On March 9, 2006 the Autocesta Rijeka - Zagreb d.d. (ARZ) and the European Investment Bank (EIB) signed the financing agreement amounting to € 210 million, destined for financing the stage IIB of the Rijeka - Zagreb motorway, i.e. road widening to full motorway profile in the length of 44.26 km from Kikovica to Stara Sušica (Vrbovsko) viaduct.

This € 210 million loan, backed by the guarantee issued by the Republic of Croatia, is to be reimbursed within 25 years, while the grace period is 5 years. The interest rate is EURIBOR rate + up to 0.13 percent, with no additional Bank fees that are otherwise normally charged for the approval and processing of loans. The funds will be reimbursed exclusively from the company’s revenues, i.e. from toll collection.

This agreement represents a continuation of cooperation between the ARZ and EIB which started already in 2002 with the € 60 million loan to be repaid within 20 years, the proceeds of which were destined for financing construction of the Vrbovsko - Bosiljevo - Vukova Gorica section. The mentioned loan was a part of a joint arrangement with the European Bank for Reconstruction and Development (EBRD), according to which both Banks participated, each with 50 percent, in the amount required for financing the Stage I of this project.

The Stage IIB, i.e. completion of the Rijeka - Zagreb motorway by adding the second pavement on the remaining 44.26 km of the semi-motorway, has been divided based on time schedule into 5 sections. Individual contracts will be concluded for the construction of each such section, while a separate contract will be concluded for the road and tunnel equipment.

From the engineering standpoint, the construction of the Stage IIB is highly demanding as it includes construction of 11 bridges and viaducts, as well as 9 tunnels out of which the Tuhobić Tunnel (2,143 m) is the longest. Engineering structures form as much as 27 percent of the Kikovica - Vrbovsko section (44.26 km).

According to time schedule, all sections will be completed in full motorway profile and opened to traffic by the end of 2008. Some sections (Kikovica - Oštrovica, 7.4 km, and Vrata - Delnice - Kupjak, 16.8 km) will be opened to traffic already in 2007.

The financing agreement concluded between the European Investment Bank and the Autocesta Rijeka - Zagreb d.d. was signed by the ARZ Board President Mr. Jurica Prskalo and the EIB Vice-President, Mr. Wolfgang Roth, while the guarantee agreement entered into between the Republic of Croatia and the European Investment Bank was signed by Croatia’s Finance Minister, Mr. Ivan Šuker, and the EIB Vice-President, Mr. Wolfgang Roth.

The agreement signing ceremony was attended by Prime Minister, Ivo Sanader, PhD, by the Minister of Sea, Tourism, Transport and Development, Mr. Božidar Kalmeta, by the Minister of Foreign Affairs and European Integration, Ms. Kolinda Grabar-Kitarović, MSc, by other representatives of the Government of the Republic of Croatia, including representatives of local government and self-government and representatives of the business community.

CONSTRUCTION STARTS AT ZAGREB-SISAK MOTORWAY A11

The start of construction work at the Zagreb - Sisak motorway A11 was marked on April 5, 2006 in Kušanec near the future Velika Gorica South interchange. The works were ceremoniously opened by Prime Minister Mr. Ivo Sanader PhD, together with the Minister of Sea, Tourism, Transport and Development Mr. Božidar Kalmeta, and the Finance Minister Mr. Ivan Šuker.

The contract for construction of the Jakuševec - Velika Gorica section of the future Zagreb - Sisak motorway was signed on April 3, 2006 between Hrvatske autoceste d.o.o. and the joint venture formed of Viadukt, Konstruktor inženjering, Strabag and Hidroelektra Niskogradnja. The contract value is kn 201,895,806.96 (not including the VAT), and the work is due for completion by June 15, 2007.

The Zagreb - Sisak motorway, 47.5 km in length, is divided into three sections: Jakuševec - Velika Gorica South (9.5 km), Velika Gorica South - Lekenik (20.2 km), and Lekenik - Mošćenica (17.8 km). The Construction Program for the period from 2005 to 2008 provides for construction of
sections until Lekenik, i.e. the Jakuševec - Velika Gorica section is to be built until October 2007, while the Velika Gorica South - Lekenik section is to be opened to traffic by December 2008. The planned value of construction work covered by the Construction Program until 2008 amounts to kn 1.36 billion.

