CONTAINER TERMINAL AS AN OPPORTUNITY FOR DEVELOPMENT OF THE PERIPHERAL AREA

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Abstract

The globalization of commerce and the increase in importance of multimodal transport require a number of new investments. Regions which want to create their competitiveness in international relations must take measures aiming at acquiring access to high-quality technical infrastructure.

Poland's western borderland was treated as a peripheral region for years. This resulted in low socio-economic development of the entire area. Owing to the development of commercial exchange and the creation of CETC, the area became an important channel for the distribution of goods between the Mediterranean Sea and the Baltic Sea.

The developmental potential of the region remains unused. Creating a competitive economy requires access to high-quality infrastructure, including a deepwater container terminal. Building a container terminal in Świnoujście is fully justified with the increased usage of containers in commercial exchange. Creating a transport hub in Świnoujście will improve the competitiveness of the entire region. It will bring about numerous economic, social, and ecological benefits of a local, regional, and national dimension.

Key words: container terminal, border region, competitiveness

1. INTRODUCTION

The deepening process of globalization and the development of international exchange is a challenge faced not only by particular enterprises, but also by regions. Implementing policies aiming at creating the competitiveness of the region in global terms is the obligation of regional authorities. The process of glocalization indicates the need to identify the endogenous development factors and use them to create a competitive advantage in particular regions (Malkowski & Malkowska 2013). It becomes especially significant in the case of the peripheral regions. For many years,

the border regions were defined as areas with an insufficient level of economic development. Their peripheral character was considered synonymous with a lower development level and the resulting negative socio-economic consequences. The specificity of the Polish western borderland lies in the fact that for many years the region was connected with maritime economy and provided facilities for Polish seaports.

In the global dynamic modern environment, the traffic function of the port overgrows and ports have become the centre of the national and international trade (Rathman et al., 2014).

Maritime transport is considered to be key for the development of international commercial exchange. Currently more than 80% of movement of goods in commercial exchange is realized via maritime transport (Koźlak, 2010).
Access to port infrastructure is an essential factor in the development of international competitiveness of regions. It especially concerns areas located in the direct vicinity of deepwater container terminals. They allow to use the cheapest means of transportation – maritime transport – in economic activity.

The ongoing research on the dynamics of development of the intermodal transportation branch indicates that a dynamic growth of this industry can be observed since the late 20th century. The number of container transhipments increases along with the carrying capacity of the newly-built ships servicing the containers. In 1990, the average capacity of vessels was 5000 TEU, while contemporary constructions have the capacity of over 21,000 TEU. This means that vessel operators notice the benefits related to the development of international trade and hope that the number of shipments will remain high in the future. According to Broeze, it is the access to economically effective means of transportation that accelerated the progression of development processes in virtually all branches of economy (Broeze, 2002).

It is a peculiar area which for geopolitical reasons for years constituted a border between two opposing socio-political regimes. The results of the division of Europe after WWII are still visible in that part of the currently united Europe. It is the symbol of the iron curtain which spread from Szczecin to Triest and separated the communities living in those areas.

Since three decades, processes aiming at a reconstruction of the social and economic potential of the region are implemented in the area of Poland's western borderland. One of the key initiatives with a view to a socio-economic revitalization of this area is the initiative to create the Central European Transport Corridor connecting the ports of the Mediterranean Sea with the Baltic ports. A special role in the realization of this ambitious project is played by the seaports in Szczecin and Świnoujście.

A revival of the economy of the region, whose axis is the CETC-ROUTE 65, is inextricably linked to the development of a high-quality transportation and logistics infrastructure. Therefore, it is necessary to expand the current functions of the two aforementioned seaports. This will not be possible without new investments in the infrastructure of the ports and their facilities. The observed dynamic increase in container transports in the structure of international exchange requires an expansion of transshipment capacity in Polish seaports. The existing container terminals in

Gdańsk and Gdynia should be supplemented with a new container terminal located in the axis CETC-ROUTE65.

