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REPLIES TO THE QUESTIONNAIRE ON TRANSPORT DEVELOPMENTS

Addendum

Submitted by the Government of Croatia*

I. GENERAL TRANSPORT POLICY ASPECTS

A. Developments with regard to your Government's policy objectives for inland transport as a whole and for special sectors (road, rail, inland waterway, urban transport, etc.) as well as external objectives (land use planning, regional development, etc.) to the extent they are related to transport

1. During the last years, the transport network of the Republic of Croatia has been developing rapidly, although, this development has been primary focused on the construction of the road infrastructure.

* The UNECE Transport Division has submitted the present document after the official document deadline due to resource constraints.

2. Although attention has lately been focused on road sector, in the future a stronger stress will be placed on the development of railways and combined transport.

3. Combined and inter-modal transport should optimise advantages of road and rail transport, playing an important role in redirecting transit traffic to environment-friendly transport modes.

4. The accession of the Republic of Croatia to the European Union (EU) should help promote the use of ecologically acceptable form of transit transport (rail, maritime, river transport), as well as the introduction of information technology into transport system management. The programmes relating to the intelligent transport systems will be an integrated part of the cooperation between the Republic of Croatia and the EU in the pre-accession period.

(a) Road transport

5. As regards road transport, the Public Roads Act, the Republic of Croatia Strategic Paper on Transport Sector Development and the Public Roads Construction Programs for four-year periods provide the basis for efficient public roads management.

6. The first Program was implemented for the period 2001-2004 with the most significant progress in terms of linking the Croatian coast and the continental part of the country, and of integration into the European transport system by construction of the motorway from the Hungarian border to Zagreb and from Zagreb to Split and to Rijeka, which contributed to development of tourism, improved flow of people and goods and improved safety. This strong trend of public roads development was maintained in the following four-year period, i.e. Programme of construction and maintenance of public roads for the period from 2005 to 2008 (OG 3/05). Special effects achieved in the construction and maintenance of motorways and other state roads were also ensured in the development of county and existing local roads. For this purpose, program for next period is under preparation.

7. In addition, the physical planning system used for land use planning and protection had been developed since before the 1980s. The paramount document in the hierarchy of physical/area planning documents in this regards is "The Strategy and the Programme of Physical Planning of the Republic of Croatia", in which the entire road network of the country is set out and detailed at regional and county level. This Strategy and Programme must be approved by the Croatian Parliament after the conduct of a public hearing which includes also the environmental issues.

(b) Railway transport

8. The Croatian railway system today consists of a 2.720 km railway network, out of which 2.465,7 km are single track lines and 254.3 km double track lines. With the new categorisation of lines, they were put in the three categories, namely: lines of importance for international transport (M) which are 1.460,4 km long, lines of importance for regional transport (R) which are 600.5 km long and lines of importance for local transport (L) which are 659.1 km long.

9. The following parts of this network are parts of Pan-European corridors and their sections:

- (i) Corridor X Savski Marof - Zagreb - Vinkovci – Tovarnik;
- (ii) Corridor Vb Rijeka - Zagreb - Botovo
- (iii) Corridor Vc Ploče - Metković and Šamac - Vrpolje - Osijek - Beli Manastir.

10. On the whole railway network there are only 254.3 km double track lines (10.3%), while all the others are single track lines, and that fact unfavourably reflects on transport capacity, travelling times and conditions for maintenance of the lines. A total of 440,494 km of railway lines was repaired in the period from 2001 to 2006.

B. Organizational developments with regard to measures for achieving transport policy objectives, e.g. the structure, functioning and competence of the public administration responsible for transport policies and the relationships of this administration with other administrations (national, regional, local) and with transport enterprises

(a) Inland navigation

11. The transport policy of inland navigation subsector, is proposed, created and implemented through the Ministry of the Sea, Tourism, Transport and Development Directorate for Inland Navigation. Constituent parts of the Directorate are also the dislocated territorial units – harbour-master offices. Their primary task is control and supervision related to regulations in the field of navigational safety, but harbour-master offices also perform specific administrative tasks, such as, for example, keeping the register of ships and establishing sailing worthiness of boats for personal use, pursuant to the ordinance on boats (establishing sailing worthiness for boats for personal use may in exceptional cases be conferred to the Croatian Register of Shipping).

