

LOGISTICS CENTRES DEVELOPMENT IN POLISH PORTS AS EUROPEAN TRANSPORT CORRIDORS

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Abstract: *The article discusses logistics centres development in Polish ports as vital European transport corridors and the reaction to development of customers of ports' needs and changes in environment in Baltic Sea Region.*

Key words: *transport corridors, logistics centres, merchant port, European funds*

ECONOMIC ISSUES OF TRANSPORT

1. INTRODUCTION

53,5 million inhabitants of regions situated by the Baltic sea is a vital source of consumer and investment demand. Institutions and companies that function in the region provide work for approximately 25,6 million persons. The region creates PKB annually worth approximately 1400 billion euro¹. Quickly growing demand of Scandinavian and Baltic countries was in 2008 slowed down as a result of world financial crisis. It does not change the fact, that the region is consuming more and more goods, especially imported ones. Additional cargoes stream are generated by investments undertaken as a result of inflow of financial means from European Union.

2. SEA-LAND EUROPEAN TRANSPORT CORRIDOR NO VI

Sea-land transport corridor running from the North to the South of Europe through port in Gdansk and in Gdynia makes one of the four important European transport corridors, running through territory of Poland. It remained as a corridor VI covered by priorities of III and II level of establishments on a Cretan conference in 1994. In this corridor are the main elements of the transport infrastructure on territory of Poland. It is recognized as a network of basic railways and circular routes in the North- South direction in Europe. In a transeuropean network system the corridor makes the main international transport North- South series, running through Middle East European Countries . It leads from Middle Europe, Balkanian Countries and Turkey to the Middle East.

¹ C. Ketels: The Baltic Sea Region as a Place to Do Business. Baltic Development Forum, Kopenhaga 2007, s. 7.



Fig. 1 Transeuropean transport corridors in Poland

References: The meaning of sea-land logistics centres in short sea shipping development in relations with Polish ports. Publishing Internal Maritime Institute in Gdańsk, No 6418. Gdańsk 2008, s. 58

The corridor joins the Baltic Sea basin with Middle Eastern Europe countries and then with countries of the Adriatic and Mediterranean Sea basin. Basic storage elements of the corridor VI on territory of Poland are: two big seaports in Gdańsk and Gdynia with ferry and container terminal, Baltic shipping system from these ports (ferry, container and ro-ro) two main railway connections- E65 line and main carbonic Śląsk-seaports (line no 131) and international railway no 1 (E 75).

3. CHANGES IN ENVIRONMENT OF POLISH PORTS

At the beginning of this century fast inflow of cargoes in containers and ro-ro transport trend has been clearly noticeable. New container terminals have been established in ports situated by the Baltic Sea. Another stands for ro-ro handling have been planned and started.

The number of shipping system, which new faster and bigger units are introduced to, has been increasing. In Baltic region about 160 million tones of cargoes are shipped during internal turnover annually. Over 60 million tones of goods arrives at the Baltic Sea on vessels and over 300 million tones of it is taken away

(mainly oil). In the regular navigation between Baltic and European Ocean ports dozens of ship-owners maintain over 3800 regular connections. Only to Polish Quay ports over 17 000 of units call to it annually . There are containers and ro-ro units among them more and more often. 4 million of containers are reloaded in Baltic ports annually. Its number keeps on increasing by 10% every year. In 2007 over 760 thousand of TEU was reloaded and in 2008 almost 855 thousand of TEU².

4. HANDLING CONTAINERS IN POLISH PORTS

Contemporarily container and ro-ro terminals of Polish ports have handling potential about 2 million TEU and cargo units. Within 5 years perspective this potential will double. Logistic centres will make vital background for quickly developing sea-land transport chains. High dynamics of container handling has remained in a position in Polish ports in 2007-2008.

The number of standard containers in handling onboard increased from almost 506,2 thousand TEU in 2005 (449 thousand TEU in 2004)to about 855 thousand TEU. Crucial influence on it had over 15% increase of handling in Gdynia, mainly in Baltic container terminal, which is still one of important container terminals at the Baltic Sea. In 2008 over 440,6 thousand of TEU was reloaded there. Gdynia Container Terminal achieved good results in 2006 with the number of 167 thousand reloaded TEU. Last year in Gdansk's DCT, which started its activity in October 2007, increase of containers handling was stated from about 3,5 thousand TEU to almost 106,5 thousand, however there was a turnover decline in GTK- container terminal by 15%(from over 91 thousand to almost 98 thousand TEU). In Szczecin amounts of containers are not as big as in Gdynia, but increase is systematic.

