

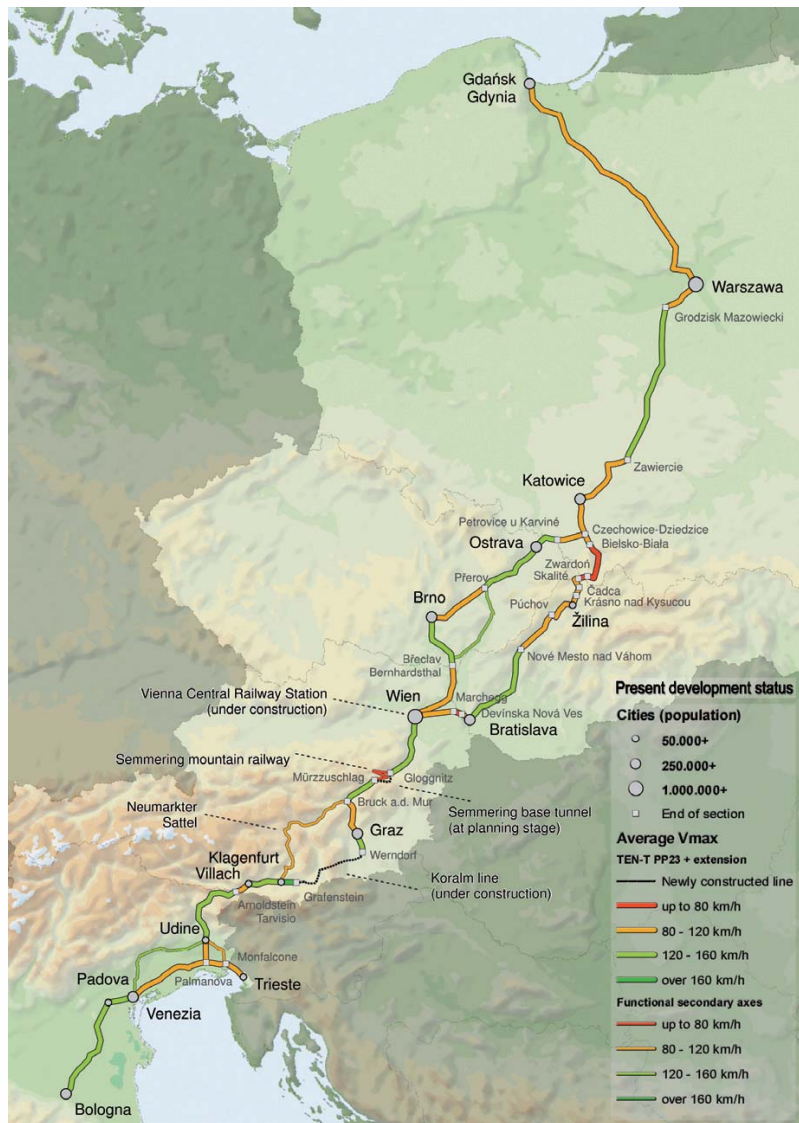


OFFICE OF THE MARSHAL
OF THE POMORSKIE VOIVODESHIP

The economic impact of the Baltic-Adriatic Corridor (Polish perspective)



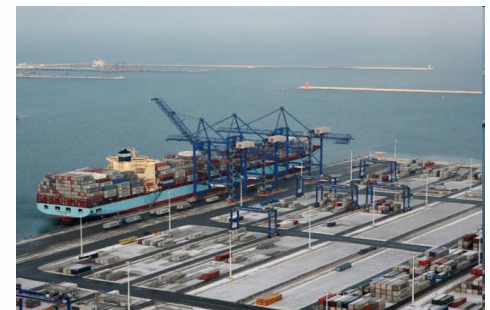
BAC connecting Europe and beyond





Current transport structure of Central and Eastern Europe

- A shift in routes for freight transport, mainly due to the world economic crisis
- Increasing significance of Baltic ports
- Both ports in Gdańsk and Gdynia have full opportunity to become gateway for Eastern Europe markets.
- 30% increase of container handlings can be noticed





Solutions for coordination within Baltic-Adriatic Corridor (1)

**On 30 March 2012 six Polish regions
have founded an Association of Polish Regions
of Baltic – Adriatic Transport Corridor**





Solutions for coordination within Baltic-Adriatic Corridor (2)

The main goals of the Association are:

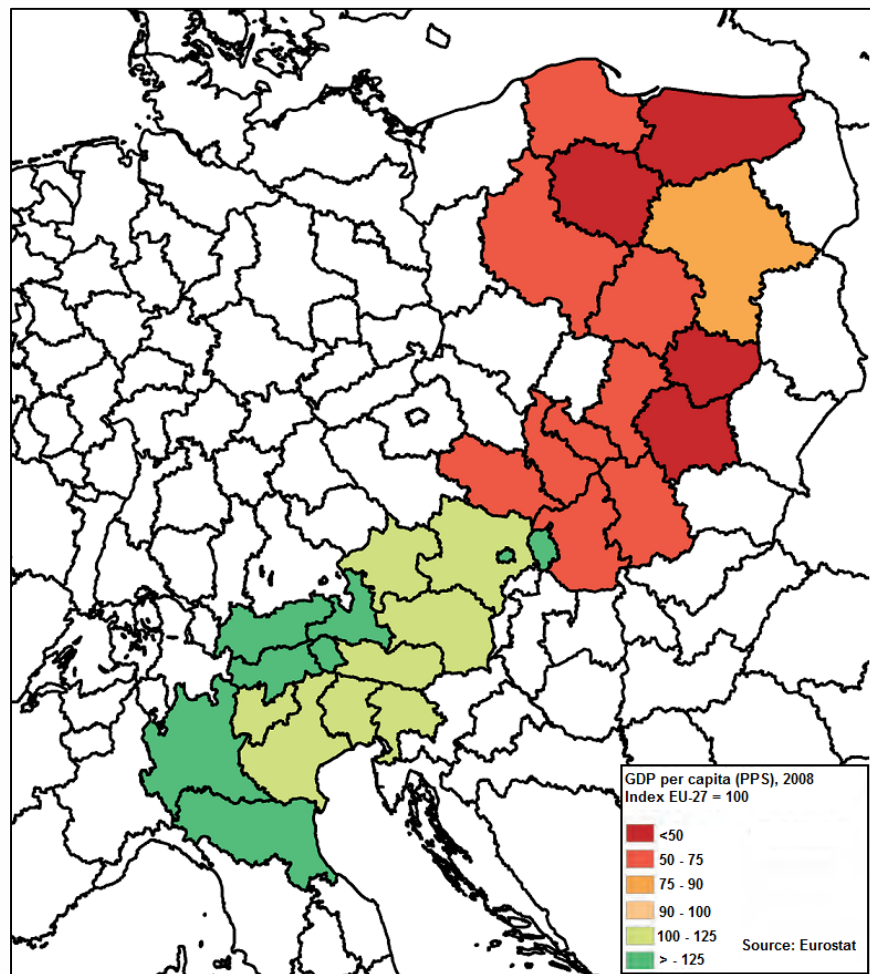
- 1) Creation and promotion of the Baltic-Adriatic Corridor Development Zone,
- 2) Ensuring cohesion in strategic and spatial planning on national and regional level;
- 3) Initiating the formation of logistics centers, intermodal terminals, special economic zones etc.;
- 4) Initiating actions to improve the role of intermodal transport (rail, inland waterway - Vistula River);
- 5) Cooperation with institutions (public entities, associations) from Scandinavia and Southern and Eastern European Countries - participation in projects and initiatives on EU-level.



BAC as a driver of development?

