STANDARD SUMMARY PROJECT FICHE

1. Basic information

1.1 Desiree Number: SI0201.08
   Twinning Number: SI02/IB/TR/01
1.2 Title: New Organisation Structure of Slovenian Railway System
1.3 Sector: Transport
1.4 Location: Slovenia

2. Objectives

2.1 Overall Objective(s):

Drafting of National Railway Rules and Regulations in the frame of the new Slovenian Railway Transport Act and Law on railway safety for adoption and enforcement.

2.2 Project purpose:

Enforce the role and new structures of the new railway network operator, which is the Directorate for Rail Transport:

- to strengthen the independent Regulatory body (not established yet) inside the National authority (Directorate for Rail Transport of Republic of Slovenia) for their new tasks;
- to meet the requirements following from the Regulation and Standardisation in the fields of Legal and Financing procedures, Infrastructure and Technical Railway Systems;
- to draft the guidelines on controlling mechanisms for the implemented procedures and approval steps.

2.3 Accession Partnership, NPAA priority, NDP and Slovene Regular Report 2001

As a justification for this twinning project the following documents has to be observed:

AP:
Complete legislative alignment on railway transport with a view to the implementation of the revised railway acquis, and on access to the occupation of the road transport operator and reinforce administrative capacity in the road transport and air transport sectors

NPAA:
4.1.9.2. List of tasks till end of 2002 (C. Rail transport, F. Horizontal and other questions / Institutions)
In the field of railway transport, the Railway Transport Directorate will reinforce staffing for implementing the harmonised legislation. The reorganisation of the public company Slovenske zeleznice d.d. will also be completed by 31 December 2001 at the latest.

Draft NDP:
3.3.1.2. National Railway Network
The Directorate for Rail Transport is responsible for investments into the railway infrastructure and provides funds from the National budget for:
- maintenance of public railway infrastructure;
- reconstruction of existing railway lines;
- completion of building the existing railway network;
- restoration of high speed railway network system (based on European system of high speed and main railway lines system, included in European documents).

National ISPA strategy for Transport Sector (March 2001) will be an annex to the NDP.

Slovene Regular Report 2001:
2.3.9. Transport
Republic of Slovenia has established all necessary railway transport institutions for the implementation of acquis communautaire. The Ministry of Transport is going to implement tasks from preparation and execution of EU legislation through the national railway operator Slovenske Železnice, d.d. The Directorate for Rail Transport as an organisation within the Ministry of Transport has been established to execute and supervise acts for implementation of EU legislation. Republic of Slovenia is going to reinforce and provide the staff with expert support and training in the existing institutions.

3. Description

3.1 Background and justification

As an accession country, Slovenia is fully aware of the fact that harmonisation and implementation of the new Railway Rules and Regulations, with its enforcement and newly established institutions, need serious attention.

Since the start of restructuring of the political and economic systems in Slovenia the establishment of a new Railway Directorate was a necessary decision in the Transport sector to implement the EU Directives 91/440/EEC, 95/18/EC, 2001/13/EC, 2001/14/EC, 96/48/EC and 2001/16/EC. Directorate of the Republic of Slovenia for Rail Transport (Direkcija za Železniški promet - DŽP) was established by the Railway Transport Act adopted November 28th 1999 and was constituted on March 8th 2000. An internal act of the Directorate (DZP) organisation was adopted on January 14th 2000.

The Directorate, as an organisation within the structure of the Ministry of Transport is responsible for transport, performs technical, organisational, development and certain administrative and supervisory tasks in the railway transport field as well as commercial public service, determined in the Railway Transport Act. The Directorate is an independent body within the Ministry of Transport and separated from any influences of national railway operator.

The main tasks of Directorate are:

a. to ensure the conditions for the performance of the obligatory commercial public services (such as ensuring the public transport, safety of transport and maintenance and modernisation of public railway infrastructure) and the supervision over their implementation – this has already been done;
b. to finance the commercial public services and control over the use of these resources – this has already been done;
c. to prepare technical documents for the accounting of the public railway infrastructure user charges and conduct complaint procedures in connection with train path assignments and user charge fixing – important part of the proposed twinning light project for 2001;
d. to issue and withdraw licences and safety certificates, permits and approvals - is proposed to be part of NP 2002;
e. to elaborate drafts of annual and medium-term plans of maintenance and modernisation and a draft of the national programme of the public railway infrastructure development;
f. to prepare initial positions for talks on international co-operation and participation in preparation of international contracts in the railway transport field.

