

## Pula closer to Zagreb and Europe

Opened to traffic the last 13-km long section of the Istrian Y, stretching from Vodnjan to Pula

During a symbolic ribbon-cutting ceremony held at the Pula Interchange on December 28 last year two ministers, Mr. Božidar Kalmeta and Mrs. Marina Matulović-Dropulić, opened to traffic the last 13-km long section of the Istrian Y, stretching from Vodnjan to Pula.

Numerous dignitaries, including the County President Mr. Ivan Jakovčić, expressed their satisfaction with the establishment of this modern road link between the extreme points of Istria. By calling the Istrian Y the transport artery of Istria, Mr. Jakovčić added that Pula and its economy, and also the whole of Istria, will greatly benefit - especially in terms of faster economic growth - from this fast link with other parts of Croatia and with the European Union. He also re-emphasized that Istria boasts the highest rate of economic development in the country, and added that the process of converting the Istrian Y into the full fledged motorway must be initiated without delay, which also includes finding an appropriate solution for approach roads, particularly at the Pula bypass and for the approach road to the town of Medulin.

The Minister of Sea, Tourism, Transport and Development, Mr. Božidar Kalmeta, agreed with the above statements and added that the Government and its Prime-Minister Mr. Sanader plan to closely monitor all projects significant for the development of Istria. The minister also emphasized that the section from Vodnjan to Pula concludes the first stage of construction of the Istrian Y project, and that now new perspectives have been opened for the development of economy and tourism. He reminded the attendees that the concession agreement signed for the construction of Istrian Y in 1995 is based on public-private partnership principles and that it is the first agreement of this kind that has been concluded for the construction of road infrastructure in Croatia. It is also one of the first foreign investments in Croatia.

Minister Kalmeta optimistically announced that the state will fulfil all of its commitments and expressed his strong belief that the extension of the Istrian Y to full motorway profile will start in the next year, which also includes construction of the road towards Medulin.

The opening to traffic of the Vodnjan - Pula section marks the end of the first phase of the Istrian Y Project, which was related to construction

to the semi-motorway level. Thus, the company Bina-Istra now operates the network consisting of 145 kilometres of roads, spreading from Umag to Pula, and from Kanfanar to Matulji. This is however not the end of this project as the construction of the second phase, aimed at widening the route to the full motorway profile, is already at the stage of design and procurement of necessary permits, while the actual construction work is expected to commence in late 2007. The full motorway profile will first be built at the western leg of the Y, i.e. at the section A9 from Umag to Pula, and at the section A8 from Kanfanar to Rogovići, 95 km in total length. According to current estimates, this portion of the motorway is to be completed by the year 2010.



Minister Marina Matulović-Dropulić cutting the ribbon at the opening ceremony

## 59 million Euros invested in construction work

The construction of this 13-kilometre long section started in August 2005 and proved to be extremely demanding. Due to a large number of structures, i.e. two interchanges, eight overpasses, ten underpasses, and one bridge, the construction cost surged to 59 million Euros. The Pula roadside service facility was also

built on this section and, in addition, the work included construction of 3 km of access roads to link the Istrian Y to national roads Vodnjan-Pula and Labin-Pula, and to other local roads. After completion of this section, the full length of the Istrian Y now amounts to 145 kilometres.

## Works reach final stage at the Krapina - Macelj section

The final section of the Zagreb - Macelj motorway, i.e. the section from Krapina to Macelj, is due for completion before the start of this year's tourist season.

Final meters of asphalt pavement are currently being laid, the final slope revetment works are carried out, traffic barriers and wire fences are being placed, and noise barriers are being installed. The activity is also quite intense

in works relating to the installation of traffic control equipment, equipment for fire protection in tunnels, and equipment for toll stations in Đurmanec and Trakošćan.

All contractors are making good use of favourable weather conditions so that it can now be stated with certainty that all works will be completed on time, i.e. by the scheduled final field inspection which is to take place in April this year.



