



Razgovor / Interview

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Autocesta do Dubrovnika je neupitna

The motorway to Dubrovnik is going to happen

DOGODINE POČINJE GRADNJA AUTOCESTE PLOČE-DUBROVNIK KOJA ĆE BITI UKLJUČENA U SLJEDEĆI ČETVEROGODIŠNJI PLAN GRADNJE AUTOCESTA KOJI SE DONOSI NA JESEN. AUTOCESTA ĆE U POTPUNOSTI PROLAZITI TERITORIJEM HRVATSKE, OSIM DIJELA BIH NA PODRUČJU NEUMA. ZATRAŽIT ĆEMO OD BIH GRADNJU AUTOCESTE KROZ NEUMSKO PODRUČJE, A AKO SE TO NE DOGODI, AUTOCESTA ĆE BITI SAGRAĐENA DO GRANIČNIH TOČAKA S OBJE STRANE GRANICE

BY THE END OF THE YEAR THE CONSTRUCTION OF THE PLOČE-DUBROVNIK MOTORWAY WILL HAVE STARTED, WHICH WILL BE INCLUDED IN THE FOLLOWING FOUR YEAR MOTORWAY CONSTRUCTION PLAN AND WILL BE ADOPTED IN THE AUTUMN. THE MOTORWAY WILL PASS THROUGH THE TERRITORY OF CROATIA, EXCEPT FOR ONE PART IN BOSNIA AND HERZEGOVINA IN THE NEUM AREA. WE WILL ASK BOSNIA HERZEGOVINA TO LET US BUILD THE MOTORWAY THROUGH THE NEUM AREA. IF THIS DOES NOT HAPPEN, THEN THE MOTORWAY WILL BE BUILT UP TO THE BORDER POINTS ON BOTH SIDES OF THE BORDER

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Nedavno ste potpisali 21 ugovor o ulaganju u županijske luke. Što to konkretno znači za priobalje i otoke?

- Dobra pomorska prometna povezanost otoka s kopnom i otoka međusobno najvažniji je segment života i ostanka na otocima, u čemu je u posljednjih nekoliko godina napravljen veliki iskorak. Primjerice, samo u protekle četiri godine Vlada je u otočni razvoj, a tu prije svega mislim na projekte komunalne infrastrukture (vodoopskrbe, odvodnje, luka) do društvene infrastrukture (vrtića, doma zdravlja, doma za starije i nemoćne osobe) uložila 5,3 milijarde kuna. Ta brojka dovoljno govori o brizi ove Vlade za otočane, a svi ti projekti su u cilju podizanja standarda života na otocima. Što se tiče ulaganja u luke od županijskog značaja, tijekom ove godine Ministarstvo mora, prometa i infrastrukture za njihovu modernizaciju, ali i izgradnju i dogradnju, izdvojit će oko 82 milijuna kuna. Inače, ukupna vrijednost projekta za modernizaciju 21 županijske luke iznosi oko 220 milijuna kuna, a riječ je o 21 ugovoru od kojih se 14 odnosi na trajektne luke te ostalih sedam na luke koje nisu u funkciji izravnog prometnog povezivanja, ali imaju veliki gospodarski značaj.

NOVE TRAJEKTNE LINIJE

Kada je riječ o državnim lukama, u njima traje investicijski zamah u izgradnji nove infrastrukture i modernizaciju postojeće. Ministarstvo u 2008. godini u luke Rijeka, Zadar, Šibenik, Split, Ploče i Dubrovnik planira značajna ulaganja i to oko 213, a u ribarske luke oko 12 milijuna kuna kako bi se osigurali potrebni vezovi za ribare.

Recently you signed 21 investment contracts for county ports. What does this precisely mean for the coast and the islands?

- Good maritime connections between the islands and the mainland is the most important factor of life, and a stimulus, for the islands, and in the last four years huge progress has been made in this area. For example, the government has invested HRK 5.3 billion in island development just in the last four years, and here I am predominately referring to community infrastructure projects (water supplies, sewage, ports) and social infrastructure projects (kindergartens, doctors' surgeries, homes for the elderly and the frail). This figure speaks volumes about the concern this government has for the welfare of people who live on the islands, where all of these projects are aimed at raising their living standards. With regards to investment in ports of county significance, in the coming years the Ministry of the Sea, Transport and Infrastructure will earmark around HRK 82 million for their modernisation, as well as for their construction and expansion.

In reality, the total cost of the project for the modernisation of the 21 county ports is around HRK 220 million, and this includes 21 contracts of which 14 relate to ferry ports, and the remaining 7 for ports that are not used for transport connections but are extremely significant economically.

