

PERSONAL INFORMATION

Zivec Boris



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Sex Male | Date of birth 19/9/1957 | Nationality Slovenian

WORK EXPERIENCE

4/2017–Present

Secretary

Public Agency for Railway Transport, Maribor (Slovenija)

At the Public Agency of the Republic of Slovenia for Railway Transport I am at the post of Secretary responsible for coordination of complex activities with the Agency of the European Union for Railways.

In addition I am under special authorisation of the Minister of Infrastructure authorised for continuing the work based on Governmental nomination to the ERA Management Board and for coordination of work on Rail Freight Corridors, acting in respective Executive Boards and related fora as a Member state representative. The mentioned authorisation enables me participation at the RISC and SERAC meetings and their Working Groups following the case by case Ministry's request.

12/2013–3/2017

Undersecretary

Ministry of Infrastructure, Ljubljana (Slovenia)

Main responsibilities are linked to the implementation of the EU legislation on Railway sector (RECAST and the IV. Railway package) as well as the TEN-T policy, particularly regarding the railway infrastructure. Regarding the implementation of the EU legislation of the Railway sector I am nominated a member of the Expert group for drafting the national act to implement the Directive 2012/34 EU-RECAST. Particular importance is dedicated also to the implementation of the Regulation of the European Parliament and the Council on Rail Network for freight Competitiveness. In this respect I am monitoring the work on Corridor 5 and 6 that passes Slovenia.

3/2013–11/2013

Adviser to the Director

Public Agency of the Republic of Slovenia for Railway Transport
Kopitarjeva 5, Maribor, 2000 Maribor (Slovenia)

During that period I was:

- Coordinating activities on the implementation of the Rail Corridors for Freight Competitiveness (based on Regulation) that passes the Republic of Slovenia;
- Corridor No. 6 from Valencia in Spain via France, Italy and Slovenia to Zahony on Hungarian Ukrainian border, moreover I was selected Chair of the Management Board of this Corridor,
- Corridor No.5 starting from Baltic ports via Poland, Czech Republic, Slovakia, Austria and Slovenia as well as Italy to North Adriatic ports, where I was a member of the Management Board,
- Co-ordinating the activities within the implementation of the RECAST (Directive of the European Parliament and the Council), where I was a member of the SERAC (Single European Railway Area Committee) as well as a member of its working groups;
SERAC working group on Corridors,
SERAC working group on Licencing
SERAC working group on Infrastructure charges
- Cooperation with the Ministry of Infrastructure and Spatial planning in discussion with the European Commission representatives regarding the infringement and the decision of the Court on the implementation of the first railway package in the Republic of Slovenia.

6/2008–3/2013

Director of the Public Agency of the Republic of Slovenia for Railway Transport

Public Agency of the Republic of Slovenia for Railway Transport
Kopitarjeva 5, 2000 Maribor (Slovenia)

By nomination to the post of a Director I was firstly faced with the urgency of setting up the Agency as a public institution in the role of National Safety Authority (NSA) and National Train path allocation authority (Allocation Body-AB) in its legal and organisational structure. Until my directorship there was only a group of employees working under the Directors decrees without any organisational structure or act. With approval of such formal organisational and functional structure by the Slovenian Government already in autumn of 2008 the background to efficient work in national as well as international environment was assured.

On the abovementioned basis and with underlined team work concept I have managed to:

- Establish efficient cooperation with the European railway Agency (ERA) in particular I stimulated active participation at the National Safety Authority Network and some ERA Working Groups as well as by Conferences organised by AZP in Slovenia dealing with Railway Safety issues with ERA contribution. On the basis of our activity and efficiency I might imagine that I was also selected member of the first NSA Cross Audit Committee that cleared out the Cross Audit Charter.
- Establish efficient cooperation with the RailNetEurope (European association of Infrastructure Managers "IM" and Allocation Bodies "AB") which main activities are focused in harmonisation or at least compatibility of the processes, methods and tools for facilitating the rail international transport. These RNE activities are also by majority co-financed by the EU funds—primarily by the TEN-T fund. Based on my experiences I was selected the member of the RNE Management Board responsible for the Corridors development.

To enhance recognition of the Agency and its role of National Safety Authority I made significant personal efforts in coordinating three annual National Safety Conferences (organised by the Agency) with important international participation and significant experts and/or managements support of ERA, by which, the exchange of experiences and seeking the best praxes was enforced and consequently reasonable results were achieved.

Beside above mentioned basic tasks, following bilateral agreement with the Minister of Transport I have managed additionally active and recognised contribution to the following wider activities.

