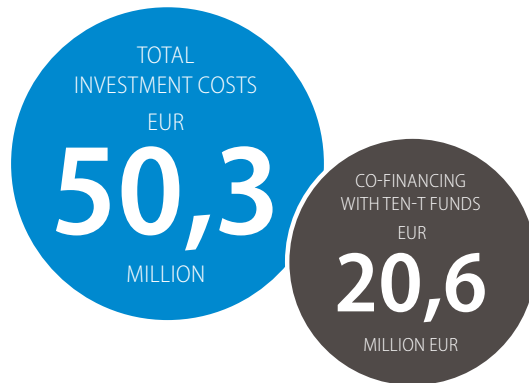


By introducing the ETCS system on D corridor, the Republic of Slovenia has become one of the leading EU Member States in the introduction of railway interoperable systems, since it has equipped almost 80% of the core railway network in Slovenia in this project. The competitive capacity of rail network will be improved with the ETCS system, since in the future, railway transport will start to be redirected to the interoperable railway network due to reduced costs. This will enable conditions to make domestic railway carriers competitive outside Slovenia's borders. The ETCS system also increases the capacity of the railway network, as well as the safety of rail and road transport on level crossings where roads cross railway lines. The ETCS system also reduces the burden on engine drivers, since the system enables them continuous control of the train from the locomotive, thereby additionally increasing the safety of rail transport. Continuous cross-border traffic flow will reduce travel times and also increase the utilisation of rail transport for passenger transport.

PROJECT FINANCING



The total investment in the ETCS system on the track from the state border with Italy via Sežana, Ljubljana, Zidani Most, Pragersko, Hodoš to the state border with Hungary and on the Divača - Koper track amounts to EUR 50.3 million; the European Commission co-financed the project with TEN-T funds amounting to 50% of eligible costs (EUR 20.6 million).





INTRODUCTION

THE ETCS

European train control system

is one of the measures provided to ensure the interoperability of the European railway network. This means the provision of equal transport standards such as axle load, free profile, catenary, operational management of railway transport and the unification of technology for train control and management.

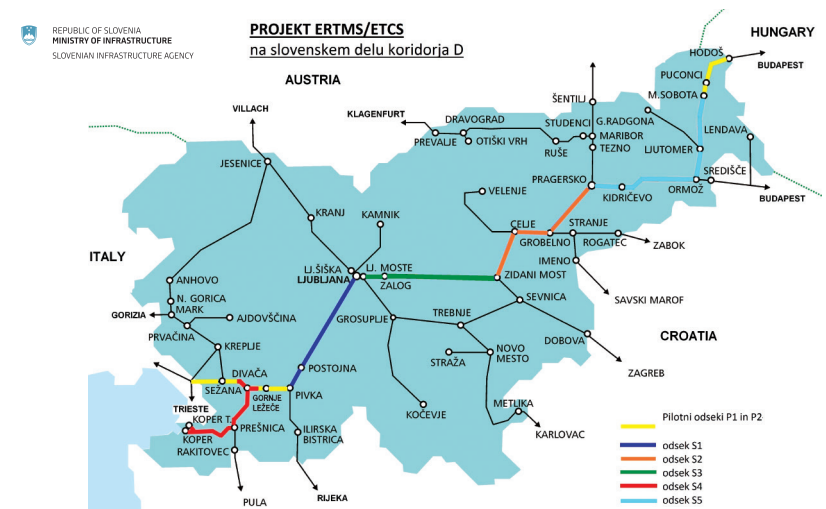
Currently, Member States have national systems for train control and management (more than 20 different national systems)

which disable continuous cross-border rail traffic, because this requires changing locomotives and the installation of expensive national train control and management systems. Introducing the ETCS system will enable cross-border rail traffic without the need for trains to stop at the border, giving an additional competitive advantage to both goods and passenger railway transport, since travel times will be shortened due to the continuous cross-border traffic flow and the costs of rail traffic will be reduced.



INTRODUCTION OF THE ETCS SYSTEM IN THE REPUBLIC OF SLOVENIA

ETCS System Level 1, Version 2.3.0d (Baseline 2) was initiated in the 2007-2013 financial perspective on 412 kilometres of line, including the state border with Italy via Sežana, Ljubljana, Zidani Most, Pragersko, Hodoš, the state border with Hungary and the Divača - Koper line. The project was co-financed with TEN-T funds in the amount of 50 per cent of eligible costs. In the new 2014-2020 financial perspective, the system will be initiated on the Pragersko - Šentilj - state border and Zidani Most - Dobova - state border lines. Co-financing with European funds within the CEF programme (Connecting Europe Facility) is envisaged for these two projects. By completing this project, Slovenia will be among the first members of the European Community to establish interoperable cross-border traffic on its part of the pan-European railway core network.



THE ADVANTAGES OF THE ETCS SYSTEM

- ✓ Provides interoperability (unification of rules, traffic, infrastructure and vehicle system technology, etc.),
- ✓ Establishes cross-border rail transport without stops on state borders,
- ✓ Redirects cargo from roads to railways,
- ✓ Increases rail transport speed and traffic capacity,
- ✓ Reduces greenhouse gas emissions,
- ✓ Reduces energy consumption, since rail transport uses up to 8 times less energy per cargo unit than road transport,
- ✓ Reduces railway travel times,
- ✓ Reduces rail transport costs,
- ✓ Additionally increases safety in railway transport.