THE CROATIAN ASSOCIATION OF TOLL MOTORWAYS CONCESSIONAIRES

HUKA | NEWSLETTER 24

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RESTRUCTURING PROCESS AT HRVATSKE AUTOCESTE

At the company Hrvatske autoceste, the restructuring process was conducted at the level of Management Board and at the level of individual sectors and independent divisions.

On 1 March 2012 the Government of the Republic of Croatia appointed the new Management Board which is composed as follows:

- Dražen Guštin, B.Sc. CE, President of the Management Board
- Juro Bajić, B.Econ., member of the Management Board
- Nikola Bačurin, LL.M., member of the Management Board
- Narcizo Dalsaso, B.Sc. CE., member of the Management Board

The new Head of the Management Board Office is Mirjana Cviljak, LL.B. Changes were also made in individual sectors of the Company.

At its session held on 15 March 2012, Hrvatske autoceste Management Board made new organizational decisions relating to staff changes in individual units of the Company. Milan Stanković, M.Sc. TE, was appointed as Head of Motorway Maintenance Sector, while Dijana Stopnišek, MBA, was appointed as Head of Finance Sector. A public competition was organized for the positions of Head of Toll Collection Sector, Head of Construction Sector, and Head of Legal and Administrative Sector.

Headquaters of Hrvatske autoceste d.o.o.

DRAŽEN GUŠTIN – NEW PRESIDENT OF MANAGEMENT BOARD OF HRVATSKE AUTOCESTE

Mr. Dražen Guštin, born in 1962, obtains his university degree in civil engineering at the University of Zagreb in 1987.

In the same year he finds employment with the company Poduzeće za ceste, Karlovac, where he works on various site management and organisation assignments.

From 1991 to 1994, he is employed as Head of maintenance operations at the Hrvatske ceste Technical Unit in Karlovac. In 1994 he becomes director of the company Asfalti Karlovac d.o.o. where he stays until 1998. In the same year, he forms a private company Kamenolom Žakanje d.o.o.

In 2001 he continues his business career at Hrvatske autoceste. He is appointed as Head of Maintenance Sector and he holds this function until 2004.

After that, he performs various duties in the Construction Sector (director of technical units and chief engineer on various projects) until his appointment to the office of Hrvatske ceste President of Management Board in 2012.

Dražen Guštin

Appointment of new Management Board and Supervisory Board of Hrvatske autoceste

On 1 March 2012, the Government of the Republic of Croatia relieved Stjepko Boban of his duties as President of Management Board of Hrvatske autoceste and appointed Dražen Guštin as new President of Management Board of Hrvatske autoceste. On the same day, the Government of the Republic of Croatia appointed four new members of Supervisory Board of Hrvatske autoceste, and so the Supervisory Board is now formed of:

- **Stanko Kovač, B.Sc. CE** President of Supervisory Board
- **Prof. Ivan Dadić, Ph.D.** Vice-President of Supervisory Board
- **Darko Liović, M.Econ.** Supervisory Board Member
- **Nataša Munitić, M.Econ.** Supervisory Board Member
- **Anđelko Kasunić** Supervisory Board Member

Hrvatske autoceste Supervisory Board appointed members of the Audit Board as follows:

- **Nataša Munitić, M.Econ** President of the Audit Board
- **Darko Liović, M.Econ** Vice-President of the Audit Board
- **Dražen Kralj, M.Econ** Member of the Audit Board

AUTOCESTA RIJEKA-ZAGREB d.d.

Appointment of new Supervisory Board and Management Board of Autocesta Rijeka-Zagreb d.d.

Deputy Minister of Maritime Affairs, Transport and Infrastructure, Zdenko Antešić held on 1 March 2012 the Assembly Meeting of the company Autocesta Rijeka-Zagreb d.d. (ARZ) during which the Supervisory Board members Bojan Hlača, Ph.D., Luka Matijević, M.Sc., Krunoslav Šams and Ivo Zrilić, were recalled from office, and the following new members were appointed: Melita Raukar, Zvonimir Novosel, Marko Filipović, and Krunoslav Šams. Thus the new members of the ARZ Supervisory Board are: Melita Raukar, President of Supervisory Board, Zvonimir Novosel, Vice President of Supervisory Board, Marko Filipović, Krunoslav Šams, and the fifth member is the workers' representative Mladen Efendić.

According to the company's Articles of Association, during its first constituting session held on 2 March 2012 the Supervisory Board revoked the President of Management Board, Miro Škrgatić, and Management Board Members Željko Denona and Robert Tukač. The Supervisory Board appointed Željko Denona as the new President of Management Board.

