Ministry of Maritime Affairs, Transport and Infrastructure

TRANSPORT DEVELOPMENT STRATEGY OF THE REPUBLIC OF CROATIA 2014-2030

Brussels, 9 October 2014
Why the TDS?

- Existing TDS dates from 1999
- Republic of Croatia = EU Member State
- In 2013 the EU finished the first bigger reform of the EU transport system by establishing the TEN-T network defining the EU transport priorities
- Croatian positions on the TEN-T network
  - Core corridors
  - Core and comprehensive network
- Basis for EU financing of all transport projects up to 2016 (Structural funds, Cohesion fund, CEF, EIB and EBRD loans)
  - Ex ante conditionality for the programming period 2014-2020
- Investment decisions based on accurate and complete data for all transport sectors
The TDS Development Process

Sector transport strategies
Completed in July 2013

Merging the sector strategies into a single integrated document
To be adopted on 30 October 2014

Strategic Environmental Assessment
To be adopted on 30 October 2014

National Traffic Model
In progress

Revision of the TDS
Completed by 30 December 2016
The TDS approach

Functional Regional Approach

Sector Approach

TRANSPORT STRATEGY

FR1
FR2
FR3
FR4

IWW
Maritime
Air
Road
Rail
TDS Methodology

4 main steps/taks:

1) Data collection and data analysis
   - Data inventory, data analysis, data generation plan

2) Analysis and hypothesis (long and short list)
   A „long list of hypotheses“ related to:
   - a strength,
   - a weakness (internal problem),
   - a potential (opportunity),
   - a threat (external problem).
   „Short list of hypotheses“ consisting of confirmed hypothesis by analysis

3) Objectives

4) Development of measures
   - Organization
   - Operation
   - Infrastructure
TDS/SEA

**STRATEGY**

1. Data collection and analysis — Data Generation Plan

2. Analysis of the current situation

3. Strategy objectives
   - Cross referencing / harmonisation

4. Definition of the measures / groups of measures (Alternatives)
   - 4a. Assessment of measures/groups of measures (Alternatives) vs Strategy objectives
   - 4b. Choice of measures

**SEA**

- Methodology
- Identification of other relevant plans, programmes, environmental protection objectives
- Data collection
- Analysis / Identification of environmental problems
- SEA objectives
- Public consultation (min 30 days)

**Possible revision of Strategy based on SEA & consultation**

Final Strategy, SEA - with provisions for further implementation/Action Plan (also for SEA, including Plan Monitoring) → Adoption of Strategy and SEA Statement
The TDS defines...

- General goal
- Mission
- Vision

6 strategic multimodal objectives

180 specific measures for reaching the TDS objectives

28 specific multimodal objectives
1 Improvement of transport connectivity and coordination with neighbouring countries
   - 1a Border bottlenecks elimination
   - 1b Improvement of international passengers long distance accessibility (including transit traffic)
   - 1c Improvement of international freight accessibility (including transit traffic)

2 Improvement of passengers long distance accessibility inside Croatia
   - 2a Improvement of passengers long distance accessibility - Central Croatia (Zagreb)
   - 2b Improvement of passengers long distance accessibility - Northern Adriatic (Rijeka)
   - 2c Improvement of passengers long distance accessibility - Eastern Croatia (Osijek - Slavonski Brod)
   - 2d Improvement of passengers long distance accessibility - Northern and Central Dalmatia (Split - Zadar)
   - 2e Improvement of passengers long distance accessibility - Southern Dalmatia (Dubrovnik)

3 Improvement of the passenger regional connectivity in Croatia enhancing territorial cohesion
   - 3a Improving the regional connectivity on the mainland
   - 3b Improving the regional connectivity to/from/between the islands

4 Improvement of the passengers accessibility to and within the main urban agglomerations
   - 4a Improvement of the passengers accessibility - Zagreb node
   - 4b Improvement of the passengers accessibility - Rijeka node
   - 4c Improvement of the passengers accessibility - Zadar node
   - 4d Improvement of the passengers accessibility - Split node
   - 4e Improvement of the passengers accessibility - Osijek node
   - 4f Improvement of the passengers accessibility - Dubrovnik node

5 Improvement of freight accessibility inside Croatia
   - 5a Improvement of freight accessibility - Central Croatia (Zagreb)
   - 5b Improvement of freight accessibility - Northern Adriatic (Rijeka)
   - 5c Improvement of freight accessibility - Eastern Croatia (Osijek - Slavonski Brod)
   - 5d Improvement of freight accessibility - Northern and Central Dalmatia (Split - Zadar)
   - 5e Improvement of freight accessibility - Southern Dalmatia (Dubrovnik)

6 Improvement of the Transport System Organisational and Operational setup to ensure the efficiency and sustainability of the system
   - 6a Adaptation of the legislation, rules and standards to the European requirements and best practice
   - 6b Improvement of the system organisational setup and cooperation between relevant stakeholders
   - 6c Improvement of the system operational setup
   - 6d Improvement of the safety of the transport system
   - 6e Reduction/mitigation of the environmental impact
   - 6f Improvement of the energy efficiency
   - 6g Financial sustainability of the transport system
GREEN: Duly aligned with the TDS; the measure is needed and well defined, even if some further studies might be necessary.

YELLOW: Missing data to determine the duly apparently alignment with the TDS; some further studies are required to assess or verify the eligibility of the measure.

RED: Non-aligned with the TDS; the eligibility is remote, unless new data proves their need. Currently, no measures have been identified as red measures.
Measure

**Zagreb – Križevci**
(TEN-T core network/TEN-T Mediterranean Corridor/Pan-European corridor Vb)

**Križevci – Hungarian Border towards Budapest**
(TEN-T core network/TEN-T Mediterranean Corridor/Pan-European corridor Vb)

**Zagreb Airport Connection**

Project

Reconstruction of existing and construction of the second track on section **Dugo Selo-Križevci**

Upgrading and reconstruction of section **Križevci – Koprivnica – State Border** with construction of the second track
The New TDS

- Implementation of methodology compliant to those of other Cohesion MS (e.g. Slovenia, Hungary, Slovakia etc.)
- Strategic planning of a new transport sector: urban, suburban and regional mobility
- Definition of functional regions based on transport demand, regardless of county administrative boundaries or the borders of the Republic of Croatia
- Development of the National Traffic Model as a basis for planning and justified investments
- Understanding the transport system as concept not only focused on infrastructure, but also organization and operation
- Transport safety and environmental protection oriented
THANK YOU!

Ministry of Maritime Affairs, Transport and Infrastructure
Directorate for Transport Infrastructure and EU funds
Sector for EU funds

www.mppi.hr

Dubravka Đurkan Horvat
dubravka.durkanhorvat@mppi.hr

Olja Budisavljević
olja.budisavljevic@mppi.hr