

Mr. Miro Škrkrgatić - new President of Autocesta Rijeka - Zagreb d.d. and new President of HUKA

Pursuant to Article 30, Paragraph 3, of the Law on the Government of the Republic of Croatia (Official Gazette No. 101/98, 15/2000, 117/2001, 199/2003, 30/2004 and 77/2009), and according to Article 14, Paragraph 2, of the Articles of Association of Autocesta Rijeka - Zagreb d.d., the Government of the Republic of Croatia passed a Conclusion, during its session held on 23 December 2009, by which it proposes to the Supervisory Board of Autocesta Rijeka - Zagreb d.d. to relieve Mr. Zlatko Korpar, at his request, of his duties as President of Management Board of Autocesta Rijeka - Zagreb d.d., and to appoint Mr. Miro Škrkrgatić President of Management Board of Autocesta Rijeka - Zagreb d.d.

At the Management Board session held on 29 December 2009, Mr. Zlatko Korpar was relieved of his duties as President of Management Board of Autocesta Rijeka - Zagreb d.d., and Mr. Miro Škrkrgatić was appointed President of Management Board of Autocesta Rijeka - Zagreb d.d. Mr. Miro Škrkrgatić was born on 18 August 1959 in Karlovac where he completed his primary and secondary studies. He graduated from the

Faculty of Architecture, University of Zagreb, in 1986 and thus achieved the title of a graduate engineer of architecture. He completed in 2000 the urban communities management programme in the scope of the International Visitor Program, at Washington, USA.

In 2007, he completed the education programme for certified members of supervisory and management boards.

In the period from 1986 to 1996 he worked as an independent designer, leader of the group for urban planning, and director of the design office Urbanis.

From 1996 to 2002 he was employed with the Municipal Government of the Town of Karlovac (Municipal Renewal Section Manager, Head of Department for Municipal Housing and Physical Planning). From 2002 to 2005 he assumed the office of the Head of Administrative Division for the Renewal, Development and Municipal Activities at Karlovac County.

Mr. Miro Škrkrgatić assumed the functions of Mayor of the Town of Karlovac from 2005 to 2007.



At the end of his functions as Assistant Minister at the Ministry of Economy, Work and Entrepreneurship, which he assumed since 2007, he was appointed on 17 April 2008 as member of the Direction for Technical Services at Autocesta Rijeka - Zagreb d.d. according to the decision made by the Management Board of Autocesta Rijeka - Zagreb d.d. Mr. Miro Škrkrgatić also assumed the functions of the Deputy President of Management Board of Autocesta Rijeka - Zagreb d.d (ARZ). He is a member of Administrative Council of the public company HOC.

By assuming the functions of President of Management Board of ARZ, Mr. Miro Škrkrgatić has also taken over from Mr. Zlatko Korpar the management of the Croatian Association of Toll Motorways Concessionaires (HUKA). At the extraordinary session of this Association, held on 28 December 2009, Mr. Miro Škrkrgatić was

appointed president of HUKA, and has thus assumed the obligation to manage HUKA's activities on the domestic and international plan until April 2011. During his term of office at HUKA, Mr. Miro Škrkrgatić will place great emphasis on the realization of HUKA objectives as related to improvement of traffic safety on motorways, improvement

of quality of services and level of comfort for toll paying users, development of interoperability among domestic concessionaires, and establishment of links with neighbouring concession companies in the European Union through Euroregional Projects. 

Hrvatske autoceste d.o.o. appoints new President of Management Board

Mr. Stjepko Boban was appointed President of Management Board of Hrvatske autoceste d.o.o. (HAC) at the HAC General Assembly meeting held on 25 November 2009.

Before coming to HAC Mr. Stjepko Boban, graduate civil engineer, was employed with Hrvatske ceste, d.o.o. where he initially assumed the function of a Management Board member, and was then appointed President of Management Board of Hrvatske ceste, d.o.o. From 1998 to 2002, he worked as project

manager and director of the Walter Bau AG branch office in Zagreb and, from 1991 to 1998, he was employed with the design office "Palmotičeva 45" where he assumed the post of independent designer, and later on the post of chief designer.

Some of the major projects on which he participated in the capacity of chief designer are: design work on Istrian Upsilon sections, Stari Grad - Hvar National Road, Selce - Dubovica Tunnel, and Dubrovnik Bridge. He also took



part in elaboration of the Programme for Construction and Maintenance of National Roads in the Republic of Croatia. 

Autocesta Rijeka – Zagreb d.d.

