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Prometna infrastruktura
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OBJEKTI PROMETNE INFRASTRUKTURE U FUNKCIJI GOSPODARSKOG RAZVOJA

TRAFFIC INFRASTRUCTURE FACILITIES - FUNCTION OF ECONOMIC DEVELOPMENT

SAŽETAK

Prometna infrastruktura integralni je dio prometnog i gospodarskog sustava svake zemlje. Predkreatore investicijske politike u vezi s objektima prometne infrastrukture to postavlja zahtjev da se ona mora temeljiti na znanstvenim spoznajama i sinkroniziranom djelovanju svih segmenata gospodarskog života.

U radu se obrađuju razvojne sposobnosti objekata prometne infrastrukture u funkciji gospodarskog razvoja. Naglasak je na investicijskoj aktivnosti, čije će se odluke temeljiti na gospodarskim kriterijima, odnosno na intenzivnijem značenju znanstvenih metoda i primjeni znanstveno utvrđenih i verificiranih metoda za ovu vrstu investicijske aktivnosti.

1. UVOD

Objekti prometne infrastrukture imaju važno mjesto u svekolikom gospodarskom sustavu. Njihov neprimjeren razvojni trend čimbenik je nepovezanosti prometnog i gospodarskog sustava.

Posljedice su toga uvećani prijevozni troškovi, nemogućnost primjene novih transportnih tehnika i tehnologija u prijevozu putnika i robe. To postupno uzrokuje zatvaranje gospodarskog sustava u uske granice djelovanja. Posljedica je tog procesa u nemogućnosti uključivanja u šire integracijske tokove, čija je osnovna zamisao slobodno kretanje ljudi, dobara, vijesti i kapitala. Poruka je svakoj investicijskoj politici - uspostavljanje sinkronizirane gradnje objekata prometne infrastrukture s potrebama gospodarskog sustava uz primjenu znanstvene metodologije.

Ako se ta gospodarska zakonitost smatra marginalnom, dobiva se zbroj promašenih i skupo plaćenih negospodarskih investicijskih pothvata. Njihovo erozivno djelovanje pokazuje se u postinvesticijskom razdoblju, a očituje se u opterećenju novostvorene vrijednosti otplatom dospjelih obveza koje nisu plod racionalne investicijske aktivnosti u određenom vremenu. To pokazuje da ni sredstva za otplatu neće biti moguće namiriti iz investicijskih efekata, nego sustavom prelijevanja dobiti unutar gospodarskih tokova.

2. OBJEKTI PROMETNE INFRASTRUKTURE - ČIMBENIK RAZVOJA GOSPODARSKOG SUSTAVA

Promet je temeljni integracijski čimbenik u procesu reprodukcije koja se odvija u području proizvodnje (robe i usluga), razmjene, raspodjele i potrošnje.

Radi pravilnog i racionalnoga koncipiranja jedinstvenoga prometnog sustava, neophodno je zadržati se na važnom čimbe-

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.

1. INTRODUCTION

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

2. 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 at and consider

niku pravilnog odvijanja prometa, a to su objekti prometne infrastrukture. Prometna infrastruktura ima središnje mjesto u razvoju svih prometnih djelatnosti unutar prometnog sustava.

Postupnim transformacijama društveno-proizvodnih odnosa i snaga, značenje objekata prometne infrastrukture zauzimalo je sve utjecajnije mjesto u sklopu cjelovitog društveno-gospodarskog sustava. Danas je nezamisliv skladan gospodarski razvoj i valorizacija gošpodarskih i proizvodnih potencijala bez skladnog razvoja prometne infrastrukture.

Razvoj objekata prometne infrastrukture ima široki spektar utjecaja na gospodarski sustav i mnogi autori¹ razmatrali su taj fenomen na primjeru utjecaja prometne infrastrukture na gospodarski razvoj pomoću modela.

Indikativno je da veliki broj modela koji koreliraju te dvije pojave u gospodarskom sustavu ima brojna ograničenja, tako da je njihova uporaba vrlo skromna.

Jedan pristup polazi s nekih aspekata prostorne ekonomije i teži stvaranju modela koji bi pomoću simbola pokazao ulogu ponude transporta u procesu regionalnoga gospodarskog razvoja, dok drugi pristup svoje ishodište nalazi na prešutnom priznavanju nepotpunosti ekonomske teorije i neoperativnosti modela i dovodi do induktivnog istraživanja mehanizma putem retrospektivnog statističkog istraživanja².