- Participation to the European Commission's Expert Group 4 named TEN-T and connection outside the EU within the TEN-T policy review. At the end I was invited by the European Commission as one of the introductory speakers to the TEN-T days in Zaragoza on 8–9 June 2010 what only underlines my experiences as well as understanding of the transport sector.
- Participation in the South Eastern European Transport Axes Co-operation (SEETAC) Project, where I was the only expert from Slovenia and was even heading the Working Package titled Sustainable Multimodal Traffic Scenarios in South Eastern Europe. Final report is published at the Web page of SEETAC with separate "What if scenario" with qualitative evaluation of possible sustainable transport system elaborated by me, personally.

By such personal engagement and stimulation of the team work environment within the AZP, we have managed to set up an visible, efficient institution recognised on its field of responsibility in national as well as in international, and particularly EU perspective.

7/2005–6/2008

Undersecretary - National Delegate

Ministry of Transport, Ljubljana (Slovenia)

During that period I have been responsible for coordinating and consequently leading the negotiations with the Italian Ministry of Infrastructure on the Trieste - Divača/Koper - Divača project in the concept of the Priority Project 6 of the TEN-T. This activity was finalised by the Letter of Intent signed by both (Slovenian and Italian) responsible Ministers. In this context I was from Slovenian site coordinating also activities on the Interreg IIIA project with the output Prefeasibility Study of the Koper/Trieste - Divača railway line and Strategic study on Corridor V development.

Besides that main activity I was coordinating applications for TEN-T co-financing to particular railway projects.

During the Slovenian Presidency to the EU in the first half of 2008 I was nominated National Delegate responsible for railway sector and for conceptual and organisational issues on Informal ministerial meeting dedicated to the TEN-T and Cohesion policy that took place in Slovenia in May 2008. At that Informal ministerial meeting an overview on the TEN-T, particularly priority projects, development was discussed out.

In that period the discussion on Regulation on Rail Network for Freight Competitiveness and EC Recommendation on Multiannual contracts were initiated in both of them also with my contribution.

This was also a period of negotiation of the single Directive on Interoperability (that merges separate

Directives on interoperability of the conventional as well as High speed lines) and the amendments to the Railway Safety Directive and the Regulation on establishing the European Railway Agency.

12/2004–7/2005

Director General of the Slovenian Railways

Holding Slovenian Railways, Ljubljana (Slovenia)

This post as Acting Director General of Slovenian Railways I took over as a President of the Supervisory Board after extraordinary dismissal of the previous Management. During that period there was an essential need of the highest priority to focus on the normalisation of the situation in the company after all the irregularities, caused by the previous management, detected. I even headed the negotiations with the strike committees of the rail Trade unions, fortunately successfully, everything aiming to the normalisation of business.

That was also a period foreseen for completion the implementation of the legislation on restructuring, rehabilitation and reorganisation of the Slovenian Railways in which previous management in key elements failed. That is why many negotiations with the Government and Trade Unions, took place.

Beside that essential focus I dedicated efforts on development of business relations with neighbouring railways and wider in Balkan region aiming to develop rail passenger services around and on some important common (global) holidays as Easter, Christmas with New Year, 1st May, etc. that might be a niche for railways while the bus services are prevailing in managing the migration at these days regardless of better condition for railways with possible on board social event. In freight services I focused on Cereal transportation to and from the Port of Koper from/to many countries and where enormous quantities were at that period transported on road.

3/2003–12/2004

State Secretary

Ministry of Transport, Ljubljana (Slovenia)

With the appointment to the post of State Secretary for Transport Policy and International relations I was faced with the Van Mieris Group on TEN-T Priority Projects. I took on the membership in this Group and with some efficient lobbying and argumentation I have managed to assure the Priority Project 6 crossing Slovenia with the Trieste/Koper - Divača railway section, as well as an Adriatic - Ionian Motorway of the sea being connected with the Port of Koper. The success in this context was also written confirmation of the priority of the Koper - Divača section to Trieste - Divača section by the Italian Minister responsible for infrastructure.

Beside that I was chairing the Committee of Deputies of the ECMT (European Conference of Ministers of Transport) which annual assembly took place in Slovenia in 2004. In this context I was coordinating and co-chairing the ECMT/EIB/UN ECE and EC Seminar in Paris titled Development of transport infrastructure for wider Europe, where I contributed also with the professional presentation.

During that period I personally drafted the Slovenian Transport Policy "Predictable into common future" which was adopted by the Slovenian Government, but unfortunately for the reason of changed Parliament and Government after elections, not even discussed by the new Parliament.

In May 2004 I, by the request of Minister, took over in addition a post of State Secretary for Railways and Cableways and the Chairmanship of Supervisory Board of Slovenian Railways, where my first priority was the implementation of the new railway legislation that included the restructuring, rehabilitation and reorganisation of the Slovenian Railways and the actual Management of Slovenian Railways was very successful in its implementation and even mislead the Government on some issues.