## Zagreb - Macelj Motorways PLC - renovation of local roads

The local roads that have been excessively used during motorway construction for transporting material from local quarries, concrete plants and asphalt plants to the motorway route, have suffered great damage as a result of this intensive use. In fact, despite regular maintenance, the truth remains that these roads were simply not built for such heavy traffic. This is why the Autocesta Zagreb - Macelj company (AZM) made sure that the main contractor, the Pyhrn Motorway, enters into agreement with the Krapina-Zagorje County and the town of Krapina for the maintenance and remedy of local roads that have been used for motorway construction. Based on this agreement, the contract has recently been signed with the County Road Authority (ŽUC) for the rehabilitation of four roads. The financing agreed for this purpose was paid in, and so the ŽUC will rehabilitate these local roads after completion of motorway works, i.e. in the course of the oncoming summer.

Thus the local population, to whom we thank for the patience they have demonstrated during the works, will benefit in the end by having better roads than they used to have prior to motorway construction.

## Zagreb - Macelj Motorways PLC - toll collection

*Novelties in toll collection* - Negotiations are currently under way between the Zagreb-Macelj Motorway PLC and INA to enable use of INA card in toll collection. Due to the fact that the toll collection system is already in place, many technical issues had to be solved, and it is only now that the negotiations have reached their final stage. The card is to be put to the new use in May this year when our motorway will, in addition to HAC and ARZ, also provide this toll payment service.



Trakošćan Toll Plaza

## Session held by HUKA's Technical Committee for Transport

The Technical Committee for Transport, formed of representatives of all Croatian motorway concession companies, held its session on February 16, 2007 at the Učka Tunnel. The first item on the agenda was the *Safety of traffic on motorways*. The members agreed that the number of motorway accidents is generally reducing, and that concessionaires are doing all they possibly can to make their motorways safer for road users. Through its membership in ASECAP, HUKA signed in 2004 the Road Safety Charter, thus making the traffic safety its first priority. In this respect, it was concluded that all concessionaires should study and analyse the traffic safety programs each concession company has defined for the period until the year 2010. However, analyses of traffic accidents have revealed that traffic accidents are in most cases caused by the behaviour of drivers. The technical committee also agreed that efforts should be made to enable concessionaires to influence the motorway creation process, from motorway design to the delivery of operating permits, so that concessionaires can adequately analyse the projects and provide a sound opinion about them, because the concessionaires are precisely the ones that will operate and maintain motorway projects for a considerable number of years after the initial opening to traffic.

The second item on the agenda was the *Study and harmonization of criteria for the management of motorway operation services*. Concessionaires exchanged experience on solutions that are used when temporary signs are to be placed to warn drivers about road rehabilitation activities, traffic accidents, etc. It was emphasized that alternative routes should be defined in emergency situations and that protocols must be set up for proper coordination with other subjects.

The Committee members agreed that appropriate activities should be initiated in order to define the concept relating to the location, content and functions of the National centre for the operation and inspection of traffic which is to enable an uniform operation of traffic on the national level, as well as the exchange of transport information with the neighbouring countries. When developing this concept, it would be necessary to conduct comprehensive deliberations and consultations with all competent ministries, concessionaires and other subjects both in the country and abroad.

The final item on the agenda concerned the *Study of applicable national regulations and their harmonization with the European-level motorway maintenance guidelines*. It was established that a considerable delay has been observed in the adoption of detailed acts and regulations that define in full detail what has been set in principle in the Law on Public Roads and the Law on Road Traffic Safety. All such legal documents must be adopted as soon as practicable, and the representatives of concessionaires should obligatorily participate in the preparation and formulation of such documents, which has so far not always been the case.

## Rijeka - Zagreb Motorway PLC adopts the environment management system compliant with ISO 14001:2004



The time in which we live is characterized by an extensive pollution of our environment, and by an irrational consumption and destruction of natural resources. Mankind has brought itself into a difficult position where the strengthening of sensitivity towards our environment and environmental protection has become one of the most significant global processes and objectives.

The company Rijeka - Zagreb Motorway is taking an active part in this process by conducting a variety of environmentally responsible activities, all aimed at tackling this huge problem of both local and global significance.

In order to further improve its environmental protection practices, our company has adopted the environment management system based on the standard ISO 14001:2004. In this way, we are making sure that our company will take the greatest possible care about environmental issues, based on reasonable financial and organi-

zational investments. We actively contribute to environmental protection and sustainable development, both in our core activity and through participation in some larger-scale environmental protection projects.