2. OBJECTIVE AND METHODS

The article presents the results of research conducted by the authors in the Polish-German borderland. The aim of the article is to indicate potential benefits connected with the construction of a container terminal in Świnoujście for the development of the Polish Western borderland. Available data on container transshipments in Polish seaports have been used in the study. The presented conclusions are a result of research, observations, and interviews with entrepreneurs and residents of the borderland region. The study included 234 respondents who were in the West Pomeranian and Lubusz voivodships. Interviews were conducted with representatives of the Port of Szczecin-Świnoujście Management Board and entrepreneurs from the Goleniów Industrial Park. The article uses the available literature of the subject as well as statistical data obtained from the Central Statistical Office, the Port Szczecin-Świnoujście and DCT in Gdańsk.

The research served to verify the hypothesis: of a container terminal in Świnoujście will affect Construction the development of the Polish-German border area.

3. THE DEVELOPMENT OF PERIPHERAL AREAS IN POLAND'S WESTERN BORDERLAND

The debate on the future of the Polish-German borderland began long before Poland's accession to the EU. The peripheral nature of the region, the fall of the shipbuilding industry and socialized agriculture caused a distinct economic collapse in the area of Poland's western borderland. It was thus essential to indicate directions of development of creating the region's competitiveness on the basis of new intelligent specializations and the use of the region's endogenous potential (Malkowski, 2016). A measurable result of those activities were various concepts of developing the Polish-German borderland area.

Primarily, the following concepts should be mentioned: "The Polish-German cross-border cooperation" by Victor von Malchus, the president of the Academy of Spatial Research and Planning in Hanover; the most widely discussed "Concept of supporting the Oder's region" known as Stolpe's Plan; or the Polish counterproposal "The problems of development of border regions. The Middle Oder Region as a crossborder region," authored by professor Marian Ecker (Guz-Vetter, 2002).

None of these, however, was ever realized due to clear discrepancies in the perception of the future of the Poland-Germany borderland area presented by both parties. Similarly, the implementation of the premises of the "Directional study of spatial development along the Polish-German border" also failed. The study indicated potential opportunities for developing cross-border cooperation, but in its main part it merely identified the potential of that cooperation. As late as 2006, under the slogan

"Borders divide – the Oder connects," a thriving inter-regional network of cooperation was created between the following provinces: Greater Poland, West Pomerania, Lower Silesia, and Lubusz, and the German states: Berlin, Brandenburg, Mecklenburg-Vorpommern, and Saxony, under the name of "Partnership-Oder." Interregional cooperation was supposed to be based on co-creating a competitive crossborder area. It was presumed that only economically effective cooperation between partners would integrate the trans-Oder region in the economic, political, and social zone.

The conducted research showed that the development of international commerce is a significant potential for the development of the Western borderland area (Malkowski & Malkowska 2014). The use of high-quality human capital and investing in infrastructure which would serve the development of entrepreneurship became an important objective of regional policy realized in the area of western borderland (Malkowski, 2014). From the very inception, the transit character of the region was to be a developmental factor. Initially, the possibility of developing logistic connections on the east-west axis was pointed out. With time, the immense potential connected with the development of commerce on the north-south axis was recognized. To make this possible, however, a technical infrastructure was indispensable, servicing the flow of goods and persons.

An important event which allowed to provide a new quality in cross-border relations was Poland's accession to the EC (Mazur, 2017). The abolition of border control and thus improvement of transit traffic allowed to revive economic relations within the area of Poland's western borderland and to activate local governments (Zieziula et al., 2011).

The political and economic cooperation in western borderland was noted in the EU strategy for the Baltic Sea region. The document included the need to create an efficient and ecological communication and transportation network (maritime, land, and inland) with particular emphasis on the connection between the Baltic Sea region and other European regions via the Baltic-Adriatic Corridor and the Central European Transport Corridor (CETC).

