



REPUBLIC OF CROATIA  
Ministry of the Sea, Transport  
and Infrastructure

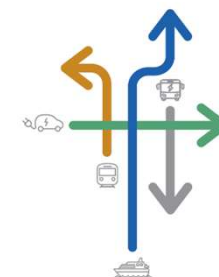


# Slovenia–Croatia Connectivity: From National Projects to Corridor Functionality

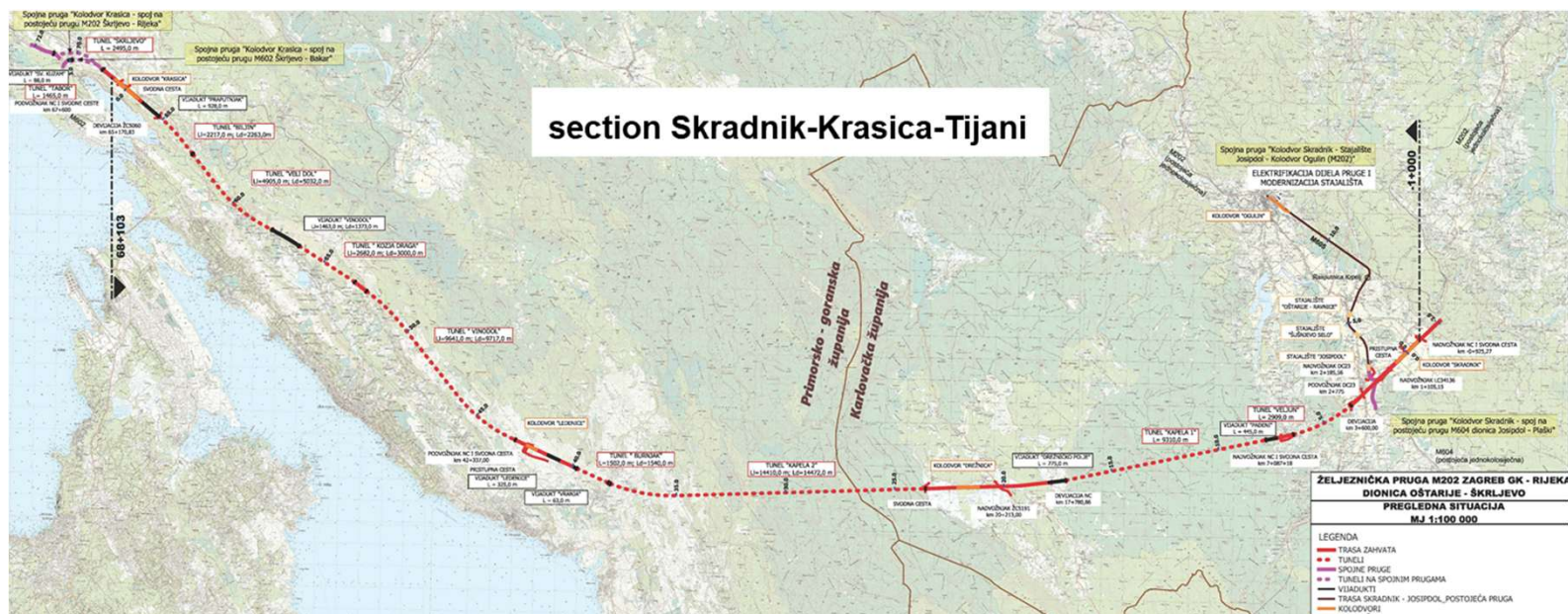
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9 DEC 2025

