

Aleksandar Čaklović, new President of HUKA

On the regular session of The Croatian Association of Toll Motorways Concessionaires held on 18 May this year the company Autocesta Rijeka - Zagreb d.d. passed on the HUKA presiding function to the company Autocesta Zagreb - Macelj d.o.o. and so the Management Board Member of the latter Aleksandar Čaklović, who until then had also assumed the function of HUKA's Vice-President, was appointed as new President of the Association for the ensuing two year period.

Aleksandar Čaklović graduated in 1963 from the then Faculty of Architecture, Civil Engineering and Geodesy, and completed his post graduate studies at the Faculty of Civil Engineering in 1977. At the start of his productive professional career he worked at the Railway Design Bureau first as Assistant engineer and then later as Chief engineer as well. After that he moved to the Civil Engineering Institute, Zagreb, where he first assumed the position of Head of Bridge Department and then later Technical Manager and Head of Department for Concrete and Masonry Structures. In 1985 he was appointed Head of Technical Support Group in Seroa, an

engineering company in Algeria.

In the period from 1992 to 1995, he was the President of the State Office for Standardisation and Metrology, after which in 1995 he transferred to Hrvatske ceste as the General Manager and in 1997 to Hrvatska upravu za ceste as General Manager and from 1999 till 2001 as General Manager Adviser. From 1999 he is certified civil engineer and member of the Croatian Chamber of Architects and Civil Engineers.

After establishment of the company Hrvatske autoceste d.o.o. in 2001, he was appointed Director of the Construction Sector and from 2002 Director of Technical Units for construction of the Zagreb - Macelj Motorway and Istrian Upsilon.

Since 2005, he is a Management Board Member of the concession company Autocesta Zagreb - Macelj d.o.o.

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



he is also member of Croatian Ski Instructors and Trainers Association since 1968, and its President in the period from 1995 till 2004 as well as member of Croatian Ski Association's Executive Board. During his two year presidency term, Mr. Čaklović will continue to actively direct domestic and international activities of the Association, in which he has already been involved since 2009 as the Vice-President and will, with his profound experience contribute to coordinate activities undertaken by all members aimed at representing and defending needs and interests of motorway sector at all levels. 

David Gabelica, HUKA's new Vice- President

Mr. David Gabelica, General Manager of the concessionary company Bina Istra d.d., has been appointed as Vice-President of HUKA. David Gabelica was born in Paris. He graduated at the University of Economy Paris XII in 1994 where he also obtained Master's Degree in Financial Engineering in 1995. From 1996 to 1997 he was Assistant to the Operation and Maintenance Manager in Bina-Istra Operation and Maintenance d.o.o., company in charge of operation and maintenance of Istrian Motorway, a 145 km long tolled road network comprising a 5 km long "Učka tunnel" after which in 1998 he was appointed first Financial controller and later in 2000 Financial Manager in Bina-Istra, d.d. Zagreb, Concession Company for financing, construction, operation and

maintenance of Istrian Motorway, in charge of 145 km long tolled road network comprising a 5 km long "Učka tunnel". In the period from 2002 to 2003 he served as Financial Manager in Transjamaican Highway Ltd., Concession Company for Designing, Construction, Operation and Maintenance of the "Higway 2000", in charge of 50 km tolled motorway in Jamaica. In 2003 he returned to Bina-Istra d.d. as Deputy General Manager and from 2004 till present obtains the function of General Manager of the company. He is also a foreign trade adviser for Conseillers du commerce extérieur de la France, Economic Mission of the Embassy of France in Croatia. He speaks French, English and Spanish.

At the HUKA's regular assembly meeting, the former President of this Association,



Mr. Miro Škrgatić, was appointed Honorary President of the Association, thus joining other who previously obtained the president's duty - Mr. Aleksa Ladavac, Mr. Jurica Prskalo, Mr. Josip Sapunar, Mr. Zlatko Korpar. 

Bina-Istra d.d.

80 km of motorway from Umag to Pula

The Kanfanar to Pula section was opened in June 2010. A year later, on 14 June 2011, additional 50 km of motorway were opened to traffic from Umag to Kanfanar. The section was ceremoniously opened to traffic by Croatian Prime Minister Ms. Jadranka Kosor. In October 2011, another 18 km of motorway will be opened to traffic from Rogovići Interchange to Kanfanar Interchange.

After the concession agreement signing in 1995, the Istrian Y first advanced lengthwise, i.e. from Matulji, to Učka Tunnel, to Umag, and finally to Pula. This was followed by construction of second pavement, i.e. by widening the route to the full motorway profile.

