

Rebuilding Combined Transport with and through ex-Yugoslavia

Dear Ladies and Gentlemen

Transport system of the Republic of Slovenia has experienced all the advantages and particularly disadvantages that were related to the political changes within the country as well as in the region followed by the transition period the Republic of Slovenia was faced with and last but not least the membership of the Republic of Slovenia in the European Union.

As the northern part of former Yugoslavia bordering with Italy and Austria the main international traffic flows were directed from North and Central European countries through Yugoslavia. In this respect the transport infrastructure in Yugoslavia and consequently in Slovenia was adapted.

With political changes in South and Central Europe in nineties and entering the Republic of Slovenia in transition period the international traffic flows has changed particularly in East – West direction that urgently demanded adaptation and moreover the construction of appropriate transport infrastructure.

By entering the EU the insufficient infrastructure targeted by enormously increased traffic, beside on East – West direction, also on lately reopened North – South direction, became the highest priority of the Slovenian government.

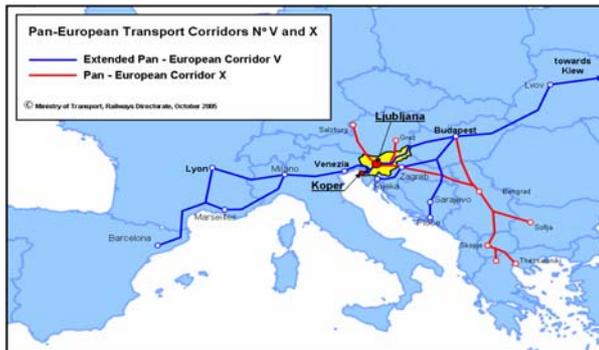
Beside the transport infrastructure problems, as presented above, there was a great shortage of formally adopted and consistent transport policy in the Republic of Slovenia. That shortage was reflected in non coordinated development of particular sectors of the Slovenian transport system that has consequences on sustainable development of society. In the lack of formally adopted transport policy there might be indicated the daily policy approach based on some partial interests within the development of the transport sector. However, even in such framework, there exist some significant achievements. Just to mention for example the highway project, or more familiar to you the development of combined transport managed by Adria Kombi. I am convinced that Mr. Rok Svetek presented those achievements, beginning with the first accompanied services between Munich and Ljubljana to nowadays prevailing efforts on unaccompanied network services sufficiently and I would not like to repeat them. The most important experiences is that without formally accepted transport policy Slovenian government have managed to follow and support such development of combined transport.

However the present government succeeded to elaborate the Transport policy of the Republic of Slovenia that was on 3. May 2006 adopted by the Slovenian parliament. By pleasure I would like to point out some important segments, for the interest of this gathering.

With the assessments and consideration of the existing transport infrastructure compared with forecasted traffic flows the shortages of transport infrastructure has been identified. For appropriate adaptation of transport infrastructure to future needs the Transport policy requests the preparation of National programmes on development the transport infrastructure per particular mode together with the transport safety programme that are to be adopted by the Slovenian parliament during this year. For achieving the synergy effects these programmes would be merged within the document named Harmonised development of transport infrastructure as a part of the National development programme. All these programmes are in preparation and are strictly project oriented with precise timing including the financial scheme. The programmes on development of transport infrastructures are related with:

- Decision 884/2004 EC on the development of Trans European Transport Network, where the priority in Slovenia is dedicated to Pan European Transport Corridor V in connection with Adriatic Ionian Motorway of the Sea,
- Network for peace and development where the necessary additional adaptation of transport infrastructure in Republic of Slovenia is indicated on Pan European Transport Corridor X,
- National development programme where the shortages in supplying the economy as well as the needs for mobility of our inhabitants are considered,
- European Commissions assessment of the Transport infrastructure in South East Europe
- National Strategy on spatial planning including Nature 2000 and Strategic Environment Assessment.

By implementation of the mentioned National programmes for development of transport infrastructure, we will assure interconnectivity of different transport infrastructure within the Republic of Slovenija as well as its appropriate connections with international ones. The main orientation in development of transport infrastructure on the field of appropriate connections with international ones is presented in the following map.



