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STRATEGY AND DEVELOPMENT PLAN OF CROATIAN TRANSPORT AND ECONOMIC SYSTEM REGARDING EU INTEGRATION PROCESS

ABSTRACT

The Republic of Croatia, as well as many transition countries, is facing a number of difficulties in the field of transport, economy, foreign trade and foreign exchange transactions, external and internal debt, social policy, demography, etc. In order to solve these extremely complex problems it is necessary to determine a strategy and an implementation plan of special instruments included in the state economic policy of the development of transport and economy. Until now the results have shown that the implementation of conventional instruments cannot lead to satisfactory results. One of the instruments of the central state economic policy - recognised internationally and most frequently used instruments for solving the mentioned problems without state investment and state risk - is the institute of "Free Zone". The aim of this work is to help government authorities and bodies to accept possibly quicker and more efficient solutions to the actual problems by elaborating special instruments of state transport and economic policy and by proposing measures for their implementation in the Republic of Croatia. Moreover, it invites professionals and scientists to contribute through their expert knowledge in finding out new solutions.

KEY WORDS

strategy, plan, development, managing, transport system, economic system, economic policy, special instruments, free zone

1. INTRODUCTION

The Republic of Croatia is facing numerous economic, financial, foreign trade, emigration and other difficulties, common to all transition countries. Successful experience of countries worldwide shows that systematic solving of these problems is hard and time-consuming, and that the best way to start is by us-

ing the existing resources and their particular comparative advantages. The most appealing and the most prepared Croatian economic resources are those represented by strategic transport corridors of Rijeka, Ploče, Vukovar. They could be rapidly recognised and involved in the international division of labour and investment capital. These transport directions are active and have key resources for performing transport activities in accordance with international standards and successful world practice. Therefore, it is necessary to adopt conventional and special instruments of state transport and economic policy as key elements for the direction of cargo flow, and the institute "free zone" is particularly important.

The managing of free zones and cargo flows is very complex. It consists of numerous mutually heterogeneous subsystems and factors as well as transport infrastructure, superstructure, means of transportation and transport equipment, legal norms, economic and financial resources, social and society demands, conventional and special instruments of state economic policy. Also, it includes specialists or intellectual capital, as key and the most important factor for successful functioning of the transport and economic systems as a whole. Cargo flows - observed as a system - include all relations between legal and natural persons in the observed transport directions. Also, there are different interest groups of people, such as single persons, companies, state and international community, that also appear in the transport system. Their goal is not one and uniquely determined or measurable by classic indicators and success criteria for performing business activities of one or of a group of participants in transport and production processes. In fact, there is a greater number of social goals that are often not immediately evident and measurable to designers of free

zone management systems and cargo flows. Yet, these goals represent the very essence of the function of transport flows if they are considered as a complex and stochastic system. They are called multipliers and are, both in theory and in practice, regarded as "the hidden hand of Adam Smith". It is the study of management and the effects of all multipliers on the strategic transport routes in the Republic of Croatia which is the core of this work. Therefore, this paper aims at pointing out the necessity for paying special attention to numerous direct and non-direct multiplying effects, including key decision-making in managing free zones and cargo flows as well as decisions regarding the building of strategic objects - infrastructure and superstructure. These multiplying effects are implied but not observed and programmed officially, whereas in developed countries they are key contributors to the development of industrial activities through transport system clusters.

2. SUCCESS ANALYSIS OF MANAGING TRANSPORT AND ECONOMIC SYSTEMS IN THE REPUBLIC OF CROATIA

Before starting an analysis or measurement of success of any management there are at least four questions to be asked: (1) What is considered by the term "managing"? (2) by what is being managed? (3) Who manages? (4) What is the aim of the given management?

