

Bina – Istra d.d.

EUR 693.5 million loan secured to fund Istrian Upsilon extension to full profile

The Istrian Upsilon Concessionary, Bina-Istra, signed the syndicated loan agreement for EUR 693.5 million, by which it refinanced EUR 210 M of bonds issued in February 2003, gained a commercial loan of EUR 58 million, and secured a stand-by loan for continued Istrian Upsilon construction. This new financing is to be obtained at a much lower interest rate (below 5.4 %) and the syndication process, i.e. definition of the final interest

rate, was completed end of February 2008. The loan agreement was signed with a consortium formed of three banks: Société Générale, The Royal Bank of Scotland, and Zagrebačka banka d.d.

This is certainly one of the biggest loans ever granted to a private Croatian company. The loan agreement enables realization of the full profile motorway in the so called Phase 2A, completion of design work for Phase 2B,

as well as refinancing of the loan and bond debt from the year 2003 which was used to complete the Phase 1 of this roadway.

Technical features of the Phase 2A

The Phase 2A involves construction of two additional traffic lanes (each 3.5 m in width) and an emergency lane (2.5 m wide) on about 95 km between Umag and Pula, i.e. between Kanfanar and Rogovici.

The Phase 2A also covers construction of the 8 km long link road from the Pula Interchange in the direction of Medulin. This link road will have a beneficial effect on traffic forecasts as it will be an excellent alternative to the current highly-trafficked road to Pula.

The closed toll collection system will be used on the entire Phase 2A network (except the Matulji – Učka Tunnel Section).

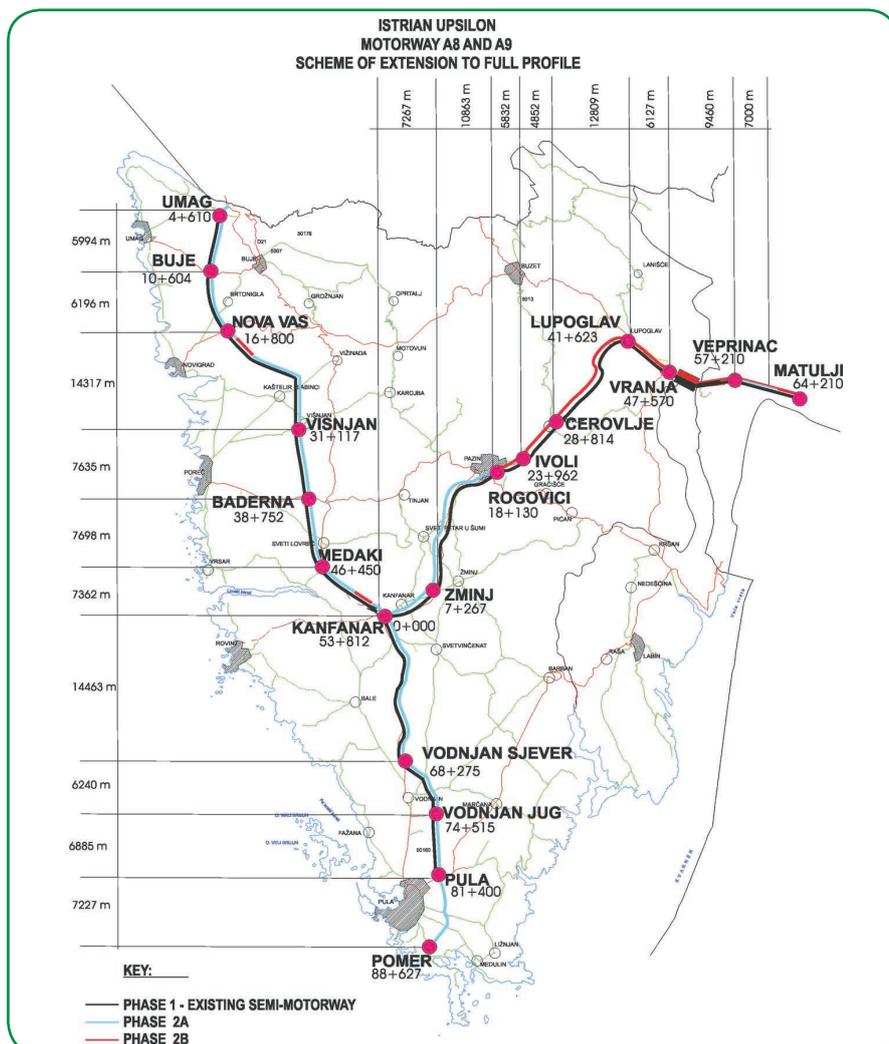
The Phase 2A work will also include connection of the Umag Interchange to the DC 202 (1.5 km in length) so as to improve the Upsilon's link with border crossings at Kaštel and Plovanija (as requested by the Buje district authorities).

