task 1.3.3 identified different types of the bottlenecks which prevent further growth of rail freight transport, such as Railway hub Ljubljana, bad quality of rolling stock of the national rail carrier, long stopping (dwell) times at border crossings and rail integration with other modes of transport.

Based on the bottleneck analysis the priority list of actions and appropriate policy measures were defined for improvement of the infrastructure and services. The objective of the priority list of actions is to identify actions (investments) and cost in line with the analyses' outcomes, and to link them to regional and national policies.

Identified priority measures include investments in the national train carrier's rolling stock (about 180 million Euro), construction of a railway siding to link the Grosuplje industrial area to the railway network (3 million Euro) and to upgrade the capacities of the Ljubljana rail hub and the country's international border crossings (total financing still to be assessed). The main responsible body is the Slovenian Ministry of Infrastructure which needs to allocate the necessary financial resources within its national transport strategy.

The results of prior analyses have been discussed with REIF's transnational consortium and were subject of a benchmarking work paper that had put all previous learning into perspective. REIF partner meetings were used to exchange first sets of action proposals and their potential contribution to achieve a growth of rail freight transport. The finalized priority list and identified policies for their realization represent the final results of REIF's WP T1 which was dedicated to analyses and the establishment of concepts for action. Decision-makers within the partner institutions are addressed and empowered with a more profound understanding of the current situation of rail freight transport and investments required. The priority list of actions and identified policies will further be addressed through REIF activities in WP T3 where a Regional advisory board is created to elaborate a Road map for the realization of proposed actions.

NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)

NUTS 1 - Slovenia, NUTS 2 - West Slovenia, NUTS 3 - Central Slovenia region

The pilot is located in Central Slovenia region, which is a part of the NUTS 2 Cohesion region *West Slovenia*. *Central Slovenia region is according to population the biggest region in Slovenia (570.000 inhabitants) covering area of 2,555 km².*

Expected impact and benefits of the strategy/action plan for the concerned territories and target groups

The Priority list of actions and Definition of policy measures is based on prior analyses realized in REIF's WP T1, notably a Baseline study, a Market potential study and a Bottleneck analysis. The results of these analyses have been discussed with the transnational partners of REIF and are summarized in a Benchmarking work paper. The Priority list of actions suggests medium and long term investments to promote the growth of rail in the modal split in the transportation of freight. The defined policy measures indicate corresponding programmes and policies where proposed actions are to be anchored. The proposed actions are based on detected bottlenecks and unrealized market potentials and are addressed to regional decision-makers. Through the Priority list of actions and Definition of policy measures decision-makers receive a comprehensive overview on required investments for further consideration. The list will furthermore be addressed by REIF activities in WP T3 where proposed actions are to be discussed with stakeholders and key actors forming a Regional advisory board. That process is leading to a Road map defining how proposed actions will be uptaken on an institutional level.

The proposed actions and policy measures in Central Slovenia region will contribute to shifting goods from road to rail and increase rail freight growth. Heavy investments to the railway transport need many financial sources, which could be collected by public and private sources (national, local, EU, PPP) and by different taxes from different non-sustainable transport systems (roads, air). On the other hand,

“non-infrastructure” measures, such as cooperation between rail carriers and corridor states regarding border crossings; rolling stock renewal, and other, can also improve rail transport quality and make entire transport system more sustainable. The benefits will be lower external costs of rail transport comparing to road (less air pollution, less accidents), less congestion on roads, better connectivity and integration of rail with other transport modes and other.

Sustainability of the developed and/or implemented strategy/action plan and its transferability to other territories and stakeholders

The Priority list of actions and Definition of policy measures is addressed to decision-makers of rail freight transport and related investments. Stakeholders and other key actors will benefit from the document as it forms the basis for further discussion in a Regional advisory board (to be created in WP T3 of REIF) and for the elaboration of a Road map. The list’s added value is its rooting in the outcomes of previous analyses and transnational exchange.

The process of the list’s unbiased elaboration through a Baseline study, a Market potential analysis and Bottleneck analysis accompanied by transnational exchange and discussion is suitable for any other Central European region aiming at increasing rail freight transport. Related methodologies for studies and analyses have been published on the REIF website. For successful implementation of measures the interest of main stakeholders (especially those with the decision power) is crucial and is recommended to be involved from the beginning of the planning process. Further successfully actions and measures are a good opportunity for other municipalities/regions to implement the same or similar sustainable measures for improving integration of rail and road transport, especially in areas where freight transport in decline.

References to relevant deliverables and web-links

If applicable, pictures or images to be provided as annex

The output is based on the following deliverables:

- D.T1.1.5 Regional baseline study
 - D.T1.2.3 Market potential analysis
 - D.T1.3.3 Regional catalogue of bottlenecks
 - D.T1.4.2 Priority list of actions and cost estimates
 - D.T1.4.3 Definition of potential policy measures
- Download link for the above-mentioned documents: <https://www.interreg-central.eu/Content.Node/REIF/Regional-Strategy-Output-Slovenia.zip>
- D.T1.4.1 Benchmarking work paper ([https://www.interreg-central.eu/Content.Node/REIF/Benchmarking-Work-Paper-\(All-Regions\).zip](https://www.interreg-central.eu/Content.Node/REIF/Benchmarking-Work-Paper-(All-Regions).zip))