

# CROATIA - NEW GATEWAY TO EUROPE

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# PROGRAM 'CROATIA - NEW GATEWAY TO EUROPE'

- On the basis of the Program development projects in Croatia, the Program “Croatia - New gateway to Europe” was created
- The program was introduced to the public in Opatija 2011 on Days of Chartered Engineers
- The Program concretized ideas from the Program development projects in Croatia



# WHAT IS THE MAIN IDEA OF THE PROGRAM 'CROATIA - NEW GATEWAY TO EUROPE' ?

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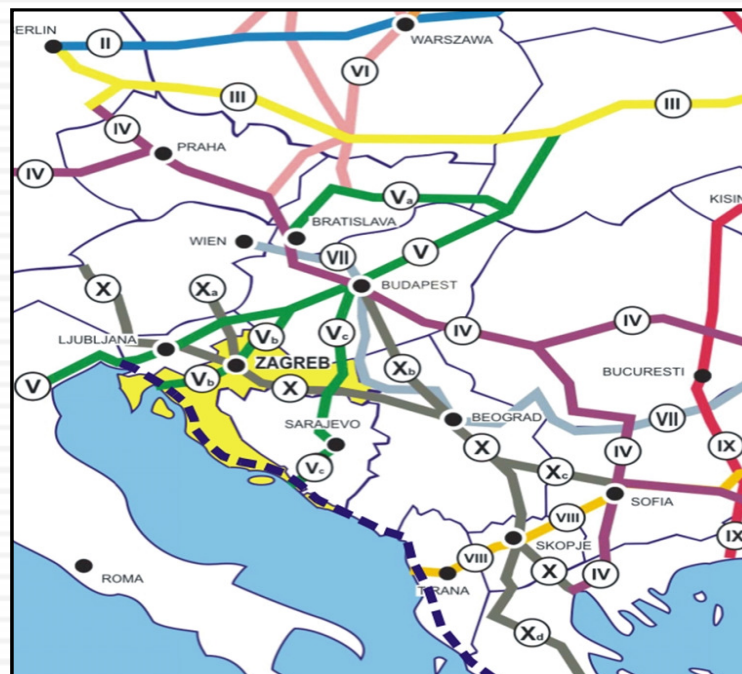
- ❑ Better positioning of port **Rijeka** on the map the major Mediterranean ports.
- ❑ Connecting Croatia with **Central Europe and River Danube Region**.
- ❑ Diversion of **goods flows** through the **Danube waterway to Rijeka** and vice versa.
- ❑ Directing the flow of goods from the port of Rijeka to Central Europe and to Balkans using a **multimodal transportation**.

# WHICH PANEUROPEAN TRANSPORT CORRIDORS ARE PASSING THROUGH CROATIA?

**Corridor X Bregana (Slovenia) - Zagreb - border of Serbia**

**Corridor Vb border of Hungary- Zagreb-Rijeka**

**Corridor Vc border of Hungary-Osijek-Sarajevo-Mostar-Ploče**



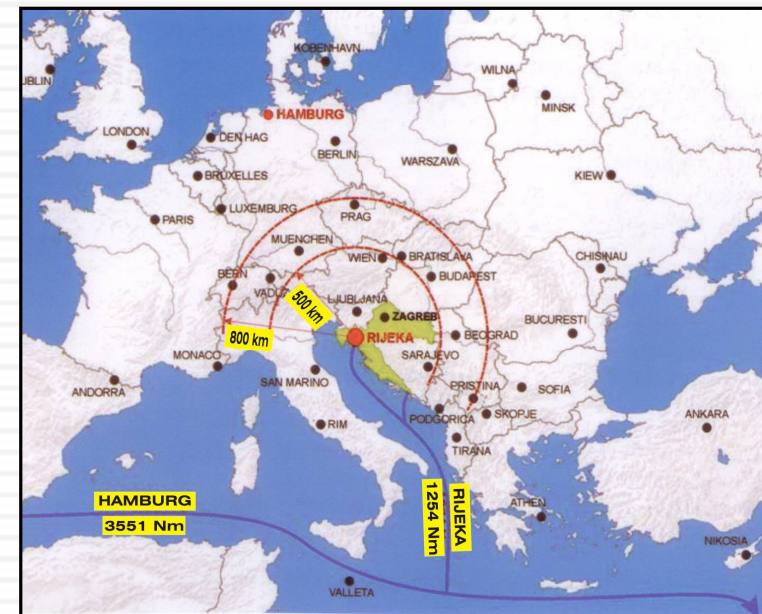
# ON WHICH EUROPEAN AREA DOES THE CROATIAN POSITION HAVE AN IMPACT?

