



Action 3.1: Mapping ongoing public and private investments





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1 Description of the legal background of the organizations involved in transport provision

1.1 Slovenske železnice/Slovenian Railways

Legal and financial framework

The state is the establishing body and the 100% owner of the Slovenian Railways/ Slovenske železnice, d.o.o. (SŽ). The Slovenian Railways are a public services company, which consists of the parent company Slovenian Railways, Ltd. and subsidiary companies, among which are¹:

- Passenger services company / SŽ – Potniški promet, d.o.o.
- Cargo transportation company / SŽ – Tovorni promet, d.o.o.
- Infrastructure company / SŽ – Infrastruktura, d.o.o.
- Institute of traffic and transport Ljubljana/ SŽ – Prometni inštitut, d.o.o.

Slovenian railways are a carrier company for cargo and passenger transport as well as the managing authority for railway infrastructure, responsible for the preparation of expert basis for development projects, preparation of annual investment plans, maintenance of public railway infrastructure, production of railway network program and collecting charges for use of railway infrastructure and services.

Because the company has a public nature, its main sources of income are twofold:

- From the charges/tickets collected;
- From the state budget.

They are entitled to state co-financing, as they provide services which are in the public interest.

1.2 Ljubljanski potniški promet/Ljubljana public transport

¹ According to the Slovenian Railway Company Act, article 8, second paragraph (Ur. L. RS, no. 106/2010) and terms of division, the District Court in Ljubljana entered into the register of companies the division of Slovenske železnice, d. o. o., and the establishment of three new companies on 1st September 2011.

Legal and financial framework

The company Ljubljanski potniški promet d.o.o. / Ljubljana public transport is a limited liability company. The sole owner and founder of the company is the Ljubljana public holding². Besides the transportation of passengers in public urban and interurban traffic, with the nature of a public utility company, the company's auxiliary activities comprise the maintenance and repairs of commercial vehicles, technical examinations, type approvals and attestation of vehicles and occasional transportations (tourist, school and special purpose transportations) at home and abroad.

Similar as with the Slovenian Railways, the company has two main sources of income:

- From the charges/tickets collected;
- From the municipal budget.

Services provided are in the public interest, so the municipality covers a large amount of the LPP's budget, which is especially important when knowing that without the municipal help the company would not be able to have a positive balance.

2 General information for transport issues in Ljubljana hub

2.1 Ticketing integration

The electronic ticket **Urbana card** is the means of paying for riding the buses. The ticket is issued on passenger's name and includes the information on the type of fare (710.820 have been sold so far). The passenger then renews the account on the card at specific service points in the city. At the time, users can pay with the Urbana card on the urban lines; an integration of suburban and urban lines is in progress, the company is thus planning to expand the use of Urbana card to suburban lines. Those near-Ljubljana municipalities that have co-financed the bus lines in the past are now actively involved in suburban and urban lines integration.

2.2 Timetables harmonization

The company is in talks about harmonizing the timetables with other public transport providers. Concerning the Slovenian Railways, the timetables are already harmonized to a certain degree, as the frequency of buses departing from/to the railway station is very high during the whole day.

² The Ljubljana public holding (Javni holding Ljubljana) was established by seven municipalities – Ljubljana, Medvode, Brezovica, Dobrova-Polhov Gradec, Škofljica, Dol pri Ljubljani, Horjul – with Ljubljana being the largest owner with a 87,32% share.