Teorija lokacije³ također nalazi mjesto u istraživanjima utjecaja prometne infrastrukture na razvoj svih segmenata gospodarskog sustava. Njihova gledanja temelje se na "proširenju prijevoznih troškova na širi pojam eksterne ekonomije ili o novim metodološkim novitetima na određivanje optimalne lokacije"⁴.

Vrijednost razjašnjavanja utjecaja prometne infrastrukture na razvoj gospodarskog sustava inicijator je egzistiranja brojnih modela "koji pokušavaju razriješiti kvantitativni utjecaj prometne infrastrukture na regionalni razvoj. Najpoznatiji je model N.E.C.P.T. (North-East Corridor Transportation Project). Bit je modela da omogući procjenjivanje pojedinih investicijskih strategija u području prometne infrastrukture s obzirom na posljedice za stupanj i prostornu raspodjelu naseljenosti, zaposlenosti, korištenja zemljišta, cijenu zemljišta i dohodak. Opsežno računanje za trideset raznih sektora djelatnosti i 130 geografskih zona izbjegnuto je razlaganjem modela u tri manja sastavna dijela:

- 1 Model ECON
- 2 Model IRIO
- 3 Model INTRA.⁵

Svi ti modeli previše su opterećeni nepotrebnim pitanjima i pitanjima bez odgovora kakvo je samo primjerice: kako bi trebao izgledati model koji bi prikazivao gospodarske posljedice svakog objekta prometne infrastrukture u jednom presjeku vremena. A još je mnogo sličnih! Neophodno je na tom području očekivati znatnije napore znanstvenika da se utvrdi model pomoću kojega je moguće dobiti sinkrone pokazatelje.⁶

To pokazuje da je važnost međuovisnosti prometne infrastrukture i aktivnosti koje su posljedica njenog postojanja nesagledive, a ipak mjerljive.

Njeni učinci nalaze se u svim fazama gospodarskog života, i to od planiranja, gradnje pa do aktiviranja objekta prometne infrastrukture za njegovu namjenu.

Pokretačka snaga objekata prometne infrastrukture čimbenik je svake gospodarske aktivnosti koja se očituje u rasponu od isključivo prometnih pogodnosti pa do pozitivnog djelovanja u području standarda stanovništva, izgradnje novih gospodarskih programa ili aktiviranja gospodarskih djelatnosti koje u tom po-

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 an increasingly important 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.

Indicative is 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.

One "attitude departs from some aspects of space economy and tends to form a model that would by means of symbols show the role of transport supply in the process of regional economic development, while another attitude finds its point of departure in tacitly admitting the fragmentary aspect of the economic theory and respective inoperativeness of the model(s) leading to inductive research of the subject mechanism by means of retrospective statistic research."²

The theory of location³ also finds its place in the research of impacts of the traffic infrastructure upon the development of all segments of the economic system. The authors' viewpoints are based upon "the expanding of transport costs to a more inclusive term of external economy or recent methodology innovations for establishing an optimum location."⁴

The value of discussing the impacts of transport infrastructure upon the development of the economic system is responsible for the inception of a number of models "trying to resolve a quantitative influence of the traffic infrastructure upon the regional development. Most well-known is the NECT Project (North-East Corridor Transportation Project). The essence of the model is to enable the evaluation of individual investment strategies in the sphere of traffic infrastructure with reference to the repercussions for the level and spatial distribution of population density, employment, land use, land costs and revenue. Extensive computation for 30 different sectors of business and 130 geographical zones has been avoided by division of the model into 3 smaller constituent parts:

- 1 ECON Model
- 2 IRIO Model and
- 3 INTRA Model.⁵

All these models are excessively burdened with unnecessary questions and questions with no answers, as for instance: what should the model be like if reflecting the economic repercussions of each and every part of the traffic infrastructure in one section of time. And there is a series of similar questions posed! It is indispensable to witness considerable efforts of scientists and researchers in this area in order to establish a model to yield synchronized indexes."⁶

This refers us to the fact that the importance of interdependent aspect of traffic infrastructure and activities as a result of its existence may prove incalculable, however measurable.

dručju nisu postojale. Usprkos pozitivnim učincima, nije naodmet apostrofirati i brojne negativne učinke postojanja objekata prometne infrastrukture, primjerice vizualna degradacija, ekološki problemi, koji su svaki dan sve zastrašujućiji. To proizlazi iz emisije otpada prometnih sredstava što se kreću objektima prometne infrastrukture. Znači, u razmatranjima procesa racionalizacije gradnje objekata prometne infrastrukture moraju se sintetizirati svi segmenti s pozitivnim i negativnim učincima. Neuočavanje bilo koje činjenice može imati dugotrajne negativne učinke, koji svojim erozivnim djelovanjem poništavaju pozitivne ili ih znatno umanjuju u egzistiranju objekata prometne infrastrukture.

