

Zlatko Korpar, new President of HUKA

The Croatian Association of Toll Motorways Concessionaires held its regular session on 29 April this year. On that occasion, the company Hrvatske autoceste d.o.o. passed on the HUKA presiding function to the company Autocesta Rijeka-Zagreb d.d., and so the Management Board President of the latter was appointed as new President of the Association for the ensuing two year period. Mr. Zlatko Korpar is well acquainted with HUKA's activities and objectives as he has assumed the HUKA Vice President function during the period in which Mr. Jurica Prskalo from Hrvatske autoceste was HUKA's President.

HUKA has changed its head office and now shares the same address with the ARZ, i.e. it is located at Ulica grada Vukovara 54.

Mr. Zlatko Korpar is manager in his early forties, and a proud father of two children. He is fluent in English language. He was born and educated in Varaždin where he completed his studies at the Faculty

of Geotechnics. In the period from 1990 to 2005, during his employment with Cesta Varaždin d.d., he assumed managerial and project management functions on road and motorway construction projects in Croatia.

In 2008, he obtained the title of Certified Member of Supervisory and Management Boards at the Faculty of Economics in Zagreb, and at the Faculty of Economics in Split.

In April 2008, after he had been for three years the Management Board Member for Technical Activities, he assumed the function of the Management Board President of the Autocesta Rijeka-Zagreb d.d.

During his two-year term, Mr. Zlatko Korpar will direct domestic and international activities of the Association, in full accordance with HUKA's objectives and work programme.

He will continue to coordinate activities undertaken by the members, and will also cooperate with other partners involved in motorway management.

The work of the Association will focus on



achieving interoperability of the electronic toll collections system on the entire motorway network, which is now 1263 km long, and also on increasing current safety and quality standards.

The Association will strive to articulate, as clearly as possible, all common grounds reached by its members, and will conduct joint activities aimed at representing and defending needs and interests of motorway sector at all levels. 

Aleksandar Čaklović, HUKA's new Vice-President

Aleksandar Čaklović, a Management Board Member of the Autocesta Zagreb - Macelj, d.o.o., has been appointed as Vice-President of HUKA.

Mr. Čaklović, a Zagreb University alumnus, graduated in 1963 from the then Faculty of Architecture, Civil Engineering and Geodesy, and completed his post graduate studies at the Faculty of Civil Engineering in 1977.

The start of his productive and long-lasting professional activity is marked by the work in several design offices in Zagreb, after which he moved to the Civil Engineering Institute, Zagreb, where he assumed, among other functions, the position of Head of Department for Concrete and Masonry Structures.

In the period from 1992 to 1995, he was the President of the State Office for Standardisation and Metrology and, during the ensuing four years, he was at the head of the company Hrvatske ceste which later

changed name into Hrvatska uprava za ceste. After establishment of the company Hrvatske autoceste d.o.o., he was appointed as Director of the Construction Sector and as Director of Technical Units for construction of the Zagreb - Macelj Motorway and Istrian Upsilon. Since 2005, he is a Management Board Member of the concession company Autocesta Zagreb - Macelj d.o.o.

He speaks English and French languages fluently. In addition to his managerial functions, he also excels in scientific activity, and has participated as researcher in scientific programs at the Civil Engineering Institute. In the scope of his teaching activity, he has lectured as Assistant Lecturer, Lecturer or Senior Lecturer at the Faculties of Civil Engineering in Zagreb and Split.

As he has taken part in negotiations for the allocation of motorway concessions, and in establishment and management of concession companies in the Republic of Croatia, he



is extremely well acquainted with this motorway management model, quite popular and extensively used in Europe.

At the HUKA's regular assembly meeting, the former President of this Association, Mr. Jurica Prskalo, was appointed Honorary President of the Association, thus assuming the position also held by Mr. Josip Sapunar and Mr. Aleksa Ladavac. 

Hrvatske autoceste d.o.o.

New kilometres of motorways opened to traffic

Osijek - Đakovo Section

The Osijek - Đakovo Section of the Beli Manastir - Osijek - Svilaj Motorway (A5) was opened to traffic on 17 April 2009. Following completion of this 32.5 km long section, the Slavonia and Baranja have gained possibility of being included in major European traffic flows as well as in the European economic system.

