

PhD Thesis

PUBLIC OR PRIVATE TRANSPORT – THEORETICAL AND EMPIRICAL APPROACHES AND USER PERCEPTIONS

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The work brings historical evidence of organization, sustainability and high performance in private transport. The research highlights the positive link between deregulation, liberalization and privatization and the evolution of road and air transport in Romania. Thus, as the state withdraws and reduces its influence and control, this sector of activity is experiencing an increase in development. The present context, where states become part of an increasingly integrated and globalized world, thanks to free trade partnerships between different nations and the growth of trade by eliminating various customs and tariff barriers, has allowed different private entities to thrive by capitalizing on new emerging opportunities.

Since transport is an important factor for the development of different regions but also for alleviating certain economic imbalances between different areas, the research wants to identify and define the areas of action of the state and the private sector in this field. The state aims at achieving different macroeconomic policy objectives, while the private sector aims to achieve some microeconomic objectives. The two actors have an increased influence on the development of the transport sector, but the roles of the two must be outlined so that the performance of this field be as high as possible. Shaping the role that private entities and the state have can lead to increased synergies in the sector, which can have positive influences on the entire national economy.

The paper is structured in four chapters. The **first chapter** begins with an investigation of the history and forms of property in the transport sector. Then, arguments and examples from the literature on performance of public and private enterprises operating in the transport sector are analyzed. Other important issues analyzed in the first chapter are related to the regulation, liberalization and privatization of transports, with empirical evidences that highlight the positive effects of liberalization and privatization on Romanian transport.

In the **second chapter**, developments in supply and demand in the transport market are observed, various links between indicators of the development of the enterprises in the sector and demand indicators are identified, a series of forecasts are made on the future evolution of the supply and demand in the field and the effects are analyzed by the degree of concentration in the sector. Thus, the development of air and road transport determines the evolution of some indicators of tourism in a high proportion. The evolution of the number of arrivals abroad and the number of arrivals of foreign visitors by air, but also the total number of passengers in air transport, are determined to a large extent by the evolution of the number of aircraft registered. In terms of supply and demand evolution, there are further increases in supply and demand of air and road transport and supply and demand decreases for rail transport services. As the competition induced by private operators increases, the degree of concentration in transport is reduced, with positive effects on the sector's evolution.

The **third chapter** investigates what role the state and private entrepreneurs should have in this area of activity. A research is being carried out on preferences, behaviors and demand patterns to identify specific directions for action to improve the services provided. Therefore, young people aged between 18 and 25 and elderly people between the ages of 56 and 75, with low education and low incomes, are inclined for a strong state role in the field of transport. These are rather students, but also people without jobs. People in the 36-45 age segment, high-income, doctoral graduates, belonging to the category of entrepreneurs, consider that the role of the state in this sector must be non-existent or as low as possible.

Also in this chapter are presented an analysis of the industry macro environment, but also a SWOT analysis by types of transport.

Chapter **four provides** recommendations and directions for the development of road, rail and air transport services in Romania. Because of the research carried out, there were outlined some directions regarding the involvement of private and state actors in this sector. Thus, it is important for private entrepreneurs to deal with the business optimization, considering customer preferences, technological innovations, the economic, political, and social environment, as well as environmental objectives undertaken by the European Commission. It is preferable that the role of the state should aim at creating a legal framework favoring the emergence and development of private initiatives regarding the construction, maintenance and operation of transport infrastructure, starting the privatization processes of the two public operators Tarom and CFR, major restructuring and reorganization of the Company of National Road Infrastructure Administration through outsourcing and privatization of related activities (maintenance, repairs, signaling).