



**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**

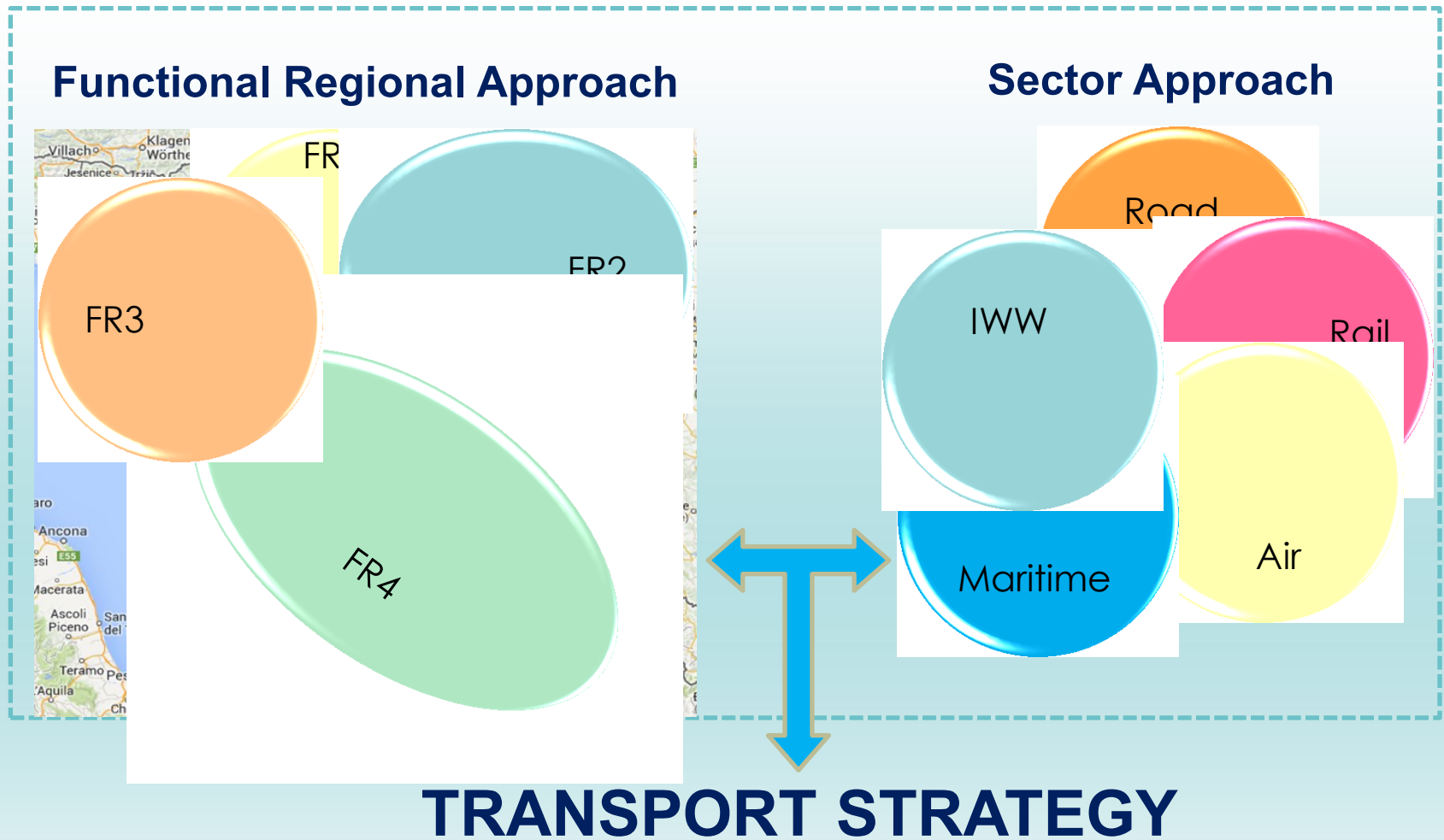
**National  
Traffic  
Model**

**In progress**

**Revision of  
the TDS**

**Completed by  
30 December  
2016**