In terms of state-owned ports, there has been a series of investments into the construction of new infrastructure and the modernisation of the existing infrastructure. In 2008, the Ministry plans to make significant investments in the ports of Rijeka, Zadar, Šibenik, Split, Ploče and Dubrovnik to the sum of around HRK 213 million, and around HRK 12 million will



MOST KOPNO - PELJEŠAC

TAJ ZASIGURNO NAJVEĆI INŽENJERSKI POTHVAT U HRVATSKOJ, BUDUĆI DA ĆE SE GRADITI U SLOŽENIM GEOLOŠKIM UVJETIMA NA ČELIČNIM PILOTIMA I NA DUBINI MORA OD 100 METARA, BIT ĆE ZAVRŠEN U 2011. GODINI. TO ZA NAS NIJE SAMO MOST, VEĆ PREDSTAVLJA KONAČNO SPAJANJE REPUBLIKE HRVATSKE U JEDNU CJELINU.

Što Vlada do kraja mandata kani učiniti za razvitak naših otoka?

- Ne bih želio da ovo zvuči kao samohvala, ali u prošlom mandatu ostvarili smo značajne pomake kroz uvođenje novih mjera s kojima nastavljamo i dalje. Primjerice, na trajektnim linijama uvedene su vinjete za prijevoz vozila u vlasništvu otočana i tvrtki registriranih na otocima, čime je ostvaren popust na prijevoz od 30 do 50 posto. Revolucionaran korak za otočane zasigurno je i uvođenje noćnih, ali i novih brodskih linija, čime im je omogućeno da u istom danu mogu na kopnu obaviti svoje obveze i vratiti se na otok. Također, podatak o povećanju broja nautičkih milja za više od 250, dovoljno govori o uvođenju novih linija, ali i većoj učestalosti postojećih linija. Isto tako, učinjen je iskorak u obnovi flote Jadrolinije, ali i Rapske plovidbe i ostalih brodara.

be invested in fishing ports in order to ensure that fishing boats have the moorings they need.

NEW FERRY LINES

What does the government intend to do during its term of office in terms of the development of our islands?

- I would not like this to sound self-congratulatory, but in the previous term we made significant advances by introducing new measures that we are continuing to work on. For example, vignettes were introduced on ferry lines to carry cars owned by people living on the islands and by firms registered on the islands, where they had a discount of between 30 to 50 percent on the cost of ferry transport. A revolutionary move for the people living on the islands is definitely the introduction of night, and also new ferry lines, so that they can go to the mainland to carry out their obligations and return to the island in the course of just one day. Also, statistics on the increased number of nautical miles to more than 250 speaks volumes about how many new routes have been introduced, and also the increased frequency of the existing ones. In addition, a move has been made to renovate the Jadrolinija fleet, the fleet of Rapska plovidba, and that of other boat companies. In order to safeguard jobs on the islands and to stimulate new ones, we have introduced state issued grants for island employers. This year, which will be for the third time, we have issued a public

Kako bi očuvali radna mjesta na otocima i poticali otvaranje novih uveli smo dodjelu državnih potpora otočnim poslodavcima. Ove godine smo po treći put raspisali javni poziv na kojega se mogu javiti do 10. listopada. Otočni poslodavci mogu ostvariti najveći iznos potpore do 200 tisuća eura u razdoblju od tri godine uključujući sve državne potpore i državne potpore male vrijednosti, osim za sektor cestovnog prometa do 100 tisuća eura. Otočni poslodavci na slabije razvijenim otocima imaju pravo na potpore u punom iznosu jedne prosječne isplaćene mjesečne bruto plaće bez doprinosa na plaću, a na razvijenijim otocima pola takve plaće. Ovom mjerom država želi pomoći i u održivom i demografskom razvoju otoka, posebno potičući opstanak i razvoj otočnog malog gospodarstva u segmentu autohtonih – izvornih otočnih djelatnosti.

Takoder, raspisali smo i javni poziv za dodjelu oznake „Hrvatski otočni proizvod“ koju smo lani prvi put uveli u cilju poticanja razvoja otočne proizvodnje kroz pre-

