

Bina-Istra d.d.

Link road construction on Istrian Y

Link road connecting Istrian Y with border crossings opened to traffic in late June

It is a significant 20 million EUR worth connection which has facilitated inbound and outbound traffic of tourists that take their summer vacation in Istria. Following construction of this connection, through which the Umag Interchange has become directly linked with border crossings at Plovanija and Kaštel, the local traffic is no longer mixed with tourist traffic, thus reducing traffic jams that usually occurred on weekends at border crossings. A roundabout and a direct link for vehicles coming from Plovanija were realized in the scope of this road, which has additionally improved the traffic situation. The new roundabout has prevented mixing of vehicles coming from the direction of Kaštel or Buje.

Construction work on the Peličeti-Pomer link road started in September

Preparations for construction of the Peličeti - Pomer road were initiated just over a year ago. Once all necessary documents had been collected, the start of work on this 8.2 km long section was officially marked on 8 September 2010.

This approach road, destined to link Istrian Y with the southernmost part of Istria, will also assume the role of the second bypass of the town of Pula and will thus greatly improve traffic situation in the greatest town in Istria. Other than being important for the town of Pula, this road will become the itinerary of choice for tourist traffic bound to the greatest tourist zone in the south of Istria: Pomer, Premantura, Medulin and Ližnjan. During the ceremonious opening of the works, the importance of this road for good flow of traffic in Pula region was emphasized by Tomislav Mihotić, State Secretary for Infrastructure, and by Ivan Jakovčić, President of Istrian County, and also by Boris Miletić, Mayor of the town of Pula.

The total length of the project is 8 km (7.2 km of north-to-south link road, and 0.8 km of Pomer bypass).

The link road has two traffic lanes (one for each direction of travel). Traffic lanes are 3.25 m in width, except at the Pomer bypass where traffic lanes are 3 m wide.

In the north, this road is linked to the Istrian Y via the Pula Interchange. The link road has 5 intersections with the local road network, four of which are organized as roundabouts. The project includes one viaduct (Valtura, 250 m) and four underpasses, which form part of road crossings or approach roads. In addition, the project includes rehabilitation/upgrade of road surfacing on about 4 km of roads situated near the designed road such as, for instance, construction of road surfacing on the road bound to Jadreški. Some 382,000 m³ of excavation and back-filling work will be made during the link road construction. Along the entire link road, the drainage will be operated through side gutters that will be linked to separators (where solid particles and oil will be removed) in order to protect the soil and ground water.

Diversion of numerous utilities (water lines, electricity and telephone network) will have to be carried out during realization of this project, especially in the vicinity of Pomer and existing roads. The lighting is planned at all intersections, which is why connections to national electricity network, and additional transformer stations, will be necessary.

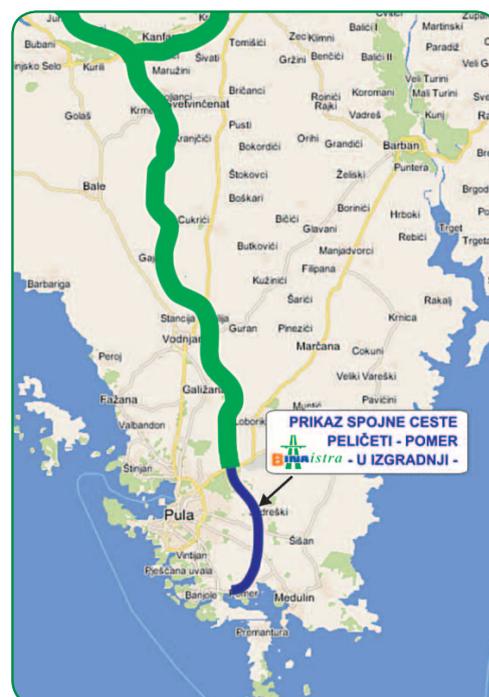
Three building permits have been obtained for the project:

- Phase 1, from Pula Interchange to the crossing with road bound to Medulin (5 km);
- Phase 2, from the crossing with road bound to Medulin to Pomer (2.2 km);
- Pomer Bypass (0.8 km).



The construction work will be completed within 13 months, with Phase 1 scheduled for opening to traffic by 1 June 2011, so that better traffic situation at the approach to Pula is achieved before the start of the next year's tourist season.

This investment is valued at EUR 23.3 million. It is a part of the strategy defined by the County, Ministry of Sea, Transport and Infrastructure, and Bina-Istra. This strategy is aimed at ensuring better links between Istrian Y and the secondary road network by building, free of charge and in parallel with motorway construction, lower ranked road sections such as the link road connecting Istrian Y with the Kaštel and Plovanija border crossings. 



