



Legal and political aspects of parking management in Croatia

Pravni i politički aspekti upravljanja parkirnim mjerama u Hrvatskoj

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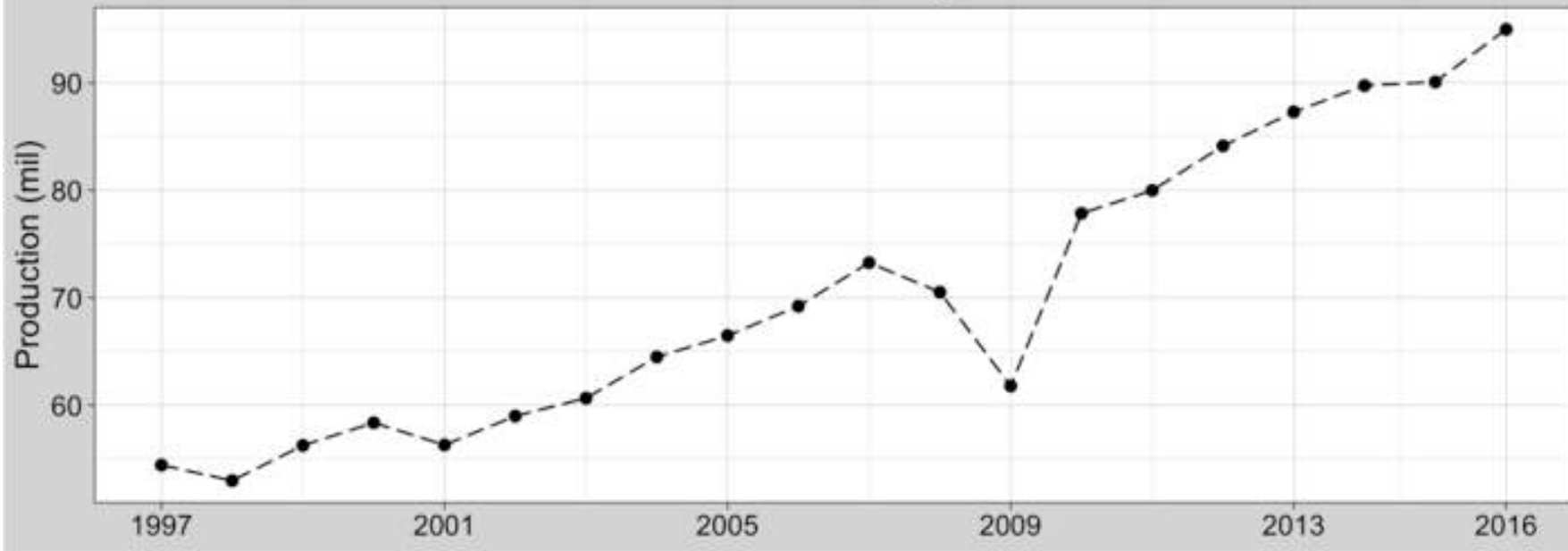
Summary Sažetak

- Introduction
- The legal framework for making on-street parking restrictions and charging for on-street parking
- The legal framework for enforcing different types of parking offence
- The legal framework for any money raised from parking fines and charges
- The legal framework for the number of parking spaces that can be provided with new buildings
- Private-public partnership in the construction of new public off-street parking.
- Good practice examples from Croatia

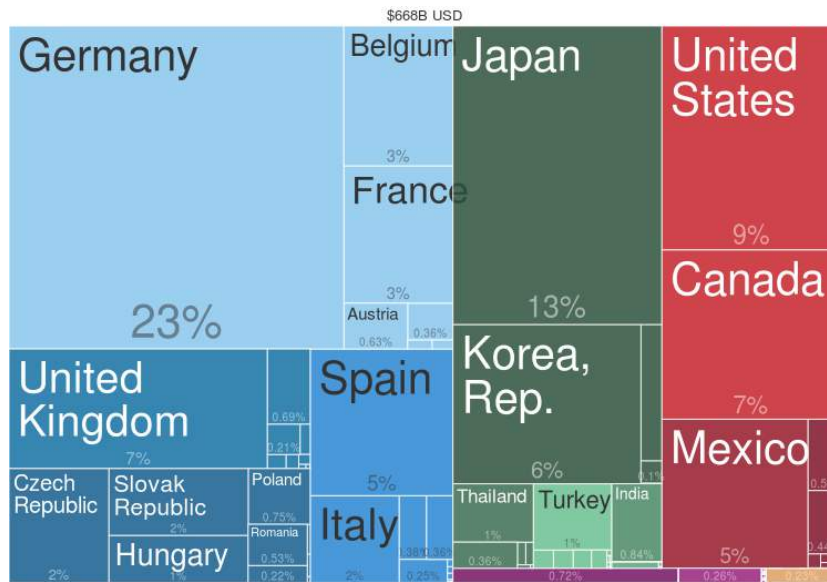
Introduction



World motor vehicle production



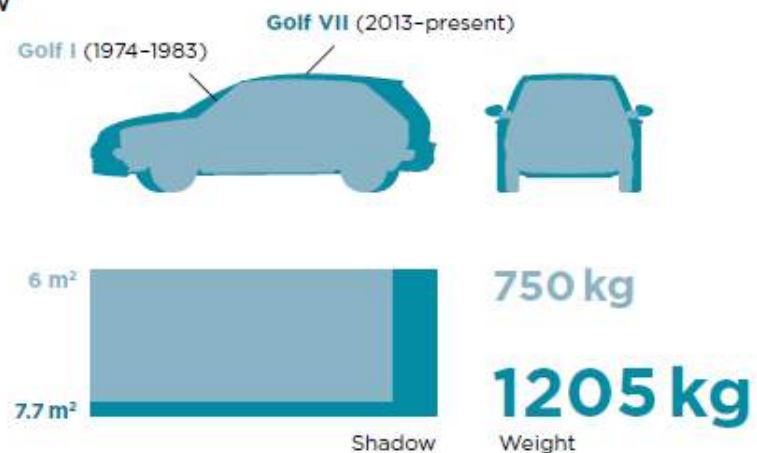
Year	Production	Change
1997	54,434,000	—
1998	52,987,000	▼ 2.7%
1999	56,258,892	▲ 6.2%
2000	58,374,162	▲ 3.8%
2001	56,304,925	▼ 3.5%
2002	58,994,318	▲ 4.8%
2003	60,663,225	▲ 2.8%
2004	64,496,220	▲ 6.3%
2005	66,482,439	▲ 3.1%
2006	69,222,975	▲ 4.1%
2007	73,266,061	▲ 5.8%
2008	70,520,493	▼ 3.7%
2009	61,791,868	▼ 12.4%
2010	77,857,705	▲ 26.0%
2011	79,989,155	▲ 3.1%
2012	84,141,209	▲ 5.3%
2013	87,300,115	▲ 3.7%
2014	89,747,430	▲ 2.6%
2015	90,086,346	▲ 0.4%
2016	94,976,569	▲ 4.5%
2017	97,302,534	▲ 2.36%
2018	95,634,593	▼ 1.71%
2019	91,786,861	▼ 5.2%
2020	77,621,582	▼ 16%



[Harvard Atlas of Economic Complexity](#)