29 structures were built along the Osijek to Đakovo section (3 viaducts, 8 bridges, 17 overpasses, and 1 underpass). The section also features 2 roadside rest areas (Beketiinci and Strossmayerovac), and a traffic maintenance and control centre in Čepin.

All crossings with the existing transport network were solved by grade-separated in-

tersections. Connections with the motorway are possible at interchanges only. The following intersections were built:

Osijek Interchange enabling connection with the National Road D2 (Osijek Bypass); Josipovac Interchange on the National Road D2 (Osijek Bypass);

Čepin Interchange enabling connection with the County Road Ž4105 and with the National Road D7.

The toll collection system applied on the Osijek to Đakovo Section is of closed type, with two toll stations: Osijek TS and Čepin TS. The motorway section was built by Konstruktor-Inženjering d.d., Split, Viadukt d.d., Zagreb, Hidroelektra niskogradnja d.d., Zagreb, Strabag AG Spittal, Austria, Zagorje-tehnobeton d.o.o., Varaždin, Osijek-Koteks d.d., Osijek,



Osijek - Đakovo Section

Cesta Varaždin d.d., Swietelsky B.m.b.H., Zagreb Branch Office, Alpine Mayereder Bau G.m.b.H., and Đuro Đaković-Montaža d.d.

The price of construction work amounts to EUR 293.2 million (not including the V.A.T.) and includes the design, relocation of utilities, archaeology, land acquisition, construction of motorway and road structures, supervision work, and road equipment. [↗](#)

Velika Gorica (South) - Buševac Subsection

The Velika Gorica (South) - Buševac Subsection, situated on the Zagreb - Sisak Motorway, was opened to traffic on 9 May 2009. The Velika Gorica (South) - Buševac Subsection is 9 km long and it is a part of the Velika Gorica (South) - Lekenik Section of the Zagreb - Sisak Motorway. The total of 14 structures were built along the subsection: 6 bridges, 4 overpasses, 1 wildlife crossing, 1 viaduct, 1 underpass and one wildlife underpass. The most significant structures are the bridge over the Sava - Odra Channel, the Buna Bridge, and the Barbarički jarak Bridge. Two interchanges were built along this subsection: Buševac Interchange providing connection to

the County Road Ž3116 and National Road D30 (Buzin Interchange - Velika Gorica - Petrinja - Hrvatska Kostajnica), and the Velika Gorica (South) Interchange. In addition, two toll stations were built: the Buševac toll station with 3 toll booths and 4 toll lanes, and the frontal toll station at Mraclin with 7 toll booths and 8 toll lanes. The toll collection will start on this subsection after construction of the Jakuševac - Velika Gorica (South) Section, whose completion will mark achievement of a logical and functional transport system, and a considerable improvement with respect to the existing public road system in this area. On this subsection, the construction works were realized by the Joint Venture formed of Swietelsky B.m.b.H., Zagreb Branch Of-

fice, Alpine Mayereder Bau G.m.b.H., Zagreb Branch Office, and GD Granit AD - Skopje, Macedonia. The total price of works amounts to EUR 87.6 million (not including the V.A.T.) and includes the design, relocation of utilities, archaeology, land acquisition, construction of motorway and road structures, supervision work, and road equipment. [↗](#)



Velika Gorica (South) - Buševac Subsection

Second tubes opened at the Sveti Rok and Mala Kapela Tunnels

As of 30 May 2009, both tubes are in use at the Sv. Rok and Mala Kapela tunnels. Prior to that date, only right-hand tunnel tubes were used, and the temporary traffic regulation system was applied. The left hand tunnel tubes were used as service tunnels for safety related interventions, or for the evacuation of passengers in emergency situations.

The decision to use the second tunnel tubes at the Mala Kapela and Sveti Rok tunnels was made for safety reasons, i.e. because



Second tube opened at Mala Kapela Tunnel

significant increase in traffic, with frequent traffic standstills in summer months, was registered at the motorway A1. The motorway A1, where the highest peak hour traffic attains up to 30 percent of an average annual daily traffic, is extremely significant for tourist traffic operated in the months of June, July and August. Summer traffic accounts to more than 40 percent of the total annual traffic operated on this roadway.

The value of works undertaken for the Mala Kapela Tunnel amounts to EUR 53,194,666.67 (not including the V.A.T.), while the corresponding value for the Sveti Rok Tunnel is EUR 51,804,800.00 (not including the V.A.T.).

