Executive Summary

This research intends to show what the current position of Croatia is in terms of transport and logistics. As it is known, Croatia became independent in 1991, and since that time all its efforts have been focused in reconstructing the country. These efforts are most reflected in the level of development reached currently in all economic sectors.

The transport sector counts for 8% of the total GDP of Croatia. There are three main branches: ground, water and air transport. They differ from each other in many aspects.

Ground transportation has also two branches: road transport (cars, buses and public transportation) and railroad transport. The road transport is highly developed and almost all the roads meet the European Union Standards and safety measures. The roads are safe and reach all the parts of Croatia. Railroad sector is poorly developed and there are still huge infrastructure lacks. A lot of work can be done in this sector in order to reach better standards.

Water transport is one of the most important activities in the country and one of the crucial activities in the general economy. Water transport includes sea ports, transport in river and pipelines. Croatia has 3 big main ports that are very important for foreign investment: Rijeka, Split and Ploče.

Air transport is not much used, but good enough to meet the requirements of the country. Most visitors come with their own car of by railroad or bus. Air cargo only represents an insignificant part of all other entering goods. The national air company is Croatia Airlines (www.croatiaairlines.com), and it has all the market in Croatia. There are some low cost airlines flying to and from Croatia, but mostly on a seasonal base.

In the field of logistics, Croatia has no development; this is a new business for the country. Educational framework is not defined and there is no training in this field.
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Zagreb, 2010

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1. CROATIA OVERVIEW

Area: 56,542 sq. km (22,830 sq. mi)

Population: 4.5m (July 2009 est.)

Capital City: Zagreb (population: 800,000)

Official Language: Croatian

Religion: It is estimated that about 85% of the population is Roman Catholic. Orthodoxes make up around 5% of the population and Muslims a further 1.3 %

Currency: Croatian Kuna (HRK)

Major Political Parties: Croatian Democratic Union (HDZ), Social Democratic Party of Croatia (SDP), Croatian People's Party – Liberal Democrats (HNS), and a Croatian Peasant Party (HSS) - Croatian Liberal Party (HSLS) coalition.

Government: Parliamentary Democracy

President: Social Democrat Ivo Josipović was elected for a five-year term in January 2010.

Prime Minister: Mrs Jadranka Kosor

Foreign Minister: Mr Gordan Jandroković


2. ECONOMY

Basic Economic Facts (Source: Croatian National Bank)

GDP: €47.4 billion
GDP per head: €10,700
Average Monthly salary (gross): €1044
Average Monthly salary (NET): €734
Annual Growth: 6%
Inflation: 3%
Official unemployment: 13.2% (ILO figure 9%)
Major Industries: Tourism, shipbuilding, agriculture and food processing, cement, chemicals, fertilizers, pharmaceuticals
Exports: €9,576m
Imports: €20,818m
Major trading partners: EU, Bosnia and Herzegovina
Main industries: Shipbuilding, cement, chemicals, pharmaceuticals, tourism
Key crops/livestock: Maize, sugar beet, pigs
Key exports: Transport equipment and parts, petroleum and petroleum products, electrical goods, clothing

Croatia's economy has experienced a deep transformation since 1992 when the country got independent. Currently, it is a functioning market economy with stable macroeconomic indicators but structural reforms still remain to be completed and the competitiveness of the local economy needs to be rapidly enhanced.

Until the global economic recession of 2008, the economy enjoyed macroeconomic stability with relatively high growth, low inflation, a stable exchange rate and falling unemployment. The budget operated a surplus of HRK3.6bn in 2007, largely thanks to proceeds from the privatization of the state-owned telecoms company. But the underlying budget deficit remains around 3% of GDP. The State still plays a significant role in the local economy and unemployment (9% according to ILO criteria) is high.2

2.1 Related Links


3. INTRODUCTION

Transport in Croatia relies on several main modes, i.e. transport by road, rail, water and air. Road transport incorporates a comprehensive network of state, county and local routes augmented by a network of highways for long-distance travelling. Water transport can be divided into sea, based on the ports of Rijeka, Ploče, Split and Zadar, and river transport, based on Sava, Danube and, to a lesser extent, Drava rivers. Croatia has 8 main airports; all of them currently offer international flights. The country also has several airlines, of which the most notable is Croatia Airlines. Rail transport is fairly developed, with dual track and electrification not very common, although high-speed tilting trains are used on some routes. However, bus still tends to be more common than rail as a mode of inter-city transport.

4. TRANSPORT SECTOR OVERVIEW

According to the World Bank transport in Croatia has a crucial role in international trade which has become more important since independence: re-establishing profitable transit traffic, promoting tourism and unifying the country. Due to Croatia’s geographical position, it should take advantage of it. Croatia is situated at the intersection of air routes to Southern, Eastern and Central Europe.

Croatia has achieved and improved transport sector in a very short time after its independence by repairing most war damage, writing laws generally suitable for the transport sector of a sovereign state, and privatizing some transport enterprises. However, the State still dominates the transport sector to an excessive degree except for inter-city road transport, and public transport expenditures are more than 6% of GDP...

Furthermore, the previous Government initiated an ambitious but apparently unaffordable motorway program and other transport investments, in order to "catch up" with Western Europe. However, transport demand has either declined or grown modestly since the war so that there is ample transport capacity with few exceptions, although much infrastructure is in fair or poor condition because maintenance was deferred. Croatia needs to carefully prioritize its investments on the basis of economic criteria.

Croatia aspires to join the European Union (EU), where transport is overwhelmingly market oriented. However, the efficiency of most Croatian transport organizations leaves a lot to be desired. There is significant scope for further privatization and commercialization, as well as reorienting the Government's direct management of the transport sector. This will also help prepare transport enterprises to compete in the EU and reduce total public expenditures in the medium term to around 3% of GDP, closer to the norm for middle income countries.
Transport demand and needs have changed radically since Croatia’s independence. The efforts to restructure the economy have reduced the movement of heavy goods and favored road transport, as it has happened in other transition economies. Most of the current traffic is now international, and flows are reoriented towards Western Europe. Serbia and Slovenia do no longer use the Port of Rijeka to a significant degree.

EU Corridor 10 (via Belgrade), blocked since the war, is only now reopening as is transit traffic through Bosnia Herzegovina. In the meantime, Croatia placed emphasis on EU Corridor 5 (Rijeka-Zagreb-Hungary), which competes with a parallel corridor in Slovenia. Tourist traffic fell sharply due to the war and the Kosovo crisis, but is now recovering. The growth of private automobiles stalled during and after the war, but has now resumed; traffic congestion and pollution are increasing in Zagreb. As a combined result, maritime, port and river transport have fallen dramatically, while truck and airline traffic have grown.

Croatia’s transport system is wide, comprising:

(a) About 27,000 km of classified interurban roads and 22,000 km of local roads;

(b) A 2,664 km railway network, of which about 250 km are double track and 1,000 km electrified;

(c) The main sea ports of Rijeka and Ploče and five secondary sea ports, plus numerous river ports on the 918 km of the Sava and Drava rivers;

(d) Ocean-going vessels totalling 2.5 million deadweight tons (dwt) plus numerous river vessels;

(e) Eight international airports and an international airline.

As a result, Croatia’s existing transport infrastructure provides wide capacity, with few exceptions, for a number of years in the future. The railway carries less than a third of its pre-war traffic volume, and rail traffic is not expected to reach pre-war levels for a long time – at best around 2020 according to optimistic forecasts. Even then, more than 90% of rail traffic would be carried on routes adding up to less than 50% of the system, a clear indication of where and by how much the system needs to be reduced. Road traffic densities are also low, with only about 120 km carrying 15,000 vehicles per day (vpd) or more.

Croatia is also very well equipped with airports of various sizes and standards. There are, for example, seven airports that can receive wide-body aircraft while only three or four are needed.
The World Bank’s assistance to Croatia is focused on reconstruction and restructuring activities because of the war damages in the early 1990’s and the need to modernize transport institutions. Beyond reconstruction, Bank assistance for financing infrastructure investments was requested by the Government for railways, roads and ports, including investments for facilitating trans-border trade and transport.

*The Railway Modernization Project* has been assisting the Government and Croatian Railways to restructure the company, including reductions in the labor force and related social measures, gradual privatization of non-core businesses and sustainable reductions in central budget subsidies. Efficiency measures, including cutbacks in non-economic services, are now under way and will improve Croatian Railway’s financial standing and reduce the need for fiscal transfers in the future.

*The Rijeka Gateway Project* aims at increasing Croatia’s trade competitiveness by improving the international transport gateway through Rijeka. Specific objectives include:

- **a)** increasing efficiency and improving environmental and social conditions at Rijeka Port by preparing to privatize port operations, rehabilitating infrastructure and replacing equipment.

- **b)** Improving the financial performance of Rijeka Port with a view to reducing Government contributions in the medium term.

- **c)** Preparing to redevelop part of Rijeka Port for urban purposes.

- **d)** Improving international road connections linked to the Rijeka gateway, and the administration of the road sector.

The project includes rehabilitation and construction plans at the Rijeka port, construction of the western part of Rijeka bypass and connecting road to the port, rehabilitation of Krk bridge (done in 2007), rehabilitation of a section of the Zagreb-Macelj motorway (done in 2007, official opening on 29th May 2007, and part till the border with Slovenia completed in 2008—motorway A2), elimination of black spots in the sea, the purchase of port equipment and software for the Port of Rijeka Authority and the Luka Rijeka port operator (done in 2008), and redundancy payments and a social program for surplus Luka Rijeka workers. Technical Assistance aim at: preparing to privatize port terminal operations, preparing for urban redevelopment of a port area (done - see [http://www.portauthority.hr/english/rijeka/gateway.shtml](http://www.portauthority.hr/english/rijeka/gateway.shtml)), assisting Croatian Motorways to obtain an ISO 9002 certification and satisfactory bond rating, assisting Croatian Roads to implement the pavement and bridge management systems and to
enforce axle load regulations (also done: Hrvatske Ceste issued Invitation for Tenders in 2006 and project was financed by World Bank).③

4.1 Related Links

Link document:

- **General View of Transport Sector in Croatia**
  The document provides a short qualitative comment on the evolution of traffic volumes of the various modes of transport in Croatia in 2008 and the prospects.


See also: [http://www2.hgk.hr/en/depts/transport/ceste_zeljeznice_zracni_2009.pdf](http://www2.hgk.hr/en/depts/transport/ceste_zeljeznice_zracni_2009.pdf) - Croatian Chamber of Economy on Road, Rail and Air Transport – July 2009


- **General Transport Statistics of Croatia**
  This web site provides general statistics of the transport sector in Croatia in all of its categories (Ground, Water and Air Transportation)

Web Site: [http://www.nationmaster.com/red/country/hr-croatia/transportation&b_cite=1](http://www.nationmaster.com/red/country/hr-croatia/transportation&b_cite=1)

- **The World Bank: Documents about transportation**
  The web site provides some documents about projects in Croatia in transport sector.


- **Program for the 2007-2009**
  The present Operational Program for the 2007-2009 period covers key issues and information, such as general policy and socio-economic context, transport policy background, status of transposition of EU transport acquis into national legislation, transport sector assessment and subsequently, strategies and measures to meet transport sector development needs in line with accession requirements, including indicators to monitor and assess the implementation of the TOP.

Web Site: [http://www.strategija.hr/lgs.axd?t=16&id=492](http://www.strategija.hr/lgs.axd?t=16&id=492)

- **Major Projects for 2010 in Transport Sector**
  This provides an overview of the current projects that are taking place in 2010, the amount invested and the projection of the end of the projects; as well it lists the advantages for the country.


- **Logistics**
  This document provides all the statistics in Transport sector in Croatia, all the movements of passengers and goods in each.


- **Research Projects**
  The PowerPoint Presentation depicts the priorities aimed at improving Croatia’s transport sector and explains its importance for the country.


The PDF document explains deeply the importance of the transport sector in Croatia.

[http://www.wbc-inco.net/attach/NationalBackgroundReportonTransportforCroatia.pdf](http://www.wbc-inco.net/attach/NationalBackgroundReportonTransportforCroatia.pdf)
5. REGULATION DEPENDENCIES OF CROATIA

Transport in Croatia is regulated by the Ministry of the Sea, Transport and Infrastructure, whose address is Prisavlje 14, 10 000 Zagreb

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<th>Secretariat</th>
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<td>Department for Financial Management, Internal Revision and Control</td>
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<td>Department for Financial Management, Internal Revision and Control</td>
<td>Department for Investigation of Aircraft Safety Endangering and Aircraft Accidents (AIB)</td>
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Table 1: Regulation Dependencies of Croatia: Ministry of the Sea, Transport, and Infrastructure.

See appendix for Contacts and further information
AIR TRANSPORT
6. AIRPORTS

There are international airports in the main cities of Croatia like Zagreb, Zadar, Split, Dubrovnik and Rijeka (on the island of Krk). Recently, Osijek Airport in Slavonia has been renovated for regional traffic. It is also being considered to revitalize the Pula Airport (Istria) as a destination for low cost airlines.

Image 1: Main Airports in Croatia.

Currently, the following low cost airlines are flying to Croatia: EasyJet, Flyglobespan, Germanwings, TUIfly, Ryanair, Thomson and Wizz Air. Major established companies that fly to Croatia include the domestic Croatia Airlines (member of the Star Alliance), Lufthansa and British Airways. There are only seasonal intercontinental flights from and to Croatia.

In September 2008, the U.S. Federal Aviation Administration (FAA) has assessed the Government of Croatia’s Civil Aviation Authority as not being in compliance with International Civil Aviation Organization (ICAO) aviation safety standards for oversight of Croatia’s air carrier operations. This means that the country has an IATA Category 2 rating and that Croatian air carriers are not authorized to establish direct flights from Croatia to the US.

6.1 General Statistics

Overall: 8 international airports - Heliports: 3 (2008)
6.2 Main Airports

6.2.1 Zagreb Airport

Zagreb Airport (IATA: ZAG, ICAO: LDZA), also known as Pleso Airport after the nearby suburb of Pleso, is the main international airport of Croatia and also a Croatian Air Force and Defense’s major fighter jet base. Located 10 km from the central railway station in Zagreb, it served 2,062,242 passengers in 2009 and is the primary hub for Croatian flag carrier Croatia Airlines. Expansion of the airport is due to start in 2010.4

Statistics of Zagreb Airport 20095

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Table 2: Pleso, Zagreb, Airport Statistics 2009

Statistics of Zagreb Airport 20086

<table>
<thead>
<tr>
<th>Landings</th>
<th>M.T.O.W.</th>
<th>Passengers</th>
<th>Cargo (tonnes)</th>
<th>Mail (tonnes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>1,585</td>
<td>1,533</td>
<td>59,770</td>
<td>62,178</td>
</tr>
<tr>
<td>February</td>
<td>1,463</td>
<td>1,599</td>
<td>55,461</td>
<td>61,513</td>
</tr>
<tr>
<td>March</td>
<td>1,714</td>
<td>1,764</td>
<td>63,562</td>
<td>68,011</td>
</tr>
<tr>
<td>April</td>
<td>1,866</td>
<td>1,803</td>
<td>63,656</td>
<td>72,163</td>
</tr>
<tr>
<td>May</td>
<td>1,975</td>
<td>1,963</td>
<td>67,437</td>
<td>73,697</td>
</tr>
<tr>
<td>June</td>
<td>1,940</td>
<td>2,056</td>
<td>67,564</td>
<td>76,449</td>
</tr>
<tr>
<td>July</td>
<td>2,024</td>
<td>2,199</td>
<td>69,721</td>
<td>79,042</td>
</tr>
<tr>
<td>August</td>
<td>1,913</td>
<td>2,050</td>
<td>72,053</td>
<td>76,397</td>
</tr>
<tr>
<td>September</td>
<td>1,906</td>
<td>2,067</td>
<td>66,431</td>
<td>74,729</td>
</tr>
<tr>
<td>October</td>
<td>1,879</td>
<td>1,945</td>
<td>69,054</td>
<td>74,003</td>
</tr>
<tr>
<td>November</td>
<td>1,837</td>
<td>1,696</td>
<td>68,191</td>
<td>70,818</td>
</tr>
<tr>
<td>December</td>
<td>1,523</td>
<td>1,556</td>
<td>66,808</td>
<td>68,977</td>
</tr>
<tr>
<td></td>
<td>21,625</td>
<td>22,271</td>
<td>789,708</td>
<td>857,977</td>
</tr>
</tbody>
</table>

Table 3: Pleso, Zagreb, Airport Statistics 2008

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4 http://en.wikipedia.org/wiki/Zagreb_Airport
5 http://www.zagreb-airport.hr/en/iz_statistike/show/30
6 Ibidem
### Statistics of Zagreb Airport 2007

<table>
<thead>
<tr>
<th></th>
<th>Landings</th>
<th>M.T.O.W.</th>
<th>Passengers</th>
<th>Cargo (tonnes)</th>
<th>Mail (tonnes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>1,360</td>
<td>1,585</td>
<td>55,235</td>
<td>59,770</td>
<td>100,548</td>
</tr>
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<td>1,463</td>
<td>54,144</td>
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<tr>
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<td>1,603</td>
<td>1,714</td>
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<td>April</td>
<td>1,688</td>
<td>1,866</td>
<td>57,772</td>
<td>63,656</td>
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<tr>
<td>May</td>
<td>1,876</td>
<td>1,975</td>
<td>62,431</td>
<td>67,437</td>
<td>153,562</td>
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<tr>
<td>June</td>
<td>1,992</td>
<td>1,940</td>
<td>66,884</td>
<td>67,564</td>
<td>171,954</td>
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<tr>
<td>July</td>
<td>2,016</td>
<td>2,024</td>
<td>64,667</td>
<td>69,721</td>
<td>182,129</td>
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<tr>
<td>August</td>
<td>1,780</td>
<td>1,913</td>
<td>64,783</td>
<td>72,053</td>
<td>176,079</td>
</tr>
<tr>
<td>September</td>
<td>1,869</td>
<td>1,906</td>
<td>62,415</td>
<td>66,431</td>
<td>167,850</td>
</tr>
<tr>
<td>October</td>
<td>1,843</td>
<td>1,879</td>
<td>64,348</td>
<td>69,054</td>
<td>16,100</td>
</tr>
<tr>
<td>November</td>
<td>1,612</td>
<td>1,837</td>
<td>59,287</td>
<td>68,191</td>
<td>135,621</td>
</tr>
<tr>
<td>December</td>
<td>1,486</td>
<td>1,523</td>
<td>59,516</td>
<td>66,808</td>
<td>128,653</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>20,442</td>
<td>21,625</td>
<td>732,985</td>
<td>789,708</td>
<td>1,582,713</td>
</tr>
</tbody>
</table>

**Table 4:** Pleso, Zagreb, Airport Statistics 2007

Source: Zagreb Airport

### Airlines that get to Pleso, Zagreb Airport

![Aeroflot](image1.png)  [Croatia Airlines](image2.png)  [TAP](image3.png)  [Air France](image4.png)  [SAS](image5.png)  [Wizz](image6.png)  [Austrian](image7.png)  [CSA](image8.png)  [Germanwings](image9.png)

**Table 5:** Major Airlines in Pleso Airport.

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6.2.2 Split Airport

Split Kaštela/Resnik Airport (Airport Split) (IATA: SPU, ICAO: LDSP) is the airport serving Split and Kaštela in Split-Dalmatia County, Croatia. It is close to the town of Trogir.

The airport is the second largest in Croatia in terms of passenger numbers, handling 1,203,778 passengers in 2008. It is an important hub for Croatia Airlines offering flights to many European cities such as; London, Amsterdam, Frankfurt, Rome and Paris.\(^8\)

6.2.3 Rijeka Airport

Rijeka Airport (Croatian: Zračna Luka Rijeka) (IATA: RJK, ICAO: LDRI) is the airport serving Rijeka, Croatia. It is located near the town of Omišalj on the island of Krk, 27 km from the Rijeka railway station.

Most of the traffic to and from the airport occurs during the summer months, when it is used by several European low-cost airlines flying tourists to the northern parts of the Croatian coast. During the winter months, most of the commercial flights using the airport are Air Berlin flights between Rijeka and Cologne/Bonn. The airport had 210,000 passengers in 2006.\(^9\)

6.2.4 Osijek Airport

Osijek Airport (IATA: OSI, ICAO: LDOS) is the airport serving Osijek, Croatia. The airport is located 20 km east southeast of Osijek and is situated near the Osijek - Vukovar regional road.

6.2.5 Zadar Airport

Zadar Airport (IATA: ZAD, ICAO: LDZD) is the airport serving Zadar, Croatia. It is located in Zemunik Donji 8 km from the Zadar railway station.[1] The airport serves as the flying base for Lufthansa’s flight school InterCockpit and Croatian Air Force main training base. Zadar airport is one of the few airports in the world where the runway intercepts a traffic road.

6.2.6 Dubrovnik Airport

Dubrovnik Airport (IATA: DBV, ICAO: LDDU), also known as Čilipi Airport, is the international airport of Dubrovnik, Croatia. The airport is located approximately 15.5 km from Dubrovnik city center, near the suburb of Čilipi. Dubrovnik Airlines is based at the Dubrovnik airport.

\(^8\) [http://en.wikipedia.org/wiki/Split_Airport](http://en.wikipedia.org/wiki/Split_Airport)

6.2.7 Pula Airport

Pula Airport (IATA: PUY, ICAO: LDPL) is the airport serving Pula, Croatia and is located 6 km from the city centre.[1] Thanks to favorable climatic and technical conditions Pula is designated as the alternative airport for parts of Slovenia, Italy and even Austria. Pula has a special interest in jet set passengers flying privately or rented aircraft, visiting the Brijuni islands or attending concerts/shows at Pula Arena and sailing their yachts. Presently, Pula airport is capable of handling large aircraft such as Boeing 747 and Ilyushin Il-86. In 2006, the airport served 295,345 Passengers.

6.2.8 Brač Airport

Brač Airport (IATA: BWK, ICAO: LDSB) is an airport on the Croatian island of Brač, close to the town of Bol. It is primarily served by charter traffic from Europe during the summer seasons. Operators during the summer months are Croatia Airlines, Austrian Airlines and Private Wings Flugcharter. Most of the traffic occurs between Brač and Austrian cities.

6.3 Related Links

Statistics Air Transport and Supporting Activities

Web Site 1: [http://www.dzs.hr/Eng/Publication/2009/5-1-5_2e2009.htm](http://www.dzs.hr/Eng/Publication/2009/5-1-5_2e2009.htm)

Web Site 2: [http://www.hr/croatia/economy/trade](http://www.hr/croatia/economy/trade)
GROUND TRANSPORT
7. RAIL TRANSPORT

The functioning of the entire Croatian railway system is based on five companies.\(^\text{10}\)

1. **HŽ HOLDING d.o.o.**  
(Croatian Railways Holding Limited Liability Company for Business Services)

It was established by the Republic of Croatia with sole membership. The Company's stock capital is 20.000.00 KN.

**Activities**

- Management activities
- Consultancy in business activities and management.
- Consultancy regarding capital structure, business strategy and similar items, as well as providing services related to stock acquisition, business shares in other companies and other major investments.
- Advertising activities (commercials and advertising)
- Accounting and bookkeeping services
- Foreign companies representation
- Gathering, making, analysis and giving out information on legal entity solvency
- Financial intermediation services
- Purchase and sale of goods
- Commercial agency services on home and international market

**Management Board**

- Zoran Popovac, *President of the HŽ- Holding Management Board*
- Marijan Klarić, *Board Member*
- Zlatko Rogožar, *Board Member*
- Oliver Krilić, *Board Member*
- Predrag Zekić, *Board Member*

2. **HŽ PUTNIČKI PRIJEVOZ d.o.o.**  
(HŽ Passenger Transport Limited Liability Company)

It was established by the Republic of Croatia with sole membership. The Company's stock capital is 378.988.000.00 KN.

**Activities**

- Public railway transport
- Public transport of passengers in domestic and international rail traffic
- Public transport of passengers in domestic and international road traffic

\(^{10}\) [http://www.mmpi.hr/default.aspx?id=602](http://www.mmpi.hr/default.aspx?id=602)
- Other transport supporting activities
- Rental of own real estate
- Rental of other land-based means of transport
- Train accompaniment services
- Providing services in nautical, country, health, congress, sport, hunting and other forms of tourism and providing other tourist services
- Preparation of food and providing catering services, preparation and serving of drinks and accommodation
- Preparation of food for consumption in other places (means of transport, performances and similar) and catering
- Wagon technical survey
- Storage facilities
- Forwarding services
- Purchase and sale of goods
- Commercial agency services on home and foreign market

Management Board
- Marijan Klarić – Managing Director

Supervisory Board
- Dragutin Kranjčec, President
- Ivan Švaljek, Deputy President
- Ludvig Ograjšek, Member
- Franjo Jularić, Member
- Vahid Bajraktarević, Member

3 - HŽ CARGO d.o.o.
(HŽ Cargo Limited Liability Company for Cargo Transport)

Established by the Republic of Croatia with sole membership. The Company's stock capital is 340.983.000.00 KN.

