

ПРОБЛЕМЫ И ПЕРСПЕКТИВЫ РАЗВИТИЯ СОТРУДНИЧЕСТВА МЕЖДУ СТРАНАМИ ЮГО-ВОСТОЧНОЙ ЕВРОПЫ В РАМКАХ ЧЕРНОМОРСКОГО ЭКОНОМИЧЕСКОГО СОТРУДНИЧЕСТВА

A particular initiative has been taken to improve the anti-corruption measures relating to two pilot projects at international BCPs on the border between the Republic of Moldova and Ukraine. A list of anti-corruption measures was established and being implemented in those pilot border crossing points. Regular evaluation is made to follow up the progress of implementation. It is also the intention to assist in rolling out the successful anti-corruption measures at other border crossing points.

Cooperation with civil society

Nowadays it is essential for any 'public organization' to pay attention to the issue of communication with the public. Therefore EUBAM is disseminating information on the EU and the mandate and achievements of EUBAM and partners in border management and increasing the visibility to enhance the public awareness in civil society.

In particular EUBAM is supporting the PR/communications capacities of its partner services. Training events related to the improvement of communication skills of the staff of the PR sections as well as study tours on their behalf are organized.

The population in the Republic of Moldova and Ukraine is informed on EU institutions and the EUBAM mandate, Europe Day celebrations are supported and organised in cooperation with national, regional and local authorities, outreach events are conducted with communities along the Moldovan - Ukrainian border regarding border management and security such as setting up a mobile photo exhibition jointly with the partner services at BCPs.

It should also be highlighted that EUBAM is deepening its partnerships with civil society such as the academic community and schools in the Republic of Moldova and Ukraine as well as with other national and international organisations, researchers, NGOs, Euroregions, and other relevant partners of the civil society.

Conclusion

It is EUBAM's ambition, within its mandate, to bring together the different players in order to reduce and eliminate all sorts of barriers blocking the economic development of both countries. Through its support, assistance and advice EUBAM is contributing to the integration of the Republic of Moldova and Ukraine into the world economics, and to the facilitation of extension of their mutual exchange of goods and services.

In the coming years it is the intention to increase the sustainability of all the activities and initiatives taken during the previous years. In this regard it is essential that the partners will take up more and more ownership so to install a border management system in line with EU standards. The further discussion in the frame of the Settlement of the Transnistrian issue as well as the further developments in the process of the Association Agreements including the Deep and Comprehensive Free Trade Agreements will all have a strong impact on the economic development of both countries.

THE SLOVENIAN REGIONAL DEVELOPMENT ASYMMETRIES AS EU WELCOMES NEW MEMBERS

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Водопівець Р. Асиметрія регіонального розвитку Словенії: уроки для нових членів ЄС.

Глобальна економічна криза глибоко торкнулася національних економік країн світу. Хоча уряди знали про перспективи, які були досягнуті в минулому, однак вони не були обізнані про нові економічні реалії. Зниження темпів росту економік країн Західної Європи, показали неадекватність і неоднорідність часто використовуваних економічних інструментів. Дана концепція часто звучить як "Новий регіоналізм". Політика європейських країн спрямована на повну інтеграцію європейського ринку, який поділений на ринок розвинених країн Західної Європи та ринок країн, що розвиваються Центральної та Східної Європи. Європейський Союз стикається з класичною Північно-Південною проблемою. Розвинутою Північчю і слабозвиненим Півднем. (Vodopivec P.: 1998, 2000). Як внутрішні так і зовнішні економічні проблеми залишаються нерешеними. Що стосується внутрішнього розвитку Європейського Союзу, то країни ЄС намагаються вирішити дані проблеми, за рахунок економічної і соціальної єдності, тому регіональна політика виконує економічні та політичні зобов'язання. Кожна з країн ЄС усвідомлює необхідність здійснення адаптації адміністративно-територіальних структур і створення регіонального інституційного потенціалу. Беручи до складу ЄС все нові держави, уряди даних країн стикаються з процесом зсуву зовнішніх кордонів, соціально-економічними та політичними перетвореннями, що відбуваються на кордонах країн-членів ЄС. Ці перетворення означають нові регіональні можливості для розвитку, але часто також проблеми і напруженість. У сьогоденні і майбутньому зовнішніх кордонів ЄС необхідно знайти механізми, які виступлять посередником між зовнішнім тиском і місцевими проблемами, а також подоланням соціально-економічних, політичних і системних асиметрій. У даному процесі Словенія є одним з прикладів.

