

# GENERAL NATIONAL REPORT: 2016 MOTORWAY DEVELOPMENT IN SLOVENIA

## ***1. Total length of Slovenian motorway and expressway network***

Managed and maintained by DARS, d.d., Motorway Company in the Republic of Slovenia, as of:

### **31-12-2015 – for light vehicles (vignettes)**

- toll motorways and expressways: 609,7km
- non-toll motorways and expressways: 0,7 km
- toll and non-toll motorways and expressways: 610,4km

### **31-12-2015 – for heavy loads (toll)**

- toll motorways and expressways: 559,6 km
- non-toll motorways and expressways: 50,8km
- toll and non-toll motorways and expressways: 610,4km

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### **Foreseen growth in 2017 – for light vehicles (vignettes)**

- toll motorways and expressways: 617,0km
- non-toll motorways and expressways: 0,7 km
- toll and non-toll motorways and expressways: 617,7km

### **Foreseen growth in 2017 – for heavy loads (toll)**

- toll motorways and expressways: 566,9km
- non-toll motorways and expressways: 50,8 km
- toll and non-toll motorways and expressways: 617,7km

## Openings in 2016 and forecast for 2017

### Openings 2016

/

### Openings 2017- forecast

Motorway	Section	Length km
• A4 Slivnica - Gruškovje	Draženci-Gruškovje	7,3
<b>Total</b> (toll and non-toll motorways and expressways)		<b>7,3</b>

## 2. Investments in motorways

Year	2016	2017
	mio EUR	mio EUR
<b>Investments in construction of new motorway sections*</b>	63,37	120,02
<b>Investments in existing motorways</b>	34,05	53,34
<b>Total</b>	<b>97,42</b>	<b>173,36</b>

\* Value of investments doesn't include the cost of spatial documentation, land purchase and VAT.

### Financing\*

Year	2016	2017
<b>Budgetary funds</b>	0%	0%
<b>European Funds</b>	26%	16%
<b>Loans and bonds</b>	34%	69%
<b>Toll</b>	40%	15%
<b>Other sources</b>	0%	0%
<b>Total</b>	<b>100%</b>	<b>100%</b>

\*Financing doesn't include the sources of funds of spatial documentation and land purchase.

### 3. Traffic on Slovenian motorway network\*

	2011	2012	2013	2014	2015
<b>AADT</b>	29.181	28.387	28.054	28.550	29.821
<b>Traffic growth on MW network</b>	0,87% (2011/2010)	-2,72% (2012/2011)	-1,18% (2013/2012)	1,76% (2014/2013)	4,45% (2015/2014)
<b>Annual real growth rates of GDP (%)</b>	0,6%	-2,5%	2,2%	3,0%	2,3%
<b>GDP per capita</b>	17.620 €	17.172 €	17.550 €	18.093 €	18.693€

#### Traffic on the network in service in 2015/2014

Category	Millions of veh./km		
	2014	2015	%
<b>Network in service</b>	607,0	610,4	0,54%
<b>AADT</b>	28.550	29.821	4.45%
<b>A. motor-cycles, personal cars without connected vehicles and personal cars with connected vehicles, combined vehicles for transporting persons and/or freight of total weight up to 3.500 kg</b>	5.473	5.750	5,06%
<b>B. buses, lorries with or without connected vehicles and lorries with or without connected vehicles</b>	852	893	4.81%
<b>A + B</b>	6.325	6643	5.03%

\*data for 2016 not available yet

### 4. Tolling system and tolling technologies used

#### Tolling system

The following ways of collecting toll exist in Slovenia:

- Vignette tolling system for vehicles weighing up to 3.500 kg;
- Open and closed tolling system for vehicles weighing over 3.500 kg.

Vignette tolling system is intended for vehicles with the maximum permissible weight up to 3.500 kg, regardless of the maximum weight of the trailer. You have to buy a vignette if you want to use a toll road.

On the roads with open tolling systems, a toll station is simultaneously an entry and exit toll station, and the amount of toll depends on the calculated and not the actually covered distance. The user pays the toll only if he or she passes through a toll station.

In the closed tolling system, users first enter the motorway system at a toll station, and then pay the toll upon leaving the motorway at an exit toll station. The difference between such system and the open tolling system is that the amount of toll depends more on the covered distance and that it has toll stations solely for entries and for exits.

### ***Tolling technologies***

Electronic toll system is based on the use of electronic media of DARS, d.d. for toll payment, as follows:

- Electronic tag of the ABC system (ABC tag) – DSRC (2,45 GHz);
- DARS card and DARS card Transporter (DARS card).

The electronic tag ABC is intended for cash-free toll payment for freight vehicles with the maximum permissible weight (MPW) over 3,500 kg, for the first (R3) and the second (R4) toll-rate category.

DARS card Transporter (DKT) and DARS card (DK - R 1, R 2 only for the Karavanke tunnel) are swipe cards which enable cash-free toll payment and simpler and quicker passing through toll stations. DK and DKT are intended for toll payment for vehicles with the maximum permissible weight over 3.500 kg, regardless of the maximum permissible weight of trailers.

Projects in this domain

DARS is introducing an Electronic Toll Collection in Multilane Free Flow (ETC in MLFF) system on motorways and expressways for vehicles with a maximum permissible weight of 3,500 kg (heavy vehicles). The obsolete toll system will be replaced by a modern microwave system using DSRC (Dedicated Short Range Communications) technology in accordance with Directive 2004/52/EC.