To help Slovenia harmonise its railway legislation, PHARE assistance in drafting additional legal regulations and guidelines would be helpful in the field of liberalisation of access to public railway infrastructure, reorganisation of the national railway operator, non-discriminatory charging of user fees for the use of public railway infrastructure.

3.2 Linked activities

PHARE SL98/1B/SPP-01 Twinning covenant between Slovenia and Ireland in co-operation with Germany and the United Kingdom. Special Preparatory Programme for Slovenia regarding to preparation and installation ISPA project-(completed).

The alignment of railway legislation is proposed to start in the beginning of 2002 as PHARE Twinning Light Project SI0104.03: Support in working out strategy concepts and successful development documents regarding Procedures, Guidelines, Rules and Regulations to assure the new role and new structures of the Slovenian Railway Organisation. This proposal for the twinning project SI0201.08: New Organisation Structure of Slovenian Railway System is going to continue implementation and enforcement of EU Directives into the Slovenian railway legal Acts.

3.3 Results

Textual analysis of EU legislation already implemented and followed by preparation of draft documents on railway transport including regulations and guidelines proposed to be adopted to help implement Railway Transport Act and Law on railway safety by:

a) Establishment of Independent State Authority for granting the technical approvals for railway lines and their components (according to Law on railway safety – Article 5 on Regulations of design, building and maintenance of railway) with:
   • Rules and Procedures of Standardisation and Certification of Technical Specifications, Systems and Products;
   • Rules and Regulations of new Operation and Building orders regarding EU-Directives;
   • Operation licence guidelines and rules for taking over the supervision function on these licences;

b) Issuance of safety certificates for railway undertakings (implementing the Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification);

c) Issuance of licences for railway transport operations (implementing the Directive 2001/13/EC and 95/18/EC on the licensing of railway undertakings);

d) Establishment and enforcement of new railway infrastructure manager (in connection with reorganisation of Directorate for Rail Transport);

e) Proposals for implementation of the Directive 96/48/EC on the interoperability of the Trans – European high – speed rail system;

f) Proposals for implementation of the Directive 2001/16/EC on the interoperability of the Trans – European conventional rail system.
All mentioned results should be in line with the Directives 2001/12/EC and 91/440/EEC on the development of the Community railways, especially in the field of fair and non-discriminatory access to the infrastructure.

3.4 Activities

- The required help of three experts would be needed: Class 1 experts (Project leader and Short Term Expert - Assistant to PAA), Class 2 senior expert (Pre-Accession Adviser) - PAA will be a long-term advisor for maximum 12 calendar months, the exact duration being left to the twinning covenant. The task of the advisor will be the co-ordination of project implementation:

- Launching of internal legal campaign to help enforcing the Railway Transport Act and Law on railway safety, regulation based on it, security and orders and also transport regarding the correct implementation of EU legislation;

- Assistance in the preparation of the rules, guidelines, approval steps and procedures;

- Preparation and execution of training programs, workshops and seminars in Slovenia:
  - Workshop on granting the technical approvals for railway lines and their components
    - duration: 3 days, 25 employees responsible for granting the technical approvals for railway lines and their components. Employees will be carefully selected among the experts from National Rail Operator and from the Directorate for Rail Transport
  - Workshop on issuing safety certificates for railway undertakings
    - duration 3 days, 25 employees responsible for issuing safety certificates for railway undertakings. Employees will be carefully selected among the experts from National Rail Operator and from the Directorate for Rail Transport
  - Workshop on issuing licences for railway transport operations
    - duration 3 days, 25 employees responsible for issuing licences for railway transport operations. Employees will be carefully selected among the experts from National Rail Operator and from the Directorate for Rail Transport
  - Workshop on establishment and enforcement of new railway infrastructure manager
    - duration 3 days, 25 employees responsible for establishment and enforcement of new railway infrastructure manager. Employees will be carefully selected among the experts from National Rail Operator and from the Directorate for Rail Transport
  - Seminar on interoperability of the Trans-European high-speed rail and conventional rail system
    - duration 1 day, 25 employees responsible for interoperability of the Trans-European high-speed rail and conventional rail system. Employees will be carefully selected among the experts from National Rail Operator and from the Directorate for Rail Transport.