The future Zagreb - Sisak motorway will feature one roadside service facility (filling station, restaurant), six interchanges (Jakuševec, Velika Gorica South, Bukovec, Lekenik, Sisak and Mošćenica), and connections to Veliko Polje and Velika Gorica. In addition, a Road Maintenance and Traffic Control Centre is also planned in the scope of the Sisak interchange. The total of 17 bridges, 5 viaducts, 20 overpasses, 7 underpasses and 17 culverts will be built on this roadway. Some of significant structures to be built along the motorway are the bridge over the Sava-Odra Channel (280 m), arch bridge over the Kupa River (270 m), and a 750 m long viaduct.

An overpass above the marshalling yard, 5000 m in length, is to be built in the scope of construction of the south entrance to the city of Zagreb.

RIJEKA-ZAGREB MOTORWAY

Progress of work on the Rijeka - Zagreb motorway construction project, stage II A: widening to full motorway profile

Works aimed at widening the existing road to the full motorway profile have now gained full momentum. The construction work on the so called stage II A (Bosiljevo II - Stara Sušica, 11.3 km) started in 2005, following an international bidding. Some of the works covered by the Stage II A, i.e. 3 km on the Mixipijk - Vrbosko section, including the Čardak Tunnel, will be completed and opened to traffic in summer 2006. The construction work on 8.2 km of the Vrbosko - Bosiljevo section will be completed in 2007.

The works conducted on Čardak Tunnel (601 m), realized by Konstruktor, are advancing ahead of schedule. Thus, the tunnel was fully excavated in November 2005, i.e. three months in advance. By the end of March 2006, the builders completed the concrete work on 440 m of this 601-meter long tunnel, including the tunnel portals. The waterproofing was placed on 536 m of pipes, and the internal drainage work is to be completed within the ensuing ten days.

The construction work at the Veliki Glužac Tunnel (1124 m) is carried out by the joint venture formed of Viadukt and Hidroelektra niskogradnja. Here the work is also progressing faster than planned. The tunnel was fully excavated in November 2005 and, by March 2006, the builders realized 427 m of secondary reinforced-concrete lining, 517 m of waterproofing and 1100 m of the total of 2300 m of drainage pipes. The work on the Veliki Glužac Tunnel will be completed by summer 2007.

The contract for construction of three viaducts, i.e. Zeceve drage (915.8 m), Severinske Drage (726 m) and Osunjoki (435 m), with the total length of 4.5 km, was awarded in late August 2005.

The work on the Zeceve Drage Viaduct, performed by the Zagreb-based Viadukt, are currently ahead of schedule. Substructure works completed so far include excavation of 15 out of 18 foundation pits, concrete work for 10 out of 18 pier foundations, and full realization of 7 piers with pier heads. As to superstructure, 7 out of the total of 37 sections have so far been launched and the concrete work is now complete for the first stage of the eighth section. The work on the Zeceve Drage Viaduct will fully be completed in 2007.

The construction of the Severinske Drage viaduct (Hidroelektra niskogradnja) is advancing as follows: abutment piers, abutment U1, and pier foundations are now completed. The concrete work is completed for 37 out of the total of 160 piers and for 3 out of the total of 17 pier heads. The launching of substructure elements is currently in progress.

The work on Severinske Drage Viaduct is due for completion in 2007.

Four bids were also received in response to the public invitation of bids for construction of parallel roads, and for overpass construction at the Dakovo - Sredanci section of the motorway A5 Beli Manastir - Osijek - Svilaj - Ploče. After completion of the contract signing procedure, the selected contractors will be established on their respective sites.

Four bids were received following the public invitation of bids for road structures. The most favourable bid was the one submitted by the joint venture formed of Osijek - Koteks d.o.o. Osijek (as the leading partner) and its partners: Hidroelektra Niskogradnja d.d. Zagreb, Ingra d.o. Zagreb, Viadukt d.d. Zagreb and Zagorje Tehnobeton d.d. Varaždin.

