

## THE POLICY OF FINANCING THE TRAFFIC INFRASTRUCTURE FACILITIES IN CROATIA

### POLITIKA FINANCIRANJA PROMETNIH INFRASTRUKTURNIH OBJEKATA U HRVATSKOJ

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Pregledni članak  
Review

#### Summary

*The absence of a long-term traffic policy and the policy of financing the construction and maintenance of traffic infrastructure facilities represents a synthesis of numerous unresolved relations whose negative effects are felt in the overall economic and traffic development and consequently the evaluation of national potentials in the field. Adverse aspect caused by the lack of a clear and feasible policy of financing the traffic infrastructure facilities, is also a result of not having defined and adequate traffic policy, programme and strategic courses of development, nor financing models that would be in accordance with the market and economy system in Croatia.*

*Croatia needs to define clearly its strategy in constructing and maintaining the general traffic infrastructure, appointing at the same time those who will carry out the given tasks.*

*Key words: Traffic infrastructure, Financing, Traffic policy, Republic of Croatia, economics*

#### Sažetak

*Nedostatak dugoročne politike u prometu i politike financiranja izgradnje i održavanja infrastrukturnih objekata predstavlja sintezu brojnih neriješenih odnosa čiji se negativni efekti osjećaju u cjelokupnom gospodarstvenom i prometnom razvoju i prema tome vrednovanju nacionalnih potencijala u tom području.*

*Negativan aspekt uzrokovan nedostatkom jasne i moguće politike financiranja prometne infrastrukture također je rezultat nepostojanja jasno određene i prikladne prometne politike, programa i strategijskih tokova razvoja, niti modela financiranja koji bi bili u skladu sa tržišnim i gospodarskim sustavom u Hrvatskoj. Hrvatska treba jasno definirati svoju strategiju gradnje i održavanja opće prometne infrastrukture, imenujući istodobno one koji će ispunjavati dane zadaće.*

#### Introduction

##### Uvod

The traffic and geographic position of Croatia is a significant factor in the geo-traffic evaluation together with other aspects of the process of development.

The main emphasis is on the traffic infrastructure facilities. They represent a synthesis of an age-old tendency to evaluate adequately the Adriatic orientation of Croatia, as a factor of more intense integration into the European and world traffic and economic system.

The traffic system of Croatia has significant potentials in all types of traffic infrastructure facilities, but it has been insufficiently used and technically and technologically it lags behind the West-European countries.

This situation has to be overcome by a clearly defined and scientifically determined traffic policy of the newly constituted Croatia government, with defining of the measures and instruments of the traffic policy and in such a political environment regarding construction and maintenance of the traffic infrastructure as the basic factor of the geo-traffic, traffic, geographical, and geo-political evaluation of Croatia within the process of its integration into the European and world traffic and economic system.

#### 1. The financing the traffic infrastructure facilities in the Croatian traffic system *Financiranje prometnih infrastrukturnih objekata u prometnom sustavu Hrvatske*

The study of the policy of financing the traffic infrastructure and its negative effects on the overall social and economic development of Croatia indicates that there have been no clear definitions of its role, nor of

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the realisation and evaluation of the Adriatic orientation, nor of their interdependence on all the basic development segments of the economic structure with which it interacts on the Croatian territory.

The absence of a long-term traffic policy and policy of financing the traffic infrastructure over the period of four and a half decades, neglecting also the Adriatic orientation and all the comparative advantages of the geo-traffic and geo-political position of Croatia, numerous unresolved relations piled up within the traffic system. This also meant uncoordinated operation of all the segments of the economic system on the territory of the former parts of the country which does not exist any more. The synthesis of this fact is indisputable: the construction of a new and modern traffic infrastructure contributes to the evaluation of the geographic position of Croatia as a significant subject within the European and world traffic flows.

The dichotomy in the traffic policy, which is the result of the former traffic policy and the policy of financing the traffic infrastructure, reflected itself in numerous deviations in leading of coherent infrastructure policy in Croatia. The examples were given already in the first part, and the result is the lack of unity of traffic subsystems within the traffic system and individuality of interests within the overall traffic sphere and its individual parts.

Lack of uniformity which is caused by the insufficient complex and consistence policy of constructing and maintaining of traffic infrastructure may be synthesised in the following factors: (a) insufficient evaluation of the Adriatic orientation, as the main factor of faster and cheaper integration of Croatia into the international flows, too slow realisation of the started project which take into consideration the value of the Adriatic orientation of the whole Croatian region, attracting the transit of goods to our ports and increase the level of utilisation of port infrastructure facilities. The waterways are also insufficiently used, causing dislocation of a number of economic potentials where their construction was far from logical.

## 2. The policy in the development of traffic infrastructure in Croatia up to the year 2000

### *Politika u razvoju prometne infrastrukture u Hrvatskoj do 2000. godine*

The basis for determining the policy for financing of traffic infrastructure has to be based on the really feasible and realistic goals, measures, and on-time and efficient economic instruments.