The basic intention and objective of ISO 14001:2004 is to describe and specify the environmental management system requirements that will enable companies to shape and apply their policies and objectives, taking into account the companies' legal and other commitments, and significant environmental impacts or aspects that the company may be able to monitor and influence.

In our company, the environmental objectives have been fulfilled by proper selection and implementation of optimum technical solutions, by installation of good-quality materials and equipment, by proper construction and maintenance of systems for the evacuation of rain water and effluents, by the establishment of appropriate

supervision and control systems, and by managing waste in compliance with both economic and environmental principles. In addition, we have adopted a systematic approach to the problem of noise, and to issues relating to the preventive maintenance of equipment and installations. We respond in a highly organized manner - based on our emergency operation program - to every emergency situation that is likely to result in any kind of pollution. We check functionality of emergency equipment and systems and, what is especially significant, we take great care to educate and raise awareness of our staff about environmental issues, so that proper environmental policies can be systematically and fully implemented in all segments of our activities. Much has been done in this respect in the scope of additional training sessions organized for our personnel.

In late February 2007, an internal audit procedure was conducted to check environmental compliance of the entire company based on the standard ISO 14001:2004. The system certification audit was also carried out successfully.

By integrating the environmental management system with the existing quality management scheme, we will provide for and enable constant improvement of all business processes in our organization, particularly of those elements that might be of significance for the condition of our natural environment. In this respect, a great attention will be paid to avoid all unnecessary duplication of documents and activities.

Our company's objective is *inter alia* to meet relevant requirements of international standards so as to keep on improving our operations in all segments. This long standing orientation of our company is evidenced by the already acquired ISO 9001:2000 certificates, and presently also by certification of our environmental management system based on the ISO 14001:2004.

## New service offered by Bina-Istra - toll prepayment by SMS

On March this year the Istrian Y motorway concessionaire, Bina-Istra, activated its new service for toll subscription users, i.e. for all those that often travel along the Istrian Y route. All users that have a credit card and a mobile phone can now replenish account funds and check the current balance on their account, simply by sending a SMS message. The procedure for this new service is quite straightforward. If the user wishes to:

However, the user does not even have to check the balance on his/her account. Bina-Istra automatically sends a SMS message to the users whose balance is low, and informs them that the amount on their accounts will soon be used up. After receipt of the SMS message, the subscriber is only required to return the message containing the letter N for account crediting, and the subscriber's account will be credited at once!

The computer system used by Bina-Istra "recognizes" the user as one of entries contained in the subscriber data base, identifies the user and subscription model selected by the user, and charges the user's credit card. In this way, the users can now replenish their accounts whenever and wherever they choose to.

To activate this novel service, the user has to apply for subscription service and to ask for activation of the SMS prepayment feature at an authorized Bina-Istra sales outlet, either at the Učka Tunnel or the Mirna Bridge, where appropriate identification documents should be presented in support of the application.

Once Bina-Istra has approved the user's request, the user pays the amount corresponding to the selected subscription method to the Bina-Istra account, and authorizes Bina-Istra to charge his/her credit card for toll payment via SMS. The bina-Istra then gives the user a magnetic subscription card and a secret PIN number.

Users may obtain additional information by calling the free info phone No.: 0800-600-601.

1. check the current balance on his/her account and the subscription expiry date	the user sends a SMS message with the following text PIN No. [xxxxx] and the letter "S"	to the following number: 61416
2. replenish account funds	the user sends a SMS message with the following text PIN No. [xxxxx] and the letter "N"	to the following number: 61416



## PIARC international workshop



The international workshop *State of Art of Fire Safety in Road Tunnels* was held on 8 and 9 February 2007 at the Faculty of Civil Engineering in Zagreb. The workshop was jointly sponsored by the World Road Association (PIARC), Croatian Ministry of Sea, Tourism, Transport and Development, Croatian Ministry of Science, Education and Sports, National Fire Protection Association, and by the International Tunneling Association (ITA).