- Study tours to the selected Member State in order to gain practical experiences on implementation of expected results deriving from the twinning project for the Slovenian Railway experts (the trainees will be carefully selected among the experts from Directorate for Rail Transport and National Railway Operator - these study tours are proposed in scope of already implemented regulations in EU countries but not yet harmonised in Slovenia and should take place after the implementation of individual expected results:
  - After choosing the respective variation for establishment of Independent State Authority for granting the technical approvals for railway lines and their components (6 Slovenian railway experts for 5 working days);
  - After choosing the respective variation for issuing safety certificates for railway undertakings (6 Slovenian railway experts for 5 working days);
- After choosing the respective variation for issuing licences for railway transport operations (6 Slovenian railway experts for 5 working days);
- After choosing the respective variation for establishment and enforcement of new railway infrastructure manager (6 Slovenian railway experts for 5 working days);
- Interpretation of already implemented EU legislation and draft documents on railway transport including regulations and guidelines proposed to be adopted.

**Employees from Slovenske Zelznice, d.d. will cover their travel costs and accommodation by themselves.**

3.5 Lessons learned
Not applicable.

4. Institutional framework

The competent authority for harmonisation and implementation of the new Railway rules and Regulations is the Ministry of Transport with their divisions in the central part and the new Directorate of Rail Transport in Maribor as an organisational part of the Ministry of Transport. The Directorate will step by step start with execution of tasks defined in Railway Transport Act and Law on railway safety including administration, preparation of legislation and co-ordination in the respective fields regarding quality and execution of the proposed twinning project.

The headquarters of all activities will be in Maribor.

An organigramme of how the whole railway system in Slovenia works is shown below.
5. Detailed budget

<table>
<thead>
<tr>
<th>Phare Support</th>
<th>Investment Support</th>
<th>Institution Building</th>
<th>Total Phare (=I+IB)</th>
<th>National Cofinancing</th>
<th>IFI</th>
<th>TOTAL</th>
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<td>0.2</td>
<td>0.0</td>
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<td>0.2</td>
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<td>- STE</td>
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<td>0.4</td>
<td>0.12</td>
<td>-</td>
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<td>0.52</td>
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<tr>
<td>Total value</td>
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<td>0.4</td>
<td>0.12</td>
<td>-</td>
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</tr>
<tr>
<td>Total Percentage</td>
<td>77%</td>
<td>23%</td>
<td>100%</td>
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<td></td>
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</tr>
</tbody>
</table>

The national component is already earmarked in the National Budget.

Project will be implemented as a twinning project for 18 months. For that reason national component is already earmarked in the National Budget for 2002. The national co-financing (23% of the total amount) will cover the costs for administrative and financial management, technical support, support for the local and international technical assistance, logistical and organisational support for the training activities, adequately equipped office space, telephone, fax, photocopiers, computer, secretarial support, access to information, first class return train tickets from Maribor to Ljubljana, adequate space in which the seminars will take place, study tours and travel costs for training to be carry out abroad, interpretation and other assistance needed by experts.

Study tours and travel costs for training abroad will be covered from the National Budget only for the experts from Directorate for Rail Transport.

6. Implementation Arrangements

6.1 Implementing Agency

*Implementing Agency:*
Ministry of Finance – CFCU
Beethovenova 11
1502 Ljubljana
tel.: +386 1 478 63 05
fax: +386 1 478 62 04
Responsible person: Peter Škofic PAO, e-mail: peter.skofic@mf-rs.si

*Implementing Authority:*
Ministry of Transport
Directorate for Rail Transport
Kopitarjeva 5
2000 Maribor
tel.: +386 2 234 14 12
fax: +386 2 234 14 52
Contact person and project leader: Mr. Bojan Rosi, M.Sc., e-mail: bojan.rosi@gov.si

6.2 Twinning

*Beneficiary:*
The project is designed to be implemented as a twinning package, consisting of visiting of long term expert (PAA - period of 12 months) and short time experts on a series of occasions on short missions (a week at a time), seminars, study tours and specialist training.