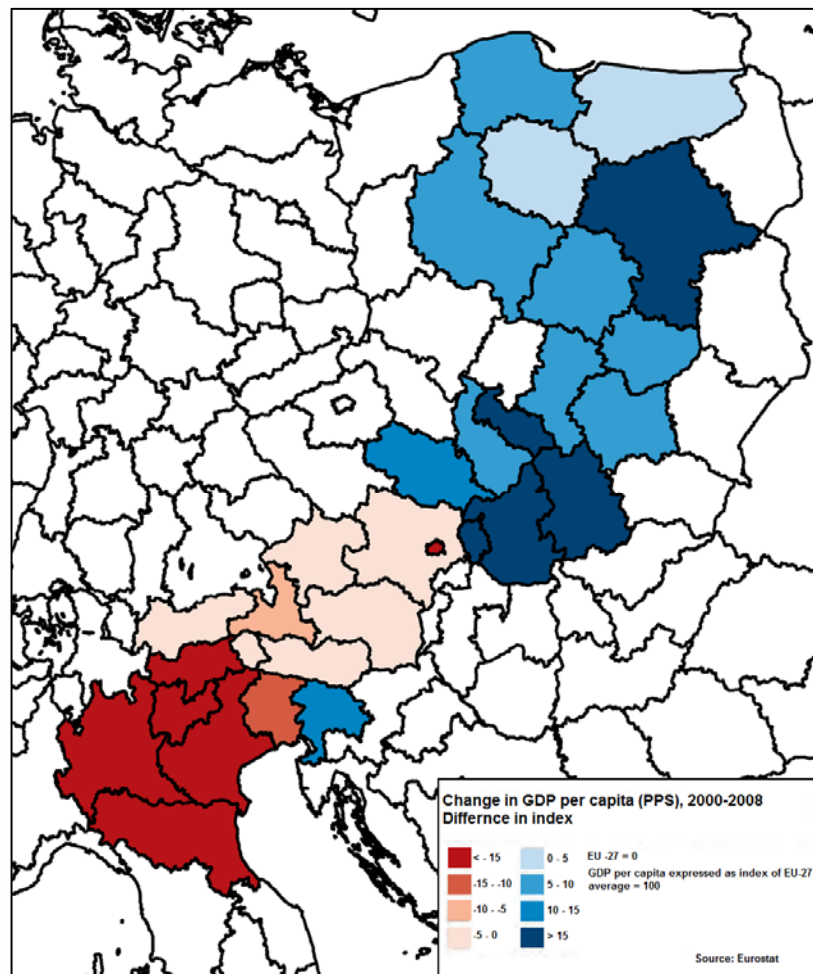
DIFFERENCES

in economical potential



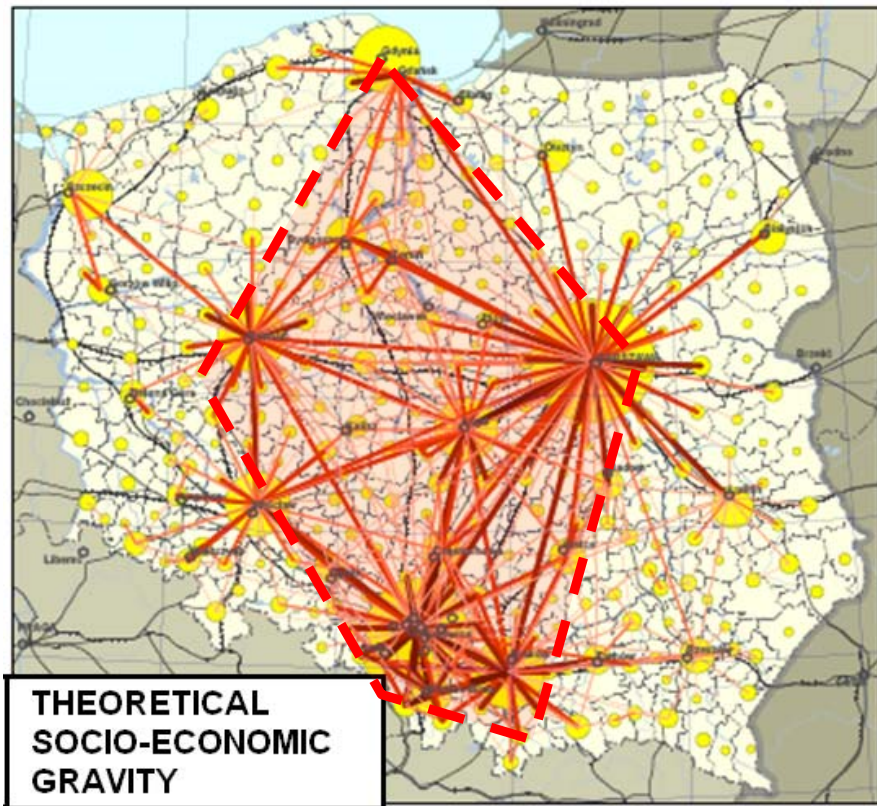
REVERSE DIFFERENCES

in development dynamics





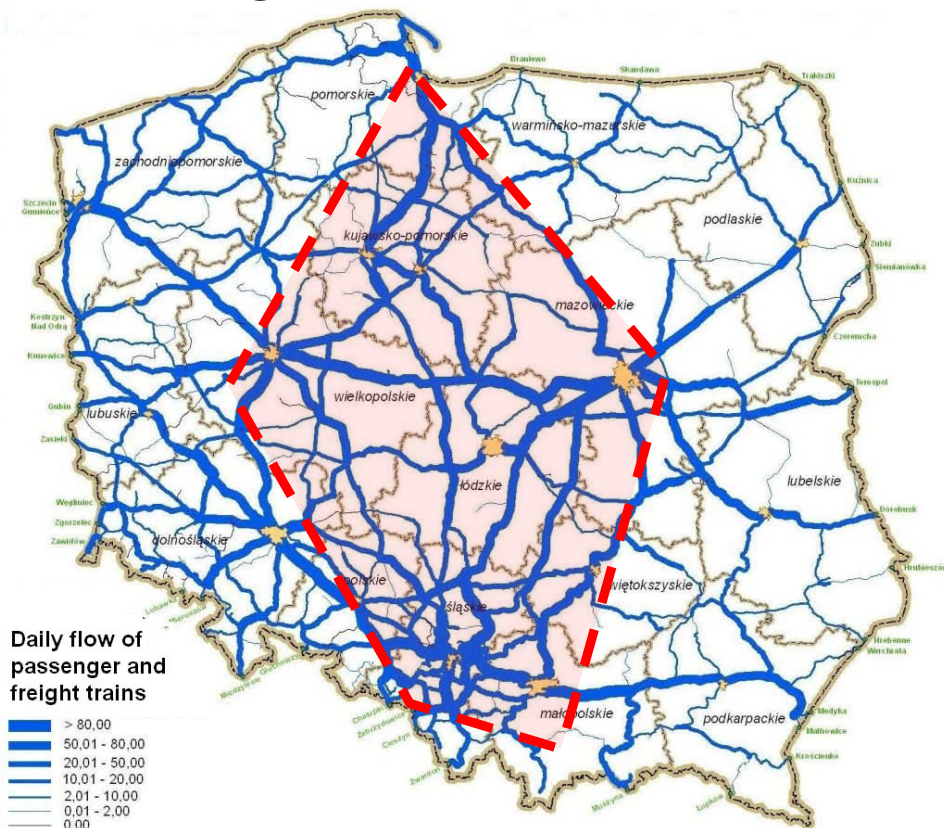
BAC-zone as an engine of economic growth (1)