12. Inspection affairs within the jurisdiction of harbour-master offices are performed, pursuant to provisions of the Inland Navigation Act and the Inland Ports Act, by inspectors organized in the Department for Inspection Affairs of the Directorate for Navigational Safety and Protection of the Sea, who act within the framework of harbour-master offices.

13. Another important institution is the Inland Waterways Agency. It is a public institution which was established only recently, at the end of 2005, and is responsible for planning the development of, and maintaining, waterways and navigational safety aids.

(b) Railway transport

14. Republic of Croatia desires to initiate an open railway market with the aim of expediting efficient market competition, as well as to enable more quality transport products.

15. The changes in railways transportation relate primarily to the modernisation of the railway infrastructure, to the separation of the management of railway infrastructure from transport services, to guaranteed access to the railway infrastructure for international consortia and railway transport companies under fair conditions and without discrimination, to the removal of administrative and technical barriers to the realisation of the set objectives, to providing railway transport services according to market principles, which would allow the emergence of a greater number of transport operators, and to allow access to the railway infrastructure to all

interested parties on equal terms. On 1 January 2006 the Railway Act (Official Gazette, No. 123/2003; 194/2003; 30/2004; 153/2005) come in to a force, enabling general conditions for railway market liberalization.

16. The basic regulations establishing the area of market and infrastructure access are the Railway Act (OG 123/03, 194/03, 30/04) and pursuant to it subordinate legislation has been adopted, as well as the Act on the Division of Croatian Railways (OG 153/05).

17. In order to enable financial consolidation and restructuring of Croatian Railways (Hrvatske željeznice – HŽ) into a commercially oriented and successful enterprise, the Act on the Division of HŽ - Hrvatske željeznice d.o.o. (Croatian Railways) has been adopted, establishing preconditions for organising the new railway system adapted to conditions of the liberalised EU transport market by creating a new organisation of the railway system and by the division to specific business areas.

18. With the mentioned Act, concerning the matter, reorganisation of the existing national company has been completed, resulting four new companies, which are legal successors of the company Hrvatske željeznice d.o.o. (Croatian Railways). These are: –Putnički prijevoz d.o.o. (Croatian Railways - Passenger Transport), HŽ – Cargo d.o.o., HŽ – Vuča vlakova d.o.o. (Croatian Railways -Traction) and HŽ - Infrastruktura d.o.o. (Croatian Railways - Infrastructure) coordinated and supervised by its umbrella organisation, HŽ - Holding d.o.o. The final stage of dividing the company Croatian Railways was completed by the end of 2006 with the entry of the newly founded companies into the Commercial Court register.

19. Croatian Railways became a member of the Community of European Railways (“CER”) on 30 September 2003. Membership of the CER enabled easier access to European investment funds, providing money for projects in railway modernisation and reconstruction. Therefore, Croatian Railways expects the assistance of CER in the realisation of its modernisation project. Croatian Railways’ membership of CER also necessitates the modernisation of railway tracks and rolling stock as well as adjustments needed to meet the strict technical requirements of CER in order to enable other railway transporters to use its rolling stock on Croatian Railway tracks. Membership of CER is a significant achievement because admitting railway enterprises from non-member countries and non-EU candidate countries is not standard practice.

(c) Road transport

20. The Ministry of the Sea, Tourism, Transport and Development is competent for the enactment and enforcement of regulations related to the admission to the occupation and market access in national or international goods and passenger transport.

21. The Directorate for Road Traffic and the Directorate for Road Inspections within the Ministry of the Sea, Tourism, Transport and Development deal with road traffic operations.

