



CREATING OUR BUILT ENVIRONMENT
2017



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The image shows a modern, multi-level office building interior. The architecture features clean, white lines and large windows that let in natural light. In the foreground, a wide staircase with grey steps leads upwards. The background shows a bright, open-plan office space with several desks and chairs. The overall atmosphere is professional and contemporary.

PRESENTATION OF THE COMPANY

/ AIR TRAFFIC CONTROL CENTRE // BRNIK /

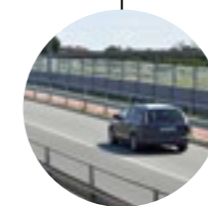
DRI PROFILE

DRI Investment Management is the largest consulting and engineering company in Slovenia. Expert knowledge, rich experiences and gained trust by public and private clients are the foundations on which we have consolidated ourselves as a reliable partner in the implementation of investments in railways, roads, municipal and water infrastructure and buildings.

DRI combines technical, economic and various expert knowledge, indispensable in managing the most demanding infrastructure projects. Through a multidisciplinary approach the coordinated team of experts provides clients with the best professional solutions at all stages of the investment process from planning, design and construction to maintenance and management.

FIELDS OF WORK

- RAILWAY INFRASTRUCTURE
- ROAD INFRASTRUCTURE
- MUNICIPAL AND WATER INFRASTRUCTURE
- BUILDINGS
- TRAFFIC



/ DRI HEADQUARTERS // LJUBLJANA /

DRI IN NUMBERS



REVENUES

EUR 17.39 M



OPERATING EFFICIENCY

EUR 50,961



ADDED VALUE PER EMPLOYEE

106.7 %



NET PROFIT

EUR 936,716



NUMBER OF CLIENTS

≥ 110



NUMBER OF EMPLOYEES

308



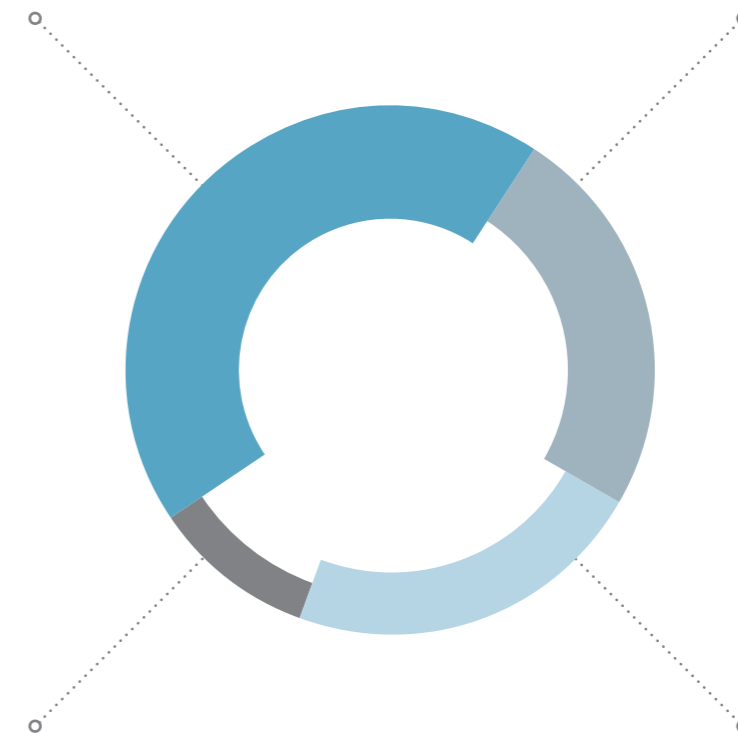
THE SHARE OF EMPLOYEES WITH HIGHER AND UNIVERSITY EDUCATION

78 %

REVENUES IN 2016

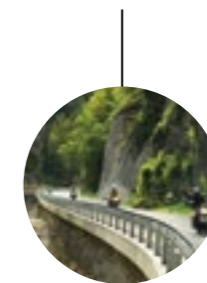
STATE ROADS
EUR 7.6 M

MOTORWAYS
EUR 4.2 M



RAILWAY INFRASTRUCTURE
EUR 3.9 M

OTHER
EUR 1.7 M





/ THE PERAČICA VIADUCT // GORENJSKA MOTORWAY/

MISSION

DRI Investment Management offers a comprehensive range of consulting and engineering services to public and private clients, enabling the implementation of the most complex infrastructure projects while complying with the highest standards of quality, ethics and sustainable development.

VISION

Being the largest professional consulting and engineering company in the Republic of Slovenia, we would like as the internal provider of the state to ensure efficient management of national infrastructure projects. Our goal is to maintain the role of a successful consulting engineering company in the field of infrastructure projects, with the expansion of activities in international markets as well.

VALUES

- Respect
- Excellence
- Continuous learning
- Trust
- Creativity

Respect for fellow human beings and nature is woven into all areas of our operation. With continuing education, exchange of experience and good practices we enrich our store of knowledge and always strive for excellence. The partnerships we build are based on trust and expertise. Through creativity we are building progress.



