

Marjan Ravbar, Ph.D.

## POSAVJE

Posavje was selected as a model region for thorough investigations. The geographical investigation was planned in such a way as to obtain the "objective" information through structural analysis and the analysis of natural and man-made potentials of the landscape and their intertwining, and the "subjective" state through acceptance analysis. Through the structural analysis and the analysis of landscape potentials, and their intertwining in particular, the geographical investigations can provide the "objective" information. Thus, in the so-called "diagnostic" method of studying regional problems in a landscape, it is especially recommended to study the network of transborder business connections. Geography and other space-related sciences have long been connecting the "economic space" with the "living space", since the "economic development" concurrently represents the mode of living, culture, leisure time, and infrastructure, which means that the economic impulses exert the decisive impact also on the formation of regional awareness.

Presented in the current paper is only the summary of the basic findings, together with the proposal of further activities related to transborder cooperation.

Basic natural- and landscape features: Posavje is located in south-eastern Slovenia. Although little, it is a geographically wound up landscape unit, representing 4.5 percent of the territory of Slovenia, and counting 3.7 percent of Slovenian population. It is located by the border with Croatia, and consists of three municipalities: the largest, Krško, 344 sq. km, population 28,576 (the 1991 Census); the following, Sevnica, 298 sq. km, pop. 18,958; and the smallest, Brežice, 268 sq. km, pop. 24,724. The Brežice municipality with 92.3 inhab./sq. km is the most densely inhabited municipality in the region; yet, its density is below the Slovenian average.

Prevailing in the Posavje are lower landforms along the Sava. Rather high and poorly passable ridges of the Posavsko Hribovje mountains distinctly delineate Posavje from the neighbouring region, Savinjsko. On the other hand, the somehow lower Krško Hribovje mountains and the valley along the Krka are much less distinctive delineations toward Dolenjsko (Novo Mesto). The region is almost centrally divided by the Sava, along which runs a very important main railroad, together with as much important regional road. Generally speaking, a tier along the Sava, i.e. the central part of the Krško-Brežiško Polje plain is an important developmental axis where the economic activities gain ever greater importance. A second important transport line is represented by the Ljubljana-Zagreb "motorway" connection, which also connects the center of the Republic with both the central towns of Posavje.

The model of geographical studies in border areas<sup>1</sup>

	Goals/Interests: Region <sub>1</sub> Region <sub>2</sub> (State border)		Sociogeographic analysis such as:	Economy oriented (marketing) analysis <sup>2</sup>
“from above”	R <sub>g1</sub>	R <sub>g2</sub>	Structural analysis <ul style="list-style-type: none"> <li>• changes in the population structure</li> <li>• changes in the economic structure</li> <li>• changes of political conditions</li> </ul> regional knowledges historical analysis analysis of potentials <sup>3</sup> landscape image	information institutions regulations – measures <sup>4</sup> administration political programmes
“from below”	R <sub>s1</sub>	R <sub>s2</sub>	<ul style="list-style-type: none"> <li>• measure preparation analysis</li> <li>• anticipations/possibilities</li> </ul> <ul style="list-style-type: none"> <li>• problem detection analysis<sup>5</sup></li> </ul>	Border interchange: exchange flows of people, goods and ideas  organization (formal/non-formal): various associations  forms of cooperation

There are 48 % of rural areas in Posavje. Most of them are located on the Krško-Brežiško Polje plain and along the Sotla, both with the most favourable ground conditions for agriculture. A portion of farming lands exceeds 70 % in these two areas. The conditions for agriculture are less favourable in the Posavsko Hribovje mountains and at the foothills of the Gorjanci. In the Sevnica municipality, it is the Sevnica basin that has the most favourable conditions. Owing to the favourable climatic- and ground conditions, vineyards and orchards prevail on the majority of

<sup>1</sup> Adapted after Maier (1995) and Schamp (1995).

<sup>2</sup> The economic-geographic analysis is supposed to be the preparation of qualitative measures, among them especially: coordination between enterprises in forming joint strategy, measures for fostering environmentally friendly forms of economy (e.g. by subsidizing, measures for fostering infrastructure, etc.).

<sup>3</sup> To evaluate the pressures induced by e.g. individual forms of economic activities and to assess possible needs for additional areas for their facilities. To define competitive relationships between individual rival economic activities.

<sup>4</sup> To form planning and marketing guidelines for directing the development of economic activities and doing away with or minimizing ecological and social conflicts. To develop and test the methods (models) of inter-effects.