Autocesta Rijeka - Zagreb d.d.

Donja Zdenčina Interchange Ceremoniously Opened to Traffic

The Donja Zdenčina Interchange, situated on the Rijeka - Zagreb Motorway, was ceremoniously opened to traffic on the 21st of November at the site of this interchange.

The Donja Zdenčina Interchange is located on the Zagreb - Karlovac Motorway section, near the locality of Donja Zdenčina, and the actual intersection with motorway is situated approximately at KM 14+250. This is a trumpet-type interchange which enables drivers to exit the motorway and drive in the direction of Kliča Sela and Donja Zdenčina, and toward other local communities. This interchange will be a tolled facility and will be linked, via crossing with a local road, with the road network of the Republic of Croatia. The interchange was ceremoniously opened by the Prime Minister of Croatia Jadranka Kosor who emphasized in her address that the construction of Interchange will result in connecting this area of around 30 000 inhabitants with the motorway network of Croatia, and will also contribute

to its economic and tourist development. The Prime Minister also added that the modern network of Croatian motorways is a significant contribution of Croatia which is joining the European Union as Croatia is an important European tourist destination and 90 percent of its tourists arrive via roads.

The total investment is valued at EUR 9.02 million and includes the cost of land acquisition, design, administrative procedure, constructi-



on, equipment, and technical supervision. Interchange construction works started in May 2009, and were conducted by Poslovna udruga Viadukt d.d., Zagreb and Strabag AG Austria. Supervision was conducted by Institut IGH d.d., Zagreb. 



Tuhobić-South Roadside Service Facility (Type B) Opens to Road Users

The Tuhobić-South Roadside Service Facility (RSF), situated at KM 23+450 of the Oštrovica - Vrata Section of the Rijeka - Zagreb Motorway, opened its doors to road users on 9 October 2010.

The Tuhobić RSF was named after the mountain peak close to the Gornje Jelenje Pass which offers a magnificent view on the nearby Gorski kotar peaks on the one side, and on the sea and its fascinating islands on the other. The Type B Tuhobić RSF is designed as a facility with a filling station and a food service establishment. For the time being, the users can benefit from the filling station services only, while the restaurant, outside sanitation facilities, and an appropriate parking lot, will be built at a later time. The restaurant will be situated near the parking lot and will have a traditional waiter service

section, section with self service, and a café bar. Wide-crown trees will be planted at the parking lot so that one third of the area will ultimately be shaded by trees. Thus the entire landscaping solution will be fitted to the RSF architecture and the surrounding landscape. A children's playground will be situated near the restaurant and the café bar.

The filling station has a filling area formed of 8 lanes divided by four traffic islands each of which is equipped with filling units for all types of fuel. In addition, one of these islands has an extra autogas filling unit. A unit for air and water is located at a layby placed at some distance from the mentioned islands. A fire station, situated near the west portal of the Tuhobić Tunnel, next to the hazardous cargo vehicles, is also located within the area occupied by the Tuhobić RSF. 



Tuhobić RSF - filling station



Fire station

Hrvatske autoceste d.o.o.

Continuation of construction of Corridor Vc – the loan agreement was signed

According to the Croatian Transport Development Strategy, the Corridor Vc is the highest priority project of the future road infrastructure development in Croatia. The construction of the north and south sections of the Corridor Vc in Croatia will directly foster development in the Brod-Posavina County and the Dubrovnik-Neretva County, including also the town of Ploče.

Once built, the Corridor Vc will be the fastest link between the north-eastern and southern parts of Croatia, and will greatly improve links between Croatia and the neighbouring countries, particularly with Bosnia and Herzegovina. The tourist and commercial activities in the Dubrovnik-Neretva County, and in the entire south-eastern Croatia, will also be improved.

Hrvatske ceste Co. have signed the loan agreement with the European Bank for Reconstruction and Development (EBRD) on the 24th of November 2010 in the amount of 60.630.000,00 EUR. Loan funds will be used specifically for financing 50 % of value of the Project for completion of Corridor Vc, which includes construction of the Croatian part of the motorway network, 12.5 km in length,

along the northern and southern border with Bosnia and Herzegovina, namely:

1. Northern section (3.5 km) - from Sredanci Interchange to Svilaj (border with Bosnia and Herzegovina), including the bridge over the Sava River.
2. Southern section (9.0 km) - from Ploče Interchange to the border with Bosnia and Herzegovina, including the Metković border crossing.

