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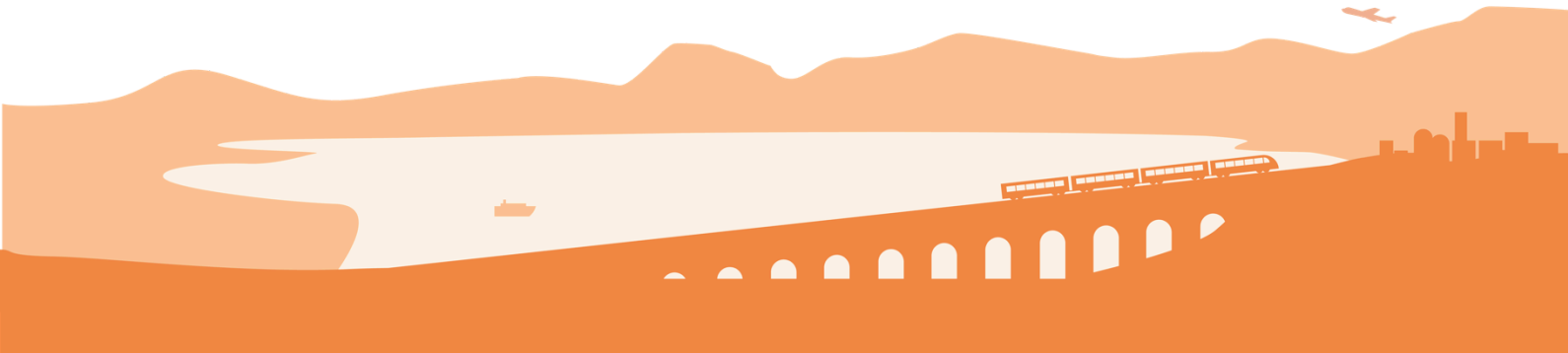
WORK PACKAGE 2

VISION CO-CREATION BASED ON TRANSNATIONAL COOPERATION

DELIVERABLE D2.4.7: Regional / local action plan for National rail network of Slovenia (SL)

Version1
04/2026



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1. DELIVERABLE 2.4.7 overview

PROJECT TITLE	streNgthening pUblic TranSport to enHance accEssibility in ruraL centraL Europe
PROJECT ACRONYM	NUTSHELL@CE
PROJECT ID	CE0200933
PROGRAM SPECIFIC OBJECTIVE	SO3.1: Improving transport connections of rural and peripheral regions in central Europe
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DELIVERABLE TITLE	D2.4.7 Regional / local action plan for National rail network of Slovenia (SL)
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PROGRAMME	Interreg CENTRAL EUROPE 2021-2027

2. DELIVERABLE 2.4.7 description

Deliverable 2.4.7 describes the Action Plan for the National rail network of Slovenia (SL) with an extended introduction on the background, the vision and strategy.

3. DELIVERABLE 2.4.7: Regional / local action plan for National rail network of Slovenia (SL)

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Background

Overview of the national, regional and local mobility planning context in Slovenia

National

Mobility planning in Slovenia is structured across multiple hierarchical levels, with strong integration between transport, energy, climate and spatial planning policies.

Key national reference documents include:

- Integrated National Energy and Climate Plan (NECP),
- National Energy Efficiency Action Plan,
- National Integrated Transport Planning Programme.

These documents define strategic objectives for reducing greenhouse gas emissions from transport, increasing the modal share of public transport and active mobility, strengthening rail infrastructure, improving regional connectivity and deploying Intelligent Transport Systems (ITS).

Passenger mobility policies focus on reducing dependence on private vehicles, improving service quality and accessibility of public transport, and ensuring territorial cohesion between urban and rural areas.

Regional

At regional level, national objectives are implemented through Regional Development Programmes (RDPs) and coordinated spatial and transport planning instruments.

Regional policies focus on:

- improving accessibility of peripheral and rural areas,
- integrating bus and rail services,
- strengthening regional public transport corridors,
- supporting sustainable tourism and economic development through mobility improvements.

Regions play a key role in coordinating municipalities, aligning investments and ensuring consistency between national strategies and local implementation.

Local

At local level, mobility planning is primarily implemented through Sustainable Urban Mobility Plans (SUMPs), municipal spatial plans and traffic management plans.

Local authorities are responsible for adapting national and regional objectives to local conditions, with a focus on improving daily mobility for residents, ensuring accessibility to services, and promoting active and shared mobility solutions.

Inter-municipal cooperation is increasingly recognised as essential, particularly in functional urban areas and rural regions where travel patterns extend beyond administrative boundaries.

