



REPUBLIC OF SLOVENIA
MINISTRY OF INFRASTRUCTURE
SLOVENIAN INFRASTRUCTURE AGENCY



Investing in your future
OPERATION PART FINANCED BY THE EUROPEAN UNION
Cohesion Fund

MODERNISATION OF THE EXISTING DIVAČA–KOPER RAILWAY LINE



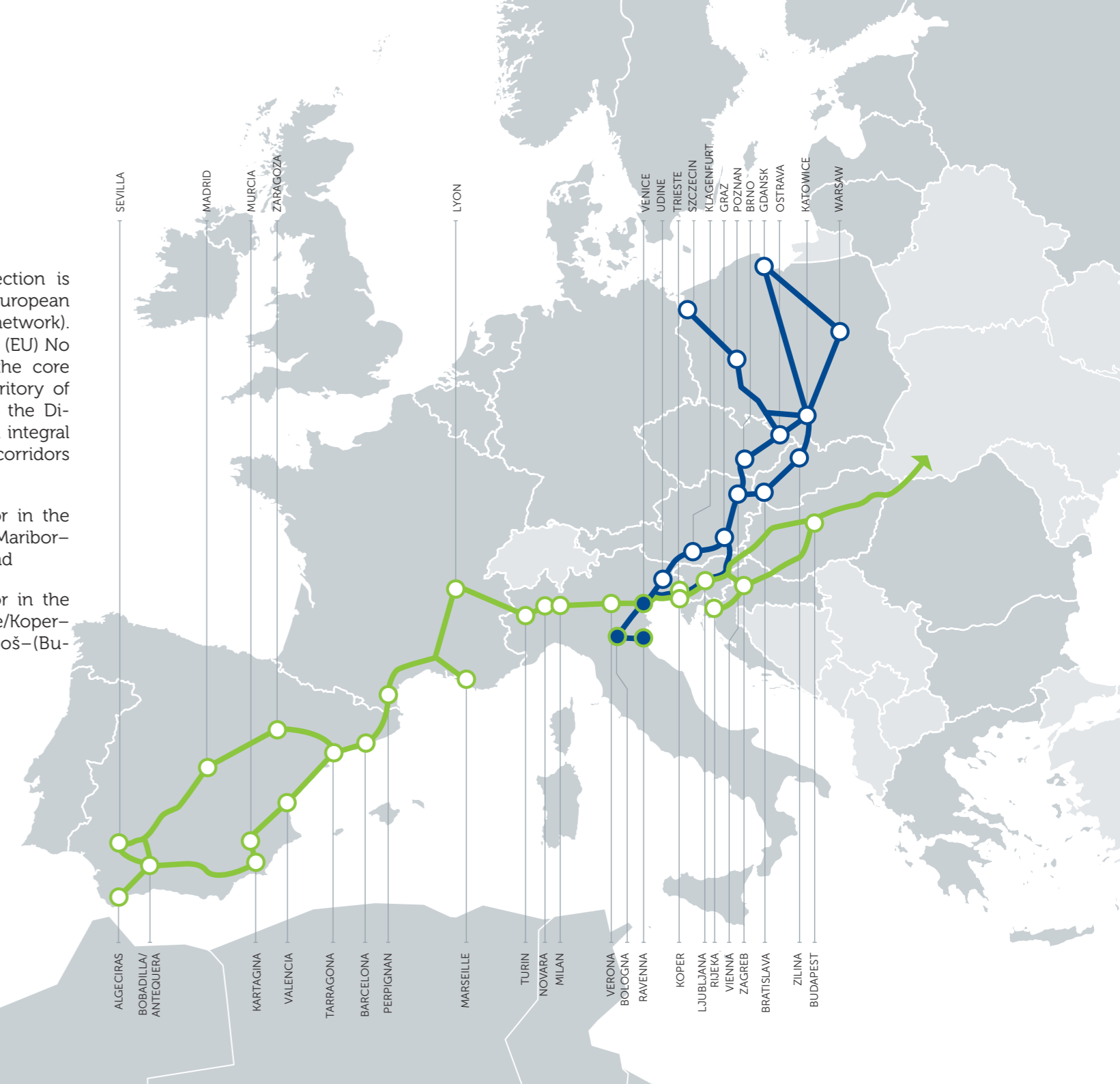
IMPORTANCE AND CONDITION OF THE RAILWAY LINE

The Divača–Koper railway section is an integral part of the Trans-European Transport Network (TEN-T network). In accordance with Regulation (EU) No 1316/2013, two corridors of the core network pass through the territory of the Republic of Slovenia, and the Divača–Koper line also forms an integral part of this network. These corridors are:

- the Baltic–Adriatic corridor in the direction (Graz)–Šentilj–Maribor–Ljubljana–Koper/Trieste, and
- the Mediterranean corridor in the direction (Venice)–Trieste/Koper–Ljubljana–Pragersko–Hodoš–(Budapest).

BALTIC–ADRIATIC CORRIDOR
(Graz)–Šentilj–Maribor–Ljubljana–Koper/Trieste

MEDITERRANEAN CORRIDOR
(Venice)–Trieste/Koper–Ljubljana–Pragersko–Hodoš–(Budapest)





The importance of the Divača–Koper line is most evident in international railway freight transport, which is understandable given the role of the Port of Koper in linking the hinterland of the Slovenian and European economies with countries overseas.

The railway line is used particularly for freight transport but also for the transport of passengers between the coast and the hinterland. It is thus an important transport route for imported goods and basic materials, as well as the export of goods manufactured by Slovenian companies.

Some 51 per cent of the line has characteristics of a mountain railway line with a very winding route and steep ascents. The maximum gradient of the line is 25.8 per mille between Hrastovlje and Rižana in the length of 300 metres. The smallest radius of curves is 250 metres (the Čmotiče–Hrastovlje section). The maximum permissible line speed for freight trains is 75 km/h and 80 km/h for passenger trains. As a result of too short station tracks and fully utilised sub-stations, the capacity of the line before modernisation was limited to 72 trains a day and 9.2 million net tonnes per year.

SUBJECT OF THE INVESTMENT

Modernisation and renovation of railway stations Divača, Hrpelje–Kozina and Koper freight station on the Divača–Koper line. As part of the project, the signalling safety and telecommunication devices were modernised on the open Divača–Koper line.

The modernisation of the existing Divača–Koper railway line project, Phase II, was divided into four stages, i.e. A, B, C and D. As part of stages A and B, 279 kilometres of tracks and 121 points were modernised and extended at stations. The modernisation of 72 kilometres of tracks and a replacement of 27 points are anticipated under Stage D.



STAGE A

The following works were completed in November 2014 and they encompassed:

- reconstruction and new construction of station tracks at the Koper freight station in the length of 16.41 km and reconstruction and new construction of 64 points;
- reconstruction and new construction of station tracks at the Hrpelje–Kozina station in the length of 3.44 km and reconstruction and new construction of 15 points;
- construction of a new Dekani sub-station with connecting power supply of 14,400 kW, which is also intended for the needs of the second track;
- setting up of a traction sub-station at the Hrpelje–Kozina station with connecting power supply of 3,840 kW;
- arrangement of a catenary, external lighting and signalling safety and telecommunication devices at both stations;
- demolition of the existing Lokev overpass at the Divača station;
- construction of a new longer Lokev overpass at the Divača station, which is also intended for the needs of the second track;
- closure of the unsecured level crossing at km 0 + 890.40, including a construction of a connecting road;
- construction of an underpass at the Hrpelje–Kozina station;
- installation of an optical cable along the open line.

STAGE B

The following works were completed in June 2015 and they encompassed:

- reconstruction and new construction of station tracks at the Divača station in the length of 8.03 km and reconstruction and new construction of 42 points;
- reconstruction of the Divača sub-station, which is also intended for the needs of the second track, from the current connecting power supply of 5,720 kW to 14,400 kW;
- demolition of two existing overpasses and construction of two new longer overpasses and a roundabout on Kraška cesta;
- arrangement of a catenary, external lighting and signalling safety and telecommunication devices;
- construction of two underpasses.