ŽELJKO DENONA, NEW PRESIDENT OF MANAGEMENT BOARD

Željko Denona, born on 30 June 1957 in Pula, completed his primary and secondary studies in Pula. After secondary studies, he enrols in 1977 at the Faculty of Civil Engineering in Rijeka and completes his university studies in 1982. He first finds employment in Rijeka at the company Adriamont, and then at the construction company Primorje – Rijeka where he works in construction sector, on construction site assignments, and gradually advances to the position of site manager.

As construction site manager, he conducts construction works during realization of the thermal power plant Plomin II (1987 – 1989) and office building Croatialine (1989 – 1991). In the period from 1993 to 2001 he operates, together with his spouse, a private company DEN-ING d.o.o. He is employed with Autocesta Rijeka – Zagreb d.d. since 2001 as Head of the Sector for Roadside Service Facilities. Upon proposal of the Government of the Republic of Croatia, the supervisory Board of Autocesta Rijeka-Zagreb d.d. appoints him on 30 March 2011 as Management Board Member for Technical Operations. Upon proposal of the Government of the Republic of Croatia, he is appointed by the Supervisory Board on 2 March 2012 as President of Management Board of Autocesta Rijeka – Zagreb d.d. Željko Denona is married and the father of two children.

Željko Denona

BINA ISTRA d.d.

BINA-ISTRA PURCHASES A NEW EVACUATION VEHICLE

Safety of passengers on Istrian Y is undoubtedly a high priority for Bina-Istra. A special traffic safety programme defines organisational and technical measures in keeping with guidelines given in European road traffic safety standards. Thanks to this programme, the level of traffic safety is monitored on Istrian Y and in Učka Tunnel on the daily basis and possible safety improvement measures are continuously defined. The last safety measure implemented on this route is a specially designed evacuation vehicle which provides assistance in case of tunnel accidents.

The new evacuation vehicle for the rescue of persons trapped in the tunnel is yet another safety measure devised to ensure proper operation of the Učka Tunnel. This modern electricity-powered evacuation vehicle has been designed for providing assistance to at least 12 persons and it is completely isolated from external influences such as high temperatures, smoke or lack of oxygen. It is protected against high temperatures and flames by a cabin cooling system composed of five nozzles on the roof and four under the vehicle which provides at least five minutes for evacuation from dangerous zones.

In addition to other characteristics, this vehicle features a double driver's cabin (front/back) which enables rapid evacuation from the scene of the fire.

This project was initiated by the Bina-Istra technical service which also defined main characteristics of the vehicle. The company Ziegler d.o.o. Croatia was entrusted with the design and realization of the vehicle and the vehicle was delivered nine months after the order. The price of the vehicle is 463.210 EUR.

Evacuation vehicle for Učka Tunnel

0 CASUALTIES AT THE FULL MOTORWAY PROFILE OF THE ISTRIAN Y

After the Kanfanar-Pula Section (30 km) was opened to traffic in full motorway profile in June 2010 and the Umag-Kanfanar Section (50 km) in June 2011, additional 20 km of motorway from Kanfanar to Pazin were opened to traffic in October 2011.

As compared to two lane roads, the level of safety of traffic at four lane motorways is much greater, especially when considering the direct collision hazard. This advantage increases with the increase in traffic and, in that respect, it should be noted that the traffic has actually doubled since the day the concession agreement was signed. Besides higher safety separate pavements also ensure better comfort and higher speed of travel.

Although as many as 7,4 million trips were realized on the Istrian Y in 2011, only 126 traffic accidents were registered in that year, which is a 11 percent decrease when compared to 2010.

AUTOCESTA ZAGREB-MACELJ d.o.o.

TRAFFIC SAFETY ON THE A2 MOTORWAY

In the beginning of each year, the company Autocesta Zagreb-Macelj d.o.o. (AZM) prepares a report on traffic safety for the preceding year, in this case for 2011.

The report contains analysis of traffic accidents from preceding years, analysis of intensity and structure of traffic, analysis of fire brigade interventions, analysis of traffic operation during the tourist season, etc.

The greatest attention is paid to the analysis of traffic accidents.

An average annual daily traffic (AADT) on the Zagreb – Macelj motorway in the period from 2009 to 2011 is shown in Table 1.

