

Jahrbuch für Wirtschaftsgeschichte (JWG) 1999/1:

Privates Eigentum - Öffentliches Eigentum

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Gerold Ambrosius, Neue Institutionenökonomik und Kommunalisierung in der zweiten Hälfte des 19. Jahrhunderts. Ein wirtschaftshistorisches Fallbeispiel zur Illustration einiger theoretischer Argumente, in: Jahrbuch für Wirtschaftsgeschichte (JWG) 1999/1, S. 35-53.

Heidrum Edelmann, Privatisierung als Sozialpolitik. "Volksaktien" und Volkswagenwerk, in: Jahrbuch für Wirtschaftsgeschichte (JWG) 1999/1, S. 55-72.

Helmut Cox, Regulierung, Privatisierung und Globalisierung von Post und Telekommunikation. Rückblick und Ausblick über zehn Jahre Post- und Telekommunikationsreform in Deutschland, in: Jahrbuch für Wirtschaftsgeschichte (JWG) 1999/1, S. 73-100.

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Abstracts

I. Abhandlungen und Studien

Uwe Müller, Der preußische Kreischausseebau im 19. Jahrhundert zwischen kommunaler Selbstverwaltung und staatlicher Regulierung

Abstract

In the 1830s, after the founding of German Zollverein, Prussian road-building policy lost its political importance. Therefore, the government promoted road-making by local government districts (Kreise, Landgemeinden) and incorporated companies. The new operators of minor roads received subsidies and the right to levy tolls. In 1841 the district assemblies were first allowed to pass taxes for investments in their infrastructure. Nevertheless, many of the early projects of road-building by districts run aground because of their inexperience and the Prussian bureaucracy's distrust towards them. After the 1850s, the district-maintained roads became the most important part of the Prussian road network, esp. in the provinces Prussia, Pomerania and Brandenburg. The article discusses both the development of road-building as the first important self-government task of Prussian districts and the extent to which this self-government was limited by Prussian legal regulation, licensing and technical supervision.

Gerold Ambrosius, Neue Institutionenökonomik und Kommunalisierung in der zweiten Hälfte des 19. Jahrhunderts. Ein wirtschaftshistorisches Fallbeispiel zur Illustration einiger theoretischer Argumente

Abstract

This article deals with the question, why the supply of gas, water or electricity generally organized as private firms in the beginning became publicly owned enterprises during the second half of the 19th and at the start of the 20th century. Most of them had been communalized and managed by municipal administrations on the eve of the First World War. The theoretical background of the analysis is shaped by the New Institutional Economics and its different approaches: the theory of transaction cost, of contract, of property rights and of public choice. Firstly it is demonstrated that some causalities can be comprehended more precisely and generalizing by institutional economics than by traditional argumentation. Secondly it becomes obvious that under the perspective of transaction costs in this special case and in this special phase of historical development publicly owned enterprises were probable the "cheaper" way of building up "public" utilities in comparison to private but publicly regulated companies. Thirdly the openness in principle of institutional economics concerning the question of private and public property is confirmed through the neoclassical basis of this approach.

Heidrum Edlmann, Privatisierung als Sozialpolitik. "Volksaktien" und Volkswagenwerk

Abstract

The partial privatization of the Volkswagen plant and the concomitant creation of the Volkswagen foundation were the result of economic and social developments, but also of events on the scale of world politics. During the second half of the 1950s the German government tried on the one hand to consolidate the principles of a market economy by disengaging from the producing sector and on the other to facilitate their acceptance by a large segment of the population. "People's stock" - in analogy to the "People's car" - that were to lead to individual capital accumulation and vitalize the capital market, also appeared to the Government to be the proper means of creating a consensus on the sale of state property as "social privatization". Finally the sharpening of systems competition between West and East on a world scale provided convincing arguments for those who wished to transfer the Volkswagen capital, which had been amassed during the Nazi period, into a foundation for the promotion of research and teaching; they achieved a respectable compromise.

Helmut Cox, Regulierung, Privatisierung und Globalisierung von Post und Telekommunikation. Rückblick und Ausblick über zehn Jahre Post- und Telekommunikationsreform in Deutschland

Abstract

Within a period of less than a decade the sector of postal and telecommunication services has passed through an enormous structural change. This sector which has been highly regulated up to now was transferred to a competitive system by three reform steps. These steps are primarily caused by the pressure of the European Common Market and the globalisation of the markets for telecommunication and postal services. Additionally the Supply Side Economics practised in Germany forced the deregulation and privatisation of these public sectors since beginning of the Eighties. The author analyses several reform steps in the European Community and in Germany as well as the most important laws (telecommunication, postal law). Regarding the public task of an universal service supply these reforms design a middle course between free competition and public regulation. For the present the postal and telecommunication reform can be considered as completed but there are several problems that need to be solved. Chapter X "Realisation Problems of the Postal and Telecommunication Reform" refers to those questions.