- (1) Accepting different suggestions, for the purpose of this research, the term "managing" refers to 'investment of some determined resources and capital (knowledge, money, assets, strategic resources, legal rights to benefits, labour, etc.) in order to gain a set aim or aims'.
- (2) To simplify, the subject of management is cargo, namely goods in transport and production. But if we accept the option from point (1) of this research, it is then necessary to give a precise answer to the question: What can be used as an instrument (means) for the management of transport and economic flows of one state's area? As this work observes the field of managing cargo flows in the Republic of Croatia, the answer is: Intellectual capital, concession servitude right on transport infrastructure, superstructure and maritime welfare, state authority, state budget funds and local authorities budget funds, special instruments of state transport and economic policy (for example, Free Zone Institute) etc. that could be invested or used.
- (3) Hierarchically, the first and the most important carrier of the management function of transport and economic flows of a state area is the State

itself. It is a legal person maintaining legislative, executive and judiciary governance of a state and juridical area that is bounded by internationally recognised state borders; moreover, governance of the area of its jurisdiction that is extended outside of the state and legal area and that is defined by special international conventions. This is for example The International Convention on Law of the Sea, which determines maritime economic area or special economic zone at sea.

- (4) The most common goals of the management of transport and economic flows and resources are the involvement of the state and country into an international labour and development capital division as well as the settlement of actual transport and economic difficulties that implicate numerous problems. In the area of the Republic of Croatia some of them could be specially mentioned:

- foreign debt of around USD 30 billion that represents more than 80% of GDP;
- more than 330,000 of unemployed persons (around 20%);
- inadequate ratio between the employed and the retired persons (almost 1:1);
- the growth of GDP <4% annually (aim >7% annually);
- high emigration rate of the young and skilled persons;
- intensive destruction of underdeveloped areas of the Republic of Croatia (hinterland, islands etc.);
- intensive colonisation of big urban centres that face numerous communal, social, safety and other problems (during 2004 more than 85,000 people came to live in the city of Zagreb);
- very low rate of imports vs. exports (covering under 50%);
- GDP is USD 5,000 per capita (EU term > USD 15,000) etc.

In the period from 1993 – 2003, considering just three main transport routes, the Republic of Croatia lost:

- around 12 million of cargo tons annually;
- more than USD 2.3 billion annually of foreign exchange income from transport services;
- more than 45,000 jobs;
- at least 550 companies providing cargo logistics in international public transport; among them being the biggest Croatian ship-line operator "Croatia-line" (ex "Jugolinija") that used to keep regular international lines between the Croatian and world harbours. The liquidation of this company caused the so-called "domino effect" of systemic destruction of transport and economic system in the whole of the Republic of Croatia, etc.

After having considered all the given indicators, it can be stated that the managing of transport and economic flows in the Republic of Croatia has not been efficient in the last ten years. It is therefore necessary to investigate the causes of the arising of actual difficulties in order to make a strategy and development plan for the Croatian transport and economic system that would overcome the actual difficulties and accelerate the accession process to full EU membership.

3. ESTIMATION OF EU TRANSPORT DEMAND IN THE REPUBLIC OF CROATIA

The basic strategic goals of the European Commission implied in the Croatian strategic transport routes could be estimated according to its starting points:

- to seize maximal part of the Asian market that by its 2/3 of mankind is going to represent the biggest world market in the next historical and development period;
- to establish continental, river and sea transport corridors with Asia and eastern Africa;
- to make greater use in continental transport of the railways for cargo and road for tourist and passenger transport, in order to develop the all-year-round tourism at the main tourist destinations in Greece, Turkey, Croatia. In this respect, Croatia is potentially at an advantage because it is geographically the closest to a great number of EU countries;
- to form a consortium of railway transport with all significant railway operators at tangent transport corridors (Maps 5 and 6);
- to form a consortium of northern Adriatic harbours (Rijeka, Koper and Trieste), that will have its headquarters in Austria and will co-ordinate goods distribution in order to provide the lowest possible resistance through its way from EU – Asia – Eastern Africa;
- to form a consortium of river docks at Danube and a system for its co-ordination with continental pan-European corridors;
- to determine and to accept special instruments for transport and economic policy of all the countries through which strategic transport corridors are passing, because of the development of multiplying economic activities (industrial processing of goods in transport);
- to determine, by the method of cost-benefit analysis, goods and distribution quotas that will be transported through the Black Sea and the North-European transport routes (Map 7);
- the European Committee has put on a separate account of EUR 3,750,000 for the purpose of completing the study of economic legitimacy for the

development of pan-European transport corridors. This indicates the great importance of achieving these goals.