Finally, this phase also include rehabilitation of the Matulji to Učka Tunnel section. This section will be improved by construction of an additional slow lane (2 km in length) and an intersection.

Technical features of the Phase 2B

The work involves doubling of sections situated between Matulji and Rogovici (45km + 5km for Učka Tunnel). Thus two additional traffic lanes (each 3.5 m wide) and an emergency lane (2.5 m) will be built in the scope of the Phase 2B.

An additional emergency lane will be built on 95 km of roads built in the Phase 1. Mirna and Limska Draga viaducts will also be doubled in this phase. 



A6 Motorway, Rijeka – Zagreb

Contract awarded for south pavement construction on Rijeka Bypass

According to the 4th Amendment to the Concession Agreement for the Autocesta Rijeka – Zagreb, as signed on August 23, 2007, between Minister Božidar Kalmeta on behalf of Croatian Government, and President of the Autocesta Rijeka – Zagreb Company Mr. Jurica Prskalo, the concession area operated by ARZ has been extended and now includes access roads from Lišnica to Novigrad Interchange and from Netretić to Novigrad Interchange, a motorway section from Orehovica Interchange to Rupa border crossing, and from Orehovica Interchange to Križišće Interchange, including the access road from Draga Interchange to the City of Rijeka, and the access road from Križišće Interchange to Krk Bridge, including the Krk Bridge. According to this Agree-



Rijeka Bypass

ment, Autocesta Rijeka – Zagreb d.d. has also undertaken the obligation to build the south pavement of the Rijeka Bypass.

The contract to build the south pavement of the Rijeka Bypass, from Orehovica Interchange to Diračje Interchange, 8.856 km in length, was signed on January 22, 2008 in Rijeka.

The contract was signed between the Management Board President of the Autocesta Rijeka – Zagreb d.d. Mr. Jurica Prskalo and the directors of the joint venture formed of HIDROELEKTRA NISKOGRADNJA d.d., VIADUKT d.d., KONSTRUKTOR-INŽENJERING d.d., and STRABAG AG.

Mr. Božidar Kalmeta, Minister of Sea, Transport and Infrastructure, was also present at the contract signing ceremony.

This work, estimated at EUR 83,723,655.60 is due for completion by June 1, 2009.

The total length of the south pavement extension at the Rijeka Bypass section from Orehovica Interchange to Diračje Interchange amounts to 8.8 km, and to 9.6 km if access roads are included.

Structures account for 30 % of the total length of the section. Thus, there are four tunnels

Trsat (858 m), Katarina (190 m), Škurinje I (412 m) and Škurinje II (560 m), and two viaducts Mihačeva Draga (189 m) and Katarina (112 m), and also one bridge over the Rječina (208.5 m). There are two overpasses and one underpass: Kozala Overpass (55 m), Rujevica Interchange Overpass (29 m) and Škurinje Interchange Underpass (30 m).

The total length of tunnels is 2020 m. Big structures (bridge, viaducts) are 509.5 m in length, while overpasses and underpasses are 114 m long.

The construction work on the south pavement of the Rijeka Bypass, from Orehovica Interchange to Diračje Interchange, has already started and is progressing in accordance with the schedule. The four-company joint venture works simultaneously along the entire section and the traffic is operated, in parallel with the works, on the north pavement of the bypass.

