

PILOT EVALUATION REPORT #6 – LJUBLJANA REGION/SLOVENIA

D.T2.3.7

Work paper

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1) Introduction

The main REIF pilot activity in Central Slovenia (Ljubljana) Region is preparation of the documentation for construction of a side track (siding) which will connect road and rail transport.

The new rail track will be located on railway Line Ljubljana Kočevje, which is a regional line connecting TEN-T corridor through Ljubljana with significant potential for new freight traffic and shifting freight from road to rail. In town Grosuplje, situated along Ljubljana Kočevje railway line, there is a big logistics centre without rail connection and handling thousands of cars per year. The cars are currently carried by trucks and there is a big opportunity for shifting them to rail. One of the options is construction of side track connecting logistic centre which nearby railway line.

There was a big rail potential identified in REIF Market Potential Analysis done within WPT1. A significant share of 70.000 vehicles being currently transported by road trucks could be shifted to rail via industrial siding (investment itself is not a part of REIF pilot).

2) Pilot action description

The activities to be realised within the pilot action

The pilot activity in Ljubljana region included preparation of the documentation for construction of a side track (siding). The track construction was not a part of the pilot. The documentation that was prepared by selected external provider (selected through tendering process) includes construction plan and design of industrial side track (siding) for connecting Ljubljana-Kocevje railway line and car logistics centre near Grosuplje. The documentation includes a track and a missing link connecting the track with public part of rail infrastructure. The documentation was prepared according to national legislation and will serve as official document for further steps of investment realization.

The documentation consists of the following official documents (in line with the legislation related to rail construction):

- Original concept of investment
- Implementation plan

- Geodetic plan
- Transport technology
- Plan for gradual starting the operation of siding
- Cadastral study
- Waste management plan during construction
- Security and safety plan
- Construction operational plan
- Signalling and safety devices

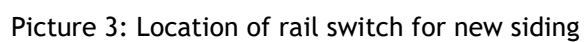
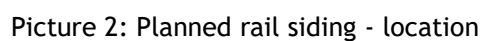
The main challenge is improved intermodality and connection of two different transport modes. The elaborated documents will be a first step towards improved connectivity and integration of rail and road transport. The documentation will be ready for the investment (or for further improvements or modifications, if needed).

