Standard summary project fiche

1. Basic information
   1.1 CRIS Number: 2003/004-938-04
   1.2 Title: New financial approach to investment in Public Railway Infrastructure
   1.3 Sector: Transport
   1.4 Location: Slovenia

2. Objectives
   2.1 Overall Objective(s):

   Drafting the National programmes, procedures, rules and regulations in the framework of a legal opportunity for different financial sources (PPP, Earmarked funds…) for investment in the Public Railway Infrastructure.

   Through the national programmes, procedures, rules, regulations the Republic of Slovenia will enforce the harmonised national legislation and assure the EU safety standards in Pan European corridors no. V and X reflected as:
   - Completely constructed railway network,
   - Implemented interoperability,
   - Maintenance of EU safety standards level.

   2.2 Project purpose:

   • Ensuring the appropriate financial management system for the urgent infrastructure investment in Pan European Transport Corridors no. V and X:
     ➢ modernisation of the present railway line Divaca-Koper,
     ➢ construction of the second railway line Divaca-Koper,
     ➢ construction of the second railway line Maribor-Šentilj,
     ➢ reconstruction of the railway line Ljubljana-Jesenice,
     ➢ construction of the infrastructure for logistic centres Maribor, Ljubljana, Koper,
     ➢ construction of the infrastructure at the Schengen border crossing Dobova,
     ➢ etc…

   • Prepare the financial base for the implementation of interoperability in Pan European Transport Corridors no. V and X.

   • Prepare available financial resources for the efficient maintenance of the Public Railway Infrastructure at the same safety level.

   2.3 Accession Partnership, NPAA priority, Slovene Regular Report 2002 and Action Plan

As a justification for this twinning project the following documents have to be observed:
AP 2001:
Complete legislative alignment in railway transport with a view to implementing the revised railway acquis, and in the access to the occupation of the road transport operator and reinforce administrative capacity in the land transport and air transport sectors.

NPAA:
4.1.9.1 Transport (C: Rail transport, G. Horizontal and other questions)
In the field of railway transport infrastructure (TEN network) the Directorate will harmonise the national legislation with the European legislation. (enforcing the NDP).

Slovene Regular Report 2002:
2.3.9. Transport
In order to align the field of railway transport with the acquis Slovenia adopted the implementing regulations, governing state aids in the international railway transport, the safety certification procedure, public service obligations in national passenger railway transport, the charging and allocation of capacity schemes, public service obligations involving the maintenance and modernisation of railway infrastructure and the operation of the control and safety systems as well as the keeping of separate business accounts for the management of railway infrastructure and the provisions of transport services which are to be kept by railway undertakings.

Action Plan - Slovenia
Chapter 9. Transport policy
Reinforce administrative capacity in the land transport and air transport sectors.

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 along with their enforcement and newly established institutions require a serious attention in the financial area.

Since the beginning of the restructuring of the political and economic systems in Slovenia the establishment of a new Railway Directorate was a crucial decision in the transport sector to implement EU Directives 91/440/EEC, 95/18/EC, 2001/1/EC, 2001/13/EC, 2001/14/EC, 96/48/EC and 2001/16/EC. The Directorate of the Republic of Slovenia for Rail Transport (Direkcija za železniški promet - DŽP) was established by the Railway Transport Act, adopted on 28 November 1999, and constituted on 8 March 2000. An internal act of the Directorate (DŽP) organisation was adopted on 14 January 2000.

The Directorate, as an organisation within the Ministry of Transport, is responsible for transport, performs technical, organisational, development and certain administrative and supervisory tasks in the railway transport field and provides commercial public services, determined in the Railway Transport Act and Safety of Railway Transport Act.

The Directorate for Rail transport is fully responsible for the availability of financial resources (budget, other resources…) for the execution of the tasks according to the Railway Transport Act, Safety of Railway Transport Act and the National Programme of the Slovenian Railway Infrastructure Development. To implement the EU legislation and adapt the EU
standards to the national legislation additional financial resources are needed for the realisation (enforcement legislation) so as to achieve:

- equal safety standards in the Pan-European Corridors V and X (important for interoperability),
- a non-discriminatory use of public infrastructure,
- common signalling equipment (important for interoperability),
- satisfying maintenance of public railway infrastructure (safe traffic running),
- etc.