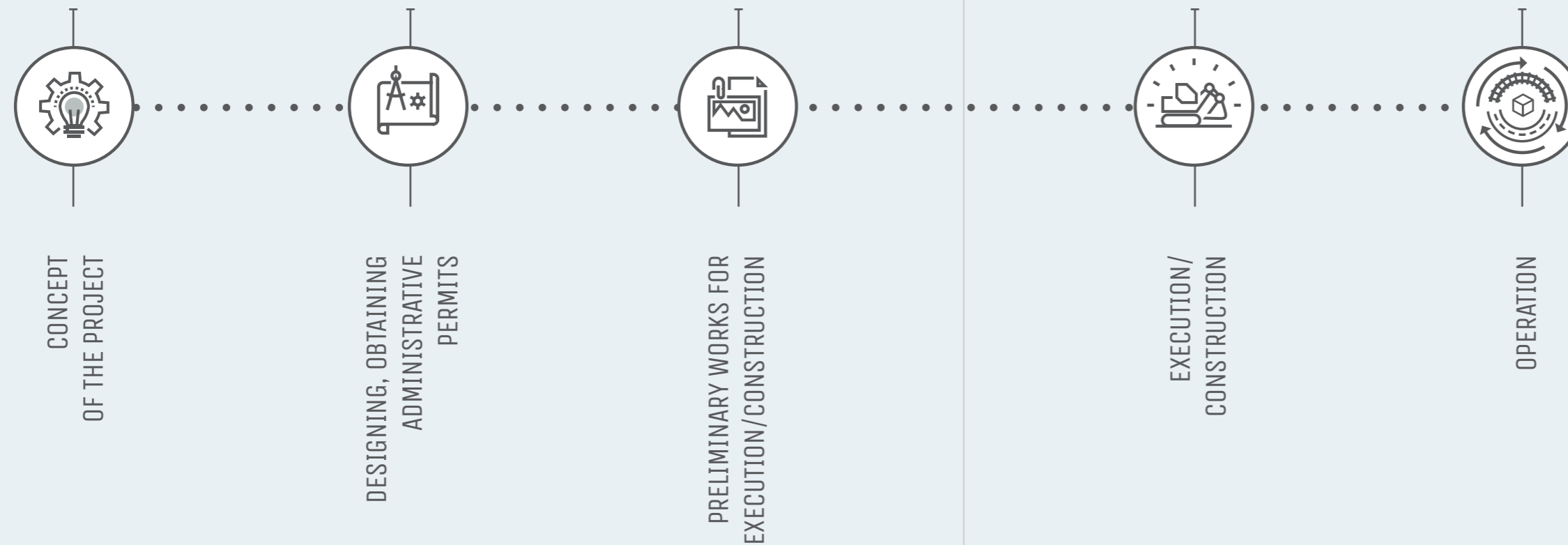
SERVICES

The company DRI Investment Management – in accordance with the status change from 2011 – as an internal provider for the state (according to the so-called in-house contract model) performs investment engineering services and other consulting services for state bodies and legal entities governed by public law. In addition, we also act on the market where we perform consulting and engineering services for both public as well as private clients, both domestically and abroad.

A wide range of activities allows us to assume organisation and management of the entire investment; be it in the field of preparation, designing and construction as well as of maintenance and management of all types of infrastructure facilities. The integrated supply of consulting and engineering services is completed by specialised consulting services which are customised to the client.

/ FABIANI BRIDGE // LJUBLJANA /

SERVICES



CONSULTANT SERVICES

- Participation in the investment planning and coordination with local communities and state agencies based on real situations and needs;
- Organisation of the preparation, review and approval of urban planning, technical and investment documentation and obtaining government permits and consents;
- Participation in the preparation of tender documentation and awarding works for the production of all types of documentation, preparation of terms of reference;
- Drafting of investment documentation;
- Organisation of land acquisition for construction;
- Cooperation in the handover of investments for management and maintenance, as well as in obtaining operating permits;
- Monitoring and supervising the work of engineers as an authorised representative of the contracting authority in all stages of their work (awarding construction works, supervision of works, construction contract management, handover of works and monitoring investment properties during the extended liability period and organising procedures for remedying defects in the case of claims);
- Performance of other required works during the design stage and preparation for investments.

ENGINEERING SERVICES

- Participation in the preparation of tender documentation and awarding works for the implementation of investments;
- Contract management with contractors carrying out investment works;
- Engineering supervision over the performance of works in accordance with the Construction Act comprising the following: quantity and quality control, processing contractors' claims, cooperation with the designer in the case of changes to the project during the implementation stage, etc.;
- Organisation of the handover of investments for management and maintenance;
- Participation in technical and commission reviews;
- Organisation of obtaining operating permits;
- Monitoring investments during the extended liability period and in the case of complaints participation and supervision of the performance of rehabilitation;
- Performance of all other required works of the supervisor in accordance with the Construction Act.

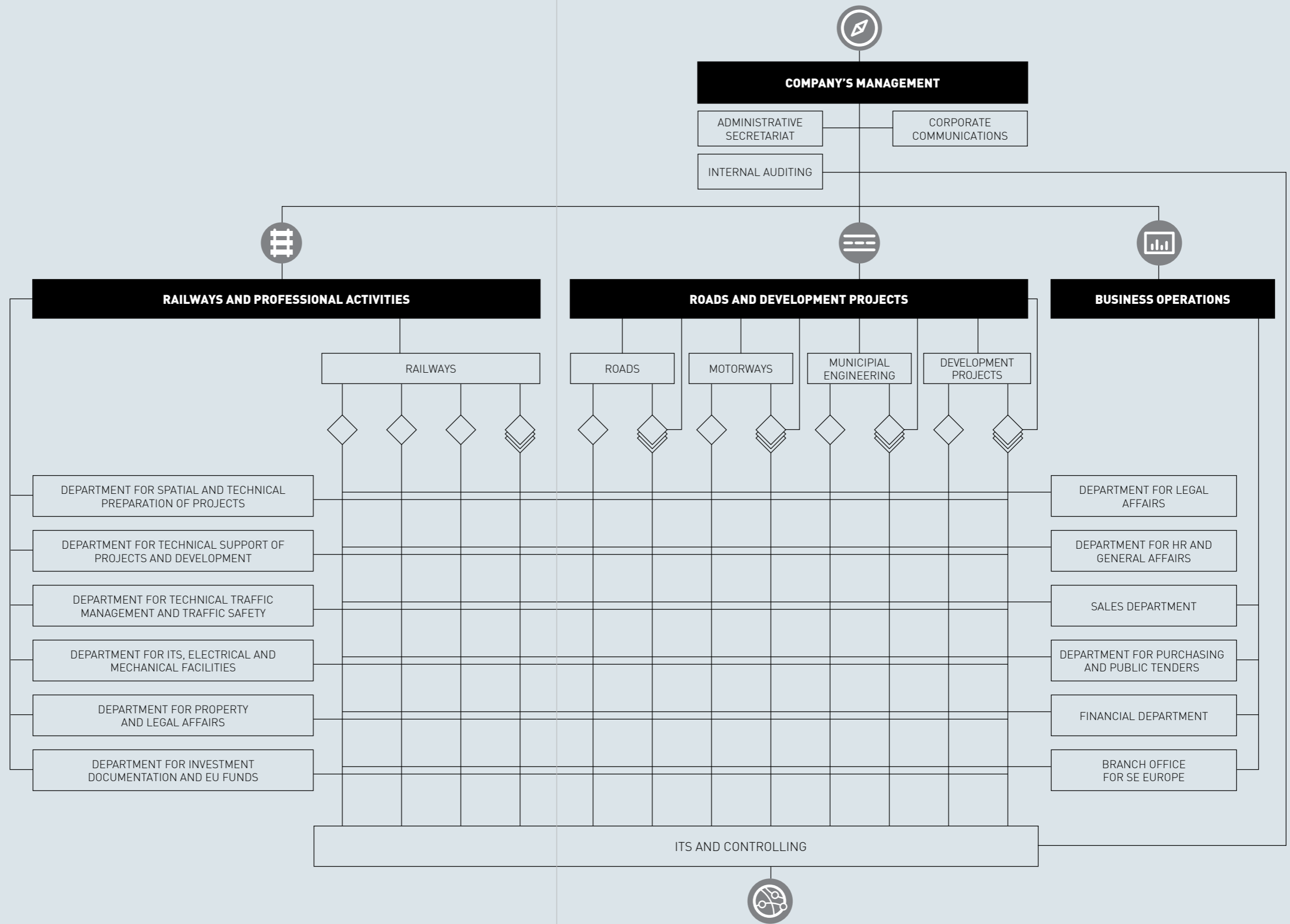
ORGANISATION

DRI Investment Management provides excellent conditions for fast and efficient decision-making and adapting to demanding market requirements. The company is organised in a flexible manner encompassing business activities as well as the technical and operational area.

