

D.T1.4.3 - DEFINITION OF POTENTIAL POLICY MEASURES

Work paper

Version 1.0
6.2021

1) Introduction

The Republic of Croatia has a total of 2617 km of railway tracks, as well as a good ratio of kilometres of railway per number of inhabitants (1556 people per kilometre). The main issue is that the majority of railways aren't well maintained and haven't been invested in since they were built in the 19th and 20th century. Insufficient investments in the past period have caused a deterioration in the technical conditions of the railway system as a whole. Data suggests that investment works or major repairs will need to be done to 54,4% of the railway infrastructure in the following years. Due to all this, it is necessary to thoroughly revitalize the entire system in order to preserve the functionality and safety of traffic.

2) List of policy measures (linked to Priority list of action - D.1.4.2)

Action/measure (from deliverable 1.4.2)	Policy measure	Policy document to be addressed	Process description	Stakeholders involved	Time frame
Upgrading of the railway infrastructure	Financial policy and plans for infrastructure upgrade and assuring funds	National transport policy, national transport strategy	Proposal to be submitted to the Ministry of infrastructure who adopts policy document and propose new legislation. Amendment of policy document possible when the policy document expires (2023). EU funds have to be approved by the European Commission.	Ministry of infrastructure, European Commission	3-5 years
Reconstruction and renewal of the railway line on the section Dugo Selo - Novska	R.7 – Zagreb – Novska in the Transport Development Strategy of the Republic of Croatia 2017-2030 – plans for infrastructure upgrades Territorial Development strategy – includes modernisation of a part of Pan-European Corridor X (of which this line is a part of) as an opportunity in its SWOT analysis.	Transport Development Strategy of the Republic of Croatia 2017 –2030; Territorial Development Strategy of the Republic of Croatia Croatian Railway Law	The proposed measure was classified as "Aligned with the Strategy; the measure is needed and well defined, even if some further studies might be necessary" in the Transport Development Strategy. The modernisation of this rail line is needed as it is a part of a much larger transnational railway corridors – TEN-T corridor and Pan-European X corridor. The modernisation can be accomplished through EU funds.	European Commission, Ministry of the Sea, Transport and Infrastructure, HŽ Infrastruktura	medium to long term.



	The Croatian Railway Law defines a large number of aspects related to rail transport in Croatia, including development of the railway infrastructure, its responsible entities, as well as listing duties of the responsible entities.				
<i>Reconstruction of the existing and construction of the second track on the section Hrvatski Leskovac – Karlovac on the railway line M202 Zagreb GK - Rijeka</i>	<p>R.2 – Zagreb – Karlovac in the Transport Development Strategy of the Republic of Croatia 2017-2030 – plans for infrastructure upgrades</p> <p>Territorial Development strategy – includes modernisation of a part of Pan-European Corridor Vb (of which this line is a part of) as an opportunity in its SWOT analysis.</p> <p>The Croatian Railway Law defines a large number of aspects related to rail transport in Croatia, including development of the railway infrastructure, its responsible entities, as well as listing duties of the responsible entities.</p>	<p>Transport Development Strategy of the Republic of Croatia 2017 –2030</p> <p>Territorial Development Strategy of the Republic of Croatia</p> <p>Croatian Railway Law</p>	Currently, the single-track railway line limits the potential to increase its capacity. After the construction of the second track, it is expected that the importance of the line, especially for cargo transport, will increase as the line is part of the Pan-European Vb corridor and the TEN-T corridor. The modernisation can be accomplished through EU funds.	European Commission, Ministry of the Sea, Transport and Infrastructure, HŽ Infrastruktura	Short to medium term
<i>Modernization of the railway line M202 Zagreb GK – Rijeka, on the part Oštarije - Škrlevo</i>	<p>R.3 – Karlovac - Rijeka in the Transport Development Strategy of the Republic of Croatia 2017-2030 – plans for infrastructure upgrades</p> <p>Territorial Development strategy – includes modernisation of a part of Pan-European Corridor Vb (of which this line is a part of) as an opportunity in its SWOT analysis.</p> <p>The Croatian Railway Law defines a large number of aspects related to rail transport in Croatia, including development of the railway infrastructure, its responsible entities, as well as listing duties</p>	<p>Transport Development Strategy of the Republic of Croatia 2017 –2030</p> <p>Territorial Development Strategy of the Republic of Croatia</p> <p>Croatian Railway Law</p>	The Karlovac – Rijeka part of the M202 railway is mainly single track and electrified and is mostly used for cargo transport. That however, doesn't mean that modernisation of Oštarije – Škrlevo part of the railway isn't necessary. The current layout is more adapted towards passenger transport as it passes through a large number of settlements across a longer route full of turns. The construction of a new, more direct railway track would enable for faster cargo transport, as well as help solve some of the issues caused by only having a single-track for this line. The modernisation can be accomplished through EU funds.	European Commission, Ministry of the Sea, Transport and Infrastructure, HŽ Infrastruktura	long term



	of the responsible entities.				
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3) Process

Please provide answers to the following questions concerning planning and implementation of potential policy measures:

1) Which organisations/stakeholders were consulted in the selection of policy measures? What were their priorities and how were they involved?

The policy measures were selected internally, as these the measures which are currently active and are related to the topic of railway infrastructure.

2) Who will ensure that potential policy measures will be realized and followed up and how (referring to stakeholders in the policy measures table)?

The responsible entities are HŽ Infrastructure as the operator of the rail infrastructure in Croatia; the Ministry of the Sea, Transport and Infrastructure as they bring and approve policy measures regarding railways; and the Government of the Republic of Croatia, who legislate new laws, including the laws for railways.

3) What lessons were learnt when the policy measures list was selected/negotiated?

We have learned that a large percentage of Croatia's rail network requires repairs and modernisation, and requires them them soon, more exactly - in the next 5 to 8 years according to recent data. A large percentage of the rail network hasn't been updated since it was first built in the 19th and 20th century, and has become very outdated by today's standards, causing rail transport to be slow and infrequent. All of these issues cause a drop in the willingness to use railways as a main mode of transport for both passengers and cargo in the country.

4) Which constraints (obstacles, risks) are expected in its realization?

High costs of constructing and renovating multiple railway lines that weren't updated since they were built.

4) Conclusion

Certain segments of the TEN-T corridor and Pan-European corridors in Croatia were recognised as crucial investments for modernisation in order to improve rail freight transport performance across the busiest parts of the Croatian railway infrastructure. These modernisation works can be accomplished through renewal works as well as construction of new parts of the railway or construction of a second track. As these selected railway lines are all parts of larger transnational corridors, the EU would likely support projects that assure their modernisation and would support these projects by funding them. The completion of modernisation works on railway lines in Croatia would help encourage the modal shift towards using rail transport.