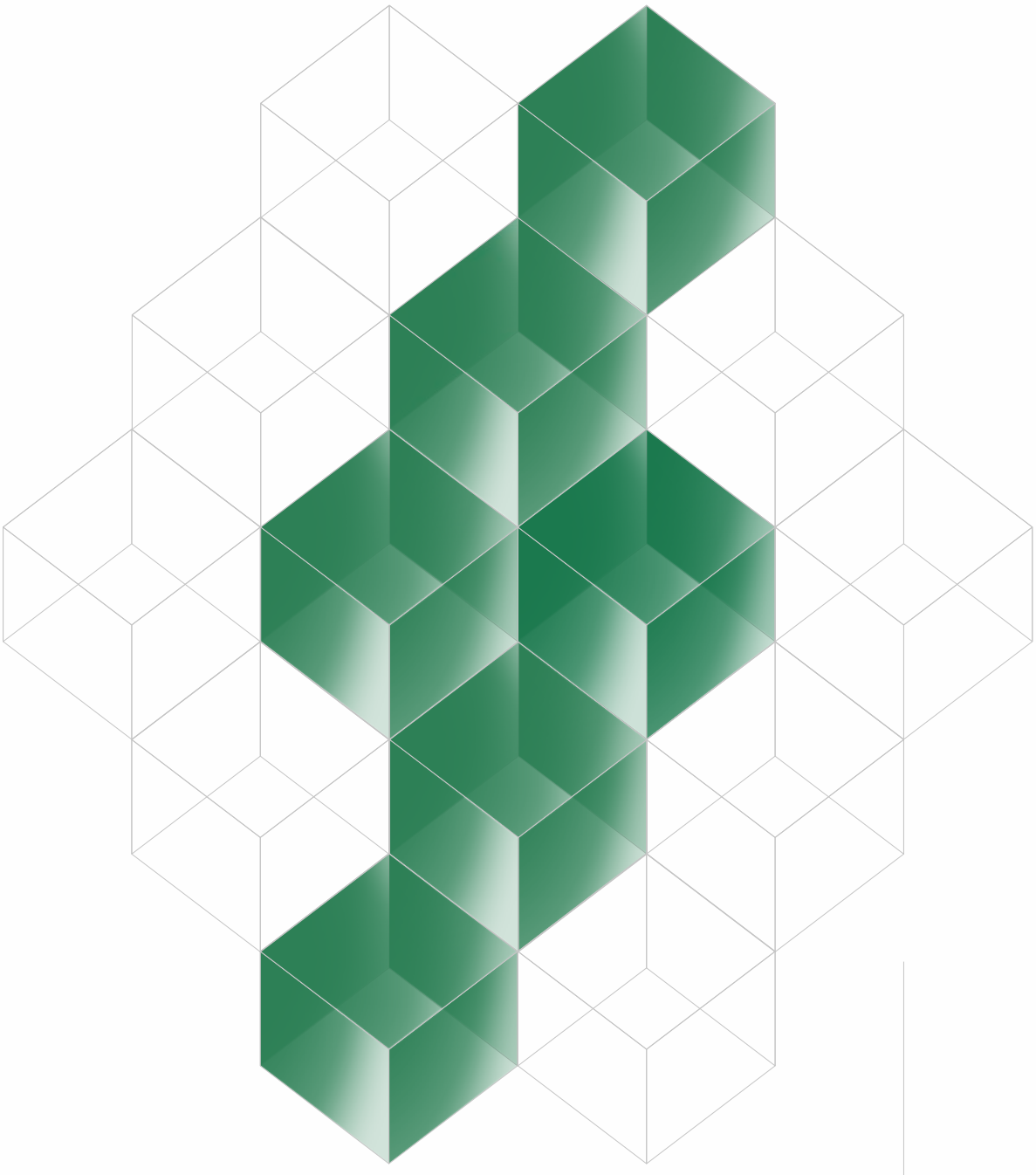
DRI



2025

CREATING OUR BUILT ENVIRONMENT

CREATING OUR BUILT ENVIRONMENT

2025

/ DRI HEADQUARTERS // LJUBLJANA /

COMPANY INTRODUCTION

ABOUT DRI

DRI upravljanje investicij is the largest engineering and consultation company in Slovenia. Know-how, extensive experience, and the trust obtained from public and private clients serve as a foundation on which the company has established itself as a reliable partner in carrying out investments in the field of rail, road, municipal, and water infrastructure and buildings.

DRI combines technical, economic, and other know-how in one place, and is indispensable in managing the most difficult infrastructure projects. A coordinated team of experts using a multi-disciplinary approach provides clients with the best expert solutions in all phases of the investment process – from planning, designing, and construction to maintenance and management.

AREAS OF EXPERTISE

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





MISSION

To carry out investment engineering, management of investments in public infrastructure and other services for the Government, its bodies and public-law entities as an in-house provider.

VISION

As the largest professional consulting and engineering organisation in the Republic of Slovenia, we wish to provide effective national infrastructure project management.

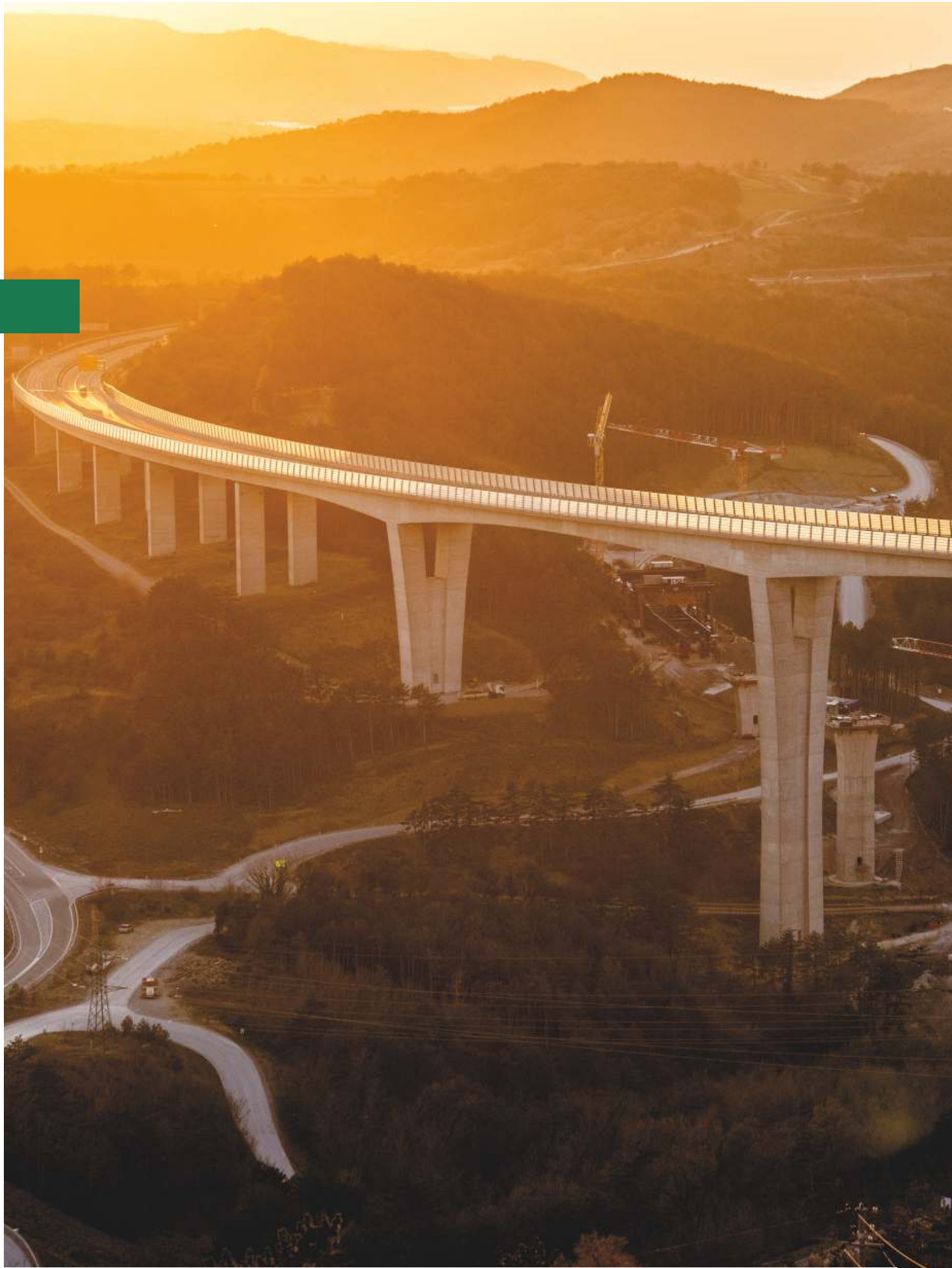
Our goal is to maintain our role as a successful leading consulting and engineering company dealing with infrastructure projects by also expanding our activities to international markets.

VALUES

- respect
- excellence
- continuous learning
- trust
- creativity

Respect for our fellow humans is integrated into all areas of our work. By continuously learning, exchanging experience and best practice cases, we expand our wealth of knowledge and always strive for excellence. The partnerships that we build are based on trust and professionalism. We use creativity to help create progress.



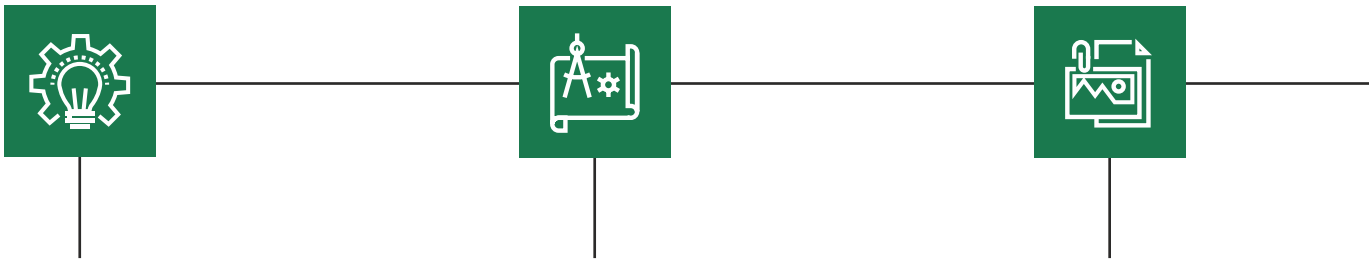


/ THE ČRNI KAL VIADUCT/ THE CONSTRUCTION OF THE GABROVICA VIADUCT ON THE SECOND TRACK OF THE DIVAČA–KOPER RAILWAY LINE /

SERVICES

As the government's in-house provider, the company DRI upravljanje investicij performs investment engineering services and other consulting services for state authorities and legal entities under public law pursuant to the change of status carried out in 2011. We maintain a market presence both on the domestic as well as on foreign markets where we perform consulting and engineering services for public and private clients.

Our wide range of activities allows us to organise and manage an entire investment; we deal with preparations, designing, and construction as well as with the maintenance and management of infrastructure facilities. Our comprehensive consulting and engineering services are complemented with specialised consulting services customised for our client.



PROJECT DESIGN

DESIGNING, OBTAINING ADMINISTRATIVE PERMITS

PREPARATIONS FOR IMPLEMENTATION/CONSTRUCTION

CONSULTING SERVICES

- planning and coordinating investments together with local communities and government institutions on the basis of the facts and needs
- organising the drafting, review, and confirmation of urban planning, technical, and investment documentation, and the acquisition of the necessary administrative permits and consents
- drafting the tender documentation and awarding contracts for drafting all types of documentation, drafting terms of reference
- preparation of investment documentation
- organising and acquiring land for construction
- working on delivering investments for management and maintenance and acquiring operating permits and permits for road traffic
- monitoring and supervising the work of engineers as the contracting authority's authorised representative in all phases of its work (delivery of construction projects, work supervision, managing construction contracts, handover of works, monitoring investment facilities within the warranty period, and organising error elimination procedures), and
- carrying out all other necessary works in the planning and preparation phase for implementing investments

IMPLEMENTATION/CONSTRUCTION

USE

ENGINEERING SERVICES

- drafting tender documentation and awarding contracts for implementing investments
- managing contracts with contractors working on investments
- engineering supervision over the performance of the works in accordance with the Building Act, which includes: quantity and quality control, processing the claims of contractors, working with local communities and co-financiers in the work performance phase, working with a designer in the event of any design changes in the work performance phase, etc.
- organising the delivery of investments to management and maintenance
- carrying out technical and commission inspections
- organising the obtaining of operating permits
- monitoring investments during the warranty period and, in the event of complaints, carrying out and supervising renovation work, and
- performing all other necessary works within the scope of tasks assigned to a foreman under the Building Act

/ THE PESNICA VIADUCT /

ORGANISATION

Through proper organisation, within which business functions are divided into business activities, technical/operational, and expert activities, DRI upravljanje investicij provides the conditions for making quick and effective business decisions and adjustment to market requirements.

By ensuring optimal adjustment to customer needs within the technical/operational activities, we make a distinction between motorways, state roads, railways, the construction of buildings, and municipal and water projects. Specialised expert services are organised within the scope of expert activities, offering the technical field all the necessary professional, technical, and organisational support.

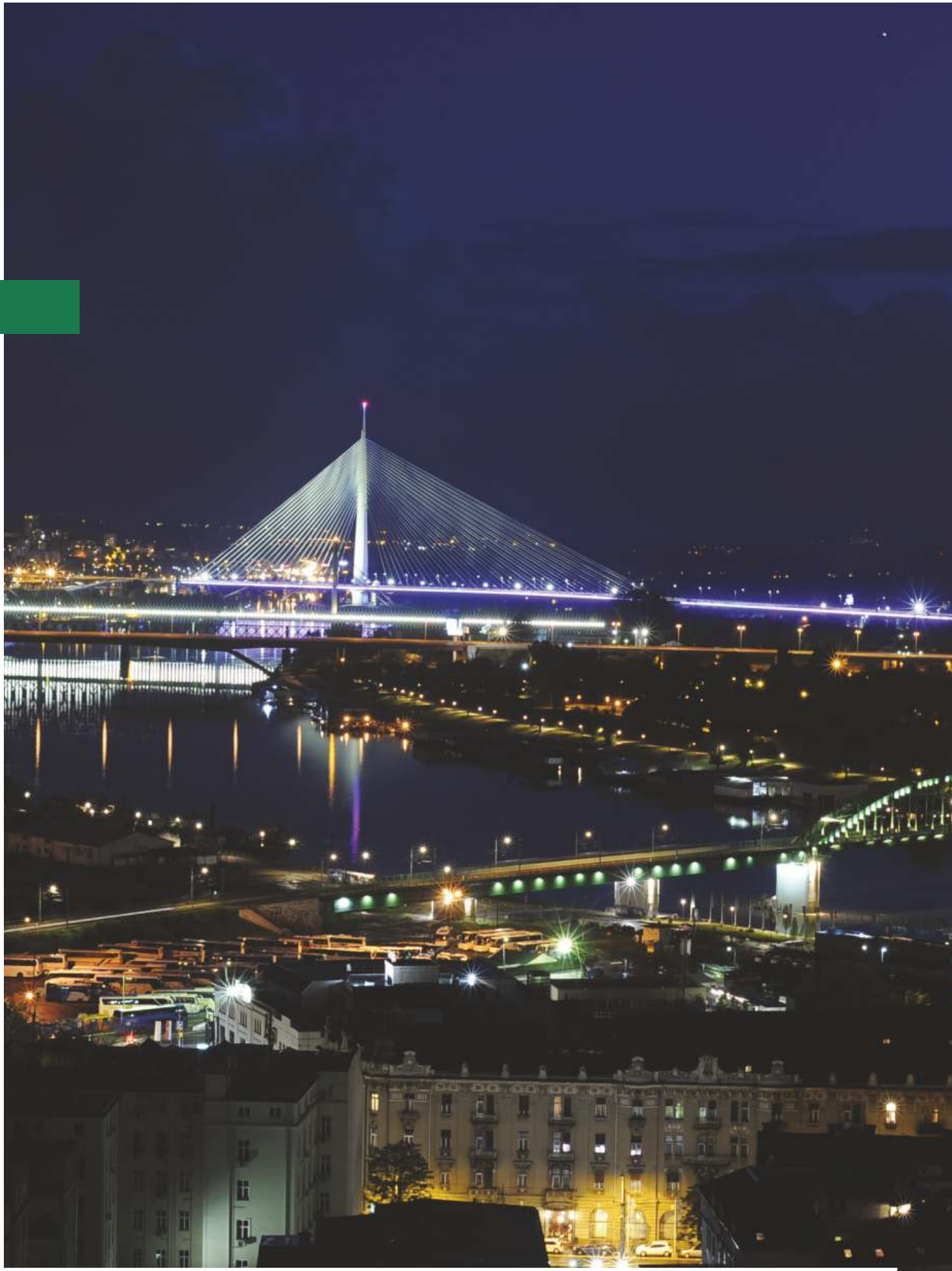

ADRI
HONDA

EMPLOYEES

We use the knowledge, skills, experience, and creativity of civil engineers and other engineers, lawyers, economists, and experts in various fields to help create our competitive edge and present our development potential.