Ключові слова: розширення ЄС, регіональний розвиток, регіональна економічна інтеграція, соціальна згуртованість, управління ланцюгами поставок.

Водопівець Р. Асиметрии регионального развития Словении: уроки для новых членов ЕС.

Глобальный экономический кризис глубоко затронул национальные экономики стран мира. Хотя правительства знали о перспективах, которые были достигнуты в прошлом, однако они не были осведомлены о новых экономических реалиях. Снижение темпов роста экономик стран Западной Европы, показали неадекватность и неоднородность часто используемых экономических инструментов. Данная концепция часто звучит как "Новый регионализм". Политика европейских стран направлена на полную интеграцию европейского рынка, который разделен на рынок развитых стран Западной Европы и рынок развивающихся стран Центральной и Восточной Европы. Европейский Союз сталкивается с классической Северо-Южной проблемой. Развитым Севером и слабозразвитым Югом. (Vodopivec P.: 1998, 2000). Как внутренние так и внешние экономические проблемы остаются нерешенными. Что касается внутреннего развития Европейского Союза, то страны ЕС пытаются решить данные проблемы, по средствам экономического и социального единства, поэтому региональная политика выполняет экономические и политические обязательства. Каждая из стран ЕС осознает необходимость осуществления адаптации административно-территориальных структур и создания регионального институционального потенциала. Принимая в состав ЕС все новые государства, правительства данных стран сталкиваются с процессом сдвига внешних границ, социально-экономическими и политическими преобразованиями, происходящими на границах стран-членов ЕС. Эти преобразования означают новые региональные возможности для развития, но часто также проблемы и напряженность. В настоящем и будущем внешних границ ЕС необходимо найти механизмы, которые выступают посредником между внешним давлением и местными проблемами, а также преодолением социально-экономических, политических и системных асимметрий. В данном процессе Словения является одним из примеров.

Ключевые слова: расширение ЕС, региональное развитие, региональная экономическая интеграция, социальная сплоченность, управление цепочками поставок.

Vodopivec R. The Slovenian regional development asymmetries as EU welcomes new members.

The global economic crisis has deeply affected national economies. Governments were aware about the prospects that have been achieved in the past, but they haven't been aware of the new economic realities. Emerging decline of the western successful economies, focused governments on the inadequacy and heterogeneity of commonly used instruments and the economic instruments that could be rapidly successfully introduced by policy makers. This concepts are generally discussed under the heading of "new regionalism". The economic policies of the European Union moved in direction of complete integration of European markets. European market is split into the developed Western European market and the developing market in Central and Eastern European countries. European Union is facing a classical NorthSouth problem. Developed North and underdeveloped South. (Vodopivec P.: 1998,2000) Economic problems remain unsolved, internal as well as external balance problems persists. Regarding the internal development of the European Union, EU tries to solve this problem by aiming at economic and social cohesion, so regional policy is becoming an

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economic and political commitment. Each EU countries has shown perceived need to implement an adaptation of the territorial administrative structures and building regional institutional capacity. As the EU welcomes new members and its external boundaries shift, socio-economic and political transformations are taking place at the borders. These transformations signify new regional development opportunities but often also problems and tensions. At the present and future external borders of the EU it will be necessary to find mechanisms that mediate between external pressures and local concerns and transcend socio-economic, political and systemic asymmetries - Slovenia is just an example.¹

Key words: EU enlargement, Regional development, Regional Economic integration, Social cohesion and Supply chain management.