AADT FOR 2009 – 2011

2009	2010	2011
15,295	15,321	15,175

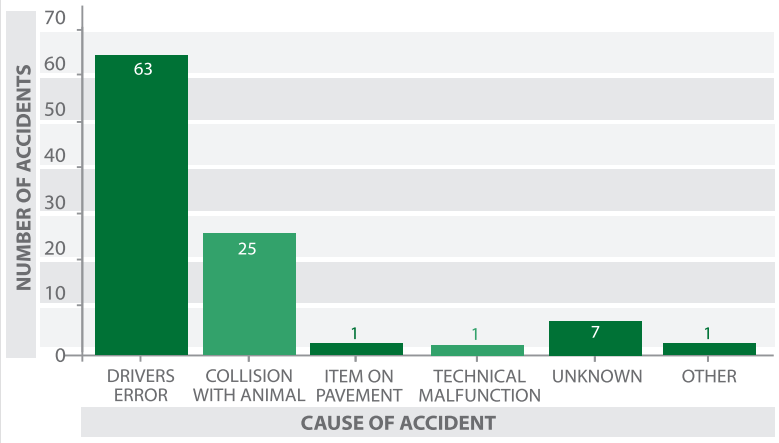
After collection of data, detailed traffic accident surveys are made, with various quantitative analyses focusing on causes, effects and individual motorway sections.

In 2011, most traffic accidents on the A2 Motorway were caused by drivers' error.

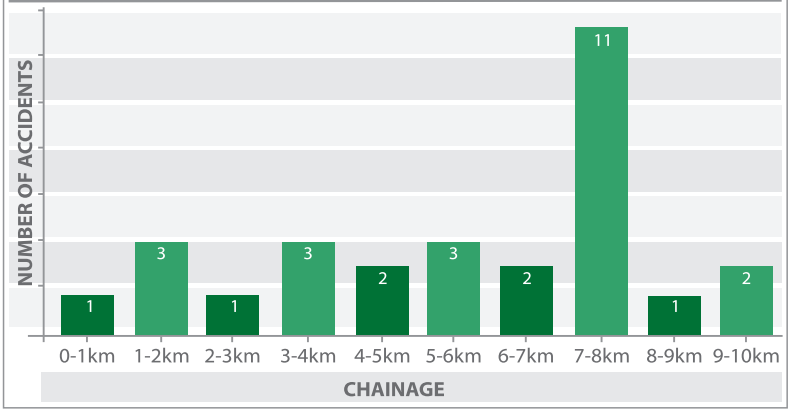
Most traffic accidents resulted in material damage only, and most happened at the most trafficked motorway section, from Jankomir to Zaprešić TS, and this at the Zaprešić Interchange (from km 7 to km 8).

The Jankomir – Zaprešić Section is a part of the Zagreb Bypass, and its AADT is two times greater when compared to other sections along the A2 Motorway, which is why the information about greater number of accidents on this section is hardly surprising.

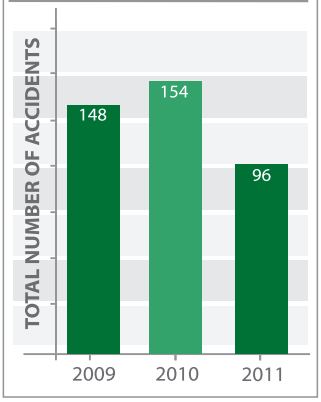
Zagreb – Macelj Motorway, AADT for 2009 – 2011



Number of traffic accidents on the Jankomir – Zaprešić Section



Number of traffic accidents 2009 - 2011



The analysis shows that the number of traffic accidents was reduced by 57% in 2011, when compared to 2010, and by 51 % when compared to 2009.

During analysis of traffic accidents, attention is also paid to accidents caused by collision with animals. Although every part of the motorway has been designed and realized in accordance with applicable regulations, a considerable number of such accidents is still caused by collision with animals. This is why AZM invested considerable funds to improve wire fences, so as to prevent animals from entering the motorway zone (does and similar animals can jump over existing fences).

It will be possible to make quality analysis of positive effects one year after the fences are placed. We can however cite the example of the zone in the direction of Zagreb where three traffic accidents were registered in the spring of 2011 alone (before the fence improvement) while no accident has been registered after installation of additional fence elements.

Implementation of the highest traffic safety standards

By entrusting the Operator (Egis Road Operation Croatia d.o.o.) with regular maintenance tasks, the Concessionary (AZM) has set regular maintenance criteria that are more stringent than those specified in the Law and relevant bylaws and this particularly with respect to:

- all winter service works that ensure safe passage to motorway users
- fence additions aimed at keeping animals away from the motorway,
- installation of additional B04 "no entry" signs at interchanges so as to clearly mark a wrong direction of travel; installation of a traffic mark denoting driving in wrong direction, the so called "hand", at the exit of the Sv. Tri Kralja Tunnel in the southward direction (Zagreb).
- analysis of all traffic accidents over a three year period at 300 meter stretches, so as to detect possible "black spots".