Rijeka Bypass opens to traffic in full profile

The Rijeka Bypass, from Orehovica Interchange to Diračje Interchange, was opened for traffic in full profile on 22 December 2009. The bypass was opened to traffic by Prime Minister of the Republic of Croatia, Jadranka Kosor.

An appropriate opening ceremony was held at Rujevica Interchange in the presence of numerous guests and national media representatives.

I believe many would agree that the most demanding part of this construction was the fact that, although this is a transport facility we call bypass, it has gradually grown into an urban roadway, and the main artery of this beautiful city. Works undertaken on this road, and traffic interruptions, although necessary for realization of the project, have caused many problems to the local population. This is why I would like to use this occasion to express my thanks primarily to the citizens of the City of Rijeka, who have shown and demonstrated great patience and cooperativeness during realization of works on the bypass, emphasized in his address Zlatko Korpar, then President of Management Board of the Autocesta Rijeka - Zagreb d.d.

The Rijeka Bypass south-side pavement extension, from Orehovica Interchange to Diračje Interchange, measures 8.85 km in total length, or 9.6 km together with access roads. The construction work on this difficult and highly demanding construction site lasted 23 months.

The following works were carried out in the scope of south-pavement construction on the Rijeka Bypass, from Orehovica Interchange to Diračje Interchange:

- extension of the main route with south-side pavement connections to sections already built at the interchanges of Diračje and Orehovica, extension of Diračje and Orehovica interchanges, Rujevica interchange con-

struction, road drainage and intersection drainage activities, construction works for cable ducts and noise barriers (l=10,550 m), construction of retarding basins Podmurvice I and II, and Krnjevo II and III.

- construction of structures: Rječina Bridge, Katarina and Mihačeva Draga viaducts, Škurinje Underpass, Kozala Overpass (extension), overpasses at the Škurinje and Rujevica interchanges, and rehabilitation of Malonji and Vrhovo overpasses.
- tunnel breakthrough and other civil works for the tunnels of Trsat, Katarina, Škurinje I and Škurinje II.

Out of the total project length of 8.856 km, the following structures account for almost 30 percent of the work:

- four tunnels: Trsat (858 m), Katarina (190 m), Škurinje I (402 m), and Škurinje II (572 m);
- two viaducts and one bridge: Katarina Viaduct (112 m), Mihačeva Draga Viaduct (187 m), and the Rječina Bridge (208.5 m);
- two overpasses and one underpass: Kozala Overpass (55 m), overpass at Rujevica Interchange (29 m), underpass at Škurinje Interchange (30 m).

The total length of the tunnels is 2,022 m, big structures (bridge, viaducts) are 507.5 m long, and small structures (overpasses, underpass) are 114 m in length.

The noise barriers are used on 10,550 m; they were installed in the zone right before the Diračje Interchange from the direction of Opatija, on the newly constructed Rujevica Interchange, and on the stretch from Škurinje Interchange to Kozala Overpass at the Škurinje - Orehovica Section.

These barriers were placed on the north side of the north-side pavement, on the south side of the south-side pavement and, locally, in the median zone.

At the part of the route between the Mihačeva Draga Viaduct and the Kozala Overpass,



352 m in length, the noise protection was actually built into the steel tunnel structure at the new south-side pavement, and was thus used instead of noise barrier walls. The structure is partly lined with solar panels which form a solar plant 30 kW in installed capacity. The realization of noise protection system on the Rijeka Bypass, which is the biggest and the most extensive project of this type in Croatia, has thus gained a new distinctive feature.

The completion of bypass around the town of Rijeka, and opening to traffic of this highly significant full-profile roadway, will significantly reduce traffic jams, which will in turn greatly increase the level of traffic safety.

The construction of the south-side pavement on the Rijeka Bypass will have a positive influence on the development of tourism in Croatia, and also on the growth of national economy, by providing a highly appropriate link between our biggest and most significant port of Rijeka and the wider region. 



Bina – Istra d.d.

Reconstruction of traffic signalization in Učka Tunnel

Bina-Istra continues with its efforts to maintain high safety standards in Učka Tunnel. Although this tunnel has been in operation for almost 30 years now, no big accidents have been reported over such a lengthy period, and efforts are continuously being made to introduce state-of-the-art technologies when upgrading equipment for this facility. In this way, after recent refurbishment projects such as the tunnel radio system, fire detection system, lighting system, and video system linked with the automatic incident detection system, the latest incentive, i.e. the illuminated signalization renewal project, was completed in early 2010 in Učka Tunnel.