Activities
- Public railway transport.
- Public transport of cargo via domestic and international rail transport and combined transport.
- Other accompanying transport services.
- Cargos reload on railway stations and other places.
- Public cargo transport in domestic and international road traffic.
- Storage services.
- Rental of own real estate.
- Rental of other land-based means of transport.
- Purchase and sale of goods.
- Commercial agency services on home and international market.
• Forwarding services.
• Wagon technical survey.
• Washing and cleaning of wagons.
• Foreign companies representation.
• Shunting and maneuvering services.
• Train accompaniment services (freight train accompaniment services for other companies).
• Repair and maintenance of railway vehicles (smaller wagon repairs of other railway authorities, as well as future railway carriers in Croatia)

Management Board
• Zlatko Rogožar, Managing Director

Supervisory Board
• Danijel Krakić, President
• Andrija Mikulić, Deputy President
• Ivica Franić, Member
• Marijan Lepoglavec, Member

4. HŽ INFRASTRUKTURA d.o.o.
(HŽ Infrastructure Limited Liability Company for Management, Maintenance and Building of Railway Infrastructure)

Established by the Republic of Croatia with sole membership. The Company's stock capital is 224.188.000.00 KN.

Activities

• Railway infrastructure management.
• Organization and railway transport regulation
  Maintenance and modernization of railway infrastructure, its protection and the activities of railway infrastructure building
  Wagon technical survey.
• Railway vehicle shunting and maneuvering services.
• Repair and maintenance of rail and other vehicles.
• Public railway transport.
• Railway transport for own needs.
• Storage services.
• Lease of railway vehicles for the building and railway infrastructure maintenance.
• Electro-installation and lightning protection installation.
• Testing of machines and devices with increased dangers, work environment testing.
• Safety at work, environment protection and fire protection.
• Purchase and sale of goods.
• Commercial agency services on home and international market.
• Other accompanying transport activities.
• IT services and related activities.
5. **HŽ VUČA VLAKOVA d.o.o.**
(HŽ Train Traction Limited Liability Company for Train Traction)

**ACTIVITIES**

- Public rail transport
- Train traction in home and international rail transport
- Public transport of passengers and cargo in home and international road traffic
- Rental of own real estate
- Storage services
- Other transport-accompanying activities (railway vehicle shunting, shunting)
- Purchase and sale of goods
- Commercial agency services on home and international market
- Wagon technical checkup
- Repair and maintenance of railway and other rail vehicles
- Lease of railway vehicles with or without accompanying staff
- The activities of other transport agencies
- Technical survey of locomotives and trains (train set), testing and measuring of railway vehicles technical characteristics
- Roreign companies representation

**Management Board**
Oliver Krilić - *Managing Director*

**Supervisory Board**
Branimir Jerneić, *President*
Zvonimir Kočić, *Deputy President*
Milivoj Škvorc, *Member*
Željko Šimunac, *Member*

There are several major railway routes in the country:
- from Zagreb to Vinkovci (and on to Belgrade, Serbia)
- from Zagreb to Osijek via Koprivnica or via Strizivojna-Vrpolje(Djakovo)
- from Zagreb to Rijeka
- from Zagreb to Split

There are also other routes to Slovenia, Hungary, Bosnia and Herzegovina and Serbia.
The railways need to be modernized because, since the disintegration of Yugoslavia, there has been a significant investment in railway infrastructure. Many important routes are not electrified and are only single track traffic around 'bends'. Some improvements have been made in the last ten years. As result of this it has been an increase in the maximum speed on the Zagreb-Novska-Vinkovci line.

In some places the line's speed limit has been raised from 80 km/h (50 mph) to 120 km/h (75 mph), and plans have been made to raise this further to 160 km/h (100 mph) on certain sections.

The Hungary-Beli Manastir-Osijek-Đakovo-Slavonski Šamac railway line (Pan-European Corridor Vc) is also being modernized, the aim is to allow speeds of up to 160 km/h along the entire length. Electrification is planned for a later date.

The official rail speed recorded in Croatia is 181 km/h (112 mph). This is just below the official 200 km/h high speed rail definition. This speed is never reached in regular service. Croatia does have a locomotive class capable of this speed. And during the Yugoslav era, there were plans for 'high speed' rail. The increasingly elderly high-speed rolling stock has had its speed limited to 120 km/h for safety reasons.
Recently Croatian Railways introduced a series of modern tilting trains produced by the German branch of Bombardier Transportation. They usually deployed on the mountainous route between the two largest Croatian cities, Zagreb and Split. Although, they can sometimes be found on InterCity routes in the continental part of the country. The trains on the Zagreb-Split route offer passengers a more comfortable and quicker journey. The previous service used to take 9 hours, whereas the tilting trains take no more than 5.5 hours. There are plans to expand the tilting train service since they turned out to be very profitable on longer routes.

Croatian Railways aims to revitalize rail traffic through further improvements, thus, establishing rail as serious competitor to the car, particularly during the busy summer months.

Croatian Railways plan to build their first high-speed railway service, currently it is under process (http://www.wieninternational.at/en/node/3426) and also “With the highway construction programme in its final stages, the Croatian parliament has passed a bill to build its first high-speed line, a new Botovo-Zagreb-Rijeka line, with an initial maximum planned speed of 200 km/h. The cost of the new line is estimated at HRK 9,244,200,000 (approximately 1.6 bil USD). The project will include the modernisation of the current Botovo-Zagreb-Josipdol line and a construction of a completely new line between Josipdol and Rijeka). Construction of an entirely new line from Karlovac to Rijeka, and reconstruction of the line from the Hungarian border to Karlovac should have originally begun in the fall of 2007. The line is going to be entirely electrified in order to speed up the journey with 61 km less. The journey from Zagreb to Rijeka will be cut to one hour compared to 4 hours with the existing track. The line is intended to carry the increasing amount of goods that enter Europe, at the Croatian port of Rijeka and are then transported to destinations across central and Eastern Europe. The plans have originally foreseen 2008-2012 as the date for completion, by National Railway Infrastruction Program. Due to the world economic crisis, the building start date is prolonge although the project plans have been drawn. However, on March 4th 2010 Croatian Government has given the approval to implement the Plan for the year 2010 for the construction and maintenance of the highways to the Croatian Highways Ltd (HAC). For more details please visit http://www.mmipi.hr/default.aspx?id=6609.

Pan European corridor 10 is going to be upgraded to higher speed sometime in the future. Possibly by building a new high capacity connection line from Sisak via Kutina to Lipovljani. The line should allow for speeds of up to 250 km/h.

7.1 Statistics

Railway length (according to the National Railway Infrastruction Program):

- total: 2,722.41 km

The Croatian railway system consists of 2,722.41 km of rails (of which 253.87 km (or 9.3%) is double track). 980.07 km (or 36%) is electrified.

There are several major railway routes in the country:
TRANSPORT AND LOGISTICS IN CROATIA

Zagreb, 2010

- (coming from Ljubljana, Slovenia) from Dobova via Zagreb, Slavonski Brod, Vinkovci to Tovarnik (and on to Belgrade, Serbia)
  - there is a connection in Strizivojna-Vrpolje towards Osijek
- from Zagreb to Osijek via Koprivnica
- from Zagreb to Rijeka
- from Zagreb to Split
- from Zagreb to Sisak - the shortest but very important
- from Zagreb to Varaždin

There are also other routes to Slovenia, Hungary, Bosnia and Herzegovina and Serbia.

The railways are in urgent need of modernization. Following the break-up of Former Yugoslavia, there has been minimal investment in railway infrastructure right across the country. Many important routes are still not electrified, are single track, have high grades and meandering sections - ultimately leading to slow speeds.

The network has been improved over the last ten years, with the effect of an increased maximum speed on the Zagreb-Novska-Vinkovci line. There are sections where the speed limit has been raised from 80 km/h to 120 km/h and even 160 km/h. Railway modernization is set to be extended further with a national 'railway investment plan' (with funding totaling over 18 billion HRK through to 2012).

7.2 Dobova-Tovarnik line (International corridor X)

The railway line between Dobova and Tovarnik, operating the length of Croatia east-west via Zagreb, is the country's most important rail line, and part of the Pan-European corridor X. It is also the most advanced and busiest, being completely electrified and consisting mostly of double tracks. In a longitudinal manner it crosses Croatia's northern regions Slavonia, Posavina and the Greater Zagreb Region, connecting the most economically developed towns in Croatia with each other. The route is as follows:

- Dobova (Croatian border with Slovenia)
- Zagreb
- Sesvete (track split towards Sisak (electrified)
- Dugo Selo (track split towards Botovo (electrified) - (This is planned as the future corridor 5b)
- Ivanić Grad, Kutina
- Village Banova Jaruga (again track split towards Virovitica (non-electrified)
- Novska (track split backwards towards Sisak (electrified)
- Nova Gradiška
- Combined villages Nova Kapela-Batrina (track split towards Požega, and via Pleternica towards Našice (non-electrified)
- Slavonski Brod
- Combined villages Strizivojna-Vrpolje (two track splits: towards Osijek (currently non-electrified) and towards Slavonski Šamac (electrified, Croatian border to Bosnia and Herzegovina)
- Vinkovci (four track splits: towards Osijek, Vukovar, Županja and Brčko in Bosnia and Herzegovina, before the Croatian war of Independence, this was one of the biggest East European junction stations, for both passengers and freight)
7.3 Ogulin-Knin line

The Ogulin-Knin line, also known as the "Lička pruga" or Lika line, is part of the railway connection between Zagreb and Split. As of 2007, this line is being heavily upgraded with many sharp bends and grades removed in order to allow tilting trains to travel at nearly full speed on most parts of the track. E.g. the travel time from Split to Zagreb has been reduced by around a third, to 5–6 hours. This track was not intended as the shortest distance between Zagreb and Split. The line via Martin Brod which forms the border with Bosnia has not been reopened to passenger traffic since the conflict.

The problems faced are that, as the line was constructed a long time ago and contained many curves (often in difficult terrain), services were slow and speed severely restricted. The modernization has involved rebuilding complete sections of track, straightening many curves, by repositioning and by renewing track and enabling for higher speeds. Electrification of the line is not scheduled for the near future.

Most of the stations are abandoned because the Serbian front has covered this area. Local trains are only functioning twice per day between Ogulin-Vrhovine. Between Vrhovine-Knin, there is no local passenger transport, even if some stations are in good condition (e.g. Medak, Malovan, Plavno). ICN tilting trains only stop in Gospić and Gracac. Some stations will recently be renovated or rebuilt (Lovinac, Gospic), but the Croatian Railways does not plan to restart local passenger transport.

7.4 International corridor V

International corridor V has two branches in Croatia, the "b" and "c" branch.

Corridor Vb enters Croatia in Botovo, and runs to Zagreb. The part from Zagreb to Rijeka should become part of this corridor, as soon as the extension towards Rijeka is built.

Corridor Vc is a Pan-European railway line, running north to south within Croatia. It enters Croatia at Beli Manastir, on the border with Hungary, and runs through Osijek to enter Bosnia and Herzegovina in Slavonski Šamac. It enters Croatia again in Metković, in the very south-east of Dalmatia, where it ends at the Ploče harbour. The line crosses the Dobova-Tovarnik line in Strizivojna-Vrpolje. The line is currently being heavily modernized in order to revitalize Ploče harbour.

The part from Strizivojna-Vrpolje towards Slavonski Šamac is fully electrified, and recently the modernized catenaries have been put into operation. The passenger traffic
scheduled from Vinkovci to Slavonski Šamac (now performed by electrical power) is still fragmented. The remaining part from Strizivojna-Vrpolje to the region of Osijek (heart of the region Slavonia) is scheduled to be electrified, as soon as the general overhaul of the line track is completed, after which operating speed will finally be raised to 160 km/h (100 mph). The line will stay single track.

7.5 The Vinkovci-Osijek line

The Vinkovci-Osijek line was, before the dissolution of Yugoslavia, one of the most heavily used branch lines of Croatia, linking two regional centers. The line allowed speeds of up to 120 km/h. After the war, only about 10 km of the 35 km line remains preserved. Most of the track was removed by the Serbian forces, which used it as barricades and for other war purposes.

The reconstruction of this vital route was completed in 2008. Test driving with a measuring vehicle has been successful, and speeds of 60–80 km/h have been reached. Test train went on maiden voyage on 12.12.2008. The regular revenue service restarted on 14.12.2008.

7.6 The "Unska pruga" route

The route called Unska pruga (literally the Una track) that connects Zagreb and Split along the Una river valley was once an integral part of the Yugoslav Railways system. Today, this route remains largely unused, since much of it virtually runs over the border between Croatia and Bosnia-Herzegovina, crossing it multiple times, on the section between Knin and Bihać.

Although this route is largely well preserved and electrified at 25 kV/50 Hz (making it compatible with the Croatian electrification system), administrative problems concerning the many border crossings cause this route to be used only for limited freight traffic services. The designated border crossing along the line between the two countries is at the town of Martin Brod.

7.7 Network connection problems

There are some rail network connection problems, which have historical causes. When Croatia was part of Yugoslavia, the rail network was consistently connected and managed by Yugoslav Railways. As the Yugoslav constituent states demerged, important rail links were severed.

Istria has no direct connection through Croatia. Currently, the whole rail transport operates through Slovenia, though this could be solved with a tunnel north of Rijeka.

The Dubrovnik broader Area is again a special case. Dubrovnik and its surrounds are an exclave, divided by the small Bosnian Neum sea district. There is no direct rail link through Croatia toward Dubrovnik. If needed, rail traffic must be rerouted via Bosnia-Herzegovina (there was previously a narrow-gauge rail line operating from Mostar). Croatian Railways operates a short line between the port town of Ploče and the border
town of Metković which sees both daily freight and passenger traffic. Historically, the region has been developed through sea travel.

### 7.8 Power Systems

The original decision in former Yugoslavia was to use 3 kV DC electrification for the railway network. This was performed on the Rijeka-Zagreb line, which due to the mountainous Gorski kotar region had a need for more powerful trains than the traditional diesel powered ones.

Beginning with the modernization of the Zagreb-Belgrade line an electrification system of 25kV/50Hz was used. Electrification on other lines in Croatia was then made exclusively 25kV/50Hz (84,1 % of railways). Later, the majority of the Zagreb-Rijeka line was re-electrified to 25kV/50Hz, but there is still a part that is 3 kV DC, only 137, 70 km of railways or 15,9%. Consequentially a power system break still exists at Moravice. HŽ is now considering the purchase of dual-voltage locomotives, as an alternative to full re-electrification of 3 kV DC tracks.

All railway power systems in Croatia are exclusively of type overhead catenaries.

### 7.9 Ecological Railways

This document refers to all the advantages of using public transportation and it helps to improve quality of life in the city.


### 8. ROAD TRANSPORT

From the time of Napoleon and building Ljubljana, the road transport in Croatia has significantly improved, topping most European countries. Croatian highways are widely regarded as being one of the most modern and safest in Europe. This is also due to the fact that the largest part of the Croatian motorway and expressway system (autoceste and brze ceste, resp.) has been recently constructed, and further construction is continuing.

A major reason for the motorway construction "mania" of the 2000s is that in the last 20 years of Yugoslav Communist rule, during which Croatia formed part of Yugoslavia, no major projects had been realized. When Croatia declared independence in 1991, the only true motorways in the country were Zagreb-Karlovac (A1) and Zagreb-Slavonski Brod (A3), the latter being part of the highway "Bratstvo i jedinstvo". This
highway was later extended, and today it connects Zagreb to the Croatian borders with both Serbia (near Lipovac) and Slovenia (near Bregana).

The dream to connect the two largest Croatian cities Zagreb and Split with a motorway went back to the times of the Croatian Spring. However, the construction of this project has always been blocked by the ruling Communist Party. Recently, after so many years of waiting, this long awaited dream has been realized, and now the Zagreb-Split motorway is completed. There is also a motorway from Zagreb to Rijeka, a motorway from Zagreb to the northeast (Hungarian border), as well as a motorway from Zagreb to the northwest (Slovenian border).

In 2007, the construction of eleven different motorways was planned: two A3 (Bregana-Zagreb-Slavonski Brod-Serbian border) and A2 (Zagreb-Krapina-Macelj) were completed, one (A4: Zagreb-Varaždin-Hungarian border) only lacks a connection to state borders, three A6 (Zagreb-Rijeka) B8 and B9 (Istrian Y) are completed but have to be upgraded from semi-highway status, one, the A1. The long awaited "Dalmatina" between Zagreb and Split is planned to extend until Dubrovnik.

The initial setup was made under the first HDZ government which contracted Bechtel Corporation; this was later replaced by the effort of the SDP-led government; and then continued by the HDZ government under Ivo Sanader. While the pace of development accelerates, so do environmental concerns, as well as those about the use and abuse of eminent domains by institutions involved in them. Especially criticized was the A11 Zagreb-Sisak, suspected of being politically motivated and inefficiently built. On the contrary, Zagreb-Split trait construction enjoyed a constant support from the Croatian public and its on-schedule completion was marked with enormous joy and pride all through the country.

Tourism is of major importance for the Croatian economy, and most tourists come on vacation to Croatia by their own cars. Without adequate roads, the traffic would be rather jammed during the summer months.

For this reason, and as a means for stimulating urgently needed economic growth, highways have become indispensable for the sustainable development of this country. Croatia already has a considerable highway density for a country that still has to cope with the consequences of Communism and the recent war.

As of 2006, Croatia has 28,123 kilometres (17,612 mi) of roads. Out of these, there are 23,979 km (14,900 mi) of paved and 4,365 km (2,712 mi) of unpaved roadways.

8.1 Croatian National Report of Transportation

Croatian National Report 2008 - Roads

Web Link
The road network of the Republic of Croatia is being managed by:

- **Hrvatske ceste d.o.o.**
  Company for operation, construction and maintenance of State roads:
  [www.hrvatske-ceste.hr](http://www.hrvatske-ceste.hr)

- **Hrvatske autoceste d.o.o.**
  Company for operation, construction, and maintenance of motorways
  [www.hac.hr](http://www.hac.hr)

- **Concession societies**
  Societies for the construction, maintenance and operation of motorways and objects for toll collection.
8.2 Road Rules

The traffic signs adhere to the Vienna Convention on Road Signs and Signals.

The general speed limits are:

- in inhabited areas 50-80 km/h
- outside of inhabited areas 90 km/h
- on marked expressways 110 km/h
- on marked motorways 130 km/h

In 2004, a controversial new traffic law was introduced, which provides for drastic safety measures for drunken or dangerous driving: it reduced the blood alcohol limit to 0% of alcohol in blood. In 2008 this law was reversed to 0.05‰ of alcohol in blood.

Some of the more technical safety measures include that all new Croatian tunnels have modern safety equipment and there are several control centres, which monitor highway traffic.

8.3 Vehicle Registration Plates of Croatia

The standard license plates in Croatia consist of a two-letter city code which is separated by Coat of Arms of Croatia from three or four numbers and one or two letters.

There is also a possibility of having a customized plate for a fee. One type of customized plate looks exactly like the standard ones, with the exception that the combination of numbers and letters is personally chosen by the vehicle's owner. The other kind of customized plates can consist of a word with from four to seven letters or a combination of the word with four or five letters and one or two numbers. However, these plates are still quite rare in Croatia, mostly because they can only be used for five years after the first registration and they also require a fee of 8,000 kuna (over 1000 euro).

There are also some special plates. While the numbers and letters on standard license plates are coloured black, plates for foreign citizens permanently living in Croatia, international organizations and temporary registered vehicles have green numbers and letters. On the plates used on bigger trucks and other vehicles that can be oversized for some of the smaller roads, the numbers and letters are red. The police vehicles are equipped with the plates consisting of six numbers divided in two groups and separated by the Coat of Arms of Croatia, the colour of numbers being blue. While the background on all of these plates is coloured white, on those used on military vehicles it is yellow. However, the system of dividing numbers and letters is the same as on the standard plates, but instead of a city code there are letters HV for Hrvatska vojska (Croatian Army). At the same time, specialized military vehicles have the letters VP for vojna policija (military police) as the final two letters. Plates for diplomatic representatives (embassies, consulates) are blue with yellow numbers and letters. The first three numbers identify country, followed by letter A, C, or M, then the serial number of the vehicle.
As opposed to all above mentioned plates that are made of metal, the dealer’s test plates are made of paper and usually stuck in the right corner of a front windshield and rear window. These plates consist of a city code separated by the coat of arms from five numbers divided in two groups and they can be used for only 15 days after the purchase of a vehicle.

### 8.4 City codes

- **BJ** - Bjelovar
- **BM** - Beli Manastir
- **ČK** - Čakovec
- **DA** - Daruvar
- **DE** - Delnice
- **DJ** - Đakovo
- **DU** - Dubrovnik
- **GS** - Gospić
- **IM** - Imotski
- **KA** - Karlovac
- **KC** - Koprivnica
- **KR** - Krapina
- **KT** - Kutina
- **KŽ** - Križevci
- **MA** - Makarska
- **NA** - Našice
- **NG** - Nova Gradiška
- **OG** - Ogulin
- **OS** - Osijek
- **PS** - Slatina (not issued any more since the city changed its name from Podravska Slatina to Slatina.)
- **PU** - Pula
- **PŽ** - Požega (new city code for Požega)
- **RI** - Rijeka
- **SB** - Slavonski Brod
- **SK** - Sisak
- **SL** - Slatina (new city code for Slatina)
- **SP** - Požega (not issued any more since the city changed its name from Slavonska Požega to Požega. PŽ.)
- **ST** - Split
- **ŠI** - Šibenik
- **VK** - Vinkovci
- **VT** - Virovitica
- **VU** - Vukovar
- **VŽ** - Varaždin
- **ZD** - Zadar
- **ZG** - Zagreb
- **ŽU** - Županja
8.5 Motorways and Expressways

In Croatia, the term *autocesta* (usually translated as motorway or just highway) describes a divided road with two lanes in each direction and a shoulder on the right side reserved for vehicle breakdowns. The road signs for *autocesta* are green with white inscriptions similar to the Swiss Autobahn.

The term *brza cesta* or expressway refers to a road with two lanes in each direction, without a shoulder for emergencies. *Polu-autocesta* or semi-highway refers to a two-lane, undivided road running on one roadway of a motorway while the other is in construction.

The designations of motorways are "A" and the motorway's number. The expressways are designated "B" with a number. The "E" numbers are designations of European routes.

The list of completed highways is as follows (see individual articles for further construction plans and status):

- A1, Zagreb - Bosiljevo - Split - Ravča (E71, E65)
- A2, Zagreb - Krapina - Macelj (E59)
- A3, Bregana - Zagreb - Lipovac (E70)
  - Toll-free Zagreb bypass is included in A3
- A4, Goričan - Varaždin/Čakovec - Zagreb (E71)
  - Toll charged only north of Sveta Helena (end of Zagreb bypass)
- A5, Osijek - Đakovo - Sredanci (E73)
- A6, Bosiljevo - Rijeka (E65)
- A7, Rupa - Rijeka bypass (E61)
- A11, Velika Gorica - Buševec

8.5.1 Toll

A toll fee is charged on most motorways, the only notable exception being the Zagreb bypass. Payment in kuna, all major credit cards and euro are accepted at all toll gates.

There are two toll collection systems in Croatia: the open and the closed system. Open system is used on some bridges and tunnels and short stretches of tolled highway. In this system, there is only one toll plaza and drivers immediately pay the toll upon arriving.

In the closed system, every driver passes through two toll plazas. As the driver enters the system, they are given a receipt on the first toll plaza. This receipt states the point of entry. The receipt is presented upon leaving the highway through the second toll plaza. It is needed to calculate the toll. If the driver loses the receipt, they are charged with the maximum possible toll. If the receipt is more than 24 hours old, the driver must present the toll attendant with a reasonable explanation.
Steps are taken to reduce evasion of toll by adding enclosed separate service areas in each direction and prohibiting U-turns. Additionally, every vehicle is being monitored by video cameras at the toll gates.

Shunpiking is a widely accepted practice for commuters driving what would otherwise be a short stretch of tolled highway. Because of the price of monthly and yearly SMART cards, many commuters from outer exurbs use state routes.

