

START OF A5 MOTORWAY CONSTRUCTION

On September 22, 2005, the construction work started on one of the most significant structures along the planned motorway A5, i.e. on the overpass above the Zagreb - Vinkovci railway line in the Donji Andrijevci region in the Brodsko-Posavska County.

The works were opened by the Croatian Parliament's President Mr. Vladimir Šeks, and the ceremonious opening of the works was also attended by the Prime Minister of the Republic of Croatia, Mr. Ivo Sanader, by the Minister of Sea, Tourism, Transport and Development, Mr. Božidar Kalmeta, by the Minister of Environmental Protection, Space Planning and Construction, Mrs. Marina Matulović Dropulić, as well as by other high-level dignitaries.

The overpass above the Zagreb-Vinkovci railway line is a continuous

composite steel structure 673.20 m in total length. The works are carried out by the Slavonski Brod-based company Đuro Đaković Montaža d.d. The contract price for the overpass construction work amounts to KN 165,274,888.00.

The planned A5 motorway, 88.6 km in total length, is divided into five sections:

- Hungarian border - Beli Manastir, L = 5.0 km
- Beli Manastir - Osijek, L = 24.5 km
- Osijek - Đakovo, L = 32.5 km
- Đakovo - Sredanci, L = 23.0 km
- Sredanci - Croatian border, L = 3.6 km



Appropriate intergovernmental working groups are now being formed for the border sections of this motorway, i.e. for the Hungarian border - Beli Manastir section and the Sredanci - Croatian border section. These working groups will prepare detailed reports on harmonization of traffic on these border sections.

ZAGREB - LIPOVAC MOTORWAY, ŽUPANJA - LIPOVAC SECTION

The Bregana - Zagreb - Lipovac Motorway, 305 km in length, is an integral portion of the European Motorway Network and forms part of the Pan-European Transport Corridor X.

The last unfinished section from Županja to Lipovac, 29.43 km in total length, ends at the Bajakovo border crossing. It is being built in full motorway profile with two separate pavements, and is divided into two subsections: Županja - Spačva, 15.95 km in length, and Spačva - Lipovac, 13.48 km in length.

An appropriate loan agreement was signed between Hrvatske autoceste d.o.o. and the European Bank for Reconstruction and Development (EBRD) for the construction of this motorway section.

The construction work on this section is carried out by the following contractors: joint venture formed of Hidroelektraniskogradnja d.d. and Osijek-Kopeks d.d., and the joint venture formed of Viadukt d.d., Konstruktor inženjering d.d. and Cesta Varaždin d.d. (with the subcontractors:

Strabag, Swieteslky and Alpine Bau).

Current progress of construction work:

On November 16, 2005, the traffic operated on the Lipovac - Županja section was diverted to the newly-constructed south pavement of the motorway. This event marks the formal commencement of works on the north pavement, involving in fact reconstruction of the old national road D4.

All road structures along the south pavement, including the overcrossings at Bošnjaci, Račkovića, Vrbanjska šuma and Lukovo, are now finished.

The total of 1.2 million cubic meters of earth material were used for the embankment, about 200,000 cubic meters



Figure 1 Westward view from the Spačva overpass



Figure 2 Eastward view from the Spačva overpass

of stone material for other courses of the pavement structure, and as many as 110,000 tons of asphalt.

Current activities also include construction of toll stations at Spačva and Lipovac, and the work on the Bošnjaci and Spačva roadside service facilities.

The end of work at the last section of this motorway, scheduled for August 2006, will mark completion of the entire Sava roadway in the Corridor X: Austria - Karawanken tunnel - Ljubljana - Bregana border crossing - Zagreb - Slavonski Brod - Lipovac border crossing - Belgrade - Skopje - Greece.