The loan is negotiated for the period of 15 years, grace and withdrawal period being 3 years, with variable interest rate based on 6-months-EURIBOR, increased for EBRD margin of 1 %. Remaining funds for financing of the Project for completion of Corridor Vc will be ensured with credit from the European Investment Bank (EIB) and the funds of Hrvatske ceste Co. Public tendering procedure is currently in progress as to select the optimal constructor according to the international financial institutions procedures.

Information about Sections

Northern section, Sredanci – border B&H and bridge over Sava River

Section Sredanci - border B&H, 3.5 km in

length is the end section of A5 Motorway and is extension of the newly built section Đakovo-Sredanci. Designs of this section include the following structures: Popovača bridge, 2 over bridges (Svilaj and Zoljani Interchanges), frontal toll plaza Svilaj, Interchange Svilaj and border crossing Svilaj. Motorway on the border with B&H traverses the wide inundation area of Sava River which will be bypassed by the bridge 660,00m in length and 29,00m in width. Three driving lanes of 3,50m without hard shoulder are designed.

Construction of section Sredanci – border B&H is scheduled for completion in the second quarter of 2013.

Southern section, Ploče Interchange– border with B&H including border crossing Metković

1.) Border crossing Metković with junction to public road D62 (1st phase)

1st phase includes construction of:

- traffic area – border crossing plateau Metković with lightning, traffic equipment and fibre-optic cable signalization, telecommunication port and water connection,

- link road to D62 with traffic equipment and signalization,
- reconstruction of D62 (570 m) with traffic equipment, signalization and diversion of telecommunication installation,
- electricity and water supply of Metković border crossing.

Construction of Metković border crossing is scheduled for completion on the 15th of May 2011.

2.) Section Ploče Interchange – border B&H (IInd phase)

IInd phase includes construction of motorway route from Ploče Interchange to border B&H, part of Ploče Interchange and frontal toll plaza.

Section Ploče - border B&H, 9 km in length is part of A10 Motorway Mali Prolog-Ploče. Designs of this section include the following structures: viaduct Iskislji (178 m in length), underpass Andelići (27 m in length) and overpasses Mioči (69,5 m in length), Golubinka 1 (60 m in length) and Golubinka 2 (56 m in length).

Construction of section Ploče Interchange–border B&H is scheduled for completion in the second quarter of 2013. 

City of Zagreb gets a New Bypass

The city of Zagreb is the most significant and greatest transport centre in Croatia. It is both the origin and destination of numerous road trips through six motorways (A1, A2, A3, A4, A6 and the future A11). They all either start or end at the city's south-side Bypass. Zagreb is also the crossroads of European corridors X, Xa and Vb.

In addition to transit traffic, the bypass currently accommodates much of the internal and origin-destination traffic of the city of Zagreb. Some parts of the bypass have already become city roads. About 70 % of the traffic on the bypass can be classified as city traffic (especially on the Jankomir - Lučko Section, and Lučko Interchange). In 2009 AADT of the bypass amounted to 54,542 vehicles. Due to speedy development of the greater area of the City of Zagreb and the

Zagreb County, high traffic growth can be expected in the following period. This would result in travelling conditions inadequate for high category roads.

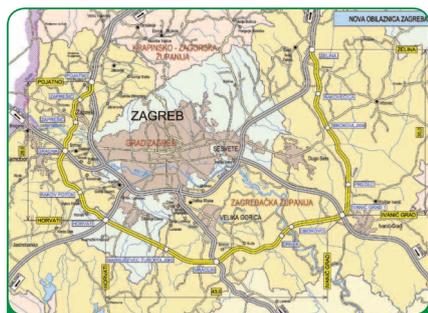
After construction of the new bypass, the traffic on the current bypass would be relieved, and the high level of service would be at the same time maintained on the new bypass. Traffic study for the road and railway system in the greater area of the City of Zagreb forecasts that in 2018 the AADT on the current bypass would amount to 53,711 vehicles, and 19,616 vehicles on the new Zagreb bypass.

The future bypass will be a part of the tolled motorways network. At future interchanges toll will be charged at lateral toll stations. Traffic congestions currently experienced at the frontal toll stations during entrance to or exit from the city would be avoided after completion of the new Zagreb bypass. HAC is in charge of this new development, and will coordinate all activities. Contracts have already been signed for preparation of design documents up to the preliminary design level, conduct of administrative procedure up to the delivery of location permit, and topographic survey and geotechnical investigations up to the preliminary design level. Conceptual design activities are now under way, and the route for the future bypass is being incorporated

into the Zagreb County development plan. As this project may be eligible for European financing, location permit must be obtained as a precondition for such funding. Therefore this public procurement includes all that is needed to obtain the location permit: preparation of design documents up to the preliminary design level, environmental impact assessment, harmonization with development plans, and all preliminary activities as necessary for proper realization of these works (topographic survey, geology, etc.).

