



transport planning

fuel-efficient

green vehicles

car sharing

Croatia: Transport

Position paper for the 2014-2020 programming period transport in Croatia

Investment needs

As explained below, both the passenger and freight transport system in Croatia are focused on road transport, while other modes have been neglected for several decades. In order to change this, it is necessary to invest significant funds in environmentally and socially acceptable projects:

- Additional construction, reconstruction and adaptation of existing rail infrastructure
- Reconstruction and construction of railway stations
- Additional construction of power lines for railways
- Increasing the number of ferry lines to the islands in the Adriatic sea, in order to improve quality of life on the islands and to reduce depopulation and immigration to inland cities
- Development of intermodal transport, construction and development of services in multimodal terminals and the related logistics centres.
- Equipping of all international category internal waterway ports with facilities for the collection and treatment of sewage and bilge water from shipping
- Extension of the polluter pays principle, for example through the introduction of freight road transport charging. This would not only serve to increase the attractiveness of railways, but also decrease the negative trend of bypassing the tolled sections of the road network and damaging the lower category roads.
- Investments in urban transport (upgrading and modernizing railway, tram and bus infrastructure, introduction of Park&Ride systems, establishment of companies that will coordinate timetables of different public transport carriers)
- Developing new intercity bicycle routes and connecting them to the European network

Description of the problem

Croatia has an outdated Strategy of Transport Development, from 1999, before even the 2001 EU White Paper on transport was published. The public debate about a new Strategy should have started in 2011, but so far this has not happened. Based on unofficial information, public discussion should be in the first half of 2013.

In the existing Strategy²⁹, of the total investments in the transport sector, 40% was meant for road transport, railway transport 25%, water transport 20%, aviation 5% and combined transport 10%. In reality, the Programme for Investments in Transport Infrastructure 2005 – 2008 invested as much as 68% of financial assets in road transport, nothing was invested in intermodal transport, and investments in railway and water transport were less than planned. This discrepancy between the planned and achieved investments led to a situation in which road traffic is pushing out all other types of traffic. In the picture below data is shown from the Statistical Yearbook of the Republic of Croatia for the years 2004³⁰ and 2009³¹, in which we can see that in the period of 5 years the share of road traffic in goods transport rose from 50% to 64%, and in that same time the share of railway traffic has decreased from 11% to 8%.

29 <http://narodne-novine.nn.hr/clanci/sluzbeni/271868.html>

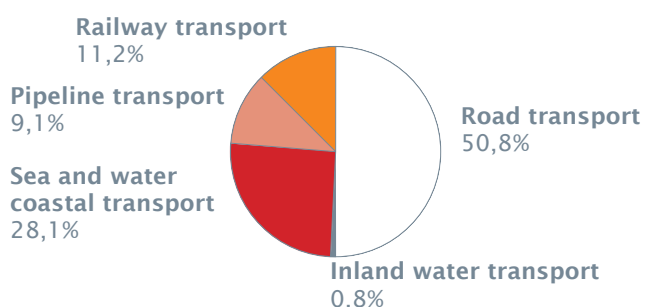
30 http://www.dzs.hr/Hrv_Eng/ljetopis/2005/20-graf.pdf

31 http://www.dzs.hr/Hrv_Eng/ljetopis/2010/SLJH2010.pdf

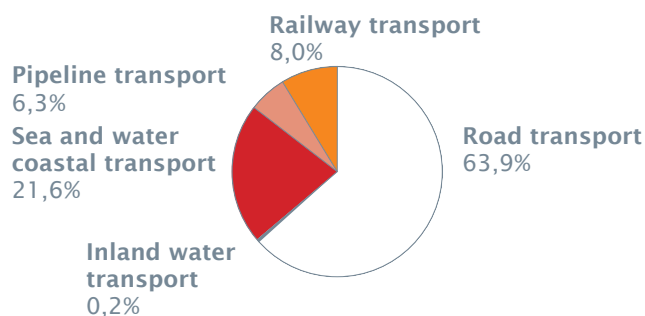


Structure of goods transport, by mode of transport 2004 and 2009

Structure of transport of goods, by mode transport, 2004



Structure of transport of goods, by mode transport, 2009



The Croatian parliament adopted a National Programme of Investment in Railway Infrastructure 2008 - 2012, with a plan to invest 18.05 billion HRK (approximately 2.4 billion euros) in railway infrastructure in that period.³² However, this was not carried out according to plan, and the majority of projects were not implemented. For example, one of the projects in the Programme is the construction of a railway line Zagreb – Samobor – Bregana whose total price is 256.4 million HRK. Even though the realization of this project should have started in 2008, to this day this has not happened. Because of this and other similar shortcomings, it is necessary to create a new Programme, with the priority on urban – suburban traffic in large cities, because the deadline for return on investments is significantly shorter than in big intercity infrastructural projects. After that the goal should be the modernization of the entire railway network (only a third of railway lines are electrified, less than 10% of the length of railway lines are double-tracks, and as many as 92% of railway lines in Croatia do not allow for speeds greater than 120 km/h). This situation has led to poor usage of railways, and the cancelation of several local railway lines and more than 50% of international railway lines during 2012 alone.