To enable construction of second pavement, Bina-Istra and the Ministry of Sea, Transport and Infrastructure have been joining efforts since the autumn of 2007 to secure financing from private financial institutions. In this respect, Bina-Istra signed a syndicated loan agreement amounting to EUR 693.5 million with a bank consortium formed of three banks: Société Générale, The Royal Bank of Scotland and Zagrebačka banka d.d. This loan enabled refinancing of the existing 2003 debt (funding raised for Phase 1 construction) at much more favourable interest rates. A stand-by loan was also signed to enable Istrian Y widening to the full motorway profile. The fact that these agreements were signed before the onset of the financial and economic crisis has greatly contributed to an undisturbed progress of works on the project.

Despite unfavourable economic trends witnessed over the past three years, the Istrian Y project has been of exceptional significance for Istrian County as it has given employment to about one thousand persons, including the subcontractors, and has been of capital significance to Istrian

construction companies that have greatly participated in the construction work.

Safety and comfort

Compared to two lane road, the level of traffic safety is much greater on four lane motorways, especially as head-on collision hazard is avoided. This advantage becomes even more noticeable with an increase in traffic and, in that respect, it should be noted that traffic has doubled since the signing of the concession agreement.

An enviable level of safety has been attained on the Istrian Y project thanks to good technical characteristics such as two level interchanges, upward and downward grades tailored to motorway standards, stopping lane, lay-bys at every 2 km, rest areas, SOS phones, weather stations, lighted interchanges, and closed drainage system. Other than improving safety, separate pavements also contribute to greater comfort and speed of travel.

Easier access to motorway

In the scope of works relating to extension to the full motorway profile, Bina-Istra has also built two toll free roads outside of concession area. These roads will enable easier access to motorway and tourist destinations. In this respect, a link road 1.5 km in length, from Umag Interchange to the D200 and D21 intersection, running towards to the Kaštel and Plovanija border crossings, and valued at EUR 3.7 million, was opened to traffic in June 2010. The 8 km link road from Pula Interchange (Istrian Y) to Pomer (Medulin) was opened to traffic in July 2011. This road should ease traffic congestion at the entrance to Pula and provide faster access to nearby



tourist localities. The construction of the Pula to Pomer road amounts to EUR 23 million.

After construction, both roads will be handed over to Hrvatske ceste and the county-level road authority.

Sustainable development

A proper care about environment was taken already in previous stages of construction through realization of facilities such as the waste water drainage and purification system, noise barriers, use of solar energy for SOS phones and speed measuring radars, and an energy efficient tunnel ventilation system. Upon successful widening to full motorway profile, this roadway will contribute even more to sustainable development through:

ENERGY-EFFICIENT LIGHTING - all interchanges will have an energy efficient lighting that will provide light to pavement and concrete only, and will thus not hinder natural biorhythm of birds and nocturnal animals.

OPTIMISED BLENDING WITH EXISTING NETWORK - Following construction of the link road from Umag Interchange to D200/D21 intersection (opened to traffic in June 2010), and the Pula Interchange to Pomer (Medulin) road (opened in July 2011), the Istrian Y is even better adjusted to the Istrian secondary road network.

Motorway to open ahead of schedule

According to initial plan, the entire 2A phase was to be opened in February 2012. However, after consultations with Grantor and local authorities, the decision was made to open the sections one after another.

Thus the Kanfanar - Pula section was opened to traffic 19 months ahead of schedule, and the Kanfanar - Umag section eight months ahead of deadline. The Pula to Pomer (Medulin) was opened in July 2011, and the Kanfanar - Rogovići (Pazin) section will be opened to traffic in October 2011.

What lies ahead

In addition to the forthcoming opening of the Rogovići to Kanfanar section in October 2011 the Istrian Y construction program also calls for semi-motorway extension to full motorway profile between Matulji and



Ceremonious address delivered by David Gabelica, General Manager of Bina-Istra



Characteristics of the Umag - Pula section

Length:	78 km
SOS phones linked with optic cables Ten interchanges:	Umag, Buje, Nova Vas, Višnjan, Baderna, Medaki, Kanfanar, Vodnjan-North, Vodnjan-South, Pula
Number of structures (underpasses or overpasses):	55
Three viaducts:	Mirna, Vala and Limska Draga
Cross section:	2 x 2 traffic lanes with continuous stopping lane, and with emergency lay-bys at every 2 km
Toll lanes (entrance or exit):	56
Cost of investment:	EUR 227.8 million

Closed toll collection system on Istrian Y

The closed toll collection system was introduced on the entire Istrian Y in June 2011 after opening of the Umag-Kanfanar section in full motorway profile.