MARKO BOBAN



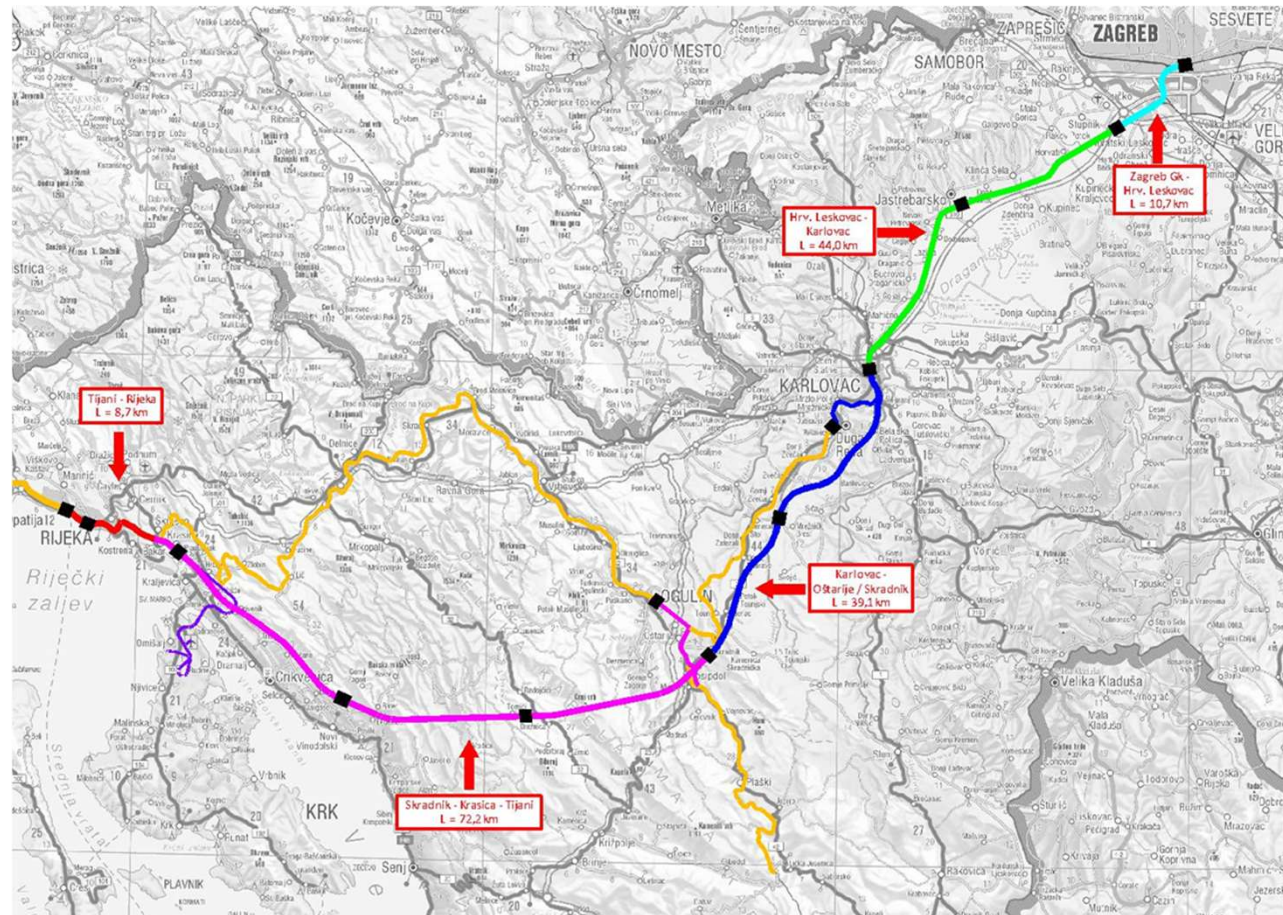
# New doubletrack railway line on section Skradnik-Krasica-Tijani



- L=72,2 km
- Doubletrack electrified railway line
- 160 km/h
- 4 new stations, 6 viaducts (3,5 km), 9 tunnels (52,2 km)

- EIA finished
- Contract 12/24-EU  
(preliminary design) signed 04/11/2024
- Duration: 15 months 04/02/2026
- Value: 2.915.250 EUR

# Zagreb - Rijeka





# Capital projects in the Port of Rijeka

## New Rijeka Gateway Container Terminal welcomes first vessel



**10/09/2025 Al Jasrah 14.500 TEU first vessel at RGW**  
The terminal's positions Rijeka as a strategic port hub in Southeast Europe