In the course of its activities, the Concessionary (AZM) implements the highest traffic safety standards and applies in this way principles set in the National Road Traffic Safety Programme of the Republic of Croatia for the period from 2011 to 2020 (where one of the objectives is to achieve higher traffic safety standards), and in the EU directive 2008/96 on road infrastructure safety management.

Environmental incident

On 18 August 2011, two trucks, a tank truck and a trailer truck, collided in evening hours near the Jastrebarsko Interchange.

The tank truck, which carried 14,000 litres of petrol, overturned and a major leakage of petrol was registered at two points along the truck body.

The inspectorate and relevant emergency services were alerted in full accordance with the ARZ operative plan on emergency measures to be taken in case of incidents, and procedure to be followed in emergency situations, and in keeping with the National Water Protection Plan.

Based on annual agreement on emergency interventions, the company Kemis-termoclean d.o.o. conducted within 4.5 hours appropriate emergency actions to remedy the polluted site, so that there were no heavily injured persons, and no lasting environmental damage.

AUTOCESTA RIJEKA-ZAGREB d.d.

AUTOCESTA RIJEKA – ZAGREB AND AUTOVIE VENETE FROM ITALY AGREE ON EXCHANGE OF INFORMATION

The Autocesta Rijeka-Zagreb d.d. (ARZ) signed in late November 2011 the letter of intent regarding cooperation and exchange of information with the Italian company Autovie Venete, in order to improve and increase cross border provision of services to motorway users, both prior to and during the journey.

The cooperation between ARZ and Autovie Venete includes exchange of information on road traffic events in the area of interest, based on specifications of the DATEX-Net system, in which both parties are involved as data provider/data receiver. The exchange of information based on this cooperation is free of charge.

ARZ info point

Info point donated to ARZ by Autovie Venete

To implement the data exchange as soon as practicable, ARZ has started improving its traffic system to make it fully compliant with the DATEX standard, by which two-way information transfer will be provided about traffic-related predictions and events.

In late January this year, Autovie Venete donated to ARZ the Info point software.

Info point is a software solution enabling data exchange between companies, as well as further distribution of such data to the users or general public. In the first phase of this cooperation, ARZ will be able to receive and transfer information about traffic situation on motorways operated by Autovie Venete.

After improvement of the ARZ traffic system, the DATEX standard is to be fully implemented by the start of this year's tourist season, when ARZ will also be able to transfer its traffic information to the Italian company Autovie Venete.

AUTOCESTA RIJEKA-ZAGREB REPORTS ON ENVIRONMENTAL PROTECTION IN 2011

Through implementation of environmental protection policies and by strengthening its environmental management activity Autocesta Rijeka – Zagreb, d.d. (ARZ) has clearly committed itself to sustainable development. Environmental protection is included in every segment of the company's operation and activities and a high emphasis is placed on preventive environmental protection measures, on optimum use of resources during motorway construction and management, and on waste management activities.

In the scope of environmental management system, 33 environmental aspects are evaluated by category of possible significance and risk. After analysis of significant environmental, legal and other aspects, and following review of technological and financial possibilities, appropriate objectives are set to either abate or fully remove negative environmental impacts.

Enviroment protection

The environmental strategy is concretized through general and individual objectives and these objectives are realized through implementation of relevant programmes. Individual objectives are measurable and are fully harmonized with the Integrated system management policy. Based on general objectives set by ARZ, its organizational units routinely prepare their own properly measurable objectives.

Activities conducted in 2011 in the sphere of environmental management mostly included preventive actions, actions undertaken in case of environmental incidents, protection of nature - animals, waste management and water protection.

Prevention

A good organisation of interventions in emergency situations is an important aspect in the prevention of large-scale incidents and disasters due to traffic accidents involving vehicles for transport of hazardous substances.

This is why a hazardous waste disposal drill (disposal of carbon disulphide, CS2) was organized on 17 May 2011 at the parking lot of the Lepenica Roadside Service Facility in order to harmonize activities of employees and relevant services in emergency