Dimensions and weight of selected vehicle models and their predecessors

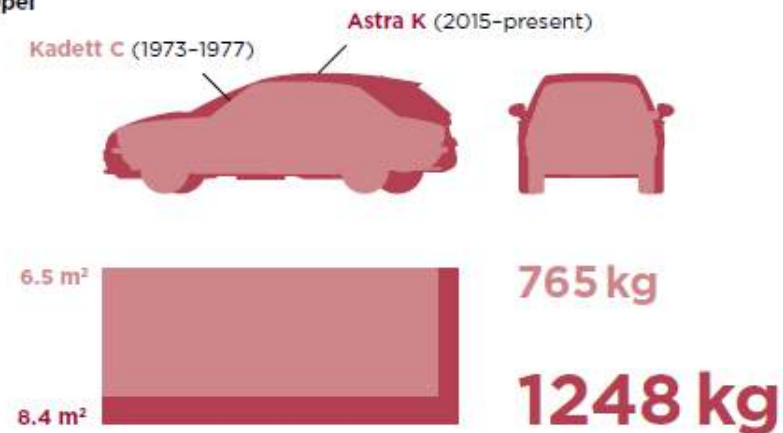
VW



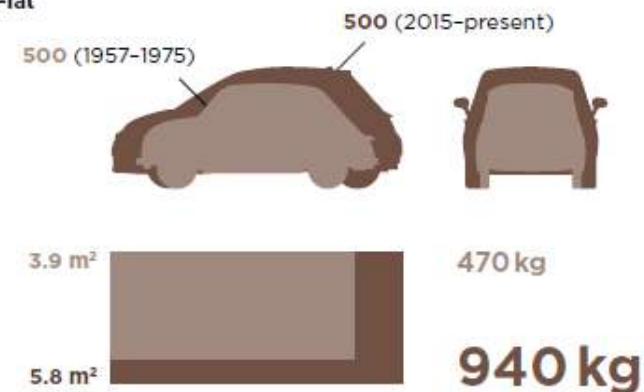
BMW



Opel

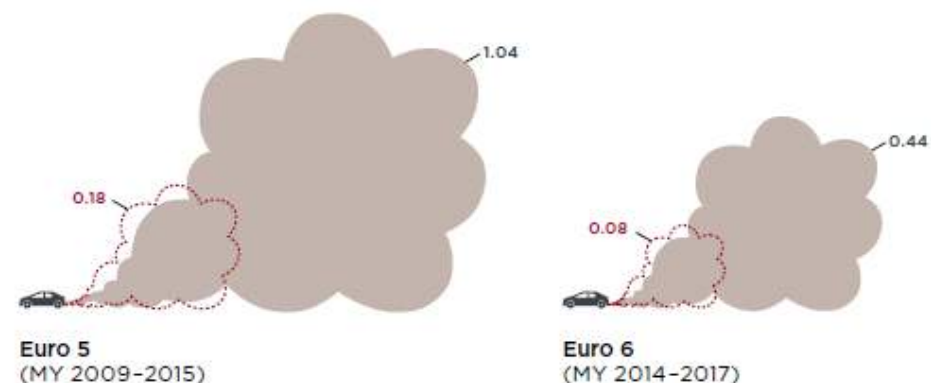
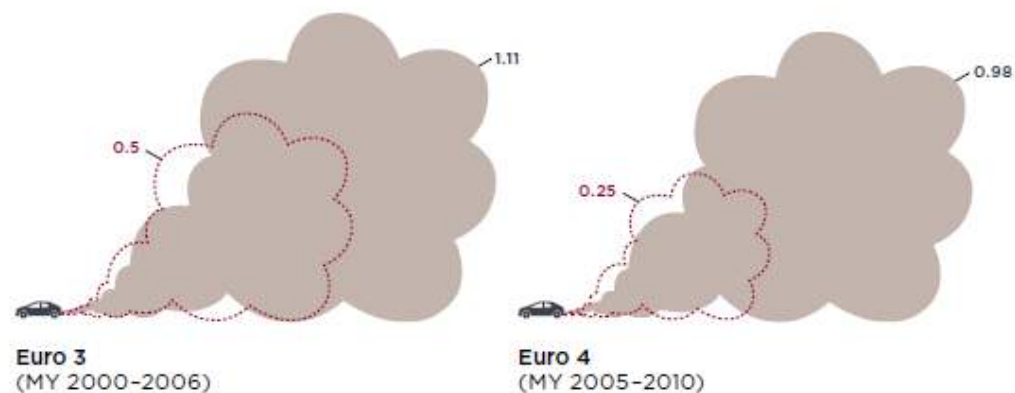


Fiat



Today's vehicle models are much heavier than their predecessors. The Fiat 500 today, for example, weighs twice as much as the same vehicle model sold in the 1960s and 1970s. Underlying reasons include the fact that modern vehicles have more safety but also entertainment equipment on board. The size of vehicle models has also increased over time, however to a lesser degree than weight.

Diesel cars: Nitrogen oxide (NO_x) emissions (in g/km)



Gasoline cars: Nitrogen oxide (NO_x) emissions (in g/km)

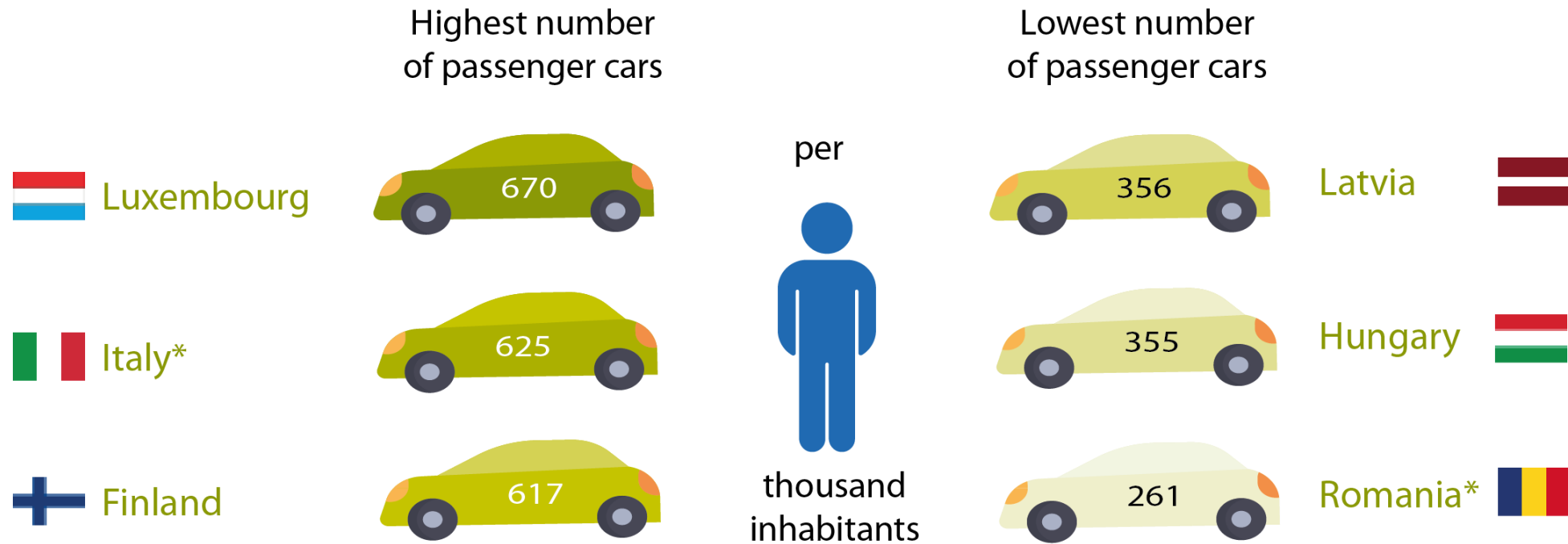


■ On-road measured value, measurements taken between 2011 and 2017

--- Euro emission limit

Nitrogen oxide (NO_x) emission limits for new diesel cars dropped from 0.5 g/km in 2000 to 0.08 g/km in 2014. However, recent data from on-road Remote Sensing confirms that for real-world driving conditions, NO_x emissions decreased much slower than originally expected. Real-world NO_x emissions for gasoline cars are significantly lower and decreased in line with the emission limits.

EU Member States with the highest and lowest number of passenger cars per thousand inhabitants, 2017