Description of the Status quo PTSQC analysis

Slovenia has a modern and efficient transportation network that supports urban and intercity mobility. The road network is well-developed, with a strong highway system connecting major cities. Slovenia has one of the highest car ownership rates in Europe, with many people relying on private vehicles. Drivers need an electronic vignette to use highways.

A good alternative to using private vehicles are public buses and trains. Buses are the most commonly used form of public transport in Slovenia, covering urban, regional, and intercity travel. Major cities like Ljubljana, Maribor, Kranj, Celje, and Koper have their own local bus networks. Intercity buses link all major cities and towns, sometimes complementing the rail network.

Ljubljana Central Station is the main railway hub. Main railway lines connect Ljubljana, Maribor, Koper, Celje, Jesenice, and international destinations. There are direct international trains to Vienna, Zagreb, Budapest, Belgrade, Munich, and Venice.

The following public transport services are identified in Slovenia:

- international and interregional train services (EC, IC, MV),
- slower regional train services,
- express bus services,
- and other bus services.

The highest-capacity services are provided by long-distance rail connections, which achieve the best service categories where headways fall below 10 minutes. In contrast, regional trains and express buses operate at intermediate frequency levels, while local buses occupy the lowest rank.

Since intermediate public transport systems such as trams or suburban rail networks (S-Bahn) are missing, the classification layout excludes an entire transport category. National networks dependent primarily on rail and buses.

The national transport map identifies two dominant corridors shaping Slovenia's long-distance connectivity:

- the Austrian-Croatian axis, and
- the Hungarian-Italian axis.

Status quo PTSQC analysis

The analysis of the current status of public transport accessibility in the pilot areas, also includes the analysis of the whole country of Slovenia.

Slovenia's public transport system is a work in progress, policies increasingly aim for integration, sustainability and accessibility, but usage remains low and service quality challenges persist, especially outside major urban centers. Long-term success will hinge on improving reliability, coverage and making public transport a genuinely attractive choice compared to personal cars.

Public transport accessibility in Slovenia closely follows settlement patterns, population density, and topography. High-quality access is concentrated in urban cores and along major transport corridors, while rural and mountainous areas show lower accessibility due to dispersed settlements and limited demand rather than inadequate service provision. The national system relies mainly on rail and bus services, with no intermediate modes such as trams or suburban rail. In the Ljubljana-Maribor pilot area, most residents and economic activities are located in moderately accessible zones (PTSQC C–F), reflecting a polycentric, corridor-based structure. Improving accessibility should therefore focus on strengthening service frequency, connectivity, and interchanges along key corridors and between secondary centers rather than concentrating only on already well-served core areas.

Methodological framework (PTSQC)

The PTSQC model assesses territorial areas based on their accessibility to public transport, using a tailored approach. Its main methodological features include the following:

- It deliberately separates urban and rural contexts, creating distinct quality classes that account for varying spatial characteristics instead of imposing identical criteria everywhere. This leads to separate quality tiers for more urban versus more rural settings.
- The model uses a clear hierarchy among transport modes. Services are divided into four categories (rail, tram, metro, and bus), each evaluated differently according to speed, capacity, comfort, and reliability. Weights vary by context: rail-based options carry more importance in dense urban zones, whereas buses gain greater relevance in outlying and rural regions.
- In addition to basic service presence, the methodology factors in real-world usability elements, particularly walking distance to stops and service frequency.
- Evaluations cover standard weekdays (Monday–Friday), distinguishing between school-term and school-holiday periods to enable direct comparisons. Seasonal

fluctuations, tourism peaks, and demand-responsive transport (DRT) are deliberately left out.

- Stops are grouped using two primary criteria:
- Service frequency, measured as the number of departures per direction from 6:00 to 20:00;
- The highest-category transport mode available at that stop.

By cross-referencing stop types with frequency intervals, the model defines eight distinct stop categories (I through VIII) that reflect quality differences across both urban and rural environments. These stop categories are then combined with walking-distance bands to produce seven overall public transport quality classes (A through G):

- Class A stands for the best accessibility, usually seen in compact urban cores with very high-frequency, high-capacity services.
- Classes B–D represent high to solid accessibility levels, often found along key public transport routes, at major transfer points, or in peri-urban/urban-rural fringe areas.
- Classes E–G indicate progressively more limited basic access, mainly in rural territories, with Class G marking the lowest acceptable service level.

Transport station category	Distance to transport stop				
	0 – 300 meters	301 – 500 meters	501 – 750 meters	751 – 1000 meters	1001 – 1250 meters
I.	A	A	B	C	D
II.	A	B	C	D	E
III.	B	C	D	E	F
IV.	C	D	E	F	G
V.	D	E	F	G	G
VI.	E	F	G		
VII.	F	G	G		
VIII.	G	G			

Figure 4. Public transport qualituy classes I to VIII.

