

TRAFFIC INFRASTRUCTURE IN THE PROCESS OF ECONOMIC REFORM IN THE REPUBLIC OF CROATIA

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Preliminary communication

Summary

Traffic infrastructure makes an integral part of the traffic and economic system of each country. The designers of traffic infrastructure investment policy have to meet the requirement for this policy to be based on scientific developments and synchronized activity of all economic system segments.

In the article the accent is assigned to the development and integration capability of traffic infrastructure facilities.

Introduction

Traffic infrastructure facilities have an important place in the corporate economic system. Their disproportional development trend makes an element of lacking coherence on the traffic and economic system.

The consequences thereof are reflected in increased transport costs, and powerfully hindered application of new techniques and technologies in passenger and freight transport. This has gradually resulted in closing of the economic system within a narrow scope of activities. The result of this process mirrors in the impossible joining of wider integration trends, whose principal idea refers to a free movement of people and goods, and circulation of information and capital.

The message to any investment policy refers to the needed introduction of a synchronized development of the facilities of traffic infrastructure in meeting the needs of the economic system by application of scientific methods.

If this economic pattern is regarded marginal we obtain the total amount of unsuccessful and costly non-industrial investment project. Their erosive action appears in the post-investment period and manifests itself in burdening the newly created value by payment of the credits due, not being the product of a rational investment activity in a given past period. This shows that the funds

for repayment could not be drawn from the investment effects but from the system of redistribution of profit inside the economic flows.

1. Traffic Infrastructure Facilities - Factor of Development of the Economic System

Traffic makes a fundamental integration element in the process of reproduction proceeding in the sphere of production (of goods and services), exchange, distribution and consumption.

For purposes of a proper and rational outlining of a uniform traffic system, it shall be highly necessary to stop and consider a major element of adequate proceeding of traffic: the facilities of traffic infrastructure. Traffic infrastructure represents a focal point in the complex of reciprocal development of all traffic industries inside the traffic system.

By gradual transformation of social and production relationships and forces, the meaning of the facilities of traffic infrastructure assumes and increasingly place within the complex of the entire social and economic system.

Nowadays no coordinated economic development and evaluation of economic and production potentials are possible unless granted a congruous development of traffic infrastructure.

The development of the facilities of traffic infrastructure exerts a broad spectrum of impacts upon the economic system and a number of authors have considered this phenomenon on the example of impacts of traffic infrastructure upon the economic development by means of models.

It is indicative that a large number of models correlating the two phenomena in the economic system exhibit numerous limitations, so that their application is reduced on to a rather modest scale.

The prime-mover of traffic infrastructure refers to the element of any economic activity manifesting itself in the range of exclusively traffic-related benefits of positive action in the sphere of living standard of the com-

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munity, elaboration of new economic programs or invigorating the economic activities that have not existed in the region. Despite some positive effects it does not hurt to reiterate a number of negative effects, origination from the very existence of traffic infrastructure as seen in visual deterioration and environmental problems, getting increasingly alarming. This is caused by the exhaust emissions of the motor vehicles using the facilities of traffic infrastructure.

Therefore, when discussing the process of rationalization of construction of the facilities of traffic infrastructure, all segments must be synthesized with positive and negative effects. Failure to observe some of the facts at stake can introduce lasting negative effects which by their erosive action can annul the positive ones and considerably reduce them in the process of life of the traffic infrastructure.

All this is rather important in the pre-investment phase, when one must have in mind the net effects of rationalization of the investment into i.e. of building the facilities of traffic infrastructure, since the facilities make an initial element of the economic development powerfully dispersing its influence upon all social/economic activities.

2. Investment Activity for Traffic Infrastructure in the Service of Coordinated Economic System Development in the Republic of Croatia

The investment activity for the facilities of traffic infrastructure by its all-inclusive character possesses the properties that can be defined as the process of looking for optimum solutions. This means that by taking account of a series of established methodology procedures, the variants of an investment project are determined, being subject to final verification prior to the commencement of construction. Firstly, this refers to the level of transport cost, possibility of application of modern transport techniques and technology in passenger and freight transport, and transport of information, another aspects of supply in the telecommunications system (telematic services), evaluation of geographic and geo-political of Croatia, construction of the traffic infrastructure for comprehensive materialization of the Adriatic Orientation of the national and rational transport aspect (s) on the territory of the Republic of Croatia.

Missing long-term traffic policy and policy of construction of the traffic infrastructure, not even possessing the principal-elements of materialization potential are the cause of accumulation of a large number of unresolved relationships in the system of management of all transport aspects. This has resulted in expressed lagging behind the modern trends of our traffic system and individual transport aspects.

The lagging behind our traffic system is apparent, coming as a result of a non-complex, inadequate and non-principled traffic policy in the Republic of Croatia.

Traffic and traffic infrastructure stay and turn into a determinant of optimization of the nation's transport system and better utilization of traffic-affected and geographical location of the country as a specific factor of invigorated development of Croatia.

The causes should also be found in inadequate measures for the materialization of the policy of construction and maintenance of traffic infrastructure, the policy which was outlined in social documents in an undecisive manner, so that it consequently could not be carried out. The segments that could be selected from such a fragmentary traffic policy exhibited all features of a ready-made approach being changed too often, and accommodated to different influences and trends of the moment, that eventually received no professional or expert evaluation i.e. verification. Additionally, the overall context of this pseudo-traffic policy was not outlined in synchronization with the outer segment of the economic policy. This further reveals that it was partly hypertrophied and partly neglected as a result of erroneous appraisals and highly institutionalized estimated and evaluations of plan and programs of construction and maintenance of the facilities of traffic infrastructure.

This then means that it "straggled" between currently dispensed decisions of political and bureaucratic institutions being peculiar to the agreement economy and quasi-theoreticians as full partners in the provision of such economic and traffic policy.

The results should have been the congruence of the development of traffic infrastructure in the economic system, while instead longterm negative repercussion were effected with differing intensity of impact upon the overall social and economic development of Croatia.

The repercussions of inadequate system-related decisions and solutions as a result of the agreement economy, can be identified in the following key elements of importance for the development of the economic system: inadequate making use of the comparative advantages of the natural geographical location of Croatia, engineering and technology-affected obsolescence of the traffic system and facilities of the traffic infrastructure, unsatisfactory and rational technological organization of transport, constant presence of disproportion of the line of development and structure of the transport capacities as compared to the needs of the economic system, disproportions in the development of traffic infrastructure and transport capacities and disproportions in the development of transport, reloading and warehousing capacities, high transport costs for the industry, and their tendency of getting higher, inadequately stable system of management, particularly in the region of expansion of productive forces in transport, and poor regional coordination on the provision of traffic linkage inside the country. All this will meet considerable additional difficulties for reasons of known wartime damage and devastation of the traffic infrastructure facilities.

Any investment activity channel led into the facilities of traffic infrastructure and transport industry must be of harmonized function in order for it to become the prereq-

uisite of the rational functioning of the traffic and economic system.

Conclusion


Establishing the investment activities as needed for the facilities of traffic infrastructure is a complex task of any economic system. This complexity originates from the fact that the facilities of traffic infrastructure are one of the principal elements of functioning of the traffic system and coordinated development of the economic system. Discordant proceeding of the investment activity needed for traffic infrastructure appears not only as an element of coordinated development of the economic system but also as a determinant of hindered functioning of the traffic system in the process of reproduction having fundamental development and integration interaction with the former. This refers to the incontestable argu-

ment of needed synchronized activities in the application of scientific methods to be based upon the economic principles, in the process of outlining the speed and respective traffic infrastructure facilities.

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