22. The Directorate for Road Inspections is competent for road transport, rail transport and civil aviation. There are two departments for the control of road traffic: department for road traffic inspections and department for road inspections with the total number of 22 employed inspectors in various counties. The Road Traffic Inspection is competent for the control of the admission to the occupation, market access, driving time, drivers' rests, etc. Maximum

permissible mass and vehicle dimensions are controlled by the employees of the company "Croatian Roads, Ltd. together with police officers.

23. The licences for national goods and passenger road transport are issued by the state offices in 21 counties and the City of Zagreb, with 86 state administration employees in counties engaged in this activity.

24. The distribution of foreign licences to national transport operators is carried out by the employees (the total of 45 employees) of the Chamber of Economy in various counties.

25. As mentioned in the answer to question A.1., the basis for the realisation of public roads management policies in the Republic of Croatia was established with the 1999 Transport Development Strategy Paper, Public Roads Construction and Maintenance Program and the Public Roads Act.

26. The Government of the Republic of Croatia has entrusted the public road management with the following legal entities:

- (i) Hrvatske ceste d.o.o. (HC) ("Croatian Roads, Ltd.") for the management of the State road network, coordination relating to county and local roads, and preparation of documentation for motorways up to site licence;
- (ii) Hrvatske autoceste d.o.o. (HAC) ("Croatian Motorways, Ltd.") for the management of the motorway network and other toll facilities;
-Concession companies for the construction and management of motorways and facilities: Autocesta Rijeka-Zagreb d.d. (ARZ) (Motorway Rijeka-Zagreb, inc.), Autocesta Zagreb - Macelj d.o.o. (AZM) (Motorway Zagreb - Macelj, Ltd.) BINA ISTRRA d.d. (BI),
- (iii) County road administrations for the management of the country and local road network.

27. After the enactment of the new Public Roads Act (OG 180/04), certain improvements have been made, the status of the entities responsible for road management has been strengthened, i.e. regular financing sources have been ensured, and they have assumed accountability for the successful management of public roads under their responsibility.

C. Policies adopted or action taken by public authorities to enhance safety (users, personnel and third persons) and reduce adverse environmental impact of various modes of inland transport

- (a) Road transport

28. Our first five-year National Road Safety Programme was introduced in 1994. Since then it has given concrete measures and strategic actions related to road safety, such as speed reduction, drink driving reduction, elimination of black spots, protection of vulnerable traffic users etc. It is very important to note the significant improvement of the state of road traffic safety in Croatia in the period from the moment the National Programme's implementation started till this day. The drop from 804 fatalities in 1994 to 597 fatalities in 2005, at the time of

an extremely high increase in the number of vehicles, drivers and traffic routes, is a fact that must be taken into account.

29. The most important factors that represent the most common cause of traffic accidents are speeding, drunk driving, reckless young drivers, road infrastructure and non-use of seat belts. Ensuring vehicle speed reduction and the compliance with maximum speed limits continues to be the strategic action of top priority. For example, in the period from 2000 to 2004, out of four different causes of traffic accidents (speed, insufficient distance, overtaking and disrespect for the right of way), speed was the cause of 51.3% of accidents with fatalities and 47.5% of accidents with injuries.

30. Furthermore, driving under influence of alcohol is one of the causes of the traffic accidents with severest consequences. The fight against it has been strengthened through the acceptance of the Croatian Road Safety Act introducing zero alcohol tolerance for drivers operating vehicles. That measure, together with stricter penalties for drivers operating vehicles under the influence of alcohol, has given excellent results. According to the nine-month comparison of 2005 to 2004, the total number of traffic accidents (with fatalities, injured persons and material damage) caused by alcohol-influenced drivers has been reduced by 8.6%. The total number of consequences for all persons involved in such accidents (fatalities, people with serious and minor injuries) has been reduced by 8.1%. Finally, the total number of consequences for alcohol-influenced drivers has been reduced by 4.8%. The decrease in the number of traffic accidents and their consequences is evident.

31. Another important issue to mention is the usage of seat belts as a road safety factor. According to our data, as many as 75% of drivers wear a seat belt while driving a vehicle.