The contracts have been signed for individual sections as follows:

- **LUKA (POJATNO) - HORVATI Section** - contract has been signed with the company INŽENJERSKI PROJEKTI ZAVOD d.d. and completion of the works is scheduled for June 2012.
- **HORVATI - IVANIĆ GRAD Section and rehabilitation of LUČKO INTERCHANGE** - contract has been signed with the company INSTITUT IGH, d.d. The completion of HORVATI - IVANIĆ section is scheduled in October 2012, and for the LUČKO INTERCHANGE 15 months after signature of the contract.
- **IVANIĆ GRAD - ZELINA Section** - contract has been signed with INŽENJERSKI PROJEKTI ZAVOD d.d. and completion is scheduled in October 2012. 



* Map is for information purpose only as design of the new bypass is under way.

Hrvatske autoceste d.o.o.

Sveti Rok Tunnel - third safest tunnel in Europe!

Hrvatske ceste Co. has once again received a significant international recognition for tunnel safety. After the Europe's best tunnel award was granted to Brinje Tunnel in 2007, this year the Sveti Rok Tunnel has taken the excellent third place in steep competition with 26 tunnels inspected in 13 European countries in the scope of the international tunnel inspection program called EuroTAP (European Tunnel Assessment Program). This high ranking of the Sveti Rok Tunnel, the second tube of which was opened to traffic just a year ago, is primarily due to efforts made by excellently trained and qualified tunnel staff on duty around the clock at this facility. The entire traffic is monitored via 172 video cameras from one of the Europe's most modern Traffic Maintenance and Monitoring Centre. Some of the outstanding features of the tunnel are: automatic fire detection system which stops traffic in case of fire, ventilation powerful enough to deal with fire accidents, high level of training of emergency inter-

ventions personnel, extensive plan of action in case of emergencies including proper rescue procedures and possibility for emergency services to cross to the other direction of traffic at tunnel portals, tunnel pipe connections at every 300 m intervals, traffic news broadcast in tunnel with messages in several languages, and laybys spaced at every 816 m intervals. The fact that this is a low risk tunnel is especially emphasized. In the sphere of accident prevention, main reasons for this excellent result are: one way traffic, suf-



ficient width of evacuation routes, small proportion of trucks, and appropriate laybys and lighting. 

During June and July 2010, Hrvatske autoceste d.o.o. have carried out successful recertification of management system according to ISO 9001:2008, ISO 14001:2004 and OHSAS 18001:2007 standards, and in that way confirmed its continuous development of business processes based on the principles of social responsibility, users' needs, environmental protection and health and safety protection of users and employees in compliance with the Croatian legal framework.

Autocesta Rijeka - Zagreb d.d.

Combined efforts to keep wild animals away from the motorway

In mid-August 2010, the company ARZ initiated a meeting focusing on joint measures to be taken to keep wild animals from accessing the motorway. In addition to the team of experts from ARZ, the meeting was also attended by representatives of HAC, Ministry of Culture, Ministry of Sea, Transport and Infrastructure, Inspectorate for Nature Protection, Ministry of Regional Development, Forestry and Water Management, Faculty of Veterinary Medicine, Croatian Forest Authority, City of Zagreb Hunting Society, and other relevant operators that are expected to contribute to the resolution of this problem.

According to data provided by the Motorway Maintenance Unit, as many as 283 wild animals collided with vehicles over the past ten years along the Rijeka - Zagreb Motorway. Out of that number, 57 are big game animals (bear, doe, deer, horse) while 226 are small game animals (boar, wild cat, dog, fox). Along its entire length, the Rijeka - Zagreb motorway lies in the critical zone with respect to probability of vehicles colliding with wild animals, which poses an additional challenge when defining adequate protection against such accidents. However, the good side is that as many as 25 percent

of this motorway section is formed of structures, bridges, viaducts, and underpasses, including the wildlife crossing at Dedin.

Although ARZ is taking all appropriate measures to solve this it nevertheless places high emphasis on the need for well coordinated joint activity in this field.