Systematic concern for professional and personal development, further education, and training allows us to achieve the set business goals, gives us the opportunity to acquire new knowledge and skills, and increases competence and efficiency.

In addition to the close cooperation with university faculties, we are also actively involved in the work of many Slovenian and international business, professional, and civil associations advocating the establishment and development of our expert field.



/ BRIDGE ACROSS THE RIVER SAVA // BELGRADE, SERBIA /

FOREIGN MARKETS

By pursuing the company's strategic goals, we have truly familiarised ourselves with the markets in south-eastern Europe. Our competitive edge on these markets consists of our successfully completed projects, familiarity with the local environment and language, and proximity.

In 2007, we opened a representative office for south-eastern Europe in Belgrade, the principal objective of which is to increase the company's recognition and reputation, solidify contacts with potential clients, make and keep contacts with international financial institutions as well as economic, business, and professional associations. In these markets, we mainly deal with traffic infrastructure, whereby we offer a comprehensive range of specialised services.

/ PEDIATRIC HOSPITAL // LJUBLJANA UNIVERSITY MEDICAL CENTRE /

SOCIAL RESPONSIBILITY

The company is aware of our responsibility to the social environment in which we operate. We actively support the development, operation, and implementation of:

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

We use sponsorships and donations to reach our goals, while also raising awareness about our common values.

/ ROAD TO MANGART PASS /

SUSTAINABLE DEVELOPMENT

Social and environmental responsibility are constant companions of the operations of the company DRI upravljanje investicij. Sustainable development principles are the foundation for our regular operations as well as for the services rendered for our clients.

In our work, we are aware that, due to the long-term involvement of infrastructure projects in the natural and social environment, it is imperative that all stakeholders in the investment cycle are taken into consideration and a balance between economic, social, and environmental aspects is sought.

/ BRIDGE ACROSS THE RIVER SAVINJA IN MARIJA GRADEC IN THE VICINITY OF LAŠKO /

COMPLETED PROJECTS

SLOVENIAN ALPINE MUSEUM
MOJSTRANA

The Alpine Museum presents to visitors the preserved Slovenian mountain heritage, and content related to the nature conservation of our mountains. The museum also records, studies, and promotes Slovenian Alpine heritage in Slovenia and around the world.

The architectural coherence of the museum and its surroundings is evident from the shape and appearance of the outside surfaces, which are reminiscent of the dynamic mountain world. The facade screen is inspired by Alpine pasture shelters known as stani, there is a dynamically structured roof and the frontage is built as a mix of rhythmically placed laths and arrhythmically placed boards.

The interior design of the Alpine Museum took into account the latest museum trends. The ground floor of the museum houses exhibition rooms, a multimedia hall, a library, a museum shop, office spaces, and other functional spaces, while the attic space is fully devoted to exhibiting the museum collection.

MUSEUM SURFACE AREA: 1,640 M^2
CONTRACTING AUTHORITY: MUNICIPALITY OF KRANJSKA GORA

ČRNI KAL
VIADUCT

The Črni Kal Viaduct is one of the most complex bridging structures in the Slovenian motorway network and the largest viaduct in Slovenia.

The Črni Kal viaduct in the Klanec–Ankaran motorway section is a part of the Primorska section of the A1 motorway. It consists of two separate carriageway structures on joint Y-shaped pillars. It crosses Osp Valley in a horizontal radius of 800 metres at a height ranging from 10 to 95 metres.

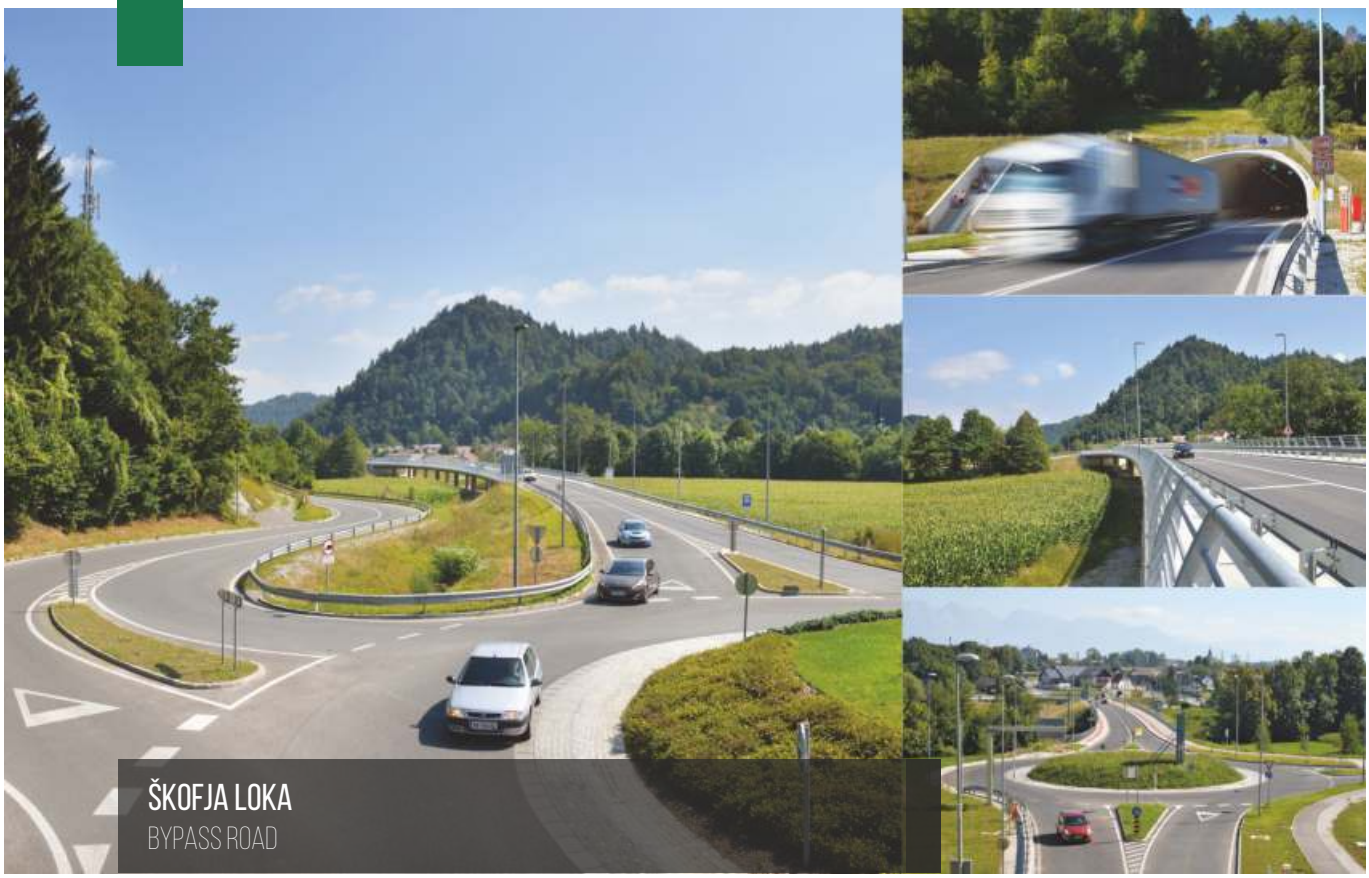
TALLEST PILLAR: 95 M
CONTRACTING AUTHORITY: DRUŽBA ZA AVTOCESTE V REPUBLIKI SLOVENIJI, DARS

KOPER–IZOLA
EXPRESSWAY ROAD

A 5.2 kilometres Koper–Izola expressway section introduced in 2015 is the connection of the Koper-Izola-Piran conurbation to Slovenia's motorway network, and, in particular, is a bypass road for transit-tourist traffic and daily migrations.

This section of the expressway is also the twin-tube Markovec Tunnel, which is the 4th longest tunnel (behind Trojane, Kastelec, and Dekani; the length of the right tunnel is 2,144 metres and the length of the left one is 2,174 metres).

SECTION LENGTH: 5.2 KM
CONTRACTING AUTHORITY: DRUŽBA ZA AVTOCESTE V REPUBLIKI SLOVENIJI, DARS



ŠKOFJA LOKA
BYPASS ROAD

The 3.9 kilometres Škofja Loka Bypass leading into the Poljane Valley, which was built in 2015, replaces the section of the regional road that ran through the medieval town centre.

The construction of the bypass reduced travel times, increased traffic safety and, of great importance, relieved the old town centre of the heavy freight traffic burden and improved living and residential conditions for the town's population. In addition to the tunnel through Sten Hill, seven bridges, six intersections, a pair of underpasses, a pair of road underpasses, and a pair of pedestrian underpasses were built within the scope of constructing the bypass.

BYPASS LENGTH: 3.9 KM
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

PRAGERSKO–HODOŠ
RAILWAY LINE

The project for reconstructing, electrifying, and upgrading the Pragersko–Hodoš railway line for speeds up to 160 km/h, modernising at-grade crossings and constructing underpasses at railway stations was completed in 2016.

The works carried out on the 109 kilometres section encompassed the electrification of the line, building 78 road/railway grade separations, the construction of 40 kilometres of connecting roads, and noise control measures.

Increased line throughput and transport capacity, shorter travel times, improved traffic safety, and lower noise levels are the investment's positive impacts on the local population and economy.

SECTION LENGTH: 109 KM
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

INTRODUCING

THE GSM-R DIGITAL RADIO SYSTEM

The GSM-R digital radio system has been established within the project in the entire Slovenian railway network.

The main works included the installation of over 1,200 kilometres of optical and energy cables along the entire public railway infrastructure and the construction of a transmission network with a synchronous digital hierarchy with active and passive communication equipment. Furthermore, 244 base stations and 112 repeaters covering the entire network, including tunnels and other areas with difficult accessibility, have been built.

The project also included the provision of 134 telecommunication facilities, the supply and installation of a dispatcher system with 215 units, and the setting up of a central system at Ljubljana Central Station. The introduction of this system enabled interoperability with railway system operators in neighbouring countries; moreover, one of the elements of the ERTMS system was established (European Rail Traffic Management System).

LENGTH OF THE RAILWAY NETWORK: 1,208 KM

CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

REGIONAL WASTE MANAGEMENT CENTRE
LJUBLJANA

The Ljubljana Regional Waste Management Centre became operational at the end of 2015 and its purpose is to manage the waste of one third of Slovenia. It consists of an extended landfill, a waste water treatment plant, and waste recycling facilities.

The key part of the Regional Centre is three facilities in which mechanical and biological treatment of waste is carried out. Two types of waste are still processed in these facilities: separately collected biological waste, and mixed municipal waste. Bulk waste is also accepted and sorted. In 2016, the Regional Centre operated on a trial basis, and after the warranty period expired in 2017, the project was completed in 2018.

CENTRE CAPACITY: 170,000 TONNES OF WASTE PER YEAR
CONTRACTING AUTHORITY: THE CITY OF LJUBLJANA

STRATEGIC PLANNING
FOR TRANSPORT INFRASTRUCTURE DEVELOPMENT

For the first time, the strategic planning transport development in the Republic of Slovenia is comprehensively addressing all of the areas of the transport system: roads, railways, the maritime field, aviation, and sustainable mobility.

The drafting of the document included recognising key issues and needs, a comprehensive analysis of the transport system, and the determination of the measures for its development. Furthermore, the strategy served to meet the conditions for drawing EU funds within the 2014–2020 financial framework. The strategy was adopted by the Government of the Republic of Slovenia in 2015, and in 2016 it was also adopted by the National Assembly in the form of the Resolution on the National Programme for the Development of Transport of the Republic of Slovenia until 2030. The Resolution sets forth detailed activities, implementation methods, the necessary funds, deadlines, and the operators carrying out infrastructure measures.

PLANNED NUMBER OF MEASURES: 108
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE

STOŽICE SPORTS AND RECREATION CENTRE
LJUBLJANA

Stožice Center is a hybrid sports complex covering 182,000 m^2. It comprises the football stadium and the multipurpose Arena Stožice Hall. It can host a wide variety of events ranging from sports, culture and entertainment to business conventions.

The hall has four levels, 12,480 seats for sporting events, 14,800 seats for concerts, its surface area is 14,164 m^2.

The stadium has two levels, 16,038 seats for football, 23,000 seats for concerts, its surface area is 24,694 m^2.

THE NUMBER OF SEATS FOR INDOOR SPORTING EVENTS: 12,480
THE NUMBER OF SEATS FOR SPORTING EVENTS IN THE STADIUM: 16,038
CONTRACTING AUTHORITY: GREP

VILLA ZLATOROG
BLED

Due to its architectural design, rich joinery, and interior design, Villa Zlatorog is a listed building in the Republic of Slovenia. It is used for state protocol purposes.

The comprehensive renovation maintained the existing high-quality construction and structure and investment costs were streamlined, thus increasing the sustainable value of the building. The exterior appearance of the façade, joinery, and balconies was refreshed after painting and replacing worn elements, giving it the appearance of a natural wooden structure. In accordance with the renovation of the structural and vital parts, the interior has also been refreshed.

The renovation of Villa Zlatorog also included the updating of the Ledenica (wine bar) and a new auxiliary service facility was constructed. The renovation took into account the strict guidelines of the Institute for the Protection of Cultural Heritage of Slovenia.

YEAR OF CONSTRUCTION: 1896
CONTRACTING AUTHORITY: SECRETARIAT-GENERAL OF THE GOVERNMENT OF THE REPUBLIC OF SLOVENIA

CONGRESS SQUARE, ZVEZDA PARK, AND THE PARKING GARAGE

UNDER CONGRESS SQUARE IN LJUBLJANA

Congress Square and Zvezda Park are, historically and in terms of spatial planning, among the most imposing locations in the nation's capital.

The renovation of Congress Square took into account the design by the architect Jože Plečnik. According to his design, the square is only intended for peaceful traffic – pedestrians and cyclists. The square was once again given the role of the central location for social events.

The renovation of Zvezda Park preserved and renovated all of the elements belonging to our cultural and natural heritage, specifically the majority of the plane trees. The open pavilion for musical events was also renovated.

The underground parking garage is located entirely under the surface of Congress Square and stretches from Slovenska Road in the West to the Philharmonic in the East, and from the buildings in the south of the square to Zvezda Park in the north.

NUMBER OF PARKING SPACES IN THE PARKING GARAGE: 720
CONTRACTING AUTHORITY: THE CITY OF LJUBLJANA

AIR TRAFFIC CONTROL AND MANAGEMENT
AT THE JOŽE PUČNIK AIRPORT

The new Air Traffic Control and Management building is considered to be a challenging structure due to its architectural and structural integrity, installation, and technological properties.

It consists of a basement, ground floor, and two levels. The basement includes car parks, storage facilities, and all significant operational, technical, and energy facilities. In order to ensure equipment safety and functioning more easily, the main technological facilities are located in the two levels in the special part of the building known as the 'pentagon' due to its design.

YEAR OF CONSTRUCTION: 2013
CONTRACTING AUTHORITY: KONTROLA ZRAČNEGA PROMETA

CELJE
WASTEWATER TREATMENT PLANT

The Celje Wastewater Treatment Plant, used for treating the wastewater in Celje and the surrounding towns and villages, is one of the most important development projects for the population of Celje.

It creates better conditions for economic development and the development of tourism, it improves the quality of the River Savinja, and the conditions in the rivers Savinja and Voglajna for the re-population of higher quality fish. The plant capacity is 85,000 PE (population equivalent) The project was funded by the European Union.

PLANT CAPACITY: 85,000 PE
CONTRACTING AUTHORITY: THE CITY OF CELJE

PTUJ
WASTEWATER TREATMENT PLANT

The Ptuj Wastewater Treatment Plant is intended for treating municipal wastewater in the town of Ptuj, the municipal wastewater from commercial and non-commercial activities in the area, and pre-treated water in the food processing industry, specifically for the company Perutnina Ptuj.