- The impact zone covers almost whole eastern and southern Europe, Italy, Austria and southern Germany.
- 14 European countries are within the radius of 1000 km outside Croatia
- >200 million people live in these 14 countries



# WHAT ARE THE ADVANTAGES OF THE CROATIAN POSITION IN EUROPEAN AREA?

- ❑ Croatia represents the **Crossroads** of east-west and north - south direction
- ❑ Adriatic Sea cuts deep into the Continent
- ❑ The sea depth near Rijeka is over 20 m, which enables the arrival of the biggest ships



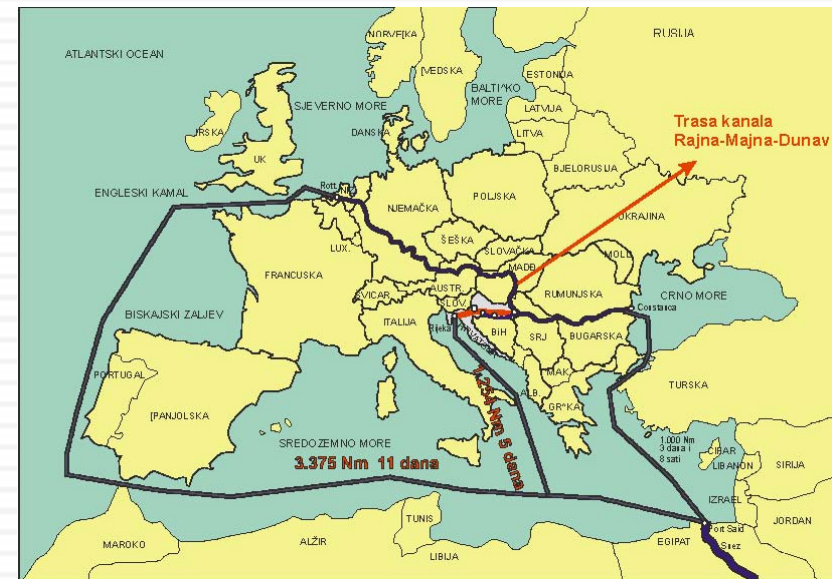
# HOW TO TAKE THE ADVANTAGE OF CROATIAN GEOGRAPHIC POSITION?

## Distances:

Suez Canal - Port of Rijeka: 1260 nautical miles

Suez Canal- Ports North Sea: 3375 nautical miles

- Travel to the Adriatic port are shorter than 6 days than to the North Sea ports Hamburg and Rotterdam





# WHAT IS THE DISTANCE BETWEEN THE PORT OF RIJEKA AND SOME CENTRAL EUROPEAN CITIES ?

CITY	LAND ROUTE (km)	DISTANCE BY RAILWAY (km)
Zagreb	145	228
Budapest	504	592
Bratislava	550	686
Vienna	490	572
Prague	810	844
Belgrade	569	669
Sarajevo	456	490