All efforts are made to reduce to minimum any discomfort Rijeka residents and other bypass users may have in relation to this work, and to enable them to feel benefits of full profile motorway as soon as practicable. [f](#)

Autocesta Rijeka – Zagreb d.d. establishes its Users Forum

The Users Forum founding session was held on February 7, 2008 and was initiated by the Autocesta Rijeka – Zagreb d.d. The establishment of this new body is in keeping with the company policies and the fact that the Administration and employees of the ARZ are fully aware that the user is always in centre of our attention. The Users Forum establishment is also anticipated in internal rules signed between the Management Board of the ARZ, its Road Maintenance Branch Office, and its Toll Collection Branch Office.

The Users Forum will be the "body composed of the direct motorway users representatives, ARZ representatives and ARZ branch office representatives". In this context, the

Users Forum members are, in addition to the ARZ representatives, a representative of the Croatian Association of Toll Motorways Concessionaires (HUKA), a representative of the Transport Society of the Croatian Employers Association (HUP), and a representative of the Croatian Automobile Club (HAK). The members have unanimously elected Mr. Georg-Davor Lisicin, Head of the HAK Technical Sector, as the Forum President, while Mrs. Ljubica Kolbas, representative of Management Board of the Autocesta Rijeka – Zagreb d.d., was appointed as the Forum's Secretary.

The Users Forum will meet at least twice a year and will deal with various issues such as the level of services, the level of tolls collected

from motorway users, user satisfaction with motorway maintenance and condition, and other topics of interest to road users relating to motorway maintenance and toll collection. The Users Forum will make decisions in form of conclusions and recommendations of advisory character. Branch offices are required to duly consider and take stand about every conclusion and recommendation made by the Users Forum.

At its first session, the Users Forum adopted the Forum's Rules of Procedure and discussed the text of the Users Charter to be adopted by the ARZ Management Board, in which company standards are set for services rendered to the users. [f](#)

Second tube excavation completed at Hrasten Tunnel

The second tube excavation for the Hrasten Tunnel, situated on the Rijeka – Zagreb Motorway, was completed on February 16, 2008. The Hrasten Tunnel, 223 m in length, is the last in the series of nine tunnels which were to be completed within Phase IIB of the Rijeka – Zagreb Motorway construction.

It is situated at the Oštrovica – Vrata section. Despite being the shortest tunnel, the tunnelling work was highly demanding because of complex geotechnical conditions. The excavation started in 2007 and the project was

completed ahead of schedule.

The work was realized by the joint venture formed of HIDROELEKTRA NISKOGRADNJA d.d. (Leading Partner), Viadukt d.d., Konstruktor-inženjering d.d., and Strabag AG.

This investment is valued at EUR 3,370,198.23. After the Hrasten Tunnel excavation, the route of the Rijeka – Zagreb motorway has become fully passable.

Other structures on this section are Vrata and Tuhobić tunnels, and Hreljin and Bajer viaducts. [f](#)



Drilling of the second tube of the Hrasten Tunnel



Hrvatske autoceste d.o.o.

Ivica Mlinarević – a new member of the HAC Management Board

On February 8, 2008, Mr. Božidar Kalmeta, Minister of Sea, Transport and Infrastructure, duly authorized by the Croatian Government to act as the Assembly, appointed Mr. Ivica Mlinarević as a Management Board member of Hrvatske autoceste d.o.o. Ivica Mlinarević was born on July 31, 1968 in Ljubuško. He graduated from the secondary school of civil engineering in Osijek, and finished his university studies at the Faculty of Civil Engineering in Osijek. Thereupon he was employed with GRADNJA d.d., Osijek and then with Hrvatske autoceste d.o.o. as

Chief Engineer on the following sections: Sveti Rok Interchange – Sveti Rok Tunnel, Prgomet – Dugopolje and Šibenik – Vrpolje. He was appointed Maintenance Sector Director in 2004 and has performed duties related to this post until his present appointment as the HAC d.o.o. Management Board member.