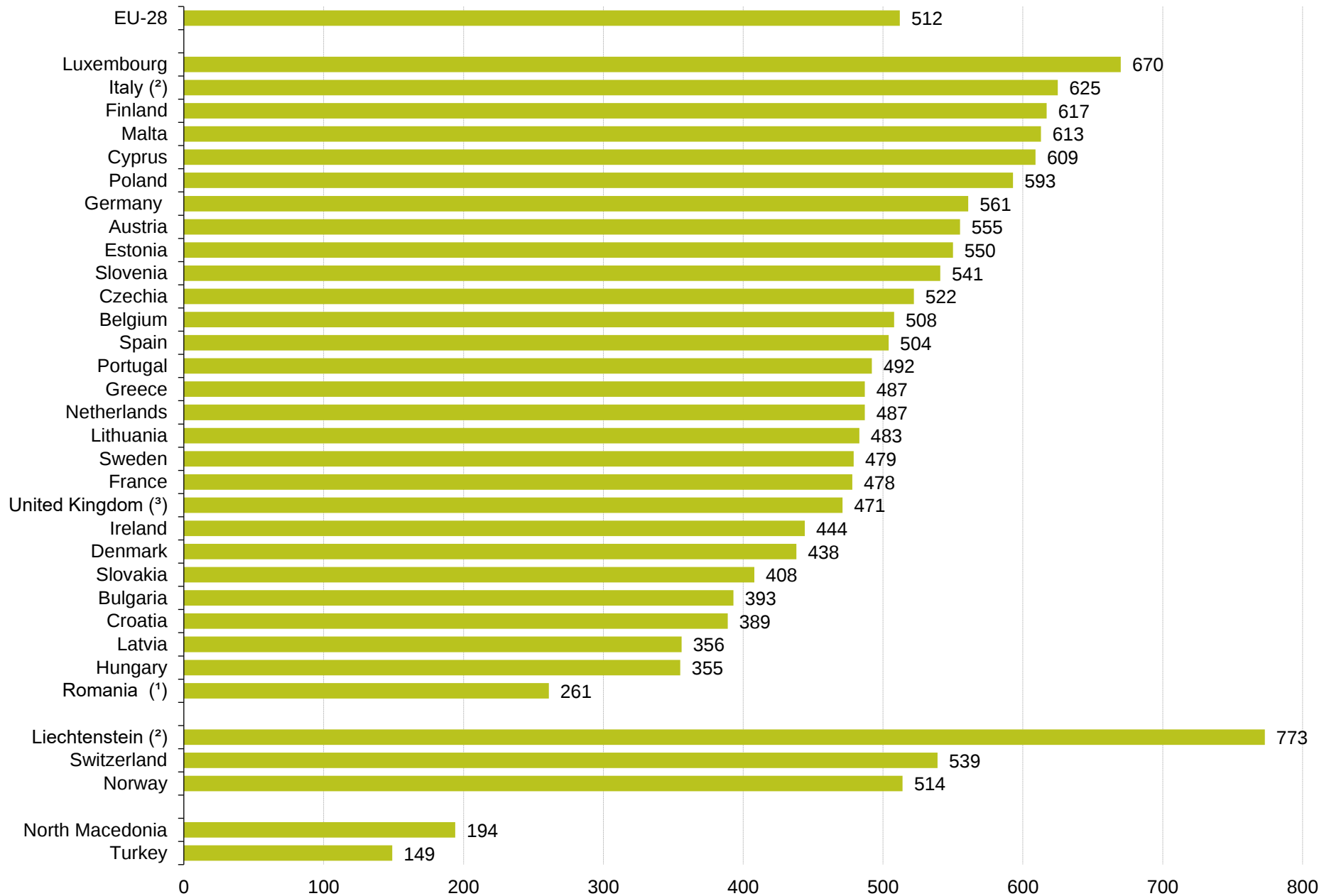
*Italy: 2016 data; Romania: 2015 data.

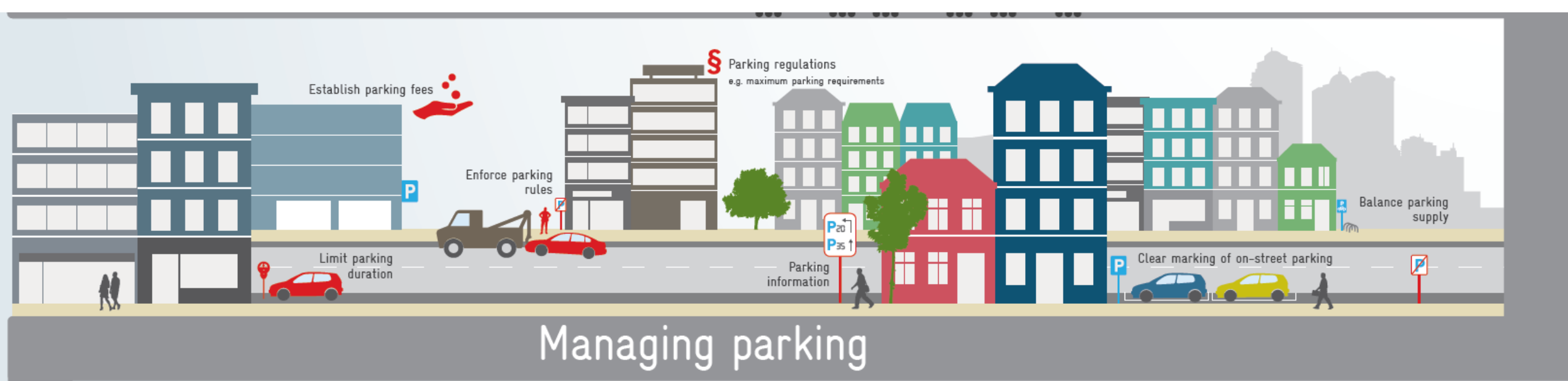
eurostat 



HR-389 – (2017.)
EU28- 512

Number of passenger cars per thousand inhabitants, 2017





The legal
framework for
making on-
street parking
restrictions and
charging for on-
street parking



- According to the Road Traffic Safety Law - Article 5, paragraph 1, item 6 and paragraph 11 - **local self-government units (cities and municipalities)**, in accordance with the provisions of the said Law, with the prior consent of the ministry of internal affairs, **regulate traffic in their area** by determining: parking areas and way of parking, parking bans and restricted parking spaces.

- Supervision of vehicle parking in places where parking is limited in time is performed by legal entities designated by local self-government units (e.g. Zagrebparking).
- **Local self-governments as owners of land have the right to organize parking fees at these locations and legal acts regulating the same.**
- Such legal acts must define the rights and obligations of all participants in the process and they must be harmonized with the Constitution and Laws of the Republic of Croatia and follow the examples of good practice of European cities.

legal entities designated by local self-government units could be:

- own company (ZG, ZD, SK ...)
- or concession (OS, KA, VŽ ...).

- There are no limits on the maximum charge per hour
- e.g. Dubrovnik, 10 eur/h



- is it legal to charge different rates for a resident's permit depending on the number of permits held by a household – **yes, but is not implemented**
- Zagreb - the exception is for privileged users of the Tuškanac garage (max 200 of them) is that they can buy one privileged ticket per housing unit.
- **small businesses can get parking permits.** The prices of such tickets in Zagreb are more expensive than the privileged ones and cheaper than the tickets for those users who do not live in the toll zone.

A large orange circle is positioned on the left side of the slide, partially cut off by the edge. It contains the title text in white.

The legal framework for enforcing different types of parking offence



Supervision of improperly parked vehicles was the responsibility of the police, and since 2004 the Road Traffic Safety Law has determined that the representative body of a local and self-government unit with the ministry of internal affairs may, among other things, perform the following tasks:

- supervision and relocation stopped and parked cars,
- traffic management,
- traffic monitoring in calm and pedestrian zones,
- detection of violations of pedestrians and cyclists,
- measuring the speed of cars in populated areas with fixed measuring devices,
- monitoring of tractors, carts and vehicles entering the road from the construction site.

- Therefore, Croatian legislation, based on the provisions of the Road Traffic Safety Law, enabled local and regional self-government units to regulate traffic in their area under certain prescribed conditions.
- In Zagreb, **the traffic and communal police**, which, among other things, supervises improperly parked vehicles and issues fines and warrants for moving vehicles.

- The relocation service is performed by the Zagrebparking, which has 16 special "spider" vehicles.
- In order for improperly parked cars to be moved, it is **necessary for an authorized person** (the ministry of internal affairs/traffic or communal police) **to determine the type of violation according** to the legal provision and to issue a transfer order.
- Only after the transfer order has been **approved** the vehicle can be transferred.





- Due to the acceleration of the process of monitoring illegally parked vehicles, a **"video surveillance system"** has been developed that enables the crew of a special vehicle to spot an illegally parked vehicle in the field and send images to authorized persons at other locations for further action.
- In that way, work processes have been accelerated and **traffic is regulated more efficiently.**
- A number of cameras have been set up in Zagreb to monitor traffic at rest, which is used by traffic and communal police officers, among other things, to monitor improperly parked vehicles.





468

KAMERA

Zagrebački sustav videonadzora parkirališta ima 468 kamera. Prve su postavljene još 2011. u Šubićevoj i Martićevoj u središtu grada

156

LOKACIJA

Prema podacima na službenoj internetskoj stranici Zagreba, kamere su postavljene na 156 najprometnijih raskrižja i ulica.

180

SEKUNDI

Zaustavljanje je prekid vožnje do tri minute ili 180 sekundi, a ako se stoji dulje, zakon to naziva parkiranjem.

300

KUNA PUNA KAZNA

Za nepropisno zaustavljanje propisana je kazna od 300 kuna. U roku od tri dana može se platiti 'samo' 150 kuna.

25

MILIJUNA KUNA

Toliko kazni zagrebačko prometno redarstvo naplatilo bi na godinu kad bi svaka kamera snimila samo jedno nepropisno zaustavljanje na dan.

PROMETNI REDARI SMIJU PISATI KAZNE

Prema Zakonu o sigurnosti prometa, osim policije, nadzor nepropisno zaustavljenih i parkiranih vozila mogu obavljati i prometni redari. U Prekršajnom zakonu piše da se prekršaj utvrđuje i tehničkim uređajima.