**10/09/2025 UMM QARN 368 m/15.000 TEU capacity) at AGCT**

### Two Large Containership (VLCS) at Rijeka port

# Why SLO – HR connectivity matters

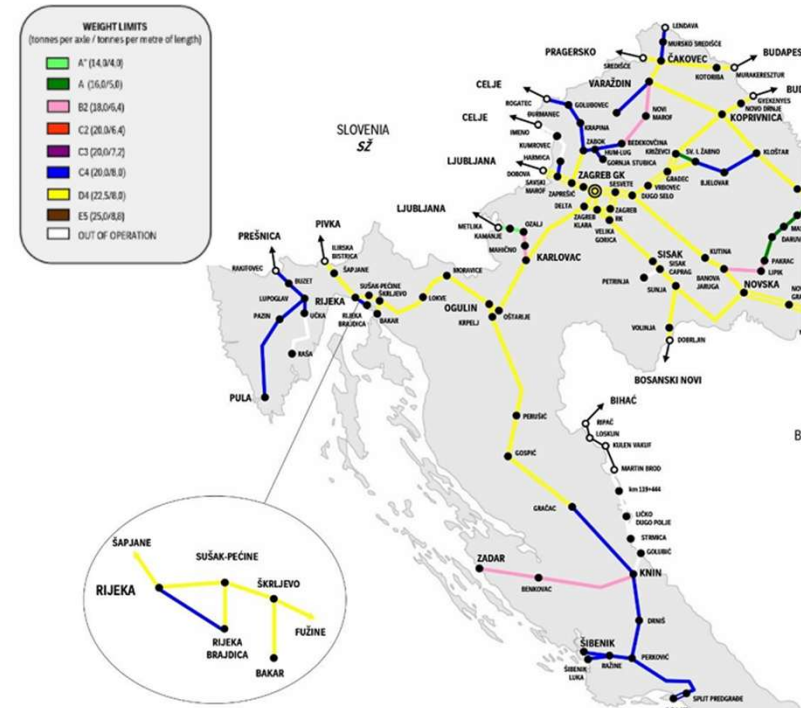
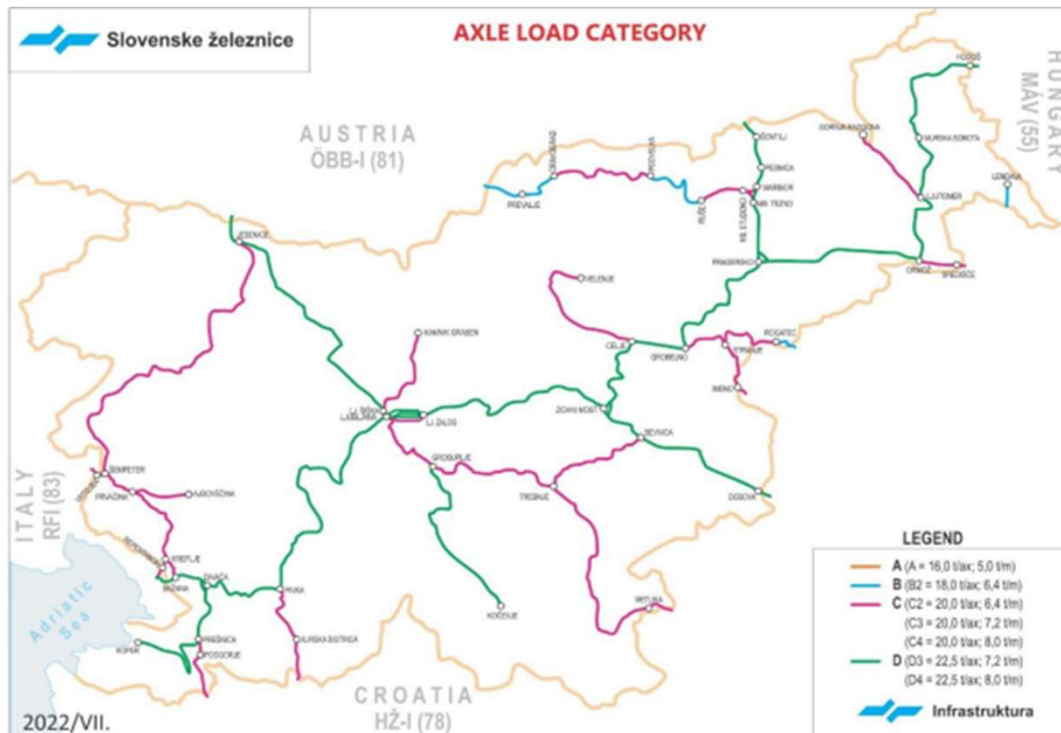