Introduction

It has become commonplace to state that "places and spaces" are competing in a global arena, so the basic point of departure of analyse is the general geographic position of Slovenia and the dynamics of the modern spatial processes on a regional and also on a local level analysis, using a number of different socioeconomic data and indicators of the Slovenian statistical regions.

Research of individual spatial-structural phenomena and processes in Slovenia or in particular regions show transformation of rural areas from the former classical agrarian landscape to an urbanized and suburbanized landscape. The development of rural settlements, renovation of villages and modern changes in agrarian land use. We will focused on the Pomurje region, the most agricultural and underdeveloped region in Slovenia as a case of the depressed area. It is a region with increasing economic problems, with a declining industry and limited other sources of income available at this time and will surely remain a region needing special attention for a longer period of time.

Methodology

Studying national economies and economic systems brings a tendency to find simple explanations and show numerous exceptions. The growing specialization of scientific disciplines has only reinforced such an approach, putting traditional boundaries between scientific disciplines and their fields. Specifying a mathematical or economic model, which is based on a few variables, and relying on statistical tests, constrained by the available data, brings limited results. Analysing the complexity of the economic system, changes in complex fundamental processes that have occurred over a long period of time asks for a different research approach.

Researchers were aware of the fact that they should not be »narrow-minded« and had to cut across disciplines, and to examine more variables in order to understand how complex and evolving systems work through time periods. This brings the need to supplement a pure scientific approach with other types of research work, a more holistic approach.

The evolution of regional science toward a discipline in itself was based on a merger of concepts from economics and related disciplines such as political science, sociology and decision theory, economic geography, so we have taken the interdisciplinary constructionist approach, where we combine regional development analysis with theories from a variety of fields. In the article, this approach was combined and integrated.

Basic concepts

The explicit analysis of the spatial dispersion and cohesion of human activities in our complex society is only very recent, exceptions can be found in the comparative advantages theory (Ricardo 1817) or the international trade theory of Heckscher (1919) and Ohlin.(1933).The post-war theoretical fundament of the processes of regional integration can be found in economic and political theory of integration.

In more recent years a devolution of regional science toward various subdisciplines has taken place, such as urban economics, infrastructure economics², evaluation analysis, environmental and resource analysis, however in all such sub-disciplines three major features appear to be always present, spatial analysis, location theory, and regional development and policy. Autors emphasis the institutional dimension when inspecting regional economic (re)structuring. This attention for the institutional dimension embraces several accounts, all including the "soft" factors of local social,³ cultural and institutional arrangements in the explanation, of local advantages (Cornett, Andreas P. 1994) and (Lagendijk, 2006, p 2).

The uniformities in industrial concentrations, in the hierarchy of market areas, and in the relationship between city-size distribution and economic development, provided the basis for an understanding of the laws underlying the structure of these economic relationships and, thus, for their improvement through policy interferences. The connection between classical, and essentially micro, location theory, which concentrates on the location decisions of individual firms, and the macro theory of regional economics is thus apparent. The relationship is especially evident when studying the problems of depressed areas. Such an area is, by definition, one in which economic development and welfare have lagged relative to the rest of the country, due to the tendency of the growth activities to locate in the other regions of the economy.

Since the causes of the economic depression of such a region are locational in character we have two the policy solutions for its problems. If unexploited resources exist within the area, additional investments may crate attractive locations to induce growth not only at the selected growth points but also throughoul the surrounding region.

