



City of Ljubljana, Slovenia

On the crossroads of Europe

Its favourable geographical location means that Slovenia has been at the crossroads of land routes between both the East and the West and the North and South for centuries. With its single port of Luka Koper, it offers the shortest connection to the Mediterranean, the Middle East and countries in the Far East.

The city of Ljubljana is situated in the middle of the national territory on a natural passage called the Ljubljana Gate leading from Central Europe to the Adriatic Sea and toward the Balkans. The city region plans to benefit from its position on the intersection of two main European transportation corridors: London-Munich-Istanbul and Kiev-Vienna-Barcelona.



Slovenia



Patrick Vlačič, PhD
Minister of Transport of the Republic of Slovenia

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Slovenia borders Italy on the west, the Adriatic Sea on the southwest, Croatia on the south and

east, Hungary on the northeast, and Austria on the north. Slovenia and its capital Ljubljana lie at the crossroads of two major trans-European corridors TEN-T corridors, namely corridor V. TEN-T (east-west direction) and corridor X. TEN-T (north-south).

In terms of geographic and economic position, Slovenia is also at the crossroads of four European macro regions: the Alpine region, the Adriatic, Central Europe, and South East Europe. As such, the country is of interest to partners in Italy, Austria, Hungary and Croatia, who could get involved in

the implementation of central tasks in the field of development of infrastructure that will be adequate at national, regional and local levels. There is also the chance to build a highly efficient transportation system, with emphasis on the planning of railway lines for speeds up to 160 kilometres per hour; the development of intermodal centres for freight and passenger traffic; building development opportunities for urban regeneration; and the establishment of different economic zones.

Ljubljana



Zoran Janković
Mayor of the Municipality of Ljubljana

The municipality of Ljubljana is doing a lot to prepare Slovenia's capital city for the future, having already finalised a new strategic and land use master plan. The city of Ljubljana and its region make up 35% of the total GDP of Slovenia and provides 30% of total jobs. As such, it is regarded as the motor of Slovenia's development.

Given the location of the city, which is at the crossroads of the central leg V. TEN-T and the central leg X. TEN-T corridor, it is necessary to improve links along the X. TEN-T corridor. In Ljubljana,

that essentially means the reconstruction of the Ljubljana railway hub; the doubling of railway tracks to Jesenice with connections to the international airport Jože Pučnik in Brnik; improving rail links to Zidani Most and beyond; and the creation of adequate conditions for the development of various economic zones, ie. technological, industrial and business parks.

In short, the general objectives of the planned activities are to:

- provide a basis for intermodal transport

- reduce negative impacts on the environment
- overcome the "impact of disability"
- strengthen the common market in the spirit of economic cohesion.
- reduce unemployment through the re-development of urban and rural areas

In terms of main infrastructure improvements, the Republic of Slovenia has already solved the bottleneck problems on the railway junction V. and X. TEN-T corridor in Ljubljana.

Projects have multiple dimensions, which are:

- urban -planning – at the city of Ljubljana
- traffic planning – at the level of the Central Region and the Republic of Slovenia
- inter-state coordination – at the level of the states that are connected by V. and X. TEN-T corridors

Given the similar conditions within the V. and X. TEN-T corridors, it would be possible to create a transnational area. This would be based on comparable economic, social and spatial patterns and would also make it possible programmes of territorial cohesion.

A range of exciting projects are underway in Ljubljana and across Slovenia, all with the aim of ensuring the country makes the most of its excellent geographical location. All also offer enticing opportunities for investors.

New Railway Divača - Koper



Construction of a new line between Divača-Koper is defined in the National Programme for Development of the Slovenian railway infrastructure and the Operational Programme for Environmental and Transport infrastructure in the field of railway infrastructure for the period 2007-2013.

The existing Divača-Koper route is part of the V. TEN-T Pan-European railway corridor. It is still a single track, which is significantly limited by its permeability. This represents a problem for traffic in this corridor. Most importantly, as it currently stands it presents a barrier to the development of the Port of Koper, which is important not only for the Slovenian economy but also for the economies of central and Eastern Europe and the former Soviet Union.

