HUKA
HRVATSKA UDRUGA KONCESIONARA ZA AUTOCESTE S NAPLATOM CESTARINE / CROATIAN ASSOCIATION OF TOLL MOTORWAYS CONCESSIONAIRES
NEWSLETTER
JULY 2010
19

Istra gets first motorway kilometres

Construction of full motorway profile despite the gloomy economic context

Since the Autumn of 2007, Bina-Istra and the Ministry of Sea, Transport and Infrastructure have been working together to secure funding for construction of the second pavement along the Istrian Y Project, through loans from private financial institutions.

In this respect, Bina-Istra has signed a syndicated loan agreement amounting to EUR 693.5 million with the consortium formed of three banks: Société Générale, The Royal Bank of Scotland, and Zagrebačka banka d.d. The proceeds of this loan, obtained at much more favourable interest rates, will suffice to refinance the existing debt dating back to 2003 (funds raised for completion of Phase 1 of the Project). A stand-by credit has also been obtained to enable resumption of work (full profile construction) on the Istrian Y Project. All these agreements were entered into before the financial and economic crisis, which is why the project is now realized without hindrances.

The project is of capital significance for the Istrian County as it will provide jobs for about 1000 persons, including subcontractors, and is of crucial importance for Istrian construction companies that have greatly participated in construction work.

SPEEDIER OPENING TO TRAFFIC

According to initial plans, the entire Phase 2A project was to be opened to traffic in a single step in February 2012. However, after consultations with the Grantor and local authorities, this strategy was modified: the sections will be opened to traffic one after another, as soon as each one is completed. **Thus, the Kanfanar - Pula section was opened to traffic already in June 2010, i.e. 19 months ahead of schedule!** This will be followed by completion of the Kanfanar - Umag and Pula - Pomer sections in June 2011, and Kanfanar - Rogovići (Pazin) section in December 2011.

ADVANTAGES OF FULL PROFILE AT ISTRIAN Y

Safety

Good technical properties are greatly responsible for the enviable level of safety currently maintained at the Istrian Y - two-level intersections, upward grades and curve radii compliant with motorway construction standards, stopping lanes and lay-bys at every 2 kilometres, roadside rest areas, emergency telephones, weather stations, well-lighted interchanges, closed-drainage system, etc.

However, when compared to the current two lane roadway (semi-motorway), the level of traffic safety will be much higher after completion of the full profile four-lane motorway, especially as the head-on collision risk will be avoided. This advantage will become even more pronounced with an expected increase in traffic. In this respect, it should be noted that the traffic has no less than doubled since the signing of the concession agreement.

Improvements in the toll collection system

The new system will bring the following advantages:

A unified toll collection system will be applied on the entire motorway network in Croatia, and this through introduction of the electronic toll collection system (known as ETC) compatible with motorway network operated by other toll concessionaires in Croatia.

In addition to the existing environment-friendly properties of the Istrian Y roadway, such as a proper waste-water purification and drainage system, noise barriers, use of solar energy for supplying power to emergency phones and speed-measuring radars, and energy-efficient ventilation system in tunnel, the Istrian Y will no doubt contribute even more to sustainable development once the full-profile motorway is completed:

ENVIRONMENT-FRIENDLY LIGHTING - all interchanges will benefit from environment-friendly lighting that sheds light on concrete and asphalt only, thus not disturbing the natural biorhythm of birds and nocturnal animals, and OPTIMAL HARMONIZATION WITH REGIONAL NETWORK - Istrian Y will become better harmonized with the secondary road network in Istria. In fact, in the scope of full profile construction, Bina-Istra will also build two roads that are not a part of the concession area, where toll will not be charged and which will be handed over to the Croatian Road Authority (Hrvatske ceste) and to County Road Administration immediately after construction. One of these two roads is the link road 1.5 km in length, from the Umag Interchange to the National Road D200, in the direction of Kaštel and Plovanija border crossings, and the other is the link road from the Pula Interchange (Istrian Y) to Pomer (Medulin), 8 km in length, which is expected to improve traffic situation at the entrance to the town of Pula.

