



HRVATSKE AUTOCESTE d.o.o.

NEW ASSIGNMENTS TO THE MANAGING POSITIONS

Since the last issue of HUKA newsletter the Management Board of Hrvatske autoceste d.o.o. has made new organisational decisions relating to staff issues in some of its organizational units. The new Director of the Office of the Management Board is Ms. Vlatka Vukinovac, LL.M., and new directors of individual sectors of the company are:

- Marijan Sente, L.L.M.
Head of Sector for Legal and General Matters
- Mr.sc. Dijana Stopnišek, MBA
Head of Sector for Economic and Financial Matters
- Mr.sc. Jože Ladika, M.Sc.CE
Head of Construction Sector
- Mr.sc. Milan Stanković, M.Sc. (Transport)
Head of Maintenance Sector
- Davor Mihovilić, B.Econ.
Head of Toll Collection Sector
- Miodrag Furdin, B.Sc.CE
Head of Design and Development Sector
- Eduard Zaninović, M.Sc. (Transport)
Head of Transport Sector



Hrvatske autoceste d.o.o. Headquarters

RELOCATION OF IVANJA REKA TOLL STATION

Works for relocation of the Ivanja Reka Toll station are currently in progress. The existing Ivanja Reka Toll Station was built before introduction of electronic toll collection i.e. when toll collection was manual only. For that reason, some current toll collection elements do not meet modern requirements for toll collection, nor do they comply with traffic safety standards in the toll collection zone. As this is the HAC's most trafficked toll station, the company has opted for a new solution: removal of the existing toll station and construction of a new one. The current toll station is to be relocated toward the east i.e. 4 km after the Rugvica Interchange and the unit will be called FTS (frontal toll station) Zagreb East.

The new toll station will have the lanes for the so called "Fast ETC" enabling vehicles to pass through the toll lane without stopping. In addition, a third traffic lane is to be added at the toll station for the Zagreb or Lipovac direction of travel in order to increase the flow of traffic and to achieve full passing functionality for vehicles equipped with ETC devices.

The works are realized by the joint venture formed of: VIADUKT d.d., SWIETELSKY B.m.b.H Branch Office in Zagreb, and MONTER-STROJARSKE MONTAŽE d.d.

The construction price amounts to HRK 95,840,363.84 not including VAT and the completion is due by 30 June 2013.

CONSTRUCTION OF METKOVIĆ BORDER CROSSING WITH CONNECTION TO NATIONAL ROAD D62

Before joining the EU, Croatia is required to renovate old and build new and modern border crossings with all required infrastructure. This work has inter alia been completed at the Metković Border Crossing (BC). The construction contract for this activity was awarded to Viadukt for the price of HRK 33,543,508.59 not including the VAT. All work at the Metković BC has been completed, except for traffic equipment and horticulture. All activities at the Metković BC are to be completed by the end of 2012.



Border Crossing Metković

Good tourist season – HAC realized higher toll income when compared to last year

The tourist season has also influenced income generated through toll collection. Although the traffic has somewhat reduced when compared to previous year, the income generated by Hrvatske autoceste d.o.o. in the period from July to September 2012 is by 4.08 percent greater due to price increase with respect to the same period last year.

The most trafficked weekend in the Sv. Rok tunnel zone (one of profiles monitored since the beginning) was registered from 3 to 5 August 2012 with 170,832 vehicles while in 2011 the most trafficked weekend was the one from 29 to 31 July with 177,300 vehicles. This information is related to the entire profile, for both directions of travel.

The greatest daily traffic was registered:

- in the direction of Dubrovnik on Saturday 4 August 2012 with 41,502 vehicles while in 2011 it amounted to 41,429 vehicles but a Saturday earlier i.e. on 23 July 2012;
- in the direction of Zagreb on Saturday 18 August 2012 with 35,814 vehicles while in 2011 it amounted to 36,735 vehicle (20 August 2011).