Continuing a good long-term business co-operation with business partners from EU, the author of this research is involved in the development projects of EU that refer to transport corridors and goods flows through the Republic of Croatia. According to the first projections of incoming transport demand, the following has been estimated (through operations and research model represented below):

$$V_{ij}^1 = V_1^1 = \frac{V_{ij} \left(\frac{p_j^i}{p_j} \right) b_j}{\sum V_{ik} \left(\frac{p_k^1}{p_k} \right) b_k}$$

Q = total trade of country "j",

$i = 1, \dots, j$ = number of countries observed,

P_j = GDP of country "j" in year "n",

Q_j^k = foreign trade activity "k" of country "j",

V_{ij}^1 = trade volume of country "i" and country "j" annually (n+p),

V_i = trade quantity between country "i" and "j" for year "n",

P_j^1 = GDP of country "j",

b_j = elasticity coefficient of trade in whole of country "j",

e_j^k = elasticity of trade branches "k" for country "j".

on approximately 10-15 tons of cargo per year in the next mid-term development period. In its greater part it should pass through the Croatian strategic transport routes. These, in turn, are involved in the so called European five-pointed angle (Map 4) - defined by an interest community of the European railway carriers seated in Austria (Map 5) - and this includes a greater number of international transport junctions shown in Map 6.

With respect to actual problems in the Republic of Croatia and regarding the estimated transport EU demand towards the Middle East and Far East countries, the Croatian expertise and science are asked to give precise answers to the following question: To what extent, of the above estimated transport-economic EU demand, can the Republic of Croatia count on?

By using conventional or rather old-fashioned factors, especially those of geo-transport significance or geographical position of our country, one could easily come to a wrong conclusion. In fact, it is wrong to believe that a greater part or more than 80% of the transport demand could arrive to an area of the main transport routes of the Republic of Croatia. However, in order to determine the real estimation of Croatia's

competitiveness or rather Croatian main transport routes in connection to competitive transport routes, it is necessary to use the latest hierarchical scale of key factors determining the real level of competition. It has the following structure:

1. Level of intellectual capital used (science and expertise) and the support it receives from the state policy – the authorities;
2. Special instruments for state transport and economic policy (system to manage free zones and cargo flows);
3. Number and structure of international ship lines at main harbours (departures and arrivals weekly);
4. Safety level¹, quality, quantity and speed of providing transport and production services at the main harbours and main transport routes;
5. The level of the provided equipment for use of modern transport technologies (INTEGRAL, RO-RO, HUCKEPAK, LASH, etc.);
6. Transport, production and logistics tariffs for cargo services in the transportation process on transport routes (production, finishing, refining, goods exchange, etc.);
7. Technical, technological and ecological features of transport infrastructure, superstructure, transport devices and equipment (as higher level of motor electric propulsion);
8. Geo-transport position of a country or rather its ports, and transport routes.

In simulation models for distribution according to the above estimate of projected transport demand (whose content reaches beyond this work and cannot be presented here), it was determined that by maintaining the existing conditions in transport and economic systems in the Republic of Croatia, one cannot expect to reach more than 10-15%. However, accepting and implementing the solutions suggested in this research, it could be possible to provide conditions that would attract 50-70% of the estimated transport-economic EU demand onto the main Croatian transport directions. This would imply:

- transport increase by 8-10 million of tons annually in the next midterm development period;
- realisation of more than USD 2.5 billion of new foreign exchange income yearly;
- more than 35,000 new jobs created;
- reduction of imports and increase of exports by around 35% of the actual figures;
- GDP increase of 1.5-2% if compared to the existing state;
- increase in the revenue of state and local authorities (on main transport directions) budget funds more than USD 250 million annually;
- GDP increase to a level of more than USD 10,000 per capita, etc.

4. DEVELOPMENT PLAN OF MODERN TRANSPORT AND ECONOMIC SYSTEM IN REPUBLIC OF CROATIA

By passing the strategy of transport development, the Republic of Croatia has proven its aim to ensure the input for global economy through the development of transport systems. Thus, it wishes to solve a greater part of actual transport and economic problems. However, its strategy does not clearly mention the measurable instruments for the achievement of its set goals risking thus slow harmonisation of the Croatian transport and economic system structure and function to modern transport and economic service market. This implies that it is not possible to quantify the values of certain variables or key factors by which it could be easier to influence competitiveness increase of the Croatian transport and economic system and attract a major part of the above mentioned demand.