PROJECT OBJECTIVES:

- increase the capacity of the railway lines from Divača to Koper, from 82 trains per day (by modernising the existing railway line) to 231 trains per day;
- increase the transportation capacity of railway lines from Divača to Koper, from 14,264,159 net tons to 27,485,843 net tons per year;
- shift freight from road to rail;
- facilitate the use of environmentally friendly modes of transport;
- increase safety;
- reduce travel time;
- increase the efficiency of traffic management;
- reduce operating costs.

TECHNICAL INFORMATION

- 27.1 km route length
- maximum speed of 160 km/h
- maximum gradient of 17%
- number of tunnels: 8
- total length tunnels: 20,322 km
- share of the tunnels: 74.98%
- longest tunnel: 6.7 km
- number of viaducts: 2
- total length of viaducts: 1,080 km
- share of viaducts: 3.98%
- longest viaduct: 0.64 km



STATE OF THE PROJECT AS OF JANUARY 2011

- amendments to the National Spatial Plan (DPN) are being finalised
- project documentation for the section of Koper-Črni Kal has been prepared and it is expected that a building permit for this section will be obtained in the first half of 2011.
- the intensive process of buying land has begun
- preparatory work is already under way

FINANCIAL VALUE AND TIMESCALES

The estimated value of the project is EUR 700m. Under the current timetable, construction will begin in 2011 and is expected to be completed in 2018.



PROJECT DATA

PROJECT NAME

New railway Divača - Koper

PROGRAMME

Development of public railway infrastructure

LOCATION

Slovenian Karst and Istria

LENGTH OF ROUTE

27.1 km

EXPECTED COMPLETION DATE

2018

ASSESSED INVESTMENT COSTS

700 mio €

PARTNERS & DEVELOPERS

Ministry of Transport of the Republic of Slovenia

PROJECT MANAGER

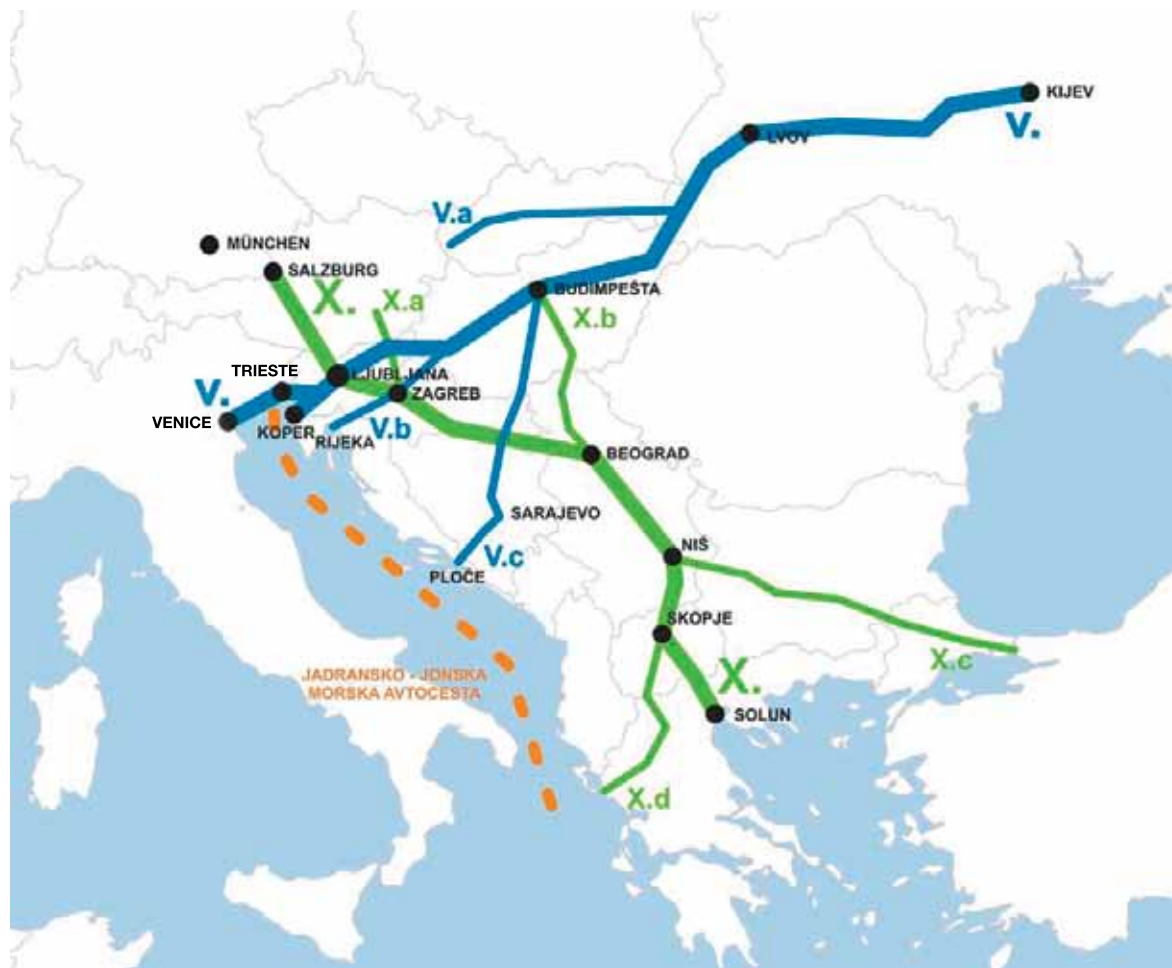
Agency for the Management of Public Railway Infrastructure Investment