VIDEO SURVEILLANCE SYSTEM ON THE RIJEKA - ZAGREB MOTORWAY (CCTV - Closed Circuit Television)

The use of the video surveillance system (CCTV) on the Rijeka - Zagreb motorway dates back to 1996 when the so called "Snow Section", passing through Gorski kotar, was opened to traffic, i.e. when the link was established between the Oštrovica and Vrata interchanges.

Due to its geographical location, the Snow Section is frequently exposed to sudden changes in weather, particularly during the winter period, which explains the "Snow" portion of its name. The Tuhobić tunnel, 2,145 m in length, a notable facility situated in this zone, is considered to be the most hazardous and accident-prone structure on the A6. In 1996, a video system was installed in the Tuhobić tunnel so as to increase the level of safety in this area. This system features 19 analogue cameras which transmit video signals to the Traffic Control Centre in Delnice, but have no additional capabilities.

Further expansion of the surveillance system to subsequent motorway sections, i.e. to Vrata-Delnice (1997) and Delnice-Kupjak (1998) sections, and the use of such system on other dangerous spots, was unjustly prevented and postponed by erroneous judgment of competent authorities.

However, the new concept of video surveillance and monitoring, featuring a novel program support and facilitating work of maintenance crews through highly efficient organization and monitoring of traffic on new motorway segments, was implemented during construction of the following sections: Karlovac - Vukova Gorica (2001), V. Gorica - Bosiljevo (2003), Vrbovsko - Kupjak (2003), and Bosiljevo - Vrbovsko (2004). The decision to implement this system was also based on experience with other European tunnels such as Mt. Blanc, St. Gothard and Tauern, which was damaged in catastrophic fire in 1999.

Because of their higher reliability, flexibility, ease of use, functionality, speed of data transfer, and other favourable features, the novel video supervision and monitoring systems have assumed the leading role in motorway traffic operation and management, to the detriment of traditional traffic operation systems.

Present-day video surveillance and monitoring systems are characterized by many advanced features. Thus, these systems can:

- provide various data about the traffic, especially on critical motorway sections,
- calculate travel time and detect distance



Figure 1 - Traffic Control Centre in Delnice

- detect vehicle speed at critical spots,
- inspect situation at the ends of traffic queues,
- monitor traffic jams and traffic interruptions along the route,
- monitor situation at approaches to potentially dangerous structures and facilities,
- monitor operation of ventilation systems, including video representation of smoke propagation in tunnels,
- check diversion of traffic flows,
- check operation of changeable message signs,
- check electronic opening and closing of traffic lanes,
- detect accidental unloading of cargo on the motorway,
- detect presence of animals and people on the motorway,
- detect smoke and fire,
- detect presence of excessively dimensioned and dangerous cargo,
- detect vehicles moving in the direction

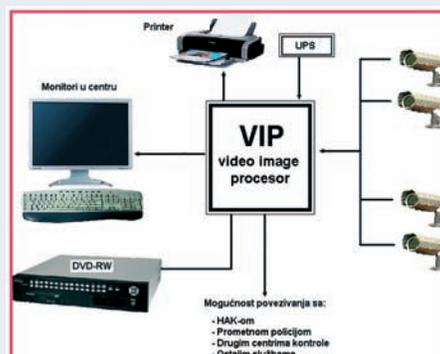


Figure 2 - Block diagram representation of integrated operation

opposite to the direction of travel,

- check lighting in tunnels, at interchanges and at roadside service facilities,
- check zones with road works,
- check movement of slow vehicles at steep upward and downward grades,
- monitor zones with highest and most frequent changes in weather conditions, when relevant to motorway traffic,
- check operation of weather stations,
- check level of preparation of road maintenance equipment and crews, and their readiness to provide assistance in all conditions,
- check license plate numbers (to facilitate detection of stolen vehicles),
- check condition of vehicles entering the motorway,
- check general condition of the motorway and its equipment.

The level of services to be provided by such systems is defined on the case-by-case basis in keeping with specific requirements formulated to this effect by the motorway maintenance company.