Bina–Istra d.d.

ETC on Istrian Y

In order to provide the greatest possible level of services to motorway users, and to enable safe driving and better traffic flow across the Croatian motorway network, the first step has been made to ensure full interoperability among toll collection systems used by motorway concessionaires in Croatia.

After introduction of ETC devices on HAC and ARZ motorway sections, the company Bina-Istra started in June 2009 the project aimed at introducing ETC devices on Istrian Y as well.
At the technical meeting of HUKA members, the participants approved solution that does not require exchange of information, and hence the need for transaction re-invoicing between individual concessionaires was avoided, particularly as they are subject to different taxation schemes.
The interoperability enables the use of a single ETC device, as well as an unrestrained definition of discount models as offered by individual concessionaires.
In June 2010, i.e. a year after the start of the project, Bina-Istra also included the ETC feature in its toll payment system. The ETC device used at Istrian Y toll collection points can also be used at HAC and ARZ toll stations. At the same time, the HAC and ARZ ETC devices can be used, after pre-coding with the Bina-Istra toll collection system, at Istrian Y toll booths.

In addition to practical benefits offered by the ETC, the users will also profit from other features enabling faster passage through toll collection points, and hence considerable time savings.
Two solutions are offered to owners of ETC devices offered by HAC and ARZ concessionaires, who wish to use them at the Istrian Y as well.

- If they are frequent users of Istrian Y, they can become Bina-Istra subscribers and will in this case enjoy 30 percent discount to the toll normally paid at the Istrian Y route.
- If they use the Istrian Y route only occasionally, they can assign a credit card to the ETC device account, and the credit card will be charged at full rate during passage through the toll collection point.

Hrvatske autoceste d.o.o.

Construction work resumes at the Buševec - Lekenik Section of the Zagreb - Sisak Motorway

On the occasion of resumption of construction work on the Zagreb - Sisak Motorway, the construction site of the Buševec - Lekenik Section was visited on 6 April 2010 by the delegation composed of Mrs. Jadranka Kosor, Prime Minister of the Republic of Croatia, Mr. Božidar Kalmeta, Minister of Sea, Transport and Infrastructure, and Mr. Ivan Šuker, Finance Minister. The delegation was hosted by Mr. Stjepko Boban, President of Management Board of HAC (Croatian Motorway Company).
The Buševec - Lekenik Subsection (11.2 km) is a part of the Velika Gorica (South) - Lekenik Section of the Zagreb - Sisak Motorway A11. 12 structures are to be built along the Buševec - Lekenik Subsection: 2 bridges, 6 overpasses and 4 culverts. The design documents also call for construction of the Lekenik Interchange, Lekenik Toll Station, and Pešćenica Roadside Service Facility.
The work is to be undertaken by the joint venture formed of the following partners: Konstruktor-inženjering d.d., Split - lead contractor, Hidroelektra niskogradnja d.d. Zagreb, and Osijek-Koteks d.d., Osijek, and the work is scheduled for completion within 12 months. The contract price amounts to HRK 529,184,843.74, not including the V.A.T.
On the Velika Gorica (South) - Lekenik Section (20.2 km), the work is over at the Velika Gorica (South) - Buševec Subsection (9 km)

which was opened to traffic on 9 May 2009. The construction work is now carried out from Buševec in the direction of Lekenik in full accordance with the Motorway Construction and Maintenance Plan as defined for the year 2010.
The Zagreb - Sisak Motorway, 47.9 km in total length, is divided into four sections:
- Jakuševec - Velika Gorica South (11.0 km),
- Velika Gorica South - Lekenik (20.2 km),
- Lekenik - Sisak (10.8 km), and
- Sisak - Mošćenica (5.9 km).