PTSQC results

In the PIL study area, the following public transport services were identified: international and interregional train services (EC, IC, MV), slower regional train services, express bus services, and other bus services. The frequency classification table illustrates that the highest-capacity services are provided by long-distance rail connections, which achieve the best service categories where headways fall below 10 minutes. In contrast, regional trains and express buses operate at intermediate frequency levels, while local buses occupy the lowest rank.

Average course interval	**Highest ranked transport means of the transport station**			
	EC, IC, MV	Regional trains, Express buses	N/A	Other buses

<10 min	I.	I.		III.
10–20 min	I.	II.		III.
20–30 min	II.	III.		IV.
30–60 min	III.	IV.		V.
60–120 min	IV.	V.		VI.
120–180 min	V.	VI.		VII.
180–240 min		VI.		VIII.
>240 min				

Figure 6. PTSQC stop categories in the pilot area (PIL)

The geographical scope of the study covers the entire territory of Slovenia. The station-location map reveals a highly uneven spatial distribution of transport infrastructure. Railway stations and dense bus networks align closely with the main east–west and north–south corridors, whereas mountain areas and peripheral regions exhibit sparse coverage. The map visually confirms that:

- Public transport is strongest in Ljubljana and in corridor cities.
- Large parts of western, southern, and mountainous Slovenia have limited station density.
- This spatial pattern reflects both Slovenia's topography and its settlement structure.

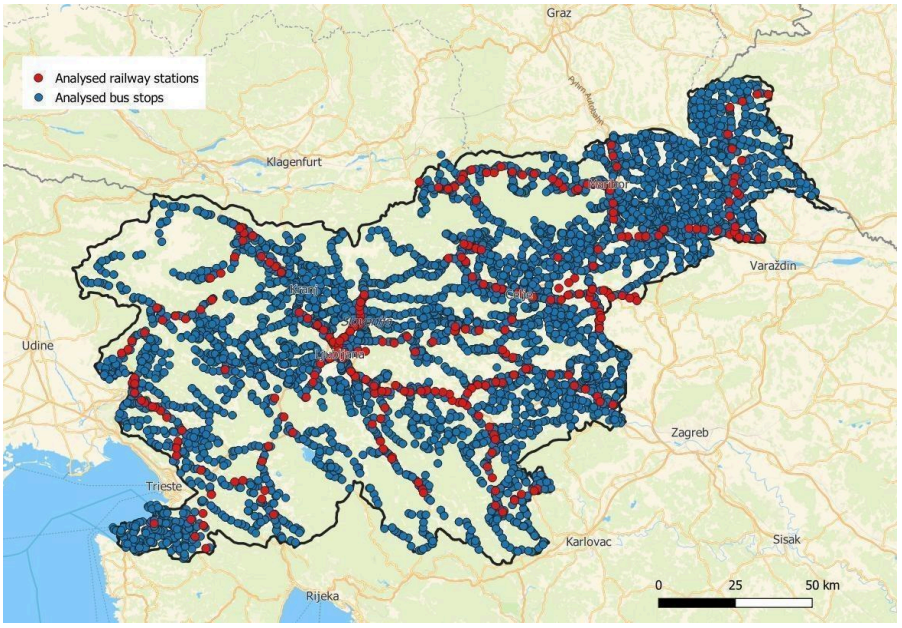

Figure 7. PT stops in the pilot area (PP8) based on GTFS sources

Population Density and Public Transport Access

The population map exhibits a clear corridor-and-nodes settlement structure: higher-accessibility categories concentrate around the urban core of Maribor and along the principal axes within the pilot area, while the broader rural hinterland is characterized by lower categories and gaps. Numerous hamlet- and village-scale

clusters form beads along the main routes, with dense strings of higher categories near the city and thinner bands further out.

In terms of totals, the legend indicates the following population counts by category: D: 46,338, E: 36,760, F: 32,087, C: 23,765, G: 19,395, B: 13,376, A: 3,633. Without categorization: 58,914. This is substantial compared with single categories and implies that a significant share of residents live outside mapped/assigned PTSQC catchments (or where categorization is unavailable).

Interpreting these values, the pilot area does not exhibit an A-dominant metropolitan core. The core areas of the settlements along the Drava and Kanal HE Zatolicje rivers are characterized by category B (between Ptuj and Maribor), while category C is found beyond Maribor, also along the Drava towards Ruše.

Instead, most residents live in moderately accessible contexts (C–F), consistent with polycentric and corridor-based settlement. Improving accessibility may depend less on intensifying already-strong A nodes and more on strengthening service frequency, interchange quality, and connectivity along the main corridors and between secondary centers—where the bulk of the population is located.