The technical and operational area addresses two sub-divisions: roads and development projects, and railways and professional activities area, both of which enable an optimum adjustment to Client requirements. Our specialised expert services provide professional, technical and organisational support to each technical area.

/ BASE STATION GSM-R/

ORGANISATION





MANAGEMENT



Jurij Kač
General Manager



Tadej Veber
Management Member



Saša Kovačič
Business Operations
Manager



Aleš Hojs
Manager for Roads and
Development Projects



Borut Žličar, MSc
Manager for Railways and
Professional Activities



EMPLOYEES

The knowledge, skills, experience and creativity of civil and other engineers, lawyers, economists and experts from other fields co-create our competitive advantage and represent our development potential.

The systematic care for personal and professional development of employees and their further education and training allows us to achieve the set goals of our projects, while the employees have an opportunity to put their skills and knowledge to use and to increase their qualifications and efficiency.

In addition to close cooperation with universities, we are also actively involved in the work of numerous Slovenian and international business, professional and civil associations striving for the development of the profession.

EMPLOYEES

FOREIGN MARKETS

In line with the strategic goals of the company, we have thoroughly become acquainted with the markets of south-eastern Europe. Successfully concluded projects, knowledge of the local environment, language and proximity are our competitive advantages on these markets.

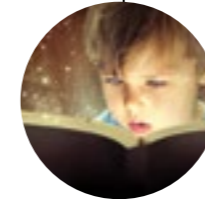
In 2007, we established a branch office in Belgrade for south-eastern Europe, where the basic objectives are to increase the visibility and goodwill of the company, reinforcement of contacts with potential clients, and the establishment and preservation of contacts with international financial institutions, economic associations, business clubs and professional associations. Our fields of operation on these markets are mostly transport infrastructure, but we provide an integrated range of specialised services.



/ BRIDGE OVER THE SAVA RIVER // BELGRADE /



SOCIAL RESPONSIBILITY



We are aware of our responsibility towards the social environment in which we live and work. In line with our core activity, we actively support the development, operation and implementation of:

- professional,
- educational,
- humanitarian,
- cultural and
- sports projects.

Through sponsorships and donations - we help to achieve goals - while spreading awareness of common values.

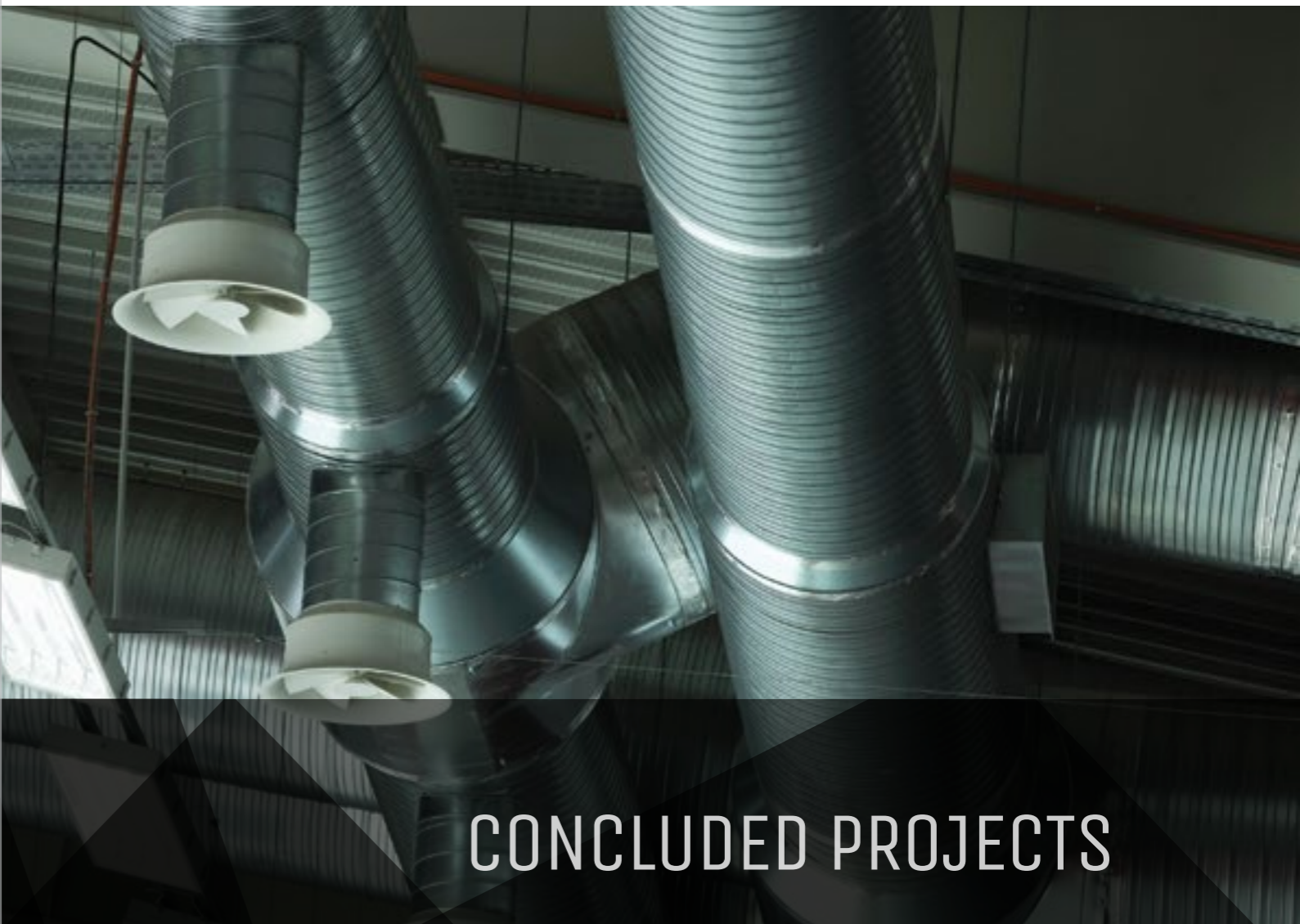
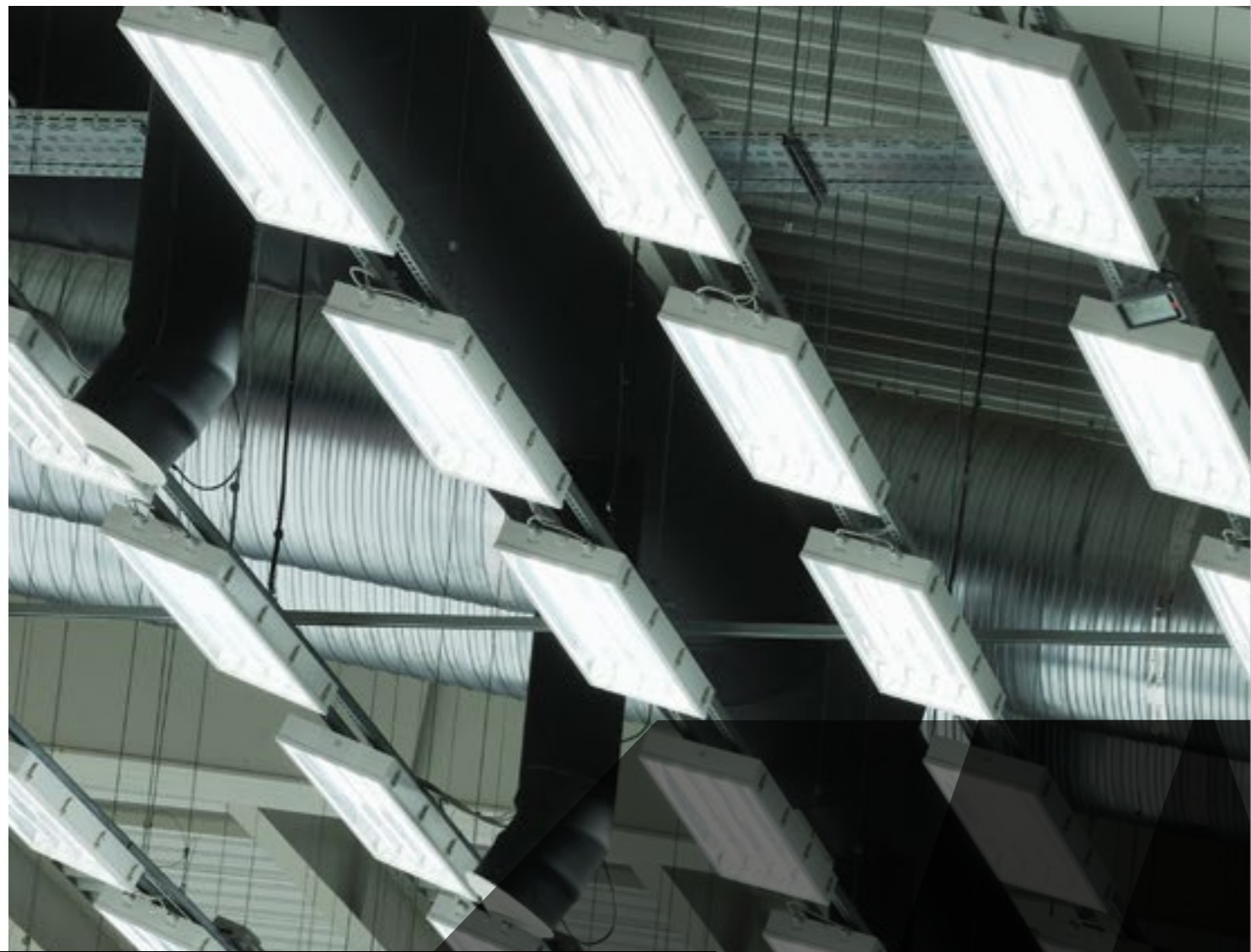
/ THE ČRNI KAL VIADUCT // PRIMORSKA MOTORWAY /

