Kristijan Novak, 2TDK

DIVAČA-KOPER SECOND TRACK PROJECT (2TDK)

Delivering Major Infrastructure with Environmental Responsibility

2TDK

REPUBLIKA SLOVENIJA
MINISTRSTVO ZA INFRASTRUKTURO

Sofinancirano s pomočjo Instrumenta za povezovanje Evrope Evropske unije

EVROPSKA UNIJA
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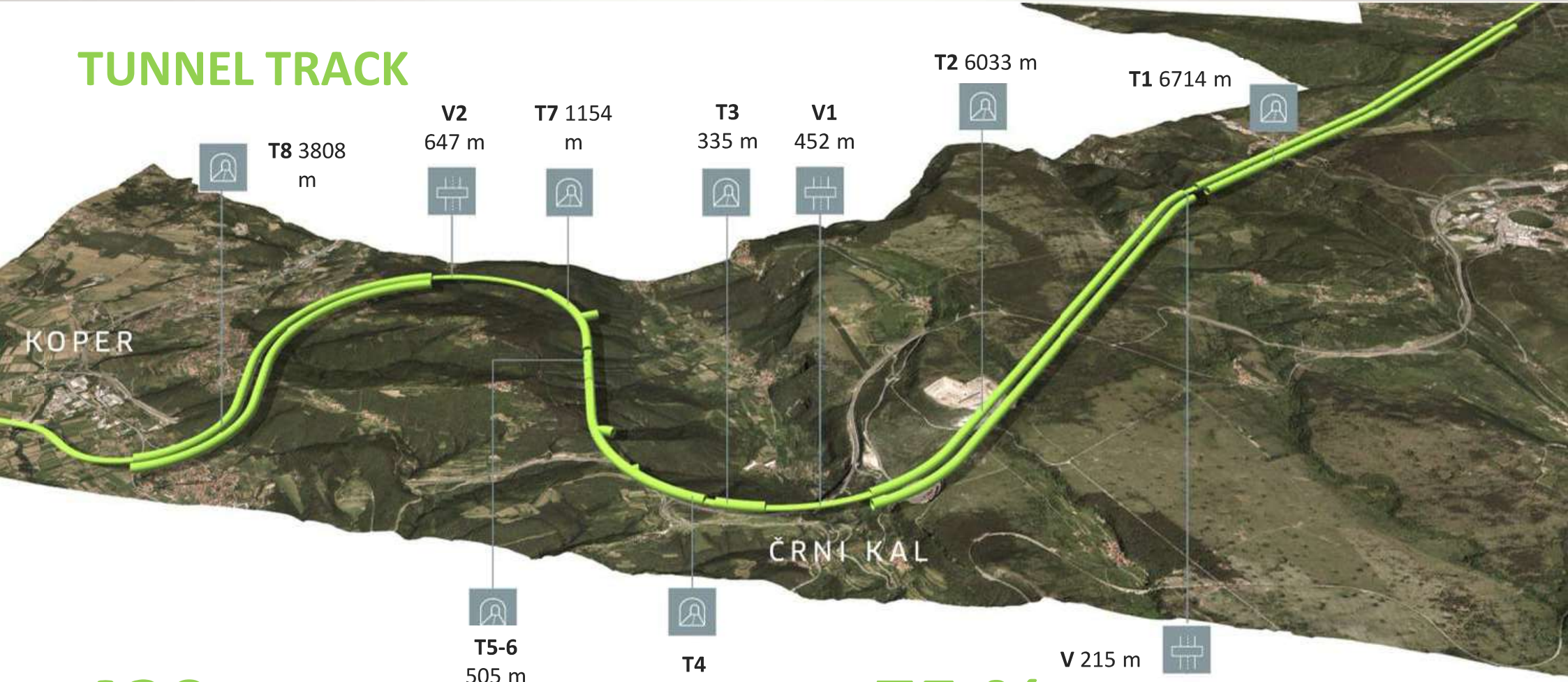
TUNNEL TRACK



430m track elevation at a distance of 27 km

75 % track inside tunnels

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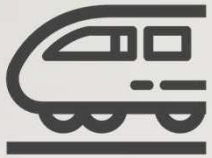
WHY SECOND TRACK DIVAČA-KOPER