Video surveillance process

Detection of critical situations in tunnels, at interchanges and at bridges.

Tunnels are road structures presenting the greatest potential hazard to road users. As the surveillance and monitoring features have not as yet been properly integrated in the overall traffic monitoring system, it is of high significance to make further investments in appropriate traffic safety systems. These systems have already proven to be highly beneficial and cost-effective, particularly when viewed in the long run.

An efficient control of emergency situations in tunnels and on other parts of the route is mostly dependent on timely detection of hazardous situations, and on the speed at which the extent of such occurrences can be checked.

Through real-time analysis of images gathered by cameras placed in tunnels and on other facilities along the

motorway, the video surveillance systems can detect all accidental situations in just a few seconds. This extremely short time needed to recognize and react to incidental situations can greatly diminish harmful consequences of emergency situations and prevent occurrence of new accidents. Thus, the use of such systems significantly contributes to the safety of traffic operated on potentially hazardous sections along the Rijeka - Zagreb motorway route.

Instead of conclusion

At the time the video surveillance system was first implemented on this project, the situation was characterized by the lack of appropriate strategies and legislation that would foster development and wider application of video systems on road infrastructure facilities in Croatia, and hence on our project as well. Despite expectations, the video surveillance initiative was neither welcomed by competent institutions and bodies, nor by the general public. While no excuse can be found for the former, the latter also declined to support the initiative as they considered it to be an accessory tool of the repressive



Figure 3 - Traffic Control Centre in Delnice: "video wall" with full 360 degree coverage

regime, aimed at punishing undesirable behaviour on the motorway, or simply as an attack to personal freedom which is associated with the comfort of fast driving.

Despite many conflicting theories that may be heard about the benefits of video surveillance systems, its use on the Rijeka-Zagreb motorway project has proven to be highly beneficial, particularly as it raised the level of awareness and accountability

of most road users, which directly and highly positively influenced current traffic accident trends.

Nevertheless, in order to achieve even better results with respect to traffic safety on our motorways, it is highly indispensable to adopt appropriate technical and legal regulations that would have to be abided by all subjects responsible for their implementation.

WORKS ON THE ZAGREB - MACELJ MOTORWAY

The work advances in keeping with the schedule

Section A (Jankomir - Zaprešić) - The roadbed of the new west pavement is now completed. The paving works are currently in progress on 50 percent of the route.

The structural work is completed on the bridge over the Sava river, on the Bestovje overpass, and on the overpass above the railway line in Zaprešić. The superstructure work is currently under way on these structures.

Section B (Zaprešić-Velika Ves) - All works relating to traffic equipment, signs, markings and signals, are now nearing completion on this existing section. Toll stations are completed in Gubaševo and Začretje, and the toll collection facility in Zaprešić is currently being extended and refurbished. The final inspection is scheduled for mid December.

Section C (Velika Ves - Macelj) - The works are finished on the 1.1 km

stretch of the new motorway, on the Krapina interchange, and on the new Traffic Operation and Control Centre, and so everything is in place for the final inspection.



The works are progressing in accordance with the schedule on the remaining portion of the section C, from Krapina interchange to the town of Macelj. The entire excavation work is finished on all six tunnels and, in addition, the secondary tunnel lining is in

place in the fourth tunnel. The structural work at structures and all nine viaducts is advancing well, and the work is now nearing completion. The situation is similar with respect to the earthwork. As terrain properties in this area are quite inadequate, a high level of attention, knowledge, skill and experience - and a lot of time - is needed to adequately protect steep slopes of embankments and cuttings.

Other activities:

Current activities include installation and testing of the new traffic operation and toll collection equipment, as well as the training of persons that will be using this modern equipment. A commercial arrangement is now being devised to cut down toll rates for local population and frequent users of the motorway. The closed toll collection system will be introduced as scheduled, i.e. in early 2006.

The video monitoring and weather information system is already in place, and its operation is now at the testing stage.