PROJECT DESIGN

Arhitekturni studio Sani Okretič s.p.

A range of exciting projects are underway in Ljubljana and across Slovenia, all with the aim of ensuring the country makes the most of its excellent geographical location. All also offer enticing opportunities for investors.

Port of Koper



The port of Koper mainly connects the markets of Central and Southeast Europe with the Mediterranean Sea. In contrast to other European ports, which are managed by port authorities, the activities of Luka Koper comprise the management of the free zone area, the management of the port area and the role of terminal operator.

In order to preserve its competitive advantages on the market, Luka Koper continuously pursues its goal of sustainable development. Commitment to this objective is a guarantee of future growth and prosperity.

Such a concept also forms the basis of the formulation of Slovenia's National Spatial Plan, which will regulate the future development of the Port of Koper. The plan will not only include the development of the port zone, but also the arrangement of supporting infrastructure. In addition, the plan details adequate spatial solutions concerning areas which unite the port



with the urban milieu. Luka Koper has consequently been designed as a port with three piers divided by three basins.

Development plans foresee the creation, through dredging and land reclamation, of a Third Pier to be used for a new container terminal facility. The southern portion will include a container quayside, while the northern flank, which will demarcate the periphery of the port zone, will be landscaped and planted with greenery.

Dry bulk and liquid cargo operations are to continue at Pier II, with the Bulk Cargo Terminal located at the Pier II extension being modernised. Liquid cargo vessels will moor alongside a jetty, which for safety reasons will be constructed at the western end of the Second Pier.

The “southern transportation route” via Luka Koper and Slovenia can save time and money, and thus increase the satisfaction of all participants in the transportation chain. If cargo comes to the Port of Koper instead of through ports in Northern Europe, the saving in distance is approximately 2,200 nautical miles; the distance by land from the Port of Koper to the two Eastern European cities, Bratislava and Prague, is approximately 600 kilometres shorter. The Port of Koper is, in the direction of Pan-European Corridors V and X, connected with hinterland by a great road infrastructure. The extensive modernisation planned for the railway network will also enable frequent, high-speed transportation of cargo and passengers.



PROJECT DATA

PROJECT NAME

Port of Koper

LOCATION

Koper

LENGTH

1,650 m

EXPECTED COMPLETION DATE

2017

ASSESSED INVESTMENT COSTS

400 mio €

PARTNERS & DEVELOPERS

Ministry of Transport of the Republic of Slovenia, Port of Koper

PROJECT MANAGER

Ministry of Transport of the Republic of Slovenia

PROJECT DESIGN

Source: Port of Koper – Professional Guidelines for the Masterplan, 2009. Client: Port Authority - Luka Koper d.d., executed by: prof. Marco Venturi, prof.dr. Lučka Ažman Momirski with associates and PNZ d.o.o., ICRO d.o.o., IVRS, d.o.o., SZ-projektivno podjetje, Ljubljana d.d., PNZ d.o.o. and UL FGG.