160 km/h
max speed of passenger trains

120 km/h
max speed of cargo trains



17 min
Current travel time

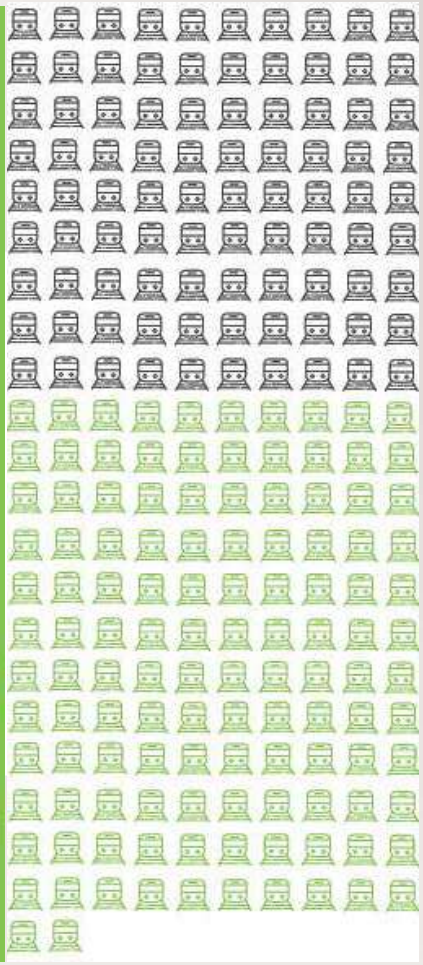
45 min

25–35 min
Current travel time

110 min

90

212
Increased number of trains on track



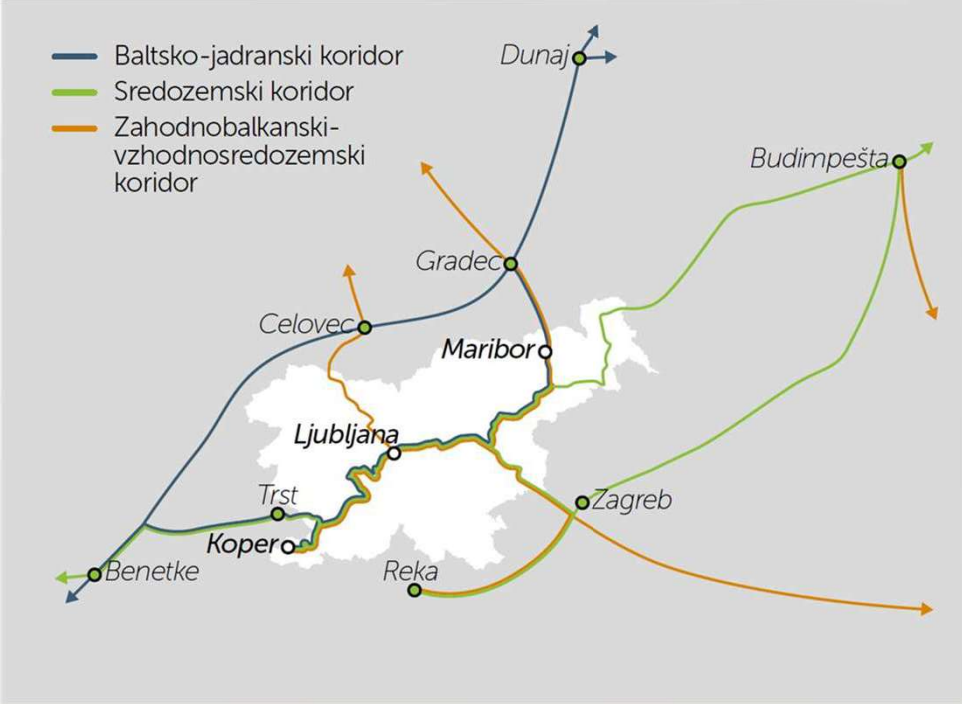
4 SECOND TRACK DIVAČA–KOPER

2TDK project is important part of 3 corridors on the Trans-European Transport Network (Ten-T):