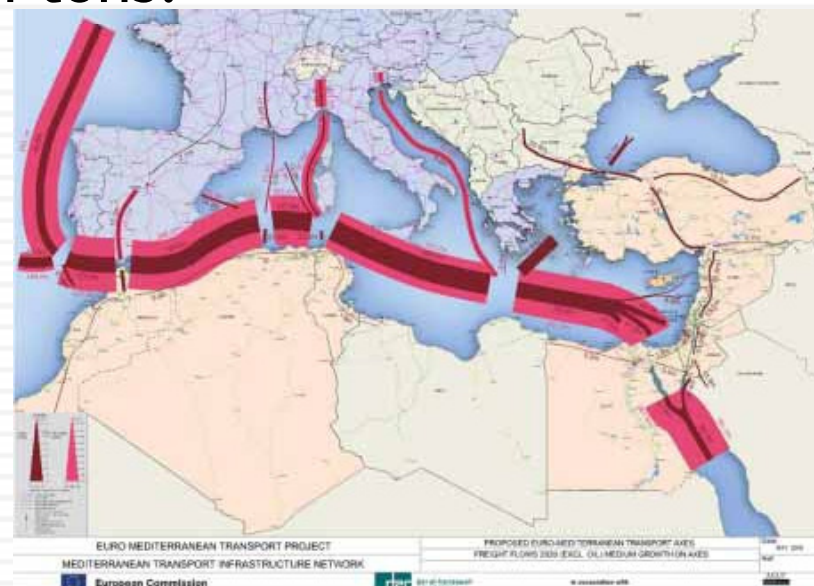


# HOW TO TAKE THE ADVANTAGE OF CROATIAN GEOGRAPHIC POSITION?

Annual pass through the **Suez Canal**: 800 million tons of cargo.

Annual entrance of cargo in the Adriatic ports (Rijeka, Kopar, Trst, Venis): only 40 million tons.

In the port of Rijeka there are only 25% load although it has the best maritime capabilities.



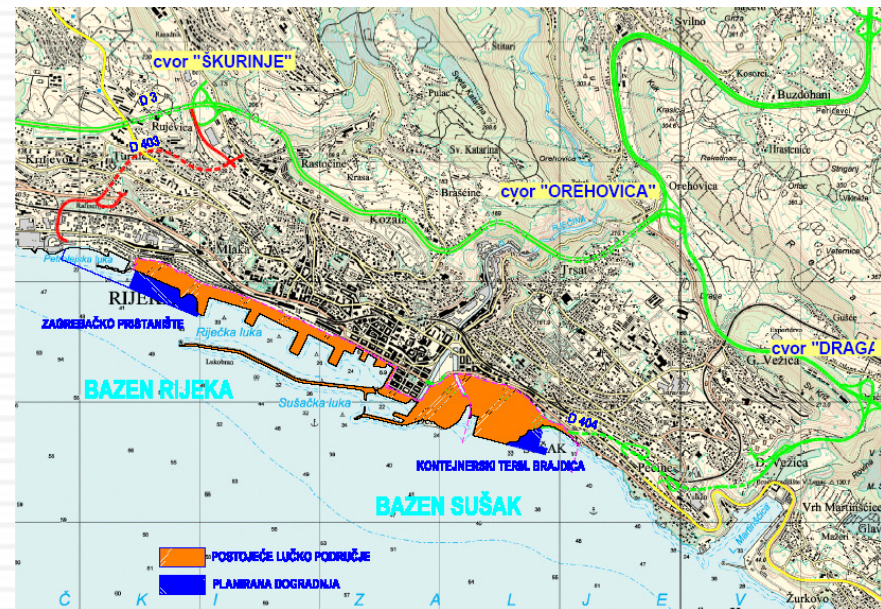
# HOW TO TAKE THE ADVANTAGE OF THESE BENEFITS, OR WHAT TO DO?

Build intermodal infrastructure network which consists of:

- PORTS
- RAILWAYS
- HIGHWAYS
- WATERWAYS
- TERMINALS
- BUSINESS AND INDUSTRIAL ZONES

# WHY PORT OF RIJEKA HAS ONLY 1% OF THE CARGO THAT PASSES THROUGH THE SUEZ CANAL?

- Poor infrastructure connections with Europe, particularly railway.
- Space limitations in the development of the port of Rijeka.