The workshop was organized around the following themes:

- current regulations, standards and guidelines,
- current projects of regional and global significance,
- road tunnel design fires,
- emergency response management and ventilation system control,
- fixed fire fighting systems and fire detection in road tunnels,
- other road tunnel life safety issues.

On February 7, 2007, the company Hrvatske autoceste d.o.o. (HAC) arranged for workshop organizers a visit to the Traffic Maintenance and Control Centre - Mala Kapela Tunnel. On

that occasion, HAC officials presented the traffic operation system and a number of possible accident scenarios, as well as their readiness to cope with such situations. The presentations were given by the following experts: Mr. Zdenko Bulić, Assistant Director for Traffic Safety (Presentation of traffic control in tunnels), Mr. Zoran Sinovčić (Presentation of electrical equipment and ventilation in the tunnel), dr. Miodrag Drakulić from the Zagreb-based Institute of Naval Engineering (Presentation on the newly-developed program for the active control of longitudinal air flow and smoke distribution in tunnel), Mr. Željko Rogulja, Chief of the Occupational Safety Division (Presentation of the system used and safety measures applied in tunnels), and Mr. Milan Ročak (Presentation of the Mala Kapela Tunnel Fire Fighting Unit).

PIARC is an international non-profit association with members in 142 countries all over the world. Its members are national governments, regions, communities, institutions, research organizations, universities, professional associations, national and private companies, and all subjects whose activity is closely related to

roads and road transport. It is one of the leading international institutions for roads and road transport. It actively participates in the development and promotion of better access to information, and it pays special attention to the needs of developing countries and countries in transition. It develops and promotes efficient tools and instruments for making decisions about all issues relating to roads and road transport. It offers equal quality of service to all its members. It promotes sustainable and equitable economic solutions while respecting different approaches to development of the international road transport. The association has 18 technical committees, including *inter alia* the Road Tunnel Committee which is the sponsor of the workshop entitled *Ventilation and Fire Control at the Mala Kapela Tunnel*. The main objective of the workshop is to enable participants to exchange information and experience about new approaches to design, operative strategies, modern technical systems, and the use of new and improved materials that can enhance fire safety standards in both existing and future road tunnels.

## SMART cards granting free passage to disabled persons

At the invitation of the Croatian Association of People with Disabilities, HUKA took part in the round table that was held on January 25<sup>th</sup> this year at the HAK headquarters in Zagreb.

The issue of granting free use of motorways to persons with disabilities was also discussed during this gathering. The revised and extended law on public roads and the corresponding Regulation (Official Gazette 138/06 and Official Gazette 143/06) anticipate continued application of the disabled persons' right to free use of motorways. The mentioned law also brings some novelties both for persons with disabilities and for toll motorway concessionaires. In fact, according to the new Law, this right is related to both the disabled person and the vehicle used by such person. Thus each disabled person may register only one vehicle for toll exemption, and the exemption right may be claimed only if the disabled person is in the vehicle. The toll exemption decisions are issued by the Ministry

of Sea, Tourism, Transport and Development. All motorway concessionaires have been issuing since 2005 a uniform toll-exemption card for the persons with disabilities. The transitional period ending on June 30, 2007 has been defined for the replacement of old smart cards by new ones. However, this transitional period ends on March 31, 2007 for persons that have been granted toll exemption benefit for several vehicles. As of January 1, 2007, all disabled persons wishing to benefit from this right will have to obtain their smart cards by the end of 2007, and the realization of this right will not be based on the exemption decision, as was previously the case.

According to the revised Law on Public Roads, the competent ministry is required to give, as of January 1, 2007, a monthly compensation to concessionaires in the amount equal to the cost of toll-free passages.



## Archaeological research on A11

Croatia is the country of rich cultural and historical heritage that abounds in archaeological sites witnessing to the presence of man in space and time, and often having a high artistic, historical and anthropological value. Motorway routes very often pass through areas in which a great number of valuable archaeological artefacts and sites can be found. In the scope of its motorway construction activities, the company *Hrvatske autoceste* provides for the constant archaeological supervision of earth works, which enables excavation of great areas and the conduct of archaeological explorations that many times lead to novel discoveries and preservation of valuable archaeological artefacts and sites.