Realization of construction works

The contract for construction of the Novigrad Interchange including the approach road from the Novigrad Interchange to Netretić was signed with the company Cesta Varaždin d.d. on 19 February 2009 for the amount of HRK 78,621,217. Two Addendums to the Contract were signed, and the new contract price amounts to HRK 73,101,296. 1 July 2011 was set as final deadline for construction. According to the decision made by the Management Board, the design of the Novigrad Interchange was revised. The committee proposed payment by real quantities and by unit rates contained in the cost estimate forming part of the Contract. According to the out-of-court settlement signed on 23 March 2012 the value of works completed and all costs relating to contract obligations amounted to HRK 58,120,000. The value of remaining indispensable works was estimated at about HRK 4.6 million. Based on the above information, the total value of construction works for realization of the Novigrad Interchange and the approach road from the Novigrad Interchange to Netretić is estimated at about HRK 65 million and so the savings of about HRK 13 were made. The total cost of supply and installation of equipment for the Novigrad Interchange and the link road from the Novigrad Interchange to Netretić amounts to HRK 22,799,164. The contract amounting to HRK 2,708,336 was concluded with Institut IGH d.d., Zagreb for technical supervision, quality control, and procurement of operating permits. All prices are without VAT. The final structural inspection and opening to traffic of the interchange is scheduled for mid June 2012.

CONSTRUCTION OF ZAGVOZD – BAŠKA VODA LINK ROAD WITH THE SVETI ILIJA TUNNEL

The construction work at the Zagvozđ-Baška voda Link Road, including the Sveti Ilija-Biokovo Tunnel, started in late August 2012 after the on-site establishment of the contractor (Hidroelektra Niskogradnja d.d., Zagreb). The only works currently in progress are the earthworks on a part of the local road L67177 which come after site clearing and removal of dense pine forest. It is expected that the property-rights solution will soon be reached for a part of the L67177 and D8 crossing and that approval from Hrvatske ceste d.o.o. will be obtained with regard to temporary regulation of traffic in the zone D8.



Construction of the link road

AUTOCESTA RIJEKA-ZAGREB d.d.

NOVIGRAD INTERCHANGE OPENED TO TRAFFIC

The Novigrad Interchange on the Rijeka-Zagreb Motorway and the approach road from Novigrad Interchange to Netretić, 5.34 kilometres in length, were opened to traffic during an appropriate ceremony which was held on 28 June 2012 at the location of the interchange. "This traffic link will greatly influence the quality of daily life of Croatian citizens and of many citizens of the neighbouring Slovenia and Bosnia and Herzegovina. However, its significance extends even broader as it is situated on the shortest route linking the Central Europe with the Adriatic coast. It enables a good quality link from Slovenia and the wider area to the A1 Motorway toward Split and the A6 in the direction of Rijeka", said Mr. Zdenko Antešić, Deputy Minister of Sea, Transport and Infrastructure. Ms. Renata Brunskole, Vice-President of the Slovenian Parliament, also attended the ceremonious opening of the interchange. She emphasized the significance of the new Novigrad Interchange which will ensure better traffic links between Slovenia and Croatia and consequently better cooperation in the fields of economy and tourism.

The ARZ Management Board President Mr. Željko Denona also emphasized that construction of the Novigrad Interchange and its approach road is highly significant from the standpoint of traffic, as the Novigrad Interchange provides connection to the Novo Mesto – Metlika – Jurovski Brod roadway which is the shortest and the speediest link between Central Europe and the Adriatic.



The opening of Novigrad interchange

CONSTRUCTION OF NOVIGRAD INTERCHANGE WITH APPROACH ROAD FROM NOVIGRAD INTERCHANGE TO NETRETIĆ

This project concerns physical improvement of transport surfaces at the Novigrad Interchange located at KM 56+280 of the Rijeka-Zagreb Motorway and includes realization of the Novigrad Interchange-Netretić Approach Road 5.34 km in length.

The Karlovac-Novigrad-Bosiljevo Section of the A1 Motorway and the Bosiljevo-Rijeka Section of the A6 (to which a part of the D-6 is linked) are parts of the international road corridor Hungary-Zagreb-Karlovac-Rijeka-Pula which is the main axis of the road transport infrastructure. According to European classification the motorway is named E-65 and E-71 – Corridor No.V (Budapest-Varaždin-Zagreb-Karlovac-Rijeka) and E-59 (Austria-Maribor-Zagreb-Karlovac-Split). The roadway Novo Mesto (Ljubljana -Bregana Motorway)-Metlika-Jurovski Brod- Novigrad Interchange (Zagreb – Rijeka/Split Motorway) is the shortest link between Central Europe and the entire Adriatic coastal area to the south of Rijeka. Besides the link to the motorway it is also significant to solve

specific weekend traffic between Slovenia and Bosnia and Herzegovina, i.e. weekend migrations of Bosnia and Herzegovina citizens temporarily employed in Slovenia, but also to find solution to the motorway link with the parts of the national road network of the Republic of Croatia that become isolated from main transport routes once the motorway network is built.