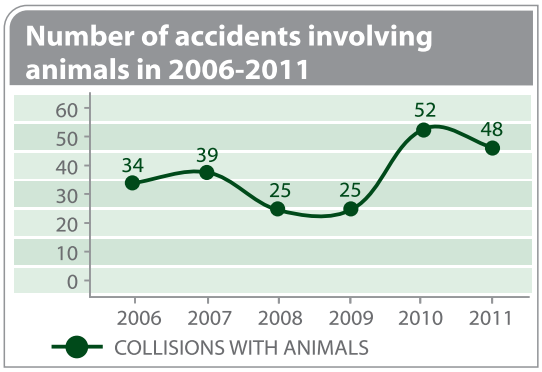
situations, and to serve as practice to ARZ fire brigade, and also to check implementation of measures and procedures contained in the ARZ Environmental Emergency Intervention Plan. The following services took part in the drill: ARZ Fire Brigades, Voluntary Fire Brigade-Vrata, Public Fire Brigade-Delnice, attendants from INA petrol station in Tuhobić, National Protection and Rescue Directorate-Unit 112-Rijeka, Fire-Fighting Centre-Rijeka, and the Traffic Control Centre-Delnice. The drill was considered very successful, and all participants have shown good coordination and readiness to properly deal with real-life environmental disasters and other incidental situations.

Protection of nature – animals

Collision with animals can not fully be avoided on motorways and this regardless of wildlife passages and wire fences. In 2011, out of the total of 482 traffic accidents, 48 were due to collision with animals, which constitutes ten percent of the total number of traffic accidents. The analysis of data about animal victims helps experts to devise measures to reduce incidence of animals coming to the motorway and to avoid accidents involving animals.

Waste management

In 2011, 198,740 kg of waste was generated and processed: 36% of hazardous waste (70,594 kg) and 64% of non-hazardous waste (128,146 kg). The total of 33% of waste processed in 2011 concerns waste generated as a consequence of accidents.



Conclusion

The objective of the environmental protection report for 2011 is to present analyses and data on environmental protection, realize environmental objectives, and point to weak spots that require preventive and corrective action. The report for 2011 shows some positive trends in terms of reduced use of resources, total quantity of waste is also continuously decreasing, and results obtained by monitoring biological diversity show that impacts of motorway construction are quite small.

Water protection

In full accordance with the Bylaw on the operation and maintenance of drainage systems along the ARZ route involving all structures along the route, premises of the traffic maintenance and control centre, and toll stations, and the Bylaw on the maintenance and protection of public roads, the company ARZ inspected in 2011 the operation and maintenance of the drainage system under its authority. In the period from 8 November 2011 to 15 November 2011, sewers were inspected to check quantity of deposited matter and to determine whether sewer cleaning is necessary. This activity also included inspection of drainage elements of road structures (bridges, viaducts). The following facilities were covered by this inspection: almost all sewers for which the company is responsible, most lagoons, some drainage facilities for structures (bridges and viaducts), canals, and other elements for evacuation of water from road surface. It was established that out of 65 sewers inspected in the scope of this campaign, 26 sewers must be cleaned as thickness of material deposited in them exceeded the maximum allowable thickness specified in design documentation (60 cm).

HUKA - NEWS

DARS PRESENTS OPERATOR TRAINING SIMULATOR TO HUKA DELEGATION

In May 2011, during the HUKA visit to DARS, Slovenian public company for motorway management, it was agreed that a new meeting will be organized during which a more detailed information would be given about operator training simulators that are currently used in traffic control and management centres.

The DARS Management Board President, Mateja Duhovnik, and her colleague Gordana Bošković, Management Board Member, received on 24 November 2011 a delegation of Croatian engineers and operators whose professional activity is related to the operation of traffic control centres. All motorway companies from Croatia were represented in the delegation, which was headed by the HUKA President Aleksandar Čaković. We were received in Dragomelj, at the Traffic Management and Control Centre (TMCC) Ljubljana, by Boris Milič, Electrical Maintenance Coordinator, and Ulrich Zorin, ITS Expert, who presented the organization and activities of this TMCC. The centre, opened in late 2009, is one of five TMCC's currently operating in the country. It is responsible for 130 km of the Bregana to Ljubljana motorway, and for the Ljubljana bypass.

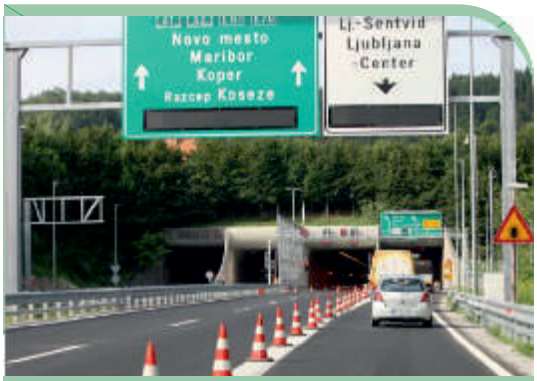
There are ten tunnels along the route. Ulrich Zorin advised us that the traffic surveillance and management is operated via ITS detection, which has been established on 13% of the total network. The system enables detection of objects, detection of wrong way driving, and detection of stopping. The objective is to further increase current proportion of automatic detection.

