

Crocodile 3 Croatia

Exchange of data on road conditions for safer and more efficient travelling

The project is a result of cooperation between public administration, motorway and state road operators, and traffic information service providers, as well as a follow-up to the previous stages of the Crocodile project. The project, which is participated by seven EU Member States located in Central and Eastern Europe (Austria, the Czech Republic, Hungary, Italy, Slovenia, Cyprus, and Croatia), is aimed at securing coordinated traffic management and control and good-quality traveling information, which will result in high-quality services for passengers on one of Europe's most important road corridors. The project will allow the drivers to, either before or during their trip, optimize their route, react to traffic disruptions, and avoid potentially dangerous situations.

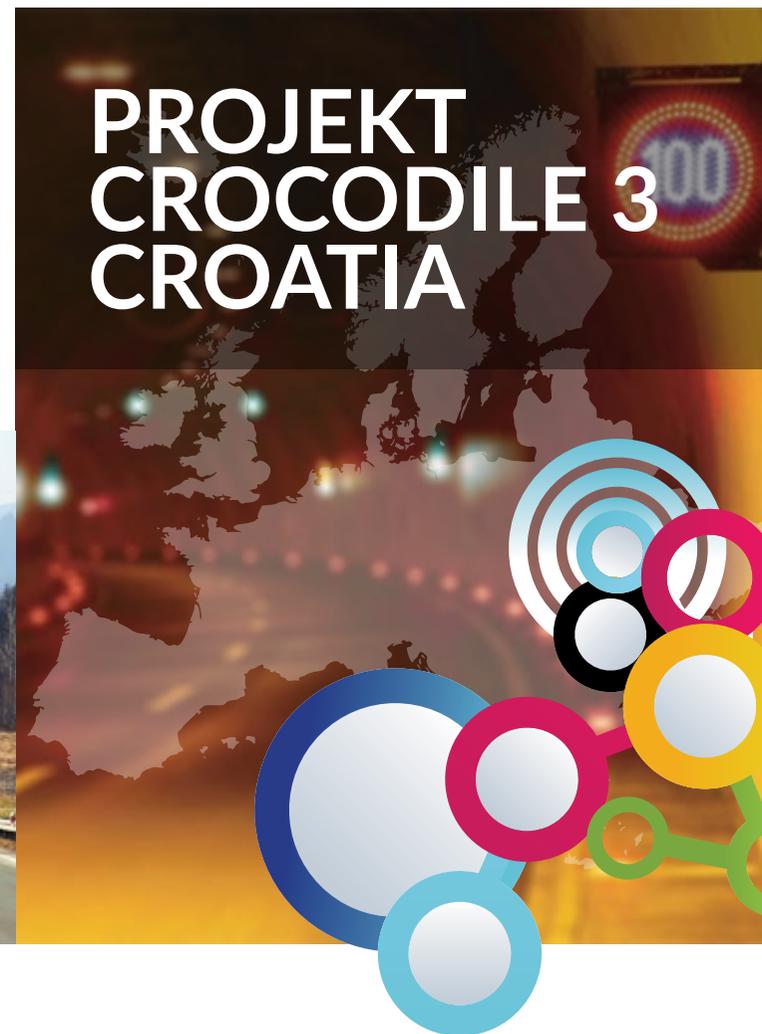
Project participants and financing

In 2017, the abovementioned project participants and the Innovation and Networks Executive Agency (INEA) signed a grant agreement for the Crocodile 3 Croatia project. In accordance with the agreement, the grant amount from the Connecting Europe Facility (CEF) is set at EUR 4,161,600.00 for the period between January 1, 2018 and December 31, 2022.

- ➔ Hrvatske autoceste d.o.o. – Project Coordinator (76.50%)
- ➔ Autocesta Zagreb – Macelj d.o.o. (6.47%)
- ➔ Bina-Istra d.d. (1.57%)
- ➔ Hrvatske ceste d.o.o. (15.46%).