The Directorate is an independent body within the Ministry of Transport and under no influence of the national railway operator.

The main tasks of the Directorate are:

a. create conditions for the provision of the obligatory commercial public services (such as ensuring public transport, transport safety and maintenance and modernisation of public railway infrastructure) and supervision over their implementation – this has already been done;

b. finance the commercial public services and control over the use of these resources – this has already been done;

c. 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. issue and withdraw licences and safety certificates, permits and approvals;

e. 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. prepare initial positions for talks on international co-operation and participation in preparation of international contracts in the railway transport field.

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 the preparation and installation ISPA project-(completed).

The alignment of railway legislation started at the beginning of 2002 as:

- PHARE Twinning Light Project SI.0104.03: 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 (already started)

- PHARE Twinning project SI0201.08: New Organisation Structure of Slovenian Railway System will continue with the implementation of EU Directives into the Slovenian railway legal acts (will start in 2003).

3.3 Results

Draft strategic documents (rules, regulations, possible solutions for financing the projects etc.) for appropriate financial management of public railway infrastructure to assure a full enforcement of the Railway Transport Act, Safety of Railway Transport Act, National Programme of the Slovenian Railway Infrastructure Development prepared, including the implementation of interoperability (Directive 96/48/EC, Directive 2001/16/EC):
Draft Rules, regulations, documents, possible solutions, strategies for:

- convenient financial management systems (PPP, Earmarked funds, Cohesion funds, other possible financial sources, etc.) for investments in infrastructure in the Pan European Corridors V and X (Cost Benefit Analysis and studies of advantages and disadvantages must be made) - Article 13 and Article 21 of the Railway Transport Act; National Programme of the Slovenian Railway Infrastructure Development.

- convenient financial management systems (PPP, Earmarked funds, Cohesion funds, other possible financial sources etc.) for investments in implementing interoperability in the Pan European Corridors V and X (Cost Benefit Analysis and studies of advantages and disadvantages must be made) - implementation of Directives 2001/16/EC and 96/48/EC.

- convenient financial management systems (PPP, Earmarked funds, Cohesion funds, other possible financial sources etc.) for the efficient maintenance of Public Railway Infrastructure at the same safe level (Cost Benefit Analysis and studies of advantages and disadvantages must be made) - Article 11 of the Railway Transport Act and the Safety of Railway Transport Act.

Development of the procedures and mechanisms for effective financing and control over the allocation of available resources (designing the benchmarking system, designing the model, draft rules and regulation) - Article 21 of the Railway Transport Act.

All the above mentioned results should be in line with Directives 2001/12/EC and 91/440/EEC, Directives 2001/14/EC, 2001/13/EC and 95/18/EC, 96/48/EC, 2001/16/EC, Railway Transport Act, Safety of Railway Transport Act, National Programme of the Slovenian Railway Infrastructure Development.

Improved knowledge and new skills gained of the experts from the National Rail Operator and Directorate for Rail Transport involved in:

- investment in rail infrastructure: construction of new infrastructure and maintenance of the existing Public Railway Infrastructure
- implementation of interoperability in the Pan European Corridors V and X.
- financing and effective control over the use of available resources in the field of rail 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. After twelve months working on a day to day basis. The task of the advisor will be the co-ordination of project implementation.

- Case studies of the appropriate financial management for the investment in the Pan European Corridors V and X:
  - modernisation of the present railway line Divaca-Koper,
  - construction of the second railway line Divaca-Koper,
  - construction of the second railway line Maribor-Šentilj,
  - reconstruction of the railway line Ljubljana-Jesenice,
  - construction of the infrastructure for logistic centres Maribor, Ljubljana, Koper,
  - construction of the infrastructure at the Schengen border crossing Dobova.
- Assistance in preparation of draft rules, regulations, documents, possible solutions, strategies:
  - for investments in implementing interoperability in Pan European Corridors V and X,
  - for efficient maintenance of the Public Railway Infrastructure at the same safety level.