# WHAT IS THE SITUATION ON THE EXISTING INFRASTRUCTURES?

- ❑ Port of Rijeka has limited capacity
- ❑ The railway line Rijeka - Karlovac was built in 1873 and has limited capacity
- ❑ The railway Corridor X is not suitable for higher speeds, reconstruction is necessary
- ❑ Port of Vukovar has small capacity
- ❑ The Sava River is navigable only to Sisak for limited ships
- ❑ The motorway network is mainly built



# WHAT DOES THE PROGRAM 'CROATIA - NEW GATEWAY TO EUROPE' CONTAIN?

## Ports , Chanals, Rivers

- ❑ Construction of the new port of:
  - ❑ Vukovar
  - ❑ Rijeka on the island Krk including a new bridge to the island Krk
  - ❑ Belišće and Donji Miholjac on the Drava river
  - ❑ Slavonski Brod on the Sava River
  - ❑ Karlovac
- ❑ Upgrade:
  - ❑ port of Osijek
  - ❑ port of Sisak on the Sava river
- ❑ Construction of the chanal Danube - Sava
- ❑ Control and regulation of:
  - ❑ the Sava River from Sisak to the Serbian border
  - ❑ the Kupa river for navigation between Sisak and Karlovac



# WHAT DOES THE PROGRAM 'CROATIA - NEW GATEWAY TO EUROPE' CONTAIN?

## Railway, motorway, terminals:

### Construction of:

- the new railway line Zagreb - Rijeka
- the railway node Zagreb and Rijeka (including a tunnel through Učka and connecting Istria and Trieste with new railway line)
- a new motorway bypass around Zagreb

### Reconstruction and upgrade of:

- the railway line Vinkovci - Vukovar
- the railway line on corridor Vb Zagreb - Botovo
- the railway line on Corridor X from Zagreb to Vinkovci

Construction of multi-modal transportation terminals.

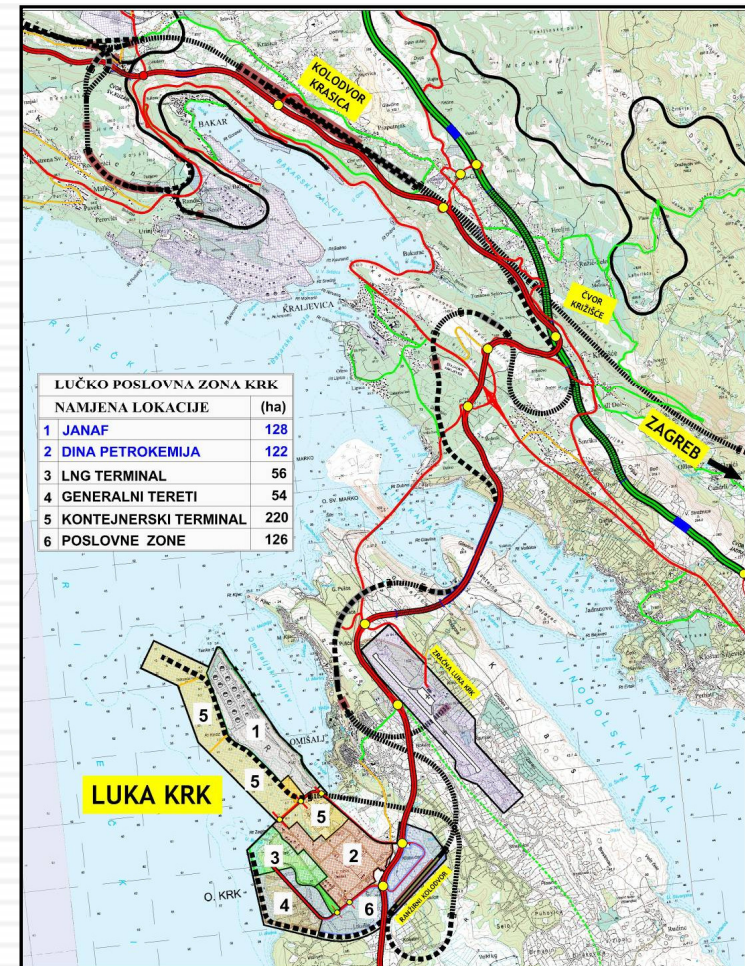
# WHICH PROJECTS ARE THE MOST IMPORTANT ?