The plant includes a pumping station and a discharge channel, a stone trap, a course and fine electromotive rake, ventilated grit chamber and fat skimmer, a fat collection shaft, separator pools, sequential pools, a compressor station, a sludge thickener and hopper, a receiving facility for sludge from small treatment plants, and ancillary facilities. The project was co-financed by the European Union.

PLANT CAPACITY: 68,000 PE
CONTRACTING AUTHORITY: THE CITY OF PTUJ

FISHING PIER
KOPER

In addition to functionality, the renovated fishing pier also contributes to the aesthetic image of the town.

Due to the impact of the sea water, the pier subsided and was partly flooded at high tide. New foundations were built for the pier, the pier's height was increased using stone blocks, and the port was set up. Among other things, electricity and water supply towers, stone sales tables, connections for refrigerators, and wooden wardrobes for storing fishing gear were installed.

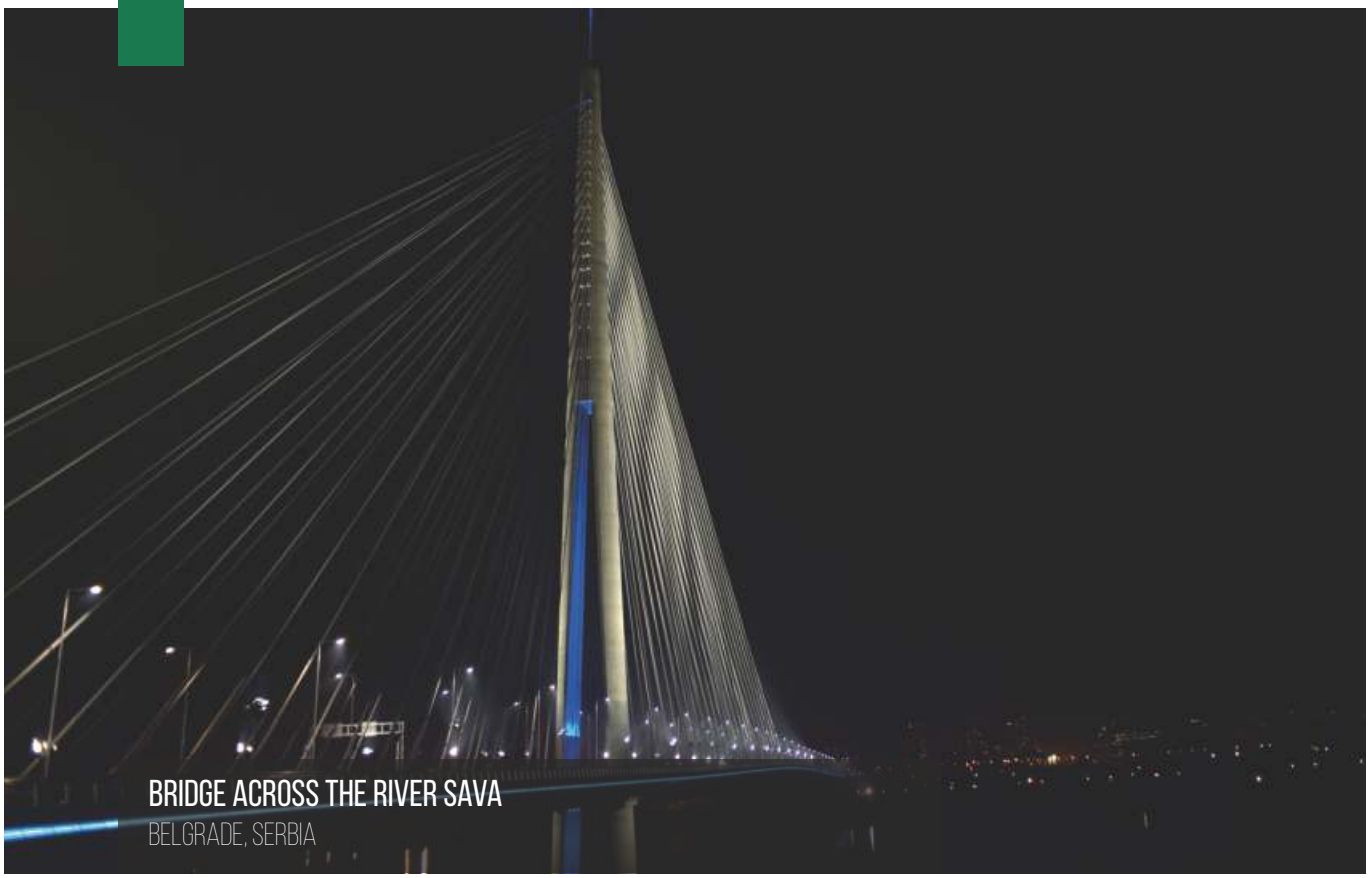
FOUNDATION BUILT USING MICROPILES WITH A LENGTH OF UP TO 25 M
CONTRACTING AUTHORITY: THE CITY OF KOPER

DEEPENING OF THE SHIP CANAL
AT THE PORT OF KOPER

Due to the deepened ship canal, container ships with a larger number of containers will be able to navigate into the port.

The investment included the deepening of the ship canal leading into Pool I at the Koper cargo port to a depth point of -15 metres. Within the project, a container was also built in the vicinity of Ankaran's Bonifika area, in which approximately 150,000 m^3 of sea sludge resulting from the deepening of the canal was deposited.

DEEPENING: – 15 M
CONTRACTING AUTHORITY: LUKA KOPER



BRIDGE ACROSS THE RIVER SAVA

BELGRADE, SERBIA

The imposing bridge across the River Sava, also known as 'Most na Adi', connects the Novi Beograd and Topčider neighbourhoods.

The structure is designed as a cable-stayed bridge with stays and one 207 metre round pylon. The length of the bridge is 969 metres, the maximum span is 375 metres, it has six traffic lanes and two tracks, and special attention was also paid to pedestrian usage.

The company DRI upravljanje investicij, as a member of the consortium in which the companies Ponting and Centar za puteve Vojvodine also participated, carried out a feasibility study for the construction of phase 1 of section 1 of the inner highway ring, an environmental impact assessment, and a strategy for awarding contracts for works in the subsequent phases for phase 1 design and construction.

BRIDGE LENGTH: 969 M

CONTRACTING AUTHORITIES: THE CITY OF BELGRADE AND DIREKCIJA ZA GRAĐEVINSKO ZEMLJIŠTE I IZGRADNJU BEOGRADA

THE PASSENGER TERMINAL
AT THE MARIBOR EDVARD RUSJAN AIRPORT

The Maribor Edvard Rusjan Airport is the second largest international airport in Slovenia. It was named after the aviation pioneer and aircraft builder Edvard Rusjan.

The Maribor Airport was opened for commercial traffic in 1976. The runway and the airport apron were renovated in 1999 and 2000. The newly built passenger terminal with a surface area of 6,834 m^2 and the renovation of the terminal building with a surface area of 2,721 m^2 in 2012 and 2013 ensured the compliance of the airport building with international standards and increased the annual passenger traffic capacity.

RE-NAMED THE EDVARD RUSJAN AIRPORT: IN 2008
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE

THE HARMONSIATION OF TECHNICAL GUIDELINES

SERBIA

Harmonising the technical guidelines for roads in the Republic of Serbia with EU standards.

The project included the review and inspection of the content of existing laws, rules, guidelines, instructions, standards, and other applicable technical documentation in the Republic of Serbia and their assessment compared to the applicable EU regulations and other foreign technical regulations.

The documentation, which has about 3,200 pages, was drafted in Serbian and English. The project also organised workshops at which the documentation was presented, and coordination with the representatives of the contracting authority and other interested parties also took place.

DOCUMENTATION VOLUME: 3,200 PAGES
CONTRACTING AUTHORITY: JAVNO PREDUZEĆE PUTEVI SRBIJE

SARAJEVO LOT 1 BYPASS

BOSNIA AND HERZEGOVINA

The Sarajevo Bypass is one of the most comprehensive motorway projects within the Corridor Vc which passes Bosnia and Herzegovina and runs from Budapest to the Adriatic Sea.

The bypass is divided into three sections with a total length of 16.5 kilometres, whereby LOT 1 is phase 1. In addition to the 5.7 kilometres route connecting the villages of Jošanica and Butila, it has three viaducts, two bridges, two tunnels, and the Butila Interchange. The Interchange – the most imposing structure on the route – is designed as a three-level crossing of four ramps and two bridges across the River Bosna and a city traffic route.

SECTION LENGTH: 5.7 KM

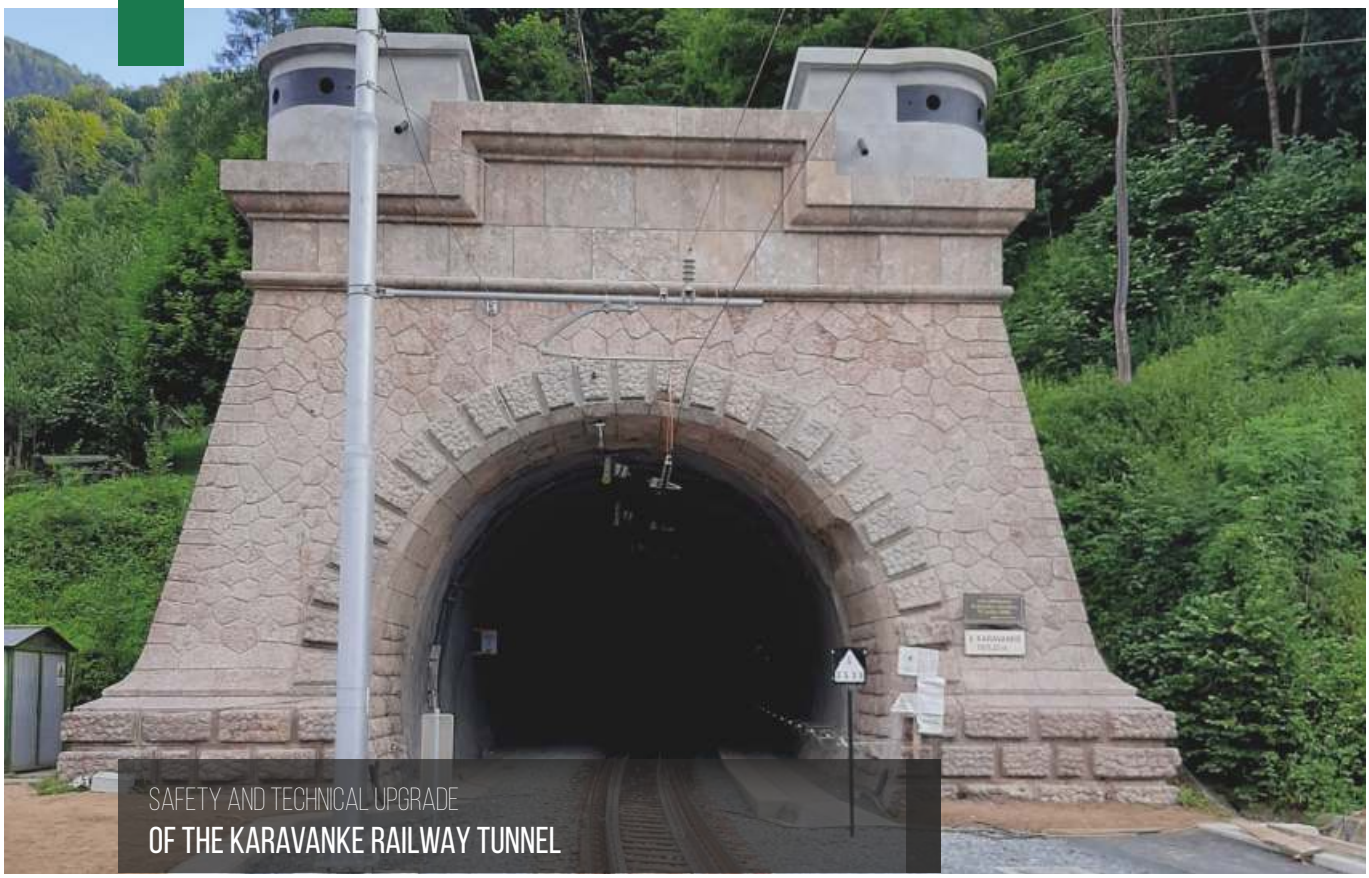
CONTRACTING AUTHORITY: JAVNO PREDUZEĆE CESTE FEDERACIJE BIH

KRŠKO
BYPASS ROAD

The bridge across the River Sava near Žadovinek connected the Krško bypass with the right bank of the River Sava. In addition to the bridge, the project included the construction of a roundabout on the right bank of the Sava with a connection to a municipal road, and a connection to the already existing roundabout near the Krka plant.

The newly built bypass with a length of just over a kilometre connects the new roundabout near the bridge in Žadovinek and the existing roundabout near the Krško Shopping Centre, thus fully completing the Krško Bypass project.

BRIDGE LENGTH: 275 M
CONTRACTING AUTHORITIES: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY, AND MUNICIPALITY OF KRŠKO



SAFETY AND TECHNICAL UPGRADE
OF THE KARAVANKE RAILWAY TUNNEL

The upgrade of the Karavanke Tunnel, which was built in 1906, is the largest international project in Slovenia's railway network since the country gained independence.

During the five-month full traffic shut-down in the Karavanke Tunnel, both existing tracks were removed, and a new track was installed within the safety/technical upgrade of the Karavanke railway tunnel; the damaged parts of the tunnel structure were restored, the tunnel entrances were restored, proper drainage and overhead lines were provided, an intervention passage was built, and signalling safety and telecommunication devices were installed. By introducing suitable systems for ensuring railway traffic and passenger safety, fire safety in the tunnel was improved and the conditions for safe and effective rescue efforts in the event of accidents were ensured.

TUNNEL LENGTH: 8 KM
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

CONTRUCTION OF A SIDING
AT THE DIVAČA–KOPER RAILWAY LINE

The newly constructed siding between the Koper freight station and the area around the Dekani Power Substation has increased the capacity of the existing Divača–Koper railway line.

The siding in the area of the newly constructed Dekani substation, which is connected by means of an additional crossing with the existing track, actually represents the first kilometre of the Second Track between Divača and Koper. In addition to the construction of a new track, the project also includes the installation of equipment, signalling safety and telecommunication devices, the construction of an ETCS system, the construction of the Hrastovlje Substation, system verification, and the performance of all procedures used to confirm the interoperability of the line.

LENGTH OF THE SIDING: 1.2 KM
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

UPGRADING

THE ZIDANI MOST–CELJE RAILWAY LINE

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

By performing the upgrade, the D4 axle and length load category (225 kN/axis, 80 kN/m) was ensured for the line, speed and safety were increased, interoperability was guaranteed, and bottlenecks on the line were eliminated. Upgrades were performed for the Zidani Most–Rimske Toplice, Rimske Toplice–Laško, and Laško–Celje sections as well as the Rimske Toplice, Laško, and Celje railway stations.