Unlike the open toll collection system in the scope of which toll was charged at toll stations situated at Učka Tunnel, in Vodnjan, and at the Mirna Viaduct, the closed system is introduced on full profile motorway sections, and assumes payment of toll according to the distance travelled.

The new system presents the following advantages:

- balanced toll collection for all users, as all users pay for using the motorway. In this way dissatisfaction of those that are obliged to pay for others will be avoided.
- uniform toll collection system on the entire national motorway network (introduction of electronic toll collection com-

patible with road networks operated by other concessionaires in Croatia).

- significant discounts for frequent users.

The electronic toll collection (ETC) device was introduced by Bina-Istra in June 2010 after the Kanfanar-Pula section was opened in full motorway profile. In addition to numerous advantages associated with the use of such devices including time savings, passage through toll gates without stopping, possibility of using one device for several vehicles regardless of vehicle category or number plates, the users can also use the same ETC device on motorway networks operated by HAC, ARZ and Bina-Istra. The same ETC device can be used on motorways operated by different concessionaires by activating the code of an appropriate toll system.

Rogovići, including the second Učka Tunnel tube and construction of second viaducts over the Mirna and Limska Draga, and this in the scope of Phase 2B.

The environmental impact study for the Rogovići - Matulji motorway section has been completed and submitted for approval. As Bina-Istra already has funding for preparation of design documents, the design of the full motorway profile on this remaining section will start in summer 2011 so that location and building permits can be obtained.

Although the toll collection system has been introduced on the entire Istrian Y, the toll is charged only on sections built in full motorway profile, and for passing through the Učka Tunnel. Although each entrance to and exit from the Vranja - Kanfanar section is registered, the toll will not be charged until this section is opened as full profile motorway. If any section from Matulji to any interchange is used (ending with Kanfanar interchange), only the Učka Tunnel rate (which has remained unchanged) will be charged.

13000 users have recognized advantages of electronic toll collection in one year since ETC has been introduced on Istrian Y. In addition to domestic users, an increasing number of foreign nationals also use ETC when driving on Croatian motorways. 

Hrvatske autoceste d.o.o.

Croatian Prime Minister Jadranka Kosor on June 30, 2011 ceremoniously opened to traffic the Ravča - Vrgorac section on the Zagreb - Split - Dubrovnik Motorway

The Ravča - Vrgorac Section, 9.8 km in total length, is a part of the complex Zagreb - Split - Dubrovnik motorway project. Due to terrain difficulties, 10 structures (5 viaducts, 4 overpasses and 1 tunnel) have been designed on this section. The Kotezi Viaduct 1226.6 m in length, and Umac Tunnel (right-side tube: 440 m and left-side tube 386.7m) are the most significant structures along the route. Other structures are: Gradina Viaduct, Crip Viaduct, Šare Viaduct, Paklina Viaduct, D512 Overpass, Nikolići Overpass, Vrgorac Interchange Overpass and Vrgorac Overpass.

The Vrgorac Interchange is a trumpet type facility enabling connection to the county road Ž6208 and via that road to the national road D62, i.e. to the town of Vrgorac. The Vrgorac toll station with 3 toll booths, 4 toll passages, a passage for oversize vehicles, and a toll inspection building, is also situated on this section.

The construction work was carried out

by the joint venture formed of: Hidroelektra-niskogradnja d.d. (Lead Partner), Viadukt d.d., Zagreb, Konstruktor - inženjering d.d., Split, Cesta Varaždin d.d., Zagorje-Tehnobeton d.d., Strabag d.o.o. Zagreb, Osijek - Koteks d.d., Osijek, and Ingra d.d., Zagreb.

The contract price for construction of the Ravča - Vrgorac section amounts to EUR 97,095,748 (without the VAT).

As the Kotezi Viaduct is much more complex than other structures along the route, it was realized as a separate facility. It was built by the joint venture formed of: DYWIDAG Bau GmbH, München (Lead partner), and Strabag d.o.o., Zagreb (Partner). The Kotezi Viaduct was built for the price of EUR 29,630,009 (without the VAT). The total cost of works on the Ravča-Vrgorac section, including the Kotezi Via-



Ceremonious address delivered by the Croatian Prime Minister Jadranka Kosor

duct, amounts to EUR 126,725,757 (without the VAT). The toll amounting to EUR 0.54 is charged for the Ravča - Vrgorac section, and the toll to be paid to travel from Zagreb to Vrgorac amounts to EUR 25.85 for passenger cars.

After completion of this section, the total length of the Zagreb - Split - Dubrovnik A1 Motorway amounts to 467 km. 