32. Finally, the most important success 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 1,019 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. A very good example is motorway Zagreb-Split. In 2003, before it was opened, 2518 accidents with 118 fatalities had been recorded. After the opening of the motorway in 2005 the number of accidents was reduced by 20% and the number of fatalities by 33%. Another important measure related to the road infrastructure is the elimination of black spots. Ten black spots were eliminated with the implementation of the 2001–2005 National Road Safety Programme. Before the elimination, 631 accidents had occurred, 14 of which included fatalities. After the black spot elimination, not one traffic accident had fatalities as a consequence. The stated data clearly points to the success of the elimination of the detected black spots on the roads and road infrastructure.

(b) Railway transport

33. 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 2007.

34. 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 EU Directives 2004/49/EC, 96/48/EC, 2001/16/EC and 2004/50/EC, as well as with the relevant Technical Specifications for Interoperability (TSI) and relevant Croatian standards (adopted European standards).

(c) Inland navigation

35. As for environmental protection, in 2003, the “Framework Agreement on the Sava River Basin” was concluded by Slovenia, Croatia, Bosnia and Herzegovina and Serbia and Montenegro, by which all the connected States pledged to participate in the framework of a joint body, the Sava River Commission, in coordinated activities concerning water resource management, river navigation and protection of the environment and business.

(d) Environment policy related issues

36. Transport policy in Croatia has long and well-established links to environment policy, in order to keep any possible negative consequences on the economy, society and the environment to a minimum. Since 1980, environmental impact assessment (EIAs) have been obligatory prior to the issuance of location permits for all structures that might have adverse effects on the environment; transport structures fall within this category.

37. The basic determinants of these obligatory studies are:

- (i) To enable the existence of plant and wild life species typical for Croatian biogeographic conditions,
- (i) To approve the construction of new infrastructure projects based on good quality environmental information, checked and verified by the competent authority, in accordance with Croatian regulations.

D. Action taken and provisions made by public authorities to promote a rational use of available transport capacity (e.g. to give a better distribution of traffic between collective and individual transport) including measures carried out to encourage the use of urban public transport and to reduce the use of individual motor vehicles in urban areas

38. Major improvements in urban transport have been achieved in the city of Zagreb. The fact that the city of Zagreb, unlike many other cities and towns in the region, has been building and upgrading its tram transport network for over a hundred years, starting with 1891 and horse drawn trams and up to this day, is significant for testifying about the quality of its public transport. The tram network of the city of Zagreb is currently 45 km long and covers the centre and the major part of its urban area. The transport impact of trams in relation to other public transport subsystems, such as buses, taxis and the urban/suburban railway, is the most significant, and the trams take up about 70% of all travels by the public transport system.

39. The following measures can be considered as most important ones:

- (i) The charging of the parking in the centre of the city has been introduced, encompassing over 15,000 parking spaces. The parking prices in charging zones have

been lifted several times in order to discourage individual transport. The present price of one hour parking in the first tariff zone is €2.2.

(ii) The pedestrian zone has been established in the very centre of the city.

(iii) Public transport has been given priority by means of establishing traffic lanes reserved for public transport.

(iv) A single prepaid public transport and railway pass for the Zagreb area was introduced in 1992.

(v) About 70 % of total cost of Zagreb's public transport company has been subsidized.

(vi) Over 250 km of bicycle lanes have been re-established or established in the last several years.

(vi) Free public transport for primary and secondary school and university students, retired and disabled persons has been introduced.

(vii) Immobile persons, that is persons who move by means of wheelchairs, have at their disposal passenger vans that are specially adapted to their needs and they can use them at their request and free of charge upon previous notification.

(viii) The rolling stock of the city's public transport company is being intensively modernised by introducing the latest low-floor trams. In the course of the last two years 70 new low-floor trams have been purchased. The extensive bus fleet renewal has also been planned.

(ix) Urban public transport network is permanently being expanded, and the conditions for the urban public transport functioning are being improved.