Both tunnels were built according to the New Austrian Tunnelling Method (NATM - drilling and blasting) which has demonstrated to be highly convenient for varied geological con-

ditions encountered along the tunnel route. The construction of the left-hand tunnel tubes at the Sveti Rok and Mala Kapela tunnels was a highly complex construction undertaking, and was conducted in parallel with the operation of traffic in the right-hand tunnel tube. This is why the construction scheduling was partly adjusted to the use of such tubes as safety facilities for communication of all competent services in emergency situations. [↗](#)



Second tube opened at Sveti Rok Tunnel

Autocesta Rijeka - Zagreb d.d.

South pavement construction work on the Rijeka Bypass

Rječina Bridge

As of 11 September 2009, the steep cliffs overlooking the Rječina River canyon have been joined together by the Rječina River Bridge, which is considered to be the most demanding structure on the south pavement of the Rijeka Bypass. In the presence of the ARZ d.d. Management Board members, journalists and construction professionals, the guests marked the completion of the facility by walking over this magnificent slant-leg structure. The works on the bridge started in February 2008 at the Zagreb side, and in April 2008 at the Rijeka side, and the entire concrete work was completed in nine months. The ARZ Management Board President, Mr. Zlatko Korpar, expressed his satisfaction with the work done, and added that already in early November we will be driving across the Rječina Bridge, while the full profile will be opened to traffic in December this year. The Rječina Bridge was erected immediately next to the existing north-side facility, at an

axis-to-axis distance of 18.0 m. The structural solution adopted for the slant-leg structure is considered as both cost-effective and aesthetically pleasing, and in full compliance with requirements for this bridge, conveniently situated at the entrance to the city of Rijeka, where it dominates the Rječina canyon crossing it at 100 m above the ground level. The main structure of the bridge is formed of the prestressed concrete structure with girder spans 50.0 + 108.5 + 50.0 = 208.5 m, and slant legs each 34.20 m long. The total width of the bridge superstructure (width between outside parapet edges) amounts to 12.0 m. Very stringent environmental criteria were imposed for this bridge due to vicinity of the Zvir potable water source from which the water is supplied to the town of Rijeka and the surrounding communities. At the Rijeka side of the bridge, geotechnical anchoring was conducted without grouting as it was feared that the grout mass may pollute the Zvir source. The works on the Rječina Bridge Project are



The most demanding structure on the south pavement of the Rijeka Bypass

conducted by Hidroelektra Niskogradnja d.d. on the Zagreb-side of the project, and by Konstruktor Inženjering d.d. on the Rijeka-side of the project.

The total value of construction work for the south-side pavement of the Rijeka Bypass, Orehovica Interchange - Diračje Interchange Section, amounts to EUR 83,723,655.66 (not including the V.A.T.), and the total length of the extension is 8.85 km or, together with connecting roads, 9.6 km. The works are conducted by the joint venture formed of Hidroelektra Niskogradnja d.d., Viadukt d.d., Konstruktor Inženjering d.d., and Strabag AG. 

Lučko TS - Demerje TS: Tourist season successful - drivers pleased

In mid-June 2009, the Autocesta Rijeka-Zagreb d.d. (ARZ) opened its renovated toll station at Lučko and its newly built toll station at Demerje. These two toll stations together form a single functional unit. The Demerje toll station is situated about three kilometres away from the Lučko toll station, and it can only be used for cashless toll payment, while the Lučko toll station can still be used for cash payment.

The Demerje TS has ten toll-collection lanes: two for fast ETC (40 km/h) and eight for the stop-and-go ETC and for credit card payment, including payment by SMART card and INA card.

The Demerje TS has successfully passed the test in its first tourist season.

In fact, from the day it was opened on 13 June 2009 at 2 p.m. and until 10 September 2009, as many as 764,298 vehicles passed through the Demerje TS, which is 34.58 percent of the total number of vehicles that passed through Lučko and Demerje toll stations.