THE BRIDGE KOPNO - PELJEŠAC

THIS IS SURELY THE GREATEST ENGINEERING PROJECT IN CROATIA, CONSIDERING THAT IT WILL BE BUILT IN COMPLICATED GEOLOGICAL CONDITIONS ON STEEL PILES AND AT WATER DEPTHS OF UP TO 100 METRES. IT WILL BE FINISHED IN 2011. FROM OUR POINT OF VIEW, THIS IS NOT ONLY MEANINGFUL IN TERMS OF BEING A BRIDGE SINCE IT REPRESENTS THE FINAL JOINING OF THE REPUBLIC OF CROATIA INTO ONE WHOLE

poznatljivost i jačanje konkurentnosti otočnih proizvoda na tržištu. Ova oznaka može se dodijeliti tradicijskim i inovativnim proizvodima koji su nastali kao rezultat otočne tradicije, razvojno-istraživačkog rada, inovacije i invencije. Cilj uvođenja ove oznake je promocija i zaštita autohtonih otočnih proizvoda i namirnica, pozicioniranje kvalitetnih otočnih proizvoda na domaćem i stranom tržištu kao i promocija hrvatskih otoka kao posebnog i potpomognutog dijela Hrvatske. Taj znak jamči autohtonost, izvornost i kvalitetu proizvoda, ali i prepoznatljivost i ekskluzivnost proizvođača.

Od ove godine počet ćemo subvencionirati i cijenu prijevoza ukapljenog naftnog plina na otoke. Na tu smo se mjeru odlučili s obzirom da troškovi prijevoza utječu na tržišno natjecanje i na zainteresiranost opskrbljivača za dislociranog kupca. Smatram da ćemo time dati doprinos izjednačavanju uvjeta, odnosno troškova života na otocima i kopnu, uz nastavak subvencija cestovnog prijevoza i vodoopskrbe domaćinstava na otocima koje već provodimo.

NEMA ODUSTAJANJA OD PELJEŠKOG MOSTA

Izgradnju Pelješkog mosta javnost prati sa skepsom. Je li država osigurala novac za taj most i kada će on biti dovršen?

- Ni u kojem slučaju nema govora o odustajanju od gradnje Pelješkog mosta, a trenutačno se radi na čitavom

tender that closes on 10 October. Island employers can obtain a maximum grant of EUR 200,000 over a three year period that includes all state grants and small-scale state grants. This does not include the road transportation sector that can receive grants of up to EUR 100,000. Island employers on less developed islands have the right to a grant that covers the full amount of one average gross monthly salary without having to pay any contributions, and on developed islands they can get half of this. It is through these measures that the government wants to help the sustainable and demographic development of the islands, in particular by stimulating the survival and development of small business on the islands in the sector of autochthonous – original island activities.

We have also issued a public tender to award the “Croatian island product” label, which we introduced for the first time last year. This is with the aim of stimulating the development of island products by making them recognisable and strongly competitive products on the market. This label can be given to traditional and innovative products that have appeared as a result of island traditions, R&D activities, innovations and inventions. The aim behind the introduction of this label is to promote and protect autochthonic island products and food, to position good quality products from the islands on local and international markets, and also to promote the islands of Croatia as a special and subsidised part of Croatia. This label guarantees autochthonous, original and good quality products, and also ensures their recognisability and exclusivity. Starting from this year, we will start to subsidise the cost of transporting liquid petroleum gas to the islands. We decided to take these measures since the cost of transport affects competitiveness on the market, and it will also help firms supply inaccessible customers. We think that by doing this it will balance out the conditions in terms of competition, or in other words balance out the cost of living on the mainland and the islands. This is in addition to continuing to subsidise transportation and water supply to households on the islands, which is something that we are already doing.

THE CONSTRUCTION OF PELJEŠAC BRIDGE WILL CONTINUE

The public is following the building of Pelješac Bridge with some scepticism. Has the government ensured that there is money for this bridge, and when will it be finished?

- It is absolutely not the case that the construction of Pelješac Bridge has stopped. Currently, work is being carried out on a whole series of projects that are not visible, which is perhaps what confuses some people. Within this year's state budget, in the Croatian roads sector, means have been allocated for the Pelješac Bridge construction project. I would like to point out that in October last year, Hrvatske Ceste, as project investor, signed an agreement for the bridge's construction with a business association consisting of the Croatian firms Konstruktor inženjering, Viadukt and Hidroelektrike niskogradnje. Considering the experience of these firms, where they have proven themselves in their work on huge road construction projects, there is no doubt that the bridge between Pelješac and the mainland, which will be around 2.3 kilometres long and reach the highest point of about 55 metres high, will hold pride of place in road construction in Croatia. This is