<sup>5</sup> The preparation of the catalogue of possible measures can be included into the proposal for measures based on interdisciplinary team sessions. Assessment of feasibility of criteria and standards.

sunny slopes in the northern part of the Brežice- and the Krško municipalities; the Bizeljsko and Sremiško areas and the sunny slopes of the Gorjanci are the most famous vinegrowing regions.

Large flood areas which are an important feature of the landscape, represent a quarter of the Krško-Brežiško Polje. 87 % of all flood areas are located in the plain. Floods occur regularly on the three major rivers, Sava, Krka and Sotla, as well as on most of their tributaries, especially the ones flowing from the Krške Gorice and the Bizeljske Gorice hills. The flood area by the Krka stretches along the river. It considerably extends into the Zakrakovje and a rather large part of the Krakovski gozd. The flood area along the Sava is cut between the Krško Polje and the Brežiško Polje plains; downstream of Brežice, it stretches at the rim of the Gorjanci and merges at the state border with the flood area of the Sotla, which floods on the Slovenian side most heavily at the Kapelske Gorice.



*A part of the old town core of Brežice which is the center of the eastern part of the Krško basin.*

Posavje lacks a distinctive regional center; therefore, it is not considered as a homogenous region. Yet, a role of an intermunicipal center is divided between Krško and Brežice. In the first post-war years, a role of a regional center was assigned to Brežice due to its tertiary and quaternary infrastructure (a hospital, grammar school), but later on, Krško came more to the fore, because of its faster industrial development, and its important role in power production on account of a nuclear power plant.



Some more powerful regional functions did not develop because of a relative proximity of other centers, the population stagnation, shaky economy of the area, and especially because of the location by the border and the lasting metropolitan influence of Zagreb (formerly in the common state).

A comparison with other Slovenian regions shows that Posavje has:

- less inhabitants than two neighbouring regions, Celjsko and Dolenjsko, but more than Zasavsko region;
- by almost a half less jobs than Dolenjsko and Celjsko;
- much smaller regional centers than the neighbouring municipalities; Celje is six-times larger, Novo Mesto is three-times larger, and even Trbovlje is more than two times larger than Krško or Brežice.

A percentage of urban population in the entire area hardly exceeds one quarter (26 %). The development of urban centers was slower which is in accordance with rather modest gravitational hinterlands. However, it is in discordance with some other, by general estimation favourable conditions, such as: favourable location along an important transport corridor, great labour surpluses, and not so modest industrialization. The weakest point of the Posavje in comparison with the neighbouring regions, is represented precisely by the size of urban centers, poorer offer and diversification of jobs, and the "non-existence" of a regional center; namely, Krško and Brežice rather compete with their functions than complement one another. As to the services of medium and higher levels, this territory is bound in many aspects to Novo Mesto and Celje (and even Zagreb).

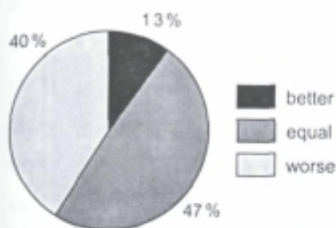
Posavje has but 2.8 % of jobs in Slovenia. A ratio between active population and jobs amounts to 0.66, representing a significant deficiency of jobs on the regional level which results in the extensive daily migrations and an above-average percentage of the unemployed (exceeding 10 % in the past few years). As to the economic-geographical indicators, it ranks among the least explicit Slovenian regions. Posavje is typical of a mixture of unfavourable economic (44 % of jobs in the work-intense industrial branches) and qualification structures (only 5 % of the employed have higher or university education; the national average is 9 %), and rather satisfactory infrastructural furnishing. Due to its peripheral location, socioeconomic "closing" towards Zagreb, weak economic integration, deficient co-operation within the region, and the absence of specialized distribution areas, its position has impaired in comparison with Slovenian average. In the time of the common state, Posavje was typical of a high degree of socio-economic connection with Zagreb, which was manifested in bilateral intertwining of a large percentage of daily commuters and intensive mobility of the population. Besides, Posavje with a high percentage of vacation dwellings represented the closer recreational hinterlands for the inhabitants of Zagreb. The time after 1991 has been marked with a constant decline of jobs (by one fifth in the 1993/96 period, particularly in the agriculture, manufacturing industry and building industry), and the growth of tertiary sector, above all due to the increase

of jobs in commerce, crafts, catering, and state administration (by one tenth in the 1993/96 period), which are the result of the increased demand and the transborder transport.