This caused the needs of the Polish-German borderland to be included in the strategy of developing the Trans-European Networks (Reimer, 2009; Peters, 2003).

The CETC includes express ways, highways, railway lines, river transport, and airports, which will enable the development of industry, commerce, and tourism in the area of its impact. This artery is one of the key transportation routes connecting southern Europe with the countries of Scandinavia (Vickerman, 1995).

The Polish section includes: the S-3 express way (under construction, Świnoujście – Southern Czech border in Lubka), the E-59 (Poznań-Wrocław) and CE-59 (Międzylesie-Szczecin) railway routes, the Szczecin-Świnoujście ports, the Oder as the E-30 waterway, and the Wrocław Strachowice and Szczecin Goleniów airports.

The development of transportation connections network in the region of western borderland is particularly significant for the dynamically developing Special Economic Zones (SSE) located in the strip of border provinces or in the direct vicinity thereof. SSE is a separate part of the territory of Poland where economic activity can be conducted on preferential terms. Business owners in SSE can receive public help in the form of tax exemptions. There are currently 14 special economic zones in

Poland, and their period of preferential functioning has been extended until the end of 2026.

In the CETC facilities, there are currently 10 SSEs. Owing to the possibility of obtaining regional help in the form of tax (CIT or PIT) exemptions, investors are eager to locate their businesses in these designated zones. This contributes to an acceleration of regional development through e.g. attracting new investments, development of export, and creating new workplaces.

However, the development of production is also dependent on the access to infrastructure which allows to deliver the goods quickly and cheaply to the consumers. Therefore, the necessity to expand the logistic functions of the regions is a key factor in the development of the western borderland. In this respect, the situation in the region requires many coordinated actions. They concern a construction of high quality road connections in the region.

The key investment for the region's development is undoubtedly the construction and expansion of the S3 route and its infrastructure. It will run longitudinally from the set of Świnoujście-Szczecin seaports in the north, along the western state border, through the urban centers of Gorzów Wielkopolski and Zielona Góra and the Copper Basin, to the border with Czechia in the south. Via the ferry lines serviced by the Ferry Terminal in Świnoujście, it will provide the shortest direct connection between southern Skania (E65 in Ystad and E22 in Trelleborg), northern Czechia, and the ports of the Mediterranean Sea basin. It is included into the network of European highways through the A6 highway and the A2 highway. In the future, such an inclusion will also be realized in the southern part, through the already existing A4 highway. The road constitutes a part of the route connecting the Szczecin agglomeration with the Tricity (along with the S6 express way).

The transportation policy realized in the EU points to the need of a more intense activation of inland sailing as one of its objectives. It is supposed to allow to ease the traffic on the network of roads and bring significant benefits to the natural environment. In this vein, the Oder connected with the network of main European rivers is potentially a great asset of the region. So far for the major part of the year it cannot be used due to the low water level and the unsatisfactory condition of hydro-technical equipment.

The Oder Waterway is about 520 km long. It is an enormous and unused potential in the development of the borderland area. Unfortunately, the share of inland sailing in the freight transport market in Poland is merely 0.4 %. At the same time, by 2030 30% of road freight transport at distances greater than 300 km should be transferred onto others means of transport, e.g. water or railway. By the year 2030, the Polish government wants to acquire and spend 30 billion zlotys for this purpose. The result of these works is supposed to be bringing the Oder to class IV in the Classification of European Inland Waterways, which means regular freight transportation to and from the ports of Szczecin and Świnoujście all the way to Wrocław and Gliwice. This poses new challenges for the region not only in the context of necessary investments, but also potential benefits for the development of cities and ports located along the Oder route.