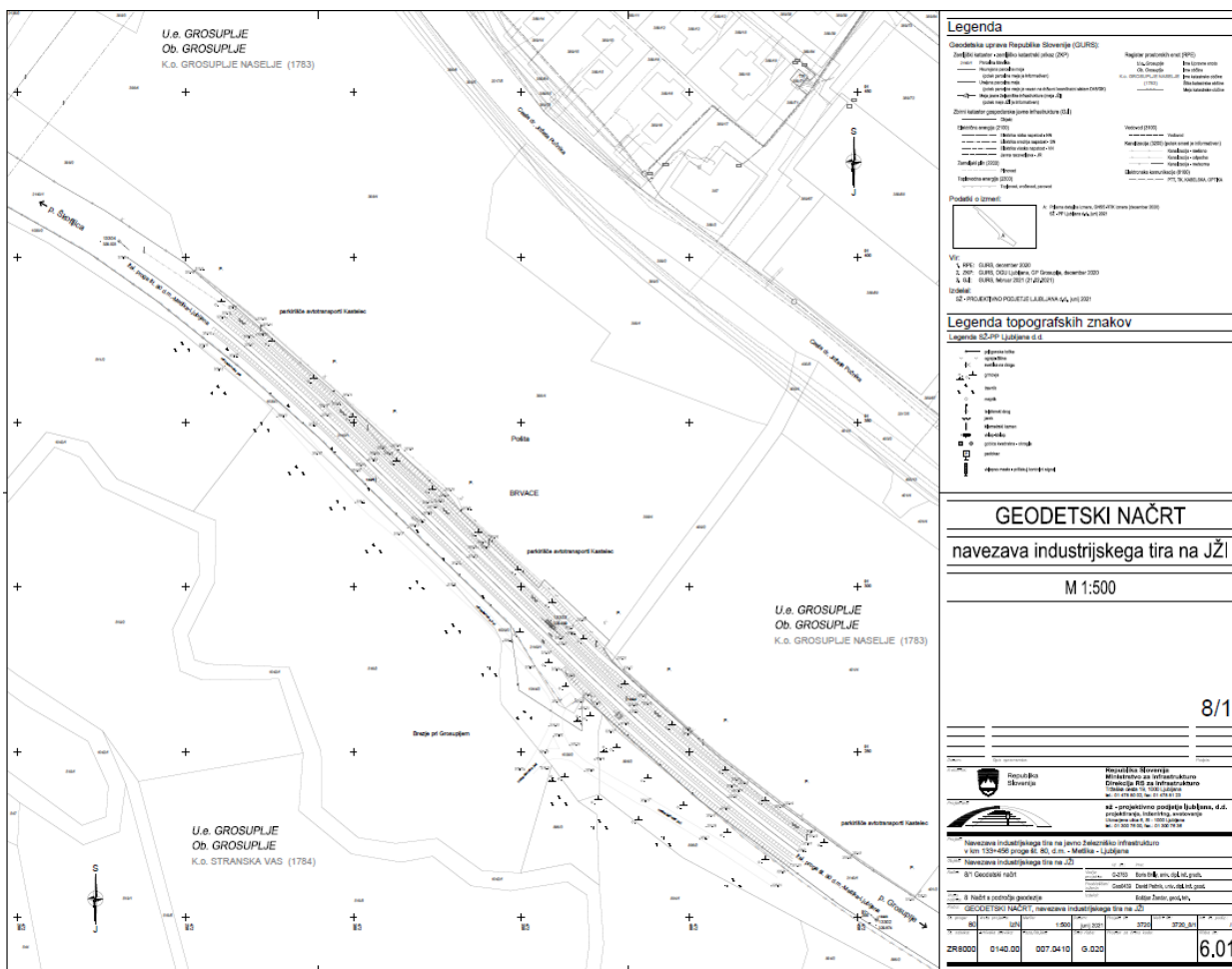
REIF pilot is a first step towards improved connectivity and integration of rail and road transport. The developed documentation is an input for the track construction. When the track will be constructed it will enable a mass shifting of freight transport (cars) from road to rail. The benefits will be the following:

- Lower external costs of rail transport comparing to road (less air pollution, less accidents,...)