Sve je to važno u preinvesticijskoj fazi, kad valja imati na umu neto učinke racionalizacije ulaganja odnosno gradnje objekata prometne infrastrukture, budući da su objekti prometne infrastrukture inicijalni čimbenik gospodarskog razvoja, koji snažno disperzira svoj utjecaj na sve društvene i gospodarske aktivnosti.

Činjenice ukazuju na to da je neophodno racionalizirati proces gradnje prometne infrastrukture kako bi on dao maksimalnu neto korist.

Na temelju predočenih činjenica može se slobodno ocijeniti da je gradnja objekata prometne infrastrukture zahtjevan i odgovoran posao a ne taksativno nabiranje poznatih postinvesticijskih učinaka, koja se mogu samo predvidjeti. To uvodi u proces valorizacije investicijskog pothvata, koji mora sinkronizirano djelovati kao podsustav prometnog i, šire, gospodarskog sustava.

3. INVESTICIJSKA AKTIVNOST PROMETNE INFRASTRUKTURE U FUNKCIJI SKLADNOG RAZVOJA GOSPODARSKOG SUSTAVA

Investicijska aktivnost objekata prometne infrastrukture, prema svojoj sveobuhvatnosti, ima značajke koje se mogu obilježiti kao proces pronalaženja najpogodnijeg rješenja. To razumije va da se uz uvažavanje utvrđenih metodoloških postupaka definiraju varijante nekog investicijskog pothvata, koje su podložne konačnoj verifikaciji prije počinjanja procesa gradnje. Takav je pristup nužan zbog povezanosti svih objekata prometne infrastrukture s cjelovitim društveno-gospodarskim sustavom.

U prvom redu, to se odnosi na razinu prijevoznih troškova, mogućnost primjene suvremene transportne tehnike i tehnologije u prijevozu putnika i robe te prijenosa vijesti i ostale ponude u telekomunikacijskom sustavu (telematske usluge), realizaciju valorizacije geoprometnog i geopolitičkog položaja Hrvatske, gradnju prometne infrastrukture za puno ostvarenje jadranske orijentacije Hrvatske i racionalne transporte na području Republike Hrvatske.

Nepostojanje dugoročne prometne politike i politike izgradnje prometne infrastrukture, koja nije imala najosnovnije elemente sposobnosti za realizaciju, uzročnik je gomilanju brojnih neriješenih odnosa u sustavu gospodarenja u svim prometnim oblicima. To je rezultiralo izrazitom zaostalošću našega cjelovitoga prometnog sustava u Republici i pojedinih oblika prometa.

Očevidno je zaostajanje prometnog sustava u nas, što je posljedica nekompleksne, neadekvatne i neprincipijelne prometne politike u Republici Hrvatskoj.

Its results are apparent at all stages of the economic life, from planning and building up to the start-up of the facilities of traffic infrastructure.

The prime-mover of traffic infrastructure facilities 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 community, 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, originating 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.

This refers us to the fact that it is indispensable to rationalize the process of construction of traffic infrastructure in order for it to yield net benefits of its existence.

Based upon the presented situation, it can freely be stated that building the facilities of transport infrastructure is a requiring and responsible job and not just an assessing enumeration of known post-investment effects that can only be anticipated. This leads us to the process of evaluation of such an investment project to act in a synchronized manner as a subsystem of the traffic and wider economic system.

3. INVESTMENT ACTIVITY FOR TRAFFIC INFRASTRUCTURE IN THE SERVICE OF COORDINATED ECONOMIC SYSTEM DEVELOPMENT

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 costs, possibility of application of modern transport techniques and technology in passenger and freight transport, and transfer of information, an other aspects of supply in the telecommunications system (telematic services), evaluation of geotrafic and geo-political location of Croatia, construction of the traffic infrastructure for comprehensive materialization of the Adriatic Orientation of the nation 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 el-

Promet i prometna infrastruktura ostaju i postaju determinirajući čimbenik optimalizacije unutarnjega transportnog sustava i boljega korištenja prometno-zemljopisnog položaja kao specifičnog čimbenika intenzivnog razvoja Hrvatske.