The third important element of the development of the borderland region is certainly access to railway infrastructure. In the perspective of the year 2030, a good

quality railway infrastructure could be an extremely important factor in regional development. In the case of Poland's western borderland, the railway route number 273 (Wrocław-Szczecin) is the most significant. Route 273, also called "Magistrala Nadodrzańska" [the Oder Line] is a heavily loaded railway line used for carriage of loads between the Upper and Lower Silesia, and the seaports of Szczecin and Świnoujście, as well as to border crossings on the German border. It constitutes an element of a cargo corridor C-E 59 connecting the north and the south of Europe. It services three western provinces of Poland and one of the biggest coal power stations in Poland: Dolna Odra. Although it is a two-track, electrified trail, many of its sections are lacking in capacity. Decapitalization causes 20-30 km/h speed limit not only in spots, but also ones that stretch for several kilometers. In order for this situation to change, it is necessary to renovate (revitalize) the road on its entire length so that full speed can be restored and speed limits lifted.

This will allow to develop transportation with the use of railway lines in the entire region, and also an effective and economically justified transit of goods produced on the Polish-German borderland. This concerns not only the north-south axis, but virtually the entire Europe. In the context of the operation of ports in the Mediterranean Sea and the Baltic Sea, the C-E 59 railway route might become an important channel of goods distribution on a global scale, becoming a factor creating the competitiveness of the entire area.

4. CONTAINER TERMINAL AS A DEVELOPMENT FACTOR IN THE AREA OF THE WESTERN BORDERLAND

The maritime transport sector, in particular through its mass application of the container since the late 1980s, has indeed been a key facilitator of the process of global economic integration (Levinson, 2006; Olivier et al., 2007; Song, 2003). The increasing level of supplies' globalization resulting from the increased import of goods from all over the world to Europe as well as the export of European products to various continents are important challenges for the entire European economy. The loading mass delivered to European ports has to be distributed inland, and in the case of export – delivered from the places of production to the shipping ports. This requires a high efficiency of logistic systems as well as ensuring elements of delivery quality such as: meeting deadlines, punctuality, safety, and the shortest time of realization possible. The growing share of container loads, which enforce an organization of multi-modal supply chains, requires new investments (Slack & Frémont, 2005; Peters, 2001).

The market environment has brought new kinds of interfirm partnerships at the port-terminal level, involving ocean carriers and global terminal operators (Notteboom, 2002; Slack & Fremont, 2005).

Numerous studies confirm that container terminals are an important element of infrastructure indispensable for the functioning of a competitive economy. They play an essential role as a factor of internationalization of economic activity (Stokłosa 2011; Baird, 2006; Rugman & Verbeke, 2004). They allow to conduct international commercial exchange, including local economy in the global system of exchange.

From this point of view, they also have strategic significance, ensuring direct access to the global market.

A container terminal is also an important factor actuating economic development on a regional scale (Robinson 2002; Rodrigue & Notteboom, 2009).

It is an element of the essential logistic infrastructure creating the foundations for building the competitiveness of regional economy (Cullinane et al., 2002; Ng, 2009).

Container terminals constitute a vital part of the regional logistic system, connecting maritime transport with other channels of distribution. Access to the infrastructure of a container terminal is an important factor for building the self-sufficiency of regions on a national and international scale.

The area of Poland's western borderland is in a peculiar situation in this regard. The region's economy builds its innovative position on the basis of intelligent specializations, among which there are: chemical industry, metal and machinery industry, bioeconomy, the IT industry, maritime activity, and logistics. These are branches whose development is supposed to ensure the creation of innovative socio-economic solutions, increase of the economy's added value, and elevating its competitiveness on the international arena.

The transit location of the region predisposes it to base its competitiveness on international trade. However, in order to achieve that it is necessary to possess free access to a deepwater container terminal. The existing land container terminals in the region have a small reloading capacity and their creation was a reaction to the growing needs and expectations of the market.

Naturally, the existing container terminals located in the ports of Szczecin and Świnoujście have the most importance for the region's economy. The reloading capacity of the terminal in Szczecin is only 120,000 TEU. It offers the possibility of storing containers with capacity of 4000 TEU. It is based on three harbors of the Szczecin port, dedicated to servicing feeders, with a total length of over 1000 m. A substantial limitation to the functioning of the terminal is the max draught of the vessels which is only 9.15 m and does not allow to service large seagoing container ships.