6.3 Non-standard aspects

Practical guide to PHARE, ISPA & SAPARD contracts procedures and the Reference Manual on »Twinning projects« will be strictly applied and followed; no other non-standard aspect is foreseen.

6.4 Contracts

For this project the Ministry of Transport will be the Contracting Authority. Within Ministry of Transport, the Directorate for Rail Transport will be responsible for the operational tasks of the project. There will be a Twinning Covenant signed with a selected Member State.

Tendering and contracting shall be carried out in co-operation with CFCU in the Ministry of Finance. The contact person is Mr. Peter Škofic, Head of CFCU, tel.: ++386 1 478 6305, fax: 386 1 478 6204, e-mail: peter.skofic@mf-rs.si. The tendering and contracting of the projects components shall follow standard Practical guide to PHARE, ISPA & SAPARD contracts procedures where applicable, including the Reference Manual on “Twinning projects«. Financial management is responsibility of CFCU, implementation and monitoring by MoT.

7. Implementation Schedule

7.1 Start of tendering/call for proposals

July 2002

7.2 Start of project activity

January 2003

7.3 Project Completion

June 2004

8. Equal Opportunity

Participation will be open to both: female and male personnel. Records of staff participating in training and other project activities will reflect this statement.
9. Environment

Not applicable

10. Rates of return

Not applicable

11. Investment criteria

Not applicable

12. Conditionality and sequencing

Parties’ commitment to the implementation of the proposed project is subject to receipt of PHARE funds for the budget set out in the FM. The project can start immediately, because the respective law is approved.

The completion of adoption the EU Acquis on Railway Transport is conditioned by the adoption of regulation acts to fully implement Railway Transport Act and Law on railway safety, which is the objective of this proposed twinning project.
ANNEXES TO PROJECT FICHE

1. Logical framework matrix in standard format (compulsory)
2. Detailed implementation chart (compulsory)
3. Contracting and disbursement schedule by quarter for full duration of programme (including disbursement period) (compulsory)
4. Reference to feasibility /pre-feasibility studies. For all investment projects, the executive summary of the economic and financial appraisals, and the environmental impact assessment should be attached – this annex is not included since it is not an investment project
5. List of relevant Laws and Regulations
6. Reference to relevant Government Strategic plans and studies (may include Institution Development Plan, Business plans, Sector studies etc)
Annex 1: Logical framework matrix

LOG FRAME PLANNING MATRIX FOR PROJECT

New Organisation Structure of Slovenian Railway System

<table>
<thead>
<tr>
<th>Overall objective</th>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preparation of National Railway Rules and Regulations in the frame of the new Slovenian Railway Transport Act and Law on railway safety for adoption and enforcement</td>
<td>Implementation of regulations based on Railway Transport Act and Law on railway safety</td>
<td>Official Gazette of the Republic of Slovenia</td>
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</tbody>
</table>

Project purpose

<table>
<thead>
<tr>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establish and enforcement of new railway infrastructure manager</td>
<td>Official Gazette of the Republic of Slovenia</td>
<td>The Independent State Authority for granting the technical approvals and new railway infrastructure manager are expected to be established following the EU Directives</td>
</tr>
</tbody>
</table>

Results

<table>
<thead>
<tr>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Railway Transport Act and Law on railway safety are expected to come fully into force in the fields of:</td>
<td>Official Gazette of the Republic of Slovenia</td>
<td>Railway Transport Act and Law on railway safety</td>
</tr>
</tbody>
</table>
regulations and guidelines proposed to be adopted to help implement Railway Transport Act and Law on railway safety by:

a) Establishment of Independent State Authority for granting the technical approvals for railway lines and their components (according to Law on railway safety – Article 5 on Regulations of design, building and maintenance of railway) with:
- Rules and Procedures of Standardisation and Certification of Technical Specifications, Systems and Products;
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- Operation licence guidelines and rules for taking over the supervision function on these licences;

b) Issuance of safety certificates for railway undertakings (implementing the Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification);

c) Issuance of licences for railway transport operations (implementing the Directive 2001/13/EC and 95/18/EC on the licensing of railway undertakings);

d) Establishment and enforcement of new railway infrastructure manager (in connection with reorganisation of Directorate for Rail Transport);

e) Proposals for implementation of the Directive 96/48/EC on the interoperability of the Trans – European high – speed rail system;