STAGE C

The following works were completed in July 2015 and they encompassed:

- construction of the Brgod underpass with a connecting road;
- construction of connecting roads in the settlement of Kačiče, and
- closure of four unsecured level crossings on the Divača–Koper line.

The works under Stage C were not co-financed from European funds



WORKS WHICH ARE STILL ONGOING

STAGE D

Stage D includes works on the section of the main port station and the shunting group of the Koper freight railway station. The works encompass renovation of the existing tracks, replacement of points, arrangement of a catenary, signalling safety and telecommunication devices, and renovation of the business building at the Koper freight station. The modernisation of 7.2 kilometres of tracks and replacement of 27 points is envisaged.

The P3 pedestrian underpass in Divača and two underpasses (in the municipalities of Sežana and Hrpelje–Kozina) will also be arranged within Stage D. These works are not co-financed from European funds.

The completion of works on the section of the main port station and the shunting group of the Koper freight railway station is anticipated in July 2016, and the completion of works on the P3 pedestrian underpass in Divača, the underpass in the Municipality of Sežana and the underpass in Prešnica at the end of 2016.



SUB-STATION DEKANI



DIVAČA



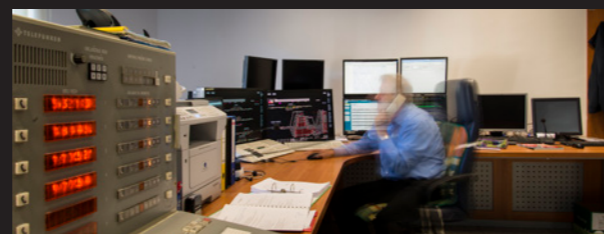
HRPELJE-KOZINA



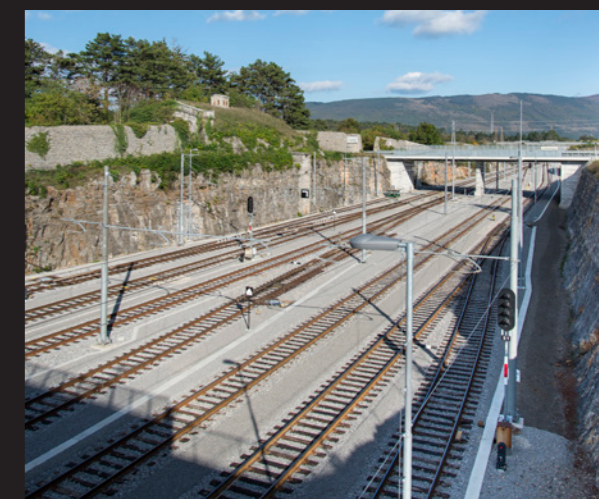
KOPER FREIGHT STATION



POSTOJNA TRAFFIC MANAGEMENT CENTRE



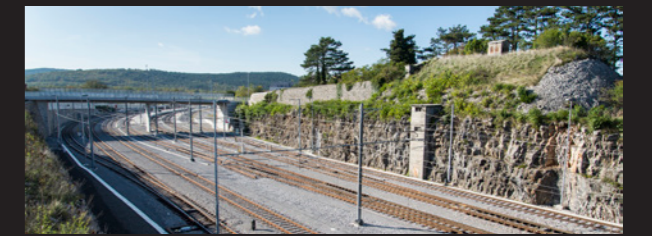
DIVAČA OVERPASS – REGIONAL ROAD



DIVAČA OVERPASS – KRAŠKA CESTA



DIVAČA OVERPASS – KRAŠKA CESTA



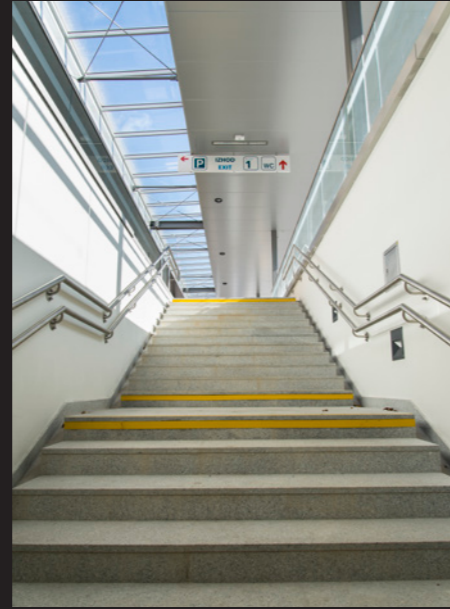
DIVAČA ROUNDABOUT – KRAŠKA CESTA