- Assistance in developing procedures and mechanisms for effective financing and control over the use of available resources

- Preparation and execution of training programmes, workshops and seminars in Slovenia:
  - Workshop on investment in implementing interoperability in Pan European Corridors V and X
    - duration: 3 days, 25 employees who will be carefully selected among the experts from the National Rail Operator and from the Directorate for Rail Transport
  - Workshop on efficient maintenance of Public Railway Infrastructure
    - duration 3 days, 25 employees who will be carefully selected among the experts from the National Rail Operator and from the Directorate for Rail Transport
  - Seminar on procedures and mechanisms for financing and effective control over the use of available resources
    - duration 3 days, 25 employees who will be carefully selected among the experts from the National Rail Operator and from the Directorate for Rail Transport.
  - Study tours to the selected Member State in order to study already implemented financial mechanisms in Europe (PPP, Earmarked funds, cohesion funds, other possible sources):
    - Studying the implemented Private Public Partnerships (6 Slovenian railway experts for 5 working days);
    - Studying the Earmarked funds (6 Slovenian railway experts for 5 working days);
    - Studying the Cohesion Funds (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 Zeleznice, d.d. will cover their travel costs and accommodation by themselves.

3.5 Lessons learned

The relevant experiences listed in Chapter 3.2 Linked Activities have represented the basis for the preparation of this project proposal

All recommendations in Interim Evaluation Report were considered in preparation of the project fiche and were incorporated in the Logframe Matrix and terms of reference for proposed twinning project.
The implementation of the project will be in line with the recommendations stated in the project fiche.

4. Institutional framework

The Central Finance and Contract Unit (CFCU) of the Ministry of Finance, acting as an Implementing Agency, will be responsible for contracting and financial matters following the Practical Guide to PHARE, ISPA and SAPARD Contract Procedures, and FIDIC rules and procedures.

Implementing Authority with the overall responsibility for the programme implementation will be Directorate of Rail Transport within the Ministry of Transport, with Ministry of Transport acting as the Contracting Authority.

The Ministry of Transport with their head office divisions and the new Directorate of Rail Transport in Maribor as an organisational part of the Ministry of Transport is competent authority for harmonisation and implementation of the new Railway Rules and Regulations. The Directorate will take a step by step approach to the execution of the tasks defined in the Railway Transport Act and the Safety of Railway Transport Act, including administration, preparation of legislation and co-ordination in the respective fields regarding quality and execution of the proposed twinning project.

All the activities will be led and supervised from Maribor.

The railway system structure in Slovenia is shown in below.
5. Detailed budget

<table>
<thead>
<tr>
<th></th>
<th>PHARE Support</th>
<th>Support</th>
<th>Total PHARE (=I+IB)</th>
<th>National Co-financing</th>
<th>IFI</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Twinning Covenant</td>
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<tr>
<td>- PAA</td>
<td>0.2</td>
<td>0.2</td>
<td>0.1</td>
<td>0.1</td>
<td>0.1</td>
<td>0.45</td>
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<td>- STE</td>
<td>0.15</td>
<td>0.15</td>
<td></td>
<td></td>
<td>0.15</td>
<td>0.45</td>
</tr>
<tr>
<td><strong>Total value</strong></td>
<td><strong>0.0</strong></td>
<td><strong>0.35</strong></td>
<td><strong>0.35</strong></td>
<td><strong>0.1</strong></td>
<td></td>
<td><strong>0.45</strong></td>
</tr>
<tr>
<td><strong>Total Percentage</strong></td>
<td><strong>77%</strong></td>
<td><strong>23%</strong></td>
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<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

The national component is already earmarked in the National Budget.