The project comprises replacement of the existing changeable message signs and equipment at the Učka tunnel and Zrinščak I Tunnel, at road underpasses, and in portal zones at the Istrian and Kvarner sides of the tunnel, as well as the addition of new

changeable message signs and equipment. The following changeable message signs have been refurbished: danger signs, speed limit signs, and information display signs. These signs become active in case of an unusual traffic situation, and they remain active until the danger has been mitigated.

The information display signs have also been installed. They inform drivers, by displaying appropriate messages, about the current traffic situation, and about availability of the tunnel. These messages provide drivers with the sense of safety and are an indication of high reliability of the tunnel. In extreme cases, they inform drivers how to avoid incidental situations.

In addition to replacement of all speed limit signs, danger signs, SOS marks, illuminated side markers, and textual message display signs, this project also places a particular emphasis on the evacuation of passengers from the tunnel. In an accidental situation,



when leaving the facility without delay is of extreme importance for the safety of tunnel users, the new signalization accurately leads users towards the tunnel exits. Additional safety features are physical barriers that prevent users from gaining access to the high-danger zones in case of an accident.

The traffic signalization system is a separate subsystem that is also integrated in the remote control system whereby the tunnel is operated. Its modernization, which has recently been completed, will enable provision of unequivocal and accurate information to the users. This feature alone will greatly increase the level of safety of all participants in traffic. 

Hrvatske autoceste d.o.o.

HAC introduces toll account replenishment via SMS messages and WEB portal

In April this year Hrvatske autoceste d.o.o. (HAC) will introduce a novel service which will simplify replenishment of ETC accounts and HAC SMART card accounts.

1. ETC replenishment via SMS vouchers

Three types of prepaid vouchers will be available (HRK 300, HRK 500 and HRK 900), and users will be able to replenish the amount on their ETC account at 10 percent discount by entering in the SMS message the "number under the foil" and the "ETC number" and by sending the message to 80422.

The vouchers will be available around-the-clock at all HAC toll stations, at 17 HAC sales offices, and at INA, TIFON, OMV and HAK stations.

2. ETC package purchase via WEB

The web-based sale is the service enabling users based in the Republic of Croatia, and in some other European countries, to purchase one of several ETC packages offered by HAC.

By accessing the web site www.prodaja.hac.hr, the user will be able to create his own purchase basket, and to select one or more ETC packages. The following ETC packages will be available: ETC 420, ETC 610, ETC 1000, as well as the ETC 1000 for the second category of vehicles.

The payments will be made via credit cards (Amex, Visa or MasterCard), and the ENC packages in the maximum amount of HRK 2,500.00, delivery included, can be paid for by a single card in one day.

3. Replenishment of ETC or SMART card accounts via WEBSHOP

Every registered user can replenish his/her prepaid account for the HAC ETC device or HAC SMART card by accessing the web site www.prodaja.hac.hr.

The user can access this service by selecting the menu "replenishment by credit card" after which the desired replenishment amount should be entered, together with the data

about the user and his credit card (Amex, Visa or MasterCard). Once the procedure is completed, the user's credit card is debited for the replenishment amount.

4. Replenishment of ETC or SMART card accounts via cell phone

Registered users of ETC devices or SMART cards can easily replenish their prepaid accounts via cell phone. To activate this service the number of the ETC or SMART prepaid account should be related to the credit card (Amex, Visa or MasterCard) and the cell phone number.

Once the service is activated, i.e. after the application submitted by the user is verified by HAC, the user can replenish his account by sending a SMS message to the following number: 80422. Only the replenishment amount needs to be entered in the message (e.g. Message text: 500). The maximum daily amount of replenishment by credit card is limited to HRK 2,500.00. 



2nd ASECAP Road Safety Event



A single day annual conference on traffic safety on roads was organized, for the second consecutive year, in the city of Prague on 1 March 2010 by the European Association of Operators of Toll Road Infrastructures (ASECAP) in cooperation with Kapsch Telematic Service (Czech Republic). The conference was held after the regular session of the ASECAP Management Board, and after the ASECAP assembly meeting.

Some seventy participants took part in the conference entitled "Coordination & Cooperation: the pace in European road safety". Interested participants were invited to discuss the forthcoming EU road safety action program, and to appreciate the best and most innovative practices in the field of motorway management.

