

CROATIA

- 13.5 deaths per 100,000 population (2004) ECMT
- 597 deaths (2005) ECMT

EuroRAP Overview



- Partners
- Year of EuroRAP membership

HAK
2005

Facts and Figures

- Croatia has seen a rapid rise in motorisation, with car ownership levels and new car sales doubling in the last decade.
 - Traffic flow is also increasing by around 10% annually, as a result of the removal of barriers to cross-border trade and the increased volume of long-distance goods and passenger transport.
 - This level of growth is unsurprising given that the country is at the heart of Europe's south eastern transport system and lies on two major European transport corridors: Corridor V (b), from the Adriatic coast, through Croatia, towards Hungary; and Corridor X, from Slovenia, through Croatia and on towards Bulgaria and Greece.
 - In recognition of this growth, Croatia has embarked on an ambitious high-quality road development plan. Between 1990 and 2001 the motorway network grew by 1,560km, extraordinary for a country with just under 4.5 million inhabitants. In comparison, only 360km were added to the motorway network of the UK (with a population of over 60 million) in the same period.
 - The existing road network covers 28,344km of which 1,021km are motorways. Of this, 85% is paved.
 - Croatia has recently committed to a small programme of road improvements at 39 accident blackspots across the country.
- To date, work at 10 of these has been completed. Compared to 631 accidents (18 fatalities and 62 serious injuries) at these blackspots before remedial works, no fatalities and only two serious injuries were recorded following the implementation of measures.
- Despite accident numbers showing a positive trend over time, a combination of narrow winding roads in bad condition and a culture where drink-driving is high has resulted in road death tolls higher than the European average.
 - The *National Traffic Safety Programme 2006-2010* aims to reduce fatalities by 50% by 2010.

Communication

HAK embarked on an intensive communications campaign to raise the profile of EuroRAP during 2006. This began with the presentation of the 2005 EuroRAP Pan-European Progress Report – *From Arctic to Mediterranean* – to representatives of the Parliamentary Traffic Board, ministries and other public authority bodies.

During the largest automotive fair in South East Europe in March 2006, HAK organised a media presentation highlighting EuroRAP's potential to make a significant contribution to saving lives. The club has also raised

significant interest among its 120,000 members and the country's public representatives by promoting EuroRAP in its club magazine, *Revija HAK*, as well other printed and electronic media.

Taking part in the EuroRAP *Safer Roads Save Lives* Campaign, HAK asked visitors to its website: "What is the main cause of traffic fatalities on the roads in the Republic of Croatia? Road-user behaviour, vehicles or the road". Of the 1,510 respondents, 68% said road-user behaviour, 3% vehicles and 29% roads.

Extending the Programme

The development of Croatian roads infrastructure is already a major national achievement and the focus of roads policy.

The EuroRAP programme is, however, generating important

discussion on the investment needed in safety engineering on the existing roads that will not be replaced. Croatia's first small-scale 'blackspot' programmes have been very successful and demonstrate the very high returns in

money and life available from safety engineering.

Many more large-scale programmes will be needed if these are to contribute significantly to Croatia's ambitious casualty reduction target.

TARGET: to cut deaths by 50% by 2010