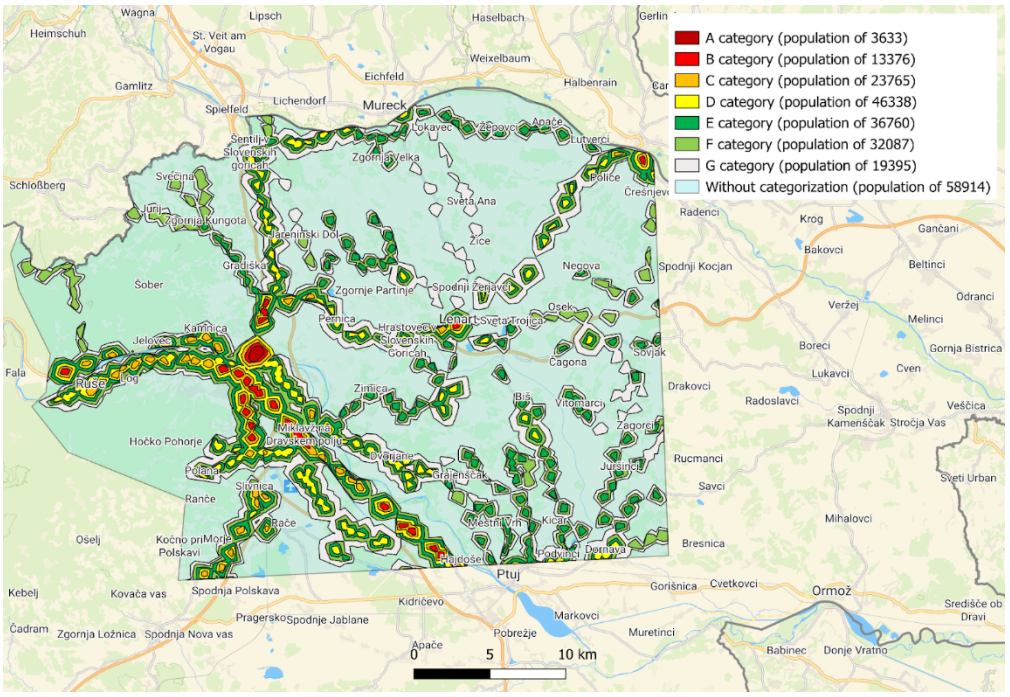

Figure 7. Population distribution of the pilot area (PP8) based on PTSQC categories

Industrial and commercial land uses in the Maribor pilot area appear highly clustered rather than evenly distributed. Most polygons are located close to the main urban node (around Maribor) and along the principal corridors that radiate from the city, while the surrounding hinterland contains only scattered, small patches. This reinforces a corridor-and-nodes pattern anchored on the regional road and valley network.

From the legend, the largest shares of industrial-commercial areas are not in the very best accessibility classes, but in the mid-to-lower categories: D (28.74%), E (21.20%), F (16.31%), C (12.96%), G (7.96%), B (7.38%), A (2.10%). “Without categorization” (5.43%) is also present, indicating areas outside the PTSQC coverage or locations where category assignment was not possible. In practical terms, economic land uses are not primarily concentrated in A/B zones but more often occur in the moderately served bands (C–F).

