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**MULTIMODAL TRANSPORT AND LOGISTIC CENTRES IN
SLOVENIA***

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MULTIMODAL TRANSPORT AND LOGISTIC CENTRES IN SLOVENIA

There is a society-wide need and aspiration to develop the transport system, in terms of both quality and quantity, in order to include transport modalities and forms that will ensure balanced sustainable development. This task by definition falls within the remit of transport policy. The negative impact of transport on the environment and the need for the sustainable development of both the transport system and society as a whole call for new theoretical and practical solutions on the global level, given that the problem itself is a global one. It is indeed a complex problem, since to date we have not developed consistent theoretical and practical solutions, neither on the national nor international level.

Humankind finds itself in a position where it must seriously and comprehensively address the issues related to balanced sustainable development, because the underlying consequences that would arise from a failure to establish an environment-friendly attitude towards development and nature could be fatal. Indeed, the problem is even more complex because solutions and the determination to undertake these problems must be endorsed internationally since international problems must inevitably be addressed internationally, irrespective of the level of development, political views or geographic position of individual entities.

Inter-modal terminals and transshipment stations for freight transport by land

Inter-modal terminals for freight transport by land are terminals which function as hubs in the flow of goods within different transport subsystems – land/water and/or air, or road/railway subsystems, which enable transshipment between these different subsystems and the provision of various freight transport finishing and processing services. At the same time these terminals offer a range of forwarding services. Within the framework of international transport, these terminals usually also provide border services in order to avoid bottlenecks at border stations. In the Republic of Slovenia there are three major inter-modal terminals for freight transport, which, given that they provide international transport services for various goods flows also function as logistic centres; these terminals are located in Ljubljana, Koper and Maribor. The role of the terminal in Celje will be determined by the further development of the economy and relevant goods flows. Among these terminals Ljubljana can potentially become a logistic centre of international relevance as the meeting point of goods flows along Corridors V and X, where these goods are processed and directed to or from the European Union towards or from South-East European countries.

Transshipment stations, or stations within business centres within major regional centres generally perform the freight transport storage/distribution function, and at the same time serve as storage centres, from which goods are directed into international goods flows separately (in the event of greater quantities) or via the logistic centres.

On the basis of this definition, the development of inter-modal terminals for freight transport by land and transshipment stations has been envisaged as shown in the figure below.

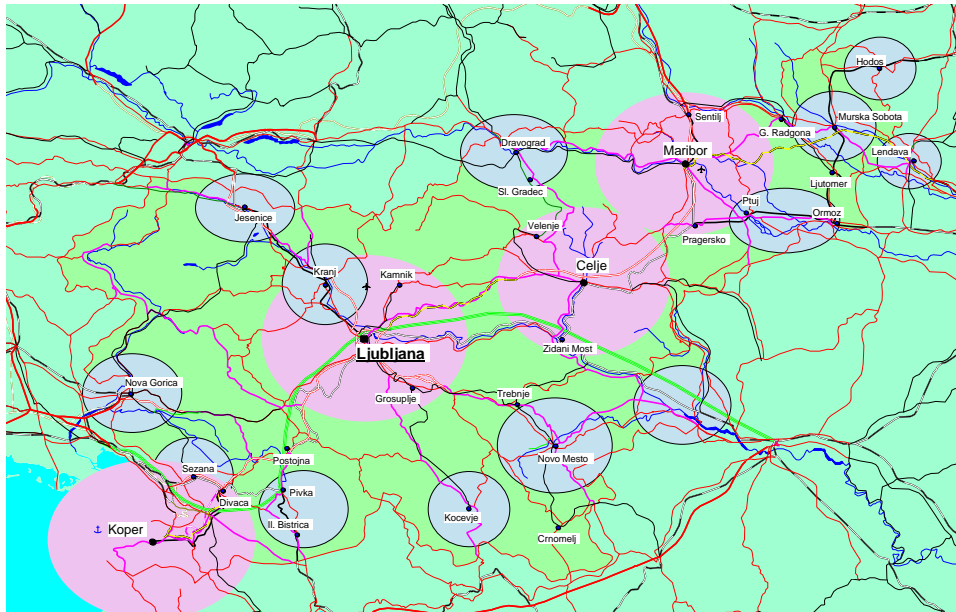


Figure 1. Inter-modal terminals and transshipment stations for freight transport by land according to the Analysis of Opportunities for Development of Transport Infrastructure in Physical Space

This concept is based on rail and water transport, which are more environmentally-friendly and cost-effective modes of long-distance transport, while road transport is used mostly within the framework of storage/distribution operations.

Constructing transport infrastructure in order to develop multi-modal transport and logistic centres will provide the physical landscape with an unprecedented quality – opportunities for developing economic activities will be enhanced, which however will have to be developed in conjunction with the Government's regional policy, and integrated into international transport connections.

Establishing the concepts of **inter-modality** and **logistic services** within the framework of economic supply will make realistic the achievement of the objective of **preserving and even increasing the volume of work** in the transport sector, both in inland transport and international transport on the markets of the European Union, particularly the transport markets of countries which due to historical facts are more readily accessible by Slovenian hauliers.

Within the framework of the provision of the economy with high-quality transport services, the following must be ensured to make this possible:

1. road transport along the entire course from source to destination
2. railway transport along the entire course from source to destination
3. road and/or railway transport as the continuation or commencement of the transport route from/to maritime and/or air transport (combined and inter-modal transport).

An efficient and effective approach to these forms must incorporate:

1. **the concept of inter-modality in freight transport**
2. **the concept of logistic services for economic supply**
3. **transport/logistic clusters as an efficient economic basis for high-quality services**

The territorial dimension of the Republic of Slovenia in most cases **precludes the economic feasibility of combined transport**, which by its definition consists of long-distance rail or inland water transport and the conveyance and distribution to/from terminals in road transport. In the given conditions, combined transport is economically feasible only within the framework of international transport.

The effectively **promoted concept of inter-modality** in freight transport (inter-modal transport units), the **concept of logistic services** for economic supply, and the adequate promotion of **transport/logistic clusters**, parallel with the implementation of modern, environmentally-friendly transport policy, will make it possible to ensure a high level of efficiency of combined transport within the framework of inland freight transport.

Synopsis of the geographic position – Slovenia’s strengths and weaknesses in its convergence with the EU:

STRENGTHS AND DEVELOPMENTAL POTENTIAL	WEAKNESSES AND DEVELOPMENTAL BARRIERS
Important geo-strategic position at the junction of the Alps, Adriatic and Pannonian/ Hungarian plain; Good transport access to the “European corridors”; Favourable longitudinal and transversal transport position (motorway cross); Important transport node (Ljubljana and Postojna gates); Important role of the Port of Koper; Natural geographic advantages for the development of transport systems.	Poorly developed transport and communication infrastructure, (uncoordinated different forms of infrastructure and transport); Poor transversal transport connections; Socio-economic “closure” towards the south-east; Lack of (interregional) connections; Low density of the modern transport network, which reduces the economic efficiency of infrastructure; Absence of specialised distribution areas;

Slovenia’s geo-strategic position enables interconnections at urban region level, (inter)regional connections, as well as on the level of cooperation between European regions. In order to utilise this competitive advantage, Slovenia will continue to develop its transport infrastructure both on its own and in collaboration with the European Union.