As this toll station was opened right before the start of the tourist season, many foreign nationals were unaware of the new cashless payment options. Therefore, one of the ARZ's immediate objectives is to make better and more efficient promotion in European countries, and to inform potential users about advantages of using the new cashless payment method, so as to attract more vacationers to the Demerje TS, which would undoubtedly eliminate sporadic queue form-

	Lučko/cash	Demerje/no cash	%	OVERALL TOTAL
Total	1,446,048	764,298	34.58	2,210,346

ing, now mostly experienced on Saturdays. During the tourist season, and especially during the weekends in August, the traffic operated via the Lučko TS was much heavier than in the same period last year. In August 2009, the traffic registered at the entry station of the Zagreb - Lučko TS increased in the direction of tourist destinations and, even more importantly, the traffic operated on Saturdays, which is the day reserved for the coming and leaving of foreign vacationers, was heavier than in the previous year. This shows that the global recession did not prevent foreign vacationers from choosing Croatia as their favoured annual vacation venue. On the other side, the global recession seems to have affected domestic users who reduced the frequency of motorway use, both in their daily travels and in travels during weekend days throughout the year. This can best be seen by the reduced number of vehicles that used the so called smaller toll stations such as: Vrbovsko, Bosiljevo, Ravna Gora, Delnice and Vrata, i.e. stations that are mostly used by local population, or holiday-home owners from other parts of Croatia.

The new Demerje TS, as a functional extension of the Lučko TS, has fully met the operator's expectations. In days with the greatest traffic intensity, i.e. on Sundays when the traffic was by 20% heavier when compared to

Saturdays, there were no queues or waiting times, unlike on Saturdays when the traffic was less heavy, but queues were sometimes formed as on Saturday the motorway is most often used by foreign nationals who prefer to pay in cash so as to make use of kunas they did not spend during vacation. The passage through cash-accepting toll stations is additionally slowed down by combined payment in several currencies.

The ARZ d.d. extends its thanks to drivers for their patience while assuring them that the traffic flow will be considerably improved following renovation of the Lučko TS and construction of the new Demerje TS. The capacity will thus be increased at this significant toll station which used to be the bottleneck of the entire motorway system, mostly in tourist season. 



A2 Motorway Zagreb - Macelj linked to new border crossing

Completed at last! Construction work ends at the Croatian portion of the European motorway corridor Xa, better known as the Pyhrn Motorway

In the scope of construction of the Krapina - Macelj motorway section, the concession company Autocesta Zagreb - Macelj d.o.o. (AZM) was also required to build the last interchange (Trakošćan) before the Macelj border crossing, and a part of the motorway, i.e. the sixth section, all the way to the borderline. However, during negotiations for this concession, the Republic of Slovenia started building its own border crossing, instead of the joint border crossing as had earlier been agreed upon. This is why the obligation to build the sixth section was removed from the concession, and its construction came under authority of the Ministry of Sea, Transport and Infrastructure (roadway) and Ministry of finance (structures) as the republic of Croatia is now also building its own border crossing. As on other border crossings, the company Hrvatske autoceste was entrusted with the road infrastructure works on this project.

The first phase of the Macelj border crossing was completed in summer, and thus the full link was established with the part that was built by AZM already in 2007. Road users are now able to travel from Zagreb to Macelj in full motorway profile from the Macelj border

crossing to Zagreb, and from there to other destinations. What now remains is the section between Đurmanec and Krapina interchanges, 3.8 km in length, where the profile has to be doubled as it was built as a single pavement on which two-way traffic is currently operated.

As the border traffic has to be ensured at all times, and due to restricted space for construction work, the new border crossing has to be built in phases. For the time being, the border crossing can only be used by trucks coming to the Republic of Croatia. The second phase works, involving construction of the border crossing platform, have now been accelerated and so the new crossing will most likely be completed and put to traffic in early December 2009.

It should be noted that the Republic of Slovenia has already built - in the scope of its new border crossing - the full motorway profile until the borderline to the Republic of Croatia. Although the connection to the new part of the Macelj border crossing can presently be used only by trucks entering the country, several positive effects can already be seen: the traffic situation is now much better for truck driv-

ers and carriers, police escort services, and AZM services, as trucks now have a new space where they can be parked during border formalities. The number of police patrols on duty near trucks that used to be constantly queued up at the exit from the country has been reduced, and the AZM has been obliged to organize, mark and upkeep, at its expense, a special parking lot for trucks on the completed and currently unused part of the motorway leading to the new border crossing, and to provide for an additional road patrol crew.