Drobnica- Port in Szczecin stated another year of increase handling over 38 thousand TEU in 2006, over 50 thousand TEU in 2007 and about 61 thousand TEU in 2008.

² Data from container terminals and board of Marine ports

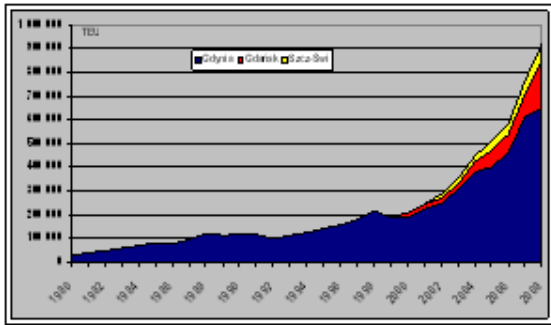


Fig.2 Containers handling in Polish ports in 1980-2008

References: Data from terminal containers and the board of Marine ports.

5. CONCEPTS OF LOGISTICS FUNCTIONS DEVELOPMENT IN POLISH PORTS

Western Logistic Centre in Szczecin was built in Szczecin port on a land with an area of 20 hectares. Investment was funded by European Regional Development Fund within the Sectoral Operational Programme Transport 2004-2006 and was finished in 2007. In 2005 the Board of Marine Szczecin - Swinoujscie port signed the contract with consortium of Calbud from Szczecin and Inrerbud - West from Gorzow Wlkp. companies for the construction of centre. Within the investment expansion of the road and railway infrastructure is expected. The centre makes the natural background of the terminal container handling. Vital advantage of the project in Ostrow Grabowski is the fact that Western Logistic Centre and technical infrastructure of the container base are funded by Regional Development Fund (ERDF). Its value is estimated at 100 million zł, of which one third is allotted to the construction of logistic centre, and the rest to container terminal³.

Distribution Centre-Logistics in Port of Gdynia was planned next to the Baltic container terminal, Gdynia Container and Ferry Terminal operating (among all with help of two-level ramp) ferry connections of Stena Line in Gdynia with Karlskrona.

³ Information based on materials from Board of Marine Szczecin- Swinoujscie port



Fig. 3. Odra's transport corridor

Ref: Board of Marine Szczecin - Swinoujscie port. Szczecin 2009

Situated on the Eastern side of the Kwiatkowski's flyover, centre next is neighboring with Baltic Auto Centre (centre of car distribution- service capacity- about 30 thousand of vehicles annually-) and numerous smaller distribution companies⁴, whereas the northern west from the centre, on the land with an area of 7 hectares. Trefl Logistics Centre (TCL) is expected to be build. On the 1st of April 2008 depot has been started up, which currently about 200 of containers are stored on. Presently preparations for storehouses construction with an area of 2,5 thousand square meter are in progress⁵.

Board of Marine Port in Gdynia within logistics centre reserved 30 hectares for logistic and distribution activity. At the time the motorway construction A1 is finished and Kwiatkowski's route joined with the tri-city ring road, logistic Centre of Gdynia will have a chance to become

⁴ 4. M. Grzybowski: Seaport- building a company brand on a global market B2B (in Port of Gdynia example) [in:] marketing of the future, trends, strategies, instruments. Law journals of University of Szczecin no 511. Economical problems of services, Szczecin 2008. ISSN 1640-6818 [ISSN 1896-382X], s. 63-70

⁵ L. Stefaniak Logistics in the backroom, supplement Logistics 2008, "Leads to the sea and trade" October 2008, page 10

one of the most important links of a country's logistic system. Its position can be strengthened by starting up a civil airport with cargo terminal and places for "general aviation" service in Gdynia⁶. In Pomerania province during pre-accession period preceding joining Poland to EU, in 2003 services development was suggested, based on new logistic centres⁷. Such concept came into being during period preceding economic growth, which is why its effective realization was accepted.