Especially since the 1990s the attention for the construction and development of regions has gained new importance. In this current debate on regionalism regions no longer solely correspond to the internal affair of states, but are more independently linked to a much wider context.(Bachter and Downes, 2000, p.159 and Cornett, Andreas P. 1998). Concept of the "hollowing out of the nation-state", powers being displaced upwards and downwards to local and regional units which begin to integrate with one another in ways that by-pass the nation-state involves a re-composition of the articulation of the geographical scales of economic and social life (Armstrong, H.J. 1996, Peck and Tickell,1994, p.292).

Model

Lowry-like theory and constructed models,³ used especially in USA, emphasize the economic determinants of land use change while, as it is being repeatedly stressed, land use change results from much more involved processes even in the economic markets.⁴ In our previous investigations a model for an efficient study of regional interactions was proposed. (Bogataj M., Bogataj L. and Vodopivec R. 2003a, Bogataj M., Bogataj L., Drobne S.Vodopivec, R . 2003b, Bogataj M., Bogataj L. and Vodopivec R 2004a, Bogataj M., Bogataj L., Drobne S., Vodopivec, R 2004b) . We have followed the basic gravity models:

$$GM_{i,j} = \alpha \left(\frac{p_{ij} p_{ji} P_i P_j}{P} \right)^\alpha d_{i,j}^\beta \Psi_{i,j} (GDP_i, GDP_j, WAGE_i, WAGE_j, UEMP_i, UEMP_j) \quad (1)$$

$$DC_{i,j} = b \left(\frac{p_{ij} P_i p_{ji} P_j}{P} \right)^\gamma d_{i,j}^\delta \Gamma_{i,j} (GDP_i, GDP_j, WAGE_i, WAGE_j, UEMP_i, UEMP_j)$$

¹ There are, of course, limitations upon the closeness of the comparisons which may be made between the performance of the regions in the Western European countries and regions in the Central and Esteren European countries.

² Transportation systems are designed to overcome the frictions (distances, natural obstacles, etc.) imposed by geography. As such, they shape the distribution of activities and influence the share by which each region contributes to the national product.

³ Lowry, I. S., 1966

⁴ Lowry-like models miss many other aspects of integration.

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where P_i, P_j, P are the population numbers at the origin i , destination j and total population of the area in the consideration,

respectively. In equation (1) p_{ij} is the ratio of population living in i understanding the language in destination j . Here $\Psi_{i,j}$ and $\Gamma_{i,j}$ are the functions of Gross Domestic Product per capita (GDP), wages (WAGE) and unemployment (UEMP) in the origin i and the destination j .

We replaced the road distances by the time spending distances: $d_{i,j} = d_{i,j}(t)$, which has been proved to be more appropriate indicators of migration flows.

The most appropriate models for Ψ and Γ have been found as:

$$\Psi_{i,j} = \frac{K_{GDP,i}^{\gamma_1} K_{GDP,j}^{\gamma_2} K_{WAGE,i}^{\gamma_3} K_{WAGE,j}^{\gamma_4}}{K_{UEMP,i}^{\gamma_5} K_{UEMP,j}^{\gamma_6}}; \tag{2}$$

$$\Gamma_{i,j} = \frac{K_{GDP,i}^{\gamma_7} K_{GDP,j}^{\gamma_8} K_{WAGE,i}^{\gamma_9} K_{WAGE,j}^{\gamma_{10}}}{K_{UEMP,i}^{\gamma_{11}} K_{UEMP,j}^{\gamma_{12}}}$$

where each K is the ratio between individual socio-economic indicator in area having the indexes i or j , and the same indicator belonging to the total area under consideration. The indicators appear as indexes (GDP, WAGE and UEMP) of ratios.

Characteristics of statistical regions in Slovenia

It has become commonplace to state that "places and spaces" are competing in a global arena, so the basic point of departure of analyse is the general geographic position of Slovenia and the dynamics of the modern spatial processes on a regional and also on a local level analysis, using a number of different socioeconomic data and indicators of the Slovenian statistical regions.