In any case, the transport situation in the Macelj border crossing zone has significantly improved since the time the first phase of the new border crossing was opened to traffic. 



Bina-Istra organized an educational campaign "Shift caution into gear"

In the scope of its continuous activity to increase traffic safety, Bina-Istra has devised and organized an educational campaign which is primarily targeted to young drivers, aged 16 to 24.

The campaign was planned as an additional safe-driving education aimed at increasing the level of knowledge and awareness about the risks young drivers face on the road. Conducted in concert with Istrian driving schools, the campaign concentrated on persons currently attending driving schools, and on young drivers who have recently passed their driving school exam and obtained a driving licence.

The campaign was conducted in May, June and July in Istria and, as it was well accepted, it is to be extended in spring next year to include the Rijeka region, and will once again focus on new driving school attendees in Istria.

A presentation focusing on risks faced by young drivers was shown to driving school attendees. This presentation was not devised as a stern ex cathedra lecture but rather as an interactive meeting (dialogue with attend-

ees, discussion about issues presented). The focus of this project is on finding a proper approach, conveniently adapted and specifically tailored for younger population. It is precisely for this reason that Mr. Emil Daus, radio presenter close to the world of young people and their way of thinking, has been selected as lecturer. Engaging in easy-going conversation, and using the young generation jargon, Daus succeeded in gaining attention of the attendees, and in passing onto them this very serious message. Several traffic safety films were also shown in the scope of the presentation, and short texts were distributed for attendees to solve at home - one for young drivers and the other for their parents. The key idea behind the campaign "Shift caution into gear" is to penetrate the conscience of young drivers through a relaxed conversation on the one side, and through presentation of explicit video material showing consequences of traffic accidents, on the other. All interested young drivers (or drivers with short driving experience) were welcome to attend

the presentation and, after it ended, an educational material on CD was distributed to all attendees.

The following driving schools took an active part in the campaign: Autoklub Pazin, APY Maja Poreč, Auto klub Pula-Rovinj, Auto SL 91 Pula/Rovinj, Autoškola Milotić, Pazin, Imar Pula, Madcar Umag/Novigrad/Buje, NV-Club Rovinj, Pino Pula, Zeleni signal Poreč, and Zeleni Val Umag/Buje.

In the scope of cooperation with the Glas Istre (Voice of Istria) crime section news photographer, Mr. Mateo Sardelin, photographs of various traffic accidents that occurred in Istria were shown, in addition to posters depicting the campaign, in the premises of driving schools in which presentations and movies were offered. In addition to Istrian driving schools and Mr. Sardelin, the Association of Families of Traffic Accident Victims also took part in the campaign. This praiseworthy activity was also supported by the Interior Ministry's Police Department for Road Traffic, and the Istrian Police Department. 

Hrvatske autoceste d.o.o.

HAC fire brigades receive award for best firefighting endeavour in 2008

During a special session held on 4 May 2009 in Požega to mark the Firefighting Day of the Republic of Croatia, two fire brigades operating within the company Hrvatske autoceste d.o.o. (HAC), i.e. the Sveti Rok Fire Brigade and the Plasina Tunnel Fire Brigade, received the award for the best firefighting endeavour in 2008. The award was allocated for the "technical firefighting intervention undertaken to save Slovakian tourists on the Motorway A1 near Gospić", and was bestowed by the Croatian Firefighting Association following recommendation by the Croatian Professional Fire-fighters Association.

The Sveti Rok Tunnel and Plasina Tunnel fire brigades were informed on 7 September 2008 at 6:04 a.m. about the traffic accident involving a bus with Slovakian licence plates carrying 49 persons, that occurred at the 197th km of the Zagreb - Split Motorway A1. This large-scale accident was first seen by the HAC regular road patrol unit which immediately informed, via radio link, the Sveti Rok Technical Unit's Telecommunications Centre.

The firefighting motorcycle from the Sveti Rok Unit reached the accident site at 6:20 a.m., and was joined at 6:26 by the firefight-

ing vehicle from the Sveti Rok Tunnel, and they immediately joined forces to rescue the passengers. The firefighting vehicle from the Plasina Tunnel arrived to the scene of the accident at 6:46 a.m.