1. Baltic sea – Adriatic sea Corridor

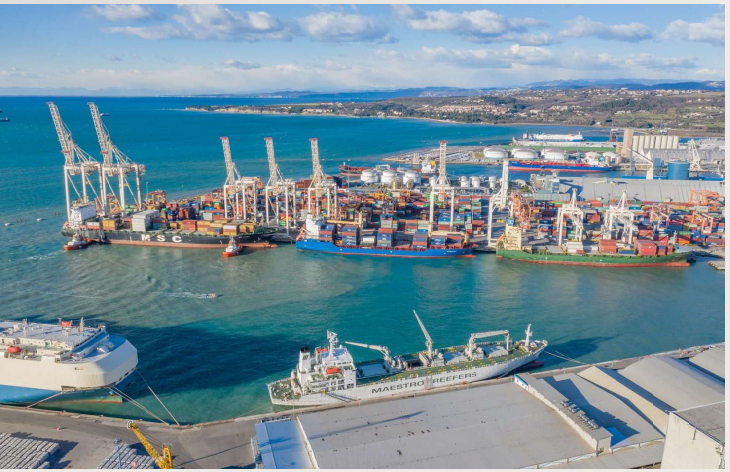
2. Mediterranean Corridor

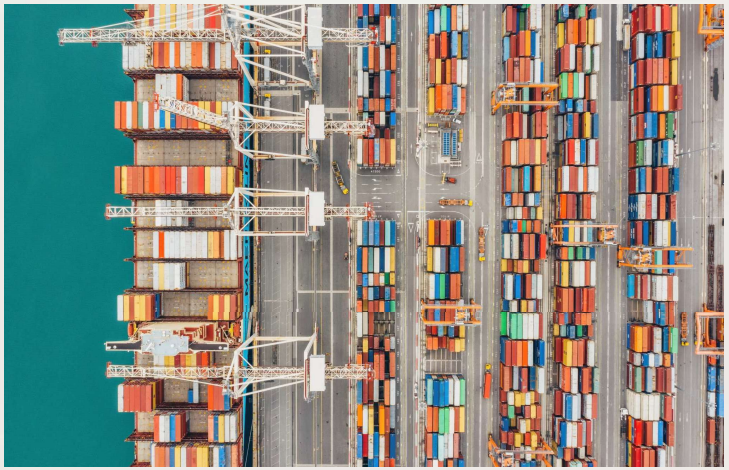
3. Western Balkans – Eastern Mediterranean Corridor



5 IMPACT ON THE ECONOMY, ENVIRONMENT, TOURISM

- Up to 3 billion EUR added value for the Slovenian economy
- The environmental significance of movement of cargo from roads to railways





6

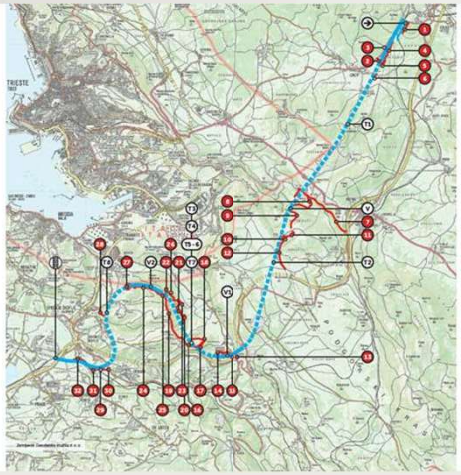
WORKS COMPLETED

7 ACCESS ROADS

- February 2019: Construction of access roads to the Divača-Koper railway track started;
- The number of newly constructed roads is 23 with a length of 20,174 m;
- Number of all access roads is 32 in length 22,784 m.

DOSTOPNE CESTE DO
PREDOROV T1, T2 IN T3, VIADUKTA GLINŠČICA

Cesta	Dolžina (m)
N1 - nadomestna cesta do predora T1	511
T1a - dostopna cesta do severnega portala predora T1	642
Priključek na regionalno cesto Divača–Lipica	14
T1a2 - dostopna cesta do severnega portala predora T1	1093
Povezovalna cesta med T1a2 in T1a	72
Dostopna cesta do vodohrana V1	149
T1b1 - dostopna cesta do južnega portala predora T1	2900
T1b2 - dostopna cesta do portala predora T1	1233
T2a - dostopna cesta do severnega portala predora T2	1216
Dostopna cesta do vodohrana V2	58
Začasna dostopna cesta mimo vasi Beka	812
Povezovalna cesta med vasjo Beka in magistralno cesto	1924
T2b - dostopna cesta do južnega portala predora T2	293
T3 - dostopna cesta do predora T3	760
T3a - dostopna cesta do severnega portala T3	58
Viadukti Glinščica, Gabrovica in Tinjan	
Predori T1, T2, T3, T4, T5-6, T7 in T8	
Prestavitev obstoječega tira	
Drugi tir med ENP Dekani in Koprom, že zgrajenih ca 1,2 km	