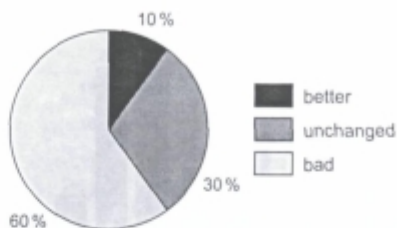
In the year 1997, a survey was performed of the households located in the direct hinterlands of the border (at Velika Dolina, Dobova, Kapele and Bizeljsko), with which we tried to establish the attitude of the population to the newly originated border and the transborder cooperation. By means of a questionnaire which was anonymous, about one fifth of the households of the foregoing settlements were included into this survey. The paper summarizes only some findings of this extensive survey: 40 % of the questioned believe that the economic and social conditions in their environment have impaired after the year 1990; 47 % of them state that the conditions are unchanged; and only 13 % of them believe that the conditions have improved. They find the main cause of impairment in the negative effects of the new state border (60 %); 30 % of them state that nothing have been changed; and 10 % believe that the newly originated border has positive effects. Nowadays, only 5 % of the questioned work in the neighbouring country, while 16 % have lost their jobs for various reasons. However, 80 % of the questioned have never worked in Croatia at all. Corresponding to these statements is also the opinion about the relations between Slovenians and Croatians from the border areas after the gained independence. A half of the questioned locals claim that these relations are unchanged; 45 % claim that they have impaired; and only 4 % believe that these relations have improved. Therefore, the frequency of transborder crossings has also decreased. Prevailing are the answers that the locals cross the border less than once a month. The main causes for such travels are the following: visits to relatives or friends, next come purchases (17 %), visits of entertainment and cultural events, and trips (11 %), estates on the other side of the border and visits to business partners (8 %).

Our special interest in the investigation was focused on the obstacles which obstruct a better transborder cooperation. The answers indicate as the main cause the different levels of economic development and buying power of the population (40 %), bad transborder connections and deficient common information (24 %), as well as historical and nationalistic causes (9 %). We were also interested in the people's opinion about the possible forms of transborder co-operation. The answers have exposed that the people who live directly by the border have not completely developed the consciousness about the necessity of transborder co-operation, so far. Namely, only 55 % of the questioned believe that transborder exchanges should be developed particularly in the field of economy, which would provide for a general economic growth on both sides of the border. In such a way, the remoteness of this border would be mitigated. Their opinion is that the politicians and economists should more actively participate in these activities. On the other hand, 11 % of the questioned do not feel any necessity for the increase of transborder contacts, and 16 % of them even deem that the hitherto benefits in transborder contacts should be done away with.