Novigrad Interchange in construction



The Karlovac area boasts a very significant geographical and transport position, as it is precisely via Karlovac, as the crucial transport node, that the shortest and best quality transport link of the northern Croatia and Europe with the Adriatic is ensured. This area is traversed by the existing and future road and railway routes and by the oil pipeline and gas pipeline. All these transport facilities constitute a significant transport infrastructure axis and are of unquestionable significance for Croatia's orientation toward the Adriatic.

The Netretić–Karlovac section of the existing national road D-6 was initially traced in the 19th century with vertical and horizontal elements that are nowadays highly inadequate. It is therefore clear that a full rehabilitation of this roadway must be made. As topographic conditions along the route are very unfavourable, the rehabilitation would in fact mean that the totally new route, about 12 km in length, has to be realized at this section. This would

include realization of a new bridge over the Dobra River, after which the route reaches the urban area of Karlovac, which is very difficult to traverse.

In the light of the above, the designers came up with a logical solution: relocation of the national road D-6 and realization of a new route that would pass over the existing Maletići Overpass within the Novigrad Interchange of the Zagreb – Split/Rijeka Motorway and would run from there to the national road D-3 in Lišnica.

This provides a good quality link between Slovenia and the wider area and the A1 Motorway toward Split and A6 in the direction of Rijeka. In the second phase i.e. after completion of the approach road Novigrad Interchange-Lišnice and its connection to the D-3 (Duga Resa), the Duga Resa area and the traffic from Bihać area in Bosnia and Herzegovina will also be directly linked to the motorway and so the total traffic coming from the mentioned direction would actually bypass the town of Karlovac.

AUTOCESTA BINA-ISTRA d.d.

PERIODIC MAINTENANCE ACTIVITIES AT ISTRIAN Y

In order to maintain the infrastructure in the best possible condition, Bina Istra has continued to implement this year, just like in previous years, its program of periodic maintenance of the Istrian Y. The program includes replacement of the old equipment, repair of greater damage to infrastructure and purchase of modern systems aimed at increasing traffic safety. This year the emphasis is placed on the electric power system of the Učka Tunnel.

The project for upgrading the electricity system in the Učka Tunnel implies renewal of all eight transformer stations that supply electricity to the Učka Tunnel and upgrade of all electricity cables to make them compliant with the latest fire safety standards.

The capacity of the Učka Tunnel electricity supply

system will be considerably increased after realization of the above works. In fact, the electricity supply system of the Učka Tunnel is based on two independent sources of power totalling 4.2 MW (Elektroprimorje and Elektroistra) which provides for additional safety if one of the two sources becomes unavailable. The total of 11,700 KW of electricity is needed for proper functioning of the facility. Interestingly, this quantity of electricity corresponds to the electricity consumed by 1000 households or 3000 inhabitants.

These works are carried out in 3 phases. The first one was completed in spring 2012. 130 nights of work were required for the realization of this phase. The remaining two phases were launched in September and the work is performed during night hours only. The total value of the works amounts to HRK 28 millions.

OPATIJA AND MATULJI RESIDENTS GET A NEW APPROACH TO MOTORWAY

Populated zones have greatly extended over the past several years in the wider area of the town of Opatija and Matulji municipality which are traversed by the Istrian Y. However, the secondary road network has not responded to the new needs. In order to provide the best possible access to the main roadway, Bina-Istra has initiated construction of the new Andeli Interchange which will be a notable contribution to the comfort and safety of travel. In fact, when Bina-Istra assumed the obligation to operate and maintain the said section, it was established that as many as 22 illicit accesses to road were built. These access points are now closed. The new interchange, opened to traffic in the early summer of 2012, has not only ensured a better link to these communities, but has also greatly contributed to the safety of traffic on this section because the issue of illicit access to the roadway has been solved.