SECTION LENGTH: 26 KM

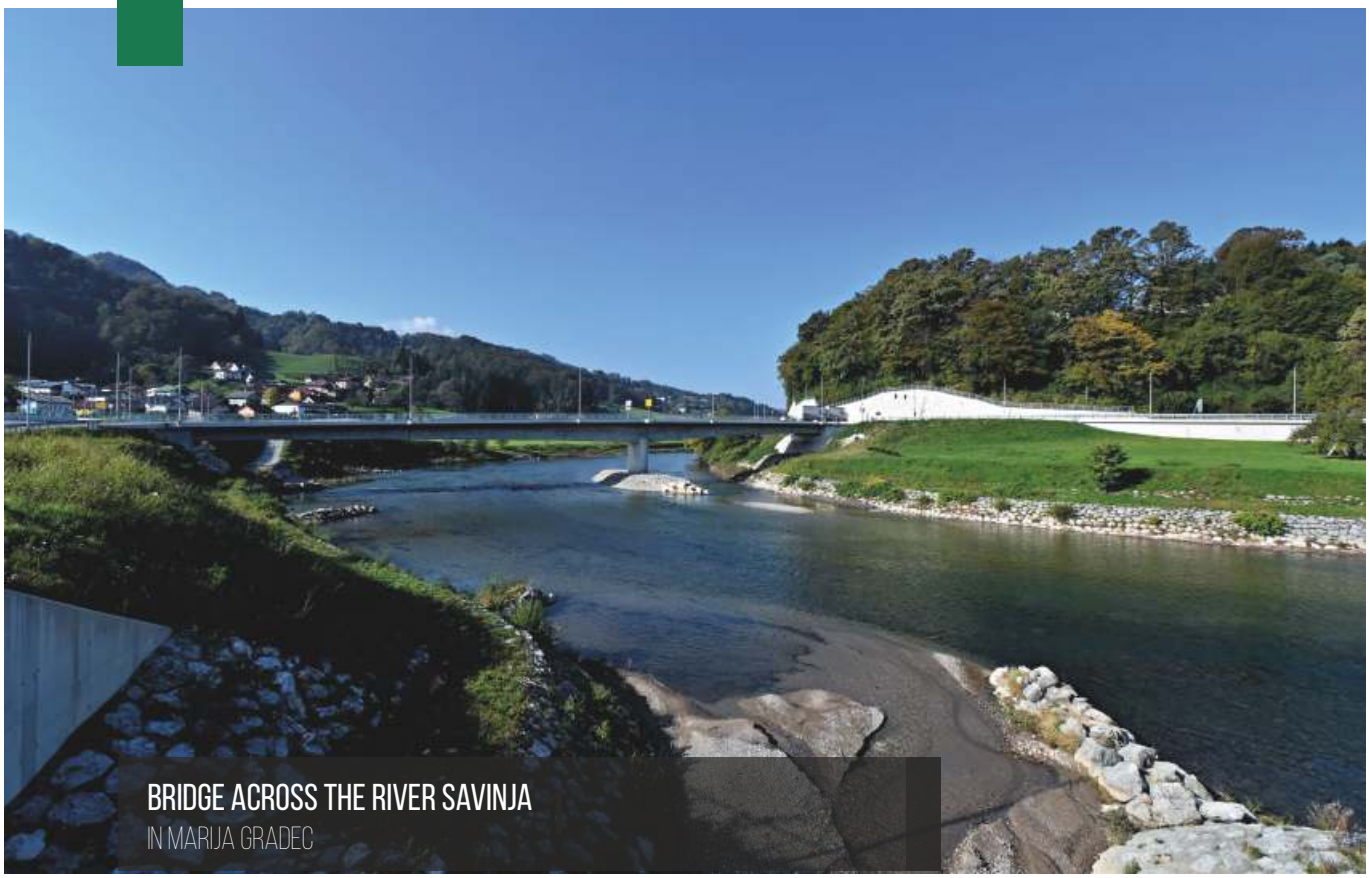
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

THE DRAŽENCI–GRUŠKOVJE
STATE BORDER MOTORWAY SECTION

The construction of the 13 kilometres motorway section between Draženci and the former international border crossing with the Republic of Croatia was a difficult project, both in terms of construction as well as in terms of organisation, as both the motorway and the regional road were under construction at the same time.

The section that was built was the last missing 13 kilometres of the motorway on the 2,300 kilometres Hamburg–Thessaloniki section. This section is also a great asset for the local population, which had witnessed major traffic burdens, particularly during the tourist season.

SECTION LENGTH: 13 KM
CONTRACTING AUTHORITY: DRUŽBA ZA AVTOCESTE V REPUBLIKI SLOVENIJI, DARS

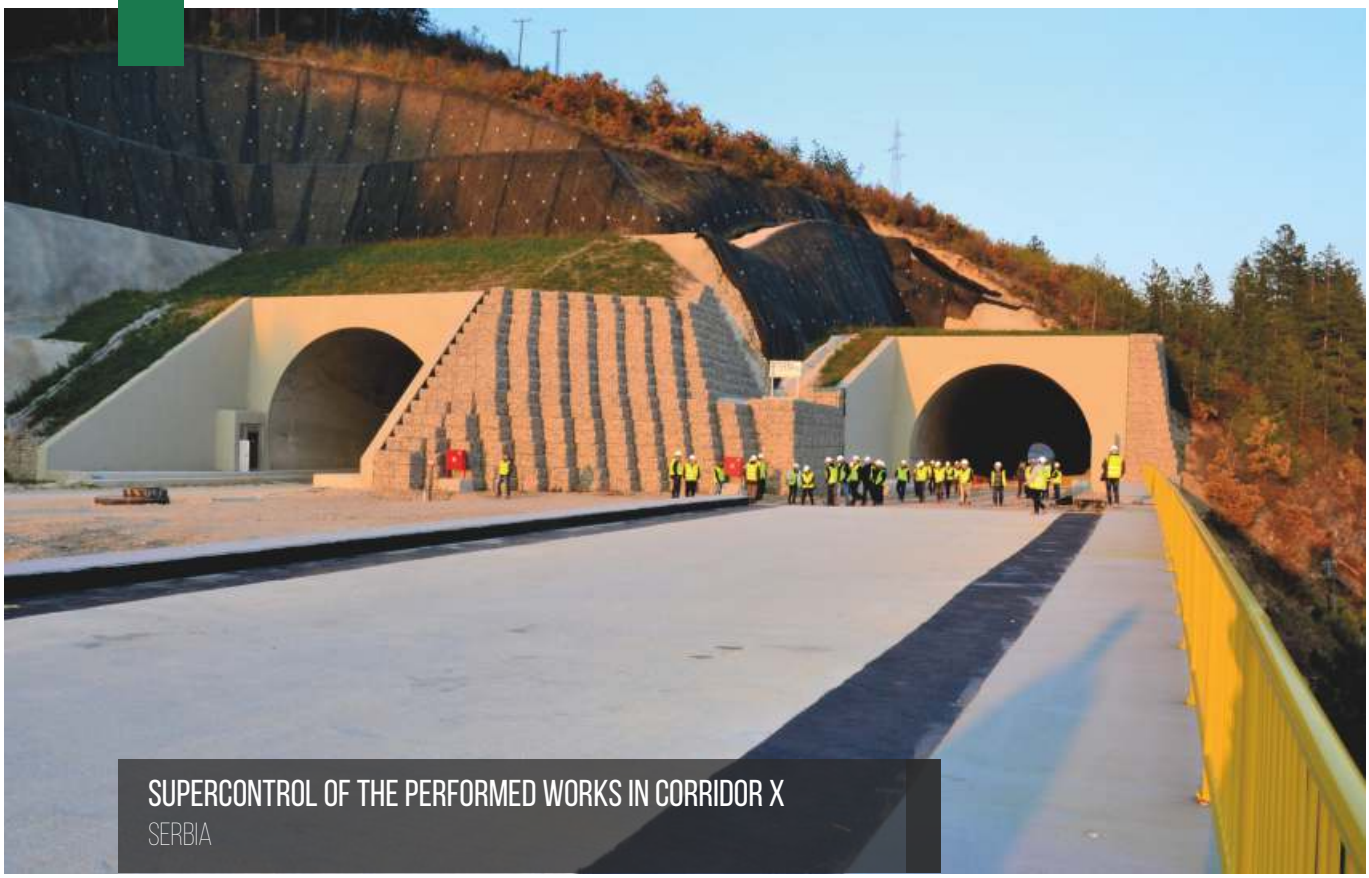


BRIDGE ACROSS THE RIVER SAVINJA
IN MARIJA GRADEC

A new road bridge across the River Savinja has been constructed in Marija Gradec in the vicinity of Laško within the scope of upgrading the Zidani Most–Celje railway line, connecting the main Laško–Šmarjeta road on the right bank of the Savinja with the Laško–Breze–Šentjur road on its left bank. The new bridge caused the centre of Laško to be relieved of the burden caused by freight traffic.

The new 123-metre bridge with two asymmetrical spans has one support pillar installed outside of the main waterway on a gravel accumulation created by the flow of the River Savinja.

BRIDGE LENGTH: 123 M
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY



SUPERCONTROL OF THE PERFORMED WORKS IN CORRIDOR X

SERBIA

During the supercontrol of the works performed in Corridor X, random checks were used to verify whether works were carried out in accordance with the technical specifications and standards set forth in the construction contracts.

Checks were based on visual inspections of the works performed, a laboratory analysis of asphalt and concrete samples collected, and on the basis of reviewing the documentation proving the quality of the work performed. The supercontrol was carried out for paving works with asphalt and concrete, structural bearings, expansion joints, and tunnel construction.

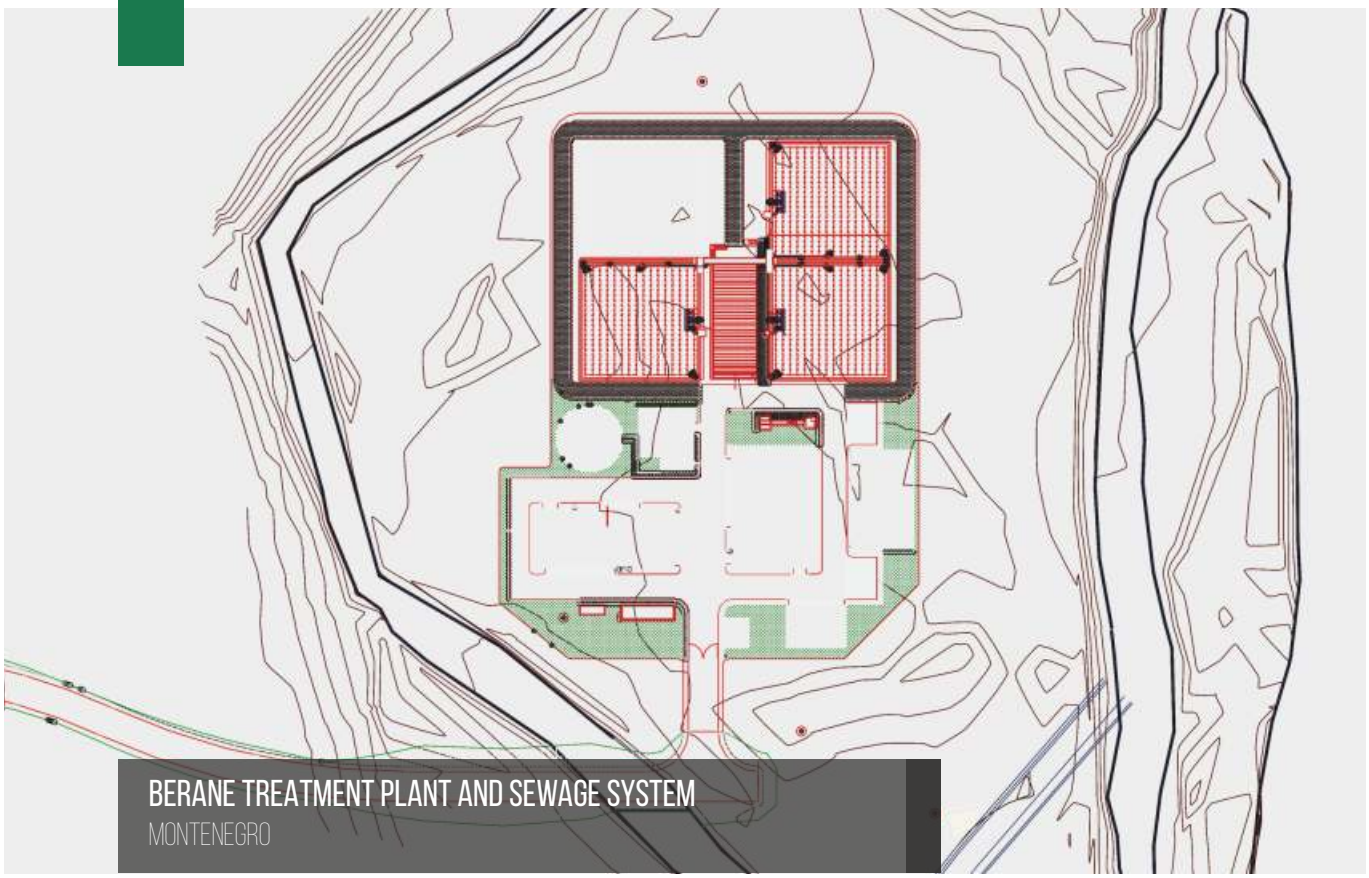
THE CORRIDORS IN WHICH WORKS WERE PERFORMED: E80 AND E75
CONTRACTING AUTHORITY: KORIDORI SRBIJE

PEDESTRIAN TRAIL AND CYCLING PATH
ALONG THE RATEČE–PLANICA ROAD

The pedestrian trail and cycling path along the Rateče–Planica road is 1,840 metres long and is fully paved with asphalt, separated from motor vehicle traffic, and safe for all those involved in traffic.

A new roundabout was built at the start of the trail, just before the village of Rateče. A wooden landing was installed in the first part of the trail across some wetlands; it was mounted on piles approximately three to four metres above ground. Later, the trail is fully secured by way of a wooden safety railing. A wooden overpass over the state road was also built for cross-country skiers.

LENGTH: 1.8 KM
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY



BERANE TREATMENT PLANT AND SEWAGE SYSTEM
MONTENEGRO

The construction of a treatment plant and sewage system in the Municipality of Berane in the north-east of Montenegro was carried out in two stages.

In phase 1, the basic design was reviewed, and phase 2 included supervision of the construction of a wastewater treatment plant with a capacity of 20,000 PE and a 21 km sewage system.

PLANT CAPACITY: 20,000 PE
CONTRACTING AUTHORITY: GOVERNMENT OF MONTENEGRO, UPRAVA JAVNIH RADOVA

REMOVAL
OF TOLL STATIONS

There were 34 toll stations in the Slovenian motorway network, of which 14 were frontal toll stations and 20 were side toll stations.

After introducing electronic toll collection for heavy vehicles (vehicles weighing more than 3.5 tonnes of maximum permitted weight), toll stations became obsolete in the motorway network, so they had to be demolished, the toll platforms rearranged, and 16 km of motorway carriageways and 2 km of access roads had to be renovated.

THE NUMBER OF ALL REMOVED TOLL STATIONS: 34
CONTRACTING AUTHORITY: DRUŽBA ZA AVTOCESTE V REPUBLIKI SLOVENIJI, DARS

RENOVATION AND UPGRADE OF
THE GOLOVEC TUNNEL

In the twin-tube Golovec Tunnel on Ljubljana's eastern bypass road, in the section of the A1 motorway, between the Bizovik access road and the Malence fork, there is daily intensive transit traffic coming from Primorska, Dolenjska, and Štajerska region as well as local traffic going to the southern and northern parts of Ljubljana.

Renovation of the carriageway structure was carried out in the Golovec Tunnel, the interior concrete lining of the tunnel and the cracks on the tunnel entrance were coated, cable ducts for charging and controlling the fans were installed, and safety systems, power supply station, and lighting were upgraded.

LENGTH OF THE WESTERN TUBE: 594 M
LENGTH OF THE EASTERN TUBE: 563 M
CONTRACTING AUTHORITY: DRUŽBA ZA AVTOCESTE V REPUBLIKI SLOVENIJI, DARS

UPGRADE

OF THE GORENJSKA RAILWAY LINE

The Gorenjska railway line (Trbiž–Jesenice–Ljubljana) was built in 1870 as part of what was known as the Rudolf Railway. It was fully electrified in 1963 and 1964.

Works were performed in a record ten-month period and included the upgrade of the Kranj–Podnart, Podnart–Lesce Bled, and Lesce Bled–Žirovnica, Žirovnica–Slovenski Javornik, and Slovenski Javornik–Jesenice sections.

The traffic safety level on the Gorenjska railway line, which has been upgraded in accordance with European standards, was increased, the D4 line load-bearing capacity (permitted pressure: 22.5 t/axle) was ensured, train speeds and the GC clearance gauge increased, except at the steel bridge.

UPGRADE LENGTH: 33 KM

CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

LETALIŠKA CESTA ROAD RECONSTRUCTION
IN LJUBLJANA

By reconstructing the connection of Letališka cesta Road to the A1 motorway and rearranging the adjacent area, traffic safety and traffic flow were improved.

Within the reconstruction of the access, two lanes were arranged for vehicles making a right turn from Letališka cesta Road to the motorway access towards the Malence fork. The overpass over the motorway extending from Letališka cesta Road with three traffic lanes was renovated. The existing intersection on the eastern part of the motorway extending from Letališka cesta Road contains a traffic light and has two lanes for making left turns from the motorway onto Letališka cesta Road.

A new pedestrian and cycling overpass was also build over the eastern A1 bypass on the northern side of the Letališka cesta Road overpass, with a connection to the 'Walk Along the Wire' trail. There is also a grade-separated railway crossing with new gates, road lighting has been redone, and communications and energy ducts were installed.

LENGTH: 235 M
CONTRACTING AUTHORITIES: DRUŽBA ZA AVTOCESTE V REPUBLIKI SLOVENIJI, DARS, AND THE CITY OF LJUBLJANA

KOČEVJE
STATE CYCLING PATH

The Kočevje state cycling path runs along the main Ljubljana–Kočevje state road connecting the villages between Gornje Ložine and Kočevje and enabling safe daily mobility in traffic for the population travelling to and from the villages of Mrtvice, Stara Cerkev, and Breg pri Kočevju.