Autocesta Zagreb - Macelj d.o.o.

Zagreb - Macelj A2 Motorway: Estimating risk of hazardous goods transport through tunnels

After passing through the lowland area the Zagreb - Macelj A2 Motorway enters a hilly region at the Krapina - Macelj section where 6 tunnels have been built. Two of them, i.e. Sv. Tri Kralja (1740 m) and Brezovica (590 m), are more than 500 m long. In keeping with Croatian regulations, i.e. Article 27 of the Bylaw on minimum safety requirements for tunnels (NN 119/09), and the Decision on parking and other limitations relating to transport of hazardous materials on public roads (NN 15/10), the concession company Autocesta Zagreb - Macelj d.o.o. has ordered an expert study of risk incurred during transport of hazardous materials through tunnels exceeding 500 m in length.

ADR classification of tunnels exceeding 500 m in length

The European agreement on international carriage of dangerous goods by road (ADR) has defined tunnel categories (five categories: from A to E) so as to regulate transport of hazardous goods through tunnels. In addition to tunnel categories, tunnel restriction codes defining hazardous goods, and serving as basis for unifying European regulations on hazardous goods transport via road tunnels, are also specified. In order to classify tunnels according to ADR based categories, and to enable transport

of goods corresponding to appropriate tunnel codes, an in-depth risk analysis has to be made for every tunnel of more than 500 m in length, and this using the Quantitative Risk Assessment Model (QRAM) developed jointly by OECD and PIARC. On the Zagreb - Macelj A2 Motorway, the QRAM risk assessment was conducted for two tunnels: Sv. Tri Kralja and Brezovica.

In-depth risk assessment

After each +500 m tunnel situated on the Zagreb - Macelj Motorway was subjected to risk assessment according to QRAM model, and this under normal traffic load, summer traffic load, and peak traffic load, it was established that limitations in the transport of hazardous goods are needed at the Sv. Tri Kralja Tunnel only. Thus the transport of hazardous goods via Sv. Tri Kralja Tunnel is restricted in summer period from 1 July to 31 August, when this tunnel belongs to category D according to ADR classification. As to other tunnels, no limitations are applied over the same period. In other parts of the year, the hazardous goods are transported without limitations via all tunnels situated along the Zagreb - Macelj A2 Motorway.

Application of additional safety measures during transport of hazardous goods

The transport of hazardous goods via the

Sv. Tri Kralja Tunnel is restricted in the period from 1 July to 31 August when additional safety measures are applied. In the scope of these additional safety measures, vehicles carrying hazardous goods are not allowed to freely pass through the tunnel but are sent to an appropriate inspection area where they are inspected and are then allowed to pass - escorted by a fire-fighting vehicle - through the tunnel at the time of reduced traffic load. Vehicles transporting hazardous goods wishing to avoid this inspection and escorted passage through tunnel, can leave the A2 motorway at the Krapina Interchange or Đurmanec Interchange and use the alternative route: Krapina Interchange - DCI - Đurmanec Interchange, and from there via A2 motorway to Macelj or: Đurmanec Interchange - DCI - Krapina Interchange, and from there via A2 motorway in the direction of Zagreb.

Continuous verification of risk assessment

Activities relating to assessment of risk during transport of hazardous goods through +500 m tunnels do not end by the above mentioned risk assessment. In fact, in order to verify assessment of risk relating to transport of hazardous goods, it is significant to monitor and analyze changes of various parameters such as traffic structure (percentage of truck traffic, percentage of bus traffic, percentage of vehicles with hazardous goods, etc) and traffic load, so that these new parameters can be used, if necessary, for risk assessment and tunnel categorisation. It should be noted that in April 2011 the concession company Autocesta Zagreb - Macelj d.o.o. submitted for approval the risk assessment study relating to transport of hazardous goods through +500 m tunnels on the Zagreb - Macelj A2 Motorway to the competent ministry, i.e. to the Road Traffic Department of the Ministry of Sea, Transport and Infrastructure. 



Đurmanec Interchange at the Zagreb - Macelj Motorway

Hrvatske autoceste d.o.o. - seasonal sale of ETC packages

In the period from 15 June to 15 September 2011, HAC is having a seasonal sale of its ETC packages. In this period, new ETC package prices will cost HRK 300 instead of HRK 420, HRK 500 instead of HRK 610, HRK 900 instead of HRK 1000, and HRK 900 instead of HRK 1000 for vehicle category II. By purchasing an ETC package the user gets the ETC device for HRK 0.00 and a 10% discount on toll payment, which is calculated by adding the discount to the package price. Thus, if a user buys a HRK 300 package, he can use it to pay toll for HRK 333.