With this objective in mind the conclusions was reached to form ad hoc commission which would include representatives from hunting societies and Interior Ministry for the following purpose:

- to determine hunting ground limits,
- to locate feeding sites of wild animals and their distance from the motorway,
- to determine possible animal crossing points if there are no natural crossings above tunnels, green bridges, below bridges, viaducts and passages,
- to specify the way in which waste will be removed from sub-concessionary's parking lots, and improve the fence along the motorway route.
- to improve the fence along the motorway route

Proposal was made to increase height of the wire fence for 50 cm and to place it at an angle of 45 %, inclined towards the



woods (as on the Zagreb - Karlovac section). Furthermore, an additional wire fence should be placed 2 m away from the existing fence, and the motorway patrolling frequency should be increased during the hunting season. Hunting societies should be cautioned to hunt from the fence in the direction of hunting areas, rather than in the opposite direction as has been registered along the Zagreb - Karlovac section of the Rijeka - Zagreb motorway. In coordination with the Ministry of Regional Development, Forestry and Water Management and the Croatian Hunting Association, procedures will be established for cases when animals are found within the area protected by the fence. The issue of wild animals accessing the motorway can only be solved by joint action of all participants, which will ultimately result in greater safety for road users. 

Autocesta Zagreb - Macelj d.o.o.

Motorway - a promoter of the Krapina-Zagorje County's image as a tourist destination

The company Autocesta Zagreb - Macelj d.o.o. (AZM), with the head office in the village Velika Ves near Krapina, is an economic operator of high significance to the Krapina-Zagorje County. Good mutual communication and joint activities, aimed at bringing improvements to people living along this county's jugular, are highly visible in all segments of cooperation (economic and political activities, police work, firefighting, emergency ambulance service, construction and municipal services, etc.). In the scope of these incentives, the AZM also cooperates with the regional Tourist Board. In fact, the Krapina-Zagorje County Tourist Board has significantly increased its activities over the past several years, and the results are visible at the first glance.

For instance, the interactive Krapina Early Man Museum (Neanderthal Man), one of the richest Neanderthal sites in the world, was opened this summer in Krapina. In order to properly mark the location of this museum and present its offerings not only to domestic visitors but to southward bound vacationers passing through this region, the County Tourist Board has prepared and placed, with the approval of the AZM, new tourist information hoardings at the approach to the traffic interchanges at Krapina and Đurmanec, which clearly depict, through words and pictures, the town of Krapina as a locality where historic remains of early Neanderthal men were found. It might be relevant here to mention that this year's "Worker of the Year" award,



presented by the Krapina-Zagorje County Tourist Board in the scope of the campaign "I Love Croatia - Man, a Key to Success", was given to Mirko Hršak, toll collector at the Krapina Toll Station of the Zagreb - Macelj Motorway. [📍](#)

HUKA VISITS

ASFINAG

Following the invitation of the President of HUKA, Miro Škrkrgatić, representatives from the Austrian motorway concessionaire company ASFINAG, ahead with Klaus Schierhackl, CFO, paid a visit to Autocesta Rijeka - Zagreb d.d. on the 24th of August 2010. Rupa Maintenance Center was selected as the meeting point where our guests had been briefly informed about motorways operated by Autocesta Rijeka - Zagreb d.d. (A6 Bosiljevo-Rijeka and A7 Rupa - Rijeka - Križišće), and particularly about the newly built Rijeka bypass, Interchange Orehovica - Interchange Diračje, opened to traffic in full profile on the 22nd of December 2009.

After the oral presentation, the guests were taken for a drive over the bypass and across the Bridge Riječina as to perceive for themselves the complexity and gravity of the project but also the significance it has for the region of Rijeka and entire Croatia as well. Special attention was also given to tunnel construction of noise barriers on the part of the section between viaduct Mihačeva Draga and Kozala overbridge, covered with solar panels as to serve as a solar power plant as well. This was followed by the technical visit of Bridge Krk which on July 19th this year celebrated its 30th anniversary. On our way back, we also visited the Traffic Control and Maintenance Center Delnice and the cashless toll collection station Demerje as the last stop of the visit.

We would like to take this opportunity to thank our guests for visiting us and express our eagerness and good will for future meetings, collaboration and exchange of experiences.