**THEORETICAL
SOCIO-ECONOMIC
GRAVITY**

Polish Ministry of Regional Development

Average daily number of passenger and cargo trains in 2009



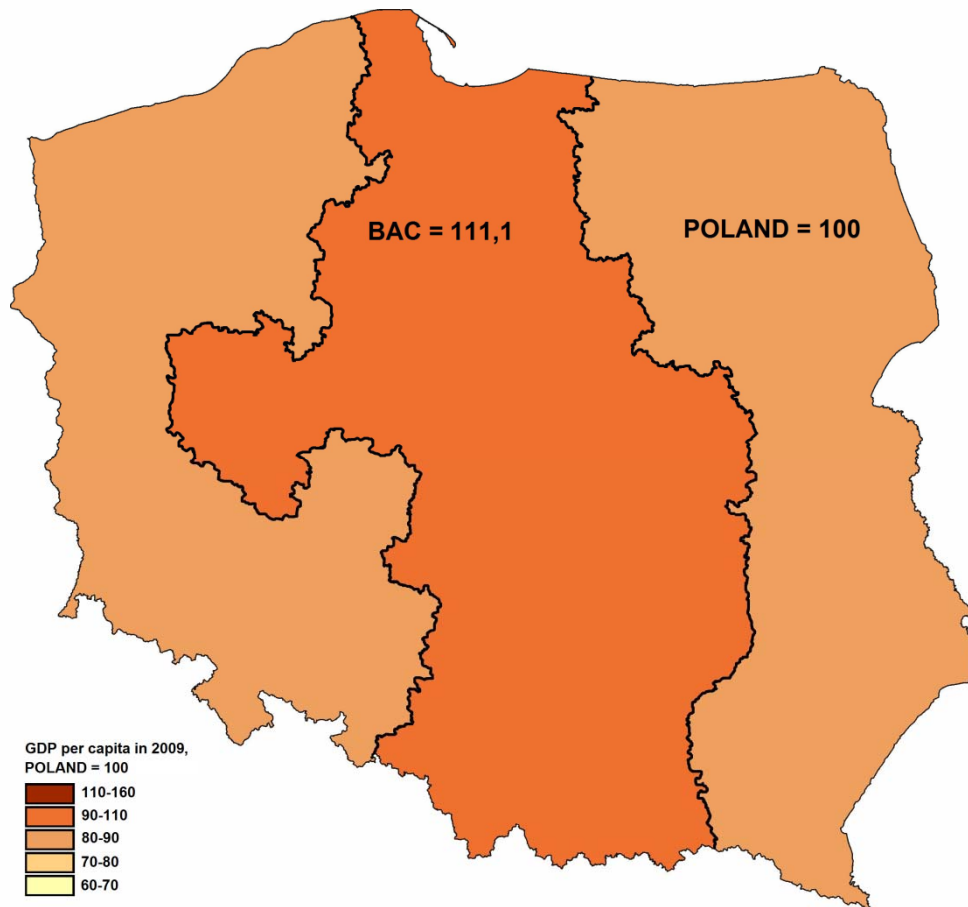
**Daily flow of
passenger and
freight trains**



Polish Railways



BAC-zone as an engine of economic growth (2)