At the position of dual State Secretary I was often replacing Slovenian Minister of Transport in the work of Council of Ministers for Transport as well as on some other multilateral and bilateral ministerial meetings. Particularly good relations were established with Austrian Minister of Transport where often and intensive negotiation on road permits for transit Austria took place.

By additional personal engagement I assured the Slovenian Minister of Transport the speech at the TEN-T meeting in Santiago de Compostela titled "Wider Europe for Transport" as an introduction to the revision of TEN-T Strategy. I am pleased to report that he was presenting my presentation on the vision of the transport system in South Eastern part of Europe which was appreciated by the participants.

1/2001–3/2003

Adviser to the Government

Ministry of Transport, Ljubljana (Slovenia)

At that post I was nominated Coordinator for preparation of the legislation on restructuring, rehabilitation and reorganisation of Railway sector of the Republic of Slovenia. In this context I initiated and headed the work on complex argumentation with economic, financial, organisational assessment, with staffing included, of the complex Slovenian railway sector. That was followed with the argumentation of proposed new structure with possible economic, financial and staffing impacts.

In this work I coordinated the work of representatives of both Slovenian Universities, representatives of Slovenian economy as well as representatives of several ministries of the Republic of Slovenia (besides Ministry of Transport also Ministry of Economy, Finance, Labour and Social Affairs), management of the Slovenian Railways and Railways Trade Union. Consequently the Act on Restructuring and privatisation of the Public company Slovenian Railways was elaborated.

That Act was by the initiative of Slovenian Railways Trade Union the subject of public referendum. The Slovenian Government won that referendum, what was also a green light for restructuring of Slovenian Rail sector. By this law also the Public Agency for Rail Transport was established as the Infrastructure Manager within the Republic of Slovenia.

9/1996–12/2000 **Project Manager - Trans European Railway Project**

United Nations Economic Commission for Europe under special agreement with the Slovenian Government, Budapest (Hungary)

Under the auspices of the United Nations Economic Commission for Europe (UN ECE) the UN ECE Trans European Rail (TER) Project was set up. In 2005 the TER Project counted 12 member countries and I was unanimously, by all the 12 countries (members of the TER Project - primarily candidates for EU at that time) representatives selected Project Manager and Head of the diplomatic office in Budapest, Hungary.

My work was focused on consideration of the EU legislation on the Railway sector with indicating the impacts at national legislation of the TER member countries. In this line I have been organising and chairing conferences, seminars, workshops, etc with contribution of experts from European Commission and EU member states sometimes even by the rail supply industry. During that period I managed to set up close relation with the European Commission and particularly with the TINA Secretariat.

By the end of my mandate the TER Project counted 18 member countries (I am convinced that following my efforts and my concept of work the number of member countries significantly increased) which all strongly supported my continuation at the post of the Project Manager. For various circumstance that was not possible. Hungarian Minister responsible for Transport awarded me with the Secheny gold medal for my efficient and successful work.

5/1991–9/1996 **Assistant to the Minister/Adviser to the Government**

Ministry of Transport, Ljubljana (Slovenia)

After 10 year of experience at Slovenian Railways as a part of Yugoslavian Railways, I was in May 1991 invited by the Slovenian Minister of Transport to the post of Assistant Minister responsible for Railways.

That was a period of secession of the Republic of Slovenia from Yugoslavia when the complete legal and organisational framework of Slovenian Railways needed to be set up. As an Assistant to the Minister I was responsible for that. At that time the first Slovenian Railway act as well as Slovenian Railway Safety act were drafted and adopted by the Slovenian Parliament completed by Governments and Ministerial rules and/or decrees.

At the same time I was coordinated and led the bilateral negotiations for adaptation of bilateral agreements on railway cross-border transport with all the neighbouring countries.

Of course I was also the main and active participant to the UNECE Inland Transport Committee and to the Rail and Combined Transport related Working groups, where the modifications of the AGC, AGTC were adopted. I was also active at the FACILRAIL project of the UN ECE Inland Transport Committee as well as at the OTIF meetings and activities.

During that period the first contacts with the European Commission were also established and

developed successfully while the first project were co-financed by the EC at that period.

EDUCATION AND TRAINING

9/1975–9/1980 **Advanced University degree attested by a Diploma**
 Faculty of Economics and Business, Maribor (Slovenia)
 Economy with specialisation in Transport and Business Logistics

PERSONAL SKILLS

Mother tongue(s) Slovenian

Foreign language(s)

	UNDERSTANDING		SPEAKING		WRITING
	Listening	Reading	Spoken interaction	Spoken production	
English	C1	C1	C1	C1	C1
German	A2	A1	A2	A1	A1
Croatian	C1	C1	B2	B2	B2
Serbian	B2	A2	B2	B2	A1

Levels: A1 and A2: Basic user - B1 and B2: Independent user - C1 and C2: Proficient user
 Common European Framework of Reference for Languages