- Less congestion on roads and in nearby towns and villages
- Improved economic activity in area (bigger capacities, better employment)
- Better connectivity and integration of rail and road transport

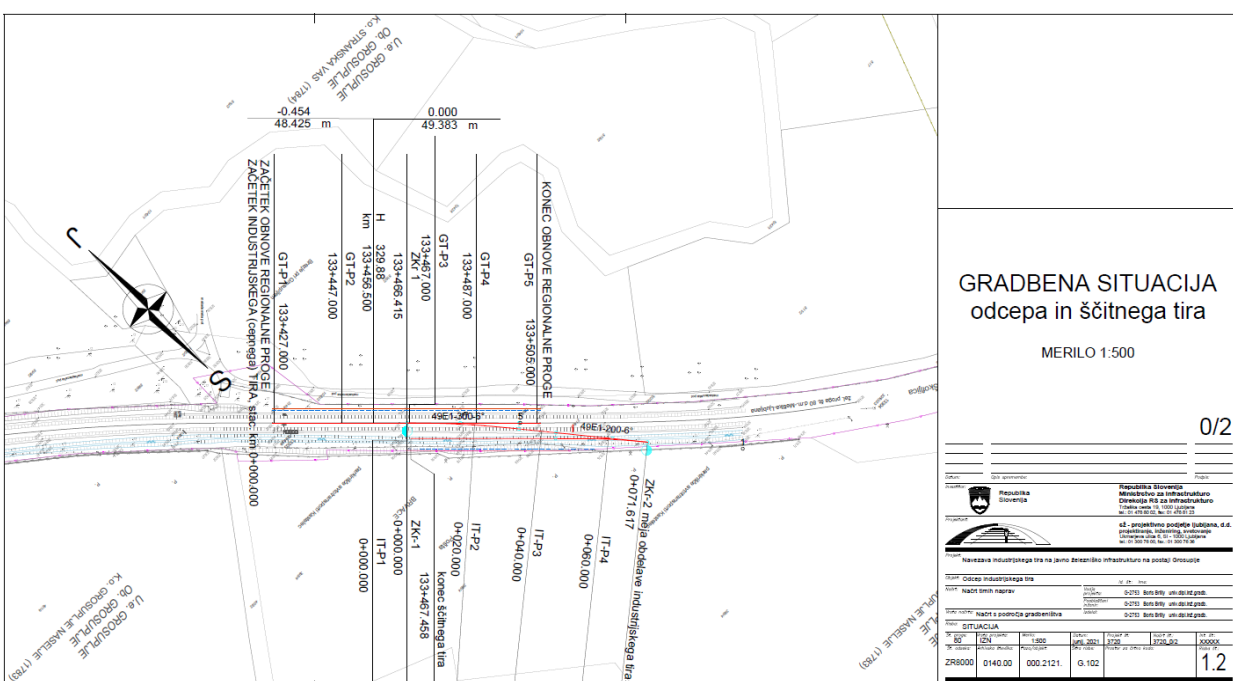
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Picture 1: Pilot site - car logistics centre near regional railway line