The Świnoujście port is a seaport of universal character, offering also the option of unloading container loads. An advantage of Świnoujście is its direct access to the port from the sea, two harbors which are 328.7 m and 331.5 m in length, and a bigger max draught for the vessels which is 13.2 m and allows for container ships with capacity over 4500 TEU. The reloading capacity of the Świnoujście terminal is at 82,500 TEU. This is definitely not enough in the context of growing needs.

The development of container transport, and thus the need to create a new infrastructure to service it, should be sought in a dynamic development of commercial exchange in which Polish businesses participate.

In international cargo turnovers in the Polish ports, the turnovers with European countries are dominant (in 2016 their share was 67.7%). The turnover with Asia was 13.1% of international cargo turnovers in the Polish ports; with Africa – 10.0%; America – 6.7%; Australia and Oceania – 1.3%.

The main directions of Polish commercial exchange via sea in 2016 were: Sweden –13.8% (Ystad – 4.4%, Trelleborg – 4.0%, Karlskrona – 2.6%), Russia

(11.9%), Germany – 9.1% (Bremerhaven – 4.9%, Hamburg – 2.7%), The Netherlands – 9.0% (Rotterdam – 7.2%), Norway (4.0%) and the UK (3.6%).

The share of the aforementioned countries in the international maritime turnover was maintained on a level similar to 2016, only in the case of Russia there was a drop as a result of limiting the supplies of Russian oil by the Polish seaports.

Paradoxically, the crisis in global sailing in 2009 and the pressure of the carriers to lower unit costs, accelerated the exchange of container tonnage on the Baltic Sea (Rydzkowski & Gus-Puszczewicz, 2010).

In the place of typical feeders with a capacity of 600 TEU, there appeared vessels three times as large.

The Baltic and its ports became attractive for operators servicing routes such as Asia-Europe, or Europe-America. It was related to the willingness to lower the costs and the growing problems with the servicing of cargo in the crowded ports of western Europe. The growing number of reloading operations in international trade points to the growing attractiveness of container transports on a global scale. The increase in reloads in the world, in the years 2009-2016, is presented in Table 1.

Table 1. Container handlings in the world in 2009–2016 [millions of TEU])

	2009	2011	2013	2015	2016	Change 2016/2009
Reloadings	478	596	646	689	706	48%

Source: own study on the basis of data from Davidson, 2016, p. 4.

According to analyses conducted by UNCTAD, the demand for container transport in 2016 was 38% higher than in 2007 (UNCTAD, 2016).

According to other statistical data, the demand in the years 2016-1019 will grow by another 4.7% on a global scale. This points to a dynamic growth of interest in the use of maritime transport in international exchange.

A larger tonnage is another challenge for the ports which need to adjust to the new conditions. This causes a need to expand the existing reloading infrastructure on the Polish coast.

In the years 2010-2015, high dynamics of intermodal railway transport was noted in Poland, in all measures: increase in tonnage by 135% (from 4.4 to 10.3 million t); tonne-kilometers by 97.3% (from 1.88 to 3.71 billion tkm); TEU by 97.6% (from 583,000 to 1,152 million); and units by 116.2% (from 344.5 to 745,000 units).

In 2015, the share of intermodal transport in the Polish market of railway freight transport was 4.6% according to tonnage (4.2% in 2014) and 7.3% (Wronka, 2017). Such high dynamics of growth of intermodal transport in Poland are a phenomenon on a European scale and are among the highest in the EU states.