The legal
framework for
any money
raised from
parking fines
and charges



- where does it go ? – for Zagreb we don't know...
- what can it be spent on ? – similar like in Ghent



The legal framework for the number of parking spaces that can be provided with new buildings

- GENERAL URBAN PLAN (GUP) cities and municipalities



1. NAMJENA I KORIŠTENJE PROSTORA

TUMAČ PLANSKOG ZNAKOVLJA

GRANICA GUP-a

RAZVOJ I UREĐENJE NASELJA

KORIDOR PROMETNICA

MOGUĆI KORIDOR PROMETNICA

STAMBENA NAMJENA

MJEŠOVITA NAMJENA

JAVNA I DRUŠTVENA NAMJENA
DS - osnovna škola,

POSLOVNA NAMJENA

POSLOVNA NAMJENA U PERIVOJNOM ZELENILU
P - Dvorac i park Letnec - Vinjela

POSLOVNA NAMJENA U PERIVOJNOM ZELENILU
PR - poslovna namjena i naselje

PROIZVODNO POSLOVNA NAMJENA

KOMUNALNO - SERVISNA NAMJENA K1 - uređaj za pročišćavanje,
K2 - baliranje i razvrstavanje bezopasnog otpada
K3 - baliranje i razvrstavanje te zbrinjavanje bezopasnog otpada

POVRŠINE INFRASTRUKTURNIH SUSTAVA
IS1 - trafostanica, IS2 - plinsko-redukcijska stanica

ŠPORTSKO REKREACIJSKA NAMJENA
R1 - sport i rekreacija, R2 - otvoreni sportski teren, R3 - kupalište, R4 - korijol sport
AC - Auto kamp - moguća lokacija

JAVNE ZELENE POVRŠINE - uređeni parkovi
Z1 - uređene parkovne površine

JAVNE ZELENE POVRŠINE - uređene zelene površine
Z2 - uređene zelene površine

ZAŠTIĆENE ZELENE POVRŠINE - park šuma
Z3 - zaštićena park šuma

ZAŠTITNE ZELENE POVRŠINE
Z4 - zaštitno zelenilo

ZAŠTITNE ZELENE POVRŠINE
Z5 - parkovno uređena šuma posebne namjene

POSEBNA NAMJENA

GROBLJE

SPOMEN GROBLJE

VODENE POVRŠINE

AUTOBUSNI KOLODVOR

ZONA ŽELJEZNICE I ŽELJEZNIČKIH POSTROJENJA

ŽELJEZNIČKI KOLODVOR

ŽELJEZNIČKA STANICA

PUTNIČKI TEHNIČKI KOLODVOR

TERETNI KOLODVOR

PRJELAZ PRUGE U JEDNOJ RAZINI

PJEŠAČKI PRJELAZ PRUGE U DVIJE RAZINE

PRJELAZ PRUGE U DVIJE RAZINE

MOGUĆI - ALTERNATIVNI PRJELAZ PRUGE U JEDNOJ ILI U DVIJE RAZINE

NASIPI

BALIRANJE I RAZVRSTAVANJE TE ZBRINJAVANJE BEZOPASNOG OTPADA

Normative prescribed by the urban rules of the GUP of the City of Zagreb

Highly consolidated area	1 PGS per apartment 2 PGS per apartment on a building plot in the central part of the sub-Sljeme area
Consolidated area	2 PGS 1 PGS -exceptionally
Low consolidated area	Number of PGS determined by urban planning implementation documents (detailed development plans, urban development plans)

Required number of parking or garage spaces (PGS number)

Norm for determining the number of parking spaces in relation to gross construction area

Purpose of space	PGS number/1000 m ² gross construction area - average value
Housing (if not prescribed by urban rules)	15
Production, warehouses	8
Shops	40
Other business facilities	20
Restaurants and cafes	50
Faculties and scientific institutions	15

Norm for determining the number of parking spaces in relation to the activity within the building

Purpose of the facility	Number of PGS
Hotel, hostel, pansion	1/dvije sobe
Motel	1/soba
Kazalište, koncertna dvorana, kino	1/18 sjedala
Športske dvorane i igrališta sa gledalištem	1/18 sjedala 1 PGS za bus/400 mjesta
Ugostiteljski objekt	1/ 4–12 sjedećih mjesta
Škole i predškolske ustanove	1/učionicu ili odgojnu skupinu
Bolnice	1/3 kreveta ili 1/2 zaposlena u smjeni
Domovi zdravlja, ambulante, socijalne ustanove i slično	1/2 zaposlena u smjeni
Vjerske građevine	1/5-20 sjedala ovisno o lokalnim uvjetima

Private-public partnership in the construction of new public off-street parking

- we don't know for Zagreb...



A large orange circle occupies the left side of the slide, partially cut off by the edge.

Good practice examples from Croatia

- Zagreb
- Osijek
- Sisak



City legislative - Zagreb

- Organization and payment of parking in the city of Zagreb is based on the **Decision on Parking Organization and Payment Method** („Odluka o načinu i organizaciji naplate parkiranja“) and the **Ordinance on the Use of Public Parking Lots and Public Garages** („Pravilnik o korištenju javnih parkirališta i garaža“).
- The **Decision** and the **Ordinance** regulate the parking zones, parking time limitations, prices and methods of using parking permits, as well as other terms and conditions of organization and use of parking services.
- The city of Zagreb is divided into **four parking zones**, which include those with parking time limitation and zones or parts of zones with specially regulated system of payment for parking.
- When it comes to procuring parking permits, users of public parking lots and public garages may choose between various purchase options.

Parking control and collection time at public parking lots

Zone	Weekdays	Saturdays	Sundays and national holidays
Zone I*	7:00 - 22:00	7:00 - 15:00	no collection
Zone I.1.	0:00 - 24:00	0:00 - 24:00	0:00 - 24:00
Zone I.2.	0:00 - 24:00	0:00 - 24:00	0:00 - 24:00
Zone II.1.	7:00 - 20:00	7:00 - 15:00	no collection
Zone II.1. **	7:00 - 19:00	7:00 - 15:00	no collection
Zone II.2. ***	7:00 - 20:00	7:00 - 15:00	no collection
Zone II.3.	7:00 - 20:00	7:00 - 15:00	no collection
Zone III.	7:00 - 20:00	7:00 - 15:00	no collection
Zone IV.1. ***	7:00 - 16:00	no collection	no collection
Zone IV.2.	7:00 - 20:00	7:00 - 20:00	no collection
Zone IV.2. ****	7:00 - 19:00	7:00 - 19:00	no collection
Public garages	0:00 - 24:00	0:00 - 24:00	0:00 - 24:00

* Exception: Dubravkin put is charged on weekdays, Saturdays, Sundays and national holidays from 7:00 to 24:00 hours.

** Applicable only for Trg Stjepana Radića square.

*** During official fair events no fee is charged at parking lots in Zone II.2 and part of Zone IV.1 (Zagreb Fair - east, west).

**** Applicable only for Paromlin parking lot.

Parking permits - types and prices



Hourly parking permit



Commercial parking permit



Privileged parking permit



Daily parking permit



Disability parking permit label



Privileged parking permit

The right to purchase a privileged parking permit (PPP) belongs to tenants residing in streets within the zones where parking is charged, as well as legal persons, natural person, crafts and trades and persons who are self-employed in another activity and whose registered office or business premises they use are located within that area. A privileged parking permit is issued to customers who fulfil the prescribed requirements, for a period of 12 months at the most.

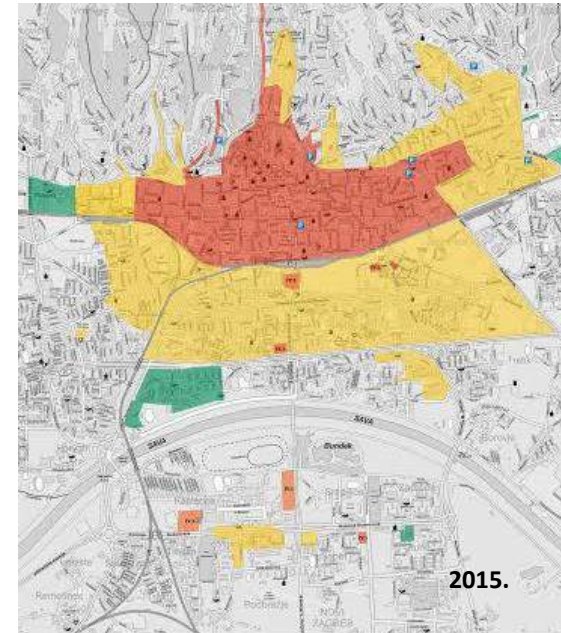
Privileged parking permits are not subject to parking time limitation.