Last year, Ms. Katarina Benković, BL, was appointed as the Toll Collection Sector Director of HAC d.o.o., while Mr. Stjepan Klarić, BSc was appointed as the Maintenance Sector Director.



Ivica Mlinarević – a new member of the HAC Management Board

Bina – Istra d.d.

Bina Istra Operation & Maintenance gets an international quality certificate ISO 14001: 2004

Bina Istra Operation & Maintenance has successfully completed all required audits and has been awarded the international ISO 14001:2004 Certificate. The audit was conducted and the Certificate awarded by an accredited auditor, Det Norske Veritas, in late December 2007. This Certificate constitutes a proof that the company's operation and maintenance activities are compliant with the environmental protection standards.

and populated areas near our road network, continuous supervision and regular maintenance of waste water purification systems, appropriate communication with local communities, full respect of relevant laws and regulations, continuous education of our employees aimed at preventing accidents and raising level of environmental awareness of all our partners, including our employees and subcontractors.

Environmental protection

An accountable behaviour, both towards the environment and the community, is an element of an overall sustainable development policy adopted by Bina Istra. An accountable behaviour towards our environment also includes proper care for water protection areas

Bina Istra is fully aware that all efforts must be made to protect and preserve the environment, not only because this is the right thing to do, but also because such attitude towards environment is in our best interest, particularly when viewed from the long term perspective. This certificate attests to the company's efforts and care for environmental protection.



International quality certificate ISO 14001: 2004

40 millionth vehicle passes through Učka Tunnel

On December 13, 2007 Bina Istra registered the passage of the 40 millionth vehicle through the Učka Tunnel. On this occasion, the lucky lady driving the 40 millionth vehicle received a digital camera which was handed over to her by Mr. Aleksandar Anzur, Management Board Member and Mr. Giuliano Šepuka, Toll Collection Manager with Bina Istra Operation and Maintenance Division. The anniversary was extensively reported in local media.

cameras, 538 fire detectors, 29 fire plugs, 74 emergency phones, 5 lay-bys, and 3 turning

points. The tunnel was excavated in 1978 and was opened to traffic in September 1981.

It should be noted that there was no accident involving significant damage or loss of life in tunnel ever since the tunnel was first opened to traffic in 1981.

The Učka Tunnel, measuring 5,062 m in length and 9.10 m in width, accommodates a two-way traffic and the speed is limited to 80 km/h. It is situated at 500 m above sea level and is equipped with 40 surveillance



Aleksandar Anzur and Giuliano Šepuka giving the camera to the lucky lady driving the 40 millionth vehicle

Hrvatske autoceste d.o.o.

HAC receives award in Brussels for the safest European tunnel

At the award bestowing ceremony held on January 22, 2008 in Brussels, the company Hrvatske autoceste d.o.o. received an award for the Brinje Tunnel, which was proclaimed the safest European tunnel for 2007 by EuroTAP (European Tunnel Assessment Programme). EuroTAP tested 51 tunnels in 13 countries, and Croatia is the only non-EU member country involved in this programme. The award was granted in the scope of the Europe's safest tunnels programme (EuroTAP)

which is conducted, under the auspices of the European Union, by the Germany's ADAC and 11 automobile clubs as partners, and the FIA (international automobile federation). This award is the result of assessment made by experts from the European consortium of automobile clubs. The decisive moment for the Brinje Tunnel award was its technical superiority implying high level of safety of passengers in case of accidents or fire, in synergy with the excellently trained opera-

tors, and protocols defining tunnel operating procedures. 



EuroTAP award for the safest European tunnel

New toll payment services presented by Hrvatske autoceste company

ENC for vehicle categories III and IV

In addition to ENC (electronic toll collection) devices for the vehicle category I, Hrvatske autoceste company now offers similar devices for vehicle categories III and IV.