1 Mapping of ongoing and planned investments

| Investments category <i>(investments that contribute to the improvement of)</i> | | Terminal | Ongoing and planned Investment Description* (in relation to the pillars) | | | | Start date | End date | Estimated cost [€] | Estimated effect on the demand | |
|--|----------------------------|----------------------|--|--|---|--------------------------------------|---|----------|--------------------|--------------------------------|-------|
| | | | Service projecting & management (e.g. information systems...) | Governance (e.g. timetables harmonization, ticketing integration...) | Financing of services (e.g. information systems...) | Public Transport Partnerships (PTPs) | | | | | Other |
| Transnational level | City Hub INTERCONNECTIVITY | Rail network | | | | | | | | | |
| | | | | | | | | | | | |
| | | Air network | | | | | | | | | |
| | | | | | | | | | | | |
| | | Road network (buses) | | | | | | | | | |
| | | | | | | | | | | | |
| National level | City Hub ACCESSIBILITY | Rail network | Introduction of the GSMR system in the Slovenian railway network | | Public financing | | | 2013 | 2015 | 144.750 | |
| | | | | | Public financing | | Track restoration and abolition of slow rides | 2012 | 2017 | 338.454 | |
| | | | | | Public financing | | Tunnel restorations | 2015 | 2017 | 6.000 | |
| | | | | | Public financing | | Bridge restorations | 2015 | 2017 | 6.000 | |
| | | | | | Public financing | | Modernization of components on level transits (AFI...) | 2013 | 2016 | 2.000 | |
| | | | | | Public financing | | Restoration of signal safety devices on the Ljubljana-Jesenice line | | | | |
| | | | Set-up of a new data system | | Public financing | | | 2013 | 2016 | 3.600 | |
| | | | Set-up of passenger information systems | | Public financing | | | 2013 | 2016 | 3.000 | |
| | | Air network | | Private financing | | Adaptation of existing terminal | 2012 | 2015 | 3.129.000 | | |
| | | | | Private financing | | New passenger terminal | 2012 | 2015 | 53.514.000 | | |
| | | | | Private financing | | New cargo terminal | 2012 | 2014 | 22.163.000 | | |
| | | | | Private financing | | Warehouses – logistics buildings | 2012 | 2013 | 5.838.000 | | |
| | | | | Private financing | | General aviation runway | 2013 | 2013 | 670.000 | | |
| | | Private financing | | Adaptation of road infrastructure leading to the airport | 2013 | 2014 | 2.100.000 | | | | |

| Investments category <i>(investments that contribute to the improvement of)</i> | | Terminal | Ongoing and planned Investment Description* (in relation to the pillars) | | | | | Start date | End date | Estimated cost [€] | Estimated effect on the demand | | |
|--|--|------------------------|--|--|--------------------------|--------------------------------------|---|------------|--|--------------------|--------------------------------|--------|--|
| | | | Service projecting & management (e.g. information systems...) | Governance (e.g. timetables harmonization, ticketing integration...) | Financing of services | Public Transport Partnerships (PTPs) | Other | | | | | | |
| | | | | | Private financing | | Building of airport roads and relevant infrastructure | 2012 | 2015 | 6.565.000 | | | |
| | | | | | Private financing | | Roads surrounding the airport perimeter | 2012 | 2016 | 1.960.000 | | | |
| | | Road network (buses) | | | Private+public financing | | Adaptation of a highway connection on one of the main Ljubljana commuter lines (Celovška) | 2013 | 2017 | 10.700.000 | | | |
| | | | | | Private+public financing | | Interpolation of a new highway connection (Brezovica) | 2013 | 2017 | 34.200.000 | | | |
| | | | | | Private+public financing | | Ljubljana bypass adaptation (Koseze-Kozarje) | 2013 | 2017 | 39.700.000 | | | |
| | | | | | Private+public financing | | Interpolation of a new highway connection (Šmarje Sap) | 2013 | 2017 | 8.700.000 | | | |
| | | Regional / Local level | City Hub INTEGRATION | Rail network | | | Public financing | | Restoration of the Ljubljana railway station | 2013 | 2014 | 17.000 | |
| | | | | | | | Public financing | | Setting up additional railway stations around Ljubljana (Dolgi Most, Preska, Zaprice, Srednje Jarše, Rudnik, Lavrica, Moste) | 2013 | 2016 | 15.560 | |
| | | | | | Public financing | | Restoration of AB poles on the Ljubljana-Logatec line | | | | | | |
| | | | | | Public financing | | Set-up of remote management on the Ljubljana-Kamnik line, restoration of signal safety devices | 2014 | 2017 | 6.500 | | | |
| | Modernization of the passenger information system in the Ljubljana railway station | | | | | Public financing | | | 2013 | 2014 | 1.000 | | |
| Air network | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| Road network (buses) | | | | | Public financing | | Purchase of new, more efficient, environmentally friendly buses (Ljubljana passenger transport company) | 2013 | 2016 | 28.930.000 | | | |

| Investments category <i>(investments that contribute to the improvement of)</i> | Terminal | Ongoing and planned Investment Description* (in relation to the pillars) | | | | | Start date | End date | Estimated cost [€] | Estimated effect on the demand |
|--|----------|--|--|-----------------------|--------------------------------------|--|------------|----------|--------------------|--------------------------------|
| | | Service projecting & management (e.g. information systems...) | Governance (e.g. timetables harmonization, ticketing integration...) | Financing of services | Public Transport Partnerships (PTPs) | Other | | | | |
| | | | | | | Interpolation of the Mengeš bypass | 2013 | 2016 | 69.800.000 | |
| | | | | | | Interpolation of a new regional connection Žeje - Vodice | 2013 | 2016 | 10.000.000 | |
| | | | | | | Interpolation of a new regional connection Mengeš - Žeje | 2013 | 2016 | 24.800.000 | |