A privileged parking permit is issued in an immaterialized form and it can be purchased at the cash desks of the Subsidiary, via the ePK Portal, via the new parking meters and via the ZgPark mobile application. When purchasing a parking permit via the ePK Portal, the service user receives a reminder of expiry of the parking time under the privileged parking permit five days before the actual expiry date**.

A PPP for Zone I also applies to Zones II and III, whereas the PPP for Zone II also applies for Zone III. A PPP for Zone I.1 also applies to Zones I, II and III. A PPP does not apply in Zone I.2 or in Zones IV.1 and IV.2 (off-street public parking lots).

Zone	Privileged parking permit - monthly privileged parking permit		
	Natural persons		Legal persons
	Tenants	Craft and trades	
Zone I	100,00 kn	250,00 kn	500,00 kn
Zone I.1. *	110,00 kn	/	/
Zone I.2	/	/	/
Zone II	40,00 kn	150,00 kn	250,00 kn
Zone III	25,00 kn	75,00 kn	100,00 kn
Zone IV.1.	/	/	/

Zone javnih parkirališta 2009-2015



■ I. ZONA ■ I.1. ZONA ■ II. ZONA ■ III. ZONA ■ IV.2 ZONA ■ IV.1 ZONA

	Park. spaces	Price (€/h)
I ZONA	6.595	1,86
II ZONA	9.892	0,93
III ZONA	2.494	0,40
IV ZONA	1.200	0,66 €/day
UKUPNO	20.181	

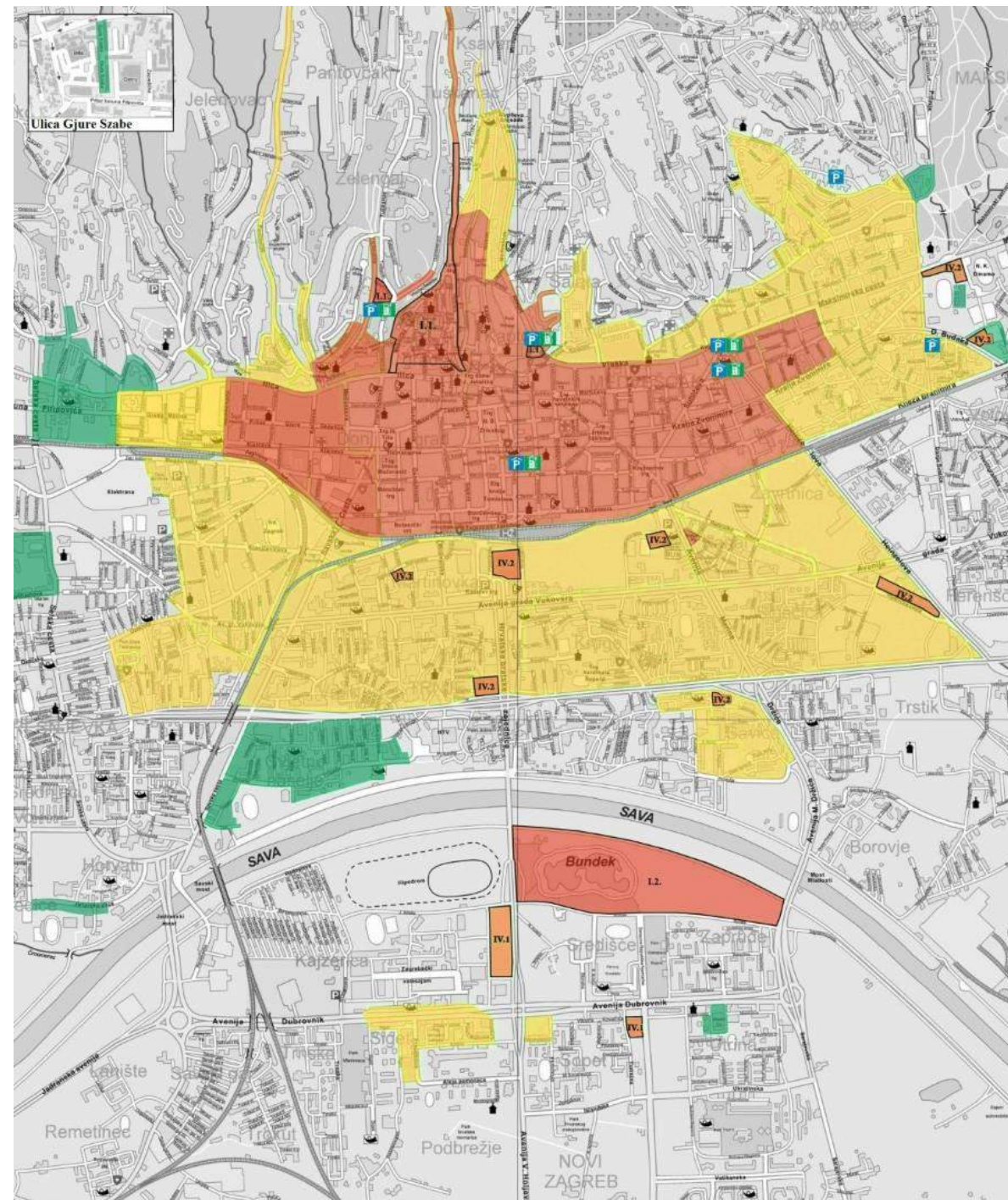
	Park. spaces	Price (€/h)
I ZONA	6.626	1,33
II ZONA	13.356	0,67
III ZONA	4.245	0,27
IV ZONA	1.450	0,66 €/day
UKUPNO	25.667	

	Park. spaces	Price (€/h)
I ZONA	7.348	0,80
II ZONA	16.960	0,40
III ZONA	3.454	0,20
IV ZONA	1.743	0,66/1,32 €/day
UKUPNO	29.855	

2021.

Parking prices

I ZONE	12 kn/h	1,60 €/h
I ZONE - 1/2 h	6 kn/h	
II ZONE	5 kn/h	0,67 €/h
II.3 ZONE	5 kn/h	
III ZONE	2 kn/h	0,27 €/h
IV.1. ZONE 7 - 16 h	5 kn/day	
IV.2. ZONE 7 - 20 h	10 kn/day	
IV.2. ZONE PAROMLIN 7 - 19 h	10 kn/day	