The overall planned cost of the investment amounts to HRK 5.1 billion.
One roadside service facility (filling station, restaurant) and six interchanges (Jakuševec, Velika Gorica South, Buševec, Lekenik, Sisak and Mošćenica, with connections at Veliko Polje and Velika Gorica) are to be realized along the Zagreb - Sisak Motorway. In addition, one Traffic Control and Maintenance Centre will be built in the scope of the Sisak Interchange. The total of 17 bridges, 5 viaducts, 20 overpasses, 7 underpasses, and 17 culverts will be realized on the project.
Significant structures along the route of this motorway project are the Odra Bridge - over the Velika Gorica road and railway line (550 m), bridge over the Sava - Odra Channel (280 m), arch bridge over the Kupa River (270 m), and a viaduct 750 m in length. An overpass over the marshalling yard, 710 m in length, will be built in the scope of construction work for the south entrance to the city of Zagreb.

Autocesta Rijeka - Zagreb d.d.

Donja Zdenčina Interchange soon to open to traffic

The Donja Zdenčina Interchange is located at the Zagreb - Karlovac Section of Rijeka – Zagreb Motorway near Donja Zdenčina, and the very intersection with motorway is situated at approx. KM 14+250. This trumpet-type interchange enables exit to vehicles heading to Klinča Selo and Donja Zdenčina, and to neighbouring towns. The interchange is designed as a toll facility, and is linked via a local road intersection to the road network of the Republic of Croatia.

The Zagreb to Karlovac motorway section was opened to traffic in full profile 39 years ago. Based on the interchange frequency concept applied at that time, only one interchange at Jastrebarsko was deemed necessary, and was initially realized at this 39.28 km long motorway section more than 40 years ago.
In 2008, the entire Rijeka to Zagreb motorway was opened to traffic as a full-scale motorway. Interestingly, the distance between individual interchanges is the greatest at the Zagreb to Karlovac section. This is due to the former interchange frequency concept that did not take into account development of the City of Zagreb, and the need to move industrial zones to areas outside of the urban agglomeration.

To remedy this situation, the construction of an additional interchange along the Rijeka - Zagreb Motorway was included in the development plan of the Klinča Selo district. Once completed, this new interchange at Donja Zdenčina is expected to boost activity in the Klinča Selo area, which will be favourable not only for Klinča Selo, but also for the City of Zagreb and the entire Zagreb County.
The Klinča Selo district is linked with Zagreb via the County Road Ž1042, and the southern parts of this district and of the Zagreb County are connected with the City of Zagreb via the County Road Ž3106.
The current link between Klinča Selo and Zagreb is hindered by a very low traffic capacity of the above mentioned county roads. The future Donja Zdenčina Interchange will solve this problem by providing a high-quality link between Klinča Selo, with its gravitating area, and the capital of Croatia. In addition, the Donja Zdenčina interchange will connect south-western parts of the Zagreb County with the Croatian motorway system.
The detailed design of the Donja Zdenčina Interchange was prepared by Institut IGH d.d., Zagreb.
The construction work was conducted by the joint venture formed of Viadukt d.d., Zagreb, and Strabag AG, Austria, while the work was supervised by Institut IGH, d.d., Zagreb.

Drainage
The water is evacuated from the interchange ramps in cuttings and embankments through gutters, and is then carried via a drainage system and discharged into two grease traps.
At the local road the pavement water is disposed via side ditches.

Overpass
An overpass was also realized at Rijeka - Zagreb Motorway, on the Zagreb - Karlovac Section, on the interchange itself, as a means to carry the existing road traffic across the motorway, and to enable access to the county road Ž3106. The overpass was designed in full compliance with the horizontal and vertical elements of the motorway.

The overpass is 59.1 m in length, the bridge structure is semi-prefabricated, and it spreads over three spans (10.80 + 37.50 + 10.80). The overpass crosses the motorway which has the following lanes:
A third motorway lane, with a closed drainage system, was realized at the Donja Zdenčina Interchange zone.
The overpass superstructure measures 11.10 m in total width.
The overpass abutments, U1 and U4, lie on shallow foundations, while its piers, S2 and S3 are founded on piles.