4.1. Implementation plan of intellectual capital in the development of Croatian strategic transport directions

In his research, the author assessed that in Croatia the intellectual capital ('modern knowledge capital' or the so-called 'Croatian intellect'), an extremely significant potential, is underestimated and not properly or sufficiently used, so that its phenomenon inevitably implicates the multiplying of negative effects. First of all, the best Croatian experts leave their country to go abroad because of the lack of possibilities to implement their creative potentials in their own country, which results in the biggest strategic loss. Secondly, by using their creativity and enterprising abilities they increase the competitiveness of foreign transport routes. This implicates the Croatia's material and financial loss, so typically exemplified in the Rijeka transport route as it is exposed to direct market game in comparison to vigorous harbours and transport directions in the EU.

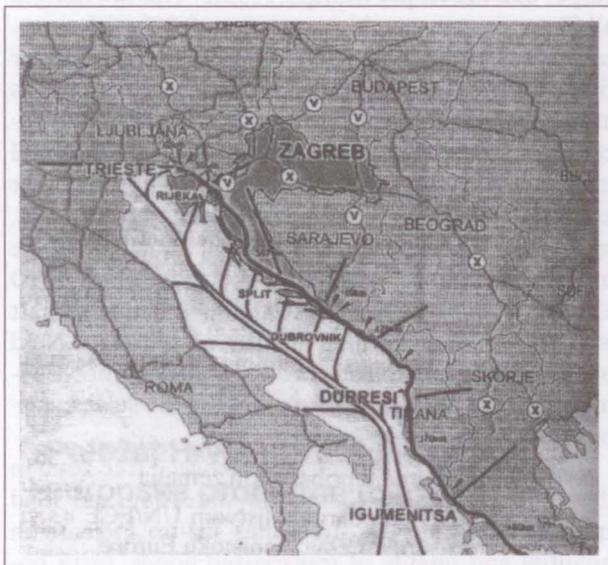
A solution to this evidently very important problem could be reached only by the use of special instruments of state transport and economic policy, mentioned in point 4.4 of this work. The suggested solutions are congruent with high world and European standards and successful experiences. They also ensure conditions for the implementation of the Croatian intellect (intellectual capital) for quicker transport development on the main sea, river and continental transport routes. This, in turn, should result in awakening directly the interest of younger and skilled people to stay in their own country and take over the management of cargo flows because it is the most profitable comparative advantage of the Republic of Croatia in comparison to its closer and wider sur-

roundings. There is also a certain interest among experts from abroad to work on the development of transport and economic system in the Republic of Croatia, as it has been estimated to have extremely significant resources that are a challenge to young experts from abroad.

4.2. Strategy and development plan for international corridors and roads on main Croatian transport routes

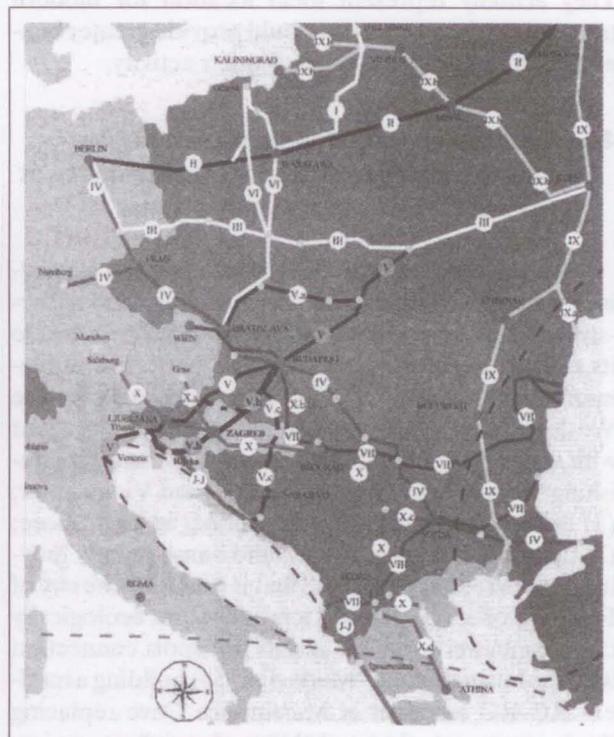
Thanks to a very favourable geo-transport position of the Republic of Croatia, located between the Adriatic Sea - which is navigable 360 days a year - and the navigable Danube River - which connects Croatia with the developed EU in the West, and with Asia and eastern Africa (as the biggest, the most crowded and the most perspective world market in the future) in the East, numerous international transport corridors already exist or are being developed on the Croatian mainland, sea and rivers:

- "Adriatic-Ionian" (sea corridor), connecting the Adriatic Sea with the whole world (Map 1);
- Corridor V (continental corridor), having three branches with a central starting point/destination in Trieste (V_a), in Rijeka (V_b) and in Ploče (V_c) connecting the Adriatic Sea with the whole European land and the world seas (Map 2) with corridor X;
- Pan-European corridor X that connects the European Union by land roads with the Near and Far East Asia, stretching through the state of Croatia and its legal area on the whole (Map 2);
- Railway corridors analogue to road corridors connecting all the three Croatian strategic transport routes into one transport entirety (Map 6).



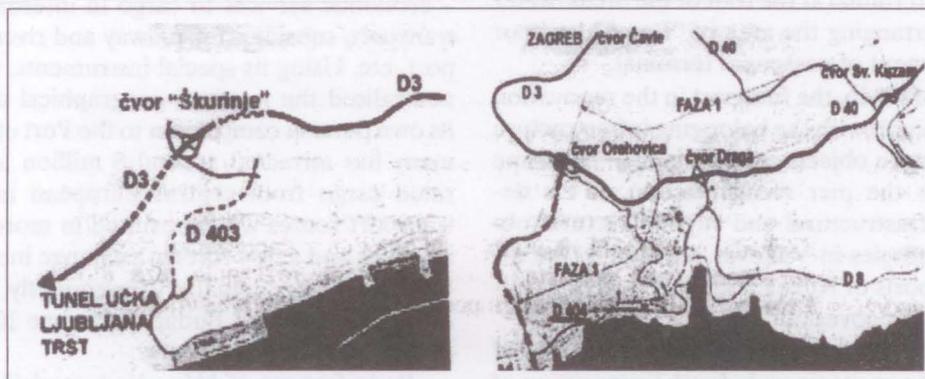
Map 1 - Adriatic - Ionian transport corridor

Source: Croatian Roads



Map 2 - Pan-European transport corridor

Source: Transport development strategy of RC, Ministry of Maritime Affairs, Transport and Communications, Zagreb, 1999



Map 3 - Road connections (motorway) of the Port of Rijeka with Zagreb, Ljubljana and Split

Source: "Rijeka Transport Route", Faculty of Maritime Studies, Rijeka, June 2004

Along the Rijeka transport route the construction works are in progress in order to complete the full-profile motorway Rijeka – Zagreb that would join the Port of Rijeka with corridor X. Road intersections D-403 and D-404 connecting the harbour area of the Port of Rijeka with public transport junctions (Map 3) are also under construction. It would be necessary to recognise the already finished project of the two-track railway line between Rijeka and Zagreb. The EU has shown interest in this project with the aim of directing freight transport to the electrified railway line, whereas road transport and tourism as well as local RO-RO transport should be directed to Martinšćica Cove and shore “Goranin” in Bakar where modern RO-RO and HUCKEPACK terminals could be built. They actually represent ideal location for modern transport technologies that could provide greater benefits than any shipyard or any similar activity.

4.3. Strategy and development plan for harbour infrastructure and super-structure at the main Croatian transport nodes

Even though the Port of Rijeka has many specialised terminals with suitable infrastructure and super-structure it should be necessary, in order to increase its competitiveness, the sooner the better, to implement the “Gateway” project supported also by the World Bank for Reconstruction and Development with about USD 155 million. This would mean: (1) finishing the reconstruction of the Prag and Vienna pier; (2) building of multipurpose terminal at Prag shore; (3) building the Zagreb shore and consequently moving out the refinery “Mlaka” that is polluting the city of Rijeka in order to develop a modern and ecologically clean container terminal and its transport connection with the business zone “Miklavlje”, (4) building a modern RO-RO terminal in Martinšćica Cove replacing the former repair shipyard “Viktor Lenac” - its majority owner being the state of Croatia so there should be no property-rights, and strategic difficulties; (5) building a passenger terminal at the root of the break-water of Rijeka; (6) arranging the area of “Baroš” harbour for the development of passenger terminal.