nizu poslova koji se ne vide, što možda neke zbunjuje. U državnom proračunu za ovu godinu na poziciji Hrvatskih cesta naznačena su sredstva za projekt izgradnje Pelješkog mosta. Podsjećam da su ugovor o izgradnji mosta Hrvatske ceste kao investitor radova potpisale u listopadu prošle godine s izvođačem radova Poslovnim udruženjem sastavljenom od hrvatskih tvrtki Konstruktor inženjeringa, Viadukta i Hidroelektrike niskogradnje. S obzirom na iskustvo tih tvrtki koje su se dokazale na velebnom projektu izgradnje autoceste, nema sumnje da će most kopno-Pelješac, koji će biti dug oko 2,3 kilometra te na najvećem dijelu visok 55 metara, biti ponos naše cestogradnje. Taj zasigurno najveći inženjerski pothvat u Hrvatskoj, budući da će se graditi u složenim geološkim uvjetima na čeličnim pilotima i na dubini mora od 100 metara, bit će završen u 2011. godini. To za nas nije samo most, već predstavlja konačno spajanje Republike Hrvatske u jednu cjelinu. Taj most potreban je da hrvatski jug izvučemo iz prometne izolacije, ali isto tako i da revitaliziramo Pelješac i okolne otoke – Korčulu, Mljet, Lastovo.

Bilo je polemičnih tonova na relaciji Zagreb-Sarajevo kada je riječ o izgradnji Pelješkog mosta. Je li taj projekt još uvijek predmet međunarodnih razgovora sa susjednom BiH?

- Stručna radna skupina osnovana pri ovom Ministarstvu održala je niz sastanaka s ekspertnom grupom koju je osnovao moj kolega ministar komunikacija i prometa BiH. O postignutom dogovoru je napravljena usuglašena bilješka koja je potpisana još u prosincu 2006., te time hrvatska strana smatra da su u potpunosti udovoljeni zahtjevi BiH glede neškodljivog prolaska vezano uz najveću visinu mosta od 55 metara na središnjem dijelu.

Savjetnik predsjedatelja Predsjedništva BiH izjavio je kako će "BiH biti prisiljena podignuti međunarodnu tužbu ako se nastavi izgradnja ovoga mosta prije nego što se odredi granica na moru". Kako komentirate tu poruku?

- Pitanje granice ne treba vezati uz izgradnju mosta kopno-Pelješac s obzirom da je i Komisija za granice Bosne i Hercegovine dala mišljenje da se lokacija budućeg mosta nalazi u hrvatskom teritoriju. Ovaj most nije protiv Bosne i Hercegovine, a njegovom izgradnjom i naši susjedi će imati koristi zbog razvoja gospodarstva. U BiH trebaju poštovati pravo Hrvatske da poveže svoja dva teritorija, Komarnu i Pelješac, baš kao što smo i mi poštovali pravo BiH za nesmetan prolaz brodova ispod mosta. Neosporno je da se most gradi u hrvatskim teritorijalnim vodama i stoga o tome ne trebamo ni sa kim pregovarati. S druge strane, hrvatske vlasti spremne su za pregovore s BiH stranom o izgradnji autoceste Ploče-Dubrovnik te će im ponuditi trasu preko Neuma.

Hrvatska autocesta do Dubrovnika proći će zaledem Neuma. Kako na to gleda BiH strana?

- Pregovori Republike Hrvatske i Bosne i Hercegovine o gradnji autoceste do Dubrovnika, točnije do Osojnika, a preko bosanskohercegovačkoga područja, točnije na dionici kod Neuma, nisu još započeli. Očekujemo da će to biti dug-

surely the greatest engineering project in Croatia, considering that it will be built in complicated geological conditions on steel piles and at water depths of up to 100 metres. It will be finished in 2011. From our point of view, this is not only meaningful in terms of being a bridge since it represents the final joining of the Republic of Croatia into one whole. This bridge is also necessary so that we can pull the Croatian south out of its isolation in terms of transportation, and in the same way we can revitalise Pelješac and the surrounding islands – Korčula, Mljet and Lastovo.

There were audible tones of discord between Zagreb and Sarajevo about the building of Pelješac Bridge. Is this project still the subject of international discussion with neighbouring Bosnia and Herzegovina?

- The expert working group founded by this Ministry held a series of meetings with an expert group that was founded by my colleague from the Ministry of Communications and Traffic in Bosnia and Herzegovina. A bilateral agreement was formed regarding the agreements that were reached, which was signed with Croatia in December 2006. It is because of this that the Croatian side considers that it has totally satisfied the demands of Bosnia and Herzegovina with regards to the safe passage of ships since the centre of the bridge reaches a height of 55 metres.

The advisor to the Chairman of the Presidency of Bosnia and Herzegovina has announced that "Bosnia and Herzegovina will be forced to file an international lawsuit if the building of this bridge continues whilst the maritime borders have not been defined". How do you respond to this?