Toll station and toll booths
The Donja Zdenčina Interchange accommodates the toll station with three toll booths, four traffic lanes, passage for extra-large vehicles, one-storey toll collection building, shed for vehicles of toll attendants, and a space for the transformer station.
From the standpoint of civil engineering, the toll station is formed of three basic elements together forming a logical whole. These are the toll booths, the shed, and the toll collection building.
The toll collection building provides accommodation for toll attendants, and serves for other activities as needed for proper operation of the toll station.

Driving and overtaking lane	4 x 3.75 m	15.00 m
Additional third lane	2 x 3.75 m	7.50 m
Additional deceleration and acceleration lane for the Zdenčina Interchange	2 x 3.50 m	7.00 m
Marginal strip	2 x 0.75 m	1.50 m
Median strip	1 x 4.00 m	4.00 m
Hard shoulders	2 x 1.50 m	3.00 m
Total motorway width:		**38.00 m**

Autocesta Rijeka - Zagreb d.d.

New certificate (OHSAS 18001:2007) awarded to Autocesta Rijeka - Zagreb d.d.

The Centre for Certification of Management Systems, known as Cro Cert, inspected, based on the specification OHSAS 18001:2007, the health care and safety at work system implemented by Autocesta Rijeka - Zagreb d.d. ("ARZ"), and awarded the corresponding certificate acknowledging that provisions of the system are applied in all business processes and in all parts of the company.

The acknowledgement of quality requirements means being ready to change the way in which the company operates, and to build a new company culture based on strategic guidelines and permanent goals set by the company: protection of health, adoption of high safety standards, environmental protection, and serviceability. In accordance with these goals, the ARZ implemented in 2004 the quality management system based on ISO 9001.

The system is intended to guarantee quality of operation by ensuring that right decisions, based on facts, are made in all business processes.

Highly aware of its social responsibilities, and wishing to promote the principles of sustainable development and systemic preservation and protection of natural resources and various landscapes traversed by the motorway, the ARZ certified n 2007 the already implemented environmental management system based on ISO 14001, which is integrated in the existing quality management system.

The certificates issued for these management systems are regularly updated and confirmed through supervisory and re-certification audits. This year, in addition to certification of the hearth care and safety at work system, the company also underwent re-certification of its environment management system.

Always aware of the significance of preservation of human health and proper safety at work standards, with an emphasis on the prevention and incident & accident mitigation measures, the ARZ opted for systemic organization of these activities through the health care and safety at work system based on OHSAS 18001:2007 (Occupation Health and Safety Assessment Series).

The principal objective is to ensure continuous identification and management of risks related to safety and health, both with respect to employees and any other persons that are found, for any reason whatsoever, at the company's premises, and to create

Centar za certificiranje sustava upravljanja, d.o.o., Bulićeva 14, Zagreb
Cro Cert
CERTIFIKAT
OHSAS 18001:2007
kojim se potvrđuje da tvrtka
AUTOCESTA RIJEKA-ZAGREB d.d.
Autocesta Rijeka – Zagreb d.d.
10000 ZAGREB, Koturaška cesta 43
primjenjuje
SUSTAV UPRAVLJANJA SIGURNOŠĆU
u pripremi i izvođenju investicijskih radova na koncesijskom području, održavanju autoceste, naplati cestarine te procesima podrške.
Registarski broj: 305/1
Datum isteka: 20.05.2013.
Zagreb, 27.05.2010.
Direktorica
Dr. Seka Kuglér

conditions for reduction of accident hazards, permanent harmonization with legal requirements, prevention work, and continuous improvement activities.

The certification audit was conducted on 19 and 20 May 2010 at all ARZ units and premises. The auditors did not find any deviations that would point to non-fulfilment of provisions contained in the specification and other regulations and, consequently, the certificate was awarded to the company.

Hrvatske autoceste d.o.o.

Rescue drill successfully completed at Sv. Rok Tunnel

On 7 April 2010, the company Hrvatske autoceste (HAC) conducted a firefighting drill involving fire extinguishing, evacuation, and rescue of persons facing fire hazard at the Sveti Rok Tunnel on the Motorway A1. After tunnel had been closed to all traffic, the drill was conducted at the right-hand tube of the Sv. Rok Tunnel.