SUSTAINABLE DEVELOPMENT

SUSTAINABLE DEVELOPMENT

Social and environmental responsibility is a permanent companion to our operation. Our regular business operations and services for our clients are based on principles of sustainable development.

In our work, we are aware that given the strong integration of infrastructure projects into the natural and social environment, the consideration of all stakeholders in the investment cycle and finding balance between economic, social and environmental aspects is of paramount importance.



CONCLUDED PROJECTS

/SPORTS HALL // JESENICE /





THE ČRNI KAL

VIADUCT

The Črni Kal viaduct is one of the most demanding bridging structures on the Slovenian motorways and the biggest viaduct in Slovenia.

The Črni Kal viaduct on the motorway section Klanec–Ankaran is a part of the Primorska leg of motorway A1. It consists of two separated pavement structures running on joint ray-shaped columns. It crosses the Osp valley in a horizontal radius of 800 m at the height from 10 to 95 m.

- **The highest column:** 95 m
- **Client:** Motorway Company in the Republic of Slovenia, DARS d.d.



EXPRESSWAY

KOPER–IZOLA

The 5.2-kilometre-long section of the Koper–Izola expressway, open for traffic in 2015, represents the connection of the Koper–Izola–Piran conurbation to the motorway network of Slovenia, and above all it is a bypass road for transit tourist traffic and daily routes.

Part of the highway section is also the two-tube tunnel Markovec (the right tunnel tube measuring 2,144 meters and the left 2,174 meters) which is the fourth longest tunnel in Slovenia (after the Trojane, Kastelec and Dekani tunnels).

- **Length of the section:** 5.2 km
- **Client:** Motorway Company in the Republic of Slovenia, DARS d.d.



ŠKOFJA LOKA

BYPASS

In 2015, a 3.9-kilometre-long Škofja Loka Bypass to the Poljanska Valley was constructed, replacing a section of the regional road that ran through the medieval town centre.

The construction of the bypass has shortened travel times and increased traffic safety; relieving the old city centre of heavy goods traffic and improving living conditions for the city's residents is also of utmost importance. As part of the construction of the bypass, a tunnel, seven bridges, six crossings and two underpasses and subways were built.

- **Length of the bypass:** 3.9 km
- **Client:** Ministry of Infrastructure, Slovenian Infrastructure Agency



PRAGERSKO-HODOŠ

RAILWAY LINE

The project of reconstruction, electrification and upgrading of the Pragersko-Hodoš railway line for speeds up to 160 km/h and modernization of level crossings and the construction of subways at railway stations was completed in 2016.

The works, which were carried out on a 109-kilometre-long section, included the electrification of the line, the arrangement of 78 level crossings of roads and railways, the construction of 40 kilometres connecting roads and noise-protection measures. The increased throughput and transport capacity of the line, shorter travel times, improved traffic safety and lower noise levels represent the positive effects of the investment both for the local residents and for the economy.

- **Length of the section:** 109 km
- **Client:** Ministry of Infrastructure, Slovenian Infrastructure Agency



IMPLEMENTATION OF THE DIGITAL GSM-R RADIO SYSTEM

The project saw a GSM-R digital radio system established across the entire Slovenian rail network.

The main works included the implementation of more than 1200 kilometres of optical and energy cable connections along the entire public railway infrastructure and the construction of a transmission network with a synchronous digital hierarchy with active and passive communication equipment. 244 base stations and 112 repeaters transmitting and receiving stations covering the entire network were constructed, including in tunnels and other remote areas. The project also included the arrangement of 134 telecommunications facilities, the supply and installation of a dispatch system, which includes 215 units and the installation of a central system at the central railway station Ljubljana. The implementation of the system enabled interoperability with railway systems in neighbouring countries, and one of the ERTMS (European Train Management System) system elements is set up.

- **Length of the railway network:** 1,207.7 km
- **Client:** Ministry of Infrastructure, Slovenian Infrastructure Agency



REGIONAL CENTRE FOR WASTE TREATMENT LJUBLJANA

Ljubljana's regional waste treatment centre is the largest cohesion project in the field of environment protection in Slovenia, its operation started at the end of 2015 and it treats waste for one third of Slovenia's territory.