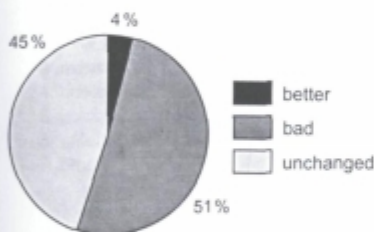
## Living conditions after 1990



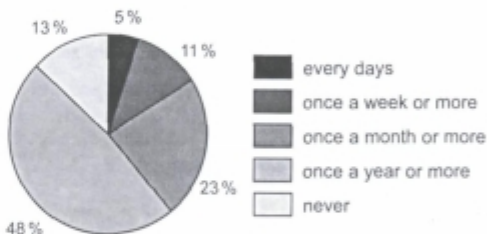
## Influence of new state border



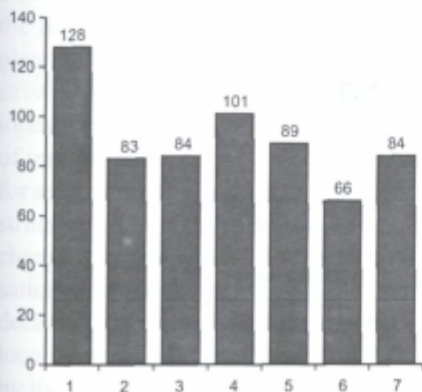
## Slovenes-Croats relations after 1991



## Frequency of travels to Croatia

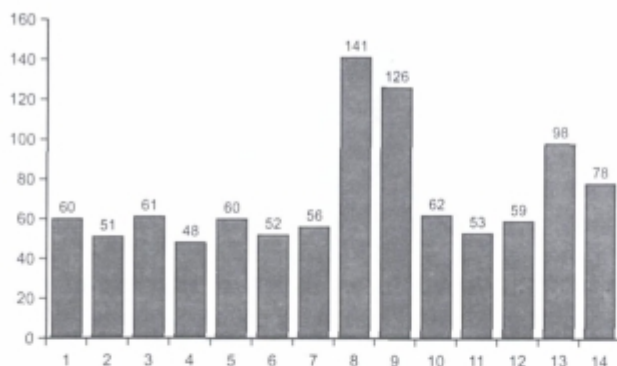


## Obstructions for development of transborder and cultural relations



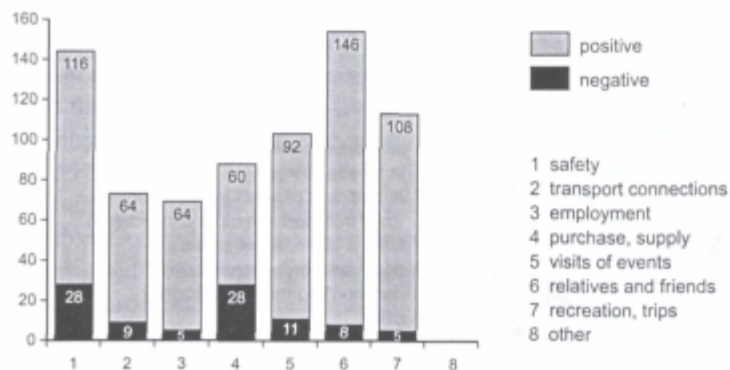
- 1 different economic development and purchase power
- 2 remoteness of areas in both countries (poor transport and other connections)
- 3 historic and national problems
- 4 poor transborder connections
- 5 common information deficiency
- 6 other
- 7 noner

## Causes for travel to Croatia



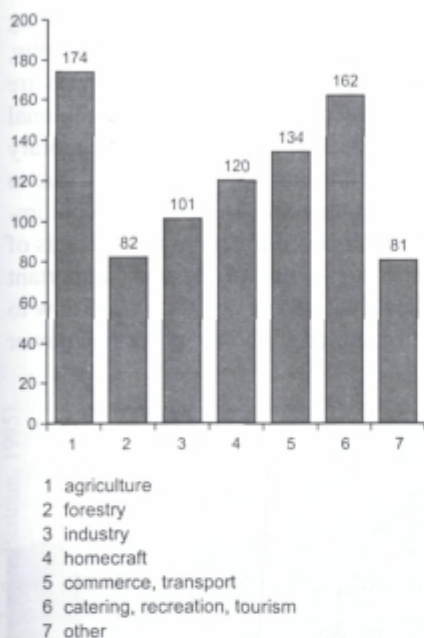
- 1 possession beyond the border
- 2 permanent or temporary employment in Croatia
- 3 purchase of food, drinks and various consumer goods
- 4 purchase of kitchen appliances, facilities, furniture
- 5 purchase of clothes, shoes, sports articles
- 6 purchase of agric. machines, equipment, fertilizers, protective means, seeds
- 7 purchase of other goods
- 8 visits to relatives
- 9 visits to friends
- 10 business partners in Croatia
- 11 visits to amusement and cultural events
- 12 trips, recreation
- 13 holidays in Croatia
- 14 no causes to go to Croatia