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Aeropolis Ljubljana



Aeropolis Ljubljana is the key development project of Aerodrom Ljubljana, d.d., the company which manages and develops Ljubljana Jože Pučnik Airport. Its plan is to develop the airport's commercial infrastructure and meet the needs for hotel accommodation, office space, commercial premises and logistic services, not currently available at the airport.

Aeropolis aggregates all the characteristics of a promising real estate development project:

- **STRATEGIC LOCATION** – Advantageously located at the intersection of two transport corridors which connect central and Southeast Europe.
- **ACCESSIBILITY** – Located next to the A2 motorway, the approach road to the capital city of Ljubljana; close to the Port of Koper; only a few hours' drive away from major business centres in neighbouring countries; and its air link to European commercial and industrial hubs make Aeropolis an excellent starting point for successful international business.
- **PROFITABILITY** – The exceptional location, flexible design concept and the current lack of facilities available at the airport make Aeropolis a prime, relatively low risk investment opportunity.
- **CONTEMPORARY DESIGN** – Buildings in Aeropolis will be designed according to the most modern principles of profitability, cost-efficiency and sustainability.
- **ADAPTABILITY** – Planned on the principles of modular architecture, buildings in Aeropolis will allow occupants to develop and shape space according to their needs.



PROJECT DATA

PROJECT NAME

Aeropolis

PROGRAMME

Airport city

LOCATION

Ljubljana Airport

GROSS FLOOR AREA

800 ha

EXPECTED COMPLETION DATE

2025

ASSESSED INVESTMENT COSTS

360 mio €

PARTNERS & DEVELOPERS

Aerodrom Ljubljana

PROJECT MANAGER

Stanislav Bobnar

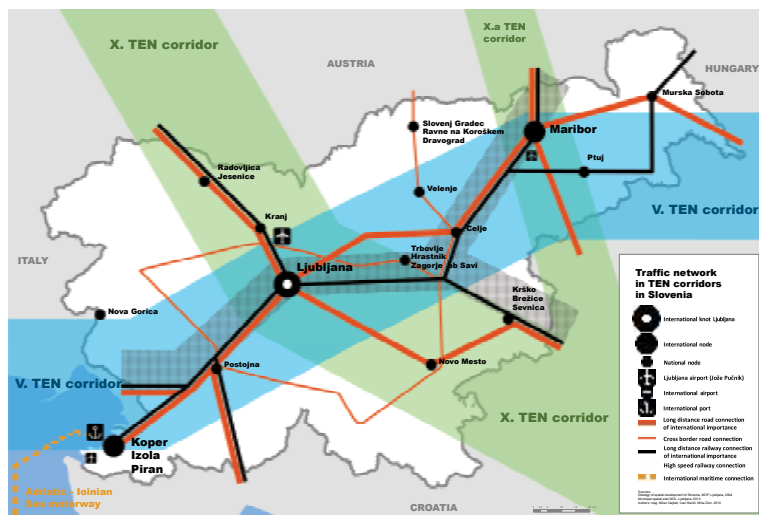
PROJECT DESIGN

Aeropolis: Ržišnik & Perc

Terminal: Aerodrom Ljubljana archive

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Ljubljana Passenger Terminal



The Ljubljana railway and bus station will be thoroughly modernised. This new public transportation hub will create a new centre of gravity for large-city life. The new intermodal logistic terminal, business zone and research activities will unite to meet the needs of the new European macro-region between the Adriatic and the Alps, Central Europe and the Balkans.

The accessibility of Slovenia and its motor of development, Ljubljana, is an important factor for economic development, and the resulting future prosperity of its population. At the same time, a regional rail system will be an important determinant for the urban structure of the city.

