

Transport and Communications	Slovenian Economic Mirror	IMAD
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Selected indicators		Abs. data, July-September		Growth in %	
		2002	2003	July-Sept 2003/ July-Sept 2002	Jan-Sept 2003/ Jan-Sept 2002
Passenger transport	Railways, ¹ in million pass. km	186	185	-0.5	2.9
	Roads, ^{1,2} in million passenger km	252	204	-19.0	-23.2
	Urban, in thousand passengers	16,144	14,923	-7.6	-4.8
	Air, in million passengers km	299	313	4.7	3.9
	Airport, in thousand passengers	308	337	9.4	5.8
Freight transport	Railways, ¹ in million tonne km	755	795	5.3	5.7
	Road, ¹ in million tonne km	1,055	962	-8.8	-18.1
	Maritime, in million tonne miles	7,308	7,120	-2.6	-2.8
	Harbour ¹ , in thousand tonnes	2,002	2,023	1.0	23.0
Loading, unloading in all transp. ¹ , in thousand tonnes		5,364	5,771	7.6	10.2
Letters and parcels delivered. ¹ , in thousand		131,645	153,119	16.3	13.9

Source of data: the SORS. Notes: ¹estimate, ²excluding private transport of passengers by taxi, bus and personal vehicle; ³change in methodology; from 2001 including independent private carriers and the own transportation of companies.

In the **third quarter**, **passenger transport** saw the biggest fall in public inter-city coach transport and suburban commuter traffic, going down by close to a fifth over the same period last year, according to figures from the SORS (data are not yet final; see notes in the table). The number of passengers continued to fall in urban transport, going down by 7.6%. The performance of air transport and airport traffic is improving from quarter to quarter and recorded growth rates of 4.7% and 9.4%, respectively. As regards **freight transport**, road transport again dropped the most, declining by 8.8% in the third quarter after falling by 7.3% in the second quarter. The volume of maritime transport shrank by 2.6%, while the volume of harbour transport increased by 1.0%. Transshipment services in all types of transport, including transshipment in harbours, rose by 7.6%. Railway freight transport increased by 5.3%, slightly less than in the second quarter.

In the **first nine months**, all types of road transport fell, while railway transport rose slightly compared to the same period last year (see table). The biggest rise was seen in harbour transshipment and, as a result, in transshipment as a whole.

According to figures from the SORS, the number of **registered** passenger cars climbed by 25.2% from end-**1995** to end-**2002**, while the number of coaches dropped by 11.3%. The number of carriages went down by 6.7%. The structure of transport vehicles used in inland freight transport changed markedly to the benefit of road transport. Namely, the number of registered goods vehicles rose by 37.5%, while the number of wagons dropped by 31.8%.

We are summarising some findings from a report on the exploitation of national road network (Promet 2002) prepared by the Roads Directorate of the Republic of Slovenia. We will focus on **transport work** done by domestic road vehicles in the last few years based on a traffic count. From 1995 to 2002, the number of vehicle kilometres per year rose by 35.6% for passenger cars and dropped by 20.0% for coaches (see graph). If we look at the SORS' figures for railway transport, train kilometres of passenger trains fell by 6.5% at the same time (including train kilometres outside Slovenia). Apparently, passenger car transport increasingly squeezed out public transport. Data from the Roads Directorate also show that transport work done by domestic heavy lorries and lorries with trailers increased by 83.5% (by 11.5% in 2002), while that of light and medium-heavy lorries jumped by as much as 176.3% (by 2.8% in 2002). Train kilometres of goods trains stagnated (including train kilometres outside Slovenia). Figures on transport work can lead us to conclude that road freight transport continued to increase in 2002 (all lorries travelled a longer way in kilometres), while the SORS' figures, showing a decline in road freight transport measured in tonne kilometres, suggest that the share of goods with a high specific weight shrank in the overall structure of road freight transport.

Graph: **Transport work done by domestic vehicles in Slovenia's road network, km/year**