## Evaluation of changes at the origin of new stat border

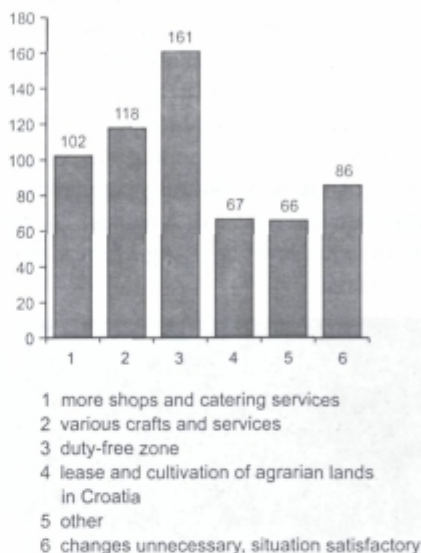




## Developmental possibilities



## How to make better use of position



Viewed from the practical standpoint, the primary impulse for transborder cooperation is to do away with the problems related to borders themselves: such as the relations between the neighbouring peoples, the co-ordination of more important infrastructure, the forming of transborder labour market, the social status of commuters, the cultural and scientific-technical cooperation, and similar things. Therefore, transborder cooperation is the result of agreements between the neighbouring peoples in the first place. Viewed from this perspective, it is an outstanding process of regional planning. The regionally oriented European developmental strategy has to adapt the existing institutional frames. Especially urgent is the co-ordination of vertical developmental trends on the state level with the simple but clear institutional mechanisms of transborder cooperation on lower levels. Regional associations are usually formed for such purposes. It is the formulation of objectives on which depend the institutional structure and the organisational scheme of transborder bodies which are normally in charge of implementing the agreed tasks. The process of administration decentralisation that has been going on in numerous European countries for almost three decades, has further contributed to the formation of special bodies on regional and local levels. The task of these bodies is to strive for the integration of the efforts made by the experts in spatial planning on either side of the border. This was the way how



bigger and complete inter- or transregional geographical areas of active integrative as well as co-operative and enterprising contents were formed.

Transborder co-operation concept is aimed at different forms of programming common tasks: in the field of culture, language, law and administration, economy, technology as well as geopolitics. The areas of the planned transborder contacts are particularly intensely characterised by strong coherence with the concepts of regional planning and revitalisations in the sphere of environmental protection. Contemporary views on border areas agree that these are less developed areas, as a rule, and due to the formation of trans-European network of regions they are also of exceptional importance for spatial planning. As concerns the established differences in the levels of living of the neighbouring populations in border areas, one of the most important aims is to level these differences. The table below shows some possibilities of how to improve the level of living of these people, and indirectly, also the economic power of the area.

