

D.T1.4.3 – DEFINITION OF POTENTIAL POLICY MEASURES

Work paper

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1) Introduction

Existing transport policy could be significantly improved and boost sustainable transport measures, including investments in rail and intermodal infrastructure, fleet renewal, and measures for simplification of transport and logistics procedures, in order to increase the modal share of rail transport, improve quality and to make transport seamless, regardless to state borders.

This is particularly important in REIF pilot region (pilot nr. 6) where modal share of road transport is high but on the other hand there is a big potential to improve the situation since the main infrastructure already exists and with some “soft” measures the improvements can be achieved easier.

2) List of policy measures (linked to Priority list of action - D.1.4.2)

In the table below, there is a list of policy measures with the link to list of actions from deliverable 1.4.2, including policy documents to be addressed, process description, stakeholders involved, obstacles, risks and time frame for implementing policy measures.

Action/measure (from deliverable 1.4.2)	Policy measure	Policy document to be addressed	Process description	Stakeholders involved	Time frame
Rolling stock replacement of the national rail carrier in Slovenia	Financial policy and plans for supporting replacement of rolling stock (incentives), long term planning/strategy of rolling stock	National transport strategy	Proposal to be submitted to the Ministry of infrastructure who adopts policy document and proposes new legislation. Amendment of policy document is possible when the policy document expires (est. in 2023). EU funds (state aid) have to be approved by the European Commission. Slovenian national rail carrier SŽ-Tovorni promet will prepare a strategy/needs on rolling stock	Ministry of infrastructure, European Commission (state aid approval), Slovenian national rail carrier SŽ-Tovorni promet	3-5 years



Railway hub Ljubljana	Simplify procedures for large investments in public interest (environmental approval, building permit)	National transport strategy, Spatial planning strategy, Legislation on building and construction	Proposal to be submitted to the Ministry of infrastructure or Ministry of Spatial planning who adopt policy document and propose new legislation. Amendment of policy document possible when the policy document expires (estimated in 2023).	Ministry of infrastructure, Ministry of spatial planning, potential investors, Municipality of Ljubljana	3-5 years
Stopping (dwell) times at border crossings	Promoting cooperation between rail carriers and corridor states (agreements between rail carriers and corridor states)	International transport strategy, bilateral and multilateral agreements	Coordination meetings between stakeholders: infrastructure managers, rail carriers and ministries under the umbrella of the EU policy.	Ministries, rail carriers, infrastructure managers	5 years
Rail industrial sidings	Prepare national strategy of industrial areas where sidings are necessary, financial incentives in case of public interest (e.g. large shift from road to rail)	National transport strategy, National spatial strategy, National strategy of economic development	Proposal to be submitted to the Ministry of infrastructure who adopts policy document and proposes new legislation.	Ministry of infrastructure, Ministry of spatial planning, Municipalities	3-5 years

3) Process

Please provide answers to the following questions concerning planning and implementation of potential policy measures:

1) Which organisations/stakeholders were consulted in the selection of policy measures? What were their priorities and how were they involved?

Stakeholders, participated in REIF Advisory board (Ministry of Infrastructure/Transport, local municipalities, rail carriers (Slovenian Railways), infrastructure manager...) were consulted about measures. Priority of the ministry is more sustainable transport and increase of railway modal share. Priorities of carriers are increase of rail transport, including shifting of goods from road to rail. Infrastructure manager wants to have smooth railway operations and rail infrastructure in a good condition.

2) Who will ensure that potential policy measures will be realized and followed up and how (referring to stakeholders in the policy measures table)?

The proposals will be submitted to the responsible ministries (such as Ministry of Infrastructure, Ministry of Spatial Planning) by relevant stakeholders (investors, municipalities, rail transport operators, infrastructure managers). Mutual cooperation is expected during the implementation process.

3) What lessons were learnt when the policy measures list was selected/negotiated?

Interests of all parties (especially those with the decision power) have to be considered in order to avoid later problems and delays.

4) Which constraints (obstacles, risks) are expected in its realization?

Some measures will be under state aid procedures and subject to EU decisions and the process need to be started early enough.

The transport policy is not changing very often, so a lot of efforts needs to be done to include proposals within next revision of the document.

4) Conclusion

In this final section please summarize key findings and describe how the policy measures in general will improve the situation in your region.

The rail transport could be one of the opportunities in the future to slow down the climate changes and increase sustainability of transport system. To reach these goals, the railway transport system should be heavily modernised from the railway infrastructure perspective to the rolling stock and legislation.

The policy measures in the future must support the rail transport with adequate legislation. Heavy investments to the railway transport need many financial sources, which could be collected 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.