The value of work is estimated at kn 104,709,136.52 (without the V.A.T.) and the first stage of construction work is to be completed in September 2006, while the second stage is due for completion in April 2007.

Four bids were also received in response to the public invitation of bids for overpass construction. The most favourable bid was submitted by the company Osijek-Koteks d.d. Osijek. The value of work is priced at kn 104,884,531.18 (without the V.A.T.) and the work is to be completed by April 2007.

Bids will soon be invited for construction work on the motorway route, for construction of parallel roads, and for the supply and installation of road equipment.

CORRIDOR VC

Contractors selected for structures along the Đakovo - Sredanci section

Following the public bidding procedure, the company Hrvatske autoceste d.o.o. selected most favourable bids for construction of road structures and for overpass construction at the Dakovo - Sredanci section of the motorway A5 Beli Manastir - Osijek - Svilaj - Ploče. After completion of the contract signing procedure, the selected contractors will be established on their respective sites.

The future Zagreb - Sisak motorway will feature one roadside service facility (filling station, restaurant), six interchanges (Jakuševec, Velika Gorica South, Buševac, Lekenik, Sisak and Mošćenica), and connections to Veliko Polje and Velika Gorica. In addition, a Road Maintenance and Traffic Control Centre is also planned in the scope of the Sisak interchange. The total of 17 bridges, 5 viaducts, 20 overpasses, 7 underpasses and 17 culverts will be built on this roadway. Some of significant structures to be built along the motorway are the bridge over the Sava-Odra Channel (280 m), arch bridge over the Kupa River (270 m), and a 750 m long viaduct.

An overpass above the marshalling yard, 5000 m in length, is to be built in the scope of construction of the south entrance to the city of Zagreb.
SPLIT-PLOČE MOTORWAY
Works start on the Cetina bridge project

The construction of a capital structure, a 140 m long bridge over the Cetina River, started in February. The work commenced by excavation of foundations, while the reinforced-concrete work on the bridge will start in early March. The contractor is the Split-based company Konstruktor inženijerij d.d. The value of work is estimated at kn 74.2 million. The bridge is to be opened to traffic in June 2007.

The bridge over the Cetina River is situated on the 26 km long section running from Bisko in the direction of Šestanovac, and forming part of the A1 Motorway from Split to Ploče. The bridge is 140 m long, and the arch span is 90 m. It crosses in a unique manner the natural barrier - a beautiful canyon - reaching down to 100 m in depth. The configuration of the terrain on bridge site hampers the access of heavy machinery. The bridge is built according to the so called free cantilevering technology, which means that there will be no scaffolding or work in the Cetina canyon. Strict attention is paid to the respect of environmental requirements contained in the environmental impact study. After completion of the project, all necessary measures will be taken to restore the canyon site to former condition.

The closed drainage system, through which all impurities will be carried to an oil separator, is to be applied on the entire length of the motorway. Thus the Cetina River will remain adequately protected even after the bridge construction. Once the bridge is opened to traffic, all waste water, oil and grease will be collected in the separator facility and, from there, the purified water will be discharged into the lagoon.

The construction work on the Split-Ploče motorway is advancing as scheduled.

RIJEKA-ZAGREB MOTORWAY
Care for environment - a socially responsible strategy of autocesta Rijeka-Zagreb d.d.

One of main objectives of our company is to manage our natural environment in full accordance with sustainable development policies.

The preservation of national environment along the Rijeka - Zagreb motorway is a priority goal set by the company management. In this respect, we are open for communication with general public and all interested parties, about any issue relating to our environmental policies.

Company policies and environmental management

In late 2005, the company management redefined its quality policy and complemented its strategic objectives by including safe travel and high-level of serviceability policies in order to provide for an efficient protection of our environment, proving in this way its high level of accountability and social responsibility.

In early 2006, the company initiated a project aimed at implementing an appropriate environmental management system compliant with the standard ISO 14001:2004.

Protecting population against noise

Traffic is very often regarded as one of principal sources of noise. Solving this problem for the benefit of local population ranks very high on our list of priorities. We have begun tackling this issue after Rijeka and Zagreb were linked with our motorway and, in this respect, we have been placing appropriate noise barriers.