There are also reduced rates for transport companies, which should prevent heavy traffic along regional roads. Hrvatske ceste (Croatian road authority) imposes additional fees for trucking companies that frequently use a route [5].

You can find a toll fee calculator for the whole network under: http://www.hellotourist.net/info.php

8.5.2 **Non-cash toll payment**

Not counting cash and credit cards, there are several ways to pay toll on Croatian motorways:

- SMART card, a nonrefundable and non expiring prepaid toll card showed to the toll attendant. A SMART card costs 30 kn. Additional toll may be prepaid at owner's will. The SMART card enacts a 10% discount on toll when used.

- Seasonal SMART card offers a significantly higher discount rate of 23.5% usable during specified five months. Unused amount upon expiry of these five months will be used with the standard, 10% discount. As of August 2007, a class I vehicle seasonal SMART card costs 1200 kuna. The full amount is submitted to the toll account.

- ENC (Električka naplata cestarine) is an electronic toll collection system. Any legal or natural person can become an ETC device user by signing the application form and paying the ETC device charge, confirming its receipt by signature, and submitting to HAC all the documentation mentioned in the application form. It is possible to obtain the required application form on HAC points-of-sale stated on the official Internet site. At the moment of signing the application form the user accepts the rights and obligations from the General conditions, and the day of receiving the ETC device is considered as the day of conclusion of the contract on HAC Electronic Toll Collection and the contractual relationship between HAC and the user starts on that day. The user becomes the owner of the ETC device for a charge which is determined by HAC on the day of signing the contract and which is the component part of ETC General conditions. During the delivery and acceptance of the ETC device with a transponder holder the user pays a charge in the amount of 122.00 HRK and the Toll subscription for each ETC device bought. The minimal amount for a single ETC subscription payment, with a 10 % discount, is 90.00 HRK, which represents the gross toll sum of 100.00 HRK on the user's subscription account.
8.6 Motorway A1

The 380 km long motorway A1 Zagreb - Split was the showpiece project of all previous Croatian governments. The A1 connects the continental part of Croatia with Mediterranean Dalmatia. It is complete with two lanes in both directions in its full length.

The most important edifice on the A1 is the Sveti Rok Tunnel (5,687 m), which goes through the famous Velebit mountain range barrier. The most modern, and at the same time the longest Croatian tunnel, is also along the A1: the Mala Kapela Tunnel (length 5,780 m), which passes through the Mala Kapela mountain range.

- The highway winds itself as a panoramic road through the Croatian hills, goes along the Dalmatian coast and passes the world-famous Krka National Park.

The construction of this highway will continue rapidly in direction to the important Ploče sea port (and further on to Dubrovnik).

8.7 Other motorways

All heavily travelled routes towards Slovenia, Hungary and Serbia are motorway connections, and almost all parts of Croatia are now easy to reach using motorways.

Since June 2005 the Istrian Y extends from the Slovenian border in Istria and the A7 connects Slovenia to Rijeka. The A2 connection between Zagreb via Zagorje to Maribor was completed in May 2007.

Motorway A3 extends from Slovenia via Zagreb bypass through the length of Slavonia to the Serbian border. In Slavonia there is now another motorway, A5, along the European route E73 (European north-south corridor Vc) between the Hungarian border at Beli Manastir, Osijek and the Bosnian border. This route will eventually continue as a modern motorway towards Sarajevo and further on to the Croatian sea port of Ploče.

The A4 connection from Zagreb to Varaždin and Čakovec exists since 2003, which was extended to the Hungarian border in October 2008 to complete the upgrade of the European route E71. The A6 route between Rijeka and Zagreb was constructed as an expressway in spring 2004, and upgraded to a full motorway in October 2008, thus upgrading the Croatian section of the European route E65. Together these two upgrades completed the European north-south corridor Vb.

A motorway connection of Zagreb to the important industrial city of Sisak is constructed as A11.

Many tunnel and bridge construction projects in Southern Dalmatia already started, such as the Biokovo tunnel near Makarska, which will connect the panoramic seashore road with the future A1, and a 2,374 m (7,789 ft) long Pelješac bridge, connecting the Pelješac peninsula to the Croatian mainland.
In 2008, numerous service areas and petrol stations had been constructed along all Croatian motorways. All Croatian motorways are equipped with enclosed service areas with gas stations, parking lots, restaurants, and children's playgrounds.

*Image 4: MAP of Motorways in Croatia*
### 8.8 Roads Under Construction

In planning stages:

<table>
<thead>
<tr>
<th>Motorway</th>
<th>Section</th>
<th>Length</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>Ploče - Dubrovnik</td>
<td>59 km</td>
<td>Exact route still unknown</td>
</tr>
<tr>
<td>A5</td>
<td>Hungarian border (Beli Manastir) - Osijek</td>
<td>29.5 km</td>
<td>Full completion depends on M6 motorway (Hungary)</td>
</tr>
<tr>
<td>A7</td>
<td>Rijeka - Žuta Lokva</td>
<td>92 km</td>
<td></td>
</tr>
<tr>
<td>B8</td>
<td>Kanfanar - Rijeka</td>
<td>76.8 km</td>
<td>B8 and B9 highways are currently semi-highways. Upgrading to a four-lane highway will take approximately three years. The construction will start when all necessary permits are obtained. Upon completion of the second roadway, the highways will be named B8 and B9. Most overpasses and viaducts, except the viaduct over the river Mirna, are already built to accommodate four lanes of traffic.</td>
</tr>
<tr>
<td>B9</td>
<td>Slovenian border (Umag) - Kanfanar - Pula</td>
<td>64.2 km</td>
<td></td>
</tr>
<tr>
<td>A10</td>
<td>Bosnia and Herzegovina border (Mali Prolog) - Ploče</td>
<td>9 km</td>
<td>This highway's only interchange is the Ploče 1 interchange of A1 highway. It will probably be built upon the completion of Corridor Vc in Bosnia and Herzegovina.</td>
</tr>
<tr>
<td>A11</td>
<td>Lekenik - Mošćenica</td>
<td>17.8 km</td>
<td></td>
</tr>
</tbody>
</table>

*Table 6: Croatian Roads under construction (http://en.wikipedia.org/wiki/Transport_in_Croatia)*
8.9 Major Roads

Major roads that aren't part of the motorway system, instead they are state routes (državne ceste). They are marked with the letter D and the road's number.

The most traveled state routes in Croatia are:

- D1, connects Zagreb and Split via Lika - passes through Karlovac, Slunj, Plitvice, Korenica, Knin, Sinj.
- D2, connects Varaždin and Osijek via Podravina - passes through Koprivnica, Virovitica, Slatina, Našice.
- D8, connects Rijeka and Dubrovnik, widely known as Jadranska magistrala and part of E65 - runs along the coastline and connects many cities on the coast, including Crikvenica, Senj, Zadar, Šibenik, Trogir, Split, Omiš, Makarska and Ploče. Since the construction of A1 motorway beyond Gorski kotar started, D1 and D8 are much less used.

These routes are monitored by Croatian roadside assistance because they connect important locations. Like all state routes outside major cities, they are only two-lane arterials and do not support heavy traffic. All state routes are routinely maintained by Croatian road authorities. The road sign for a state route has a blue background and the route's designation in white. State routes have one, two or three-digit numbers.

8.10 Minor Roads

Secondary routes are known as county roads. They are marked with signs with yellow background and road number.

These road designations are rarely used, but usually marked on regional maps if these roads are shown.

The least known are the so-called local roads. Their designations are never marked on maps or by roadside signs and as such are virtually unknown to public.

8.11 Bus Traffic

In contrast to the fairly underdeveloped rail traffic, buses represent the most-accepted, cheapest and widely-used of public transport. National bus traffic is very well developed and it is very easy to reach even the remotest parts of Croatia by bus. Almost all buses on national routes are equipped with air-conditioned and offer pleasant traveling comfort. The Croatian parliament has passed a law that no bus should be older than 12 years, in average - however, New Law on buses regulation shall be implemented in 2012, hence determining the appropriate age of a bus used in and for transport.

The way the buses operate is by collecting on the main bus the fares, which is sometimes even cheaper than when paying at the ticket office (there is an additional fee for stored luggage) and sometimes a "ticket office fee".
From Croatia, there are many international bus routes to the neighboring countries (Slovenia, Bosnia and Herzegovina, Serbia etc.), as well as to Austria, Germany, Slovenia, Switzerland and to other European countries. International buses correspond to European standards.

Zagreb has the largest and most modern bus terminal in Croatia. The Zagreb bus terminal (www.akz.hr) is close to the central train station, (Glavni kolodvor) and it is easy to reach by tram lines and by car.
WATER TRANSPORT
9. SEA TRANSPORT

The Croatian coast is 1,777.7 km long, and the total length including island coast is 4,012.4 kilometers. Former political and economic circumstances were favorable to the creation of a considerable number of ports and small harbors on the Croatian coast. Of some 350 ports and small harbours on the coast and islands, seven can take large ocean-going ships, all of them located along the mainland coast. River ports (Vukovar on the Danube, Osijek on the Drava and Sisak on the Sava River), and these seven seaports are organized within the Croatian Ports Association within the CCE. Among them are also the following seaports (from north to south): Pula, Rijeka, Zadar, Šibenik, Split, Ploče and Dubrovnik, which are considered to be the main Croatian public ports.

**Major transport seaports:** Pula, Rijeka, Zadar, Šibenik, Split, Ploče and Dubrovnik

**Inland waterway ports:** Vukovar (on Danube), Sisak (on Sava), Slavonski Brod (Sava river), Zupanja (Sava river), Osijek (Drava river)

**Merchant marine** (as of 2005):

**Total:** 73 ships (1,000 gross register tons (GRT) or over) totaling 750,579 GRT/1,178,786 metric tons deadweight (DWT)

**Ships by type:**

- **Bulk carrier:** 25
- **Cargo:** 12
- **Chemical tank:** 2
- **Passenger/cargo:** 25
- **Petroleum tanker:** 4
- **Refrigerated cargo:** 1
- **Roll on/roll off:** 4
- **Foreign-owned ships registered with convenience flag:** 1
- **Denmark:** 1
- **Registered in other countries:** 31
9.1 Ports

The largest seaport with the deepest channel to a port in the Adriatic is Rijeka on the northern Croatian coast, followed by Ploče in southern Dalmatia. The port of Ploče is highly important due to its strategic importance for the industries of Bosnia and Herzegovina. The largest Croatian passenger port is Split in Dalmatia, also called gateway to the islands, followed by Zadar. There are 66 inhabited islands, out of 1185 in total, along the Croatian coast which means there are a large number of local ferry connections.

The Port of Rijeka accounts for the major portion of port business among Croatian seaports, generally generating more than 50% of total port traffic in Croatia. The throughput capacity differs among ports, totalling 23,100,000 tons a year. If one adds also the capacity of the Adriatic Oil Pipeline in Omišalj on Krk Island, i.e. 20,000,000 tons, then the capacity of the main Croatian ports totals more than 43,000,000 tons of cargo a year.

Until 1991, annual cargo transport averaged approximately 14,000,000 tons. Domestic traffic was dominant, accounting for some 70% of total volume, and transit traffic followed with the remaining 30%. Recovery from war consequences has had effects on port activities in the form of cargo structure change, that is, the transit share in total traffic has been growing. Within the Croatian ports system, only Rijeka and Ploče ports provide services to the transit market and have realistic chances of attracting foreign cargo from continental countries, which is the basis for future successful development.

The catchment zone of Rijeka Port includes the whole of Croatia, and, after the oil pipeline is completed other regions will also be included. In terms of transit, the catchment zone of this port includes Austria, Hungary, Czech Republic, Slovakia, Serbia and Bosnia and Herzegovina. Ploče Port’s catchment area spreads across most of Bosnia and Herzegovina, and partly to the Danube basin. The backbone of this zone is the Ploče-Sarajevo-Šamac-Osijek- Hungary transport route. Already equipped with road and railway infrastructure, this route, which ends at Ploče, will be valued even more once the Danube-Sava canal between Vukovar and Šamac is dug, and a port on the Sava River is built in Bosanski Šamac. Zadar, Šibenik and Split Ports have their catchment area lying between those of Rijeka and Ploče.

The capacities of Zadar and Split City Ports, and those of Dubrovnik Port are particularly important for international cruise ships. The catchment areas of Pula and Dubrovnik are reduced to a narrow hinterland area, which makes them in regards to traffic only locally important.

Dubrovnik is the only port that is not connected to inland by rail. Economic policy measures of the Republic of Croatia are designed to remove the limitations that have so far impeded the development of Croatian ports and made it impossible to fully utilize their exceptional geographic location, highly favourable for transport activity. The privatization of public ports opens new possibilities for stronger port activity and for attracting foreign capital. On the other hand, the construction of modern roads provides better communication between ports and the inland.
Of particular importance are the Rijeka-Zagreb-Hungarian border motorway, completed in 2008, and the Zagreb-Karlovac- Zadar-Šibenik-Split-Ravče section. The construction of the latter continues towards Dubrovnik.

The State budget of the Republic of Croatia invested in those ports during the period 2004-2007 a total amount of over EUR 52 million for the construction of capital infrastructural projects. During the period of 2001 – 2005 the investments in port infrastructure amounted up to EUR 67 million and for the time of 2006-2013 the planned investment for the six ports will reach the total sum of EUR 531 million.

Related Link: Industry Sector Analysis - Port Infrastructure


Image 5: Main Ports in Croatia
Based on the Free Zones Act, free zones have been established in Rijeka and Ploče Ports, in Šibenik and in Split Northern Port in order to boost port activity and development. Investment in port infrastructure totalling €531 million is planned under the plan for the development of Croatian seaports for the period between 2006 and 2013. This is considered to be the condition for heavier traffic and development of ports, as well as granting concession to domestic and foreign investors. Ploče port is planned to be modernized and existing terminal for container transshipment and bulk cargo terminal. Dubrovnik Port will build a modern passenger terminal for scheduled passenger ships and cruise ships where once cargo warehouses used to be.

**Maritime shipping**

Croatian shipping companies are organized in Mare Nostrum, Croatian Shipowners’ Association engaging in international maritime transport. The association has 14 members – leading Croatian shipping companies providing various services, such as tramp, scheduled, passenger and tourist transport, and also port and diverse technical services at sea.

**Table 7: Overview of the combined fleet of mare nostrum’s member organizations**

(https://www2.hgk.hr/en/depts/transport/pomorski_rijecni_2009.pdf)
Table 8: Composition of mare Nostrum’s fleet by purpose
(http://www2.hgk.hr/en/depts/transport/pomorski_rijecni_2009.pdf)
9.1.1 Rijeka Port

Port of Rijeka is the biggest port on the Adriatic and also the most important port in Croatia, and Rijeka’s traffic route the most vital continental – nautical route in the state.

Luka Rijeka j.s.c. is a market oriented to joint-stock company. It is based upon concession agreement and it performs ports and many other business activities on the Rijeka area. With the change in the ownership Luka Rijeka j.s.c. has become a trading company whose primary activity is port management: loading, unloading, warehousing, transportation of general cargo, timber, bulk cargo, cattle, bananas, tropical and other fruits, wheat, soya beans and other cereals; then mooring an unmooring ships on Luka Rijeka port’s area and performing the other economic activities as are for example servicing and maintaining port’s mechanics, the objects for superstructure and infrastructure, cargo lashing, covering and insuring the cargo and transport vehicles, using the objects for superstructure, infrastructure and sea aquatory, and quality and quantity merchandise control.¹¹

a) Traffic Position

The majority of Croatia’s territory is nautical, so maritime affairs are one of the main economical activities in which seaports are the most important part. The good traffic position of Rijeka’s port is of crucial importance to economic development of the country. Every handled cargo in Rijeka’s port directly reflects on Croatian economy and brings income to many companies in the state.

¹¹ http://www.lukarijeka.hr/en/bulk_cargo_terminal.html
Affirmation of Rijeka’s port as the main transit port for the first neighbours: Hungary, Slovakia, Czech Republic, Austria and further, on traffic route toward Mediterranean, Black sea, Middle and Far East, Africa, is possible with good traffic connection by land and by sea.

“EVERYONE EXPECTS FROM THE TRAFFIC: FASTER, SAFER, MORE RELIABLE AND CHEAPER MOVEMENT.”

Another advantage of Rijeka’s port good traffic position is its proximity to European market and to the countries with traditionally large overseas goods exchange. The biggest part of planned traffic routes in long-time traffic development in Croatia starts in Rijeka or passes through. Rijeka’s port today is integral part of Europe through two Pan-European corridors:12

Traffic Position of Rijeka Port

<table>
<thead>
<tr>
<th>V CORRIDOR</th>
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<tbody>
<tr>
<td>MAIN DIRECTION</td>
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<td>DIRECTION V-b</td>
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<tr>
<td>MAIN DIRECTION</td>
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<tr>
<td>DIRECTION V-b</td>
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</table>

**Table 9:** Corridor that connect with Rijeka Port

Highway Rijeka – Rupa, close to Rijeka’s port, with total length of 14,5 km, connects the most important road routes in Croatia with Pan European corridor V. At the same time, this highway connects Rijeka’s port directly to the roads in Slovenia, and further to the most important Italian routes, over the same corridor.

Small distances from the container ships routes to the lines around the world is advantage of Rijeka’s port, which over the last few years was, regularly valued, and all in order to increase container’s traffic. From Rijeka toward “hub” ports on Mediterranean, since 1999 initiated were several regular ship container-feeder services: regular line on relation Rijeka – Ploče – Bar – Trento – Malta – Gioia Tauro – Rijeka and Rijeka – Venezia – Damietta – Piraeus – Ploče – Rijeka.

b) Development

Republic Croatia law regulation sorted port of Rijeka among the ports with special economic importance and gave it the status of the port opened for international public traffic; also plans for investment and port’s development are the basis for successful development, not only for Rijeka’s port, but also for entire hinterland.

Plan for investments needs and Luka Rijeka development had been presented in Master plan of port of Rijeka authority as a strategic plan for Luka Rijeka j.s.c. concession, which added plans for mobile mechanization, equipment and needs for reconstruction. Financing for these investments is planned partially from Republic of Croatia funds, and for the most part from World’s Bank credit. More than €88 million will be invested in port Rijeka within the project Rijeka Gateway 2, including extension of 300 meters of shore in Brajdica and construction of a total of 680 meters of new container terminal in the part of port called Zagrebačka obala. The end of construction is planned for 2011, resulting in the increase of capacity to 350,000 TEU. At the beginning of 2008 Port authority of Rijeka has terminated agreement with Japanese company Kajim Co., due to exceeded costs, on building of Zagrebacka obala and in agreement with the World Bank mention project has been postponed till year 2012 or 2013.

Zagrebačka obala shall be constructed parallel so these two projects should enable Rijeka port container traffic of 1 million TEU, five times more than today. Rijeka port would become one of the largest container ports in the region, as well as one of the most important links in connecting Far East and Central Europe. Based on the said project, a new Passenger Terminal was built in Rijeka Port, operating since summer 2009. According to the same principle, Port of Rijeka Authority moves towards Bakar pool. Bakar Gateway project is undergoing intensive preparation in cooperation with local authorities. The aim of the project is restructuring of former coke plant and increasing the area for ro-ro terminal. Next to it new facilities for the citizens of Bakar will be constructed. An additional €70 million investment with World Bank will be arranged.

Except investments in Bakar, money will be used for reconstruction and modernization of Raša port in Istria where all wood traffic will be rerouted. Long-term plan is also to finish the modernization of bulk cargo terminal in Bakar that is supposed to receive a closed system of transport, from ship to warehouse.

At a session on 25 April 2007, the Croatian Government approved the conclusion of an agreement worth EUR 25.3 million between the Port authority Rijeka and The World Bank for financing additional costs regarding reconstruction projects of river transport routes. Further reconstruction project costs amount up to over EUR 40.1 million which will be secured through a EUR 35.5 million loan and an additional amount of EUR 4.8 million coming from the Government. The whole reconstruction project of the Rijeka transport route should be finalized by the year 2009 with a total value of EUR 320 million.
Reconstruction activities include the rehabilitation of the submarine area and the building of a new wharf as a container terminal instead of a multifunctional terminal which demands additional means for the fortification of the wall structure of the wharf.

c) Rijeka Gateway Project

1. Reconstruction of the Viennese and Prague coast will create an important 4 hectares operating area.
2. The building of an infrastructural corridor 2.5 km long will secure a quality traffic route along the western part of the port. Reconstructed lines of all installations and reconstructed railroad tracks will be part of the corridor.
3. Besides the Zagreb coast, there are plans for the building of a new coast which will be 1,200 meters long. Although the first phase will include only the construction of a 300 meter coast line, the newly built coast area will cover a space of 10 hectares and it will be used for the transhipment of general cargo.
4. The passenger terminal is located at the root of the Rijeka mole. The final layout of the terminal will include two berths for passenger ships and a building for the reception of passengers.

With the entire realization of the project, preconditions will be created for the further development of cargo and passenger transport in the port of Rijeka. Additional gains are the specialization of the terminal and the possibility of future investments in port operations.

Image 6: Project of Rijeka Port  Image 7: Simulation of Rijeka port in the future

d) Additional Projects for Rijeka’s Port

The efforts of modernization in Rijeka’s port are in order to improve its operations and capacity. As a result, it will be possible to keep getting investments and the port will
be more competitive. One of the indicators of positive results in Rijeka’s port is the attraction of more foreign shipping agencies and corporations. The goal is to revive Rijeka’s route and return container traffic in the port with existing feeder-line of Lošinjska plovidba with cooperation of the strategic partner MCT from Gioia Taur, member of Contship Italia Group, established was also new weekly feeder-service with CMA/CGM and UFS.

Luka Rijeka Business plan includes the implementation of a strategic plan with an integral marketing development strategy, which will help the port to achieve a strong position in the market. These actions will enhance the operational efficiency and provide the port with a competitive advantage in the future due to its productivity and competitiveness that will meet the market demand.

The first phases of the modernization, development and investment plan into Rijeka’s port, has initiated with positive reactions to change and with optimistic results.

These accomplishments are just the basis of a strong implementation of the strategic plan, following the vision statement of Luka Rijeka which states a successful future of the port with modern and update operation which make the port a successful place to invest and attract more activity.

**d.1) Container and RO-RO terminal**

The project of the Container and Ro-Ro Terminal is a ten-year development plan, which will increase the warehouse capacity with the placement of new docks as extensions of the existing ones. This container terminal modernization is one of the most important development plans in Rijeka’s port. The new container bridges have increased the loading capacity to 30 cycles by letting a manipulation of 80 boxes per hour. These improvements in the handling capacities of the container terminal, makes the port more competitive within the north Adriatic ports. This growth is reflected by getting more foreign investment and, leading world liners become more and more interested in Rijeka’s port.

**d.2) General cargo terminal**

The general cargo terminal development plan includes the replacement of old cranes with mobile cranes with more capacity. These renovations increased the number forklifts with more capacity and will let the terminal handle more material.

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d.3) Inland warehouses

Inland warehouses project in Škrljevo includes the construction of new warehouse complexes which will improve and enhance the quality service. Furthermore, it is planned a radical reconstruction of a silo. This project involves the use of the old and new silo transport line and the placement of new load equipment in order to decrease waste and reduce the costs. It is necessary to highlight future plans for increasing the capacity of the warehouses by partnering with the National Strategy for Environmental Protection and Environmental protection law in Republic of Croatia.

d.4) Frigo terminal

Frigo Terminal project comprehends the acquisition of a frigo-wagon. This acquisition will be the centre distribution of tropical fruits with neighbour countries due to the forecast of an increase in the consumption of these goods in transitioning countries.

d.5) Timber terminal

The Timber Terminal development plan will relocate the terminal from Delta side of the port to the west side of Rijeka’s basin. A new multipurpose terminal will be built. The scope of the plan includes the demolition of the warehouses on Prague and Zagreb pier, which will be replaced for entirely new facilities.

These improvements on the terminal hinges on the quality of its services, which are going to be managed with high-tech operations. In this part of the project it is important to keep on track with the main organizational strategy, which points out the importance of the implementation of sustainable practices in order take care of the environment and to face the changes on time and flexibility. These actions will create a high level service qualification, professionalism, security and flexibility in all its operations.

e) Rijeka’s Port Terminals

e.1) Cereal Terminal

It is located in Rijeka’s basin, and its basis makes silo in which are performed handling and warehousing operations of the cereals and oil-seeds. The depth of the sea is 12 meters, for that it is possible to accommodate ships till 60.000 DWT. The silo’s maximal year capacity is 800.000 t, the possibility for one time storage capacity approximately is 56.000 tons of cereals, and handling devices enable daily effects of 4.000 tons. Silos has special operative shore for ships loading and unloading – Budapest dock.

