Rail Transport Connecting Continents
Development of New Solutions in Rail Freight

The future markets of SEE and Turkey

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Advantages

- 20.256 sq.km
- excellent geographical position on the cross-routes of Pan-European Corridors, No.5 and No.10;
- on the shortest natural transport route between the E – W, N – S;
- with the sea port in the heart of Europe;
Integrator of logistics services on corridor no. 5 and no. 10

• Provider of transport and logistics services on the corridors no. 5. and 10
• Follow the expansion of the Slovenian companies in the region
• Taking advantage of increased traffic through Port of Koper

Key strategic elements

- development of new business models and services;
- development/modernization of marketing capabilities, and technical capacities;
- proper organization of freight activities to assure the accelerated growth in freight transport;
International transport is more than 90% of the total transport;
50% of the total transport is transit;
17% market share of the Slovenian Railways;
Considerable growth in last years
Managing the transit traffic is of vital importance for further growth of SŽ freight transport;
Growing importance of intermodal business

Intermodal = Growth

- Intermodal business is the fastest growing business of SŽ
- Share of the intermodal traffic (in tons) has increased from 12 % (2001) to 20 % (2008)
  - Ro-La 8% p.a.
  - Container 18% p.a.
Reliable train services are a necessity for the development of intermodal transportation

**Gateway Slovenia**

- Intermodal shuttle and block train services
- Reliable, efficient and competitive service
- Venturing with intermodal operators
- Connection of the regional hubs in Italy, Germany, Hungary, Serbia and Turkey; Macedonia, Greece, Bulgaria

**SINGER Project**

**SEEIS Project**
Underdeveloped Rail Freight Market
– Traffic flows from EU countries to Turkey - rail modal split only 1%

Trade exchange (A, F, D, I, SI to Turkey) in 2008

Source: Eurostat

2008/2000 Index 205.7
- Traffic flows from Turkey to EU countries - rail modal split only 4%

Trade exchange (from Turkey to A, F, D, I, SI) in 2008

Source: Eurostat

2008/2000 Index 132
Catching the traffic flows from/to Turkey with new services

Today
**BEEX – Bosphorus Europe Express**

**Transit time** 57 – 64 h

*Since April 2008 -*
weekly departures from
Istanbul Halkali 1x
Ljubljana Moste 1x

In 2010
**Transit time** 45 h
**Weekly departures** 2x

In 2014
**Transit time** 25 h
(to reduce the existing transit time by optimising the cross-border procedures with IT support, electronic consignment note, interoperable locos, infrastructure modernization)
total length: 1577 km (out of it 260 km of non-electrified railway lines, 200 km of single tracks, on some sections gradients up to 29%)
crossing 5 countries
4 (x 2) border-crossings, EU and non-EU borders
different power supply systems
8 times changing the locomotives
different max train length (520 – 570 m) and weight (1200-1800 tonnes)
Project “25”
Business Advisory Council for South East Europe

Participating companies at the test run
Project “25” - Bosphorus Europe Express – on 16/17 March
Achieved: Travel time reduced by 39 % – Target: Travel time reduced by 50 %

Important reduction of travel time by optimising border procedures and technical cooperation
Project “25”
Utilizing the growth opportunities throughout the corridor and shifting of the traffic to the rail

Goals
- **Shorter travel time** between the origin and destination of goods.
- Improvement of the **service quality**.
- **Competitiveness** of rail transport compared to alternative transport modes.
- Increased transport **volume**.

Tasks
- Developing common production management.
- **Harmonization of different traffic regulations for international trains.**
- Developing common IT solutions for production.

Advantages
- Automatic tracking & tracing.
- Top quality and security standards.
- Borderless tracking of consignments.
- Rail and private owned wagons usage.
- Opening of new markets due to lower pricing and reduced travel time.
Project “25”
Railway infrastructure needs to be improved

Under the assumption that all the projects will be realized in accordance with plan, the travel time can be reduced by additional 6 hours until 2014.

- **Slovenia**
  - Total reduction: 10 minutes
  - 10 % faster as tested

- **Croatia**
  - Total reduction: 30 minutes
  - 12 % faster as tested

- **Serbia**
  - Total reduction: 240 minutes
  - 36 % faster as tested

- **Bulgaria**
  - Total reduction: 115 minutes
  - 28 % faster as tested

- **Turkey**
  - Total reduction: 10 minutes
  - 5 % faster as tested
Project “25”
environmental friendly

ENVIRONMENTAL SAVINGS: **25.125 EURO** on one run

According to the European Commission calculation model on the external costs - environmental effects:
the container train Bosphorus Europe Express saved in one journey **25.125 EURO** in compare to the transport goods by trucks.
Faster growth of cross-border railway transport in SEE

Railway Undertakings

- New services
- Quality
- Capacities (interoperable traction)
- Advanced technology (IT to support the activities performed on the border – crossings)

Governments

- Optimisation of activities on cross border
- Interoperable infrastructure
- Opening of railway market in SEE - Towards a Treaty on common SEE Land Transport Area
Thank you for your attention

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