ASECAP is the European Association of tolled road infrastructure operators. It gathers together twenty national members managing more than 40,000 km of road networks. ASECAP's mission is to promote tolling and the direct user-payer principle as the most efficient tool to finance the construction,

safe operation and effective maintenance of motorways and other major road infrastructure facilities.

ASECAP and its members all over Europe committed themselves in 2004, by signing the Charter "25,000 lives to save", that they will do all that they possibly can to increase traffic safety on motorways and reduce the number of fatalities by 50 %.

That is why ASECAP presented to the EU institutions, national authorities and transport stakeholders the outstanding results achieved in the 2000 - 2010 decade by its members.

Many members, toll motorway concessionaires, have fully met the 50 % road fatalities reduction target set by the European Commission, and some were even more successful, despite the increase of their network and the overall number of km travelled! In the period of less than ten years, from 2002 till 2008 the number of fatalities, managed according to the EU Plan, was reduced by 47 % in Austria, 49 % in France and even 62 % in Spain.

Significant achievements in traffic safety on motorways are the result of the best engineering practices in terms of research, design, maintenance and operation, and were made possible on tolled road network and under PPP schemes, where the collected revenues are reinvested in road infrastruc-

ture so as to make it safer, environment-friendly, and properly equipped with intelligent transport systems.

Mr. Enrico Grillo-Pasquarelli, Director for Inland transport of the new DG MOVE (formerly DG TREN - Directorate-General for Energy & Transport) warmly praised the role played by the concessionaires' sector and by ASECAP,

a professional and reliable partner of the European Commission. He then presented the main drivers behind the 4th Road Safety Action Programme that will be launched in May. The focus of the future EU strategy will be set on the weakest elements of the traffic safety chain: behaviour of users (education and training), vulnerable users, secondary networks, enforcement of existing rules, and on the improvement of situation in Member States that have achieved less good results in terms of traffic safety.

M. Kaas, Deputy Minister for Transport of the Czech Republic, highlighted the importance of the future EU strategy and informed the participants on the Czech ambitious safety programme that places a particular attention on prevention, both in terms of supervision of the design and engineering phases, and on education of users and information campaigns.

Reiterating ASECAP's strong support to the European Commission's action, K. Dionelis, ASECAP Secretary General, underlined the need to develop reliable statistics, clear and unambiguous common definitions, and sound data collection mechanisms. He therefore called the EU executives to address the right objectives and set a particular focus on inappropriate users' behaviour, secondary roads and on the urban dimension, where most of the accidents occur.

In this perspective, ASECAP is ready to share its expertise and put the experience of its members at the service of the European institutions and citizens, and to contribute in this way to saving even more lives in the decade to come.

The integral text of the article and presentations are available at www.huka.hr. 



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Autocesta Zagreb – Macelj d.o.o.

Noise barriers

Motorway construction in the Republic of Croatia in the period from the late 20th century, and particularly after the year 2000, has been going hand in hand with significant environmental protection activities, with a particular emphasis on water quality preservation and noise protection. In this respect, all necessary activities have been included and planned during realization of each new and modern motorway, in full accordance with the then newly passed Laws and Regulations, which define environmental management activities to be undertaken during and after construction work. Such activities were also defined on the Zagreb – Macelj Motorway, on the newly constructed stretch from Krapina to Macelj. When driving along this part of the motorway, it is impossible to not notice the noise barriers, conveniently adapted by their colour and shape to the surrounding landscape, and placed at every place or road section where such measure is deemed necessary. A feature of special interest is the transparent noise barrier, built next to the memorial area and church along the Macelj forest, in the area where mass graves of Bleiburg victims were discovered.

On the other hand, no noise protection measures were taken at the earlier constructed part of the Zagreb – Macelj motorway, from



Zagreb to Krapina, as this was not required according to regulations prevailing at that time. However, out of concern for environment and local population living near the motorway, and in keeping with the current laws and regulations, including the new noise protection law passed last year, the Autocesta Zagreb – Macelj (AZM) is currently planning to continue with construction of noise barriers on this part of the motorway as well.

A number of preliminary activities have already been conducted in this respect. The Krapina – Zagorje County authorities prepared noise maps for motorway sections from Zabok to Sv. Križ Začretje, and all the way to Krapina. These maps were then checked and approved by AZM. Based on these noise maps, AZM has prepared its own

plan of activities, and arranged for the design of appropriate protection barriers.

Thus the building permit is soon to be issued for noise barriers planned on the section from Sv. Križ Začretje to Krapina Interchange.