Within silos it is possible to perform the following manipulations: load the cereals from the silo on the ship, load from the wagon on the ship, unload the cereals from the ship and store them in the silo’s warehouse, load in wagons, unload the cereals from the
wagons and warehousing in silo, clean the wheat, dry, disinfect, undust, bagg and weigh the cereals at all quoted manipulation, depending of the needs. On land side performed is loading and unloading, from the wagons and trucks, and precise balances enable exact determination of goods quantity in cargo manipulation.

At the moment some actions on the silo modernization are taken, in order to decrease environment pollution and increase the equipment efficiency.

**e.2) Frigo Terminal**

It is placed in Rijeka’s basin at Orlando’s pier and handle ships with draught till 8 m. The refrigerator was built in 1991, with chamber capacity 3.175 tons. The frigo terminal surface amounts approximately 8.000 m². The maximum year capacity is 50.000 – 100.000 tons, depending on the number of rotations. Cooling capacity consists of two large chambers for fruits, principally tropical fruits: bananas, oranges, lemons, and two chambers for frozen meat.

Long-term plans foresee is to build one more frigo-wagon, with the possibility to put merchandise on to palettes, and expanding the capacities for ripening.

**e.3) General Cargo Terminal**

It is has two main locations: Rijeka’s and Sušak’s basin, and has 11 berths for ships with maximal draught till 12 m, what enables it to accommodate the ships up to 30.000 DWT. Maximal annual capacity amounts app. 2.000.000 t.

The most frequent cargos are: iron and steel products, various equipment and construction elements, marble and granite blocks, salt, cement, paper / carton, and special bulk cargo.

Experienced workers and suitable technical equipment, and significant warehouse capacities enable secure and quality service in overseas trade. Port’s mechanization modernization and renovation is continuous. Prepared is construction of the new covered mobile warehouses for general cargo on the Zagreb pier area.

**e.4) Timber Terminal**

The timber terminal is located in Sušak-Brajdica. The timber capacity range from 35.000 up till 50.000 ml³, depending of the sort of the wood. Total maximal year capacity of 500.000 t can be realized by using the other warehouse areas also.

In order to ship the timber overseas, it is important to pay attention in a favourable weather which enables natural drying for sanded materials.
Furthermore, Workers are trained to handle the material and perform additional works on the wood like impregnation, marking, packing, attaching and so on.

Planned was to remove the terminal to newly planned areas of multi-purpose terminal on the west part of Rijeka’s basin (Zagreb pier).

**e.5) Container and RO-RO Terminal**

It is placed on Sušak’s part of Rijeka’s port. Its purpose is to handle and store all kinds of containers, RO-RO trailers and other vehicles, and heavy collets. Containerization has started during the 1960-es, and terminal today has RO-RO ramp, two berths and 4 container bridges.

The container’s terminal total surface is 122,234 m²; from what app. 15,000 m² are warehouse areas for stuffing and un-stuffing the containers (CFS), and capacities for cleaning and repairing the containers. Length of the shore (port) is 514 m.

Sea depth up till 12 meters enables accommodation for the ships till 35,000 DWT (Panamax size). Container terminal maximal annual capacity amounts 80,000 TEU, and one time storage capacity of 5,000 TEU. New container bridges have enabled the handling capacity of 30 cycles per ship, what will enable manipulation speed to 80 boxes per hour, and in five-year plan included is warehouse and transport equipment renovation.

Modern warehouse equipment with four transtainers and significant number of container auto-cranes enables to work on three ships at the same time, and it expand the possibility to work with Panamax size ships.

It is planned to increase the terminal size by extending the south berths Jug’ for app. 20 m, and extending the customs fence to the entire range of Sušak railway station, what will bring additional surfaces and increase in railway reloading capacity.

Container and RO-RO terminal are connected with hub ports on Mediterranean Sea, and all main world destinations, by regular ship feeder services, almost on a daily basis. By railway, through Zagreb and Budapest for gravitation hinterland in Central and East Europe, and through Ljubljana and Vienna for countries in West Europe, realized is the shortest connection to all overseas destinations.

**e.6) Bulk Cargo Terminal**

As a composing part of Luka Rijeka, is located in Bakar, 13 km from Rijeka, and is determined for coal and iron ore handling. Special terminal value is operative shore sea depth of 18 m, so it is possible to handle with ships till app. 170,000 DWT.
Terminal Bakar, as a part of Samsung project, has been modernized with modern handling equipment (ship-loader, ship-unloader, and cranes and transport line), that enable continuous way of loading and unloading, what decreases dust circulation, and on that way performed is the incompliance to the EU norms. Ship-loader has loading capacity of 600 t of coal-ore/h, with grasp to the seaside min. of 8 m-20 m; and ship-unloaded has capacity of (for iron ore/coal) 3000/2100 t/h.

This terminal maximal annual capacity is 3.500.000 t of ore, but it is important to emphasize the possibility of one-time storage 400.000 t of iron ore or 130.000 t of coal, and with improved handling effects, this terminal can accept large cargo ships and give service to different kinds of bulk. After quoted technological modernization, it is evaluated that terminal in Bakar will have app. 20% bigger capacities then competitive ports in Mediterranean. Terminal is connected to hinterland by railway, and planned is warehouse capacity increase, and further modernization in port equipment.

**e.7) Liquid Cargo**

The port area comprises the bay of Omišalj with the "Janaf", pipeline’s terminal and the petrochemical plant’s terminal in the nearby bay of Sepen. The oil terminal is equipped for the flow of 24 million tons of oil per year. On the terminal there are two berths with the sea depth of 30 m, where vessels of up to 350.000 DWT can be moored. The maximal transhipping capacity of each berth is 20.000 m³/h.

**e.8) Bršica Terminal**

It integrates live cattle and general cargo is consisted of two parts:
- Štalije for general cargo – timber
- Bršica for loading and shipping the large and small live cattle

Sea depth at the general cargo port is 8,5 m, and at the cattle terminal, by the bank Kosi 7 m.

One part of the basin Raša-Štalije is used as a terminal for handling and warehousing of timber and timber products. Loading and unloading the conventional cargo, mostly timber, is done on the west part of the basin at the port with classical shore cranes. Terminal Bršica is equipped with berths for two ships, with suitable capacities for accepting and shipping the cattle, and with possibility to store app. 1.000 large cattle, and maximal capacity is 60.000 t.

Specialized shore enables simple cattle transfer from one to the other transport vehicle, and cattle is constantly under veterinarian control, while special attention is dedicated to environment protection.
e.9) Škrljevo Terminal

Warehouses at Škrljevo are at 10 km distance from Rijeka’s basin, and 3 km from port basins in Bakar.

They were built in order to increase warehousing possibilities for different kinds of cargo, and finalization, treatment and packing. Warehouse area has 389,913 m², of which 130,000m² are opened, and 44,000m² roofed, and the rest is foreseen for building the new additional warehouses with necessary manipulation area. The area has fence and is equipped with accompanying facilities, bathrooms, service and additional catering object.

Warehouses are very close to Bakar basin. West part of Bakar basin - Goranin with RO-RO ramp is also used as dislocated place for loading and unloading the ships for conventional cargo that should be storage at Škrljevo.

New warehouse complexes building were planned, what will enable higher quality services for final processing, remaking and packing.

f) Statistics of Rijeka Port

![Graphic 1: Total Tons on Rijeka Port 1996-2007](www.portauthority.hr/english/rijeka/info_statistics.shtml)
Table 10: Total Tons per Cargo 2008
(www.portauthority.hr/english/rijeka/info_statistics.shtml)

g) Related Links

1. Rijeka Gateway Project
   http://siteresources.worldbank.org/INTCROATIA/Resources/Rijeka-Gateway-
   Program_illustrated_0409.pdf

2. Rijeka Status Project
   http://siteresources.worldbank.org/EXTSOPE/Resources/5929620-
   1254491038321/6460830-1254491059045/Croatia.pdf

   http://siteresources.worldbank.org/INTTRANSPORT/Resources/336291-
   1234451048011/5827121-1239045090161/Ollivier_Rijeka-Gateway.pdf
4. RIJEKA GATEWAY PROGRAM: Balancing Port-City and City-Port Development


9.1.2 Ploče

The Port of Ploče is a multifunctional port used for transhipment of almost all kinds of goods circulating in the international sea transport. Transhipments, storage and other related services are conducted on the terminals used for: general cargo, bulk cargo, liquid cargo, grain cargo, containers, and alumina and petcocks.

An integral part of the port is the port of Metkovic which is located 20 km upstream on the river Neretva. It is specialized for transhipment of cement (silo), cinder, and granulized stone.

Total, annual transhipment capacity of the port of Ploče is estimated to more than 5 million tones of general and bulk cargo (excluding terminals that are currently being built), while the total storage capacity for liquid cargo is around 600 000 tones. The terminals are arranged on 7 operative shores in Ploče with a draught up to 13 m and they can accept ships up to the size of Panamax ships. Terminals are directly connected with the gravitational hinterland by railroad which spread over the whole operative length.

a) Services (Ploče Port and Metkovic Port)

1. Port cargo handling
2. Storage and transport of various cargoes
3. Mooring the vessels, yachts and big cabin cruisers etc.
4. Other services
The basic capital of Port of Ploče, Inc is HRK 89,045,600, and it is split into 222,614 shares whose nominal value is HRK 400.

b) Ownership Structure on 30th June 2008.

1. Croatian Privatization Fund 44,36 %
2. Other shareholders 38,8 %
3. Croatian Pension Insurance Fund 16,84 %

![Graphic 3: Ownership Structure of Ploče Port]

c) Internal Organization of the Port

1. Sector for ports services,
2. Commercial sector,
3. Sector for economy and finance,
4. Sector for development and investment,
5. Sector for quality and legal procedure.

Each sector is well equipped and trained with qualified workers.


d) Company Organization "Luka Ploče" d.d.

For services in maritime transport, port services, storage of goods and freight.

Organizational Sectors

- MANAGEMENT BOARD
- ECONOMY AND FINANCE SECTOR
- COMMERCIAL SECTOR
- PORTS SERVICES SECTOR
• GENERAL AFFAIRS SECTOR
• DEVELOPMENT AND INVESTMENT SECTOR

e) Terminals

e.1) General Cargo Terminal

"Luka Ploče"d.d. introduced modern mechanization and technological procedures which, together enable a high degree of work efficiency in manipulation of general cargo. General cargo transhipped in the "Port of Ploče" is: foodstuffs (coffee, sugar, tropical fruits, and other), cattle food, cotton, tobacco and all final or semi-final products of metallurgical and chemical industries. "Port of Ploče" offers the possibility of further processing, editing improvement, packaging and sorting of various kinds of goods as well as the possibility to store them for longer periods of time.

<table>
<thead>
<tr>
<th>Capacity</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Quay length</td>
<td>705 m</td>
</tr>
<tr>
<td>Draught</td>
<td>9,2 m</td>
</tr>
<tr>
<td>Number of berths</td>
<td>6 km</td>
</tr>
<tr>
<td>Closed warehouse capacity</td>
<td>35.834 m²</td>
</tr>
<tr>
<td>Open warehouse capacity</td>
<td>153.925 m²</td>
</tr>
</tbody>
</table>

*Table 11: Total Capacity of General Cargo Terminal (http://www.luka-ploce.hr/en/str/statistic.php)*

<table>
<thead>
<tr>
<th>Mechanization</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Shore cranes</td>
<td>8 pcs</td>
</tr>
<tr>
<td>Auto cranes of 15 - 60 t capacity</td>
<td>9 pcs</td>
</tr>
<tr>
<td>Forklifts of 2 - 28 t capacity</td>
<td>100 pcs</td>
</tr>
<tr>
<td>Electric forklifts of 1,2-2,5 t capacity</td>
<td>16 pcs</td>
</tr>
<tr>
<td>Floating crane of 100 t capacity</td>
<td>1 pcs</td>
</tr>
<tr>
<td>Length of railway tracks</td>
<td>5 600 m</td>
</tr>
</tbody>
</table>

*Table 12: Mechanization of General Cargo Terminal (http://www.luka-ploce.hr/en/str/statistic.php)*
e.2) Bulk Cargo Terminal

The basic capacity used for manipulating bulk cargo in "Luka Ploče" is shore 5, where coal, iron ore, pig iron and waste iron are transhipped.

"Luka Ploče" d.d. offers a complete service in the manipulation of all kinds of bulk cargo. The annual bulk cargo traffic: coal, iron ore, phosphate, concentrates, cinder, scrap iron and others is more than three million tones.

<table>
<thead>
<tr>
<th>Capacities</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Quay length</td>
<td>510 m</td>
</tr>
<tr>
<td>Draught</td>
<td>13 m</td>
</tr>
<tr>
<td>Storage capacity</td>
<td>300.000 t</td>
</tr>
<tr>
<td>Number of berths</td>
<td>3 pcs</td>
</tr>
<tr>
<td>Mooring for ships up to</td>
<td>60.000 DWT</td>
</tr>
<tr>
<td>Reloading capacity</td>
<td>15.000 t/day</td>
</tr>
<tr>
<td>Length of railway tracks</td>
<td>2 000 m</td>
</tr>
</tbody>
</table>

**Table 13:** Mechanization of Bulk Cargo Terminal ([http://www.luka-ploce.hr/en/str/statistic.php](http://www.luka-ploce.hr/en/str/statistic.php))

<table>
<thead>
<tr>
<th>Mechanization</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Loaders</td>
<td>13 pieces</td>
</tr>
<tr>
<td>Bulldozer</td>
<td>1 piece</td>
</tr>
<tr>
<td>Shunting engine</td>
<td>2 pieces</td>
</tr>
<tr>
<td>Shore cranes capacity 10 t</td>
<td>5 pieces</td>
</tr>
<tr>
<td>Mobile crane capacity 63 t</td>
<td>1 piece</td>
</tr>
</tbody>
</table>

**Table 14:** Mechanization of Bulk Cargo Terminal ([http://www.luka-ploce.hr/en/str/statistic.php](http://www.luka-ploce.hr/en/str/statistic.php))
e.3) Terminal for liquid cargo transhipment

There are two terminals in the Port of Ploče, "LPT" and "Oil terminal BiH", for reception and dispatching of liquid cargo:

- motor gas
- gas oil
- other liquid cargo

The liquid cargo moor is 63 m long and is connected through a pipeline to the capacities of both terminals. The liquid cargo moor is equipped with all the necessary equipment for transhipment of liquid cargo, as well as fire extinguishing equipment and equipment for sea protection from spills of liquid cargo.

<table>
<thead>
<tr>
<th>Capacity &quot;Oil terminal BiH&quot;</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Number of berths</strong></td>
<td>1 km</td>
</tr>
<tr>
<td><strong>Draught</strong></td>
<td>12 m</td>
</tr>
<tr>
<td><strong>One-time storage capacity</strong></td>
<td></td>
</tr>
<tr>
<td>Oil fuel</td>
<td>40,000 m³</td>
</tr>
<tr>
<td>NaOH (55%)</td>
<td>17,000 m³</td>
</tr>
<tr>
<td>White products (gasoline D2 orthoxilen)</td>
<td>20,000 m³</td>
</tr>
<tr>
<td>Petrochemical products</td>
<td>15,000 m³</td>
</tr>
<tr>
<td><strong>Technical capacities of oil fuel</strong></td>
<td></td>
</tr>
<tr>
<td>Shipping</td>
<td>500 t / h</td>
</tr>
<tr>
<td>Reception</td>
<td>1000 t / h</td>
</tr>
<tr>
<td><strong>Technical capacities of NaOH</strong></td>
<td></td>
</tr>
<tr>
<td>Shipping</td>
<td>200 t / h</td>
</tr>
<tr>
<td>Reception</td>
<td>400 t / h</td>
</tr>
<tr>
<td><strong>Technical capacities of white products</strong></td>
<td></td>
</tr>
<tr>
<td>Shipping</td>
<td>350 t / h</td>
</tr>
<tr>
<td>Reception</td>
<td>350 t / h</td>
</tr>
<tr>
<td><strong>Technical capacities of petrochemical products</strong></td>
<td></td>
</tr>
</tbody>
</table>
TRANSPORT AND LOGISTICS IN CROATIA

Table 15: Capacity of Liquid Terminal (http://www.luka-ploce.hr/en/str/statistic.php)

**Table 15: Capacity of Liquid Terminal (http://www.luka-ploce.hr/en/str/statistic.php)**

**e.4) Grain cargo terminal**

The grain cargo terminal is a standalone, technologically complete system with its own shore, railroad and road connectivity. It is designed for transhipment, storage and packaging of crops, oilseeds and other grain cargo.

The following cargo manipulations are possible:

- ship-silo
- silo - ship
- wagon or road vehicle - silo
- silo - wagon or road vehicle
- direct manipulation: ship - vehicle and vehicle ship through the transportation system

**Table 16: Capacity of Grain Cargo Terminal (http://www.luka-ploce.hr/en/str/statistic.php)**

<table>
<thead>
<tr>
<th>Capacity</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quay length</td>
<td>180 m</td>
</tr>
<tr>
<td>Draught</td>
<td>9.80 m</td>
</tr>
<tr>
<td>Number of berths</td>
<td>1 km</td>
</tr>
<tr>
<td>One-time storage capacity</td>
<td>45,000 t</td>
</tr>
<tr>
<td>Technical capacity transfer</td>
<td>400 t / h</td>
</tr>
<tr>
<td>Capacity line for packing in bags</td>
<td>1000 bag / h</td>
</tr>
</tbody>
</table>
e.5) Wood Terminal

A warm and sunny climate, as well as the proximity of the neighbouring Bosnian forests, dictated the construction of the wood terminal in the "Port of Ploče". It took over the role of an accumulative centre which performs drying, sorting, cutting and packaging of the material before it is dispatched to a foreign destination. Closed warehouses, covered facilities and open surface are used for storage, length of the shore.

**Table 17:** Capacity of Wood Terminal ([http://www.luka-ploce.hr/en/str/statistic.php](http://www.luka-ploce.hr/en/str/statistic.php))

<table>
<thead>
<tr>
<th>Capacities</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Quay length</td>
<td>110 m</td>
</tr>
<tr>
<td>Draught</td>
<td>9.2 km</td>
</tr>
<tr>
<td>Number of berths</td>
<td>1 km</td>
</tr>
<tr>
<td>Terminal area</td>
<td>46 464 m²</td>
</tr>
<tr>
<td>Covered warehouse</td>
<td>2000 m²</td>
</tr>
<tr>
<td>Open warehouse</td>
<td>153.925 m²</td>
</tr>
<tr>
<td>One-time storage capacity</td>
<td>20 000 m²</td>
</tr>
<tr>
<td>Finishing works-saw mill</td>
<td>100 m² / day</td>
</tr>
</tbody>
</table>

**Table 18:** Mechanization of Wood Terminal ([http://www.luka-ploce.hr/en/str/statistic.php](http://www.luka-ploce.hr/en/str/statistic.php))

<table>
<thead>
<tr>
<th>Mechanization</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>fork lifts</td>
<td>10 pc</td>
</tr>
<tr>
<td>tug mechanization</td>
<td>7 pc</td>
</tr>
</tbody>
</table>
Alumina and petcoke terminal consists of two separate facilities; constructed using the latest technology the silo for alumina is a steel container with a supporting transport system which enables the manipulation of alumina unloading from cistern wagons, tank loading and tank emptying into the ship.

The petcoke's warehouse is equipped with a transportation system based on transport conveyor belts, and transhipment carts used for continued loading of railroad wagons. Possible goods manipulations are:

- ship-truck-warehouse
- warehouse-wagons

<table>
<thead>
<tr>
<th>Capacity</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Alumina silos</strong></td>
<td></td>
</tr>
<tr>
<td>quay length</td>
<td>80 m</td>
</tr>
<tr>
<td>draught</td>
<td>9,2 m</td>
</tr>
<tr>
<td>one-time storage capacity</td>
<td>20 000 t</td>
</tr>
<tr>
<td>technical reloading capacity</td>
<td>600 t / h</td>
</tr>
<tr>
<td><strong>Petcoke silos</strong></td>
<td></td>
</tr>
<tr>
<td>one-time storage capacity</td>
<td>10 000 t</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Technical Reloading Capacity</th>
<th>260 t / h</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area closed warehouse</td>
<td>30 002 m</td>
</tr>
</tbody>
</table>

**e.7) Container terminal**

Establishment of the feeder line in March 1999 enabled the "Port of Ploče", as well as some other Croatian lines, to be connected with hub ports in the Mediterranean. Thus, port users were presented with an opportunity to engage in world container traffic. In accordance with this, "Luka Ploče" d.d. undertakes all the necessary steps to improve the container terminal business.

<table>
<thead>
<tr>
<th>Mechanization</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Reachsteker 45 t</td>
<td>2 pc</td>
</tr>
<tr>
<td>Heavy lift &quot;Linde&quot; 42 t</td>
<td>1 pc</td>
</tr>
<tr>
<td>Tag master sisu</td>
<td>2 pc</td>
</tr>
<tr>
<td>Trailer</td>
<td>6 pc</td>
</tr>
</tbody>
</table>


**Traffic Statistics of Container Terminal**

Container traffic in the period in 1999 - 2009 year

<table>
<thead>
<tr>
<th>Year</th>
<th>TEU</th>
</tr>
</thead>
<tbody>
<tr>
<td>1999</td>
<td>1440</td>
</tr>
<tr>
<td>2000</td>
<td>2930</td>
</tr>
<tr>
<td>2001</td>
<td>4471</td>
</tr>
<tr>
<td>2002</td>
<td>7298</td>
</tr>
<tr>
<td>2003</td>
<td>13300</td>
</tr>
<tr>
<td>2004</td>
<td>14520</td>
</tr>
<tr>
<td>2005</td>
<td>17065</td>
</tr>
<tr>
<td>2006</td>
<td>18150</td>
</tr>
<tr>
<td>2007</td>
<td>29385</td>
</tr>
<tr>
<td>2008</td>
<td>35124</td>
</tr>
<tr>
<td>2009</td>
<td>25931</td>
</tr>
</tbody>
</table>

Table 21: Total Container Terminal Traffic (http://www.luka-ploce.hr/en/str/statistic.php)

f) General Statistics of Ploče Port

General Cargo

CONTAINERS (25,031 TEU) 240,244,595
STEEL BILLETs 43,436,380
BEECH WOOD (49,580,496 m³) 41,637,387
ALUMINIUM INGOTS 36,682,833
CALCIFIED SODA 31,374,843
ALUMINIUM LOGS 14,354,844
BANANAS (603,542 kartona) 12,070,840
SUGAR 10,031,200
CONSTRUCTIONS 4,367,872
ALUMINIUM FLUORID 1,704,000
SHEP EQUIPMENT 896,837
FERTILIZER 711,123
SAND QUARTZ 501,000
DANGEROUS CARGO 368,253
CRANS 153,657
MILITARY EQUIPMENT 12,862
TOTAL 438,548,528

Note: The amounts expressed in tons
Table 22: Total Tons of Products in General Cargo (http://www.luka-ploce.hr/en/str/statistic.php)


Bulk Cargo
Graphic 6: Physically Transport Comparison in Bulk Terminal 2008 - 2009
(http://www.luka-ploce.hr/en/str/statistic.php)

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>COAL</td>
<td>1,182,731,449</td>
</tr>
<tr>
<td>ALUMINA</td>
<td>314,679,072</td>
</tr>
<tr>
<td>PETCOKE</td>
<td>202,072,870</td>
</tr>
<tr>
<td>COKE</td>
<td>154,584,383</td>
</tr>
<tr>
<td>SUGAR</td>
<td>81,726,800</td>
</tr>
<tr>
<td>SCRAP IRON</td>
<td>66,540,559</td>
</tr>
<tr>
<td>Bauxite</td>
<td>39,583,000</td>
</tr>
<tr>
<td>SALT FOR ROADS</td>
<td>10,630,000</td>
</tr>
<tr>
<td>SAND QUARTZ</td>
<td>8,900,000</td>
</tr>
<tr>
<td>CEMENT</td>
<td>6,798,000</td>
</tr>
<tr>
<td>WHEAT</td>
<td>3,809,990</td>
</tr>
<tr>
<td>SAND</td>
<td>3,744,183</td>
</tr>
<tr>
<td>ALUMINIUM HYDRAT</td>
<td>2,849,070</td>
</tr>
<tr>
<td>GRANULATED STONE</td>
<td>1,200,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>2,079,849,176</strong></td>
</tr>
</tbody>
</table>

Note: The amounts expressed in tons

Table 23: Total Tons of Products in Bulk Cargo (http://www.luka-ploce.hr/en/str/statistic.php)

**Liquid Cargo**

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>GAS OIL</td>
<td>257,493,273</td>
</tr>
<tr>
<td>GASOLINE</td>
<td>92,914,131</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>350,407,404</strong></td>
</tr>
</tbody>
</table>

Note: The amounts expressed in tons

Table 24: Total Tons of Products in Liquid Cargo (http://www.luka-ploce.hr/en/str/statistic.php)
Graphic 7: Physically Transport Comparison in Liquid Terminal 2008 - 2009
(http://www.luka-ploce.hr/en/str/statistic.php)

More statistics at:

http://www.port-authority-ploce.hr/statistics.asp
g) Projects at Ploče Port

Port of Ploče - leading port and logistical centre for Middle Europe

- Construction of two new terminals: bulk cargo terminal and container terminal
- Upgrade of the port system: container is currently in the implementation phase business managing system.
- Complete logistical support (service integration with other participants in the process) with the goal of increasing the competitive edge of the transparent route through Ploče.
- Goods distributive centre

A contract regarding the loan for the Project of transport integration and trade in the port of Ploče was signed with the World Bank on 20 November 2008. The total loan amounted up to EUR 70 million - EUR 58.8 million provided by a World Bank loan and the rest of EUR 11.2 million by an EBRD loan (contract signed in 2007). The Government of Croatia participated in the whole project with 25%, i.e. EUR 25 million.