The objective of the fire fighting and rescue drill conducted at the Sv. Rok Tunnel was to check readiness, organisational capabilities, and level of equipment of the Company, and alertness of other services that take part in the protection and rescue efforts in case of larger-scale traffic accidents.

To make the drill as realistic as possible, the organizers had to create a situation reflecting a real traffic accident in tunnel, so as to effectively check practical readiness of the Company's firefighting units, and the responsiveness of operators working at the Traffic Maintenance and Control Centre, and also to see the level of harmonization among the participants in the mock rescue operation. After the drill, all deficiencies had to be identified and noted.

The following services took part in this rescue drill: Sv. Rok Tunnel Firefighting Unit, Zadar Firefighting Service, Gospić Firefighting Service, police, emergency medical services, HAC Technical Maintenance Service, and DUZS (National Protection and Rescue Directorate), County Centre 112.

The analysis conducted after the drill showed that the results of the firefighting exercise are normal and expected, i.e. that the Sv. Rok Firefighting Unit is capable of performing independent firefighting interventions in tunnel, with the support of available firefighting and traffic safety systems, and with the aid of Sv. Rok Technical Road Patrol Unit.

Autocesta Zagreb - Macelj d.o.o.

Contribution to tourist season - parking lot improvement

After the first contacts with our country at the border crossing, and then when driving along our modern and new motorway (here the accent is on main tourist routes), the tourists will stop and have a rest at one of our roadside rest areas. Here they will get the first real impression about our country and we, as motorway operators - also responsible for parking lots on roadside rest areas - have to do our best so that this first impression is not disappointing.

This is why Autocesta Zagreb - Macelj (AZM) decided to include in this year's periodic maintenance program the improvement of the undeveloped part of the parking lot at the roadside rest area Sv. Križ Začretje West, which has been reserved for a future food service establishment.

As the current sub-concessionary OMV already operates a food service in the scope of its filling station, the totality of the unoccupied plot became available for parking lot extension, thus providing space for a greater number of buses and trucks. This new parking lot has been developed in accordance with good engineering practices, and features a sufficient number of islands destined for vegetation planting.

In this way the current parking area has been extended by 4 new places for passenger cars, 5 places for buses, and 9 for tractors-semitrailers. At the same time, the previously placed container toilets are now much better fitted into the new environment dominated by the improved parking lot surrounded by greenery.

HUKA paid a visit to ASFINAG

Croatian delegation ahead with the current President of HUKA Mr. Miro Škrgatić and the Vice-President Mr. Aleksandar Čaklović paid a visit to the Austrian motorway concessionaire ASFINAG, situated in Vienna.

At the invitation of the Executive Director of ASFINAG, dr.Klaus Schierhackl, we visited Vienna on the 27th of May, where we got the opportunity to get acquainted with the organization, business activity and future plans of ASFINAG.

As a part of our visit, we visited Traffic Control Centre Vienna-Inzersdorf and Tunnel Control Centre Kaisermühlen. Traffic management priorities consist of the fields of real-time traffic control, emergency action plans, as well as traffic data network. Currently, 270 km of the ASFINAG network is equipped with real-time traffic control with a goal of 20 % coverage of network by the year 2013. Traffic Control Centre is responsible for central control of telematics systems, monitoring of current traffic situation, calculation of current traffic situation from sensor data once a minute, automated traffic reports and traffic congestion progression analyses, construction site management system and traffic data analysis.

Road Traffic Telematic Systems (TTS) applications combine information technologies, telecommunication technologies, automation/control technologies and research on avoidance of congestions and accidents, and contribute substantially to best utilization of traffic routes, increase of traffic safety, decrease of travel times, useful pre and on-trip information and optimized mobility.

The Centre has 37 full time employees, and is equipped with 4 fully equipped line control systems, 5 line control systems for immission reduction, 2 working site information systems. The Operator Room at the TMCC is in operation 24/7, has 12 operator working stations, approx. 30 m² monitor wall and overall Information floor space of centre of 1240 m².