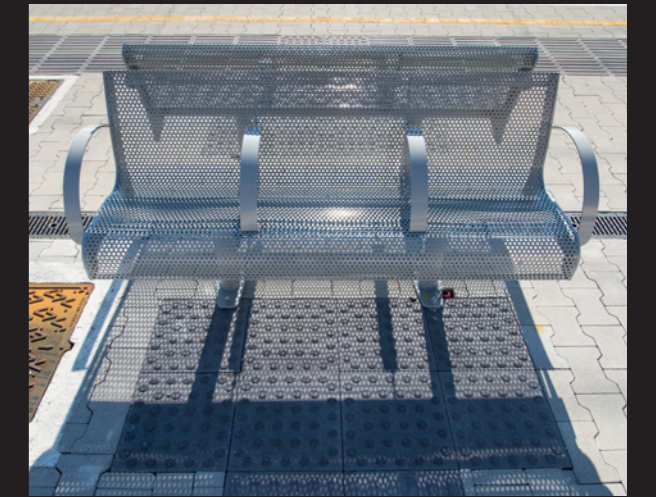
DIVAČA ROUNDABOUT – KRAŠKA CESTA



DIVAČA RAILWAY STATION



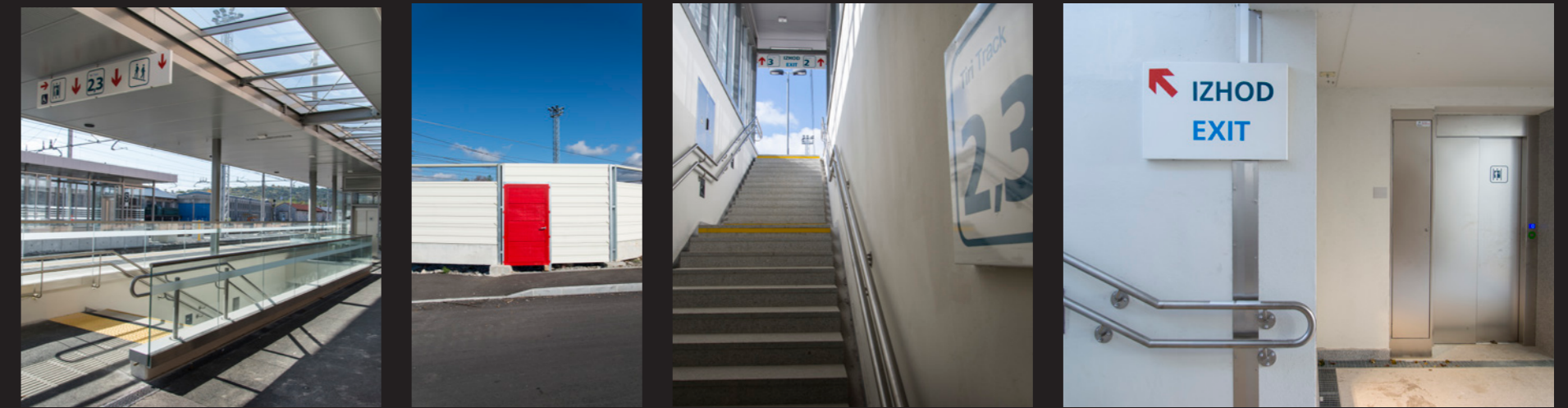
DIVAČA RAILWAY STATION



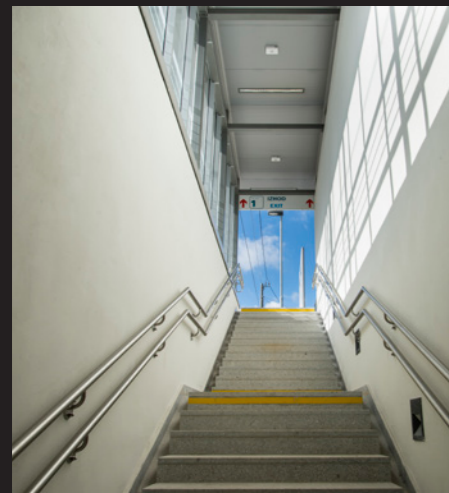
DIVAČA RAILWAY STATION



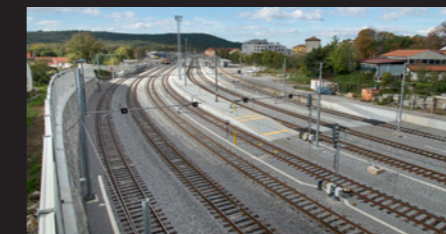
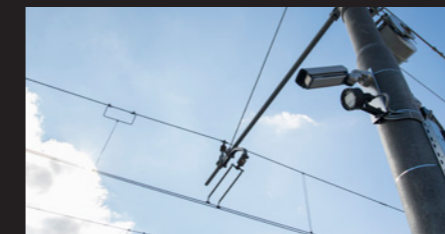
DIVAČA RAILWAY STATION



DIVAČA RAILWAY STATION



DIVAČA RAILWAY STATION



SUB-STATION DIVAČA



LOCATION OF THE NEW P3 PEDESTRIAN UNDERPASS IN DIVAČA



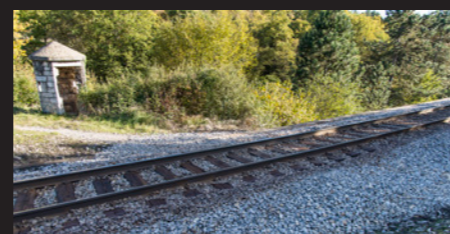
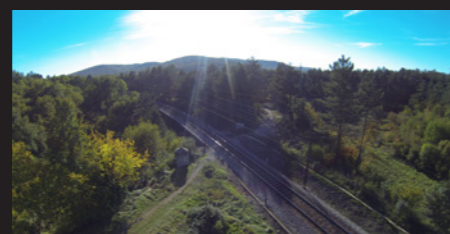
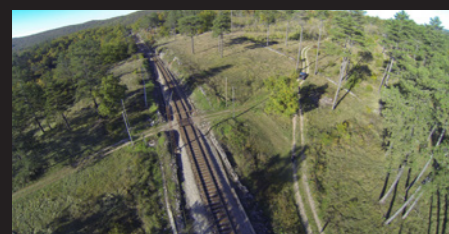
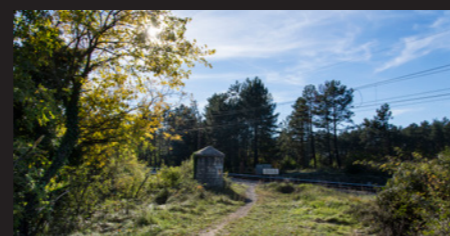
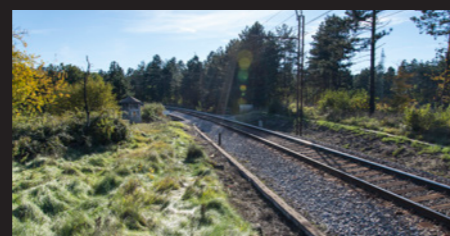
DIVAČA OVERPASS – LOKAVSKA CESTA



LEVEL CROSSING EXPECTED TO BE CLOSED IN THE SETTLEMENT OF LOKEV (AT KM 1.943)



CLOSED LEVEL CROSSING NEAR THE SETTLEMENT OF DANE (AT KM 2.800)