In the port of Ploče, the first part in the renovation of the port terminals with the belonging infrastructure and super-structure objects is terminating. The same can be said for the pier reconstruction of the destroyed port infrastructural and super-structural objects and technologies in Vukovar, assisted by the experts from the ports of Rijeka and Ploče with the support of the Belgian government.

Since the Danube river is taking over more and more the role of a strategic node for the connection of cargo flows between Asia and the EU, it is necessary to provide conditions for establishing a modern trans-

port and logistic chain between the pier in Vukovar and other piers on the Croatian navigable rivers and channels that reach the pier “Rugvica” near Zagreb.

4.4. Strategy and development plan for special instruments for transport and economic policy

In order to determine and quickly use special instruments for transport and economic policies, the Republic of Croatia can successfully avail itself with successful experiences of some very effective and satisfying models, among which some could be specially pointed out:

- the Slovenian model;
- the German model;
- the New York model,
- the Irish model.

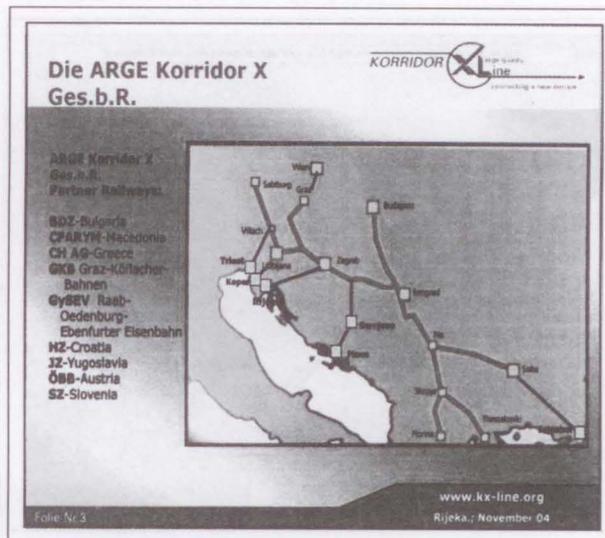
The basic feature of the “Slovenian model” is the 1978 Law relating to the development of the Port of Koper and the Koper transport route. This law obliges all Slovenian companies to set apart 0.2% of their total income and deposit it on the account intended for financing of infrastructure and super-structure objects at the Koper transport route. The real figures exceeded initial estimates by almost 100% and resulted in an increase of 5.5 million tons of dry cargo turnover annually, more than 15,000 new jobs were created, more than USD 650,000,000 of new foreign exchange income was made, the state got more than USD 125,000,000 of new income in the state budget, etc. It is to be understood that all the above mentioned meant a loss for the Republic of Croatia for not passing and using special instruments for the state transport and economic policy.

Basic features of the “German model”: free zone in the Port of Hamburg, integral waterway and land transport tariffs, state premiums for an increase in quantity and quality of transported goods, extra bonuses for foreign exchange income deriving from transport and industrial-transport goods and services – economic services to cargo in international public transport, subsidies for railway and river cargo transport, etc. Using its special instruments, Germany has neutralised the negative geographical differences of its own ports in comparison to the Port of Rijeka. Germany has attracted around 8 million tons of highly rated cargo from central European markets to its transport routes which resulted in more than 16,000 new jobs and a new foreign exchange income of about USD 1.8 billion annually. Consequently, it is almost of no significance that Budapest is some 1000 km closer to Rijeka than to Hamburg.

Basic features of “New York model”- In 2001 the State of New York gave concessions for opening 58 free zones or their parts with extremely high fiscal