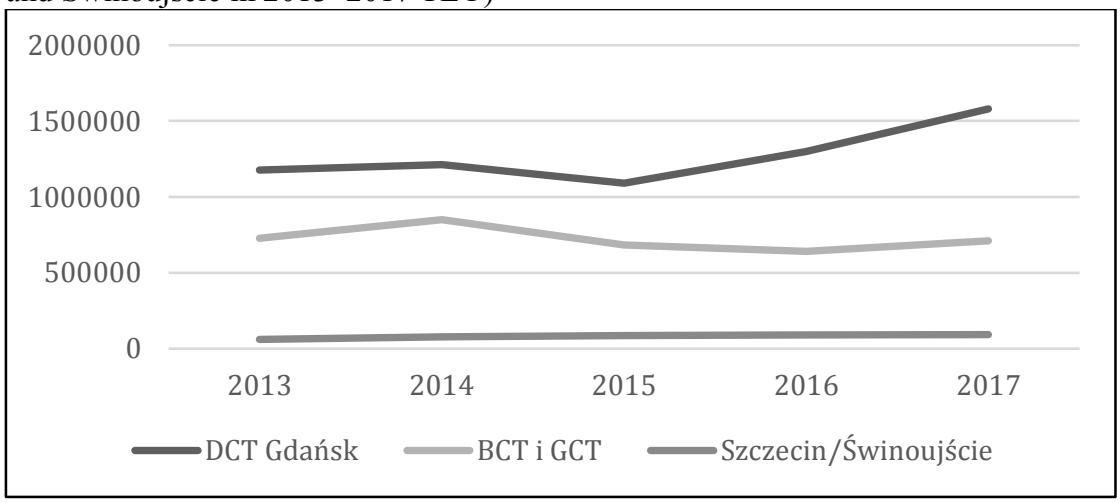
In the years 2008-2016 there was over two-fold increase in container turnover in Polish seaports.

According to the Main Statistical Office, in 2016 34.6% of cargo turnovers in large containers was realized in relation with Germany, while in 2005 it was 83.0%. Among the main German ports participating in this turnover were Bremerhaven (the

share on container turnover in relation with Polish ports was in 2016 – 22.9%, in 2005 – 38.5%) and Hamburg (11.3% and 35.2%, accordingly).

Other directions of container transport in relation with the Polish seaports were: China (share in 2016: 10.6%, no turnover in 2005) and Russia (in 2016 – 7.4%, in 2005 – 1.5%, with the ports of the Baltic Sea at 7/4% and 1.3%, accordingly). In the following years, the number of containers reloaded in the Polish seaports will grow significantly. This concerns especially the most modern DCT terminal in Gdańsk, with the best infrastructure of all the Polish seaports – Figure 1, Table 2.

Figure 1. Container handlings at container terminals in Gdańsk, Gdynia Szczecin and Świnoujście in 2013–2017 TEU)



Source: own study on the basis of data obtained from the ports

Table 2. Container handlings at container terminals in Gdańsk, Gdynia Szczecin and Świnoujście in 2013–2017 TEU)

	2013	2014	2015	2016	2017	Change 2017/2013
DCT Gdańsk	1177626	1212054	1091202	1299373	1580508	34%
BCT i GCT	729518	849123	684796	642192	710698	(-) 4%
Szczecin / Świnoujście	62307	78439	87784	90869	93579	50%

Source: own study on the basis of data obtained from the ports

5. SELECTED BENEFITS FROM THE CONSTRUCTION OF A CONTAINER TERMINAL IN ŚWINOUJSCIE

A dynamic growth of reloading and increased road and railway traffic within the area of Gdynia and Gdańsk points to the need of creating a new container terminal on the Polish coast. Next to the existing and developing container terminals in Tricity, a new deepwater container terminal needs to be built.

For economic reasons, the best location for such an investment is Świnoujście. This claim is supported by the following arguments:

- Geographic proximity (the ports of Gdańsk and Gdynia are located farther into the sea which prolongs the time and increases the costs of transport).
- The location of the terminal in CETC.
- Easy access to the port in Świnoujście.
- The growing issue of transport congestion in Hamburg, Rotterdam, and Gdańsk.