Parking zone naplate i javne garaže u središnjem dijelu grada ZG

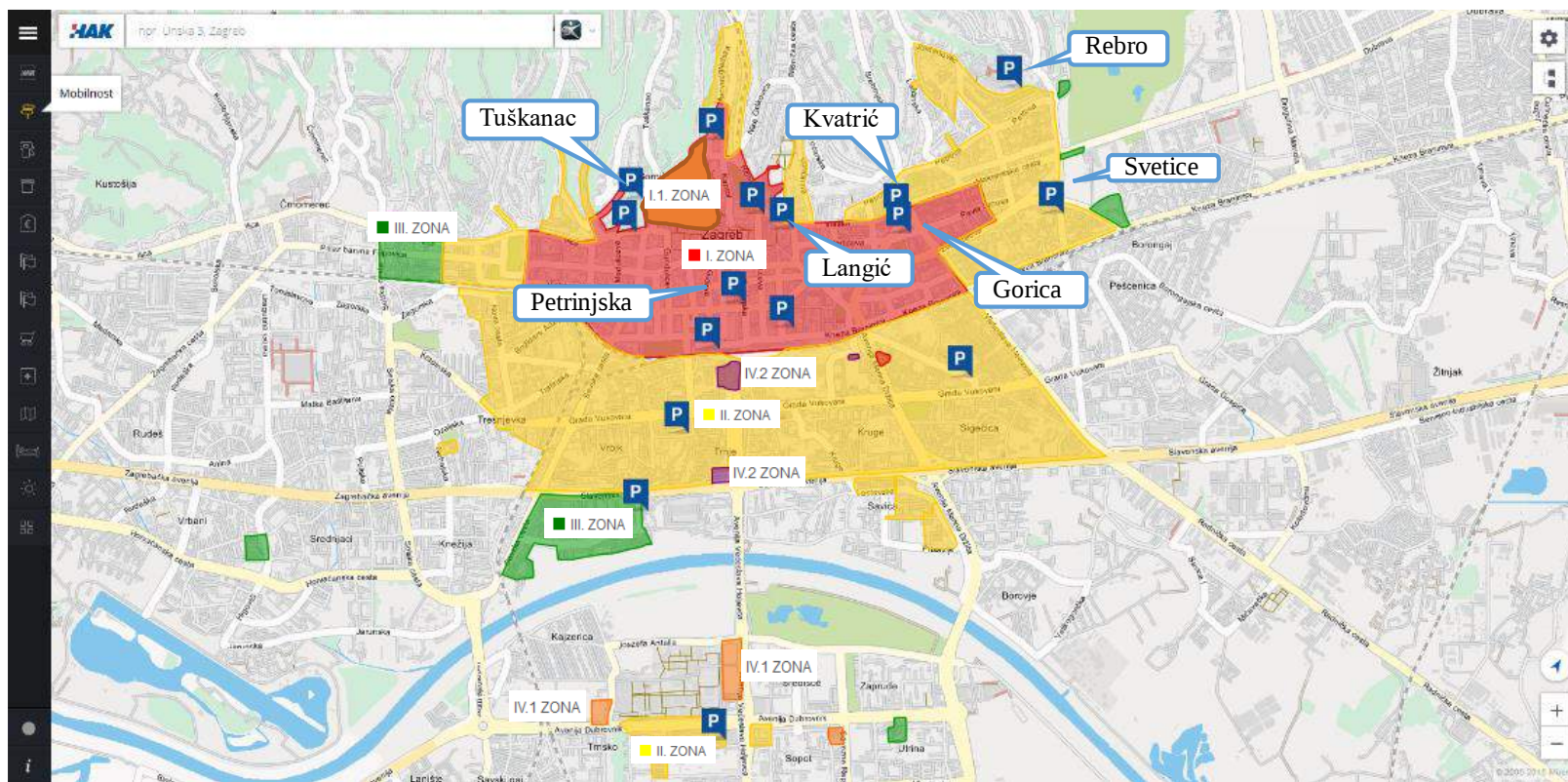


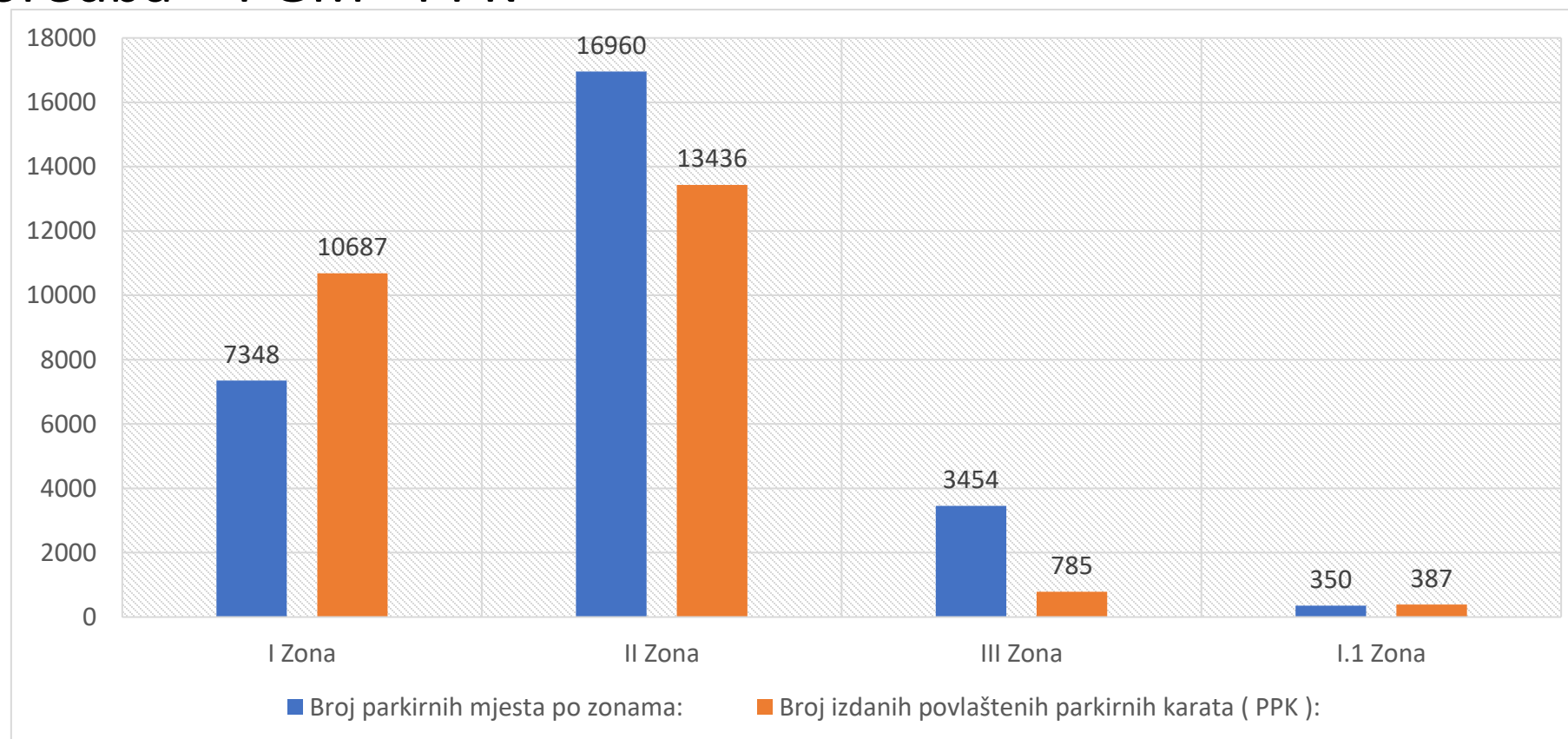
Figure 1. Parking zone naplate i javne garaže u središnjem dijelu grada Zagreba, 2015.

Description of the parking problem in the City of Zagreb

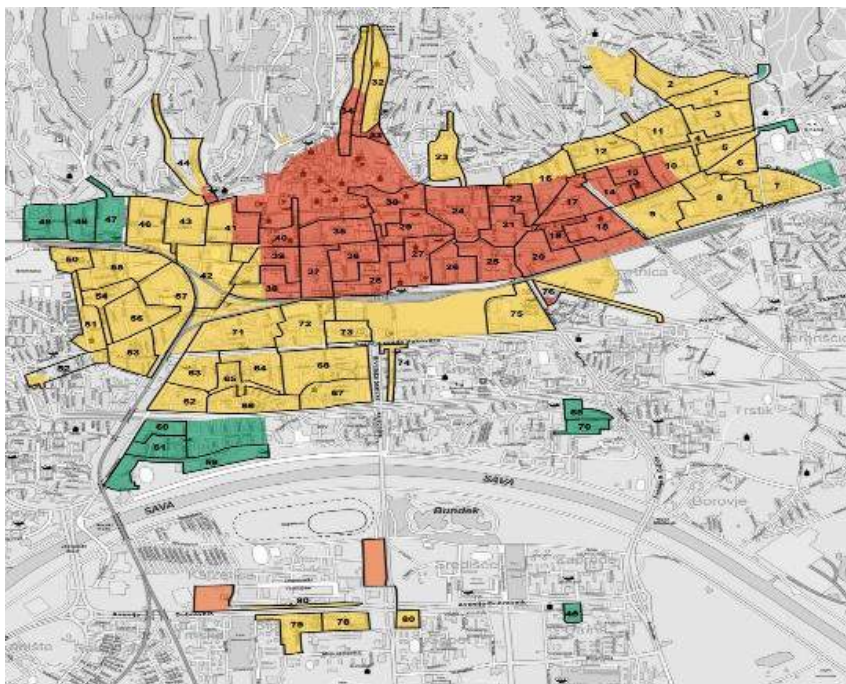
- Modal distribution in favor of motorized traffic
- Continuous increase in the degree of motorization over two decades
- Continuous expansion of toll zones (congestion at the edge of the toll)
- **The price of parking is subject to frequent changes**
- **The owner of PPP from zone I can park for free in zone II and III ...**
- **More PPPs issued than parking spaces offered**
- Lack of Park and Ride parking
- Inefficient JGPP
- Spatial planning documentation subject to frequent changes
 - The 2003 GUP bans the construction of new public garages in the city's central area
 - GUP 2007. allows
 - GUP 2013 ban
 - GUP 2015 allows, with a review of possibilities and the adoption of criteria...
 - GUP 2017 allows with review of possibilities and adoption of criteria...
 - GUP ????

Broj parkirnih mjesta i izdanih povlaštenih parkirnih karata, 2015.