Just like in other investments financed by AZM, the company is faced with the problem of how to finance realization of new noise barriers in these recession times marked by fall in revenues, particularly as the construction of such barriers was not planned according to the concession agreement signed in 2004. In any case, AZM will insist on building appropriate noise barriers, even by its own means if necessary, through funds allocated for periodic maintenance. The barriers will initially be built at the most vulnerable parts of the motorway. 

National Report of Toll Motorways in Croatia for 2009

I. Current state of the network

At the start of 2009, the total length of the motorway network in Croatia amounted to 1.240,7 km. The following new roadways were opened to traffic in 2009:

- 42 km of new motorways
- 20.32 km of widening of existing sections to the full motorway profile

Motorway A1: Zagreb – Bosiljevo 2, rehabilitation of the approaches to the Lučko Toll Station from the direction of Karlovac (4.56 km in total) and construction of the new Demerje

Toll Station at 3+025 for cashless toll payment.

Motorway A1: Bosiljevo 2 – Split – Dubrovnik, left-side tubes of the Mala Kapela (5.78 km) and Sveti Rok (5.68 km) tunnels.

Motorway A7: Rupa – Matulji – Diračje – Orehovica, Orehovica Interchange - Diračje Interchange Section (8.86 km) - opened to traffic - widening of the south-side pavement of the Rijeka Bypass to the full motorway profile (III stage of Rijeka Bypass).

Motorway A5: Beli Manastir – Osijek – Svi-

laj, Đakovo – Osijek Section (33 km).

Motorway A11: Zagreb – Sisak, Velika Gorica South – Buševac Subsection (9 km).

In Croatia, motorways are operated by 4 companies: Hrvatske autoceste (operates all toll motorways except for those in concession) and by three concession companies BINA-ISTRA (operates the so called Istrian Y – A8 and A9), Autocesta Rijeka – Zagreb (A6, A7, part of A1 and Bridge Krk) and Autocesta Zagreb – Macelj (A2).

Number of motorway kilometres			
	Company	2008 total	2009 total
1.	HAC	816.7	858.0
2.	ARZ	181.0	181.7
3.	BINA-ISTRA	141.0	141.0
4.	AZM	60.0	60.0
	TOTAL	1,198.7	1,240.7

II. Financing and Investments

The total of HRK 4,964.48 million (EUR 680.07 million) was invested in the construction of new motorways in 2009, while HRK 570.8 million (EUR 78.19 million) was invested in sections under traffic.

in millions of HRK (millions of EUR) (1EUR=7.3 HRK)

Company	Investment in 2009		Planned investment in 2010	
	new sections	existing sections	new sections	existing sections
HAC	3,055.04 (418.50)	394.93 (54.10)	1,146.68 (157.08)	431.42 (59.10)
ARZ	1,214.19 (166.33)	128.47 (17.60)	213.74 (29.28)	115.59 (15.83)
BINA-ISTRA	695.25 (95.24)	24.90 (3.41)	1,113.00 (152.47)	15.08 (2.07)
AZM	0.00 (0.00)	22.50 (3.08)	0.00 (0.00)	23.15 (3.17)
TOTAL	4,964.48 (680.07)	570.8 (78.19)	2,473.42 (338.83)	585.24 (80.17)

III. Traffic Safety

The total of 2,755 traffic accidents, with 58 fatalities, was registered in 2009. Out of this total, the number of accidents with injuries was 425. The number of all traffic accidents increased by 8.46 percent in 2009, and the number of fatalities was lowered by 19.44 percent with respect to the previous year.

Number of accidents:	2008					2009				
	HAC 816 km	ARZ 182 km	BINA ISTRA 141 km	AZM 60 km	RH 1199 km	HAC 858 km	ARZ 182 km	BINA ISTRA 141 km	AZM 60 km	RH 1241 km
- fatal accidents	27	9	5	7	48	27	10	4	2	43
- accidents with injuries	251	125	22	22	420	265	124	15	21	425
- with material damage	1,353	511	132	76	2,072	1,619	445	121	102	2,287
Total traffic accidents	1,631	645	159	105	2,540	1,911	579	140	125	2,755
Total fatalities	47	11	6	8	72	39	12	4	3	58

IN MILLION OF KILOMETRES TRAVELLED IN 2009

	For 10 ⁶ vehicles/km in 2009					Variation 2009/2008 in %				
	HAC (858 km)	ARZ (182 km)	BINA- ISTRA (141 km)	AZM (60 km)	RH (1241 km)	HAC	ARZ	BINA- ISTRA	AZM	RH
Ratio accidents with injuries	0.069	0.111	0.023	0.054	0.071	1.34	- 0.44	- 26.67	- 2.12	- 0.36
Ratio accidents with fatalities	0.007	0.0089	0.0061	0.0052	0.0071	- 3.91	11.55	- 13.90	- 70.70	- 11.79
Ratio of fatalities	0.0101	0.0107	0.0061	0.0078	0.0096	- 20.38	9.50	- 28.30	- 61.55	- 20.67

IV. Traffic

In 2009, the total traffic of all vehicles on all motorways increased by 1.52 percent when compared to the previous year.