Questions that need to be synthesised at all segments of the economic interrelations in the process of evaluating the Croatian traffic are the following:

(1) defining of the policy in the development of traffic infrastructure, which includes the policy of financing the traffic infrastructure over a longer period of time,

(2) co-ordination of the Croatian traffic system development with all the segments of the economic system, thus enabling the achievement of adequate economic development,

(3) scientific and professional evaluation of the traffic system, including the traffic policy and the policy of financing the construction and maintenance of traffic infrastructure and development programmes of traffic and traffic infrastructure at all levels, and in all traffic aspects of the country,

(4) measures for the realisation of such a traffic and infrastructure policy have to act synchronous; their efficiency or non-efficiency is exactly proportional with the programme realisation.

The basis for the concept of the policy traffic infrastructure financing has to rely on the really possible and realistic objectives, measures and feasible economic instruments. If this very important factor is not determined, the traffic policy will, as was the recent past, inadequately and individually act in realising a poor traffic policy, along with the lack of adequate methodology, which will result in non-realisation of the programme i.e. strategic task in Croatia. Negative effects will manifest themselves in a number of not realised programme task will have an adverse effect on the geo-traffic evaluation of Croatia. When speaking of the geo-traffic position of Croatia, it should be mentioned that it covers the operation of three major regions: the Mediterranean (Adriatic), the Pannonian (Danube) and the intermediate Dinaric region. Republic of Croatia is thus located on the centreline Mediterranean - Europe, and the location of the Adriatic, so deeply entering the European mainland provides an extraordinary traffic and strategic significance. The traffic and geographical position of Croatia presents the basis for its traffic planning and in accordance with it the defining of the bases for the possible traffic policy and the policy of constructing the traffic infrastructure facilities. Determining the development of the traffic infrastructure facilities needs to be considered from the aspect of documents that have, a long time ago, been developed at the level of strategic interests of the former country, which refers mainly to the priorities, plans and their realisation. According to a number of considerations, alone with the road infrastructure facilities the following statement is valid: the vital corridors in connecting the West and the East, and the North and the South, still indicate that the emphasis in road constructions mainly neglected the priority interests of Croatia. Similar statements can be found relating to other traffic infrastructure facilities, which requires an answer to a serious question with long-term positive or negative effects.

Which are the strategy interests of Croatia in constructing the traffic infrastructure facilities? The answer to this complex question should take into consideration the analysis of the overall economic system, its requirements, evaluation of new complex "input" data, on the basis of which the specific importance of all the traffic infrastructure facilities could be obtained, and an attempt at determining the development strategy of the Croatia traffic system up to the year 2000. The process should therefore include (1) the program directions of

the traffic infrastructure construction, and (2) the strategic traffic priorities Republic of Croatia.

(1) The development of construction regarding geo-traffic and geo-political position of Croatia and its role in traffic connection with Europe in the near future includes: (a) the constructions of roads (the motorway from Goričan to Zagreb, and Karlovac to Delnice and Rijeka, the completion of the motorway Zagreb-Macelj towards Austria, and the construction of the Adriatic motorway from Sv. Rok, Maslenica and Zadar to Split, and Zagreb to Dubrovnik; (b) in railway traffic, the modernisation and elimination of "bottle necks" need to be completed on the existing railway line Rijeka-Zagreb-Koprivnica, and the double-track direct railway line Zaprešić-Pragersko, as well defining the corridor and the route of the Adriatic express railway; (c) in air traffic, the emphasis is on the process of intensive interregional, regular and charter connecting, with clearly defined Croatia government policy regarding air traffic; (d) in telecommunications - the acceptance of the Transeurope Line program from Ukraine and Hungary via Zagreb to Rijeka with connections to Osijek and Slavonija and from Zagreb to Ljubljana. The Adria - undersea optical cable from Rijeka to Dubrovnik with connections is of special importance; (e) in maritime traffic - along with the key development role of the port Rijeka and specialisation of all the Adriatic ports as centres of integral traffic (road - railway - ship); (f) in river traffic - the modernisation of river ports on the rivers Sava, Drava and Danube.

Strategic traffic priorities in the development of traffic infrastructure in the Republic of Croatia should primarily take into consideration the shape and the position of the Croatian territory, and the long-term interests, not forgetting the geo-traffic, traffic-geographic and geo-political position of Croatia in the European and world traffic and economics system.

## Conclusion

### Zaključak

Absence of a long-term traffic policy and of financing policy for construction and maintenance of traffic infrastructure facilities is a synthesis of a number of unresolved relations whose negative impacts are felt in overall economic and traffic development and they influence as well the evaluation of Croatia. Negative aspect which has been result of the absence of a clear and realistic policy of financing traffic infrastructure has been as well a result of non-determination of adequate traffic policy, program and strategic direction for development of traffic infrastructure facilities and of non-defining of the model for financing of traffic infrastructure which would be congruent to the market and economic system of economy. The requirement for complex establishing of the traffic infrastructure financing which must be based on the already elaborated scientific developments in Europe, team work, accessibility to plans and programs which should be available to all scientists and experts, introducing of methodology which should be based on the respect of economic logic during designing of program and strategic tasks on order to make them real and realizable. In the forthcoming period more vigorous investments into overall traffic system and particularly into traffic infrastructure facilities are necessary when are central starting points in Croatia in the process of the traffic evaluation of Croatia.

Croatia must define clearly its strategy for construction and maintenance of overall traffic infrastructure and at the same time it must appoint experts who will perform arranged tasks.

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