Maribor is the second largest city in Slovenia. The city’s development was, is and will be determined by its geographical position on the juncture of roads connecting Central Europe with Southern and Western Europe with the Pannonian plain. Due to its distance of just 18 km from the Austrian border, Maribor represents the gateway into the country, as well as to the Balkans. This favourable position makes Maribor the cultural and economical centre of north-eastern Slovenia.

**WELCOME TO SLOVENIA, TO MARIBOR!**

**Slovenia**
- **Area:** 20,273 sq km
- **Capital:** Ljubljana
- **Population:** 2 million
- **EU member state:** May 2004
- **Euro area:** January 2007
- **Schengen Space:** December 2007
- **EU presidency:** first half of 2009
- **OECD country:** since 2008

**Maribor**
- **GDP per Capita:** 15,000 EUR
- **The Average Gross Salary:** 1,482 EUR
- **The Average Net Salary:** 971 EUR
- **Guaranteed Gross Salary:** 789 EUR
Slovenia has a long industrial tradition. From the beginning of the automotive industry at the end of the 19th century, Slovenia has been following its development and has been providing technical and researchable contribution. Gradually Slovenia has strengthened the economic purpose of the automotive industry in the national economy. A well known person who can take credit for development of automobilism in the 19th century Austria was Janez Puh. He was born in Sakušaki, near Juršinci in Slovenske Gorice. In 1900 he manufactured his first motorbike, a tricycle with single-cylinder engine in Graz and the mass production started in 1906. The first industrial production of buses in Avtomontaža started in Ljubljana in 1936. This factory was one of the first in Europe that manufactured buses with steel body work.

The upturn of production of industrial vehicles, first trucks, later also buses, followed after the end of the Second World War, in the early fifties in Maribor. TAM Factory of Automobiles Maribor manufactured vehicles and motors under licence and co-operative contract with Deutz from Germany. This production had a major influence on production of component parts or components, firstly in Maribor, then in Slovenia and other areas of former Yugoslavia. Slovenian automotive suppliers industry includes about 95 producers that can be mainly defined as Tier 2 and Tier 3 suppliers. There are also Tier 1 system suppliers of pedal boxes, gear shift mechanisms, braking systems and other assemblies at CIMOS, auto-electric equipment at Iskra Avtoelektrika, ignition systems and electronics at AET, seats at TPV, bowden cables at TBP, headlights at Hella Lux. The buyers of components for the first implementation from Slovenia are VW, BMW, Audi, DC, MAN, Bosch, Ford in Germany, Renault, PSA, Brose in France, Lombardini, Landini, Fiat in Italy, Magna Steyr, Grammer in Austria and many others, also in England, USA, Spain, Hungary and many other countries. These companies have an intensive development in introducing automatic systems into the production process and they are also flexible in adjustments to customers’ needs.

Automotive sector plays important role in Slovenia, organised in Automotive cluster of Slovenia.

- 85 companies and 600 sub-suppliers that employ 24,500 highly skilled employees (147,000 indirectly related);
- Creates 10 % of Slovenian GDP;
- Contributes 550 mio EUR into state budget;
- Exports 80 % production, which represents 21 % of the whole Slovenian export;
- Invests 5 % of turnover in development and 12 % of turnover in new technologies.

The Slovene automotive supply industry’s annual turnover exceeds 4.5 billion euros, 80 % of which comes from the export of goods and services to the EU and the rest of the world. It represents approx. 20 % of complete Slovenian export and 10 % of GDP.
WE SUPPORT MARIBOR’S AUTOMOTIVE INDUSTRY

• University of Maribor
  • Faculty of Mechanical Engineering
  • Faculty of Electrical Engineering and Computer Science
  • Faculty of Chemistry and Chemical Engineering
  • Faculty of Energy Technology
  • Faculty of Economics and Business
  • and others
• TECES, Research and Development centre of Electrical Machines
• Technology centre for materials
• Technology centre for mechatronics
• Technology centre for crash tests
• Strong Start-Up community which develops also technologies in Automotive industry,

PREPARING BEST STUDENTS FOR AUTOMOTIVE INDUSTRY
FORMULA STUDENT RACE TEAM – GRAND PRIX ENGINEERING

At University of Maribor, we design and build our own single-seat racing cars and use them to compete in the various International Formula Student Events.

The Formula SAE (Society of Automotive Engineering) and Formula Student Race Team are annual competitions based in America and Europe where students design, build, test and race in an open wheeled, single-seater race car. Typically cars designed at Leeds may do 0-60 mph in just over 3 seconds with the engine revving at close to 14000 rpm!
WE COVER MANY FIELDS

ENERGY AND ENVIRONMENT
Efficient use of energy, reducing CO₂ emissions...

SAFETY AND COMFORT
A/C, mechatronics systems for active and passive safety...

SUB-SYSTEMS, MODULS AND TECHNOLOGIES
A/C, mechatronics systems for active and passive safety...
The companies that wish to operate in Maribor or in its vicinity, are subject to many incentives and deductions.

- Employers get reimbursed paid social security contributions.
- Tax deductions for employment in Maribor and its wider region.
- Tax deductions for investing in Maribor and its wider region.
- All the expenses for the initial investments from the companies get reimbursed. These are investments in the elemental funds and labour costs for the newly employed workers.
- The companies also get reimbursed investments in the fields of development and research.