The firefighting intervention was conducted in full compliance with all rules of the firefighting profession, and the rescue work was performed by an optimum number of fire-fighters who used all necessary fire fighting techniques and equipment. The

rescue work ended at 9:06 a.m. and was followed by the remedy of the accident site and police inquiry. The road was reopened to traffic at 18:35 p.m. 14 persons died from the consequences of the accident, while 9 persons suffered heavy injuries.

The company Hrvatske autoceste d.o.o. (HAC) has 7 fire brigades in the scope of which 123 fire-fighters work around the clock to provide proper protection and rescue service to motorway users. 



The best marks to HAC roadside rest areas!

Four roadside rest areas along the Zagreb - Split - Dubrovnik Motorway (A1) in Croatia were inspected in April and May. Excellent results were obtained for three of them. Inspection results were published simultaneously in all countries that took part in the program.

The following Hrvatske autoceste d.o.o. (HAC) roadside rest areas were inspected: Modruš West, Modruš East, Lički Osik East and Krka West. The inspection revealed that the Modruš West Rest Area, situated between Ogulin and Brinje, is impeccable and without any deficiencies. Similar excellent

results were obtained for the Krka West and Lički Osik rest areas. Unlike these three rest areas, the quality of the Modruš East rest area was marked as "very good".

The inspection work was carried out by experts from the Knapp Quality Solutions Institute, which specialises in quality management systems for hotels, restaurants, and companies. The campaign was organized by national motor clubs operating along principal European transport routes.

101 European rest areas were tested in 17 countries: Germany, Italy, France, Austria, Spain, Netherlands, Switzerland, Belgium, Denmark, Croatia, Norway, Sweden, Hungary, Slovenia, Czech Republic, and Slovakia. Almost all rest areas included in this campaign were marked with usual parking and toilet signs and marks. Each rest area was tested twice, during the day and at nighttimes.

Overall results are devastating: 17 rest areas obtained the mark "inacceptable", 22 "fairly acceptable", 22 "acceptable", 29 "good" and 11 rest areas received the mark "very good". The inspectors concluded that most rest ar-

reas in Europe are not suitable for taking a rest, let alone for relaxing. The harsh reality is that only 11 percent of rest areas gained the highest mark. Almost one half of the tested areas are too close to motorway, are devoid of noise abatement systems, and are unacceptable for taking a rest, while almost one third of European rest areas do not have sanitary facilities. Many rest areas do not have parking lots, toilets for disabled persons, lighting, emergency phones, or video surveillance. Unmarked parking lots, green areas full of garbage, and scarce picnic tables, are too often encountered. 



Roadside rest area Modruš West



Roadside rest area Lički Osik East

Autocesta Rijeka – Zagreb d.d.

Impact of Rijeka-Zagreb Motorway on brown bear habitats

In Croatia, the brown bear population lives in natural habitats which together occupy more than one million of hectares, or 10,000 square kilometres. However, the natural habitat of brown bear, and hence the brown bear population itself, is considerably affected by the Rijeka to Zagreb motorway and by other transport infrastructure facilities present in the region. Principal negative effects of the roadway can be summarized as follows: reduced size and fragmentation of habitats, spatial segregation of brown bear population, overall degradation of habitats and, finally, multiple and direct threats to the animals themselves. Average daily migration of bears varies from 1.5 km to more than 10 km. For their subsistence, bears need vast and continuous forest areas where they can find food, water, peace, shelter and lair. If bears are prevented in one way or another from reaching any part of their habitat, their life cycle may easily be disrupted, and their mortality rate will generally increase, with the simultaneous rise in damage to surrounding communities, as bears turn to unnatural sources of food to ensure their survival. It is estimated that an average bear living in Croatian habitats uses, over his lifetime, the area of about 25,000 hectares or 250 square kilometres. The survival of bears in Croatia is greatly dependent on measures that are taken to preserve the quality and size of their natural habitats. Although it is impossible to determine just how many bears actually live in Croatia, recent estimates made in this respect show that their numbers range between 600 and 1000 units.

Despite the fact that the Rijeka - Zagreb motorway undoubtedly affects the quality of natural habitats and restricts movement of all animals, including bears, it is generally considered that sufficient capacity of passage has been ensured, as evidenced by the number and length of crossing points built along the motorway.