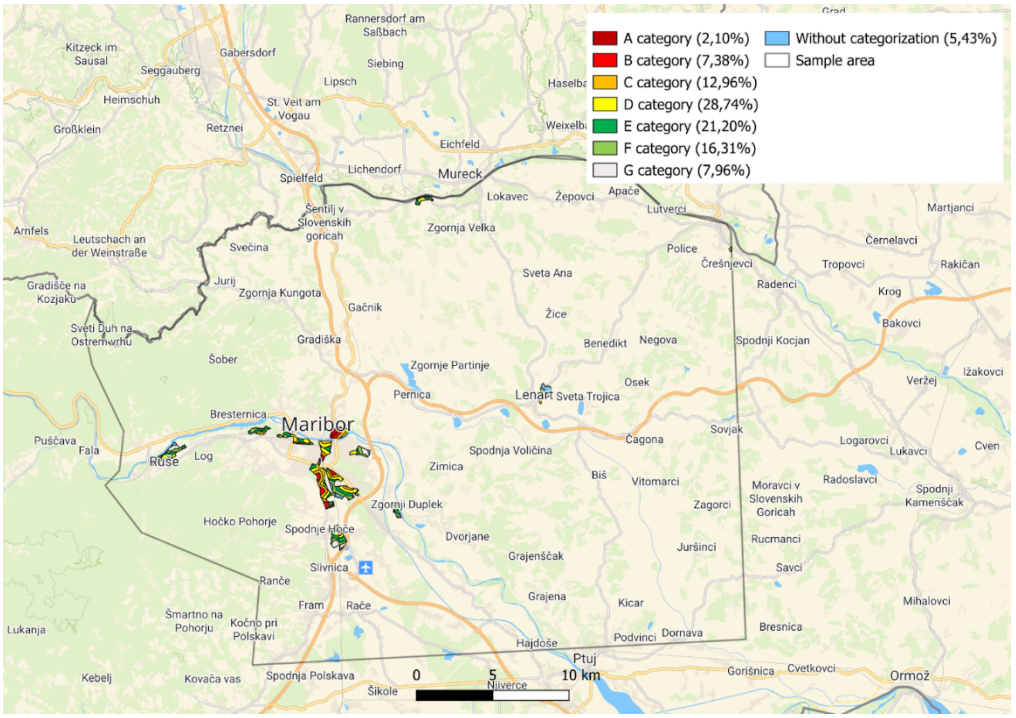

Figure 8. Percentage of industrial-commercial areas in the pilot area (PP8)

Definition of a shared vision, strategies and actions

Vision

Vision for the Development of Railway Transport in Slovenia was confirmed in the co-creation workshop in March 2026.

Vision for the Development of Railway Transport in Slovenia

The vision for the development of railway transport in Slovenia is primarily based on modernizing infrastructure, increasing capacity, and promoting sustainable mobility. The country aims for railways to become a more important mode of transport for both passengers and freight, and more competitive with road transport.

Vision:
Slovenia's goal is to create a fast, modern, and environmentally friendly railway system that will take on a larger share of passenger and freight transport and improve connections within the country and across Europe.

Extended version of the vision:

- **Modernization of railway infrastructure** – upgrading railway lines, electrification, higher train speeds, and increased line capacity.
- **Increasing the share of rail transport** – shifting more passenger traffic and especially freight transport from roads to railways.
- **Better integration with the European network (TEN-T)** and the development of logistics hubs.
- **Sustainable transport** – reducing emissions, lowering energy consumption, and minimizing the environmental impact of transport.
- **Integrated public transport** – improving connections between trains, buses, cities, and regions.

Targets

The vision is pursued through the following targets:

- Infrastructure upgrades,
- Promote multimodality and intermodality,
- Strengthen public transport services,
- Achieve better cooperation between decision makers,
- Lower reliance on private mobility by increasing public transport services,
- Strengthen governance and cooperation,
- Foster a culture of sustainable mobility.

Actions

The targets are supported by concrete actions, including the development of intermodal hubs, timetable harmonisation of different public transport services, data-driven planning, awareness campaigns and incentive schemes.

Strategic objective 1: Developing modern railway and intermodal infrastructure

The objective is to strengthen the rail network as the backbone of long-distance and regional mobility. Upgrading railway infrastructure is essential to increase network capacity, improve travel times, enhance reliability, and support the transition toward a more sustainable and multimodal transport system. The strategy will be achieved by:

- upgrading key sections of the main railway lines, that connect Slovenia's major cities and international transport routes, reconstructing and modernising track infrastructure, gradual introduction of double-track sections, upgrading signalling and safety systems in line with European railway standards and increasing permitted speeds where infrastructure conditions allow,
- Ensuring functionality of railways lines with regular servicing and tracking of changes, conducting regular inspections and maintenance of tracks, bridges, tunnels and systems, systematic monitoring of infrastructure conditions and performance indicators and implementing of predictive maintenance approaches using digital infrastructure management tools,
- modernising key railways stations, upgrading passenger facilities, including waiting areas, ticketing systems, and accessibility for persons with reduced mobility, improving pedestrian access and integration with surrounding urban areas, strengthening connections between rail, bus, cycling, and shared mobility services and installing modern passenger information systems providing real-time travel updates,
- supporting sustainable and resilient rail infrastructure, improving energy efficiency of railway infrastructure and systems, integrating renewable energy solutions where feasible, implementing noise mitigation measures near populated areas and strengthening infrastructure resilience to extreme weather events and natural hazards.

Strategic objective 2: Promote multimodality and intermodality

The objective is to enable seamless, efficient, and user-friendly connections between different transport modes in order to reduce private car dependency and encourage sustainable mobility choices. The strategy will be achieved by:

- developing strategic intermodal interchange hubs at key public transport nodes (main bus stops, rail stations, and high-demand service areas),

integrating bicycle parking and sharing stations, park-and-ride facilities, and electric vehicle charging infrastructure.

- ensuring physical and functional integration between modes by improving pedestrian and cycling access to interchange points, including safe crossings, continuous cycling routes, adequate lighting, and clear wayfinding.
- leveraging digital technologies to support intermodal travel, providing real-time information on public transport timetables, multimodal journey planning, parking availability, and bicycle or shared-mobility services.
- establishing agreements with public transport operators to guarantee the transport of bicycles on board vehicles through dedicated solutions, ensuring free or low-cost access to facilitate daily commuting as well as cycling tourism.
- promoting integrated ticketing and fare systems that allow users to combine multiple transport modes within a single journey, reducing complexity and transaction barriers.