It was built as an independent cycling path along the state road, where all of the existing bus stops and road lighting were also provided. In order to improve traffic safety, traffic lights were added to the dangerous intersection by Lidl.

LENGTH: 7 KM
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

MAESTOSO HOTEL
LIPICA

The Maestoso Hotel was built in the 1970s and partly renovated in the late 1990s. The hotel was fully renovated in 2021, thus increasing accommodation capacities.

Only the load-bearing structure of the existing hotel was preserved; a new accommodation wing was additionally built, while one additional level was added to the two existing ones. In addition to the renovation of the building, energy renewal was carried out.

The hotel now has 139 rooms, while the common area includes the reception desk and a bar, two restaurants, a convention hall, a kitchen, and other service and technical facilities. The hotel exterior has also been addressed, adding green surfaces and access surfaces.

TOTAL NET SURFACE AREA OF BUILDING: 7,815 M^2
CONTRACTING AUTHORITY: HOLDING KOBILARNA LIPICA

PALACE AT GREGORČIČ TREE LINE
POSTOJNA

The historicist-style palace at Gregorčič tree line in Postojna is a representative building that was built between the two world wars. Initially, a branch office of an Italian bank could be found in the palace. After the Slovenian War of Independence and until 2011, the building was used by the police. After that, the building was empty until the end of 2019, when extensive reconstruction began. Following the renovation, it now houses the Postojna Administrative Unit, the Office for Surveying and Mapping, and the branch office of the Agency of the Republic of Slovenia for Public Legal Records and Related Services (AJPES).

The renovation was used to reinforce the structure of the building, replace the roofing, provide new installations and hydroinsulation, and replace the joinery. The most extensive works were performed inside the building where the carrier plates were also reinforced. By installing a lift along the north-eastern façade, the building was also adapted for persons with reduced mobility. Special care was devoted to preserving all valuable built heritage elements.

SURFACE AREA OF RENOVATED FACILITIES: 1,530 M^2
CONTRACTING AUTHORITY: MINISTRY OF PUBLIC ADMINISTRATION

RECONSTRUCTION
OF THE ZIDANI MOST–RADEČE MAIN ROAD

The reconstruction of the 1,230 metre Zidani Most–Radeče main road was difficult, as the road was placed between the railway line and the River Sava.

The reconstruction included the widening of the road, the installation of multiple support structures with piles supporting and protecting the road, as well as the installation of three box culverts.

LENGTH: 1.2 KM
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

EXPO 2020 EXHIBITION SPACE
UNITED ARAB EMIRATES

At the oldest exhibition in the world, with 192 participating countries, Slovenia introduced itself using an oval pavilion with a wooden dome roof and the largest green façade, planted with 45,000 seedlings.

The pavilion represents a floating green oasis on the water surface, which the designer used to highlight Slovenian wisdom, innovation, and energy.

In Dubai, Slovenia symbolised the green heart of Europe and introduced itself to the world public as a sustainable, modern, creative, and future-oriented country.

LOCATION: DUBAI, UNITED ARAB EMIRATES
CONTRACTING AUTHORITY: JAVNA AGENCIJA SPIRIT

REHABILITATION AND IMPROVEMENT OF TRAFFIC SAFETY ON STATE ROADS

SERBIA

The Road Rehabilitation and Safety Project in Serbia included the renovation of roads, measures to improve traffic safety, and the establishment of more advanced institutional supervision in this field.

The project's main tasks were supervision of the performance of works, protective measures related to social and environmental aspects, reviewing public procurement procedures, quality control for the works performed on sample sections, contract management, and compliance with the agreed upon conditions, reviewing the performance of traffic safety, thus meeting the conditions for lenders making their payments (EIB, EDRD, WB).

TOTAL RENOVATED STATE ROADS: MORE THAN 250 KM
CONTRACTING AUTHORITY: JAVNO PREDUZEĆE PUTEVI SRBIJE

GENERAL HOSPITAL
CELJE

New day hospital building constructed for the Celje General Hospital.

Phase 1 included the construction of two connected buildings (K + P + 5) up to the third extended construction phase (construction, façade, roof, building and façade joinery, energy, supply with community infrastructure, communications), including the finalised and furnished basement and ground floor with multiple hospital wards, and a roof heliport.

SIZE: 14,000 M^2
CONTRACTING AUTHORITY: MINISTRY OF HEALTH

RENOVATION OF THE VOGRŠČEK DAM

Lake Vogrsko is an artificial reservoir in the Vipava Valley. It was made by damming the Vogršček Stream and is intended for irrigating and providing moisture to farmland. Its use began in the late 1980s and its volume is 8.5 million cubic metres.

The renovation of the Vogršček Dam included the construction of a 144 metre tunnel in which three pipelines have been installed, the renovation and additional construction of an inflow and outflow structure, administrative building, and individual dam elements. This solution enables the constant supervision of the condition of the pipelines and the possibility of performing maintenance.

THE HEIGHT OF THE VOGRŠČEK DAM: 37 M (THE HIGHEST DAM IN SLOVENIA)
CONTRACTING AUTHORITY: MINISTRY OF THE ENVIRONMENT AND SPATIAL PLANNING, SLOVENIAN WATER AGENCY

BRIDGE OVER THE RIVER DRAVA
IN RUŠE

The bridge over the River Drava in Ruše, built in 1967 and renovated in 1989, required renovation due to wear and tear and new traffic conditions.

The project was complex, the works on the bridge encompassed the reconstruction and renovation of the substructure and superstructure, the bridge expansion joints and bearings, and the structure was reinforced using external prestressed cables. New developments include a pavement on one side of the bridge and a two-way cycling path on the other, which will be a part of the Drava Cycling Trail.

BRIDGE LENGTH: 131 M
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

A RAILWAY OVERPASS
IN LESCE

As the Gorenjska railway line was upgraded, a new railway overpass was built due to the wear and tear of the existing overpass in Lesce, near Lipce. The old overpass span was 9.8 metres, while the new one has a larger span of 14 metres.

The investment also included the reconstruction of the road leading from the roundabout in Lesce to the intersection with Alpska cesta Road. A four-lane road with a central dividing strip and noise barriers was built on the 509-metre road section towards Bled, which experiences busy traffic, particularly in the summer and on weekends.

OVERPASS SPAN: 14 M
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

VELIKI POTOK FLOODWATER RETENTION BASIN
IN GROSUPLJE

The retention basin with a volume of 549,143 m^3 will protect the people living in the Municipality of Grosuplje from being reached by 100-year floods.

Veliki Potok retention basin is a dry floodwater retention basin, which means that the water level behind the barrier only increases during floods. The floor drain is regulated using a sluice gate, and nature conservation measures require that a minimum water flow must always be ensured in the watercourse under the barrier. The ground barrier of the retention basin is 220 metres long, with a maximum height of 16.65 metres.

PURPOSE: REDUCING FLOOD RISK
CONTRACTING AUTHORITY: MINISTRY OF THE ENVIRONMENT AND SPATIAL PLANNING, SLOVENIAN WATER AGENCY

BRIDGE OVER THE RIVER DRAGONJA
IN DRAGONJA

The bridge across the River Dragonja, which was built in 1969, was recorded as a structure suffering wear and tear and requiring renovation. Because it is in a border area, between the former Dragonja border crossing in the Republic of Slovenia and the Kaštel border crossing in the Republic of Croatia, legal and administrative matters between the two countries and the competent state road managing bodies had to be dealt with before works could begin.

The reconstruction of the bridge included reinforcement using a reinforced concrete plate, new edge beams, hydroinsulation, an asphalt carriageway, and a steel safety railing. The total length of the bridge between the end abutments is 21.85 metres, and the carriageway is wider by 0.5 metres, allowing vehicles to interact more easily.

By renovating the old bridge, the safety and flow of cross-border traffic in the area of Croatian Istria and the Slovenian coastal area increased.

CARRIAGEWAY WIDTH: 11.5 M
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

UPGRADE
OF THE MARIBOR–ŠENTILJ–STATE BORDER LINE

The Maribor–Šentilj–state border with Austria railway line is part of the main Zidani Most–Šentilj–state border railway line and the Baltic-Adriatic Corridor.

By performing the upgrade, the line is updated and renovated in accordance with European standards. It includes the upgrade of the Maribor Tezno, Maribor, Pesnica, and Šentilj railway stations and the existing tracks in the Maribor–Počehova, Pesnica–Šentilj–state border sections, the upgrade and reconstruction of the overhead lines, the upgrade of the signalling safety devices and the Cirknica stop, the reconstruction of the existing Šentilj tunnel and the existing culverts and underpasses, the reconstruction and construction of retaining and supporting walls along the line, the construction of crossings between roads and the railway, including the Cirknica overpass and the Ranca viaduct, and the installation of 13 km of noise barriers.

A new 3.5 km line is being built in the Počehova–Pesnica section, where the 1.5 km Pekel tunnel and the just under a kilometre long Pesnica viaduct are located.

YEAR OF LINE CONSTRUCTION: 1846 AS PART OF THE SOUTHERN VIENNA–TRIESTE RAILWAY
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

UPGRADE OF THE PRAGERSKO HUB

The Pragersko Railway Station is part of the TEN-T core network and an important railway hub where the Baltic-Adriatic and the Mediterranean Corridors meet. It is also a hub for the main two-track Zidani Most–Šentilj–state border with Austria railway line and the single-track Pragersko–Ormož railway line.

By updating the Pragersko railway hub, technical adequacy pursuant to European interoperability standards and requirements is ensured. Within the project, 18 kilometres of tracks have been upgraded, thirty switches have been replaced, 3 grade-separated crossings (underpass, pedestrian underpass, and underpass for accessing the railway triangle (wye)), a bridge, and 8 culverts have been built, 3 buildings and the main railway station building renovated, and 2 kilometres of noise protection barriers have been installed.

THE MAXIMUM SPEED ON THE ROUTE: 160 KM/H
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

KIDRIČEVO
BYPASS

A new 4.2 km bypass in Kidričevo allows easier access to the industrial zone, while at the same time mitigating the impact of goods traffic on the residents of the nearby settlements.

The project includes the restoration of the main and regional roads and several junction roads, the construction of new tractor paths, a cycling path, and a footpath. An animal underpass – an ecoduct – has been built, which can also be used by pedestrians.

NUMBER OF INTERSECTIONS: 9
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

VELENJE–MOZIRJE
STATE CYCLING PATH

The state cycling path between Velenje, Šoštanj, Šmartno ob Paki, and Mozirje partly runs on existing local roads and partly as an independent cycling path.

It begins on the border with Dobrna and then continues on local roads to the settlement Vinska Gora, where it crosses the state road by way of an underpass and runs to Velenje parallel to the state road. In Šoštanj, it continues as an independent cycling path running parallel to the railway. It crosses the Bečovnica Stream across a new small bridge and then runs to the settlement of Skorno on the local road through the Penk Gorge. It makes its way to Paška Vas as an independent cycling path and then continues on local roads and again as a separate cycling path running along the state road towards Mozirje.

There are four new small bridges on this cycling path that enable the path to cross the River Paka, its tributaries, and the Bečovnica Stream.

LENGTH: 16.5 KM
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

CELJE–ŠTORE–ŠENTJUR
STATE CYCLING PATH

The state cycling path between Celje, Štore, and Šentjur partially runs on existing local roads and partly as an independent cycling path.

Starting in Celje at the railway pedestrian underpass, the main part of the cycling path runs along the River Voglajna and the railway line. It ends at the bus station in Šentjur.

The 11.5 km long cycling path includes 4 new bridges across which the route crosses the Rivers Hudinja and Voglajna and Žikovski potok stream.

LENGTH: 11.5 KM
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

CYCLING ROUTE

VRHNIKA–HORJUL

The reconstruction of the state road between Vrhnika and Horjul has improved traffic safety for daily commuters on this busy route.

The road has been widened to six meters, and a two-way cycling path, 2.5 meters wide, has been added alongside it. Six bridges for cyclists have been constructed along the path. Additional cyclist safety is ensured by a 1.5 m green strip that separates the cycling path from the road.

LENGTH: 6.6 KM

CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

LJUBLJANA
NURSING HOSPITAL

The completed energy renovation of the Nursing Hospital, which is part of the Ljubljana University Medical Centre, and the renovation of the interior design of the premises have provided suitable conditions for nursing activities and palliative care. The fire safety of the building has also been improved and the building's service life has been extended.

The energy renovation has increased the efficiency of the external building envelope. The renovation has made the operation of the Nursing Hospital more environmentally friendly in terms of efficient energy consumption, reduced costs and improved living conditions for patients. More than 50 additional beds have been created through the interior design of the premises.

NUMBER OF BEDS AFTER THE COMPLETION OF THE INVESTMENT: 90
CONTRACTING AUTHORITY: MINISTRY OF HEALTH, OFFICE FOR CONTROL, QUALITY AND INVESTMENTS IN HEALTHCARE

TRAFFIC CONTROL AND MANAGEMENT CENTRE

The Traffic Control and Management Centre operates 24/7.

Remote traffic control uses numerous systems to manage more than 1,500 road devices on state roads. Many of them are managed in real time, e.g. when individual phases on traffic lights must be prolonged, thus directly reducing travel times, or when a tunnel has to be closed immediately for safety reasons, thus increasing traffic safety.

The Centre constantly communicates with services providing regular road maintenance, electrical and telecommunications maintenance, with the police, fire brigade, and paramedics as well as other road managers and other subjects involved in traffic. Therefore, it uses quick responses to emergencies in the road network to ensure optimal traffic flow capacity in various situations.

The tasks performed by DRI in establishing the centre were completed on 1 January 2025, and the management of the centre was transferred in its entirety to the Ministry of Infrastructure, Infrastructure Directorate of the Republic of Slovenia.

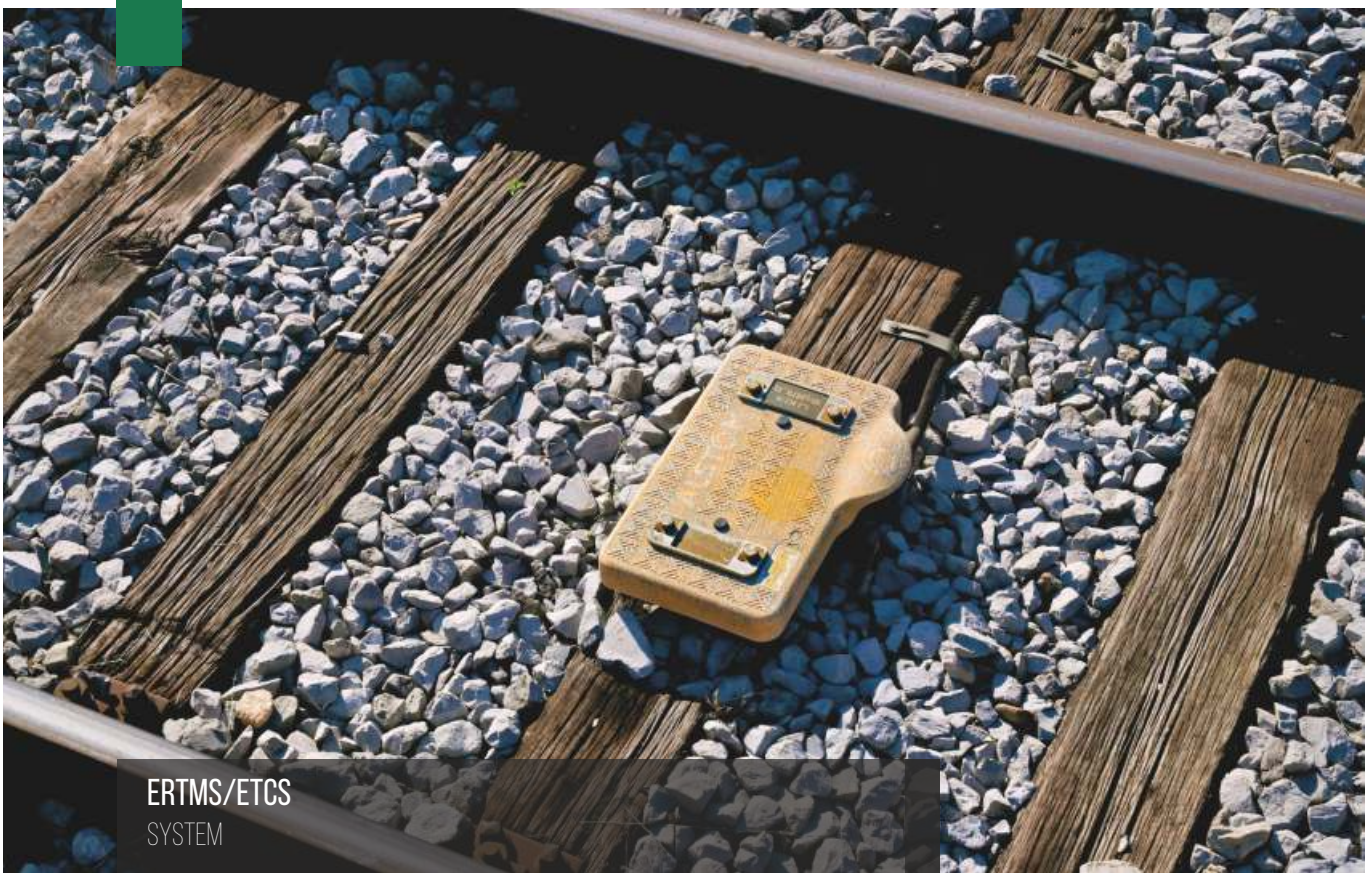
NUMBER OF ROAD DEVICES ON STATE ROADS: 1,500
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

SUPERVISION IN
NURSING HOMES

The supervision of renovations, reconstructions, and new construction is being carried out in sixteen nursing homes for the elderly (in Ajdovščina, Novo Mesto, Črnomelj, Koper, Ljubljana, Litija, Metlika, Kranj, Murska Sobota, Velenje, Dravograd, Šmarje pri Jelšah, Lendava, Ravne na Koroškem, Ptuj and Izlake).