In the course of preparations for motorway construction, the company *Hrvatske autoceste d.d.*, being the client for construction of the A11 motorway, was also required to carry out a number of preliminary activities in order to obtain from competent authorities various approvals as needed for the realization of this significant project. This included preparation of the environmental impact study and, as one of its segments, the evaluation of possible impacts of the motorway on the registered and protected cultural facilities and artefacts. This evaluation document contains the list of registered cultural monuments, description of their state of repair, and protection measures to be taken in case of motorway construction. In the process of procuring location and building permits, the company *Hrvatske autoceste* (HAC) was also obliged to meet special conditions as formulated by the competent Historic Preservation Department operating in the scope of the Ministry of Culture of the Republic of Croatia. These special conditions are in fact require-

ments to be fulfilled by HAC to obtain approval for the realization of the works.

More than 9000 different artefacts, attesting to rich human activity that has been going on in this area since the antiquity, have been found and collected at the Zagreb - Velika Gorica (South) section of the Zagreb - Sisak Motorway A1. In this respect, the Museum of the City of Zagreb started its investigations in November 2006 at the locality of Šepkovčica, which is situated at the entrance to Velika Gorica, next to the Zagreb - Sisak railway line. Most artefacts found at this locality can be dated back to the antiquity, and many originate from graveyards in which the deceased were buried in the period between the first and the fourth centuries AD. The exhibition called *RESPECT OUR ORIGINS - RESULTS OF ARCHAEOLOGICAL EXPLORATIONS CONDUCTED SO FAR ALONG THE ZAGREB - SISAK MOTORWAY ROUTE, LOCALITY OF ŠEPKOVČICA* was held in the scope of the event called "The Museum Night" as organized by the Croatian Museum Society on January 26, 2006.

The exhibition was jointly opened by the Museum's Director, Mr. Vinko Ivić, and Mr. Jasen Mesić M.Sc, Assistant Minister at the Ministry of Culture of the Republic of Croatia. The exhibition was organized to show both to general public and professional circles the results obtained so far during archaeological explorations, and also to emphasize the significance of artefacts discovered during less than two months of these explorations. The artefacts have been reconstructed and renovated only in part, i.e. to the extent that is necessary to enable proper appreciation of their aesthetic, historical and museum value.



## Rijeka - Zagreb Motorway PLC builds an ethno-village

Motivated by the wish to offer its users some new amenities so as make their travel as pleasant as possible, and even to offer interesting roadside amenities that could by themselves become the main destination of their travel, the company Rijeka - Zagreb Motorway has initiated a design work to build an ethno-village, i.e. a tradition-inspired roadside service facility called Petehovac.

The Petehovac roadside facility will be situated between Delnice and Kupjak, at the section where the first wildlife crossing in our country was built. This crossing, known as Dedin Wildlife Crossing, lies at 860 m above sea level, i.e. at the highest point reached by the Rijeka to Zagreb motorway.

We are convinced that the Petehovac ethno-village will become an unavoidable destination both for our nationals and for vacationers coming from other countries. At the same time, we are very glad that this facility will also open significant possibilities for employment of local population.

## 35<sup>th</sup> ASECAP Study and Information Days

After the last year's ASECAP congress, which was held in Pula and hosted by HUKA, the new 25<sup>th</sup> ASECAP Study and Information Days is to take place from 27 to 30 of May 2007 in Greece, on the Crete Island. On the first day of the congress, after the introductory addresses, the work will commence by the main theme: *the EU Revised White Paper on Transport*. This theme will be followed by reports to be submitted by the ASECAP Secretary General and by chairmen of the ASECAP's three Permanent Committees (Coper I, Coper II and Coper III).

At this year's congress, the concept involving parallel sessions will no longer be applied, and so oral technical reports will be presented one after another. This is why 3 themes, covering the most significant aspects of road management, have been defined. The first session is entitled *Optimizing a road engineering for improved safety*. The second session deals with ITS issues and is entitled *The role of VII (vehicle-infrastructure integration) in motorways' operations: best practices and future*

*developments*, while the third session will focus on *Grantor and concessions relations in building, financing and operating a European Road Network*.