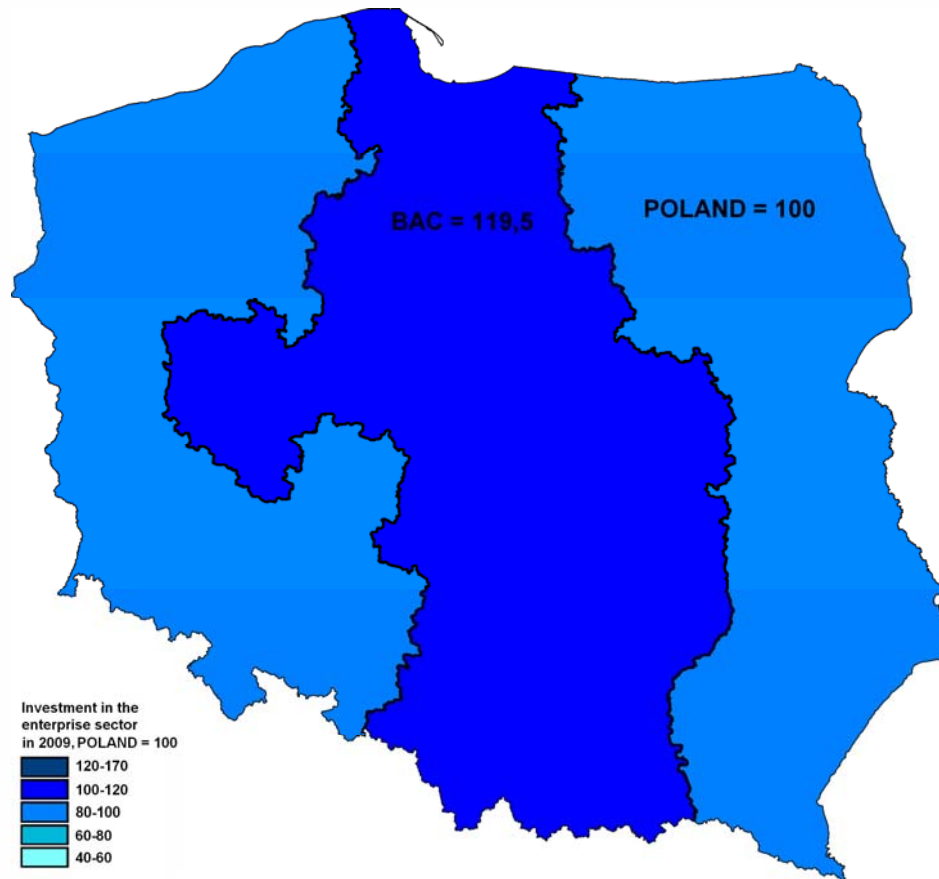
own calculations

Polish part of BAC

- **43%** of the total PL area
- **60%** of the PL population
- **67%** of the PL total GDP



BAC-zone as an engine of economic growth (3)



Polish part of BAC

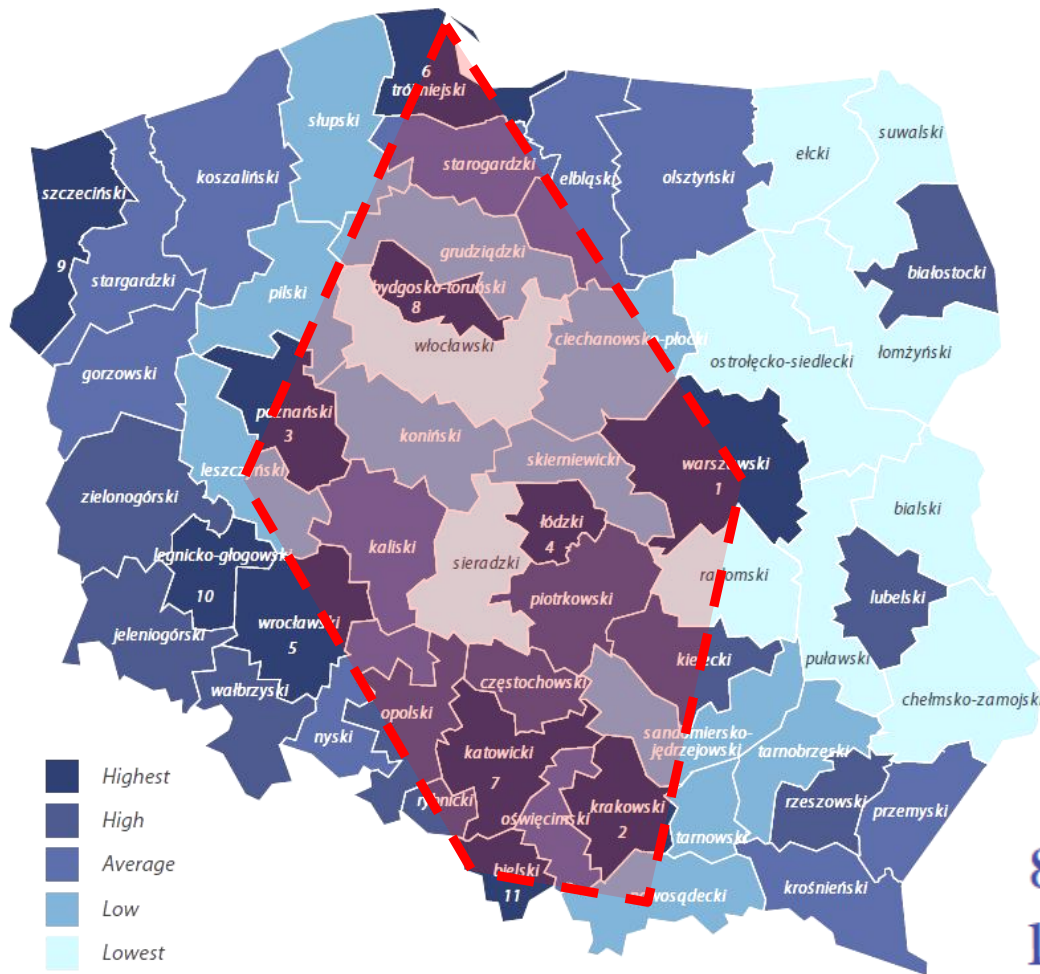
- **63%** of the PL companies
- **72%** of the PL private sector investments

own calculations



BAC-zone as an engine of economic growth (4)