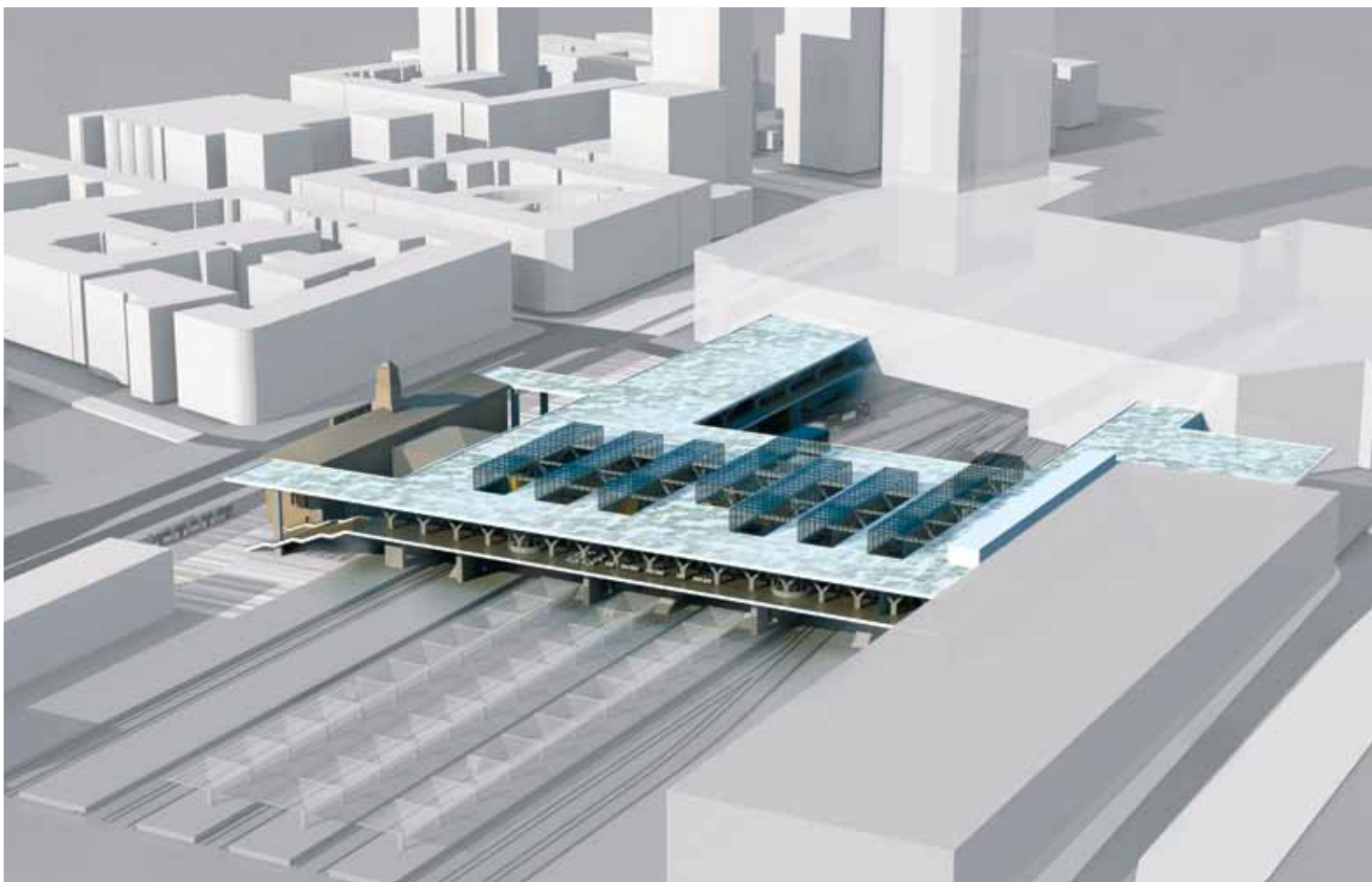
The Regional Development Programme of the Ljubljana Urban Region proposes the system of public transportation as its first priority and by far the largest project.