PROJEKT CROCODILE 3 CROATIA



About the project:

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Project website



Project goals

- ➔ Improvement of the infrastructure and implementation of the processes that will ensure the following: availability, exchange, reuse, and updating of the road traffic data in order to provide real-time traffic-related information
- ➔ Implementation of the services used to inform the users about traffic safety by employing cross-border ITS applications for travelers, which will contribute to the reduction of the number of accidents, fatalities, and injuries, and to the curbing of congestion and gridlock levels
- ➔ Implementation of the EU Intelligent Transport Systems Directive (EU ITS Directive) with the aim of securing data access
- ➔ Further upgrade of the DATEX II nodes with the aim of securing technical preconditions for information accessibility and exchange
- ➔ Cross-border information services with an emphasis on their accessibility to the end users (network services, mobile applications)
- ➔ Better-quality traffic flow management and travel planning, as well as timely notifications on emergency situations and adverse weather conditions with the aim of reducing the number of accidents, fatalities, injuries, and material damages
- ➔ Cooperation with other countries to ensure the continuity of cross-border cooperation in the transport sector



Key project segments

1. Mobile application

One of the project's key goals is the development of a mobile application that will provide its users with the latest traffic information on motorways and state roads via Android and IOS platforms. The application will allow its users to access up-to-date information on traffic flow and weather conditions on various sections across the entire network of motorways and state roads in Croatia. The application's interface will be intuitive and easy to use, allowing its users to obtain different traffic-related information quickly and unambiguously.



2. Traffic management plans (TMPs) during emergencies

Unplanned events on motorway networks (corridors) affect not only the traffic flows in the country where those events are taking place, but also the traffic flows in the neighboring countries. Accordingly, TMPs are being developed to be used on motorways across the EU, thus allowing for uninterrupted traffic flow and providing users with a certain degree of safety and quality. A TMP includes international traffic management scenarios to be used on a motorway network, as well as a list of measures for traffic management during various traffic-related events, and defines those responsible for the implementation of the measures in question.

3. Tunnel radio system

A tunnel radio system is used for secure radio communication between various in-tunnel radio stations as well as between in-tunnel radio stations and radio stations outside. The system in question is used by maintenance crews, emergency services and any other organization concerned with in-tunnel safety. Most of the motorway tunnels have analog radio communication systems, and that has become a safety issue as the police and other public services use the digital communication network. The existing radio communication systems in nine different tunnels on the A1 motorway, operated by Hrvatske autoceste d.o.o., will be rebuilt and upgraded.

4. Improving the road weather station system

A number of new weather stations will be built across the motorway network managed by Hrvatske autoceste d.o.o. More specifically, these stations will be set up in locations where, it has been determined, they are necessary due to unique weather conditions. The necessary works will include installing the road weather stations and measuring instruments, upgrading the existing road equipment as well as the traffic and information system and the new short-term weather forecast system.

5. Implementation of the new motorway equipment

Various new equipment, including variable-message signs, information boards, rotating traffic monitoring cameras, and road weather stations, will be installed on motorways operated by Autoceste Zagreb – Macelj d.o.o. (AZM), Hrvatske autoceste d.o.o. (HAC), and Bina-Istra d.d. Variable-message signs and information screens provide the drivers with clear and timely road- and traffic-related information, as well as approaching restrictions and conditions, and their task is to respond to arising atypical situations such as traffic accidents, worsening weather conditions or congestions.

6. Implementation of the new equipment on the DC 8 state road

To modernize the existing traffic management and information system, new ITS equipment will be installed on the DC 8 state road, more precisely, at the Franjo Tuđman Bridge (former Dubrovnik Bridge). Installing the new traffic equipment, including variable-message signs, road weather stations, and cameras, together with exercising the necessary bridge traffic management in gale-force wind conditions, will also enable better-quality traffic surveillance and management in other traffic incident situations.

