

AID-FOR-TRADE CASE STORY

CROATIA

RIJEKA ZAGREB MOTORWAY

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Country: Republic of Croatia

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PROJECT GOALS

With the establishment of the public limited company Rijeka-Zagreb Motorway in December 1997, the project of the same name was launched within the framework of road network reconstruction in the Republic of Croatia.

The fundamental goal of the project was to connect Croatian capital Zagreb, that is, the continental part of Croatia, with the city of Rijeka, the largest Croatian port and the industrial centre of the Croatian Littoral by means of a most modern road. That goal was achieved in 2008 when the last section of the full-profile motorway was open for traffic.

The motorway is also an important link to the Central and Western Europe motorway network and a part of the future Adriatic-Ionic Motorway.

The constructed motorway with accompanying road infrastructure meets the highest traffic safety criteria, and service areas along with beautiful scenery contribute to the satisfaction of the travel.

After the fundamental goal of the motorway construction was achieved, there still remain goals which serve as contributing factors of undisturbed motorway system functioning and which have to be continually implemented: safety, serviceability, economic viability and environmental protection.

IMPLEMENTATION

The Rijeka-Zagreb Motorway is approximately 146.50 km long. Along with the mentioned road route, the company was granted the concession for the Krk Bridge with its access roads and the Rupa-Matulji Section and the Rijeka Bypass.

The company has the concession for 181.69 km of the motorway in total, the Krk Bridge section of which, together with its access roads, is not a full-profile motorway (7.19 km).

With the exception of the Zagreb-Karlovac Section, which had been built in 1972, all other motorway sections were built in the 2001-2008 period.

The motorway sections construction was financed by long-term loans of the European development banks, concluded with the sovereign loan guarantee, and companies own income.

RESULTS ACHIEVED, PROBLEMS ENCOUNTERED

Summarizing achieved it can be concluded that the constructed motorway is of the highest rank. Unfavourable economic conditions of the country notwithstanding, the realisation of this demanding project was never brought into question.

The economic relevance of the motorway for the country, especially for the areas it passes, is immeasurable, as highly developed road connectivity is the basis of economic development.

The traffic volume on the motorway has been continuously rising in terms of number of vehicles and toll revenues, which confirms the economic and social relevance of its construction.

The growth of the traffic volume has been slowed down due to the recession and economic crisis in the country as well as in the surrounding countries. This is reflected in the form of reduced traffic of passengers, goods and services on the motorway, and thus reduced resources necessary to meet the business obligations and credit obligations.

In current circumstances the existing problems are being resolved, costs are being rationalized and business organization is being systemized.

It should be emphasized that activities related to functioning of the motorway at the highest level are unquestionable and represent a priority, especially activities related to maintenance of the motorway, maintenance of the pertaining system, including the toll collection system.