The regional centre consists of an extensive landfill, a treatment plant for leachate and waste treatment facilities. The core part of the regional centre comprises three facilities in which mechanical and biological treatment of waste takes place. Two types of waste are treated in these facilities: separately collected biowaste and residual mixed municipal waste. Bulk waste is also accepted and sorted. In 2016, the Centre operated experimentally, after the expiration of the extended liability period in 2017 the project will be completed in January 2018.

- **Centre's capacity:** 170,000 tons of waste/year
- **Client:** Snaga d.o.o.



THE STRATEGY OF
TRANSPORT INFRASTRUCTURE DEVELOPMENT

The strategy of transport development in the Republic of Slovenia for the first time comprehensively addresses all aspects of transport systems: road, rail, maritime, air transport and sustainable mobility.

The preparation of the document involved the identification of key problems and needs, a comprehensive analysis of the transport system and the identification of measures for its development. In addition, the strategy will serve to meet the conditions for drawing funds from the European Union in the current financial perspective 2014-2020. The Strategy was adopted by the Government of the Republic of Slovenia in 2015, and in 2016 by the National Assembly in the form of a Resolution on the National Program for the Development of Transport in the Republic of Slovenia for the period until 2030. The resolution sets out more detailed activities, methods of implementation, necessary financial resources, deadlines and institutions needed for the implementation of infrastructure measures.

- **Envisaged number of measures:** 108
- **Client:** Ministry of Infrastructure



SPORTS AND RECREATION CENTRE
STOŽICE

Centre Stožice represents the most modern sports centre in Ljubljana.

As part of the project, a multi-purpose hall and a stadium have been completed, and the construction of a shopping centre is planned. Hall: four floors, 12,480 seats for sports events, 14,800 seats for concerts, area of 14,164 m². Stadium: two floors, 16,038 seats for football, 23,000 seats for concerts, area of 24,694 m².

- **Hall - number of seats for sports events:** 12,480
- **Stadium - number of seats for sports events:** 16,038
- **Client:** GREP d.o.o.



ZLATOROG VILLA
BLED

The Zlatorog Villa is intended for state protocol activities and is a protected monument for its architecture, decorated windows and doors and the wonderful interior design.

The reconstruction of the Zlatorog Villa, an overhaul of one adjacent building and the construction of a new facility were executed in the project. The reconstruction preserved the high-quality existing structure which enabled the rationalisation of investment and maintenance costs and thus increased the sustainability of the building. The exterior of the building was refreshed with the look of natural wood construction, façade, windows, doors and balconies. The interior was refurbished and renovated in accordance with the construction and vital parts of the villa.

- **Year of construction:** 1896
- **Client:** The Secretariat-General of the Government of the Republic of Slovenia



PARKING GARAGE
UNDER CONGRESS SQUARE IN LJUBLJANA

The underground parking garage was constructed underneath Congress Square and it reaches from the main road Slovenska on the west to the Philharmonic on the east, to the buildings on the south side of the square and Zvezda Park on the northern part of the square.

The passage into the parking garage is on the entrance-exit ramp on Congress Square and under the Zvezda Park to the first underground level. The underground parking facility has five levels. Congress Square's paved surface has gained a new purpose and is now reserved only for pedestrians.

- **Number of parking spaces:** 720
- **Client:** City of Ljubljana



AIR TRAFFIC CONTROL CENTRE

AT LJUBLJANA JOŽE PUČNIK AIRPORT

The air traffic control centre at Ljubljana Jože Pučnik Airport is a highly demanding structure in terms of architecture, statics, installations and technology.

The new building consists of a basement and three floors. Parking spaces, storage and all important operative, technical and power supply facilities are located in the basement. The main technological premises are located on two floors in a special part of the building called "pentagon" owing to its shape, where the operations take place and security is easier to maintain.

- **Built in:** 2013
- **Client:** Slovenia Control, Slovenian Air Navigation Services d.o.o.



CENTRAL WASTE WATER TREATMENT PLANT

CELJE

Celje waste water treatment plant treats waste water from the city of Celje and the surrounding villages and is one of the most important development projects for residents of the city on the Savinja River.

It creates better conditions for economic and touristic development, improves the quality of the Savinja River and overall conditions in the Savinja and Voglajna Rivers for the resettlement of high quality fishes. The capacity of the plant is 85,000 PE (population equivalents). The project was co-financed by the European Union.

- **Capacity of the treatment plant:** 85,000 PE
- **Client:** City of Celje



CENTRAL WASTE WATER TREATMENT PLANT

PTUJ

The wastewater treatment plant in Ptuj is intended for the treatment of urban waste water from the city of Ptuj, municipal waste water from households and industry in the city, and previously treated waste water from the factory Perutnina Ptuj d.d.

The plant comprises the inflow pumping station with overflow, sand chamber, coarse and fine electromotive screen, an aerated grit chamber and grease separator, grease collection shaft, two distribution tanks, sequection basins, compressor station, sludge thickener and sludge storage tank, receiving place for sludge from small waste water treatment plants and auxiliary facilities. The project was co-financed by the European Union.

- **Capacity of the treatment plant:** 68,000 PE
- **Client:** City of Ptuj

FISHERY PIER

IN KOPER

In addition to its functionality as a pier, the reconstructed fishery pier contributes to the aesthetic qualities of the city.

The pier had settled due to of sea movement and was partly flooded by high tides. A new foundation was built, the rock blocks were added and a better arrangement of the port was executed. Among other things, electrical and water towers were constructed, and stone tables, refrigerator fittings, and wooden cabinets for the storage of fishermen's equipment were integrated.

- **Foundation with micro-piles of length:** up to 25 m
- **Client:** City of Koper



DEEPENING OF THE NAVIGATION CHANNEL IN THE PORT OF KOPER

The deepened port channel will enable access to larger cargo ships with more containers.

The investment included deepening of the navigable channel of basin 1 at the cargo port of Koper to the depth of -15 meters. In the framework of the project, a cassette was built in the Ankaran Bonifika area, in which about 150,000 m³ of marine mud was deposited as a result of the deepening of the channel.

- **Deepening:** - 15 m
- **Client:** Luka Koper d.d.



BRIDGE OVER THE SAVA RIVER BEOGRAD

The impressive bridge over the Sava River, also called the Bridge on Ada connects New Belgrade with Topčider.

The construction is designed as a composite bridge with inclined beams and one 207-metre tall, round pylon. The bridge is 969 metres long with a longest span of 375 m, it has six driving lanes and two tracks for rail transport and a special attention was given to pedestrians. DRI Investment Management as a member of the consortium (together with Ponting and Centre for Roads of Vojvodina) produced a feasibility study for the construction of the first stage of the first section of the inner arterial ring road, the environmental impact assessment and the strategy of tendering works for the following stages of design and construction of the first stage.