DARS

The first ladies from the Slovenian concessionaire company DARS, Mateja Duhovnik, CEO and Gordana Bošković, member of the Board, visited HUKA and the headquarter of Rijeka - Zagreb d.d. on September 23th 2010. Visit was organized in order to further develop and deepen the exchange of experiences between Croatian concessionaires and DARS that started on ASECAP conferences which were also the opportunity for acquaintance and first insight into advantages and benefits of mutual collaboration. This occasion also served as an opportunity for HUKA president Miro Škrkrgatić and Vice-President Aleksandar Čaklović to exchange revenue, traffic and investment data and also to discuss future plans and overall economic climate in both countries. Visit also included tour and presentation of the cashless toll collection station Demerje which was presented by Goran Kezunović from Autocesta Rijeka - Zagreb.

AWSA

Andrzej Patalas, CEO of the Polish motorway concessionaire AWSA and his associates paid a visit to HUKA and Autocesta Rijeka - Zagreb d.d. on the 16th of September 2010. The Polish delegation expressed interest for the visit in order to exchange experiences with Croatian concessionaires concerning the area of motorway management and especially ETC due to the fact that for the time being in Poland only AWSA applies toll collection i.e. manual toll for light vehicles and vignettes for trucks and introduction of ETC is planned.



Henri Skiba, Head of Egis Road Operation d.o.o., a company that operates Autocesta Zagreb - Macelj d.o.o., and Aleksandar Čaklović, member of the Board of Autocesta Zagreb - Macelj d.o.o. and the Vice-president of HUKA also attended the meeting. The following meeting is arranged for spring in Poland, after which ARZ will again host the Polish delegation in fall 2011. [📍](#)

Autostrada Wielkopolska SA is implementing the biggest concession investment project in Poland under the PPP (Public Private Partnership), i.e. the construction and operation of A2 Toll Motorway. The total length of the Polish Motorways network in December 2009, including the State-owned network is 837 km. (300 km tolled and 537 km non-tolled.) AWSA has been the first company in Poland with an objective to finance, develop and operate A2 toll Motorway and was awarded with two concessions on the sections from Swiecko (boundary with Germany) to Nowy Tomysl (105 km) and from Nowy Tomysl to Konin (149 km).



EU Road Safety Programme 2011 - 2020

On July 20, 2010 the Commission has adopted an ambitious Road Safety Programme which aims to halve road deaths in Europe also in the next decade. The programme sets out a mix of initiatives, at European and national level, focussing on improving vehicle safety, the safety of infrastructure and road users' behaviour.

Road safety policy has to put citizens at the heart of its action: it has to encourage them to take primary responsibility for their safety and the safety of others.

Road Safety is a major societal issue. In 2009, more than 35,000 people died on the roads of the European Union, i.e. the equivalent of a medium town. For every death on Europe's roads there are an estimated 4 permanently disabling injuries such as damage to the brain or spinal cord, 10 serious injuries and 40 minor injuries. The estimated economic cost to society is 130 Billion Euro a year.

The proposed policy orientations takes fully account of the results obtained during the 3rd road safety action programme 2001 - 2010, showing that in spite of important progress made on road safety, efforts needed to be continued and further strengthened.

Results of the Road Safety Programme 2001 - 2010

Although the ambitious target set by the 3rd Road Safety Action Programme (RSAP 2001-2010) to halve the number of fatalities by 2010 has not been completely met, significant progress has been made. For example, the number of fatalities is expected to fall by more than 40 % (compared to a 25 % drop in the preceding decade). It also brought down the average level of road deaths per one million inhabitants from 113 in 2001 to 69 in 2009 for all current 27 Member States. This is close to the level of the best-performing Member States in 2001 (the UK, Sweden and The Netherlands with respectively 61, 62 and 66 deaths per one million inhabitants). The Road Safety Action Plan (2001-2010) was a strong catalyst for EU and national efforts to improve road safety.

Member States should concentrate their efforts on areas where their performance is the lowest, using as an indicator the results obtained by the best performers in such areas. Specific national objectives could thus be established, for example by laying down the objective of not exceeding



a given number of road deaths per million inhabitants.