EXCAVATION COMPLETED FOR THE RIGHT-HAND TUBE OF THE ČARDAK TUNNEL

The final blast operated on November 17, 2005 marked completion of the excavation work in the right-hand tube of the Čardak Tunnel situated on the Ravna Gora - Vrbovsko Section of the Rijeka - Zagreb Motorway.

ČARDAK TUNNEL - right-hand tube

The works are carried out by Konstruktor-inžinjer d.d. Spit pursuant to the contract signed with Autocesta Rijeka-Zagreb d.d. for realization of the second stage of work on the Rijeka - Zagreb motorway. This second-stage work comprises the following activities: widening of the Kupjak- Vrbovsko section to the full motorway profile on the stretch from km 56+831 to km 59+828.19, construction of the right-hand (south) tube of the Čardak Tunnel 601.00 m in length, and road construction work (south pavement) in front of and after the tunnel, 2,396.03 m in total length.

The Contractor proceeded to the realization of preliminary work immediately after the on site establishment date (April 12, 2005). The blasting activities for the second (south) tube of the Čardak Tunnel started on May 31, 2005 and were operated from the Rijeka side of the tunnel.

The works are financed from proceeds of the loan allocated by the German development bank Kreditanstalt für Wiederaufbau (KfW). These proceeds are in fact amounts left over after realization of the first stage of the Rijeka - Zagreb motorway project.

The excavation and primary support work was completed ahead of schedule.

Geological data

On this section, the terrain traversed by the motorway is composed of Mesozoic carbonate strata, i.e. mostly of dolomites, limestones and intraformational breccias of Triassic to Jurassic age. In this complex, the bedrock is formed of the well graded and moderately to highly fragmented dolomite of the Upper Triassic, dark grey to light grey in colour. The zone is characterized by karst formations with thick bedded massive limestones and with a variety of karstic phenomena, such as sinkholes, caverns and caves.

Traffic

Because of close spacing of the existing tunnel tubes, with an axis-to-axis distance of 25 m, the intensity of drilling and blasting operations was limited to maximum allowed velocities of seismic oscillations. In addition, the fact that the right-hand tube excavation is more complex due to traffic operated in the left tube, was also

taken into account at the planning and design stages.

About two to three blasting operations were performed every day. During such blasting operations, the traffic via the existing Čardak tunnel was interrupted for safety reasons, i.e. because of seismic impacts and noise generated during the explosions.

Each blasting cycle lasted about 10 minutes and so on each occasion the traffic was interrupted for the total of 15 to 30 minutes, to provide for the blasting, seismic monitoring and visual inspection of the tunnels after the blasting, including temporary regulation of traffic.

A special attention was paid to seismic monitoring of blasting activities. In this respect, special measurements were made to determine the impact of blasting operations on the lining of the left tunnel tube, all based on information contained in geotechnical and blasting design documents. The seismic monitoring of blasting operations in the second tube was conducted by the team of experts from the Faculty of Mining, Geology and Petroleum Engineering, based in Zagreb.

In order to meet the deadlines set in the contract and to enable timely completion of work on the project, the excavation and blasting operations were conducted



throughout the summer, with traffic interruptions as necessary. The work was carried out in three shifts during all days of the week, including weekends, which is a normal practice in tunnelling.

The operation of traffic under specific conditions (frequent interruptions of traffic) was conducted in accordance with the special traffic regulation design, duly



approved by the competent Ministry.

Vehicle queues about one to two km in length normally formed on weekends during such 15 to 30 minute traffic interruptions. However, in most cases the traffic situation was brought back to normal within ten minutes after the tunnel traffic resumed.

The daily traffic interruptions were operated in keeping with the traffic regulation design. Thus the traffic was closed two to three times a day during lowest intensity of traffic, i.e. around noon and in early morning and evening hours.

During days with maximum intensity of traffic, i.e. on peak weekends and holidays during the tourist season, the blasting activities were not conducted at all, in order to enable an undisturbed operation of traffic.