Most of countries classified by the United Nations as underdeveloped has populations of less than 10 million and a lot of them had populations of less than five million. Therefore it is appropriate, to focus attention on the concept of size and is probable that the spatial aspects of economic development in small countries will have many features in common.

There are three criteria by which a country may be defined as small: area, population, and total income (GNP, GDP). The concepts are essentially relative in character, both over time and space; nevertheless a small country can be defined as a one with a population of less than 5 million and a usable land area of between 10,000 and 20,000 square miles may be taken as a useful anchor at this particular point in time.¹

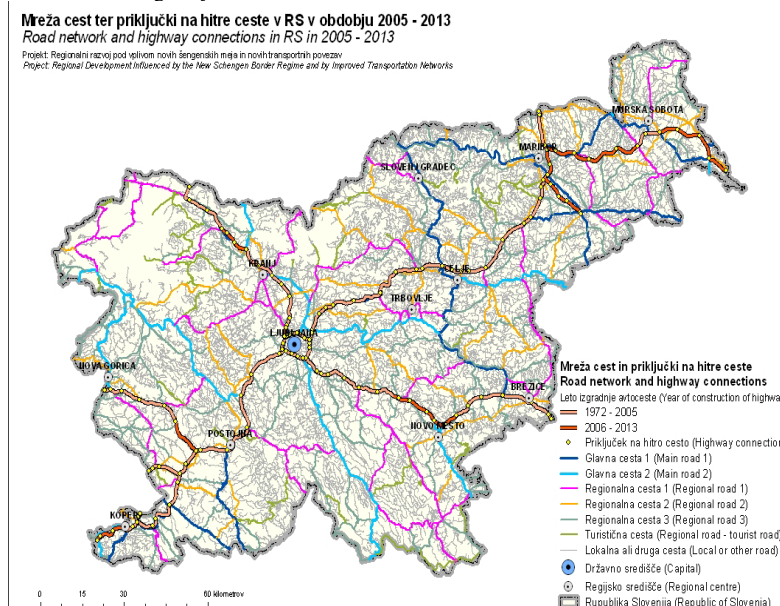
Republic of Slovenia, is a small country 20,257 squarekilometers in area, with a total population of less than 2,0 millions. It is divided into fourteen statistical regions. Pomurska, Podravska, Koroška, Savinjska, Zasavska, Spodnjeposavska, Jugovzhodna Slovenija, Osrednjeslovenska, Osrednjeslovenska, Gorenjska, Notranjsko-kraška, Goriška, Obalno-Kraška.

Research of individual spatial-structural phenomena and processes in Slovenia or in particular regions show transformation of rural areas from the former classical agrarian landscape to an urbanized and suburbanized landscape. The development of rural settlements, renovation of villages and modern changes in agrarian land use.

Road and rail network

The Slovenian road network is an integral part of the entire European Union network and as such is linked to the neighbouring European Union countries Austria, Italy and Hungary, primarily by highway network and main road network.

The total length of Slovenian road network is around 14700 km, representing about 1.4 km of road per 1 km² of area. However, there are only 300 km of motorways and 1360 km of main highways. Around 800 thousand motor vehicles moved over the road network.



The geographical importance of Slovenia from European Union point of view is southern border with neighbouring countries Croatia where were established the »Shengen« border crossings. With Croatia it is linked by the primary international road network by a system of roads through

¹ Demas, William G. The Economics of Development in Small Countries - with Special reference to the Caribbean. "McGill Center for Developing Area Studies, Press, 1965.

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many border passes. The numbers of such border passes has over the years been steadily growing mainly as a result of the open frontier policy followed by Slovenia and European Union and the fact that the volume of both tourist and foreign road traffic is increasing.

The basic rail network in Slovenia was constructed during the period 1846-1900 and in our days is the total track length approximated to rail network totals 1201 km.