Strategy 3: Strengthen public transport services

The objective is to improve the efficiency, reliability, and attractiveness of public transport in order to increase ridership and position it as the backbone of sustainable mobility. The strategy will be achieved by:

- enhancing service frequency and coverage, particularly along high-demand corridors and during peak hours, to ensure public transport is a competitive alternative to private car use,
- harmonising timetables across different public transport services and operators to guarantee smooth connections and minimise transfer waiting times, especially at intermodal hubs,
- improving service reliability through operational optimisation, real-time monitoring, and contingency planning to reduce delays and disruptions,
- upgrading vehicles and infrastructure to improve comfort, accessibility, and inclusiveness, ensuring full compliance with universal design standards for persons with reduced mobility,
- introducing or expand priority measures for public transport, such as dedicated lanes, signal priority at intersections, and preferential access in congested areas,
- strengthening coordination with local and regional authorities to align service planning with land-use development, employment centres, and tourism flows.

Strategy 4: Achieve better cooperation between decision-makers

The objective is to strengthen institutional coordination and governance mechanisms to ensure coherent, efficient, and integrated mobility planning and implementation. The strategy will be achieved by:

- establishing a permanent coordination framework bringing together local and regional authorities, public transport operators, infrastructure managers, and relevant stakeholders to align mobility policies and investments.
- defining clear roles, responsibilities, and decision-making procedures among institutions to reduce fragmentation and overlaps in transport planning and service delivery.
- promoting joint planning processes and shared strategic documents, ensuring consistency between transport, land-use, environmental, and tourism policies.
- facilitating data sharing and interoperability between institutions to support coordinated service planning, performance monitoring, and evidence-based decision-making.
- encouraging cross-border or inter-municipal cooperation where relevant, particularly in functional mobility areas that extend beyond administrative boundaries.
- building institutional capacity through training, knowledge exchange, and peer-learning initiatives on integrated and sustainable mobility planning.

Strategy 5: Lower reliance on private mobility by increasing public transport services

The objective is to reduce private car use by expanding, improving, and diversifying public transport services to better meet users' mobility needs. The strategy will be achieved by:

- increasing the frequency, capacity, and spatial coverage of public transport services, particularly in underserved areas and during peak commuting periods, to provide a viable alternative to private car use.
- extending service hours, including early morning, evening, and weekend operations, to accommodate diverse travel patterns related to work, education, leisure, and tourism.
- introducing flexible and demand-responsive transport solutions (such as on-demand shuttles or feeder services) to improve accessibility in low-density or rural areas.
- strengthening connections between residential areas, employment centres, public services, and intermodal hubs to reduce the need for private vehicle ownership.
- integrating public transport services with active mobility and shared mobility options, ensuring seamless first- and last-mile connections.

- monitoring modal split trends and user satisfaction to continuously adapt services and maximise the potential for modal shift away from private mobility.

Strategy 6: Strengthen governance and cooperation

The objective is to ensure effective implementation of mobility strategies through strong governance structures, coordinated action, and long-term institutional collaboration. The strategy will be achieved by:

- establishing clear governance frameworks that define responsibilities, decision-making processes, and coordination mechanisms among public authorities, transport operators, and relevant stakeholders.
- promoting structured cooperation between local, regional, and national levels of government to ensure policy coherence and alignment of funding priorities.
- creating formal platforms for dialogue and collaboration, such as steering committees or working groups, to support joint planning, monitoring, and evaluation of mobility measures.
- encouraging public–private partnerships and collaboration with civil society, employers, and tourism stakeholders to leverage additional resources and expertise.
- developing shared performance indicators and monitoring systems to track progress, ensure accountability, and support continuous improvement.
- strengthening institutional capacity through training, technical assistance, and knowledge-sharing initiatives focused on integrated and sustainable mobility governance.

Strategy 7: Foster a culture of sustainable mobility

The objective is to encourage long-term behavioural change by increasing awareness, acceptance, and everyday use of sustainable and multimodal transport options. The strategy will be achieved by:

- designing and implementing targeted awareness-raising campaigns highlighting the environmental, social, economic, and health benefits of sustainable mobility choices.
- promoting multimodal travel habits through clear, accessible information on public transport services, intermodal solutions, and active mobility options, including practical guides and digital tools.
- engaging schools, universities, employers, and local communities through education programmes, mobility workshops, and participatory initiatives to embed sustainable mobility practices in daily life.
- supporting pilot projects and demonstration actions that allow citizens to experience innovative and sustainable mobility solutions in real-life conditions.