The project will be implemented as a twinning project for 18 months. For this reason the national component will be earmarked in the 2003 National Budget. The national co-financing (23% of the total amount) will cover the costs of administrative and financial management, technical support, support for local and international technical assistance, logistical and organisational support for training activities, adequately equipped office facilities, telephone, fax, photocopiers, computer, secretarial support, access to information, first class return train tickets from Maribor to Ljubljana, adequate facilities for seminars, study tours and travel for training to be carried 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 the 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. Slavko Gabrovček, M.Sc., e-mail: Slavko.Gabrovcek@gov.si
6.2 Twinning

_Beneficiary:_
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. Slavko Gabrovec, M.Sc., e-mail: Slavko.Gabrovec@gov.si

The project is designed to be implemented as a twinning package, consisting of visits by 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 the 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 at 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 the responsibility of CFCU, while implementation and monitoring of the MoT.

7. Implementation schedule

7.1 Start of tendering/call for proposals  
July 2003

7.2 Start of project activity  
December 2003

7.3 Project completion  
May 2005
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 the adoption of the EU Acquis on Railway Transport is conditioned by the adoption of regulation acts to fully implement Railway Transport Act and Safety of Railway Transport Act, 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

<table>
<thead>
<tr>
<th>LOG FRAME PLANNING MATRIX FOR PROJECT</th>
<th>Programme name and number:</th>
<th>2003/004-938-04</th>
</tr>
</thead>
<tbody>
<tr>
<td>New financial approach for investment in Public Railway Infrastructure</td>
<td>Contracting period expires:</td>
<td>30/11/2005</td>
</tr>
<tr>
<td></td>
<td>Disbursement period expires:</td>
<td>30/11/2006</td>
</tr>
<tr>
<td></td>
<td>Total budget: 450,000 €</td>
<td>PHARE budget: 350,000 €</td>
</tr>
</tbody>
</table>

### Overall Objective

Drafting the National programmes, procedures, rules and regulation in the framework of a legal opportunity for different financial sources (PPP, Earmarked funds…) for investment in Public Railway Infrastructure.

Through the national programmes, procedures, rules, regulations the Republic of Slovenia will enforce the harmonised national legislation and assure the EU safety standards in Pan European corridors no. V and X reflected as:

- Completely constructed railway network,
- Implemented interoperability,
- Maintenance at EU safe standards level.

### Objectively Verifiable Indicators

<table>
<thead>
<tr>
<th>Project purpose</th>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ensuring the appropriate financial management system for the urgent infrastructure investment in Pan European Transport Corridors no. V and X:</td>
<td>Enforcement of the Railway Transport Act, Safety of Railway Transport Act regulations, National Programme of the Slovenian Railway Infrastructure Development after implementation of all relevant rules, procedures and strategies</td>
<td>• Official Gazette of the Republic of Slovenia • Adopted Internal Regulations, Strategies, Procedures • Availability of financial sources for planned infrastructure development and satisfied maintenance</td>
</tr>
<tr>
<td>✓ modernisation of the present railway line Divaca-Koper,</td>
<td>• Developed appropriate management systems, developed new financial structure for implementing interoperability - and implemented after their verification, which will follow the completion of the project</td>
<td></td>
</tr>
<tr>
<td>✓ construction of the second railway line Divaca-Koper,</td>
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<tr>
<td>✓ construction of the second railway line Maribor-Šentilj,</td>
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<tr>
<td>✓ reconstruction of the railway line Ljubljana-Jesenice,</td>
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<tr>
<td>✓ construction of the infrastructure for logistic centres Maribor, Ljubljana, Koper,</td>
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</tbody>
</table>

It is expected that the project will allow a satisfactory execution of the tasks according to the Railway Transport Act, Safety of Railway Transport Act and the National Programme of the Slovenian Railway Infrastructure Development.
• construction of the infrastructure at the Schengen border crossing Dobova
• Prepare the financial base for the implementation of interoperability in Pan European Transport Corridors no. V and X.
• Prepare available financial resources for the efficient maintenance of the Public Railway Infrastructure at the same safety level.