ETC packages can be purchased at all HAC toll stations from 0-24 hours, at petrol stations of INA, OMV, TIFON, LUKOIL and CROBENZ, and at HAK outlets. 



Conference on Road Safety held in Sarajevo

HUKA took part in the Second International Conference on Road Infrastructure Safety Management following invitation by the Association of Consulting Engineers of Bosnia and Herzegovina (UKI BIH) and the Regional Cooperation Council (RCC). The Conference was held on 20 April 2011 in Sarajevo.

The objective of this gathering was to see to what extent national operators have established framework based on the EU Directive 2008/96/EC on Road Infrastructure Safety Management, as the deadline for its application is December 2011. The Directive specifies mandatory safety impact assessments, road safety inspections, safety audits, training for auditors, etc.

The conference was attended by representatives from Albania, Belgium, Mon-

tenegro, Croatia, Former Yugoslav Republic of Macedonia, the Netherlands, Romania, Slovenia, Serbia, Sweden, and Bosnia and Herzegovina, and also by SEETO (South-East European Transport Observatory).

Twenty papers were presented and it was concluded that most RCC members have already adopted Directive 2008/96/EC as a national law following the SEETO regional study, while those that have not yet adopted the Directive, plan to do it as soon as practicable. Greatest advances in implementation have been made by Slovenia which founded the Agency for Road Traffic Safety in September 2010. The agency is an independent entity, and it will receive funding for implementation of the Directive already in 2012.

HUKA was represented at the conference by Marijo Zelenika from the Maintenance Division of the Autocesta Rijeka-Zagreb d.d (ARZ). He gave a presentation entitled Traffic Accidents on Croatian Motorways which was prepared by Miro Škrgatić, ARZ Management Board President, Ivana Balunović, Manager of the ARZ Department for Planning, Analysis and Controlling, and Kristina Knežević, Senior Expert from the ARZ Department for Planning, Analysis and Controlling.

The next International Conference on Road Infrastructure Safety Management will be held in Sarajevo in April 2012 and, on that occasion, road safety improvements made in the period from April 2011 to April 2012 will be presented. 

HUKA's ongoing cooperation with Slovenian DARS

On 24 May, HUKA paid visit to the DARS head office in Ljubljana, following invitation of Mateja Duhovnik, the Slovenian motorway company (DARS) Management Board President. We were welcomed by the Management Board President and her associates Gordana Bošković, Management Board Member, Ciril Kafol, Business Director, Alenka Košič, Head of Department for Design, Development and International Cooperation, and Matej Malgaj, Motorway Maintenance Director. Croatian delegation consisted of HUKA's President Aleksandar Čaklović, Brankica Bajić, Coordinator, and Ante Pribanić, President of HUKA's Technical Committee for Traffic and Safety.

Visit to Ljubljana traffic control centre

After a brief exchange of information about current activities, we visited Ljubljana traffic management and control centre (TMCC) at Dragomelj. The centre, opened in late 2009, is one of five TMCC's currently operating in Slovenia. It controls traffic on 130 km of motorways from Bregana to Ljubljana, and along Ljubljana bypass. Ten tunnels

are situated along the route. At the centre, we were welcomed by Boris Milič, electricity Maintenance Coordinator, and Ulrich Zorin, Independent ITS Expert, who presented us TMCC organization and activities, and emphasized that the traffic surveillance and management is operated via ITS detection, which has been implemented on 13% of the overall network. This enables detection of objects, wrong direction driving, and stopping. The objective is to increase proportion of network covered by automatic detection. We then visited the entire premises which accommodate, in addition to DARS, the Traffic Information Centre, and the National Road Directorate. The TMCC Ljubljana should become the national traffic control centre and DARS would thus gain its unique centre for controlling the total motorway network in Slovenia.

Operator training simulator

Mr. Milič presented an operator training simulator that defines various accidental situa-

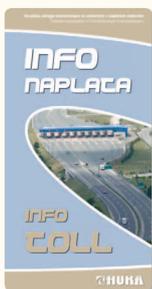


Cordial meeting of DARS and HUKA representatives

tions, and operators are then required to find solutions. The simulator has been proven a very good training tool and can be adapted to any tunnel. In the spirit of good cooperation, DARS proposed us to adapt the application for a tunnel in Croatia and to use it for training and maintaining alertness of operators, which we accepted with gratitude.

After the working part of the visit, we made a tour of the centre of Ljubljana in the company of our hospitable hosts, and we use this opportunity to thank them for excellent organization and warm welcome, and we really look forward to future cooperation. 