Noise protection measures are applied by our company in accordance with prevailing regulations, based on noise level measurements.

Preserving air quality

We may say that the contribution of our motorway to air pollution is an indirect process. In this respect, two objectives have been set: according to the first objective the employees and users must be taught how to limit emission of pollutants into the atmosphere. The second objective is to increase the level of awareness about contribution of traffic to such emissions, and share our knowledge with all interested parties.

For the time being, the quality of air is measured in tunnels where the inspection system is directly linked to safety systems. The following parameters are measured: carbon monoxide (CO) concentration visibility, air flow velocity and air temperature.

Weather stations installed on viaducts and bridges record data about air temperature, pavement temperature, type and intensity of precipitation, atmospheric pressure, relative humidity of air, and about wind direction, wind speed and wind gusts.

Preserving water quality

Motorways affect the existing sources of water in several ways, e.g. through water consumption (use of water to maintain the network, green areas, and rest areas), and through rinsing action of rain water which carries pollutants from the motorway into the underground thus affecting and possibly polluting the existing water courses in the motorway area.

On most parts of its route the Rijeka - Zagreb motorway traverses karst areas that are highly susceptible to ground water pollution. For that reason, the drainage has been solved on this motorway through closed, controlled and watertight drainage system which collects all water and impurities from the motorway, transports them to oil separators and, from there, the purified water is discharged, via a drainage system, into the surrounding terrain.

Protection of natural landscape, flora and fauna

Possibilities of integrating the motorway into the surrounding scenery have been considered as of the earliest stages of motorway design, starting with selection of the most appropriate route. The objective has always been to find the most acceptable compromise between technical solutions applied on the project, current regulations, and possibilities of integrating the road into the area it is traversing. The activities aimed at harmoniously blending the motorway with the surrounding scenery, and at protecting at the same time the natural environment against pollution, are carried out during the entire service life of the motorway.

The area around the motorway is covered with beech, fir and common black
pine forests, and also with the forests composed of oak and hornbeam trees. The forests contribute quite favourably to the environmental situation in the area by positively influencing the water regimen, by preventing erosion, and by moderating climatic extremes. Forest edges created by zone that had to be cleared to build the motorway have been biologically improved by plating appropriate plant species that will significantly reduce penetration of exhaust gases into the forest.

**BINA-ISTRA – CURRENT WORKS**

The archaeological explorations conducted at the Stanzia Pelićeti site were completed in December 2005.

**Stanzia Pelićeti archaeological site: 6 months of archaeological reconnaissance**

The Roman villa has revealed many of its secrets. It was a part of the estate owned by senator Setida. The villa was not only used as living quarters. In fact, it was also a regional centre for the olive oil manufacturing and sale. Among many artefacts found at this locality the most interesting are: big curiously shaped cistern, oil press, heating system remains and, of course, a number of amphorae. The exhibition focusing on this site will be held in the Archaeological Museum of Istria.

**Works at the Vodnjan - Pula section advance as scheduled**

Despite rain periods that started in late December, the works have been advancing at an accelerated rate. The current progress of work shows that the project is one month ahead of schedule. The subbase construction work will start in April.

**Tunnel Učka renewal is under way**

Several studies are being prepared or started in order to improve safety of users and to modernize equipment currently used in the Učka Tunnel. The main issue treated in these studies is fire protection. Activities aimed at enabling radio transmission in the tunnel and automatic detection of traffic accidents are a logical elaboration of the main issue.

**Pavement rehabilitation: increased comfort**

The pavement structure on the section from Matulji to Učka Tunnel is to be rehabilitated in early April. Once the pavement is rehabilitated in the tunnel itself, the similar work will be conducted on the entire section between Matulji and the tunnel, including also a thorough repair of two viaducts situated at this section. The works will require a complex regulation of traffic and, in this respect, the Matulji - Učka Tunnel section was divided into three subsections. A detailed plan was devised with a strict daily schedule for closing one lane and operating traffic on the other lane. The asphalt surfacing will be placed during the night-time in full road profile. The truck traffic will be diverted, i.e. the trucks will use the Vranja - Matulji road. After rehabilitation work, during which the wearing course (and partly the base course) will fully be replaced, the users of this road will benefit from a noticeably higher driving comfort.