DOSTOPNE CESTE DO
PREDOROV T4, T5-6, T7 IN T8, VIADUKTOV GABROVICA IN TINJAN

Cesta	Dolžina (m)
T4a - dostopna cesta do severnega portala T4	403
T4b - dostopna cesta do servisnega izhoda iz predora T4	1017
T4c - dostopna cesta do servisnega izhoda iz predora T4	501
Povezovalna servisna cesta do predorov T4–T7	2030
T5-6 - dostopna cesta do predora T5-6	197
T5-6 - dostopna cesta do predora T5-6	853
T7 - dostopna cesta do predora T7	1257
T7a - dostopna cesta do severnega portala T7	489
T7b - dostopna cesta do južnega portala T7	620
T7c - dostopna cesta do razcepa cest za predora T7 in T8	290
T7d - dostopna cesta do servisnega izhoda iz predora T7	126
T8a - dostopna cesta do severnega portala T8	1707
Dostopna cesta ob Škofijskem potoku	643
T8b - dostopna cesta do južnega portala T8	301
Priključek na regionalno cesto Rižana–Dekani	179
Poljska pot DP1	371
Poljska pot DP2	65

8 VIADUCTS

- Three viaducts are called Glinščica, Gabrovica and Vinjan. Total length of viaducts is 1.250 m;
- The main construction works on the Glinščica viaduct were completed in 2022, on the Gabrovica and Vinjan viaducts at the end of 2023.

9 TUNNELS

- Excavation of the tunnels began in September 2021, all 10 tunnel tubes have been excavated until June 2024;
- More tunnel kilometres than in the entire Slovenian motorway network;
- **All works on Section 2 (tunnels and bridges on section Črni Kal – Koper) were finished and commenced in July 2025.**

10 TUNNELLING IN THE KARST REGION

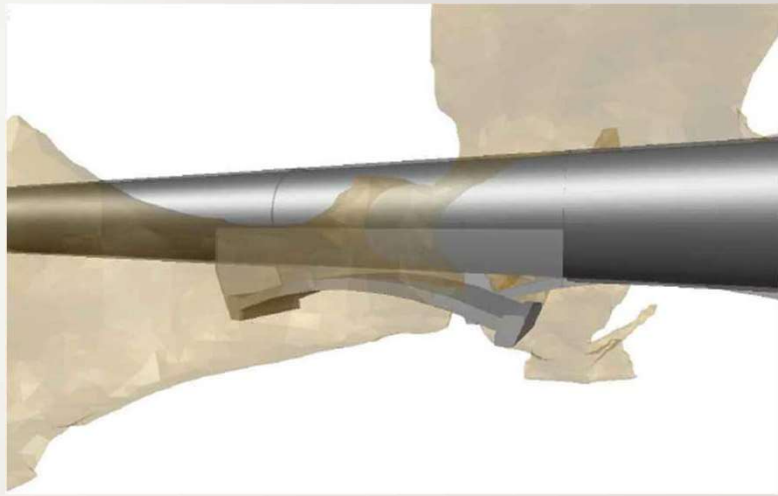
- 96 karst caves have been discovered during the construction;
- Before the tunnels were excavated, however, it was not foreseen that such large karst phenomena would be discovered, requiring more than 40 metre bridges underground.
- In the summer of 2025, another karst feature was discovered on the open section of the route, which will also require bridging of more than 30 metre bridges.




11 KARST PHENOMENON ON THE ROUTE OF THE SECOND TRACK

12 BRIDGE STRUCTURES IN THE KARST

- 5 major karst phenomena have been identified during excavation that require bridging structures. The longest bridge is 42 metres long;
- 4 bridges have already been built, and the last bridge is in the final stage of construction;
- This is a unique case in central Europe railway tunnelling.



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LANDSLIDE IN THE GLINŠČICA VALLEY

- In September 2024 it was discovered that the slope above the T1 portal is sliding
- Measures to stabilize the area are already being implemented (piling, installation of anchors, construction of wells).
- Despite many challenges, such as the karst phenomena, which required complex solutions, and the landslide in the Glinščica Valley, the project timeline remains mainly unchanged and **within the planned financial framework.**