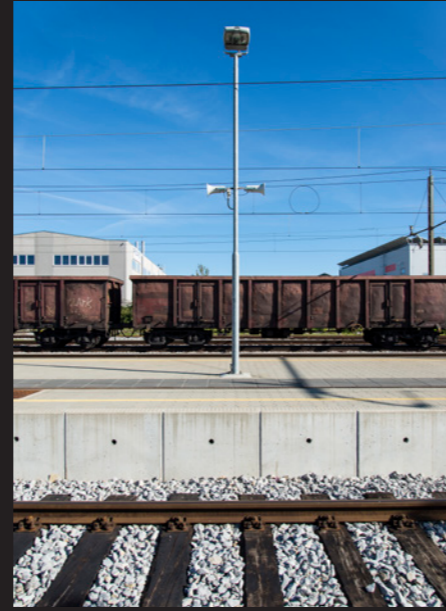
CLOSED LEVEL CROSSING IN THE SETTLEMENT OF DANE (AT KM 4.927)



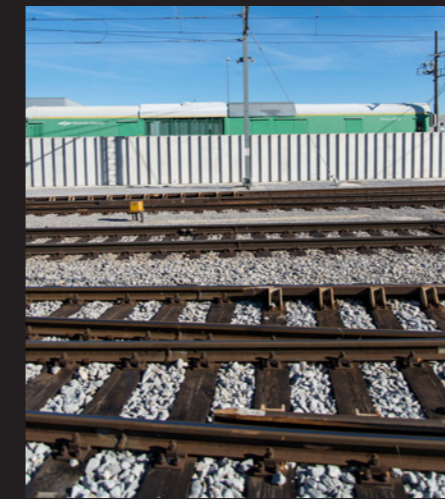
CLOSED LEVEL CROSSING NEAR THE SETTLEMENT OF KAČIČE (AT KM 5.343)



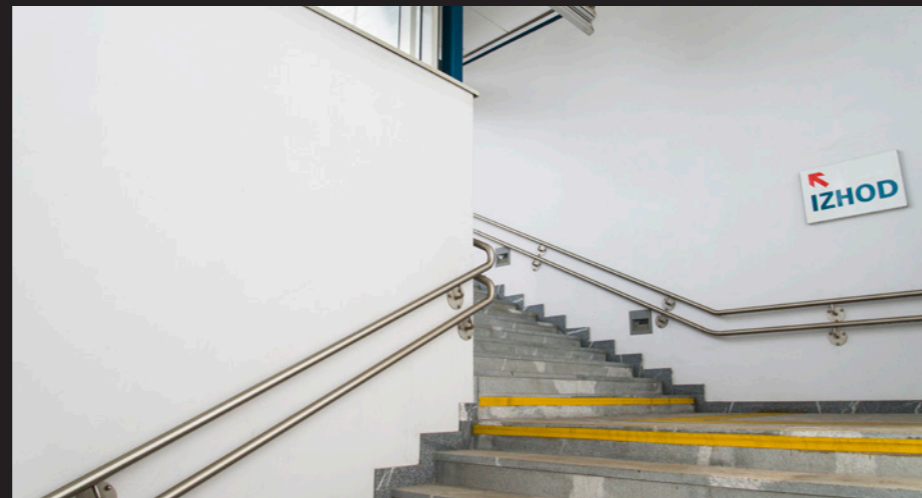
HRPELJE–KOZINA RAILWAY STATION



HRPELJE–KOZINA RAILWAY STATION



HRPELJE–KOZINA RAILWAY STATION



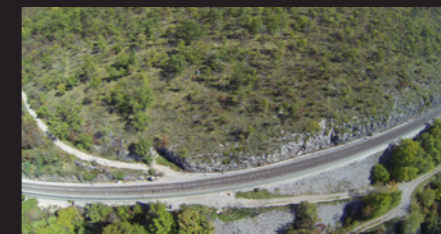
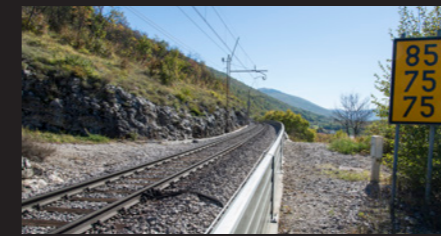
HRPELJE–KOZINA RAILWAY STATION