**Motorway signs: bilingualism**

The program involving rehabilitation of traffic signs is also under way. One of the reasons for this activity is harmonization with the latest regulations while the other is the addition of inscriptions in Italian language because the motorway passes through many Istrian districts and towns with bilingual status.

**ZAGREB-MACELJ MOTORWAY**

Despite long and cold winter, all works are advancing as scheduled. Smaller works on structures are under way, tunnels are being finalized (secondary concrete lining is currently placed), and preparations are being made for the installation of equipment. A significant news is the introduction of a closed toll collection system at the Zaprešić - Krapina section, with two exits, one at the Zabok (Mokrice) interchange and the other at the Začretje (Sv. Križ Začretje) interchange. At that, we respected the decision of the Government of the Republic of Croatia which enabled local population using vehicle classes I and II to drive without payment on the section between Krapina and Mokrice for 40 days. As of March 21, 2006, toll will be charged on this section as well, but with 50 percent discount, also based on the decision made by the Government of the Republic of Croatia. This discount will be applied until construction of an appropriate parallel road.

The introduction of the closed toll collection system has brought about another novelty for road users: an automatic toll collection. However, it will be some time before users, especially the local ones, begin to recognize the simplicity and speed of this new possibility, effectively reducing the transaction time to several seconds only. The AZM-smart card which will be introduced as of March 21, 2006, similar to the CASH-smart card system introduced by HAC (but with different commercial discounts), will additionally motivate our users to opt for this convenient way of payment.

Additional novelties introduced on this motorway include a sophisticated traffic control system, variable message signs linked to weather stations, video surveillance of traffic, and the SOS system (emergency telephone system). The level of equipment on the existing section is now similar to that to be used on the new part from Krapina to Macelj, so that the users will benefit from an uniform high-level driving conform along the entire length of the A2 motorway.
BINA-ISTRA
Installation of a speed detector with an appropriate matrix sign

Bina Istra experts have organized, in cooperation with the traffic police and the Istrian county office, installation of a radar speed detector with an appropriate matrix sign.

Due to frequent speeding registered on various sections of the motorways B8 and B9, the representatives of the three companies have jointly tried to find a way to reduce the driving speed on this roadway, and hence to also reduce fatal consequences of accidents caused by speeding. The traffic engineer from the motorway maintenance company selected the most critical road stretch, i.e. the zone with the highest number of traffic accidents. This zone is situated next to Žminj intersection, on the Rogovići to Kanfanar section.

Nine fatal traffic accidents occurred in the period from 2003 to 2005 on this motorway segment: with 8 deaths and 7 injured, while high material damage was registered in 2 accidents. 13 passenger cars and two trucks were involved in these accidents. All vehicles responsible for the accidents were coming from the direction of Kanfanar and were headed towards the Kanfanar interchange. As the road is slightly descending in the direction of Kanfanar, the drivers are inclined to drive faster so that the speeds often exceed 140 km/h. This information was obtained from the Istrian Police Department whose officers control travel speed at Žminj interchange, where the speed is limited to 80 km/h.

These facts were taken into account when selecting location for a special sign which provides the following information:

Above the speed limit sign (B 31), in this case it is 100 km/h, there is the text: “vaša brzina (your speed)” and the LED matrix display showing the speed at which the approaching vehicle is operated. On top of the sign there are also two yellow lights which blink intermittently if the speed limit is exceeded considerably. In this case, the yellow lights would blink at speeds in excess of 120 km/h.

The electricity needed to operate the device is supplied from the Žminj intersection. A hermetically closed box, containing a battery with charging capacity regulator and electricity supply system, is fixed to the back side of the device.

As the results obtained by this first test device have proven to be quite satisfactory, the decision was made to install additional five devices in order to “cover” the remaining zones along the Istrian upsilon route. In addition, as the device can be operated by solar energy, such option will be used in spots where the cost of electric connection would be too high, when compared to the value of the device.

ASECAP STEERING COMMITTEE AND ASSEMBLY SESSIONS

The ASECAP Steering Committee and Assembly sessions were held on March 13 this year in Belgrade following invitation of the Serbian Road Authority.