The network density per 100000 inhabitants was estimated to be 60,05 km. In terms of overall area per 1000 km² this represented the network density of 59,24 km. Slovenia has lower railway network density than the developed European Union countries

The Pomurje statistical region

Pomurje is the most agricultural region in Slovenia. It is a region with increasing economic problems, with a declining industry and limited other sources of income available at this time. Human resources are a key problem for the region, which is expressed through high structural unemployment, large portion of low educated workforce, brain drain of high educated workforce, an above average rate of ageing population and an above average portion of people in at-risk health categories. The birth rate has also fallen consistently in recent years. Human migration and periodical (daily or weekly) commuting to job, or for other activities are analysed in area regarded as one of the most important factors underlying the demographic and socioeconomic composition of region.

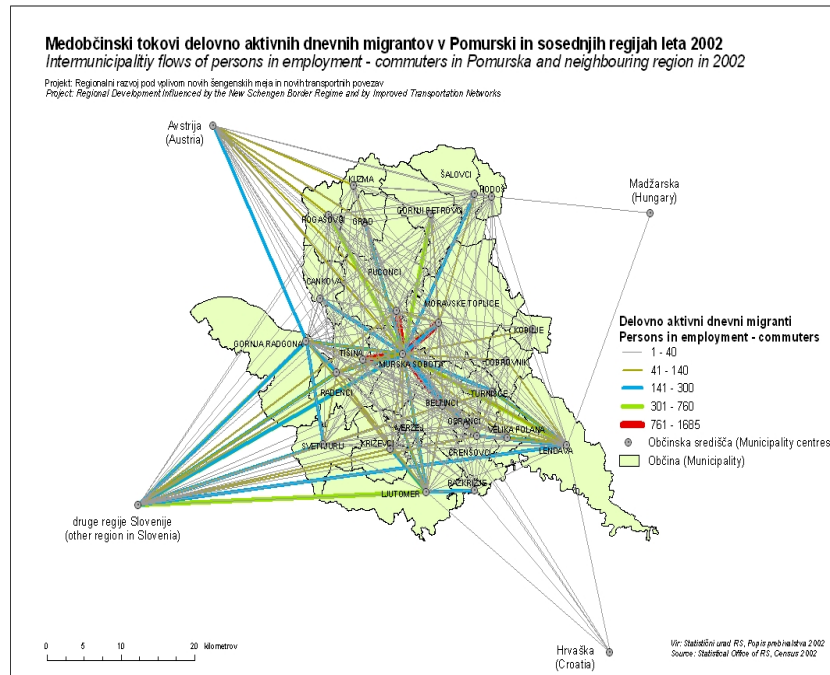


Fig. 3: Intermunicipality and crossborder daily flow of human resources in Pomurje Region.

We can see that by investing in roads, which would improve the time distance by 20%, DC between communities would on average increase by 47%. The same effect was achieved by displacing the Schengen borders on the North and East, which reduce the time, but not on the South. Increased GDP does not attract the daily commuters, but it attracts permanent (gross) migrations; wages in destination area Austrian and Hungarian centers will attract the daily commuters see Figure 3, but the wages increased or decreased in origin will not influence the changes of daily commuting flows. Unemployment in origin does not influence higher daily commuting significantly, while unemployment in destination reduces significantly the daily flows.

Conclusions

The analytical point of departure was asymmetric in regional development. The previous basic principles and scripts endorse a strategic view of regionalisation and region formation. Regionalisation should be understood as a process of producing share of GDP of the national economy, mostly centralistic organised. Development of the region is directly related to its ease of access to resources and to outside markets, or more generally to its physical position relative to other regions and the efficiency that a region shows in assembling its factors of production, depending therefore on the internal economic structure of the region. Each national economy use to solve this problem with selective investments, regional planning, subsidies. EU tries to solve this problem by aiming at economic and social cohesion, so that the gains from integration would be more equally distributed - national as well as regional welfare and this are important instruments of the » new regionalism.«