Investment attractiveness
of sub-regions
(advanced technologies)



8 out of 11 top performers
located within BAC-zone

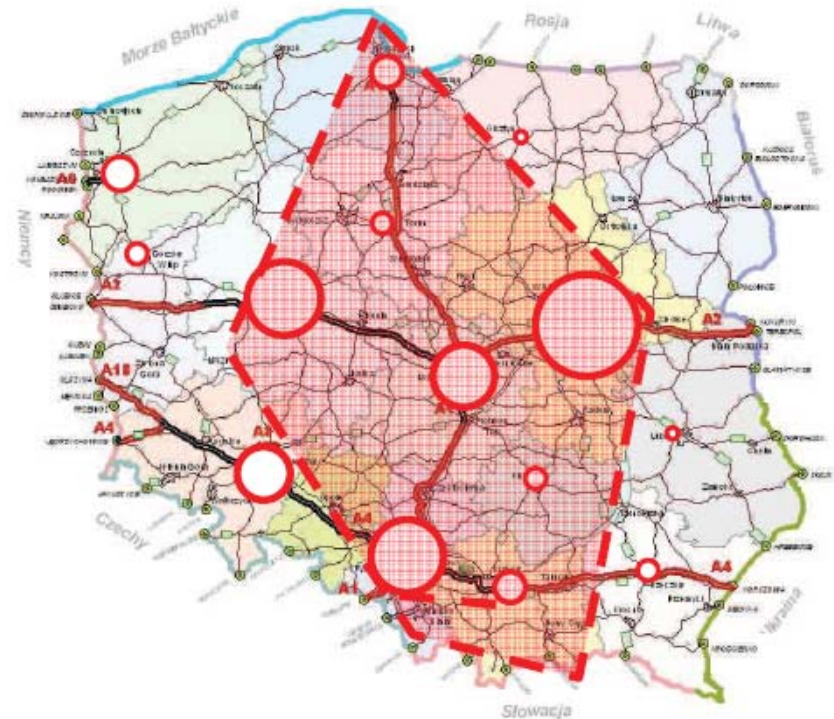


BAC-zone as an engine of economic growth (5)