- encouraging behavioural change through soft measures such as mobility challenges, reward schemes, and public recognition of sustainable travel practices.
- fostering a sense of shared responsibility by involving citizens and stakeholders in the co-design and evaluation of mobility measures.

Measurable targets & KPIs

The implementation of the vision and strategies will be monitored through key performance indicators which are shown in the table below.

KPI	Unit of Measure	Targeted Direction	Source
Reduction in private car use	%	- 8,5 %	
Population accessibility to public transport	%	+5 %	
Number of rides offered (monthly)	Number	+ 900 trains	
Number of occupied train's seats (monthly)	%	60 %	
Average train delay time (min)	Number	4 min	
Passenger train frequency (daily)	Number	750 trains	
Open railway line upgrades (kilometres)	Number	300 km	
Railway stations and stops upgrades	Number	65 stations and stops	

Preferred scenario

Multiple scenarios were discussed and prepared before the stakeholder meeting, but only a few were selected for discussion with the stakeholders. From the presented scenarios, only one was proven efficient and possible to implement. The scenario that was agreed upon is:

Clockface timetable from Ljubljana (Slovenia) to Graz (Austria)

The clockface timetable would increase the frequency and the number of daily passenger trains on the route from Slovenia to Graz, which would improve connectivity and allow passengers to switch from private transport to efficient public transport. In addition to the new clockface timetable, additional passenger trains

would be introduced, which would make train transport more attractive, especially during the peak and afternoon rush hours, where roads generally become congested and travel times increase. This would not affect public train transportation. A slow but steady increase in public transport use is expected that would create better travel habits that could be maintained in the future and would be passed on to younger generations.

Action plan

An action plan is a clear, structured outline of the steps needed to achieve a specific goal. It explains what needs to be done, who will do it, when it will be done, and how it will be completed. Action Plan for Slovenian national rail network for the implementation of systematized timetable for passenger services throughout the railway network. Focus is on the necessary upgrade railway infrastructures (tracks, signalling....) and rolling stock.

The planned measures are split into infrastructure and other measures with defined responsible institutions, timeline and expected impact.

The planned measures are split to Infrastructure and other measures with responsible institutions, timeline and expected impact. The list of measures is prioritized by the NUTSHELL workshop participants. The most important infrastructure measure is Double-track Ljubljana-Kranj, including gradual implementation of double-track infrastructure on the section between Ljubljana and Kranj to strengthen international rail connectivity with Austria.

The most important measure is introduction of suburban rail services, including development of a suburban rail concept with higher frequency services connecting Ljubljana with surrounding cities such as Kranj, Kamnik and Grosuplje.

Action	Description	Responsible Institutions	Timeline	Expected Impact
Infrastructure measures				
Double-track on the railway line section Ljubljana-Kranj	Gradual implementation of double-track infrastructure on the section between Ljubljana and Kranj to strengthen international rail connectivity with Austria.	Ministry of Infrastructure, Slovenian Railways Infrastructure	2027-2035	Increased line capacity and improved passenger and freight mobility
Upgrade of the railway line section Ljubljana-Zidani Most-Dobova	Upgrade of track infrastructure, stations, signalling systems and implementation of remote traffic management on the section between Ljubljana, Zidani Most and Dobova.	Ministry of Infrastructure, Slovenian Railways Infrastructure	2026-2032	Shorter travel times, improved reliability and increased service frequency
Completion of second railway track and aditional parallel left track on Divača-Koper line	Completion and integration of the second railway track between Divača and Koper to increase freight and passenger capacity and strengthen the connection with the port. After that construction of aditional parallel left track Divača-Koper	Ministry of Infrastructure, Slovenian Railways, 2TDK	2026-2032	Increased rail capacity, improved freight transport efficiency, stronger role of rail in logistics