Company	Number of vehicles in toll-collection zones					
	2008		2009			
	Light vehicles (1 st and 2 nd category)	Heavy vehicles (3 rd and 4 th category)	Light vehicles (1 st and 2 nd category)	% (09/08)	Heavy vehicles (3 rd and 4 th category)	% (09/08)
HAC	27,813,913	4,147,348	29,466,095	5.94	3,865,812	- 6.79
ARZ	16,541,162	2,166,368	16,702,595	0.98	1,788,478	- 17.44
BINA-ISTRA	4,282,130	457,139	4,210,683	- 1.67	416,925	- 8.80
AZM	5,801,563	734,674	5,768,501	- 0.57	663,794	- 9.65
TOTAL	54,438,768	7,505,529	56,147,874	3.14	6,735,009	- 10.27

In 2009, the network was increased by 42 km or 3.5 percent when compared to 2008, and in 2008 the network was also increased by 42 km, or 3.5 percent compared to 2007.

GDP increase in 2008 (%)	Traffic increase in 2008 (%)	GDP decrease in 2009 (%)	Traffic increase in 2009 (%)
2.4	8.9	- 5.8*	1.52

*Provisional data

V. Toll Revenues (not including VAT)

The total toll revenues earned in 2009 are lower by 0.32 percent when compared to previous year. This is due to the global economic crisis and to decrease in the commercial vehicle traffic.

Company	2008				2009		% (09/08)
	2008		2009		% (09/08)		
	HRK	EUR	HRK	EUR			
HAC	1,234,616,228	169,125,511	1,232,685,757*	168,861,062	- 0.16		
ARZ	473,158,671	64,816,256	462,997,185*	63,424,272	- 2.15		
BINA-ISTRA	129,674,801	17,763,671	124,132,646	17,004,472	- 4.27		
AZM	155,397,526	21,287,332	166,581,998	22,819,452	7.20		
TOTAL	1,992,847,226	272,992,770	1,986,397,586	272,109,258	- 0.32		

* The revenue data are provisional only as the financial year ends on 30 April, and this also explains the deviation of data for 2008.

Complete National Report and Statistical Bulletin for 2009 are available on www.huka.hr

Key Figures 2009

CROATIA	2009
Total length of motorways network, in km, as per 31/12/2009	1,240.70
2 x 1 lane	151.00
2 x 2 lanes	1,069.00
2 x 3 lanes	20.70
2 x 4 lanes	0.00
Number of km opened to traffic in 2009	
Motorways	42.00
Semi-motorways	0.00
Widening to the full motorway profile	*20.32
Number of km under construction as per 31/12/2009	
Motorways	79.80
Semi-motorways	0.00
Widening to the full motorway profile	*94.90
Estimate of new sections to be opened to traffic in 2010, in km	
Motorways	10.80
Semi-motorways	0.00
Widening to the full motorway profile	*27.60
Annual toll revenues in 2009, in mio EUR	272.1
Permanent staff as per 31/12/2009	3,919
AADT, LIGHT VEHICLES	11,577
AADT, HEAVY VEHICLES	1,711
AADT, LV + HV	13,288
Total number of accidents	2,755
Number of accidents with injuries	425
Number of fatalities	58
Number of kilometres travelled (10 ⁶ x km)	6,018.78
Number of toll stations	76
Number of traffic lanes	538
Number of lanes destined to electronic toll collection**	**293
Number of electronic tolling system subscribers	101,483
Number of rest areas (with filling stations)	72
Number of rest areas	120
Number of restaurants	18
Number of hotels	8

* Widening of existing sections to the full motorway profile

** Companies Hrvatske autoceste d.o.o. and Autocesta Rijeka – Zagreb have the electronic toll collection systems (DSRC 5,8 GHz), while BINA–ISTRA d.d. and Autocesta Zagreb – Macelj d.o.o. do not have the ETC system.



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