- **Length of the bridge:** 969 m
- **Client:** City of Belgrade and Belgrade Land Development Public Agency



HARMONISATION OF ROAD TECHNICAL GUIDELINES IN THE REPUBLIC OF SERBIA

The objective of the project was the harmonisation of road technical guidelines according to EU standards.

The project encompassed a review and familiarization with the content of the existing acts, rules, guidelines, instructions, standards and other technical documentation in force in the Republic of Serbia and their evaluation in comparison with the regulations of the EU and other foreign technical regulations. The documentation consists of more than 3,200 pages and was prepared in the Serbian and the English languages. In the project several workshops were organised for the presentation of documentation, coordination with the Client's representatives and other interested participants.

- **Volume of documentation:** 3,200 strani
- **Client:** Javno preduzeće Putevi Srbije d.o.o.

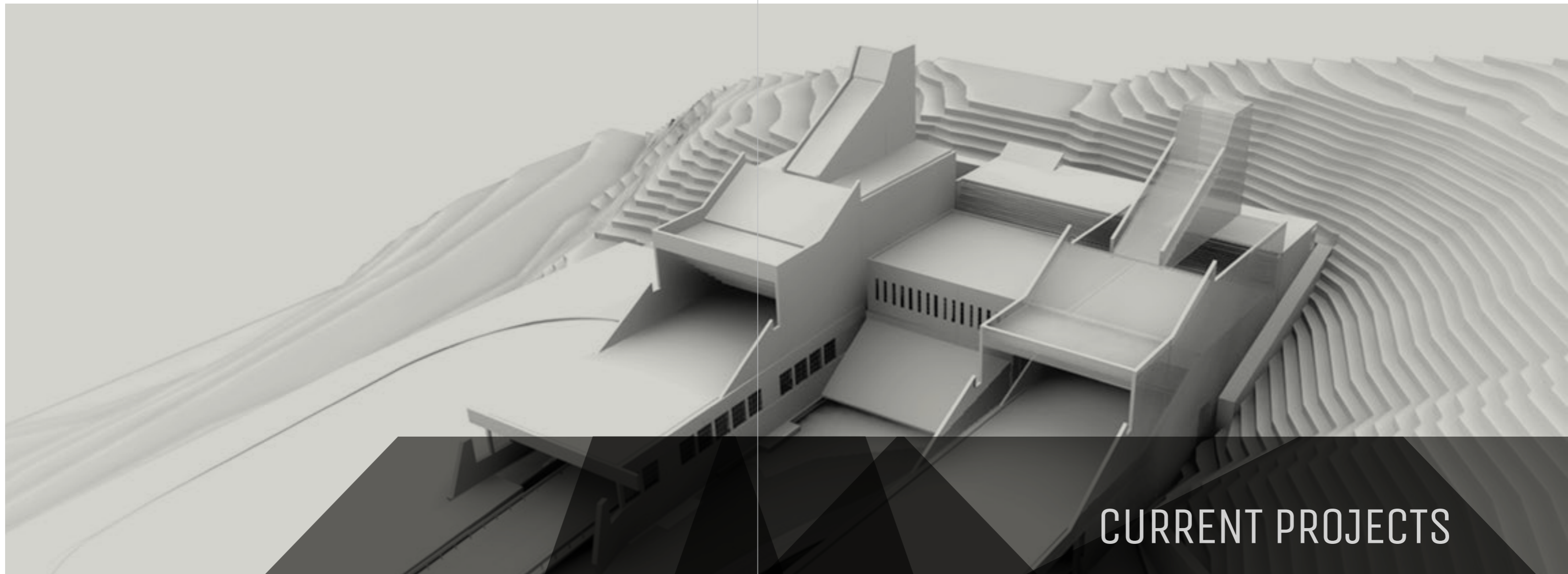


SARAJEVO BYPASS LOT 1

The Sarajevo Bypass is one of the most comprehensive motorway projects on the Vc Corridor, running through Bosnia and Herzegovina from Budapest to the Adriatic Sea.

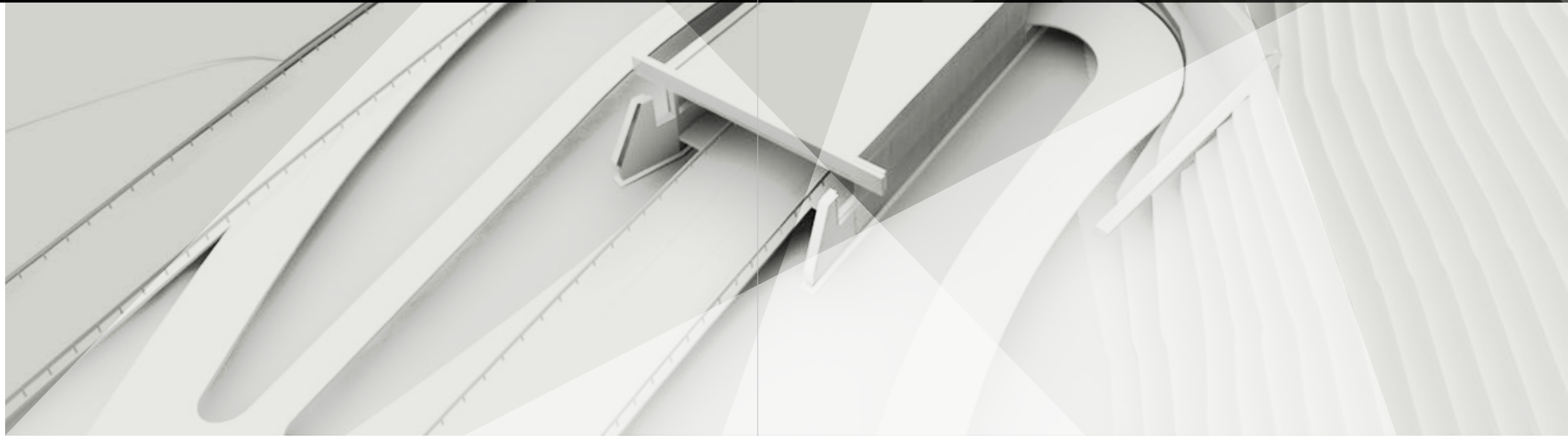
The bypass is divided into three sections for total length of 16.5 km, with Lot 1 representing the first section. Three viaducts, two bridges, two tunnels and one junction were constructed, as well as a 5.7-kilometre-long motorway route, connecting villages Jošanica and Butila. The Butila junction - the most impressive structure on the route - is designed as a three-grade separated crossing of four ramps and two structures, to bridge the Bosna River and urban roads.

- **Length of the section:** 5.7 km
- **Client:** Javno preduzeće Ceste Federacije BiH, d.o.o.



CURRENT PROJECTS

/ SECOND TUBE OF KARAVANKE MOTORWAY TUNNEL // MODEL /





BYPASS KRŠKO

The bridge crossing the Sava River at Žadovnik will link the Krško Bypass with the right bank of the Sava River.