Andeli Interchange



Bina-Istra donates HRK 130,000 to Paediatric Ward of the General Hospital in Pula

Since 2007, Bina-Istra has been operating in accordance with sustainable development principles that have been translated into 37 precisely defined measures in the scope of which a special attention is paid to the environment, cultural heritage, and people.

The cooperation between Bina-Istra and health care institutions in Istria has been going on for several years now and, in that respect, Bina-Istra and Bouygues have built over the past two years a parking lot with almost 300 places for the General Hospital in Pula while an emergency ambulance has been donated to the Pazin Health Centre.

One of the most significant measures taken this year was the donation made to the Paediatric Ward of the General Hospital in Pula. The assistance was directed to sick children so that their stay in hospital can be as pleasant as possible.

The donation of HRK 130,000 was used to renovate joinery installations at the paediatric Ward of the General Hospital in Pula and the space for study and play was equipped with two computers, a new television set, DVD player, play station and toys. This project is a continuation of a series of activities that have been conducted by Bina-Istra to maintain good cooperation with the local community by trying to make improvements, not only in its primary activity, but in other spheres of life as well.



AUTOCESTA ZAGREB-MACELJ d.o.o.

INCREASE IN LOCAL MOTORWAY TRAFFIC

The Zagreb–Macelj Motorway is almost 60 km in total length.

The motorway was built in several stages. The last Krapina to Macelj section was built and opened to traffic in May 2007 in accordance with provisions of the Concession Agreement. The motorway has seven interchanges and six toll stations with both manual and electronic toll collection at each of these stations.

The closed toll collection system was introduced in 2006. The toll is charged depending on vehicle category and the number of kilometres travelled. Out of almost 60 km of this motorway, 52 km is covered by toll collection while about 8 km are considered to be a part of the Zagreb bypass and so no toll is charged in this zone. At toll stations toll can be paid by cash, by credit and debit cards, by INA cards and by Smart Cards.

Smart Card is a contactless subscription card for passage via automatic toll lines destined for frequent motorway users who also benefit from a discount to the regular toll price. The global economic crisis, felt also in Croatia, has resulted in higher unemployment, GDP drop, lower purchasing power, lower motorway traffic and hence also in lower income from toll collection on motorways.

A significant drop in local motorway traffic has been registered since 2008. It was established that the proportion of this traffic has dropped by 16 percent in the 2008-2012 period which has results in lower income. Various tests/analyses of the existing toll collection model were made in order to increase the number of users, particularly locals, and in response to the mentioned fall in traffic and income.

In order to encourage local population to use this motorway more often i.e. to increase the local traffic, the AZM has increased discounts given to Smart Card users and has improved promotion of this card through various types of advertising.

Thus on 1 August 2012 the discount for Smart Card users (categories I and II) was increased from 15 to 25 percent, with a minimum initial payment of HRK 200.00 and for categories III and IV the discount was increased from 10 to 13 percent, with a minimum initial payment of HRK 2,000.00.

These measures have been well accepted by local population and the desired objective has been achieved i.e. a significant increase in local traffic has been registered.

Thus in August 2012 the traffic increased by 17.25 percent with respect to the same month last year and by 13.60 percent with respect to the same month in 2007.

In August 2012, the total number of vehicles increased by 11,40 percent with respect to the same month last year and by 9,81 percent with respect to the same month in 2007.

The analysis for the part of the year 2012 that has already elapsed (period from January to October) shows that the total number of vehicles has increased by 6.43 percent with respect to the same period last year.



Zagreb - Macelj Motorway

ASECAP DAYS



DUBROVNIK 2013

41st
ASECAP
Study &
Information
Days 2013



ASECAP
Dubrovnik 2013,
Croatia

We are very proud to announce the 41st ASECAP Study and Information Days which will take place in Dubrovnik from 26 to 28 of May 2013. The annual gathering of operators of toll road infrastructures will once again be an extraordinary opportunity for the key players in road transport and partners from road industry, policy-makers, professional associations and other stakeholders across the public and private sectors to meet, exchange information and debate, as well as for presentation of all Croatian motorway companies in one of the most beautiful Mediterranean cities of extraordinary natural beauty and preserved cultural heritage. More information on registration process and the conference programme will be available soon on HUKA website: www.huka.hr.