Basing on Directions of European Economy Development Analysis and considering Economic and Legal changes in the country, initiative of creating Baltic Logistics Centre (BLC SA) has been taken up. BLC will become a partner for similar union organizations retaining its national subjectivity. Organizational and economical analysis and also Polish and European structure researches of transport canals showed that there is a need for creating strong logistic organization in Gdansk region. Subject of these particular actions of the organization should be location and logistics base development. These actions meet needs for integration of the cities, which are members of Tri-city and Pomeranian region. Accepted concept was coherent with SPOT assumptions (Sectoral Operational Programmes Transport)⁸. Among the basic functions of Baltic Logistics Centre were transport services- local involving distribution, national and international. Supplementary functions are: external transport services (meteo, monitoring of roads, petrol supply) and internal (including handling and manipulation). Unfortunately in the time of world economic crisis there has been inhibition in realization of accepted assumptions SPOT. According to the information on SPOT

completion from April 2008 19 projects have been identified as certain not to be accomplished⁹.

Logistics and distribution centre in Gdansk will be situated in the area of 130 hectares. Formal decision on locating logistic centre in Port of Gdansk was made in January 2005. Tripartite agreement on cooperation regarding designing and constructing logistics and distribution centre in Northern Port was signed in City Council of Gdansk. Next to the Chairman of Port and President of the City, the letter of intent was signed by Deepwater Container Terminal Chairman (DCT) Gdansk joint stock-company. The surface of the centre will be dozen times bigger than designed container terminal with reserved area of 32 hectares. Logistic Centre in Gdansk is to be a background for container terminal and ro-ro. According to DCT management announcements terminal starts in Autumn this year, and in the first year of activity it should reload 200 thousand TEU in order to achieve turnover on 500 thousand TEU level¹⁰.

6. CONCLUSIONS

Firstly- What decides the most about attractiveness of sea-land logistics centres is its location in ports but more importantly location of a way transport corridors.

Secondly- If the access to handling terminals from the sea and what goes with it- to logistics centres guarantees cargoes deliveries, than from the land the transport corridors will have limited way.¹¹

Thirdly- realization of all the concepts and ventures involving transport corridors development will be possible after overcoming barriers of world economy crisis.

⁶ M. Grzybowski: Hub Airport for Kashuby. Ports, Cargo, aviation services. Polish Transport Gazette 2008,2 of July 2008, no 27 page V.

⁷http://www.logistyka.net.pl/index.php?option=com_content&task=view&id=2926&Itemid=40.

⁸ more in S. Piocha, J. Tomaszewski, Sectoral Operational Programmes Transport. In 2th International Railway Symposium and Trade Exhibition. Istambul: TCCD, 2008 pp. 617 - 625. ISBN 978-605-4073-03-0.

⁹ Managing Authority SPOT: „Information on SPOT completion for 30th of April 2008” Warsaw: Regional Development Ministry, page 9-10.

<http://www.mi.gov.pl/files/0/1791464/RAPORTzprzebiegurealizacjipolitykimorskiejRPw2008r.pdf>

¹⁰ M. Grzybowski: The logistics clusters as region's activity effect marketing oriented [in]: The Baltic Shipping Market [ISBN: 978-83-60585-09-2], Naval Academy, Szczecin 2008, s. 11-22.

¹¹ See M. Grzybowski (Project Manager) The meaning of sea-land logistics centre in navigation development of a close range in relations with polish ports, Publishing Internal Maritime Institute in Gdańsk, No 6418. Gdansk 2008, page 58-70.

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РАЗВИТИЕ НА ЛОГИСТИЧНИ ЦЕНТРОВЕ В ПОЛСКИТЕ ПРИСТАНИЩА КАТО ЧАСТ ОТ ЕВРОПЕЙСКИТЕ ТРАНСПОРТНИ КОРИДОРИ

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Ключови думи: транспортни коридори, логистични центрове, търговски пристанища, европейски фондове.

Резюме: В доклада се обсъжда развитието на логистични центрове в полските пристанища като част от жизненоважни европейски транспортни коридори и отношението на клиентите към развитието на потребностите на пристанищата и промените в околната среда в региона на Балтийско море.