

**DISPUTE ON THE SPECIFICITY OF THE TRANSPORT SECTOR  
FROM THE VIEWPOINT OF PRACTICE AND THEORY OF FINANCES**

**Summary**

The principle motive to undertake an attempt to look into the specificity of the transport sector is the fact that the dispute on this question is still open, and - what is more - it is not only an academic discussion, as it is a basis for an economic policy which is mainly financial in its character. There are two ways to look at the problem; the first approach - called *liberal* - is connected with the postulate that the economy should be treated as a whole and there is no space for any exceptions (such as to favourise a branch or sector); consequently, there are no 'specific' sectors or branches. Followers of the other approach - called *anti-liberal* - preach that 'everything is specific', the transport sector included; such an assumption results in very serious consequences in the sphere of economic policy: if something has been considered 'specific', consequently it has to be treated 'specifically' with the aid of a different *instrumentarium*, and the state should formulate and implement a specific policy in each branch or sector.