Uzroke treba tražiti i u neprimjerenim mjerama za realizaciju politike gradnje i održavanja infrastrukture, koja je bila kolebljivo koncipirana u društvenim dokumentima pa se takva nije mogla ni realizirati. Segmenti koji bi se mogli selekcionirati iz takve krnje prometne politike imali su sva obilježja konfekcijskog prilaza, prečesto mijenjana, prilagođivana raznim trenutačnim utjecajima i interesima, koja u konačnici nisu stručno ni znanstveno verificirana. Uz to je ukupni kontekst takve nazoviprometne politike bio nesinkronizirano koncipiran s ostalim segmentima gospodarske politike. To pokazuje da je on bio djelomično hipertrofirani, a djelomično zanemari van, što je posljedica krivih ocjena i previše institucionaliziranih procjena i ocjena programa i planova gradnje i održavanja objekata prometne infrastrukture.

Znači, ona je "krivudala" između trenutačno distribuiranih rješenja političkih i birokratskih institucija svojstvenih dogovornoj ekonomiji i nazoviteoretičara koji su punopravni sukrievi za rješenja takve gospodarske i prometne politike.

Rezultat je trebao biti sukladnost razvoja prometne infrastrukture u gospodarskom sustavu, a umjesto toga nastale su dugotrajne negativne posljedice koje djeluju različitim intenzitetom na svekoliki društveni i gospodarski razvoj Hrvatske.

Posljedice neadekvatnih sustavnih rješenja koja su plod dogovorne ekonomije mogu se identificirati u sljedećim ključnim momentima važnim za razvoj gospodarskog sustava:⁷ nedostatan korištenje komparativnih prednosti prirodno-zemljopisnog položaja naše Republike, tehnička i tehnološka zastarjelost prometnog sustava i objekata prometne infrastrukture, nedostatan učinkovitost i nedostatan racionalna tehnološka organizacija prometa, konstantna prisutnost disproporcija na relaciji razvijenost i struktura prometnih kapaciteta u odnosu prema potrebama gospodarskog sustava, disproporcije u razvoju prometne infrastrukture i transportnih kapaciteta te disproporcije u razvoju transportnih, prekrcajnih i skladišnih kapaciteta, visoki transportni troškovi za gospodarstvo i tendencija njihova rasta, nedostatan ustaljen sustav gospodarenja, osobito u području proširene reprodukcije u prometu, i regionalna neusklađenost u prometnom povezivanju unutar Republike Hrvatske. To će biti moguće riješiti uza znatne teškoće zbog poznatih ratnih oštećenja na gospodarskim objektima prometne infrastrukture.

Svaka investicijska aktivnost u objekte prometne infrastrukture i promet mora biti harmonična u svojoj funkcionalnosti, kako bi mogla biti pretpostavka za racionalno funkcioniranje prometnog i gospodarskog sustava.

Ako sve to nije u mozaiku jedne homogene prometne politike, neutemeljeno je očekivati sukladan razvoj prometnog i gospodarskog sustava.

Cjelovit kompleks istraživanja ukazuje na važnost prilaza utvrđivanju investicijske aktivnosti prometne infrastrukture koja se primarno mora temeljiti na već elaboriranim spoznajama u znanosti, da bi se tako izbje gnule tragične konsekvencije loših gospodarskih odluka.

Ove kompozicije u infrastrukturnoj aktivnosti nisu neznatne; one zahtijevaju sve značajke utvrđivanja racionalne investicijske politike. Valja imati na umu i sve dosadašnje interdisciplinarnu spoznaju iz oblasti vođenja prometne politike i prometne infrastrukture na dugi rok, optimalizaciju ulaganja u objekte prometne infrastrukture, njihovu lokaciju, prateće mjere za realizaciju

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 entire traffic system and individual transport aspects.