The Project foresees the building of a terminal for bulk cargo with the capacity of 5 million tons per year and the construction start is set for spring 2008 with a planned finalization by the end of 2010. Also planned is the construction of a multipurpose/container terminal, the building activities are expected to last from spring 2007 till mid 2009.

With the achievement of the construction of a container terminal the port of Ploče gains an additional operating surface of 12 hectares and a 300 meters long coast for the accommodation of container ships. Supra-structural objects will operate based on concessions after soliciting for tenders.

\[ g.1 \) Bulk Cargo at Port of Ploče \]

The project of building a terminal for bulk cargo results with a new port surface of 25 hectares and a new 300 meters long coast for the accommodation of ships. This project will satisfy the economic needs of the neighbouring country Bosnia and Herzegovina and of other entrepreneurs of countries linked to the 5 C corridor. The supra-structure will be built according to the models Build-Operate-Transfer (BOT) or Public Private Partnership (PPP).

\[ 14 \) http://www.luka-ploce.hr/en/str/vision.php \]
Preparation of the Bulk Cargo Main Design is in progress, based on which the building permit for the construction works was obtained at the end of 2009. Fully respecting technological concept in the preliminary design and conditions in the location permit, the main design uses somewhat different, but absolutely technically acceptable solutions. Those solutions will contribute the impact of the BCT construction on the environment. The changes relate to the following:

- Pier construction with a length of 422.0 m including the access bridge and mooring dolphin will be constructed to be able to accommodate ships for bulk cargo transport with a capacity of 180.000 DWT and a drought of 18,0 m (Cape Size ships) and ships for cargo loading and transhipment on short distances with maximum capacity of 35.000 DWT and a drought of 10,50 m (Handy Size ships).

- Pier construction of open-type will be executed with vertical and batter steel piles with a slope that starts from the pier line, it does not enable one-time storage of cca 60.000 m3 to be loaded again (transhipment) in the back area as specified in the preliminary design. This cargo will be deposited on the central storage area with belt conveyors and stackers, just like other cargoes. Reloading of this cargo into smaller ships will be executed by the loader that will be installed on the pier. Loader will load cargos into ship holds from a very small height compared to piles, which will eliminate the dust. This is better solution than the one in the preliminary design when the cargo was unloaded in the back storage area and reloaded with bucket grabber. In this solution, there is no back storage, no dust coming from those piles and during the loading and unloading of cargo.

- Increased capacities / surface of central storage area for coal in transhipment, with an annual quantity amounting cca 800.000 m3. This coal cannot be stored in the back of Terminal (the hinterland) as described before, but it must be stored in the central storage, and later forwarded to smaller ship units using loader.

- The pier and other infrastructure are constructed in such manner that they can accept also unloaders, stacker and re-claimers for a larger- capacity storage area, which will shorten time of cargo handling and berthing. Individual capacities of unloaders can be increased from planned nominal 1500 t/h to 2000 t/h., disposal on the storage area from 3000 t/h to 4000 t/h, while the capacity of reclaiming from the storage area and loading into wagons will remain as planned-1600 t/h. Anyways, future concessionaire / user of the Terminal infrastructure Luka Ploče d.d. will decide on capacities and other characteristics of the equipment.

- Access channel (access marine area) for ships of 180.000 DWT (Cape Size ships) with a depth of -20,0 m and with of 120,0 m including aids to navigation. This will increase the quantities of the dredged material that will be deposited on the same dump-site inside the port of Ploče area as specified in the preliminary
design. Dredged material will be used for preloading and soil consolidation for facilities that will be constructed in near future. This will lower financial investments in their construction.

- Power supply via high voltage cables will be used for the Bulk cargo terminal – final construction phase with a power of 9,51 MW, and the transformers of 10(20)/6 kV and 10(20)/0,4 kV will be installed in power supply stations for the construction phase I. with a total power of 7,52 MW.

Port of Ploče Authority has commenced with the prequalification procedure for the selection of the contractor. The construction of the Terminal should commence by the end of the first half of 2010. 15

Almost 150 hectares of the total surface area of the Port of Ploče are still unimproved and planned for the development of port capacities. The activities on the Project of Trade and Transport Integration Project started in 2005, based upon an agreement between the Government of the Republic of Croatia and The World Bank, the objective being to raise the capacity, efficiency and quality of services in the southern part of Corridor Vc with a focus on the Port of Ploče as its starting point. The Project is an answer to the economic development trends in the gravitational area of the Port of Ploče and in particular due to the fact that, upon the entry of multinational companies in the ownership structure of major port users in the field of metallurgy in Bosnia and Herzegovina, the traffic loads in the Port of Ploče.

Although all the characteristics of these terminals will be known upon the selection of the best concessionaire and the preparation of the detailed project documentation, it has been planned that the future dry bulk cargo terminal would be able to handle annual traffic volumes of 5 million tons of various cargo, while the container terminal would be developing in phases and would be able to handle annual traffic volumes of 60,000 TEU upon completion of the first phase. A modern container terminal would strengthen the position of the Port of Ploče in the intermodal network and provide an increase in container, especially feeder lines comparing to the present condition.

The project will achieve these objectives with the following measures:

- Bigger port capacities due to the construction of two extremely sophisticated technology units: Dry bulk cargo terminal and multipurpose/container terminal.
- Reduction of administrative barriers for railway transport along the Corridor Vc as well as an improvement of efficiency and harmonization of the activities of the border institutions.
- Optimization of transport to and from the Port of Ploče with the use of an integrated information system.

15 http://www.port-authority-ploce.hr/html/eng/development.asp
- Establishing the preconditions to address all identified priorities through public-private partnership and to enable the construction of facilities and equipment for the manipulation of the cargo in the port.

In the long term, the Port of Ploče Authority does not plan any development in the field of traditional handling. In the other hand it is important to face the current globalization in term of production and necessity of additional logistics services. Furthermore, it is necessary to develop various value-added services as an instrument to achieve the competitive advantages by building strong relationships with the customers and by providing them with an increased scope of services.

The Port of Ploče can expect the synergy effects of such a logistics hub since it will thereby attract additional cargo volumes, which can be dispatched through the port and generate thereby additional revenues and increase the rate of utilization.

The logistics hub would present the following features:

- Exceptional strategic location with respect to the Central and South-eastern part of the European market
- Use of the already established free zone in the whole port area in Ploče
- Highly skilled and productive labour.
- Developed logistics and road infrastructure and exceptional connections to foreign markets, in particular upon completion of the construction of the Corridor Vc and the motorway Zagreb – Split – Ploče – Dubrovnik.
- Strong professionalism of the logistics industry.
- Friendly international business environment.
- Support of local and central authorities

The promotion of logistics activities will provide an incentive to the evolution of the Port of Ploče from a traditional port, as an intersection of two forms of transport, where transhipment and storage of goods are performed, into a port as a hub for an integrated transport logistics platform for international trade.

h) Related Links

Project Information Document – Port of Ploče


The Trade and Transport Integration Project Corridor Newsletter - (March 2009)

9.1.3 Zadar

In 2007 the Port of Zadar signed a loan contract by 200 million Euros for construction and renovation activities in the port. The amount has been used to re-locate the ferry port out of the city’s historic centre. The whole project is projected to be completed by 2012.

The first phase, besides the construction of the embankment, included the construction of the passenger terminal for domestic and international lines and a fishing port, while additional objects like hotels will be finalized during the second phase.

The achievement of the project will decrease the pressure of passenger ships on the historic part of the city, creating a modern passenger port with the capacity to accommodate all types of passenger ships and Ro Ro ships. In that way a new port surface will be created, 250,000 square meters large, with a total length of 3,000 meters. The maximum depth along the coastline will reach 13 meters, which will allow the acceptance of even the largest ships and cruisers. In that manner the problem of maritime passenger traffic regarding the city of Zadar, will be solved.
9.1.4 Šibenik

The construction of a passenger terminal (appraised value EUR 4 million) is planned for Šibenik, while the supra-structure will be constructed based on a concession on grounds of an international tender.

Currently, the city of Šibenik has no adequate passenger terminal, and the traffic partly takes place along the shore which is specified for the transhipment of cargo. With the construction of a passenger terminal, the question of passenger traffic at the port of Šibenik will remain solved for a long time. Another problem which will be taken care of is the acceptance of cruisers, as well as the question of creating adequate working space for the harbourmaster’s office, customs and port authority.

9.1.5 Split

The project of building summer berths and a Ro-Ro terminal in the port of Split in the total value of approx. EUR 2.7 million will be financed via a commercial loan secured through the Port Authority Split, vouched for by the Government of the Republic
of Croatia. Objects of supra-structure will be constructed based on a concession on grounds of an international tender.

On 17 August 2007 this port was extended for an additional 146 meters of embankment, based on the expansion and construction work performed on the St. Peter mole. Now this largest Croatian port is able to accept a 180 meters long cruiser.

The construction did cost up to almost EUR 4 million, the money was a joint investment of the Port Authority and the State. Besides the berths, a ferry port was added to the southern side of the mole. All of that unburdened the rest of the port which is one of the largest in Croatia and the third-largest in the Mediterranean with 3.5 million passengers and over 646,000 vehicles transported in the year 2006.

Plans are that traffic should increase up to as much as 7 million passengers along with the growth of the number of vehicles, so that a reinforcement of infrastructure is inevitable.

9.1.6 Dubrovnik
The achievement of the Contract for Loan from EBRD designated for the construction of the shore infrastructure in the port of Dubrovnik (value up to EUR 26.5 million). Also planned is the building of the supra-structure based on a concession on grounds of an international tender.

With the achievement of the project, a new 900 meters long shoreline will be created, suitable for the acceptance of cruisers. The project will also result in a new 15,000 square meters large surface which will allow the parallel acceptance up to 3 modern cruisers as well as the loading/unloading of 10,000 passengers, simultaneously. With the building of infrastructure, preconditions are created for the construction of objects on land which include a passenger terminal, garage, supermarket or hotel-casino according to the models Build-Operate-Transfer (BOT) or Public Private Partnership (PPP).

a) Projects at Dubrovnik Port

a.1) Reconstruction and rebuilt of port infrastructure, Berth 10-16

- Project of reconstruction and rebuilding of berth 10-16, that is project of future zone of boat acceptance on cruise trips;
- Project finished in December 2009.

a.2) Project of reconstruction of operation shore Batahovina:

- Beginning of work is in 2009 and ending is in 2011;
- Project comprehends new operation shore on the area of Batahovina in length of 600 meters;
- Main goal of this project is to enable and engage this part of the port for the needs of international and national ferry traffic, while the inner part of the port from berth 10-16 would be exclusively for the needs of ship acceptance on a cruise trips.
- Project comprehends spreading of port area and area above Adriatic Highway in direction of Old railway road, and that comprehends creation of terminal plateau by removing stone part in direction of rail road.

a.3) Rebuilt plan of Port’s suprastructure:

- Specified objects of superstructure in the port area can be divided in elementary, that is necessary for the port function and that are sea passenger terminals, bus terminals and additional facilities as hotel capacities, shopping malls, objects for fun and relaxation, public parking garage, business centre "Petka" etc.
- The main goal of the project is to enrich tourist offer of the city and port of Dubrovnik;
• Time for realization of the project: beginning of the works in first half of 2008 and ending is in 2014.

The main goal of these plans and projects is to improve sea passenger port services in Dubrovnik and turn it as one of leading Mediterranean ports. Essential element for reaching that goal is development of port facilities which will contribute to ports and tourist offer of Dubrovnik area and Dubrovnik as tourist destination.

9.2 Harbormasters’ Offices

The task of harbourmasters’ offices is to control navigation in the internal and territorial waters of the Republic of Croatia, actions of search and rescue on sea, inspection of navigation safety, inspection of the maritime domain, registration and deletion of vessels as well as organizing a register of vessels. Additional tasks include establishing a vessels’ ability to navigate, tonnage measurement of ships, handing out of documents necessary for navigation, establishing the level of proficiency in case of professionals employed in the maritime transport, etc.

9.3 Port Authorities

Related Link: [http://www.mmpi.hr/default.aspx?id=4639](http://www.mmpi.hr/default.aspx?id=4639)

10. RIVER TRANSPORT

Croatian river transport is an integral part of the European transport system. We have been witness to a trend of commodity flows, notably of bulk cargo, being redirected to inland waterways, because river transport is among the most cost-efficient and ecologically the most acceptable methods.

The Republic of Croatia is linked to Western, Central and Eastern Europe by its largest rivers, the Danube, Drava and Sava. Combined transport further links them with the Adriatic, i.e. with other parts of Europe and of the world. The Danube is an international river, and also Drava from its mouth to the town of Osijek (23 km). The remaining upstream section of the Drava has an interstate status, as does the Sava. This wealth of waterways is a good foundation for the development of river transport. However, this potential has not yet been adequately exploited, especially in terms of commercial aspects.

Croatian inland waterways were integrated into the network of European waterways as part of Corridor VII (Danube Corridor) by signing the European Agreement on Main Inland Waterways of International Importance (AGNUN/ ECE/ITC). Hence, the following waterways have international status:
TRANSPORT AND LOGISTICS IN CROATIA

Zagreb, 2010

E- 80 - the Danube
E- 80-08 - the Drava River from its mouth to Osijek – 22 km
E- 80-10 - the Dunav – Sava canal
E- 80-12 - the Sava River to Sisak, including a section of the river Kupa (5 km).

The Danube and Drava are navigated throughout the full length of their navigable sections. However, transport intensity is somewhat lower than in 1990 except on the Danube due to the fact that the transhipment volume of Vukovar Port has remained the same as it was before Croatian War of Independence. On the Sava River, commercial vessels ply between Rušćica (near Slavonski Brod) and Sisak (transportation of raw petroleum). Vessels used for the extraction of gravel and sand primarily navigate other parts of the Sava.

Inland navigation in Croatia is safe at medium and higher water levels. River levels show a tendency to large water level fluctuations, up to 10 meters. Navigation is not safe at low or lower water levels, making draught restrictions or even traffic suspensions necessary.  

Table 25: River transportation: Transhipment of goods in inland waterway ports.
(http://www2.hgk.hr/en/depts/transport/pomorski_rijeci_2009.pdf)

Table 26: Goods transport and ton / kilometres)
(http://www2.hgk.hr/en/depts/transport/pomorski_rijeci_2009.pdf)

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Fleet obsolescence and lack of building slipways for overhaul are the biggest problems of ship owners in the Republic of Croatia. The building of dry slipway and the opening of the repair shipyard in Sisak enabled easier and simpler maintenance and repair of vessels. The condition of waterways is also a major challenge, primarily of the Sava and Drava Rivers. In 2005 the Agency for Inland Waterways was been established in order to facilitate the qualitative solving of the current problems. The long-term no maintenance of waterways caused significant problems and significant resources are needed to improve the waterways to comply with international AGN standards.

11. PIPELINES

According to the National Classification of Economic Activities, pipeline transportation is classified under Transport, Storage and Communications, including the transport of gas, liquids, cement, plaster, slurry and other commodities via pipelines.

The figures below are for the pipeline transportation of petroleum and gas, which is an important mode of transport when it comes to these energy sources. Pipeline transport is the cheapest mode of fuel transportation, meeting also environmental requirements. Apart from petroleum and gas transportation for domestic needs, the possibilities of increasing their transit quantities are also highly important, as transit can strongly contribute to accelerating the development of pipeline transport in Croatia.

In the analysis of transport activities, pipeline transport accounted for 8.6% of total goods transport in 2007.
Table 27: Petroleum and Gas Transport
(http://www2.hgk.hr/en/depts/transport/pomorski_rijecni_2009.pdf)

12. LOGISTICS REPORT
13. ANALYSIS - SUMMARY

http://info.worldbank.org/etools/tradesurvey/mode1a.asp?countryID=34#
13.1 General Overview

The transport sector in Croatia is well developed and in most cases meets the European Union (EU) criteria and safety measures. Croatia is connected with Eastern and Central Europe as well to the rest of Europe by air, railroad, road and sea.

The road system, national and international, is wide and well developed. All roads are in a very good condition and most of them meet the EU criteria. Therefore, the road transportation counts for 60 to 70 percent. Remark: the half of this activity is performed by foreign companies.

The railway sector is poorly developed and there are huge infrastructure lacks.

Water transportation is a huge and well developed sector and actually one of the most important.

Air transportation is good enough to satisfy the necessities of the country, but there still is a very low use of this way of transportation. The air cargo traffic is extremely low.

In the field of logistics, Croatia has no development; this is a new business for the country. Educational framework is not defined and there is no training in this field.

13.2 Air Transport

The air transport sector in Croatia is good, but not all the companies fly yet to Croatia the whole year. Many companies, e.g. Lufthansa, make direct flights to Croatia during the summer period and currently some low cost companies, e.g. Wizz Air, are flying to Zagreb at very low prices. Recently, many companies started more frequent direct flights to Croatia.

The main company in Croatia is Croatian Airlines, with a wide range of services to the national and international market.

This company covers the main national and several international destinations. The company serves its market as any other international company by offering online transactions (a.o. reservations, payments, check-in) and by accepting all the major credit cards. The number of passengers per year is around 4 million.

In this market, there is no competition, due to the fact that Croatian Airlines is a monopoly in the country and covers practically the whole the market.

In spite of this, the cargo activity is very low and does not have any influential impact in the sector. Most if the goods entering the country are carried by ground transportation.
13.3 Road Transport

Road transport in Croatia is quite good and most of the visitors come through this way. Croatia has more than 2,000 km of highways which reach all areas in Croatia. As a result, it is possible to get to any part of Croatia in 5 or 6 hours.

All the highways meet the European safety and construction criteria, as most of them were recently built. During to the post war reconstruction period, the improvement of the economy and trade was the main priority. Therefore, most of the highways and roads are in a very good condition.

However, despite this good road network, the border areas still show some connection problems, most of them due to political issues. For example with Serbia: Croatia wanted to build a road to Serbia, but this was impossible because of the lack of infrastructure and political will in Serbia.

Croatia also takes part of one of the biggest international projects: the Pan-European corridor, which is one of the crucial connection points between Croatia and the other countries. This corridor will increase the trade between the other countries and will provide an easy and fast access to many other destinations. See the expected situation by 2010 on slide: http://edessa.topo.auth.gr/X/Pres/New/Status.ppt#391,13,Slide

Remark: the road transport of goods is still very expensive in Croatia, as the costs increase by 20% more than in the EU because of the lack of State incentives.

In Croatia, there are around 3,000 international transport companies, but most of them are very small companies. Only 150 companies have more than 10 trucks. From this perspective, the market is very competitive and there is a certain level of instability due to the lack of management and market vision within the companies, mostly in the field of transport costs.

As an example: according to some companies, a trip form Croatia to Munich, Germany is around 1,000 Euros: a single trailer, with all costs, including driver’s expenses, gas and all expenditures. In reality, this price is too low, because the actual costs are much higher: the real cost is around 2,000 to 3,000 Euros per route.

Consequently, many companies fail and, in some cases, the company go bankrupt.

There are also transport clusters, but we have to ask formally information about them.

13.4 Railways
In the railroad sector, there is a huge lack of infrastructure, because it has not received major maintenance in the last 50 years. As a result, most of the trains run at the maximum speed of 40 km/hr, which is very slow for nowadays necessities and does not offer an attractive way to transport goods and attract more foreign investment.

However, minor improvements have been achieved in some railways and the newest ones allow a speed of 160 km/hr.

The company that operates the railways is HŽ (Croatian Railways – www.hznet.hr), which does not receive any State subsides, except HŽ Infrastructure.

No other major project can be considered, due to political issues.

13.5 Sea Transport

Sea transport is well developed in Croatia; many ports are working with heavy traffic. In general, the ports are one of the most important gateways for the economic activity of the country. This had lead to the implementation of two main projects: Rijeka Gateway, which is one of biggest project ever in Croatia, and the improvement of the Port of Ploče.

The port of Rijeka is one of the most important ports in Croatia and is the gateway for many countries and companies for trade. The project of Rijeka is the first wide scale improvement project in this country, with very high expectations. Rijeka is expected to be the first and most developed port in Croatia, with the most recent technological platform and all new infrastructure and support services.

The port of Ploče is also a high area of activity, due to the growing economic activity between Bosnia-Herzegovina and Croatia.

This port is partly private and partly State-owned, hence a slower pace in the improvement process. Another slowdown factor is that Bosnia-Herzegovina also wants a bigger improvement of the port, but this country is not ready to invest in the infrastructure!

13.6 Multimodal (combined transport)

Multimodal in Croatia does not exist, except in the ports of Rijeka and Ploče.
13.7 Logistics

Croatia has not any logistic centre, actually it is a new field and it is weak due to technical and educational problems. There are no schools, nor even seminars offered in Croatia to educate people in this area.

Currently, there is no project in this field, nor is there any project to implement a logistics centre in the country.

New technological advancements go beyond the level of knowledge of the workforce. These advancements are a big barrier to the implementation of any logistic project, because the workforce simply does not have the necessary knowledge.

Furthermore, as technology improves, the lack in this field increases and leaves a huge gap.

Last but not least, another big barrier in logistics is the problem with land ownership and building permits, e.g. for the Zagreb Cargo Centre project.

14. CONCLUSION

In general, Croatia has a good network connection in terms of transportation. It is connected with the most important spots in Croatia and with the EU, but still there is a deep gap between the different transport sectors. Croatia has a highly well developed road network, while the railway sector has huge lacks as a result of the inactivity in the last 50 years, in terms of infrastructure improvements. At this point, it is important to highlight the probabilities of FDI in order to improve this sector, but political issues and other technical obstacles make it rather impossible to achieve improvements in the sector.

It is important to start creating plans in order to boost FDI and improve this sector. This factor is crucial in the EU accession procession, which in terms of transport in one of the EU most important requirements. If it is fully developed, there will be a wide range of opportunities for FDI in the country.

There are many other barriers in the transportation sector. Most of them are due to the old management and the way to work in the country, which needs to be changed in order to have access to better improvements and develop more projects.
Furthermore, this sector is highly specialized and its workforce thinks that they have sufficient knowledge about this sector. That is a big barrier, because it closes any possible agreement meant to improve the sector in general.

Another factor is the lack of technical education. Currently, Croatia does not have a wide knowledge about logistics, which in the future could be a key factor in order to grow and develop future projects and hence to improve the Croatian economy.

Croatia is now working on a project in the framework of Marco Polo II, in addition to the abovementioned Rijeka Gateway and the Port of Ploče.

The target for 2010 is the reorganization of the Croatian transport to the EU markets.