<table>
<thead>
<tr>
<th>Results</th>
<th>Objectively Verifiable Indicators</th>
<th>Sources of Verification</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draft strategic documents (rules, regulations, possible solutions for financing the projects, etc.) for appropriate financial management of public railway infrastructure towards the complete enforcement of Railway Transport Act, Safety of Railway Transport Act, National Programme of the Slovenian Railway Infrastructure Development prepared, including the implementation of interoperability (Directive 96/48/EC, Directive 2001/16/EC):</td>
<td>Strategic documents (rules, regulations, possible solutions for financing the projects etc.) for appropriate financial management of public railway infrastructure to fully enforce the Railway Transport Act, Safety of Railway Transport Act, National Programme of the Slovenian Railway Infrastructure Development and implement interoperability /Directive 96/48/EC, Directive 2001/16/EC will be implemented and enforced after the completion of this project</td>
<td>Official Gazette of the Republic of Slovenia</td>
<td>Railway Transport Act, Safety of Railway Transport Act and National Programme of the Slovenian Railway Infrastructure Development. Expected to come fully into force in the fields of:</td>
</tr>
<tr>
<td>Draft Rules, regulations, documents, possible solutions, strategies for:</td>
<td>Implementation of the developed procedures and mechanisms for effective financing and control over the use of available resources (designing the benchmarking system, designing the model, draft rules and regulation)-Article 21 of the Railway Transport Act at the Directorate for Rail Transport upon the completion of this project</td>
<td>Adopted internal regulations, rules, strategic documents, possible solutions for financing the projects</td>
<td>- Proposal for investments in the infrastructure in the Pan European Corridors V and X.</td>
</tr>
<tr>
<td>convenient financial management systems (PPP, Earmarked funds, Cohesion funds, other possible financial sources, etc.) for investments in the infrastructure in the Pan European Corridors V and X (Cost Benefit Analysis and studies of advantages and disadvantages must be made) -Article 13 and Article 21 of the Railway Transport Act; National Programme of the Slovenian Railway Infrastructure Development.</td>
<td>Experts from the National Rail Operator</td>
<td>Annual and other plans, reports on construction and maintenance of the Public Railway Infrastructure</td>
<td>- Proposals for efficient maintenance of Public Railway Infrastructure</td>
</tr>
<tr>
<td>convenient financial management systems (PPP, Earmarked funds, Cohesion funds, other possible financial sources etc.) for investments in implementing interoperability in the Pan European Corridors V and X (Cost Benefit Analysis and studies of advantages and disadvantages must be</td>
<td></td>
<td></td>
<td>- Financial proposals for implementation of Directives 96/48/EC and 2001/16/EC</td>
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<td></td>
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<td>- Proposals for effective control over the use of available resources</td>
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</tbody>
</table>

- Proposal for investments in the infrastructure in the Pan European Corridors V and X.
made) - implementation of Directives 2001/16/EC and 96/48/EC.

- convenient financial management systems (PPP, Earmarked funds, Cohesion funds, other possible financial sources etc.) for the efficient maintenance of Public Railway Infrastructure at the same safe level (Cost Benefit Analysis and studies of advantages and disadvantages must be made) - Article 11 of the Railway Transport Act and the Safety of Railway Transport Act.

- Development of the procedures and mechanisms for effective financing and control over the allocation of available resources (designing the benchmarking system, designing the model, draft rules and regulation) - Article 21 of the Railway Transport Act.

All the above mentioned results should be in line with Directives 2001/12/EC and 91/440/EEC, Directives 2001/14/EC, 2001/13/EC and 95/18/EC, 96/48/EC, 2001/16/EC, Railway Transport Act, Safety of Railway Transport Act, National Programme of the Slovenian Railway Infrastructure Development.

Improved knowledge and new skills gained of the experts from the National Rail Operator and Directorate for Rail Transport, involved in:

- investment in rail infrastructure: construction of new infrastructure and maintenance of the existing Public Railway Infrastructure
- implementation of interoperability in the Pan European Corridors V and X.
- financing and effective control over the use of available resources in the field of rail infrastructure

and the Directorate for Rail Transport will be trained to perform their duties regarding investment possibilities and maintenance, financing and effective control over the use of available resources in the field of rail infrastructure, interoperability after attending the training in the scope of this project.
<table>
<thead>
<tr>
<th>Activities</th>
<th>Means</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Case studies of the appropriate financial management for the investment in the Pan European Corridors V and X:</td>
<td>Twinning covenant: - 3 Experts : 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. - Training: seminars, workshops, study tours</td>
<td>Objectives from twinning project are expected to be fully implemented as enforcement of the: Railway Transport Act, Safety of Railway Transport Act and the National Programme of the Slovenian Railway Infrastructure Development. Enforcement of the legislation will be realised as adopted rules, regulations, strategies, procedures, financial solutions.</td>
</tr>
<tr>
<td>- modernisation of the present railway line Divaca-Koper,</td>
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<tr>
<td>- construction of the second railway line Divacac-Koper,</td>
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<td>- construction of the second railway line Maribor-Šentilj</td>
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<td>- construction of the infrastructure for logistic centres Maribor, Ljubljana, Koper</td>
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<tr>
<td>- construction of the infrastructure at the Schengen border crossing Dobova</td>
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<tr>
<td>Assistance in preparation of draft rules, regulations, documents, possible solutions, strategies:</td>
<td></td>
<td></td>
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<tr>
<td>- for investments in implementing interoperability in Pan European Corridors V and X,</td>
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<tr>
<td>- for efficient maintenance of the Public Railway Infrastructure at the same safety level</td>
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<tr>
<td>Assistance in developing procedures and mechanisms for effective financing and control over the use of available resources</td>
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</tr>
<tr>
<td>Preparation and execution of training programmes, workshops and seminars in Slovenia:</td>
<td></td>
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<tr>
<td>- Workshop on investment in implementing interoperability in Pan European Corridors V and X duration: 3 days, 25 employees who will be carefully selected among the experts from the National Rail Operator and from the Directorate for Rail Transport</td>
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</tr>
<tr>
<td>- Workshop on efficient maintenance of Public Railway Infrastructure duration 3 days, 25 employees who will be carefully selected among the experts from the National Rail Operator and from the Directorate for Rail Transport</td>
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</tbody>
</table>
### Seminar on procedures and mechanisms for financing and effective control over the use of available resources

**Duration**: 3 days, 25 employees who will be carefully selected among the experts from the National Rail Operator and from the Directorate for Rail Transport.

### Study tours to the selected Member State in order to study already implemented financial mechanisms in Europe (PPP, Earmarked funds, cohesion funds, other possible sources):

- **Studying the implemented Private Public Partnerships** (6 Slovenian railway experts for 5 working days);
- **Studying the Earmarked funds** (6 Slovenian railway experts for 5 working days);
- **Studying the Cohesion Funds** (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 a legal obligation to prepare regulations, rules, strategies, solutions for financing and executing tasks which result from the Railway Transport Act, Safety of Railway Transport Act and National Programme of the Slovenian Railway Infrastructure Development,
- Human resources available
Annex 2: Implementation time chart

<table>
<thead>
<tr>
<th>2003</th>
<th>2004</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan</td>
<td>Feb</td>
<td>Mar</td>
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Institution Building

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Annex 3: Contracting schedule (sheet 1)

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

Name and Number of programme

New financial approach to investment in Public Railway Infrastructure

2003/004-938-04

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NB all disbursements must be completed within 36 months of signature of the FM
Annex 3: Contracting and disbursement schedule (sheet 3)

Name and Number of programme

New financial approach to investment in Public Railway Infrastructure
2003/004-938-04

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NB: 1. All contracting should normally be completed within 6-12 months and must be completed within 24 months of signature of the FM
2. All disbursements must be completed within 36 months of signature of the FM
Annex 5: List of relevant laws and regulations

- Railway Transport Act;
- Safety of Railway Transport Act;
- The National Programme of the Slovenian Railway Infrastructure Development;
- 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 the end of 2002 (C. Rail transport, F. Horizontal and other questions / Institutions)

• Slovene Regular Report 2002
  ➢ 2.3.9. Transport

• Action Plan - Slovenia
Chapter 9. Transport Policy” Reinforce administrative capacity in the land transport and air transport sectors”.
  ➢

• National ISPA strategy for Transport Sector

• National Programme of the Public Railway Infrastructure Development