(x) Public transport stops are being established and modernised, especially on urban/suburban railway lines.

(xi) The stops are being equipped by the necessary communal equipment, overhangs, info displays and the like.

(xii) The equipping of the public transport company's managing and monitoring system with modern information and communication equipment is almost finalised.

(xiii) Over 60 % of the tram track total length has already been either repaired or reconstructed.

(xiv) Urban road network is being permanently upgraded and modernised, with the purpose of connecting new housing and business zones as well as improving the free flow and safety of traffic. More than €100 million is being invested in the development and maintenance of the urban road network annually. In the last years, 100 km of roads were built, several road intersections were super elevated, a contemporary bridge was built over the Sava River and another one was reconstructed.

E. Measures to promote a rational use of energy in transport

40. The Energy Act (OG 68/01, 177/04) designates efficient energy use as a national interest, prescribes the adoption of the Programme for efficient energy use, the obligation of energy undertakings to inform customers on trends and characteristics of energy use at least once annually and to stimulate customers towards efficient energy use.

41. The Energy Act also defines biofuels and prescribes the production of biofuels and transport of oil, petroleum products and biofuels by road vehicles as an energy-related activity.

42. The Regulation on the quality of biofuels (OG 141/05) lays down the national indicative target share of 5.75% for biofuels in total annual consumption of gasoline and diesel fuel to be achieved by 31 December 2010, the biofuels put on the domestic market, limit performance values of biofuels and prescribed standards, informing the public on the availability of biofuels and other renewable fuels, as well as the obligation of labelling biofuels.

II. ECONOMIC, TECHNOLOGICAL AND OPERATIONAL ASPECTS

A. Major technological developments, with regard to existing infrastructures, transport equipment, traffic control, etc., including in particular traffic control measures in urban areas

43. A major technological development that can be singled out from the numerous activities that have been or still being conducted is an extensive update of the rolling stock with the new low-floor trams that, besides being equipped with the most modern equipment, have a very efficient air conditioning and video surveillance systems. The passengers are also being provided with visual and auditive notifications through the new trams' monitoring and managing system and the information system.

44. The introduction of bio diesel as a propellant fuel for the public buses could also be pointed out as a significant technological development measure. Its purpose is to reduce the level of environmental pollution, especially stratospheric pollution.

45. The activities concerning adapting buses for the gas drive are being conducted. Another significant development and improvement measure providing for the better functioning of the urban transport is equipping the managing and monitoring system of the city's public transport company with the most modern managing and monitoring equipment.

B. Measures to improve the profitability and productivity of transport operations

46. The challenge of reform and investment continues to be high in the transport sector, particularly in the context of negotiations for accession to the EU, where transport is highly liberalised, competitive and market-oriented.

47. Privatisation, in the sense of outsourcing of non-core activities, is an issue for the state owned Croatian railway company HŽ, which, in addition to its core business, operates 17 fully- or majority-stake owned "companies with limited liability" in complementary fields such as printing, catering, cleaning, repair and maintenance. In fact, respective privatisation measures have already been programmed under the IBRD's PAL II loan.

C. Progress achieved with regard to integrated services of different transport modes for passengers and goods (car-carrying passenger trains, containerisation, palletization, piggy-back), and improved efficiency for transfer operations (commuting, links with airports, collection, handling and distribution of freight and ports and other major centres)

48. In the present stage of introduction of Ro-La technology in the Republic of Croatia, the Spačva railway station turned out to be the most suitable location due to its geographical position

and the vicinity of the motorway. Ro-La terminal SPAČVA is 20 km away from the state border with Serbia and 22 km away from the state border with Bosnia and Herzegovina respectively. On the other side, the distance to railway station Vinkovci is 31 km. The terminal was open for services in October 2006.