The Institute of Logistics and Warehousing

22 out of 31 container terminals

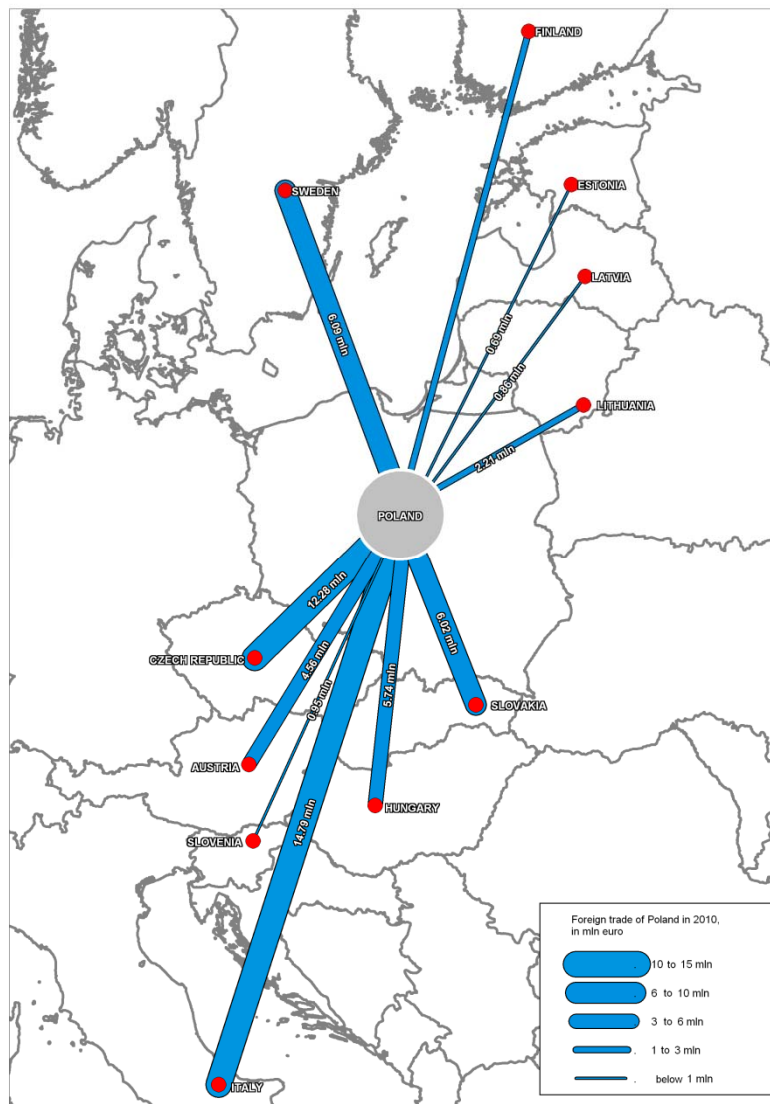


The Institute of Logistics and Warehousing

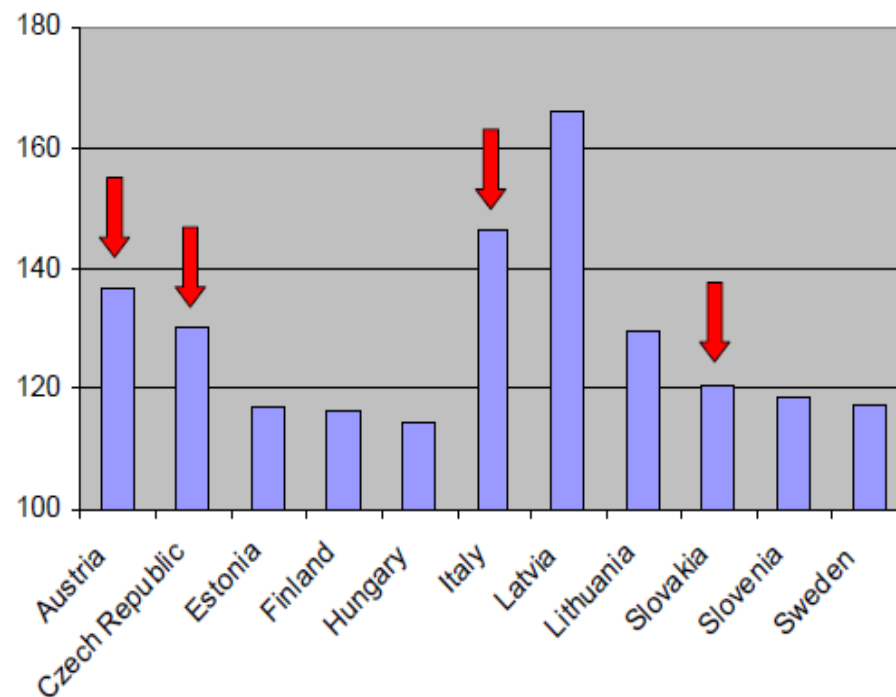
93,1% of the total warehousing area



BAC as a conveyor of Polish foreign trade (1)



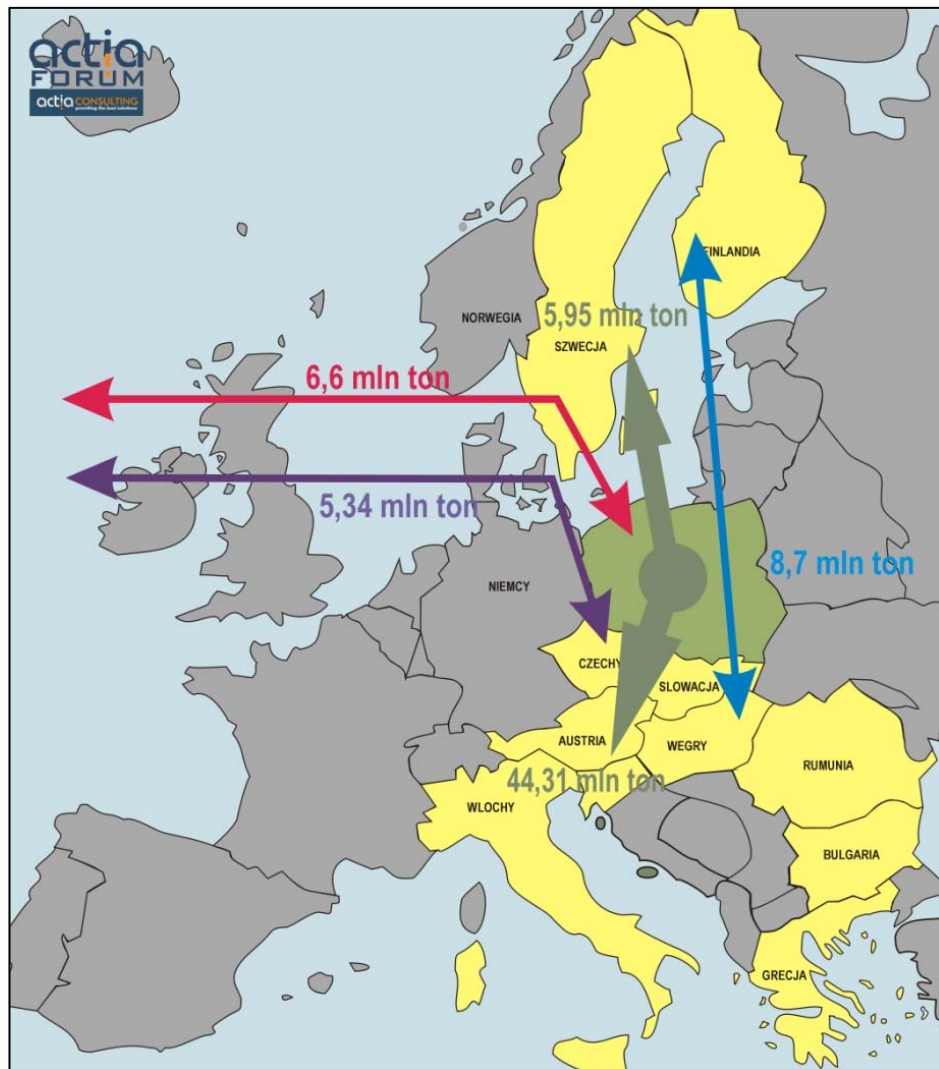
Dynamics in the years 2006-2010 (2006=100)



own calculations



BAC as a conveyor of Polish foreign trade (2)