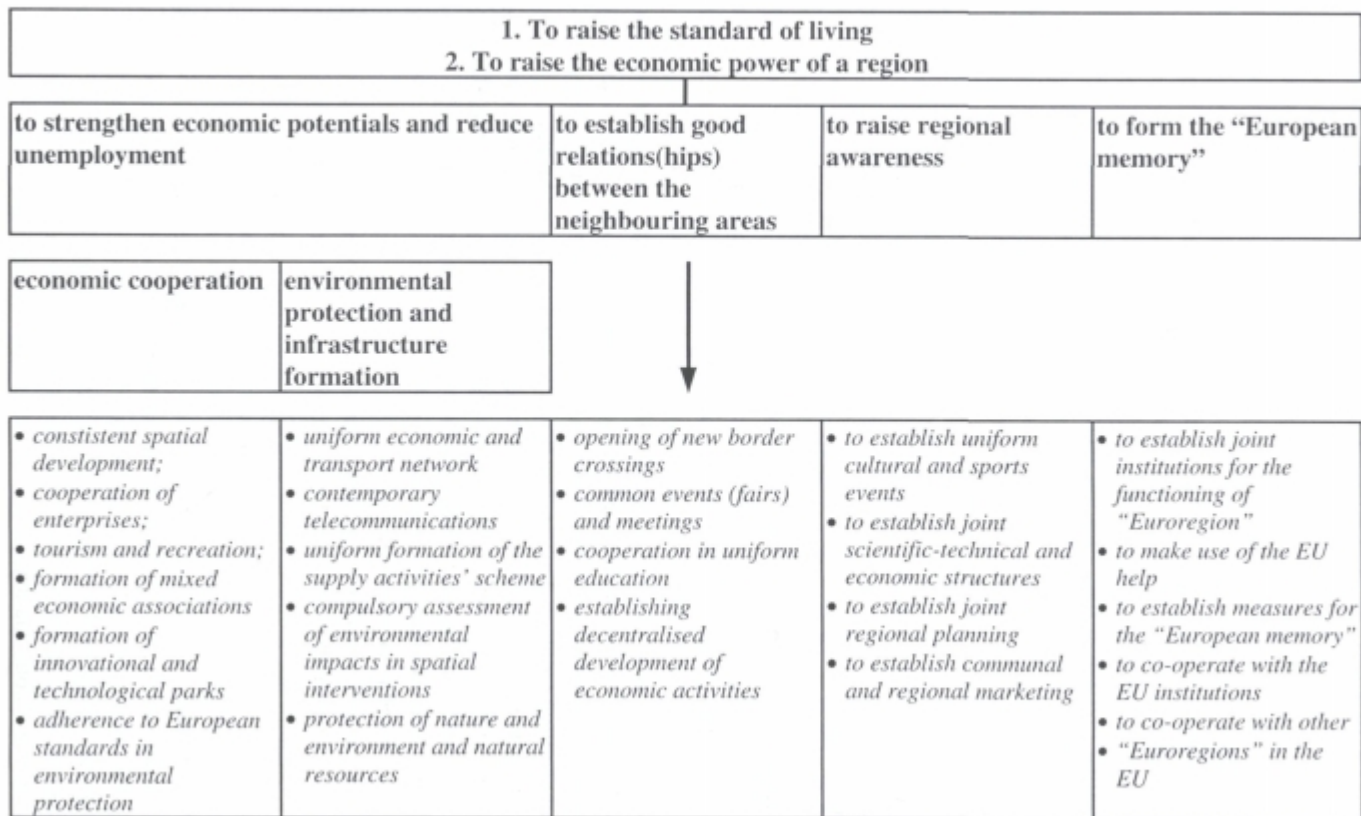


*Pišce is a cluster village, lying between the hills of Bizeljsko Gričevje and Orlica.*

## **The role and position of Posavje, and the orientation of its regional development**

By the economico-geographical indicators, Posavje ranks among the least explicit regions in Slovenia. Outstanding in it are the following features: industrial areas with the structural- and environmental-protection problems, high unemployment, agrarian

The goals of regional development in the border areas (Adapted after Bertram, 1995).



areas with declining population, weak population mobility, emigration of the young, etc. The analysis of developmental potentials has shown that the Brežice- and the Krško municipalities rank into a group of municipalities with below-average developmental potentials, while the developmental potentials of the Sevnica municipality are heavily below the average. The findings have also confirmed that Sevnica and Krško rank into a group of centres with the explicit orientation into secondary activities, and Brežice ranks into a group of centres with moderate orientation into tertiary activities. Although the analysis is rather superficial, it has nevertheless confirmed the already known thesis that the "location factors" decisively influence the level of regional development because of the attraction of central, business and supply functions, and the proximity of political decisions. Several years of economic recession have caused that regional disparities between Posavje and central Slovenia have further increased. The economic power of Posavje declines, the old structures collapse, and the new structures originate at a slower pace than in the other parts of the state. The peripheral location, socio-economic "closing" toward Zagreb, weak economic integration, deficient cooperation within the region and the absence of specialised distribution areas have impaired the position of Posavje in comparison with other Slovenian regions.

The hitherto investigations into and expertises of Posavje have exposed numerous regional-development-related problems which only take Posavje further away from the average socio-economic and developmental streams in Slovenia. The necessity has emerged from the analysis, for further expert studies which would serve for the formation of a comprehensive information system on the regional level. An innovative approach would thus enable the making of diagnosis of spatial connections within the region and between the neighbouring regional centres, and the manifestation of subsequent results in the socio-economic sphere and in the mode of living and settling habits in general. The foregoing statement can be generalised as follows:

Further investigations should be based particularly on the following:

- within the frame of consistent regional planning, a special attention shall be paid to Krško and Brežice as the two developmental focuses;
- borderlands represent a new developmental impulse which should not be neglected in regional planning;
- current analysis of spatially relevant policies represent an ever more important instrument of deciding in favour of "innovative regional policy".

Spatial and regional plannings are nowadays facing new challenges and tasks, different from the recent ones. Radical changes in the economy- and employment structures are felt in a very complex manner also in the spatial and other social phenomena; this, however, demands the searching of new, more creative methods and instruments for the formation of the sustainable regional development. Perseverance at the existing spatial and socio-economic structures and the defence of the classical policies of regional development will only further increase the developmental lag of Posavje. The otherwise indispensable investigations in the regional development are very rare in our country, so that such a model is hard to be found in Slovenia.