During the final session entitled "The developments in EU concerning the EETS and the future ETC orientations. CESARE III conclusions and CESARE IV objectives" the EU and concessionaires' representatives will formulate their standpoints. Additional information and congress registration details may be found at the congress web pages: [www.asecapcrete2007.gr](http://www.asecapcrete2007.gr).



# Croatia National Report 2006

## I NETWORK

The total length of motorway network, as completed by the end of 2006 in Croatia, amounts to 1068.5 km.

Thus in 2006 43 km of new motorways were built (as compared to 93.3 km that were built in 2005), and 10.5 km of existing roads were upgraded to the full motorway profile.

In 2007, the total of 77.2 km of new motorways will be opened to traffic, as well as 16.2 km of

existing roads upgraded to full motorway profile, i.e.:

- the Zagreb - Split - Dubrovnik Motorway the total of 37 km, the Dugopolje - Bisko Section (11,8 km) and the Bisko - Šestanovac Section (25,1 km)
- on the motorway Beli Manastir - Osijek - border with Bosnia and Herzegovina, the Đakovo - Sredanci Section (23 km)

- on the Rijeka - Zagreb Motorway the total of 16.2 km of upgrade to full motorway profile a part of the Vrbovsko - Bosiljevo Section from Zečeve Drage Viaduct to Severinske Drage Viaduct (8.8 km), and the Kikovica - Oštrovica Section (7.4 km),
- on the Zagreb - Macelj Motorway the Krapina - Macelj Section (17.2 km).

Number of motorway kilometres

	Company	2005 total	2006 total	2006 not tolled
1.	<b>HAC d.o.o.</b>	702,3	735,0	-
2.	<b>ARZ d.d.</b>	146,5	146,5	-
3.	<b>BINA-ISTRA d.d.</b>	130,1	145,0	-
4.	<b>AZM d.d.</b>	41,6	42,0	-
	<b>TOTAL</b>	<b>1020,5</b>	<b>1068,5</b>	<b>0</b>

## II FINANCING AND INVESTMENT

In 2006, the total of 4,172.14 millions of kunas (€ 556.28 million) were invested in new motorway construction, while 680.59 millions of kunas (€ 90.75 million) were invested in the upgrade of existing sections.

In 2006, the construction of motorways was mostly financed through loans and toll revenues, and the company Hrvatske autoceste d.o.o. also finances motorway construction through fuel tax revenues (0.60 kn per litre).

in millions of kn (millions of €) (1EUR=7,5 kunas)

Company	Investment in 2006		Planned investment in 2007	
	new sections	existing sections	new sections	existing sections
<b>HAC</b>	2.342,52 (312,34)	613,41 (81,79)	1.510,08 (201,34)	554,47 (73,93)
<b>ARZ</b>	651,02 (86,80)	44,38 (5,92)	1.541,06 (205,47)	134,55 (17,94)
<b>BINA-ISTRA</b>	291,50 (38,86)	16,30 (2,17)	25,50 (3,40)	22,60 (3,01)
<b>AZM</b>	887,10 (118,28)	6,50 (0,87)	147,00 (19,60)	64,60 (8,61)
<b>TOTAL</b>	<b>4.172,14 (556,28)</b>	<b>680,59 (90,75)</b>	<b>3.223,64 (429,81)</b>	<b>776,22 (103,49)</b>

## III TRAFFIC

The total motor vehicle traffic operated on motorways increased in 2006 by 13.65 per cent, when compared to the previous year.

Number of vehicles in toll-collection zones

Company	2005		2006			
	Light vehicles (1 <sup>st</sup> and 2 <sup>nd</sup> category)	Heavy vehicles (3 <sup>rd</sup> and 4 <sup>th</sup> category)	Light vehicles (1 <sup>st</sup> and 2 <sup>nd</sup> category)	% (06/05)	Heavy vehicles (3 <sup>rd</sup> and 4 <sup>th</sup> category)	% (06/05)
<b>HAC</b>	25.235.660	3.817.003	26.132.792	0,36	4.001.357	0,48
<b>ARZ</b>	10.320.894	1.525.395	11.152.446	0,81	1.746.766	14,51
<b>BINA-ISTRA</b>	3.375.597	373.001	3.992.150	18,26	412.949	10,70
<b>AZM</b>	4.442.852	552.820	5.547.567	24,86	712.747	28,92
<b>TOTAL</b>	<b>43.375.003</b>	<b>6.268.219</b>	<b>46.824.955</b>	<b>+11,07</b>	<b>6.873.819</b>	<b>+13,65</b>

**Note:** The above data do not include vehicles free of toll charging.

In 2005, the total motorway network increased by 93.3 km, i.e. by 9.9 percent when compared to the size of network in 2004. In

2006, the network increased by 43 km, i.e. by 4.7 percent when compared to the previous year.