Out of various topics figuring on the agenda, such as the Association’s administrative and budgetary issues, it would be appropriate to mention here those European issues relating to transport policies that ASECAP will be closely following and participating in. This is primarily related to the review of the White Paper on transport.

New European policies will mainly be focusing on the following themes:

• safety: in the scope of which the EU plans to form the Road Safety Agency; • planning new transport projects in Europe: a new Communication on PPP is currently being prepared, and the need to pass a “Directive on concessions” will be discussed on the European level; • joint methodology for road transport pricing and interoperability of toll collection systems: this issue is of prime significance for ASECAP and so the future events must be oriented in the same direction;

• the field of ITS (intelligent transport systems) - this field is covered by the Directorate-General for Information Society. However considering the current demands in the transport sector, it is likely that the Energy and Transport Directorate-General will prepare the program of action in the field of ITS.

Through its permanent committees (COPER I, COPER II, and COPER III) the ASECAP monitors events and developments in the above mentioned fields, and so the committee presidents submitted brief reports about their activities.

The ASECAP General Secretary also informed the members that ASECAP submitted a written commentary on some issues of primary significance that were considered in the EU report on transport infrastructure (High Level Group Report).

The members of the Steering Committee were also informed about a new proposal that was submitted by the Chairman of 7 Euroregional ITS projects to the European Union in February this year. The project EASYWAY is a joint strategy for the 2007 - 2013 period, and its objective is to improve, continue and expand the use of ITS in the European road network. The project is destined to EU members and candidate countries, and it benefits from the ASECAP’s undivided support.

The ASECAP is currently preparing a statistical data base about its members (ORCA). The data gathering process is under way, and the first issue will be available on the ASECAP’s web site by the start of the oncoming congress in Pula.

And finally, the HUKA President informed the participants about preparatory activities for the annual congress to be held in Pula. In this respect, he noted that preparatory activities are progressing as scheduled.
The total length of motorways and expressways network of Croatia at the end of the year 2005 is 1020.5 km out of which 20.8 km are not tolled (Zagreb bypass).

<table>
<thead>
<tr>
<th>Company</th>
<th>2004</th>
<th>2004 not tolled</th>
<th>2005</th>
<th>2005 not tolled</th>
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<td>2. ARZ d.d.</td>
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<td>-</td>
<td>146,5</td>
<td>-</td>
</tr>
<tr>
<td>3. BINA-ISTRA d.d.</td>
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<td>-</td>
<td>130,1</td>
<td>-</td>
</tr>
<tr>
<td>3. AZM d.d.</td>
<td>41,0</td>
<td>7,4</td>
<td>41,6</td>
<td>-</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>928,8</strong></td>
<td><strong>89,4</strong></td>
<td><strong>1020,5</strong></td>
<td><strong>20,8</strong></td>
</tr>
</tbody>
</table>

**Sections under construction**

In 2006 the total number of 30 km of new motorways and 13 km of semi motorways will be opened to traffic, as well as 10.4 km of existing sections that will be built to full motorway standard:
- On the Bregana – Zagreb – Lipovac motorway, section Županja-Lipovac (30 km),
- On the Zagreb-Rijeka motorway, section Kupjak-Vrbovsko, tunnel Čardak area (3 km), duelling of the existing section in service as semi motorway
- On the Istrian Y semi-motorway (13 km)
- On the Zagreb-Macelj motorway the section Jankomir-Zaprešić (7.4 km), duelling of the existing section in service as semi motorway

In 2006, in addition to continuation of the works started already in 2005, the construction will start on new 105.7 km of motorways and 44.3 km of existing semi motorways shall be built to full motorway standard as follows:

**A1 Motorway: Zagreb-Split-Dubrovnik**
- Sector Split-Ploče (96 km, construction of new 40.3 km)
- Section Sestanovac-Zagvozd (13,4 km)
- Section Zagvozd-Račva (26.9 km)

**A3 Motorway: Bregana-Zagreb-Lipovac**
- Interchanges Kosnica, Rugvica and Križ

**A4 Motorway: Goričan-Zagreb**
- section from Hungarian border to Goričan (1,6 km)

**A4 Motorway: Beli Manastir-Osijek-Svilaj-Bosnia and Herzegovina** (88,9 km, construction of new 54,3 km)
- section Dakovo-Sredanci (21,8 km)
- section Osijek-Dakovo (32,5 km)