Great care is taken to ensure the highest possible capacities of passage in the direction transverse to the spreading of the motorway route, and this by building a sufficient number of wildlife crossings (such as the Dedin Green



Bridge) and by ensuring and maintaining passages under the bridges and viaducts and above tunnels. In addition, appropriate fences have been built along the motorway to prevent wildlife from crossing the roadway.

The length of the Karlovac - Rijeka motorway route passing through bear habitats amounts to 68,534 metres. Due to difficult terrain configuration, there are many tunnels, viaducts and other crossing points on this part of the motorway. These structures enable an undisturbed movement and natural migrations of all animals, including bears. In this area, the length of all crossings amounts to 17,127 m or to about 25 percent of the motorway length.

Traffic accidents registered on this motorway also include accidents caused by vehicles colliding with bears. In Croatia, such accidents occur 3 to 10 times in a year. Thus 5 collisions involving bears were registered on the Rijeka - Zagreb motorway in the period from 2006 to 2008, while 2 bears were killed in such accidents in 2009.

The total of 448 bear deaths were registered in 2007-2008 in Croatia. 75 percent of these cases are due to hunting, while traffic accidents, accounting for 16 percent of deaths (road accidents: 8%; railway accidents: 8%), are the second largest cause of mortality.

In order to protect and preserve biological diversity in areas traversed by the motorway, the ARZ and the Zagreb-based Faculty of Veterinary Medicine started in 2008 the study aimed at defining the frequency of use of wildlife crossings built along the motorway. As a criterion for defining quality and usability requirements, the experts took into account the needs of big game (bear, wolf, lynx) which are considered to be the most demanding, and the needs of relatively rare and endangered species, protected by international conventions and agreements. The cooperation with the Faculty of Veterinary Medicine was resumed in 2009 with the monitoring of animal migrations across the Dedin Green Bridge. The number of passages across the bridge is monitored via infra-red (IR) sensors, and the species are identified by tracks the animals leave in sand placed in the 2-meter wide zone between the sensors.

Bear habitats and motorway traffic impact will be analyzed based on information gathered about the number, type, place and time of collision between animals and vehicles on the Zagreb - Rijeka motorway. All spots on which the accidents occurred will also be analyzed and general measures aimed at preventing such accidents in the future will be proposed. [📄](#)

Bina-Istra: Summer incentives at Istrian Upsilon

Free bottles of water for drivers

Every year during the tourist season, the Istrian Y roadway is used by practically all motorized vacationers on their way to Istria. This roadway can therefore be regarded as the main traffic artery of the Istrian County. In order to bid welcome to vacationers, Bina-Istra organized a free cold bottled water distribution activity on every Saturday, in the period from 18 July to 22 August. In the scope of this activity, conducted at Istrian Upsilon toll stations on weekends with intense traffic, the organizers distributed the total of 50,000 bottles of water. [📄](#)



Relax zone

This summer, Bina-Istra organized an additional animation for children and a pleasant break for drivers at one of the roadside rest areas situated along the Istrian Upsilon route. The rest area was adequately equipped with amenities for children, and animators were brought to entertain the youngest ones, all this topped with sweets and presents. On the other hand, drivers had also the occasion to take a break after many hours of driving and before continuing their journey to tourist destination, and this by relaxing with the massage organized in a relax zone specially equipped for this purpose. [📄](#)



The 37th Study and Information Days of ASECAP were held in Krakow

Gathering close to 300 road transport CEOs, experts and government decision makers from some 30 countries, this year's Study and Information Days of ASECAP was a huge success.

On the occasion of the ASECAP Days, Fabrizio Palenzona from AISCAT has passed the torch to ASETA's President José-Luis Feito who has been officially appointed ASECAP President for the period 2009 - 2011.

This 4-day event – organised in partnership with the ASECAP Polish members from Autostrada Wielkopolska, Stalexport Autostrada Malopolska and Gdansk Transport Company – has seen the participation of several keynote speakers, including EIB Director General Grammatiki Tsingou, vice-Ministers of Infrastructures from Poland and Italy, as well as European Commission DG TREN high-level representatives.

Accompanied by the presidents of 21 ASECAP national members, these personalities have joined the participants in addressing the ASECAP congress main theme “**Socio-economic repercussions of an European greener transport policy**”.

President Fabrizio Palenzona opened the Congress stating that, “a sustainable transport policy is already a major priority for European motorways but that the EU agenda must adapt to today's socio-economical context, which is not positive and may lead to some critical readjustments”.