- A European Crossroad, Not a Bilateral Border
- Three major corridors cross through SI–HR (Mediterranean, Baltic sea–Adriatic sea, and Western Balkan – Eastern Med)
- Region connects Adriatic ports - Central Europe - Western Balkans
- Capacity and standards of SI–HR links do not reflect this strategic importance



# TEN-T standards - far from compliant

- Axle loads below 22.5 t on several links
- Freight speed below 100 km/h on many segments
- Passenger standards far from 160 km/h
- Border sections - long dwell time



## Zidani Most: the multi-corridor bottleneck

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- Intersection of 4 RFCs /3 ETC corridors
- Restrictive geometry, fragile operations
- A single incident can block flows in all directions



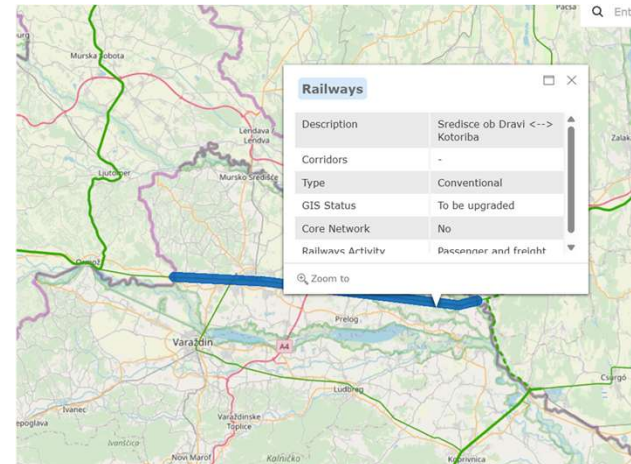
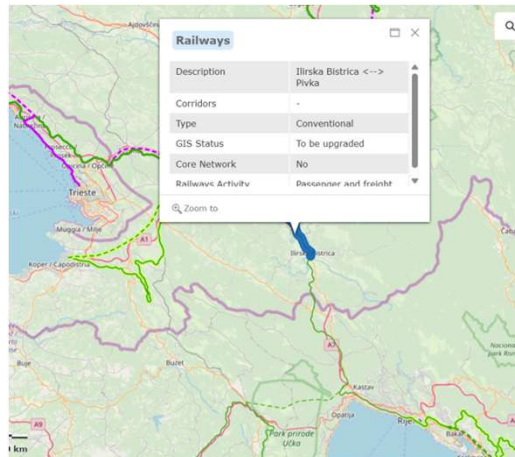
# History of Croatia - Slovenia missconnections

## Railway:

- Pivka - Rijeka
- Ormož – Čakovec – Kotoriba
- Metlika – Ozalj
- Buzet – Prešnica

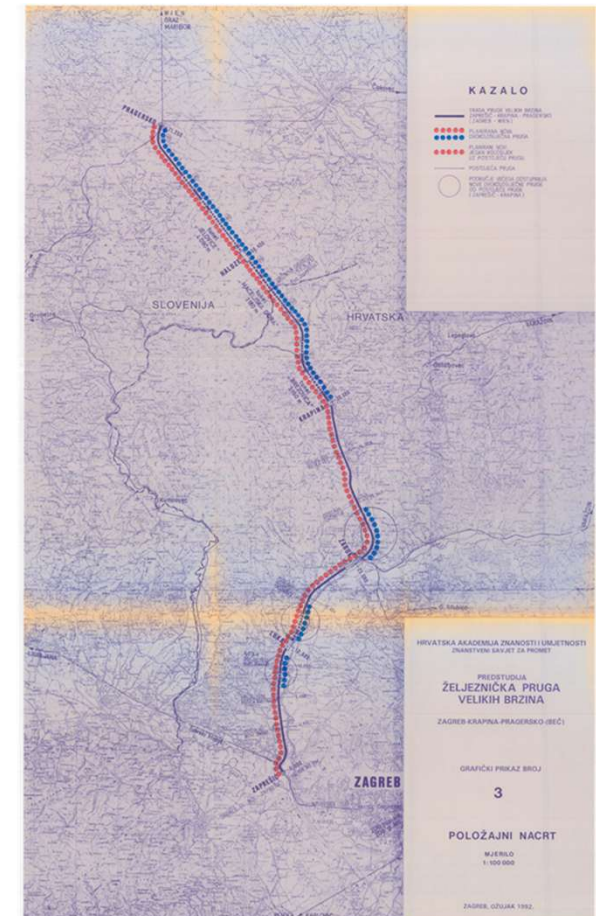
## Roads:

