

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)	Luka Koper d.d., PP09
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

Slovenia is an intensively transport and transit area and the crossroad of two major pan-European corridors (Corridor V and X). Public railway infrastructure in Slovenia contains 1,207.7 km of lines. Length of the main lines is 607.0 km (50%) and the regional lines 600.7 km (50%). The strongest transport flows are between the port of Koper via Ljubljana, Jesenice and Maribor to Austria and Hungary.

The port of Koper, managed by Luka Koper d.d., is the only commercial cargo port of Slovenia and a core node in two EU TEN-T Corridors: Mediterranean and Baltic-Adriatic. The port lies on the shore of the gulf of Koper in the northern Adriatic Sea. It has a strategic geographic position in the North Adriatic region and therefore important opportunities for servicing its Central European markets. Luka Koper is the port operator and global logistics solution provider serving the countries of Central and Eastern Europe, with a cargo throughput of more than 23 million tons, mostly focusing on containers and cars. Altogether there are 35 km of railway tracks in the Port of Koper.

The port is connected with the hinterland by only one railway track from Koper to Divača. Second railway track will be constructed in 2026. This is a relevant weak point and vulnerability of the port. The interconnection of the port's terminals and the Slovenian railway network is the Railway freight station in Koper ("Koper tovorna" station).

For the port of Koper, the regular railway connections are of top-most importance for the competitiveness in the container business, in particular for distribution on a distance of over 200 km.

Such reason can explain the good modal split in favour of the railway (59%) that is maintained between the port and its hinterland markets. Also, future market potential is based mainly on railway logistics solutions, serving distant (not national) markets and therefore appropriate connecting railway infrastructure capacities are essential.

Priority list of actions and cost estimations defines the measures to tackle identified bottleneck in process of delivering & dispatching the wagons between Koper train freight station “Koper tovorna” and the Port of Koper. Priority actions identified:

- Integration module for railways upgrade
Results: use of modern and commonly used standard, flexibility, Improved data quality
Cost estimation: 25.000 EUR
- Implementation of the new Railways system
Results: Additional functionalities to simplify rail process, real time overview of the operations, usability, identification of problems and bottlenecks
Cost estimation: 80.000 EUR
- Mobile APP
Results: Paper digitalisation, real time information, better data quality
Cost estimation: 20.000 EUR
- Visualization
Results: Better overview of the operations, real time view
Cost estimation: 35.000 EUR

In addition of investments to be carried by the Port of Koper’s management, Slovenian national as well as European decision-makers need to be addressed to advance the standardisation of freight data, IT interfaces and interoperationality of data systems.

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)

SI, Slovenia

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.

In the REIF project there are two partners from Slovenia, Luka Koper and Prometni inštitut Ljubljana. Therefore, Luka Koper as the only cargo port is the most important generator of rail transport in the Slovenia we took opportunity and more precisely elaborated the bottlenecks, market potentials and definition of priority actions in the view of port development and port's processes optimization in the view of increasing its modal share towards 70% of cargo going on rail until 2030 (after the construction of the second railway track Koper-Divača).

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 are 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 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.

Priority list of actions is focusing on activities to be carried out for establishing optimized railway transport processes. The most important stakeholders in railway freight transport are port of Koper (Luka Koper company), Slovenian railways, railways carriers and operator, customs, and other public institutions. Depending on the participation of different stakeholders, each with their own goals and

roles, to effectively support rail transport, it is necessary to introduce standards that uniquely define the data and the way in which they are exchanged. It should be emphasized that electronic messaging within rail transport faces technical, organizational, and legal issues. Some of the proposed policy measures are also tackling EU regulations, directives, standards and initiatives - considering wider point of view that could be not only transferable but also binding for other regions.

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 (zip file of deliverables mentioned above: <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))

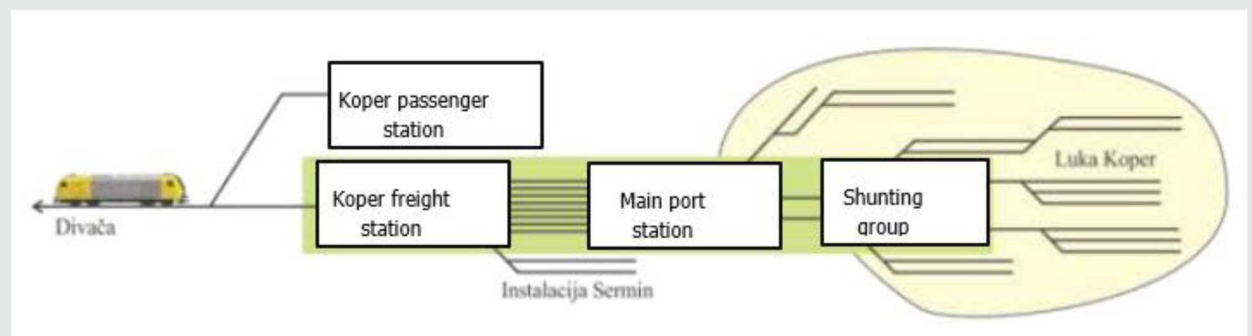


Figure 1: Koper railway hub