What not to finance?

As the National Transport Development Plan for 2014-2020 is still in the early stages of preparation, and as there is no new Strategy for Transport Development, there is no official information available about the projects and measures it will include. Therefore we would like to underline projects/measures announced by the Croatian government, which in our view are not in compliance with sustainable development goals:

- Construction of Danube – Sava multipurpose canal (negative effect on surrounding biodiversity)
- Continuation of construction of motorway on Vc corridor (estimate of number of vehicles per day does not justify the need for construction)
- Pelješac bridge (There is no need to construct the bridge, as there is a possibility to reach an agreement with Bosnia and Herzegovina about passing through its territory. Considering that the total cost of the bridge would be 260 million euro, it is essential to use a cheaper solution. Increasing the navigability of the Sava river (on the Corridor X there is a need to reconstruct railway infrastructure, and the Sava river should remain at the same level of navigability as in the 1980s. Otherwise it will have negative impact on the biodiversity). The Zagreb on the Sava project (among other elements, this project would mean increasing the navigability of the Sava all the way to Zagreb, which would have a negative effect on biodiversity downstream of Zagreb)
- Construction of new airport terminals (financing of new terminals should not be financed by public money, because of the negative effect of air traffic on environment, especially its high carbon intensity)

Indicators and goals

The proposals of the Regulations on the CF and on ERDF published by the Commission in October 2011 contain also proposal of indicators. In the transport sector we propose to extend them in order to really enable monitoring of the level of change achieved by the EU funds in the given sector.



The following indicators must be included:

1. Modal split of passenger transport	Unit: percentage share of each mode of transport, expressed in passenger-kilometres	Data can be found from Eurostat: http://epp.eurostat.ec.europa.eu/tgm/refreshTableAction.do?tab=table&plugin=1&pcode=tsdtr210&language=en and national statistics.
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Justification: We propose to introduce the outcome indicator "Modal split of passenger transport". Modal split is the key results indicator for support in the transport sector. The desired outcome is a decrease in the use of passenger cars and roads and an increase of public modes (trains, trams, buses) and railway transport.

2. Modal split of freight transport	Unit: percentage share of each mode of transport, expressed in tonne-kilometres	Data can be found from Eurostat: http://appsso.eurostat.ec.europa.eu/nui/show.do?dataset=tran_hv_frmod&lang=en and national statistics.
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Justification: We propose to introduce the outcome indicator "Modal split of freight transport". Modal split is the key results indicator for support in the transport sector. The desired outcome is a decrease in the use of road freight transport and increase of railway and water transport.

3. Contribution of newly built, reconstructed or upgraded railway lines to decrease of GHG emissions	tonnes CO ₂ equivalent
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4. Contribution of newly built, reconstructed or upgraded roads to decrease of GHG emissions	tonnes CO ₂ equivalent
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Justification: We propose to complement the indicators measuring the length of built or reconstructed infrastructure with measuring of the immediate effect of such support on greenhouse gases (GHG) emissions. The length of infrastructure as an indicator does not give information about its effects. There should be an indicator in the transport sector to describe the positive immediate outcome of investments. One of the main goals of the Europe 2020 strategy is the reduction of GHG emissions by 20 percent. The transport sector is alongside with energy the key to its achievement. While in the energy sector there are indicators related to consumption of fossil fuels and GHG emissions in place, in the transport sector such indicators are lacking. The issue cannot be addressed only in urban transport or inland waterways, but has to be covered on a more complex level.

Railways have very detailed and precise information on the number of vehicles/tonne/km and therefore there are enough data available to calculate GHG emissions after the completion of projects. Concerning roads, similar data are available from electronic toll collection systems and transport intensity surveys performed by national authorities. Also other methodologies of the assessment of the emission impacts of the transport projects are in place or under preparation, like e.g. Exploration of a methodology for including climate impacts in project appraisal Delft, CE Delft, October 2011, the EIB carbon footprint methodology or the one from DG Climate Action.

5. Increase of passenger trips using the supported public transport service	Unit: number of passenger journeys
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Justification: Support in passenger transport should not be limited to urban areas but should cover rural areas as well. This is a very sensitive issue as in rural areas public transport is often the only affordable option especially for elderly or socially excluded people. Concerning data availability this amendment means no change from the original Commission proposal as the data are possible to obtain from regularly performed measurements of transport intensity.