In his message to Congress participants he added that “the EU transport policy is mature enough to address in a pragmatic and realistic way crucial issues such as electronic tolling, Eurovignette, ITS and safety. To this respect, tolling (and the role of motorways concessionaires) is becoming more and more prominent in order to maximise limited financial resources and adopt innovative tools to finance sustainable, safe and high-quality infrastructures”.

Mrs Tsingou, intervening in the session dedi-

icated to **the role of concessionaires in the present crisis**, presented the EIB actions and support to the EU transport policies, as well as to the Economic Recovery Package. Moreover, she underlined that infrastructure is key to recovery and that public promoters should have a role in fostering PPP projects and facilitating investment in toll motorways. She finally welcomed the major role motorways operators have played in creating wealth, upgrading service quality (traffic efficiency, safety, development of ITS tools) and promoting “fairer pricing”.

Scientific highlights from the 4-day Congress

The conference featured advanced workshops with over 50 presentations covering the following topics:

- ITS: from research to deployment;
- 2010: Target year for halving 50.000 fatalities on EU roads;
- Bringing into the charging reality the requirements of the Eurovignette directive;
- Interoperability between national charging schemes: the CESARE IV project and national schemes under preparation;

Also there were held 2 interactive sessions:

- Tolling and the latest technologies: Ideas that work!



President Zlatko Korpar at the General Assembly of ASECAP-a

- Innovations and challenges in the road safety environment

Experts from all over Europe had the occasion to present the latest success stories in the above sectors, sharing and exchanging best practices to improve the daily management of motorways operations.

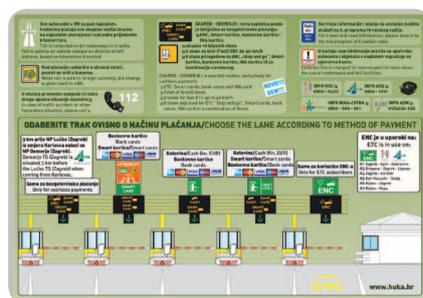
The debates led to the conclusion that an efficient transport policy is only achievable with efficient infrastructures (intelligent, cooperative, sustainable and safe) and intelligent management. To this end, infrastructures must be planned, built, operated and, mainly, financed. Tolling concessionaires have the answer!

The congress ended with an invitation from the representative of Norvegfinans to attend next year's ASECAP Days that will be held in Norway (May 30 - June 2, 2010).



Presentation held by ARZ at ASECAP congress in Krakow

HUKA issues a toll collection leaflet



In May 2009, HUKA and the concessionaires issued a two-language leaflet called “Info toll”, with a circulation of 200,000. Basic facts about toll collection methods, motorway network sections on which electronic toll collection is available, and other practical data are given in this useful leaflet. The leaflet can be viewed and printed at www.huka.hr.

Statistical data

TRAFFIC

NUMBER OF VEHICLES ON TOLL PLAZAS

Company	Until the end of September 2009		Total
	Light vehicles (categories 1 and 2)	Heavy vehicles (categories 3 and 4)	
HAC	22,874,736	3,400,713	26,275,449
ARZ	13,218,003	1,339,043	14,557,046
BINA-ISTRA	3,505,642	329,070	3,834,712
AZM	4,558,958	507,253	5,066,211
TOTAL	44,157,339	5,576,079	49,733,418

TOLL REVENUES (without VAT)

1EUR = 7,5 KN

Company	Until the end of September 2009		% (09/08)
	KN	EUR	
HAC	999,063,576.33	133,208,476.84	2.56
ARZ	377,652,035	50,353,604.67	0.33
BINA-ISTRA	101,347,864	13,513,048.53	-3.25
AZM	132,931,201.90	17,724,160.25	6.54
TOTAL	1.610,994,677.23	214,799,290.29	1.55

TRAFFIC SAFETY

Number of traffic accidents:	Until the end of September 2009				
	HAC	ARZ	BINA-ISTRA	AZM	CROATIA
- with fatal casualties	24	7	4	1	36
- with injuries	220	101	12	16	349
- with material damage	1.167	308	90	101	1666
TOTAL number of accidents	1.411	410	106	118	2045
TOTAL number of deaths in fatal accidents	35	7	4	3	49



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