HUKA NEWS

2012 ASECAP STUDY AND INFORMATION DAYS

**An innovative Trans-European Transport Network:
"Time to turn smart, green and safe transport into reality"**



The 2012 ASECAP Study and Information Days took place from 27 to 30 May 2012 in Torino, Italy and gathered 250 participants from all over Europe. The successful event was marked by high-level discussions around the theme "Innovative TEN-T: towards a smart, green and safe transport".

First day of the event was dedicated as usual to the political session which hosted, among others, representatives from the Italian Minister for Infrastructure and Economic Development, European Commission, DG Move, European Parliament etc. First part of the day one was dedicated to Plenary Session 1: Intelligent tolled roads: Bridging intelligent vision with intelligent mission.



ASECAP President Mr. Schierhackl and AISCAT President Mr. Palenzona, both stated that ASECAP motorways have to respond to demand which calls for higher standards and are thus becoming more intelligent, reliable, sustainable and service oriented. ITS and interoperability are the tools which make the meeting of these standards possible along with the help of the police and car companies. Information to customers should be easily available and developing services in this area is one of the next very important steps motorway operators need to undertake. With the existence of different national and international

services and numerous R&D projects and pilots ongoing, standardization and harmonization of services is necessary and common understanding among all involved stakeholders, development of road maps and programs and financing and funding are all actions that need to be undertaken. Regarding interoperability it is important to be careful not to have monopolistic solutions. Although EETS is still not within reach, bilateral interoperability solutions are available and regional solutions are the first step in achieving EETS.

Concessions: How much should we regulate?

Plenary Session 2 was focused on concessions and the questions of concession regulation. ASECAP members were given every assurance by the European Commission: the draft directive on concessions presented on 20 December 2011 will be revised to take account of their views wherever possible. Mrs. Szychowska from European Commission, DG MARKT pointed out that new rules are needed so that public expenditure will be more efficient. There are often a lot of misunderstandings about rules on tenders and concessions. While this is clear to tolled infrastructure operators the same cannot always be said for political authorities. These misunderstandings could well evolve into privatizations or forced privatizations that cannot be part of legislator's intentions. The idea is still to externalize services. The greatest resistance of this proposal comes mostly from states that do not want to liberalize the market, that intend to maintain their contractual freedom, like France, or those like Germany that do not wish to revise rules at local level. The Commission has always presented the concessions directive as a lever to "boost growth and strengthen confidence" which states can hardly dispute. The Commission's pursuit of the public procurement directive has so far earned it criticism for failing to take sufficient account of the specific nature of concessions (public works concessions are governed at present only by Directive 2004/17 and public 2004/18 on public procurement). Operators, while acknowledging the need for legislation, point out the different nature of concessions that justifies different legal treatment: public procurement is a purchasing technique whereas concessions are a partnership between a public authority and a company selected to build the infrastructure and operate a service, for amounts and a time period that



President of ASECAP, Mr. Klaus Schierhackl

can make the difference. Also, there is a transfer of risks to the concessionaire that justifies different procurement rules, thus separate legislation. The difficulty lies in harmonizing legislations at member state level: operators have to cope with unfair conditions of competition (detrimental to competitors based in other member states) and legal uncertainty related to major disparities between national laws. She also informed the participants that majority of complaints have led to modification and gave some details regarding the award criteria where it was decided not to have any specific procedure for the award. Instead of imposing strict procedures the draft contains imposing a catalogue of guarantees that have to be filled out by public authorities. Public authorities have an option to use economically most advantageous tender or award criteria meeting only general requirements. Duration of concession is one of the most controversial elements because of the tremendous diversity of concessions. It is not feasible to set a standard duration even though duration can be regulated in certain sectors. Most of the complaints and problems are related to changes of contracts. Mrs. Szychowska informed that in a lengthy passage on modifications, a distinction is made between what is substantial and what is not. Referring to everything said, motorway concessionaires stated that the need for funding is very high while the budget is really low. It should be avoided the new directive to deny flexibility to existing concessions, the rules should be clear and simple and it is necessary to take into account remark made by ASECAP representatives. They sent a message they will be extremely attentive. The proposal, presented in late 2011, will be revised and presented again with the aim of adoption by the end of 2012.