14

WORKS IN PROGRESS

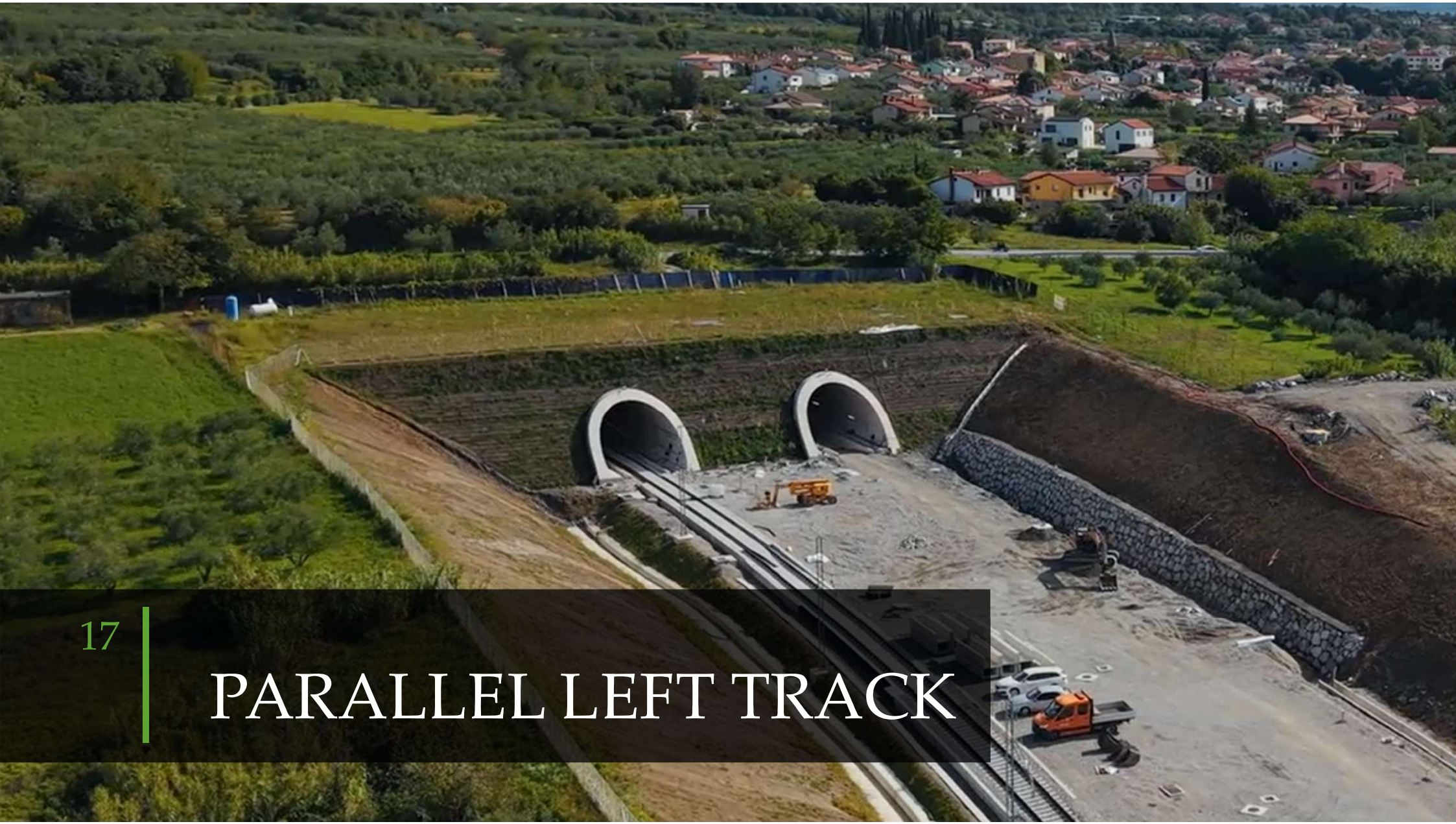
15 INNER LINING IN TUNNELS AND INSTALLATION OF RAILWAY EQUIPMENT

- After excavation work the inner lining system followed;
- Installation of railway equipment in scope of SET 3 is underway (tracks, track installations, overhead contact line, signalling equipment etc.);
- **17 km of tracks have been installed.**

16

COMPLETION OF WORKS

- **All construction works** on the Divača–Koper railway line that will enable the passage of rail vehicles from Divača station to Koper station and the start of testing will be completed in **March 2026.**
- The contractual deadline for the **completion of all works is September 5, 2026.**