CHARACTERISTICS	POWER, DEVELOPMENTAL POTENTIALS AND OPPORTUNITIES	DISADVANTAGES, DEVELOPMENTAL OBSTACLES AND DANGERS
GEOGRAPHICAL POSITION, BORDER REGION AND TRANSPORT CONNECTIONS	<ul style="list-style-type: none"> <li>+ favourable (longitudinal) transport position;</li> <li>+ important energy node;</li> <li>+ physiogeographical advantages for the development of transport systems;</li> <li>+ formation of transborder co-operation model;</li> </ul>	<ul style="list-style-type: none"> <li>- without a uniform regional centre;</li> <li>- relative remoteness from bigger, more important regional centres;</li> <li>- relative remoteness from the centre of the Republic;</li> <li>- poor transversal transport connections;</li> <li>- socio-economic "closing" toward Zagreb;</li> <li>- low density of transport network, which reduces the economic efficiency of infrastructure;</li> <li>- non-co-ordination between various forms of transport;</li> <li>- absence of specialised distribution areas;</li> <li>- poor connection of national urban system;</li> <li>- connection of urban networks on the inter-regional levels;</li> </ul>
REGIONAL ECONOMIC STRUCTURE	<ul style="list-style-type: none"> <li>+ quality of living;</li> <li>+ traditional manufacturing industry;</li> <li>+ (relatively) unpolluted environment;</li> <li>+ sufficiently attractive natural environment;</li> <li>+ rich natural potentials (e.g. soil, thermal water, etc.);</li> </ul>	<ul style="list-style-type: none"> <li>- peripheral position;</li> <li>- weak branch structuring;</li> <li>- weak integration of economy;</li> <li>- deficient co-operation within the region;</li> <li>- insufficient enterprising initiative;</li> <li>- the lack of innovations;</li> <li>- the lack of specific know-how;</li> <li>- insufficient (regional) connections;</li> <li>- undeveloped post-industrial infrastructure (telecommunications);</li> </ul>
POPULATION, LABOUR MARKET AND SOCIOECONOMIC STRUCTURE	<ul style="list-style-type: none"> <li>+ labour flexibility;</li> <li>+ wish for education;</li> </ul>	<ul style="list-style-type: none"> <li>- demographic emptying and slow growth of urban population;</li> <li>- unfavourable age structure;</li> <li>- unbalanced population development;</li> <li>- below-average percentage of high-qualified experts;</li> <li>- deficit in qualified labour;</li> <li>- overemphasised self-supply function of the agriculture;</li> </ul>



In addition, the sociocultural and ecological dimensions of regional development are more and more important nowadays. In the contemporary paradigm of spatial planning, two opposing processes go on simultaneously: the "globalisation" which reflects the international intertwining of economic and political streams, and the "minute" local or regional political interests, the goals of which are based on the endogenous or autonomous regional development, the local economies, the balanced cycle of production and raw materials, and the connectedness of regional networks into a uniform network. Another important element of regional policy originates from the spatial selectivity of "spillover" effects, or, the relations between (urban) centres and their hinterlands, i.e. peripheries. This is a functional polarisation of relations, or, a transfer of diverse economic values, political power and territorial conflicts between urban centres and peripheries. It can also be called the "unequal exchange" between urban areas and peripheries, which is also connected also with the political "domination effects". Prevailing in urban centres are the information- and innovative activities, while peripheries are subject to social and cultural dependence. The activities are decentralistically transferred to the hinterlands, following the principle of costs' minimisation. Moreover, the idea of endogenous regional development assumes an ever greater importance due to the increasing regionalistic movements throughout Slovenia. The contemporary regional policies, however, demand the homogenisation of a landscape which can be achieved through considering the central problems of a region, the losses of free areas, and the interests of local (autochthonous) population. A suitable regional policy can be formed by making the autonomous financial decisions on the regional level. A decisive role in the socio-economic field is played by the improvement of qualification- and educational structures. Thus the possibilities increase, for the integration into the innovative economic streams, because the regional identity and the sociocultural creativity determined "from inside" are undoubtedly the strongest arguments for the successful regional policy. Important is also the finding that the creative environment forms a spatially closed community where the administrative borders are irrelevant because they do not represent some special "recognisable" criterium; important are the following features: the homogeneity in the way of handling, capability of adapting and controlling technical culture. The contemporary-planned regional policy proceeds from tradition and high capability of learning new technologies, with the agents who are capable of fast reactions to changes in the economic and technological conditions resultant from the globalisation of economy.

Made on the basis of these theoretical premises were two matrix tables (See below), which are only an attempt of making a synthesis and the key evaluations of regional conditions in Posavje. They represent the advantages and the deficiencies, and are based on the formation of possible measures and strategies; presented is also the assessment of possible effects of regional development, were the proposed strategies and measures implemented on the regional level. The developmental scenario for Posavje should primarily consider the strengthening of centres, Brežice, Krško

and Sevnica, especially with the economic services which should, through developmental impulses, indirectly protect and strengthen the development of the region as a whole and the individual areas within it. Brežice and Krško should be developed so that the functions would be divided between them. These two towns should become the generators of economic development in the region. With their help, the ruralscape being endangered in many aspects will also undergo faster development. An even distribution of infrastructural furnishing of Brežice, Krško and Sevnica should be followed by a suitable infrastructural furnishing of other bigger centres in the region, such as Bizeljsko, Senovo, Kostanjevica and Dobova, which means the strengthening of local centres which have, beside the function of supplying the neighbouring population, also the possibilities for building houses, improving quantity and quality of jobs outside agriculture, and strengthening the tertiary sector in a broader sense, not only in the field of commerce.