<table>
<thead>
<tr>
<th>Voltage</th>
<th>Type of deliverability</th>
<th>The calculated power (EUR/kW/month)</th>
<th>Final daily</th>
<th>High daily</th>
<th>Lower daily</th>
</tr>
</thead>
<tbody>
<tr>
<td>High (110-400 kV)</td>
<td>T &gt;= 6000 hours</td>
<td>1,66939</td>
<td>0,00093</td>
<td>0,00093</td>
<td>0,00072</td>
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<tr>
<td></td>
<td>6000 &gt; T &gt;= 2500 hours</td>
<td>1,71779</td>
<td>0,00084</td>
<td>0,00084</td>
<td>0,00064</td>
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<tr>
<td></td>
<td>T = 2500 hours</td>
<td>1,67667</td>
<td>0,00110</td>
<td>0,00110</td>
<td>0,00084</td>
</tr>
<tr>
<td>Medium (1-35kV)</td>
<td>T &gt;= 2500 hours</td>
<td>3,45264</td>
<td>0,00083</td>
<td>0,00083</td>
<td>0,00064</td>
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<tr>
<td></td>
<td>T = 2500 hours</td>
<td>2,73049</td>
<td>0,01403</td>
<td>0,01403</td>
<td>0,01078</td>
</tr>
<tr>
<td>Low (0,4kV)</td>
<td>T &gt;= 2500 hours</td>
<td>4,66302</td>
<td>—</td>
<td>0,02474</td>
<td>0,00637</td>
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<tr>
<td></td>
<td>T = 2500 hours</td>
<td>5,19058</td>
<td>—</td>
<td>0,01904</td>
<td>0,01464</td>
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</table>
### WATER CHARGE

<table>
<thead>
<tr>
<th>Accounting Item</th>
<th>Unit of Measurement</th>
<th>Price in EUR</th>
<th>VAT 5.5%</th>
<th>Price including VAT in EUR</th>
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</thead>
<tbody>
<tr>
<td>Water charge</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Standardized consumption of drinking water</td>
<td>m³</td>
<td>0.6670</td>
<td>0.0634</td>
<td>0.7304</td>
</tr>
<tr>
<td>Excessive water consumption</td>
<td>m³</td>
<td>1.0005</td>
<td>0.0950</td>
<td>1.0955</td>
</tr>
</tbody>
</table>

### FUEL PRICES

#### Type of derivative

<table>
<thead>
<tr>
<th>Selling price</th>
<th>CO₂ tax</th>
<th>Appellate for providing the energy savings</th>
<th>Excise duty</th>
<th>VAT (22 %)</th>
<th>Retail price (in €/litre)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unleaded gasoline 95 octane</td>
<td>0.52470</td>
<td>0.04147</td>
<td>0.00600</td>
<td>0.00916</td>
<td>0.23857</td>
</tr>
<tr>
<td>Unleaded gasoline 98 octane</td>
<td>0.55502</td>
<td>0.04147</td>
<td>0.00600</td>
<td>0.00916</td>
<td>0.24525</td>
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<tr>
<td>Diesel fuel</td>
<td>0.53031</td>
<td>0.04493</td>
<td>0.00400</td>
<td>0.00996</td>
<td>0.21982</td>
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<tr>
<td>EL heating oil</td>
<td>0.48988</td>
<td>0.04493</td>
<td>0.06500</td>
<td>0.00996</td>
<td>0.15724</td>
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</table>

### NATURAL GAS PRICES

<table>
<thead>
<tr>
<th>CDK Consumption group</th>
<th>The annual quantity supplied or provided</th>
<th>Price</th>
<th>CO₂ environmental tax</th>
<th>Excise duty</th>
<th>Add-ons for increasing energy efficiency</th>
<th>Selling price</th>
<th>VAT 22 %</th>
<th>Retail price</th>
</tr>
</thead>
<tbody>
<tr>
<td>CDK1</td>
<td>0-200</td>
<td>0.39540</td>
<td>0.02283</td>
<td>0.0184</td>
<td>0.00943</td>
<td>0.45606</td>
<td>0.1033</td>
<td>0.55640</td>
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<tr>
<td>CDK2</td>
<td>201-500</td>
<td>0.38330</td>
<td>0.02283</td>
<td>0.0184</td>
<td>0.00943</td>
<td>0.44996</td>
<td>0.09767</td>
<td>0.54163</td>
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<tr>
<td>CDK3</td>
<td>501-1.500</td>
<td>0.34850</td>
<td>0.02283</td>
<td>0.0184</td>
<td>0.00943</td>
<td>0.40916</td>
<td>0.09002</td>
<td>0.49918</td>
</tr>
<tr>
<td>CDK4</td>
<td>1.501-2.500</td>
<td>0.34850</td>
<td>0.02283</td>
<td>0.0184</td>
<td>0.00943</td>
<td>0.40916</td>
<td>0.09002</td>
<td>0.49918</td>
</tr>
<tr>
<td>CDK5</td>
<td>2.501-4.500</td>
<td>0.34850</td>
<td>0.02283</td>
<td>0.0184</td>
<td>0.00943</td>
<td>0.40916</td>
<td>0.09002</td>
<td>0.49918</td>
</tr>
<tr>
<td>CDK6</td>
<td>4.501 and more</td>
<td>0.34850</td>
<td>0.02283</td>
<td>0.0184</td>
<td>0.00943</td>
<td>0.40916</td>
<td>0.09002</td>
<td>0.49918</td>
</tr>
</tbody>
</table>
**SERVICES AND CONTACTS**

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