EMONIKA CENTER CONCEPT

The multipurpose Emonika complex is a public-private partnership by the TriGranit Group and Slovenian Railways. With the project, the city of Ljubljana will gain greater connection between the north and south parts of the city. Moreover, the new town-planning scheme will provide the space for the expansion of the M-sarykova cesta into a four-lane boulevard at the east section of the station. A combination of a business tower, shopping and entertainment centre, hotel and

Congress centre, housing and public-logistics section, the development will introduce a new place for meetings, for life, work, and entertainment to the city centre.

In accordance with the contract between TriGranit and Slovenian Railways, the project will be realised in the framework of a common company (Project Company) in which TriGranit will have a 79.6% share and Railways a 20.4% share. Slovenian Railways will invest 22,734.9 square metres of land in their property and at the same time, the State will confer building rights for 99 years on the part of the project that is conducted above and under the rails.



PROJECT DATA

PROJECT NAME

Passenger's Centre Ljubljana

PROGRAMME

Railway Station

LOCATION

Ljubljana, Slovenia

GROSS FLOOR AREA

14,000 m²

EXPECTED COMPLETION DATE

2014

ASSESSED INVESTMENT COSTS

16.5 mio €

PARTNERS & DEVELOPERS

Emonika Ltd, Slovenian Railways Ltd

PROJECT MANAGER

Csaba Tóth, General Manager

PROJECT DESIGN

Ravnikar & Potokar Architects, Ljubljana

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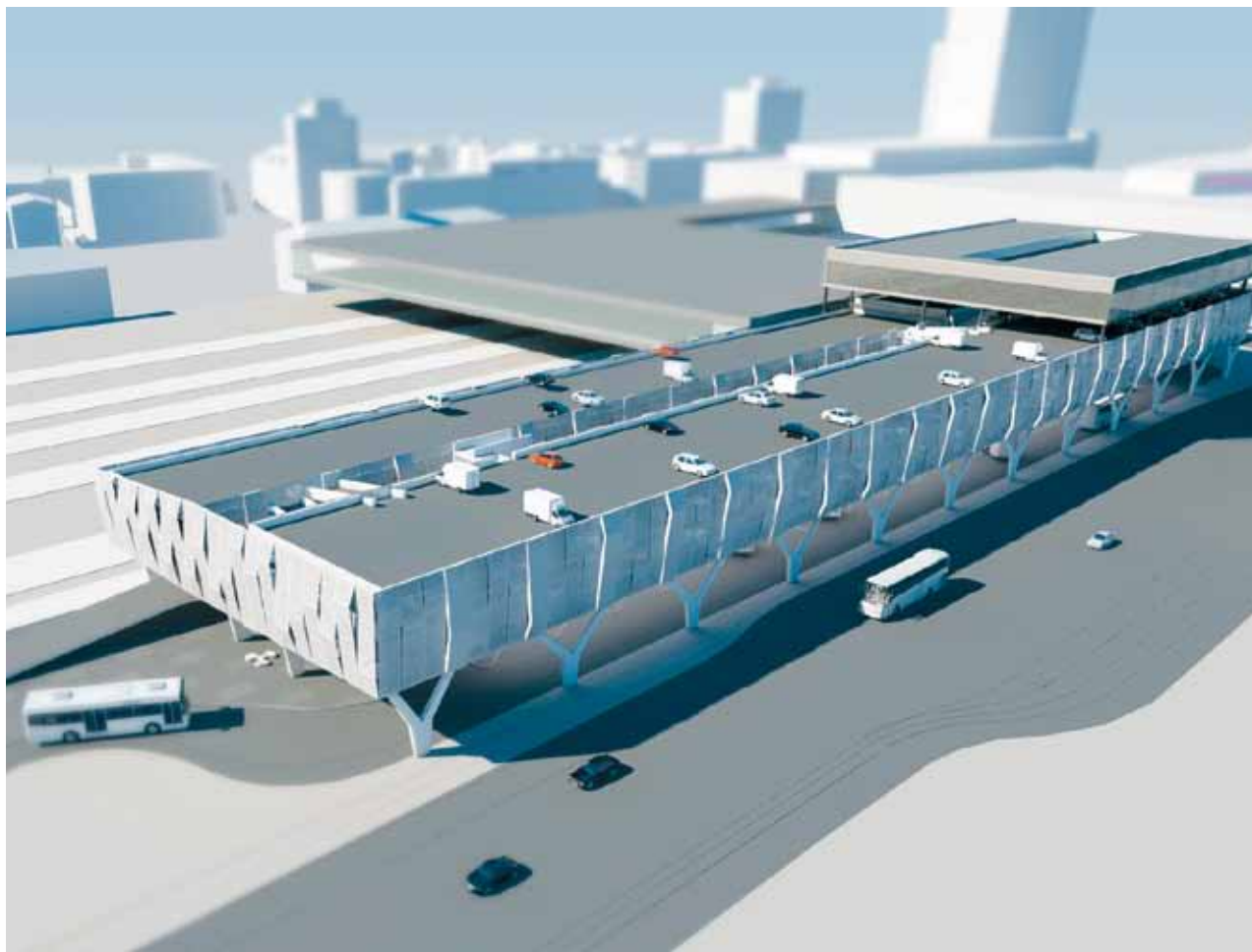
Ljubljana Passenger Terminal