Within the Republic of Slovenija we are developing logistic centres, which present the crossroads of corridors and different types of interoperable transport infrastructure to enable higher level of intermodality. The National programmes on development the transport infrastructure are targeting the time horizon of the year 2020. By such adaptation of transport infrastructure to future needs we will enable the intensive development of transport industry within the framework of EU Transport policy and related legislation with underlined importance of intermodality.

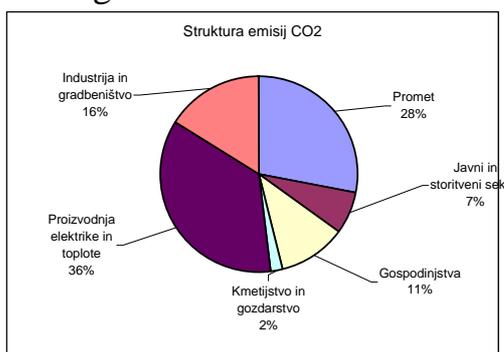
Following:

- the latest development of freight transport sector that is presented for the two main inland modes below

Freight transport in mio Ntkm

	2001	2002	2003	2004
Road transport	7035	6609	7040	9007
Rail transport	2837	3078	3274	3466

- the present structure of the CO₂ emissions where the transport sector is bearing the share of 28 %



as well as on the bases of predicted development of future freight traffic flows, the adopted Transport policy foresees some activities for more balanced development of freight transport.

Based on main indicators underlined in Transport policy that origin from:

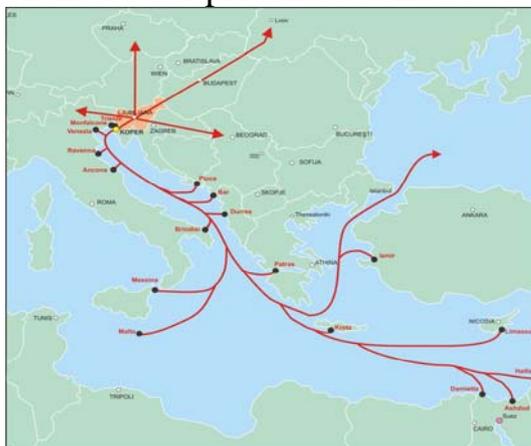
- Mobility of people and goods
- Accessibility of transport infrastructure
- Environment protection
- Safety and security in transport sector
- Development of economy and particularly the regional development
- Optimal usages of resources
- Intermodality and interoperability and
- Balanced development of different transport systems

the most important goals have been decided upon.

These goals of Transport policy are:

1. Increasing the Transport safety and security,
2. Efficient use of energy and environment protection,
3. Increasing the volume and the quality of public passenger rail and road transport
4. Transfer the transit freight transport on rail
5. Implementation the architecture of intelligent transport systems

By implementation of the foreseen activities presented in the main goals of our transport policy we are convinced that Slovenian transport system would play the important role in connecting the EU with South Eastern Europe. Moreover while this connection is meant to be developed by reopening of the existing transport corridors before the political changes in the region. From that period our transport industry had some experiences that are presented also in at present, advanced developed business orientation in the region. Slovenian Railways, logistic companies, Port of Koper, etc has already established some important connections to the South European region which should be strengthened by the supportive measures of our Transport policy. Particularly when having in mind also one of ours activity foreseen in the transport policy that is the implementation of the Adriatic – Ionian Motorway of the Sea as presented bellow.



Connecting this Motorway of the sea with the foreseen development of the transport infrastructure in the region as being elaborated in the document Transport infrastructure in the South Eastern Europe by appropriate intermodal services is a challenge we all should face with.

1) The road network in the region
Map no 2. All but local roads



2) The railway network in the region
Map no 4. All railway lines



By supporting the development of intermodality and interoperability, we would also meet the requirements of the UIRR which has already established the advanced network for combined transport services by its members. The most important is that within the combined transport services exists the initiatives, capabilities and the will for further development. The presentations and discussions at today's gathering confirm that. It is a pleasure realising that with your activities, support of the Marco Polo Programme and understanding of the national transport policies, the environmentally friendly transport is so significantly developing. This is an important contribution to sustainable development.