Tunnel Control Centre is responsible for monitoring of 654 km of motorway network in Vienna. Monitoring is conducted 24/7, in three shifts with two operators per shift. Tunnel manager is backed-up by fully automated fire fighting programs along with over 150 various traffic programs.

Hereby, we would like to express our gratitude to our friends in Vienna on a very warm welcome and most interesting and educational program they had prepared for us, and we hope we will have the opportunity to welcome them in Croatia and present our network and concessionaires.

ASFINAG plans, finances, maintains and tolls the entire Austrian motorway and expressway network covering 2,178 kilometers. This figure includes over 300 kilometers per direction in tunnels and some 300 kilometers per direction over bridges. ASFINAG was established in 1982 and is wholly owned by the Austrian Federal Government.

KEY FIGURES ASFINAG	2009
Total length of motorway network in km	2,135.60
2 x 2 lanes	1,614.30
2 x 3 lanes	313.40
2 x 4 lanes	23.10 184.80
Annual toll revenues	1,387 mil EUR
Permanent staff	2,668
AADT LIGHT VEHICLES	29,729
AADT HEAVY VEHICLES	3,703
AADT LV + HV	33,432
Total number of accidents (10^9 km)	116.12*
Number of acc. with injuries (10^9 km)	73.7*
Number of fatalities (10^9 km)	2.93*
Number of km travelled (10^6 x km)	25.9 bn
Number of toll stations	14
Number of traffic lanes	116
Number of lanes destined to electronic tolling collection	95
Number of electronic tolling system subscribers	359,175
Number of rest areas (with filling stations)	88
Number of rest areas	222
Number of restaurants	55
Number of hotels	17

* provisionary data – source: ASFINAG National report, ASECAP 2010

ASECAP Annual Study and Information Days held in Oslo

Concessionaires share their best practices and are ready to meet the future challenges of EU mobility

Oslo welcomed the 38th edition of the ASECAP Annual Study and Information Days on 31 May – 02 June gathering up to 300 transport leaders, experts and high level representatives of European Institutions. The congress was organized by ASECAP in collaboration with Norvegfinans - Norwegian Road Financing Companies Association, with Q-Free, GSA and Norbit as the main sponsors.

The first day of the congress was dedicated to discussion about future road tranpost policy between ASECAP members and representatives from European Commission, European Investment Bank, Norwegian Ministry of Transport and Communications, and also to the Commission Decision of 6 October 2009 on the definition of EETS and futher steps that need to be undertaken in order for EETS to come into reality.

The second day of the congress was dedicated to technical presentations divided in four sessions:

- Toll roads safety actions in a regional and European perspective;
- ITS - political commitment and effective deployment;
- Latest tolling, its technologies and added value services;
- Communication strategies & Marketing best practices

Over the years, the annual ASECAP Study and Information Days have developed from an event mainly for the ASECAP members and their representatives, to the number one event for the European Tolling Industry. Here we meet representatives from ministries and other public authorities, suppliers of tolling equipment and solutions, service companies, consultants and of course top managers and key experts from the ASECAP members – the European tolling companies. The demand for road transport services is growing, and this is not only a volume growth, it is also accompanied by strong requirements to the quality of the road infrastructure. The increased globalization and cross-border traffic goes hand-in-hand with the European integration. Safe, fast and efficient travel is required, locally and for long-distance.

The title of this conference – "Roles of states and concessions in building a safe, smart and clean transport policy for Europe" – indicates that the requirements for transport services can only be met together by states and concessionaires.

The event has delivered a strong message assessing the concessionaires' readiness and willingness to contribute to the shaping of sustainable policies for efficient EU mobility solutions. This approach has been welcomed and supported by the EU policy makers who attended this event. The success of the congress has proved once again that PPP schemes and road concessions offer the best model to ensure smart, cleaner and safer roads through the European Union.

Among several issues at stake, all relevant stakeholders together with Director Grillo-Pasquarelli (European Commission DG MOVE) and national ministries representatives were invited to discuss the future of the **European Electronic Toll Service** (EETS) and the sensitive question on how to bridge the gap between the provisions defined in the Decision 2009/750 and their effective implementation into the different market realities.