APPENDIX 1: Summary of Links


APPENDIX 2: Useful Contacts

Ministry of the Sea, Transport and Infrastructure

Address: Prisavlje 14, HR-10000 Zagreb, Croatia
Tel: +385 1 6169 111

Mr Božidar Kalmeta, Minister
E-mail: ministar@mmpi.hr
Tel: +385 1 3784-520
Fax: +385 1 3784-550

Mrs Ivana Jurčić
ivana.juricic@mmpi.hr
Secretary of Cabinet

Mrs Ines Cico
E-mail: ines.cico@mmpi.hr
Administrative assistant
Tel: +385 1 3784-520
Fax: +385 1 3784-550

Mrs Marina Halužan
Spokesperson
E-mail: glasnogovornica@mmpi.hr
Tel: +385 1 3784-594 –
Fax: +385 1 3784-521, +385 1 3784-589

Mr Siniša Pervan
Secretariat of the Ministry
Tel: +385 1 6169-150 - Fax: +385 1 6196-473
Mrs Tea Šimičević
Administrative assistant
E-mail: tea.simicevic@mmpi.hr

Mr Branko Bačić
State Secretary for Sea
E-mail: branko.bacic@mmpi.hr
Tel: +385 1 6169-090 - Fax: +385 1 6195-940
Mrs Valentina Vuksan
Administrative assistant
E-mail: valentina.vuksan@mmpi.hr

Mr Dražen Breglec
State Secretary for Traffic
E-mail: drazen.breglec@mmpi.hr
Tel: +385 1 6169-104 - Fax: +385 1 6196-519

Mrs Miljenka Jović
Administrative assistant
E-mail: miljenka.jovic@mmpi.hr
State Secretary for Infrastructure
Tel: +385 1 3784-543 - Fax:+385 1 3784-591

Mr Željko Tufekčić
State Secretary for Budget and Finance
Tel: +385 1 3783 986 - Fax: +385 1 3783 989
Mrs Mišel Rajtić
Administrative assistant
E-mail: financije@mmpi.hr

Mr Ivica Perović
State Secretary for Road Traffic
E-mail: ivica.perovic@mmpi.hr
Tel: +385 1 6169 010 - Fax: +385 1 6169 121
Mrs Martina Kelić
Administrative assistant
E-mail: martina.kelic@mmpi.hr

Directorate for Maritime Traffic, Maritime Domain and Ports
cpt. Mario Babić, Director
E-mail: mario.babic@pomorstvo.hr
Tel: +385 1 6169-070
Fax: +385 1 6195-956
Mrs Duška Grubišić
Administrative assistant
E-mail: duska.grubisic@pomorstvo.hr
Directorate for Inland Waterway Navigation
Captain Janko Brnardić, Director
Tel: +385 1 6169-013 - Fax: +385 1 6196-505
Mrs Dragana Mijić Ivanković
Administrative assistant
E-mail: dragana.mijicivankovic@mmpi.hr

Directorate for Seafaring Safety and Sea Protection
Captain Joško Nikolić, Director
Tel: +385 1 6169-250 - Fax: +385 1 6169 069
Mrs Zvjezdana Burić
Administrative assistant
E-mail: zvjezdana.buric@pomorstvo.hr

Directorate for Island and Coastal Development
Mr Josip Borić, Assistant Minister
E-mail: josip.boric@mmpi.hr
Tel: +385 1 6169 190 - Fax: +385 1 6169 438
Mrs Sanja Smakić
Administrative assistant
sanja.smakic@mmpi.hr

Directorate for Road Traffic
Tel: +385 1 6169-050 - Fax: +385 1 6195-941
Mrs Mirjana Blažeković
Administrative assistant
E-mail: mirjana.blazekovic@mmpi.hr

Directorate for Air Traffic
mr.sc. Mr Jure Šarić, Director
E-mail: jure.saric@caacro.hr
Tel: +385 1 6169 060 - Fax: 385 1 6196 393
Mrs Dunja Stančić
Administrative assistant
E-mail: uprava@caacro.hr

Directorate for Railway Traffic
Mr Danijel Krakić, Director
Tel: +385 1 6169 080 - Fax: ++385 1 6196 477
Mrs Marija Brkić
Administrative assistant
E-mail: uprava.zeljeznice@mmpi.hr
danijel.krakic@mmpi.hr

Directorate for Electronic Communications and Postal Services
Mr Krešo Antonović, Director
E-mail: kreso.antonovic@mmpi.hr
Tel: +385 1 6169-110 - Fax: +385 1 6196-662
Mrs Sandra Grivić Vojnović
Administrative assistant
sandra.grivicvojnovic@mmpi.hr

Directorate for Strtegetic Infrastructural Objects
mr. sc. Mrs Katarina Ćop Bajde, Director
E-mail: katarina.copbajde@mmpi.hr
Tel: +385 1 3783-991 - Fax: +385 1 3783-901
Mrs Snježana Mamuča
Administrative assistant
snjezana.mamuca@mmpi.hr

Directorate for Transport Inspection
Tel: +385 1 6169 160 - Fax: +385 1 6169 161
Mrs Marija Vičić
Administrative assistant
e-mail: marija.vilicic@mmpi.hr
AIR TRANSPORT

**Airport BRAC doo**  
Gornji Humac bb  
21424 Praznica  
Tel: +385 21 559 701  
+385 21 559 711  
+385 21 559 715  
+385 21 631 370  
Fax: +385 21 631 070  
+385 21 559 709  
+385 21 559 722  
Address: [http://www.airport-brac.hr](http://www.airport-brac.hr)  
Director: Mrs Javorka Markulj

**Airport DUBROVNIK doo**  
Cilipi - Konavle bb  
20117 Dubrovnik  
Tel: +385 20 773 222  
+385 20 773 333  
+385 20 771 395  
Fax: +385 20 773 322  
E-mail: info@airport-dubrovnik.hr  
Address: [http://www.airport-dubrovnik.hr](http://www.airport-dubrovnik.hr)  
Director: Mr Roko Tolic

**Airport OSIJEK dd**  
Sv. Leopolda Bogdana Mandica bb  
31000 Osijek  
Tel: +385 31 514 400  
+385 31 599 202  
+385 31 514 442  
Fax: +385 31 599 203  
+385 31 514 460  
E-mail: zracna-luka-osijek@os.t-com.hr  
Address: [http://www.osijek-airport.hr](http://www.osijek-airport.hr)  
Director: Mrs Blanka Strahonja

**Airport PULA doo**  
Valtursko Polje 210  
52100 Pula  
Tel: +385 52 530 111  
+385 52 530 100  
+385 52 550 914  
+385 52 530 105  
Fax: +385 52 550 914  
+385 52 550 915  
+385 52 530 914  
E-mail: zracna-luka-pu@pu.t-com.hr  
bruno.rogovic@airport-pula.hr  
Address: [http://www.airport-pula.com](http://www.airport-pula.com)  
[http://www.airport-pula.com/hr](http://www.airport-pula.com/hr)  
Director: Mr Bruno Rogovic

**Airport RIJEKA doo**  
Hamec 1  
51513 Omisalj  
Tel: +385 51 842 134  
+385 51 842 040  
+385 51 842 216  
+385 51 842 055  
Fax: +385 51 842 032  
Address: [http://www.rijeka-airport.hr](http://www.rijeka-airport.hr)  
Director: Mr Mladen Pasaric

**Airport SPLIT doo**  
Franje Tudmana 96  
21217 Kastel Stafilic  
Tel: +385 21 203 555  
+385 21 203 406  
+385 21 203 506  
+385 21 203 513  
Fax: +385 21 203 422  
Address: [http://www.split-airport.tel.hr](http://www.split-airport.tel.hr),  
[http://www.split-airport.hr](http://www.split-airport.hr)  
Director: Mr Luksa Novak
Airport ZADAR dd
Zracna luka 367
23000 Zadar
Tel: +385 23 205 800
    +385 23 205 815
    +385 23 205 814
Fax: +385 23 205 831
    +385 23 205 801
E-mail: business@zadar-airport.hr,
        info@zadar-airport.hr
Address: http://www.zadar-airport.hr
Director: Mrs Katica Pupic-Bakrac

Airport ZAGREB doo
Pleso bb
10150 Velika Gorica
Tel: +385 1 4562 222
    +385 1 4562 809
    +385 1 6265 845
Fax: +385 1 6265 648
    +385 1 4562 170
E-mail: marketing@zagreb-airport.hr,
        okis@zagreb-airport.hr
Address: http://www.zagreb-airport.hr
Director: Mr Tonci Peovic
GROUND TRANSPORT

Rail Transport: Institutions of Transport

HGK – Croatian Chamber of Economy
Transport and Communication Department
Contact person: Mrs Ljubica Herceg, Department Manager
Web: www.hgk.hr
E-mail: promet@hgk.hr; lherceg@hgk.hr
Tel: 00 385 1 45 61 555; 45 61 510
Mr Sasa Subotic, Adviser
E-mail: ssubotic@hgk.hr
Tel: 00 385 1 45 61 572

HUP – Croatian Employers’ Association
Transport Association
Contact person: Mrs Maja Stanojevic Pokrovac, head of transport department
Web: www.hup.hr
E-mail: maja.pokrovac@hup.hr
Tel: 00 385 1 48 97 566; 48 97 555

G.I.U. ASSOCIATION OF CROATIAN ROAD HAULIERS
Contact person: Mr Marijan Banelli, Chairman of the Board
Web: www.hrvatskiprijevoznik.hr
E-mail: marijan.banelli@hcp.hr
Tel: 00 385 1 61 82 465; 61 82 467

TRANSPORTKOMERC-CROATIAN ROAD TRANSPORT ASSOCIATION
Contact Person: Mr Zeljko Devcic, Secretary General
Web: www.transportkomerc.hr
E-mail: transportkomerc-giu@zg.hr
Tel: 00 385 46 14 959; 45 14 969
Contact person: Mr Igor Smoljan, Adviser
E-mail: transportkomerc-giu@zg.hr
Tel: 00 385 1 46 14 959; 45 14 969

HZ CARGO-Croatian Cargo Limited Liability Company for Cargo Transport
Contact person: Mr Zeljko Cindric, Manager for combined transport
Web: www.hznet.hr
E-mail: zeljko.cindric3@hznet.hr
Tel: 00 385 1 457 75 98
Special Transport by Road

Frigo trucks, Tanks, and ADR (International Carriage and Dangerous Goods by Road European certificate)

KUEHNE & NAGEL doo
Gospodarska 2
10431 Sveti Nedelja
Tel. +385 1 3441 642, +385 1 3441 640
Fax. +385 1 3441695, +385 1 3441 681
E-mail: prodaja@kuehne-nagel.com

CARGO AS doo
Bjelovarska 32
10360 Sesvete
Tel. +385 1 2040 640, +385 1 2040 641
Fax. +385 1 2040 649
E-mail: cargoas-sesvete@inet.hr
Address: http://www.cargoas.hr

TRAST dd
Slavonska avenija 52
10000 Zagreb
Tel. +385 21 390 100
Fax. +385 21 390156
E-mail: prodaja@trast.hr, trast@trast.hr
http://www.trast.hr

CETRA dd
Ivana Sibla 9
10000 Zagreb
Tel. +385 1 6637 700, +385 1 6637 905,
+385 1 6221 350
Fax. +385 1 6637912, +385 1 6637915
E-mail: info@cetra.hr
Address: http://www.cetra.hr, http://www.cetratour.hr

AGIT doo
Heinzelova 51
10000 Zagreb
Tel. +385 1 2441 313, +385 1 2441 333,
+385 1 2350 888, +385 1 2350 820
Fax. +385 1 4577741, +385 1 4500057
E-mail: agit@agit.hr; nevena.delic@agit.hr (Ms Nevena Delic)
http://www.agit.hr

CUBA TRANS doo
Magazinska cesta bb
10000 Zagreb
Tel. +385 1 3668 181, +385 1 3668 182,
+385 1 3668 183
Fax. +385 1 3668183
E-mail: cobra-trans1@zg.htnet.hr
Address: http://www.cobra trans.hr

DALU doo
Dobrise Cesarica bb
10430 Samobor
Tel. +385 1 3367 110
Fax. +385 1 3367 860
E-mail: dalu@zg.t-com.hr, dalu@zg.htnet.hr

Address: http://www.bacani-transporti.com
LAGERMAX AED CROATIA doo
Franje Lucica 23
10000 Zagreb
Tel. +385 1 3440 555
+385 1 3440 550
+385 1 2452 917
Fax. +385 1 3440 588
E-mail: lagermax-aed@lagermax-aed.hr
Address: http://www.lagermax-aed.hr

RALU LOGISTIKA doo
Kelekovac 2 a
10360 Sesvete
Tel. +385 1 2050 414
+385 1 2050 400
+385 1 2050 401
+385 1 2050 425
Fax. +385 1 2007170
+385 1 2004945
E-mail: ralu@ralu.hr
tin.simonic@ralu.hr
davor.uzbinec@ralu.hr
darko.vukadinovic@ralu.hr
Address: http://www.ralu.hr

RENATO P.P. doo
Mreznicka obala 4
47000 Karlovac
Tel. +385 47 611 764
Fax. +385 47 611 764
E-mail: viator-vektorzg@viator-vektorzg.hr
http://www.renatopp.hr

VIATOR&VEKTOR ZAGREB doo
Ulica grada Vukovara 269c
10000 Zagreb
Tel. +385 1 6064 620
Fax. +385 1 6064 630
Address: http://www.viator-vektor.si

KOS TRANSPORTI doo
Cehovska ulica 13
42000 Varazdin
Tel. +385 42 403 000
+385 42 233 000
+385 42 233 388
Fax. +385 42 403 011
E-mail:kos-transporti@vz.t-com.hr
boris.kos@kostransporti.hr
silvija.kos@kostransporti.hr

V.S.T. doo
zitarka bb
10436 Rakov Potok
Tel. +385 1 3335 833
+385 1 3730 574
+385 1 3730 576
Fax. +385 1 3730 577
+385 1 3730 574
+385 1 3335 866
E-mail: vst@zg.t-com.hr, vst@vst.hr; vladosintic@vst.hr

INTERCARGO doo
Varazdinska 133
42202 Trnovec Bartolovecki
Tel. +385 42 641 333,
+385 42 207 100
Fax. +385 42 641 333
E-mail: intercargo@vz.htnet.hr; goran@intercargo.hr (Mr Goran Jakopic)

TGT TERO doo
Jezdovecka 131a
10000 Zagreb
Tel. +385 1 6525 162
+385 1 6560 284
E-mail: info@tgttero.hr
Address: http://www.tgttero.hr

KOS TRANSPORTI doo
Cehovska ulica 13
42000 Varazdin
Tel. +385 42 403 000
+385 42 233 000
+385 42 233 388
Fax. +385 42 403 011
E-mail: kos-transporti@vz.t-com.hr
boris.kos@kostransporti.hr
silvija.kos@kostransporti.hr
# Road Transport Services

**KUEHNE & NAGEL doo**
Gospodarska 2
10431 Sveta Nedelja
Tel. +385 1 3441 642
+385 1 3441 640
Fax: +385 1 3441 695
+385 1 3441 681
E-mail: prodaja@kuehne-nagel.com

**CARGO AS doo**
Bjelovarska 32
10360 Sesvete
Tel. +385 1 2040 640, +385 1 2040 641
Fax: +385 1 2040 649
E-mail: cargoas-sesvete@inet.hr
Address: http://www.cargoas.hr

**TRAST dd**
Slavonska avenija 52
10000 Zagreb
Tel. +385 21 390 100
Fax. +385 21 390156
E-mail: prodaja@trast.hr, trast@trast.hr
Address: http://www.trast.hr

**AGIT doo**
Heinzelova 51
10000 Zagreb
Tel. +385 1 2441 313
+385 1 2441 333
+385 1 2350 888
+385 1 2350 820
Fax: +385 1 4577741
+385 1 4500057
E-mail: agit@agit.hr; nevena.delic@agit.hr (Ms Nevena Delic)
Address: http://www.agit.hr

**CETRA dd**
Ivana sibla 9
10000 Zagreb
Tel. +385 1 6637 700
+385 1 6637 905
+385 1 6221 350
Fax: +385 1 6637912
+385 1 6637915
E-mail: info@cetra.hr
Address: http://www.cetra.hr, http://www.cetratour.hr

**COBRA TRANS doo**
Magazinska cesta bb
10000 Zagreb
Tel. +385 1 3668 181
+385 1 3668 182
+385 1 3668 183
Fax: +385 1 3668 183
E-mail: cobra-trans1@zg.htnet.hr
Address: http://www.cobratrans.hr

**BACANI-TRANSPORTI doo**
Antuna Mihanovica 80
49221 Bedekovcina
Tel. +385 49 214 555
+385 49 214 777
+385 49 214 999
Fax: +385 49 501 807
+385 49 214 999
E-mail: bacani-transporti@kr.t-com.hr, bacani-transporti@kr.htnet.hr
Address: http://www.bacani-transporti.com

**CROKOMBI doo**
Miramarca cesta 13a
10000 Zagreb
Tel. +385 1 6151 867
+385 1 6151 868
Fax: +385 1 6151 869
E-mail: crokombi@crokombi.hr
crokombi@zg.t-com.hr
Address: http://www.crokombi.hr
DALU doo
Dobrise Cesarica bb
10430 Samobor
Tel. +385 1 3367 110
+385 1 3364 446
+385 1 3367 859
+385 1 3367 860
Fax: +385 1 3367860
+385 1 3367859
+385 1 3364446
+385 1 3367110
E-mail: dalu@zg.t-com.hr,
ivica.baraba@dalu.hr, dalu@zg.htnet.hr

DM WOLF doo
Kranjceviceva 36
10000 Zagreb
Tel. +385 1 3668 900
+385 1 3668 902
+385 1 3668 903
Fax: +385 1 3668901
E-mail: dm.wolf@inet.hr
Address: http://www.dmwolf.hr

GEBRUEDER WEISS doo
Jankomir 25
10000 Zagreb
Tel. +385 1 3436 926
+385 1 3436 945
Fax: +385 1 3817834
+385 1 3817834
+385 1 3436943
E-mail: gebruder-weiss@zg.t-com.hr,
gw.croatia@weisslogistics.com,
gw.croatia@gw-world.com
Address: http://www.gw-world.com
http://www.gw-world.hr

HUDEK-Mega Trans doo
Biljevec 77
42243 Marusevec
Tel. +385 42 729 255
+385 42 729 266
Fax: +385 42 729445
Address: http://www.hudek-trgotrans.hr

KLANATRANS doo
Klana 98
51000 Rijeka
Tel. +385 51 338 216
+385 51 215 152
+385 51 808 102
Fax: +385 51 215152
E-mail: klanatrans@ri.t-com.hr
Address: http://www.klanatrans.com

LAGERMAX AED CROATIA doo
Franje Lucica 23
10000 Zagreb
Tel. +385 1 3440 555
+385 1 3440 550
+385 1 2452 917
Fax: +385 1 3440588
E-mail: lagermax-aed@lagermax-aed.hr
Address: http://www.lagermax-aed.hr

LEOPOLD doo
Ulica Kestenova 141
31000 Osijek
Tel. +385 31 280 588
+385 31 280 585
+385 31 280 594
Fax: +385 31 280585
+385 31 280676
E-mail: leopold@os.t-com.hr,
leopold@os.htnet.hr;
mskoric@leopold.hr (Ms Marijana
Skoric)
Address: http://www.leopold.hr

M.TRANSPORT I OTPREMNISTVO
doo
Rebar 23
10000 Zagreb
Tel. +385 1 2347 181
+385 1 2347 182
+385 1 2347 183
Fax: +385 1 2347182
E-mail: m-transporti@zg.htnet.hr
Address: http://www.m-transporti.hr
**MZA-TRANSPORTI doo**
Vlaska 50a
10000 Zagreb
Tel. +385 1 4621 021
+385 1 2753 036
+385 1 4612 063
+385 1 2455 142
Fax: +385 1 4612 063
E-mail: mza-transporti@zg.t-com.hr
Address: http://www.mza-transporti.hr

**ROYAL TRANSPORT doo**
Gornja Granica
40324 Goricana
Tel. +385 40 608 080
+385 40 608 081
+385 40 608 180
Fax: +385 40 608 083
E-mail: royaltransport@ck.t-com.hr,
royaltransport@ck.htnet.hr
Address: http://www.royaltransport.hr

**PRIMACOTRANS doo**
Jankomir 25
10000 Zagreb
Tel. +385 1 3440 777
+385 1 3440 711
Fax: +385 1 3440788
E-mail: trans@primacotrans.hr
Address: http://www.primacotrans.hr

**SAVATOURS doo**
Jankomir 25
10000 Zagreb
Tel. +385 1 3496 478
+385 1 3496 553
Fax: +385 1 3496569
E-mail: savatours@zg.t-com.hr,
info@savatours.hr
Address: http://www.savatours.hr

**RALU LOGISTIKA doo**
Kelekova 2 a
10360 Sesvete
Tel. +385 1 2050 414
+385 1 2050 400
+385 1 2050 401
+385 1 2050 425
Fax: +385 1 2007170
+385 1 2004945
E-mail: ralu@ralu.hr;
tin.simonic@ralu.hr;
davor.uzbinec@ralu.hr;
darko.vukadinovic@ralu.hr
Address: http://www.ralu.hr

**SCHENKER doo**
Vukovarska 7b
10000 Zagreb
Tel. +385 1 2480 980
Fax: +385 1 2480982
E-mail: info@schenker.hr,
krapina@schenker.hr
Address: http://www.schenker.hr

**RENATO P.P. doo**
Mreznicka obala 4
47000 Karlovac
Tel. +385 47 611 764
Fax: +385 47 611 764
Address: http://www.renatopp.hr

**SPEDTRANS WORLD doo**
Heinzelova 60
51000 Rijeka
Tel. +385 51 673 600
+385 51 673 584
+385 51 320 574
+385 51 323 443
Fax: +385 51 673573
+385 51 320573
E-mail: spedtrans@spedtrans.hr
Address: http://www.spedtrans.hr
TRANSPORT AND LOGISTICS IN CROATIA

SPOLJAR-TRANSPORT doo
Gornjostupnicka 9 c
10255 Gornji Stupnik
Tel. +385 1 6588 202
    +385 1 6588 828
    +385 98 207 810
Fax: +385 1 6588228
E-mail: nikola.spoljar@spoljar-transport.hr, jasna.spoljar@spoljar-transport.hr
Address: http://www.spoljar-transport.hr

TRANSPORT-JAVORIC doo
Druskovec Humski 73
49231 Hum na Sutli
Tel. +385 49 340 720
    +385 49 340 900
    +385 49 340 364
Fax: +385 49 340 722
E-mail: info@transport-javoric.com, transport-javoric@transport-javoric.com, transport-javoric@kr.htnet.hr
Address: http://www.transport-javoric.com

TRANSPED dd
Kranjceviceva 11
10000 Zagreb
Tel. +385 1 3821 551
    +385 1 3820 455
    +385 1 3820 432
Fax:+385 1 3821536
E-mail: trans01@transped.t-com.hr
Address: http://www.transped.hr

TRGOSPED doo
Sajmiste 30 a
40305 Nedelisce
Tel. +385 40 821 100
    +385 40 328 235
    +385 40 821 183
Fax: +385 40 821100
E-mail: trgosped@ck.t-com.hr, trgosped@ck.htnet.hr; mirko.macek@ck.htnet.hr

TRGOTRANSPRIGORJE doo
Kunjova 4
10360 Sesvete
Tel. +385 1 2042 111
Fax: +385 1 2059296
E-mail: trgotransprigorje@zg.t-com.hr

VELEBIT-PROMET doo
Industrijska 5
10370 Dugo Selo
Tel. +385 1 2753 606
    +385 1 2751 480
    +385 1 2750 855
Fax: +385 1 2755556
E-mail: info@velebit-promet.hr
Address: http://www.velebit-promet.hr

VIATOR&VEKTOR ZAGREB doo
Ulica grada Vukovara 269c
10000 Zagreb
Tel. +385 1 6064 620
Fax:+385 1 6064 630
E-mail: viator-vektorzg@viator-vektorzg.hr
Address: http://www.viator-vektor.si

ZAGREBTRANS doo
Josipa Loncara 1i
10000 Zagreb
Tel. +385 1 3496 771
    +385 1 3496 775
    +385 1 3496 772
Fax:+385 1 3496775
E-mail: kontakt@zagrebtrans.hr
Address: http://www.zagrebtrans.hr

KOS TRANSPORTI doo
Cehovska ulica 13
42000 Varazdin
Tel. +385 42 403 000
    +385 42 233 000
    +385 42 233 388
Fax: +385 42 403011
E-mail: kos-transporti@vz.t-com.hr; boris.kos@kostransporti.hr; silvija.kos@kostransporti.hr
Address: http://www.kostransporti.hr
TRANSPORT AND LOGISTICS IN CROATIA

PROMET-L.T.M. doo
Lopatinecka 15
10000 Zagreb
Tel. +385 1 3878 083
+385 1 3878 079
+385 1 3667 767
+385 1 3667 440
Fax: +385 1 3878082
+385 1 3667440
E-mail: transport@promet-ltm.hr
Address: http://www.promet-ltm.hr