The second day of the congress was dedicated to 3 Parallel Technical Sessions-Interactive Workshops:

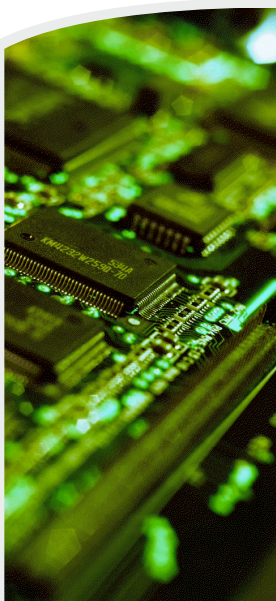
- Session 1: Workshops on concessions and tolling best practices
- Session 2: Workshops on sustainable actions: social/safety and environmental aspects in practice
- Session 3: Workshop on understanding and deploying Intelligent Transport Systems under real market conditions

All presentations and speeches can be viewed on ASECAP website: www.asecap.com.

Closing the 40th ASECAP Study and Information Days 2012, Mr. Čaklović, HUKA President announced and invited all members and interested personalities to register and attend the 41st ASECAP Study and Information Days 2013 which will be held in Dubrovnik in the period from 26 to 28 of May. HUKA is very pleased to be hosting this important event and would like to encourage all to strengthen their efforts to support this main annual ASECAP event allowing all our personalities and experts to meet, exchange ideas and develop good « c o m m u n i c a t i o n corridors».



ASECAP Torino



Slovakia to introduce road accident electronic chips

Members of the Slovak Parliament are assessing the new EU regulation which introduces the electronic safety chip as part of the mandatory car equipment from 2015.

The chip is intended to save lives of car accident victims, as it will automatically call the rescue service in case in the event of a serious crash, relaying the time and place of the accident and exact location of the vehicle.

Skoda currently offers installation of an emergency system for USD 720; however by 2015 the chips are expected to cost under USD 130.

Currently only 0.7 percent of cars in the EU are equipped with such a safety device.

The Slovak Transport Ministry plans to create a USD 190 million National Traffic Information System which will collect data provided by the activated safety chips and use it to inform drivers about road accidents and traffic jams.

On the question of obtaining necessary finance to make the concession contract running, Mr. Barrett from the European Investment Bank stressed out the importance of a satisfactory legal framework which is crucial in order to obtain the financial means needed for the investments. In order to have a competitive economy a level of investment is mandatory and hence a legal framework.

Quality of a regulatory framework can help private companies bearing the risks to be treated as public companies. New paradigms are needed for infrastructure financing and the quality of infrastructure planning and the quality of infrastructure financing are crucial elements. The Project Bond Initiative is designed to attract institutional investors to finance new infrastructure

projects by enhancing the creditworthiness of the senior debt. The mechanism consists of improving the credit quality of a project by separating the operator's debt into tranches of senior debt and subordinated debt. The contribution of the subordinated debt increases the credit quality of the senior debt, which reaches a level where it will not be a problem for most institutional investors to conserve the bond for a long period. The target areas for systematic deployment of this financing mechanism are certain types of transport, energy and broadband infrastructures. In the end, the EIB representative briefed participants on a study by Moody's that assessed different projects over the period 1983-2008. The study showed that the projects with lower failure rates and lower financing costs were well-structured projects with solid contracting frameworks.

Latest developments in the transport world

Plenary Session 3 gave a short overview of the ASECAP annual activities and the works conducted by the 3 COPERS:

COPER I, Permanet Committee for the Present and Future Concession Schemes and Tolling

Chairman Mr. Mesqui summarized recent developments regarding EETS. On the 28th of November 2011 the seminar «Deploying the EETS—challenges and perspectives» was organized in Ljubljana in order to ensure members have fulfilled their duty and are ready for the deadline in October 2012.

Although EETS Providers are not here, there are ETS providers present in some countries and there is space for them to become EETS Providers. ASECAP Position Paper on EETS was sent to the Commission and both proposals, the one regarding EETS and the one regarding the concessions and public procurement are currently being discussed by the EU's colegislators.