Construction of a deepwater container terminal in Świnoujście will allow to raise the competitiveness of entrepreneurs from the area of the western borderland by diminishing the costs of transportation and reducing the shipping time. The research conducted in the region shows that the majority of container loads from the region of the western borderland reaches the ports in Gdańsk and Hamburg. Despite significant distances, they offer the possibility of dispatching goods in the European and global system.

The construction of DTC Gdańsk indicated that the idea of creating a new hub on the Baltic Sea was fully justified. It took over the majority of reloading operations which had been previously directed to Hamburg by Polish disposers. Before the launch of DCT Gdańsk, the Hamburg terminal was the biggest "receiver" of Polish containers. In 2008, 616.000 TEU destined to Poland were checked in in this German port. In the same period, in the biggest Polish port in Gdynia only 611.000 TEU were checked in (Przybylski, 2010).

Market analysis clearly indicated a sudden growth of significance of ports that function as reloading hubs.

Apart from export and import reloading operations, they also service the so-called transshipment, i.e. the transfer of containers from large units onto smaller vessels. These ports are characterized by deepwater harbors and cranes which allow to reload large container units.

It seems that it is key for the development of the Polish western borderland to create a container terminal in Świnoujście which could function as a hub due to its technical parameters. This will allow to strengthen the region's position also owing to the dynamically developing market of feeder transits. Feeder transits allow to utilize the potential of intermodal transport and deliver the goods also to smaller Baltic ports.

The projected target annual handling capacity of the Deepwater Container Terminal in Świnoujście is 1.5 million TEU. Annually, 150 calls by 400-meter long oceanic container ships are expected, and 330 calls by the so-called feeders, up to 250 m in length.

While analysing the benefits from the functioning of a container terminal, three main groups of benefits should be considered, namely: the social, economic, and ecological benefits. This found its reflection in the studies conducted among entrepreneurs and residents, as well as representatives of local authorities.

Among the social benefits for the area of western borderland, the possibility of increasing employments among the residents of the region should be noted. Owing the the development of international trade, new workplaces will be available in the region. The construction of the technical infrastructure necessary for the creation of the terminal and its service alone generates numerous workplaces and lucrative

contracts for the local construction businesses. It significantly influences the standard of living of the area's residents, hired at the servicing of the new investments.

Thanks to the development of modern road, railway, and inland infrastructure it will be possible to counteract the phenomenon of transport congestion. It is especially important in the context of the planned transfer of containers from road transport onto railway and inland transport. It will certainly increase safety on local roads, via which the containers are currently transported. Already today a major part of transit traffic has been moved from local roads onto the S3 route and it was positively assessed by the residents of the region.

Owing to the development of innovative economic enterprises in the region, pressure is also growing to develop cooperation between industry and science. It directly translates to raising the quality of scientific and implementation research realized in the scientific institutions of the region. More and more often they also collaborate with business owners in the area of educating the human resources indispensable for the economic development in the region.

A deepwater container terminal is a chance for the development of transport industry in the borderland region. Already today businesses operating in this sector hire more employees and invest in modern railway rolling stock.

Among the most important environmental benefits we should mention reduction in the emission of harmful substances related to combustion of fuels. It especially concerns the use of railway and inland transport in delivering the goods to the terminal. In this way, the delivered containers will be reloaded onto larger vessels. Thus is will be possible to make valuable savings, also in the area of natural environment.

Among the economic benefits, there is the creation of opportunities to reduce the transportation costs, which are an essential component of the prices of the products offered. This will undoubtedly influence the increase in competitiveness of the producers from the borderland region. Savings resulting from avoiding transport congestion are also important. It entails lower operational costs and vehicle operating costs, maintenance costs for the road infrastructure, the costs of prolonging the shipping time, etc.

The operation of the terminal will favorably increase the income of the socio-economic environment. Increasing the transhipment capacity will affect the increased income of the port's management as well as entrepreneurs servicing the cargo streams. These are primarily transportation businesses, customs agencies, and maritime agencies.