V.S.T. doo
Zitarka bb
10436 Rakov Potok
Tel. +385 1 3335 833
+385 1 3730 574
+385 1 3730 576
Fax: +385 1 3730577
+385 1 3730574
+385 1 3335866
E-mail: vst@zg.t-com.hr, vst@vst.hr; vladosintic@vst.hr

ZAGREB PRIJEVOZ doo
Ninska 5
10360 Sesvete
Tel. +385 1 2000 189
+385 1 2059 920
Fax: +385 1 2059923
E-mail: zagreb-prijevoz@zg.t-com.hr
Address: http://www.zagreb-prijevoz.hr

INTERCARGO doo
Varazdinska 133
42202 Trnovec Bartolovecki
Tel. +385 42 641 333
+385 42 207 100
Fax: +385 42 641333
E-mail: intercargo@vz.htnet.hr; goran@intercargo.hr (Mr Goran Jakopic)

JADROAGENT dd
Trg Ivana Koblera 2
51000 Rijeka
Tel. +385 51 780 500
Fax: +385 51 213616
E-mail: info@jadroagent.hr
Address: http://www.jadroagent.com, http://www.jadroagent.hr

KRAPINA-ŠPED doo
Bregovita 13
49000 Krapina
Tel. +385 49 371 900
+385 49 315 005
+385 49 370 989
+385 49 372 120
Fax: +385 49 372120
E-mail: krapina-sped@kr.t-com.hr, transport@krapina-sped.hr
Address: http://www.krapina-sped.hr

TGT TERO doo
Jezdovecka 131a
10000 Zagreb
Tel. +385 1 6525 162
+385 1 6560 284
E-mail: info@tgttero.hr
Adress: http://www.tgttero.hr
SEA TRANSPORT

Ports and Porth Authority in Croatia

LUCKA UPRAVA OSIJEK
Setaliste kardinala F. Sepera 6
31000 Osijek
Tel: +385 31 250 340, +385 31 213 340
E-mail: info@port-osijek.hr
Address: http://www.port-osijek.hr

LUKA TRANZIT OSIJEK doo
Istocno predgrade bb
31000 Osijek
Tel: +385 31 515 100
E-mail: ivica.djeri@nexe.hr;
suzana.kranjec@nexe.hr
Address: www.port-osijek.hr

LUCKA UPRAVA PLOCE
Trg Kralja Tomoslava 21
20340 Ploce
Tel: +385 20 603 281, +385 20 670 865
Fax: +385 20 670271
E-mail: lucka-uprava-ploce1@du.t-com.hr
Address: http://www.port-authority-ploce.hr

LUCKA UPRAVA PULA
Kandlerova 42 Pula
52100
Tel: +385 52 215 224
Fax: +385 52 383162
E-mail: info@luckauprava-pula.hr
Address: www.lup.hr

LUCKA UPRAVA RIJEKA
Riva 1
51000 Rijeka
Tel: +385 51 335 111
Fax: +385 51 331764
E-mail: rijeka.gateway@portauthority.hr
Address: www.portauthority.hr/rijeka

LUCKA UPRAVA SLAVONSKI BROD
Setaliste brace Radic 19 a
35000 Slavonski Brod
Tel: +385 35 404 430
E-mail: lucka-uprava@sb.t-com.hr
Address: http://www.lucka-uprava-brod.hr

LUCKA UPRAVA SPLIT
Gat sv. Duje 1
21000 Split
Tel: +385 21 390 222
Fax: +385 21 390239
E-mail: lucka-uprava-split@st.t-com.hr,
branko.grgic@st.t-com.hr
Address: http://www.portsplit.com

LUCKA UPRAVA SIBENIK
Vladimira Nazora 53
22000 Sibenik
Tel: +385 22 218 001
E-mail: lucka-uprava-sibenik@si.t-com.hr
Address: http://www.portauthority-sibenik.hr

LUKA SIBENIK d.o.o.
Obala Hrvatske mornarice 4
22000 Sibenik
Tel: +385 22 213 033
E-mail: 
Address: www.lukasibenik.hr

LUCKA UPRAVA VUKOVAR
Dunavska prilaz 15
32000 Vukovar
Tel: +385 32 450 255
E-mail: office@port-authority-vukovar.hr
Address: http://www.port-authority-vukovar.hr
ZUPANIJSKA LUCKA UPRAVA ZADAR
Liburnska obala 6/5
23000 Zadar
Tel: +385 23 250 565
Fax: +385 23 250666
E-mail: lucka-uprava-zadar@zd.htnet.hr

LUKA dd
Put Sjeverne Luke bb
21000 Split
Tel: +385 21 541 125
E-mail: darko.smolic@lukasplit.hr
Address: www.lukasplit.hr

LUKA RIJEKA dd
Riva 1
51000 Rijeka
Tel: +385 51 496 000
Fax: +385 51 211202, +385 51 332203
E-mail: marketing@ lukarijeka.hr,
info@lukarijeka.hr
Address: http://www.lukarijeka.hr

LUKA-VUKOVAR doo
Dunavski prilaz 8
32000 Vukovar
Tel: +385 32 441 730
Fax: +385 32 441733
E-mail: luka.vukovar@vk.t-com.hr
Address: http://www.luka-vukovar.hr
Luka Rijeka - Port of Rijeka

Shippers

**LOŠINJSKA PLOVIDBA**  
Contact person: Mr. Josip Keko  
Tel. +385 51 319 008 | Fax. +385 51 211 040  
E-mail: losinjplov-rorolin@ri.htnet.hr

**HAPAG LLOYD**  
Shipping agent: JADROAGENT Rijeka  
Contact person: Mr. Darko Petrović  
Tel. +385 51 334 810, 211 829 | Fax. +385 51 211 174  
E-mail: darko.petrovic@jadroagent.htnet.hr, darko.petrovic@hlcl.com

**EVERGREEN MARINE CORPORATION**  
Shipping agent: “TRADEWAYS” d.o.o.  
Branch Office Rijeka  
Contact person: Mr. Davor Martinčić  
Tel. +385 51 320 907/8 | Fax. +385 51 320 909  
E-mail: tradeways.rijeka@ri.htnet.hr

**SENATOR LINES**  
Shipping agent: “Transagent” Rijeka  
Contact person: Mr. Mladen Šlinko, Mrs. Mirta Smokvina  
Tel. +385 51 325 526, 325 528 | Fax. +385 51 322 260, 213 638  
GSM: +385 91 1218910  
E-mail: operations.rjk@transagent.hr

**CMA-CGM Marseille**  
Shipping agent: CMA CGM Pomorska agencija d.o.o.  
Contact person: Capt. Jakov Karmelić, Capt. Davor Tijan  
Tel. +385 51 327 595/565/566/567/568 | Fax. +385 51 327-570  
E-mail: rjk.genmmbox@cma-cgm.com

**P&O NEDLLOYD**  
Shipping agent: “MEDIA MARE” d.o.o. Rijeka  
Contact person: Mrs. Ivana Stipanović, Mr. Davor Vučeti  
Tel. +385 51 330 280 | Fax. +385 51 330 278  
E-mail: media_mare@inet.hr

**LLOYD TRIESTINO**  
Shipping agent: “GARMA” d.d. Rijeka  
Contact person: Mr. Željko Bačev, Ms. Zuica Bačev  
Tel./Fax.+385 51 211 287, 213 687, 315 122  
E-mail: garma@inet.hr

**UNITED ARAB SHIPPING COMPANY**  
Shipping agent: INTERLINER AGENCIES d.o.o. Rijeka  
Contact person: Mr. Dario Dorčić  
Tel. +385 51 327 055 | Fax. +385 51 327 053 | GSM: +385 91 1130511  
E-mail: rjeka@interliner-agencies.com, dario.dorcic@interliner-agencies.com
SERMAR LINE
Shipping agent: MERIDIANA Rijeka
Contact person: Mr. Željko Rahelić
Tel. +385 51 320 314, 335 236 | Fax. +385 51 320 316
E-mail: meridiana@ri.htnet.hr

EGYPTIAN NAVIGATION
Shipping agent: ADRIASHIP Rijeka
Contact person: Mr. Vinko Babić, Mr. Igor Šmurinić
Tel. +385 51 211 838 | Fax. +385 51 211 834
E-mail: vinko.babic@jadroagent.htnet.hr, igor.smurinic@jadroagent.htnet.hr

MAERSK SEALAND
Shipping agent: MAERSK ADRIA d.o.o.
Ljubljana, Slovenia
Contact person: Mr. Sebastijan Žagar, Mr. Tadej Pojbić
Tel. +386 15202202 | Fax. +386 15202489
E-mail: slosal@maersk.com | http://www.maersksealand.com

GLOBAL SHIPPING
Shipping agent: TRANSADRIA
POMORSKA AGENCIJA d.d. RIJEKA
Contact person: Mr. Damir Ružić
Tel: +385 51 213 235 | Fax: +385 51 211 002
E-mail: agency@transadria.hr

ECUADORIAN LINE
Shipping agent: TRANSADRIA
POMORSKA AGENCIJA d.d. RIJEKA
Contact person: Mr. Damir Ružić
Tel: +385 51 213 235 | Fax: +385 51 211 002
E-mail: agency@transadria.hr

BONYAD SHIPPING
Shipping agent: FLUMEN SHIPPING & CHARTERING
Contact person: Mr. Andrija Murgić
Tel: +385 51 211 708 | Fax: +385 51 211 228
E-mail: flumen-liner@ri.htnet.hr

ERRANI MARITTIMA
Shipping agent: EUROMAR RIJEKA
Contact person: Mr. Juraj Klarić
Tel: +385 51 211 049 | Fax: +385 51 211 068
E-mail: operations@euromar.hr
Rijeka: Agents

AGEMAR
Riva 8
51000 Rijeka, Croatia
Tel.: +385 51 324 740
Fax: +385 51 324 741
E-mail: agemar-rijeka@ri.htnet.hr

TRADEWAYS d.o.o. Koper
Podružnica Rijeka
Riva Boduli 1
51000 Rijeka, Croatia
Tel.: +385 51 320-907/8
Fax: +385 51 320-909
E-mail: tradeways.rijeka@ri.htnet.hr

UNITED ARAB AGENCIES
c/o
INTERLINER AGENCIES
Andrije Medulića 6
51000 Rijeka, Croatia
Tel.: +385 51 351 040
Fax: +385 51 351 049
E-mail: rijeka@interliner-agencies.com

FLUMEN SHIPPING & CHARTERING
Užarska 17a
51000 Rijeka, Croatia
Tel: +385 51 211 239
Fax: +385 51 211 228
Tlx: 24851 (flumen rh)
Agency:
Tel: +385 51 333 900
E-mail: flumen-shipping@ri.htnet.hr
Line services:
Tel: +385 51 211 708
E-mail: flumen-liner@hi.hinet.hr
Booking/Ch:
Tel: +385 51 211 484
E-mail: flumen-chart@hi.hinet.hr

CAPRIS CROATIA
Agatićeva 2
51000 RIJEKA, Croatia
Tel.: +385 51 212 535, 212 915
Fax: +385 51 212 706

ADRIATICA
Verdieva 6/VI
51000 Rijeka, Croatia
Tel.: +385 51 214 511
Fax: +385 51 214 300
E-mail: adriatica-ri@ri.htnet.hr

DR ADRIA
Ribarska 2
51000 Rijeka, Croatia
Tel.: +385 51 321 630
Fax: +385 51 321 631
E-mail: dr-adria@ri.htnet.hr
TRANSPORT AND LOGISTICS IN CROATIA

IAPIDIA
Brajšina 29
51000 Rijeka, Croatia
Tel.: +385 51 500 337
Fax: +385 51 500 379
E-mail: bura-ri@ri.htnet.hr

ALPEX
Splitska 2/III
51000 Rijeka, Croatia
Tel. +385 51 214 778
Fax +385 51 323 778
E-mail: alpex-rijeka@ri.htnet.hr

NORASIA CONTAINER LINES Ltd.
INTEREUROPA-LOGISTICKE USLUGE
Rijeka
Contact person: Mr. Ante Mazić
Tel. +385 51 666 920
Fax. +385 51 398 742
Email: amazic@intereuropa.hr
Mr. Gregor Veselko
Tel. +385 51 666 910
Fax. +385 51 341 149
Email: gregor.veselko@intereuropa.si

LOTUS SHIPPING AGENCIES SAL.
Nikole Tesle 9
51000 Rijeka, Croatia
Contact person: Mr Stanko Polić
Tel: +385 51 323 993

MAERSK CROATIA d.o.o.
Riva 22
51000 Rijeka, Croatia
Contact person: Mr Dean Rodin
Tel: +385 51 324 410
Fax: +385 51 332 379
GSM: +385 98 469 180
Email: cromng@maersk.com
Port of Rijeka j.s.c.

Commercial Department

Mrs. Štefica
Tel. +385 51 213 302
Fax: +385 51 211 202
Mob: +385 98 375 868
E-mail: komercijala@lukarijeka.hr

Domestic Department

Mr. Valter Mlacic
Tel: +385 51 211 010
Fax: +385 51 211 202
Mob: +385 98 337 452
E-mail: domestic.2@lukarijeka.hr

Multimodal Department

Mr. Bruno Kirincic
Mr. Tomislav Dežulovic
Tel: +385 51 215 498
Fax: +385 51 211 202
Mob. +385 98 980 5114
E-mail: multimodal@lukarijeka.hr

Transit Department

Mr. Željco Ravkin
Mr. Dubravco Variola
Tel: +385 51 333 056
Fax: +385 51 211 202
Mob: +385 98 424 732
E-mail: transit@lukarijeka.hr

Adriatic Gate j.s.c.

Commercial Department

Commercial Director: Mr. Mirko Dolonga
Tel: +385 51 212 237
Fax: +385 51 211 202
Mob: +385 91 332 8064
E-mail: dolonga@jadranska-vrata.hinet.hr
**Rijeka: Quality and Quantity Merchandise Control**

<table>
<thead>
<tr>
<th>Company</th>
<th>Address</th>
<th>Phone Numbers</th>
<th>Email</th>
<th>Web Site</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADRIAINSPEKT</td>
<td>Ciottina 17b, 51 000 Rijeka</td>
<td>Tel: +385 51 330-934, Fax: +385 51 330-176</td>
<td><a href="mailto:adriainspekt@ri.htnet.hr">adriainspekt@ri.htnet.hr</a></td>
<td><a href="http://www.adriainspekt.hr">www.adriainspekt.hr</a></td>
</tr>
<tr>
<td>BAKARAC KONTROL</td>
<td>Trg Žabica 2/11, 51 000 Rijeka</td>
<td>Tel: +385 51 211-312, Fax: +385 51 212-162</td>
<td><a href="mailto:bc-bakarac-control@ri.htnet.hr">bc-bakarac-control@ri.htnet.hr</a></td>
<td></td>
</tr>
<tr>
<td>CAPT. V. VODARIC &amp; SON</td>
<td>Petra Jurčića 6, 51 000 Rijeka</td>
<td>Tel: +385 51 264 224, Fax: +385 51 264 224</td>
<td><a href="mailto:cap-vodaric@ri.htnet.hr">cap-vodaric@ri.htnet.hr</a></td>
<td></td>
</tr>
<tr>
<td>EUROINSPECT - CROATIACONTROLA</td>
<td>Đure Šporera 3/11, 51 000 Rijeka</td>
<td>Tel: +385 51 335 722, Fax: +385 51 215 581</td>
<td><a href="mailto:croatiakontrola@zg.htnet.hr">croatiakontrola@zg.htnet.hr</a></td>
<td></td>
</tr>
<tr>
<td>INSPECTORATE</td>
<td>Alda Collonela 2, 51 000 Rijeka</td>
<td>Tel: +385 51 339 390, Fax: +385 51 334 812</td>
<td><a href="mailto:inspectorate-croatia@ri.htnet.hr">inspectorate-croatia@ri.htnet.hr</a></td>
<td></td>
</tr>
<tr>
<td>MARITIME CONSULT</td>
<td>Koblerov trg 2, 51 000 Rijeka</td>
<td>Tel: +385 51 336 049, Fax: +385 51 336 049</td>
<td><a href="mailto:maritime@maritime-consult.hr">maritime@maritime-consult.hr</a></td>
<td></td>
</tr>
<tr>
<td>SGS ADRIATICA</td>
<td>F. La Guardia 13, 51 000 Rijeka</td>
<td>Tel: +385 51 333 611, Fax: +385 51 333 483</td>
<td><a href="mailto:sqs_adriatica@sqsgroup.com">sqs_adriatica@sqsgroup.com</a></td>
<td></td>
</tr>
<tr>
<td>ZIK</td>
<td>Blaža Polića 2/1, 51 000 Rijeka</td>
<td>Tel: +385 51 339 330, Fax: +385 51 213 576</td>
<td><a href="mailto:zik-brn@zik.hr">zik-brn@zik.hr</a></td>
<td></td>
</tr>
</tbody>
</table>
### Rijeka: Forwarding Agencies

<table>
<thead>
<tr>
<th><strong>INTEREUROPA Logističke usluge</strong></th>
<th><strong>RIJEKAŠPED RIJEKA</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Branch Office Rijeka</strong></td>
<td><strong>Ivana Grohovca 2</strong></td>
</tr>
<tr>
<td>Dražice (Zamet) 123 b</td>
<td>51000 Rijeka, Croatia</td>
</tr>
<tr>
<td>51000 Rijeka, Croatia</td>
<td>Tel.: +385 51 332 099, 213 315</td>
</tr>
<tr>
<td>Tel.: +385 51 666 990</td>
<td>Fax: +385 51 335 615</td>
</tr>
<tr>
<td>Fax: +385 51 666 931</td>
<td>E-mail: rijekaš<a href="mailto:ped@ri.htnet.hr">ped@ri.htnet.hr</a></td>
</tr>
<tr>
<td><a href="http://www.intereuropa.hr">http://www.intereuropa.hr</a></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>KÜHNE&amp;NAGEL</strong></th>
<th><strong>TRAST SPLIT</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Contact person: Mr Tomislav Lulić</strong></td>
<td><strong>Branch Office Rijeka</strong></td>
</tr>
<tr>
<td>Metalčeva 15/2</td>
<td><strong>Verdieva 3</strong></td>
</tr>
<tr>
<td>10000 Zagreb, Croatia</td>
<td>51000 Rijeka, Croatia</td>
</tr>
<tr>
<td>Tel.: +385 1 3093 637, 3093 636</td>
<td>Tel. + 385 51 213 147, 325 080</td>
</tr>
<tr>
<td>Fax: +385 1 3093 643</td>
<td>Fax: +385 51 214 721</td>
</tr>
<tr>
<td>E-mail:</td>
<td>E-mail:</td>
</tr>
<tr>
<td><a href="mailto:tomiislav.lulic@kuehne-nagel.com">tomiislav.lulic@kuehne-nagel.com</a></td>
<td><a href="mailto:rijeka@trast.hr">rijeka@trast.hr</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>GREEN MAR</strong></th>
<th><strong>TRANSADRIA</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Žrtava fašizma 1</strong></td>
<td><strong>Riva Boduli 1</strong></td>
</tr>
<tr>
<td>51000 Rijeka, Croatia</td>
<td>51000 Rijeka, Croatia</td>
</tr>
<tr>
<td>Tel.: +385 51 213 666</td>
<td>Tel: +385 51 212 111, 330 787</td>
</tr>
<tr>
<td>Fax: +385 51 213 233</td>
<td>Fax: +385 51 214808</td>
</tr>
<tr>
<td>E-mail: <a href="mailto:green-mar@ri.htnet.hr">green-mar@ri.htnet.hr</a></td>
<td>E-mail: <a href="mailto:transadria@transadria.hr">transadria@transadria.hr</a></td>
</tr>
<tr>
<td></td>
<td><a href="http://www.transadria.hr">http://www.transadria.hr</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>TRANŠPED Zagreb</strong></th>
<th><strong>PROFITRANS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Podružnica Rijeka</strong></td>
<td><strong>Krešimirova 22/3</strong></td>
</tr>
<tr>
<td>Zanonova 1</td>
<td>51000 Rijeka, Croatia</td>
</tr>
<tr>
<td>51000 Rijeka, Croatia</td>
<td>Tel.: +385 51 212 634</td>
</tr>
<tr>
<td>Tel.: +385 51 211 343</td>
<td>Fax: +385 51 213 186</td>
</tr>
<tr>
<td>Fax: +385 51 334 529</td>
<td>E-mail:</td>
</tr>
</tbody>
</table>
HERMES
Matije Gupca 15
51000 Rijeka, Croatia
Tel./Fax: +385 51 214 591
Tel./Fax: +385 51 214 727
E-mail: hermes@ri.htnet.hr

C.K.T.Z.
Trpimirova 2/10
51000 Rijeka, Croatia
Tel: +385 51 214 779
Fax: +385 51 212 878
E-mail: cktz@ri.htnet.hr

ILIRIA CARGO
Riva 16
51000 Rijeka, Croatia
Tel: +385 51 330 623
Fax: +385 51 323 778
E-mail: alpex-rijeka@ri.htnet.hr

CROATIA CARGO
Krešimirova 3A
51000 Rijeka, Croatia
Tel: +385 51 331 699
Fax: +385 51 331 002
E-mail: croatia-cargo-ri@ri.htnet.hr

ZAGREBŠPED
Vodovodna 20a
10000 Zagreb, Croatia
Tel: +385 1 3643 577
Fax: +385 1 3643 637
E-mail: alpex-rijeka@ri.htnet.hr

ATLANTICA ŠPED
Milana Butkovića 2
51000 Rijeka, Croatia
Tel: +385 51 211 470
Fax: +385 51 212 306
E-mail: alpex-rijeka@ri.htnet.hr

JADROŠPED
A. Kačića Miošića 13
51000 Rijeka, Croatia
Tel: +385 51 373 650
Fax: +385 51 373 576

FERŠPED
Krešimirova 3A
51000 Rijeka, Croatia
Tel/Fax: +385 51 333 324
E-mail: fersped@ri.htnet.hr

ORY
Riva 16
51000 Rijeka, Croatia
Tel: +385 51 320 767
Fax: +385 51 212 757
E-mail: ory-spedicija@ri.htnet.hr

Lagermax AED Croatia d.o.o.
International forwarding agency
Franje Lučića 23
10 000 Zagreb
Tel: +385 1 3440-550
Fax: +385 1 3440 505
E-mail: dino.misar@lagermax-aed.hr
Office in Rijeka: Miroslava Krleže 4
51 000 Rijeka
Tel: +385 51 628 501
Fax: +385 51 628 512
E-mail: jovica.urukalo@lagermax-aed.hr
Lagermax Timesped d.o.o.
International forwarding agency
Miroslava Krleže 4
51 000 Rijeka
Tel: +385 51 628 500
Fax: +385 51 628 511
E-mail: dino.misar@lagermax-aed.hr

JADROAGENT
Trg Ivana Koblera 2
51000 Rijeka, Croatia
Tel.: +385 51 214-444
Fax: +385 51 213-616
E-mail: info@jadroagent.com
http://www.jadroagent.hr
Rijeka: State Institutions

MINISTRY OF THE SEA, TRANSPORT AND INFRASTRUCTURE
Prisavlje 14
10000 Zagreb, Croatia
Tel: +385 1 6169-070
Fax: +385 1 6195-956
http://www.mmpi.hr/

PORT AUTHORITY RIJEKA
Riva 1
51000 Rijeka, Croatia
Tel.: + 385 51 212 974
Fax: +385 51 331 764
http://www.luckauprava.hr

PORT OF RIJEKA CONTROL CENTER
Tel. : +385 51 333 600
Fax.: +385 51 332 195
http://www.luckauprava.hr

HARBORMASTER’S OFFICE RIJEKA
Senjsko pristanište 3
51000 Rijeka, Croatia
Tel: +385 51 214 113
Fax: +385 51 211 660
www.pomorstvo.hr

MINISTRY OF INTERIOR HARBOR POLICE STATION
Riva 16
51000 Rijeka, Croatia
Tel:+ 385 51 337 325
Fax:+ 385 51 430 748
www.mup.hr

MINISTRY OF FINANCE CUSTOMS OFFICE CUSTOMS OFFICE RIJEKA
Riva boduli 9
51000 Rijeka, Croatia
Tel: +385 51 330 544 | Fax: ++385 51 211 238