Operator training simulator

B. Milič presented an operator training simulator that can be programmed to simulate some incidental traffic situations, which are then solved by the operators.

The simulator has proven to be a very good tool for the training of operators, and it can be adjusted to any tunnel. In the spirit of good cooperation, DARS proposed to adapt the software for a tunnel in Croatia so that it can be used for training and checking level of alertness of traffic centre operators, which we have accepted with pleasure.

We wish to use this occasion to thank our hospitable hosts for excellent organisation and warm welcome and look forward to our cooperation in the future.



Ljubljana, Šentvid Tunnel

Slovenia puts the new ETC system on hold

Plans for introducing the new electronic toll collection system (ETC) in Slovenia have been put on hold, as Slovenian government has stopped the international bidding for this project.

Slovenian government declared that, due to current economic situation, it would not be economically justified to invest in a completely new electronic system.

The vignette system with time limitation (weekly, monthly, semi-annual and annual vignettes) is applied in Slovenia for motorcycles and passenger cars up to 3.5 t, while for trucks of more than 3.5 t the toll is collected according to kilometres travelled and this by manual toll collection and toll boots or via the ETC system.

Slovenia uses the so called ABC system which is based on the 2.45 GHz DSRC technology (EU Directive 2004/52/EC calls for 5.8 GHz microwave technology).

HUKA TAKES PART IN THE ORDINARY SESSION OF THE ASECAP STEERING COMMITTEE IN LJUBLJANA

An ordinary session of the European professional association of operators of toll road infrastructures – ASECAP - was held in Ljubljana on 29 November 2011. It was organized by the Slovenian motorway management company DARS d.d. which is an active member of the association since 2000.

The session was attended by 13 member countries which discussed about implementation of the EC directive on electronic toll collection (ETC) in Europe, White Paper on transport policy until 2020 and about the use of intelligent transport systems. A special emphasis was placed on traffic safety and rest-areas for trucks, while proposals for making changes in the Bylaws of the Association were also considered.

The objective of the Association is to enable exchange of information, experience, and good practices among its members, to take part in research projects, and to further develop and enhance the toll collection system based on the equitability principle (user-pays principle) as an instrument of continuous, safe, and environmentally friendly transport policy.

In addition the Association's goal is to strengthen efficiency of motorway network and permanently improve the level of services by keeping up with the latest technology developments and the best operational practices and to promote toll collection as the most efficient tool for financing construction, operation and maintenance of motorways and other significant road infrastructure facilities.

The ASECAP officially became an association on 8 February 1993 when it represented the network of 16,000 km of motorways. In the period from 1997 to 2002 the association was joined by numerous other motorway concessionaries from European countries, and in 2002 ASECAP represented as many as 22,000 km of motorway. The association currently gathers together 16 full members and 4 associate members who operate more than 44,000 km of toll motorways in 20 countries.

Cordial meeting: M. Duhovnik, K. Schierhackl and Z. Janković

5TH ASECAP ROAD SAFETY EVENT 2012, COPENHAGEN

The fifth annual ASECAP road safety event, dedicated to «Taking on the challenge of Vision Zero: the European motorways' contribution to integrated action for road safety », took place in Copenhagen on 6 March 2012. Together with ASECAP President Klaus Schierhackl, representatives of the European Commission, the European Parliament and the Danish EU Presidency set the scene for a dynamic political discussion about how to bring Vision Zero into reality.

We are responsible for road safety

In his welcome speech L. Larsen, CEO Sund&Baelt Holding A/S, stressed out how important it is to share responsibility for road safety and educate young people. He also pointed out that, although infrastructure is vital for the society and most important precondition for growth we, as infrastructure owners, must provide high safety for infrastructure and be responsible for safety because as much as it costs to provide it, it costs even more to neglect it. M. Rotondo, ASECAP COPER II Chairman and K. Dionelis, Secretary General of ASECAP, both reflected on three pillars of road safety – vehicles, infrastructure and users, and also agreed that decrease in accidents and fatalities is not enough and it is important to apply measures in trying to achieve vision zero.