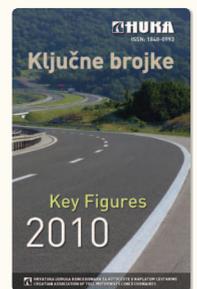
New edition of HUKA's Info toll leaflet



In July 2011 HUKA in collaboration with the concessionaires, issued a bilingual leaflet „Info toll“ in edition of 210.000 samples. Leaflet about tolls presents general information on toll payment methods, parts of the network covered by the electronic toll collection (ETC) and most important information regarding possibilities of buying and using concessionaires' products in order to ease toll payment and increase customers' satisfaction. 

Key figures

New, extended issue of HUKA's Key Figures publication was published in May 2011. The publication contains key data about activities conducted by motorway operators in Croatia in 2010 referring to network development, toll collection, revenues, investments, traffic, safety and workforce. Publication is available for download on HUKA's internet site www.huka.hr. 



39th ASECAP study & information days held in Brussels

This year's congress was entitled: **Tolled infrastructures for safe, smart and clean transport**

The annual congress of the greatest professional association for motorways - ASECAP - was held this year from 29 to 31 May in Brussels, which is the political seat of the EU and the registered seat of the Association. The congress brought together 250 experts from all areas of motorway management. Decision makers, non-governmental associations and professional organizations took part in discussions on road mobility in the next decade, and on challenges the future developments will bring. The key word was sustainability, not only environmental but also economic, financial and social. The congress was opened by the ASECAP's departing president J.L. Feito, representative of the Spanish motorway association ASETA who pointed out that the congress is now for the first time held in Brussels in times of recession followed by the fall in traffic and revenues. He emphasized that best experts will be analyzing during these two days concession model application schemes and public private partnership initiatives in motorway sector.

Private and public sector synergy

The first day of the congress was consecrated to political discussions on concession models and private-public partnerships, which are the most efficient tools for the construction, financing and management of safe, smart and clean motorway infrastructure. High representatives from relevant European institutions took part in the first part of presentations: A. Krukowska, Transport Attaché of the Permanent Representation of Poland to the EU, and P. de Mayer, Transport Attaché of the Permanent Representation of Belgium to the EU, G. Meissner, MEP TRAN Committee Member, S. Schmidt, Head of Unit "Land Transport Policy", DG MOVE, European Commission, and P. Boeuf, Head of the Road Division, European Investment Bank. The participants attempted to determine the ways in which private and public sectors can cooperate

for the benefit of motorway users.

Redefining the Trans-European road network

A. Krukowska presented transport priorities on which Poland intends to focus its EU presidency starting from June this year. She also mentioned review activities in the scope of which it will be necessary to redefine the Trans-European road network i.e. the highest level priorities, the so called TEN-T core network, and to concentrate all efforts to complete this network. In addition, an accent will be placed during the Polish presidency on transport-related cooperation with neighbouring countries in south-eastern Europe and west Balkans. The EU objective is to transform independent transport systems of individual countries into an efficient road system, eliminate bottlenecks, etc. She added that no changes will be made regarding transport infrastructure financing, although the rules for getting Community assistance for financing will be clearly defined.

White Paper on transport policy for 2011-2020

The introductory part was followed by a session consecrated to the new White Paper on transport policy until 2020, which bears the title "Roadmap to a single European transport area - towards a competitive and research efficient transport system". The new White Paper was adopted on 28 March 2011. Klaus Schierhackl from Austrian ASFINAG moderated the session and, in his presentation, he placed emphasis on most significant facts from this document, which contains forty concrete initiatives for the next decade, all aimed at creating a competitive transport system.

According to White Paper, EUR 550 million will be needed to complete the TEN-T network. It is clear that members will have difficulties in finding required funding in their budgets. Due to economic crisis and

ageing of European population, it will be necessary to combine private and public sources of financing. Private partners are looking for long-term, stable and reliable conditions that can be expressed through measurable parameters. White Paper supports establish-

ment and setting of framework for development of PPP projects, and encourages participation in the development of new financing instruments for transport sector through delivery of EU project bonds.

Possibilities and sources of financing

In the first block, EP Member Ms. Meissner stressed the fact that White Paper studies and offers solutions for sustainable transport. She added that the EU will need EUR 250 billion for solving bottlenecks only. Transport projects will be financed from the cohesion fund, via PPP schemes, EU project bonds, and Eurovignette.

It will be indispensable to clearly define the core network and to explore all transport alternatives. The ASECAP Secretary General K. Dionelis underlined that stability is the key word for private investors, and that priorities can not be simply drawn but rather analysed in advance, as market will not support beautiful but unrealistic ideas.