The project was intended to solve critical conditions, bridge gaps, and ensure suitable standards in existing social protection institutions. Infrastructure has been established that will provide high-quality and safe accommodation for users of institutional care in the event of an outbreak of the coronavirus epidemic or other infectious diseases, thus contributing to the process of deinstitutionalisation.

NO. OF SUPERVISIONS: 16
CONTRACTING AUTHORITY: MINISTRY OF LABOUR, FAMILY, SOCIAL AFFAIRS AND EQUAL OPPORTUNITIES



ERTMS/ETCS
SYSTEM

The introduction of the European Train Control System (ETCS) on the state border–Dobova–Ljubljana and the Pragersko–Maribor–Šentilj–state border lines is one of the European Union's measures for ensuring the interoperability of the internal European railway network.

The introduction of the ETCS system brings improvements such as enabling the trains to run without stopping at border crossings, reducing travel times due to the continuous cross-border traffic flow, reducing railway traffic costs, increasing the throughput of the railway network, and improving the safety of railway and road traffic at grade-separated road/railway crossings.

THE INTRODUCTION OF THE ETCS SYSTEM: THE END OF 2025
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

UPGRADE OF THE NOVA GORICA RAILWAY STATION

The Nova Gorica railway station, built in 1906, has been given a new look and renovated infrastructure thanks to extensive upgrades.

Despite challenging circumstances, such as the deactivation of five bombs from World War II, a comprehensive upgrade of the track infrastructure (6.5 km of new tracks and 23 new switches) was completed in just 13 months, and included the construction of a covered side and island platform, and the renovation of the station building. Special attention was paid to conservation and restoration work, as the station area is protected as cultural heritage.

The construction of a new underpass with elevators, which provides unobstructed access to the platforms and connects the railway station with the new parking lot and bus stop, has established a connection between Nova Gorica and Trg Evrope, one of the venues of the European Capital of Culture 2025 Nova Gorica – Gorica.

YEAR OF CONSTRUCTION: 1906
YEAR OF UPGRADE: 2025
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

/ THE CONSTRUCTION OF TUNNEL ON THE SECOND TRACK OF THE DIVAČA–KOPER RAILWAY LINE /

CURRENT PROJECTS

EAST TUNNEL TUBE
OF THE KARAVANKE TUNNEL

The total length of the new eastern tube of the Slovenian-Austrian Karavanke road tunnel will be 7,948 metres. Its length on the Slovenian side will be 3,546 metres, of which 3,446 metres will be underground and 100 metres will be in the form of a road tunnel gallery.

In addition to the eastern tunnel tube, there will be additional construction for the building at the tunnel entrance, the 620 metres of missing motorway, which will connect to the existing motorway in the area of the Hrušica toll station, will be built, there will be three bridges, two retaining walls, and a support wall. A helipad will be constructed in the area of the platform.

Traffic in the newly built tunnel will initially be two-way, as the existing, west tube will be comprehensively renovated. Once both tunnel tubes are operational, this will significantly increase the traffic flow through the tunnel, which is currently a bottleneck, particularly during seasonal peaks, and causes congestion on the Slovenian and Austrian sides of the tunnel.

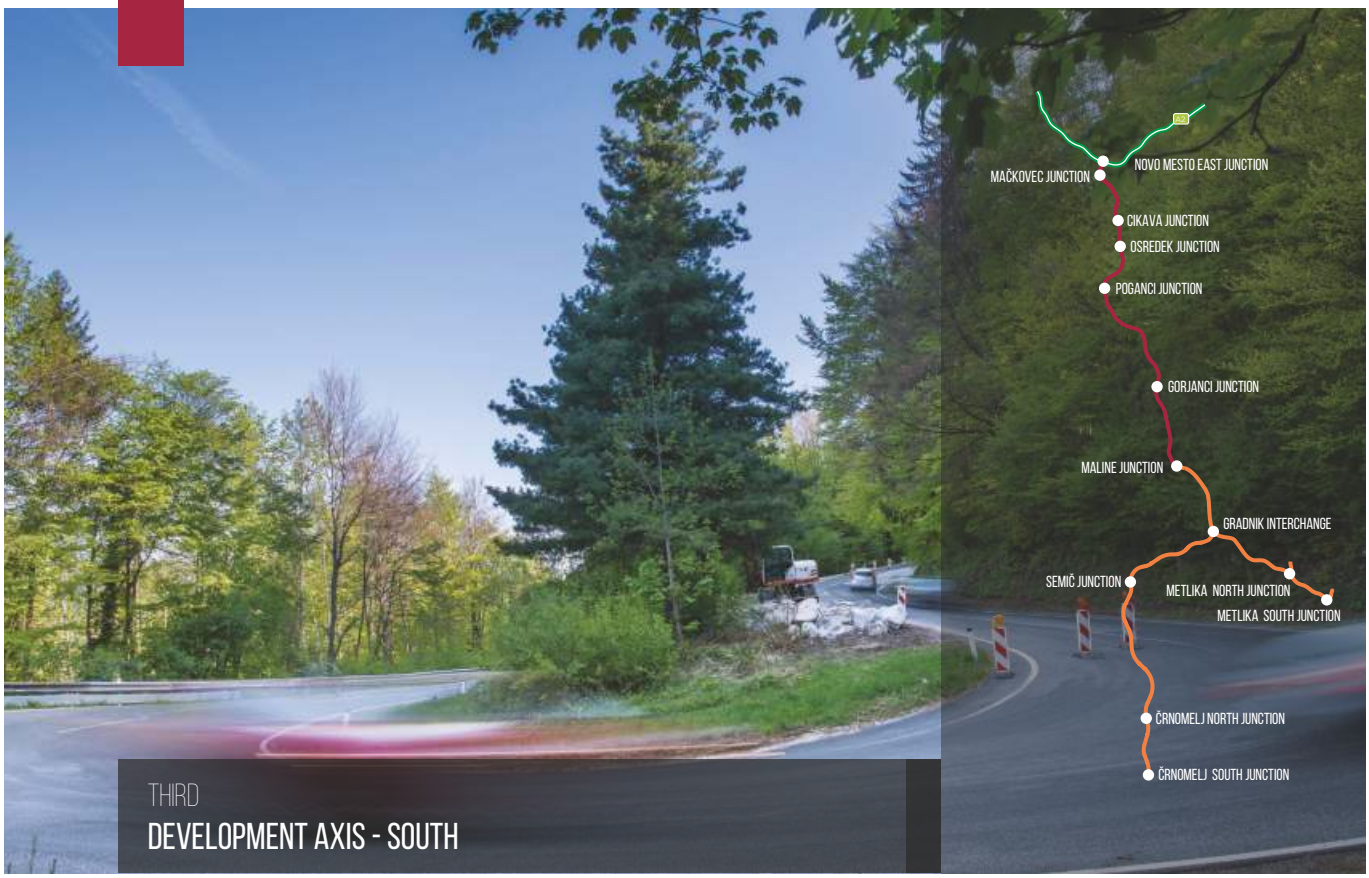
THE AMOUNT OF EXCAVATED MATERIALS: 450,000 M^3 OR 171 OLYMPIC POOLS
CONTRACTING AUTHORITY: DRUŽBA ZA AVTOCESTE V REPUBLIKI SLOVENIJI, DARS

THE SECOND TRACK
OF THE DIVAČA–KOPER RAILWAY LINE

The modern 27.1 kilometres Second Track of the Divača–Koper railway line will be a new, durable, and reliable railway connection between the Koper cargo port and the Slovenian and wider European railway network.

In terms of infrastructure, the Second Track is a difficult project. Terrain configuration, environmental restrictions, and overcoming just over 400 metres in altitude difference between Divača and Koper are reasons why the Second Track line will run through seven tunnels and over three viaducts. After construction, the capacity of the line will be 120 trains per day or 25.7 million tonnes per year, while the capacity of both lines (the existing and the Second Track) will be 212 trains per day or 36.9 million tonnes per year. Travel times will also be reduced, and it will take a maximum of 35 minutes to get to Koper from Divača.

TOTAL LENGTH OF TUNNELS: 20.5 KM, ACCOUNTING FOR 75% OF THE LINE
CONTRACTING AUTHORITY: 2TDK, DRUŽBA ZA RAZVOJ PROJEKTA



THIRD
DEVELOPMENT AXIS - SOUTH

The third development axis – south is designed as a four-lane expressway. The new road connection has a total length of 48.6 kilometres and is divided into two sections.

Section I
The length of section I, running from the access to the Ljubljana–Obrežje motorway near Novo Mesto to the Maline access, will be 17.9 kilometres. It will include five viaducts, three bridges, two cut and covers, a 2.3 kilometres tunnel under the Gorjanci Hills, fourteen overpasses, nine underpasses, four pedestrian underpasses, one pedestrian overpass, two rest stops, and a motorway branch unit.

Section II
Section II with a length of 30.7 kilometres, from the Maline access to the Metlika international border crossing and the Črnomelj South access, will have eleven bridges, one fork, and one viaduct, two cut and covers, and two ecoducts, fifteen overpasses, eleven underpasses, three pedestrian underpasses, a footbridge, a culvert, two supply stations, and three rest stops. The expressway will connect to the existing road network via connecting roads at the Semič and Črnomelj North access points.

SECTION I LENGTH: 17.9 KM
SECTION II LENGTH: 30.7 KM
CONTRACTING AUTHORITY: DRUŽBA ZA AVTOCESTE V REPUBLIKI SLOVENIJI, DARS

THIRD DEVELOPMENT AXIS - NORTH

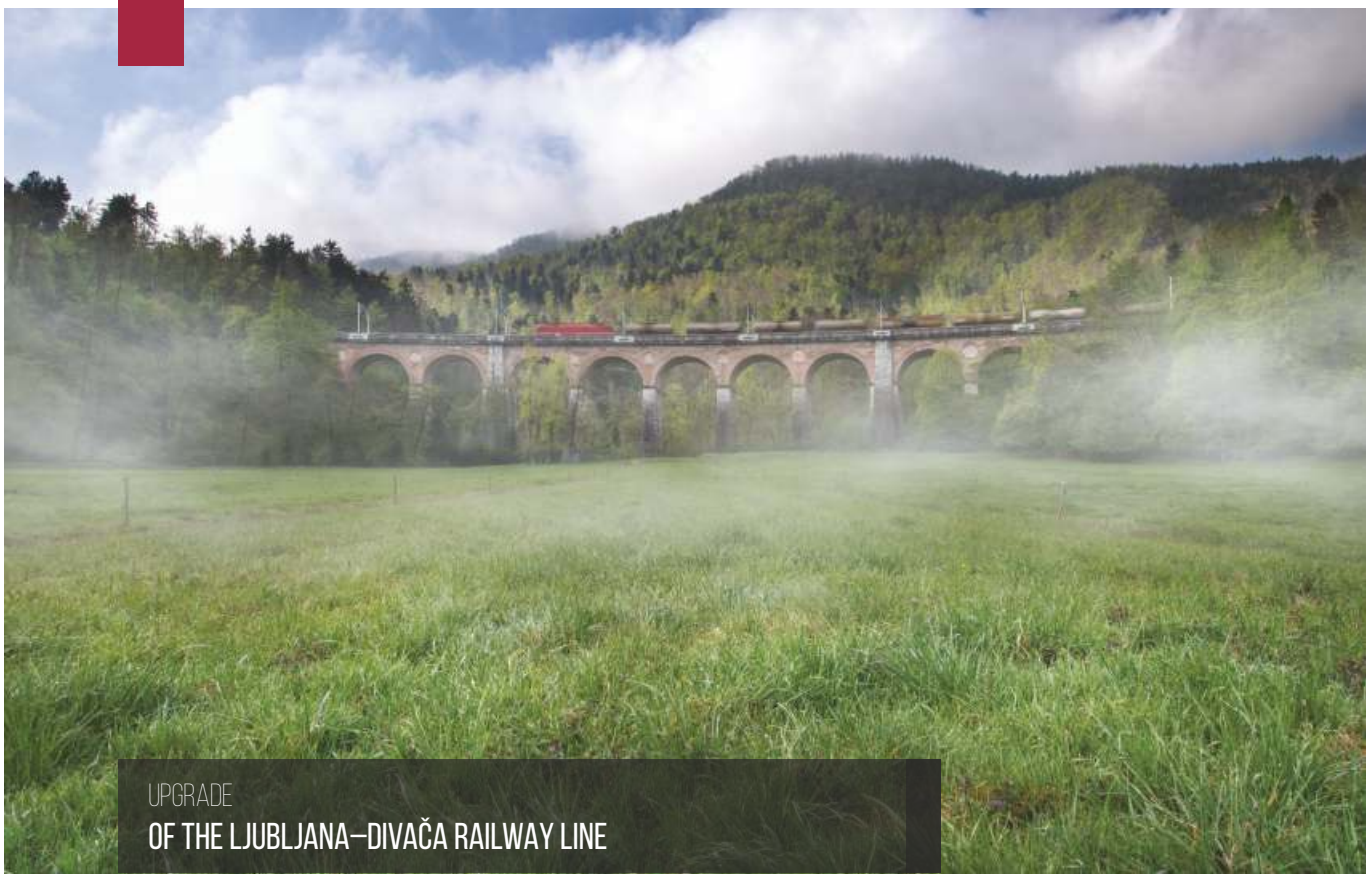
The third development axis – north includes the construction of a new four lane road from the Šentrupert access on the A1 motorway (Šentilj–Koper), via Velenje, to the Slovenj Gradec South access. The total length of the expressway is 31.5 kilometres, and it is divided into two sections.

Section I
Section I is 14 kilometres long and runs from the Šentrupert access to the Velenje South access.

Section II
Section II is 17.5 kilometres long and runs from the Velenje South access to the Slovenj Gradec South access.

The third development axis – north will have eight bridges, twenty-six viaducts, five twin-tube and one single-tube tunnel, eight grade separated access points, three road galleries, four cut and covers, eleven overpasses, fifteen underpasses, and one pedestrian underpass, the Podgorje rest stop on both sides, and the accompanying Podgora facility.

SECTION I LENGTH: 14 KM
SECTION II LENGTH: 17.5 KM
CONTRACTING AUTHORITY: DRUŽBA ZA AVTOCESTE V REPUBLIKI SLOVENIJI, DARS



UPGRADE OF THE LJUBLJANA–DIVAČA RAILWAY LINE

The existing two-track electrified Ljubljana–Divača railway line is an integral part of the Baltic-Adriatic corridor, the Mediterranean corridor, and the two TEN-T corridors that pass through Slovenia.

From an infrastructure perspective, the line, built at the beginning of the second half of the 19th century, no longer meets the current traffic requirements. The upgrade of the 104 kilometres line section includes the upgrade of signalling safety and power devices, including the construction of new substations, the upgrade of the line super- and substructure and the overhead lines, the implementation of noise protection measures, and securing at-grade crossings. Two new stops will be built, and an upgrade will be carried out on four stops and at ten railway stations.