Road Safety Programme 2011 - 2020

Seven Strategic Objectives

1. Strengthening education and training for road users

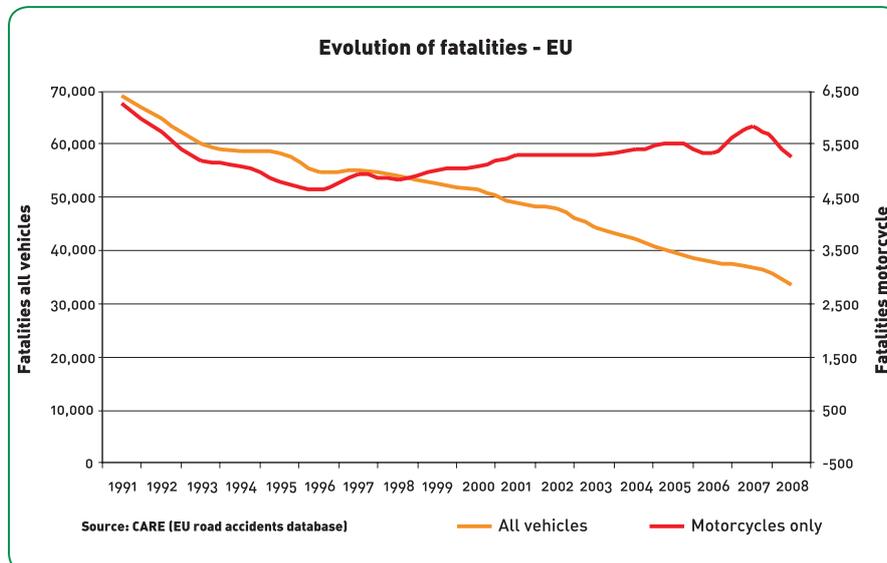
The road user is the first link in the safety chain and the one most prone to error. Whatever the technical measures in place, the effectiveness of road safety policy depends ultimately on users' behaviour. Education, training, and enforcement are essential.

The Commission will work with Member States to develop a common education and training road safety strategy. At EU level

this will include, as a priority, strengthening the quality of the licensing and training system, notably by widening the EU Driving Licence Directive with special focus on young novice drivers as well as on elderly people.

2. Better enforcement

Effectiveness of road safety policies largely depends on the intensity of controls and compliance with safety requirements. Enforcement remains a key factor in creating the conditions for a considerable reduction in the number of deaths and injuries. Speeding, drink driving and failure to wear a seatbelt are still considered the three main killers on the road. Measures to strengthen EU wide and national



enforcement controls will include the development by Member States of national implementation plans, EU wide awareness campaigns, possibility to require mandatory use of alco-locks for specific professional cases, such as school buses, identification and sanctioning of foreign offenders for seatbelts, speed, alcohol and traffic light offences.

3. Building safer road infrastructure

European funds will only be granted to infrastructure compliant with road safety and tunnel safety Directives. This is already the case for TEN-T funding, the Commission wants to extend it as a general principle for any EU funding, for example cohesion funding.

The principles of existing EU legislation on infrastructure safety management shall be extended also to rural and urban roads of Member States because there occurs the highest number of fatalities (56 % on rural and 44 % on urban roads in 2008 compared to 6 % on motorways).

4. Improved Safety Measures for Vehicles

Much work has already been done in the period 2001-2010 with regard to "passive" safety devices for vehicles such as seatbelts and airbags. Between 2011 - 2020 a range of new "active safety" measures will come into force for safety equipment including:

- Mandatory electronic stability control (for cars, buses and trucks to reduce the risk of destabilising or rolling)
- Mandatory lane departure warning systems (for trucks and buses)
- Mandatory automatic emergency braking systems (for trucks and buses),
- Mandatory seat belt reminders (cars and trucks)
- Mandatory speed limiters for light commercial vehicles/vans (already in place for trucks)

For electric vehicles, the Commission will bring forward a package of concrete measures setting technical standards for safety.

The Commission will examine the possibility of extending the implementation of advanced Driver Assistance Systems, such as anti-collision warnings by retrofitting them to commercial and or private vehicles

Since 2003, EU legislation has been strengthened to reduce injury risk for vulnerable groups such as pedestrians, cyclists e.g. through mandating energy absorbing car fronts and, blind spot mirrors. Further technical actions in this area will need to be examined.

The Commission will strengthen EU leg-

islation on roadworthiness tests with a view to establishing mutual recognition of roadworthiness inspections so checks in one Member State will be recognised in another.

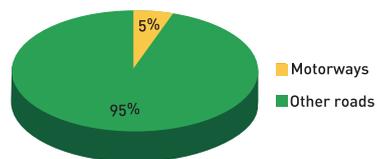
5. Boost Smart Technology

The Commission will propose new technical specifications, under the ITS Directive (Intelligent Transport Systems Directive) so that data and information can be easily exchanged between vehicles and between vehicles and infrastructure (for example to enable real time information on speed limits, on traffic flows, congestion, pedestrian recognition.) Development of ITS in vehicles raises a number of concerns from the safety point of view (distraction, impact on driving etc.) EC will accelerate the deployment of e-call as well as examine its extension to motorcyclists, heavy duty trucks and buses.