The fee will be collected in a free flow traffic. Users will be offered a fully automatic solution with On-Board Unit equipment, which will toll heavy goods vehicles through 126 portals. The system will be compliant with the requirements of the European Electronic Toll Service – EETS.



Vehicles whose maximum permitted mass exceeds 3.500 kilos must pay distance related toll.

- R3 (1<sup>st</sup> toll class): vehicles with two or three axles, whose maximum permitted mass exceeds 3.500 kilos and group of vehicles with two or three axles, whose maximum permitted mass of trailer exceeds 3.500 kilos;
- R4 (2<sup>nd</sup> toll class): vehicles with more than three axles, whose maximum permitted mass exceeds 3.500 kilos and group of vehicles with more than three axles, whose maximum permitted mass of trailer exceeds 3.500 kilos.

There was no change in toll rates between 2015 and 2016, but as of 1.1.2017, the system of calculation has changed. Tolls for R3 E 0-2 class are cheaper, but the rest are higher, with fewer reductions for EURO emission classes than before.

<b>Toll class R3</b>	<b>Price with VAT 2016</b>	<b>Price with VAT 2017</b>	<b>Variation in % 2017/2016</b>
Emission class E 0-2	0,2575 €/km	0,243929 €/km	-5%

<b>Toll class R4</b>	<b>Price with VAT 2016</b>	<b>Price with VAT 2017</b>	<b>Variation in % 2017/2016</b>
Emission class E 0-2	0,4308 €/km	0,507374 €/km	+18%

Toll is reduced according to the EURO emission class:

<b>Toll class R3</b>	<b>Price with VAT 2017</b>
Emission class E 3	0,243929 €/km
Emission class E 4	0,195143 €/km
Emission class E 5	0,170750 €/km
Emission class EEV, E6	0,146357 €/km

<b>Toll class R4</b>	<b>Price with VAT 2017</b>
Emission class E 3	0,507374 €/km
Emission class E 4	0,405899 €/km
Emission class E 5	0,355162 €/km
Emission class EEV, E6	0,304424 €/km

### **Price index in 2016**

Consumer price indices by COICOP/HICP, Slovenia, 2016 (current month/same month of the previous year).

	<b>M01</b>	<b>M02</b>	<b>M03</b>	<b>M04</b>	<b>M05</b>	<b>M06</b>	<b>M07</b>	<b>M08</b>	<b>M09</b>	<b>M10</b>	<b>M11</b>	<b>M12</b>
<b>TOTAL</b>	99,5	99,3	99,1	99,4	99,6	100,2	100,2	100	100,2	100,6	100,6	100,5

Average price index in 2016: 99,9

## **5. Toll revenues**

The toll income in 2016 was 361,3 million EUR, that is approx. 3,45% more than in year 2015, when we collected 349,2 million EUR of toll.

## **6. Traffic safety**

	2009	2010	2011	2012	2013	2014	2015	2016
No. of personal injury accidents	492	485	428	423	418	403	440	436
No. of fatal accidents	15	13	13	17	14	10	9	25
No. of dead	20	18	16	18	16	16	15	26

## **7. Significant actions already started (and/or to be achieved in 2016) and foreseen for 2017**

### ***Length (km) of active construction sites on 31.12.2016***

13 km of a Motorway A4 Slivnica – Gruškovje was under construction in 2016.

### ***Length (km) of foreseen openings in 2017***

First stage of a construction site of the Motorway A4 Slivnica-Gruškovje from km 0.00 to km 7.26 will be completed in the second half of the year 2017 and an opening is foreseen for 22.11.2017 in accordance with the contract.

### **Main ASECAP key figures**

Country: <b>Slovenia</b>	<b>Indicate below how you calculate each figure provided in the “2016” column</b>	<b>2016</b>
Network length 2 x 2 lanes .....	Total length of motorways and expressways without connection roads and junctions	610,4
2 x 3 lanes .....		/
2 x 4 lanes.....		/
No. of km in construction	/	13,0
Forecasts of opening motorways section (2017)	A4 MW Draženci-Gruškovje	7.3 km
Annual toll revenues (in millions of Euros)	LV (vignette): 170,3 mio € HV: 191,0 mio €	361,3
VAT % (Indicate the VAT % percentage to the toll revenues)	/	22%
Permanent staff	Status 31.12.2016	1.247
Average daily traffic (LV)	2015 Total annual number of vehicles in both directions divided by No. of the days in the year	25.811
Average daily traffic (HV)		4.010
Average daily traffic (LV+HV)		29.821
Total number of accidents	In year 2015 (2016)	2263 (2025)
No. of personal injury accidents	In year 2015 (2016)	440 (436)
No. of dead	In year 2015(2016) No of people, who died directly in the accidents or consequently in 30 days afterwards.	15 (26)
Fatality rate	(2016) No. of dead/no. of population (in millions)*100	0,126% (applies to motorways and expressways)

Km travelled (10 <sup>6</sup> x km)	2015	6.443
Number of toll transactions (Total):	/	17.902.206
Number of toll transactions (LV):	/	/ (Vignette)
Number of toll transactions (HV):	/	17.902.206
No. of toll stations	/	28
No. of toll lanes	incl. ETC lanes	121
No. of ETC stations	ETC lanes/free flow	15
No. of ETC subscribers (Total):	/	38,027
No. of ETC subscribers (LV):	/	(Vignette)
No. of ETC subscribers (HV):	/	38,027
No. of service areas (equipped with petrol stations)	/	51
No. of rest areas	/	63
No. of restaurants	/	39
No. of hotels	/	0