Action	Description	Responsible Institutions	Timeline	Expected Impact
Infrastructure measures				
Double-track railway line Ljubljana Šiška-Kamnik Graben	Gradual implementation of double-track infrastructure and electrification on the section between Ljubljana Šiška and Kamnik Graben to strenghten national rail connectivity	Ministry of Infrastructure, Slovenian Railways Infrastructure	2027-2035	Increased and improved passenger and freight mobility
Double-track at railway section Maribor-Šentilj-border	Gradual implementation of double-track infrastructure on the section between Maribor and Šentilj to strengthen international rail connectivity with Austria.	Ministry of Infrastructure, Slovenian Railways Infrastructure	2027-2035	Increased cross-border capacity and improved passenger and freight mobility
Regular investment maintenance	Rehabilitation of the existing tracks on the corridors and regional railway lines.	Ministry of Infrastructure, Slovenian Railways Infrastructure	2026-2035	Decrease of the train delays.
Double-track on the regional railway line section Ivančna Gorica-Ljubljana	Gradual implementation of double-track infrastructure and track electrification on the section between Ljubljana and ivančna Gorica.	Ministry of Infrastructure, Slovenian Railways Infrastructure	2027-2035	Increased cross-border capacity and improved passenger and freight mobility
Development of intermodal mobility hubs	Establishment of intermodal transport hubs integrating rail, bus, cycling, and shared mobility in major cities such as Ljubljana, Maribor, Celje and Kranj.	Municipalities, Ministry of Infrastructure, transport operators	2026-2032	Improved transfer between transport modes and increased public transport use
Upgrade of the line Ljubljana-Divača-Sežana-state border	Upgrade of the railway line per sections, replacement of track infrastructure, upgrade of the railway stations, implementation of automatic track blocks to increase the capacity	Ministry of Infrastructure, Slovenian Railways Infrastructure	2021-2027	increased traffic safety, and capacity, shortened travel times, eliminatted bottlenecks and reduced environmental impact.
Upgrading of the Jesenice railway hub	Upgrading tracks, rearranging access routes and external environment, building a portable power supply station.	Ministry of Infrastructure, Slovenian Railways	2025-2027	Shorter travel times, more user-friendly infrastructure, ncreasing the level of traffic and passenger safety, increasing the reliability of electricity supply, enabeling the operation of longer freight trains (740 m)
Upgrading of the regional railway line Jesenice-Sežana	Upgrading of the Bled Jezero-Bohinjska Bela and Bohinjska Bela-Nomenj sections, construction of the Vrtojba railway arch, upgrading of the station Most na Soči, Nova Gorica, Prvačina, relocation of Šempeter pri Gorici	Ministry of Infrastructure, Slovenian Railways Infrastructure	2021-2027	Shorter travel times, flexible operations of railway traffic, increased safety, increased number of freight trains and volume of freight traffic.
Upgrade of the regional railway line Celje-Velenje	Renovating stations and stops, construction work on the open route, arranging of level crossings between roads and railways, arranging of signalling and telecommunications devices, introduction of remote traffic control on the entire route.	Ministry of Infrastructure, Slovenian Railways Infrastructure	In preparation	Increased capacity of railway stations, increased number of passengers, increased traffic safety, more user-friendly infrastructure, better efficiency in traffic management.
Upgrade of the railway regional line Maribor-Prevalje-state border	Upgrading and electrification on the Maribor-Ruše section, upgrading on the Sveti Danijel-Dravograd-state border section	Ministry of Infrastructure, Slovenian Railways Infrastructure	2021-2027	Interoperability,elimination of bottlenecks, increased maximum permitted train speed and operation of longer freight trains, reduced maintenance costs,

Action	Description	Responsible Institutions	Timeline	Expected Impact
Infrastructure measures				
				remote traffic control, more user-friendly infrastructure, Increased number of passengers and shortened travel times.
Other measures				
Introduction of suburban rail services	Development of a suburban rail concept with higher frequency services connecting Ljubljana with surrounding cities such as Kranj, Kamnik and Grosuplje.	Ministry of Infrastructure, Slovenian Railways, municipalities	2027-2033	Reduced commuting by car and improved accessibility in metropolitan areas
New electric multiple units for long distance passenger service	New rolling stock for long distance international passenger service that will connect Slovenia with other states in the central and southeast Europe	Ministry of the Environment, Climate and Energy, Passenger operator SŽ-Potniški promet	2027-2030	Increase of railway passengers and shorter running times
Digitalisation of public transport services	Development of a national multimodal mobility platform providing real-time information, integrated ticketing and journey planning for rail, bus and shared mobility services.	Ministry of Infrastructure, transport operators, IT providers	2026-2030	Improved passenger experience and increased public transport attractiveness
New electric locomotives and passenger coaches for long distance passenger service	New rolling stock for long distance international passenger service that will connect Slovenia with other states in the central and southeast Europe.	Ministry of the Environment, Climate and Energy, Passenger operator SŽ-Potniški promet	2027-2030	Increase of railway passengers and shorter running times
Demand-responsive transport for rural areas	Introduction of flexible on-demand transport solutions connecting rural areas to major transport corridors and railway stations.	Regional authorities, municipalities, transport operators	2027-2030	Improved accessibility for rural populations and reduced transport exclusion
Awareness and behavioural change campaigns	Implementation of national campaigns promoting sustainable mobility and public transport usage through education and incentive programmes.	Ministry of Infrastructure, municipalities, NGOs	2026-2035	Reduction in private car dependency and increased sustainable mobility culture