PCL: THE NEW BUS STATION

The new 53-platform bus station will be located on the north side of the railway station at Vilharjeva street. It is intended for suburban, intercity and international bus transport. Via vertical access, the bus station will be directly connected to the new station hall that is above the rails. The station has been designed in such way to allow easy access to people with disabilities. Platforms are covered with the ceiling of the parking garage above them, and so protected from bad weather.





PROJECT DATA

PROJECT NAME

Passenger's Centre Ljubljana

PROGRAMME

Bus Station

LOCATION

Ljubljana, Slovenia

GROSS FLOOR AREA

30,500 m²

EXPECTED COMPLETION DATE

2014

ASSESSED INVESTMENT COSTS

18.3 mio €

PARTNERS & DEVELOPERS

Emonika Ltd, Slovenian Railways Ltd

PROJECT MANAGER

Csaba Tóth, General Manager

PROJECT DESIGN

Rok Klanjšček, Real Ingeeniring,
Ljubljana

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Administrative Centre



The new administrative centre of the Republic of Slovenia and City of Ljubljana will mark the shift from an administrative bureaucratic model of public governance to urban management approaches. The Centre is designed as a versatile crossroads of administration, governance, culture and commerce.

On the ground floor, the complex is intended for commercial and public programmes while on the upper floors, the space is intended for city and state administration, as well as meeting points between clients and administrators.

The high potential of the location is reflected in its accessibility – it is adjacent to three public bus lines and

bike lanes and has parking for 1,200 cars. It is also within walking distance to the old city centre. Situated at the junction of the Ljubljanica river and the inner city ring, it represents a programmatic old city center extension toward the East.

This will be the largest institution in the city within the new internal circular ring roads around the city centre and the biggest public administration in the country, with approximately 2,500 employees. The building will bring together the City Council, City of Municipality of Ljubljana (MOL), the mayor's office, an administrative unit of Ljubljana, the Tax Office, Surveying and Mapping Authority, the regional council and central administration of the Slovenian landscape, and Ljubljana public



company with all public enterprises and companies and institutions in which MOL is a founder or a majority shareholder.

In terms of efficiency, Ljubljana's civil servants will be able to provide all public affairs-related services to its citizens in one place. In financial terms, this means a reduction in operating and maintenance costs.

Its bioclimatic building system and its design ensures the highest level of energy efficiency while at the same time providing a pleasant environment for visitors and employees alike.



PROJECT DATA

PROJECT NAME

Municipal and Governmental
Administrative Centre

LOCATION

Ljubljana, Slovenia

GROSS FLOOR AREA

75,000 m²

EXPECTED COMPLETION DATE

2014

ASSESSED INVESTMENT COSTS

110 mio €

PARTNERS & DEVELOPERS

Ljubljana Municipality &
Ministry of Public Administration

PROJECT MANAGER

Vasja Butina, City of Ljubljana's Director
of Administration

PROJECT DESIGN

Spacelab Architects, Ljubljana

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