EU project bonds

The representative of the European Investment Bank P. Boeuf, Head of the Road Division, declared that EIB will continue to finance projects of interest to EU, including transport projects. The EIB has been operating for 50 years now and has a lot of experience: it develops and adjusts in accordance with new conditions and circumstances. The EIB has prepared project financing guidelines and requirements (see the web). In project financing, care is taken that projects are economically, socially and environmentally sound, and the selectivity criterion has been raised. He mentioned that the new financing mechanism, the so called EU project bonds, is being considered.

The EU project bonds can be described as a mechanism aimed at increasing credit rating through bonds issued by the company itself. Institutional investors look for long term property in which to invest. However, they are often unable to evaluate projects, and are normally unwilling to take risk. EU project bonds could reconcile the needs of such investors with EU needs regarding infrastructure development.

European experience with concessions

The afternoon hours of the first day of the congress were consecrated to concessions. Successful examples of four European motorway concession companies were presented by representatives from France, Spain, Poland and Ireland. The moderator of this session, Jean Mesqui,



Klaus Schierhackl from ASFINAG moderates the session on concessions and PPP

COPER I Chairman and Executive Director of the ASFA motorway association, pointed out that prolongation of concession agreements would contribute to the development, recovery and safety of road network. Bright future of PPP

The discussion that developed after the presentations has pointed to the significance of transparency in concession agreements. It was emphasized that concession agreements are not published at the EU level. As to legal framework for concessions, EU does not intend to prescribe duration of concession agreements. Provision on legal remedies for contract bidders will be incorporated, selection procedure will be simplified, and the notion of risk will be accounted for. The legal framework will therefore not be firm and rigid. Concessions for works constitute a good basis for defining legal framework for service-related concessions (railway, water, air transport, etc.). Public procurement act is currently prepared, and Mr. Boeuf from EIB added in the end that EU has great expectations from concessions as confirmed by the fact that EIB is also financing establishment of the European PPP centre in which all European expertise relating to PPP will be concentrated.

Technical presentations

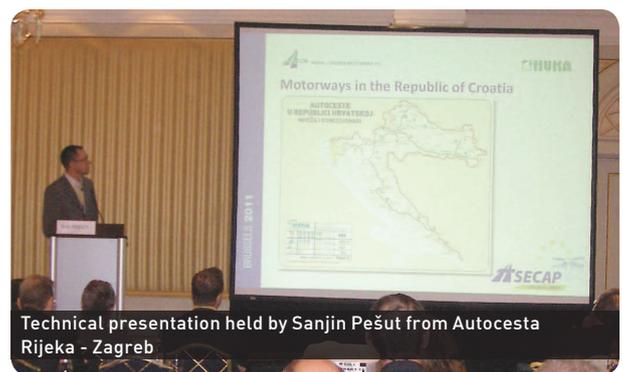
Technical presentations given on the second day of the congress revealed great ca-

capacity of toll motorways to respond to present needs relating to mobility, safety and sustainability and this through application of technical knowledge, namely in the field of ITS and latest toll collection technologies.

The following topics were discussed during four parallel sessions:

- Traffic safety
- ITS priorities - deployment cases
- Sustainable transportation and toll roads contribution
- Latest tolling applications/technologies

Reports on activities undertaken by ASECAP and its permanent committees were presented in the afternoon hours. This was followed by an overview on the use of EETS in Europe. All participants agree that the work is not completed and that a European platform for EETS application, assisted by EC, should perhaps be formed. It was agreed that a step-by-step approach should be adopted, starting from regional implementation and learning from successful examples of interoperability between France and Spain and Nordic countries. ASFINAG presented



situation in Austria which has achieved interoperability with Switzerland, and preparations are underway for doing the same with Germany. Interoperability is currently based on 1 ETC device and 2 agreements, instead of 1 as specified in the Directive on interoperability, but this is precisely the principle of step-by-step implementation.

At the closing session of the congress, J. L. Feito passed on the two-year term in office as ASECAP President to the Austrian representative Klaus Schierhackl, Financial Director of the Austrian motorway company ASFINAG, and invited all participants to attend the 40th ASECAP congress to be held in Torino, Italy on 27-29 May 2012. [\[i\]](#)

All congress papers and national reports are available at www.asecap.com.