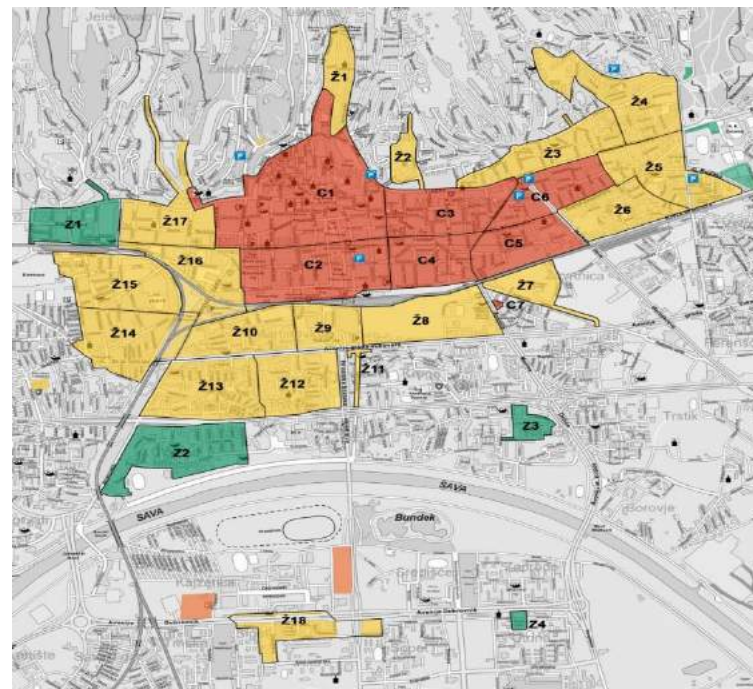
- Usporedba – PGM - PPK



Prijedlog rješenja



Manji PPK kvartovi



Veći PPK kvartovi

Conclusion

- The City of Zagreb needs to make an in-depth traffic analysis of the entire parking system with the aim of providing street parking for residents, while reducing street parking.
- It is desirable to provide short-term parking that contributes to economic and social activities in Zagreb.
- Among the first steps in controlling the total supply of parking is the establishment of neighborhood toll zones in which the supply and demand for parking spaces could be more precisely taken care of.
- As a long-term parking solution in the city center, it is proposed to evaluate the project of "block garages", mostly for the needs of tenants, but also for other users in the coverage area.
- Therefore, the conclusion is that the local government should be able to control both street and off-street parking supply in order to be able to pursue a consistent parking policy.

Osijek

FEASIBILITY STUDY OF GRANTING A CONCESSION FOR PERFORMING UTILITY MAINTENANCE AND PAYMENT OF PARKING OF PASSENGER VEHICLES IN THE CITY OF OSIJEK

Naziv projekta:	STUDIJA OPRAVDANOSTI DAVANJA KONCESIJE ZA OBAVLJANJE KOMUNALNE DJELATNOSTI ODRŽAVANJA I NAPLATE PARKIRANJA OSOBNIH VOZILA U GRADU OSIJEKU		
Naručitelj:		GRAD OSIJEK Kuhačeva 9 HR -31000 Osijek	
Izvršitelj:		Sveučilište u Zagrebu FAKULTET PROMETNIH ZNANOSTI Zavod za gradski promet Vukelićeva 4, HR-10000 Zagreb	
Vrsta projekta:	Prometna studija		
Voditelj projekta:	Prof. dr. sc. Davor Brčić		
Autori i suradnici:	Prof. dr. sc. Davor Brčić dr. sc. Robert Maršanić mr. sc. Marko Šoštarić, dipl. ing. Mario Ćosić, dipl. ing.		
Koordinator za naručitelja	Zdravko Orešković, dipl. ing.		
Dekan:	prof. dr. sc. Ernest Bazijanac		

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Predmet studije

Koncesija za održavanje i naplatu javnih uličnih i izvan-uličnih mjesta za parkiranje za osobna vozila u Gradu Osijeku

- 3.193 mjesta za parkiranje
 - 880 izvanulična
 - 2.313 ulična
- 97 mjesta za parkiranje za invalide
- Oko 51.000 m² parkirališnih površina
 - 45.000 m² suvremeni zastor
 - 6.000 m² makadam

Cilj studije

Prema analizi općeg dijela, tehničkoj analizi, financijskoj i ekonomskoj analizi, studiji opravdanosti, pravnoj analizi, te lokalnim uvjetima utvrditi:

- je li koncesija povoljna varijanta za Grad Osijek,
- minimalnu godišnju koncesijsku naknadu,
- minimalne uvjete sposobnosti koncesionara,
- rok na koji se koncesija ustupa.

Studija izrađena temeljem

- **Zakona o koncesijama**, NN br. 143/12.
- **Zakona o komunalnom gospodarstvu**, NN br. 36/95, 70/97, 128/99, 57/00, 129/00, 59/01, 26/03, 82/04, 110/04, 178/04, 38/09, 79/09, 153/09, 49/11, 84/11, 90/11, 144/12, 94/13, 153/13.
- **Zakona o javnoj nabavi**, NN br. 90/11, 83/13 i 143/13.
- **Zakona o sigurnosti prometa na cestama**, NN br. 67/08, 48/10, 74/11, 80/13, 158/13.
- **Zakona o cestama**, NN br. 84/11, 22/13, 54/13, 148/13.
- **Hrvatskih normi** iz područja prometne signalizacije i parkiranja
- **Pravilnika o prometnim znakovima opremi i signalizaciji na cestama**, NN br. 33/05, 65/05, 155/05, 14/11.
- **Pravilnika o osiguranju pristupačnosti građevinama osobama s invaliditetom i smanjenje pokretljivosti**, NN br. 151/05, 61/07.
- **Pravilnika o vođenju Registra koncesija**, NN br. 143/12.
- **Uredbi o sadržaju i izgledu standardnih obrazaca za objave koncesije** NN br. 20/13.

Načela i ciljevi naplate parkiranja

- Provođenje ukupne prometne politike
 - smanjenje upotrebe osobnih vozila, naročito za odlazak na posao,
 - povećanje udjela javnog prijevoza, pješaćenja i korištenja bicikla, jer je ekološki, ekonomski, prostorno i energetske racionalno
- Regulacija i uvođenje reda u ponudu i potražnju za parkiranjem u zoni u kojoj se primjenjuje
- Regulacija socijalne nejednakosti na način da penalizira korisnike pri korištenju osobnog vozila
- Ekonomska korist za ukupnu društvenu zajednicu sredstva se mogu ulagati u druge djelatnosti

Procjena vrijednosti koncesije

Ulazni parametri

- Prometno - tehnički elementi parkirališta
- Parametri naplate parkiranja u drugim gradovima u RH
- Parametri naplate parkiranja u Osijeku
- Proračun investicije za funkcionalna rad parkirališta
- Plan prihoda i rashoda
- Analiza dobiti parkirališta u uvjetima „nekoncesije”
- Korisnost koncesije u odnosu na davatelja koncesije

Tablica 1. Prikaz prosječnih cijena uličnog parkiranja po parkirnim zonama u nekim hrvatskim gradovima u 2013. godini

Red. br.	GRADOVI	ZONA 1 (u kn)	ZONA 2 (u kn)	ZONA 3 (u kn)	ZONA 4 (u kn)	ZONA 5 (u kn)	PROSJEK (u kn)
1.	DUBROVNIK (sezona)	30,00	10,00	5,00	/	/	15,00
2.	BAŠKA VODA (sezona)	10,00	/	/	/	/	10,00
3.	BIOGRAD NA MORU (sezona)	10,00	/	/	/	/	10,00
4.	MAKARSKA	10,00	8,00	/	/	/	9,00
5.	DUBROVNIK (izvan sezone)	15,00	5,00	5,00	/	/	8,33
6.	TISNO (samo sezonski)	9,00	7,00	/	/	/	8,00
7.	PULA	15,00	4,00	4,00	/	/	7,66
8.	ĐAKOVO	4,00	3,00	2,00	5,00	/	7,00
9.	VODICE (sezona)	10,00	5,00	5,00	/	/	6,66
10.	SAMOBOR	10,00	6,00	3,00	/	/	6,33
11.	OPATIJA	10,00	5,00	10,00	5,00	3,00	6,60
12.	ZADAR (sezona)	12,00	10,00	3,00	2,00	2,00	5,80
13.	ŠIBENIK (izvan sezone)	5,00	5,00	5,00	3,00	/	5,75
14.	OMIŠ	6,00	5,00	/	/	/	5,50
15.	MURTER	8,00	5,00	3,00	/	/	5,33
16.	BAŠKA VODA (izvan sezone)	5,00	/	/	/	/	5,00
17.	BIOGRAD NA MORU (izvan sezone)	5,00	/	/	/	/	5,00
18.	VODICE (izvan sezone)	5,00	5,00	/	/	/	5,00
19.	VARAŽDIN	5,00	5,00	5,00	5,00	/	5,00
20.	ROGOZNICA (samo sezonski)	5,00	5,00	/	/	/	5,00
21.	KRK (samo sezonski)	5,00	/	/	/	/	5,00
22.	OPĆINA OKRUG (sezona)	5,00	/	/	/	/	5,00
23.	NOVI VINODOLSKI (sezona)	5,00	5,00	/	/	/	5,00
24.	CRIKVENICA (pred sezona)	5,00	/	/	/	/	5,00
25.	TROGIR	5,00	/	/	/	/	5,00
26.	ROVINJ (sezona)	4,00	5,00	5,00	/	/	4,66