## Strategies and measures

- formation of innovative and flexible “management” of the region;
- formation of a permanent “regional” body or an association for strengthening the connections and developing the regional awareness and integrative capacities at common tasks;
- formation of technological policy and support to final productions for restructuring the developmentally “questionable” productions, making use of the paradigm of “flexible specialisation”;
- market-oriented regional policy;
- regional policy based on the economic success (considering the needs for restructuring the peripheral areas in accordance with the criteria of sustainable regional development, evaluating the development of mountainous areas, etc.);
- regional policy based on the transfer of knowledge (innovation centres, co-operation agencies, etc.; establishing the regional dimension of regional developmental policy);
- broad offer of business services;
- reduction of competition between towns (the Krško-Brežice conurbation; on the local and regional levels: enforcing the mechanisms for connecting little towns into a uniform urban system, revitalisation of urban areas which are currently in the phase of industrial decline);
- investments into infrastructure (establishing new communication- and transport technologies, granting the role and significance of the development of secondary transport networks, considering the effects caused by remoteness, formation of the strategy of investing into infrastructure, granting specialised distribution areas);
- investments into social infrastructure (especially more radical formation of educational institutions);

- fostering the integrated development of ruralscape, considering diverse activities;
- integration of criteria for sustainable development and environmental protection into the analysis of networks' efficiency;
- the state help at the integration into the inter-regional and transborder co-operation.

Effects in regional development:

- A. SELF-PROPULSIVE DEVELOPMENT
- B. INTER-REGIONAL AND INTERNATIONAL COMPETITIVENESS
- A. C. COMPATIBILITY WITH THE PRINCIPLES OF MARKET ECONOMY

The consideration of the foregoing points of departure (starting points) dictates the formation of developmental scenarios which will provide not only the "passive" but also the "active" revitalisation of the area. The term of passive revitalisation means that big and successful labour markets and centres of higher infrastructural furnishing are further strengthened, which only represents the "challenge" (instigation) for the inhabitants of economically weak areas and indirectly opens new emigration streams.

The developmental scenario should follow, by considering the exploitation (making use) of regional potentials, the following global aims:

- Improvement of jobs' offer and reduction of ecological pollution due to the nuclear power plan and the remaining industry. A conscious decentralisation in the field of services and support to entrepreneurship with a seat in Posavje, from the "alternative" plants and activities to the "soft" tourism;
- Evaluation of social, historical and cultural significance of Posavje and high-set aims of the quality of living;
- Improvement of public transport on the meso- and macro-regional levels;
- Prevention of forcing political standards for decision making on the regional- and local levels and strengthening of decentralisation.

The positive past related to the neighbouring areas in Croatia should be promoted on the political level and the stress should be given to mutual solving of common problems, especially in the field of environmental protection and granting unobstructed flows of people and goods.

One of the key-goals of the more sparsely inhabited and peripheral areas should be in the establishing of even living conditions in the entire area. This goal can be attained through:

- supporting the development which is based on the exploitation of endogenous regional potentials. This represents the mobilisation of their own power, that people themselves can recognise a problem and form the adequate developmental goals, paths and measures for the realisation (fulfilment) of individual goals;



- improvement of goals of the national developmental policy, and their adapting to the conditions and the needs of remote regions. With the lesser influence "from above" and greater flexibility, it is possible to spur (stimulate) the development of a region;
- better utilisation of available vocational and qualification structures of the local population;
- further development of innovative activities in the region;

Education is of crucial importance, and shall be oriented, on the level of enterprising innovations, to:

- improvement of managing of enterprises, better control (overview) over the demand and competitive offer of goods, paying attention to education and improvement of educational structure;
- development of new products, new production processes, formation of jobs, stimulation of further education with the purpose to reduce the dependence of peripheral regions on the influence of urban centres;
- increase of employment in the tertiary and quaternary sectors of economy. Namely, the growth of tertiary/quaternary sectors in the region primarily depends on the economic growth of the region

Often quoted goals "that equal conditions shall be formed in all areas, even the peripheral regions", can be primarily achieved through strengthening the efforts and capabilities of all possible subjects in the region. The greatest potential, however, is represented by an educated human, who is also the carrier of development in the region.

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