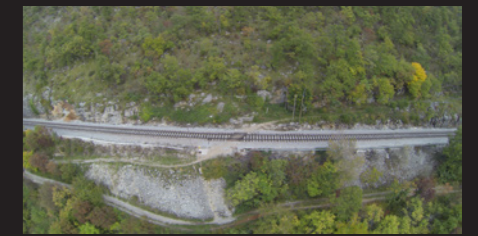
BRGOD UNDERPASS (AT KM 14.361)



CLOSED LEVEL CROSSING BETWEEN BRGOD AND PREŠNICA (AT KM 15.245)



LEVEL CROSSING EXPECTED TO BE CLOSED IN THE SETTLEMENT OF PREŠNICA (AT KM 16.084)



CLOSED LEVEL CROSSING IN THE SETTLEMENT OF PREŠNICA (AT KM 16.391)



SUB-STATION DEKANI



RENOVATION OF THE BUSINESS BUILDING AT THE KOPER FREIGHT STATION



KOPER FREIGHT STATION



KOPER FREIGHT STATION



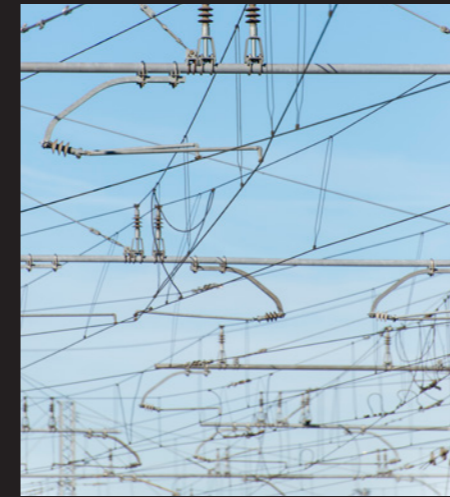
KOPER FREIGHT STATION



KOPER FREIGHT STATION



KOPER FREIGHT STATION



KOPER FREIGHT STATION



KOPER FREIGHT STATION



INVESTMENT VALUE

The investment value of the project was estimated at EUR 199.01 million, including VAT.

CO-FINANCING FROM THE COHESION FUND:

- The European Union provided EUR 68.01 million from the Cohesion Fund for stages A and B.
- An independent decision of the Cohesion Fund in the amount of EUR 17 million was issued for Stage D for the completion of works at the Koper freight railway station.

The value of works for Stage C amounted to EUR 1,353,764.04 including VAT (the works were not co-financed from EU funds).

PROJECT OBJECTIVES

- provision of suitable rail connection with the broader European area;
- acceleration of national economic development;
- increase in the throughput capacity from 72 trains a day to 82 trains a day;
- increase in the transport capacity from 9 million net tonnes per year to 14 million net tonnes per year;
- provision of higher level of safety of the railway and road infrastructure;
- reduction of traffic management costs with the possibility of optimisation;
- optimisation of maintenance costs;
- reduction of negative impacts on the environment;
- provision of better connectivity with information systems;
- provision of better transparency of traffic for the needs of conducting transport activity.

PARTICIPANTS ON THE PROJECT:

- **Damir Topolko**, Director
- **Bojan Tuš**, Project Manager
- **Danica Putora**, Assistant Project Manager
- **Marko Jurič**, Engineer and Supervision
- **Janez Prevc**, Engineer and Supervision
- **Edi Ražman Knap**, Station Master of the Koper freight station
- **Marko Ograjenšek**, Engineer and Supervision
- **Egon Turk**, Supervision
- **Mitja Žnidarčič**, Supervision
- **Peter Rozman**, Supervision
- **Frank Mišetič**, Supervision
- **Saša Lipužič**, Supervision
- **Borut Kokolj**, Supervision
- **Peter Filipič**, Supervision

The operation is partly co-funded by the European Union, i.e. the Cohesion Fund. The operation is being implemented within the Operational Programme "Development of environment and transport infrastructure" for the period 2007–2013; Priority axis 1: Railway infrastructure – Cohesion Fund.

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