COPER II, Permanent Committee for Environment, Safety and Security

Chairman Mr. Rotongo gave an overview of the road safety actions which started in 1990s with the first Road Safety Action Programme, followed by the second one with a goal to halve the year 2001 number of deaths along EU roads by 2010.

In 2011 White Paper on Transport was issued with 50% target reduction of road deaths by 2050. ASECAP Road Safety initiatives include organizing of annual Road Safety events from 2009, permanent contacts with EU officers in charge of Road Safety, ASECAP members' road safety enhancement performances exceeded the average EU roads ones and were in practice in line with the EU target for the period 2003-2010.

COPER III, Permanent Committee for Intelligent Transport Systems

Chairman Mr. Camolino stressed out the ITS Directive and the member states reports' which were delivered last year in August. EC has been promoting the definition of services mentioned in the Directive through nomination of specific working groups. The European ITS Advisory Group was created within ASECAP. Most advanced priority action is e-call. He also presented a short overview in the fields of Easyway, i-Mobility, standardization, GSA-ASECAP and UNECE ITS Roadmap.

Mr. Dionelis, ASECAP Secretary General also presented the new structure of ASECAP adopted on the General Assembly the day before that also introduced COPER IV, Permanent Committee established to analyze transport data and statistics.

NEWS FROM EU



EU-WIDE INTEROPERABLE ELECTRONIC TOLL SERVICE STILL FAR OFF

Rollout of the European Electronic Toll Service (EETS) has fallen behind schedule. The European Commission has decided to use both the carrot and the stick to speed up the process. In a communication, adopted on 30 August, the executive states that it will not hesitate to launch infringement proceedings against member states that fail to meet their obligations.

It nevertheless adds that financial aid might be available to support interoperability projects for the electronic toll systems of different member states as a way of encouraging a first step towards full European interoperability. Financial aid would be made available under the trans-European transport programme. A call for proposals could be published before the end of the year.



Tolls for the use of road infrastructure are increasingly widespread in the EU. They are encouraged by the Commission, which sees them as a fair way of paying for mobility by encouraging the 'user pays' and 'polluter pays' principles. Presently, 22 member states charge tolls to heavy goods vehicles on certain sections of their road networks and 12 charge such tolls to passenger cars. According to the Commission, toll roads in the EU represent a total length of around 72,000 kilometres, of which 60% are fitted with electronic toll systems and 40% are covered by vignette systems. More than 20 million road users are subscribers to electronic road toll systems.

The problem is that the situation is still best described as every man for himself. Member states' electronic toll systems are not interoperable with one another. To cross Europe, road users still have to deal with almost as many different systems as countries crossed, a state of affairs that prompted the idea of a European toll service, introduced by a 2004 directive. The Commission's findings of the state of advancement today are disappointing: "Not all member states and stakeholders have demonstrated the full commitment necessary to finalise the regulatory and operational context of the service at their level". The problem is not technical: "It is not more complicated technically to implement pan-European interoperability of electronic road toll systems than pan-European roaming of mobile phones or worldwide interoperability of credit cards".

For the EU executive, the reasons lie elsewhere, particularly in the lack of cooperation between stakeholders and persistent uncertainties about the conditions in which potential providers of the European service can operate (the legal framework has not been finalised yet in most states). So with this communication the Commission draws attention to the problems and announces its determination to speed up implementation of the legislation. It warns that the new road charging schemes set up by states will have to include a fully EETS compatible system, failing which it will issue a negative opinion.



EETS reminder

Under Directive 2004/52/EC, the states that have set up an electronic toll service will have to offer the European Electronic Toll Service to heavy goods vehicles within three years of the entry into force of a decision establishing the technical specifications for this European service.

The date is fast approaching since the decision in question was adopted in October 2009 (Decision 2009/750/EC).

It establishes the essential requirements of this service, which are valid throughout the EU, and sets binding standards, technical specifications and operational rules.

HIGHWAY WORK PLANNED FOR SERBIA

A series of major highway construction and road repair projects is planned for Serbia. The World Bank (WB), the European Investment Bank (EIB) and the European Bank for Reconstruction and Development (EBRD) have all been in talks with the Serbian Government concerning funding for the work. Funding worth EUR 408.46 million has been approved by the three banks for programme of highway construction and road repairs. In all there will be 83 separate projects with 2,300 km of roads being upgraded. Serbia has benefited from financing supplied by the WB, EIB and EBRD and since 2001 the three banks have invested a total of EUR 8.6 billion in the country.