- Establishment of Independent State Authority for granting the technical approvals for railway lines and their components;
- Issuance of safety certificates for railway undertakings;
- Issuance of licences for railway transport operations;
- Establishment and enforcement of new railway infrastructure manager;
- Proposals for implementation of the Directives 96/48/EC and 2001/16/EC
f) Proposals for implementation of the Directive 2001/16/EC on the interoperability of the Trans-European conventional rail system.

All mentioned results should be in line with the Directives 2001/12/EC and 91/440/EEC on the development of the Community railways, especially in the field of fair and non-discriminatory access to the infrastructure.

<table>
<thead>
<tr>
<th>Activities</th>
<th>Means</th>
<th>Assumptions</th>
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<tbody>
<tr>
<td>- The required help of three experts would be needed: Class 1 experts</td>
<td>3 Experts Training: seminars, workshops, study tours</td>
<td>Objectives from twinning project are expected to be fully implemented in</td>
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<tr>
<td>(Project leader and Assistant to PAA), Class 2 senior expert (Pre-</td>
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<td>Railway Transport Act and Law on railway safety and adopted as regulations</td>
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<td>Accession Adviser) – PAA will be a long-term advisor for maximum 12</td>
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<td>based on Railway Transport Act and Law on railway safety.</td>
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<td>calendar months, the exact duration being left to the twinning</td>
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<td>covenant. The task of the advisor will be the co-ordination of project</td>
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<td>implementation:</td>
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<tr>
<td>- Launching of internal legal campaign to help enforcing the Railway</td>
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<td>Transport Act and Law on railway safety, regulation based on it,</td>
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<td>security and orders and also transport regarding the correct</td>
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<td>implementation of EU legislation;</td>
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<tr>
<td>- Assistance in the preparation of the rules, guidelines, approval steps</td>
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<td>and procedures;</td>
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<tr>
<td>- Preparation and execution of training programs workshops and seminars</td>
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<td>in Slovenia:</td>
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<tr>
<td>- Workshop on granting the technical approvals for railway lines and</td>
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<td>their components</td>
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<tr>
<td>- duration: 3 days, 25 employees responsible for granting the technical</td>
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<tr>
<td>approvals for railway lines and their components. Employees will be</td>
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<tr>
<td>carefully selected among the experts</td>
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</tbody>
</table>
from National Rail Operator and from the Directorate for Rail Transport

- **Workshop on issuing safety certificates for railway undertakings**
  - duration 3 days, 25 employees responsible for issuing safety certificates for railway undertakings. Employees will be carefully selected among the experts from National Rail Operator and from the Directorate for Rail Transport

- **Workshop on issuing licences for railway transport operations**
  - duration 3 days, 25 employees responsible for issuing licences for railway transport operations. Employees will be carefully selected among the experts from National Rail Operator and from the Directorate for Rail Transport

- **Workshop on establishment and enforcement of new railway infrastructure manager**
  - duration 3 days, 25 employees responsible for establishment and enforcement of new railway infrastructure manager. Employees will be carefully selected among the experts from National Rail Operator and from the Directorate for Rail Transport

- **Seminar on interoperability of the Trans-European high-speed rail and conventional rail system**
  - duration 1 day, 25 employees responsible for interoperability of the
Trans-European high-speed rail and conventional rail system. Employees will be carefully selected among the experts from National Rail Operator and from the Directorate for Rail Transport.