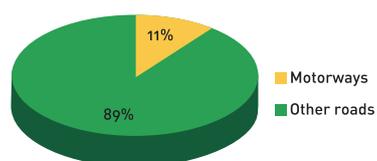
6. Establishing a Road Injuries Target

While the number of fatalities has decreased between 2001 and 2010 the number of injured people is still very high. Reducing the number of injuries will be a key priority action for Europe for the next decade. The Commission will develop the elements of a comprehensive strategy of action concerning road injuries and first aid. He will try to establish common definitions of serious and minor injuries to define EU wide injuries target for the period 2011 - 2020.

Total road accidents in Croatia in 2009



Total fatalities in Croatia in 2009

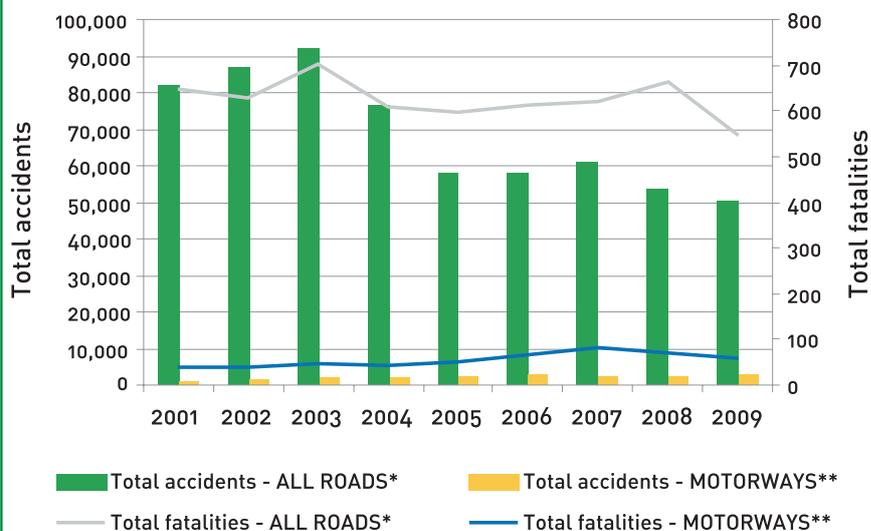


7. Protect vulnerable road users

In 2008 riders of motorcycles, mopeds, cyclists and pedestrians represented 45 % of all road deaths and statistics. Their vulnerability is especially high in urban areas. The Commission will focus particularly on motorcycles and other "powered two wheelers (PTW)." While other vehicle transport modes have shown significant decreases in fatalities and serious injuries over time, those for PTW riders have exhibited much lower decreases or remained even static.

More details about Road Safety Plan 2011 - 2020 are available [here](#).

Road accidents and fatalities in Croatia 2001 - 2009



* Source: Croatian Ministry of the Interior, Road Safety Bulletin 2009

** Source: HUKA, National Reports 2001 - 2009

Statistical data

TRAFFIC

NUMBER OF VEHICLES ON TOLL PLAZAS

Company	Until the end of September 2010		Total
	Light vehicles (categories 1 and 2)	Heavy vehicles (categories 3 and 4)	
HAC	22,613,503	2,813,895	25,427,398
ARZ	13,402,212	1,270,894	14,673,106
BINA-ISTRA*	4,397,916	361,798	4,759,714
AZM	4,416,764	465,385	4,882,149
TOTAL	44,830,395	4,911,972	49,742,367

TOLL REVENUES (without VAT)

1EUR = 7,3 HRK

Company	Until the end of September 2010		% (10/09)
	HRK	EUR	
HAC**	983,923,604.15	134,784,055.36	-1.52
ARZ**	361,012,758.00	49,453,802.47	-4.41
BINA-ISTRA*	108,090,622.86	14,806,934.64	6.65
AZM	134,421,658.09	18,413,925.77	1.12
TOTAL	1,587,448,643.10	217,458,718.23	-1.46

TRAFFIC SAFETY

Number of traffic accidents:	Until the end of September 2010				
	HAC	ARZ	BINA-ISTRA	AZM	CROATIA
- with fatal casualties	23	4	3	1	31
- with injuries	214	62	11	28	315
- with material damage	1,169	350	86	60	1,665
TOTAL number of accidents	1,406	416	100	89	2,011
TOTAL number of deaths in fatal accidents	28	4	4	1	37

* significant increase in traffic and revenues is due to opening to traffic of the section Kanfanar-Pula upgraded to full motorway profile on June 20, 2010

** figures are given before the final clearing between HAC and ARZ



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