D. Urban and sub-urban transport plans and the problems arising in relation to the interaction between them

49. These are some of the important future projects on the field of urban transport and transport infrastructure planning and development for the major urban region of Croatia, i.e. the city of Zagreb:

(a) The drafting of the study of the road and rail transport system for the city of Zagreb and the surrounding area, which is supposed to serve as some kind of a transport master plan for the city of Zagreb and define coordinated development of the Zagreb region transport system. The drafting of the study is in its initial phase.

(b) The drafting of the project integrating the transport system of the city of Zagreb and the surrounding counties is in its final stage. The project envisages establishing tariff and transport union, which is supposed to, besides integrating the transport systems in the Zagreb region, establish organisation and tariff unity of the transport operators in the area. The operators are to be equipped with the contemporary equipment for the automatic charging and the control of tickets. The project could be finalised by the end of the year, after which its implementation may start.

(c) The construction of the distributive ring of highways around the mid city and the continued upgrading of the road network, coordinated with the dynamics of the new housing and business zones construction, and enabling the freer flow and safety of transport. This project encompasses the construction of more than 50 km of modern urban highways, the super-elevation of about ten new traffic junctions, and the construction of three new bridges over the Sava River. This programme's implementation would enable better distribution of the road traffic flows, the unclogging of the centre of the city and the freer flow of urban public transport.

(d) Further systematic expansion of the urban public transport routes network, the rapid development of which is envisaged in the areas covered by the bus subsystem, and the less intensive expansion of the tram network. The tram network development is supposed to ensure greater flexibility and regularity of the tram traffic by means of establishing new connections, and the network is going to be expanded toward the south part of the city.

(e) Establishing and fitting up about ten new and reconstructing several old urban/suburban railway stops, and their equipping with overhangs and other communal equipment. Installation of lifts is also envisaged within the framework of this programme.

(f) The construction of the standard 15 km long suburban rail tracks connecting several urban inhabited places west of Zagreb (Podsused - Sv. Nedjelja - Samobor - Bregana).

(g) The construction of another pair of tracks of the suburban railway toward the south suburb of Zagreb and several urban inhabited places such as Velika Gorica and towards the Pleso Airport, which is going to be 20 km long.

(h) The super-elevation of the state railways' 7 km long tracks passing through the centre of the City of Zagreb.

(i) The implementation of the light rail system combining underground segments in the city centre with above ground sections, using in the suburbs the existing tram tracks and standard rail tracks of the state railway.

(j) The reconstruction of the central and the west railway station and their equipping with the modern telecommunication and communal equipment.

(j) The construction of the train depot.

(k) The reconstruction of the city's airport in order to expand its capacity and equip it with the modern telecommunication and communal equipment.

50. Further modernisation of the city's public transport company vehicle fleet and rolling stock, encompassing plans to purchase about seventy additional new low-floor trams and about two hundred new, mostly low-floor buses, and 18 new urban/suburban train compositions with electric drive.

E. Identification and localization of permanent traffic impediments (bottlenecks, saturation of certain roads, operational difficulties)

51. A lot of efforts have been put to improve road network bottlenecks in last period, so major projects are to complete works on second tubes of two tunnels (Mala Kapela and St. Rok) in next two years. Railway bottlenecks are part of a National Programme for the Construction and Maintenance of Railway Infrastructure which is under preparation.

52. As for the bottlenecks in inland waterway transport, they are caused by critical sections of the waterway because of the shallows, narrowness of the river and nearness of the coast.

Danube: Critical section is Apatin-Petreš.(rkm 1404,5 – 1402).

Drava River: Critical section of the waterway is the estuary of Drava River (rkm 0,0 – 14,0)

Sava River: Critical section is Slavonski Šamac – Novi Grad (rkm 293,0 – 310,0)

F. Research activities in the field of economics which might be of significance to other member countries.

53. Last year (2006), a new programme of inland navigation development support has been created – Researching and developing of new technologies and systems in inland transport within the Ministry budget. At the beginning of 2007, it is planned to announce a competition for projects within the framework of this programme.

54. There exists a long-year co-operation with the Ruđer Bošković Institute, which takes part in the work of work groups within the framework of international projects for research and development in the area of inland transport.