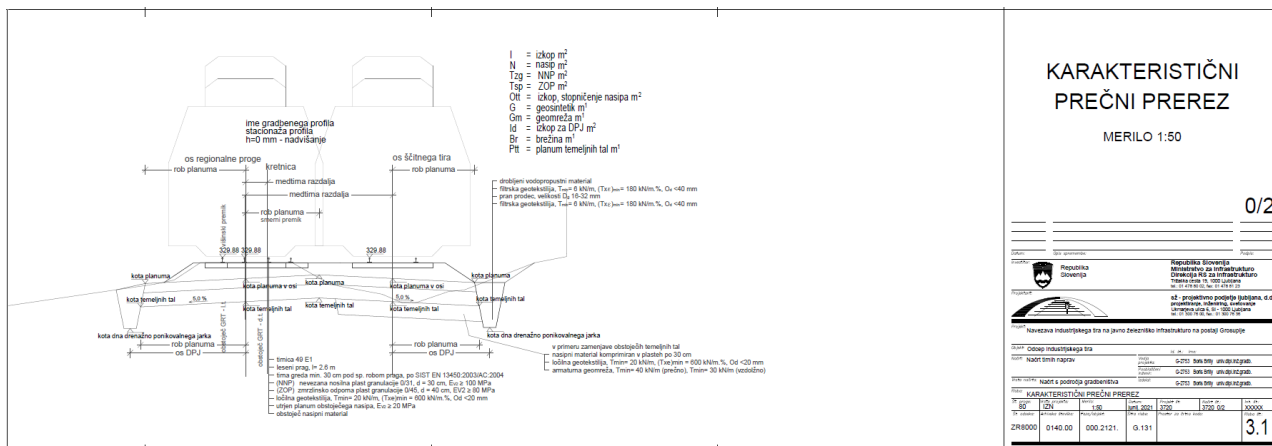




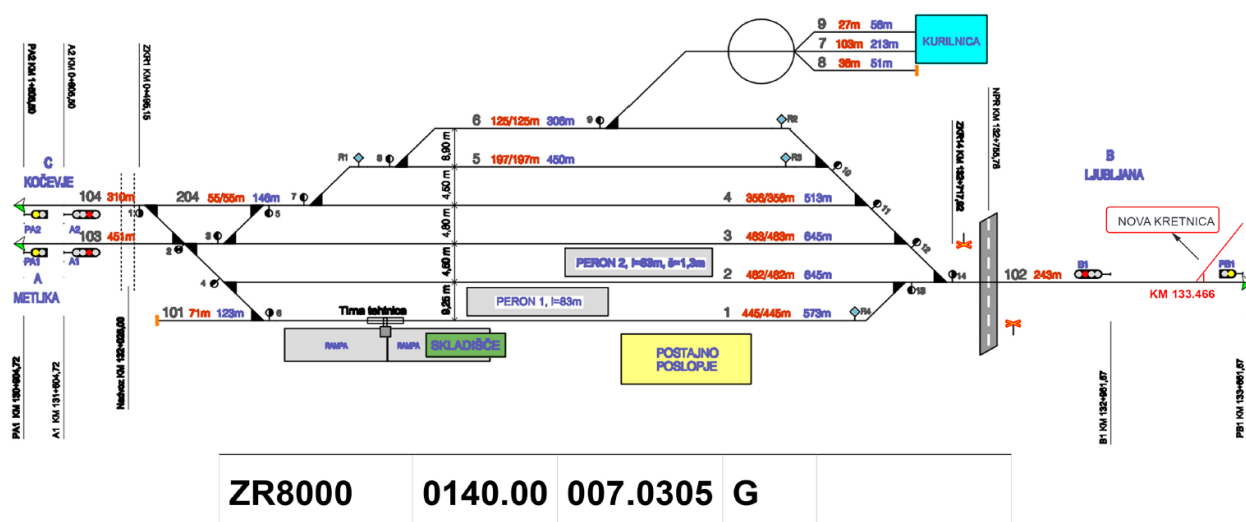
Picture 4: Geodetic plan



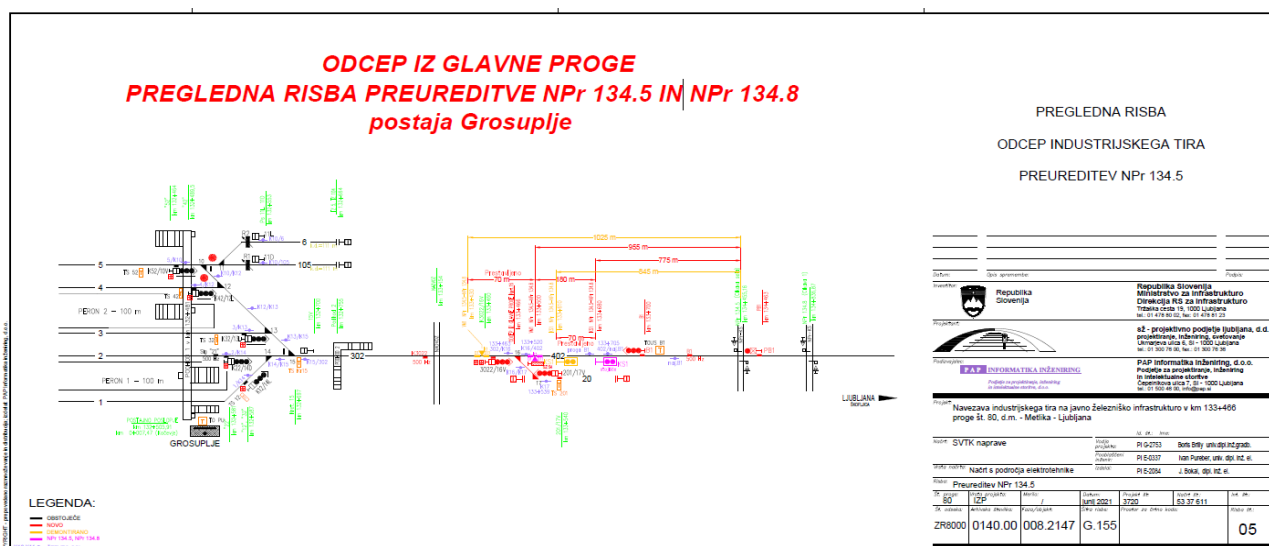
Picture 5: Construction plan



Picture 6: Cross-section view of siding



Picture 7: Transport technology (including nearby rail station Grosuplje)



Picture 8: Signalling and safety devices



3) Conclusions

The documentation for construction of a side railway track (siding) which will connect road and rail transport was successfully prepared and completed. The pilot met initial expectations.

The documentation was discussed also with stakeholders at the meetings in July 2021 where participants agreed that rail siding is important for region, since it will shift goods from road to rail. But even more important is to find funding sources and start with the investment as soon as possible (not part of the REIF project).

It was also suggested to prepare a strategy of connecting rail with local industry by rail sidings. The strategy should be based on preliminary studies in order to find most suitable industrial area to be connected by rail.

The pilot can be transferred easily also to other regions.