



INTEGRATION OF PROJECT FINDINGS IN REGIONAL POLICY INSTRUMENTS: *SLOVENIA* - D.T3.3.3

Work paper

Version 1.0
3.2022

1) Introduction

One of the main objectives of REIF Project is to strengthen political focus on regional rail infrastructure for freight transport in CE territories. To achieve this objective, all project's partners committed to integrate and/or update their policy documents with the main findings, lessons learned and achievements from the REIF activities (e.g. studies, road maps definitions, pilot actions, etc).

This deliverable provides reference information about the addressed policy instruments and describes the way REIF's activities have influenced the policy instrument. The addressed policy instruments are therefore ensuring improved relevance of the policy field "regional rail freight infrastructure & services" of the participating regions in the future.

2) Policy instrument description

The transport plan for Slovenia

The transport plan for Slovenia (National Programme for the Development of Transport in the Republic of Slovenia) was adopted in 2017 by the National Ministry of Infrastructure and represents an integrated planning tool of great importance.

Mostly National Programme for the Development of Transport in the Republic of Slovenia addresses (rail) freight transport is in the following way:

- Where necessary and efficient a proper connection of logistics freight terminals with various modes of transport should be provided where a commercial interest exists

- Improvement of the railway freight rolling stock: goods rolling stock consists mainly of standard close and open carriages, with some of them suitable for combined transport. The first step in the development of this measure is a comprehensive analysis of current organisation, operation and maintenance structures of the railway operator and thus the future requirements and operation and maintenance plan. After establishing the actual needs, the specific technical requirements regarding the rolling stock will be defined on the basis of further studies.
- Development of network into intermodal hubs, agglomerations in accordance other with demand

Ljubljana and Koper as hubs in the core section of the TEN-T network into network, and Maribor as the hub in the comprehensive section of the TEN-T network. These points have the best possibilities for the intermodal hubs, development of logistics activities relating to cargo, and Ljubljana and Maribor have the potential for establishing multimodal passenger agglomerations platforms. However, a wider (greater scope) approach to goods transport and the transition of passengers from one transport mode to the in accordance other could also be provided in Slovenia. This will provide efficient combinations of various transport modes in the transport chain and with demand thus increase the transport efficiency. For this purpose, it is necessary to define possible points of passenger and goods transition between various transport modes in the future. Where necessary and efficient, intermodal passenger platforms should be established to increase the use of public passenger transport, or a proper connection of logistics freight terminals with various modes of transport should be provided where a commercial interest exists.

3) Endorsement of regional policy documents

In Slovenia the Ministry of Infrastructure is responsible for the framework conditions and policy planning for rail freight transport. The revision and update of the National Programme for the Development of Transport, which is the main transport planning document, is usually planned every 6 years and revision is foreseen in year 2023. This means that the revision will take place after the REIF project's lifetime.

Within work package 1 of the Central Europe project "REIF", a Baseline study in regions was made, covering also Slovenia (D.T1.1.5.) and including descriptions of freight transport and infrastructure baseline situation two pilot regions: Central Slovenia and Obalno-kraška region. Further also Market potential (D.T1.2.3.) and Bottleneck analysis of rail freight transport in Slovenia (D.T1.3.3) were made.

All performed background studies were inputs for the REIF Deliverable D.T 3.2.7 "Final Roadmap new rail infrastructure and services 2030" with a number of listed and described measures that can contribute to strengthening the rail freight traffic in Slovenia by the year 2030. With its time horizon, this roadmap could also fit with the National Programme for the Development of Transport of the Ministry.

The total estimated costs are 388 million EUR, of which 205 million EUR are infrastructure

investments. The realized investment would significantly improve rail freight traffic in Slovenia.

The document, which was developed in the REIF project, was already presented to the Ministry and relevant stakeholders.