Apparent is the lagging behind of our traffic system, 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-aspected 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 segments of the economic policy. This further reveals that it was partly hypertrophied and partly neglected as a result of erroneous appraisals and highly institutionalized estimates and evaluations of plans 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 repercussions 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-aspected obsolescence of the traffic system and facilities of the traffic infrastructure, unsatisfactory efficiency and rational technological organization of transport, constant presence of disproportion on 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 with considerable additional difficulties for reasons of know wartime damage and devastation of the traffic infrastructure facilities.

Any investment activity channeled into the facilities of traffic infrastructure and transport industry must be of harmonized function in order for it to become the prerequisite of the rational functioning of the traffic and economic system.

utvrđene prometne politike, koje moraju biti realno sprovodive, a uza sve to i realnost roka za realizaciju mora biti primjerena vrsti objekta. Takav prilaz učinit će politiku gradnje objekata prometne infrastrukture mogućom.

4. ZAKLJUČAK

Utvrđivanje investicijske aktivnosti u objekte prometne infrastrukture složena je zadaća svakoga gospodarskog sustava. Njihova složenost proizlazi iz toga što su objekti prometne infrastrukture jedan od temeljnih čimbenika funkcioniranja prometnog sustava i sukladnog razvoja gospodarskog sustava. Nesinkronizirano djelovanje investicijske aktivnosti prometne infrastrukture pojavljuje se, ne kao čimbenik sukladnog razvoja gospodarskog sustava, već kao determinanta nesmetanog funkcioniranja prometnog sustava u procesu reprodukcije s kojom ostvaruje temeljne razvojne i integracijske veze. To ukazuje na nepobitnu činjenicu o sinkroniziranom djelovanju znanstvene metodologije koja će se temeljiti na ekonomskim načelima pri koncipiranju pravaca i objekata prometne infrastrukture.

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Unless this becomes part of the mosaic of a homogeneous traffic policy, there are no grounds for expecting a coordinated development of the traffic and economic system in the future.

The comprehensive structure of research work reiterates the import of approach to the introduction of the investment activity needed for traffic infrastructure which should principally be based upon the already elaborated notions and ideas in science in order to avoid tragic consequences of bad economic decisions.

The mentioned composition of the infrastructure investment activity is by no means insignificant; it calls for all the elements needed in the establishing of a rational investment policy. We should bear in mind all former intradisciplinary concepts from the area of carrying out the traffic policy and traffic infrastructure policy over a longer period, optimization of investments into the facilities of traffic infrastructure, their siting, ancillary measures for the materialization of the established traffic policy, to be realistically feasible, and additionally the realistic aspect of respective schedules, to be suited to the type of traffic infrastructure facilities being dealt with. Such an approach shall render the policy of construction of traffic infrastructure facilities feasible. This in turn means elimination of the past declarativeness in the process of completion of construction of the facilities of traffic infrastructure in the Republic of Croatia.

4. 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 functionign of the traffic system in the process of reproduction having fundamental development and integration interaction with the former. This refers us to the incontestable argument of needed synchronized acitivites in the application of scientific methods to be based upon the economic principles, in the process of outlining the spread and respective traffic infrastructure facilities.

NOTES

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The main objective of the research is to determine the function of traffic infrastructure facilities in the economic development of the Republic of Croatia. The research is based on the analysis of the economic development of the Republic of Croatia and the role of traffic infrastructure facilities in this process. The research is divided into two parts: the first part is devoted to the analysis of the economic development of the Republic of Croatia and the second part is devoted to the analysis of the role of traffic infrastructure facilities in this process. The research is based on the analysis of the economic development of the Republic of Croatia and the role of traffic infrastructure facilities in this process. The research is divided into two parts: the first part is devoted to the analysis of the economic development of the Republic of Croatia and the second part is devoted to the analysis of the role of traffic infrastructure facilities in this process.

4. CONCLUSION

The research shows that traffic infrastructure facilities play a significant role in the economic development of the Republic of Croatia. The research is based on the analysis of the economic development of the Republic of Croatia and the role of traffic infrastructure facilities in this process. The research is divided into two parts: the first part is devoted to the analysis of the economic development of the Republic of Croatia and the second part is devoted to the analysis of the role of traffic infrastructure facilities in this process. The research is based on the analysis of the economic development of the Republic of Croatia and the role of traffic infrastructure facilities in this process. The research is divided into two parts: the first part is devoted to the analysis of the economic development of the Republic of Croatia and the second part is devoted to the analysis of the role of traffic infrastructure facilities in this process.

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