A Look Back at Road Safety

S. Schmidt, Head of Unit Road Safety, EC, DG Move took us back in remembering where we come from, meaning that road safety was not a common role in the past but was introduced by the member states. By the late 1980s road safety was interpreted differently and was not introduced as a community policy until the Maastricht Treaty in 1993. In June 2001, the first White paper – 'European transport policy for 2010: time to decide' was adopted. For the first time a concrete target was formulated to half a number of deaths on roads. In 2011, a new White paper was adopted by the EC that gives a vision until 2050 and clearly states that transport needs to serve the society and that sustainable transport system and road safety are crucial elements for which, in order to implement it, EC issued a number of policy orientations. He also stressed out that, although it is important to initiate legislation, it is equally important to enforce it. Among certain possibilities EC has in order to promote best

Message: »Think, don't phone whilst driving»

practices EU funds were mentioned which need to be used for education and campaigns but importance of improving the data base for road accidents, injuries and fatalities is a top priority. Two important pieces of legislation were also mentioned (EU Tunnel Directive 2004/54/EC and EU Directive 2008/96 on road infrastructure safety management) which cover the entire TEN network with focus on correct transposition to all member stated and exchange of experiences.

Undertake all measures to improve safety

A.E. Jensen, Member of the EP stated that in the area of road safety a lot can be done through campaigns, legislation, definition of standards and that common cooperation could be extremely helpful which was not even recognized until recently. Education is extremely important, where most attention should be placed on education of lorry drivers. ITS systems are also an important tool that increases efficiency and safety for which common specifications are defined as part of the ITS Directive published in August 2010.

Technical sessions

Second part of the conference was dedicated to technical sessions under the common name Working towards Vision Zero. All proceedings are available at www.asecap.com.

French case

A. Canel from ASFA gave an important overview of implementation of EU legislation on road infrastructure safety which has shown that 30 000 km is for now covered by the Directive from 7 countries. Specifically in France, 13 000 km is covered by the Directive (8 500 km of highway and 5 000 km of national network) but the efforts go in trying to extend it to the whole national network and also regional and local roads. What turned out to be the main challenge in France was integration of the provision of the Directive between the existing procedures. When auditors are concerned, they are to be appointed at design, preopening and early operation stages and currently their number amounts to 100. Auditor training consists of three stages, theoretical training (2-3 days), practical audit (2-4 months) and feedback and results (1-2 days) for which certification is awarded by the Ministry of Transport for the period of 5 years. Road safety is measured by seven criteria: visibility, obstacles, readability, shoulders, vehicle by dynamics, signage consistency and traffic management and the number of inspectors currently amounts to 80. One of the main issues is harmonisation of different accident databases into a single database for ranking methodology.

Austrian case

B. Lautner from ASFINAG gave a presentation on the topic Dealing with vulnerable users: motorcyclists and workers. Vulnerable users include children and elderly or handicapped people, road workers, policemen, operators' staff and motorcyclists whose main characteristics include less protection and less task capability. In Austria less than 3% of motorcycle accidents happen on motorways, 5% are fatal and 65% cause only light injuries. Risk drivers are young drivers and those age 40 to 50 years. He pointed out that in Europe statistic does not differ worker fatalities from motorist fatalities which requires a system approach. Excessive risk taking and negligence of the driver cannot be compensated by infrastructure measures; however obligatory road safety audits and inspections are highly important as well as obligatory safety management for two wheelers.

Italian case

Another interesting presentation was the one of R.Arditi from AISCAT-SINA who presented best practices for education and road safety where Italians have really done a great job. The goal of halving down the number of accidents laid down in the first White paper of 2001 was reached two years before the deadline while 67% reduction in fatalities was reached by 2010. Through numerous communications campaigns in Italy 43 behaviours were identified and for each of them a cartoon and a message on road safety behaviour was drafted for. Areas of interest according to which the structure of the message is defined include tunnels, motorway driving, construction yards, young people etc. while categories of messages can be divided into safe behaviour, risky behaviour and wrong commonplaces. We highly recommend to everyone interested in these highly imaginative and important campaigns to visit www.autostradafacendo.it.

Traffic safety in Denmark

T. Jorgensen, Head of Division, Danish Ministry of Transport gave a brief overview of traffic safety in Denmark. In order to improve the traffic safety, Danish government will improve roads with many accidents and increase the use of automatic speed controls.

Denmark over the last ten years (2000-2010):

- number of accidents reduced by 1/3
- number of severe injuries reduced by 50%
- number of minor injuries reduced by 60%
- lowest number of fatalities since the 1930s.

The presented result is the consequence of development of safer vehicles but also of continuous effort to improve roads, black spots, campaign work (focus on alcohol related accidents, usage of seat belts, speed control), change of legislation (3 strikes and you are out introduced in 2005 for speeding, running red lights, unsafe protection of children etc.).

In 2009 Danish traffic fund was established and used for infrastructure improvement, campaigns and developments of new methods.