III. INFRASTRUCTURE ASPECTS

55. Developments with regard to the planning or realization of major transport infrastructure projects (road, rail, inland, inland waterway, pipeline, domestic or international) as well as improvements to existing infrastructure.

56. In the field of inland navigation, the most significant body (international organisation) for inland waterway is the Sava River Commission, which has done a pre-feasibility study for the Rehabilitation and Improvement of the Sava River Waterway, financed by the Republic of Croatia.

57. The most significant bodies for river ports are Port authorities:

- (a) The port of Vukovar is preparing documentation for construction of the new port, given the substantial damage to the old port during the war. (The port has been upgraded in the last five years).
- (b) the port of Osijek is building the basin-type port in the Nemetin area,
- (c) the port of Sisak is preparing the master plan,
- (d) the port of Slavonski Brod is continuing with construction of the waterfront and multimodal terminal.

58. In Railway transport sector main activities, regarding the railway transport infrastructure, are attached 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 will formulate its plans for railway infrastructure through National program of railway infrastructure development, which will be adopted in 2007.

A. Figures reflecting the planned or anticipated qualitative developments with regard to some key elements in the inland transport sector, are provided by Croatian Central Bureau of Statistics (tables can be found in Statistical Yearbook 2006) and could be downloaded from: <http://www.unece.org/trans/main/wp5/wp52007.html>

B. Other information.

59. Recent laws, programs and plans relating to Croatia's transport policy:
Laws:

- (a) Road Transport Act (OG 178/04, 48/05, 151/05)
- (b) Public Roads Act (OG 180/04)
- (c) Road Traffic Safety Act (OG 105/04)
- (d) Transport of Dangerous substances Act (OG 97/93, 151/03)
- (e) Railway Act (OG 123/03, 194/03, 30/04)
- (f) HŽ (Croatian Railways) Division Act (OG 153/05)

- (g) Railway Safety Act (OG 77/92, 26/93, 100/04)
- (h) Inland Navigation Act (OG 19/98, 151/03)

C. Programs: Programme of construction and maintenance of public roads from 2005 to 2008. (OG 3/05)

(a) Main Plans and Strategies:

60. Republic of Croatia has adopted several documents relevant for the development of its transport infrastructure, such as the following ones adopted by the Croatian parliament: the Strategy on Physical Planning of the Republic of Croatia (1997) and the Strategy of Transport Development (1999); whereas the Government of the Republic of Croatia has adopted the National Strategy for the ISPA (Instrument for Structural Policies for Pre-accession) Programme in the Transport Sector (2005). In addition, the Operation Programme of the transport sector for the period from 2007-2013 is being drawn up, i.e. is about to be adopted by the Government of the Republic of Croatia. Besides the documents of general strategic importance, acts on individual transport areas envisage passing of mid-term development plans, and there are also strategic development documents for individual areas.

61. The Strategy and the Physical Planning Programme of the Republic of Croatia, as the highest documents in the hierarchy of physical planning documents, define transport routes, i.e. overall transport network in the State. Such defined transport routes are elaborated in a more detailed manner by county physical plans. In county physical plans, within the framework of overall county physical planning, final routes of infrastructural facilities are determined in a way that previously suggested (by transport experts) routes are additionally examined in studies and projects by taking into consideration values of the area and environment. A route in a physical plan is determined by appreciating and avoiding values such as the following: woods, habitats of important plant and animal communities, fertile land, landscape, cultural monuments, towns and villages, etc. In county physical plans, transport corridors are defined wider than road measurements so as to achieve, in further detailed projecting within these corridors, as favourable relation of the route to the area and environment as possible. Prior to its adopting at a county assembly session, a county physical plan is to go through procedures of public presentation and public debate, which are conducted all over the county, and it is to obtain an approval of the Ministry of Environment Protection and Physical Planning.