Mr. Klaus Schierhackl, new President of ASECAP

On the second regular session of the ASECAP Steering Committee for the year 2011 that took place on the 29 May in Brussels at the occasion of the 39th ASECAP Study and Information

Days, the Steering Committee elected unanimously Mr. Klaus Schierhackl, Chief Financial Officer at ASFINAG, the Austrian Motorway and Expressway Network Operator as the new ASECAP President. Mr Schierhackl will take the lead as the 10th President of the Association for a term of 2 years, replacing his Spanish counterpart Mr José Luis Feito, President of the Spanish Association of Tolloed Motorways (ASETA). Mr Schierhackl enjoys a distinguished career in road transport, which started in 1991 at the Institute for Transport Economics at the Vienna University of Economics and Business Administration, and quickly brought him to leading positions within ASFINAG.

ASFINAG, being an active founding member of ASECAP, has been extremely committed and supportive of the missions of ASECAP and election of Mr. Schierhackl also reflects his long-standing successful commitment that started in 1998 when he was

appointed ASFINAG's deputy member in the ASECAP Steering Committee. In 2007 along with his promotion to ASFINAG CEO he was also appointed official representative in the ASECAP Steering Committee and in 2009 elected Vice President of ASECAP.

Mr. Klaus Schierhackl thanked the members of the Steering Committee for his unanimous election and expressed his willingness to fully engage resources in order to strengthen the role of ASECAP in the international fora and EU Institutions and as his main concern stressed the importance of ensuring the common ASECAP goal to promote tolling as the most efficient tool to finance the construction, operation and maintenance of motorways and other major road infrastructures.

In his ASECAP Presidency Programme, Mr. Schierhackl expressed his priorities regarding ASECAP that include strengthening the structure of ASECAP, focusing political priorities, consolidating the role of ASECAP in the European decision-making process and intensifying cooperation between ASECAP members, and proposed specific actions that will be undertaken in order to ensure desired results.



HUKA would like to take this opportunity to sincerely congratulate Mr. Schierhackl and express its full support and confidence in positive and fruitful contribution he will bring to our association in order to improve the benefit of all members.

The Steering Committee also decided to have one vice president and not 3 which is the maximum allowed by the By Laws. The Steering Committee nominated as Honorary ASECAP President Mr. J. L. Feito and elected him to be also acting as Vice President of the Association. [\[i\]](#)

Statistical data

TRAFFIC

NUMBER OF VEHICLES ON TOLL PLAZAS

Company	Until the end of June 2010			Until the end of June 2011			% (11/10)
	Light vehicles (IA, I i II)	Heavy vehicles (III i IV)	Total	Light vehicles (IA, I i II)	Heavy vehicles (III i IV)	Total	
HAC	12,002,155	1,784,990	13,787,145	12,231,957	1,890,166	14,122,123	2.43
ARZ	6,419,572	778,545	7,198,117	6,704,981	778,278	7,483,259	3.96
BINA-ISTRA*	1,666,742	190,218	1,856,960	2,673,439	287,163	2,960,602	59.43
AZM	2,380,697	296,986	2,677,683	2,307,492	281,813	2,589,305	-3.30
TOTAL	22,469,166	3,050,739	25,519,905	23,917,869	3,237,420	27,155,289	6.41

TOLL REVENUES (without VAT)

1EUR = 7.39 HRK

Company	Until the end of June 2010		Until the end of June 2011		% (11/10)
	HRK	EUR	HRK**	EUR	
HAC	496,915,908.61	67,241,665.58	508,102,248.05	68,755,378.63	2.25
ARZ	182,226,308.00	24,658,499.05	191,235,177.06	25,877,561.17	4.94
BINA-ISTRA***	50,286,248.00	6,804,634.37	65,793,401.07	8,903,031.27	30.84
AZM	69,897,460.90	9,458,384.42	67,401,820.41	9,120,679.35	-3.57
TOTAL	799,325,925.51	108,163,183.42	832,532,646.59	112,656,650.42	4.15

TRAFFIC SAFETY

Number of traffic accidents:	Until the end of June 2011					Until the end of June 2010 CROATIA	CROATIA % (11/10)
	HAC	ARZ	BINA-ISTRA	AZM	CROATIA		
- with fatal casualties	3	1	2	1	7	17	-58.82
- with injuries	110	29	2	5	146	134	8.96
- with material damage	619	183	49	40	891	1,064	-16.26
TOTAL number of accidents	732	213	53	46	1,044	1,215	-14.07
TOTAL number of deaths in fatal accidents	5	1	2	1	9	20	-55.00

* Since June 14, 2011 traffic counting has been done in closed toll system.

** Data on revenues for year 2011 are subject to minor modification until the final semestrial accounting will be completed.

*** The traffic and revenues are significantly in decreases in the first semester of the year 2011 due to the opening to traffic of the section Kanfanar - Pula in June 2010.



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