**A6 Motorway: Zagreb-Rijeka** (44,3 km duelling of the existing sections)
- section Kikovica-Ostrovica (7,4 km)
- section Žitnjak-Ostrovica-Vrata (12,5 km)
- section Srčina-Delnice (8,9 km)
- section Dolenje-Kupjak (7,9 km)
- section Kupjak-Vrbovsko (7,6 km)

**A11 Motorway: Zagreb-Sisak** (47,5 km, construction of new 9,5 km)
- section Jakuševac-Velika Gorica jug (9,5 km)

**Financing and Investment**

In 2005 several new sections of motorways and semi motorways in Croatia were opened for traffic of a total length of 93,3 km as follows:

- In 2005 the total amount invested in construction of new motorway sections was 4,189,13 million kuna (551,20 mil EUR), and the amount invested in the motorway sections already in service was 976,60 million kuna (128,5 mil EUR).

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- Interchanges Kosnica, Rugvica and Križ

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- section from Hungarian border to Goričan (1,6 km)

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- section Srčina-Delnice (8,9 km)
- section Dolenje-Kupjak (7,9 km)
- section Kupjak-Vrbovsko (7,6 km)

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- section Jakuševac-Velika Gorica jug (9,5 km)

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- mil kn (mil EUR) (1 EUR = 7,6 kuna)
Traffic

Compared to the previous year the total traffic volume on motorways in 2005 increased by 5.6 %.

### Table: Number of vehicles in toll areas

<table>
<thead>
<tr>
<th>Company</th>
<th>2004</th>
<th>2005</th>
<th>% (05/04)</th>
<th>% (05/04)</th>
</tr>
</thead>
<tbody>
<tr>
<td>HAC d.o.o.</td>
<td>24,647,049</td>
<td>25,235,660</td>
<td>+ 2.46</td>
<td>3,817,003</td>
</tr>
<tr>
<td>ARZ d.d.</td>
<td>10,198,543</td>
<td>10,320,894</td>
<td>+ 1.20</td>
<td>1,525,395</td>
</tr>
<tr>
<td>BINA-ISTRA d.d.</td>
<td>2,324,893</td>
<td>3,375,597</td>
<td>+ 45.19</td>
<td>373,001</td>
</tr>
<tr>
<td>AZM d.d.</td>
<td>4,198,445</td>
<td>4,442,852</td>
<td>+ 5.82</td>
<td>552,820</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>41,368,930</td>
<td>43,375,003</td>
<td>+ 4.89</td>
<td>6,268,219</td>
</tr>
</tbody>
</table>

* Before the installing of the entirely closed system on the Rijeka-Zagreb motorway in 2004 and the opening to traffic of the new sections on Zagreb-Split motorway all the traffic was counted at several entrances and exits of the Rijeka-Zagreb motorway. By opening to traffic of the new sections of the Zagreb-Split motorway in summer 2004 such practice was abandoned. This explains the decrease of traffic whilst the revenues increased.

** A significant increase in traffic is due to opening for traffic of the whole new section of Istrian Y – i.e. Umag-Kanfanar (the data are cumulative for tunnel Ucka toll plaza and Plinja toll plaza)

*** In the course of 2005 HAC opened to traffic 3 new sections and certain exits changed their type. The increase in 2005 is not comparable with 2004 because the number of sections under toll is different. Only the 2006 will allow us to make comparison.