- Study tours to the selected Member State in order to gain practical experiences on implementation of expected results deriving from the twinning project for the Slovenian Railway experts (the trainees will be carefully selected among the experts from Directorate for Rail Transport and National Railway Operator - these study tours are proposed in scope of already implemented regulations in EU countries but not yet harmonised in Slovenia and should take place after the implementation of individual expected results:
  - After choosing the respective variation for establishment of Independent State Authority for granting the technical approvals for railway lines and their components (6 Slovenian railway experts for 5 working days);
  - After choosing the respective variation for issuing safety certificates for railway undertakings (6 Slovenian railway experts for 5 working days);
  - After choosing the respective variation for issuing licences for railway transport operations (6 Slovenian railway experts for 5 working days);
  - After choosing the respective variation for establishing the administrative organization for railway transport operations within the framework of the Independent State Authority (6 Slovenian railway experts for 5 working days);
| variation for establishment and enforcement of new railway infrastructure manager (6 Slovenian railway experts for 5 working days); |  |
| Interpretation of already implemented EU legislation and draft documents on railway transport including regulations and guidelines proposed to be adopted. |  |

**Preconditions**

- The Directorate for Rail Transport has legal obligation to prepare regulations based on Railway Transport Act and Law on railway safety
- Human resources available
Annex 2: Implementation time chart

<table>
<thead>
<tr>
<th>Institution Building</th>
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<th>2004</th>
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</tbody>
</table>
Annex 3: Contracting schedule (sheet 1)

Name and Number of programme

New Organisation Structure of Slovenian Railway System
SI0201.08

CUMULATIVE CONTRACTING SCHEDULE (EUR million)

<table>
<thead>
<tr>
<th>Date</th>
<th>3/31/03</th>
<th>6/30/03</th>
<th>9/30/03</th>
<th>12/31/03</th>
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<tbody>
<tr>
<td>TOTAL</td>
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<td>0.15</td>
<td>0.20</td>
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</table>

NB: all contracting should normally be completed within 6-12 months and must be completed within 24 months of signature of FM
Annex 3: Disbursement schedule (sheet 2)

<table>
<thead>
<tr>
<th>Name and Number of programme</th>
<th>New Organisation Structure of Slovenian Railway System SI0201.08</th>
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</table>

**CUMULATIVE DISBURSEMENT SCHEDULE (EUR million)**

<table>
<thead>
<tr>
<th>Date</th>
<th>3/31/03</th>
<th>6/30/03</th>
<th>9/30/03</th>
<th>12/31/03</th>
<th>3/31/04</th>
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<th>12/31/05</th>
<th>3/31/06</th>
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<tbody>
<tr>
<td>TOTAL</td>
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<td>0.32</td>
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NB all disbursements must be completed within 36 months of signature of the FM

Note: The Financing Memorandum has not been signed yet
Annex 3: Contracting and disbursement schedule (sheet 3)

<table>
<thead>
<tr>
<th>Name and Number of programme</th>
</tr>
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<tbody>
<tr>
<td>New Organisation Structure of Slovenian Railway System SI0201.08</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>CUMULATIVE CONTRACTING and DISBURSEMENT SCHEDULE (EUR million)</th>
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<tr>
<td>Contracted</td>
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<tr>
<td>Disbursed</td>
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</tbody>
</table>

NB: 1. All contracting should normally be completed within 6-12 months and must be completed within 24 months of signature of FM
2. All disbursements must be completed within 36 months of signature of the FM

Note: The Financing Memorandum has not been signed yet
Annex 5: List of relevant Laws and Regulation

- Railway Transport Act,
- Law on railway safety,
- Directives 2001/12/EC and 91/440/EEC on the development of the Community’s railways,
- Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification);
- Directives 2001/13/EC and 95/18/EC on the licensing of railway undertakings);
- Directive 96/48/EC on the interoperability of the trans-European high-speed rail system;
- Directive 2001/16/EC on the interoperability of the trans-European conventional rail system.
Annex 6: Reference to relevant Government Strategic plans and studies (may include Institution Development Plan, Business plans, Sector studies etc)

- AP-Accession Partnership

- NPAA
  - 4.1.9.2. List of tasks till end of 2002 (C. Rail transport, F. Horizontal and other questions / Institutions)

- draft NDP - draft of the National Development Plan 2001 - 2006
  - 3.3.1.2. National Railway Network

- Slovene Regular Report 2001
  - 2.3.9. Transport

- National ISPA strategy for Transport Sector

- National Programme of the Public Railway Infrastructure Development