The development of services accompanying the operation of the terminal will result in a higher demand for new apartments for employees, which will have a positive impact on the real estate market and local construction companies.

The revenues generated on the scale of the whole country are also significant. They are connected with the revenues from customs, excise, and VAT. The economic benefits stemming from the launch of DCT Gdańsk in 2008 were over 2,223 million zlotys, and in 2015 already over 18,400 million.

The construction of a container terminal in Świnoujście assuming its full encumbrance and maintaining current tax and customs rates should bring about 850,000 zlotys of customs revenue. The VAT receipts estimated at over PLN 9,150

million zlotys will also be significant. The Polish budget will also receive over 800tys. zlotys from the collection of excise duty. It is important to assume that they will be created thanks to new trade flows.

Should that success in increasing the reloads observed in Gdańsk be repeated, the benefits for the national economy seem enormous. Significant economic benefits appear in the imports of products that have been received so far in German or Dutch ports.

The costs of transporting the container from those ports via car transport are several times higher than the cost of freight to Świnoujście. Estimating the cost of transporting the container at 1.5 euro/km, the trip from Hamburg to Goleniów would cost about 650 euro. The difference in the costs while shipping the container to Świnoujście is about 400 euro. This only concerns one of hundreds of containers that reach the Special Economic Zone near Goleniów.

Increased revenues from taxes (PIT and CIT) are also significant for the region. Increased income of residents and entrepreneurs will cause increased revenue to the municipal budgets.

In the case of Świnoujście, increased revenue from property tax should also be expected.

Another example of an investment realized in Świnoujście – the LNG terminal, shows that actions undertaken by the operator within CSR are also very beneficial for the residents. Corporate Social Responsibility is currently one of the tools for creating favorable relations with residents.

In the case of Świnoujście, it consists in supporting initiatives taken by the residents and the local authorities. They serve to improve the standard of life for the Świnoujście residents and contribute to building a positive image of the operator. It should be expected that in the case of creating a container terminal, the situation will reoccur. On the occasion of realizing this very important investment, elements of infrastructure should be indicated which will also serve the residents. Examples of such solutions could be parking spaces available to residents and workers at the terminal, utilities in the vicinity of the terminal with a view to developing commercial and service businesses, construction of a new sewage treatment plant, etc.

6. CONCLUSION

Increasing the pace of the EU's socio-economic development is possible owing to increased economic cooperation between various regions of the EU, including the countries of the Baltic Sea region and the countries of the Mediterranean Sea region. In order to utilize this potential, it is necessary to invest in the development and modernization of transportation infrastructure and creating a network of logistic connections between regions. This will certainly increase both social and economic cohesion of Poland's western borderland area. Thus the foundations for a sustainable socio-economic development of regions located along the trans-European transportation axes composed of an integrated system of waterways, railway lines, highways.

The container terminal in Świnoujście is probably a key investment indispensable for an economic revival of the region.

Its functioning may affect the strengthening of economic cooperation and social ties between countries in the area of CETC impact. The investment realizes the idea of cohesion of Central Europe.

In our opinion a deepwater container terminal is a chance for a further actuation of development of the Polish western borderland area. Analysis of tendencies in global commerce and the market of multimodal transport in Poland indicates that launching of the terminal might bring about numerous social, economic, and environmental benefits.

A deepwater container terminal in Świnoujście is an important link in the logistic chain whose axis is CETC. Without a modern technical infrastructure connected with the functioning of the terminal, development of innovative economic enterprises in the region will not be possible. Access to high quality transport services and lowering their costs will result in increasing the competitiveness of the western borderland region. It will become even more attractive for potential investors. It will significantly improve the quality of life of the region's inhabitants. The construction of a container terminal in Świnoujście is still in the consultation phase. This investment is very controversial for the local community. Therefore, research on the profits of building a terminal, for the local and regional economy should be continued.

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