Discounts from 10 to 23 percent can be obtained after the ENC device purchase and following payment of some minimum amounts. The payment can be deferred via standing order using major credit cards Diners, American, Mastercard and Visa.

The following ENC products are available:

- 1) ENC with 10 % discount throughout the year (minimum payment: EUR 12.00, VAT included)
- 2) ENSC (seasonal) with 23.5 % discount from Nov. 1 to Mar. 31.

Minimum payment (VAT included) for legal persons:

Cat. I: EUR 399.84; Cat. III: EUR 933.33 and Cat IV: EUR 1,466.63

Minimum payment (VAT included) for physical persons:

Cat. I: EUR 159.94; Cat. III: EUR 359.96; and Cat IV: EUR 546.62.

3) ENC with deferred payment, without discount, via standing order using credit cards Diners, American, Mastercard and Visa.

The ENC device itself costs EUR 16.27, VAT included.

TOUCH & GO

Since December 1, 2007 HAC has been offering a new way of using SMART cards at the entry/exit lanes of toll stations.

The new service is called TOUCH & GO and the novelty is that the driver, when arriving at the toll booth, presses his SMART card

against the SMART card reader (without taking a magnetic card), the gate raises and the vehicle enters the motorway. The same procedure is repeated when driver wishes to exit the motorway. This time he presses the SMART card against the reader in order to pay toll. If a user needs a payment receipt, he can get it from the teller.

With this new way of using the SMART card HAC has enabled much faster and simpler passage of vehicles through toll lanes, which increases the toll collection capacity and reduces waiting times at toll stations.

HAC SMART cards can be used in combination with external reader systems at the following motorway sections: Zagreb – Šestanovac, Zagreb – Rijeka, Zagreb – Goričan and Zagreb – Lipovac (including the Đakovo toll station). 

Autocesta Zagreb – Macelj d.o.o.

Autocesta Zagreb – Macelj organises its own fire brigade

The last section of the Zagreb – Macelj Motorway, from Krapina to Macelj, was completed in late May 2007. The route traverses a hilly area which is why 6 tunnels had to be built, two of which over 600 m in length. According to current regulations relating to fire protection in tunnels, we had to organise a round-the-clock fire fighting service with two vehicles and professional firemen. As the delivery

of such special vehicles takes some time, we have bridged this gap by engaging the professional fire brigade based in Krapina. In the meantime, the Operator Trans-cesta trained the employees for fire fighting posts and, once our own vehicles were supplied in October and December, we formed in late 2007 our own fire brigade for the Zagreb – Macelj Motorway. It consists of a fire-fighting crew

and two fire-fighting vehicles, fully equipped with latest fire-fighting devices. The brigade has already performed several fire-fighting drills, some independently and some together with Krapina based fire-fighters and other emergency services. Demonstration drills are performed on a regular basis so that the brigade can act efficiently and quickly in case of an emergency. 

Environmental protection: noise barriers

High environmental protection standards and satisfied local population in the region traversed by the A2 motorway, have been a long-term objective of the AZM Concession Company. Noise barriers greatly contribute to the realization of this objective. At the new Krapina to Macelj section, noise barriers have been an integral part of the project and were installed simultaneously with construction work on this section. Noise barriers do not exist on the previously built sections from

Zagreb to Krapina. However, due to a good cooperation with local community, this last segment of motorway modernisation will soon be initiated. The Krapina-Zagreb County has recently completed the noise map of the area. After in-situ verifications, AZM will start raising the required funding which is an initial step in our new investment. We expect that the noise problem will be solved at the remaining portions of the AZM motorway within the next several years. 



Noise protection walls

Motorway A1, Zagreb – Split – Dubrovnik

New facility at Zir rest area

Roadside rest areas are of high importance for comfortable use of motorways, principally as they enable users to purchase petrol, take a rest, or satisfy hunger or thirst, all this without leaving the motorway route.

HAC is making every effort to adequately shape such facilities and the surrounding area, and to blend them most fittingly into the surrounding scenery. The idea is to improve visual identity of these sites, primarily destined for rest and comfort of drivers and passengers. Such places are also considered of value to tourism. New rest areas have thus become points where one does not only stop when absolutely necessary, but also for beauty of the site itself.