The temporary regulation of traffic, conducted in accordance with the mentioned traffic design, was operated by experts from Autocesta Rijeka - Zagreb d.d, in consultation with the Interior Ministry and the contractor.

It should be noted that this is the first time in Croatia that the second tunnel tube was excavated in karst, simultaneously with the operation of traffic in the other tube. This is why great care and maximum safety precautions were taken during realization of this work.

The excavation of the Veliki Gložac Tunnel is another example of works carried out in one tube, simultaneously with the operation of traffic in the parallel tube. The works on the Veliki Gložac tunnel are carried out by the joint venture formed of Viadukt d.d., Zagreb and Hidroelektra Niskogradnja d.d., Zagreb. The mining work, i.e. the tunnel excavation work, is due for completion in December 2005.

The second stage work on the Rijeka - Zagreb motorway project is expected to end in 2008. Until then, the total of 11 tunnels will have to be excavated under similar conditions, i.e. with simultaneous operation of traffic in existing tubes.

BOARD MEMBER CHANGES IN AUTOCESTA RIJEKA - ZAGREB D.D.

Autocesta Rijeka-Zagreb d.d. - company for motorway construction and management, operates as of October 2005 with a new Management Board.

The new Board is composed of:
Jurica Prskalo, B.Sc. (Civ.Eng.), Chairman of the Board,

Dunko Juras, B.Sc. (Econ.), Board Member in charge of economic and legal matters,
Zlatko Korpar, B.Sc. (Geotech.), Board Member in charge of technical matters.

As the company Autocesta Rijeka-Zagreb d.d. is a HUKA member, the mentioned board member changes also result

in the change of the HUKA assembly and management board membership structure. Thus the function of the Assembly Member is assumed by Mr. Jurica Prskalo, while Mr. Jurica Prskalo and Mr. Dunko Bujas are now members of the Management Board.

SPLIT - PLOČE MOTORWAY

The realization of construction work on the Split - Ploče motorway, 96.2 km in total length, is under way on two sections (out of the total of five sections), i.e. on the Dugopolje - Bisko and Bisko - Šestanovac sections. The following contractors perform the works on the Dugopolje - Bisko section, 11.8 km in length: Viadukt d.d., Konstruktor-inženjering d.d., Strabag d.o.o. and Zagorje-Tehnobeton d.d.. The works started on May 17, 2005 and all works are due for completion in June 2007.

Progress of works

The earthwork (construction of cuttings and embankments) and drainage work is carried out along the entire length of this section. Current activities include construction of Bisko and Akrapić interchanges, and the work is also under way on four viaducts. Thus, abutment work, excavation of pier foundations, and concrete work for piers and pier foundations, is under way on the viaducts of Biakuše, Perići and Akrapić. The deck waterproofing work is currently under way on the Prosika viaduct. The current works also include realization of undercrossings, underpasses and overpasses.

There are two tunnels on this section: Zaranač, 375 m in length and Bisko 520 m in length. The work on these tunnels is almost completed, i.e. the remaining work includes construction of the final asphalt course, installation of equipment, and some finishing work on tunnel portals.

The earthwork is under way at the Kotlenica roadside service facility. The Kotlenica facility was designed as a rest facility with a parking lot, coffee shop,



sanitary and water facilities, and open-air benches and tables.

The following contractors work on the Šestanovac - Zagvozd section, 25.075 km in length: Viadukt d.d., Konstruktor-inženjering d.d., Strabag d.o.o., Zagorje-Tehnobeton d.d., Hidroelektra-niskogradnja d.d., INGRA d.d., and Cesta Varaždin d.d. The construction started on May 17, 2005 and all works are due for completion in June 2007.

The earthwork, i.e. realization of cuttings and embankments, as well as the

drainage work, is currently under way along the entire section. The construction of Blato and Šestanovac interchanges is also under way. As to greater structures, the construction work is in progress in two tunnels: Stražine and Široki Vrh (artificial tunnel).