# The TDS approach



# TDS Methodology

## 4 main steps/tasks:

### 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).

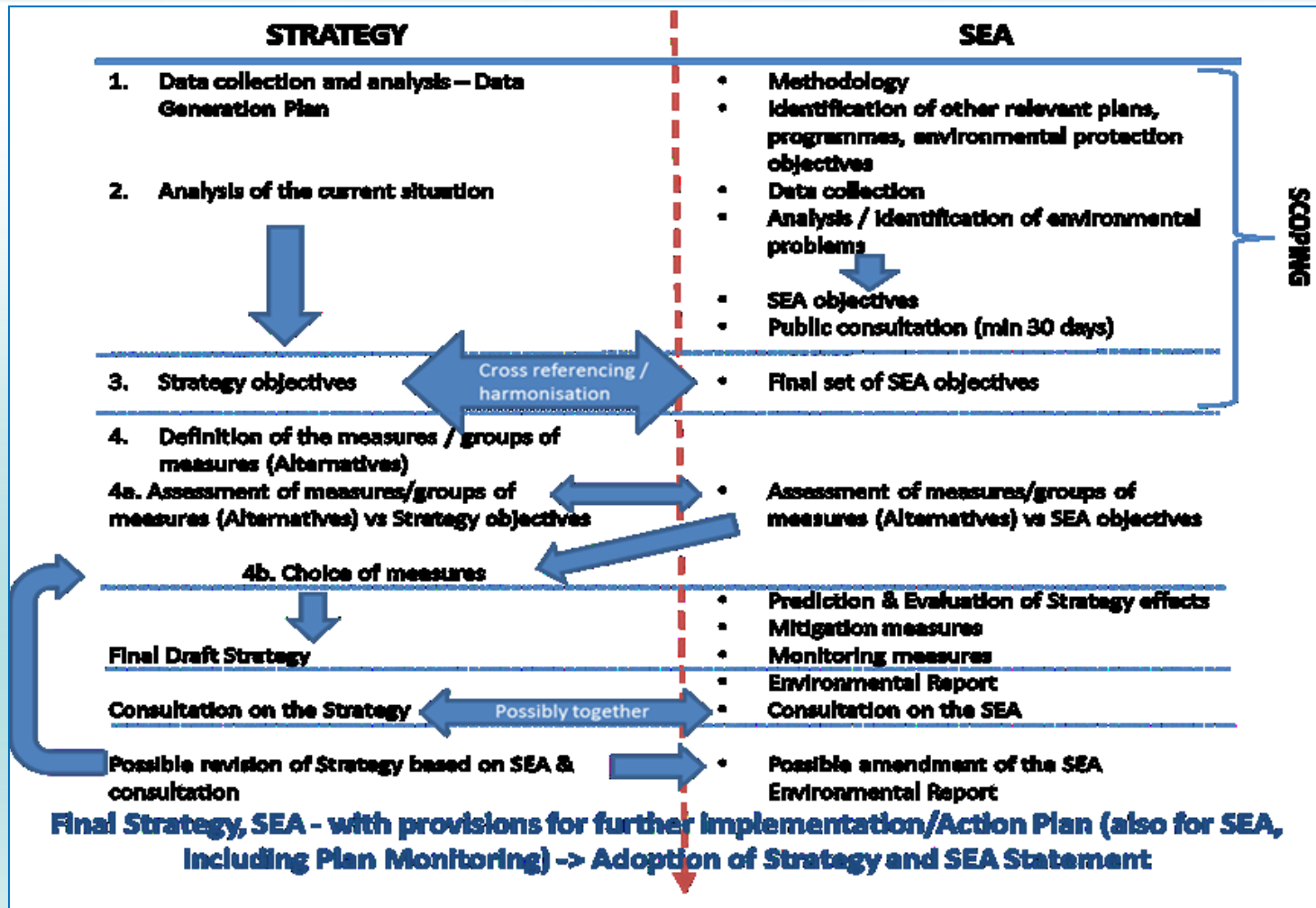
„Short list of hypotheses“ consisting of confirmed hypothesis by analysis