(b) Road infrastructure

62. The normative framework for the road network in the Republic of Croatia is provided by the Public Roads Act. The Public Roads Act defines the following planned documents which determine the road network development: the Public Roads Development Strategy passed by the Croatian Parliament, basic programmes of constructing and maintaining public roads for a four-year period based on the Strategy and passed by the Croatian Government, as well as annual execution plans passed by subjects that operate public roads.

63. The transport Development Strategy of the Republic of Croatia defines the following objectives in the long-term roads development:

- (i) to ensure, by gradual annual increasing of allocated funds, full maintenance standard in the period from 2000 to 2007;
- (ii) to raise the overall road network quality level to the level imposed by modern road traffic needs, by using special programmes of reconstruction of road surface and equipment as well as by modernising the most critical sections and facilities;
- (iii) to construct road sections and facilities, including by-pass roads, so as to solve the problem of road traffic in urban and suburban areas and to improve connections between the mainland and islands;
- (iv) to construct gradually roads of highest bearing capacity – motorways, semi-motorways and expressways – in core corridors, in line with the current and predicted traffic demand and with strategic orientation of the overall development of the Republic of Croatia.

(c) Railway transport

64. Transport policy in the field of railways on the level of Croatia and EU is based on the documents for development adopted by the Republic of Croatia:

- (i) Strategy of transport development of the Republic of Croatia (OG 139/99)
- (ii) Croatian Railways' Restructuring and Modernisation Strategy of 2000.
- (iii) ISPA Strategy
- (iv) Documents in preparation: National Programme for the Construction and Maintenance of Railway Infrastructure, Pre-accession strategy, IPA strategy.

(d) Inland navigation

65. The 1999 “Transport development strategy of the Republic of Croatia” in the part dealing with inland waterway transport is targeted exclusively to the infrastructural component of the transport system. This approach is a logical result of the then prevailing circumstances characterized by the complete blockade of traffic by inland waterways, destruction or damage of capital constructions and safety aids on waterways and in ports as a result of several-year long military activities. Since the majority of Croatian waterway resources are located in the Eastern Croatia, an area which was reintegrated as late as 1998 into the national-legal system of the Republic of Croatia, the strategy was determined by specific political framework in which it originated.

66. The principle objective of the mentioned strategy is instituting the combined rail-waterway transport corridor and linking the Danube basin with the Adriatic, river and sea ports whereby the share and significance of waterway transport would significantly increase, and transport resources of waterway transport would be better valued. The main component targeted at the implementation of such an ambitious goal is the construction of a multipurpose canal Vukovar-Samac for achieving quality and safe transport link between the rivers Danube and Sava.

67. Inter-modal and multipurpose character of using navigation routes has been recognized and emphasized in the Transport development strategy. Such integral approach to using waterways which represent economic resources of Croatia and the whole region was also recognized in the 2003 “Framework Agreement on the Sava River Basin” by which all the riparian states – Slovenia, Croatia, Bosnia and Herzegovina and Serbia pledged to participate in the framework of a joint body – the Sava Committee - in the activities involving water resource management, inland navigation, protection of the environment and business.

68. Five-year plan of development of inland waterways and a five-year plan of development of inland ports have been drawn-up in the form of a proposal in 2006. Infrastructure building priorities defined in the context of the mentioned plans are placed in the realistically expected frameworks acknowledging the ever growing requirements of environmental protection and requirements concerning the method of preparing the documents quantifying the financial and economic effect of a particular project.

69. “Pre-accession strategy for inland waterways transport in the Republic of Croatia – CARDS Programme 2004” - drafting of which is in progress (completion expected in October 2006) involves the analysis of the entire sector including the legislative-legal framework with a proposal of measures for alignment with “acquis communautaire” and strengthening the administrative capacity in line with the Community transport policy. The second “draft” has been completed and parts thereof are used for elaborating this document.

70. The pre-accession strategy takes into account the current Transport development strategy, but it also considers the current status, the actual situation in the sector in 2005 and 2006, and projections for the future. Furthermore, the strategy pursues the targets of the European transport policy and the programme of the EU action plan for inland waterway transport – «NAIADES».