CROATIAN CHAMBER OF ECONOMY COUNTY CHAMBER RIJEKA
Bulevar oslobodenja 23
51000 Rijeka, Croatia
Tel: + 385 51 209 111 | Fax: ++385 51 216 033
http://www.hgk.hr
Other

AGENCIJE ZA ŽELJEZNIČKI I CESTOVNI PROMET
Agency for railway and road transport

Hrvatske željeznice - HŽ Cargo
Zagreb
Mihanovićeva 12
10000 Zagreb, Croatia
Tel. +385 1 457 7576 | Fax. +385 1 457 7617

Hrvatske željeznice - HŽ Cargo Rijeka
Krešimirova 1
51000 Rijeka, Croatia
Tel. +385 51 336 010 | Fax. +385 51 214 456

AGIT d.o.o. – AGENCIJA ZA INTEGRALNI TRANSPORT
Krešimirova 3A
51000 Rijeka, Croatia
Tel. +385 51 212 695 | Fax. +385 51 335 563
E-mail: rijeka@agit.hr

CROKOMBI d.o.o. za kombinirani prijevoz
Miramarška 13a
10000 Zagreb, Croatia
Tel. +385 1 615 1867, 615 1868 | Fax. +385 1 615 1869
E-mail: crokombi@crokombi.hr

INTERCONTAINER – INTERFRIGO ZAGREB
Crnatačka 18/I
10000 Zagreb, Croatia
Tel. +385 1 484 3819 | Fax: + 385 1 484 3322
e-mail: davor.kalinic@icfonline.com

JADRANSKI POMORSKI SERVIS d.d.- Rijeka
Verdijeva 19, 51000 Rijeka

Tel.:+385 51 21 48 87 | Fax.:+385 51 33
14 03
E-mail: jps@ri.htnet.hr

CROATIA PILOT d.o.o. Rijeka
Riječki lukuobran d.d.
51000 Rijeka, Croatia
Tel./Fax. +385 51 337 914
E-mail: croatia-pilot@ri.htnet.hr

PLOVPUT SPLIT- PLOVNO PODRUČJE RIJEKA
Senjsko pristanište 3
51000 Rijeka, Croatia
Tel./Fax. +385 51 334 570

DEZINSEKCIJA d.o.o.- Rijeka
Brajšina 13
51000 Rijeka, Croatia
Tel.:+385 51 51 25 33 | Fax.:+385 51 27
69
E-mail: desinzecija@ri.htnet.hr

IND EKO d.o.o. - Rijeka
Ante Starčevića 2
51000 Rijeka, Croatia
Tel:+385 51 33 60 93 | Fax.+385 51 33
60 22

MARECO d.o.o. - Rijeka
Dalmatinskih brigada 17
51211 Matulji, Croatia
Tel.:+385 51 27 45 34 | Fax. +385 51 27
50 39
RIJEKA TANK d.o.o. - Rijeka
Kružna 10
51000 Rijeka, Hrvatska
Tel.: +385 51 21 28 38 | Fax: +385 51 21 18 64

ČISTOĆA d.o.o. – Rijeka
Dolac 14
51000 Rijeka, Hrvatska
Tel: +385 51 20 94 97 | Fax: +385 51 35 34 10
Luka Ploče - Port of Ploče

Port Operators

**PRIORITY CONCESSIONAIRE**
LUKA PLOCE d.d.
Address: 20340 Ploče, Trg kralja Tomislava 21
Tel: +385 20 / 603-250
Fax: +385 20 / 679-103
E-mail: i.pavlovic@luka-ploce.t-com.hr
Contact person: capt. Ivan Pavlovic, general manager

**PORT OPERATORS FOR LIQUID CARGOES**
NAFTNI TERMINALI FEDERACIJE d.o.o.
Address: Neretljanskih gusara b.b.
Tel: +385 20 / 679-455, 679-902
Fax: +385 20 / 679-455
E-mail: ntf@du.t-com.hr
Contact person: Mr Josip Tomic

**PORT OPERATORS FOR LIQUID CARGOES**
LUKA PLOČE TRGOVINA D.O.O.
Address: 20340 Ploče, Lučka cesta bb
Tel: +385 20 / 679-023, 678-897
Fax: +385 20 / 679-039
E-mail: ivica.milicevic@lpt-ploce.hr
Web: www.lpt-ploce.hr
Contact person: Mr Ivica Milicevic
Port of Ploče: Organizational Sectors

• MANAGEMENT BOARD

President of the Management Board: Mr. Capt. Ivan Pavlovic B.Sc./marine transport
i.pavlovic@luka-ploce.hr
i.pavlovic@luka-ploce.t

secretary: ured-direktora@luka-ploce.t-com.hr
ured-direktora@luka-ploce.hr
Phone: 00 385 20 67 96 01
60 32 50
67 86 62
60 32 05
Fax: 00 385 20 67 91 03

Companies 100 percent owned by "Luka Ploče" d.d.

Luka Ploče Trgovina d.o.o.
Trade and services
Lučka cesta bb
20340 Ploče
Phone: +385 20 679 023
Fax: +385 20 679 039
www.lpt-ploce.hr

Pomorski servis d.o.o.
For the production and services
Lučka cesta bb
20340 Ploče
Phone: 385 20 603 433
385 20 603 170
385 20 603 401
e-mail: pomorski-servis-ploce@du.t-com.hr

Luka Šped d.o.o.
For international shipping or forwarding
Lučka cesta bb
20340 Ploče
Phone: 385 020/603-230
e-mail: luka-sped@du.t-com.hr

Luka Ploče - Održavanje d.o.o.
Electrical affairs
Lučka cesta bb
20340 Ploče
Phone: 385 020/670-281
385 020/679-220 ext 236
fax: 385 020/679-238
**Luka Ploče Gradnja d.o.o.**

For the construction and maintenance of facilities, and for trade
Lučka cesta bb
20340 Ploče

Phone: 385 20 670 277
fax: 385 20 603 413
e-mail: lpgradnja@lpgradnja.hr
www.lpgradnja.hr

**Luka Ploče - Usluge d.o.o.**

For services in passenger transport, catering and ships supply
Lučka cesta bb
20340 Ploče

Phone: 00 385 20/603-330
fax: 00 385 20/679-260
Contact person: Mr Zdenko Jelavić

**Companies 50 percent owned by"Luka Ploče" d.d.**

**Hladnjača - Ploče d.o.o.**

For storage, Maturation, reproduction and packing tropical fruits
Trg kralja Tomislava 1
20340 Ploče

Phone: 00 385 20/603-205
Fax: 00 385 20/679-103
Contact person: Mrs Ružica Bebić

**Companies 49 percent owned by"Luka Ploče" d.d.**

**Sigurnost d.o.o.**

For the protection of persons and property
Trg kralja Tomislava 1
20340 Ploče

Phone: 385 20/603-179
fax: 385 20/603-181

**Vizir d.o.o.**

For fire protection
Trg kralja Tomislava 1
20340 Ploče

Phone: 385 98/344387
## Port of Ploče: Accompanying Services

### Agencies / Forwarding Agencies

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Address</th>
<th>Phone Numbers</th>
<th>Fax Numbers</th>
<th>Email Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADRIATIC AGENT d.o.o. Bureau Ploče</td>
<td>Trg kralja Tomislava 22 20340 Ploče</td>
<td>00 385 20/679-662, 20/679-642</td>
<td>00 385 20/679-602</td>
<td><a href="mailto:adriatic-agent@du.t-com.hr">adriatic-agent@du.t-com.hr</a></td>
</tr>
<tr>
<td>CAPRIS CROATIA d.o.o. RIJEKA Bureau Ploče</td>
<td>Trg kralja Tomislava 22 20340 Ploče</td>
<td>00 385 20/676-336</td>
<td>00 385 20/676-337</td>
<td><a href="mailto:capris-cro@ri.t-com.hr">capris-cro@ri.t-com.hr</a></td>
</tr>
<tr>
<td>INTERAGENT d.o.o.</td>
<td>Trg kralja Tomislava 20 20340 Ploče</td>
<td>00 385 20/670-770, 20/670-760</td>
<td>00 385 20/670-770, 20/670-760</td>
<td><a href="mailto:interagent@du.t-com.hr">interagent@du.t-com.hr</a></td>
</tr>
<tr>
<td>INTERŠPED d.d.</td>
<td>Trg kralja Tomislava 23 20340 Ploče</td>
<td>00 385 20/679-928, 20/679-751</td>
<td>00 385 20/679-649</td>
<td><a href="mailto:mario.orsulic@intersped.hr">mario.orsulic@intersped.hr</a></td>
</tr>
<tr>
<td>JADROAGENT d.d. RIJEKA Bureau Ploče</td>
<td>Trg kralja Tomislava 20 20340 Ploče</td>
<td>00 385 20/679-964, 20/670-408</td>
<td>00 385 20/679-964, 20/670-408</td>
<td><a href="mailto:pero.musulin@jadroagent.t-com.hr">pero.musulin@jadroagent.t-com.hr</a></td>
</tr>
<tr>
<td>LUKA ŠPED d.o.o.</td>
<td>Trg kralja Tomislava 21 20340 Ploče</td>
<td>00 385 20/603-230</td>
<td>00 385 20/676-398</td>
<td><a href="mailto:luka-sped@du.t-com.hr">luka-sped@du.t-com.hr</a></td>
</tr>
<tr>
<td>INTERFER d.o.o.</td>
<td>Trg kralja Tomislava 21 20340 Ploče</td>
<td>00 385 20/670-860</td>
<td>00 385 20/670-860</td>
<td><a href="mailto:interfer@net.hr">interfer@net.hr</a></td>
</tr>
<tr>
<td>MAERSK LOGISTICS d.o.o. RIJEKA Bureau Ploče</td>
<td>Trg kralja Tomislava 23 20340 Ploče</td>
<td>00 385 20/414-302</td>
<td>00 385 20/691-513</td>
<td></td>
</tr>
</tbody>
</table>
E-mail: crologmng@maersk-logistics.com

**OTPREMNIŠTVO MIKULIĆ d.o.o**

PLOČE

Trg kralja Tomislava 8
20340 Ploče
GSM: 00 385 98/970-4359
Fax: 00 385 20/670-885
Contact person:
Mr Petar Mikulić

**PLOČE ŠPED d.o.o.**

Trg kralja Tomislava 8
Tel: 00 385 20/670-133
Fax: 00 385 20/670488
Contact person:
Mr Marko Pavlović

**TRADEWAYS d.o.o. KOPER Bureau Ploče**

Trg kralja Tomislava 21
20340 Ploče
Tel: 00 385 20/676-262
676-260
TWD-CSD-PLOCE@tradeways.hr

**TRANSAGENT d.d. RIJEKA**

Bureau Ploče

Neretljanskih gusara 12
20340 Ploče
Tel: 00 385 20/679-725
Fax: 00 385 20/679-725
E-mail: transagent@ri.t-com.hr

**ALIANCA d.o.o. RIJEKA Bureau Ploče**

Neretljanskih gusara 2
20340 Ploče
Tel: 00 385 20/670-534
Fax: 00 385 20/670-535
E-mail: alianca.ploce@vip.hr

**ĐUGUM d.o.o.**

Neretljanskih gusara 12
20340 Ploče
Tel: 00 385 20/670-236
20/670-246
Fax: 00 385 20/670-246
E-mail: info@djugum.hr

**INTEREUROPA d.d. ZAGREB**

Bureau Ploče

Trg kralja Tomislava 7
20340 Ploče
Tel: 00 385 20/679-936
Fax: 00 385 20/679-936
Contact person:
Mr Mario Merdžan

**INTERLINER AGENCIES d.o.o.**

Trg kralja Tomislava 20
20340 Ploče
Tel: 00 385 20/692-500
Fax: 00 385 20/676-420
E-mail: dario.damic@interliner-agencies.com
JADRANŠPED d.o.o. SPLIT
Bureau Ploče
Trg kralja Tomislava 18 20340 Ploče
Tel: 00 385 20/676-515
Fax: 00 385 20/678-679
E-mail:jadransped@du.t-com.hr

LOGWIN ROAD+RAIL CROATIA d.o.o.
Trg kralja Tomislava 22
20340 Ploče
Tel:00 385 20/678-129
Fax: 00 385 20/678-129

MAERSK CROATIA d.o.o.
Trg kralja Tomislava 20
20340 Ploče
Tel: 00 385 20/691-512
Contact person: Mr Jure Družijanić

MSC CROATIA d.o.o.
Trg kralja Tomislava 23
20340 Ploče
Tel: 00 385 20/670-443
Contact person: Mr Zoran Šutić

PETRA MARINA d.o.o. PLOČE
Trg kralja Tomislava 23
20340 Ploče
Tel: 00 385 20/692-595
E-mail: petra.marina@du.t-com.hr

SCHENKER d.o.o. ZAGREB Bureau Ploče
Trg kralja Tomislava 8-9 20340 Ploče
Tel: 00 385 20/676-565
Fax: 00 385 20/676-564
E-mail: marijana.zderic@schenker.hr

TRANSADRIA d.d. RIJEKA Bureau Ploče
Trg kralja Tomislava 22 20340 Ploče
Tel:00 385 20/679-058
Fax:00 385 20/679-052
E-mail: ploce@transadria.hr

TRAST d.d. SPLIT Bureau Ploče
Trg kralja Tomislava 22 20340 Ploče
Tel:00 385 20/679-715
Fax:00 385 20/679-419
E-mail: natalija.petrovic@trast.hr
DJUGUM d.o.o.
Address: 20340 Ploce, Neretljanskih gusara 12
Tel: +385 20 / 670-236
Fax: +385 20 / 670-246
E-mail: info@djugum.hr
Web: www.djugum.hr
Contact person: Mr Branko Djugum

JADRANSPED d.o.o. SPLIT
Address: 20340 Ploce, Trg kralja Tomislava 20
Tel: +385 20 / 676-515
Fax: +385 20 / 678-679
E-mail: jadransped@du.t-com.hr
Contact person: Mr Enes Bise
## Port of Ploče: Quantity and Quality Control

### ISPEKT RHG d.o.o

Trg kralja Tomislava 22 20340 Ploče
Tel.: 00 385 20/679-309
20/678-108
Fax: 00 385 20/679-309
20/678-108
Contact person: Mr Stipe Dropulić

### SGS Adriatica - RIJEKA

Bureau Ploče

Vladimira Nazora 33/22
20340 Ploče
Tel: 00 385 20/679-330
E-mail: sgs-adriatica@ri.t-com.hr

### NERETVANSKA KONTROLA d.o.o.

Trg kralja Tomislava 22
20340 Ploče
Tel: 00 385 20/679-201
20/679-505
Fax: 00 385 20/679-974
Contact person: Mr Ante Šetka

### ZAVOD ZA ISPITIVANJE KVALITETE ROBE d.d. ZAGREB

Tel: +385 1 / 480-6777, +385 44 / 532-356
Fax: +385 1) / 480-6700, +385 44 / 532-358
E-mail: ecology@zik.hr
Web: www.zik.hr
Contact person: Mr Mladen Cobanov

### SAYBOLT PAN ADRIATICA

Address: 10000 Zagreb, Jurjevska 41
Tel: +385 1 / 4668-128
Fax: +385 1 / 4668-139
E-mail: saybolt_croatia@hi.t-com.hr
Web: www.saybolt.com
Contact person: Mr Mladen Zlamalik

### EUROINSPEKT-CROATIA

KONTROLA d.o.o. ZAGREB

Address: Zagreb, Preradovićeva 31
Tel: +385 1 481 7177
Fax: +385 1 481 7191
E-mail: croatiacontrola@zg.t-com.hr
Contact person: Mrs Ivana Malnar
Port of Ploče: Shipchanlery

Ship Supply

TANKERKOMERC d.d.
Representation Ploče
Trg kralja Tomislava bb
20340 Ploče
Tel: 00 385 20/679-267
Fax: 00 385 20/679-251
E-mail: dino@tankerkomerc.hr
Contact person: Mr Dino Šiljdedić

TINITA d.o.o. SPLIT
Representation Ploče
Tel: 00 385 21/508-714
Fax: 00 385 21/508-714
E-mail: tinita@st.t-com.hr
Contact person: Mr Nikola Asanović

ADRIA DUBROVNIK d.o.o.
Address: 20000 Dubrovnik, Obala pape Ivana II 1
Tel: 00 385 20/419 059
Fax: 00 385 20/419 022
E-mail: adria-dubrovnik@du.t-com.hr
Contact person: Mr Igor Jankovic
Port of Ploče: Bunker Supply

LUKA PLOCE TRGOVINA d.o.o.
Address: 20340 Ploče, Lucka cesta bb
Tel: +385 20 / 679-023, 678-897
Fax: +385 20 / 679-039
E-mail: ivica.milicevic@lpt-ploce.hr
Contact person: Mr Ivica Milicevic

POMORSKI SERVIS - LUKA PLOCE d.o.o.
Address: 20340 Ploče, Lucko bosanska obala
Tel: +385 20 / 603-175, 603-170, 670-566
Fax: +385 20 / 603-175, 670-566
E-mail: pomorski-servis-ploce@du.t-com.hr
Contact person: Mr Mario Milosevic

Port Towing
BRODOSPAS d.d. SPLIT
Address: 21000 Split, Obala lazareta 1
Tel: +385 21 / 345-700
Fax: +385 21 / 344-768
E-mail: brodospas@brodospas.hr
Contact person: Mr Rafael Kapov

Passenger / Vehicle Transit
JADROLINIJA d.d. RIJEKA
Branch Office Ploce
Address: 20340 Ploče, Neretljanskih gusara 4
Tel: +385 20 / 679-321
Fax: +385 20 / 670-684
E-mail: passenger-dept@jadrolinija.t-com.hr
Contact person: Mr Ivica Pecar

Waste collection
POMORSKI SERVIS - LUKA PLOCE d.o.o.
Address: 20340 Ploče, Lucko bosanska obala
Tel: +385 20 / 603-175, 603-170, 670-566
Fax: +385 20 / 603-175, 670-566
E-mail: pomorski-servis-ploce@du.t-com.hr
Contact person: Mr Mario Milosevic

Retail Trade of the Fuel on the Passenger Quay
INA - Industrija nafte d.d. ZAGREB
Address: 10000 Zagreb, Avenija Veceslava Holjevca 10
Phone: +385 1 645-0000
Web: www.ina.hr
Contact person: Mr Tomislav Stengl
MAINTENANCE OF THE PORT FACILITIES

COMET d.o.o.
Address: 20340 Ploče, Neretvanskih gusara 2
Tel: 00 385 20/677-053
Fax: 00 385 20/677-0539
E-mail: comet@ldu.t-com.hr
Contact person: Mr Mijo Barisic

ŠULE PROMET d.o.o.
Address: 21000 Split, Ivana pl. Zajca 20
Tel: 00 385 21/540 133
Fax: 00 385 21/540 133
Contact person: Mr Ivica Susnja

UNDERWATER DIVING INSPECTION AND SHIP REPAIR ACTIVITIES

DUBINA INŽINJERING d.o.o.
Address: 21000 Split, A. Stepinca 15
Tel: 00 385 21/503-306
Fax: 00 385 21/503-306
E-mail: dubina@dubina.hr
Contact person: Mr Gordan Zupa

SHIP MAINTENANCE AND REPAIR ACTIVITIES

TEHNODELTA d.o.o.
Address: 20355 Opuzen, Jasenska bb
Tel: 00 385 20/670-693
Fax: 00 385 20/676-319
E-mail: tehnodelta.doo@du.t-com.hr
Contact person: Mr Zdravko Culic

Port of Ploče: State Services

MUP RH
Police station Ploce
Trg kralja Tomislava 14
20 340 Ploče
Tel:00 385 20/444-111

CUSTOMS BRANCHOFFICE II
Port of Ploce
Trg kralja Tomislava 26
20 340 Ploče
Tel: 00 385 20/679-842
20/681-998
fax:00 385 20/670442
DUBROVNIK PORT AUTHORITY
Obala Pape Ivana Pavla II. 1,
20000 Dubrovnik, Croatia
Tel: +385 20 313-333
Fax: +385 20 418-551
E-mail: padubrovnik@portdubrovnik.hr
Web: www.portdubrovnik.hr

ORGANIZATION OF DUBROVNIK PORT AUTHORITY

MINISTRY OF THE SEA,
TRANSPORT, TOURISM AND
DEVELOPMENT
Minister: Mr Božidar Kalmeta
ADVISORY BOARD
President: Cap. Mario Babić
PORT AUTHORITY DUBROVNIK
Manager: Mr Vlado Đurković dipl. ing.
E-mail: padubrovnik@portdubrovnik.hr
Tel: +385 20 313 333
Fax: +385 20 418 551

Mrs Kristina Laptalo B. Sc.
Marketing advisor
Tel: +385 20 313 331
Fax: +385 20 418 551
E-mail: dpa.kristina@portdubrovnik.hr

Mrs Katarina Varez Kristić B. A.
Research, development and sales adviser
Tel: +385 20 313 393
Fax: +385 20 418 551
E-mail: dpa.katarina@portdubrovnik.hr

Mr Dario Barbarić B. Sc.
Safety Coordinator
Tel: +385 20 313 336
Fax: +385 20 418 551
E-mail: dpa.dario@portdubrovnik.hr

Mr Ivo Pavlović
Operation Coordinator
Tel: +385 20 313 339
Fax: +385 20 418 551
E-mail: dpa.ivop@portdubrovnik.hr

Mr Deša Rathman B. Sc.
Advisor for commercial and operation businesses
Tel: +385 20 313 337
Fax: +385 20 418 551
E-mail: dpa.desa@portdubrovnik.hr

Mrs Zrinka Kulušić B. Sc.
Advisor for financial accounting
Tel: +385 20 313 332
Fax: +385 20 418 551
E-mail: dpa.zrinka@portdubrovnik.hr

Mr Deša Rathman B. Sc.
Advisor for maintenance and technical development
Tel: +385 20 313 338
Fax: +385 20 418 551
E-mail: dpa.hrvoje@portdubrovnik.hr

Mrs Zrinka Kulušić B. Sc.
Advisor for commercial and operation businesses
Tel: +385 20 313 337
Fax: +385 20 418 551
E-mail: dpa.desa@portdubrovnik.hr

Mr Deša Rathman B. Sc.
Advisor for maintenance and technical development
Tel: +385 20 313 338
Fax: +385 20 418 551
E-mail: dpa.hrvoje@portdubrovnik.hr

Mrs Zrinka Kulušić B. Sc.
Advisor for financial accounting
Tel: +385 20 313 332
Fax: +385 20 418 551
E-mail: dpa.zrinka@portdubrovnik.hr
INLAND WATERWAY TRANSPORTATION

DUNAVSKI LLOYD-SISAK dd
Rimska ulica 28
44000 Sisak
Tel: +385 44 527 610, +385 44 527 611, +385 44 522 055
 +385 44 527 621
Fax: +385 44 527 618
 +385 44 524 762
 +385 44 527 633
E-mail: ured.direktora@dunavski-lloyd.hr
Web: http://www.dunavski-lloyd.hr

LUCKA UPRAVA OSIJEK
Setaliste kardinala Franje Sepera 6
31000 Osijek
Tel: +385 31 21 33 40
Fax: +385 31 25 03 40
E-mail: info@port-osijek.hr
Web: http://www.port-osijek.hr

LUCKA UPRAVA SLAVONSKI BROD
Setaliste brace Radic 19 a
35000 Slavonski Brod
Tel: +385 35 404 420
 +385 35 404 430
E-mail: lucka-uprava@sb.t-com.hr
Web: http://www.lucka-uprava-brod.hr

LUCKA UPRAVA VUKOVAR
Dunavski prilaz 15
32000 Vukovar
Tel: +385 32 450 255
 +385 32 450 263
 +385 32 450 256
Fax: +385 32 450 136
E-mail: office@port-authority-vukovar.hr
Web: http://www.port-authority-vukovar.hr

LUKA TRANZIT OSIJEK doo
Vukovarska 229b
31000 Osijek
Tel: +385 31 515 100
 +385 31 515 102
 +385 31 515 150
 +385 31 515 151
Fax: +385 31 515 129
E-mail: ivica.djeri@nexe.hr
LUKA-VUKOVAR doo
Dunavski prilaz bb
32000 Vukovar
Tel: +385 32 441 731
    +385 32 441 730
Fax: +385 32 441733
E-mail: luka.vukovar@vk.t-com.hr
Web: http://www.luka-vukovar.hr

INTERSPED VUKOVAR doo
Dunavski Prilaz 3
32000 Vukovar
Tel: +385 32 441 488
Fax: +385 32 441 487
E-mail: intersped.vu@mst-intersped.hr
Web: www.mst-intersped.hr