On **ITS**, ASECAP reiterated its strong support to the EU political commitment in terms of ITS deployment policies and to the forthcoming Directive on Intelligent Transport Systems to be adopted shortly. However, ASECAP reminded to policy-makers that all choices must be driven by sound business models and by a concrete assessment of users needs. Toll concessionaires proved that perfect business cases exist in the tolling sector and therefore reminded that they are ready to offer their field expertise and knowledge for a successful deployment of these systems. A. E. Jensen, rapporteur on the ITS Directive for the Transport Committee of the European Parliament, praised the role played by the concessions' industry that has at its disposal large resources to invest in this field.

The congress was also the occasion for road operators to underline once again that **safety and environment protection** are already concrete ingredients in their daily infrastructure management. ASECAP members recalled that they do operate the most and qualitatively best part of the TENs roads with the highest safety and green performances thanks to the resources and human skills devoted through research and implementation.

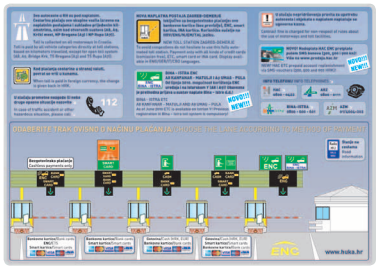
Finally, in several technical and interactive sessions, close to 50 speakers from the conceded world presented best practices and brainstormed on innovative approaches in terms of tolling technologies, green infrastructures, safety operations and ITS applications. Mr. Goran Kezunović from the Rijeka – Zagreb Motorway represented Croatia on this occassion in the session Latest tolling, its technologies and added value services, with the presentation of Demerje cashless toll collection station.

ASECAP invited all the stakeholders to meet again next year for the 39th edition of the ASECAP Days that will be organized for the first time in Brussels (29-31 May 2011), at the heart of the EU decision-making process.

The programme and all the proceedings are available on **www.asecap.com** .

Presentation of cashless toll collection station Demerje by Goran Kezunović from ARZ

New edition of leaflet about tolls issued by HUKA



In May 2010 HUKA, in collaboration with the concessionaires, issued a bilingual leaflet „Info toll" in edition of 220.000 samples.
Leaflet about tolls presents general information on toll payment methods and parts of the network covered by the electronic toll collection (ETC) as well as other useful information.
Leaflet is available for overview and downloads on **www.huka.hr** .

News from EU

Parking areas

The question of the availability of a sufficient number of parking areas with a sufficient level of security has become an issue in several parts of the EU road network.
A preliminary study carried out for the Commission has evaluated the need for investment until 2020 on the Transeuropean Road Network (TEN-T) alone to 1.2-1.5 billion Euros.
The construction of an adequate number of parking and rest areas in order to face the continuous growth of transport is primarily a responsibility of the Member States.
Nonetheless, the Commission has undertaken a row of initiatives in order to support and to coordinate the efforts of the Member States in this field.
The Commission will continue to follow this issue closely and in cooperation with the social partners (IRU and ETF).

Commercial road transport: first pilot project for secure truck parking completed

Concluding a pilot project – known as SETPOS (secure European truck park operational services), the Commission released on 20/05/2010 a handbook of best practice on secure European truck parking.
The project also included investments into four pilot parking sites on the trans-European network, serving as a model and encouraging investors to develop such facilities.
The handbook aims to help truck park operators develop their sites in line with the required security standards.
It also acts as a focal point for information for other stakeholders, such as transport operators, drivers, shippers and national authorities interested in developing truck parks.
In the pilot project, a secure truck parking site has been built near Valenciennes (France) and investments to improve the security of existing rest areas have been carried out in Wörnitz and Uhrsleben (Germany) and Ashford (United Kingdom).
Additionally, a web database of parking sites available along the main European roads has been developed: http://www.truckinform.eu/.