- Rupa crossing
- Umag junction - Portorož






# Pragersko – Krapina bypass proposal



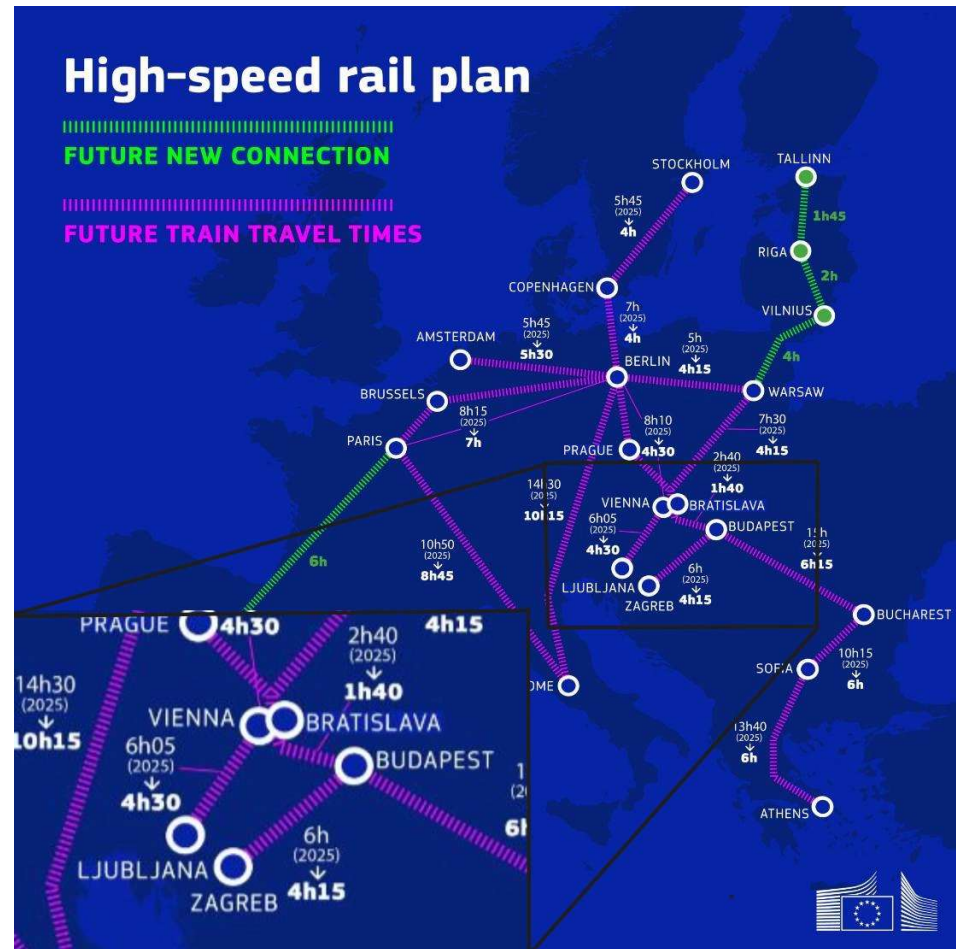
## Compromise: the only way to move forward

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- Networks must be planned according to corridor logic, not national logic, but reality is often different.
  - Upgrades must be synchronized on both sides of the border.
  - No country benefits from shifting bottlenecks to its neighbor.
  - Balanced development is the only sustainable path.
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# High speed EU proposal



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*Thank you for your attention!*



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Marko Boban

Head of Service for Strategic planning  
and project Development

e-mail: marko.boban@mmpi.hr

web: <https://promet-eufondovi.hr/>