In addition to the bridge, the project covers the construction of a roundabout on the right bank of the Sava River, including an access point to the municipal road and a linking road to the existing roundabout at the Krka factory on the left bank of the Sava River. Following the completion of these works, building a bit more than one kilometre of bypass road will be required to link the new roundabout at the bridge in Žadovnik with the existing roundabout at the Krško shopping centre, thus fully completing the Krško Bypass.

- **Length of the bridge:** 275 m
- **Client:** Ministry of Infrastructure, Slovenian Infrastructure Agency, Krško Municipality



SECURITY AND TECHNICAL UPGRADE TO THE KARAVANKE RAILWAY TUNNEL

The nearly 8-kilometre-long Karavanke tunnel is one of many tunnels and galleries on the Jesenice-Sežana line, also referred to as the Bohinj line, which was put into service in 1906.

Due to deterioration, the tunnel is in very poor condition and, furthermore, existing tunnel equipment fails to comply with the modern traffic and fire safety standards applicable to European core networks.

Within the scope of the security and technical upgrades, a plan is in motion to remove the double-track line in the tunnel and build a single-track line, restore the damaged parts of the structure, arrange drainage and the catenary and to set up an intervention corridor for signalling, safety and telecommunication devices as well as systems to ensure fire safety in rail traffic and for safe and efficient rescue in case of accidents.

- **Length of the tunnel:** 8 km
- **Client:** Ministry of Infrastructure, Slovenian Infrastructure Agency



BOTTLENECK REHABILITATION IN BIVJE

A side track between the Koper cargo station and the area of the Dekani substation will increase the capacity of the existing Divača–Koper railway line.

The side track will be linked with the existing track in the area of the Dekani substation with an additional point connection which, in fact, represents the first kilometre of the new second track between Divača and Koper. In addition to the construction of a new track, the project includes the installation of equipment, signalling, safety and telecommunication devices, the construction of an ETCS system, a Hrastovlje substation and system verification or, rather, the implementation of all procedures to confirm the interoperability of the line. The construction of the new line, which represents stage 1 of the investment, will be followed by stage 2, all in the scope of which the existing line will be modernised.

- **Side track length:** 1.2 km
- **Client:** Ministry of Infrastructure, Slovenian Infrastructure Agency



UPGRADE TO THE ZIDANI MOST–CELJE RAILWAY LINE

The section of the double-track Zidani Most–Celje railway line which was put into service in 1849 is situated on the main line Zidani Most–Pragersko–Šentilj/Hodoš and is part of the European TEN-T network on the railway axis Lyon–Trieste–Divača/Koper–Divača–Ljubljana–Budapest–Ukrainian border.

In order to ensure proper axis and length line category D4 (225kN/axis, 80kN/m), increased speed, safety, interoperability and to eliminate bottlenecks, the line will be upgraded at the sections Zidani Most–Rimske Toplice, Rimske Toplice–Laško and Laško–Celje, as will be stations in Rimske Toplice, Laško and Celje.

- **Length of the section:** 26 km
- **Client:** Ministry of Infrastructure, Slovenian Infrastructure Agency



UPGRADE TO THE LJUBLJANA-DIVAČA RAILWAY LINE

The existing double-track electrified Ljubljana-Divača railway line is part of both TEN-T Corridors running through Slovenia; i.e. the Baltic-Adriatic and Mediterranean Corridors.

The line, built in the 1850s, fails to comply with today's transport requirements as regards both infrastructure and transport technology. The upgrade of the 104-kilometre-long line section will include an upgrade to signalling safety and power supply devices, including the construction of new substations, an upgrade to the upper and sub-structure of the line and catenary, the execution of noise protection measures and protection of level crossings. Two new stops will be built, and upgrades will be made at four stops and 10 stations.

- **Length of the section:** 104 km
- **Client:** Ministry of Infrastructure, Slovenian Infrastructure Agency



MOTORWAY SECTION DRAŽENCI-GRUŠKOVJE BORDER CROSSING

The construction of a 13-kilometre-long motorway section between Draženci near Ptuj and the international border crossing with Croatia is currently the largest road project, and with the scope of which the company renders consulting and engineering services.

This is a demanding project, both in terms of civil engineering as well as organisation, as the motorway is being built simultaneously with a regional road that will replace the existing main road over which the motorway will be built. The completion of that motorway section, planned for 2018, will be a major asset, mostly for local residents who face large traffic loads during tourist season. It involves the last missing 13 km section on the 2,300-kilometre-long motorway between Hamburg and Thessaloniki.

- **Length of the section:** 13 km
- **Client:** Motorway Company in the Republic of Slovenia, DARS d.d.



THE THIRD DEVELOPMENT AXIS - SOUTH

The design for the Third Development Axis – South covers the execution of a new road link from the access point to the Ljubljana–Obrežje motorway near Novo mesto to the Maline access point.

The total length of the planned expressway amounts to 17.9km, and it will have three bridges, four viaducts, two cut-and-covers, a 2,341-metre-long tunnel under the Gorjanci hills, 10 overpasses, nine underpasses and two rest areas. The entire section is divided into two stages. The first one covers the section from the motorway access point to the Revoz industrial complex, and the other covers its continuation to Maline, where the new road link connects to the existing road infrastructure. The acquisition of a building permit for stage 1 is planned for the end of 2018, and the entire project is planned to be completed by the end of 2021.

- **Length of the section:** 17.9 km
- **Client:** Motorway Company in the Republic of Slovenia, DARS d.d.



TUBE 2 OF THE KARAVANKE MOTORWAY TUNNEL

The Slovenian-Austrian Karavanke tunnel is the only single-tube tunnel in the Slovenian motorway network.

In June 2016, a national spatial plan was adopted for the construction of a second tunnel tube measuring some 3,530m in length, along with the missing part of the motorway immediately approaching the tunnel and the existing toll station. After rerouting traffic to the newly built tunnel tube, where traffic will run two ways, the older tube will be thoroughly reconstructed. When both tubes are put into service, traffic flow will increase substantially through the tunnel, which in seasonal rush hours represents a bottleneck and causes congestion on both the Slovenian and Austrian sides.

- **Total length of the tunnel:** 8 km
- **Client:** Motorway Company in the Republic of Slovenia, DARS d.d.



SUPER CONTROL OF THE WORKS PERFORMED
IN CORRIDOR X

Within the scope of super control over the works performed in Corridor X, random checks are conducted to establish whether the works are being carried out in line with the technical specifications and standards laid down in construction contracts.

The check is based on visual inspections of the works performed, laboratory analysis of the asphalt and concrete samples taken and a review of documents certifying the quality of execution. Super control is carried out in four areas of works, i.e. asphalt and concrete works, beds, expansion joints and tunnel construction.

- **Corridors in which works are performed:** E80 and E75
- **Client:** Koridori Srbije d.o.o.