In 2008 the three banks approved a total of EUR 1.1 billion for construction of the Corridor 10 highway which is due for completion in 2013. The Beska Bridge was one of the first key stages of the project to be completed. Consultant Arup has carried out implementation of the environmental management plans that form part of the 230 km Corridor 10 project. Construction work is on track on the sections of the Corridor 11 highway financed by the WB. But Serbia's Ministry of Transport is calling on domestic contractors to carry out construction work

on the Corridor 11 highway between Ljig and Boljkovac. The Ministry of Transport is concerned that the work could fall behind schedule and is keen to bring in local firms to help speed construction. Talks have been held between the Serbian Ministry of Transport and contractor Azvirt, from Azerbaijan, over the issue. Azerbaijan earlier approved a loan of EUR 308 million for construction of 40 km of the highway linking Ljig-Boljkovci, Boljkovci-Takovo and Takovo-Preljina.





The Croatian
association of toll
motorways
concessionaires



INFORMATION

Koturaška cesta 43
HR-10000 Zagreb

Phone: +385 1 65 15 375

Fax: +385 1 65 15 377

E-mail:

info@huka.hr

brankica.bajic@huka.hr

diana.benkovic@huka.hr

ALEKSANDAR ČAKLOVIĆ

President

DAVID GABELICA

Vice-President

Web: www.huka.hr

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Aleksandar Čaklović

Editor in chief

Brankica Bajić

Technical Editor

Diana Benković

Technical Editor Assistant

Graphic Design:

TABITHA

OBLIKOVANJE d.o.o.

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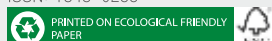
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STATISTICS

TRAFFIC IN TOLL COLLECTION AREAS

COMPANY	Until the end of September 2011			Until the end of September 2012			% 12/11
	Light vehicles (IA+I+II)	Trucks (III+IV)	TOTAL	Light vehicles (IA+I+II)	Trucks (III+IV)	TOTAL	
HAC	23.127.571	3.001.681	26.129.252	22.298.213	2.969.482	25.267.695	-3,30
ARZ*	14.010.356	1.345.487	15.355.843	13.851.420	1.281.352	15.132.772	-1,45
BINA ISTRRA	5.678.075	486.573	6.164.648	5.802.586	486.440	6.289.026	2,02
AZM	4.350.847	455.005	4.805.852	4.628.067	486.711	5.114.778	6,43
TOTAL	47.166.849	5.288.746	52.455.595	46.580.286	5.223.985	51.804.271	-1,24

* Traffic data numbers in toll collection areas are collected from all toll collection areas including A1, A6, Rupu, and Krk.

TOLL REVENUES (without VAT)

/1EUR=7,4 kn/

COMPANY	Until the end of September 2011		Until the end of September 2012		% (12/11)
	KN	EUR	KN	EUR	
HAC	1.007.895.251,26	136.202.060,98	1.028.273.191,78	138.955.836,73	2,02
ARZ	379.353.249,00	51.263.952,57	386.959.566,26	52.291.833,28	2,01
BINA ISTRRA	136.177.521,00	18.402.367,70	151.477.845,90	20.469.979,18	11,24
AZM	133.340.698,99	18.019.013,38	142.031.480,29	19.193.443,28	6,52
TOTAL	1.656.766.720,25	223.887.394,63	1.708.742.084,23	230.911.092,46	3,14

TRAFFIC SAFETY

Number of traffic accidents	Until the end of September 2012					Until end of September 2011 Total Croatia	% (12/11)
	HAC	ARZ*	BINA-ISTRRA	AZM	TOTAL CRO		
with fatalities	17	2	1	2	22	22	0,00
with injured	188	50	16	22	276	279	-1,08
with material damage	995	286	66	84	1431	1.486	-3,70
Total number of accidents	1.200	338	83	108	1729	1.787	-3,25
Total number of fatalities	29	2	1	2	34	24	41,67

* The data is collected from patrol diaries and are applied to motorways A1, A6, A7 and D102