The construction work is also conducted on a number of undercrossings, underpasses and overpasses. The Cetina bridge and two viaducts (Radić Dolac and Radovići) are also being realized. The current work on viaducts mainly consists of the excavation of foundations for piers.

The earthwork is under way at the Mosor roadside service facility. This facility will have the following amenities: parking lot, filling station and a food establishment (coffee shop, snack bar). The Cetina roadside service facility is also planned.



UČKA TUNNEL REFURBISHMENT

The Učka Tunnel was opened to traffic in 1981. With as many as 5,062 m in length, it held the title of the longest tunnel in Croatia for 22 years after which it was “dethroned” by Sveti Rok and Mala Kapela tunnels lying on the Zagreb - Split motorway.

The tunnel and its administration building with the traffic monitoring system were built in the early 1980s. At that time, this was considered quite a large scale undertaking for Croatian builders.

As of 1981 the tunnel, together with the road section from Matulji to Lupoglav, was managed and operated by the Tunnel Učka company. Based on the concession agreement signed in 1998, the employees of this company were taken over - albeit with some organizational changes - by the company Bina Istra Upravljanje i Održavanje (BIUO). The latter is the daughter company of Bina Istra d.d.

About one hundred employees continuously perform a variety of tunnel maintenance tasks. Although they can hardly be noticed by the drivers passing through the tunnel, their work is highly significant to achieve and maintain safe operation of traffic, which is an ultimate objective of their efforts.

In addition to regular maintenance activities, various other tunnel rehabilitation works were planned for the year 2005, all this with the purpose of enhancing its functionality and improving its equipment. The final goal was to provide the highest possible level of safety and comfort to tunnel users.

In the beginning of the year, the work started with the rehabilitation of the remote control system, so as to obtain a sophisticated combination of hardware and software fully capable of monitoring and controlling various processes in the tunnel, as well as the traffic operated in this facility. This is a highly complex work during which the old system and equipment had to be modernized by introduction of new remote control stations. After this was achieved, all components were linked together and the new programs were installed. Finally, all this was integrated by means of a modern system and equipment located in the control room.

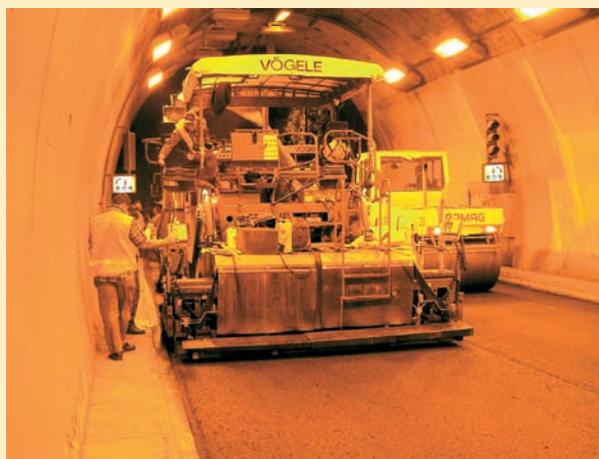
In April, semiconductor diodes were installed in the footway zone along the tunnel, in full accordance with the prevailing traffic regulations. These diodes provided better visibility in the tunnel. After that, preparations were made to change the tunnel lighting. In this respect,

appropriate test zones were defined in the tunnel. These test zones were then used to select the lighting equipment supplier.



This was followed by the thorough washing of the tunnel lining. At that, a special attention was paid to the tunnel crown and to proper disposal of waste generated in the course of the washing activities.

The replacement of the old lighting with the new tunnel lighting system started in September. To facilitate this work, the maintenance crew operated the tunnel traffic alternately, using a single traffic lane. This was regulated at toll collection booths on both sides of the tunnel, and the work was carried out in the period from 10 p.m. to 6 a.m..