- ❑ Building new ports on Krk and Vukovar
- ❑ Construction of a new railway line Rijeka-Zagreb-Botovo
- ❑ Reconstruction of the railway in the Corridor X
- ❑ Construction of new highway bypass around Zagreb
- ❑ Construction the waterway Danube - Sava
- ❑ Edit the Sava River as waterway to Sisak
- ❑ Construction of the new terminal in Rijeka, Zagreb, Vukovar



# THE NEW PORT OF RIJEKA ON THE ISLAND OF KRK

- The port of Rijeka is the most significant port in Croatia
- Present port located in the very centre of Rijeka has an area of 90 hectares
- New port on island Krk has an area 750 - 1000 ha
- Depth of sea in new port is over 20 m with the possibility to receive ships with more than 15000 containers
- Capacity in new port on Krk is 50-70 million tons per year including, general cargo, containers, liquid cargo and LNG



# NEW PORT VUKOVAR

- New Vukovar port is located on the 9th km of new Danube-Sava canal
- New Port of Vukovar has an area 750 ha
- Capacity of new port is 8 million tons per year
- Business Industrial Zone along with the port area is 1000 ha



- [illegible]



# OTHER RAILWAYS PROJECTS

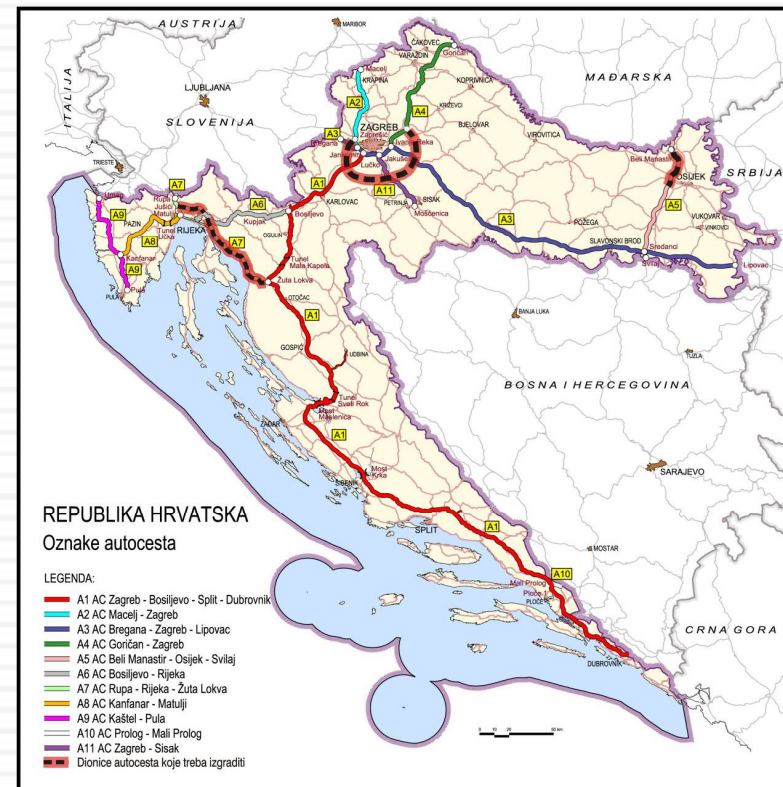
- Construction of a double track railway line from Krasica over the new bridge to Port on Krk
- Construction of a double track railway line from Krasica to Matulji
- Construction of a double track railway tunnel through Učka to establish a link between Matulji and Lupoglav in Istria
- Railway line on the Corridor X from Zagreb to Tovarnik and on the Corridor Vb from Zagreb to Botovo must be reconstructed and modernized, the second track should be built where lacking, and measures should be taken to enable train speeds of up to 160 km/hour
- Zagreb railway bypass