40TH ASECAP STUDY AND INFORMATION DAYS, TURIN 2012

The fortieth ASECAP Study and Information Days take place from 27 to 30 May 2012 in Turin, a metropolis known for its business and cultural heritage. The annual gathering of operators of toll road infrastructures is once again an extraordinary opportunity for the key players in road transport to meet at the highest level and provide the ideal setting for a most interesting debate among industry, policy-makers, professional associations and other stakeholders across the public and private sectors about current and future mobility issues. The motorways' expertise and leadership inspire discussions about ways to provide the optimal transport service for the benefit of road users and to achieve a truly innovative Trans-European Transport Network (TEN-T). In particular, the conference looks into questions pertaining to intelligent toll roads, moving from clever ideas to real deployment and translating ambitious visions into actual missions. A special attention is paid to the potential of new technologies and methodologies, based on deployment-oriented research and innovation, to make further progress towards smart, green and safe transport. For more details please visit: www.asecap2012.com.

HUKA'S NATIONAL REPORT FOR 2011

New issue of HUKA's National Report for 2011 has been published in April.

Edition provides an overview of the most significant data dealing with the activities of motorway operators in Croatia.

Here you can find information about construction of motorways in the previous year, openings of new sections, statistical data regarding income, traffic and safety for all motorway operators as well as their short and long term plans. HUKA's National Report is available on the Internet site www.huka.hr.

As on 1 January 2012, the total length of the motorway and semi-motorway network in Croatia amounted to **1,250.7 km**. Motorways are operated by 4 companies:

- **Hrvatske autoceste d.o.o.** (operates motorways A1, A3, A4, A5, A10, A11, A12 and A13),
- **Bina- Istra d.d.** operates motorways A8 and A9, the so called Istrian Y),
- **Autocesta Rijeka - Zagreb d.d.** (operates motorways A6, A7, part of A1, and the Krk Bridge),
- **Autocesta Zagreb - Macelj d.o.o.** (operates motorway A2).

MOTORWAY NETWORK (in km)

	COMPANY	2010 TOTAL NETWORK	2011 TOTAL NETWORK	PLAN 2012 TOTAL NETWORK
1.	HAC d.o.o.	858.0	868.0	869.5
2.	ARZ d.d.	181.7	181.7	181.7
3.	BINA-ISTRA d.d.	141.0	141.0	141.0
4.	AZM d.o.o.	60.0	60.0	60.0
	TOTAL	**1,240.7**	**1,250.7**	**1,252.2**

STATISTICS

TRAFFIC IN TOLL COLLECTION AREAS

COMPANY	Until the end of March 2011			Until the end of March 2012			
	Light vehicles (IA+I+II)	Trucks (III+IV)	TOTAL	Light vehicles (IA+I+II)	Trucks (III+IV)	TOTAL	% 12/11
HAC	4,969,128	795,155	5,764,283	4,886,792	822,232	5,709,024	-0.96
ARZ	2,526,447	342,910	2,869,357	2,480,706	343,631	2,824,337	-1.57
BINA ISTRA*	594,312	78,307	672,619	1,050,520	124,237	1,174,757	74.65*
AZM	1,008,231	127,907	1,136,138	910,637	128,244	1,038,881	-8.56
TOTAL	9,098,118	1.344,279	10,442,397	9,328,655	1.418,344	10,746,999	2.92

* Figures are compared with open tolling system - closed tolling system has been implemented since 14.6.2011.

TOLL REVENUES (without VAT)

COMPANY	Until the end of March 2011		Until the end of March 2012		
	KN	EUR	KN	EUR	% (12/11)
HAC	197.000.131,58	25.989.463,27	194.976.453,54	25.722.487,27	-1,03
ARZ	70.151.140,00	9.254.767,81	70.168.363,00	9.257.039,97	0,02
BINA ISTRA*	19.620.666,00	2.588.478,36	27.810.680,15	3.668.955,16	41,74*
AZM	28.567.584,12	3.768.810,57	26.970.361,49	3.558.095,18	-5,59
TOTAL	315.339.521,70	41.601.520,01	319.925.858,18	42.206.577,60	1,45

* Figures are compared with open tolling system - closed tolling system has been implemented since 14.6.2011.

ROAD SAFETY

Number of traffic accidents	Until the end of March 2012					Until the end of March 2011 total Croatia	%(12/11)
	HAC	ARZ	BINA-ISTRA	AZM	TOTAL CRO.		
with fatalities	2	1	0	1	4	4	0.00
with injured	32	12	3	8	55	42	30.95
with material damage	258	79	16	25	378	364	3.85
Total number of accidents	292	92	19	34	437	410	6.59
Total number of fatalities	**2**	**1**	**0**	**1**	**4**	**4**	**0.00**

The Croatian association of toll motorways concessionaires

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