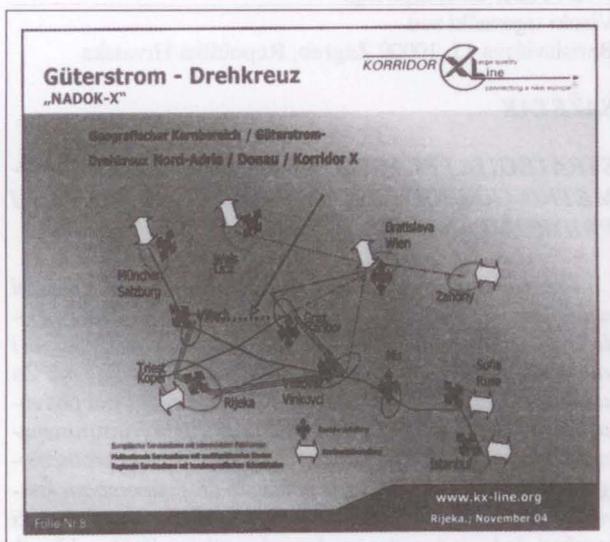
and other advantages in order to transfer industrial and production plants from the area of the New York City to its surroundings. The privileges were graded according to the level of transport and economic development and according to the population of some geographical areas. This resulted in: (1) transfer of industries from highly populated city areas, (2) relieve of population from central city parts without special administrative measures, consequently in populating the undeveloped parts, (3) doubling of natural and financial business results and revenues for state budget in comparison to the previous levels, (4) reduction of city communal expenses, (5) significant increase in environmental protection etc. All the mentioned results were realised without state investments and without state risks for invested capital, but were based on the previously created special strategy and development plan for transport and economic system with special management of cargo flows; the US government monitors and analyses their effects at special meetings at least twice a year and passes relevant regulation measures at those meetings.

Basic features of the "Irish model" – In the late fifties of the last century, Ireland had a similar transport and economic, demographic, emigrants, foreign trade and other problems as Croatia has today. Therefore, Ireland searched for a solution in passing a transport-economic strategy and development plan adopting special instruments of state and economic policies, mainly the Free Zone "Shannon" (located at the area of its international airport) as the main "weapon". In less than a decade, Ireland solved the majority of its difficulties without state investments in transport and economic resources and without state risks for such investments, and this is in international community referred to as the "Irish miracle".

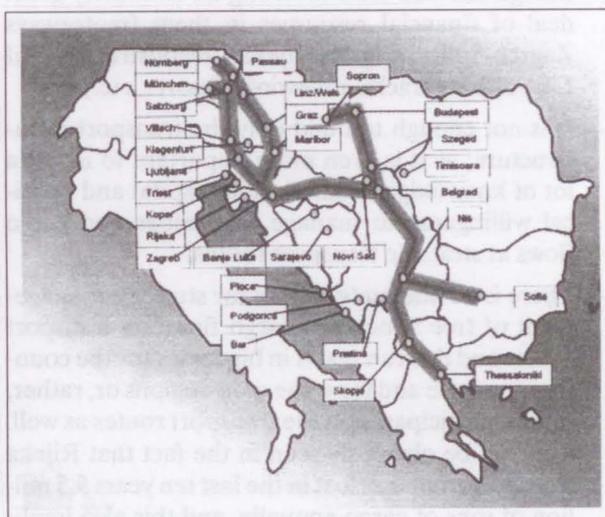


Map 5 - Railway consortium for cargo flow management on Pan-European transport

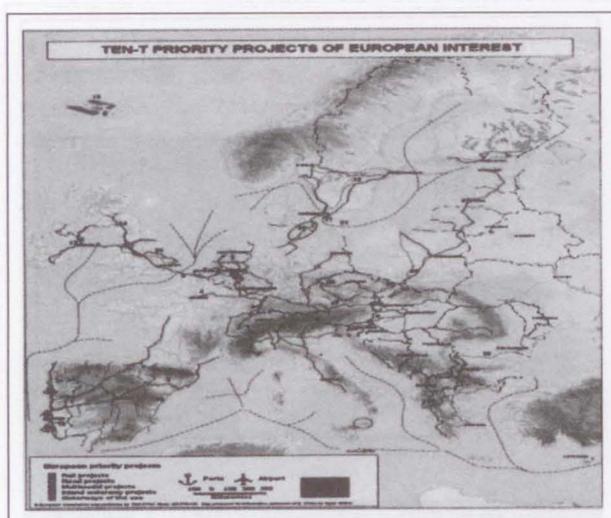
It is clear that the Irish models cannot be easily copied or successfully implemented in different circumstances, but some parts that are compatible with certain countries and states could be used. In order to solve the actual problems in the Republic of Croatia it is necessary to use an institute of "Free Zone" as the key instrument of the state transport and economic policy on major transport directions, as well as to use the principal elements of the German model that concern transport connection of the port hinterland and foregrounds with the port nodes. It is also unquestionable that it is necessary to pass adequate laws and programs for monitoring the enforcement of these regulations, according to the New York model. The existing free zones in the Ports of Rijeka and Ploče and the Vukovar pier cannot serve these purposes. It is necessary to pass a project for management of free zones and cargo flows at these strategic routes and to pass a new



Map 4 - European five-angle of Croatian Transport direction corridors



Map 6 - Strategic railway nodes on Pan-European Corridors



Map 7 - Area of cargo transport distribution between EU and Asia

Law on Free Zones developed by the author of this research, according to the European model of free zones (Trieste, Hamburg and Shannon). The author is ready to offer his conclusions to the government of the Republic of Croatia for acceptance and implementation.