GDP increase in 2005	Traffic increase in 2005	GDP increase in 2006	Traffic increase in 2006
4,3	5,6	4,7	13,6

#### IV TOLL REVENUES (NOT INCLUDING VAT)

When compared to the previous year the toll revenues increased by 16.59 percent, which is principally due to traffic increase, opening of new

toll motorway sections, introduction of new toll collection methods, and to some smaller price corrections on certain motorways in Croatia.

1 € = 7.5 kuna

Company	2005		2006		% (06/05)
	kn	EUR	kn	EUR	
<b>HAC</b>	974.835.682	129.978.091	1.113.192.788	148.425.705	+14,19
<b>ARZ</b>	340.086.598	44.748.236	380.405.106	50.720.681	+11,85
<b>BINA ISTRA</b>	106.842.582	14.245.678	120.675.524	16.090.069	+12,94*
<b>AZM</b>	68.887.470	9.184.996	87.754.303	11.700.573	+27,38
<b>TOTAL</b>	<b>1.490.652.332</b>	<b>198.157.001</b>	<b>1.702.027.721</b>	<b>226.937.028</b>	<b>+16,59</b>

\*The Mirna toll station opened in June 2006.

#### V TRAFFIC SAFETY

The total of 2737 traffic accidents, with 67 fatalities, was registered in 2006. Out of this total, the number of accidents with injuries was 437. The number of traffic accidents increased by

8.4 percent when compared to the previous year, and the number of motorway kilometres increased by 4.7 percent.

Number of accidents	2005					2006				
	HAC	BINA ISTRA	ARZ	AZM	RH	HAC	BINA ISTRA	ARZ	AZM	RH
- fatal accidents	26	9	7	2	44	21	5	15	2	43
- accidents with injuries	296	26	86	3	411	291	15	106	25	437
- accidents with material damage	1492	112	362	104	2070	1528	177	434	118	2257
<b>Total number of traffic accidents</b>	<b>1814</b>	<b>147</b>	<b>453</b>	<b>109</b>	<b>2525</b>	<b>1840</b>	<b>197</b>	<b>555</b>	<b>145</b>	<b>2737</b>
<b>Total number of fatalities</b>	<b>29</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>52</b>	<b>32</b>	<b>11</b>	<b>22</b>	<b>2</b>	<b>67</b>

## KEY FIGURES 2006

<b>CROATIA</b>	<b>2006</b>
Total length of motorway network, km	1068,5
2 x 1 lane	215,52
2 x 2 lanes	844,38
2 x 3 lanes	8,60
2 x 4 lanes	0
Number of km under construction as on December 31, 2006	152,4 (upgrade to full profile) 53,1
Estimate of new sections to be completed and opened to traffic in 2007, km	77,2 (upgrade to full profile) 16,2
Annual toll revenues in 2006, EUR	226.937.028
Permanent staff	3207
AADT, LIGHT VEHICLES	12.425
AADT, HEAVY VEHICLES	1.559
AADT, HEAVY VEHICLES	13.984
Total number of accidents	2.737
Number of accidents with injuries	437
Number of fatalities	67
Number of kilometres travelled (10 <sup>6</sup> x km)	4.502
Number of toll stations	84
Number of traffic lanes	432
Number of lanes destined to electronic toll collection	147
Number of electronic tolling system subscribers	5.324*
Number of rest areas (with filling stations)	66
Number of rest areas	112
Number of restaurants	22
Number of hotels	8

\* HAC and ARZ companies have already introduced the electronic toll collection system, while this system is still not in place on motorways operated by Bina-Istra and AZM.



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