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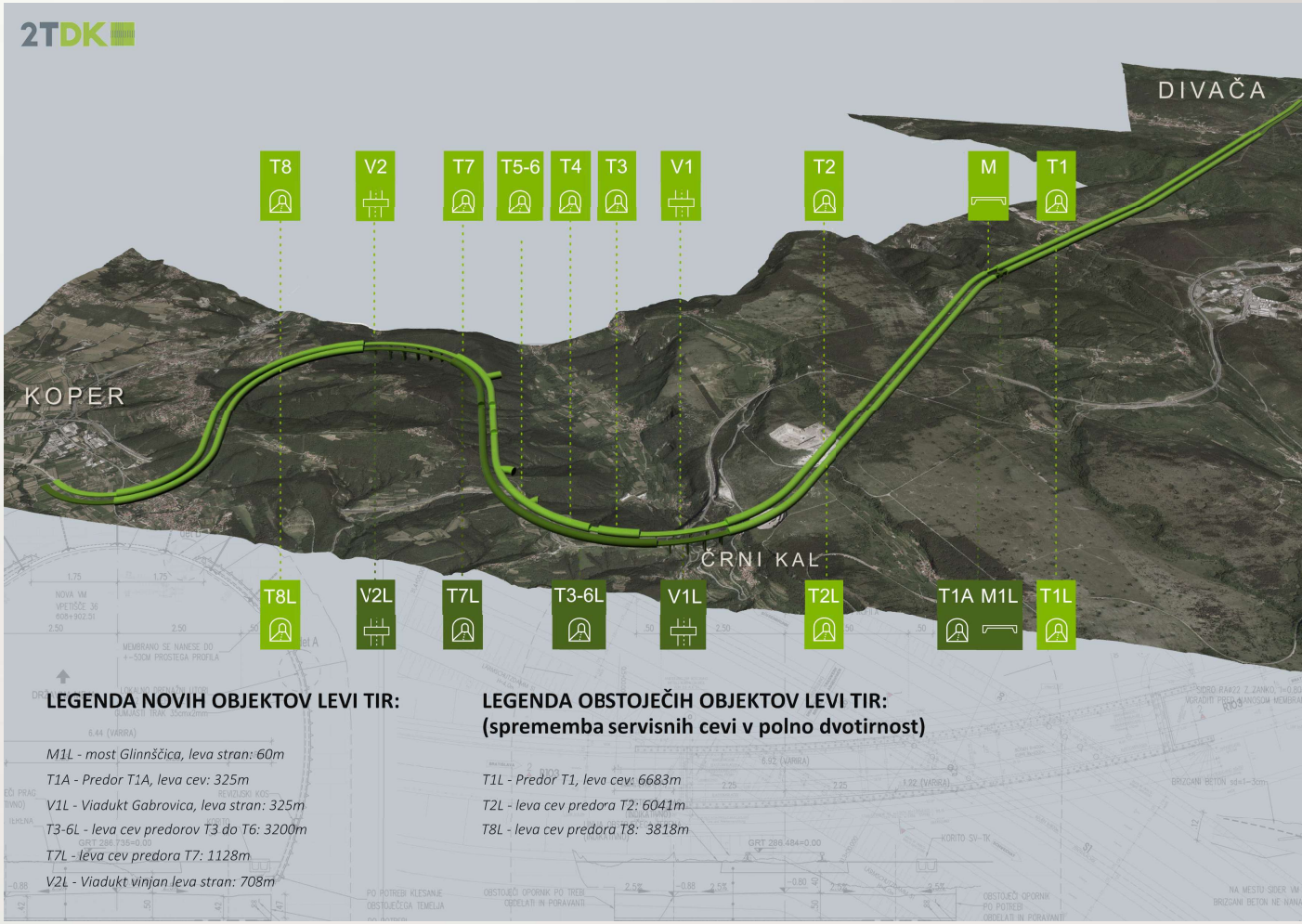
PARALLEL LEFT TRACK

18

19

- It will significantly improve the accessibility of inland countries to the Port of Koper, which is one of the core ports of the European Union and represents one of the shortest maritime connections to Asia.
- 60% of the route for the parallel track has already been built, as the three longest tunnels on the second track were constructed as twin-tube structures.
- For the parallel track it will be necessary to build:
  - 2 viaducts
  - 1 bridge
  - 3 tunnels (4,5 km of tunnels will need to be built, as 16,5 km have already been constructed as part of the right track)



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TIMELINE

- Preparatory works are underway to enable the start of construction
- Land acquisitions for the parallel left track are underway
- In the second quarter of 2026 an application for a building permit will be submitted, while in the third quarter of 2026 the procedures for the tender for the main construction works will begin
- **Construction is expected to start in 2027 and be completed in 2030**

THANK YOU FOR YOUR ATTENTION

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