Record low in road deaths

For the first time ever the number of people killed in road accidents has fallen below 150 000 in the 52 member countries of the International Transport Forum (ITF), excluding India.
According to data released by the ITF, which is part of the OECD family, road fatalities recorded the biggest decrease since 1990 with a drop of 8.9 % in 2008 compared to 2007.
Preliminary data for 2009 shows a continuing significant reduction in the number of road deaths for most ITF member countries, recording a drop of almost 10 %.
The moderating effects of the economic crisis on road traffic appear to be one reason for this favourable trend, but many governments can also take credit for road safety policies that are now starting to produce results.
*The International Transport Forum each year brings together Ministers from over 50 countries, along with leading decision-makers and actors from the private sector, civil society and research, to address transport issues of strategic importance. An intergovernmental organisation linked to the OECD, the Forum's goal is to help shape the transport policy agenda, and ensure that it contributes to economic growth, environmental protection, social inclusion and the preservation of human life and wellbeing.

How can concession model be used to finance new investments on existing motorways?

The economic crisis, and the resulting difficulties in financing new investments, has incited French concessionaires to look at alternative solutions for the realization of their projects. In late 2008, the proposal was made to use concession model to finance environment-friendly investments that are not included in the initial contract, and this in such a way that, instead of burdening road users by toll rate increases, the projects are realized by extension of concession contracts.
For this, the investment has to be proven indispensable and inseparable from the existing infrastructure, and the concession time extensions should be defined in such a way that concessionaires are given proper opportunity to secure the necessary financing.
As this method of financing is highly similar to state subsidy, the approval of the European Commission is necessary, and here the role of national government is to prove to the Commission and Parliament that the project is cost-effective, and that the extension of concession time is strictly tailored to the needs of the project, which is followed by contract signing between the Government and concessionary.
Based on this solution, the government and concession companies have already signed 5 agreements with the one-year extension time, and with the total of one billion of Euros secured for new investments over the next three years.
The introduction of new and flexible solutions is a step forward in development of the concession model, which will in this way continue to be an efficient instrument, not only in terms of cost-efficiency, but also from the standpoint of environment preservation.

Statistical data

TRAFFIC
NUMBER OF VEHICLES ON TOLL PLAZAS

Company	Until the end of June 2010		Total
	Light vehicles (categories 1 and 2)	Heavy vehicles (categories 3 and 4)	
HAC	11.515.362	2.188.508	13.703.870
ARZ	6.419.572	778.545	7.198.117
BINA-ISTRA	1.666.742	190.218	1.856.960
AZM	2.380.697	296.986	2.677.683
TOTAL	**21.982.373**	**3.454.257**	**25.436.630**

TOLL REVENUES (without VAT)
1 EUR = 7,2 HRK

Company	Until the end of June 2010		% (10/09)
	KN	EUR	
HAC	495.115.675,43	68.766.066,03	-4,40
ARZ	182.226.308,00	25.309.209,44	-10,33
BINA-ISTRA	50.286.248,00	6.984.201,11	-9,75
AZM	69.897.460,90	9.707.980,68	0,34
TOTAL	**797.525.692,33**	**110.767.457,27**	**-5,79**

TRAFFIC SAFETY

Number of traffic accidents:	Until the end of June 2010				
	HAC	ARZ	BINA-ISTRA	AZM	CROATIA
- with fatal casualties	13	2	1	1	17
- with injuries	90	35	3	6	134
- with material damage	724	220	60	60	1064
TOTAL number of accidents	827	257	64	67	1215
TOTAL number of deaths in fatal accidents	**15**	**2**	**2**	**1**	**20**

HUKA

Koturaška cesta 43, 10000 Zagreb | phone: +385 1 6515 375 | fax: +385 1 6515 377
info@huka.hr | web: www.huka.hr |

Bank account (kuna): 2360000-1101710267
Bank account (foreign currency): 2100247894
Editorial Board: Miro Škrgatić, Editor in Cheif;
Brankica Bajić, Technical editor;
Diana Benković, Technical editor assistant;
Darija Petrović, Vlatka Weiser, Nikola Bulić, Tea Balde
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