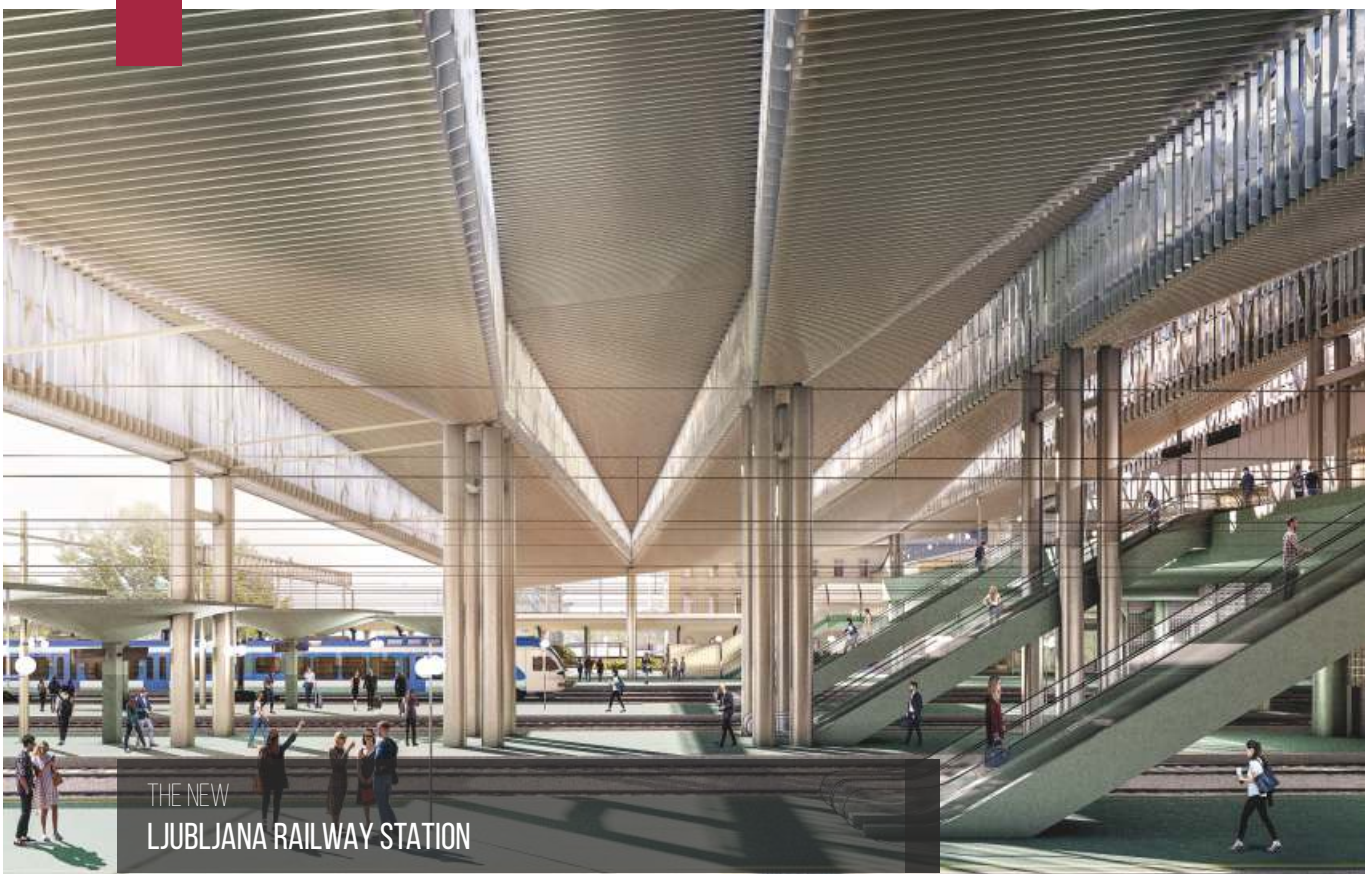
SECTION LENGTH: 104 KM
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

REMOTE TRAFFIC CONTROL SYSTEM

The remote traffic control system is being established on two main lines in Slovenia, on the state border crossing with Croatia–Dobova–Ljubljana line and the Zidani Most–Šentilj–state border crossing with Austria line. These are the only lines in the core TEN-T network for which remote traffic control has not yet been implemented.

The project includes the upgrade of signalling safety and telecommunication devices and the construction of grade-separated access points at railway stations and stops. A passenger information system, a video surveillance system, a SCADA control centre, a fire safety and burglary prevention system, and a landslide reporting system will be established.

INTRODUCTION OF THE REMOTE TRAFFIC CONTROL SYSTEM: IN 2028
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

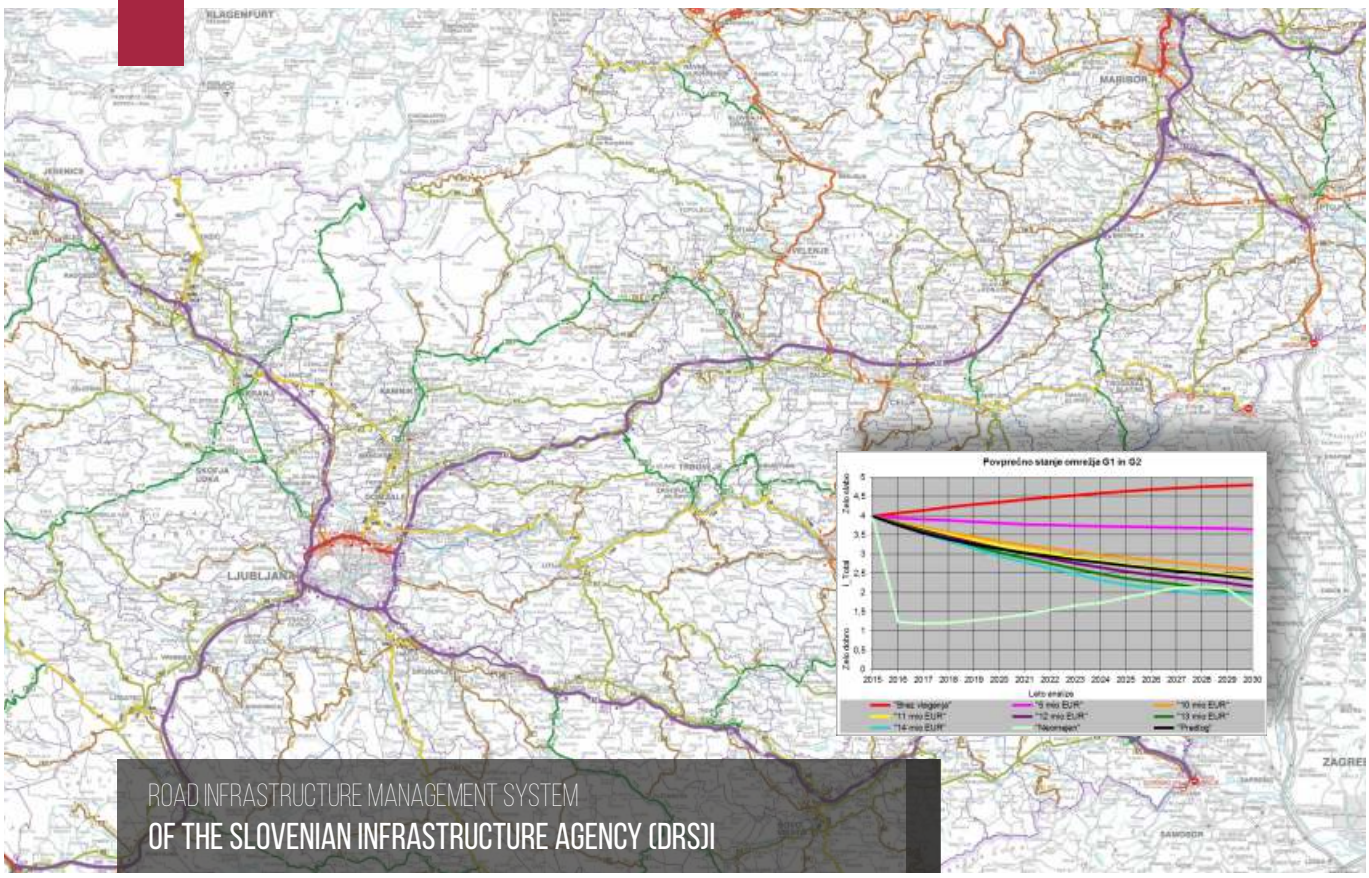


THE NEW
LJUBLJANA RAILWAY STATION

The new Ljubljana Railway Station has been designed as an overpass over new railway tracks with access points to railway platform infrastructure and service activity facilities. The overpass is sited between the existing railway station, the new bus station, and the new shopping centre.

Within the upgrade of the Ljubljana Railway Station, track devices, platform infrastructure with grade-separated access to platforms, signalling safety and telecommunication devices, and stable electric haulage devices will be renovated.

OVERPASS LENGTH: 110 M
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY



ROAD INFRASTRUCTURE MANAGEMENT SYSTEM OF THE SLOVENIAN INFRASTRUCTURE AGENCY (DRSI)

The road infrastructure management system on state roads is used for carriageways and bridges managed by the Slovenian Infrastructure Agency.

On the basis of the recorded existing condition of carriageways, the traffic loads, carriageway deterioration models, and prices for renovation measures, the road management system enables the optimal drafting of a plan for renovating the network and simulating its future condition contingent on the allocated funds for its maintenance.

The bridge management system uses the results of periodic inspections of structures, their conceptual designs, their designed load-bearing capacity, the models for the deterioration of individual structural elements, and the prices for measures to propose a plan for implementing measures year by year. It simulates future conditions of structures contingent on the funds allocated for their maintenance.

CARRIAGEWAY MANAGEMENT SYSTEM: ANALYSES THE 6,000 KM ROAD NETWORK
THE BRIDGE MANAGEMENT SYSTEM: ANALYSES 1,400 STRUCTURES
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

ROAD INFRASTRUCTURE MANAGEMENT SYSTEM
OF THE COMPANY DARS

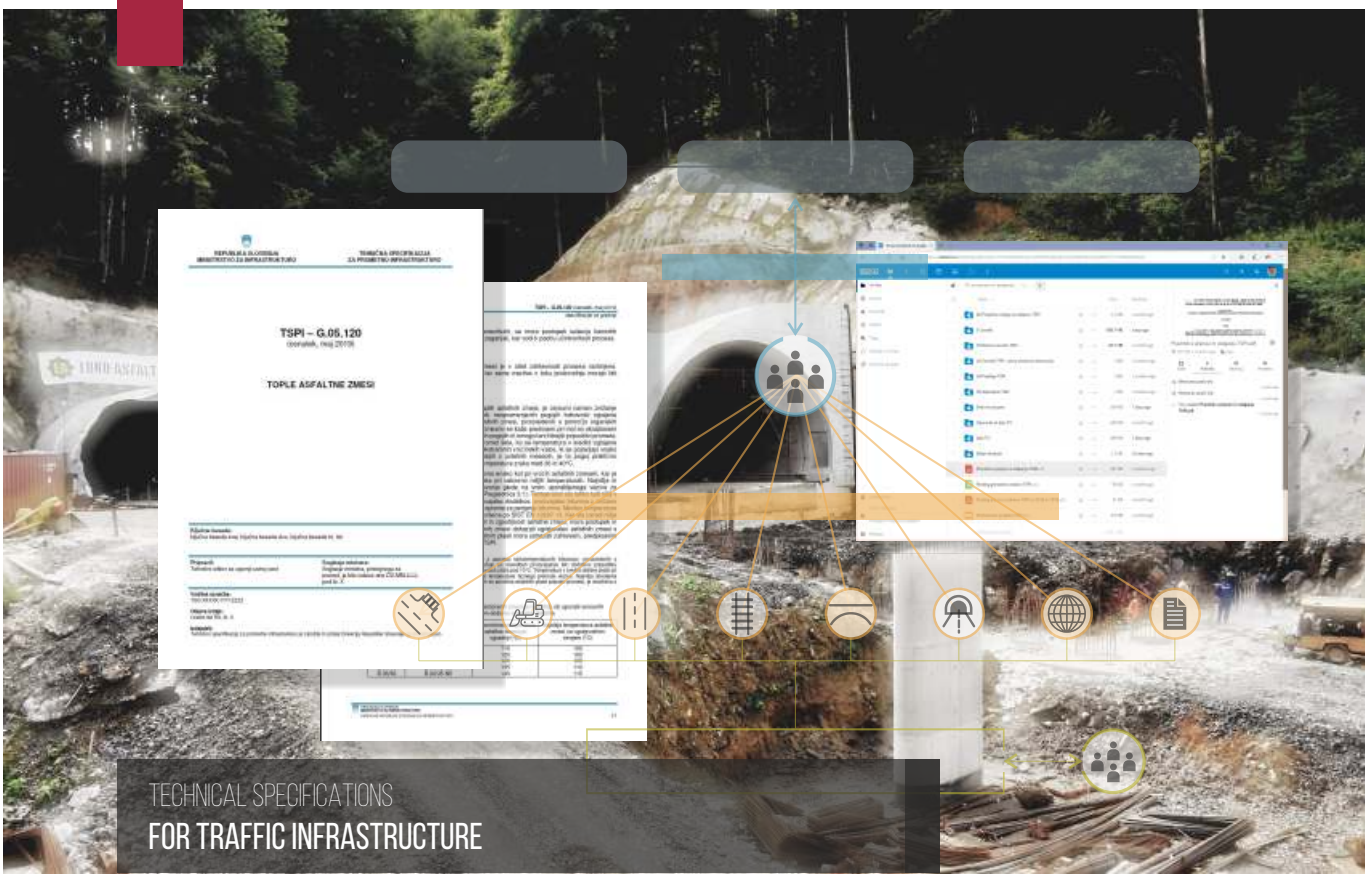
The road infrastructure management system of the company DARS is used for carriageways, bridges, and electromechanical equipment in tunnels.

In addition to the data used for managing carriageways on state roads, when it plans renovations the carriageway management system (PMS-DARS) additionally takes into account the condition of each lane and the type of previous renovation. The system includes more than 1,500 kilometres of direction lanes.

Due to its use for structures longer than those located on state roads, the bridge management system (BMS-DARS) is more difficult. A large amount of renovation measures was defined, and when planning renovations, the system makes a distinction between the structures on the route and overpasses. It currently analyses 1,078 structures.

When planning renovations, the system for managing electromechanical equipment in tunnels (ESO-MS-DARS) takes into consideration the age, anticipated lifespan, the actual condition, the availability of spare parts, the rate of malfunction, the functionality, the criticality, and the availability of equipment spare parts. On the basis of data, it predicts the future conditions of electromechanical devices and determines the priorities for replacing individual devices or their parts.

THE PMS-DARS SYSTEM: ANALYSES MORE THAN 1,500 KM OF DIRECTION LANES
THE BMS-DARS SYSTEM: ANALYSES 1,078 FACILITIES
CONTRACTING AUTHORITY: DRUŽBA ZA AVTOCESTE V REPUBLIKI SLOVENIJI, DARS



Modern and technical quality specifications for designing, building, and maintaining traffic infrastructure serve as a very important basis and, at the same time, one of the conditions for achieving greater and more balance quality, reducing price risks, and the optimum use of funds when building infrastructure, which, in the long run, results in higher quality and more sustainable infrastructure.

The project for preparing and drafting the technical specifications for traffic infrastructure is devised by an individual technical committee competent for its expert field. The technical specifications are used to follow the development of the expert field when designing, building, and maintaining traffic infrastructure, and enable regular updates and systematic introduction of requirements arising from European directives into the national technical regulations.

THE NUMBER OF TECHNICAL COMMITTEES FOR DRAFTING SPECIFICATIONS: 9
CONTRACTING AUTHORITIES: DRUŽBA ZA AVTOCESTE V REPUBLIKI SLOVENIJI, DARS, AND MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

RENOVATION
OF STATE ROAD CARRIAGEWAYS

Approximately 70 state road sections are renovated annually within the investment project.

The goal of the renovation of state roads is to reduce the proportion of carriageways that are in a condition that has been assessed as poor or very poor, increase traffic throughput and travel speeds, reduce noise emissions and adverse effects on the environment, reduce regular maintenance costs, and raise the quality of services for road users.

The renovations mainly include the resurfacing and reinforcing of carriageways and renovations using cold recycling. The emphasis is on low-cost measures which use limited funds to renovate as much of the network as possible, thus optimising benefits for users.

