

TRANSPORT SITUATION IN REPUBLIC OF CROATIA IN 2007

1. Traffic trends.

At present data on traffic volumes of the various modes of transport in 2007 are available for the period from January to September of this year. According to the data available, evolution of traffic volumes compared to the same period in 2006 is as follows:

- **Railway transport** - number of passengers carried is 46.7 % increased as compared to the same period in 2006. Transport of goods is 3.1 % increased.
- **Road transport** - number of passengers carried is 1.4 % decreased, and transport of goods is 7.8 % increased.
- **Inland waterway** – transport of goods is 2 % increased.

It is noticeable that the total traffic volumes in relation to the transport of goods for the three transport modes increased compared to the 2006. There was a significant increase of the number of passengers carried by rail and a slight decrease of the number of passengers carried by road. The increase of the number of passengers carried by rail was partially due to the changed calculation method. Namely, for the first time this year the calculation includes also passengers with preferences. Out of different transport modes (road, railway, air, sea water and costal transport, pipeline and inland water transport) in 2007, January-September period, road transport was representing 44.6% of passenger transport and 53.2% of goods transport, railway transport was 43.5% of passenger transport and 12.4% of goods transport, and inland waterway was 0.3% of goods transport.

Transport volumes in the Republic of Croatia are increasing in the last twelve years. It is expected that the same trend will continue in forthcoming years. The aim is to shift transport from roads toward other transport modes, i.e. railway and inland waterway through modernisation of railways and other activities.

Source:

Internal calculations using the data provided from the Central Bureau of Statistics web site. Republic of Croatia – Central Bureau of Statistics. 19 Nov 2007. First Releases According to the Publishing Programme 2007 – Transport, Storage and Communications. 09 Nov 2007.

<http://www.dzs.hr/default_e.htm>

2. Obstacles to the development of transport

The recently achieved high-level of development of the motorway network is not matched by state, county and local roads, which are of unsatisfactory quality. By investing in the construction of motorways, Croatia has reached a level of development of this type of transport infrastructure that, compared to the European average, is above its overall economic development. At the same time, only 35% of State roads have a quality of asphalt layer that could be termed good.

Concerning the railway transport, the length of railway lines in Croatia exceeds the European average – Croatia has 62 kilometres of rail track per 100,000 inhabitants, while the EU-25 average is 45 kilometres. However, network conditions leave ample room for improvements: only 9% of Croatian railways have been fitted with double tracks, and only

36% of the total network has been electrified. Due to poor infrastructure conditions railway performance is significantly reduced, as manifested by rather low commercial speeds on selected sections and recurrent train cancellations and delays. Inadequate rolling stock, its dilapidated state and poor maintenance of the rolling stock are also problems that are holding back the development.

The most significant inland waterways in Croatia are the Danube waterway and the Sava river inland waterway, but as transport resources, they are relatively under-utilised. The river ports infrastructure is in a poor state and not adequate for the provision of quality services. Total network density is significant in comparison with EU countries, but there is no internal connection between the Danube and Sava rivers, while traffic on the Sava (as well as port activity) is presently constrained by the low levels of navigation safety in the downstream part of the water basin.

3. Best practices in transport and infrastructure regulation.

During the several last years, the transport network of the Republic of Croatia has been developing rapidly, although the development has been primarily focused to the construction of the road infrastructure.

In late 2004 the Government of the Republic of Croatia adopted the Public Roads Construction and Maintenance Programme for the 2005 to 2008 Period (O.G. No. 3/05), which determined the priorities and the schedule of construction and maintenance of motorways for the following four-year period.

The existing network of primary roads, sea ports, motorways and airways is well developed, providing good area coverage. There is a backlog in the renewal and modernisation of the rail and inland waterways infrastructure, and the ' Draft operational programme for transport' for the 2007-2009 period has been prepared in order to deal with this. The above mentioned programme is the beginning of the process of directing financial activities towards the balanced transport network development, especially in the field of rail infrastructure.