Statistical regions in Slovenia are in terms of population size relatively small. Population growth in Slovenia has been entirely due to immigration from abroad and is continues to concentrate in the Osrednjeslovenska region. Regional unemployment show the highest variation across regions. Shortage of jobs in certain regions underlies the increased daily commuting of employees because jobs are concentrated in Ljubljana, center of the Osrednjeslovenska region and the capital, and is characteristic of any depressed region, Pomurje region is just one case. Human migration and periodical (daily or weekly) commuting to job from Pomurje region are one of the biggest problem of the region. With displacement of Schengen borders with Austria and Hungary new situation occur and give more economic space. For Pomurje regional development it is important to know that increased GDP in Slovenian statistical regions does not attract the daily commuters, but it attracts permanent (gross) migrations. Wages in destination area (Austrian or Hungarian regional centers) will attract the daily commuters. As external boundaries shifts socio-economic and political transformations are taking place at the regions near privies countries borders. These transformations signify new regional development opportunities but could cause problems and tensions. At the present and future external borders of the EU it will be necessary to find mechanisms that mediate between external pressures and local concerns and transcend socio-economic, political and systemic asymmetries.

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ТЕХНИЧЕСКИЙ БАЗИС ОБЩЕСТВА И ЕГО ЭКОЛОГИЧЕСКАЯ БЕЗОПАСНОСТЬ

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Волошин В. С., Капранова Л.Г. Технічний базис суспільства і його екологічна безпека.

У статті розглянуто стан всієї сукупності технічних систем, що обслуговують суспільство: інженерних комунікацій, основних засобів промислових підприємств, військового комплексу, ступінь їх зносу, рівень модернізації – що є не тільки свідченням науково-технічного прогресу, а і є своєрідним показником потенціалу суспільства, його розвиненості. Визначено, що технічні системи, що стоять на службі у людини, мають здатність до старіння - фізичного і морального, можуть відмовлятися виконувати свої функції і навіть представляти пряму або опосередковану загрозу здоров'ю та життю окремої людини. А в певних умовах - складати загрозу для суспільства в цілому. Визначено причини екологічних аварій і катастроф за галузями в Україні. Зроблено розрахунок відносної ефективності роботи технічних систем в різних галузях. Зроблено висновок, що в Україні зосереджена величезна кількість локальних технічних систем, які вже ні за яких умов не є придатними до експлуатації і підлягають руйнуванню унаслідок фізичного зносу, так як є вже реальними джерелами експлуатаційних та екологічних аварій і катастроф.

Ключові слова: технічні системи, технічний базис, суспільство, знос, загроза, екологічна безпека, ефективність, галузь, криза.

Волошин В. С., Капранова Л.Г. Технический базис общества и его экологическая безопасность.

В статье рассмотрено состояние всей совокупности технических систем, обслуживающих общество: инженерных коммуникаций, основных средств промышленных предприятий, военного комплекса, степень их износа, уровень модернизации – это не только свидетельство научно-технического прогресса, своеобразный показатель потенциала общества, его развитости. Определено, что технические системы, состоящие на службе у человека, имеют способность к старению – физическому и моральному, могут отказываться выполнять свои функции и даже представлять прямую или опосредованную угрозу здоровью и жизни отдельного человека. А в определенных условиях – составляют угрозу для общества в целом. Определены причины экологических аварий и катастроф по отраслям в Украине. Произведен расчет относительной эффективности работы технических систем в различных отраслях. Сделан вывод, что в Украине сосредоточено огромное количество локальных технических систем, которые уже ни при каких условиях не являются пригодными к эксплуатации и подлежат разрушению по причине физического износа, так как являются уже реальными источниками эксплуатационных и экологических аварий и катастроф.

Ключевые слова: технические системы, технический базис, общество, износ, угроза, экологическая безопасность, эффективность, отрасль, кризис.

Voloshin V., Kapranova L. Technical basis of society and its environmental safety.