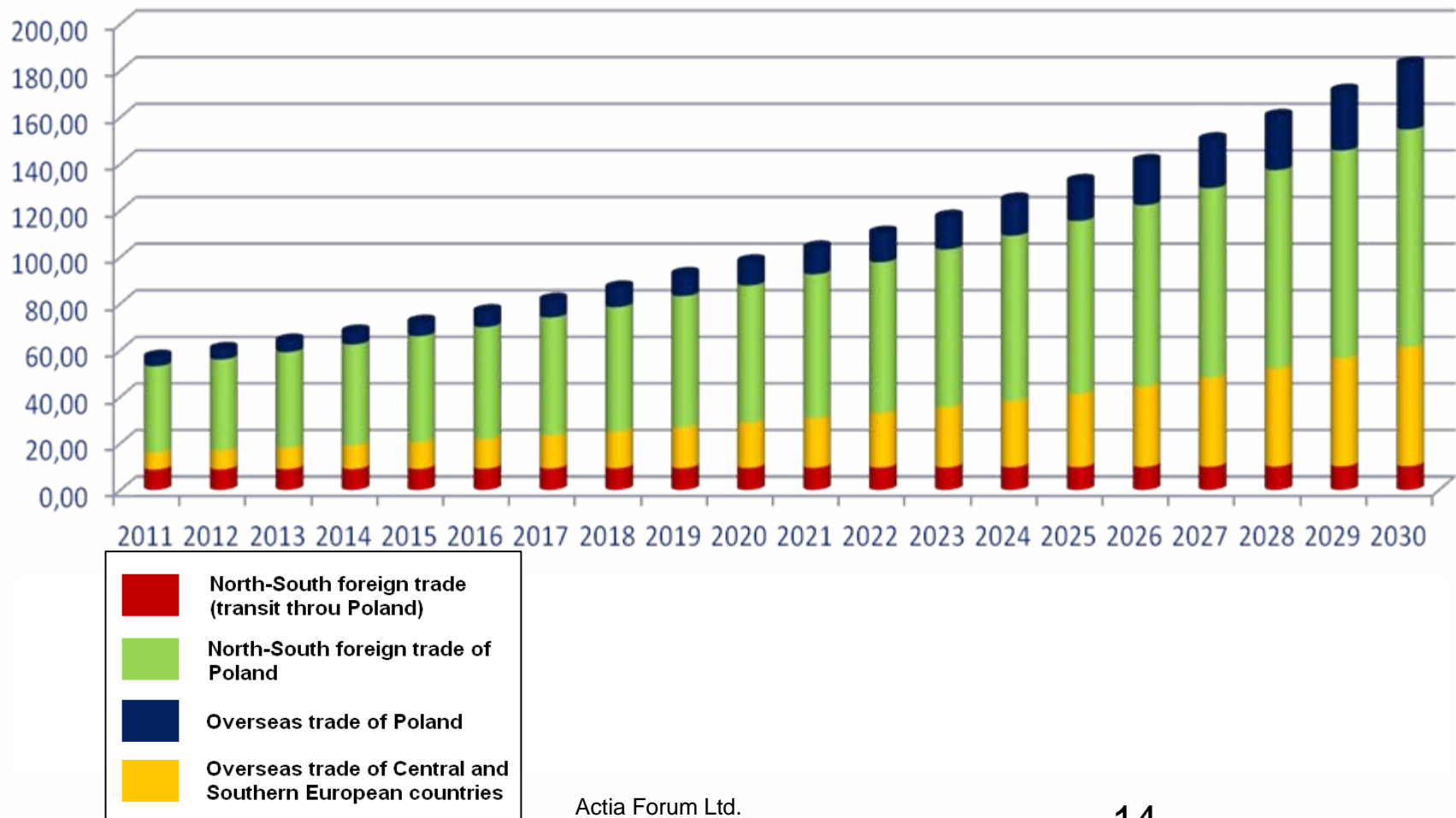
Potential demand for cargo flows
(million tonnes)





BAC as a conveyor of Polish foreign trade (3)

Potential demand for transport service in BAC (million tonnes)



Thank you!



OFFICE OF THE MARSHAL
OF THE POMORSKIE VOIVODESHIP

ul. Okopowa 21/27, 80-810 Gdańsk, POLAND
phone: +48 58 32 68 555, fax: +48 58 32 68 556
www.pomorskie.eu, www.urzad.pomorskie.eu