5. CONCLUSION

After many years of research and systematic examination of the success of managing free zones and cargo flows at the strategic Croatian transport routes, and especially on the Rijeka transport route, the author of this work has ascertained and found out that:

- the Croatian state has not been paying enough attention to the systemic management of free zones and cargo flows at its strategic transport routes, although she has been investing an extremely great deal of financial resources in them (motorways Zagreb-Split, Zagreb-Rijeka, reconstruction of Lika railway tracks, renewing of ports, etc.).
- It is not enough to build only the transport infrastructure; as it is even more important to invest a lot of knowledge or intellectual capital and political willingness to manage free zones and cargo flows at strategic transport routes.
- There is no adequate system for strategic management of free zones and cargo flows on transport routes and this can result in big losses for the country as a whole and for some of its regions or, rather, for the participants on the transport routes as well. This can be obviously seen in the fact that Rijeka transport route has lost in the last ten years 5.5 million of tons of cargo annually, and this also implicates a loss in revenue for all the participants on the Rijeka transport route of about USD 600 mil-

lion annually and a cutting of more than 20,000 of jobs and many other multiplying negative effects.

- The key reason for these disorders (on the Rijeka transport route) lies in inadequate or rather not concurrent transport and economic policy of our state. The Republic of Croatia missed to pass and apply special instruments of transport policy on competitive transport routes, especially in analogy with the transport policy of Slovenia and Germany.
- The EU is making a great effort and investing its financial resources in the development of the Pan-European transport corridors that in greater part pass through Croatia. This would potentially bring extremely great possibilities for the development of transport and industrial economy; however, Croatia could benefit only in case that state provided special instruments for transport and economic policies that would help to gain the maximum of those effects. Without this prerequisite, such measures cannot be realised.
- In order to investigate a system to efficiently solve this obviously very complex problem, the author has created a modern development project for free zones and cargo flows management on our strategic transport routes, particularly advancing the specific solution for the Rijeka transport route. The aim is to offer it to the authorities for acceptance and implementation.

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SAŽETAK

STRATEGIJA I PLAN RAZVOJA HRVATSKOGA PROMETNO-GOSPODARSKOGA SUSTAVA U PROCESU PRIDRUŽIVANJA EU

Republika Hrvatska kao i veći broj zemalja u tranziciji sukobljava se s nizom poteškoća iz područja prometa, gospodarstva, vanjskotrgovinskoga i deviznoga poslovanja, vanjske i unutarnje zaduženosti, socijalne politike i demografije itd. Za učinkovito rješavanje ovih izuzetno složenih problema potrebno je utvrditi strategiju i plan korištenja specijalnih instrumenata državne gospodarske politike u funkciji razvoja prometno-gospodarskoga sustava, jer se pokazalo da se uporabom konvencionalnih instrumenata ne mogu postići zadovoljavajući rezultati. Jedan od međunarodno priznatih i najčešće rabljenih specijalnih instrumenata središnje državne gospodarske politike za rješavanje navedenih poteškoća, bez državnoga ulaganja

i bez državnoga rizika, je institut "Slobodna zona". Elaboracijom specijalnih instrumenata državne prometno-gospodarske politike i izradom prijedloga mjera za njihovu primjenu u RH, u ovom se radu namjerava pomoći tijelima državne vlasti i uprave da čim brže i čim učinkovitije prihvate odgovarajuća rješenja aktualnih poteškoća, a struci i znanosti da se uključi u davanje stručne potpore u traženju tih rješenja.

KLJUČNE RIJEČI

strategija, plan, razvoj, upravljanje, prometni sustav, gospodarski sustav, gospodarska politika, specijalni instrumenti, slobodna zona

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1. It means equipment and stuff to prevent terrorist activities for effective use at harbour terminals in order to control cargo and transport devices in international public transport systematically and in whole.

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