# MOTORWAYS PROJECTS

In corridor Rijeka - Vukovar  
motorway construction is  
largely completed

What we should build is a  
new bypass around Zagreb  
and complete the  
construction of the  
motorway on Corridor Vc



# NAVIGABLE WATERWAYS

- The construction of the Danube - Sava Canal from Vukovar to Slavonski Šamac will be of crucial significance for the development of transport along inland waterways in the Republic of Croatia
- The Danube - Sava Canal, as a part of the seventh corridor (Danube corridor), enables integration of Croatian navigable waterways, and shortens the link between the Rhine-Main-Danube Trans-European waterway and the sea for about 300 kilometres, using services of Croatian sea ports of Rijeka and Ploče
- In addition to navigation along the described route, this development would also provide possibilities for surface drainage on over 200,000 hectares.

# MULTIMODAL TRANSPORT TERMINALS

- To make the transport system more efficient it is necessary to build a network of terminals and industrial zones
- The construction of commercial industrial zones on the island Krk, zone Kukuljanovo and Miklavje in Rijeka and zone in Zagreb and Vukovar is planned



# THE PROGRAM REALIZATION

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- ❑ This is certainly the most important economic STRATEGIC project in Croatia
- ❑ Priority is given to projects that provide unity of the transport system
- ❑ Dynamics of building structures must be designed to ensure that every object or a functional part is immediately used
- ❑ Projects must have a stimulating and interactive effects on other investments
- ❑ Financing with as small a share of the state - the PPP and concessions.

# CONSTRUCTION STAGES

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## First stage of construction

- ❑ The new port on the island Krk
- ❑ The railway Botovo-Zagreb-Rijeka (Krasica)
- ❑ Railway line Novska-Vinkovci- Tovarnik
- ❑ Zagreb railway junction
- ❑ The railway Krasica - port Krk
- ❑ Multipurpose bridge Krk

## Second stage of construction

- ❑ New motorway bypass around Zagreb
- ❑ The railway Krasica - Rijeka Bypass- Lupoglav (Trieste)
- ❑ Canal Danube-Sava
- ❑ Regulation Sava River
- ❑ New Port of Vukovar
- ❑ Irrigation of 200 000 ha

# COST OF THE PROGRAM

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- Estimated construction costs are:
- Stage I 7.000.000.000 €
- Stage II 4.700.000.000 €
- Total 11.700.000.000 €

# IMPLEMENTATION OF THE PROGRAM

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■ I stage

5 years

■ II stage

4 years

# WHAT ARE THE GOALS OF THE PROGRAMME IMPLEMENTATION?

Transport of goods from the port of Rijeka towards Central and Eastern Europe, and vice versa, in order to achieve the following benefits:

- ☐ reducing transport costs of goods
- ☐ increase revenues shipping Inland
- ☐ increase revenue port of Rijeka and Vukovar
- ☐ increase the income on the railways
- ☐ replaced the transport with more environmentally friendly transport mode (rail and water transport)
- ☐ opening up new opportunities for development
- ☐ opening a number of new jobs

# PROGRAM 'CROATIA - NEW GATEWAY TO EUROPE'

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**WHEN THIS PROGRAM IS COMPLETED, CROATIA WILL BECOME THE NEW GATEWAY TO EUROPE.**

**THANK YOU FOR YOUR ATTENTION!**