Red. br.	GRADOVI	ZONA 1 (u kn)	ZONA 2 (u kn)	ZONA 3 (u kn)	ZONA 4 (u kn)	ZONA 5 (u kn)	PROSJEK (u kn)
27.	ZAGREB	8,00	4,00	2,00	/	/	4,66
28.	RIJEKA	7,00	4,00	3,00	/	/	4,66
29.	ŠIBENIK (sezona)	10,00	5,00	5,00	3,00	/	4,50
30.	KARLOVAC	5,00	4,00	/	/	/	4,50
31.	SPLIT	5,00	4,00	4,00	3,00	/	4,00
32.	SLANO	4,00	/	/	/	/	4,00
33.	SINJ	5,00	3,00	/	/	/	4,00
34.	PAZIN	4,00	/	/	/	/	4,00
35.	CRIKVENICA (sezona)	5,00	4,00	3,00	/	/	4,00
36.	VRBNIK (samo sezona)	5,00	3,00	4,00	/	/	4,00
37.	ZADAR (izvan sezone)	6,00	4,00	3,00	2,00	/	3,75
38.	ZADAR (pred i pod sezona)	6,00	4,00	3,00	2,00	/	3,75
39.	POŽEGA	4,00	3,00	/	/	/	3,50
40.	NOVA GRADIŠKA	4,00	3,00	/	/	/	3,50
41.	OPĆINA OKRUG (izvan sezone)	3,00	/	/	/	/	3,00
42.	VUKOVAR	3,00	/	/	/	/	3,00
43.	OGULIN	3,00	/	/	/	/	3,00
44.	OSIJEK	4,00	3,00	2,00	/	/	3,00
45.	ROVINJ (izvan sezone)	4,00	2,00	2,00	/	/	2,66
46.	ČAKOVEC	3,00	3,00	3,00	1,00	/	2,50
47.	VIROVITICA	3,00	2,00	/	/	/	2,50
48.	BJELOVAR	3,00	2,00	/	/	/	2,50
49.	VALPOVO	3,00	2,00	/	/	/	2,50
50.	KOPRIVNICA	3,00	2,00	2,00	/	/	2,33
51.	LUDBREG	3,00	2,00	2,00	/	/	2,33
52.	SLAVONSKI BROD	3,00	1,50	/	/	/	2,25
53.	NOVI VINODOLSKI (izvan sezone)	2,00	/	/	/	/	2,00
54.	CRIKVENICA (izvan sezone)	2,00	/	/	/	/	2,00

CIJENE PARKIRANJA U 1. ZONI:	
Ukupan broj uličnih parkirnih mjesta (PM) u 1. zoni:	
- 1.286 PM (stanje na dan 1. siječnja 2015. godine)	
Vrijeme naplate parkiranja:	
- radnim danom	7,00 - 20,00 sati
- subotom	7,00 - 15,00 sati
- nedjeljom i praznikom parkiranje se ne naplaćuje	
Cijena jednog sata parkiranja	4,00 kn
Povlaštene mjesečne karte:	
- za stanare	50,00 kn
- za pravne osobe	275,00 kn
Komercijalne parkirne karte	200,00 kn
Dnevna parkirna karta	72,00 kn
CIJENE PARKIRANJA U 2. ZONI:	
Ukupan broj uličnih parkirnih mjesta (PM) u 2. zoni:	
- 1.659 PM (stanje na dan 1. siječnja 2015. godine)	
Vrijeme naplate parkiranja:	
- radnim danom	7,00 - 20,00 sati
- subotom	7,00 - 15,00 sati
- nedjeljom i praznikom parkiranje se ne naplaćuje	
Cijena jednog sata parkiranja	3,00 kn
Povlaštene mjesečne karte:	
- za stanare	50,00 kn
- za pravne osobe	275,00 kn
Komercijalne parkirne karte	200,00 kn
Dnevna parkirna karta	59,00 kn
CIJENE PARKIRANJA U 3. ZONI:	
Ukupan broj uličnih parkirnih mjesta (PM) u 3. zoni:	
- 248 PM (stanje na dan 1. siječnja 2015. godine)	
Vrijeme naplate parkiranja:	
- radnim danom	7,00 - 20,00 sati
- subotom	7,00 - 15,00 sati
- nedjeljom i praznikom parkiranje se ne naplaćuje	
Cijena jednog sata parkiranja	2,00 kn
Povlaštene mjesečne karte:	
- za stanare	20,00 kn
- za pravne osobe	137,50 kn
Komercijalne parkirne karte	100,00 kn
Dnevna parkirna karta	46,00 kn

Sisak - SUMP

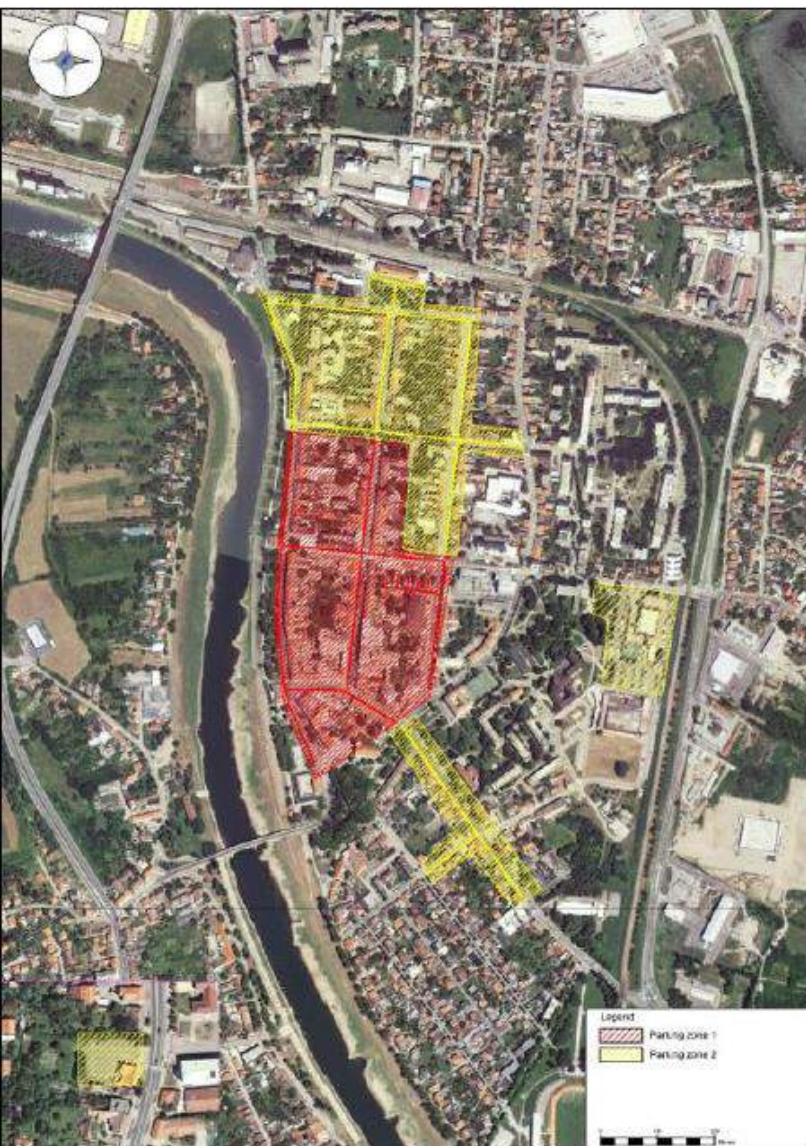


Figure 25. Parking charging zones at the end of 2017



Figure 26. Parking charging zones at the end of 2020



Figure 27. Parking charging zones at the end of 2030

Thank you for attention!

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