TOTAL LENGTH OF RENOVATED CARRIAGEWAYS: APPROX. 80 KM
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

RENOVATION
OF DAMAGED AREAS AND OTHER HAZARDOUS AREAS

The main effects of the renovation are an increase in traffic flow and improvement in traffic safety.

The renovation of damaged and other hazardous locations mainly includes the renovation of slumps, minor landslides, carriageway collapses, damaged retaining and supporting walls and damaged culverts. In addition to the increased throughput and greater traffic safety, renovations are used to prevent additional damage that would be incurred if the extent of the damage were to spread.

TOTAL NUMBER OF DAMAGED SECTIONS: 55
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

REGULAR MAINTENANCE
OF STATE ROADS

The 5961-kilometre network of state roads consists of main and regional roads as well as tourist-grade roads.

Within the scope of concession agreements for performing services of general economic interest, i.e. regular state road maintenance and protection for roads managed by the Slovenian Infrastructure Agency, regular road maintenance is performed. It mainly encompasses patching carriageways, restoring gravel roads, minor wall repairs, repairs of carriageways damaged in winter, winter service, and the renovation of safety railings, horizontal and vertical signalling devices.

THE NUMBER OF CONCESSION AREAS: 9
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

FLOOD PROTECTION IN THE GRADAŠČICA BASIN

The flood protection measures in the Gradaščica basin will reduce the flood risk in the south-western part of Ljubljana and the villages in the Municipality of Dobrova-Polhov Gradec.

In the area of the City of Ljubljana, flood protection measures will be implemented in the area of Mali Graben canal, from its estuary flowing into the River Ljubljanica to the Bokalce Dam and the Kozarje area, and the discharge channel 6A will be built. Next, comprehensive flood protection measures in the area of the Municipality of Dobrova-Polhov Gradec will be introduced, specifically in the area of the Gradaščica Stream, Horjulka Stream, and Ostrožnik Stream, and the Razori detention basin will be built.

PURPOSE: REDUCED FLOOD RISK
CONTRACTING AUTHORITY: MINISTRY OF THE ENVIRONMENT AND SPATIAL PLANNING, SLOVENIAN WATER AGENCY

BLED–BOHINJSKA BISTRICA
STATE CYCLING PATH

The state cycling path between Bled and Bohinjska Bistrica runs though the valley of the River Sava Bohinjka, between the Jelovica and Pokljuka plateaus, where the river carved a deep gorge named Soteska.

The route runs in the corridor of the existing Bled–Bohinjska Bistrica regional road, on the local road through the town of Bohinjska Bela, and then comes close to the Jesenice–Nova Gorica–Sežana railway line in the Soteska Gorge with the help of a self-supporting structure; next, the route runs towards Bohinjska Bistrica following existing forest paths.

The independent cycling path has difficult bridges and self-supporting structures. Special attention is dedicated to protecting banks from falling rocks.

LENGTH: 15 KM
CONTRACTING AUTHORITY: MINISTRY OF INFRASTRUCTURE, SLOVENIAN INFRASTRUCTURE AGENCY

CENTRAL WASTEWATER TREATMENT PLANT
LJUBLJANA

A project for draining and treating waste water in the area of the Ljubljana Field aquifer will increase the treatment capacity of the Ljubljana Central Wastewater Treatment Plant and upgrade it with tertiary treatment.

The Ljubljana Central Wastewater Treatment Plant is a single-stage mechanical biological treatment plant intended for removing undissolved substances and carbon compounds as well as nitrification. It treats 85% of all waste water draining into the public sewage system in the narrower Ljubljana area.

CAPACITY: INCREASE BY 195,000 PE (FROM 360,000 PE TO 555,000 PE)
CONTRACTING AUTHORITY: THE CITY OF LJUBLJANA

ISOLATION DEPARTMENT
OF THE GOLNIK CLINIC

The Isolation Department of the Golnik Clinic will mainly be intended for tuberculosis patients as well as COVID-19 and seasonal flu patients.

The six levels (basement + ground floor + 4 additional levels) of the new building of the clinic's Isolation Department will be connected to the existing hospital complex. The connection between the new building and the existing clinic is to be provided on the second floor and in the basement. The project also includes the demolition of the old building, external and traffic regime, and the construction of public utility infrastructure within the existing hospital complex.

GROSS AREA OF NEW CONSTRUCTION: 14,632 M^2
CONTRACTING AUTHORITY: MINISTRY OF HEALTH, OFFICE FOR CONTROL, QUALITY AND INVESTMENTS IN HEALTHCARE

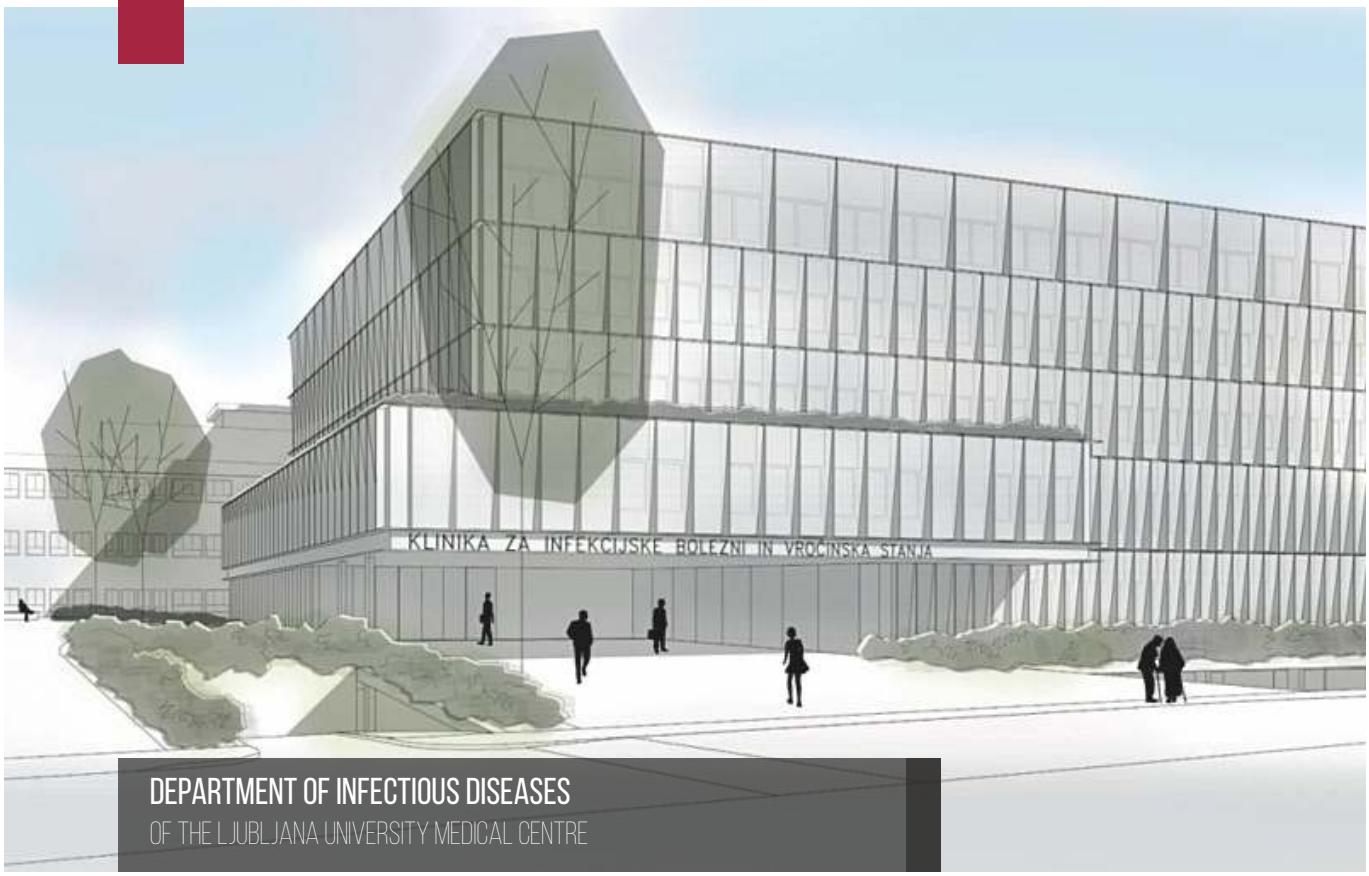
COMPREHENSIVE ENERGY RENEWAL
OF THE LJUBLJANA UNIVERSITY MEDICAL CENTRE

The project for the comprehensive energy renewal of the Ljubljana University Medical Centre includes the main hospital building, which was built in 1974, and the old part of the building for diagnostic and therapeutic services, which was built a year later. Both buildings will be subject to comprehensive treatment as a single building. According to estimates, both are very energy intensive.

Based on a comprehensive energy concept, the renovated buildings will achieve a significantly lower energy consumption, as it will decrease in total by approximately 54% in terms of district heating and 20% in terms of electricity use, which will also lower the building maintenance costs.

The comprehensive energy renewal will include the replacement of joinery and a new façade, while the most pressing elements pertaining to ventilation, heating, and cooling, the water supply system and sewage, energy supply, medical gases, power and signal communication, and lift upgrades will also be addressed.

THE SURFACE AREA OF THE RENOVATED FAÇADE: APPROX. 10,600 M^2
CONTRACTING AUTHORITY: MINISTRY OF HEALTH, OFFICE FOR CONTROL, QUALITY AND INVESTMENTS IN HEALTHCARE

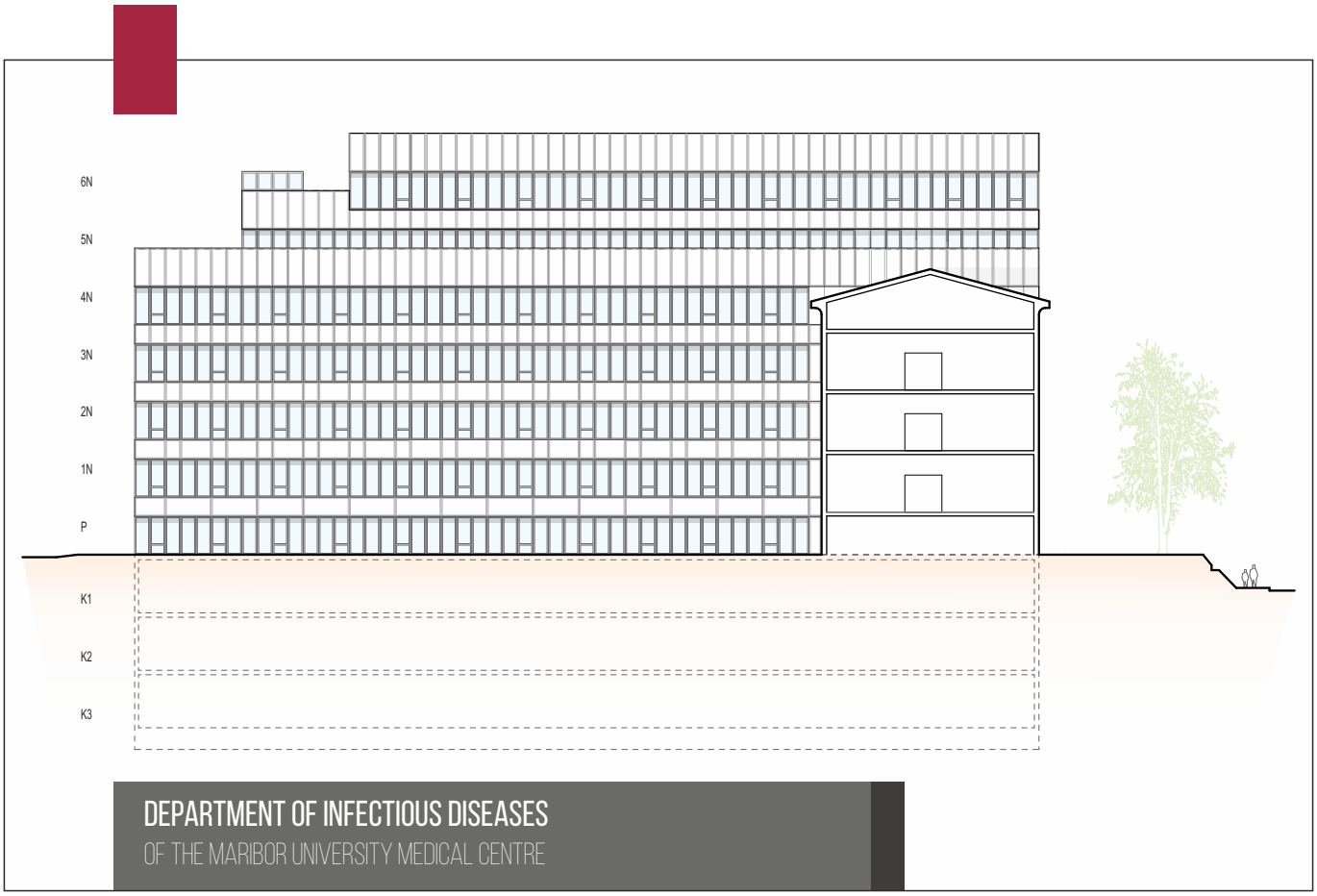


DEPARTMENT OF INFECTIOUS DISEASES
OF THE LJUBLJANA UNIVERSITY MEDICAL CENTRE

The project for additional construction at the Department of Infectious Diseases of the Ljubljana University Medical Centre foresees the demolition of the existing laboratory building, partial demolition of an existing part of the Department of Infectious Diseases (southern wing), and the additional construction of a new wing. Where the existing building and the new construction meet, reconstruction will be carried out due to poor antiseismic load-bearing capacity.

By performing the new or additional construction, which will have eight levels (3 basement levels + ground floor + 4 levels), additional beds and modern equipment for treating infectious diseases and febrile illnesses will be provided.

TOTAL GROSS FLOOR AREA (ADDITIONAL CONSTRUCTION AND RECONSTRUCTION): 26,303 M^2
CONTRACTING AUTHORITY: MINISTRY OF HEALTH, OFFICE FOR CONTROL, QUALITY AND INVESTMENTS IN HEALTHCARE



DEPARTMENT OF INFECTIOUS DISEASES
OF THE MARIBOR UNIVERSITY MEDICAL CENTRE

The replacement new construction of the Department of Infectious Diseases and Febrile Conditions will be built in the area of the existing building, which will be demolished for this purpose. The new building will encompass 3 basement levels + ground floor + 6 levels.

The replacement new construction will provide a total of 77 beds or 118 beds in the event of the double use of single rooms.

The investment will be carried out at the level of an almost zero energy building, which is compliant with investment in economical, low-carbon, and energy efficient buildings and a contribution towards a quicker transition to a zero carbon society.

TOTAL GROSS FLOOR AREA: 18,000 M^2

CONTRACTING AUTHORITY: MINISTRY OF HEALTH, THE OFFICE FOR CONTROL, QUALITY AND INVESTMENTS IN HEALTHCARE

DEPARTMENT OF ONCOLOGY
OF THE MARIBOR UNIVERSITY MEDICAL CENTRE

Additional levels will be added to the existing building of the Department of Oncology at the Maribor University Medical Centre and additional construction will be performed; the building will also be reconstructed.

In the first phase, three levels with the same dimensions will be added to the building, and in phase two, a new building (2 basement levels + ground floor + 7 levels) with a direct connection to the existing building will be constructed. By adding new levels and reconstructing the Department of Oncology of the Maribor University Medical Centre, a total of 76 new hospital beds and two additional linear accelerators intended for the radiation treatment of oncology patients will be provided.

TOTAL ADDITIONAL GROSS FLOOR AREA: 8,353 M^2
CONTRACTING AUTHORITY: MINISTRY OF HEALTH, OFFICE FOR CONTROL, QUALITY AND INVESTMENTS IN HEALTHCARE

MARKOVCI–GORIŠNICA–ORMOŽ
MAIN ROAD

The construction of the 16 km main road from Markovci to Ormož will be divided into two sections, the Markovci–Gorišnica section is 5.7 km long and the Gorišnica–Ormož section is 10.3 km long.

They will be built at the same time and will be opened to traffic at the same time to allow for trafficability and faster connection to the existing road network.

The newly built main road will have 3 interchanges, 6 overpasses, 2 bridges, and the Sejanca viaduct.

LENGTH: 16 KM
CONTRACTING AUTHORITY: DRUŽBA ZA AVTOCESTE V REPUBLIKI SLOVENIJI, DARS

BUSINESS DETAILS

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Abbreviated name:
DRI upravljanje investicij, d. o. o.

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The Republic of Slovenia

Established:
17 February 1994

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Republika Slovenija

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Ljubljana, December 2025

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