A new autochthonous facility, situated on the route from Zagreb to Split, between Gospić and Sveti Rok, has recently been opened at the Zir roadside rest area. The facility includes a coffee bar, self-service restaurant, ethno room, and sleeping accommodations. With a beautiful view of the Zir mountain and Velebit, pristinely clean air, and the striking sight of dense forests of the Lika region, the Zir rest area is a veritable resting place for the soul.

Rest areas conceived and developed in this way also enable fulfilment of secondary needs of travellers who are thus invited to sample and enjoy local tourist, ambient and folklore attractions, and to taste local gastronomic wonders and delicacies.

The company's basic objective relating to the planning, construction and operation of rest areas is to reach highest possible standards in the construction, spatial and architectural shaping of accessory structures, and in the quality of service rendered to users. 



New facility at the Zir Rest Area

HUKA holds presentation on Interoperability

Last year HUKA started with preparations and talks aimed at reaching interoperability of electronic toll collection systems on the total motorway network in Croatia. Two concessionaires have so far harmonized their ETC systems: Autocesta Rijeka – Zagreb and Hrvatske autoceste. This initiative will undoubtedly stimulate other concessionaires, i.e. Bina-Istra and Autocesta Zagreb – Macelj, to start using the ETC devices on their networks as well. However, this harmonization calls for important technical and technological adjustments, and significant financing.

HUKA invited management officials and toll collection sector representatives to attend, on February 14, a presentation about current possibilities for reaching interoperability in Croatia. It should be noted that interoperability principle is the EU priority and that the implementation of this principle is required by the EU Directive on interoperability, which was issued in 2004.

The president of the ASECAP's Permanent Committee for toll Mr. Jean Mesqui, employed with the French ASFA association, held this presentation, following invitation by the HUKA president Mr. Josip Sapunar. Mesqui presented the situation in France where interoperability among 17 concessionaires was achieved in 2001, first for passenger cars and, much later, in January 2007, for trucks. The French electronic toll collection system is based on DSRC technology, i.e. on micro-waves, and it operates at 5.8 GHz – which is the EU standard. Prior to 2001, the systems and equipment used in France were quite disparate and highly incompatible. All members of the national association agreed to imple-

ment the interoperability principle and so the users can now travel on the entire network with only one ETC device. From 2001 to 2007, all concessionaires have achieved the total of 2,150,000 ETC subscribers (LV). The difference in systems used for passenger cars and trucks is that in case of passenger cars the concessionaires issue devices and do the clearing among them, i.e. each concessionaire issues the contract and the device and collects tolls, which calls for additional commercial services. In case of trucks, this job is entrusted to credit card operators (DKV, EURO TOLL, AXXES, TOTAL) which deliver contracts and devices and do the clearing in the name of the concessionaires. They are responsible for the compatibility, testing and certification of all devices available on the market. This is compliant with the Directive which stipulates that the clearing operations and the contract and device delivery should be made by a third party, rather than by the operator who collects tolls. Credit card operators have already developed a network of

distributors, as well as commercial and other related services. The concessionaires are still in charge of toll collection. In only one year of its implementation, the ETC system for trucks has as many as 300,000 subscribers. According to the Directive on interoperability, the next step to be taken by French concessionaires is reaching interoperability with neighbouring countries, which will become feasible once all legal, financial, tax and other elements relating to electronic toll collection on an international level, are defined. Croatian motorway companies will soon have to start the process aimed at reaching interoperability on the national level. The French example shows that reaching agreement on technical specifications of individual ETC systems is of crucial significance. Mr. Mesqui pointed out that this sort of payment must be made very accessible and user friendly, and that it must be popularized and further improved. He also added that the mobile phone industry is an excellent example of the way in which services should be made available to users. 