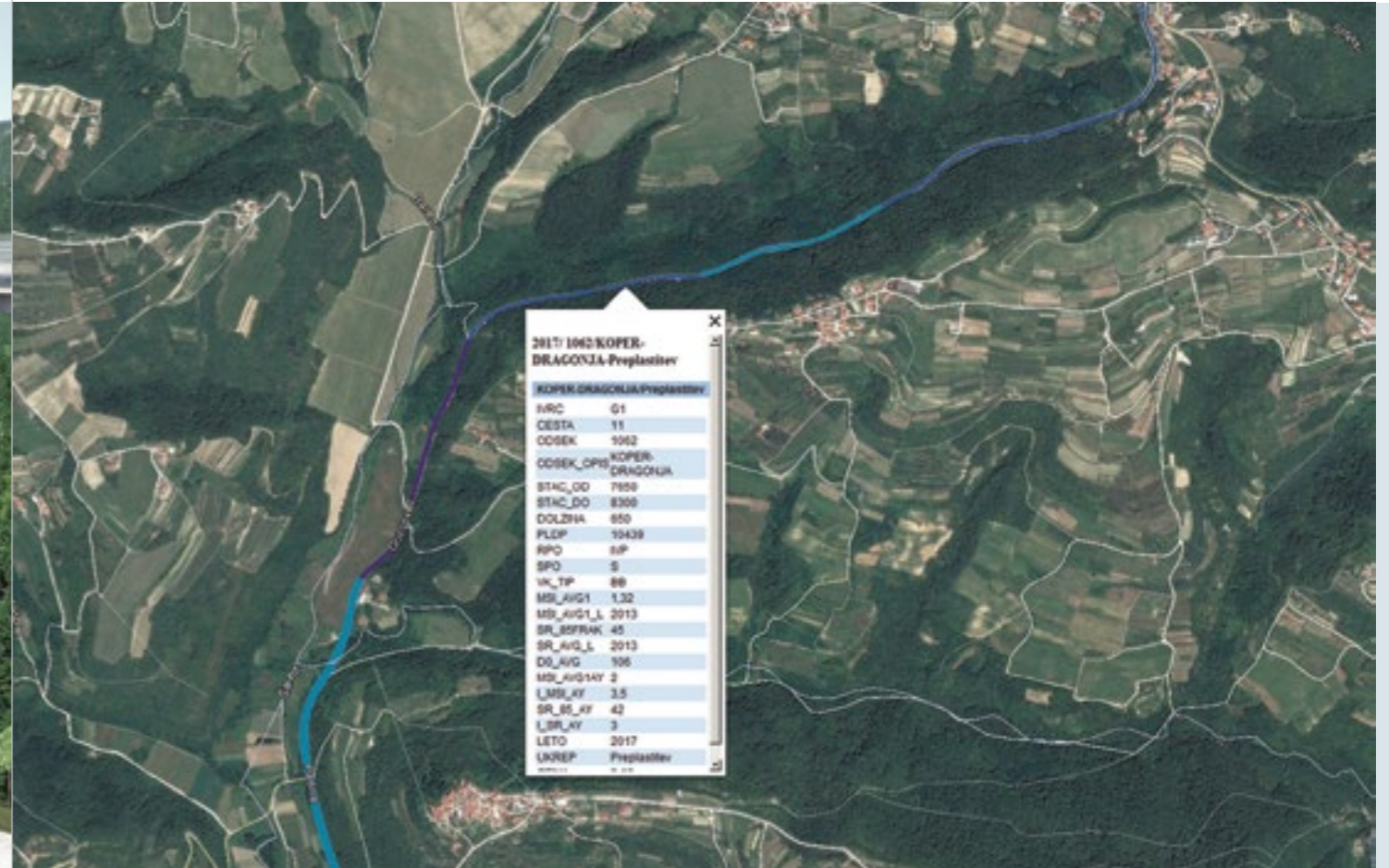


THE BERANE
WASTEWATER TREATMENT PLANT AND SEWAGE SYSTEM

The construction of a wastewater treatment plan and sewage system in the Berane Municipality situated in north-eastern Montenegro, will be carried out in two lots.

Within the scope of lot 1, an audit of the Design for Obtaining a Building Permit will be conducted, while lot 2 includes supervision over the construction of a wastewater treatment plant with a capacity of 20,000 population equivalents (PE) and a 21-kilometre-long sewage system.

- **Plant capacity:** 20,000 PE
- **Client:** Ministry of Sustainable Development and Tourism of Montenegro,
Directorate for Public Works



THE SECOND TRACK OF THE
DIVAČA–KOPER
RAILWAY LINE

The second track of the Divača–Koper line implies a modern and high-capacity railway link between the Port of Koper and the existing railway network.

The Divača–Koper section, which is part of the Trans-European transport network, fails to achieve core rail network standards which should be fulfilled by 2030. The importance of the new 27.1-kilometre-long line is predominantly revealed in international freight rail transport, as it implies a modern and high-capacity link between the Port of Koper and the Slovenian and wider European railway network.

- **Total length of the tunnels:** 20.5 km or 76% of the alignment
- **Client:** Ministry of Infrastructure, Slovenian Infrastructure Agency 2TDK, d.o.o.

DEVELOPMENT OF A
PAVEMENT MANAGEMENT SYSTEM

A pavement management system will enable optimal preparation of plans for the reconstruction of a 6,000-kilometre-long national road network.

Within the scope of the project to develop a pavement management system (PMS-DRSI), DRI has been developing an expert system that enables optimal preparation of plans for reconstruction and for simulations of the future condition of the network with respect to available/foreseen funds for its maintenance, i.e. an assessment based on data about the condition of various paved surfaces, traffic loads, pavement deterioration models and prices for reconstruction actions.

- **Total length of the road network:** 6,000 km
- **Client:** Ministry of Infrastructure, Slovenian Infrastructure Agency



RECONSTRUCTION OF NATIONAL ROAD SURFACES

Within the scope of a several-year-long project, approximately 70 sections of national roads are reconstructed every year.

The goal of reconstructing national roads is to reduce the share of road surfaces assessed as poor or very poor, increase traffic flow and travel speeds, reduce noise emissions and adverse effects on the environment as well as the cost of routine maintenance and the cost for road users. Reconstructions primarily include resurfacing, reinforcement of surfaces, and reconstructions with cold in-place recycling.

- **Total length of reconstructed surfaces:** approximately 80 km
- **Client:** Ministry of Infrastructure, Slovenian Infrastructure Agency

REHABILITATION OF DAMAGE AND OTHER DANGEROUS POINTS

The main effects of the rehabilitation project are increased traffic flow and improved traffic safety.

Rehabilitation of damaged and other dangerous points primarily includes the rehabilitation of areas of mudslides, minor landslides, pavement cave-ins, damaged retaining and supporting walls and damaged culverts. In addition to increased traffic flow and traffic safety, these rehabilitations will prevent further damage that might be incurred due to the expansion of damaged sections over time.

- **Total number of damaged sections:** 55
- **Client:** Ministry of Infrastructure, Slovenian Infrastructure Agency

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