Regarding transport safety, one of the most important successes in terms of road safety has been achieved through improvements of the road infrastructure. Namely, the Republic of Croatia has considerably contributed to road safety through the construction of a highly serviceable motorway network. Today Croatia has 1,145 km of motorways, and by 2008 another 272 km of motorways and 121 km of semi motorways are planned to be constructed, which will have a further positive influence on road safety.

It is important to mention that Croatia's Brinje tunnel (opened 2004, 1,540 m) has won at German autoclub ADAC's safety test for this year.

According to ADAC, the safety test for 2007 has shown that numerous important tunnels in Europe are unsafe, with the biggest objections referring to fire protection and emergency exits.

Independent experts inspected 51 tunnels in 13 countries and every fifth one failed to meet the safety criteria. The winner of this year's safety test is the Croatian tunnel Brinje, on Highway A1, from Zagreb to the southern seaport of Split, which according to ADAC meets all relevant safety criteria.

The area of safety and interoperability of railway transport in Croatia is determined by the new Railway Transport Safety Act adopted by the Croatian Parliament in March 2007. The new Railway Safety Act removes competence for adopting regulations from the railway company and transfers such competence to the line ministry. Based on the new Railway Safety Act, the drafting of the subordinate legislation foreseen by this Act will commence. The aforementioned regulations will be aligned with the *acquis communautaire*, as well as with the relevant Technical Specifications for Interoperability (TSI) and relevant Croatian standards (adopted European standards).

In Railway transport sector main activities, regarding the railway transport infrastructure, are connected to the Pan EU corridor network. Main activities as overhauls and railtrack reconstruction are linked to Corridors X, Vb, Vc, and railway line Oštarije – Knin – Split.

Republic of Croatia formulated its plans for railway infrastructure through National program of railway infrastructure development 2007-2011, which has been adopted by the Croatian Government in October of 2007 and submitted to the parliamentary procedure.

A new Act on Inland Navigation and Inland Ports entered into force on 1 November 2007 (OG 109/07). Market access and access to the ports have been fully liberalized for all vessels. Transport services between national ports (cabotage) remain limited to national operators until the date of accession to the EU, while upon accession it will be allowed to operators from the Member States and national operators without special approval.

Development of RIS (river information service) on the Danube is already in its final stage with general service available as ENC charts, AIS coverage, NTS web site. Croatia has actively participated in several working groups on technical level of RIS implementation. The next steps will be oriented towards organizational and operational issues and to establishment of the central National Control Centre (NCC) under the jurisdiction of the Ministry of the Sea, Tourism, Transport and Development.

The project of upgrading the Sava River to class IV has been proposed for the IPA operational programme. The Project is being coordinated at the Sava River Basin Commission level. Development of inland waterways (Corridor VII) is the responsibility of the public institutions - the port authorities and the Inland Waterways Agency.

Transport infrastructure

Regarding transport infrastructure in Croatia, major developments concerning “E” networks have been achieved on the following highway sections:

A1- SPLIT-ŠESTANOVAC- 37 km released
Dugopolje-Bisko-Šestanovac

A2 ZAGREB-MACELJ- 19 km released
Krapina-Đurmanec-Macelj

A6 RIJEKA-ZAGREB-8,5 km released
Vrbovsko-Bosiljevo- upgraded to the full profile motorway

A5 BELI MANASTIR-OSIJEK- BORDER with BOSNIA AND HERZEGOVINA- 22 km released
Đakovo-Sredanci

Developments has been achieved on the following road sections as well:
E 71: 13,5 km released

E 73: 11,0 km released
E 65: 11,0 km released
E 661: 9,0 km released.

As mentioned in the 2005 Questionnaire on transport situation, taxes for financing the construction and maintenance of public roads continue to be charged. In accordance with the Public Roads Act (Official Gazette 180/04) the taxes are charged to producers and importers of petroleum products, as well as the responsible state administration authority for commodity supplies, on:

- lead and lead-free petrol, regardless of octane rating and trade name,
- diesel fuel, regardless of octane rating and trade name.

Taxes are payable per litre of supplied and imported petroleum products, viz.:

- at the rate of HRK 0.60 into the account of the Croatian Motorways, Ltd.,
- at the rate of HRK 0.60 into the account of the Croatian Roads, Ltd.