Presentation on Interoperability

Croatia National Report 2007

I. Network

On the Motorway A1: Zagreb – Split – Ploče; Dugopolje – Bisko – Šestanovac Sections (37 km) - opened to traffic in full profile in 06/2007

On the Motorway A2: Zagreb – Macelj; Krapina – Macelj Section (17.2 km) – 13,4 km was completed as full motorway and 3,8 km as semi motorway

On the Motorway A5: Beli Manastir – Osijek – border with Bosnia and Herzegovina; Sredanci – Đakovo Section (23 km) – opened to traffic as full motorway in 11/2007

On the Motorway A6: Zagreb – Rijeka; on the Vrbovsko – Bosiljevo Section (8,44 km) – upgrade to the full motorway profile of the viaduct Zeceve Drage, tunnel Veliki Gložac, viaduct Osojnik and viaduct Severinske Drage together with corresponding motorway segments in 06/2007 – on the Oštrovica – Kikovica Section (7,25 km) – upgrade to the full motorway profile in 11/2007

On the Motorway A11: Zagreb – Sisak; On the Jakuševac – Velika Gorica South Section – completion of the interchange Velika Gorica South

and 2,5 km of a motorway segment in 05/2007 and in 09/2007

In Croatia, motorways are operated by 4 companies, i.e. by Hrvatske autoceste d.o.o. (operates all toll motorways except for those in concession) and by three concession companies BINA-ISTRRA d.d. Pula (operates the so called Istrian Upsilon – A8 and A9), Autocesta Rijeka – Zagreb d.d. (A6 and A7) and Autocesta Zagreb – Macelj d.o.o. (A2).

Number of motorway kilometres			
	Company	2006 total	2007 total
1.	HAC	735,0	780,0
2.	ARZ	146,5	178,5
3.	BINA-ISTRRA	145,0	145,0
4.	AZM	42,0	60,0
	TOTAL	1068,5	1163,5

Note: As of 01/09/2007 the operation of the Motorway A7: Rupa – Rijeka (16 km), and bridge Krk (1.5 km) on the D10 national road were handed out from the company Hrvatske autoceste to the company Autocesta Rijeka – Zagreb. ARZ now operates also Orehovica – Diracje section (10,50km).

II. Financing and Investments

In 2007, the investments in new motorway construction amounted to the total of 5,207.08 millions of kunas (EUR 694.27 million), while 716.88 millions of kunas (EUR 95.58 million) were invested in the upgrade of existing sections.

Company	in millions of kn (millions of EUR) (1EUR=7,5 kunas)			
	Investment in 2007		Planned investment in 2008	
	new sections	existing sections	new sections	existing sections
HAC	3.390,26 [452,03]	505,86 [67,45]	2.032,04 [270,94]	486,68 [64,89]
ARZ	1.598,12 [213,08]	123,82 [16,51]	2.047,15 [272,95]	142,44 [18,99]
BINA-ISTRRA	71,70 [9,56]	22,60 [3,01]	581,10 [77,48]	23,50 [3,13]
AZM	147,00 [19,60]	64,60 [8,61]	0	15,00 [2,00]
TOTAL	5.207,08 [694,27]	716,88 [95,58]	4.660,29 [621,37]	667,62 [89,01]

III. Traffic

In 2006, the network increased by 43 km, i.e. by 4.7 percent comparing to the previous year. In 2007, the size of network increased by 80 km, i.e. by 8.9 percent in comparison with the year 2006.

Tvrtka	Number of vehicles in toll-collection zones					
	2006		2007			
	Light vehicles (1 st and 2 nd category)	Heavy vehicles (3 rd and 4 th category)	Light vehicles (1 st and 2 nd category)	% (07/06)	Heavy vehicles (3 rd and 4 th category)	% (07/06)
HAC	26.132.792	4.001.357	27.468.537*	+ 5,11	3.908.210*	- 2,33
ARZ	11.152.446	1.746.766	12.069.014	+ 8,22	1.893.629	+ 8,41
BINA-ISTRRA	3.992.150	412.949	4.502.102	+ 12,77	461.029	+ 11,64
AZM	5.547.567	712.747	5.848.134	+ 5,42	729.005	+ 2,28
TOTAL	46.824.955	6.873.819	49.887.787	+ 6,54	6.991.873	+ 1,72



Note: The above data do not include 915.246 vehicles (mainly LV) free of toll charging. Data do not include vehicles on the Rupa – Rijeka – Žuta Lokva motorway and bridge Krk from Sep. – Dec. 2007 since the operation of this sections was handed over to ARZ company in Sept. 2007.