**Note:** the data do not comprise the number of vehicles that travelled the motorways free of charge.

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<tr>
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<th>2004</th>
<th>2005</th>
<th>% (05/04)</th>
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</tr>
</thead>
<tbody>
<tr>
<td>HAC d.o.o.</td>
<td>774,591,367</td>
<td>974,835,682</td>
<td>+ 25,85</td>
<td>129,978,091</td>
</tr>
<tr>
<td>BINA-ISTRA d.d.</td>
<td>85,551,000</td>
<td>106,842,582</td>
<td>+ 24.36</td>
<td>14,245,678</td>
</tr>
<tr>
<td>AZM d.d.</td>
<td>61,018,007</td>
<td>68,887,470</td>
<td>+ 14.30</td>
<td>9,184,996</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1,218,048,086</td>
<td>1,490,652,332</td>
<td>+ 23,64</td>
<td>198,157,001</td>
</tr>
</tbody>
</table>

--- | --- | --- | ---
3.8 | 10.2 | 4.0 | 5.6

In 2004 the total motorway network was increased by 193 km i.e. by 26.5 % in comparison to the previous year and in 2005, the network was increased by 92 km i.e. by 9.9 %.

### Toll revenues (VAT excluded)

2005 total toll revenues increased by 23.64 % compared with the preceding year. This is result of increase in traffic volume, opening to traffic of new motorway sections and the slight adjustment of toll tariffs on some motorways in Croatia. 1 EUR = 7,6 kn

<table>
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<tr>
<th>Company</th>
<th>2004</th>
<th>2005</th>
<th>% (05/04)</th>
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<td>43,375,003</td>
<td>+ 4.89</td>
</tr>
</tbody>
</table>

**Safety**

On all motorways in Croatia 2525 traffic accidents occurred in 2005 out of which 52 accidents were with dead people and 411 accidents with injured people. In comparison with the previous year the number of accidents increased by 19.4 % and the motorway network increased in the same period by 9,9 %.

### Table: Number of accidents

<table>
<thead>
<tr>
<th>Number of accidents</th>
<th>2004</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>HAC</td>
<td>BINA-ISTRA</td>
</tr>
<tr>
<td>deaths</td>
<td>28</td>
<td>3</td>
</tr>
<tr>
<td>with injuries</td>
<td>218</td>
<td>20</td>
</tr>
<tr>
<td>with material dammage</td>
<td>1136</td>
<td>99</td>
</tr>
<tr>
<td><strong>TOTAL number of accidents</strong></td>
<td>1382</td>
<td>122</td>
</tr>
</tbody>
</table>

**TOTAL number of deaths in all accidents**

<table>
<thead>
<tr>
<th>Number of accidents</th>
<th>2004</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>HAC</td>
<td>BINA-ISTRA</td>
</tr>
<tr>
<td></td>
<td>32</td>
<td>3</td>
</tr>
</tbody>
</table>

In 2004 the total motorway network was increased by 193 km i.e. by 26.5 % in comparison to the previous year and in 2005, the network was increased by 92 km i.e. by 9.9 %.
# Main Key Figures – 2005

**CROATIA**

<table>
<thead>
<tr>
<th></th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total motorway network length, km</td>
<td>1020,5</td>
</tr>
<tr>
<td>1 x 2 lanes</td>
<td>192,0</td>
</tr>
<tr>
<td>2 x 2 lanes</td>
<td>133,2</td>
</tr>
<tr>
<td>2 x 3 lanes</td>
<td>695,3</td>
</tr>
<tr>
<td>2 x 4 lanes</td>
<td>0,0</td>
</tr>
<tr>
<td>No. of km under construction - January 1, 2006</td>
<td>116,4</td>
</tr>
</tbody>
</table>
| Forecasts of opening motorway sections – 2006 | 43,0
|                       | 10,4 (full profil construction) |
| Annual toll revenue in 2005, in EUR | 198.157.001 |
| Permanent staff       | 3214       |
| Average daily traffic LV | 14.080     |
| Average daily traffic HV | 1.945      |
| Average daily traffic LV + HV | 16.025     |
| Total number of accidents | 2525       |
| Number of accidents with injured | 411        |
| Number of dead        | 52         |
| Km traveled (10^6 x km) | 3.891.800.626 |
| Number of toll plazas | 68         |
| Number of lanes       | 321        |
| Number of tele-toll equipped lanes | 123 *      |
| Number of tele-toll subscribers | 22.200 **  |
| Number of rest areas (with stations services) | 55         |
| Number of rest areas  | 87         |
| Number of restaurants | 16         |
| Number of hotels      | 7          |

* EFC lanes are not yet in commercial use

**SMART card subscribers**

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**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., March 2006**