

THE SIXTH CONFERENCE OF THE CARRIERS OF THE CROATIAN CHAMBER OF TRADES AND CRAFTS

7 and 8 March 2013, Zadar, Croatia

At the sixth gathering of the carriers of the Croatian Chamber of Trades and Crafts, held at the Hotel Kolovare on 7 and 8 March 2013 in Zadar under the auspices of the Ministry of the Sea, Transport and Infrastructure, numerous topical units related to transportation activities have been dealt with through professional presentations and discussions. The host of this year's professional gathering of the carriers was the Chamber of Trades and Crafts of the Zadar County. The Conference was attended by a large number of carriers from all over Croatia, representatives of the County chambers of trades and crafts, the officers of the Croatian Chamber of Trades and Crafts, and the representatives of the Croatian Parliament, Ministry of the Sea, Transport and Infrastructure, Ministry of the Interior, Ministry of Entrepreneurship and Crafts, Ministry of Finances – Tax Administration, State Inspectorate, Croatian Bank for Reconstruction and Development, Croatian Chamber of Economy, Croatian Employers' Association, Fund for Environmental Protection and Energy Efficiency, Trade Union of Transport and Communication of Croatia, Croatian Drivers' Union, Zadar County, the City of Zadar, The State Administration of the Zadar County, School for Road Transport, Croatian Carriers Association, Croatian Centre for Vehicles, Croatia Insurance Company, ORYX Group, DKV – EURO SERVICE, WebEye, Vehicle Tracking, TimoCom, Croatian Telecom – a total of 223 participants.

Based on the introductory speech given by the President of the Carriers' Guild of the Croatian Chamber of Trades and Crafts, the presentations of other participants, the discussion of the attendees, and the presented proposals at the Conference, the following conclusions have been made:

1. The suggestion is to eliminate the Periodical technical inspections in compliance with the implemented changes in the EU countries.

2. There is need to allow short part-time employments of drivers in accordance with the needs of the work since this has not been solved in a very practical manner by the current legal regulations.

3. The proposal is that all the drivers in public road transport of freight and passengers, as well as the drivers in the transport for own purposes who control vehicles of over 3.5 t of maximum allowed mass and buses, have to have adequate qualifications (secondary school education in occupation of driver i.e. Initial qualification).

4. Legal regulation of the transport for own needs has been proposed so that it can be carried out only by vehicles of up to 7.5 t of maximum permitted mass within a circle of up to 100 km.

5. The proposal is to treat the entire region of the Republic of Croatia is as a unique risk zone, where the costs of obligatory insurance will be equal for all, and not as until now in seven different zones, which brings a part of the carriers in an unequal position. Also, it is proposed that the price level should be in accordance with the prices in the immediate competitive environment.

6. The issue has been highlighted regarding sanctioning the violation during reloading of vehicles for which only the carriers and drivers are punished. It



Dragutin Ranogajec, President of the Croatian Chamber of Trades and Crafts opening the Conference

is proposed that the responsibility for this should be carried also by the transport contractors, since usually they have a better possibility of establishing the actual cargo mass. All this will contribute to less damage of the public and non-classified roads, and increase the road traffic safety.

7. It is proposed to define more precisely the conditions for taxi transport operation by the Law on Road Transport, and to have stricter and more frequent controls of all the relevant inspection services on their implementation. Currently, the local self-administrations have a too wide space for defining of different criteria for obtaining the permits, and they often set unreal conditions which result in problems and lead to absurd situations in operation.

8. The proposal is to repeal the Concession Approval which with all the duties that burden the business of small tourist shippers represents an extremely large and unnecessary expense. By paying the mentioned fee the small tourist shippers are placed in an unequal

market position in relation to large shippers who are not required to pay such fees. By accessing the EU and by opening the cabotage, small shippers will be placed in an unequal position since the foreign ships in their country do not have to pay this fee.

The Carriers' Guild of the Croatian Chamber of Trades and Crafts with the respective sections of passenger transport, taxi operators, and small shippers has about 10,000 members for whom this gathering was an opportunity to be informed about the new regulations, activities of the Guild and the sections at the level of the entire Croatia, and also an opportunity for discussing the problems and possibilities of finding high-quality solutions, in order to improve the conditions of operation in the mentioned activities.

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