GDP increase in 2006	Traffic increase in 2006	GDP increase in 2007	Traffic increase in 2007
4,8	5,6	5,5	5,9

IV. Toll Revenues (not including VAT)

Without taking into account the data from ARZ which are not comparable toll revenues increased by 10.76 percent compared to the previous year. This 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.

Company	2006		2007		% (07/06)
	kn	EUR	kn	EUR	
HAC	1.113.192.788	148.425.705	1.230.509.256	164.067.901	+ 10,54
ARZ	380.405.106	50.720.681	423.273.303	56.436.440	+ 11,26*
BINA-ISTRA	120.675.524	16.090.069	134.125.037	17.883.338	+ 11,15
AZM	87.754.303	11.700.573	151.282.568	20.171.009	+ 72,40**
TOTAL	1.702.027.721	226.937.028	1.939.190.164	258.558.688	+ 10,76***

1 EUR = 7,5 kuna

* As of September 1, 2007 HAC handed over to ARZ the Rupa – Rijeka motorway and the bridge Krk
 ** the percentage is not comparable since the Krapina – Macelj section was open to traffic only in 2007
 *** the data do not comprise AZM increase in revenues

VII. Traffic Safety

The total of 2615 traffic accidents, with 83 fatalities, was registered in 2007. Out of this total, the number of accidents with injuries was 414. The number of traffic accidents decreased by 4.5 percent when compared to the previous year, whilst the number of kilometers of the motorway network in 2007 increased by 8.9 percent.

Number of accidents:	2006					2007				
	HAC 735 km	BINA ISTRA 145 km	ARZ 146 km	AZM 42 km	RH 1068 km	HAC 780 km	BINA ISTRA 145 km	ARZ 178 km	AZM 60 km	RH 1163 km
- fatal accidents	21	5	15	2	43	42	4	21	1	68
- accidents with injuries	291	15	106	25	437	266	25	101	22	414
- accidents with material damage	1528	177	434	118	2257	1436	132	440	125	2133
Total number of traffic accidents	1840	197	555	145	2737	1744	161	562	148	2615
Total number of fatalities	32	11	22	2	67	51	4	27	1	83

Complete National Report for 2007 is available on www.huka.hr

Key Figures 2007

CROATIA	2007
Total length of motorways network, km, as on January 1, 2008	1163,5
2 x 1 lane	208,8
2 x 2 lanes	936,4
2 x 3 lanes	18,3
2 x 4 lanes	0
Number of km opened to traffic in 2007	
Motorway	75,9
Semi-motorway	3,8
Upgrade to full profile	15,7
Number of km under construction as on January 1, 2008	
Motorway	90,0
Semi-motorway	9,0
Upgrade to full profile	36,9
Estimate of new sections to be completed and opened to traffic in 2008, km	
Motorway	41,0
Semi-motorway	9,0
Upgrade to full profile	36,9
Annual toll revenues in 2007, EUR	258.558.688
Permanent staff as on January 1, 2008	3.374
AADT, LIGHT VEHICLES	11.747
AADT, HEAVY VEHICLES	1.461
AADT, LV + HV	13.208
Total number of accidents	2.615
Number of accidents with injuries	414
Number of fatalities	83
Number of kilometers travelled (10 ⁶ x km)	5.874
Number of toll stations	70
Number of lanes	492
Number of lanes destined to electronic toll collection	253
Number of electronic tolling system subscribers	22.740*
Number of rest areas (with service station)	71
Number of rest areas	115
Number of restaurants	16
Number of hotels	9

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



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