- Considering that the Bosnia and Herzegovina Border Commission has given an opinion that the bridge is located on Croatian territory, the question of the border does not need to be connected to the building of the bridge between Pelješac and the mainland. The building of this bridge is not meant as an act against Bosnia and Herzegovina, since our neighbours will also gain from it in terms of economic development. In Bosnia and Herzegovina, they need to respect the right of Croatia to join its two territories together, Komarna and Pelješac, just as we respect Bosnia and Herzegovina's right to have unimpeded maritime access under the bridge. There is no question that the bridge is being built in Croatian territorial waters and as a result we do not want to negotiate with anyone. On the other hand, the Croatian Government is ready to hold negotiations with the Bosnian and Herzegovinian side about the building of the Ploče-Dubrovnik motorway, and will offer them a route through Neum.

The Croatian motorway to Dubrovnik will pass through the hinterland of Neum. How has Bosnia and Herzegovina responded to this?

- The negotiations between the Republic of Croatia and Bosnia and Herzegovina on the building of the motorway to Dubrovnik, or more precisely to Osojnik and over an area of Bosnian and Herzegovina at Neum, have not started. We expect them to be long and difficult negotiations, but this does not worry us. It is important to point out the Croatian Government has decided to start building the Ploče-Dubrovnik



otrajni, pa i teški pregovori, ali nas to ne zabrinjava. Važno je istaknuti da je hrvatska Vlada odlučila da 2009. godine počinje gradnja autoceste Ploče-Dubrovnik koja će biti uključena u sljedeći četverogodišnji plan gradnje autocesta koji se donosi na jesen. Kao što je već naglašeno, autocesta će u potpunosti prolaziti teritorijem Hrvatske, osim dijela Bosne i Hercegovine na području Neuma. Naša država će zatražiti od BiH gradnju autoceste kroz neumsko područje, a ako se to ne dogodi, autocesta će biti sagrađena do graničnih točaka s obje strane granice.

TUNELI MALA KAPELA I SV. ROK DOGODINE

Na autocesti Zagreb-Split kroz tunele Mala Kapela i Sv. Rok još uvijek se vozi kroz "usko grlo". Kada će se otvoriti druge cijevi tunela?

- Tunel Sveti Rok je simbol infrastrukturnog preporoda u Republici Hrvatskoj nakon Domovinskog rata i vjerujem da će radovi na građenju druge cijevi ovog tunela i Male Kapele biti gotovi prije roka koji je planiran do turističke sezone 2009. godine. Radovi obuhvaćaju građevinske radove obloge tunela i izgradnje kolničke konstrukcije, a nakon toga treba opremiti druge cijevi tunela ventilacijom, sigurnosnim sustavima i prometnom signalizacijom. Potreba za dovršetkom drugih cijevi nametnula se iz sigurnosnih razloga, odnosno zbog značajnog povećanja prometa, zastoja i gužvi i to ranije nego što su predviđali prometni stručnjaci. Tako je prosječni godišnji dnevni promet na tunelu Sv. Rok 10.500 vozila, a ljeti dnevno prođe oko 30.500 vozila, dok je prošlo ljeto ostvaren rekord od 48 tisuća vozila, pa su se pred ta dva najveća tunela stvarale kolone i do 20 kilometara.

motorway in 2009, which will be included in the following four-year motorway construction plan and will be adopted in the autumn. As has already been stressed, the motorway will pass entirely through the territory of Croatia, except for a part of Bosnia and Herzegovina in the Neum area. Our government will ask Bosnia and Herzegovina to allow us to build the motorway through the Neum area. If this does not happen, then the motorway will be built up to the border points on both sides of the border.

TUNNELS AT MALA KAPELA AND SVETI ROK BEFORE THE END OF THE YEAR

There is still a section on the Zagreb-Split motorway at the tunnels of Mala Kapela and Sveti Rok where a bottleneck occurs. When will the other part of the tunnel open?

- The Tunnel of Sveti Rok is a symbol of the infrastructural regeneration that has occurred in the Republic of Croatia after the Homeland War. I believe that the work on constructing the other part of this tunnel and at Mala Kapela will be finished before the deadline, which is the tourist season of 2009. The work includes construction works on the tunnel's lining and the construction of the roads. After this, the second tunnels need to be equipped with ventilation, a safety system and traffic signals. The need to complete the second tunnels has arisen for safety reasons, or in other words because of the significant increase in traffic, delays and traffic jams that occurred much earlier than were predicted by transportation experts. The average daily traffic that passes through the tunnel of Sv. Rok is 10,500 cars, and in the summer around 30,500 cars pass through it daily. Last summer, there was a record of 48,000 cars, where there were queues of up to 20 kilometres before the two longest tunnels.