In the course of these activities, crews specialized for this installation work are positioned at appropriate locations along the tunnel. Then they are elevated to the tunnel crown level by means of lightweight mobile platforms specially designed for this type of work. The actual work commences by placing cable supports and by installation of the new

lamps. The connections are then made in accordance with the electricity supply scheme. This is followed by final testing and startup by sections. The process ends with dismantling of the old lamps. Thanks to good organization of work, the activities are progressing as scheduled, and the work is to be completed by early December.

The rehabilitation of the asphalt pavement in the Učka Tunnel started in late October 2005.

This rehabilitation work was made to correct the asphalt paving realized using the microsurfacing technology, in the scope of which the asphalt was placed by cold process. The microsurfacing placed reflected all irregularities caused by old asphalt layer milling operations, and the evenness obtained in this way did not meet criteria set in General Technical Requirements for these works. This is why the decision was ultimately made to rehabilitate the pavement, this time using the traditional procedure to place the asphalt wearing course, 4 cm in average thickness. In order to obtain high quality of work and to ensure compliance with the demanding IRI index (which amounts to max. 1.75 m/km for periodic maintenance activities), the existing microsurfacing was milled to the previously defined horizontal lines. The steel rope was placed by surveyors and the height level was checked at every 5 meter intervals. This rope was followed during the work by the milling machine via an appropriate tentacle. The surface prepared in this way was paved by two paving machines. The work was completed quite rapidly during the night hours, i.e. from 10 p.m. to 6 a.m., when tunnel was closed to all traffic. In addition, tunnel manholes were opened and their covers replaced with new ones. Drain grates were also replaced. New tunnel markings were placed by hot process, using an appropriate thermoplastic material.

The double continuous line was placed in two layers. This line has 3 mm protrusions which produce sound effects if traversed by the tyre thus alerting the driver of a possible accident hazard.

After completion of these rehabilitation activities, the Učka Tunnel will be ready to celebrate its 25th anniversary in a completely new attire.

ARCHEOLOGY AT THE "ISTRIAN Y"

Bina-Istra organized on November 11, 2005 a cocktail party in the Archaeological Museum of Istria, in collaboration with the director of this institution Mrs. Kristina Mihovilić, to mark the successful completion of archaeological explorations carried out during construction of the Istrian Y roadway. On that occasion, the organizers presented two Roman localities that were discovered during these explorations:

- the locality of "Kršete" and
- the locality of "Stancija Pelićeti" which is to be reorganized as an archaeological park.



Some twenty "kažuns" or small corbelled stone huts, which are the symbol of Istria, were also discovered at the last section of the Vodnjan - Pula roadway. According to official archives, about five hundred of such huts still remain in the territory of Istria. Bina-Istra plans to donate 500,000 kunas for rehabilitation of the kažuns discovered along the Istrian upsilon route.

The party was attended by representatives of the press and national and regional television, and by representatives of several radio stations.

The Mayor of the Istrian County, and



Mayors and high dignitaries from several towns and districts situated along the Istrian Y route, were also present at the cocktail party.

In his address, the Mayor of the Istrian County praised good cooperation between the Pula-based Archaeological Museum of Istria and Bina-Istra which, as the client on this project, invested more than three million kunas since the start of these explorations in 1998.

Thanks to such good cooperation, the works at the Vodnjan - Pula section were conducted without interruptions or delays, which could have been experienced if archaeological explorations were delayed.



ASECAP STEERING COMMITTEE SESSION - OCTOBER, BUDAPEST

The regular ASECAP Steering Committee session, chaired by the President of this Association Mr. João Bento, and organized by the Hungarian concession company AKA, was held on October 10 in Budapest

During the session, the main themes were the adoption of the budget for the next year and definition of the program of activities. In 2006, the ASECAP will mostly focus its attention on projects to be realized in cooperation with the EU.