### 3) Objectives

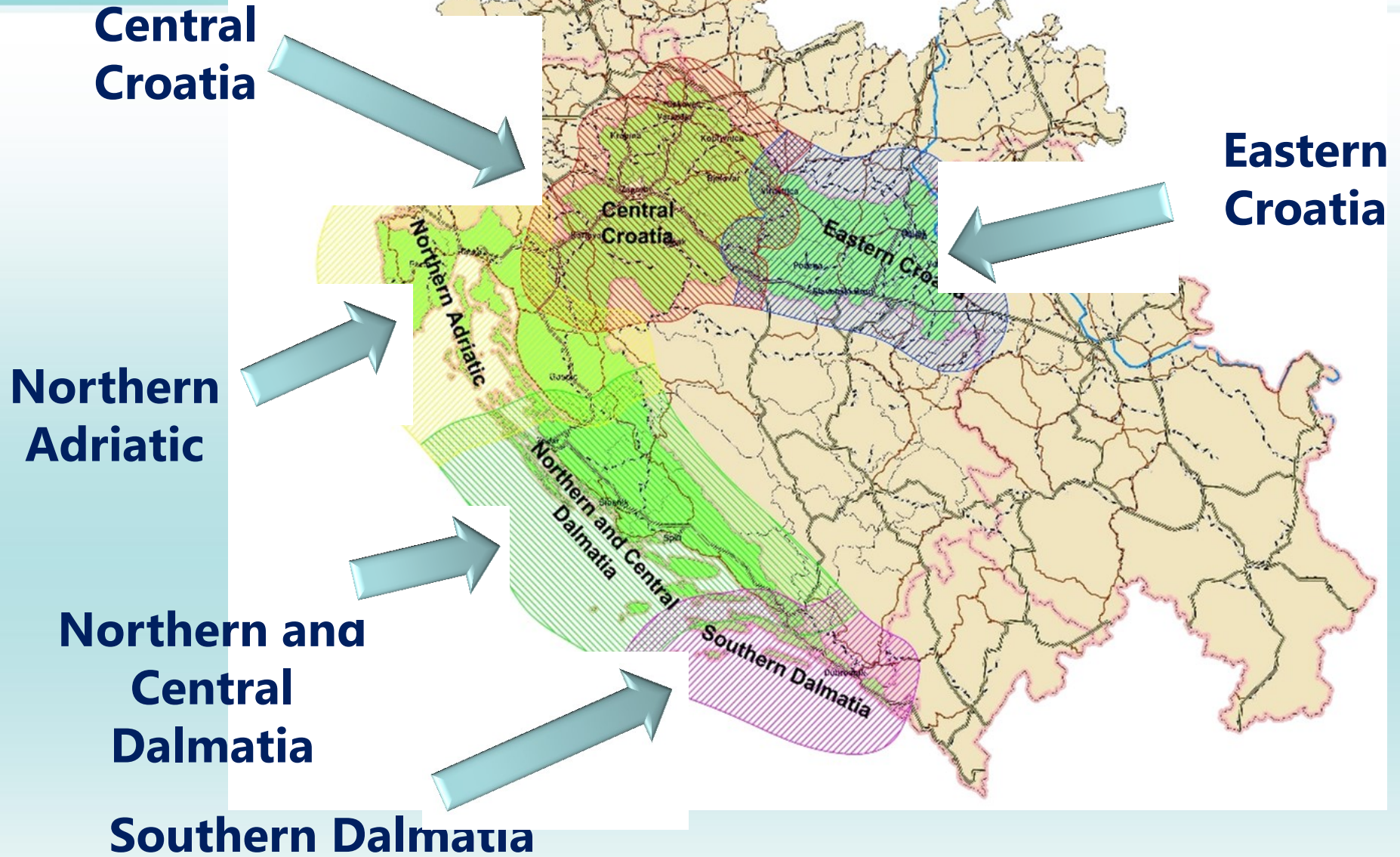
### 4) Development of measures

- Organization
- Operation
- Infrastructure

# TDS/SEA



# Functional regions



# The TDS defines...



**General goal**

**Mission**

**Vision**

**6 strategic multimodal objectives**

**28 specific multimodal objectives**

**180 sector measures for reaching the TDS 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

# Measures

- ❑ **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 asses 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

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