The COPER I committee will follow all aspects of interoperability (contractual, legal, fiscal, etc.) in the scope of the CESARE III project, while technical requirements for introduction of an OBU unit (on-board-unit) for one vehicle will be determined in the scope of the RCI project. New developments with respect to the EU Eurovignette Directive will also be followed in the scope of the COPER I committee.

The COPER II committee will follow the EU project on the safety of road traffic and environmental protection, and traffic safety leaflets will again be distributed to the drivers in 2006. The COPER II will also follow new developments regarding the draft directive on the safety of infrastructure facilities, which is currently being prepared by the EU.

The COPER III committee will be dealing with ITS issues in the field of road traffic, and with development of the European satellite Galileo.

In addition, the Portuguese motorway association APCAP presented an initiative for a new ORCA project in the scope of which statistical data from all ASECAP members would be collected and analyzed and, in the future, this project would develop into the ASECAP's integrated data base, to be characterized by high level of reliability and efficiency.

The HUKA president, Mr. Aleksa Ladvac, presented to the ASECAP Steering Committee members the program of the oncoming Congress which will be held in 2006 in Pula, Croatia. The Steering Committee confirmed that the main theme of the "ASECAP 34th Study and Information Days" will be: Efficiency and Role of PPP in the Construction of Safe and Reliable Motorways in an Enlarged Europe.

The main topics of parallel sessions, for which technical papers will be prepared by the delegates, have also been confirmed:

- Optimising road engineering and maintenance to improve safety and customer-oriented services as a factor of productivity for toll motorway companies
- Harmonised and interoperable European road network for sustainable safety and mobility – ITS projects
- Public procurement for toll motorway operators within the EU legal framework
- Tolling as the fairest and most efficient road financing instrument for better services

The Steering Committee accepted and confirmed that the Portuguese national association APCAP is now the representative of Portuguese motorways instead of the former representative BRISA. The President of this association is Mr. João Bento, who is also the current President of the ASECAP association.

STATISTICAL DATA

Traffic

Company	Until the end of September 2005		Total
	Light vehicles (categories 1 and 2)	Heavy vehicles (categories 3 and 4)	
HAC	20,725,185	2,775,523	23,500,708
ARZ	8,340,242	1,137,237	9,477,479
AZM	3,532,407	413,609	3,946,016
BINA ISTRA	2,713,522	288,801	3,002,323
TOTAL	35,311,356	4,615,170	39,926,526

Toll revenues (not including VAT)

1 EUR = 7.3 kn

Company	Until the end of September 2005		% (05/04)
	kn	EUR	
1. HAC	772,858,151	105,870,980	+ 37.46
2. ARZ	332,418,341	45,536,759	+ 18.20
4. AZM	52,916,890	7,248,889	*
3. BINA-ISTRA	85,103,826	11,658,058	+24.61
TOTAL	1,243,297,208	170,314,686	+26.75

* HAC was in charge of the Zagreb-Macelj Motorway until April 2004

Traffic safety

Number of traffic accidents:	Until the end of September 2005				
	HAC	ARZ	AZM	BINA- ISTRA	CROATIA (total)
– with fatal casualties	19	7	2	7	35
– with injuries	164	107	6	42	319
– with material damage	868	248	73	60	1249
Accidents, TOTAL	1051	362	81	109	1603
Fatal casualties, TOTAL	33	7	3	11	54



www.hac.hr



www.arz.hr



www.bina-istra.hr

Savska 106/IV, 10000 Zagreb, Phone: +385 1 6138 315, Fax: +385 1 6138 301, e-mail: info-huka@huka.hr, website address: <http://www.huka.hr>,
Account No.: (kunas) 2360000-1101710267, (foreign currency) 2100247894

Editorial board: Aleksa Ladavac, Editor-in-Chief: Josip Sapunar; Darija Petrović; Branka Vine; Nikola Bulić; Brankica Bršec,
Coordinator; Nenad Lihtar, Editor. Prepress & Press: Kigen d.o.o., November 2005